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.

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)

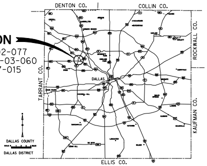
AVERAGE DAILY TRAFFIC 2000 (2025)

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 7 OF 8

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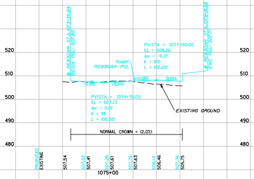
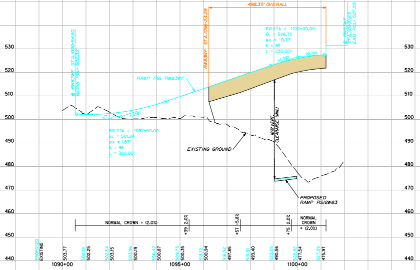
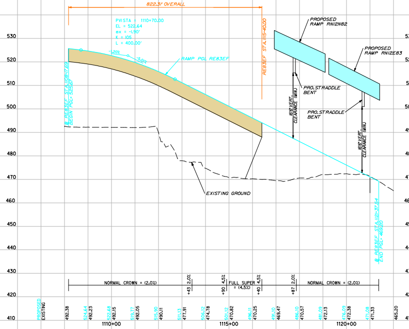
ROLL 7 OF 8
TX STADIUM PROFILES - RAMPS & CROSS STREETS
EF114EB114, WB114WF114, EB183DARR, WB114NB482, EB183EBFR, WB114WF114, EB114EF114, WB183WBFR, EF183EB183, SF482SB482, SB12SF12, N482NF482, TOM BRANFF, PEDESTRIAN, ACCESS RD, TX PLAZA


520
510
500
490
480
℄ RE83DAR STA.1073+35.84
BEGIN PGL= 507.85
℄ RE83DAR STA.1079+18.98
END PGL= 507.71
RAMP
RE83DAR PGL
PVI STA = 1077+00.00
EL = 508.26
ex = -0.13'
K = 100
L = 100.00'
+0.50%
-0.50%
-0.52%
+0.50%
PVI STA = 1074+75.00
EL = 507.13
ex = 0.13'
K = 98
L = 100.00'
EXISTING GROUND
NORMAL CROWN = (2.0%)
PROPOSED
EXISTING
507.54
507.52
507.41
507.28
507.61
507.76
507.63
508.14
506.46
507.76
505.75
1075+00

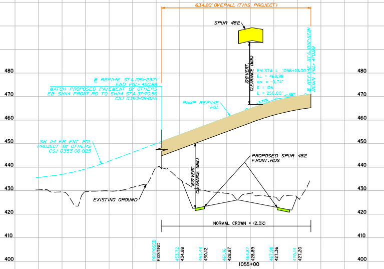
PROFILE - SH 183 EB MAINLANE TO SH 183 EBFR RAMP(AT DARR)


530
520
510
500
490
480
470
460
450
440
498.35' OVERALL
℄ RW83WF STA.1090+54.50
BEGIN PGL= 502.32
RW83WF STA.1096+23.28
℄ RW83WF
STA.1101+21.63
END PGL= 527.55
RAMP PGL RW83WF
PVI STA = 1100+00.00
EL = 526.70
ex = -0.77'
K = 85
L = 230.00'
+3.39%
+0.70%
-0.55%
PVI STA = 1092+50.00
EL = 501.24
ex = 1.87'
K = 96
L = 380.00'
EXISTING GROUND
16'6" VERT.
CLEARANCE (MIN)
PROPOSED
RAMP RS12W83
NORMAL CROWN = (2.0%)
+39 2.0%
+57 -5.8%
+75 2.0%
NORMAL
CROWN
= (2.0%)
PROPOSED
EXISTING
503.77
502.15
502.25
502.54
503.15
503.96
500.19
506.42
500.87
509.73
500.35
513.12
500.94
516.52
497.85
519.91
493.40
523.29
490.56
525.92
477.54
527.39
475.97
1090+00
1095+00
1100+00

