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 SH 114)

DESIGN SPEED

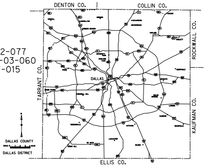
MAINLANES - 70 MPH - BASED ON URBAN INTERSTATE FREEWAY
RAMPS - 50 MPH - BASED ON MID RANGE; 35 MPH IF NOTED(BASED ON LOW RANGE)
DIRECT CONNECTORS - 50MPH; 35 MPH IF NOTED (BASED ON LOW RANGE)
FRONTAGE ROADS - 45 MPH - BASED ON DESIRABLE COLLECTOR
CROSS STREETS - 45 MPH - BASED ON DESIRABLE COLLECTOR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

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

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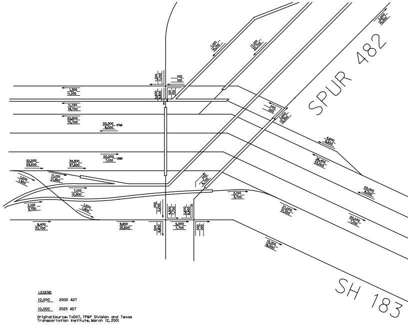
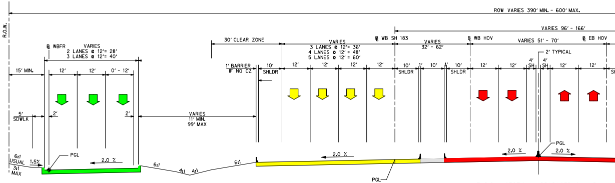
ROLL 3 OF 8

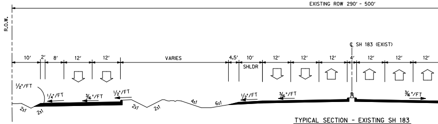

SPUR 482
SH 183

LEGEND
10,000 2000 ADT
10,000 2025 ADT
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

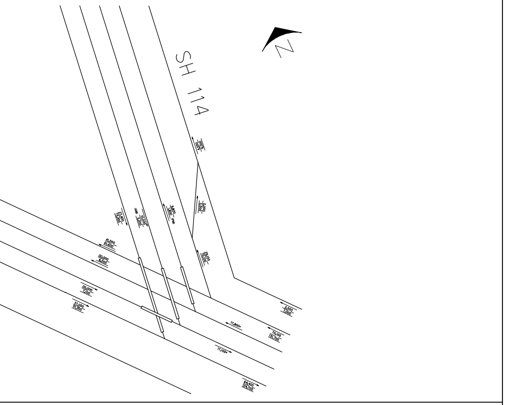
SH 183/SH 114 MERGE

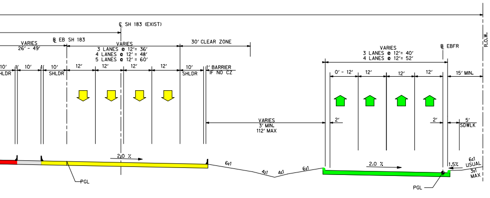

R.O.W.
ROW VARIES 390' MIN. - 600' MAX.
VARIES 96' - 166'
℄ WBFR
VARIES
2 LANES @ 12'= 28'
3 LANES @ 12'= 40'
15' MIN.
12'
12'
0' - 12'
5'
SDWLK
2'
2'
PGL
2.0 %
6:1
USUAL
1.5%
3:1
MAX
VARIES
11' MIN.
99' MAX
6:1
4:1
4:1
6:1
30' CLEAR ZONE
1' BARRIER
IF NO CZ
10'
SHLDR
VARIES
3 LANES @ 12'= 36'
4 LANES @ 12' = 48'
5 LANES @ 12' = 60'
12'
12'
12'
12'
2.0 %
PGL
℄ WB SH 183
VARIES
32' - 62'
10'
SHLDR
1'
10'
1'
10'
SHLDR
℄ WB HOV
VARIES 51' - 70'
℄ EB HOV
2' TYPICAL
12'
12'
4'
SH
4'
SH
12'
12'
PGL
2.0 %
2.0 %

