5/24/2023

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Ceason G. Clemens, P.E. - DISTRICT ENGINEER
100% DESIGN SCHEMATIC

LOOP 12 - RECONSTRUCTION
DALLAS COUNTY

LOOP 12: SPUR 408 TO SOUTH OF SH 183

CSJ	CSJ LIMITS
0581-02-077	SPUR 408 TO SOUTH OF SH 183, GENERAL PURPOSE LANES & FRONTAGE ROADS
0581-02-146	LOOP 12/I-30 INTERCHANGE
0581-02-154	SPUR 408 TO SOUTH OF SH 183, MANAGED LANES

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MANAGED LANES	60 MPH MIN.	URBAN FREEWAY
MANAGED LANE RAMPS	60 MPH MIN.	URBAN FREEWAY
GENERAL PURPOSE LANES	60 MPH MIN.	URBAN FREEWAY
RAMPS (OTHER THAN MANAGED LANE RAMPS)	40 MPH MIN.	URBAN FREEWAY
DIRECT CONNECTORS	40 MPH MIN.	URBAN ARTERIAL
FRONTAGE ROADS	40 MPH	URBAN COLLECTOR
CROSS STREETS	30 MPH MIN.*	LOCAL ARTERIAL
U-TURNS	15 MPH	LOCAL ARTERIAL

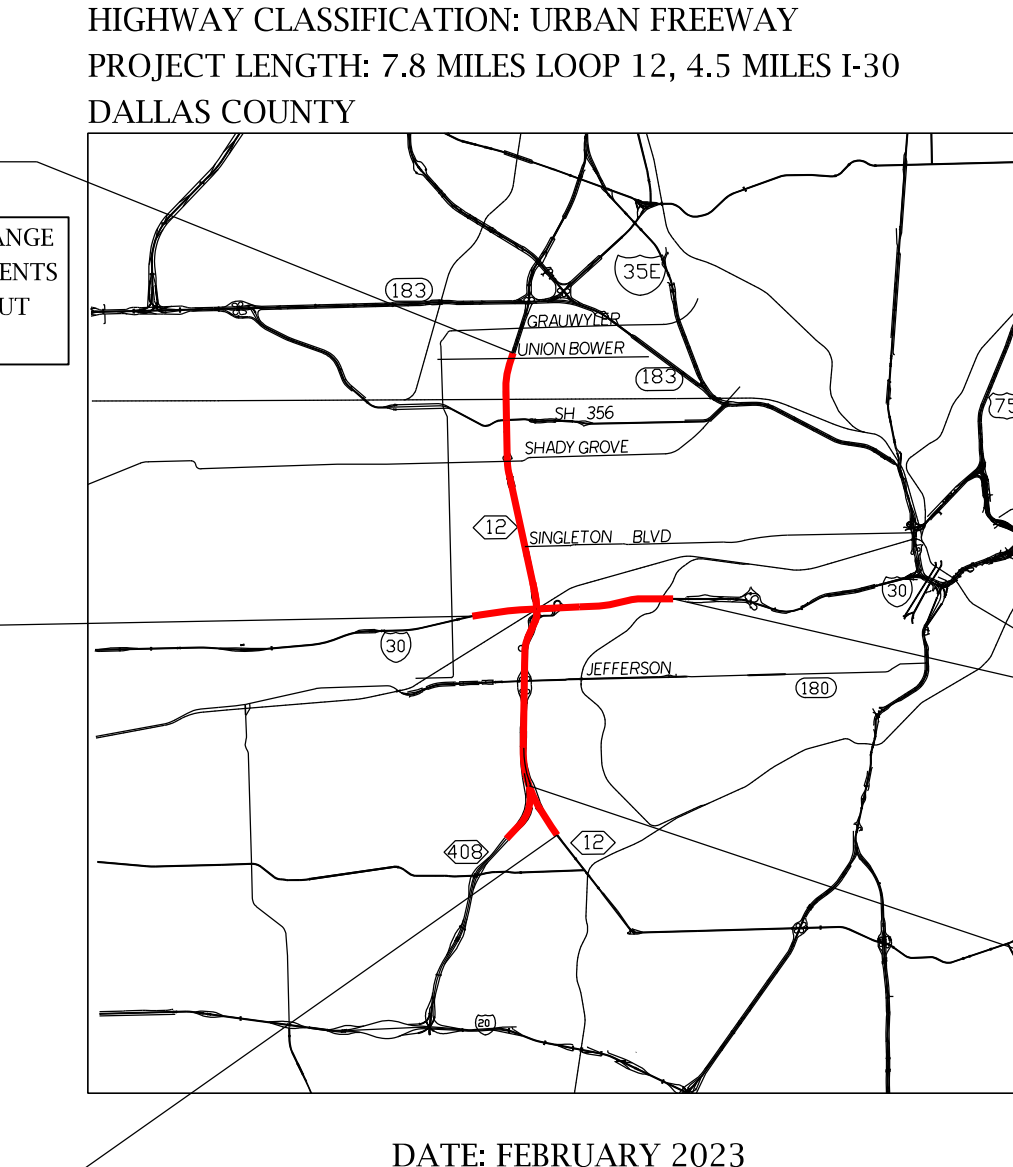
* NOTE: JEFFERSON BLVD DESIGN SPEED = 40MPH, DAVIS ST DESIGN SPEED = 45MPH.

END PROJECT
END CSJ 0581-02-154
LP12ML STA 2356+85.56
END CSJ 0581-02-077
GP12SB02 STA 1350+42.87

HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: 7.8 MILES LOOP 12, 4.5 MILES I-30
DALLAS COUNTY

PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.


183
356
SH 356
SHADY GROVE
12
SINGLETON BLVD
30
JEFFERSON
408
12
NOT TO SCALE

BEGIN CSJ 0581-02-146
I30 STA 1146+33.95

END CSJ 0581-02-146
I30 STA 1386+31.18

BEGIN CSJ 0581-02-154
LP12ML STA 1984+57.98

DATE APPROVED

DATE SUBMITTED

DATE REVISED

BEGIN PROJECT
BEGIN CSJ 0581-02-077
GP12SB01 STA 938+00.00

DATE: FEBRUARY 2023
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
RYAN LAGSDING, P.E.

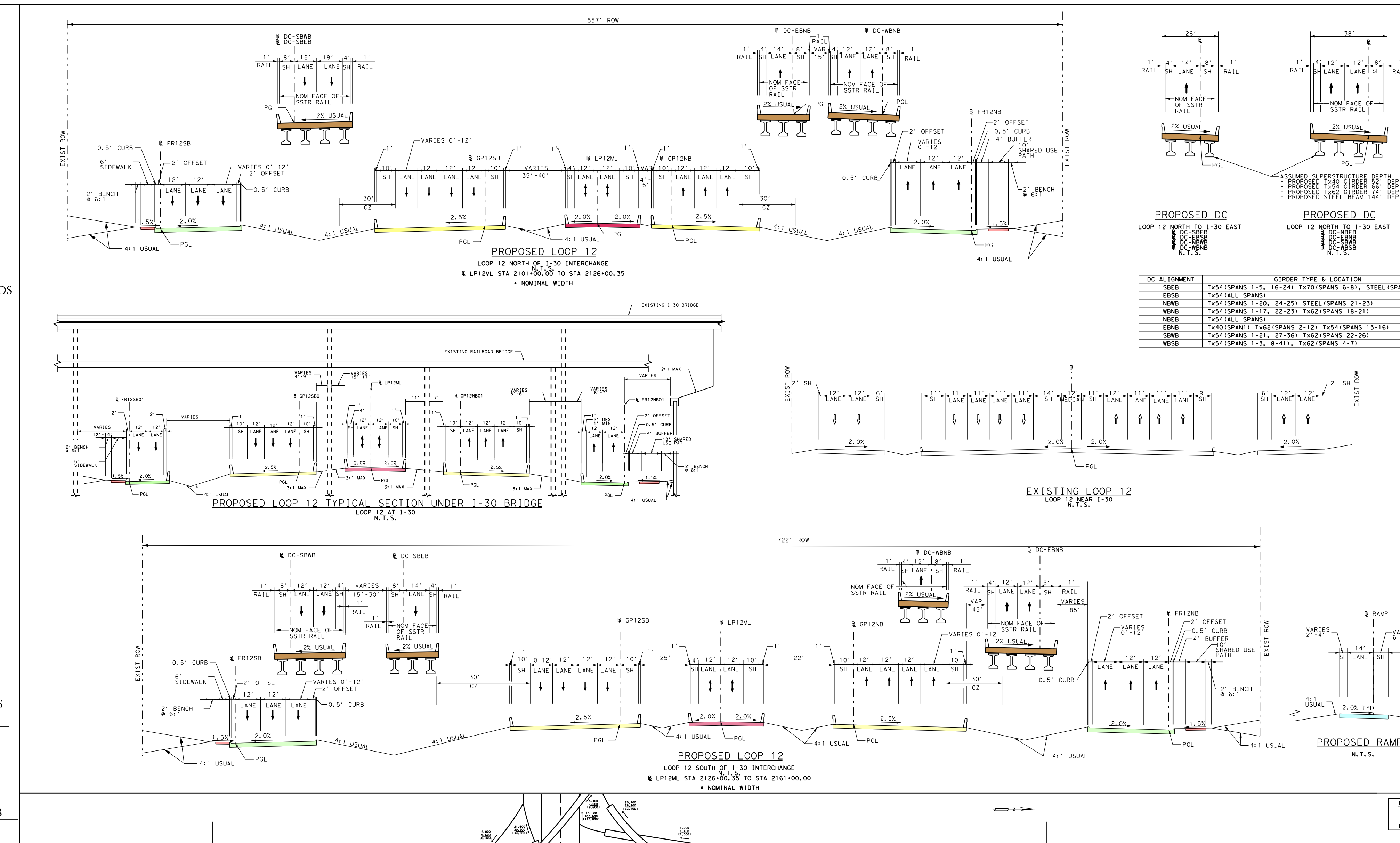
SERIAL NO. 113021

0 100 200
HORIZONTAL

ROLL 4 OF 32

HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPELS Firm Registration No. 420

Texas Department of Transportation


557' ROW
722' ROW
EXIST ROW
℄ DC-SBWB
℄ DC-SBEB
℄ DC-EBNB
℄ DC-WBNB
℄ FR12SB
℄ GP12SB
℄ LP12ML
℄ GP12NB
℄ FR12NB
RAIL
SH
LANE
NOM FACE OF SSTR RAIL
2% USUAL
PGL
0.5' CURB
6' SIDEWALK
2' OFFSET
VARIES 0'-12'
2' BENCH @ 6:1
4:1 USUAL
3:1 MAX
2:1 MAX
30' CZ
4' BUFFER
10' SHARED USE PATH
EXISTING I-30 BRIDGE
EXISTING RAILROAD BRIDGE
ASSUMED SUPERSTRUCTURE DEPTH
- PROPOSED Tx40 GIRDER 52" DEPTH
- PROPOSED Tx54 GIRDER 66" DEPTH
- PROPOSED Tx62 GIRDER 74" DEPTH
- PROPOSED STEEL BEAM 144" DEPTH

PROPOSED LOOP 12
LOOP 12 NORTH OF I-30 INTERCHANGE
℄ LP12ML STA 2101+00.00 TO STA 2126+00.35
* NOMINAL WIDTH

PROPOSED DC
LOOP 12 NORTH TO I-30 EAST
℄ DC-SBEB
℄ DC-EBSB
℄ DC-NBWB
℄ DC-WBNB
N.T.S.

PROPOSED DC
LOOP 12 NORTH TO I-30 EAST
℄ DC-NBEB
℄ DC-EBNB
℄ DC-SBWB
℄ DC-WBSB
N.T.S.

