# 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

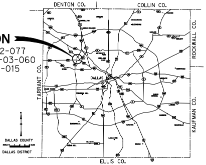
MAINLANES - 70 MPH - BASED ON URBAN INTERSTATE FREEWAY
RAMPS - 50 MPH - BASED ON MID RANGE; 35 MPH IF NOTED(BASED ON LOW RANGE)
DIRECT CONNECTORS - 50MPH; 35 MPH IF NOTED (BASED ON LOW RANGE)
FRONTAGE ROADS - 45 MPH - BASED ON DESIRABLE COLLECTOR
CROSS STREETS - 45 MPH - BASED ON DESIRABLE COLLECTOR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

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 2 OF 8**

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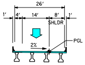
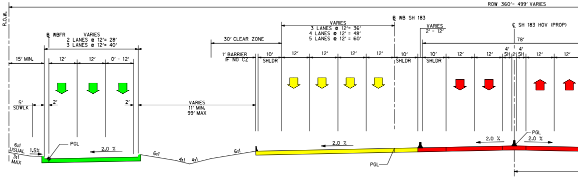
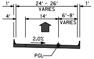
ROLL 2 OF 8
PLAN AND PROFILE, TYPICAL SECTIONS, AND HORIZONTAL CURVE DATA - SH 183
STA 1072+00 TO STA 1114+00


26'
1'
4'
14'
8'
1'
SHLDR
2%
PGL

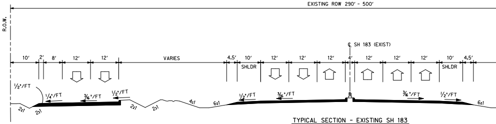
DC FROM LOOP 12


ROW 360'- 499' VARIES
R.O.W.
℄ WBFR
VARIES
2 LANES @ 12'= 28'
3 LANES @ 12'= 40'
15' MIN.
12'
12'
0' - 12'
5'
SDWLK
2'
2'
6:1
USUAL
3:1
MAX
1.5%
PGL
2.0 %
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
10'
SHLDR
VARIES
2' - 12'
10'
SHLDR
12'
12'
2.0 %
℄ SH 183 HOV (PROP)
78'
4'
SH
2'
4'
SH
12'
12'
PGL
2.0 %

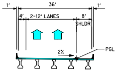
TYPICAL SECTION - PROPOSED SH 183
STA 1072+00 TO 1114+00


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

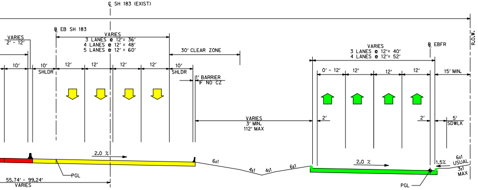
TYPICAL SECTION
PROPOSED 1-LANE RAMP

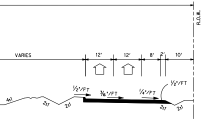

EXISTING ROW 290' - 500'
R.O.W.
℄ SH 183 (EXIST)
10'
2'
8'
12'
12'
VARIES
4.5'
10'
SHLDR
12'
12'
12'
4'
12'
12'
12'
10'
SHLDR
4.5'
1/2"/FT
1/4"/FT
3/16"/FT
1/2"/FT
2:1
2:1
2:1
2:1
4:1
6:1
1/2"/FT
3/16"/FT
3/16"/FT
1/2"/FT
6:1

TYPICAL SECTION - EXISTING SH 183


1'
36'
1'
4'
2-12' LANES
8'
SHLDR
2%
PGL

DC FROM LOOP 12


℄ SH 183 (EXIST)
℄ EB SH 183
VARIES
2' - 12'
VARIES
3 LANES @ 12'= 36'
4 LANES @ 12'= 48'
5 LANES @ 12'= 60'
30' CLEAR ZONE
10'
10'
SHLDR
12'
12'
12'
12'
10'
SHLDR
1' BARRIER
IF NO CZ
VARIES
3' MIN.
112' MAX
2.0 %
PGL
55.74' - 99.24'
VARIES
6:1
4:1
4:1
6:1
VARIES
3 LANES @ 12'= 40'
4 LANES @ 12'= 52'
℄ EBFR
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.
VARIES
12'
12'
8'
2'
10'
4:1
2:1
2:1
1/2"/FT
3/16"/FT
1/4"/FT
1/2"/FT
2:1
2:1

