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 LOOP 12)

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)

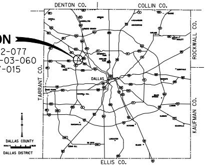
AVERAGE DAILY TRAFFIC 2000 (2025)

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.
DALLAS
KAUFMAN CO.
ELLIS CO.
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

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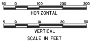
Type or Print Name	PE#	Date
Matthew G. Craig	69910	05-31-06
Chad R. Gardiner	93793	05-31-06

DATE SUBMITTED

MAY 31, 2006

DATE REVISED



ROLL 8 OF 8

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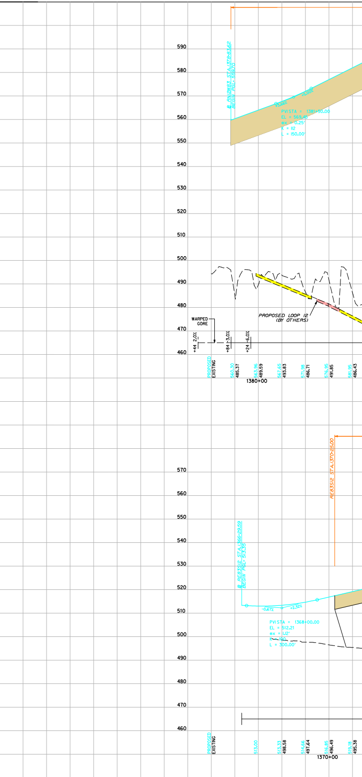
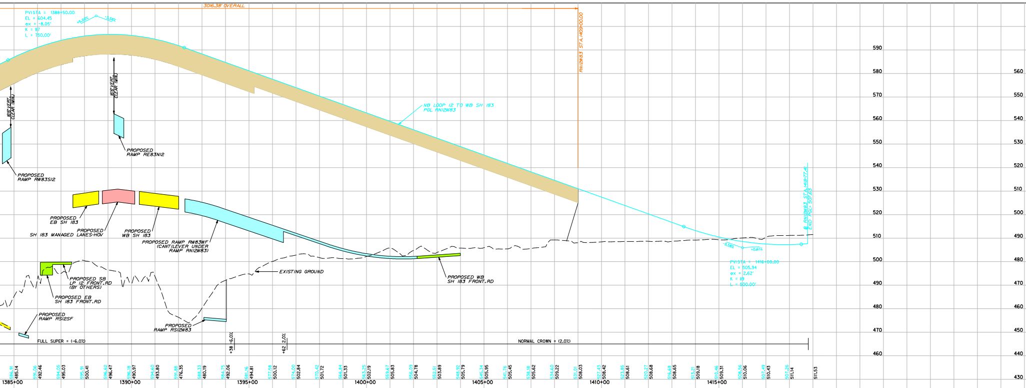
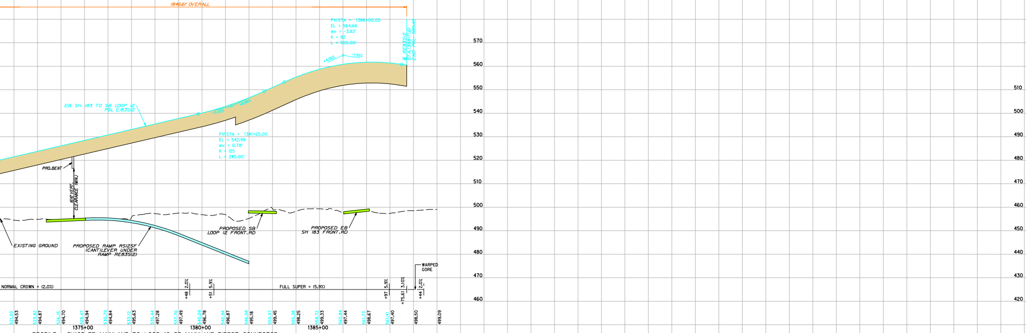

