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

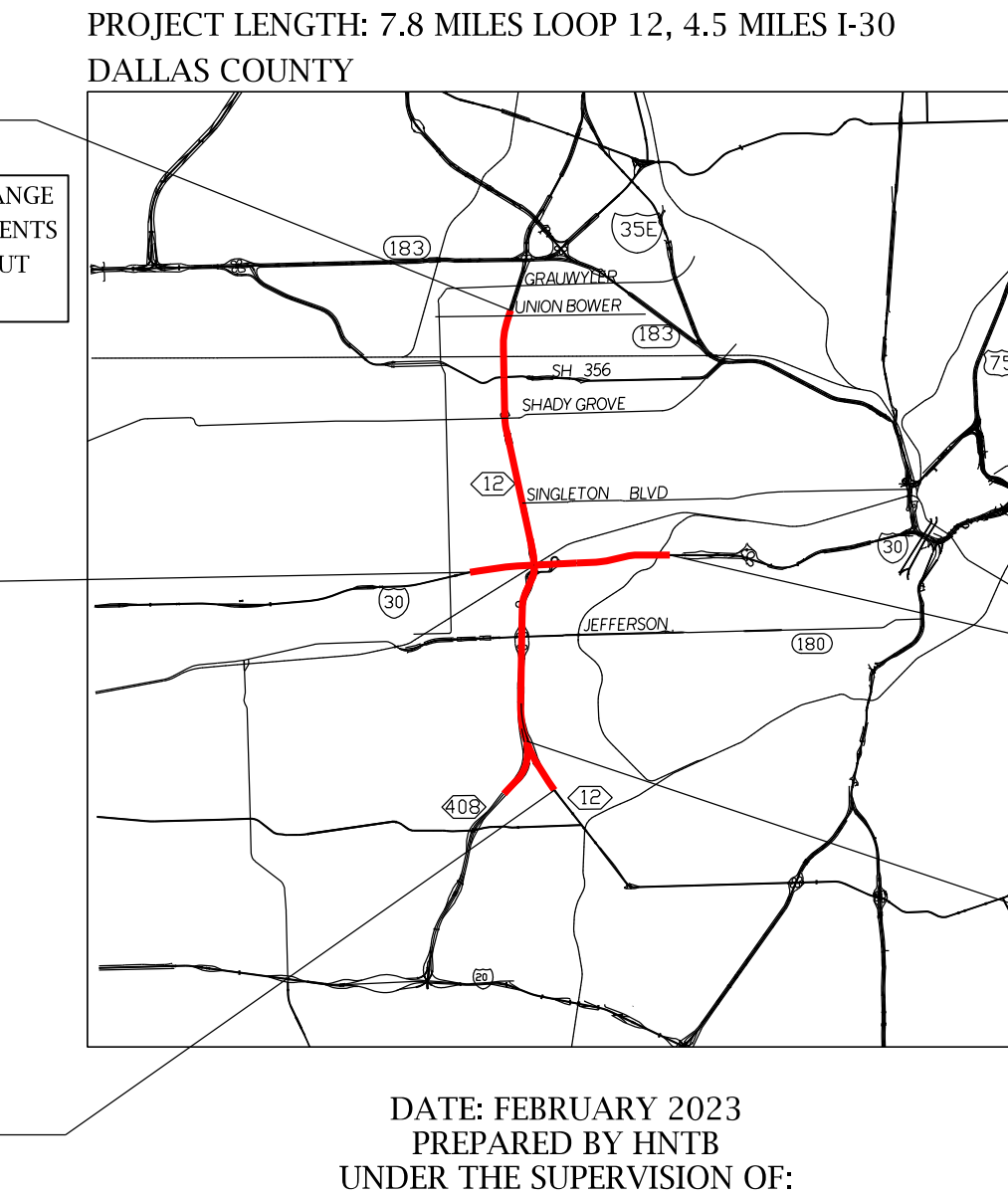
* NOTE: JEFFERSON BLVD DESIGN SPEED = 40MPH, DAVIS ST DESIGN SPEED = 45MPH.

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
350
SH 356
SHADY GROVE
12
SINGLETON BLVD
30
JEFFERSON
180
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

DATE APPROVED ____

DATE SUBMITTED ____

DATE REVISED ____

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

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.

