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.
(SPUR 482 AT SH 114)

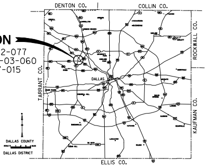
DESIGN SPEED

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

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

ROLL 4 OF 8

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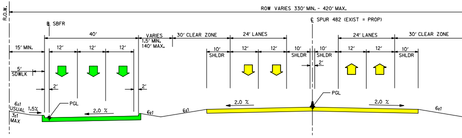
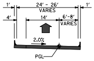
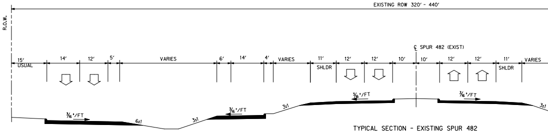
ROLL 4 OF 8
PLAN & PROFILE, TYPICAL SECTIONS, AND HORIZONTAL CURVE DATA - SPUR 482


R.O.W.
ROW VARIES 330' MIN. - 420' MAX.
℄ SBFR
℄ SPUR 482 (EXIST = PROP)
15' MIN.
40'
12'
12'
12'
VARIES 1.5' MIN. 140' MAX.
30' CLEAR ZONE
24' LANES
30' CLEAR ZONE
10' SHLDR
10' SHLDR
2'
5' SDWLK
2'
2'
PGL
2.0 %
6:1 USUAL
1.5%
3:1 MAX
6:1
6:1
2.0 %
2.0 %
6:1

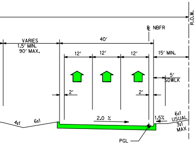
TYPICAL SECTION - PROPOSED SPUR 482

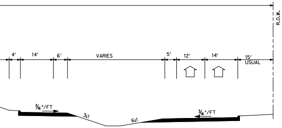

1'
24' - 26' VARIES
1'
4'
14'
6'-8' VARIES
2.0%
PGL

TYPICAL SECTION
PROPOSED 1-LANE RAMP


R.O.W.
EXISTING ROW 320' - 440'
℄ SPUR 482 (EXIST)
15' USUAL
14'
12'
5'
VARIES
6'
14'
4'
VARIES
11' SHLDR
12'
12'
10'
10'
12'
12'
11' SHLDR
VARIES
3/16"/FT
6:1
3:1
3/16"/FT
3:1
3/16"/FT
3/16"/FT
3:1

TYPICAL SECTION - EXISTING SPUR 482


R.O.W.
℄ NBFR
VARIES
1.5′ MIN.
90′ MAX.
40′
12′
12′
12′
15′ MIN.
5′
SDWLK
2′
2′
4:1
6:1
2.0 %
1.5%
6:1
USUAL
3:1
MAX
PGL


R.O.W.
4′
14′
6′
VARIES
5′
12′
14′
15′
USUAL
3/16 "/FT
3:1
6:1
3/16 "/FT

CURVE DATA

482NF - PROPOSED NB SPUR 482 FRONTAGE RD									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
482NF-1	1128+61.56	47°50′37.66″	954.93	423.60	797.40	N 24°20′38.89″ E	774.43	1124+37.95	1132+35.35
482NF-2	1160+82.34	3°18′29.47″	11459.16	330.91	661.64	N 49°55′12.45″ E	661.55	1157+51.43	1164+13.07

482SF - PROPOSED SB SPUR 482 FRONTAGE RD									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
482SF-1	1133+42.60	47°49′00.30″	954.93	423.33	796.95	N 24°19′50.21″ E	774.02	1129+19.27	1137+16.22
482SF-2	1144+54.75	7°01′13.45″	5729.65	351.46	702.05	N 51°44′57.09″ E	701.61	1141+03.29	1148+05.34
482SF-3	1152+66.21	7°01′08.85″	5729.65	351.40	701.92	N 51°44′59.38″ E	701.48	1149+14.81	1156+16.73
482SF-4	1163+46.37	3°17′59.21″	954.93	27.51	55.00	N 46°35′25.35″ E	54.99	1163+18.86	1163+73.86