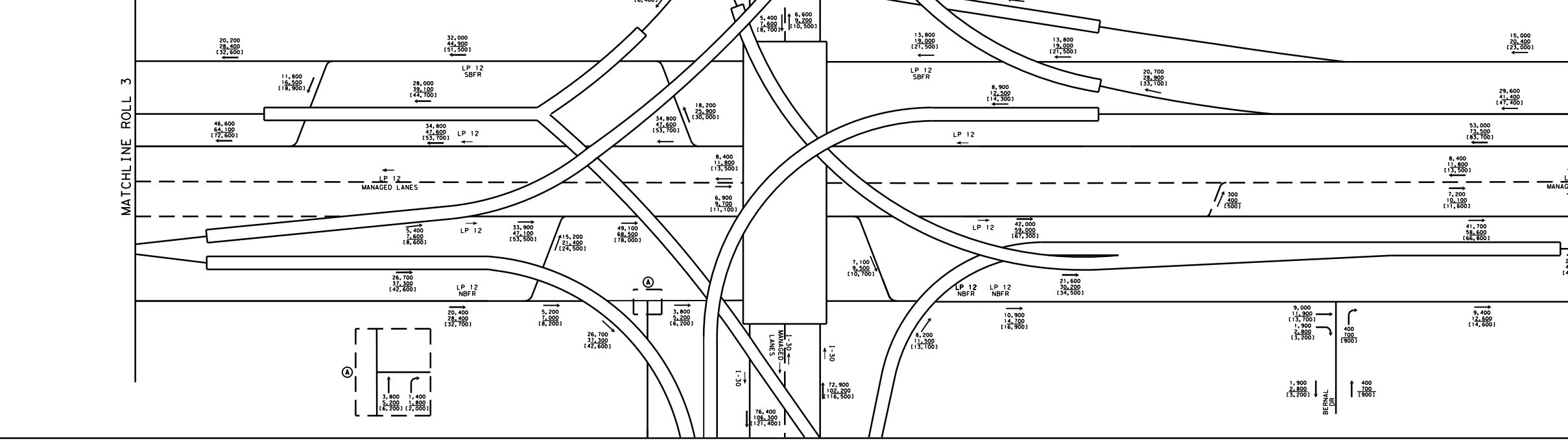
DC ALIGNMENT	GIRDER TYPE & LOCATION
SBEB	Tx54(SPANS 1-5, 16-24) Tx70(SPANS 6-8), STEEL(SPANS 6-8)
EBSB	Tx54(ALL SPANS)
NBWB	Tx54(SPANS 1-20, 24-25) STEEL(SPANS 21-23)
WBNB	Tx54(SPANS 1-17, 22-23) Tx62(SPANS 18-21)
NBEB	Tx54(ALL SPANS)
EBNB	Tx40(SPAN1) Tx62(SPANS 2-12) Tx54(SPANS 13-16)
SBWB	Tx54(SPANS 1-21, 27-36) Tx62(SPANS 22-26)
WBSB	Tx54(SPANS 1-3, 8-41), Tx62(SPANS 4-7)

PROPOSED LOOP 12 TYPICAL SECTION UNDER I-30 BRIDGE
LOOP 12 AT I-30
N.T.S.

EXISTING LOOP 12
LOOP 12 NEAR I-30
N.T.S.

PROPOSED LOOP 12
LOOP 12 SOUTH OF I-30 INTERCHANGE
℄ LP12ML STA 2126+00.35 TO STA 2161+00.00
* NOMINAL WIDTH

PROPOSED RAMP
N.T.S.


MATCHLINE ROLL 3
MATCHLINE ROLL 5
LP 12
I-30

LEGEND
XXXX - 2028 ADT
XXXX - 2048 ADT
[XXXX] - 2058 ADT
SCALE: N.T.S.

NOTE: TRAFFIC PROJECTIONS BASED ON NCTCOG TDM AND CORRIDOR INFORMATION PACKET PROVIDED BY TPP (RECEIVED 02/23/2018). TRAFFIC SHOWN ON THIS SCHEMATIC WAS APPROVED BY TEXAS A&M TRANSPORTATION INSTITUTE (TTI) 08/24/2022.

SEE SHEET 10

DRAFT
Preliminary, Subject to Change
MATCHLINE LP12ML STA 2101+00
MATCHLINE LP12ML STA 2161+00
FEDEX FREIGHT
UPRR
I-30
LOOP 12 SB FR
LOOP 12 SB GP
LOOP 12 ML
LOOP 12 NB GP
LOOP 12 NB FR
Downtown Auto Upholstery and Body
QUINCY ST
QUARRY ST
RICHEY ST
JIM ST
DREW ST
BERNAL DR
DRAFT
Preliminary, Subject to Change

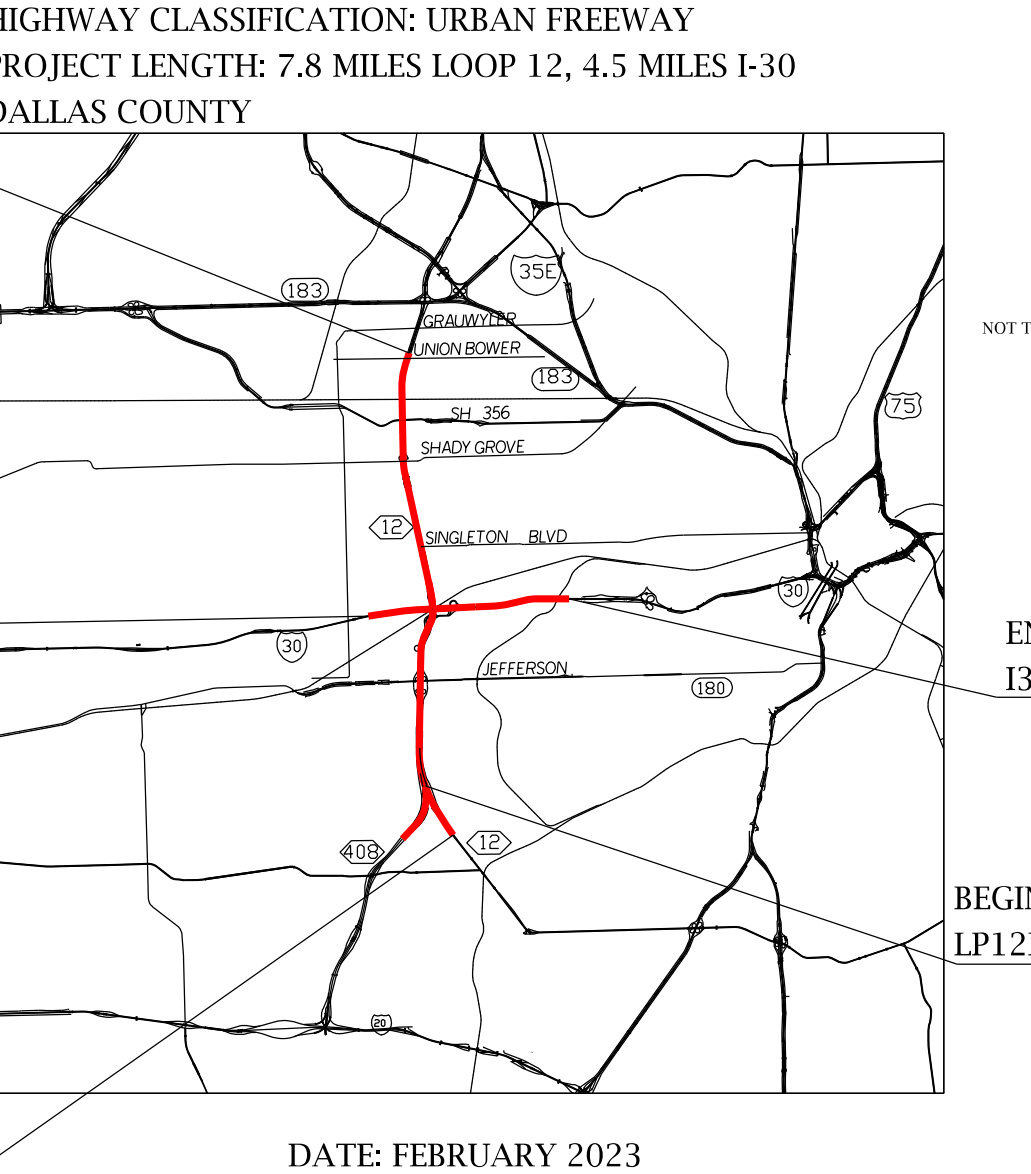
SEE SHEET 10

DRAFT
Preliminary, Subject to Change

LEGEND:
- 🟨 Proposed General Purpose Lanes
- 🟩 Proposed Frontage Roads
- 🟥 Proposed Managed Lanes
- 🟦 Proposed Ramps
- 🟪 Proposed Cross Streets
- 🟦 Proposed Driveways
- 🟫 Proposed Concrete Bridge
- 🟥 Proposed Steel Bridge
- 🟥 Proposed Sidewalk/Raised Median
- ⬜ Proposed UPRR Improvements
- 🟦 100 Year Floodplain
- ▨ Floodway
- ▨ Pavement / Bridge Removal
- — Project By Others
- -·· Existing ROW
- --- Proposed ROW
- --- Drainage Easement
- -·- Centerline / Baseline
- ➡ Proposed Traffic
- ⇨ Existing Traffic
- — Proposed Emergency Managed Lane Gate
- ◎ Proposed High Mast Lighting
- — Proposed Bridge Structure
- — Existing Drainage Structure
- — Proposed Drainage Structure
- → Proposed Ditch
- → Proposed Drainage Flow Line
- — Proposed Retaining Wall
- XXX Parcel ID
- — Property Line
- -T(E)- Existing Telephone/Cable/Fiber Line
- -W(E)- Existing Water Line
- -E(E)- Existing Electric Line
- -WW(E)- Existing Sanitary Sewer Line
- -G(E)- Existing Gas / Petroleum Line
- -OE1- Existing Overhead Electric Lines
- -FOC- Existing Fiber Optic Lines
- ▭ Proposed Sign
- ⊕ Existing Signalized Intersection

NOTES:

1. TYPICAL SECTIONS ARE NOT TO SCALE. DIMENSIONS ARE TO FACE OF CURB OR NOMINAL FACE OF RAIL WHERE APPLICABLE.
2. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDESTREETS OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS SHALL BE REQUIRED WHERE NOTED IN PLANS.
3. SURVEY AND AERIAL PROVIDED BY TXDOT (APRIL 2019 AND APRIL 2020).
4. PROJECTS SHOWN BY OTHERS ARE UNDER CONSTRUCTION AND ARE SUBJECT TO CHANGE. LATEST FILES PROVIDED BY TXDOT FEBRUARY 2021 SHOWN ON THIS SCHEMATIC.
5. EXISTING UTILITIES INFORMATION PROVIDED BY TXDOT (MARCH 2022).
6. DRIVEWAYS WILL BE CONTROLLED THROUGH THE AREA OFFICE PERMIT PROCESS.
7. HINGE-CONTROLLED CORRIDOR DESIGN IS UTILIZED TO PROVIDE A UNIFORM PAVEMENT SECTION BETWEEN LP12ML AND GP12 CORRIDORS. SEE PLAN AND PROFILE FOR CORRESPONDING HINGE CORRIDOR LIMITS.
8. SEE ROLLS 12 - 30 FOR PROFILES & SEE ROLLS 31-32 FOR HORIZONTAL ALIGNMENTS CURVE DATA, SUPERELEVATION DATA AND ADJACENT PROPERTY OWNER DATA.
9. ALL TURNING RADII ARE 48' UNLESS OTHERWISE NOTED.
10. CONTROL OF ACCESS IS NOT SHOWN ON DALLAS DISTRICT DESIGN SCHEMATICS.
11. EXACT LOCATION OF EMERGENCY MANAGED LANE GATES AND ADA ACCESSIBILITY TO BE DETERMINED DURING PS&E.
12. CROSS WALK WIDTH TO BE PROVIDED IN COMPLIANCE WITH TXDOT STANDARDS AND LOCAL MUNICIPAL PREFERENCE.