LEGEND

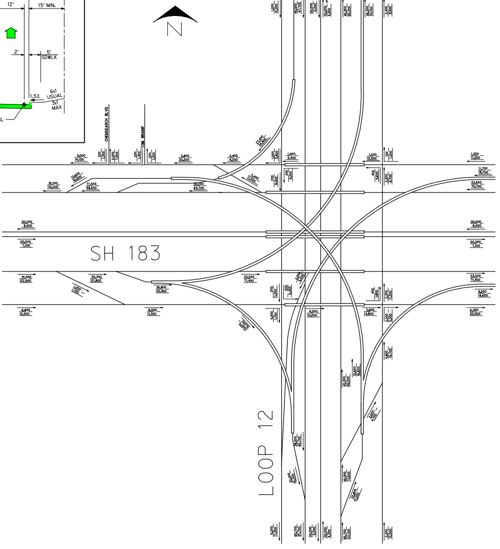
10,000 2000 ADT

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


N
SH 183
LOOP 12
CHEMSEARCH BLVD
TOM BRANIF
1,200 12,200
40,500 67,100
00,000 6,000 (AM)
00,000 4,300 (PM)
40,300 65,200
26,300 34,100
2,400 9,900
27,400 34,800
4,000 14,100
200 1,300
2,000 7,500
200 1,400
200 1,300
5,800 20,200
2,400 9,200
1,000 3,800
1,400 5,400
1,200 10,000
100 1,200
1,300 11,200
13,600 16,600
91,100 116,200
77,500 99,600
50,100 64,700
3,400 11,000
200 8,400
200 9,200
400 4,600
2,300 8,700
11,700 18,700
53,500 75,700
00,000 8,000
00,000 7,100
00,000 8,000
00,000 7,100
91,500 122,900
90,300 121,800
1,200 1,100
36,800 50,400
53,500 71,400
2,000 3,000
53,500 71,400
9,200 14,600
200 11,200
200 6,400
400 1,800
2,300 11,500
6,800 10,200
8,000 11,300
4,000 1,100
4,000 10,200
3,800 14,800
2,500 5,200
6,300 20,000
10,500 16,300
4,800 16,700
6,200 17,300
60,700 97,700
00,000 6,000
00,000 4,300
65,100 101,100
2,200 12,000
22,600 31,300

SH 183/LOOP 12 INTERCHANGE

# CURVE DATA

**12NB12NF - PROPOSED NB LOOP 12 EXIT TO SH 183 FRONTAGE RD BOX**

| CURVE | P.I. STATION | DELTA | RADIUS | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION |
|---|---|---|---|---|---|---|---|---|---|
| 12NB12NF-1 | 1371+45.87 | 3°52'49.06" | 2864.79 | 97.04 | 194.01 | N 20°12'46.24" E | 193.98 | 1370+48.83 | 1372+42.84 |
| 12NB12NF-2 | 1382+78.55 | 17°45'59.47" | 954.93 | 149.25 | 296.11 | N 13°16'11.55" E | 294.92 | 1381+29.30 | 1384+25.41 |

**12SBFR - PROPOSED REVISION TO SB LOOP 12 FRONTAGE ROAD**

| CURVE | P.I. STATION | DELTA | RADIUS | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION |
|---|---|---|---|---|---|---|---|---|---|
| 12SBFR-1 | 1370+34.68 | 4°52'31.08" | 1432.39 | 60.98 | 121.88 | N 20°39'05.35" E | 121.85 | 1369+73.70 | 1370+95.58 |
| 12SBFR-2 | 1373+03.19 | 5°07'49.93" | 1432.39 | 64.17 | 128.26 | N 20°31'25.93" E | 128.22 | 1372+39.02 | 1373+67.28 |
| 12SBFR-3 | 1378+36.24 | 2°59'07.83" | 3947.00 | 102.86 | 205.67 | N 16°27'57.05" E | 205.64 | 1377+33.38 | 1379+39.05 |
| 12SBFR-4 | 1382+54.68 | 15°30'35.48" | 1432.39 | 195.07 | 387.75 | N 7°13'05.39" E | 386.56 | 1380+59.62 | 1384+47.36 |

**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-1 | 1076+67.88 | 0°13'24.63" | 22918.31 | 44.70 | 89.40 | N 89°19'57.57" E | 89.40 | 1076+23.18 | 1077+12.58 |
| FRE-L-2 | 1100+35.17 | 2°50'14.70" | 2864.79 | 70.95 | 141.87 | S 89°21'37.40" E | 141.86 | 1099+64.22 | 1101+06.09 |
| FRE-L-3 | 1112+39.79 | 2°36'07.22" | 5729.58 | 130.12 | 260.20 | S 89°14'33.66" E | 260.18 | 1111+09.67 | 1113+69.87 |

**FRW-L - PROPOSED WB SH 183 FRONTAGE RD**

| CURVE | P.I. STATION | DELTA | RADIUS | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION |
|---|---|---|---|---|---|---|---|---|---|
| FRW-L-1 | 1072+50.01 | 2°00'00.00" | 2864.79 | 50.01 | 100.00 | N 86°33'44.88" E | 99.99 | 1072+00.00 | 1073+00.00 |
| FRW-L-2 | 1081+41.92 | 3°08'44.75" | 2864.79 | 78.66 | 157.29 | N 87°08'07.26" E | 157.27 | 1080+63.26 | 1082+20.55 |
| FRW-L-3 | 1098+97.37 | 6°15'12.16" | 1432.39 | 78.24 | 156.33 | S 88°09'54.29" E | 156.26 | 1098+19.12 | 1099+75.46 |
| FRW-L-4 | 1106+77.84 | 5°40'53.66" | 7639.44 | 379.08 | 757.54 | S 87°52'45.04" E | 757.23 | 1102+98.76 | 1110+56.30 |