590
580
570
560
550
540
530
520
510
500
490
480
470
460
Ⓑ RN12W83 STA.1378+83.62
BEGIN PGL= 559.70
+3.66%
+5.00%
PVI STA = 1381+50.00
EL = 569.45
ex = 0.25'
K = 112
L = 150.00'
PROPOSED LOOP 12 (BY OTHERS)
WARPED GORE
+44 2.0%
+84 -3.0%
+24 -6.0%
PROPOSED
EXISTING
560.30
485.37
563.96
489.59
567.65
493.83
571.98
486.71
576.95
491.85
581.95
486.43
1380+00
RE83S12 STA.1370+25.00
Ⓑ RE83S12 STA.1366+29.59
BEGIN PGL= 513.35
-0.67%
+2.32%
PVI STA = 1368+00.00
EL = 512.21
ex = 1.12'
K = 100
L = 300.00'
513.00
513.33
498.58
514.66
497.64
516.85
496.49
519.18
495.38
1370+00

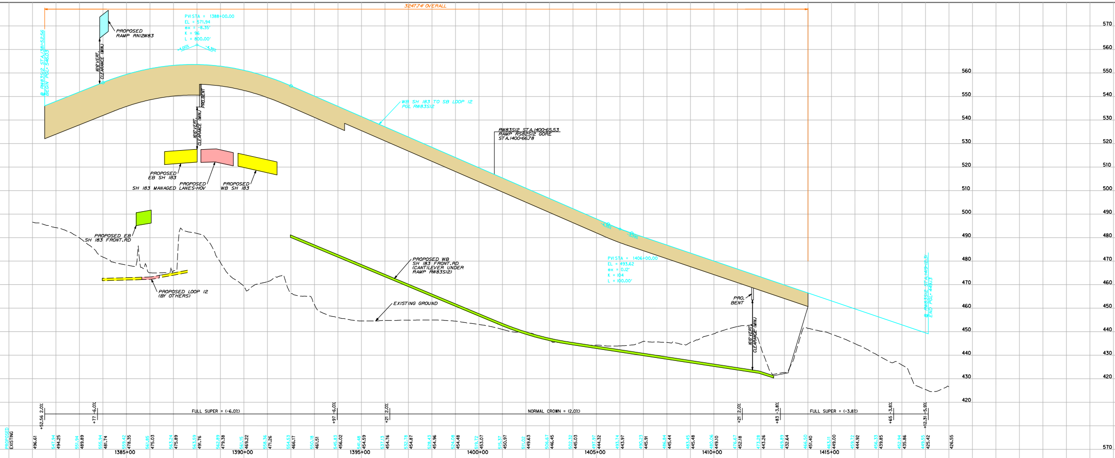

3016.38' OVERALL
PVISTA = 1388+50.00
EL = 604.45
ex = -8.05'
K = 87
L = 750.00'
+5.00%
-3.58%
16'6" VERT. CLEAR (MIN)
16'6" VERT. CLEAR (MIN)
PROPOSED RAMP RE83N12
PROPOSED RAMP RW83S12
RN12W83 STA.1409+00.00
NB LOOP 12 TO WB SH 183 PGL RN12W83
PROPOSED EB SH 183
PROPOSED SH 183 MANAGED LANES-HOV
PROPOSED WB SH 183
PROPOSED RAMP RW83WF (CANTILEVER UNDER RAMP RN12W83)
PROPOSED SB LP 12 FRONT.RD (BY OTHERS)
PROPOSED EB SH 183 FRONT.RD
EXISTING GROUND
PROPOSED WB SH 183 FRONT.RD
PROPOSED RAMP RS12SF
PROPOSED RAMP RS12W83
-3.58%
+0.61%
PVISTA = 1416+00.00
EL = 505.94
ex = 2.62'
K = 119
L = 500.00'
℄ RN12W83 STA.1418+77.41 END PGL= 507.63
FULL SUPER = (-6.0%)
+38 -6.0%
+62 2.0%
NORMAL CROWN = (2.0%)
590
580
570
560
550
540
530
520
510
500
490
480
470
460
560
550
540
530
520
510
500
490
480
470
460
450
440
430
420
1385+00
1390+00
1395+00
1400+00
1405+00
1410+00
1415+00

