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

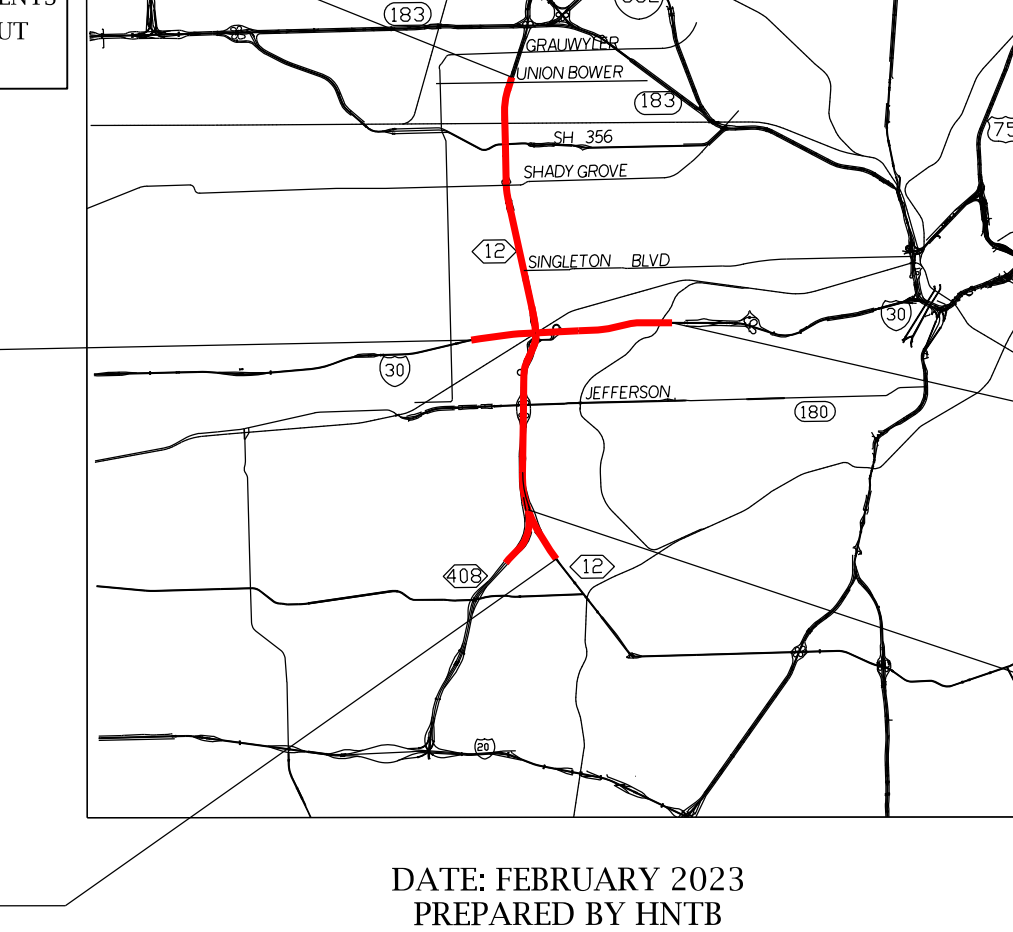
* NOTE: JEFFERSON BLVD DESIGN SPEED = 40MPH, DAVIS ST DESIGN SPEED = 45MPH.

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
SPUR 408 / UNION BOWER
183
SH 356
SHADY GROVE
75
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

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.