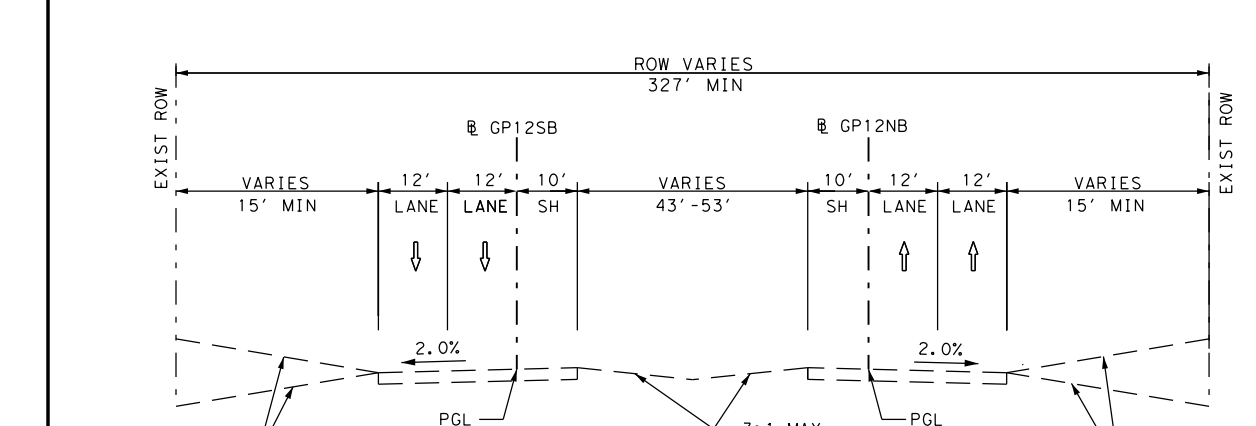
SERIAL NO. 113021

0 100 200
HORIZONTAL

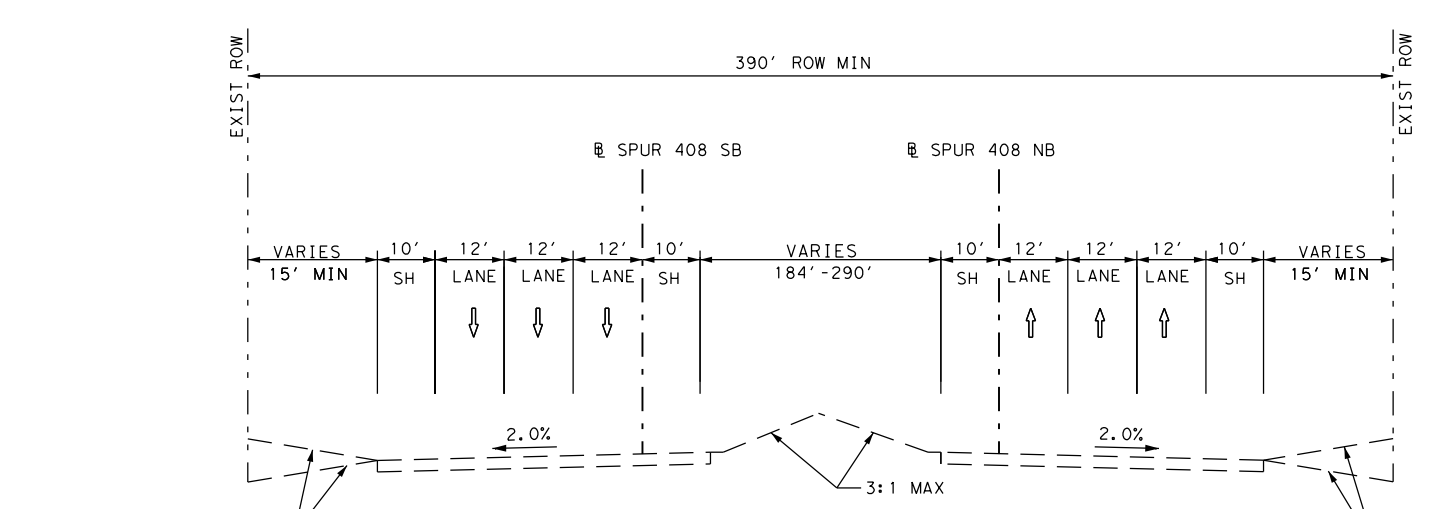
ROLL 1 OF 32

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

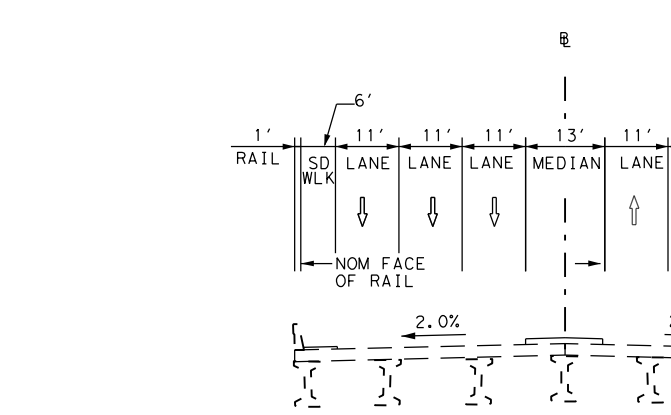
Texas Department of Transportation


ROW VARIES
327' MIN
℄ GP12SB
℄ GP12NB
EXIST ROW
VARIES 15' MIN
LANE
SH
VARIES 43'-53'
2.0%
PGL
3:1 MAX
6:1 DES

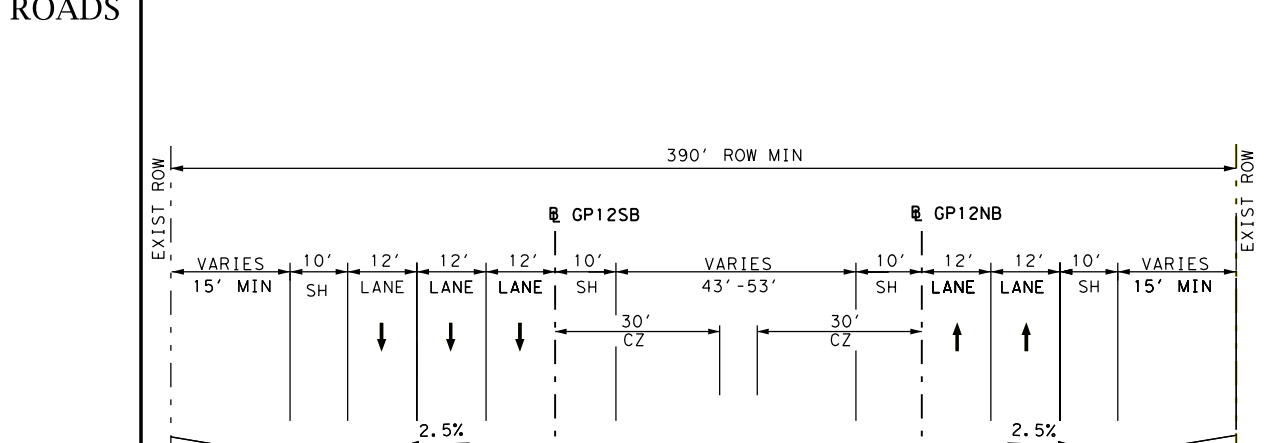
EXISTING LOOP 12 TYPICAL SECTION
LOOP 12 SOUTH OF ILLINOIS AVE
N.T.S.


390' ROW MIN
℄ SPUR 408 SB
℄ SPUR 408 NB
EXIST ROW
VARIES 184'-290'
2.0%
3:1 MAX
6:1 DES

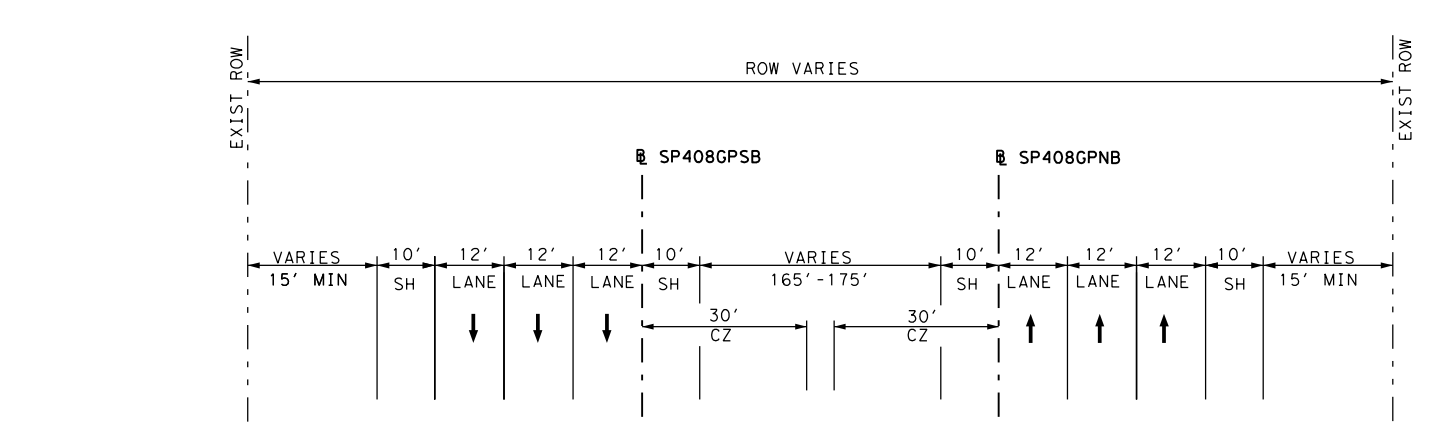
EXISTING SPUR 408 TYPICAL SECTION
SPUR 408 SOUTH OF ILLINOIS AVE
N.T.S.


RAIL
SD BLK
LANE
MEDIAN
NOM FACE OF RAIL
2.0%

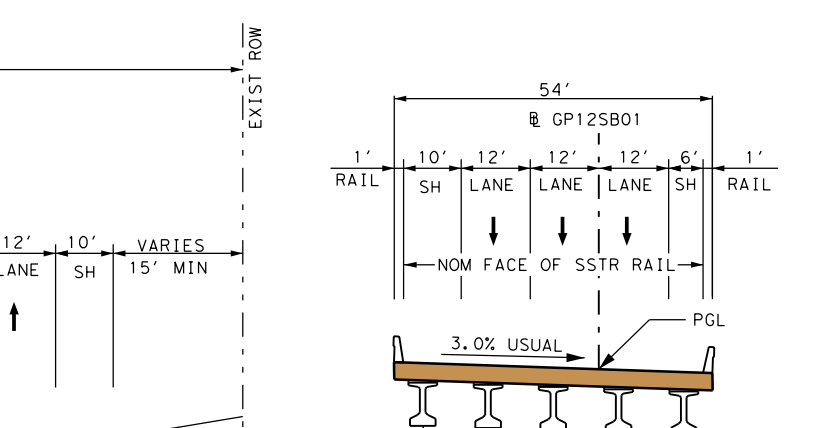
EXISTING ILLINOIS AVE TYPICAL SECTION
ILLINOIS AVE
N.T.S.


390' ROW MIN
℄ GP12SB
℄ GP12NB
VARIES 15' MIN
SH
LANE
VARIES 43'-53'
30' CZ
2.5%
PGL
4:1 USUAL

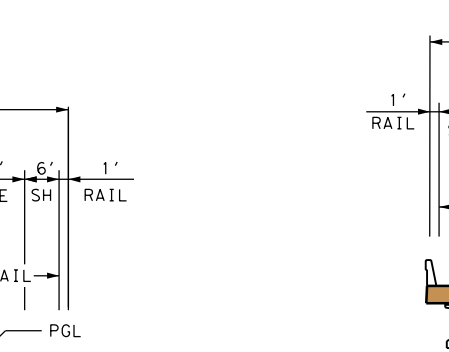
PROPOSED LOOP 12 TYPICAL SECTION
℄ GP12NB01 STA 949+03.10 TO STA 973+80.00
℄ GP12SB01 STA 949+56.94 TO STA 976+40.00
N.T.S.


ROW VARIES
℄ SP408GPSB
℄ SP408GPNB
VARIES 15' MIN
SH
LANE
VARIES 165'-175'
30' CZ
VARIES
PGL
4:1 USUAL

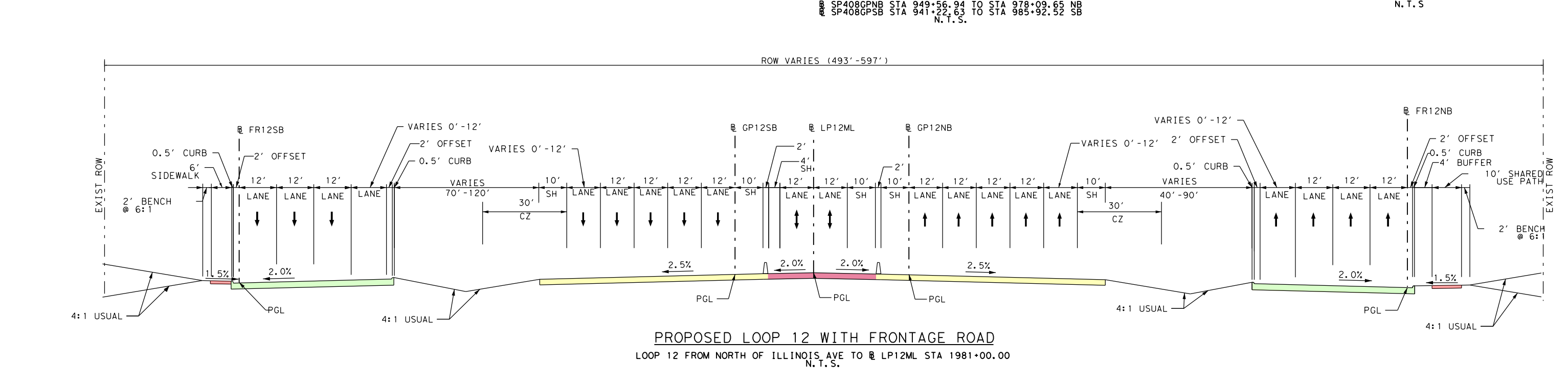
PROPOSED SPUR 408 TYPICAL SECTION
℄ SP408GPNB STA 949+56.94 TO STA 978+09.65 NB
℄ SP408GPSB STA 941+22.63 TO STA 985+92.52 SB
N.T.S.


