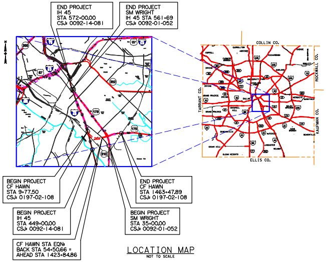
ROLL 4 OF 4 PROFILES

TEXAS DEPARTMENT OF TRANSPORTATION
TxDOT DALLAS DISTRICT
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
SM WRIGHT PROJECT
DALLAS COUNTY
CSJ: 0092-01-052, 0197-02-108, 0092-14-081

	SM WRIGHT (EX. US 175 & SH 310) CSJ: 0092-01-052	CF HAWN (US 175) CSJ: 0197-02-108	IH 45 CSJ: 0092-14-081
SCHEMATIC ROLL:	1*	2*	3*
AVG DAILY TRAFFIC:	57,500 (2035)	186,200 (2035)	171,800 (2035)
FUNCTIONAL CLASS:	URBAN ARTERIAL	URBAN FREEWAY	URBAN FREEWAY
FROM:	N. OF BUDD ST	BEXAR ST	S. OF LAMAR ST
TO:	IH 45	IH 45	SM WRIGHT
LENGTH:	2.20 MILES	1.60 MILES	2.33 MILES
DESIGN SPEED			
MAIN LANES	35 mph	50 mph	60 mph
DIRECT CONNECTORS:	- -	50 mph	50 mph
RAMPS:	20 - 30 mph	40 mph	40 mph
FRONTAGE RDS:	- -	30 - 40 mph	40 mph
CROSS STREETS:	25 - 30 mph	30 mph	15 - 30 mph

* FRONTAGE ROAD, CROSS STREET, AND RAMP PROFILES FOUND ON ROLL 4.



END PROJECT IH 45 STA 572+00.00 CSJ: 0092-14-081
END PROJECT SM WRIGHT IH 45 STA 561+69 CSJ: 0092-01-052
COLLIN CO.
ROCKWALL CO.
TARRANT CO.
KAUFMAN CO.
ELLIS CO.
BEGIN PROJECT CF HAWN STA 9+77.50 CSJ: 0197-02-108
END PROJECT CF HAWN STA 1463+47.89 CSJ: 0197-02-108
BEGIN PROJECT IH 45 STA 449+00.00 CSJ: 0092-14-081
BEGIN PROJECT SM WRIGHT STA 35+00.00 CSJ: 0092-01-052
CF HAWN STA EQN: BACK STA 54+50.66 = AHEAD STA 1423+84.86

LOCATION MAP
NOT TO SCALE

Scale:
Horizontal 1"=200'
Vertical 1"=20'

JUNE 2013
Roll 4 of 4

PRELIMINARY
FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
MATTHEW G. CRAIG	69910	6/10/2013
CHAD R. GARDINER	93793	6/10/2013
JEREMY W. MCGAHAN	103650	6/10/2013

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
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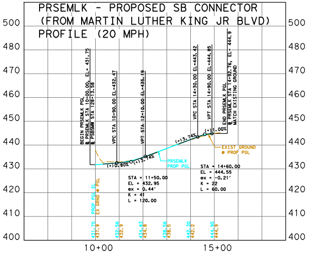
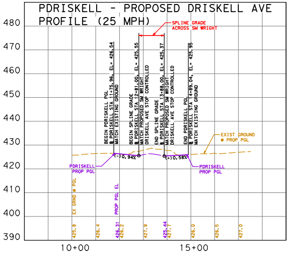
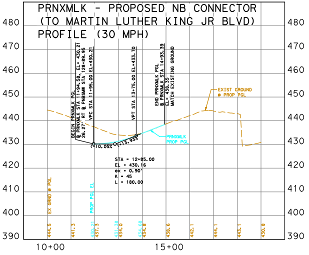
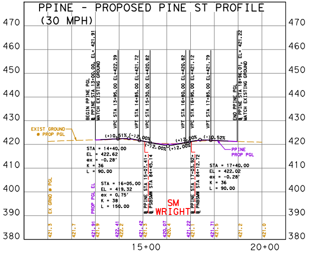
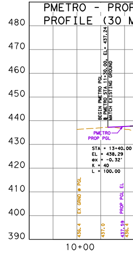
PRELIMINARY SUBJECT TO CHANGE