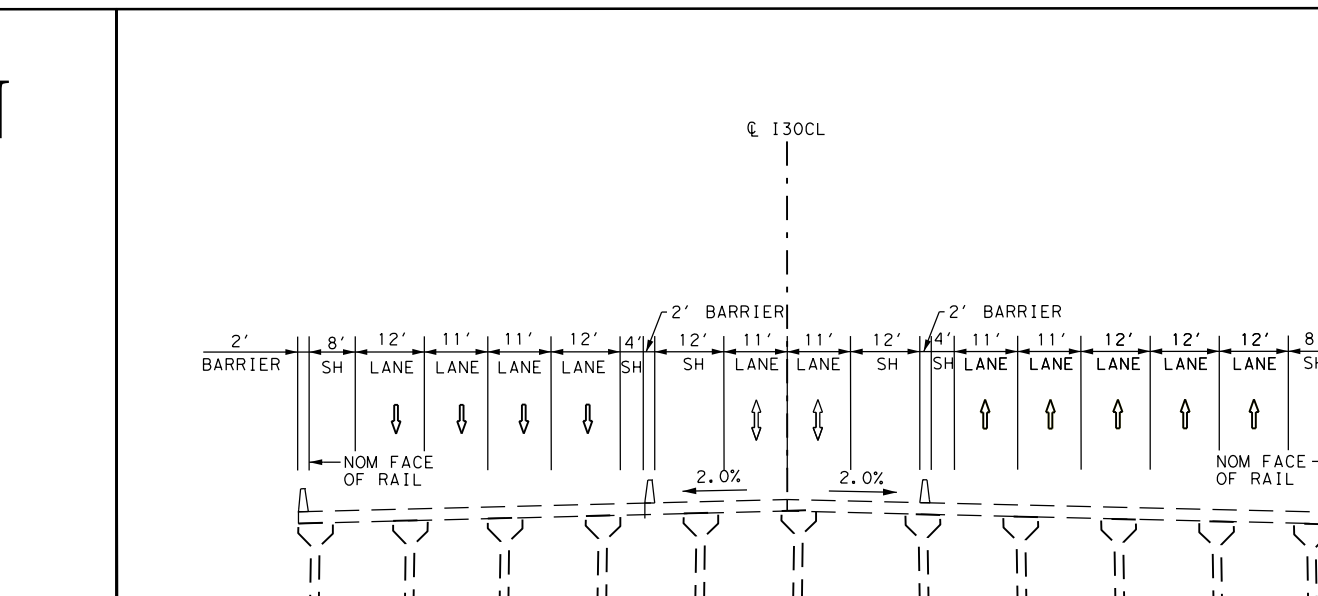
SERIAL NO. 113021

0 100 200
HORIZONTAL

ROLL 9 OF 32

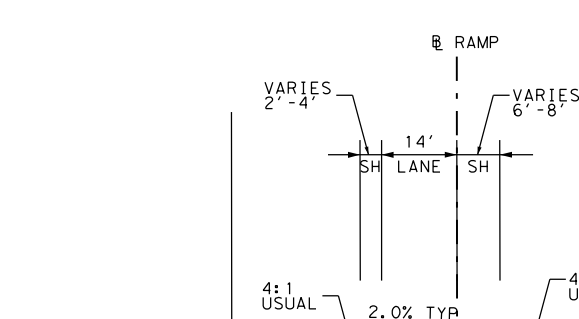
HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPELS Firm Registration No. 420

Texas Department of Transportation



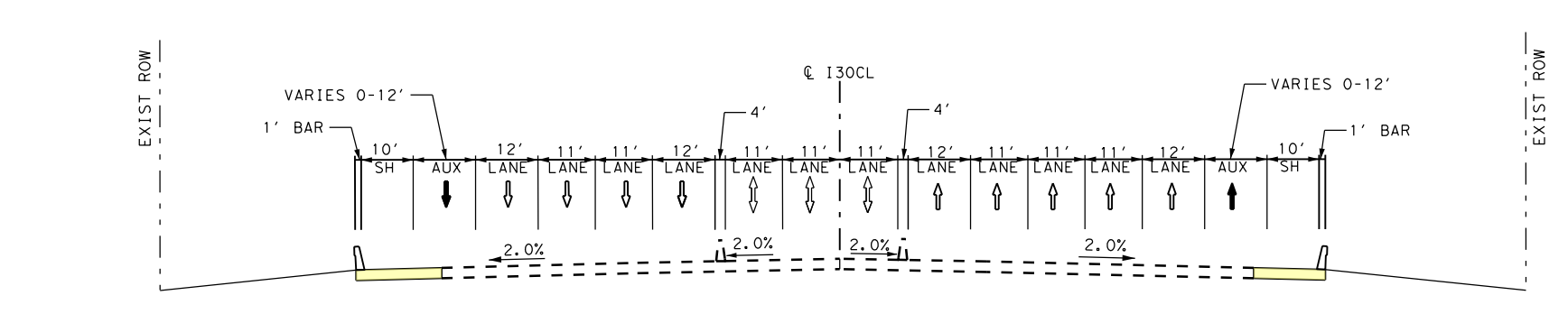
℄ I30CL
2' BARRIER
2' BARRIER
SH LANE LANE LANE LANE SH
NOM FACE OF RAIL
2.0%
2.0%

EXISTING I-30
I-30
N.T.S.



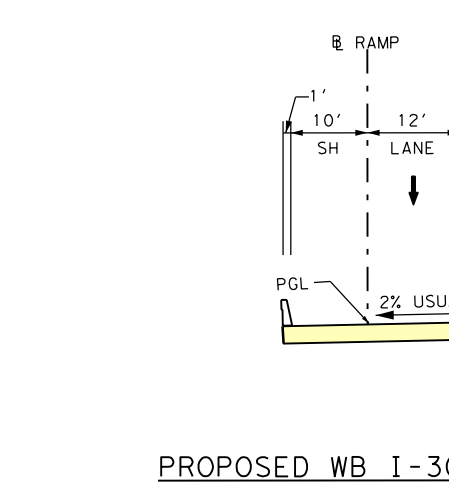
℄ RAMP
VARIES 2'-4'
VARIES 6'-8'
14'
SH LANE SH
4:1 USUAL
4:1 USUAL
2.0% TYP

PROPOSED RAMP
N.T.S.



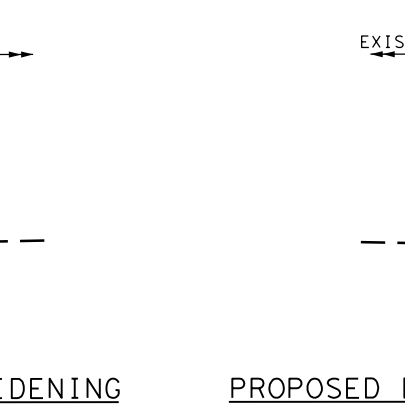
EXIST ROW
EXIST ROW
VARIES 0-12'
VARIES 0-12'
1' BAR
1' BAR
℄ I30CL
4'
4'
SH AUX LANE LANE LANE LANE LANE LANE LANE LANE LANE LANE LANE LANE AUX SH
2.0%
2.0%
2.0%
2.0%

PROPOSED I-30 WIDENING
℄ I30CL STA 1202+92.42 TO STA 1230+00.00
N.T.S.