PROFILE - LOOP 12 NB MAINLANE TO SH 183 WB MAINLANE DIRECT CONNECTOR

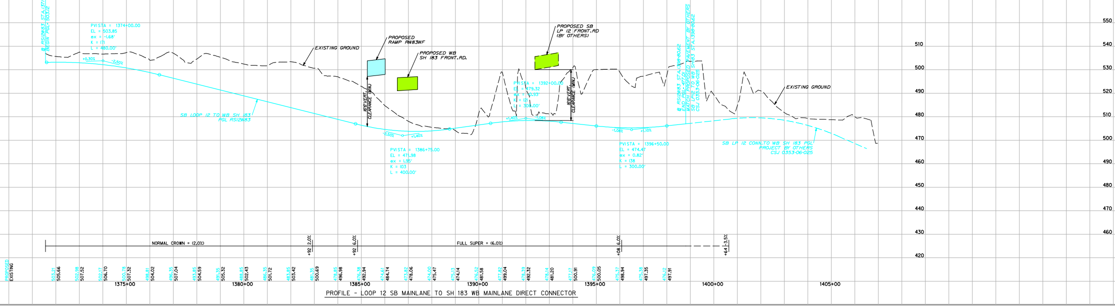

1846.61' OVERALL
PVISTA = 1386+00.00
EL = 564.66
ex = -3.82'
K = 82
L = 500.00'
+4.56%
-1.55%
℄ RE83S12 STA.1388+71.61 END PGL= 560.45
EB SH 183 TO SB LOOP 12 PGL E183S12
+2.32%
+4.56%
PVISTA = 1381+25.00
EL = 542.99
ex = 0.78'
K = 125
L = 280.00'
PRO.BENT
16'6" VERT. CLEARANCE (MIN)
EXISTING GROUND
PROPOSED RAMP RS12SF (CANTILEVER UNDER RAMP RE83S12)
PROPOSED SB LOOP 12 FRONT.RD
PROPOSED EB SH 183 FRONT.RD
WARPED GORE
NORMAL CROWN = (2.0%)
+48 2.0%
+51 5.9%
FULL SUPER = (5.9%)
+97 5.9%
+75.61 3.10%
+44 2.0%
570
560
550
540
530
520
510
500
490
480
470
460
510
500
490
480
470
460
450
440
430
420
1375+00
1380+00
1385+00