183
356
SH 356
SHADY GROVE
12
SINGLETON BLVD
30
JEFFERSON
408
12
NOT TO SCALE

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
Ceason G. Clemens, P.E. - DISTRICT ENGINEER
100% DESIGN SCHEMATIC
LOOP 12 - RECONSTRUCTION
DALLAS COUNTY
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CSJ / CSJ LIMITS
0581-02-077 SPUR 408 TO SOUTH OF SH 183, GENERAL PURPOSE LANES & FRONTAGE ROADS
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MANAGED LANE RAMPS 60 MPH MIN. URBAN FREEWAY
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DIRECT CONNECTORS 40 MPH MIN. URBAN ARTERIAL
FRONTAGE ROADS 40 MPH URBAN COLLECTOR
CROSS STREETS 30 MPH MIN.* LOCAL ARTERIAL
U-TURNS 15 MPH LOCAL ARTERIAL
* NOTE: JEFFERSON BLVD DESIGN SPEED = 40MPH, DAVIS ST DESIGN SPEED = 45MPH.
END PROJECT
END CSJ 0581-02-154
LP12ML STA 2356+85.56
END CSJ 0581-02-077
GP12SB02 STA 1350+42.87
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PROJECT LENGTH: 7.8 MILES LOOP 12, 4.5 MILES I-30
DALLAS COUNTY
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW
NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.
BEGIN CSJ 0581-02-146
I30 STA 1146+33.95
END CSJ 0581-02-146
I30 STA 1386+31.18
BEGIN CSJ 0581-02-154
LP12ML STA 1984+57.98
DATE APPROVED
DATE SUBMITTED
DATE REVISED
BEGIN PROJECT
BEGIN CSJ 0581-02-077
GP12SB01 STA 938+00.00
DATE: FEBRUARY 2023
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
RYAN LAGSDING, P.E.
SERIAL NO. 113021
0 100 200
HORIZONTAL
ROLL 4 OF 32
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPELS Firm Registration No. 420
Texas Department of Transportation
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5/24/2023

5/24/2023

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Ceason G. Clemens, P.E. - DISTRICT ENGINEER
100% DESIGN SCHEMATIC

LOOP 12 - RECONSTRUCTION DALLAS COUNTY

LOOP 12: SPUR 408 TO SOUTH OF SH 183

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0581-02-077	SPUR 408 TO SOUTH OF SH 183, GENERAL PURPOSE LANES & FRONTAGE ROADS
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FRONTAGE ROADS	40 MPH	URBAN COLLECTOR
CROSS STREETS	30 MPH MIN.*	LOCAL ARTERIAL
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LP12ML STA 2356+85.56
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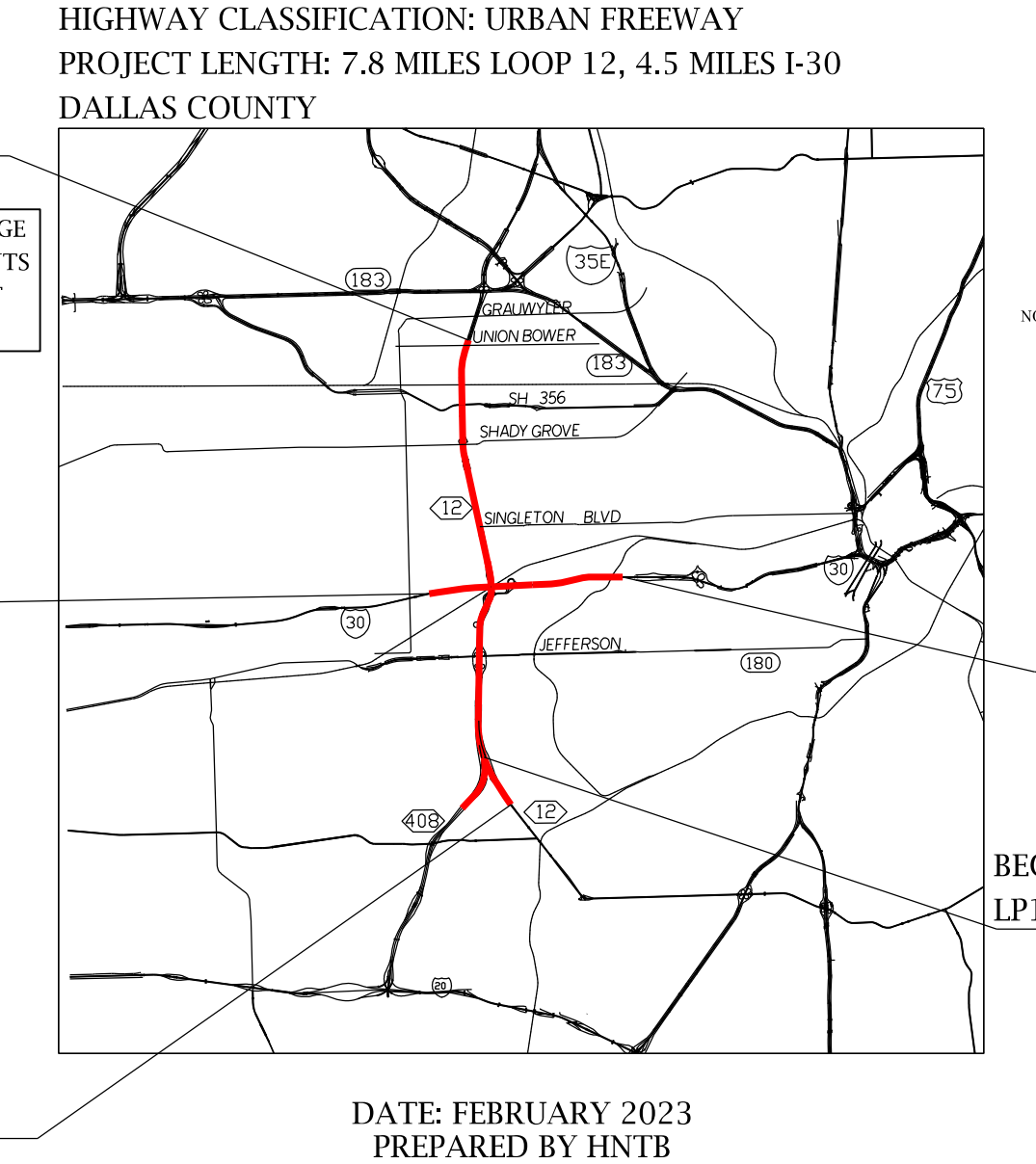

183
356
SH 356
SHADY GROVE
12
SINGLETON BLVD
30
JEFFERSON
408
12
80
35E
75
NOT TO SCALE
N

BEGIN CSJ 0581-02-146
I30 STA 1146+33.95

END CSJ 0581-02-146
I30 STA 1386+31.18

BEGIN CSJ 0581-02-154
LP12ML STA 1984+57.98

DATE APPROVED

DATE SUBMITTED

DATE REVISED

BEGIN PROJECT
BEGIN CSJ 0581-02-077
GP12SB01 STA 938+00.00

DATE: FEBRUARY 2023
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
RYAN LAGSDING, P.E.

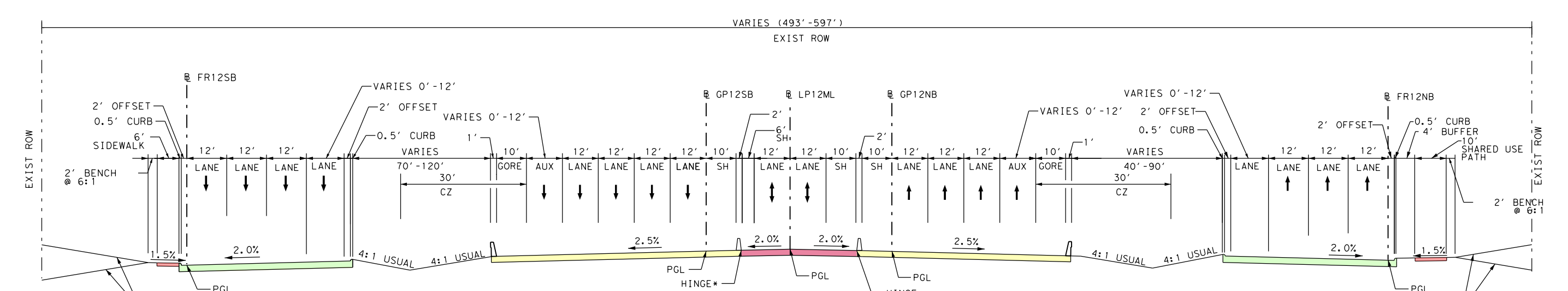
SERIAL NO. 113021

0 100 200
HORIZONTAL

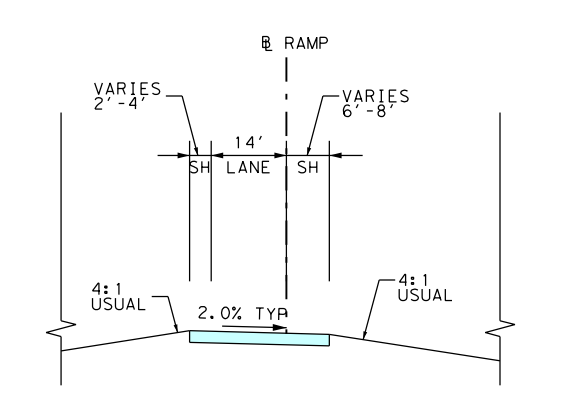
ROLL 5 OF 32

HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPELS Firm Registration No. 420

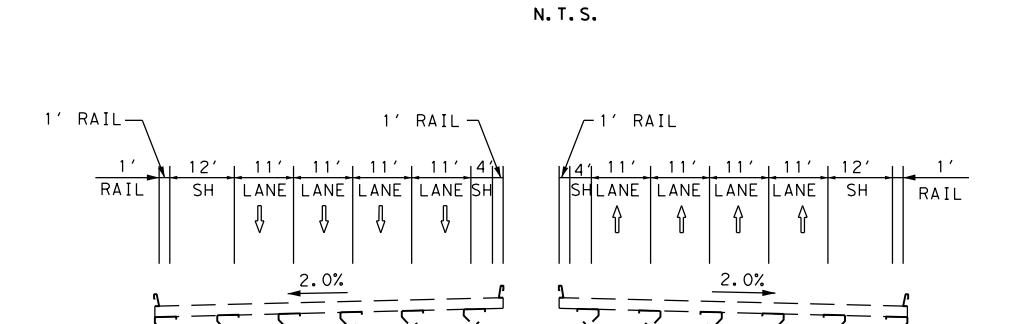
Texas Department of Transportation


VARIES (493'-597')
EXIST ROW
℄ FR12SB
℄ GP12SB
℄ LP12ML
℄ GP12NB
℄ FR12NB
2' OFFSET
0.5' CURB
6' SIDEWALK
2' BENCH @ 6:1
VARIES 0'-12'
2' OFFSET
0.5' CURB
VARIES 70'-120'
30' CZ
LANE
AUX
GORE
SH
VARIES 40'-90'
4' BUFFER
10' SHARED USE PATH
2.0%
2.5%
4:1 USUAL
PGL
HINGE*

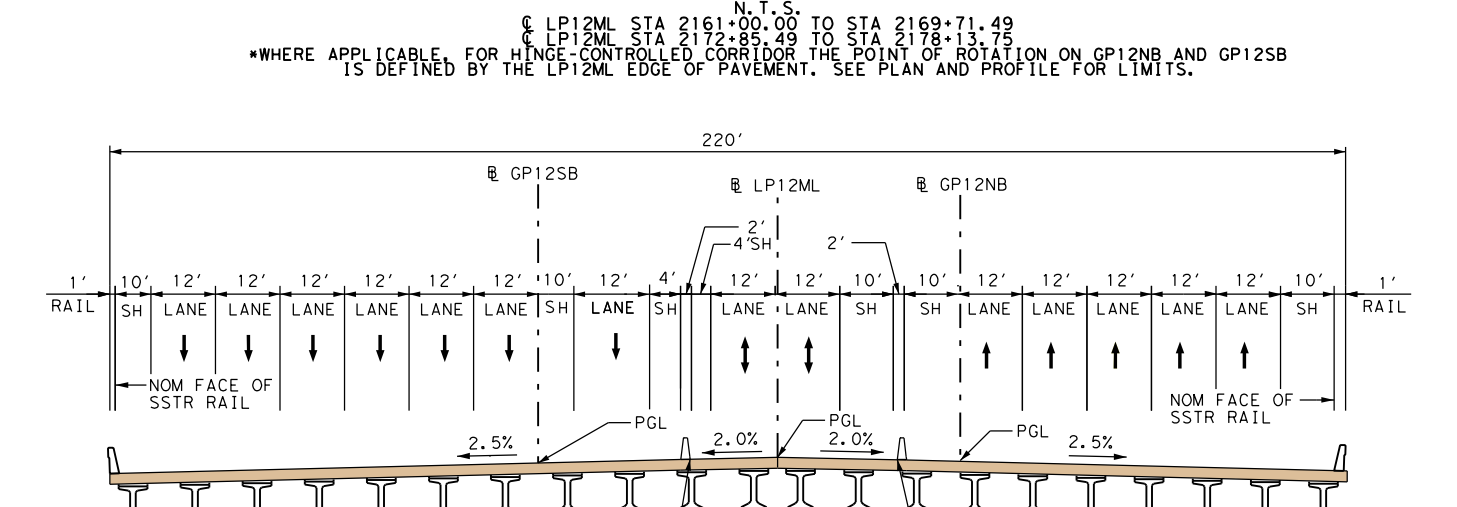
PROPOSED LOOP 12 WITH FRONTAGE ROAD
LOOP 12 NORTH OF I-30 INTERCHANGE
N.T.S.
℄ LP12ML STA 2161+00.00 TO STA 2169+71.49
℄ LP12ML STA 2172+85.49 TO STA 2178+13.75
*WHERE APPLICABLE, FOR HINGE-CONTROLLED CORRIDOR THE POINT OF ROTATION ON GP12NB AND GP12SB IS DEFINED BY THE LP12ML EDGE OF PAVEMENT. SEE PLAN AND PROFILE FOR LIMITS.