54'
℄ GP12SB01
RAIL
SH
LANE
NOM FACE OF SSTR RAIL
3.0% USUAL
PGL
PROPOSED Tx54 GIRDER (SPANS 1, 3-5)
66" ASSUMED SUPERSTRUCTURE DEPTH
PROPOSED Tx70 GIRDER (SPAN 2)
82" ASSUMED SUPERSTRUCTURE DEPTH

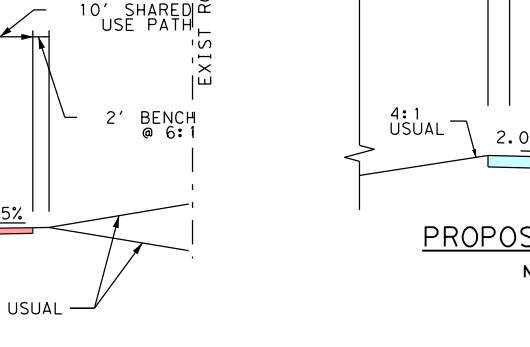
PROPOSED LOOP 12 SB GP
℄ GP12SB01 STA 963+40.44 TO STA 969+29.44
LOOP 12
N.T.S


28'
℄ RP12NBML01
RAIL
SH
LANE
NOM FACE OF SSTR RAIL
2.0% USUAL
PGL
PROPOSED Tx54 GIRDER
66" ASSUMED SUPERSTRUCTURE DEPTH

PROPOSED MANAGED LANE RAMP
℄ RP12NBML01 STA 26+19.84 TO STA 33+29.84 ℄ RP12NBML01
N.T.S.

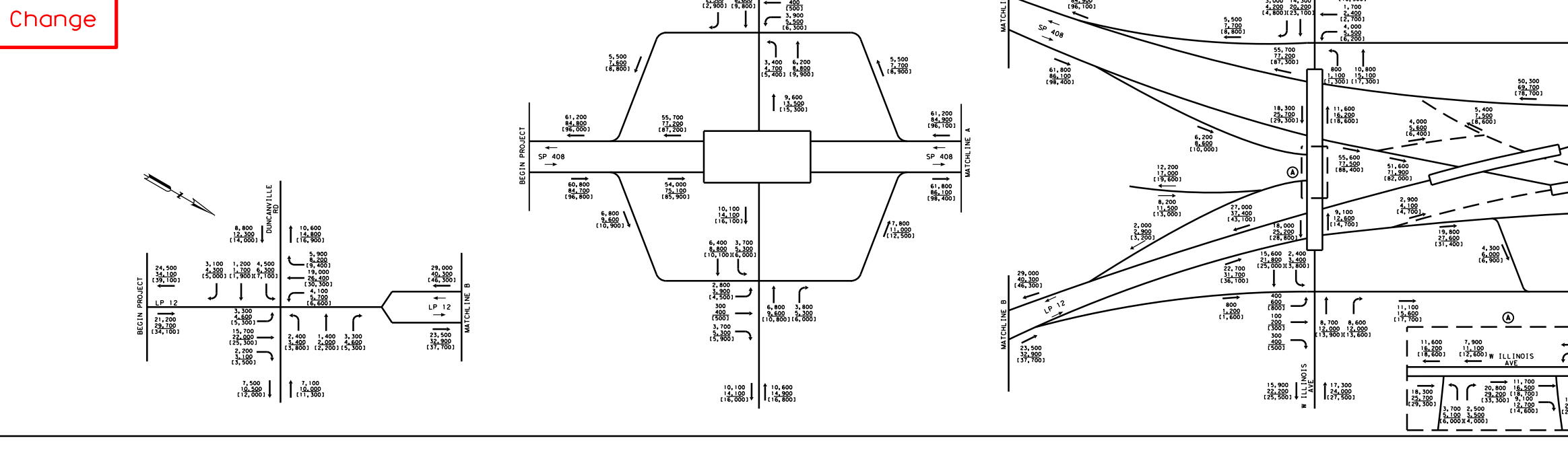

ROW VARIES (493'-597')
℄ FR12SB
℄ GP12SB
℄ LP12ML
℄ GP12NB
℄ FR12NB
EXIST ROW
0.5' CURB
SIDEWALK
2' BENCH @ 6:1
2' OFFSET
VARIES 0'-12'
VARIES 70'-120'
30' CZ
VARIES 40'-90'
4' BUFFER
10' SHARED USE PATH
2.0%
2.5%
PGL
4:1 USUAL

PROPOSED LOOP 12 WITH FRONTAGE ROAD
LOOP 12 FROM NORTH OF ILLINOIS AVE TO ℄ LP12ML STA 1981+00.00
N.T.S.


℄ RAMP
VARIES
SH
LANE
14'
2.0% TYP
4:1 USUAL

PROPOSED RAMP
N.T.S.