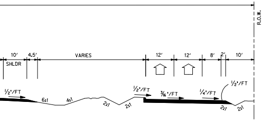
TYPICAL SECTION - PROPOSED SH 183
STA 1114+00 TO EASTERN PROJECT LIMIT

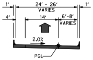

EXISTING ROW 290' - 500'
R.O.W.
℄ SH 183 (EXIST)
10'
2'
8'
12'
12'
VARIES
4.5'
10'
SHLDR
12'
12'
12'
4'
12'
12'
12'
½"/FT
¼"/FT
⅜"/FT
½"/FT
½"/FT
⅜"/FT
⅜"/FT
2:1
2:1
2:1
2:1
4:1
6:1

TYPICAL SECTION - EXISTING SH 183




℄ SH 183 (EXIST)
℄ EB SH 183
VARIES
26' - 49'
VARIES
3 LANES @ 12'= 36'
4 LANES @ 12' = 48'
5 LANES @ 12' = 60'
30' CLEAR ZONE
10'
SHLDR
10'
10'
SHLDR
12'
12'
12'
12'
10'
SHLDR
1' BARRIER IF NO CZ
VARIES
3' MIN.
112' MAX
2.0 %
PGL
6:1
4:1
4:1
6:1
℄ EBFR
VARIES
3 LANES @ 12'= 40'
4 LANES @ 12'= 52'
0' - 12'
12'
12'
12'
15' MIN.
2'
2'
5'
SDWLK
2.0 %
1.5%
6:1
USUAL
3:1
MAX
PGL
R.O.W.


R.O.W.
10'
4.5'
SHLDR
VARIES
12'
12'
8'
2'
10'
1/2"/FT
6:1
4:1
2:1
2:1
1/2"/FT
3/16"/FT
1/4"/FT
1/2"/FT
2:1
2:1


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

TYPICAL SECTION
PROPOSED 1-LANE RAMP

CURVE DATA

FRE-L - PROPOSED EB SH 183 FRONTAGE RD									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
FRE-L-4	1116+74.31	1°59'59.47"	5729.58	100.00	199.99	S 89°32'37.53" E	199.98	1115+74.31	1117+74.30
FRE-L-5	1120+18.16	1°59'59.47"	5729.58	100.00	199.99	S 89°32'37.53" E	199.98	1119+18.16	1121+18.15
FRE-L-6	1125+93.22	1°59'59.47"	5729.58	100.00	199.99	N 88°27'23.00" E	199.98	1124+93.22	1126+93.20
FRE-L-7	1129+37.07	1°59'59.47"	5729.58	100.00	199.99	N 88°27'23.00" E	199.98	1128+37.07	1130+37.05
FRE-L-8	1138+09.87	23°45'35.05"	2864.79	602.65	1187.99	S 78°39'49.74" E	1179.49	1132+07.22	1143+95.20
FRE-L-9	1151+19.48	0°59'59.85"	5729.58	50.00	100.00	S 66°17'02.29" E	99.99	1150+69.48	1151+69.48
FRE-L-10	1154+63.28	0°59'59.83"	5729.58	50.00	100.00	S 66°17'02.28" E	99.99	1154+13.28	1155+13.28

HVE-L - PROPOSED EB SH 183 MANAGED LANE-HOV									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
HVE-L-1	1138+25.21	24°55'26.31"	2864.79	633.11	1246.20	S 78°15'28.72" E	1236.40	1131+92.09	1144+38.29

HVW-L - PROPOSED WB SH 183 MANAGED LANE-HOV									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
HVW-L-1	1138+21.41	24°55'26.31"	2291.83	506.49	996.96	S 78°15'28.72" E	989.12	1133+14.92	1143+11.88

MLE-L - PROPOSED EB SH 183 MAIN LANES									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
MLE-L-2	1137+77.23	24°55'26.31"	2291.83	506.49	996.96	S 78°15'28.72" E	989.12	1132+70.74	1142+67.70

MLW-L - PROPOSED WB SH 183 MAIN LANES									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
MLW-L-2	1139+00.23	24°55'26.31"	2291.83	506.49	996.96	S 78°15'28.72" E	989.12	1133+93.74	1143+90.70
MLW-L-3	1159+37.65	1°32'11.80"	11459.16	153.67	307.32	S 65°01'39.66" E	307.31	1157+83.98	1160+91.31

RE83EF - PROPOSED EB SH 183 EXIT TO GRAUWYLER									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
RE83EF-3	1115+65.37	7°25'34.61"	1909.86	123.94	247.54	S 87°00'24.57" E	247.37	1114+41.43	1116+88.97
RE83EF-4	1123+74.72	7°59'19.66"	2864.79	200.04	399.44	S 87°17'17.09" E	399.12	1121+74.67	1125+74.11