℄ RAMP
VARIES 2'-4'
14'
VARIES 6'-8'
SH LANE SH
4:1 USUAL
2.0% TYP

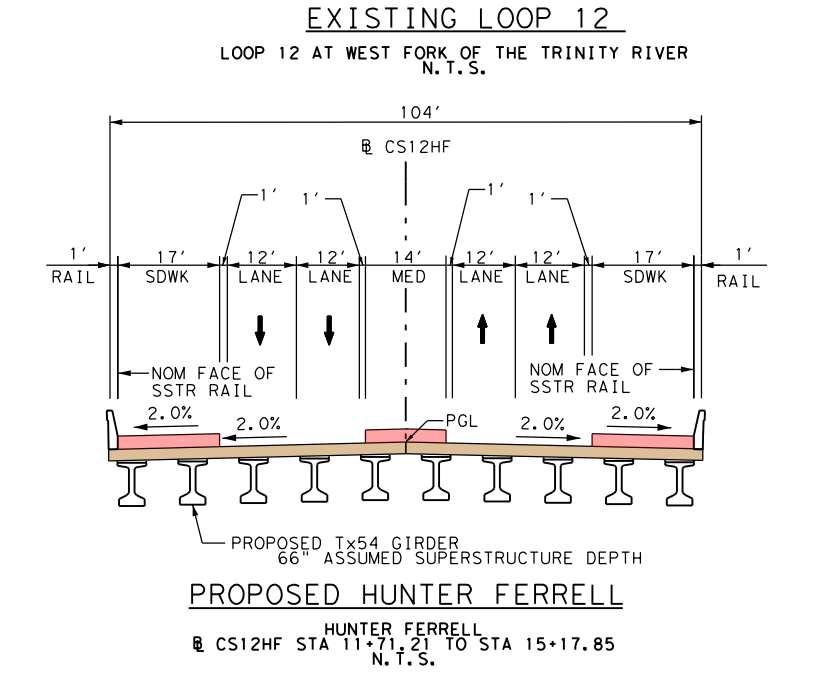
PROPOSED RAMP
N.T.S.


1' RAIL
RAIL
SH
LANE
2.0%

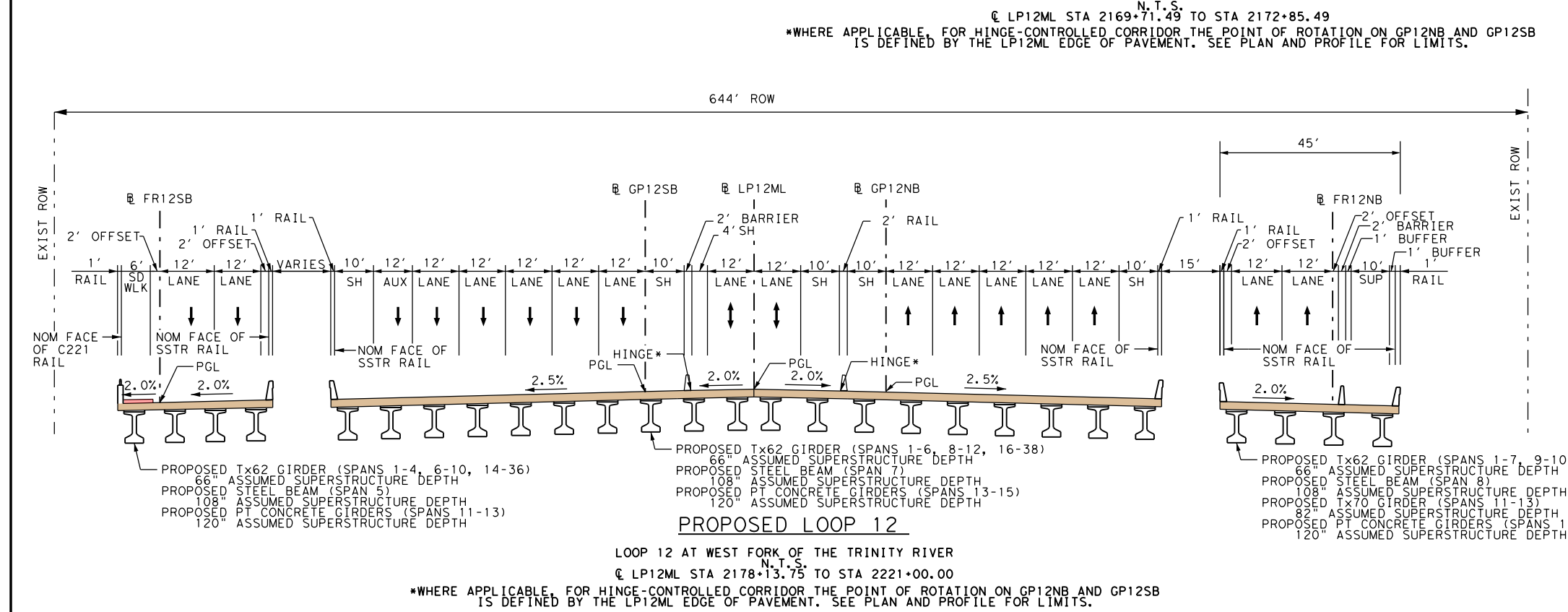
EXISTING LOOP 12
LOOP 12 AT WEST FORK OF THE TRINITY RIVER
N.T.S.


220'
℄ GP12SB
℄ LP12ML
℄ GP12NB
RAIL
SH
LANE
NOM FACE OF SSTR RAIL
PGL
2.5%
2.0%
HINGE*
PROPOSED Tx54 GIRDER
66" ASSUMED SUPERSTRUCTURE DEPTH

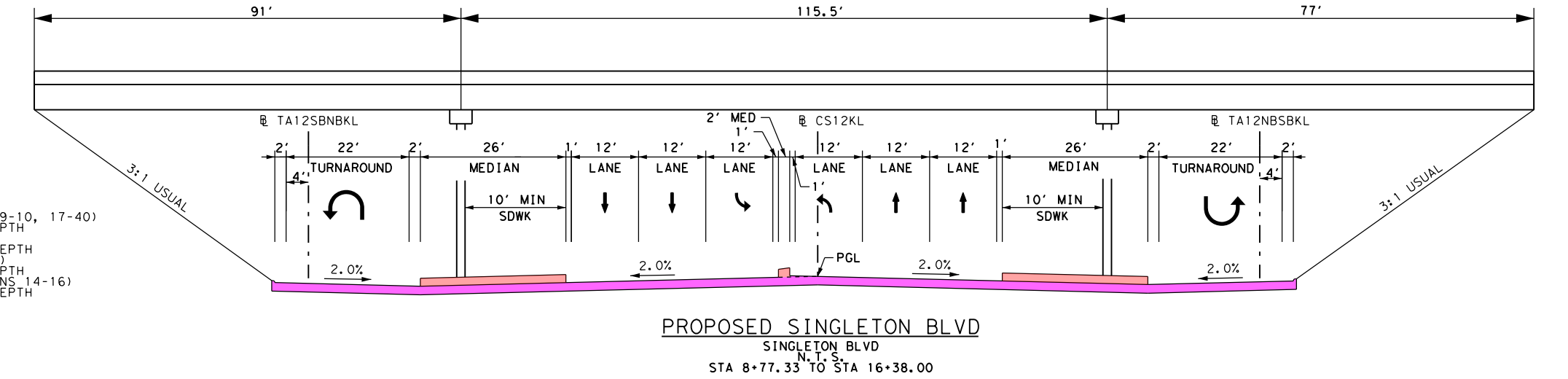
PROPOSED LOOP 12 BRIDGE
LOOP 12 OVER SINGLETON BLVD
N.T.S.
℄ LP12ML STA 2169+71.49 TO STA 2172+85.49
*WHERE APPLICABLE, FOR HINGE-CONTROLLED CORRIDOR THE POINT OF ROTATION ON GP12NB AND GP12SB IS DEFINED BY THE LP12ML EDGE OF PAVEMENT. SEE PLAN AND PROFILE FOR LIMITS.


104'
℄ CS12HF
RAIL
SDWK
LANE
MED
NOM FACE OF SSTR RAIL
PGL
2.0%
PROPOSED Tx54 GIRDER
66" ASSUMED SUPERSTRUCTURE DEPTH

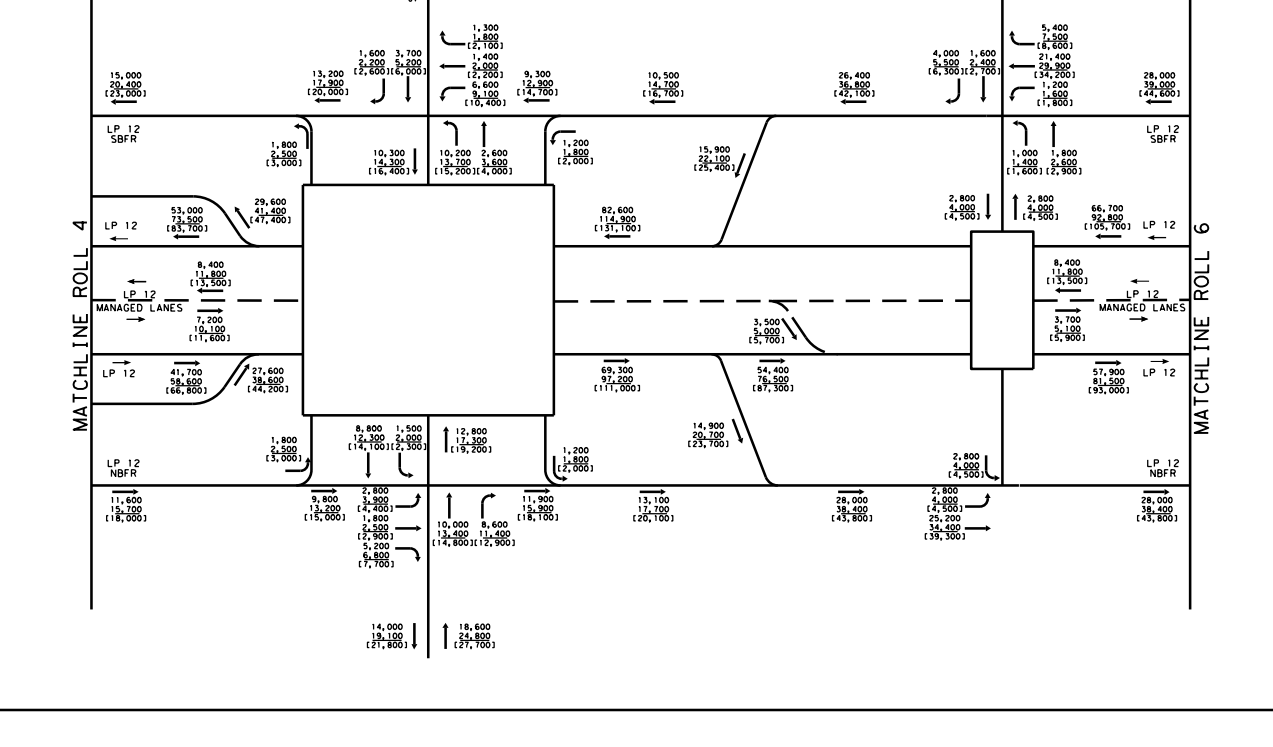
PROPOSED HUNTER FERRELL
HUNTER FERRELL
℄ CS12HF STA 11+71.21 TO STA 15+17.85
N.T.S.