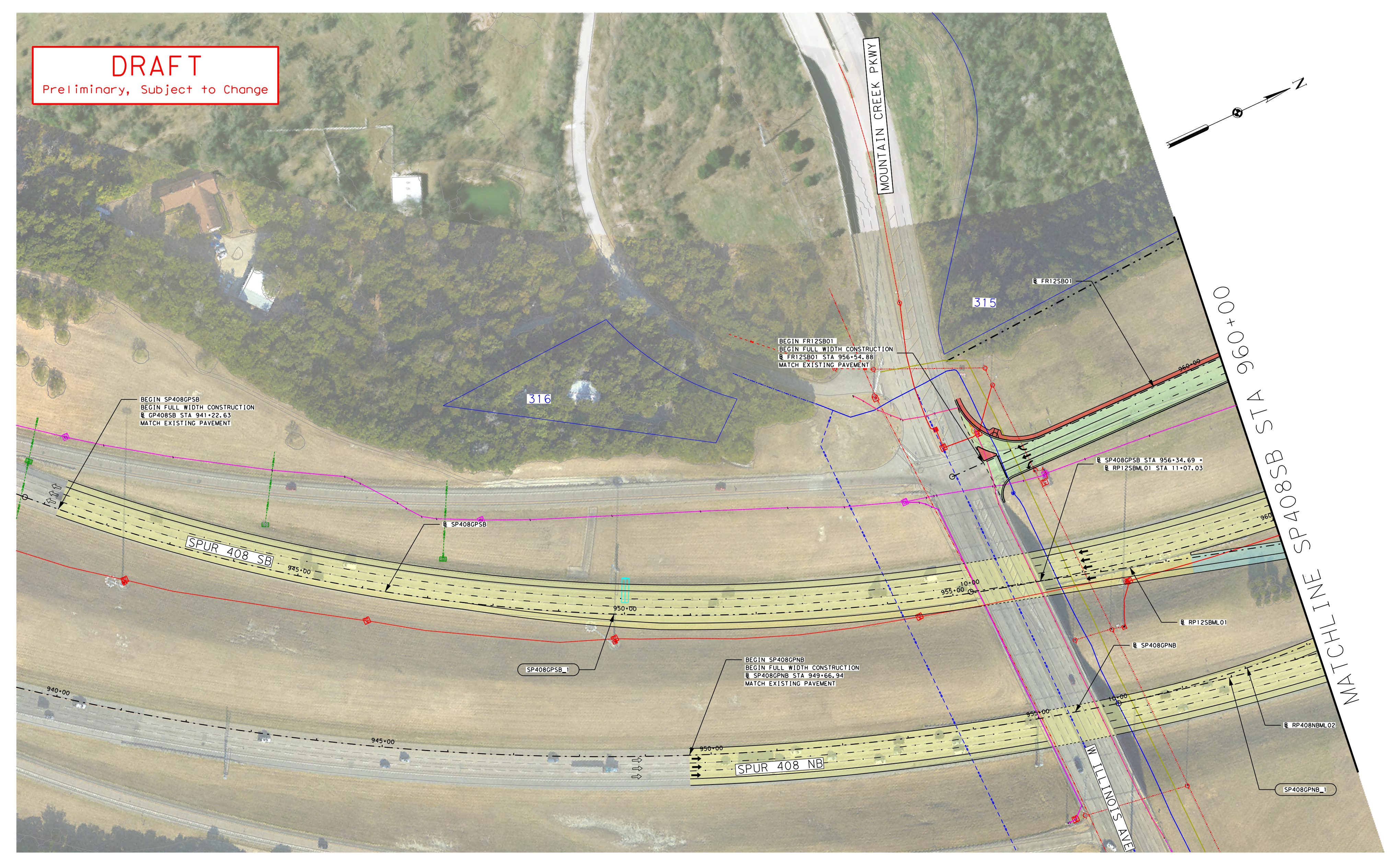
DRAFT
Preliminary, Subject to Change


MATCHLINE ROLL 2
ILLINOIS

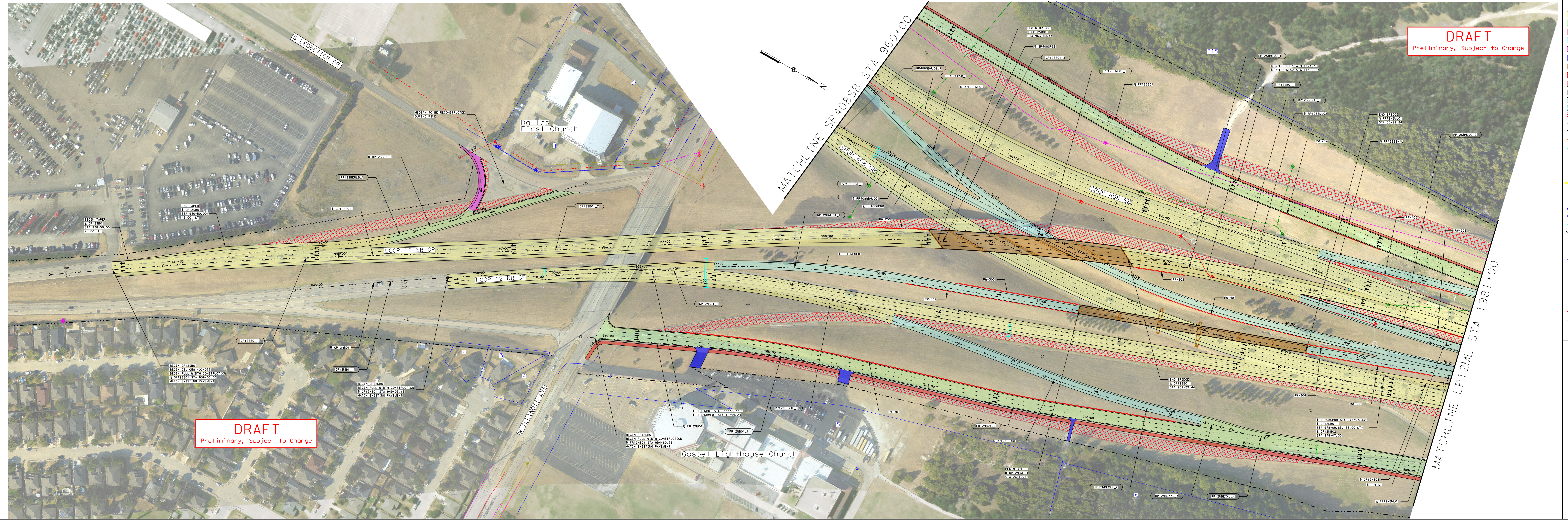
LEGEND
xxxx - 2028 ADT
XXXX - 2048 ADT
[XXXX] - 2058 ADT
SCALE: N.T.S.

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


MOUNTAIN CREEK PKWY
315
316
BEGIN SP408GPSB
BEGIN FULL WIDTH CONSTRUCTION
℄ GP408SB STA 941+22.63
MATCH EXISTING PAVEMENT
BEGIN FR12SB01
BEGIN FULL WIDTH CONSTRUCTION
℄ FR12SB01 STA 956+54.88
MATCH EXISTING PAVEMENT
℄ FR12SB01
℄ SP408GPSB STA 956+34.69
℄ RP12SBML01 STA 11+07.03
℄ SP408GPSB
SPUR 408 SB
SP408GPSB_L
℄ RP12SBML01
℄ SP408GPNB
BEGIN SP408GPNB
BEGIN FULL WIDTH CONSTRUCTION
℄ SP408GPNB STA 949+66.94
MATCH EXISTING PAVEMENT
℄ RP408NBML02
SPUR 408 NB
SP408GPNB_L
W ILLINOIS AVE
MATCHLINE SP408SB STA 960+00

DRAFT
Preliminary, Subject to Change


S LEDBETTER DR
Dallas First Church
MEDIAN TO BE RECONSTRUCTED DURING PS&E
℄ RP12SBENLB
RP12SBENLB_L
℄ GP12SB01
GP12SB01_2
BEGIN TAPER
℄ GP12SB01
STA 938+50.00
25.00' LT
END TAPER
℄ GP12SB01
STA 940+20.00
46.00' LT
LOOP 12 SB GP
LOOP 12 NB GP
GP12SB01_L
BEGIN GP12SB01
BEGIN CSJ 0581-02-077
BEGIN FULL WIDTH CONSTRUCTION
℄ GP12SB01 STA 938+00.00
MATCH EXISTING PAVEMENT
℄ GP12NB01
GP12NB01_L
BEGIN GP12NB01
BEGIN FULL WIDTH CONSTRUCTION
℄ GP12NB01 STA 949+03.13
MATCH EXISTING PAVEMENT
W ILLINOIS AVE
GP12NB01_2
℄ GP12NB01 STA 955+32.77
℄ RP12NBML01 STA 12+95.24
℄ FR12NB01
FR12NB01_1
FR12NB01_2
BEGIN FR12NB01
BEGIN FULL WIDTH CONSTRUCTION
℄ FR12NB01 STA 954+60.76
MATCH EXISTING PAVEMENT
Gospel Lighthouse Church
MATCHLINE SP408SB STA 960+00
BEGIN BRIDGE
℄ GP12SB01
STA 963+40.44
℄ SP408GPSB
GP12SB01_3
RP408NBML02_L
SP408GPSB_L
℄ RP12SBML01
RP12SBML01_L
℄ FR12SB01
315
RP12SBML02_L
℄ GP12SB01 STA 971+74.38
℄ RP12SBML02 STA 11+29.27
FR12SB01_L
RP12SBENL_L
℄ RP12SBML02
END BRIDGE
℄ RP12NBML01
STA 33+29.84
℄ RP12SBENKL
RP12SBML02_2
SPUR 408 NB
SPUR 408 SB
SP408GPNB_L
℄ RP408NBML02
℄ SP408GPNB
RP12NBML01_L
℄ RP12NBML01
RW-201
RW-202
RW-203
RW-301
RW-302
RW-303
RW-304
RW-305
RW-401
RW-402
RW-403
END BRIDGE
℄ GP12SB01
STA 969+29.44
RP12NBEXKL_L
℄ RP12NBEXKL
FR12NB01_2
BEGIN BRIDGE
℄ RP12NBML01
STA 26+19.84
RP12NBEXKL_2
RP12NBEXKL_3
RP12NBEXKL_4
℄ SP408GPNB STA 978+09.65, 36.00' LT
℄ GP12NB01
STA 978+09.65
℄ GP12NB02
STA 978+07.33
℄ GP12NB02
℄ LP12ML
℄ RP12NBML01
MATCHLINE LP12ML STA 1981+00

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(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
- -OE- 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.

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DALLAS DISTRICT
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100% DESIGN SCHEMATIC
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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
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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.
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LP12ML STA 2356+85.56
END CSJ 0581-02-077
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END CSJ 0581-02-146
I30 STA 1386+31.18
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DATE SUBMITTED
DATE REVISED
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LP12ML STA 1984+57.98
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0 100 200
HORIZONTAL
ROLL 1 OF 32
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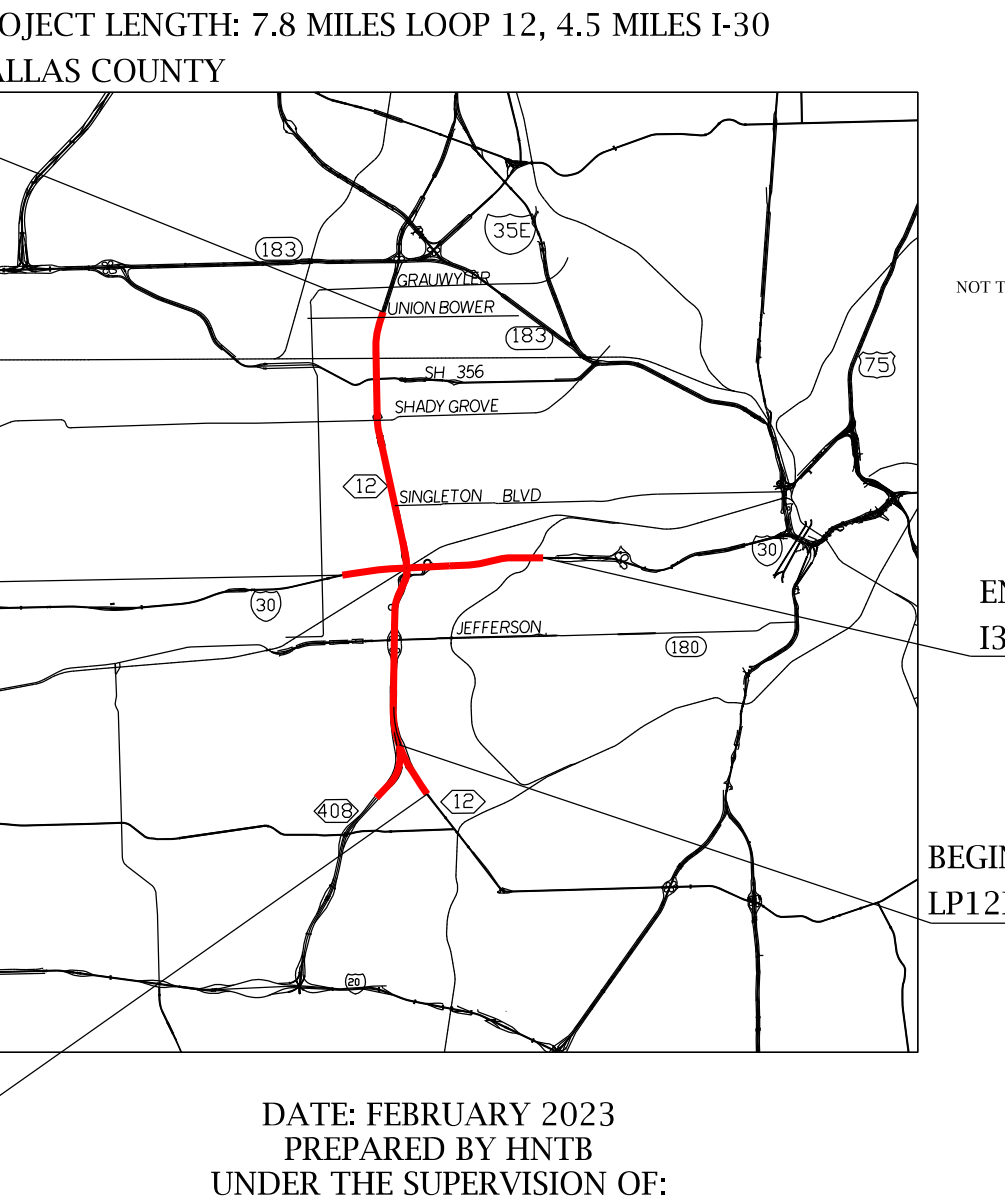
183
350
12
30
408
NOT TO SCALE