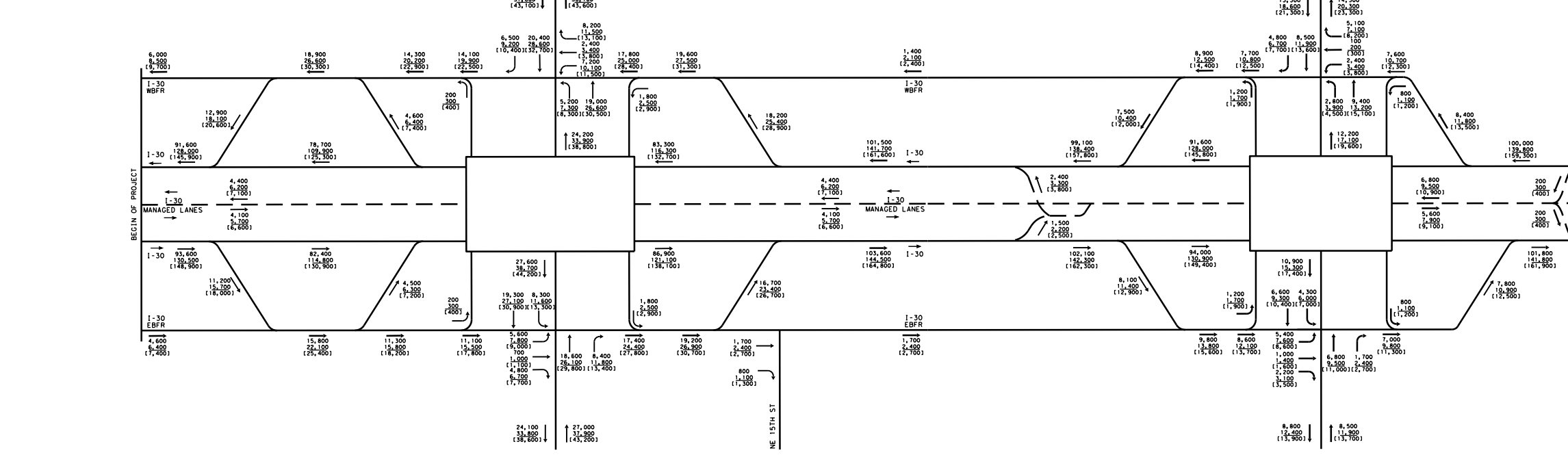
℄ RAMP
10' 12'
SH LANE
EXISTING
PGL
2% USUAL

PROPOSED WB I-30 RAMP WIDENING
I-30 ENTRANCE RAMP
N.T.S.



℄ RAMP
EXISTING
12' 10'
LANE SH
PGL
2% USUAL

PROPOSED EB I-30 RAMP WIDENING
I-30 ENTRANCE RAMP
N.T.S.



I-30
MANAGED LANES
26,100
36,500
[41,700]
MATCHLINE ROLL 10

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

BEGIN WIDENING
MATCH EXISTING PAVEMENT
℄ I30 STA 1149+37.90,
87.95' LT
BEGIN WIDENING
MATCH EXISTING PAVEMENT
BEGIN CSJ 0581-02-146
℄ I30 STA 1146+33.95,
84.55' RT
1130+00
1135+00
1140+00
1145+00
1150+00
1155+00
1160+00
1165+00
1170+00
1175+00
I-30 WB GP
I-30 ML
I-30 EB GP
I-30 EB FR
℄ I30
I30_1
END WIDENING
MATCH EXISTING PAVEMENT
℄ I30 STA 1175+89.17,
83.69' LT
MATCH LINE I30 STA 1177+00
MATCHLINE I30 STA 1177+00
1180+00
1185+00
1190+00
1195+00
1200+00
1205+00
1210+00
1215+00
1220+00
1225+00
END WIDENING
MATCH EXISTING PAVEMENT
℄ I30 STA 1181+54.43,
86.42' RT
BEGIN WIDENING
MATCH EXISTING PAVEMENT
℄ I30 STA 1204+38.93,
86.20' LT
I30_2
272
273
END BRIDGE
℄ I30 STA 1219+34.48,
87.95' LT
℄ DC-SB#B
℄ I30
I-30
271
270
269
268
274
275
MOUNTAIN CREEK
BEGIN BRIDGE
℄ DC-SB#B STA 85+23.98,
℄ I30 STA 1226+36.57,
94.44' LT
DC-SB#B_12
I-30 WB GP
I-30 ML
I-30 EB GP
MATCHLINE I30 STA 1230+00

DRAFT
Preliminary, Subject to Change

DRAFT
Preliminary, Subject to Change

N

N

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:

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
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DALLAS COUNTY
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0581-02-154 SPUR 408 TO SOUTH OF SH 183, MANAGED LANES
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CROSS STREETS 30 MPH MIN.* LOCAL ARTERIAL
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* NOTE: JEFFERSON BLVD DESIGN SPEED = 40MPH, DAVIS ST DESIGN SPEED = 45MPH.
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END CSJ 0581-02-146
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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 9 OF 32
HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPELS Firm Registration No. 420
Texas Department of Transportation
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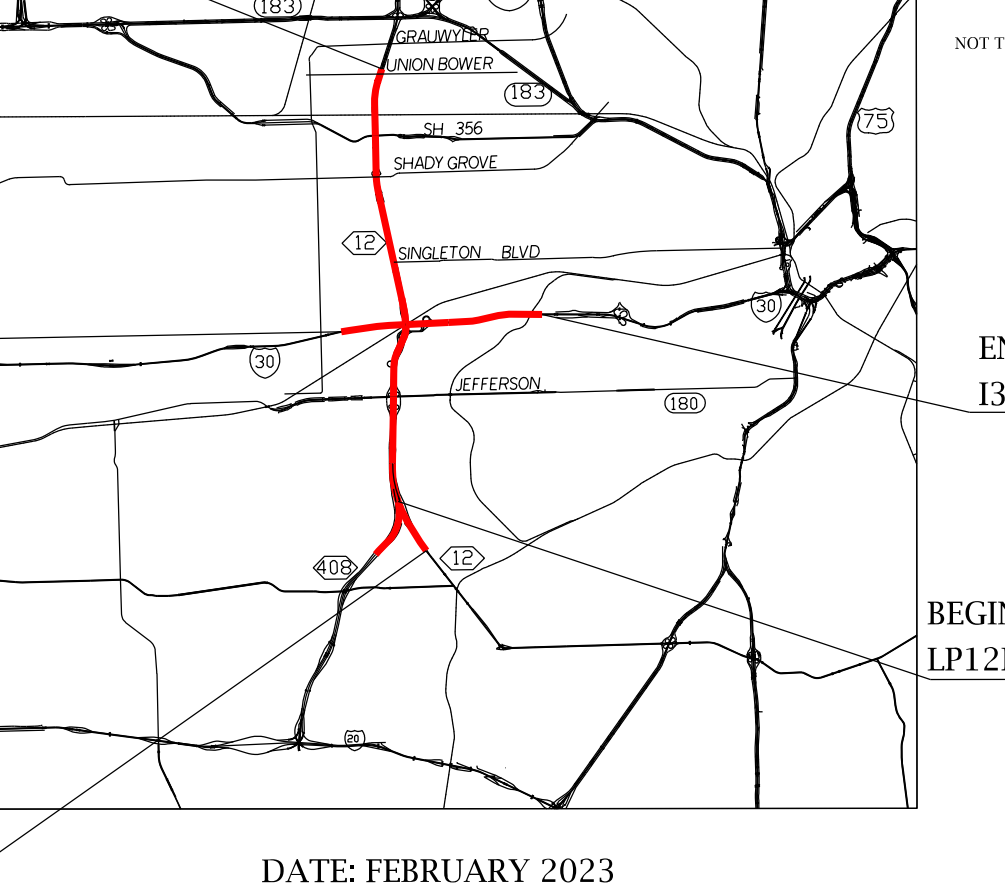

183
356
183
SH 356
SHADY GROVE
75
12
SINGLETON BLVD
30
JEFFERSON
180
408
12
NOT TO SCALE

5/24/2023

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

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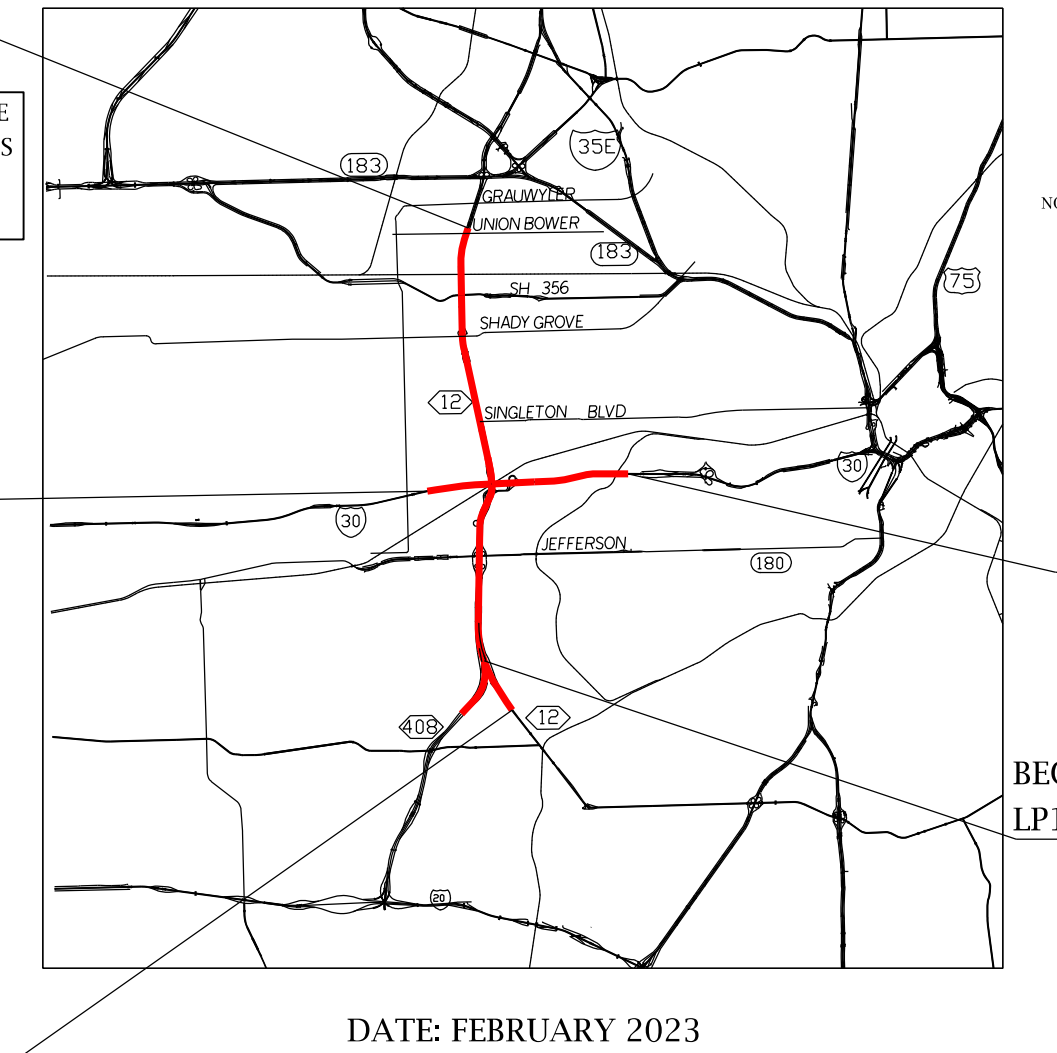

183
356
SH 356
SHADY GROVE
12
SINGLETON BLVD
30
JEFFERSON
180
408
12
80
75
NOT TO SCALE

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

BEGIN PROJECT
BEGIN CSJ 0581-02-077
GP12SB01 STA 938+00.00

DATE APPROVED ________
DATE SUBMITTED ________
DATE REVISED ________

DATE: FEBRUARY 2023
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
RYAN LAGSDING, P.E.