RN82NF - PROPOSED NB SPUR 482 EXIT TO THE FRONTAGE RD									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
RN82NF-1	1145+56.74	4°00′00.01″	2864.79	100.04	200.00	N 50°40′17.08″ E	199.96	1144+56.70	1146+56.70
RN82NF-2	1149+00.72	4°00′00.00″	2864.79	100.04	200.00	N 50°40′17.08″ E	199.96	1148+00.68	1150+00.68
RN82NF-3	1155+14.75	4°35′40.64″	6030.00	241.91	483.55	N 50°58′07.40″ E	483.42	1152+72.85	1157+56.40
RN82NF-4	1160+87.43	1°55′20.87″	2864.79	48.07	96.12	N 52°18′17.29″ E	96.12	1160+39.37	1161+35.49

RNFN82 - PROPOSED NB SPUR 482 ENTRANCE FROM THE FRONTAGE ROAD									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
RNFN82-1	1160+42.98	3°45′14.11″	1432.39	46.94	93.85	N 45°06′37.79″ E	93.83	1159+96.04	1160+89.89
RNFN82-2	1164+33.92	2°45′12.03″	6030.00	144.91	289.77	N 44°36′36.75″ E	289.74	1162+89.01	1165+78.78
RNFN82-3	1169+33.86	2°23′02.88″	6030.00	125.48	250.91	N 44°47′41.33″ E	250.90	1168+08.38	1170+59.30
RNFN82-4	1171+33.12	2°57′07.33″	2864.79	73.82	147.60	N 45°04′43.56″ E	147.59	1170+59.30	1172+06.90

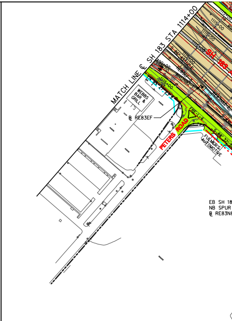
RSFS82 - PROPOSED SB SPUR 482 ENTRANCE FROM THE FRONTAGE RD									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
RSFS82-1	1148+66.17	2°53′15.12″	3819.72	96.27	192.50	N 46°04′54.78″ E	192.48	1147+69.90	1149+62.40
RSFS82-2	1151+54.63	3°39′06.73″	6030.00	192.23	384.33	N 46°27′50.59″ E	384.27	1149+62.40	1153+46.73
RSFS82-3	1155+38.31	5°19′47.61″	2291.83	106.67	213.20	N 45°37′30.15″ E	213.12	1154+31.63	1156+44.83
RSFS82-4	1160+88.02	5°16′48.62″	2864.79	132.10	264.01	N 45°36′00.65″ E	263.92	1159+55.92	1162+19.93
RSFS82-5	1160+63.33	6°16′08.27″	2864.79	156.88	313.45	N 45°06′20.83″ E	313.29	1159+06.45	1162+19.90

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
RS82S12-2	1400+16.82	2°17′26.20″	2500.00	49.98	99.95	N 88°08′05.03″ E	99.94	1399+66.84	1400+66.78
RS82S12-3	1408+80.14	36°36′31.04″	848.83	280.79	542.35	N 70°58′32.61″ E	533.17	1405+99.34	1411+41.69
RS82S12-4	1417+47.82	2°38′20.09″	2864.79	65.98	131.95	N 51°21′07.04″ E	131.93	1416+81.83	1418+13.78

SP482 - PROPOSED SPUR 482 MAIN LANES									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
SP482-1	1151+21.80	0°22′53.13″	11459.16	38.14	76.29	N 48°28′50.52″ E	76.28	1150+83.66	1151+59.94

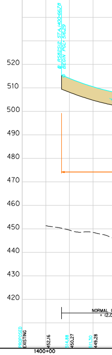
NOTES:

1.) SEE ROLL 3 OF 8 FOR SPUR 482 DIRECT CONNECTING RAMP CURVE DATA.
2.) SEE ROLL 1 OF 8 FOR SH 114 MAIN LANE, HOV, RAMP, AND FRONTAGE ROAD CURVE DATA.
3.) SEE ROLL 3 OF 8 FOR SH 183 MAIN LANE, MANAGED LANES - HOV, RAMP, AND FRONTAGE ROAD CURVE DATA.