PROFILE - SH183 EB MAINLANE TO LOOP 12 SB MAINLANE DIRECT CONNECTOR

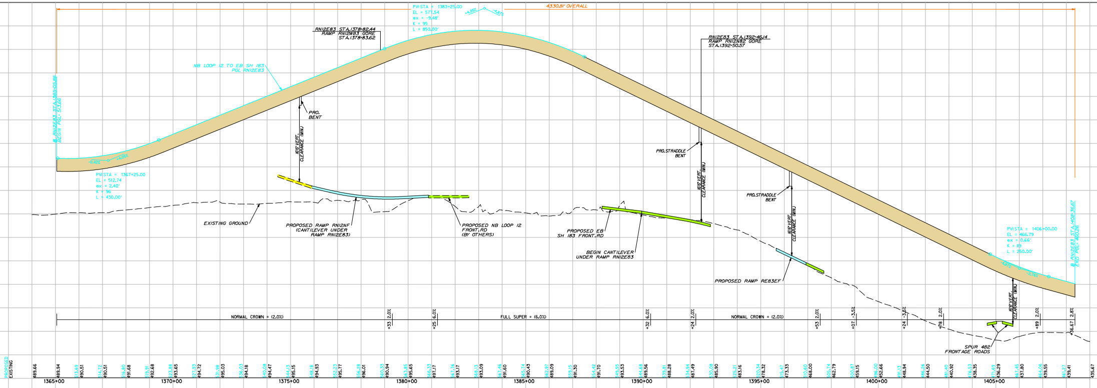
DESIGN SPEED = 35 MPH


3247.74' OVERALL
℄ RW83S12 STA.1381+52.56
BEGIN PGL= 546.03
PROPOSED
RAMP RN12W83
16'6" VERT.
CLEARANCE (MIN)
PVI STA = 1388+00.00
EL = 571.94
ex = -8.35'
K = 96
L = 800.00'
+4.00%
-4.35%
PRO.BENT
WB SH 183 TO SB LOOP 12
PGL RW83S12
RW83S12 STA.1400+65.53
RAMP RS82S12 GORE
STA.1400+66.78
PROPOSED
EB SH 183
PROPOSED
SH 183 MANAGED LANES-HOV
PROPOSED
WB SH 183
PROPOSED EB
SH 183 FRONT.RD
PROPOSED LOOP 12
(BY OTHERS)
PROPOSED WB
SH 183 FRONT.RD
(CANTILEVER UNDER
RAMP RW83S12)
EXISTING GROUND
-4.35%
-3.39%
PVI STA = 1406+00.00
EL = 493.62
ex = 0.12'
K = 104
L = 100.00'
PRO.
BENT
℄ RW83S12 STA.1419+12.31
END PGL= 449.13
FULL SUPER = (-6.0%)
NORMAL CROWN = (2.0%)
FULL SUPER = (-3.8%)
+52.56 2.0%
+77 -6.0%
+97 -6.0%
+21 2.0%
+21 2.0%
+83 -3.8%
+65 -3.8%
+12.31 -5.9%
PROPOSED
EXISTING
1385+00
1390+00
1395+00
1400+00
1405+00
1410+00
1415+00
570
560
550
540
530
520
510
500
490
480
470
460
450
440
430
420

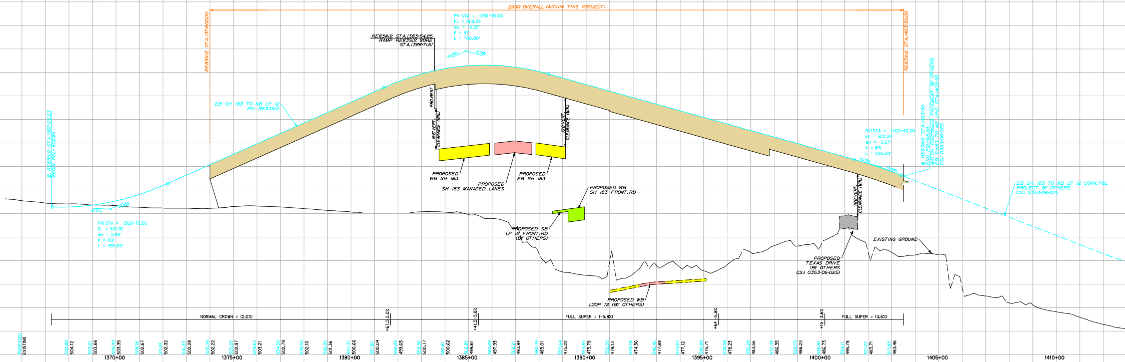
PROFILE - SH 183 WB MAINLANE TO LOOP 12 SB MAINLANE DIRECT CONNECTOR


℄ RS12W83 STA.1371+55.61
BEGIN PGL= 503.12
PVI STA = 1374+00.00
EL = 503.85
ex = -1.68'
K = 171
L = 480.00'
+0.30%
-2.50%
EXISTING GROUND
SB LOOP 12 TO WB SH 183
PGL RS12W83
PROPOSED
RAMP RW83WF
PROPOSED WB
SH 183 FRONT.RD.
16'6" VERT.
CLEARANCE (MIN)
-2.50%
+1.40%
PVI STA = 1386+75.00
EL = 471.98
ex = 1.95'
K = 103
L = 400.00'
PVI STA = 1392+00.00
EL = 479.32
ex = -0.93'
K = 121
L = 300.00'
+1.40%
-1.08%
PROPOSED SB
LP 12 FRONT.RD
(BY OTHERS)
PVI STA = 1396+50.00
EL = 474.47
ex = 0.82'
K = 138
L = 300.00'
-1.08%
+1.10%
℄ RS12W83 STA.1398+80.62
END PGL= 477.01
MATCH PROPOSED PAVEMENT BY OTHERS
SB LP12 TO WB SH183 STA.1398+80.62
CSJ 0353-06-025
EXISTING GROUND
SB LP 12 CONN.TO WB SH 183 PGL
PROJECT BY OTHERS
CSJ 0353-06-025
NORMAL CROWN = (2.0%)
FULL SUPER = (6.0%)
+92 2.0%
+92 6.0%
+08 6.0%
+64 -3.5%
PROPOSED
EXISTING
1375+00
1380+00
1385+00
1390+00
1395+00
1400+00
1405+00
510
500
490
480
470
460
450
440
430
420