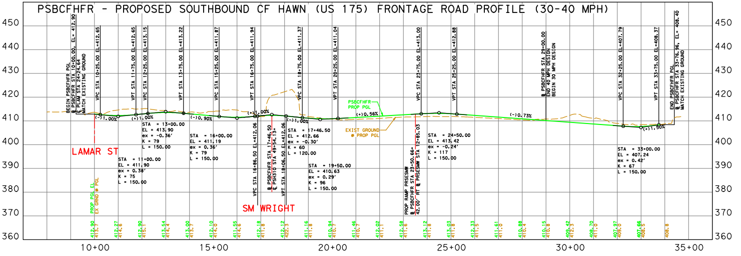




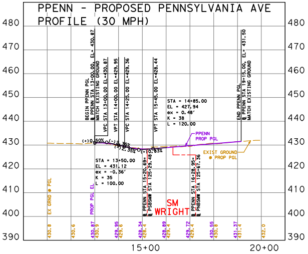




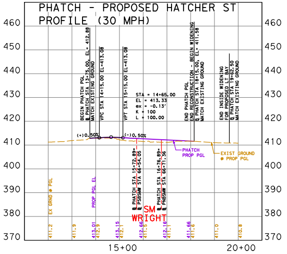




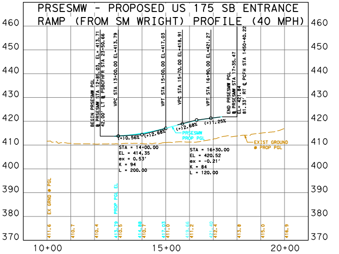
PPENN - PROPOSED PENNSYLVANIA AVE PROFILE (30 MPH)


BEGIN PPENN PGL ℄ PPENN STA 13+00.00, EL= 430.87 MATCH EXISTING GROUND
VPC STA 13+00.00 EL=430.87
VPT STA 14+00.00 EL=429.95
VPC STA 14+25.00 EL=429.36
VPT STA 15+45.00 EL=428.44
END PPENN PGL ℄ PPENN STA 19+15.00, EL= 431.50 MATCH EXISTING GROUND
STA = 14+85.00
EL = 427.94
ex = 0.48'
K = 38
L = 120.00
STA = 13+50.00
EL = 431.12
ex = -0.36'
K = 35
L = 100.00
(+)0.50%
(-)2.35%
(+)0.83%
PPENN PROP PGL
EXIST GROUND
PROP PGL
℄ PPENN STA 15+20.69= ℄ PSBSMW STA 125+29.48
℄ PPENN STA 16+28.95= ℄ PNBSMW STA 125+67.36
SM WRIGHT
EX GRND
PROP PGL
15+00
20+00

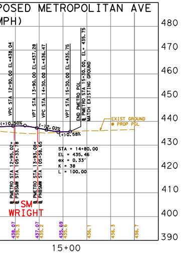
PHATCH - PROPOSED HATCHER ST PROFILE (30 MPH)


BEGIN PHATCH PGL ℄ PHATCH STA 13+75.00, EL= 412.88 MATCH EXISTING GROUND
VPC STA 14+15.00 EL=413.08
VPT STA 15+15.00 EL=413.08
STA = 14+65.00
EL = 413.33
ex = -0.13'
K = 100
L = 100.00
END PHATCH PGL END RECONSTRUCTION - BEGIN WIDENING ℄ PHATCH STA 18+15.00, EL= 411.58 MATCH EXISTING GROUND
END INSIDE WIDENING FOR PROPOSED LT BAY ℄ PHATCH STA 19+62.50 MATCH EXISTING GROUND
(+)0.50%
(-)0.50%
PHATCH PROP PGL
EXIST GROUND
PROP PGL
℄ PHATCH STA 15+72.89= ℄ PSBSMW STA 66+54.05
℄ PHATCH STA 16+76.89= ℄ PNBSMW STA 66+71.36
SM WRIGHT
EX GRND
PROP PGL EL
15+00
20+00

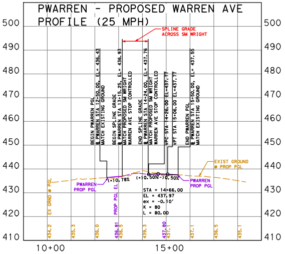
PRSESMW - PROPOSED US 175 SB ENTRANCE RAMP (FROM SM WRIGHT) PROFILE (40 MPH)


BEGIN PRSESMW PGL ℄ PRSESMW STA 12+85.03, EL= 413.71 ℄ PSBCFHFR STA 23+50.66 42.00' LT
VPC STA 13+00.00 EL=413.79
VPT STA 15+00.00 EL=417.03
VPC STA 15+70.00 EL=418.91
VPT STA 16+90.00 EL=421.27
END PRSESMW PGL ℄ PRSESMW STA 17+35.47 EL= 421.84 ℄ PCFH STA 1450+40.22 81.35' RT
STA = 14+00.00
EL = 414.35
ex = 0.53'
K = 94
L = 200.00
STA = 16+30.00
EL = 420.52
ex = -0.21'
K = 84
L = 120.00
(+)0.56%
(+)2.68%
(+)1.25%
PRSESMW PROP PGL
EXIST GROUND
PROP PGL
EX GRND
PROP PGL EL
10+00
15+00
20+00

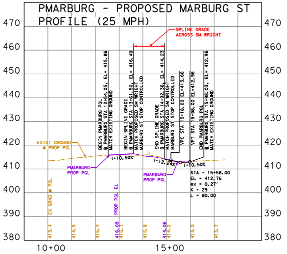
POSED METROPOLITAN AVE
MPH)