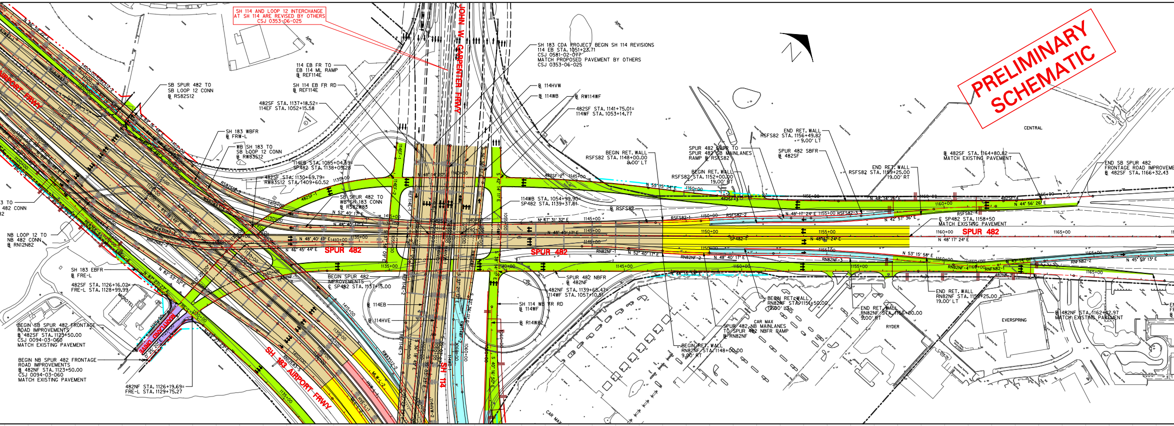

MATCH LINE ℄ SH 183 STA 1114+00
SH 183
PETERS ROAD
WEBBS BAR & GRILL
FULMER'S AUTOMOTIVE
℄ RE83EF
EB SH 18
NB SPUR
℄ RE83N

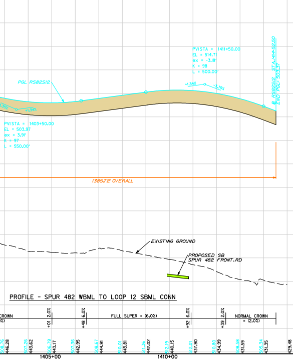
LOOP 12 EA REEVALUATION SCHEMATIC REVISIONS

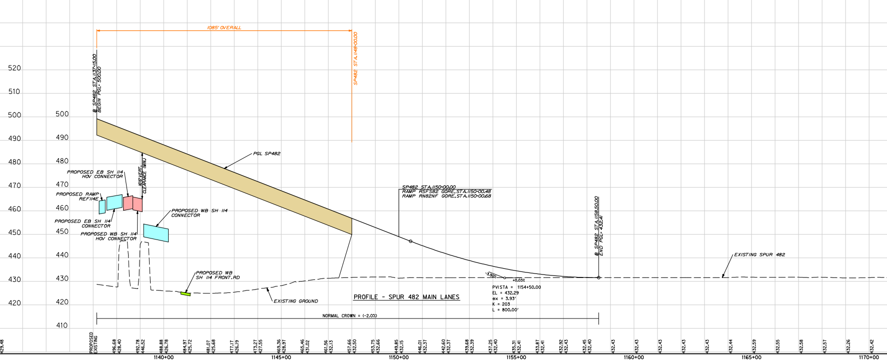
THE ROADWAY IMPROVEMENTS ON ROLL 4 OF 8 OF THE APPROVED 2002 LOOP 12 SCHEMATIC HAVE BEEN REVISED TO ACCOMMODATE THE PROPOSED CONCURRENT MANAGED LANES ALONG SH 183.

