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 114 AT SH 183)

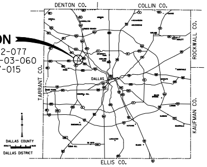
DESIGN SPEED

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

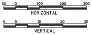
These documents are for Interim Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of:

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

ROLL 1 OF 8

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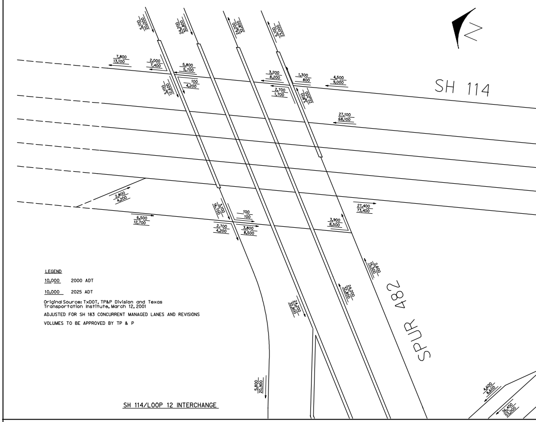
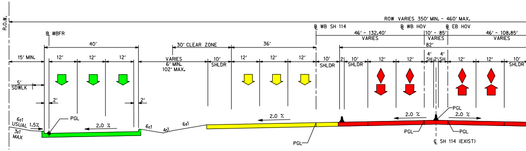

N
SH 114
SPUR 482
LEGEND
10,000 2000 ADT
10,000 2025 ADT
7,800
13,100
2,000
7,400
5,800
5,700
100
4,200
3,200
8,200
1,300
800
4,500
3,000
2,700
1,700
27,100
68,100
2,800
4,200
6,500
12,700
100
100
2,700
4,200
3,800
8,500
27,400
73,400
3,900
8,500
4,600
8,800
5,800
20,900

Original Source: TxDOT, TP&P Division and Texas Transportation Institute, March 12, 2001

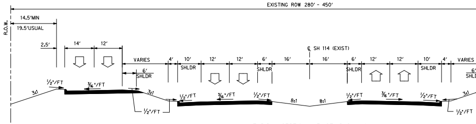
ADJUSTED FOR SH 183 CONCURRENT MANAGED LANES AND REVISIONS

VOLUMES TO BE APPROVED BY TP & P

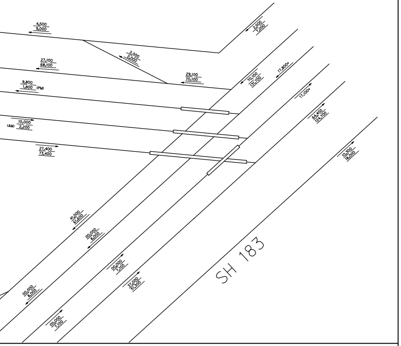
SH 114/LOOP 12 INTERCHANGE

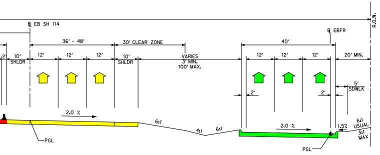

R.O.W.
ROW VARIES 350' MIN. - 460' MAX.
℄ WBFR
℄ WB SH 114
℄ WB HOV
℄ EB HOV
40'
30' CLEAR ZONE
36'
46' - 132.40' VARIES
10' - 85' VARIES
46' - 108.85' VARIES
82'
15' MIN.
12'
12'
12'
VARIES 6' MIN. 102' MAX.
10' SHLDR
12'
12'
12'
10' SHLDR
2'
10' SHLDR
12'
12'
4' SH
4' SH
2'
12'
12'
10' SHLDR
5' SDWLK
2'
2'
PGL
2.0 %
6:1 USUAL 1.5%
3:1 MAX
6:1
4:1
6:1
2.0 %
PGL
PGL
2.0 %
2.0 %
PGL
PGL
℄ SH 114 (EXIST)

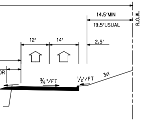
TYPICAL SECTION - PROPOSED SH 114
STA 1051+23.71 TO 1084+12.58