**HV-L - PROPOSED SH 183 MANAGED LANES-HOV**

| CURVE | P.I. STATION | DELTA | RADIUS | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION |
|---|---|---|---|---|---|---|---|---|---|
| HV-L-1 | 1090+65.04 | 0°34'18.50" | 22918.31 | 114.36 | 228.72 | N 88°59'38.88" E | 228.72 | 1089+50.68 | 1091+79.40 |

**ML-E - 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-1 | 1080+62.76 | 0°34'18.50" | 22918.31 | 114.36 | 228.72 | N 88°59'38.88" E | 228.72 | 1079+48.39 | 1081+77.12 |

**ML-W - 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-1 | 1100+67.33 | 0°34'18.50" | 22918.31 | 114.36 | 228.72 | N 88°59'38.88" E | 228.72 | 1099+52.97 | 1101+81.69 |

**N12W114 - PROPOSED NB LOOP 12 CONNECTOR TO WB SH 114**

| CURVE | P.I. STATION | DELTA | RADIUS | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION |
|---|---|---|---|---|---|---|---|---|---|
| N12W114-0 | 1387+68.61 | 2°57'10.06" | 2864.79 | 73.84 | 147.64 | N 4°44'52.05" E | 147.62 | 1386+94.78 | 1388+42.42 |
| N12W114-1 | 1393+11.41 | 6°27'10.43" | 2864.79 | 161.49 | 322.64 | N 2°59'51.87" E | 322.47 | 1391+49.92 | 1394+72.56 |

**RE83DAR - PROPOSED EB SH 183 EXIT TO DARR**

| CURVE | P.I. STATION | DELTA | RADIUS | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION |
|---|---|---|---|---|---|---|---|---|---|
| RE83DAR-1 | 1067+76.58 | 4°00'00.00" | 2864.79 | 100.04 | 200.00 | S 89°17'30.37" E | 199.96 | 1066+76.54 | 1068+76.54 |
| RE83DAR-2 | 1072+44.17 | 3°18'25.87" | 2864.79 | 82.70 | 165.36 | S 88°56'43.31" E | 165.34 | 1071+61.47 | 1073+26.83 |
| RE83DAR-3 | 1079+21.28 | 6°45'45.86" | 1909.86 | 112.84 | 225.42 | S 87°13'03.32" E | 225.29 | 1078+08.44 | 1080+33.87 |
| RE83DAR-4 | 1081+49.72 | 6°56'34.36" | 1909.86 | 115.86 | 231.43 | S 87°18'27.57" E | 231.29 | 1080+33.87 | 1082+65.30 |

**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-1 | 1103+01.06 | 4°00'00.00" | 2864.79 | 100.04 | 200.00 | S 88°43'11.87" E | 199.96 | 1102+01.02 | 1104+01.02 |
| RE83EF-2 | 1110+32.09 | 4°00'00.00" | 6030.00 | 210.57 | 420.97 | S 88°43'11.87" E | 420.89 | 1108+21.52 | 1112+42.50 |

**RE83N12 - PROPOSED EB SH 183 CONNECTOR TO NB LOOP 12**

| CURVE | P.I. STATION | DELTA | RADIUS | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION |
|---|---|---|---|---|---|---|---|---|---|
| RE83N12-1 | 1361+64.10 | 3°34'18.50" | 2864.79 | 89.32 | 178.59 | S 89°30'21.12" E | 178.56 | 1360+74.77 | 1362+53.36 |
| RE83N12-2 | 1368+00.96 | 3°00'00.01" | 6030.00 | 157.90 | 315.73 | S 89°13'11.88" E | 315.69 | 1366+43.06 | 1369+58.79 |
| RE83N12-3 | 1378+96.13 | 2°00'00.00" | 6030.00 | 105.25 | 210.49 | N 88°16'48.12" E | 210.48 | 1377+90.87 | 1380+01.36 |
| RE83N12-4 | 1391+72.23 | 87°28'32.10" | 1050.00 | 1004.73 | 1603.07 | N 43°32'32.07" E | 1451.85 | 1381+67.51 | 1397+70.58 |

**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 |
|---|---|---|---|---|---|---|---|---|---|
| RE83N82-1 | 1112+46.00 | 4°00'00.00" | 2864.79 | 100.04 | 200.00 | S 88°43'11.87" E | 199.96 | 1111+45.96 | 1113+45.96 |