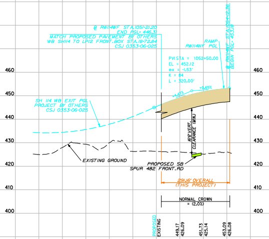
PROFILE - SH 183 WB MAINLANE TO SH 183 WBFR RAMP (AFTER SPUR 482)


822.31' OVERALL
PVI STA = 1110+70.00
EL = 522.64
ex = -1.90'
K = 105
L = 400.00'
-1.20%
-5.01%
RAMP PGL RE83EF
℄ RE83EF STA.1108+17.69
BEGIN PGL= 525.67
RE83EF STA.1115+40.00
PROPOSED RAMP RN12N82
PROPOSED RAMP RN12E83
PRO.STRADDLE BENT
PRO.STRADDLE BENT
16'6" VERT. CLEARANCE (MIN)
16'6" VERT. CLEARANCE (MIN)
EXISTING GROUND
℄ RE83EF STA.1121+37.54
END PGL= 469.20
NORMAL CROWN = (2.0%)
+43 2.0%
+90 4.5%
FULL SUPER = (4.5%)
+40 4.5%
+87 2.0%
NORMAL CROWN = (2.0%)
PROPOSED
EXISTING
492.38
524.64 492.23
522.68 492.15
519.77 492.05
515.90 490.11
511.13 477.91
506.12 474.78
501.12 470.82
496.11 470.25
491.10 469.47
486.10 470.57
481.09 472.13
476.09 472.38
471.08 471.33
465.20
1110+00
1115+00
1120+00
530
520
510
500
490
480
470
460
450
440
430
420
410

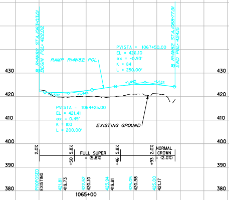
PROFILE - SH 183 EB MAINLANE TO SH 183 EBFR RAMP


634.20' OVERALL (THIS PROJECT)
SPUR 482
16'6" VERT. CLEARANCE (MIN)
PVI STA = 1056+10.00
EL = 468.98
ex = -0.74'
K = 106
L = 250.00'
+1.36%
+3.72%
℄ REF114E STA.1057+57.91
BEGIN PGL= 470.99
℄ REF114E STA.1051+23.71
END PGL= 450.88
MATCH PROPOSED PAVEMENT BY OTHERS
EB SH114 FRONT.RD TO SH114 STA.37+70.56
CSJ 0353-06-025
RAMP REF114E PGL
SH 114 EB ENT PGL
PROJECT BY OTHERS
CSJ 0353-06-025
PROPOSED SPUR 482 FRONT.RDS
16'6" VERT. CLEARANCE (MIN)
EXISTING GROUND
NORMAL CROWN = (2.0%)
PROPOSED
EXISTING
453.72 434.88
457.44 430.12
461.16 428.87
464.87 428.89
467.98 427.36
470.14 427.20
1055+00
480
470
460
450
440
430
420
410
400

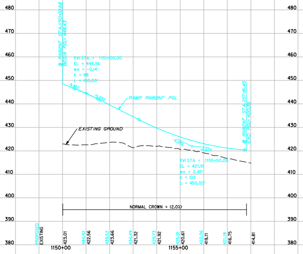
PROFILE - SH 114 EBFR TO SH 114 EB MAINLANE RAMP


℄ RW114WF STA.1051+21.20
END PGL= 446.31
MATCH PROPOSED PAVEMENT BY OTHERS
WB SH114 TO LP12 FRONT.BOX STA.18+72.84
CSJ 0353-06-025
RAMP RW114WF PGL
℄ RW114WF STA.1054+12.36
BEGIN PGL= 453.18
PVI STA = 1052+50.00
EL = 452.12
ex = -1.53'
K = 84
L = 320.00'
+4.47%
+0.65%
SH 114 WB EXIT PGL
PROJECT BY OTHERS
CSJ 0353-06-025
16'6" VERT. CLEARANCE (MIN)
EXISTING GROUND
PROPOSED SB SPUR 482 FRONT.RD
291.16' OVERALL (THIS PROJECT)
NORMAL CROWN = (2.0%)
PROPOSED
EXISTING
449.17 426.09
451.73 425.14
453.09 426.08
460
450
440
430
420
410
400