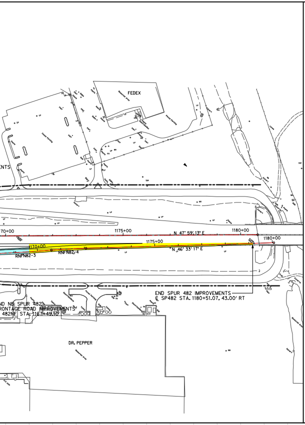


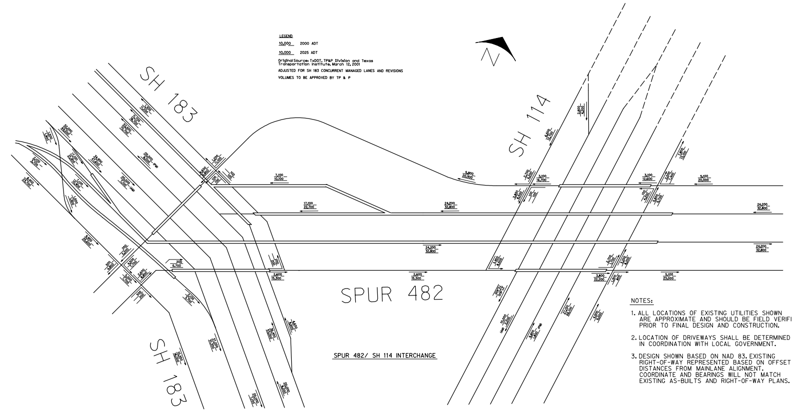
PRELIMINARY SCHEMATIC


SH 114 AND LOOP 12 INTERCHANGE AT SH 114 ARE REVISED BY OTHERS CSJ 0353-06-025
JOHN W. CARPENTER FRWY
SH 183 CDA PROJECT BEGIN SH 114 REVISIONS 114 EB STA. 1051+23.71 CSJ 0581-02-077 MATCH PROPOSED PAVEMENT BY OTHERS CSJ 0353-06-025
114 EB FR TO EB 114 ML RAMP ℄ REF114E
SH 114 EB FR RD ℄ REF114E
482SF STA. 1137+18.52= 114EF STA. 1052+15.58
SB SPUR 482 TO SB LOOP 12 CONN ℄ RS82S12
SH 183 WBFR ℄ FRW-L
WB SH 183 TO SB LOOP 12 CONN ℄ RW83S12
114EB STA. 1055+04.69= SP482 STA. 1138+05.28
482SF STA. 1130+69.79= RW83S12 STA. 1409+60.52
SB SPUR 482 TO WB SH 183 CONN ℄ RS82W83
℄ 114HVW
℄ 114WB
℄ RW114WF
482SF STA. 1141+75.01= 114WF STA. 1053+14.77
114WB STA. 1054+99.90= SP482 STA. 1139+37.81
℄ RSFS82
BEGIN RET. WALL RSFS82 STA. 1148+00.00 9.00' LT
BEGIN RET. WALL RSFS82 STA. 1152+00.00 19.00' RT
SPUR 482 SBFR TO SPUR 482 SB MAINLANES RAMP ℄ RSFS82
END RET. WALL RSFS82 STA. 1156+49.82 9.00' LT
SPUR 482 SBFR ℄ 482SF
END RET. WALL RSFS82 STA. 1159+25.00 19.00' RT
℄ 482SF STA. 1164+80.82 MATCH EXISTING PAVEMENT
END SB SPUR 482 FRONTAGE ROAD IMPROVEME ℄ 482SF STA. 1166+32.43
CENTRAL
℄ SP482 STA. 1158+50 MATCH EXISTING PAVEMENT
SPUR 482
SH 183 AIRPORT FRWY
NB LOOP 12 TO NB 482 CONN ℄ RN12N82
SH 183 EBFR ℄ FRE-L
482SF STA. 1126+16.02= FRE-L STA. 1128+99.99
BEGIN SB SPUR 482 FRONTAGE ROAD IMPROVEMENTS ℄ 482SF STA. 1123+50.00 CSJ 0094-03-060 MATCH EXISTING PAVEMENT
BEGIN NB SPUR 482 FRONTAGE ROAD IMPROVEMENTS ℄ 482NF STA. 1123+50.00 CSJ 0094-03-060 MATCH EXISTING PAVEMENT
482NF STA. 1126+19.69= FRE-L STA. 1129+75.27
MICROTEL
BEGIN SPUR 482 IMPROVEMENTS ℄ SP482 STA. 1137+15.00
SPUR 482 NBFR ℄ 482NF
482NF STA. 1139+65.47= 114WF STA. 1057+10.51
℄ 114EB
℄ 114HVE
SH 114
SH 114 WB FR RD ℄ 114WF
℄ R14W82
BEGIN RET. WALL RN82NF STA. 1151+50.00 19.00' LT
BEGIN RET. WALL RN82NF STA. 1148+00.00 9.00' RT
SPUR 482 NB MAINLANES TO SPUR 482 NBFR RAMP ℄ RN82NF
CAR MAX
END RET. WALL RN82NF STA. 1156+00.00 9.00' RT
END RET. WALL RN82NF STA. 1159+25.00 19.00' LT
RYDER
EVERSPRING
℄ 482NF STA. 1162+42.97 MATCH EXISTING PAVEMENT
N 48° 40' 17" E
N 48° 17' 24" E
N 55° 15' 34" E
N 44° 56' 26" E
N 45° 59' 13" E
N 53° 15' 58" E