RE83N82 - PROPOSED EB SH 183 CONNECTOR TO NB SPUR 482									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
RE83N82-2	1117+18.96	1°30'00.00"	7639.44	100.01	200.00	S 87°28'11.87" E	199.99	1116+18.96	1118+18.96
RE83N82-3	1125+95.52	43°06'31.04"	848.83	335.29	638.65	N 70°13'32.61" E	623.69	1122+60.23	1128+98.87

RN12E83 - PROPOSED NB LOOP 12 CONNECTOR TO EB SH 183									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
RN12E83-4	1400+16.06	6°22'56.17"	2864.79	159.72	319.11	N 86°05'20.04" E	318.95	1398+56.34	1401+75.45
RN12E83-5	1410+07.52	15°07'13.36"	1637.02	217.27	432.01	S 89°32'31.36" E	430.76	1407+90.25	1412+22.26
RN12E83-6	1415+18.79	15°02'24.37"	2246.29	296.53	589.65	S 74°27'42.49" E	587.96	1412+22.26	1418+11.91

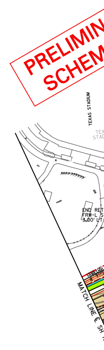
RN12N82 - PROPOSED NB LOOP 12 CONNECTOR TO NB SPUR 482									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
RN12N82-1	1390+61.98	15°10'30.19"	1432.39	190.80	379.38	N 81°41'33.03" E	378.27	1388+71.18	1392+50.56
RN12N82-2	1402+02.75	42°31'03.99"	848.83	330.24	629.89	N 68°01'16.13" E	615.54	1398+72.51	1405+02.40

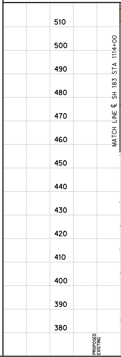
RS82W83 - PROPOSED SB SPUR 482 CONNECTOR TO WB SH 183									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
RS82W83-1	1115+76.21	2°39'22.29"	2864.79	66.42	132.81	N 86°48'22.24" E	132.80	1115+09.79	1116+42.60
RS82W83-2	1118+42.74	3°48'07.04"	6030.00	200.14	400.13	N 87°22'44.61" E	400.06	1116+42.60	1120+42.73
RS82W83-3	1128+70.74	40°36'31.04"	848.83	314.06	601.61	N 68°58'32.61" E	589.10	1125+56.67	1131+58.28

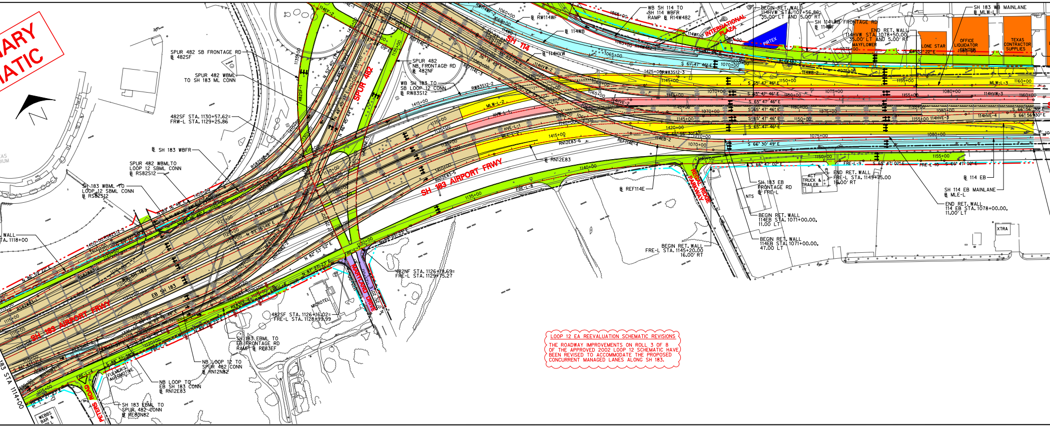
RW83S12 - PROPOSED WB SH 183 CONNECTOR TO SB LOOP 12									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
RW83S12-2	1418+59.24	27°47'30.08"	2546.48	629.99	1235.19	S 76°49'26.83" E	1223.11	1412+29.24	1424+64.43
RW83S12-3	1425+36.14	2°52'03.76"	2864.79	71.71	143.39	S 64°21'43.68" E	143.37	1424+64.43	1426+07.82

NOTES:

1.) SEE ROLL 1 OF 8 FOR SH 114 MAIN LANE, HOV, RAMP, AND FRONTAGE ROAD CURVE DATA.
2.) SEE ROLL 4 OF 8 FOR SPUR 482 MAIN LANE, RAMP, AND FRONTAGE ROAD CURVE DATA.