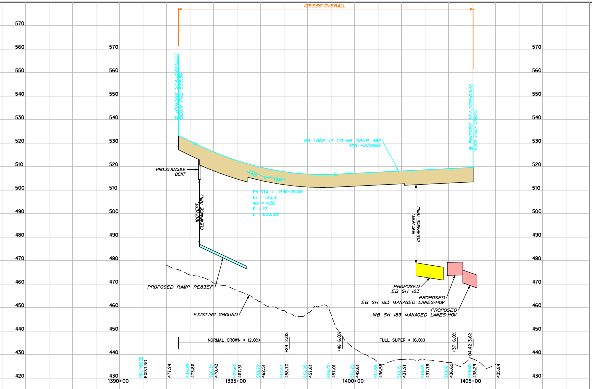
PROFILE - LOOP 12 SB MAINLANE TO SH 183 WB MAINLANE DIRECT CONNECTOR


4330.81' OVERALL
PVI STA = 1383+25.00
EL = 577.54
ex = -9.48'
K = 95
L = 850.00'
+4.05%
-4.87%
RN12E83 STA.1378+82.44
RAMP RN12W83 GORE
STA.1378+83.62
NB LOOP 12 TO EB SH 183
PGL RN12E83
℄ RN12E83 STA.1365+05.86
BEGIN PGL= 513.66
-0.42%
+4.05%
PVI STA = 1367+25.00
EL = 512.74
ex = 2.40'
K = 96
L = 430.00'
PRO. BENT
16'6" VERT. CLEARANCE (MIN)
EXISTING GROUND
PROPOSED RAMP RN12NF (CANTILEVER UNDER RAMP RN12E83)
PROPOSED NB LOOP 12 FRONT.RD (BY OTHERS)
RN12E83 STA.1392+46.14
RAMP RN12N82 GORE
STA.1392+50.57
PRO.STRADDLE BENT
PROPOSED EB SH 183 FRONT.RD
BEGIN CANTILEVER UNDER RAMP RN12E83
PROPOSED RAMP RE83EF
PVI STA = 1406+00.00
EL = 466.79
ex = 0.66'
K = 119
L = 250.00'
-4.87%
-2.76%
℄ RN12E83 STA.1408+36.67
END PGL= 460.26
SPUR 482 FRONTAGE ROADS
NORMAL CROWN = (2.0%)
+33 2.0%
+25 6.0%
FULL SUPER = (6.0%)
+32 6.0%
+24 2.0%
NORMAL CROWN = (2.0%)
+53 2.0%
+07 -3.5%
+24 -3.5%
+78 2.0%
+89 2.0%
+36.67 2.8%
PROPOSED
EXISTING
1365+00
1370+00
1375+00
1380+00
1385+00
1390+00
1395+00
1400+00
1405+00