644' ROW
45'
EXIST ROW
℄ FR12SB
℄ GP12SB
℄ LP12ML
℄ GP12NB
℄ FR12NB
2' OFFSET
1' RAIL
2' BARRIER
4' SH
1' BUFFER
SUP
NOM FACE OF C221 RAIL
NOM FACE OF SSTR RAIL
HINGE*
PGL
2.0%
2.5%
PROPOSED Tx62 GIRDER (SPANS 1-6, 6-10, 14-36)
66" ASSUMED SUPERSTRUCTURE DEPTH
PROPOSED STEEL BEAM (SPAN 5)
108" ASSUMED SUPERSTRUCTURE DEPTH
PROPOSED PT CONCRETE GIRDERS (SPANS 11-13)
120" ASSUMED SUPERSTRUCTURE DEPTH

PROPOSED LOOP 12
LOOP 12 AT WEST FORK OF THE TRINITY RIVER
℄ LP12ML STA 2178+13.75 TO STA 2221+00.00
*WHERE APPLICABLE, FOR HINGE-CONTROLLED CORRIDOR THE POINT OF ROTATION ON GP12NB AND GP12SB IS DEFINED BY THE LP12ML EDGE OF PAVEMENT. SEE PLAN AND PROFILE FOR LIMITS.


91'
115.5'
77'
℄ TA12SBNBKL
℄ CS12KL
℄ TA12NBSBKL
TURNAROUND
MEDIAN
10' MIN SDWK
LANE
2' MED
PGL
2.0%
3:1 USUAL

PROPOSED SINGLETON BLVD
SINGLETON BLVD
N.T.S.
STA 8+77.33 TO STA 16+38.00


MATCHLINE ROLL 4
MATCHLINE ROLL 6

LEGEND	
XXXX	2028 ADT
XXXX	2048 ADT
[XXXX]	2058 ADT

SCALE: N.T.S.

NOTE: TRAFFIC PROJECTIONS BASED ON NCTCOG TDM AND CORRIDOR INFORMATION PACKET PROVIDED BY TPP (RECEIVED 02/23/2018). TRAFFIC SHOWN ON THIS SCHEMATIC WAS APPROVED BY TEXAS A&M TRANSPORTATION INSTITUTE (TTI) 08/24/2022.

DRAFT
Preliminary, Subject to Change

MATCHLINE LP12ML STA 2161+00
MATCHLINE LP12ML STA 2221+00
CARTWRIGHT ST
SINGLETON BLVD
TORONTO ST
MARTINEZ TRAIL
CHALK HILL BRANCH
PERIMETER RD
PERIMETER ROAD
WEST FORK TRINITY RIVER
CITY OF DALLAS
CITY OF IRVING
FUTURE HUNTER FERRELL
Mountain Creek Preserve
LOOP 12 SB FR
LOOP 12 SB GP
LOOP 12 ML
LOOP 12 NB GP
LOOP 12 NB FR
OVERHEAD POWER TRANSMISSION LINES
OVERHEAD POWER TRANSMISSION LINES
DC-SBWB_2
DC-SBWB_1
FR12SB01_15
RW-419
℄ GP12SB01
BEGIN SINGLETON BLVD
℄ CS12ST STA 8+77.33
MATCH EXISTING PAVEMENT
℄ FR12SB01 STA 1170+52.19
℄ CS12ST STA 15+26.24
℄ CS12ST
TA12NBSBST_2
TA12NBSBST
℄ TA12NBSBST
TA12SBNBST_1
FR12SB01_16
END BRIDGE
℄ DC-SBWB
BEGIN BRIDGE
℄ DC-SBWB
END BRIDGE
℄ GB12SB01
STA 1168+58.75
BEGIN BRIDGE
℄ LP12ML
STA 2169+71.49
END BRIDGE
℄ LP12ML
STA 2172+85.49
GP12SB02_9
END TAPER
℄ FR12SB01 STA 1175+95.45
26.00 RT
BEGIN TAPER
℄ FR12SB01 STA 1174+49.06
62.00 RT
RW-128
RW-210
BEGIN BRIDGE
℄ LP12ML
STA 2178+13.75
BEGIN BRIDGE
℄ GP12SB01
STA 1177+13.08
FR12SB01_17
GP12SB02_2
BEGIN BRIDGE
℄ FR12SB01
STA 1178+43.76
FR12SB01_18
RP12NBML04_02
℄ RP12NBML04
℄ RP12SBENSG
RP12SBENSG_1
BEGIN BRIDGE
℄ RP12SBENSG
STA 16+17.86
RP12NBML04_4
℄ FR12SB01
END BRIDGE
℄ RP12SBENSG
STA 21+99.88
RP12SBENSG_2
℄ LP12ML
℄ GP12SB02
BEGIN BRIDGE
℄ CS12HF
STA 11+71.21
℄ FR12SB01 STA 1207+86.63
℄ CS12HF STA 11+39.50
℄ CS12HF
R= 30'
RP12NBEXST1_4
℄ RP12NBEXST1
RP12NBEXST1_3
℄ GP12SB01
STA 1167+07.42
℄ GP12SB02
STA 1167+09.97
FR12NB01_20
DC-EBNB_9
FR12NB01_21
BEGIN TAPER
℄ FR12NB01 STA 1164+59.74
38.00 LT
END TAPER
℄ FR12NB01 STA 1165+09.74
50.00 LT
RW-318
BEGIN BRIDGE
℄ GP12NB02
STA 1168+66.93
TA12NBSBST_1
℄ FR12NB01 STA 1170+07.94
℄ CS12ST STA 15+26.24
END SINGLETON BLVD
℄ CS12ST STA 16+38.00
MATCH EXISTING PAVEMENT
TA12SBNBST_2
RW-78
RP12NBML04_01
END BRIDGE
℄ GP12NB02
STA 1172+00.76
GP12NB02_9
RW-338
FR12NB01_22
EXIST 4-60" RCP (TO BE REMOVED) SEE LP12ML PROFILE FOR GRADING AND DRAINAGE DESIGN
BEGIN TAPER
℄ FR12NB01 STA 1177+55.20
40.00 LT
OVERHEAD POWER TRANSMISSION LINES
BEGIN BRIDGE
℄ GP12NB02
STA 1177+09.01
EXIST 36" RCP (TO REMAIN)
RW-109
BEGIN BRIDGE
℄ FR12NB01
STA 1176+21.43
FR12NB01_23
END TAPER
℄ FR12NB01 STA 1180+73.05
28.00 LT
GP12NB02_10
RP12NBEXSG_1
BEGIN BRIDGE
℄ RP12NBEXSG
STA 15+97.39
℄ RP12NBEXSG
BEGIN RP12NBML04 HINGE CONTROL
℄ RP12NBML04 STA 23+63.29
RP12NBML04_3
RP12NBEXSG_2
END BRIDGE
℄ RP12NBEXSG
STA 17+63.93
END RP12NBML04 HINGE CONTROL
℄ RP12NBML04 STA 26+63.29
GP12NB02_11
℄ FR12NB01
℄ GP12NB02 STA 1195+12.26
℄ RP12NBML04 STA 33+53.23
GP12NB02_12
GP12NB02_13
℄ GP12NB02
GP12NB02_14
END BRIDGE
℄ CS12HF
STA 15+17.85
℄ FR12NB01 STA 1208+29.52
℄ CS12HF STA 15+61.50
℄ RP12NBENST
RP12NBENST_1
1160+00
1165+00
1170+00
1175+00
1180+00
1185+00
1190+00
1195+00
1200+00
1205+00
1210+00
1215+00
1220+00
2165+00
2170+00
2175+00
2180+00
2185+00
2190+00
2195+00
2200+00
2205+00
2210+00
2215+00
2220+00
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DRAFT
Preliminary, Subject to Change

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DRAFT
Preliminary, Subject to Change

LEGEND:

🟨	Proposed General Purpose Lanes
🟩	Proposed Frontage Roads
🟥	Proposed Managed Lanes
🟦	Proposed Ramps
🟪	Proposed Cross Streets
🟦	Proposed Driveways
🟫	Proposed Concrete Bridge
🟥	Proposed Steel Bridge
🟥	Proposed Sidewalk/Raised Median
⬜	Proposed UPRR Improvements
🟦	100 Year Floodplain
▨	Floodway
▨	Pavement / Bridge Removal
—	Project By Others
-···	Existing ROW
-···	Proposed ROW
-···	Drainage Easement
-·-	Centerline / Baseline
➡	Proposed Traffic
⇨	Existing Traffic
—	Proposed Emergency Managed Lane Gate
◎	Proposed High Mast Lighting
═	Proposed Bridge Structure
═	Existing Drainage Structure
═	Proposed Drainage Structure
→	Proposed Ditch
∿➤	Proposed Drainage Flow Line
═	Proposed Retaining Wall
XXX	Parcel ID
—	Property Line
-T1(D)-	Existing Telephone/Cable/Fiber Line
-W1(D)-	Existing Water Line
-E1(D)-	Existing Electric Line
WW1(D)-	Existing Sanitary Sewer Line
-G1(D)-	Existing Gas / Petroleum Line
—OE1—	Existing Overhead Electric Lines
—FOC—	Existing Fiber Optic Lines
▭	Proposed Sign
⊕	Existing Signalized Intersection

NOTES:

1. TYPICAL SECTIONS ARE NOT TO SCALE. DIMENSIONS ARE TO FACE OF CURB OR NOMINAL FACE OF RAIL WHERE APPLICABLE.
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8. SEE ROLLS 12 - 30 FOR PROFILES & SEE ROLLS 31-32 FOR HORIZONTAL ALIGNMENTS CURVE DATA, SUPERELEVATION DATA AND ADJACENT PROPERTY OWNER DATA.
9. ALL TURNING RADII ARE 48' UNLESS OTHERWISE NOTED.
10. CONTROL OF ACCESS IS NOT SHOWN ON DALLAS DISTRICT DESIGN SCHEMATICS.
11. EXACT LOCATION OF EMERGENCY MANAGED LANE GATES AND ADA ACCESSIBILITY TO BE DETERMINED DURING PS&E.
12. CROSS WALK WIDTH TO BE PROVIDED IN COMPLIANCE WITH TXDOT STANDARDS AND LOCAL MUNICIPAL PREFERENCE.

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
Ceason G. Clemens, P.E. - DISTRICT ENGINEER
100% DESIGN SCHEMATIC
LOOP 12 - RECONSTRUCTION DALLAS COUNTY
LOOP 12: SPUR 408 TO SOUTH OF SH 183
CSJ / CSJ LIMITS
0581-02-077 SPUR 408 TO SOUTH OF SH 183, GENERAL PURPOSE LANES & FRONTAGE ROADS
0581-02-146 LOOP 12/I-30 INTERCHANGE
0581-02-154 SPUR 408 TO SOUTH OF SH 183, MANAGED LANES
ROADWAY / DESIGN SPEED / FUNCTIONAL CLASSIFICATION
MANAGED LANES 60 MPH MIN. URBAN FREEWAY
MANAGED LANE RAMPS 60 MPH MIN. URBAN FREEWAY
GENERAL PURPOSE LANES 60 MPH MIN. URBAN FREEWAY
RAMPS (OTHER THAN MANAGED LANE RAMPS) 40 MPH MIN. URBAN FREEWAY
DIRECT CONNECTORS 40 MPH MIN. URBAN ARTERIAL
FRONTAGE ROADS 40 MPH URBAN COLLECTOR
CROSS STREETS 30 MPH MIN.* LOCAL ARTERIAL
U-TURNS 15 MPH LOCAL ARTERIAL
* NOTE: JEFFERSON BLVD DESIGN SPEED = 40MPH, DAVIS ST DESIGN SPEED = 45MPH.
END PROJECT
END CSJ 0581-02-154
LP12ML STA 2356+85.56
END CSJ 0581-02-077
GP12SB02 STA 1350+42.87
HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: 7.8 MILES LOOP 12, 4.5 MILES I-30
DALLAS COUNTY
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW
NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.
BEGIN CSJ 0581-02-146
I30 STA 1146+33.95
END CSJ 0581-02-146
I30 STA 1386+31.18
BEGIN CSJ 0581-02-154
LP12ML STA 1984+57.98
DATE APPROVED
DATE SUBMITTED
DATE REVISED
BEGIN PROJECT
BEGIN CSJ 0581-02-077
GP12SB01 STA 938+00.00
DATE: FEBRUARY 2023
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
RYAN LAGSDING, P.E.
SERIAL NO. 113021
0 100 200
HORIZONTAL
ROLL 5 OF 32
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPELS Firm Registration No. 420
Texas Department of Transportation
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5/24/2023