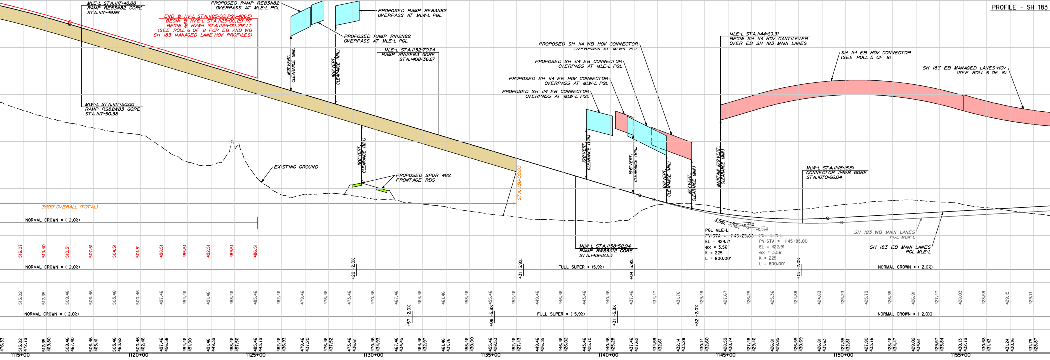

PRELIMIN
SCHEM
TEXAS STADIUM
TEX
STAD
END RET
FRW-L
3.00' LT
MATCH LINE ℄ SH

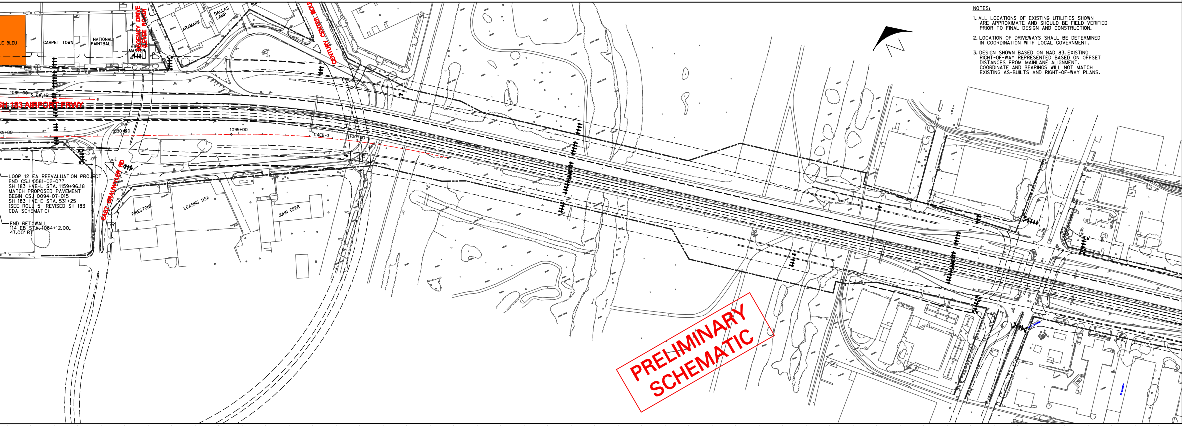



ARY
ATIC
SPUR 482 SB FRONTAGE RD
℄ 482SF
SPUR 482 WBML TO SH 183 ML CONN
482SF STA. 1130+57.62=
FRW-L STA. 1129+25.86
℄ SH 183 WBFR
SPUR 482 WBML TO LOOP 12 SBML CONN
℄ RS82S12
SH 183 WBML TO LOOP 12 SBML CONN
℄ RS82S12
WALL
TA. 1118+00
SPUR 482
SPUR 482 NB FRONTAGE RD
℄ 482NF
WB SH 183 TO SB LOOP 12 CONN
℄ RW83S12
SH 183 AIRPORT FRWY
SH 114
WB SH 114 TO SH 114 WBFR RAMP ℄ R14W482
℄ RW114WF
℄ 114WB
℄ 114HVW
INTERNATIONAL PLAZA
PIRTEX
BEGIN RET. WALL
114HVW STA. 1076+56.86,
35.00' LT AND 5.00' RT
SH 114 WB FRONTAGE RD
℄ 114WF
END RET. WALL
114HVW STA. 1078+50.00,
35.00' LT AND 5.00' RT
MAYFLOWER
LONE STAR
OFFICE LIQUIDATOR CENTER
TEXAS CONTRACTOR SUPPLIES
SH 183 WB MAINLANE
℄ MLW-L
℄ RN12E83
℄ REF114E
REGAL ROW
SH 183 EB FRONTAGE RD
℄ FRE-L
END RET. WALL
FRE-L STA. 1149+75.00
16.00' RT
ACT TRUCK & TRAILER
NTS
BEGIN RET. WALL
114EB STA. 1071+00.00,
11.00' LT
BEGIN RET. WALL
114EB STA. 1071+00.00,
47.00' LT
BEGIN RET. WALL
FRE-L STA. 1145+20.00
16.00' RT
℄ 114 EB
SH 114 EB MAINLANE
℄ MLE-L
END RET. WALL
114 EB STA. 1078+00.00,
11.00' LT
XTRA
482NF STA. 1126+19.69=
FRE-L STA. 1129+75.27
MAYLAND DRIVE
MICROTEL
482SF STA. 1126+16.02=
FRE-L STA. 1128+99.99
SH 183 EBML TO EB FRONTAGE RD
RAMP ℄ RE83EF
NB LOOP 12 TO SPUR 482 CONN
℄ RN12N82
NB LOOP 12 TO EB SH 183 CONN
℄ RN12E83
SH 183 EBML TO SPUR 482 CONN
℄ RE83N82
FULMER'S AUTOMOTIVE
PETERS ROAD
WEBBS BAR
EB SH 183
WB SH 183
183 STA 1114+00
AS DIUM

LOOP 12 EA REEVALUATION SCHEMATIC REVISIONS

THE ROADWAY IMPROVEMENTS ON ROLL 3 OF 8 OF THE APPROVED 2002 LOOP 12 SCHEMATIC HAVE BEEN REVISED TO ACCOMMODATE THE PROPOSED CONCURRENT MANAGED LANES ALONG SH 183.