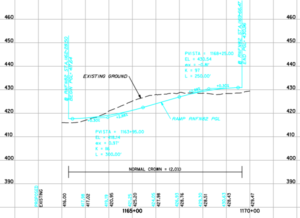
PROFILE - SH 114 WB MAINLANE TO SH 114 WBFR RAMP


℄ RI4W82 STA.1063+03.01
BEGIN PGL= 422.02
RAMP RI4W82 PGL
PVI STA = 1067+50.00
EL = 426.10
ex = -0.93'
K = 84
L = 250.00'
℄ RI4W82 STA.1068+77.91
END PGL= 424.15
-0.50%
+1.44%
+1.44%
-1.53%
PVI STA = 1064+25.00
EL = 421.41
ex = 0.49'
K = 103
L = 200.00'
EXISTING GROUND
430
420
410
400
390
380
2.0%
5.8%
+50
FULL SUPER
= (5.8%)
5.8%
+46
2.0%
+93
NORMAL
CROWN
= (2.0%)
PROPOSED
EXISTING
421.81
419.73
422.52
420.10
423.94
419.81
425.05
420.98
425.00
421.17
1065+00

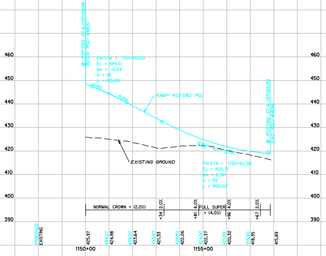
PROFILE - SH 114 WB TO SPUR 482 RAMP


℄ RN82NF STA.1150+00.68
BEGIN PGL= 448.43
PVI STA = 1151+00.00
EL = 444.56
ex = -0.14'
K = 88
L = 100.00'
-3.90%
-5.03%
RAMP RN82NF PGL
EXISTING GROUND
-5.03%
-0.67%
℄ RN82NF STA.1157+81.45
END PGL= 420.36
PVI STA = 1155+50.00
EL = 421.91
ex = 2.45'
K = 103
L = 450.00'
NORMAL CROWN = (2.0%)
480
470
460
450
440
430
420
410
400
390
380
PROPOSED
EXISTING
423.01
444.42
422.56
439.52
423.66
434.49
421.32
429.73
421.92
425.91
420.61
423.06
419.11
421.18
416.75
414.81
1150+00
1155+00

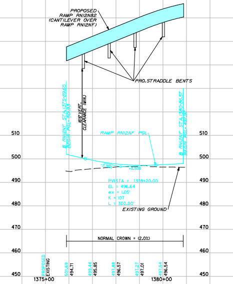
PROFILE - SPUR 482 NB MAINLANE TO SPUR 482 NBFR RAMP


℄ RNFN82 STA.1162+28.50
BEGIN PGL= 417.64
EXISTING GROUND
PVI STA = 1168+25.00
EL = 430.54
ex = -0.81'
K = 97
L = 250.00'
℄ RNFN82 STA.1169+66.47
END PGL= 430.96
+0.30%
+2.88%
+2.88%
+0.30%
RAMP RNFN82 PGL
PVI STA = 1163+95.00
EL = 418.14
ex = 0.97'
K = 116
L = 300.00'
NORMAL CROWN = (2.0%)
460
450
440
430
420
410
400
390
PROPOSED
EXISTING
416.00
417.98
417.02
419.19
420.95
421.25
425.20
424.05
427.98
426.93
428.76
429.30
428.51
430.63
428.43
429.47
1165+00
1170+00