**RE83S12 - PROPOSED EB SH 183 CONNECTOR TO SB LOOP 12 - •35 MPH DESIGN**

| CURVE | P.I. STATION | DELTA | RADIUS | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION |
|---|---|---|---|---|---|---|---|---|---|
| RE83S12-1 | 1364+39.37 | 1°30'00.00" | 3819.72 | 50.00 | 100.00 | N 16°01'41.55" E | 100.00 | 1363+89.37 | 1364+89.37 |
| RE83S12-2 | 1366+67.23 | 2°40'49.41" | 6030.00 | 141.07 | 282.09 | N 16°37'06.26" E | 282.07 | 1365+26.16 | 1368+08.25 |
| RE83S12-3 | 1377+78.37 | 4°09'23.05" | 4010.00 | 145.51 | 290.90 | N 15°52'49.44" E | 290.83 | 1376+32.86 | 1379+23.76 |
| RE83S12-4 | 1386+07.91 | 104°31'19.80" | 458.37 | 592.23 | 836.18 | N 38°27'31.98" W | 724.97 | 1380+15.68 | 1388+51.86 |

**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 |
|---|---|---|---|---|---|---|---|---|---|
| RN12E83-1 | 1360+47.73 | 4°00'03.04" | 2864.79 | 100.06 | 200.04 | N 21°05'28.39" E | 200.00 | 1359+47.67 | 1361+47.71 |
| RN12E83-2 | 1364+34.73 | 3°41'42.20" | 2864.79 | 92.41 | 184.75 | N 21°14'38.81" E | 184.72 | 1363+42.32 | 1365+27.07 |
| RN12E83-3 | 1386+53.75 | 69°53'00.42" | 848.83 | 593.07 | 1035.31 | N 54°20'17.92" E | 972.32 | 1380+60.68 | 1390+95.99 |

**RN12W83 - PROPOSED NB LOOP CONNECTOR TO WB SH 183**

| CURVE | P.I. STATION | DELTA | RADIUS | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION |
|---|---|---|---|---|---|---|---|---|---|
| RN12W83-1 | 1374+12.86 | 4°00'00.01" | 2864.79 | 100.04 | 200.00 | N 17°23'47.71" E | 199.96 | 1373+12.82 | 1375+12.82 |
| RN12W83-2 | 1390+46.14 | 106°41'18.08" | 900.00 | 1209.39 | 1675.86 | N 37°56'51.33" W | 1444.03 | 1378+36.75 | 1395+12.61 |
| RN12W83-3 | 1414+89.28 | 3°08'44.75" | 7639.44 | 209.77 | 419.44 | S 87°08'07.26" W | 419.38 | 1412+79.51 | 1416+98.94 |
| RN12W83-4 | 1420+17.63 | 2°00'00.00" | 5729.58 | 100.01 | 200.00 | S 86°33'44.88" W | 199.99 | 1419+17.62 | 1421+17.62 |

**RS12SF - PROPOSED SB LOOP 12 EXIT TO UNION BOWER**

| CURVE | P.I. STATION | DELTA | RADIUS | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION |
|---|---|---|---|---|---|---|---|---|---|
| RS12SF-1 | 1373+24.74 | 1°55'06.99" | 2864.79 | 47.97 | 95.93 | N 24°02'54.38" E | 95.93 | 1372+76.77 | 1373+72.70 |
| RS12SF-2 | 1374+89.38 | 7°02'56.92" | 881.47 | 54.29 | 108.45 | N 21°28'59.42" E | 108.38 | 1374+35.09 | 1375+43.54 |
| RS12SF-3 | 1377+74.46 | 2°59'07.83" | 3997.00 | 104.16 | 208.27 | N 16°27'57.05" E | 208.25 | 1376+70.30 | 1378+78.57 |
| RS12SF-4 | 1382+91.50 | 5°01'14.60" | 2864.79 | 125.60 | 251.04 | N 12°27'45.84" E | 250.96 | 1381+65.90 | 1384+16.93 |
| RS12SF-5 | 1386+22.51 | 1°11'29.57" | 6030.00 | 62.70 | 125.40 | N 10°32'53.32" E | 125.40 | 1385+59.80 | 1386+85.20 |
| RS12SF-6 | 1388+29.99 | 11°20'22.13" | 1458.38 | 144.79 | 288.63 | N 5°28'27.04" E | 288.16 | 1386+85.20 | 1389+73.83 |

**RS12W83 - PROPOSED SB LOOP 12 CONNECTOR TO WB SH 183**

| CURVE | P.I. STATION | DELTA | RADIUS | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION |
|---|---|---|---|---|---|---|---|---|---|
| RS12W83-1 | 1369+65.41 | 1°29'59.90" | 3819.79 | 50.00 | 100.00 | N 86°48'44.93" E | 100.00 | 1369+15.41 | 1370+15.41 |
| RS12W83-2 | 1372+47.04 | 2°38'44.65" | 6030.00 | 139.25 | 278.45 | N 87°23'07.30" E | 278.42 | 1371+07.79 | 1373+86.24 |
| RS12W83-3 | 1391+88.39 | 88°54'13.57" | 848.83 | 832.74 | 1317.09 | N 44°15'22.85" E | 1188.88 | 1383+55.66 | 1396+72.75 |