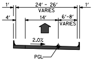

R.O.W.
EXISTING ROW 280' - 450'
14.5'MIN
19.5'USUAL
2.5'
14'
12'
℄ SH 114 (EXIST)
VARIES
4'
10'
12'
12'
6'
16'
16'
6'
12'
12'
10'
4'
VARIES
SHLDR
SHLDR
SHLDR
SHLDR
6' SHLDR
6' SHLDR
1/2"/FT
3/8"/FT
3:1
3:1
1/2"/FT
1/2"/FT
3/8"/FT
1/2"/FT
8:1
8:1
1/2"/FT
3/8"/FT
1/2"/FT
3:1
1/2"/FT

TYPICAL SECTION - EXISTING SH 114


4,500
9,000
2,500
7,000
2,000
2,000
27,100
68,100
29,100
70,100
70,100
131,700
17,800*
9,800
1,800 (PM)
17,100*
10,000
(AM) 2,200
64,400
124,700
27,400
73,400
10,300
18,000
41,000
61,600
00,000
8,000
00,000
7,100
37,000
51,300
SH 183
00,000
8,000
00,000
7,100


℄ EB SH 114
R.O.W.
℄ EBFR
36' - 48'
30' CLEAR ZONE
40'
2'
10' SHLDR
12'
12'
12'
10' SHLDR
VARIES 3' MIN. 100' MAX.
12'
12'
12'
20' MIN.
5' SDWLK
2'
2'
2.0 %
6:1
4:1
6:1
2.0 %
1.5%
6:1 USUAL
3:1 MAX
PGL
PGL


14.5'MIN
19.5'USUAL
R.O.W.
12'
14'
2.5'
DR
3/16"/FT
1/2"/FT
3:1


1'
24' - 26' VARIES
1'
4'
14'
6'-8' VARIES
2.0%
PGL

TYPICAL SECTION
PROPOSED 1-LANE RAMP

CURVE DATA

CONNECTOR DESIGN- 60 MPH (114EB-2)

114EB - PROPOSED EB SH 114 MAIN LANES									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
114EB-1	1053+99.94	2°46'37.27"	11396.16	276.23	552.35	S 37°42'03.17" E	552.30	1051+23.71	1056+76.06
114EB-2	1067+50.68	30°12'04.54"	1432.39	386.51	755.03	S 51°24'46.80" E	746.32	1063+64.17	1071+19.20
114EB-3	1099+35.54	13°56'53.55"	3819.72	467.25	929.88	S 59°32'22.30" E	927.59	1094+68.29	1103+98.17

114EF - PROPOSED EB SH 114 FRONTAGE RD									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
114EF-1	1051+03.29	1°16'24.79"	3000.00	33.34	66.68	S 35°37'25.66" E	66.68	1050+69.94	1051+36.63
114EF-2	1052+85.77	2°58'55.68"	5729.58	149.14	298.21	S 36°28'41.10" E	298.18	1051+36.63	1054+34.84

CONNECTOR DESIGN- 60 MPH (114HVE-2)

114HVE - PROPOSED EB SH 114 HOV									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
114HVE-1	1055+26.99	4°01'58.47"	11454.16	403.28	806.23	S 37°04'22.56" E	806.06	1051+23.71	1059+29.94
114HVE-2	1065+94.63	30°44'22.23"	1432.39	393.73	768.49	S 50°25'34.44" E	759.30	1062+00.89	1069+69.38
114HVE-3	1079+36.88	2°49'47.10"	6030.00	148.94	297.81	S 67°12'39.11" E	297.78	1077+87.95	1080+85.76
114HVE-4	1081+74.38	1°41'02.35"	6030.00	88.62	177.23	S 67°47'01.48" E	177.22	1080+85.76	1082+62.99

CONNECTOR DESIGN- 60 MPH (114HVW-2)