5/24/2023

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Ceason G. Clemens, P.E. - DISTRICT ENGINEER

100% DESIGN SCHEMATIC

LOOP 12 - RECONSTRUCTION
DALLAS COUNTY

LOOP 12: SPUR 408 TO SOUTH OF SH 183

CSJ	CSJ LIMITS
0581-02-077	SPUR 408 TO SOUTH OF SH 183, GENERAL PURPOSE LANES & FRONTAGE ROADS
0581-02-146	LOOP 12/I-30 INTERCHANGE
0581-02-154	SPUR 408 TO SOUTH OF SH 183, MANAGED LANES

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MANAGED LANES	60 MPH MIN.	URBAN FREEWAY
MANAGED LANE RAMPS	60 MPH MIN.	URBAN FREEWAY
GENERAL PURPOSE LANES	60 MPH MIN.	URBAN FREEWAY
RAMPS (OTHER THAN MANAGED LANE RAMPS)	40 MPH MIN.	URBAN FREEWAY
DIRECT CONNECTORS	40 MPH MIN.	URBAN ARTERIAL
FRONTAGE ROADS	40 MPH	URBAN COLLECTOR
CROSS STREETS	30 MPH MIN.*	LOCAL ARTERIAL
U-TURNS	15 MPH	LOCAL ARTERIAL

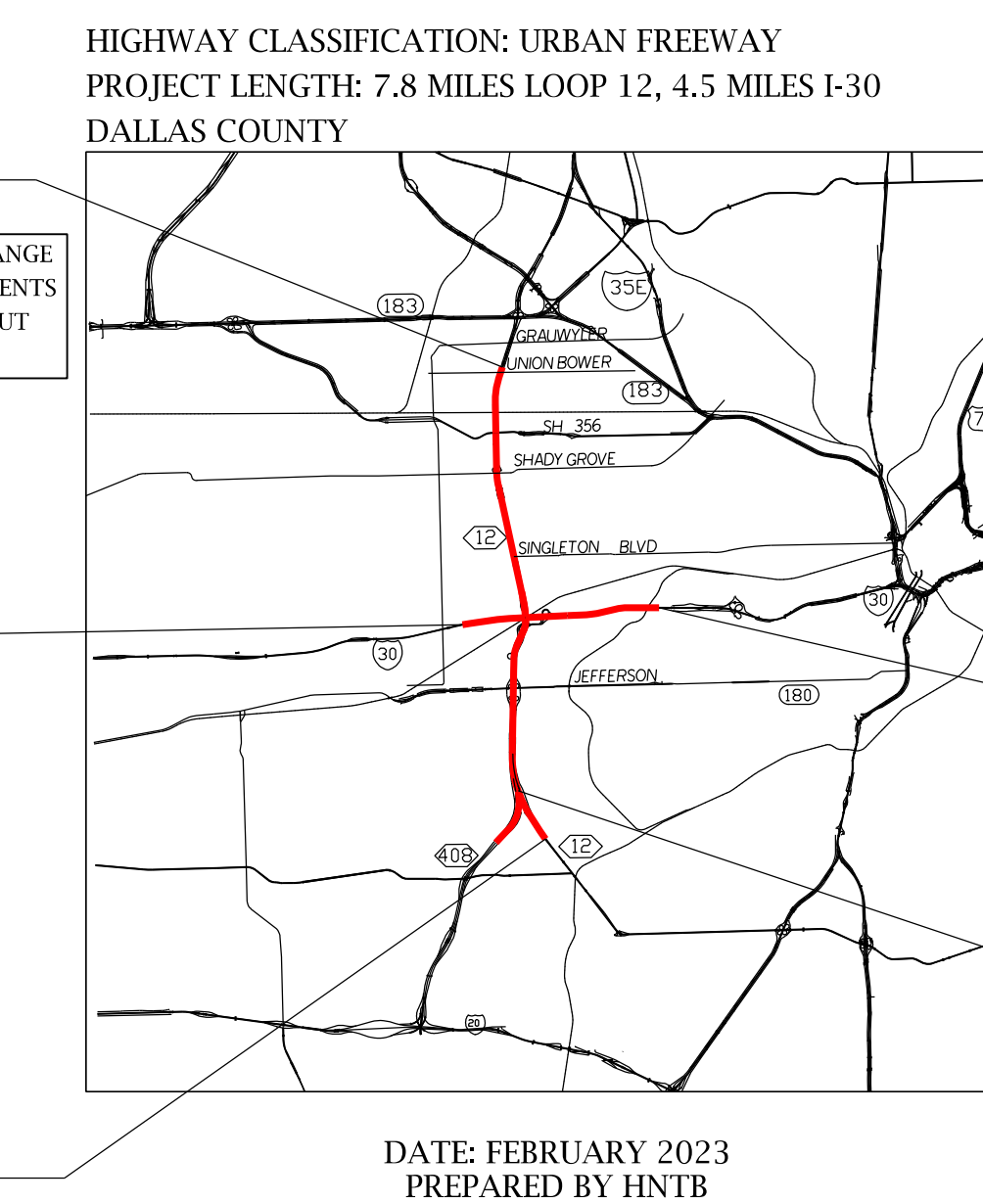
* NOTE: JEFFERSON BLVD DESIGN SPEED = 40MPH, DAVIS ST DESIGN SPEED = 45MPH.

END PROJECT
END CSJ 0581-02-154
LP12ML STA 2356+85.56
END CSJ 0581-02-077
GP12SB02 STA 1350+42.87

HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: 7.8 MILES LOOP 12, 4.5 MILES I-30
DALLAS COUNTY

PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.


183
356
SH 356
SHADY GROVE
12
SINGLETON BLVD
30
JEFFERSON
408
12
NOT TO SCALE

BEGIN CSJ 0581-02-146
I30 STA 1146+33.95

END CSJ 0581-02-146
I30 STA 1386+31.18

BEGIN CSJ 0581-02-154
LP12ML STA 1984+57.98

DATE APPROVED

DATE SUBMITTED

DATE REVISED

BEGIN PROJECT
BEGIN CSJ 0581-02-077
GP12SB01 STA 938+00.00

DATE: FEBRUARY 2023
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
RYAN LAGSDING, P.E.

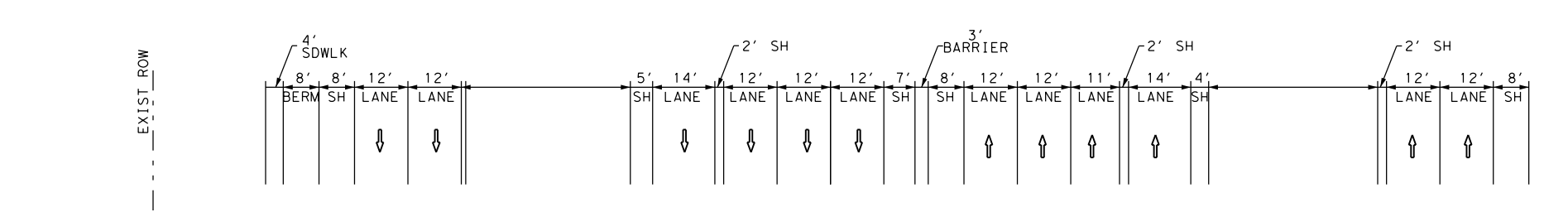
SERIAL NO. 113021

0 100 200
HORIZONTAL

ROLL 6 OF 32

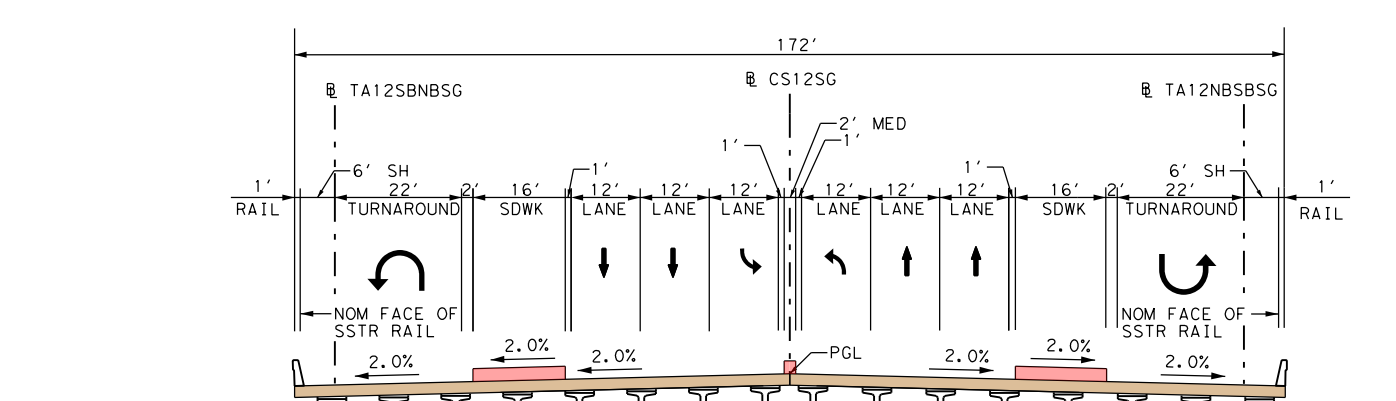
HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPELS Firm Registration No. 420

Texas Department of Transportation


EXIST ROW
4' SDWLK
BERM SH LANE LANE
SH LANE LANE LANE SH
BARRIER
2' SH
2.0%

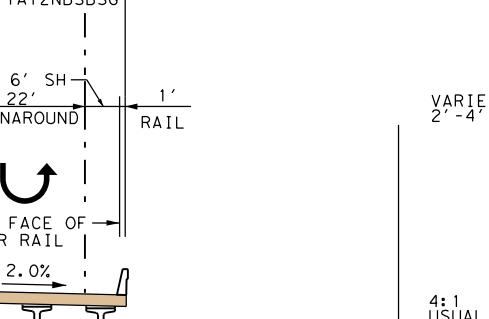
EXISTING LOOP 12

LOOP 12 NORTH SHADY GROVE
N.T.S.


172'
℄ TA12SBNBSG
℄ CS12SG
℄ TA12NBSBSG
2' MED
RAIL
TURNAROUND
SDWK
LANE
NOM FACE OF SSTR RAIL
2.0%
PGL
PROPOSED Tx54 GIRDER (SPAN 1 & 2)
66" ASSUMED SUPERSTRUCTURE DEPTH
PROPOSED Tx28 GIRDER (SPANS 3)
40" ASSUMED SUPERSTRUCTURE DEPTH

PROPOSED SHADY GROVE BRIDGE

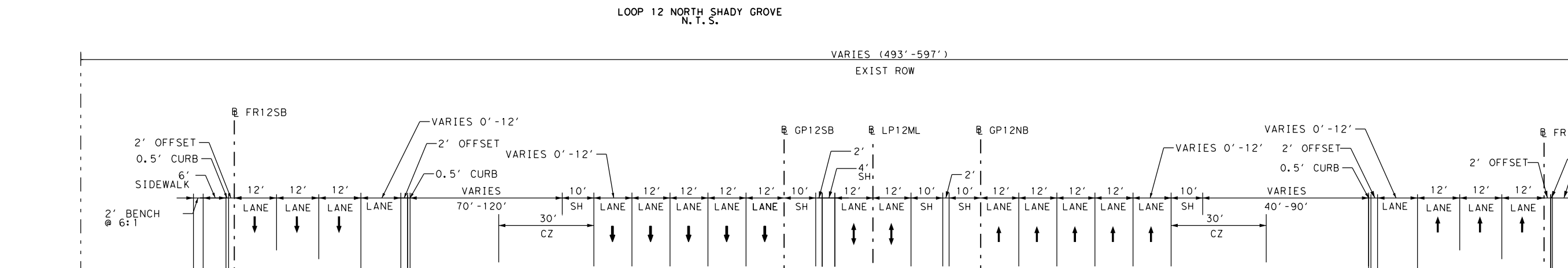
SHADY GROVE
℄ CS12SG STA 12+95.60 TO STA 15+55.60
N.T.S.


℄ RAMP
VARIES 2'-4'
VARIES 6'-8'
14'
SH LANE SH
4:1 USUAL
2.0% TYP

PROPOSED RAMP

N.T.S.