**RS82S12 - PROPOSED SB SPUR 482 CONNECTOR TO SB LOOP 12**

| CURVE | P.I. STATION | DELTA | RADIUS | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION |
|---|---|---|---|---|---|---|---|---|---|
| RS82S12-1 | 1393+81.82 | 10°53'43.72" | 957.12 | 91.28 | 182.01 | N 81°32'30.07" E | 181.73 | 1392+90.54 | 1394+72.55 |

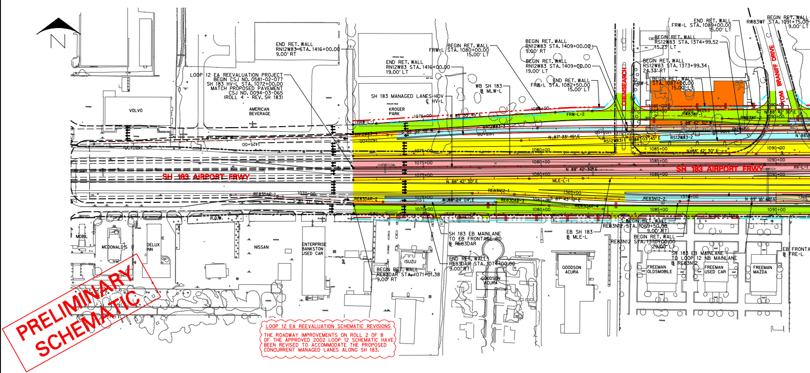
**RW83S12 - PROPOSED WB SH 183 CONNECTOR TO SB LOOP 12**

| CURVE | P.I. STATION | DELTA | RADIUS | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION |
|---|---|---|---|---|---|---|---|---|---|
| RW83S12-1 | 1389+55.52 | 75°28'40.21" | 950.00 | 735.27 | 1251.47 | N 51°32'28.02" E | 1162.92 | 1382+20.25 | 1394+71.72 |

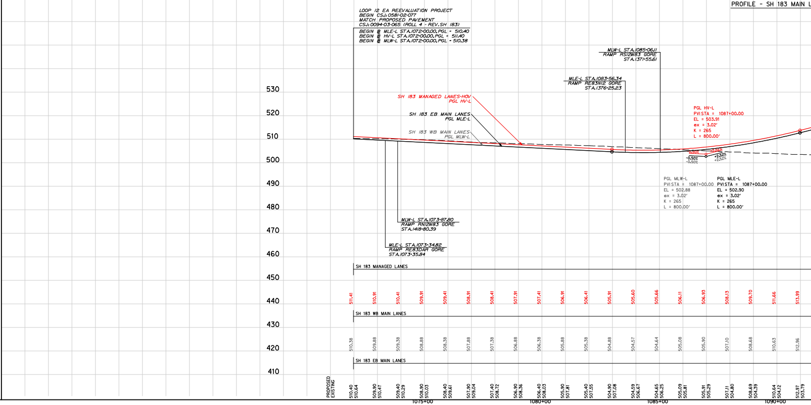
**RW83WF - PROPOSED WB SH 183 EXIT TO CHEMSEARCH**

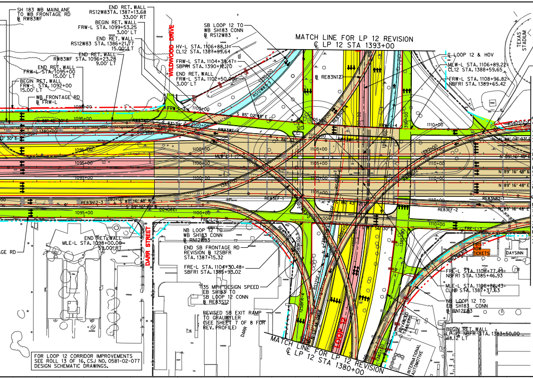
| CURVE | P.I. STATION | DELTA | RADIUS | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION |
|---|---|---|---|---|---|---|---|---|---|
| RW83WF-1 | 1086+31.62 | 5°40'00.22" | 2864.79 | 141.78 | 283.34 | S 88°27'30.26" E | 283.22 | 1084+89.83 | 1087+73.17 |
| RW83WF-2 | 1089+14.95 | 5°40'00.22" | 2864.79 | 141.78 | 283.34 | S 88°27'30.26" E | 283.22 | 1087+73.17 | 1090+56.50 |
| RW83WF-3 | 1097+56.90 | 7°37'34.29" | 1041.74 | 69.43 | 138.66 | S 87°28'43.23" E | 138.56 | 1096+87.47 | 1098+26.13 |
| RW83WF-4 | 1101+42.01 | 3°03'15.79" | 6030.00 | 160.76 | 321.45 | S 85°11'33.98" E | 321.42 | 1099+81.24 | 1103+02.70 |
| RW83WF-5 | 1106+37.26 | 4°00'00.00" | 2864.79 | 100.04 | 200.00 | S 88°43'11.87" E | 199.96 | 1105+37.22 | 1107+37.22 |