114HVW - PROPOSED WB SH 114 HOV									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
114HVW-1	1055+27.35	4°01'58.47"	11464.16	403.63	806.93	S 37°04'22.56" E	806.77	1051+23.71	1059+30.65
114HVW-2	1064+45.85	30°44'22.23"	1432.39	393.73	768.49	S 50°25'34.44" E	759.30	1060+52.12	1068+20.61
114HVW-3	1082+39.85	1°32'11.80"	11413.16	153.05	306.09	S 65°01'39.66" E	306.08	1080+86.79	1083+92.88

CONNECTOR DESIGN- 60 MPH (114WB-1)

114WB - PROPOSED WB SH 114 MAIN LANES									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
114WB-1	1062+75.77	24°26'33.49"	1909.86	413.67	814.75	S 49°34'28.82" E	808.59	1058+62.10	1066+76.85
114WB-2	1074+41.40	4°00'00.00"	11459.16	400.16	800.00	S 63°47'45.56" E	799.84	1070+41.24	1078+41.24
114WB-3	1074+41.71	4°00'00.00"	11459.16	400.16	800.00	S 63°47'45.56" E	799.84	1070+41.54	1078+41.54

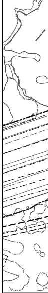
114WF - PROPOSED WB SH 114 FRONTAGE RD									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
114WF-1	1055+42.32	4°00'00.00"	2864.79	100.04	200.00	S 40°14'11.23" E	199.96	1054+42.27	1056+42.27
114WF-2	1066+31.25	26°38'10.70"	3819.72	904.22	1775.75	S 51°33'16.58" E	1759.81	1057+27.03	1075+02.78

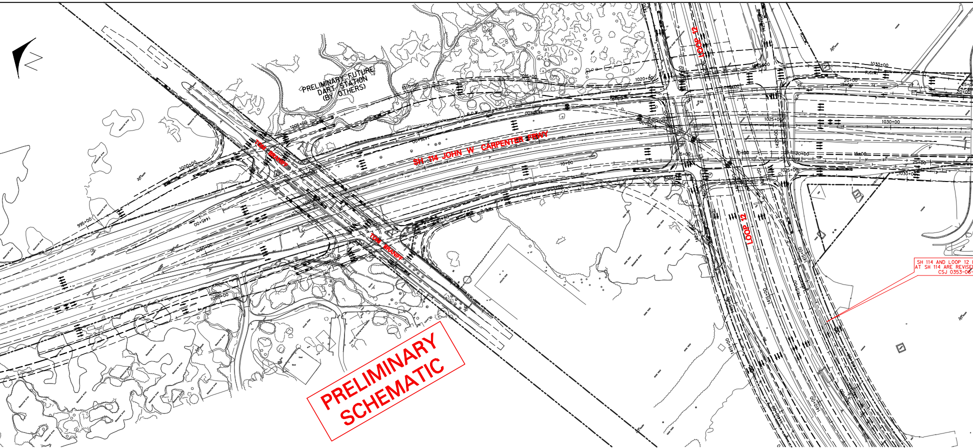
R14W82 - PROPOSED WB SH 114 EXIT TO SPUR 482 FRONTAGE RD BOX									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
R14W82-1	1065+31.54	17°52'07.43"	1041.74	163.77	324.89	S 48°51'41.84" E	323.57	1063+67.77	1066+92.65
R14W82-2	1073+33.81	6°08'35.20"	2864.79	153.73	307.16	S 60°52'03.16" E	307.01	1071+80.09	1074+87.24