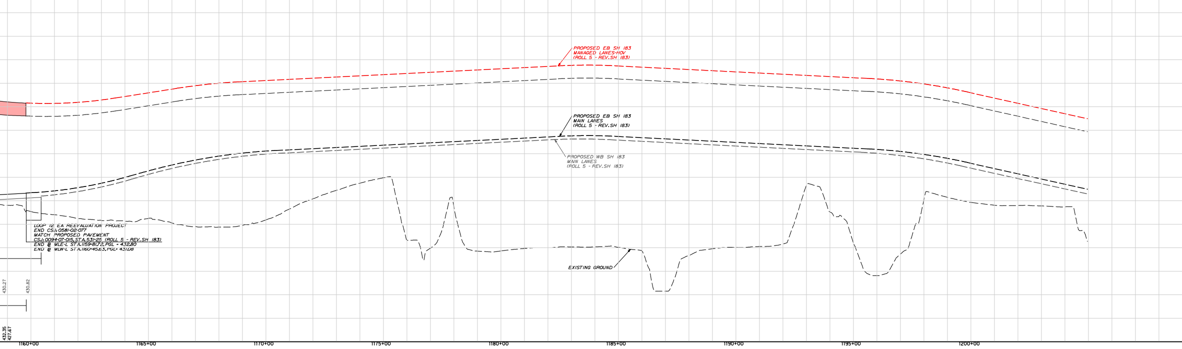

PROFILE - SH 183
MLE-L STA.1117+48.88
RAMP RE83N82 GORE
STA.1117+49.96
END ℄ HV-L STA.1125+00, PGL=486.51
BEGIN ℄ HVE-L STA.1125+00, 29' RT
BEGIN ℄ HVW-L STA.1125+00, 29' LT
(SEE ROLL 6 OF 8 FOR EB AND WB SH 183 MANAGED LANE-HOV PROFILES)
PROPOSED RAMP RE83N82 OVERPASS AT MLE-L PGL
PROPOSED RAMP RE83N82 OVERPASS AT MLW-L PGL
PROPOSED RAMP RN12N82 OVERPASS AT MLE-L PGL
MLE-L STA.1132+70.74
RAMP RN12E83 GORE
STA.1408+36.67
MLW-L STA.1117+50.00
RAMP RS82W83 GORE
STA.1117+50.38
16'6" VERT. CLEARANCE (MIN)
EXISTING GROUND
PROPOSED SPUR 482 FRONTAGE RDS
STA.1136+00.00
3800' OVERALL (TOTAL)
PROPOSED SH 114 WB HOV CONNECTOR OVERPASS AT MLW-L PGL
PROPOSED SH 114 EB CONNECTOR OVERPASS AT MLE-L PGL
PROPOSED SH 114 EB HOV CONNECTOR OVERPASS AT MLW-L PGL
PROPOSED SH 114 EB CONNECTOR OVERPASS AT MLW-L PGL
MLE-L STA.1144+69.31
BEGIN SH 114 HOV CANTILEVER OVER EB SH 183 MAIN LANES
SH 114 EB HOV CONNECTOR (SEE ROLL 5 OF 8)
SH 183 EB MANAGED LANES-HOV (SEE ROLL 6 OF 8)
MAINTAIN 16'6" VERT. CLEARANCE (MIN)
MLW-L STA.1148+18.51
CONNECTOR 114WB GORE
STA.1070+66.04
MLW-L STA.1138+52.94
RAMP RW83S12 GORE
STA.1419+12.53
PGL MLE-L
PVI STA = 1145+25.00
EL = 424.71
ex = 3.56'
K = 225
L = 800.00'
PGL MLW-L
PVI STA = 1145+85.00
EL = 422.91
ex = 3.56'
K = 225
L = 800.00'
-3.00%
+0.56%
SH 183 WB MAIN LANES PGL MLW-L
SH 183 EB MAIN LANES PGL MLE-L
NORMAL CROWN = (-2.0%)
FULL SUPER = (5.9%)
FULL SUPER = (-5.9%)
1115+00
1120+00
1125+00
1130+00
1135+00
1140+00
1145+00
1150+00
1155+00


LE BLEU
CARPET TOWN
NATIONAL PAINTBALL