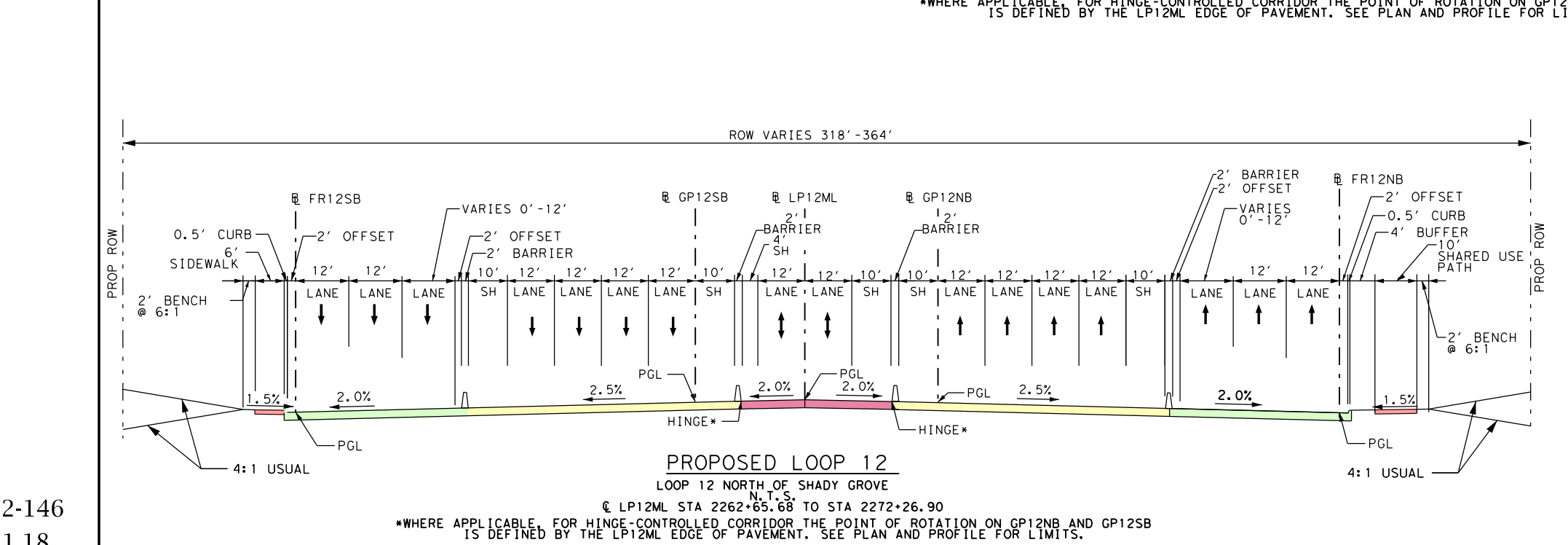
DRAFT
Preliminary, Subject to Change


VARIES (493'-597')
EXIST ROW
℄ FR12SB
℄ GP12SB
℄ LP12ML
℄ GP12NB
℄ FR12NB
2' OFFSET
0.5' CURB
6' SIDEWALK
2' BENCH @ 6:1
VARIES 0'-12'
VARIES 70'-120'
30' CZ
VARIES 40'-90'
4' SH
4' BUFFER
10' SHARED USE PATH
LANE
SH
1.5%
2.0%
2.5%
4:1 USUAL
PGL
HINGE*

PROPOSED LOOP 12

LOOP 12 SOUTH OF SHADY GROVE
N.T.S.
℄ LP12ML TO STA 2229+92.75 TO STA 2262+65.68
℄ LP12ML TO STA 2272+26.90 TO STA 2281+00.00

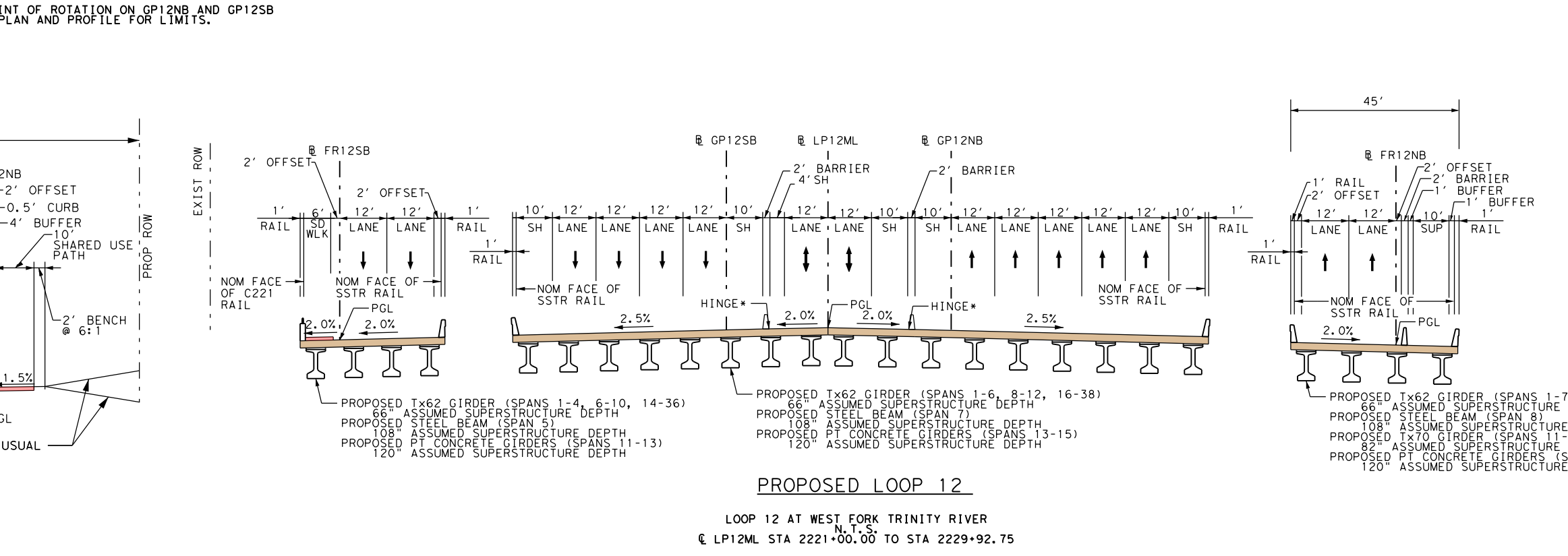
*WHERE APPLICABLE, FOR HINGE-CONTROLLED CORRIDOR THE POINT OF ROTATION ON GP12NB AND GP12SB IS DEFINED BY THE LP12ML EDGE OF PAVEMENT. SEE PLAN AND PROFILE FOR LIMITS.


ROW VARIES 318'-364'
PROP ROW
℄ FR12SB
℄ GP12SB
℄ LP12ML
℄ GP12NB
℄ FR12NB
0.5' CURB
6' SIDEWALK
2' OFFSET
2' BARRIER
VARIES 0'-12'
4' SH
4' BUFFER
10' SHARED USE PATH
2' BENCH @ 6:1
LANE
SH
1.5%
2.0%
2.5%
PGL
HINGE*
4:1 USUAL

PROPOSED LOOP 12

LOOP 12 NORTH OF SHADY GROVE
N.T.S.
℄ LP12ML STA 2262+65.68 TO STA 2272+26.90

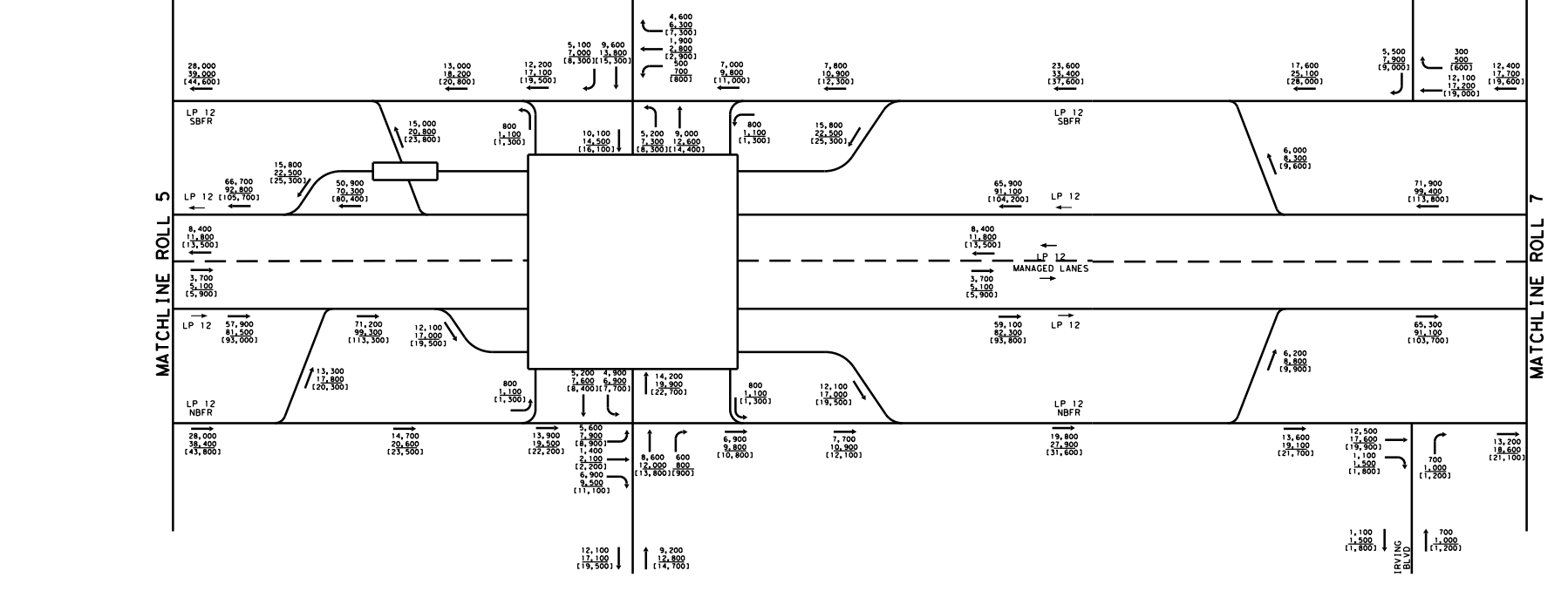
*WHERE APPLICABLE, FOR HINGE-CONTROLLED CORRIDOR THE POINT OF ROTATION ON GP12NB AND GP12SB IS DEFINED BY THE LP12ML EDGE OF PAVEMENT. SEE PLAN AND PROFILE FOR LIMITS.


EXIST ROW
℄ FR12SB
℄ GP12SB
℄ LP12ML
℄ GP12NB
℄ FR12NB
45'
2' OFFSET
RAIL
SDWLK
LANE
SH
1' RAIL
2' BARRIER
BUFFER
NOM FACE OF SSTR RAIL
NOM FACE OF C221 RAIL
2.0%
2.5%
PGL
HINGE*
PROPOSED Tx62 GIRDER (SPANS 1-4, 6-10, 14-36)
66" ASSUMED SUPERSTRUCTURE DEPTH
PROPOSED STEEL BEAM (SPAN 5)
108" ASSUMED SUPERSTRUCTURE DEPTH
PROPOSED PT CONCRETE GIRDERS (SPANS 11-13)
120" ASSUMED SUPERSTRUCTURE DEPTH
PROPOSED Tx62 GIRDER (SPANS 1-6, 8-12, 16-38)
66" ASSUMED SUPERSTRUCTURE DEPTH
PROPOSED STEEL BEAM (SPAN 7)
108" ASSUMED SUPERSTRUCTURE DEPTH
PROPOSED PT CONCRETE GIRDERS (SPANS 13-15)
120" ASSUMED SUPERSTRUCTURE DEPTH
PROPOSED Tx62 GIRDER (SPANS 1-7, 9-10, 17-40)
66" ASSUMED SUPERSTRUCTURE DEPTH
PROPOSED STEEL BEAM (SPAN 8)
108" ASSUMED SUPERSTRUCTURE DEPTH
PROPOSED Tx70 GIRDER (SPANS 11-13)
82" ASSUMED SUPERSTRUCTURE DEPTH
PROPOSED PT CONCRETE GIRDERS (SPANS 14-16)
120" ASSUMED SUPERSTRUCTURE DEPTH

PROPOSED LOOP 12

LOOP 12 AT WEST FORK TRINITY RIVER
N.T.S.
℄ LP12ML STA 2221+00.00 TO STA 2229+92.75

*WHERE APPLICABLE, FOR HINGE-CONTROLLED CORRIDOR THE POINT OF ROTATION ON GP12NB AND GP12SB IS DEFINED BY THE LP12ML EDGE OF PAVEMENT. SEE PLAN AND PROFILE FOR LIMITS.