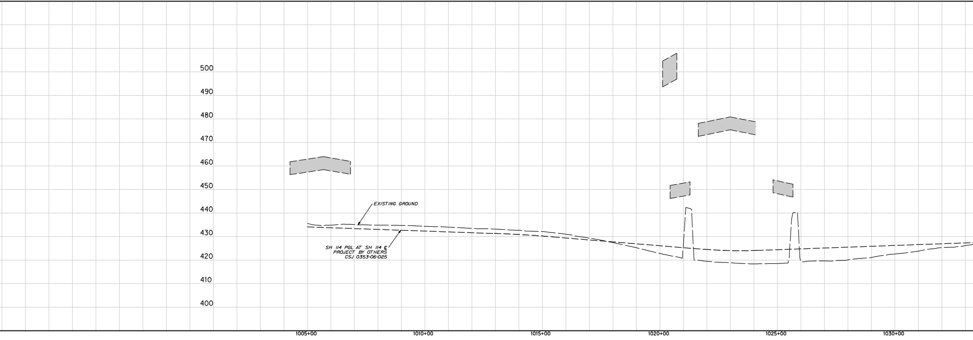
REF114E - PROPOSED SH 114 EXIT TO LOOP 12 FRONTAGE RD BOX									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
REF114E-1	1053+29.74	2°05'04.69"	11324.16	206.03	412.02	S 38°02'49.45" E	411.99	1051+23.71	1055+35.73
REF114E-2	1057+55.71	2°28'18.65"	6030.00	130.09	260.15	S 38°14'26.43" E	260.13	1056+25.62	1058+85.77
REF114E-3	1059+91.99	2°01'06.48"	6030.00	106.23	212.43	S 38°28'02.52" E	212.42	1058+85.77	1060+98.20
REF114E-4	1067+23.36	27°29'15.36"	1469.77	359.48	705.12	S 51°12'06.96" E	698.38	1063+63.88	1070+69.00
REF114E-5	1067+07.36	28°38'25.68"	1481.60	378.21	740.61	S 50°31'20.91" E	732.92	1063+29.14	1070+69.75

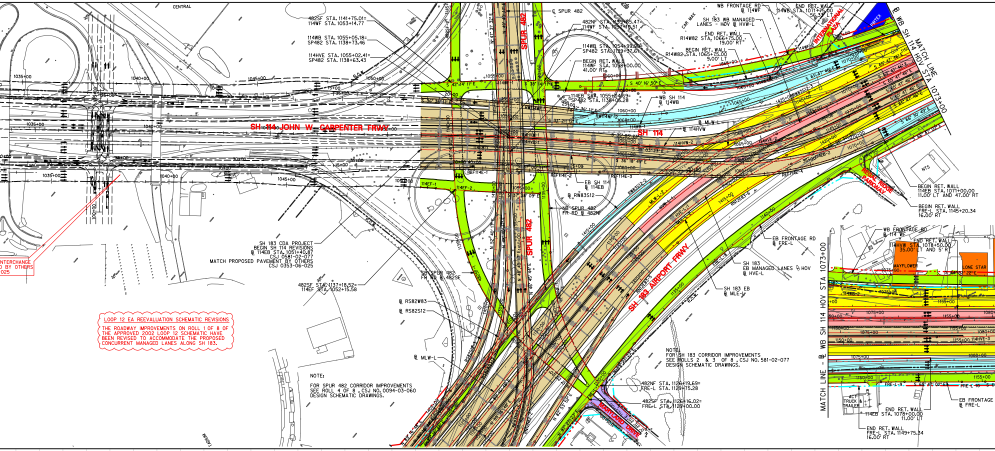
RW114WF - PROPOSED SH 114 ENTRANCE FROM LOOP 12 FRONTAGE RD BOX									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
RW114WF-1	1055+17.35	4°00'00.00"	7000.00	244.45	488.69	S 34°36'10.86" E	488.59	1052+72.91	1057+61.60
RW114WF-2	1060+13.00	14°07'24.89"	1275.00	157.95	314.29	S 39°39'53.30" E	313.50	1058+55.05	1061+69.34

NOTES:
1.) SEE ROLL 4 OF 8 FOR SPUR 482 MAIN LANE, RAMP, AND FRONTAGE ROAD CURVE DATA.
2.) SEE ROLL 3 OF 8 FOR SH 183 MAIN LANE, MANAGED LANES - HOV, RAMP, AND FRONTAGE ROAD CURVE DATA.