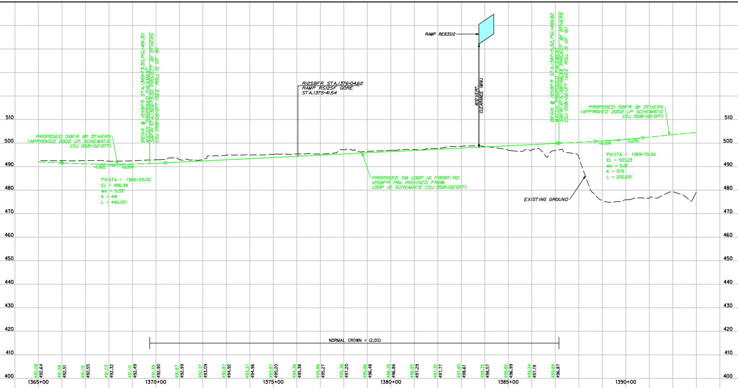
PROFILE - SPUR 482 NBFR TO SPUR 482 NB MAINLANE RAMP


℄ RSFS82 STA.1150+00.48
BEGIN PGL= 448.51
PVI STA = 1151+00.00
EL = 444.51
ex = -0.24'
K = 118
L = 150.00'
-4.02%
-5.29%
RAMP RSFS82 PGL
℄ RSFS82 STA.1157+85.30
END PGL= 418.99
EXISTING GROUND
-5.29%
-0.73%
PVI STA = 1155+50.00
EL = 420.71
ex = 2.56'
K = 99
L = 450.00'
NORMAL CROWN = (2.0%)
2.0%
+34
4.0%
+81
FULL SUPER
= (4.0%)
4.0%
+96
2.0%
+67
460
450
440
430
420
410
400
390
PROPOSED
EXISTING
425.97
444.27
424.98
439.22
423.64
433.93
421.33
428.93
422.06
424.90
422.37
421.89
420.32
419.90
418.35
415.89
1150+00
1155+00

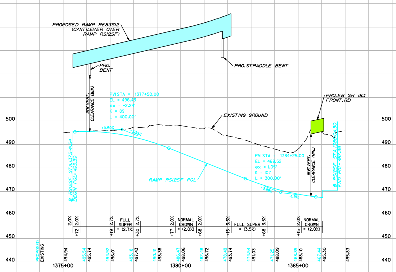
PROFILE - SPUR 482 SBFR TO SPUR 482 SB MAINLANE RAMP


PROPOSED RAMP RN12N82 (CANTILEVER OVER RAMP RN12NF)
PRO.STRADDLE BENTS
16'6" VERT. CLEARANCE (MIN.)
℄ RN12NF STA.1375+89.65 BEGIN PGL= 501.93
RAMP RN12NF PGL
℄ RN12NF STA.1380+86.57 BEGIN PGL= 497.97
-2.30%
+0.50%
PVI STA = 1378+20.00
EL = 496.64
ex = 1.05'
K = 107
L = 300.00'
EXISTING GROUND
NORMAL CROWN = (2.0%)
510
500
490
480
470
460
450
PROPOSED
EXISTING
501.69
494.71
499.44
495.85
497.88
496.57
497.27
497.01
497.54
496.54
1375+00
1380+00