5/24/2023

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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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PROJECT LENGTH: 7.8 MILES LOOP 12, 4.5 MILES I-30
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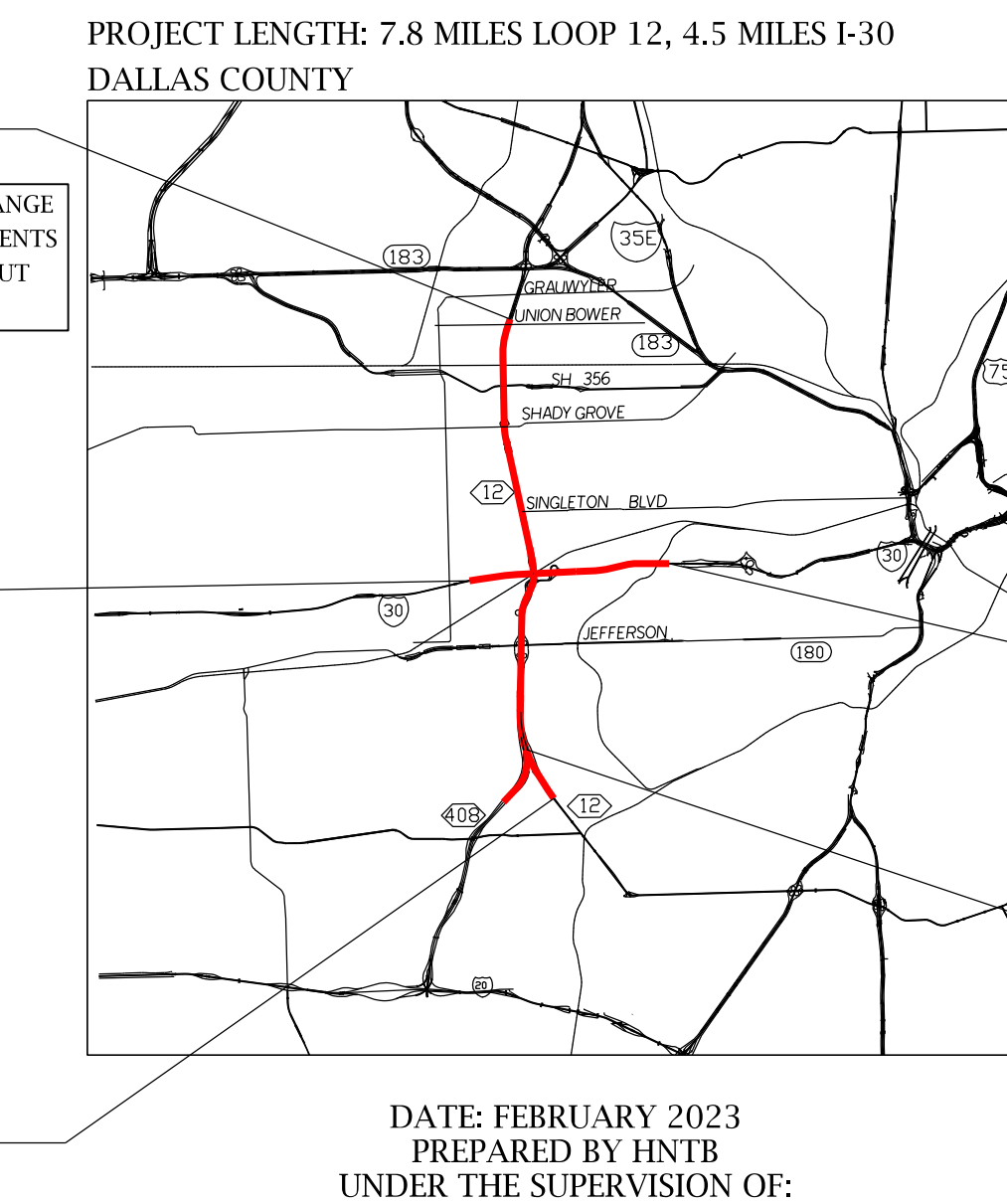


183
356
183
75
SH 356
SHADY GROVE
12
SINGLETON BLVD
30
JEFFERSON
180
408
12
N
NOT TO SCALE

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.

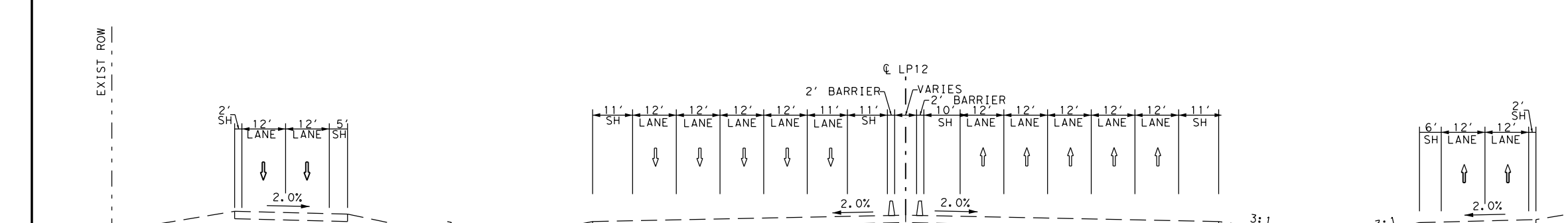
SERIAL NO. 113021

0 100 200
HORIZONTAL

ROLL 2 OF 32

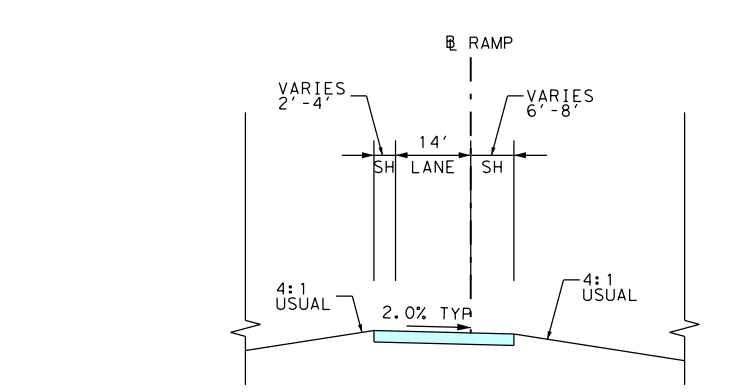
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPELS Firm Registration No. 420

Texas Department of Transportation



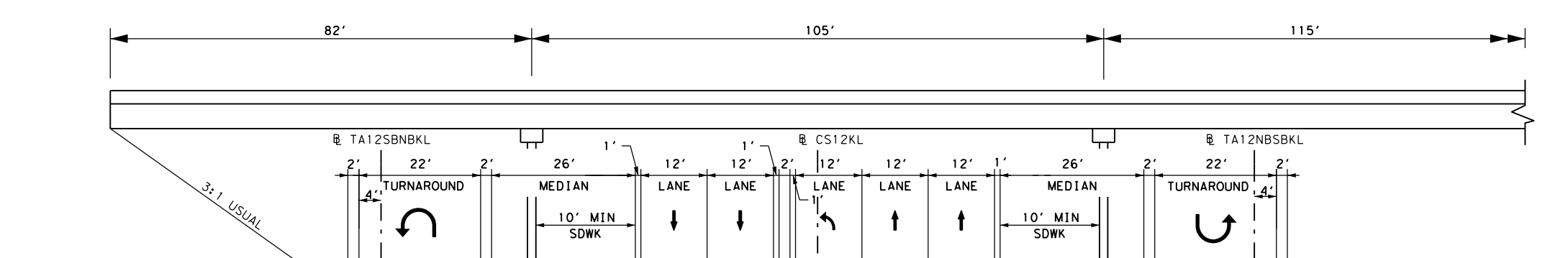
EXIST ROW
℄ LP12
2' BARRIER
VARIES
SH
LANE
3:1
2.0%
EXIST ROW

EXISTING LOOP 12
LOOP 12 NEAR KEENELAND PKWY
N.T.S.