PROFILE - SPUR 482 WBML TO LOOP 12 SBML CONN
PGL RS82S12
PVISTA = 1411+50.00 EL = 514.71 ex = -3.18' K = 98 L = 500.00'
PVISTA = 1403+50.00 EL = 503.97 ex = 3.91' K = 97 L = 550.00'
+1.34%
-3.78%
℄ RS82S12 STA.1414+52.50 END PGL= 503.37
1385.72' OVERALL
EXISTING GROUND
PROPOSED SB SPUR 482 FRONT.RD
FULL SUPER = (6.0%)
NORMAL CROWN = (2.0%)
1405+00
1410+00


PROFILE - SPUR 482 MAIN LANES
1085' OVERALL
℄ SP482 STA.1137+15.00 BEGIN PGL 500.00
SP482 STA.1148+00.00
PGL SP482
16'-6" VERT. CLEARANCE (MIN)
PROPOSED EB SH 114 HOV CONNECTOR
PROPOSED RAMP REF114E
PROPOSED EB SH 114 CONNECTOR
PROPOSED WB SH 114 HOV CONNECTOR
PROPOSED WB SH 114 CONNECTOR
PROPOSED WB SH 114 FRONT.RD
EXISTING GROUND
SP482 STA.1150+00.00 RAMP RSFS82 GORE,STA.1150+00.48 RAMP RN82NF GORE,STA.1150+00.68
℄ SP482 STA.1158+50.00 END PGL 432.41
EXISTING SPUR 482
PVISTA = 1154+50.00 EL = 432.29 ex = 3.93' K = 203 L = 800.00'
-3.90%
+0.03%
NORMAL CROWN = (-2.0%)
1140+00
1145+00
1150+00
1155+00
1160+00
1165+00
1170+00


FEDEX
ENTS
70+00
1175+00
1180+00
N 47° 59' 13" E
1170+00
1175+00
1180+00
RNFN82-3
RNFN82-4
N 46° 33' 17" E
END SPUR 482 IMPROVEMENTS
℄ SP482 STA. 1180+51.07, 43.00' RT
ND NB SPUR 482
RONTAGE ROAD IMPROVEMENTS
482NF STA. 1167+49.10
DR. PEPPER


N
SH 183
SH 114
SPUR 482
SH 183
7,100
10,100
17,100
22,100
24,200
32,800
24,200
32,800
24,200
32,800
2,600
15,300
2,600
15,300
3,800
22,200
5,100
23,000
3,100
16,700
3,100
12,600
5,100
20,000
5,800
20,800
200
6,700

LEGEND

10,000 2000 ADT

10,000 2025 ADT

Original Source: TxDOT, TP&P Division and Texas Transportation Institute, March 12, 2001

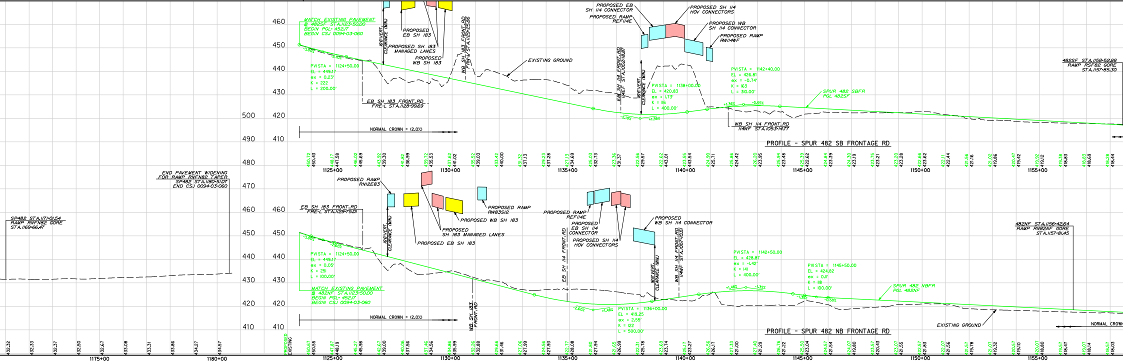
ADJUSTED FOR SH 183 CONCURRENT MANAGED LANES AND REVISIONS

VOLUMES TO BE APPROVED BY TP & P

SPUR 482/ SH 114 INTERCHANGE

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.