PROFILE - LOOP 12 NB MAINLANE TO LOOP 12 NB FRONTAGE RD RAMP


RAMP RE83S12
16'6" VERT. CLEARANCE (MIN.)
PROPOSED SBFR BY OTHERS (APPROVED 2002 LP SCHEMATIC CSJ 0581-02-077)
BEGIN ℄ 12SBFR STA.1369+73.30, PGL=491.30 MATCH PROPOSED PAVEMENT SBFR STA.1369+73.30 PROJECT BY OTHERS CSJ 0581-02-077 (SEE ROLL 15 OF 16)
R12SBFR STA.1376+04.62 RAMP RS12SF GORE STA.1375+41.54
BEGIN ℄ 12SBFR STA.1387+15.32, PGL=499.92 MATCH PROPOSED PAVEMENT SBFR STA.1387+08.33 PROJECT BY OTHERS CSJ 0581-02-077 (SEE ROLL 15 OF 16)
PROPOSED SBFR BY OTHERS (APPROVED 2002 LP SCHEMATIC CSJ 0581-02-077)
-0.50%
+0.50%
PVI STA = 1368+20.00
EL = 490.48
ex = 0.55'
K = 441
L = 440.00'
PROPOSED SB LOOP 12 FRONT.RD 12SBFR PGL (REVISED FROM LOOP 12 SCHEMATIC CSJ 0581-02-077)
+0.50%
+1.03%
PVI STA = 1389+70.00
EL = 501.23
ex = 0.13'
K = 379
L = 200.00'
EXISTING GROUND
NORMAL CROWN = (2.0%)
510
500
490
480
470
460
450
440
430
420
410
400
492.08
492.64
491.58
492.51
491.19
492.55
491.03
492.32
491.10
492.49
491.39
492.90
491.87
492.99
492.37
493.09
492.87
494.92
493.37
494.96
493.87
495.20
494.36
495.38
494.86
495.27
495.36
497.20
495.86
496.48
496.36
496.86
496.85
497.29
497.35
497.77
497.85
498.61
498.35
498.57
498.85
496.99
499.34
497.19
499.84
496.87
1365+00
1370+00
1375+00
1380+00
1385+00
1390+00

PROFILE - LOOP 12 SB FRONTAGE ROAD


PROPOSED RAMP RE83S12 (CANTILEVER OVER RAMP RS12SF)
PRO. BENT
PRO.STRADDLE BENT
16'6" VERT. CLEARANCE (MIN.)
PVI STA = 1377+50.00
EL = 496.43
ex = -2.24'
K = 89
L = 400.00'
EXISTING GROUND
PRO.EB SH 183 FRONT.RD
+0.50%
-3.99%
℄ RS12SF STA.1375+41.54 BEGIN PGL= 495.39
RAMP RS12SF PGL
PVI STA = 1384+25.00
EL = 469.52
ex = 1.05'
K = 107
L = 300.00'
-3.99%
-1.19%
16'6" VERT. CLEARANCE (MIN.)
℄ RS12SF STA.1386+04.30 END PGL= 467.39
2.0%
2.0%
+72
+19
2.7%
FULL SUPER = (2.7%)
2.7%
+30
+77
2.0%
NORMAL CROWN = (2.0%)
2.0%
+68
+15
3.5%
FULL SUPER = (3.5%)
3.5%
+68
+15
2.0%
NORMAL CROWN = (2.0%)
500
490
480
470
460
450
440
PROPOSED
EXISTING
494.94
495.54
495.74
494.92
496.01
493.18
497.43
490.31
498.38
486.47
498.06
482.48
496.72
478.49
493.74
474.54
491.03
471.25
488.09
468.89
488.10
467.44
495.30
495.83
1375+00
1380+00
1385+00

PROFILE - LOOP 12 SB MAINLANE TO LOOP 12 SB FRONTAGE RD

TEXAS DEPARTMENT OF TRANSPORTATION

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WILLIAM L. HALE, P.E., DISTRICT ENGINEER

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SH 183
DALLAS COUNTY

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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
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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
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SPUR 482 CSJ NO. 0094-03-060
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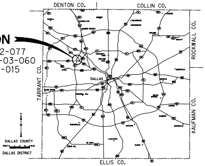
DENTON CO.
COLLIN CO.
ROCKWALL CO.
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ELLIS CO.
DALLAS
DALLAS COUNTY
DALLAS DISTRICT

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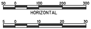
50
0
100
200
300
HORIZONTAL
5
0
10
20
30
VERTICAL

SCALE IN FEET

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ROLL 7 OF 8

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