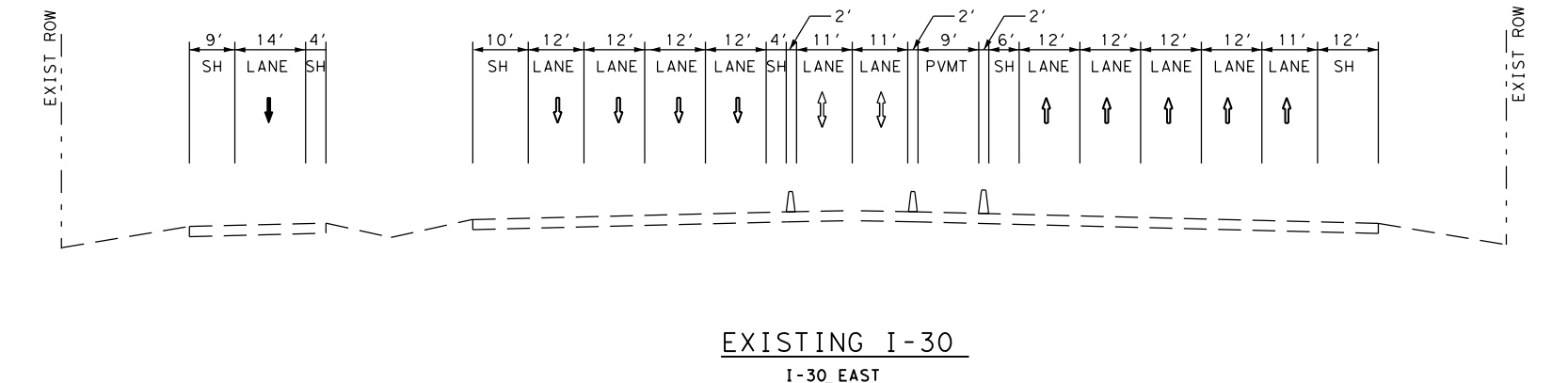
SERIAL NO. 113021

0 100 200
HORIZONTAL

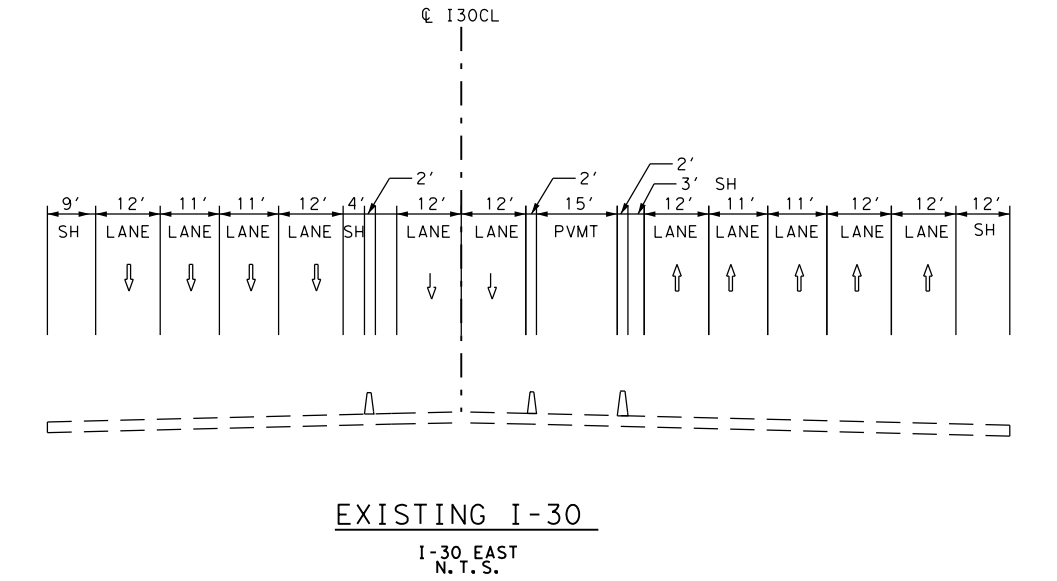
ROLL 10 OF 32

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

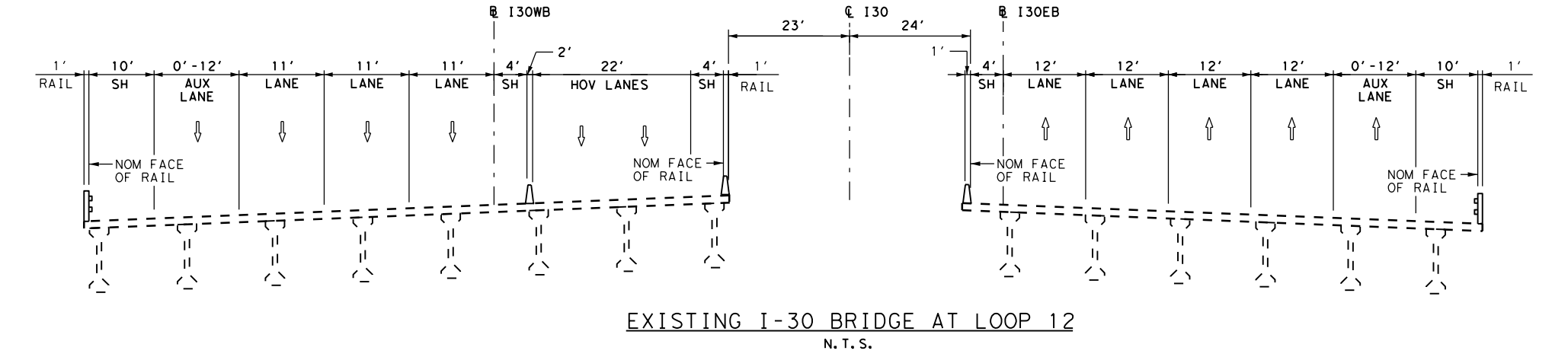
Texas Department of Transportation


EXIST ROW
SH
LANE
SH
LANE
PVMT
EXIST ROW