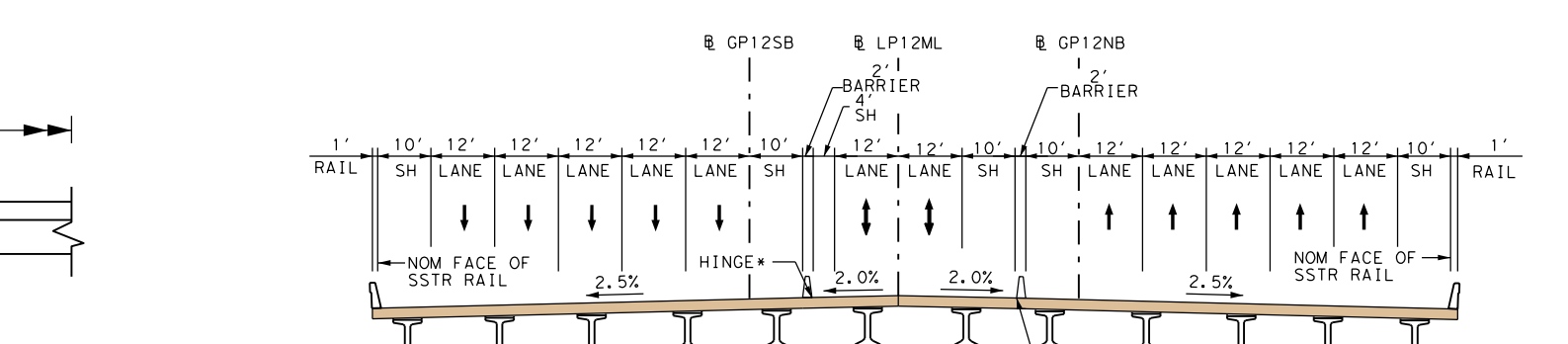
℄ RAMP
VARIES 2'-4'
VARIES 6'-8'
14'
SH LANE SH
4:1 USUAL
2.0% TYP
4:1 USUAL

PROPOSED RAMP
N.T.S.



82'
105'
115'
℄ TA12SBNBKL
℄ CS12KL
℄ TA12NBSBKL
TURNAROUND
MEDIAN
10' MIN SDWK
LANE
26'
22'
3:1 USUAL
2.0%

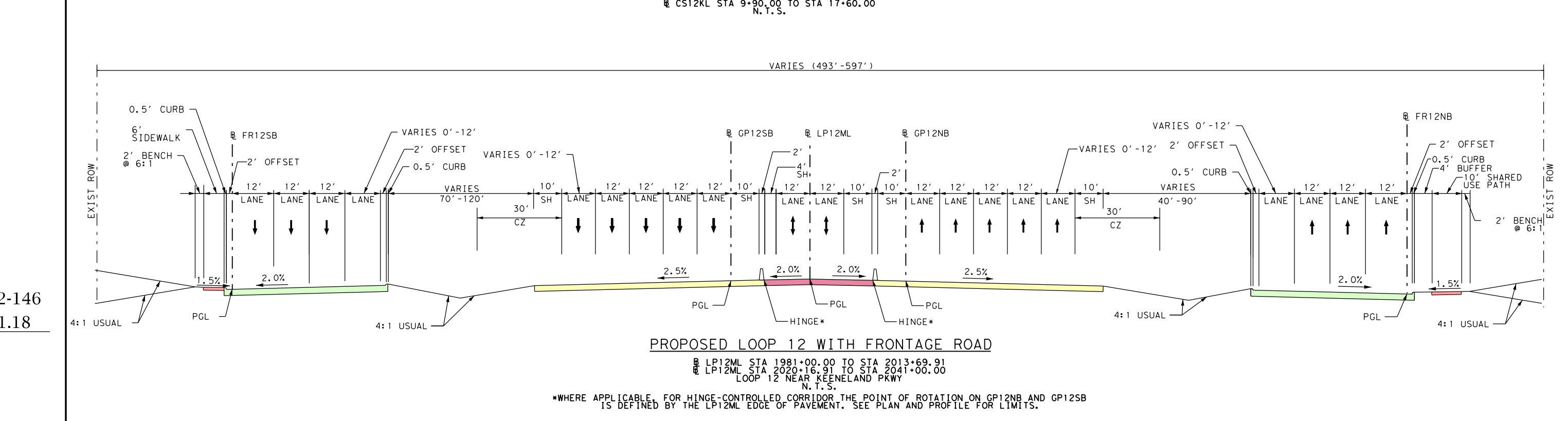
PROPOSED KEENELAND PKWY
KEENELAND PKWY AT LOOP 12
℄ CS12KL STA 9+90.00 TO STA 17+60.00
N.T.S.



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

PROPOSED LOOP 12
LOOP 12 BRIDGE AT KEENELAND PKWY
℄ LP12ML STA 2013+69.91 TO STA 2020+16.91
N.T.S.

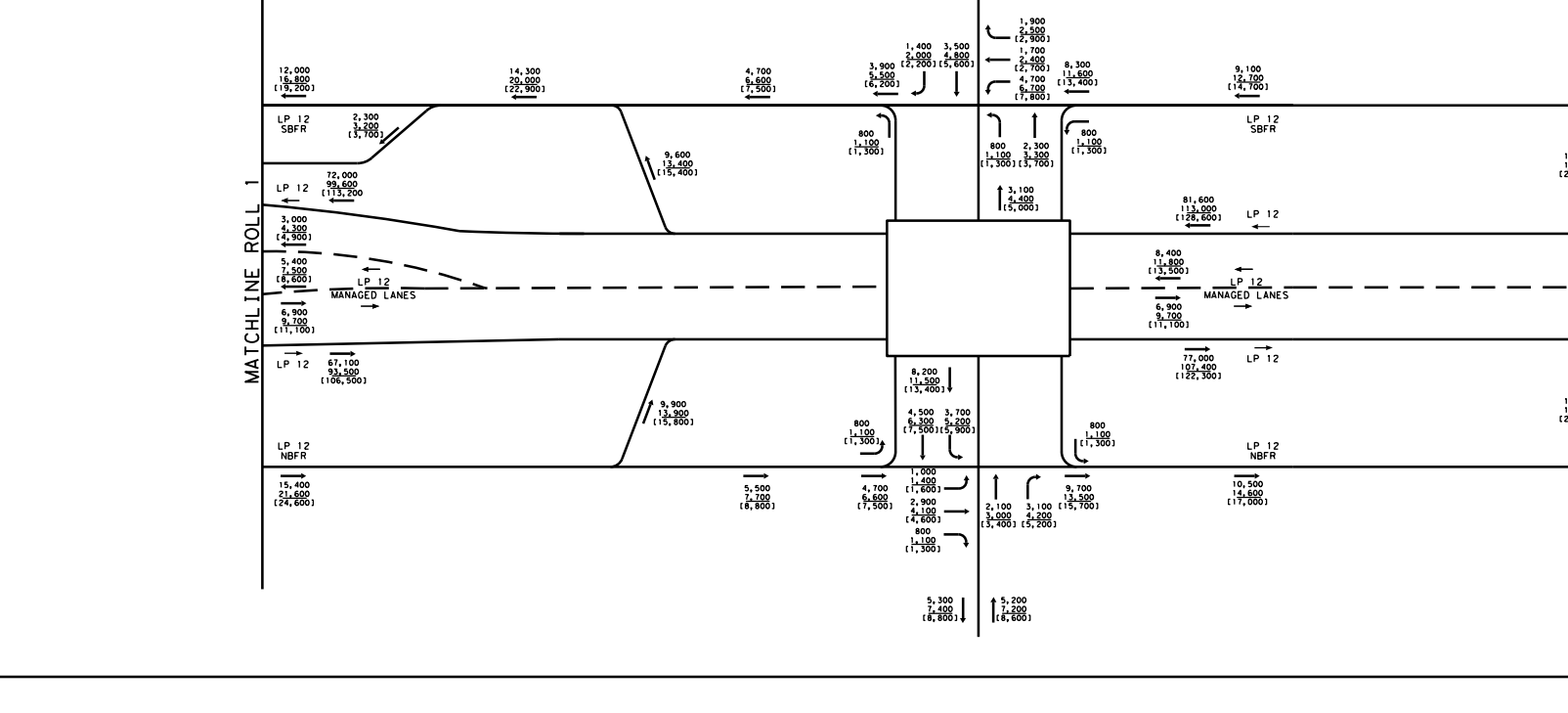
*WHERE APPLICABLE, FOR HINGE-CONTROLLED CORRIDOR THE POINT OF ROTATION ON GP12NB AND GP12SB IS DEFINED BY THE LP12ML EDGE OF PAVEMENT. SEE PLAN AND PROFILE FOR LIMITS.



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

PROPOSED LOOP 12 WITH FRONTAGE ROAD
℄ LP12ML STA 1981+00.00 TO STA 2013+69.91
℄ LP12ML STA 2020+16.91 TO STA 2041+00.00
LOOP 12 NEAR KEENELAND PKWY
N.T.S.

*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.



MATCHLINE ROLL 1
MATCHLINE ROLL 3

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.