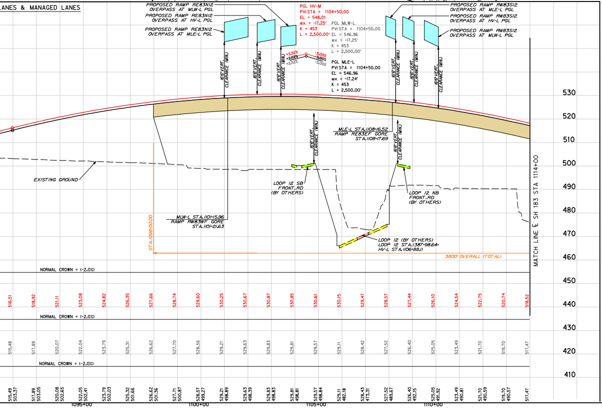
NOTE:
FOR LOOP 12 CORRIDOR IMPROVEMENTS SEE ROLL 13 OF 16, CSJ NO. 0581-02-077 DESIGN SCHEMATIC DRAWINGS.


N
END RET. WALL RN12W83 STA. 1416+00.00 9.00' RT
LOOP 12 EA REEVALUATION PROJECT BEGIN CSJ NO. 0581-02-077 SH 183 HV-L STA. 1072+00.00 MATCH PROPOSED PAVEMENT CSJ NO. 0094-03-065 (ROLL 4 - REV. SH 183)
END RET. WALL RN12W83 STA. 1416+00.00 19.00' LT
BEGIN RET. WALL FRW-L STA. 1080+00.00 15.00' LT
BEGIN RET. WALL RN12W83 STA. 1409+00.00 9.00' RT
BEGIN RET. WALL RN12W83 STA. 1409+00.00 19.00' LT
END RET. WALL FRW-L STA. 1082+50.00 15.00' LT
WB SH 183 ℄ MLW-L
SH 183 MANAGED LANES-HOV ℄ HV-L
END RET. WALL FRW-L STA. 1089+00.00 15.00' LT
BEGIN RET. WALL RW83WF STA. 1091+75.00 9.00' LT
BEGIN RET. WALL RS12W83 STA. 1374+99.52 15.23' LT
BEGIN RET. WALL RS12W83 STA. 1373+99.34 24.33' RT
BEGIN RET. WALL FRW-L STA. 1087+00.00 15.00' LT
CHEMSEARCH
TOM BRANIFF DRIVE
VOLVO
AMERICAN BEVERAGE
KROGER PARK
DUKE WEEKS
SH 183 AIRPORT FRWY
MOBIL
MCDONALD'S
DELUX INN
NISSAN
ENTERPRISE BANKSTON USED CAR
ISUZU
GOODSON ACURA
FREEMAN OLDSMOBILE
FREEMAN USED CAR
FREEMAN MAZDA
SH 183 EB MAINLANE TO EB FRONTAGE RD ℄ RE83DAR
EB SH 183 ℄ MLE-L
END RET. WALL RE83DAR STA. 1074+00.00 9.00' RT
BEGIN RET. WALL RE83DAR STA. 1071+01.38 9.00' RT
BEGIN RET. WALL RE83N12 STA. 1069+50.00 9.00' RT
BEGIN RET. WALL RE83N12 STA. 1370+00.00 29.00' LT
SH 183 EB MAINLANE TO LOOP 12 NB MAINLANE ℄ RE83N12
EB FRONTA ℄ FRE-L
FRW-L-1
FRW-L-2
RN12W83-3
RN12W83-4
RS12W83-1
RS12W83-2
RW83WF-1
RW83WF-2
RE83DAR-1
RE83DAR-2
RE83DAR-3
RE83DAR-4
RE83N12-1
RE83N12-2
MLE-L-1
HV-L-1
FRE-L
R.O.W.
N 85° 33' 45" E
S 85° 33' 45" W
N 87° 33' 45" E
N 86° 03' 45" E
S 88° 42' 30" W
N 88° 42' 30" E
N 89° 24' 04" E
S 87° 43' 12" E
N 89° 16' 48" E
N 89° 28' 40" E
1075+00
1080+00
1085+00
1090+00
1365+00
1370+00
1410+00
1415+00
1420+00
1425+00
LOOP 12 EA REEVALUATION SCHEMATIC REVISIONS
THE ROADWAY IMPROVEMENTS ON ROLL 2 OF 8 OF THE APPROVED 2002 LOOP 12 SCHEMATIC HAVE BEEN REVISED TO ACCOMMODATE THE PROPOSED CONCURRENT MANAGED LANES ALONG SH 183.