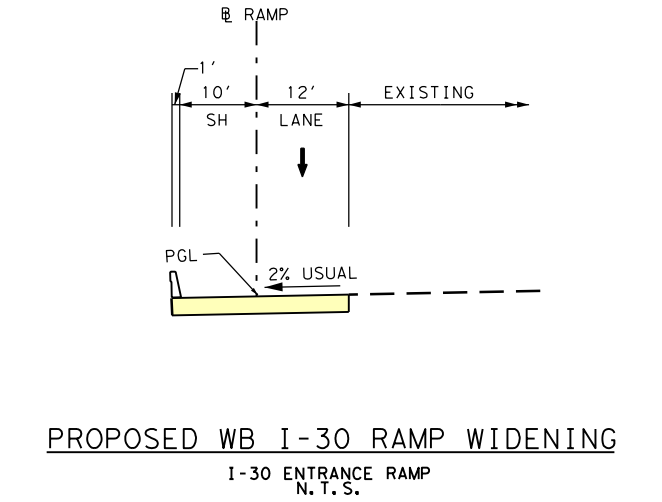
EXISTING I-30
I-30 EAST
N.T.S.


℄ I30CL
SH
LANE
PVMT
SH

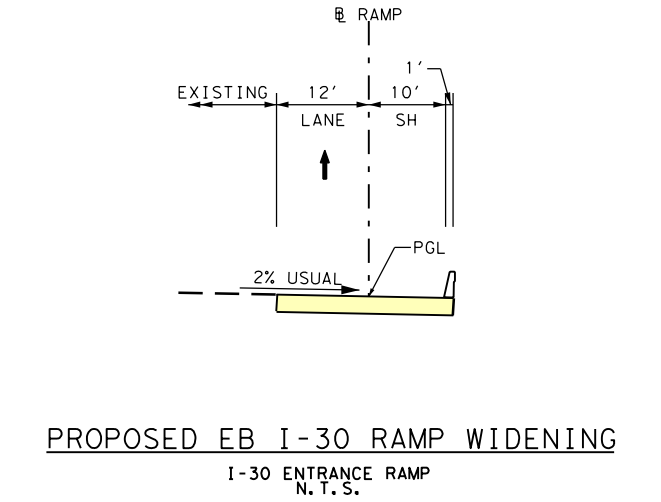
EXISTING I-30
I-30 EAST
N.T.S.


℄ I30WB
℄ I30
℄ I30EB
RAIL
SH
AUX LANE
LANE
HOV LANES
NOM FACE OF RAIL

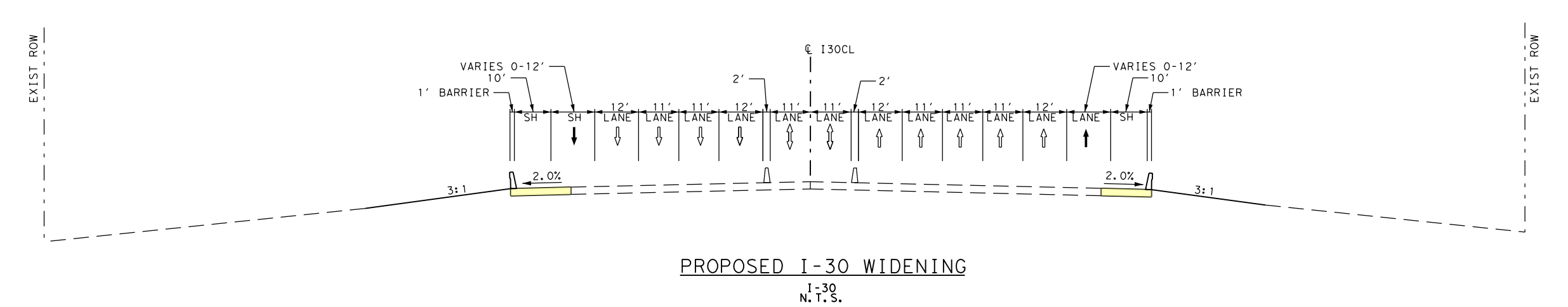
EXISTING I-30 BRIDGE AT LOOP 12
N.T.S.