VPC STA 12+90.00 EL=438.04
VPT STA 13+90.00 EL=437.28
VPC STA 14+30.00 EL=436.47
VPT STA 15+30.00 EL=435.75
END PMETRO PGL ℄ PMETRO STA 15+30.00, EL= 435.75 MATCH EXISTING GROUND
(+)0.50%
(-)2.02%
(+)0.58%
STA = 14+80.00
EL = 435.46
ex = 0.33'
K = 38
L = 100.00
EXIST GROUND
PROP PGL
℄ PMETRO STA 12+95.02= ℄ PSBSMW STA 105+33.78
℄ PMETRO STA 13+93.08= ℄ PNBSMW STA 105+58.65
SM WRIGHT
15+00

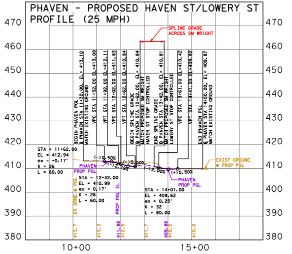
PWARREN - PROPOSED WARREN AVE PROFILE (25 MPH)


SPLINE GRADE ACROSS SM WRIGHT
BEGIN PWARREN PGL ℄ PWARREN STA 12+50.00, EL= 436.43 MATCH EXISTING GROUND
BEGIN SPLINE GRADE ℄ PWARREN STA 13+15.25, EL= 436.93 MATCH PROPOSED SM WRIGHT WARREN AVE STOP CONTROLLED
END SPLINE GRADE ℄ PWARREN STA 14+24.00, EL= 437.76 MATCH PROPOSED SM WRIGHT WARREN AVE STOP CONTROLLED
VPC STA 14+26.00 EL=437.77
VPT STA 15+06.00 EL=437.77
END PWARREN PGL ℄ PWARREN STA 15+50.00, EL= 437.55 MATCH EXISTING GROUND
(+)0.78%
(+)0.50%
(-)0.50%
STA = 14+66.00
EL = 437.97
ex = -0.10'
K = 80
L = 80.00
PWARREN PROP PGL
EXIST GROUND
PROP PGL
EX GRND
PROP PGL EL
10+00
15+00

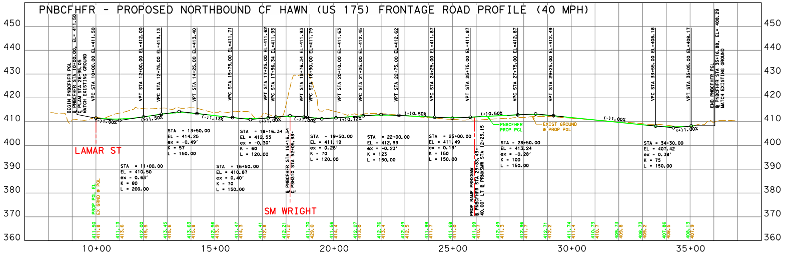
PMARBURG - PROPOSED MARBURG ST PROFILE (25 MPH)


SPLINE GRADE ACROSS SM WRIGHT
BEGIN PMARBURG PGL ℄ PMARBURG STA 12+54.05, EL= 415.86 MATCH EXISTING GROUND
BEGIN SPLINE GRADE ℄ PMARBURG STA 13+61.50, EL= 416.40 MATCH PROPOSED SM WRIGHT MARBURG ST STOP CONTROLLED
END SPLINE GRADE ℄ PMARBURG STA 14+32.36, EL= 414.23 MATCH PROPOSED SM WRIGHT MARBURG ST STOP CONTROLLED
VPC STA 15+18.00 EL=413.66
VPT STA 15+98.00 EL=412.96
END PMARBURG PGL ℄ PMARBURG STA 15+98.03, EL= 412.96 MATCH EXISTING GROUND
(+)0.50%
(-)2.24%
(+)0.50%
STA = 15+58.00
EL = 412.76
ex = 0.27'
K = 29
L = 80.00
EXIST GROUND
PROP PGL
PMARBURG PROP PGL
EX GRND
PROP PGL EL
10+00
15+00

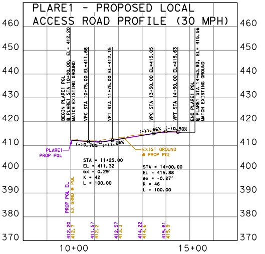
PHAVEN - PROPOSED HAVEN ST/LOWERY ST PROFILE (25 MPH)


SPLINE GRADE ACROSS SM WRIGHT
BEGIN PHAVEN PGL ℄ PHAVEN STA 11+30.00, EL= 413.10 MATCH EXISTING GROUND
VPC STA 11+32.00 EL=413.09
VPT STA 11+92.00 EL=412.11
VPC STA 12+02.00 EL=411.83
VPT STA 12+62.00 EL=410.84
BEGIN SPLINE GRADE ℄ PHAVEN STA 12+62.00, EL= 410.84 MATCH PROPOSED SM WRIGHT HAVEN ST STOP CONTROLLED
END SPLINE GRADE ℄ PHAVEN STA 13+42.00, EL= 410.81 MATCH PROPOSED SM WRIGHT LOWERY ST STOP CONTROLLED
VPC STA 13+61.00 EL=410.42
VPT STA 14+41.00 EL=409.82
END PHAVEN PGL ℄ PHAVEN STA 14+56.00, EL= 409.87 MATCH EXISTING GROUND
STA = 11+62.00
EL = 412.94
ex = -0.17'
K = 26
L = 60.00
STA = 12+32.00
EL = 410.99
ex = 0.17'
K = 26
L = 60.00
STA = 14+01.00
EL = 409.62
ex = 0.25'
K = 32
L = 80.00
(-)0.50%
(-)2.78%
(+)0.50%
(-)2.00%
(+)0.50%
PHAVEN PROP PGL
EXIST GROUND
PROP PGL
EX GRND
PROP PGL EL
10+00
15+00