FIRE MASTER
REGENCY DRIVE (LEVEE ROAD)
ARAMARK
DALLAS LAMP
CENTURY CENTER BOU
1085+00
S 64° 15' E
SH 183 AIRPORT FRWY
85+00
1090+00
1095+00
114EB-3
1100+00
EAST GRAUWYLER RD
FIRESTONE
LEASING USA
JOHN DEER
LOOP 12 EA REEVALUATION 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- REVISED SH 183
CDA SCHEMATIC)
END RET. WALL
114 EB STA. 1084+12.00,
47.00' RT
N
PRELIMINARY
SCHEMATIC

NOTES:

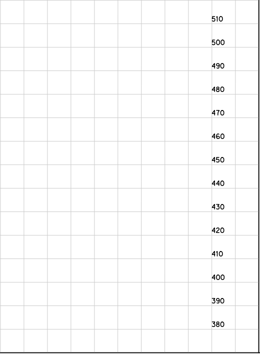
1. ALL LOCATIONS OF EXISTING UTILITIES SHOWN ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED PRIOR TO FINAL DESIGN AND CONSTRUCTION.
2. LOCATION OF DRIVEWAYS SHALL BE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT.
3. DESIGN SHOWN BASED ON NAD 83. EXISTING RIGHT-OF-WAY REPRESENTED BASED ON OFFSET DISTANCES FROM MAINLANE ALIGNMENT. COORDINATE AND BEARINGS WILL NOT MATCH EXISTING AS-BUILTS AND RIGHT-OF-WAY PLANS.

MAIN LANES & MANAGED LANES



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)



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 SH 114)

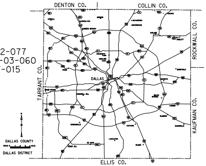
DESIGN SPEED

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

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

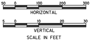
These documents are for Interim Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of:

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



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ROLL 3 OF 8

ROLL 3 OF 8
PLAN AND PROFILE, TYPICAL SECTIONS, AND HORIZONTAL CURVE DATA - SH183
STA 1114+00 TO STA 1160+00