MATCHLINE LP12ML STA 1981+00
MATCHLINE LP12ML STA 2041+00
SPORTSMAN DR
MOUNTAIN VALLEY LN
KEENELAND PKWY
PREAKNESS LN
Fuel Stop
Exxon
Shell
Super Bazaar
Dallas Car Center
Ridgecrest Terrace Apartments
The Gathering Church
LOOP 12 SB FR
LOOP 12 SB GP
LOOP 12 ML
LOOP 12 NB GP
LOOP 12 NB FR
315
314
313
312
311
310
309
308
307
306
305
304
303
302
301
300
299
298
297
296
6
7
8
9
10
11
12
13
14
16
17
18
19
20
21
22
EXIST 47" RCP (TO BE REMOVED)
CULVERT 1A
BEGIN KEENELAND PKWY ℄ CS12KL STA 9+90.00 MATCH EXISTING PAVEMENT
END PROFILE CONTROL BEGIN HINGE CONTROL BY LP12ML ℄ GP12SB01 STA 1007+00.00
PROPOSED EMERGENCY MANAGED LANE GATE
BEGIN BRIDGE ℄ GP12SB01 STA 1012+68.82
END BRIDGE ℄ GP12SB01 STA 1019+15.82
BEGIN TAPER ℄ FR12SB01 1020+18.75 50.00 RT
END TAPER ℄ FR12NB01 1020+68.75 58.00 RT
BEGIN LP12ML BEGIN CSJ 0581-02-154 ℄ LP12ML STA 1984+57.98
END HINGE CONTROL BY LP12ML BEGIN PROFILE CONTROL ℄ GP12NB02 STA 1009+00.00
END KEENELAND PKWY ℄ CS12KL STA 17+60.00 MATCH EXISTING PAVEMENT
END BRIDGE ℄ LP12ML STA 2020+16.91
END BRIDGE ℄ GP12NB02 STA 1019+12.62
PROPOSED EMERGENCY MANAGED LANE GATE

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(D)-	Existing Telephone/Cable/Fiber Line
-W(D)-	Existing Water Line
-E(D)-	Existing Electric Line
-WW(D)-	Existing Sanitary Sewer Line
-G(D)-	Existing Gas / Petroleum Line
-OE(D)-	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.

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 2 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

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

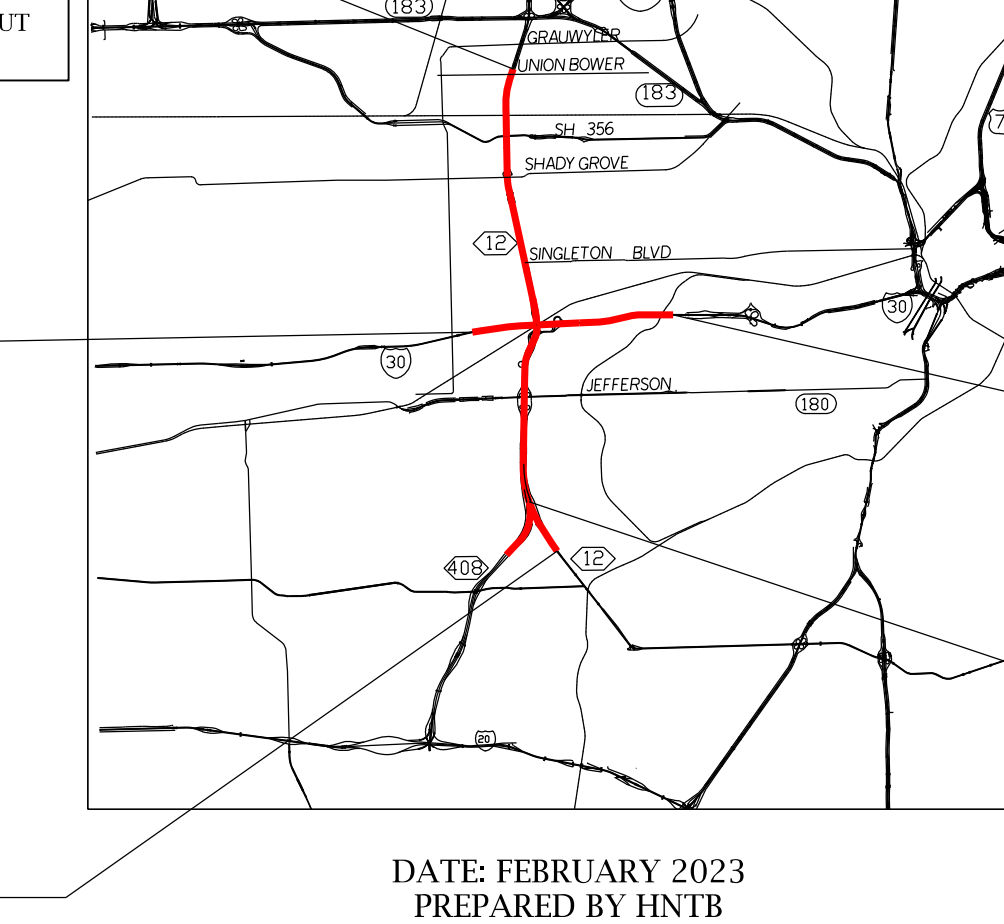
* NOTE: JEFFERSON BLVD DESIGN SPEED = 40MPH, DAVIS ST DESIGN SPEED = 45MPH.

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
75
35E
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.