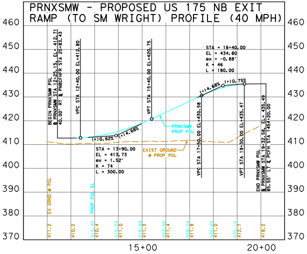
PNBCFHFR - PROPOSED NORTHBOUND CF HAWN (US 175) FRONTAGE ROAD PROFILE (40 MPH)


BEGIN PNBCFHFR PGL ℄ PNBCFHFR STA 10+00.00, EL= 411.50 ℄ PLAM STA 26+95.05 MATCH EXISTING GROUND
VPC STA 10+00.00 EL=411.50
VPT STA 12+00.00 EL=412.00
VPC STA 12+75.00 EL=413.13
VPT STA 14+25.00 EL=413.40
VPC STA 15+75.00 EL=411.71
VPT STA 17+25.00 EL=411.62
VPC STA 17+56.34 EL=411.93
VPT STA 18+76.34 EL=411.93
VPC STA 18+90.00 EL=411.79
VPT STA 20+10.00 EL=411.63
VPC STA 21+25.00 EL=412.45
VPT STA 22+75.00 EL=412.62
VPC STA 24+25.00 EL=411.87
VPT STA 25+75.00 EL=411.87
VPC STA 27+75.00 EL=412.87
VPT STA 29+25.00 EL=412.49
VPC STA 33+55.00 EL=408.18
VPT STA 35+05.00 EL=408.17
END PNBCFHFR PGL ℄ PNBCFHFR STA 35+16.88, EL= 408.29 MATCH EXISTING GROUND
(-)1.00%
(+)1.50%
(-)1.13%
(+)1.00%
(-)1.00%
(+)0.72%
(-)0.50%
(+)0.50%
(-)1.00%
(+)1.00%
STA = 11+00.00
EL = 410.50
ex = 0.63'
K = 80
L = 200.00
STA = 13+50.00
EL = 414.25
ex = -0.49'
K = 57
L = 150.00
STA = 16+50.00
EL = 410.87
ex = 0.40'
K = 70
L = 150.00
STA = 18+16.34
EL = 412.53
ex = -0.30'
K = 60
L = 120.00
STA = 19+50.00
EL = 411.19
ex = 0.26'
K = 70
L = 120.00
STA = 22+00.00
EL = 412.99
ex = -0.23'
K = 123
L = 150.00
STA = 25+00.00
EL = 411.49
ex = 0.19'
K = 150
L = 150.00
STA = 28+50.00
EL = 413.24
ex = -0.28'
K = 100
L = 150.00
STA = 34+30.00
EL = 407.42
ex = 0.38'
K = 75
L = 150.00
PNBCFHFR PROP PGL
EXIST GROUND
PROP PGL
LAMAR ST
SM WRIGHT
℄ PNBCFHFR STA 18+16.34 = ℄ PSH310 STA 52+05.98
PROP RAMP PRNXSMW ℄ PNBCFHFR STA 25+83.43= ℄ PRNXSMW STA 12+25.15 40.00' LT
PROP PGL EL
EX GRND
10+00
15+00
20+00
25+00
30+00
35+00

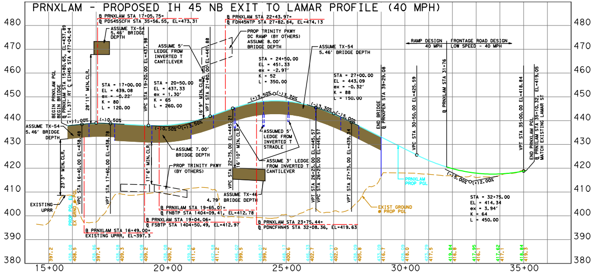
PLARE1 - PROPOSED LOCAL ACCESS ROAD PROFILE (30 MPH)


BEGIN PLARE1 PGL ℄ PLARE1 STA 10+00.00, EL= 412.20 MATCH EXISTING GROUND
VPC STA 10+75.00 EL=411.68
VPT STA 11+75.00 EL=412.15
VPC STA 13+50.00 EL=415.05
VPT STA 14+50.00 EL=415.63
END PLARE1 PGL ℄ PLARE1 STA 14+63.93, EL= 415.56 MATCH EXISTING GROUND
(-)0.70%
(+)1.66%
(-)0.50%
STA = 11+25.00
EL = 411.32
ex = 0.29'
K = 42
L = 100.00
STA = 14+00.00
EL = 415.88
ex = -0.27'
K = 46
L = 100.00
PLARE1 PROP PGL
EXIST GROUND
PROP PGL
PROP PGL EL
EX GRND
10+00
15+00