℄ RAMP
SH
LANE
EXISTING
PGL
2% USUAL

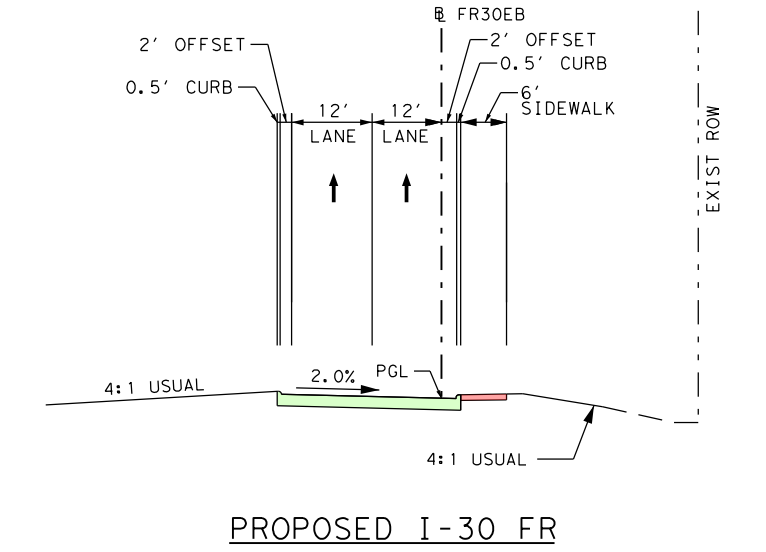
PROPOSED WB I-30 RAMP WIDENING
I-30 ENTRANCE RAMP
N.T.S.


℄ RAMP
EXISTING
LANE
SH
PGL
2% USUAL

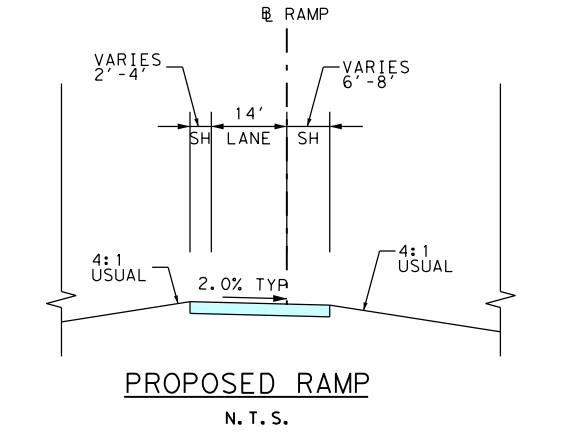
PROPOSED EB I-30 RAMP WIDENING
I-30 ENTRANCE RAMP
N.T.S.


EXIST ROW
℄ I30CL
VARIES 0-12'
1' BARRIER
SH
LANE
2.0%
3:1
EXIST ROW

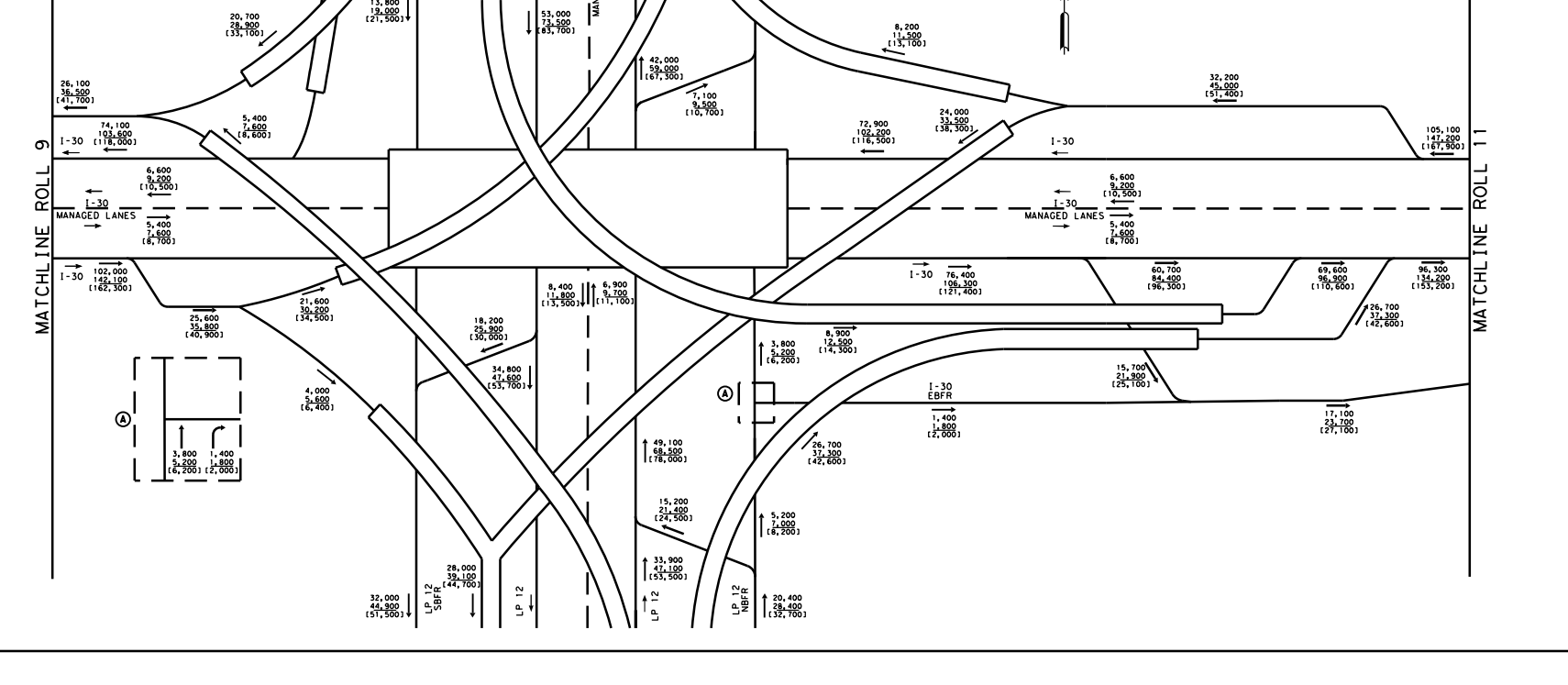
PROPOSED I-30 WIDENING
I-30
N.T.S.