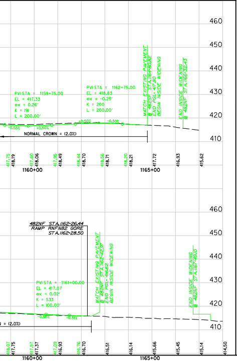

460
450
440
430
420
410
500
490
480
470
MATCH EXISTING PAVEMENT
℄ 482SF STA.1123+50.00
BEGIN PGL= 452.17
BEGIN CSJ 0094-03-060
-3.00%
-2.10%
PVI STA = 1124+50.00
EL = 449.17
ex = 0.23'
K = 222
L = 200.00'
16'6" VERT. CLEARANCE (MIN)
PROPOSED EB SH 183
PROPOSED SH 183 MANAGED LANES
PROPOSED WB SH 183
WB SH 183 FRONT.RD
FRW-L STA.1129+25.86
EXISTING GROUND
EB SH 183 FRONT.RD
FRE-L STA.1128+99.69
NORMAL CROWN = (2.0%)
PROPOSED EB SH 114 CONNECTOR
PROPOSED RAMP REF114E
PROPOSED SH 114 HOV CONNECTORS
PROPOSED WB SH 114 CONNECTOR
PROPOSED RAMP RW114WF
EB SH 114 FRONT.RD
114EF STA.1052+18.87
16'6" VERT. CLEARANCE (MIN)
PVI STA = 1138+00.00
EL = 420.83
ex = 1.73'
K = 116
L = 400.00'
-2.10%
+1.36%
+1.36%
-0.55%
PVI STA = 1142+40.00
EL = 426.81
ex = -0.74'
K = 163
L = 310.00'
SPUR 482 SBFR
PGL 482SF
WB SH 114 FRONT.RD
114WF STA.1053+14.77
482SF STA.1158+52.88
RAMP RSF82 GORE
STA.1157+85.30
450.72 450.43
448.17 447.58
446.02 445.69
443.92 439.30
441.82 436.99
439.72 435.53
437.62 441.02
435.52 439.03
433.42 440.00
431.32 437.13
429.23 437.28
427.13 434.69
425.03 432.73
423.36 431.37
422.56 429.57
422.62 443.01
423.55 443.54
424.90 425.71
425.86 424.42
426.20 423.95
425.94 423.48
425.39 422.62
424.84 423.39
424.30 423.19
423.75 423.21
423.20 423.28
422.66 423.62
422.11 422.44
421.56 421.16
421.02 419.86
420.47 419.42
419.92 419.12
419.38 418.83
418.83 418.69
418.28 418.44
1125+00
1130+00
1135+00
1140+00
1145+00
1150+00
1155+00
END PAVEMENT WIDENING
FOR RAMP RNFN82 TAPER
SP482 STA.1180+51.07
END CSJ 0094-03-060
SP482 STA.1171+01.54
RAMP RNFN82 GORE
STA.1169+66.47
EB SH 183 FRONT.RD
FRE-L STA.1129+75.01
PROPOSED RAMP RN12E83
16'6" VERT. CLEARANCE (MIN)
PROPOSED EB SH 183
PROPOSED SH 183 MANAGED LANES
PROPOSED WB SH 183
PROPOSED RAMP RW83S12
-3.00%
-2.60%
PVI STA = 1124+50.00
EL = 449.17
ex = 0.05'
K = 251
L = 100.00'
MATCH EXISTING PAVEMENT
℄ 482NF STA.1123+50.00
BEGIN PGL= 452.17
BEGIN CSJ 0094-03-060
NORMAL CROWN = (2.0%)
WB SH 183 FRONT.RD
EB SH 114 FRONT.RD
PROPOSED RAMP REF114E
PROPOSED EB SH 114 CONNECTOR
PROPOSED SH 114 HOV CONNECTORS
PROPOSED WB SH 114 CONNECTOR
16'6" VERT. CLEARANCE (MIN)
WB SH 114 FRONT.RD
114WF STA.1057+10.51
-2.60%
+1.48%
PVI STA = 1136+00.00
EL = 419.25
ex = 2.55'
K = 122
L = 500.00'
+1.48%
-1.35%
PVI STA = 1142+50.00
EL = 428.87
ex = -1.42'
K = 141
L = 400.00'
-1.35%
-0.50%
PVI STA = 1145+50.00
EL = 424.82
ex = 0.11'
K = 118
L = 100.00'
SPUR 482 NBFR
PGL 482NF
EXISTING GROUND
482NF STA.1156+42.64
RAMP RN82NF GORE
STA.1157+81.45
NORMAL CROWN
PROPOSED
EXISTING
432.32
432.33
432.37
432.50
432.67
433.08
433.31
433.86
434.27
434.57
450.67 450.55
447.87 448.19
445.27 445.98
442.67 439.00
440.06 437.56
437.46 434.56
434.86 435.99
432.26 432.88
429.66 431.46
427.06 427.99
424.56 427.93
422.77 428.08
421.80 427.94
421.65 426.99
422.31 425.78
423.69 423.74
425.17 423.27
426.56 426.17
427.33 421.00
427.40 421.29
426.76 421.22
425.50 423.04
424.57 421.54
424.07 419.80
423.57 420.43
423.07 421.55
422.57 421.83
422.07 421.56
421.57 419.78
421.07 419.32
420.57 419.10
420.07 418.80
419.57 418.47
419.07 418.14
418.57 418.03
1175+00
1180+00
1125+00
1130+00
1135+00
1140+00
1145+00
1150+00
1155+00