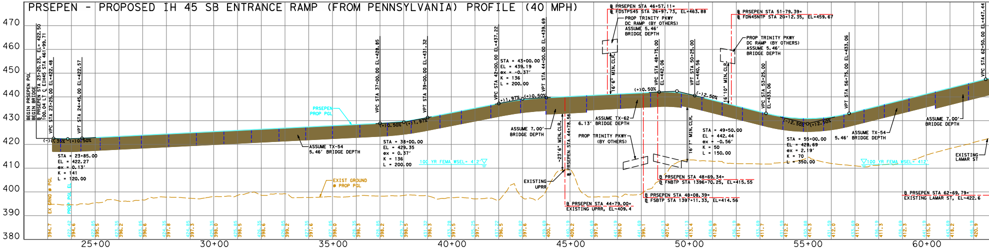
PRNXSMW - PROPOSED US 175 NB EXIT RAMP (TO SM WRIGHT) PROFILE (40 MPH)


BEGIN PRNXSMW PGL
℄ PRNXSMW STA 12+25.15, EL= 412.71
40.00' RT ℄ PNBCFHFR STA 25+83.43
VPC STA 12+40.00 EL=412.80
VPT STA 15+40.00 EL=420.75
STA = 13+90.00
EL = 413.73
ex = 1.52'
K = 74
L = 300.00
(+)0.62%
(+)4.68%
(+)0.75%
STA = 18+40.00
EL = 434.80
ex = -0.88'
K = 46
L = 180.00
VPC STA 17+50.00 EL=430.58
VPT STA 19+30.00 EL=435.47
END PRNXSMW PGL
℄ PRNXSMW STA 19+32.58, EL= 435.49
85.55' LT ℄ PCFH STA 1454+20.00
PRNXSMW PROP PGL
EXIST GROUND
PROP PGL
EX GRND EL
PROP PGL EL
15+00
20+00
460 450 440 430 420 410 400 390 380 370

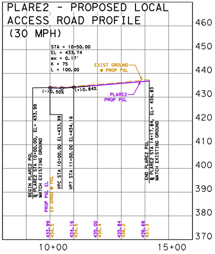
PRNXLAM - PROPOSED IH 45 NB EXIT TO LAMAR PROFILE (40 MPH)


℄ PRNXLAM STA 17+05.75=
℄ PDS45SCFH STA 35+56.55, EL=473.31
℄ PRNXLAM STA 22+43.97=
℄ FDN45NTP STA 27+82.84, EL=474.13
ASSUME TX-54 5.46' BRIDGE DEPTH
ASSUME 5' LEDGE FROM INVERTED T CANTILEVER
PROP TRINITY PKWY DC RAMP (BY OTHERS) ASSUME 8.00' BRIDGE DEPTH
ASSUME TX-54 5.46' BRIDGE DEPTH
RAMP DESIGN 40 MPH
FRONTAGE ROAD DESIGN LOW SPEED - 40 MPH
STA = 17+00.00
EL = 439.08
ex = -0.22'
K = 80
L = 120.00
STA = 20+50.00
EL = 437.33
ex = 1.30'
K = 65
L = 260.00
STA = 24+50.00
EL = 451.33
ex = -2.97'
K = 52
L = 350.00
STA = 27+00.00
EL = 443.09
ex = -0.32'
K = 88
L = 150.00
(+)1.00%
(-)0.50%
(-)0.50%
(+)3.50%
(+)3.50%
(-)3.30%
(-)3.30%
(-)5.00%
(-)5.00%
(+)2.00%
ASSUME 7.00' BRIDGE DEPTH
ASSUME 5' LEDGE FROM INVERTED T STRADLE
ASSUME 3' LEDGE FROM INVERTED T CANTILEVER
PROP TRINITY PKWY (BY OTHERS)
ASSUME TX-46 4.79' BRIDGE DEPTH
℄ PRNXLAM STA 19+65.01=
℄ FNBTP STA 1404+09.41, EL=412.78
℄ PRNXLAM STA 19+04.06=
℄ FSBTP STA 1404+50.49, EL=412.97
℄ PRNXLAM STA 16+49.00=
EXISTING UPRR, EL=397.3
℄ PRNXLAM STA 23+75.44=
℄ PDNCFHN45 STA 32+08.36, EL=419.63
EXISTING UPRR
STA = 32+75.00
EL = 414.34
ex = 3.94'
K = 64
L = 450.00
PRNXLAM PROP PGL
EXIST GROUND
PROP PGL
END BRIDGE
℄ PRNXPEN STA 29+28.08
VPC STA 30+50.00 EL=425.59
℄ PRNXLAM STA 31+76
VPT STA 35+00.00 EL=418.84
END PRNXLAM PGL
℄ PRNXLAM STA 35+10.32, EL=419.05
MATCH EXISTING LAMAR ST
15+00
20+00
25+00
30+00
35+00
480 470 460 450 440 430 420 410 400 390 380