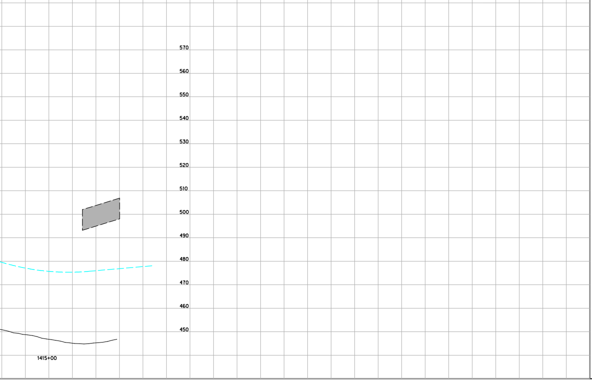
PROFILE - LOOP 12 NB MAINLANE TO SH 183 EB MAINLANE DIRECT CONNECTOR


2950' OVERALL (WITHIN THIS PROJECT)
RE83N12 STA.1374+00.00
PVI STA = 1384+90.00
EL = 569.09
ex = -6.32'
K = 97
L = 700.00'
+4.43%
-2.79%
RE83N12 STA.1383+54.25
RAMP RE83S12 GORE
STA.1388+71.61
EB SH 183 TO NB LP 12
PGL RE83N12
℄ RE83N12 STA.1367+25.23
BEGIN PGL= 502.84
-0.37%
+4.43%
PVI STA = 1369+75.00
EL = 501.92
ex = 2.94'
K = 102
L = 490.00'
PRO.BENT
16'6" VERT. CLEARANCE (MIN)
PROPOSED WB SH 183
PROPOSED SH 183 MANAGED LANES
PROPOSED EB SH 183
PROPOSED WB SH 183 FRONT.RD
PROPOSED SB LP 12 FRONT.RD (BY OTHERS)
PROPOSED WB LOOP 12 (BY OTHERS)
PROPOSED TEXAS DRIVE (BY OTHERS CSJ 0353-06-025)
EXISTING GROUND
PVI STA = 1402+40.00
EL = 520.20
ex = -0.27'
K = 185
L = 200.00'
-2.79%
-3.88%
RE83N12 STA.1403+50.00
℄ RE83N12 STA.1403+50
END PGL=515.94
MATCH PROPOSED PAVEMENT BY OTHERS
EB SH183 TO NB LP12 STA.1403+50
CSJ 0353-06-025
EB SH 183 TO NB LP 12 CONN.PGL
PROJECT BY OTHERS
CSJ 0353-06-025
NORMAL CROWN = (2.0%)
+67.5 2.0%
+41.5 -5.8%
FULL SUPER = (-5.8%)
+64 -5.8%
+15 3.6%
FULL SUPER = (3.6%)
PROPOSED
EXISTING
1370+00
1375+00
1380+00
1385+00
1390+00
1395+00
1400+00
1405+00
1410+00

PROFILE - SH 183 EB MAINLANE TO LOOP 12 NB MAINLANE DIRECT CONNECTOR


1253.85' OVERALL
℄ RN12N82 STA.1392+50.57
BEGIN PGL- 533.30
℄ RN12N82 STA.1405+04.42
END PGL- 519.70
NB LOOP 12 TO NB SPUR 482
PGL RN12N82
PRO.STRADDLE BENT
-4.87%
+0.50%
PVISTA = 1396+20.00
EL = 515.31
ex = 4.02'
K = 112
L = 600.00'
16'6" VERT. CLEARANCE (MIN)
16'6" VERT. CLEARANCE (MIN)
PROPOSED RAMP RE83EF
EXISTING GROUND
PROPOSED EB SH 183
PROPOSED EB SH 183 MANAGED LANES-HOV
PROPOSED WB SH 183 MANAGED LANES-HOV
NORMAL CROWN = (2.0%)
FULL SUPER = (6.0%)
+24 2.0%
+48 6.0%
+37 6.0%
+04.42 3.6%
PROPOSED
EXISTING
477.94
530.89 473.86
526.31 470.43
522.60 467.31
519.79 462.51
517.87 458.70
516.85 457.61
516.72 457.01
517.20 442.61
517.69 436.58
518.19 437.91
518.69 437.78
519.18 436.62
519.68 438.29
435.84
1390+00
1395+00
1400+00
1405+00
570 560 550 540 530 520 510 500 490 480 470 460 450 440 430 420

PROFILE - LOOP 12 NB MAINLANE TO SPUR 482 MAINLANE DIRECT CONNECTOR


570 560 550 540 530 520 510 500 490 480 470 460 450
1415+00

TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT

WILLIAM L. HALE, P.E., DISTRICT ENGINEER
PRELIMINARY LOOP 12 EA REEVALUATION DESIGN SCHEMATIC

SH 183
DALLAS COUNTY

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SPUR 482 CSJ NO. 0094-03-060
SH 183 CSJ NO. 0094-07-015
PROJECT LENGTH = 1.67 MI.
(SH 183 AT LOOP 12)

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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)
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SINGLETON BLVD. TO IH 35E	159,600 (237,500)

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URBAN FREEWAY

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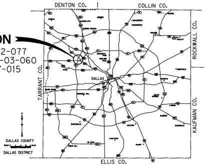
DENTON CO.
COLLIN CO.
ROCKWALL CO.
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Type or Print Name	PE#	Date
Matthew G. Craig	69910	05-31-06
Chad R. Gardiner	93793	05-31-06

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 8 OF 8