PROFILE - SPUR 482 SB FRONTAGE RD

PROFILE - SPUR 482 NB FRONTAGE RD

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)


460
450
440
430
420
410
PVISTA = 1159+75.00
EL = 417.33
ex = 0.26'
K = 191
L = 200.00'
PVISTA = 1162+75.00
EL = 418.83
ex = -0.25'
K = 200
L = 200.00'
MATCH EXISTING PAVEMENT
℄ 482SF STA.1164+80.82
END PGL= 417.80
BEGIN INSIDE WIDENING
END INSIDE WIDENING
℄ 482NF STA.1166+32.43
-0.55%
+0.50%
+0.50%
-0.50%
NORMAL CROWN = (2.0%)
417.75
418.19
417.60
418.06
417.95
418.49
418.44
418.70
418.56
418.71
418.20
418.21
417.72
416.93
415.62
1160+00
1165+00
482NF STA.1162+26.44
RAMP RNFN82 GORE
STA.1162+28.50
PVISTA = 1161+00.00
EL = 417.07
ex = 0.02'
K = 533
L = 100.00'
MATCH EXISTING PAVEMENT
℄ 482NF STA.1162+42.97
END PGL= 416.62
BEGIN INSIDE WIDENING
END INSIDE WIDENING
℄ 482NF STA.1167+49.10
-0.50%
-0.31%
= (2.0%)
418.07
417.75
417.57
417.37
417.09
416.93
416.76
416.70
416.51
416.14
415.66
415.45
415.14
414.50

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.
(SPUR 482 AT SH 114)

DESIGN SPEED

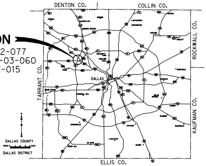
MAINLANES - 70 MPH - BASED ON URBAN INTERSTATE FREEWAY
RAMPS - 50 MPH - BASED ON MID RANGE; 35 MPH IF NOTED(BASED ON LOW RANGE)
DIRECT CONNECTORS - 50MPH; 35 MPH IF NOTED (BASED ON LOW RANGE)
FRONTAGE ROADS - 45 MPH - BASED ON DESIRABLE COLLECTOR
CROSS STREETS - 45 MPH - BASED ON DESIRABLE COLLECTOR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

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

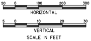
These documents are for Interim Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of:

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



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ROLL 4 OF 8

ROLL 4 OF 8
PLAN & PROFILE, TYPICAL SECTIONS, AND HORIZONTAL CURVE DATA - SPUR 482