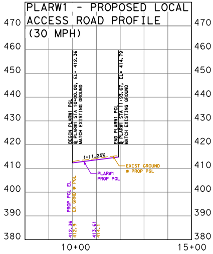
PRSEPEN - PROPOSED IH 45 SB ENTRANCE RAMP (FROM PENNSYLVANIA) PROFILE (40 MPH)


BEGIN PRSEPEN PGL
BEGIN BRIDGE
℄ PRSEPEN STA 23+20.23, EL= 422.50
100.04' LT ℄ EIH45 STA 461+99.71
VPC STA 23+25.00 EL=422.48
VPT STA 24+45.00 EL=422.57
STA = 23+85.00
EL = 422.27
ex = 0.13'
K = 141
L = 120.00
(-)0.35%
(+)0.50%
ASSUME TX-54 5.46' BRIDGE DEPTH
PRSEPEN PROP PGL
VPC STA 37+00.00 EL=428.85
VPT STA 39+00.00 EL=431.32
STA = 38+00.00
EL = 429.35
ex = 0.37'
K = 136
L = 200.00
(+)0.50%
(+)1.97%
(+)1.97%
(+)0.50%
100 YR FEMA WSEL= 412'
EXIST GROUND
PROP PGL
VPC STA 42+00.00 EL=437.22
VPT STA 44+00.00 EL=439.69
STA = 43+00.00
EL = 439.19
ex = -0.37'
K = 136
L = 200.00
ASSUME 7.00' BRIDGE DEPTH
EXISTING UPRR
℄ PRSEPEN STA 44+78.56
℄ PRSEPEN STA 44+79.00=
EXISTING UPRR, EL=409.4
℄ PRSEPEN STA 46+57.11=
℄ FDSTPS45 STA 26+97.73, EL=463.88
PROP TRINITY PKWY DC RAMP (BY OTHERS) ASSUME 5.46' BRIDGE DEPTH
ASSUME TX-62 6.13' BRIDGE DEPTH
PROP TRINITY PKWY (BY OTHERS)
VPC STA 48+75.00 EL=442.06
VPT STA 50+25.00 EL=440.56
STA = 49+50.00
EL = 442.44
ex = -0.56'
K = 50
L = 150.00
(+)0.50%
(-)2.50%
℄ PRSEPEN STA 48+69.34=
℄ FNBTP STA 1396+70.25, EL=415.55
℄ PRSEPEN STA 48+08.39=
℄ FSBTP STA 1397+11.33, EL=414.56
℄ PRSEPEN STA 51+79.39=
℄ FDN45NTP STA 20+12.35, EL=459.67
PROP TRINITY PKWY DC RAMP (BY OTHERS) ASSUME 5.46' BRIDGE DEPTH
VPC STA 53+25.00 EL=433.06
VPT STA 56+75.00 EL=433.06
STA = 55+00.00
EL = 428.69
ex = 2.19'
K = 70
L = 350.00
(-)2.50%
(+)2.50%
ASSUME TX-54 5.46' BRIDGE DEPTH
ASSUME 7.00' BRIDGE DEPTH
VPC STA 62+50.00 EL=447.44
EXISTING LAMAR ST
℄ PRSEPEN STA 62+69.79=
EXISTING LAMAR ST, EL=422.6
EX GRND EL
PROP PGL EL
25+00
30+00
35+00
40+00
45+00
50+00
55+00
60+00
470 460 450 440 430 420 410 400 390 380

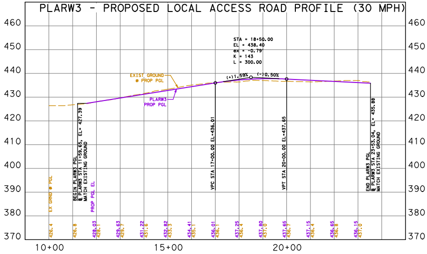
PLARE2 - PROPOSED LOCAL ACCESS ROAD PROFILE (30 MPH)

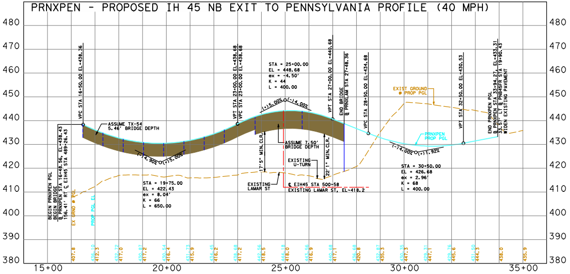

STA = 10+50.00
EL = 433.74
ex = 0.17'
K = 75
L = 100.00
EXIST GROUND
PROP PGL
(-)0.50%
(+)0.84%
PLARE2 PROP PGL
BEGIN PLARE2 PGL
℄ PLARE2 STA 10+00.00, EL= 433.99
MATCH EXISTING GROUND
VPC STA 10+00.00 EL=433.99
VPT STA 11+00.00 EL=434.16
END PLARE2 PGL
℄ PLARE2 STA 14+17.84, EL= 436.83
MATCH EXISTING GROUND
PROP PGL EL
EX GRND EL
10+00
15+00
460 450 440 430 420 410 400 390 380 370