PRELIMINARY FUTURE DART STATION (BY OTHERS)
SH 114 JOHN W CARPENTER FRWY
TOM BRANIFF
TOM BRANIFF
LOOP 12
LOOP 12
SH 114 AND LOOP 12
AT SH 114 ARE REVISE
CSJ 0353-06-
PRELIMINARY SCHEMATIC
995+00
1000+00
1005+00
1010+00
1015+00
1020+00
1025+00
1030+00
R.O.W.


500
490
480
470
460
450
440
430
420
410
400
EXISTING GROUND
SH 114 PGL AT SH 114 ℄
PROJECT BY OTHERS
CSJ 0353-06-025
1005+00
1010+00
1015+00
1020+00
1025+00
1030+00


CENTRAL
SH 114 JOHN W. CARPENTER FRWY
SH 114
SPUR 482
SH 183 AIRPORT FRWY
INTERNATIONAL PLAZA
REGENT RIDGE PARKWAY
MARYLAND DRIVE
482SF STA. 1141+75.01=
114WF STA. 1053+14.77
114WB STA. 1055+05.18=
SP482 STA. 1138+73.46
114HVE STA. 1055+02.41=
SP482 STA. 1138+63.43
℄ SPUR 482
482NF STA. 1139+85.47=
114WF STA. 1057+16.51
114WB STA. 1054+99.90=
SP482 STA. 1139+37.61
BEGIN RET. WALL
114WF STA. 1058+00.00
41.00' RT
114EB STA. 1055+04.69=
SP482 STA. 1138+06.28
WB SH 114
℄ 114WB
WB FRONTAGE RD
℄ 114WF
SH 183 WB MANAGED LANES - HOV ℄ HVW-L
END RET. WALL
R14W82 STA. 1066+75.00
19.00' RT
BEGIN RET. WALL
R14W82 STA. 1065+75.00
9.00' LT
END RET. WALL
114WB STA. 1071+75.00
56.33' LT
EB SH 114
℄ 114EB
℄ RW83S12
NB SPUR 482
FR RD ℄ 482NF
SB SPUR 482
FR RD ℄ 482SF
482SF STA. 1137+18.52=
114EF STA. 1052+15.58
℄ RS82W83
℄ RS82S12
℄ MLW-L
EB FRONTAGE RD
℄ FRE-L
SH 183 EB MANAGED LANES ℄ HOV
℄ HVE-L
SH 183 EB
℄ MLE-L
482NF STA. 1126+19.69=
FRE-L STA. 1129+75.28
482SF STA. 1126+16.02=
FRE-L STA. 1129+00.00
BEGIN RET. WALL
114EB STA. 1071+00.00
11.00' LT AND 47.00' RT
BEGIN RET. WALL
FRE-L STA. 1145+20.34
16.00' RT
NTS
MATCH LINE - ℄ WB SH 114 HOV STA 1073+00
WB FRONTAGE RD
℄ 114 WF
END RET. WALL
114HVW STA. 1078+50.00
35.00' LT AND 5' RT
MAYFLOWER
LONE STAR
ACT TRUCK & TRAILER
EB FRONTAGE
℄ FRE-L
END RET. WALL
114EB STA. 1078+00.00
11.00' LT
END RET. WALL
FRE-L STA. 1149+75.34
16.00' RT
INTERCHANGE
BY OTHERS
025

SH 183 CDA PROJECT
BEGIN SH 114 REVISIONS
℄ 114EB STA. 1051+40.87
CSJ 0581-02-077
MATCH PROPOSED PAVEMENT BY OTHERS
CSJ 0353-06-025

LOOP 12 EA REEVALUATION SCHEMATIC REVISIONS

THE ROADWAY IMPROVEMENTS ON ROLL 1 OF 8 OF THE APPROVED 2002 LOOP 12 SCHEMATIC HAVE BEEN REVISED TO ACCOMMODATE THE PROPOSED CONCURRENT MANAGED LANES ALONG SH 183.