IRVING BLVD
MATCHLINE ROLL 5
MATCHLINE ROLL 7
5,500
7,900
[9,000]
300
500
[600]
23,600
33,400
[37,600]
17,600
25,100
[28,000]
12,100
17,200
[19,000]
12,400
17,700
[19,600]

LEGEND

XXXX	-	2028 ADT
XXXX	-	2048 ADT
[XXXX]	-	2058 ADT

SCALE: N.T.S.

NOTE: TRAFFIC PROJECTIONS BASED ON NCTCOG TDM AND CORRIDOR INFORMATION PACKET PROVIDED BY TPP (RECEIVED 02/23/2018). TRAFFIC SHOWN ON THIS SCHEMATIC WAS APPROVED BY TEXAS A&M TRANSPORTATION INSTITUTE (TTI) 08/24/2022.

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DELAWARE CREEK
UNNAMED TRIBUTARY TO DELAWARE CREEK
U.S. Xpress
Roadrunner Transportation Systems
Budget Inn
American Golf Cars
Ahern Rentals
Heil of Texas
Equipment Depot
United Rentals
K-Automotive Inc.
E SHADY GROVE
LINDY LN
SINGLETON BLVD
E IRVING BLVD
ALLEN ST
EDGEWOOD DR
PEMBROKE ST
LOOP 12 SB FR
LOOP 12 SB GP
LOOP 12 ML
LOOP 12 NB GP
LOOP 12 NB FR
MATCHLINE LP12ML STA 2221+00
MATCHLINE LP12ML STA 2281+00
SEE LP12ML PROFILE FOR GRADING AND DRAINAGE DESIGN
END BRIDGE ℄ FR12SB01 STA 1229+01.25
END BRIDGE ℄ GP12SB02 STA 1229+73.84
END BRIDGE ℄ LP12ML STA 2229+92.75
BEGIN TAPER ℄ FR12NB01 1229+42.76 26.00 RT
END TAPER ℄ FR12NB01 1232+92.56 38.00 RT
EXIST 6-54" RCP (TO BE REMOVED)
END HINGE CONTROL BY LP12ML BEGIN PROFILE CONTROL ℄ GP12SB02 STA 1242+08.16
BEGIN BRIDGE ℄ RP12SBENSH STA 25+03.43
BEGIN TAPER ℄ FR12NB01 1248+01.18 26.00 RT
END BRIDGE ℄ RP12SBENSH STA 29+63.89
END TAPER ℄ FR12SB01 1252+06.38 38.00 RT
BEGIN BRIDGE ℄ CS12SG STA 12+95.60
BEGIN SHADY GROVE ℄ CS12SG STA 10+00.000 MATCH EXISTING PAVEMENT
END PROFILE CONTROL BEGIN HINGE CONTROL BY LP12ML ℄ GP12SB02 STA 1259+32.44
CHANNELIZATION DEVICES MUST BE PROVIDED AT PS&E
CULVERT 11 PROP 5-5' x 4' MBC ℄ LP12ML STA 2237+03.02
BEGIN BRIDGE ℄ RP12NBENST STA 12+49.16
END BRIDGE ℄ RPNBENST STA 18+01.16
END BRIDGE ℄ GP12NB01 STA 1229+16.80
END BRIDGE ℄ FR12NB01 STA 1229+30.42
END BRIDGE ℄ CS12SG STA 15+55.60
END SHADY GROVE ℄ CS12SG STA 18+44.45 MATCH EXISTING PAVEMENT
EXIST 6' x 3' SBC (TO BE REMOVED)
EXIST 2-5' x 3' MBC (TO BE REMOVED)
CULVERT 12 PROP 3-6' x 3' MBC ℄ LP12ML STA 2264+46.36
CHANNELIZATION DEVICES MUST BE PROVIDED AT PS&E

DRAFT
Preliminary, Subject to Change

DRAFT
Preliminary, Subject to Change

LEGEND:

- 🟨 Proposed General Purpose Lanes
- 🟩 Proposed Frontage Roads
- 🟥 Proposed Managed Lanes
- 🟦 Proposed Ramps
- 🟪 Proposed Cross Streets
- 🟦 Proposed Driveways
- 🟫 Proposed Concrete Bridge
- 🟥 Proposed Steel Bridge
- 🟥 Proposed Sidewalk/Raised Median
- ⬜ Proposed UPRR Improvements
- 🟦 100 Year Floodplain
- ▨ Floodway
- ▨ Pavement / Bridge Removal
- Project By Others
- Existing ROW
- Proposed ROW
- Drainage Easement
- Centerline / Baseline
- ➡ Proposed Traffic
- ⇨ Existing Traffic
- Proposed Emergency Managed Lane Gate
- ◎ Proposed High Mast Lighting
- Proposed Bridge Structure
- Existing Drainage Structure
- Proposed Drainage Structure
- Proposed Ditch
- Proposed Drainage Flow Line
- Proposed Retaining Wall
- XXX Parcel ID
- Property Line
- -T(O)- Existing Telephone/Cable/Fiber Line
- -W(O)- Existing Water Line
- -E(O)- Existing Electric Line
- -WW(O)- Existing Sanitary Sewer Line
- -G(O)- Existing Gas / Petroleum Line
- -OE- Existing Overhead Electric Lines
- -FOC- Existing Fiber Optic Lines
- Proposed Sign
- Existing Signalized Intersection

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9. ALL TURNING RADII ARE 48' UNLESS OTHERWISE NOTED.
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12. CROSS WALK WIDTH TO BE PROVIDED IN COMPLIANCE WITH TXDOT STANDARDS AND LOCAL MUNICIPAL PREFERENCE.

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
Ceason G. Clemens, P.E. - DISTRICT ENGINEER
100% DESIGN SCHEMATIC
LOOP 12 - RECONSTRUCTION
DALLAS COUNTY
LOOP 12: SPUR 408 TO SOUTH OF SH 183
CSJ / CSJ LIMITS
0581-02-077 SPUR 408 TO SOUTH OF SH 183, GENERAL PURPOSE LANES & FRONTAGE ROADS
0581-02-146 LOOP 12/I-30 INTERCHANGE
0581-02-154 SPUR 408 TO SOUTH OF SH 183, MANAGED LANES
ROADWAY / DESIGN SPEED / FUNCTIONAL CLASSIFICATION
MANAGED LANES 60 MPH MIN. URBAN FREEWAY
MANAGED LANE RAMPS 60 MPH MIN. URBAN FREEWAY
GENERAL PURPOSE LANES 60 MPH MIN. URBAN FREEWAY
RAMPS (OTHER THAN MANAGED LANE RAMPS) 40 MPH MIN. URBAN FREEWAY
DIRECT CONNECTORS 40 MPH MIN. URBAN ARTERIAL
FRONTAGE ROADS 40 MPH URBAN COLLECTOR
CROSS STREETS 30 MPH MIN.* LOCAL ARTERIAL
U-TURNS 15 MPH LOCAL ARTERIAL
* NOTE: JEFFERSON BLVD DESIGN SPEED = 40MPH, DAVIS ST DESIGN SPEED = 45MPH.
END PROJECT
END CSJ 0581-02-154
LP12ML STA 2356+85.56
END CSJ 0581-02-077
GP12SB02 STA 1350+42.87
HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: 7.8 MILES LOOP 12, 4.5 MILES I-30
DALLAS COUNTY
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW
NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.
BEGIN CSJ 0581-02-146
I30 STA 1146+33.95
END CSJ 0581-02-146
I30 STA 1386+31.18
BEGIN CSJ 0581-02-154
LP12ML STA 1984+57.98
DATE APPROVED
DATE SUBMITTED
DATE REVISED
BEGIN PROJECT
BEGIN CSJ 0581-02-077
GP12SB01 STA 938+00.00
DATE: FEBRUARY 2023
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
RYAN LAGSDING, P.E.
SERIAL NO. 113021
0 100 200
HORIZONTAL
ROLL 6 OF 32
HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPELS Firm Registration No. 420
Texas Department of Transportation
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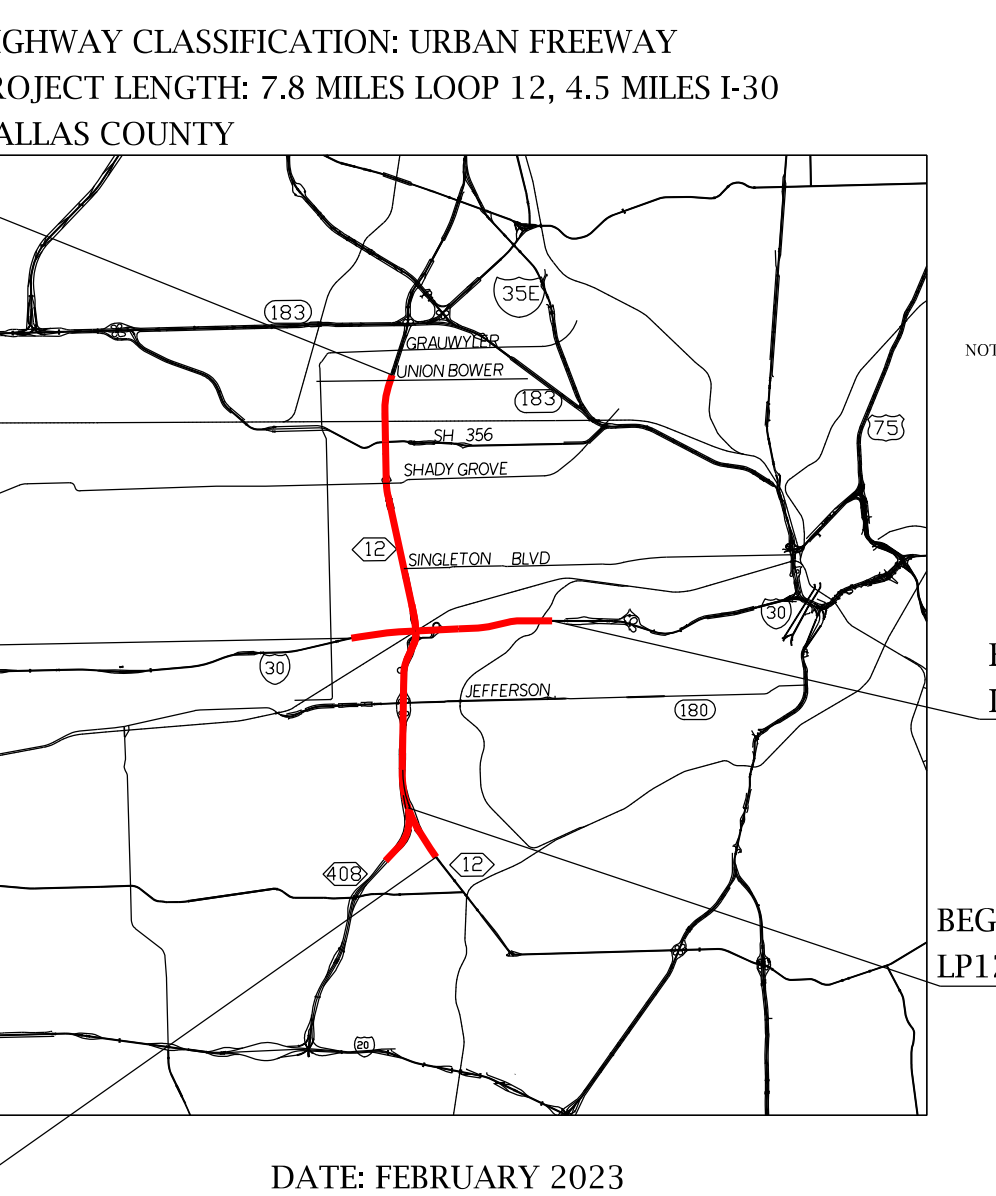
183
356
SH 356
SHADY GROVE
12
SINGLETON BLVD
30
JEFFERSON
408
12
NOT TO SCALE

5/24/2023