PRELIMINARY SCHEMATIC


PROFILE - SH 183 MAIN L


SH 183 WB MAINLANE TO WB FRONTAGE RD ℄ RW83WF
END RET. WALL RS12W83 STA. 1387+13.68 33.00' RT
BEGIN RET. WALL FRW-L STA. 1099+53.25 3.00' LT
END RET. WALL RS12W83 STA. 1386+21.77 15.00' LT
END RET. WALL RW83WF STA. 1096+23.28 9.00' LT
END RET. WALL FRW-L STA. 1095+00 15.00' LT
BEGIN RET. WALL FRW-L STA. 1092+00 15.00' LT
WB FRONTAGE RD ℄ FRW-L
WILDWOOD DRIVE
SB LOOP 12 TO WB SH183 CONN ℄ RS12W83
HV-L STA. 1106+88.11= CL12 STA. 1387+99.64
FRW-L STA. 1104+39.47= SBFRI STA. 1390+12.70
END RET. WALL FRW-L STA. 1102+50.00 3.00' LT
MATCH LINE FOR LP 12 REVISION ℄ LP 12 STA 1393+00
℄ RE83N12
℄ LOOP 12 & HOV
MLW-L STA. 1106+89.22= CL12 STA. 1388+59.65
FRW-L STA. 1108+96.82= NBFRI STA. 1389+65.42
TEXAS STADIUM
WB SH 183 TO SB LOOP 12 CONN ℄ RW83S12
BEGIN RET. WALL FRW-L STA. 1112+66.00 37.00' LT
WB SPUR 482 TO SB LOOP 12 CONN
MATCH LINE ℄ SH 183 STA 1114+00
END RET. WALL MLE-L STA. 1098+00.00 59.00' RT
DARR STREET
NB LOOP 12 TO WB SH183 CONN ℄ RN12W83
END SB FRONTAGE RD REVISION ℄ 12SBFR STA. 1387+15.32
FRE-L STA. 1104+30.48= SBFRI STA. 1385+93.02
35 MPH DESIGN SPEED
EB SH183 TO SB LOOP 12 CONN ℄ RE83S12
REVISED SB EXIT RAMP TO GRAUWYLER (SEE SHEET 7 OF 8 FOR REV. PROFILE)
FRE-L STA. 1108+77.49= NBFRI STA. 1385+46.93
MLE-L STA. 1106+86.43= CL12 STA. 1387+37.63
NB LOOP 12 TO EB SH183 CONN ℄ RN12E83
BEGIN RET. WALL LP 12 NBFR STA. 1383+50.00 48.12' LT
FIRST ROW TICKETS
DAYS INN
INTERNATIONAL AUTOMOTIVE
LOOP 12
MATCH LINE FOR LP 12 REVISION ℄ LP 12 STA 1380+00
FOR LOOP 12 CORRIDOR IMPROVEMENTS SEE ROLL 13 OF 16, CSJ NO. 0581-02-077 DESIGN SCHEMATIC DRAWINGS.

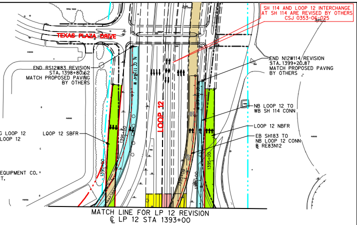

LANES & MANAGED LANES
PROPOSED RAMP RE83N12 OVERPASS AT MLW-L PGL
PROPOSED RAMP RE83N12 OVERPASS AT HV-L PGL
PROPOSED RAMP RE83N12 OVERPASS AT MLE-L PGL
PGL HV-M
PVI STA = 1104+50.00
EL = 548.01
ex = -17.25'
K = 453
L = 2,500.00'
PGL MLW-L
PVI STA = 1104+50.00
EL = 546.96
ex = -17.25'
K = 453
L = 2,500.00'
PGL MLE-L
PVI STA = 1104+50.00
EL = 546.96
ex = -17.24'
K = 453
L = 2,500.00'
PROPOSED RAMP RW83S12 OVERPASS AT MLE-L PGL
PROPOSED RAMP RW83S12 OVERPASS AT HV-L PGL
PROPOSED RAMP RW83S12 OVERPASS AT MLW-L PGL
16'6" VERT. CLEARANCE (MIN)
MLE-L STA. 1108+16.52 RAMP RE83EF GORE STA. 1108+17.69
EXISTING GROUND
LOOP 12 SB FRONT. RD (BY OTHERS)
LOOP 12 NB FRONT. RD (BY OTHERS)
MLW-L STA. 1101+15.96 RAMP RW83WF GORE STA. 1101+21.63
LOOP 12 (BY OTHERS) LOOP 12 STA. 1387+98.64= HV-L STA. 1106+88.11
STA. 1098+00.00
3800' OVERALL (TOTAL)
NORMAL CROWN = (-2.0%)
MATCH LINE ℄ SH 183 STA 1114+00
530
520
510
500
490
480
470
460
450
440
430
420
410
1095+00
1100+00
1105+00
1110+00