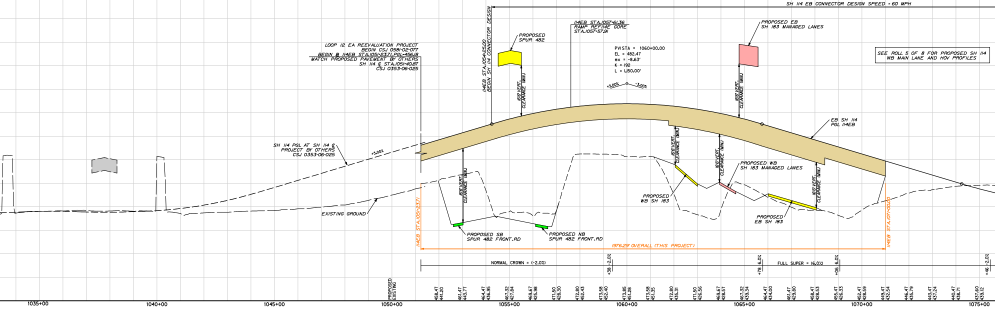
NOTE:

FOR SPUR 482 CORRIDOR IMPROVEMENTS SEE ROLL 4 OF 8 , CSJ NO. 0094-03-060 DESIGN SCHEMATIC DRAWINGS.

NOTE:

FOR SH 183 CORRIDOR IMPROVEMENTS SEE ROLLS 2 & 3 OF 8 , CSJ NO. 581-02-077 DESIGN SCHEMATIC DRAWINGS.

PROFILE - EB SH 114 MAIN LANES


SH 114 EB CONNECTOR DESIGN SPEED = 60 MPH
114EB STA.1054+25.00
BEGIN SH 114 CONNECTOR DESIGN
PROPOSED SPUR 482
114EB STA.1057+61.36
RAMP REF114E GORE
STA.1057+57.91
PROPOSED EB SH 183 MANAGED LANES
LOOP 12 EA REEVALUATION PROJECT
BEGIN CSJ 0581-02-077
BEGIN ℄ 114EB STA.1051+23.71, PGL=456.18
MATCH PROPOSED PAVEMENT BY OTHERS
SH 114 ℄ STA.1051+40.87
CSJ 0353-06-025
PVI STA = 1060+00.00
EL = 482.47
ex = -8.63'
K = 192
L = 1,150.00'
+3.00%
-3.00%
16'6" VERT. CLEARANCE (MIN)
EB SH 114
PGL 114EB
SH 114 PGL AT SH 114 ℄
PROJECT BY OTHERS
CSJ 0353-06-025
+3.00%
EXISTING GROUND
PROPOSED WB SH 183
PROPOSED WB SH 183 MANAGED LANES
PROPOSED EB SH 183
PROPOSED SB SPUR 482 FRONT.RD
PROPOSED NB SPUR 482 FRONT.RD
114EB STA.1051+23.71
114EB STA.1071+00.00
1976.29' OVERALL (THIS PROJECT)
NORMAL CROWN = (-2.0%)
FULL SUPER = (6.0%)
PROPOSED
EXISTING
1035+00
1040+00
1045+00
1050+00
1055+00
1060+00
1065+00
1070+00
1075+00

SEE ROLL 5 OF 8 FOR PROPOSED SH 114 WB MAIN LANE AND HOV PROFILES

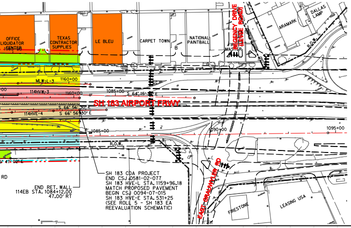
NOTES:

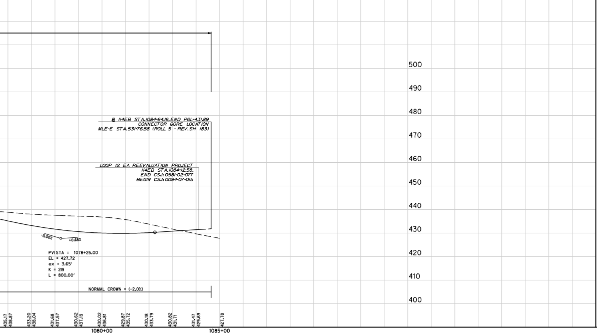
1. ALL LOCATIONS OF EXISTING UTILITIES SHOWN ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED PRIOR TO FINAL DESIGN AND CONSTRUCTION.
2. LOCATION OF DRIVEWAYS SHALL BE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT.
3. DESIGN SHOWN BASED ON NAD 83. EXISTING RIGHT-OF-WAY REPRESENTED BASED ON OFFSET DISTANCES FROM MAINLANE ALIGNMENT. COORDINATE AND BEARINGS WILL NOT MATCH EXISTING AS-BUILTS AND RIGHT-OF-WAY PLANS.
4. EXISTING CONTROL OF ACCESS IS BETWEEN EXISTING LOOP 12 MAINLANES AND EXISTING SERVICE ROADS PER RIGHT-OF-WAY PLAN CSJ NO. 0581-02-025, UNLESS OTHERWISE NOTED.

PRELIMINARY SCHEMATIC

LEGEND

🟨	MAINLANE (DESIGN SPEED= 70 MPH)
🟩	FRONTAGE ROAD & CROSS STREET (DESIGN SPEED= 45 MPH)
🟥	MANAGED HOV (DESIGN SPEED= 70 MPH)
🟦	DIRECT CONNECTORS AND RAMPS (DESIGN SPEED= 50 MPH) UNLESS NOTED OTHERWISE
🟫	ROADWAY ON BRIDGE
🟧	DISPLACED BLDG FROM PREVIOUSLY APPROVED SCHEMATIC
🟦	DISPLACED BLDG FROM REEVALUATION (ADDITIONAL)
─┼──┼─	CONTROL OF ACCESS
— — —	REEVALUATION PROPOSED RIGHT-OF-WAY
— — —	APPROVED 2002 PROPOSED RIGHT-OF-WAY
────	PROPOSED RETAINING WALL
────	NOISE WALLS
—·—·—	EXISTING RIGHT-OF-WAY
— 6"W —	EXISTING WATER LINE
— 24"SS —	EXISTING SANITARY SEWER LINE
— FOCable —	EXISTING FIBER OPTIC CABLE
— OHE —	EXISTING OVERHEAD ELECTRIC
— UGE —	EXISTING UNDERGROUND ELECTRIC
— 6"G —	EXISTING GAS LINE
RN12E83	DIRECTIONAL ALIGNMENT (ex. NB LOOP 12 TO EB SH 183 CONN)


OFFICE LIQUIDATOR CENTER
1080+00
TEXAS CONTRACTOR SUPPLIES
LE BLEU
CARPET TOWN
B
NATIONAL PAINTBALL
FIRE MASTER
REGENCY DRIVE (LEVEE ROAD)
ARAMARK
DALLAS LAMP
R.O.W.
MLW-L-3
1160+00
114HVW-3
1160+00
1085+00
S 64° 15' E
SH 183 AIRPORT FRWY
S 66° 56' 30" E
114HVE-4
S 66° 56' 30" E
1085+00
1090+00
1095+00
R.O.W.
6° 47' 02" E
RD
END RET. WALL
114EB STA. 1084+12.00
47.00' RT
SH 183 CDA PROJECT
END CSJ 0581-02-077
SH 183 HVE-L STA. 1159+96.18
MATCH PROPOSED PAVEMENT
BEGIN CSJ 0094-07-015
SH 183 HVE-E STA. 531+25
(SEE ROLL 5 - SH 183 EA REEVALUATION SCHEMATIC)
EAST GRAUWYLER RD
FIRESTONE
LEASING USA



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 114 AT SH 183)

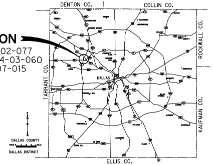
DESIGN SPEED

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.
DALLAS
DALLAS COUNTY
DALLAS DISTRICT
ELLIS CO.

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

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ROLL 1 OF 8

ROLL 1 OF 8
PLAN AND PROFILE, TYPICAL SECTIONS, AND HORIZONTAL CURVE DATA - SH114
STA 1000+00 TO STA 1083+00