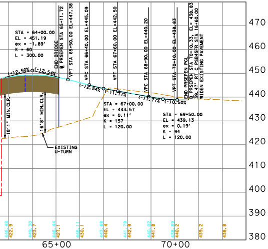
PLARW1 - PROPOSED LOCAL ACCESS ROAD PROFILE (30 MPH)

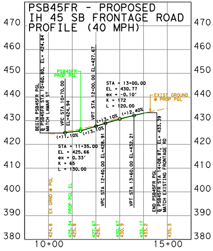

BEGIN PLARW1 PGL
℄ PLARW1 STA 10+00.00, EL= 412.36
MATCH EXISTING GROUND
END PLARW1 PGL
℄ PLARW1 STA 11+93.67, EL= 414.79
MATCH EXISTING GROUND
(+)1.25%
PLARW1 PROP PGL
EXIST GROUND
PROP PGL
PROP PGL EL
EX GRND EL
10+00
15+00
470 460 450 440 430 420 410 400 390 380

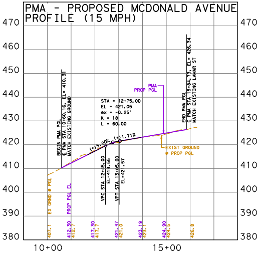
PLARW3 - PROPOSED LOCAL ACCESS ROAD PROFILE (30 MPH)

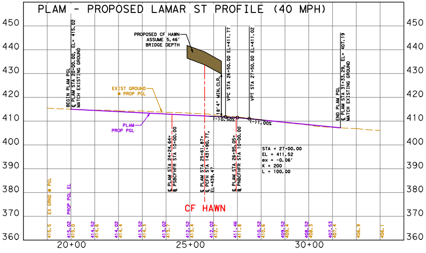

STA = 18+50.00
EL = 438.40
ex = -0.79'
K = 143
L = 300.00
(+)1.59%
(-)0.50%
EXIST GROUND
PROP PGL
PLARW3 PROP PGL
BEGIN PLARW3 PGL
℄ PLARW3 STA 11+59.65, EL= 427.39
MATCH EXISTING GROUND
VPC STA 17+00.00 EL=436.01
VPT STA 20+00.00 EL=437.65
END PLARW3 PGL
℄ PLARW3 STA 23+53.04, EL= 435.88
MATCH EXISTING GROUND
EX GRND EL
PROP PGL EL
10+00
15+00
20+00
460 450 440 430 420 410 400 390 380 370

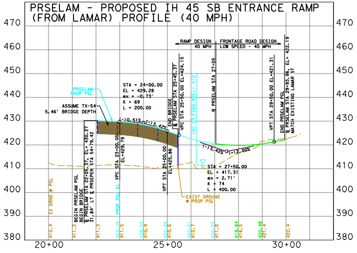

PRNXPEN - PROPOSED IH 45 NB EXIT TO PENNSYLVANIA PROFILE (40 MPH)
480
470
460
450
440
430
420
410
400
390
380
15+00
20+00
25+00
30+00
35+00
ASSUME TX-54
5.46' BRIDGE DEPTH
ASSUME 7.50' BRIDGE DEPTH
EXISTING U-TURN
EXISTING LAMAR ST
℄ EIH45 STA 500+58
EXISTING LAMAR ST, EL=418.2
STA = 19+75.00
EL = 422.43
ex = 8.04'
K = 66
L = 650.00
STA = 25+00.00
EL = 448.68
ex = -4.50'
K = 44
L = 400.00
STA = 30+50.00
EL = 426.68
ex = 2.96'
K = 68
L = 400.00
(-)4.90%
(+)5.00%
(-)4.00%
(+)1.92%
EXIST GROUND
PROP PGL
PRNXPEN PROP PGL
17'5" MIN. CLR.
22'1" MIN. CLR.
BEGIN PRNXPEN PGL
BEGIN BRIDGE
END BRIDGE
END PRNXPEN PGL
WIDEN EXISTING PAVEMENT
EX GRND
PROP PGL EL


470
460
450
440
430
420
410
400
390
380
65+00
70+00
STA = 64+00.00
EL = 451.19
ex = -1.89'
K = 60
L = 300.00
STA = 67+00.00
EL = 443.57
ex = 0.11'
K = 157
L = 120.00
STA = 69+50.00
EL = 439.13
ex = 0.19'
K = 94
L = 120.00
(+)2.50%
(-)2.54%
(-)1.77%
(-)0.50%
18'1" MIN. CLR.
16'8" MIN. CLR.
EXISTING U-TURN
END BRIDGE
END PRSEPEN PGL
WIDEN EXISTING PAVEMENT


PSB45FR - PROPOSED IH 45 SB FRONTAGE ROAD PROFILE (40 MPH)
470
460
450
440
430
420
410
400
390
380
10+00
15+00
PSB45FR PROP PGL
STA = 13+00.00
EL = 430.77
ex = -0.10'
K = 172
L = 120.00
STA = 11+35.00
EL = 425.66
ex = 0.33'
K = 65
L = 130.00
(+)1.10%
(+)3.10%
(+)2.40%
EXIST GROUND
PROP PGL
BEGIN PSB45FR PGL
MATCH LAMAR ST
END PSB45FR PGL
MATCH EXISTING FRONTAGE RD
EX GRND
PROP PGL EL