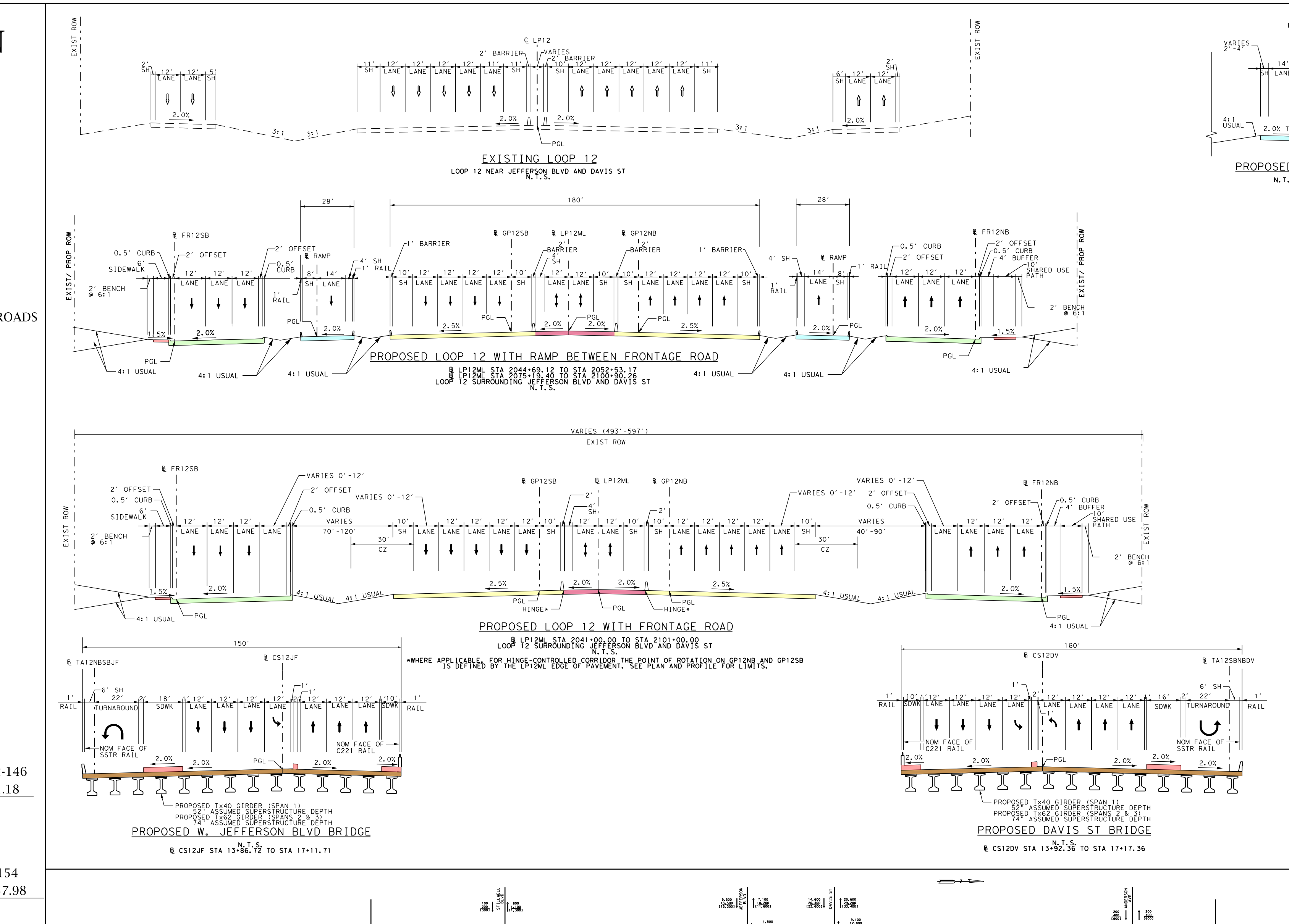
SERIAL NO. 113021

0 100 200
HORIZONTAL

ROLL 3 OF 32

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

Texas Department of Transportation


EXISTING LOOP 12
LOOP 12 NEAR JEFFERSON BLVD AND DAVIS ST
N.T.S.
PROPOSED RAMP
N.T.S.
PROPOSED LOOP 12 WITH RAMP BETWEEN FRONTAGE ROAD
℄ LP12ML STA 2044+69.12 TO STA 2052+53.17
℄ LP12ML STA 2075+19.40 TO STA 2100+90.26
LOOP 12 SURROUNDING JEFFERSON BLVD AND DAVIS ST
N.T.S.
PROPOSED LOOP 12 WITH FRONTAGE ROAD
℄ LP12ML STA 2041+00.00 TO STA 2101+00.00
LOOP 12 SURROUNDING JEFFERSON BLVD AND DAVIS ST
N.T.S.
EXIST ROW
EXIST/ PROP ROW
VARIES (493'-597')
℄ FR12SB
℄ GP12SB
℄ LP12ML
℄ GP12NB
℄ FR12NB
℄ RAMP
LANE
SH
SIDEWALK
SHARED USE PATH
2' BENCH @ 6:1
4:1 USUAL
PGL
HINGE*
1' BARRIER
2' BARRIER
0.5' CURB
2' OFFSET
4' BUFFER
1' RAIL
2.0%
2.5%
1.5%
150'
160'
℄ TA12NBSBJF
℄ CS12JF
℄ CS12DV
℄ TA12SBNBDV
TURNAROUND
SDWK
NOM FACE OF SSTR RAIL
NOM FACE OF C221 RAIL
PROPOSED Tx40 GIRDER (SPAN 1)
52" ASSUMED SUPERSTRUCTURE DEPTH
PROPOSED Tx62 GIRDER (SPANS 2 & 3)
74" ASSUMED SUPERSTRUCTURE DEPTH
PROPOSED W. JEFFERSON BLVD BRIDGE
N.T.S.
℄ CS12JF STA 13+86.72 TO STA 17+11.71
PROPOSED DAVIS ST BRIDGE
N.T.S.
℄ CS12DV STA 13+92.36 TO STA 17+17.36

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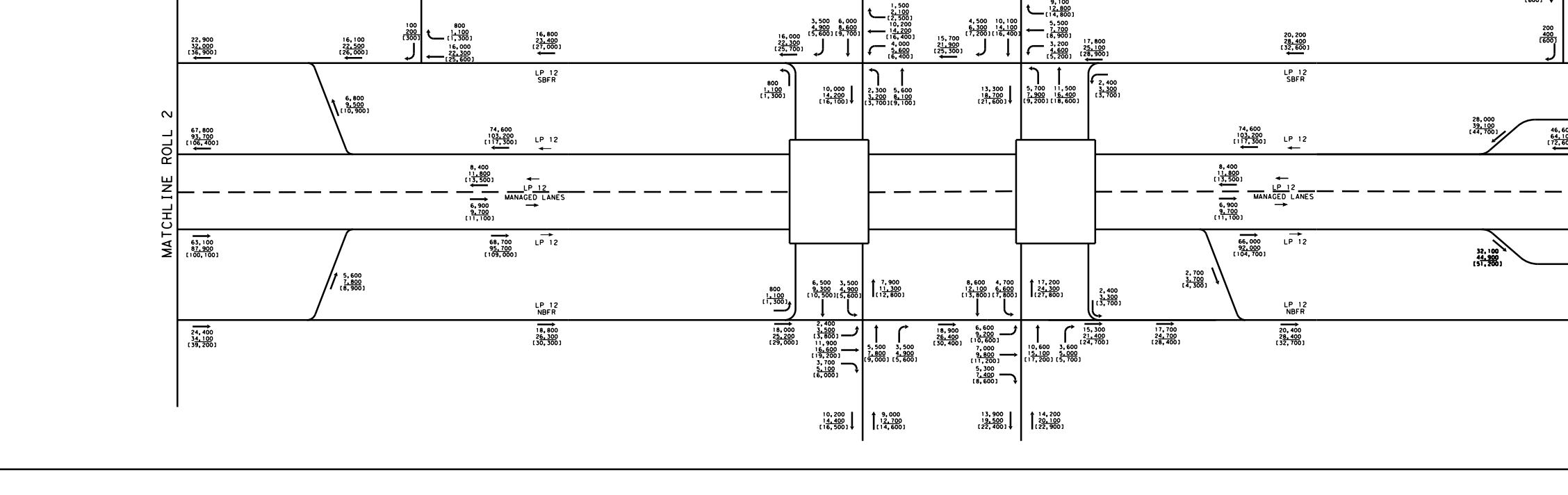
STILLWELL BLVD
JEFFERSON BLVD
DAVIS ST
ANDERSON AVE
LP 12 SBFR
MATCHLINE ROLL 2
MATCHLINE ROLL 4

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

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DRAFT
Preliminary, Subject to Change
DRAFT
Preliminary, Subject to Change
DRAFT
Preliminary, Subject to Change
MATCHLINE LP12ML STA 2041+00
MATCHLINE LP12ML STA 2101+00
W JEFFERSON BLVD
W DAVIS ST
S STILLWELL BLVD
N SMITH ST
STREAM 8C
Acadia Park
JOHNSON WAY
ANDERSON AVE
ANDERSON AVE
TOWN VIEW LN
Cash for Junk Cars Dallas
FEDEX FREIGHT
Supreme Systems Roofing, Inc.
BEGIN JEFFERSON BLVD
END JEFFERSON BLVD
BEGIN DAVIS ST
END DAVIS ST
MATCH EXISTING PAVEMENT
BEGIN BRIDGE
END BRIDGE
BEGIN TAPER
END TAPER
CULVERT 2A
CULVERT 2A-1
CULVERT 2C-1
CULVERT 2C-2
CULVERT 2D-1
CULVERT 2D-2
CULVERT 2E
CULVERT 4
CULVERT 5
END HINGE CONTROL BY LP12ML
BEGIN PROFILE CONTROL
CHANNELIZATION DEVICES MUST BE PROVIDED AT PS&E
EXIST 2-36"RCP (TO BE REMOVED)
EXIST 3-36"RCP (TO BE REMOVED)
EXIST 60"RCP (TO BE REMOVED)
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
282
283
284
285
286
287
288
289
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291
292
293
294
295
296

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(D)- Existing Telephone/Cable/Fiber Line
- -W(D)- Existing Water Line
- -E(D)- Existing Electric Line
- -WW(D)- Existing Sanitary Sewer Line
- -G(D)- Existing Gas / Petroleum Line
- -OE- Existing Overhead Electric Lines
- -FOC- Existing Fiber Optic Lines
- ▭ Proposed Sign
- ⊕ Existing Signalized Intersection

NOTES:

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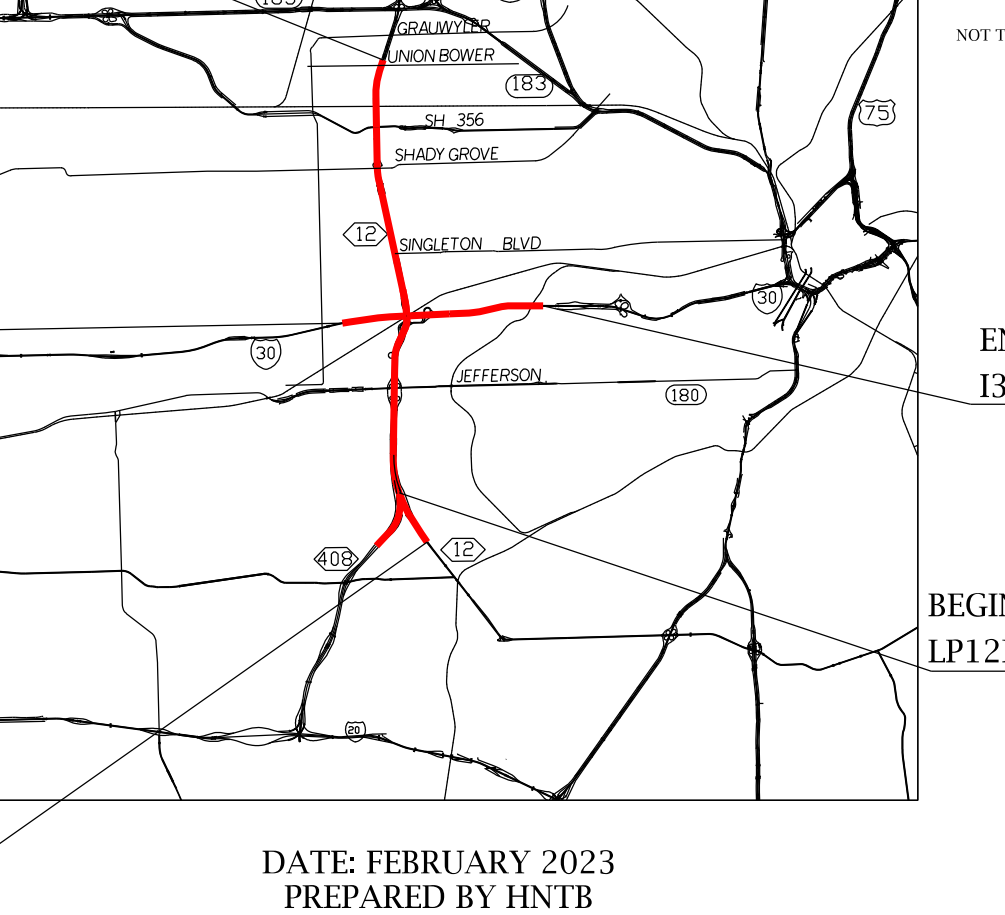
183
356
SH 356
SHADY GROVE
12
SINGLETON BLVD
75
35E
30
JEFFERSON
408
12
NOT TO SCALE

TEXAS DEPARTMENT OF TRANSPORTATION
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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
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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
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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.
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0 100 200
HORIZONTAL
ROLL 3 OF 32
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Texas Department of Transportation
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