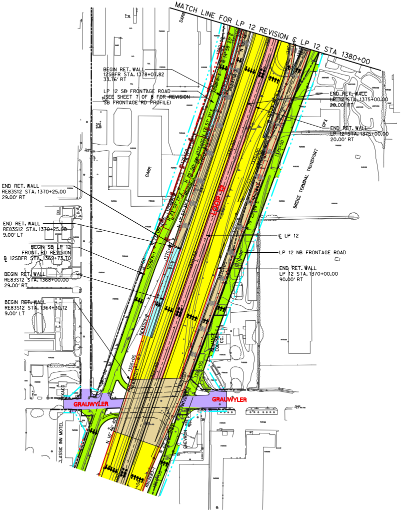
## LOOP 12 EA REEVALUATION PROJECT

IN ADDITION TO THE SH 183/LOOP 12 INTERCHANGE, THE FOLLOWING LOOP 12 ROADWAY ALIGNMENTS WERE REVISED FROM THE APPROVED 2002 LOOP 12 SCHEMATIC - CSJ 0581-02-077, ROLL 13 OF 16.

- SB LOOP 12 FRONTAGE ROAD, STA. 1369+73.70 TO 1387+15.32
- SB LOOP 12 EXIT RAMP TO GRAUWYLER
- NB LOOP 12 EXIT RAMP TO THE SH 183 FRONTAGE RD BOX

REVISIONS WERE NECESSARY TO REDUCE ROW NEEDS FROM DARR EQUIPMENT CO. THE LOOP 12 MAIN LANES WERE NOT REVISED WITHIN THIS PROJECT.


SH 114 AND LOOP 12 INTERCHANGE AT SH 114 ARE REVISED BY OTHERS CSJ 0353-06-025
TEXAS PLAZA DRIVE
END RS12W83 REVISION STA. 1398+80.62 MATCH PROPOSED PAVING BY OTHERS
END N12W114 REVISION STA. 1399+20.87 MATCH PROPOSED PAVING BY OTHERS
NB LOOP 12 TO WB SH 114 CONN
LOOP 12 NBFR
EB SH183 TO NB LOOP 12 CONN ℄ RE83N12
LOOP 12 SBFR
LOOP 12
MATCH LINE FOR LP 12 REVISION ℄ LP 12 STA 1393+00


MATCH LINE FOR LP 12 REVISION ℄ LP 12 STA 1380+00
BEGIN RET. WALL 12SBFR STA. 1378+07.82 33.76' RT
LP 12 SB FRONTAGE ROAD (SEE SHEET 7 OF 8 FOR REVISION SB FRONTAGE RD PROFILE)
END RET. WALL LP 12 STA. 1375+00.00 20.00' RT
END RET. WALL LP 12 STA. 1375+00.00 20.00' RT
BRIDGE TERMINAL TRANSPORT
DARR
END RET. WALL RE83S12 STA. 1370+25.00 29.00' RT
END RET. WALL RE83S12 STA. 1370+25.00 9.00' LT
BEGIN SB LP 12 FRONT. RD REVISION ℄ 12SBFR STA. 1369+73.70
BEGIN RET. WALL RE83S12 STA. 1368+00.00 29.00' RT
BEGIN RET. WALL RE83S12 STA. 1364+30.12 9.00' LT
℄ LP 12
LP 12 NB FRONTAGE ROAD
END RET. WALL LP 12 STA. 1370+00.00 90.00' RT
LOOP 12
GRAUWYLER
GRAUWYLER
CLASSIC INN MOTEL
CHEVRON

## LEGEND

| | |
|---|---|
| 🟨 | MAINLANE<br>(DESIGN SPEED= 70 MPH) |
| 🟩 | FRONTAGE ROAD & CROSS STREET<br>(DESIGN SPEED= 45 MPH) |
| 🟥 | MANAGED HOV<br>(DESIGN SPEED= 70 MPH) |
| 🟦 | DIRECT CONNECTORS AND RAMPS<br>(DESIGN SPEED= 50 MPH)<br>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<br>(ex. NB LOOP 12 TO EB SH 183 CONN) |

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.

PRELIMINARY
SCHEMATIC

# 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)**

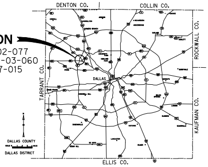
## DESIGN SPEED

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.
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 2 OF 8**

ROLL 2 OF 8
PLAN AND PROFILE, TYPICAL SECTIONS, AND HORIZONTAL CURVE DATA - SH 183
STA 1072+00 TO STA 1114+00