PMA - PROPOSED MCDONALD AVENUE PROFILE (15 MPH)
470
460
450
440
430
420
410
400
390
380
10+00
15+00
PMA PROP PGL
STA = 12+75.00
EL = 421.05
ex = -0.25'
K = 18
L = 60.00
(+)5.00%
(+)1.71%
BEGIN PMA PGL
MATCH EXISTING GROUND
END PMA PGL
MATCH EXISTING LAMAR ST
EXIST GROUND
PROP PGL
EX GRND
PROP PGL EL


PLAM - PROPOSED LAMAR ST PROFILE (40 MPH)
450
440
430
420
410
400
390
380
370
360
20+00
25+00
30+00
PROPOSED CF HAWN
ASSUME 5.46' BRIDGE DEPTH
EXIST GROUND
PROP PGL
PLAM PROP PGL
18'4" MIN. CLR.
(-)0.50%
(-)1.00%
STA = 27+00.00
EL = 411.52
ex = -0.06'
K = 200
L = 100.00
BEGIN PLAM PGL
MATCH EXISTING GROUND
END PLAM PGL
MATCH EXISTING GROUND
CF HAWN
EX GRND
PROP PGL EL


PRSELAM - PROPOSED IH 45 SB ENTRANCE RAMP (FROM LAMAR) PROFILE (40 MPH)
470
460
450
440
430
420
410
400
390
380
20+00
25+00
30+00
RAMP DESIGN 40 MPH
FRONTAGE ROAD DESIGN LOW SPEED - 40 MPH
PRSELAM PROP PGL
ASSUME TX-54
5.46' BRIDGE DEPTH
STA = 24+00.00
EL = 429.28
ex = -0.73'
K = 69
L = 200.00
STA = 27+50.00
EL = 417.31
ex = 2.71'
K = 74
L = 400.00
(-)0.51%
(-)3.42%
(+)2.00%
EXIST GROUND
PROP PGL
BEGIN PRSELAM PGL
BEGIN BRIDGE
END BRIDGE
END PRSELAM PGL
MATCH EXISTING LAMAR ST
EX GRND
PROP PGL EL

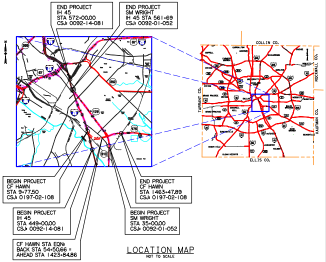
PRELIMINARY
SUBJECT TO CHANGE

TEXAS DEPARTMENT OF TRANSPORTATION
TxDOT DALLAS DISTRICT
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
SM WRIGHT PROJECT
DALLAS COUNTY
CSJ: 0092-01-052, 0197-02-108, 0092-14-081

	SM WRIGHT (EX. US 175 & SH 310) CSJ:0092-01-052	CF HAWN (US 175) CSJ:0197-02-108	IH 45 CSJ:0092-14-081
SCHEMATIC ROLL:	1*	2*	3*
AVG DAILY TRAFFIC:	57,500 (2035)	186,200 (2035)	171,800 (2035)
FUNCTIONAL CLASS:	URBAN ARTERIAL	URBAN FREEWAY	URBAN FREEWAY
FROM:	N. OF BUDD ST	BEXAR ST	S. OF LAMAR ST
TO:	IH 45	IH 45	SM WRIGHT
LENGTH:	2.20 MILES	1.60 MILES	2.33 MILES
DESIGN SPEED			
MAIN LANES	35 mph	50 mph	60 mph
DIRECT CONNECTORS:	- -	50 mph	50 mph
RAMPS:	20 - 30 mph	40 mph	40 mph
FRONTAGE RDS:	- -	30 - 40 mph	40 mph
CROSS STREETS:	25 - 30 mph	30 mph	15 - 30 mph

* FRONTAGE ROAD, CROSS STREET, AND RAMP PROFILES FOUND ON ROLL 4.


END PROJECT
IH 45
STA 572+00.00
CSJ: 0092-14-081
END PROJECT
SM WRIGHT
IH 45 STA 561+69
CSJ: 0092-01-052
BEGIN PROJECT
CF HAWN
STA 9+77.50
CSJ: 0197-02-108
END PROJECT
CF HAWN
STA 1463+47.89
CSJ: 0197-02-108
BEGIN PROJECT
IH 45
STA 449+00.00
CSJ: 0092-14-081
BEGIN PROJECT
SM WRIGHT
STA 35+00.00
CSJ: 0092-01-052
CF HAWN STA EQN:
BACK STA 54+50.66 =
AHEAD STA 1423+84.86
COLLIN CO.
ROCKWALL CO.
TARRANT CO.
KAUFMAN CO.
ELLIS CO.

LOCATION MAP
NOT TO SCALE

Scale:
Horizontal 1"=200'
Vertical 1"=20'

JUNE 2013
Roll 4 of 4

ROLL 4 OF 4 PROFILES

PRELIMINARY
FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

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HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF

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