℄ FR30EB
2' OFFSET
0.5' CURB
6' SIDEWALK
LANE
2.0%
PGL
4:1 USUAL
EXIST ROW

PROPOSED I-30 FR
I-30 EASTBOUND FR
EXIST FR EAST OF CHALK HILL ONLY
N.T.S.


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

PROPOSED RAMP
N.T.S.


MATCHLINE ROLL 9
MATCHLINE ROLL 11

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
MATCH LINE I30 STA 1230+00
PERIMETER RD
I-30
I-30 ML
I-30 WB GP
I-30 EB GP
LOOP 12 SB FR
CHALK HILL BRANCH
UPRR
EXISTING HIGH VOLTAGE TRANSMISSION LINES TO BE RELOCATED
CULVERT 5C-1 EXIST 60"RCP (TO REMAIN)
CULVERT 5C-2 EXIST 72"RCP (TO REMAIN)
CULVERT 6-1 EXIST 3-72"RCP (TO REMAIN)
CULVERT 6-2 EXIST 3-72"RCP (TO REMAIN)
EXIST 30"RCP (TO REMAIN)
EXIST 2-30"RCP (TO BE REMOVED)
CULVERT 7 PROP 1-6' x 3' SBC
END BRIDGE ℄ DC-SBWB STA 79+34.71
BEGIN WIDENING ℄ I30 STA 1237+25.16, 62.97' LT
END BRIDGE ℄ DC-NBWB STA 24+80.48
BEGIN BRIDGE ℄ DC-EBNB STA 56+48.59
END BRIDGE ℄ RP12SBEN30 STA 27+30.00
BEGIN BRIDGE ℄ DC-WBSB STA 24+21.00
BEGIN WIDENING MATCH EXISTING PAVEMENT ℄ I30 STA 1284+94.15 86.27' LT
BEGIN WIDENING MATCH EXISTING PAVEMENT ℄ I30 STA 1234+44.81, 79.79' RT
END WIDENING MATCH EXISTING PAVEMENT ℄ I30 STA 1240+26.53, 82.57' RT
BEGIN BRIDGE ℄ DC-EBSB STA 18+55.96
END WIDENING MATCH EXISTING PAVEMENT ℄ I30 STA 1251+87.63 94.47' LT
BEGIN BRIDGE ℄ RP30EBEXCH STA 12+68.25
BEGIN BRIDGE ℄ DC-WBSB STA 38+93.00
END BRIDGE ℄ RP30EBEXCH STA 16+45.89
BEGIN BRIDGE ℄ RP30EBEXCH STA 20+05.00
END BRIDGE ℄ RP30EBEXCH STA 22+85.00
END BRIDGE ℄ DC-NBEB STA 150+70.83
END BRIDGE ℄ DC-SBEB STA 634+85.00
BEGIN WIDENING ℄ I30 STA 1280+50.90, 67.95' RT
DC-SBWB_1
DC-NBWB_3
DC-NBWB_4
DC-WBNB_1
DC-WBNB_2
DC-WBSB_1
DC-WBSB_2
DC-EBNB_1
DC-EBNB_2
DC-EBNB_3
DC-EBNB_4
DC-EBSB_1
DC-EBSB_2
DC-SBEB_1
DC-SBEB_2
DC-SBEB_3
DC-SBEB_4
DC-NBEB_1
DC-NBEB_2
DC-NBEB_3
DC-NBEB_4
DC-NBEB_5
DC-NBEB_6
DC-NBWB_2
RP12SBEN30_3
RP12SBEN30_4
RP12SBEN30_5
RP12SBEN30_6
RP30EBEXCH_1
RP30EBEXCH_2
RP30EBEXCH_3
FR30EB01_1
FR30EB01_2
I30_1
I30_3
I30_4
I30_5
℄ GP12SB01
℄ GP12NB02
℄ FR12NB01
℄ FR12SB01
℄ FR30EB01
℄ LP12ML
℄ RP30EBEXCH
RW-106
RW-316
RW-335
RW-339
RW-340
RW-341
RW-342
RW-343
RW-414
RW-415
RW-436
RW-105A
257
258
259
260
261
262
263
264
265
266
267
268
275
276
277
278
280
44
45
53
54
55
56
57
58
59
60
61
64
MATCH LINE I30 STA 1290+00

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
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▨	Floodway
▨	Pavement / Bridge Removal
—	Project By Others
-·-·	Existing ROW
----	Proposed ROW
----	Drainage Easement
-·-	Centerline / Baseline
➡	Proposed Traffic
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—	Proposed Drainage Structure
→	Proposed Ditch
→	Proposed Drainage Flow Line
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XXX	Parcel ID
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-WW1(D)-	Existing Sanitary Sewer Line
-G1(D)-	Existing Gas / Petroleum Line
-OE1-	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.
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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
BEGIN PROJECT
BEGIN CSJ 0581-02-077
GP12SB01 STA 938+00.00
DATE APPROVED
DATE SUBMITTED
DATE REVISED
DATE: FEBRUARY 2023
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
RYAN LAGSDING, P.E.
SERIAL NO. 113021
0 100 200
HORIZONTAL
ROLL 10 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

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

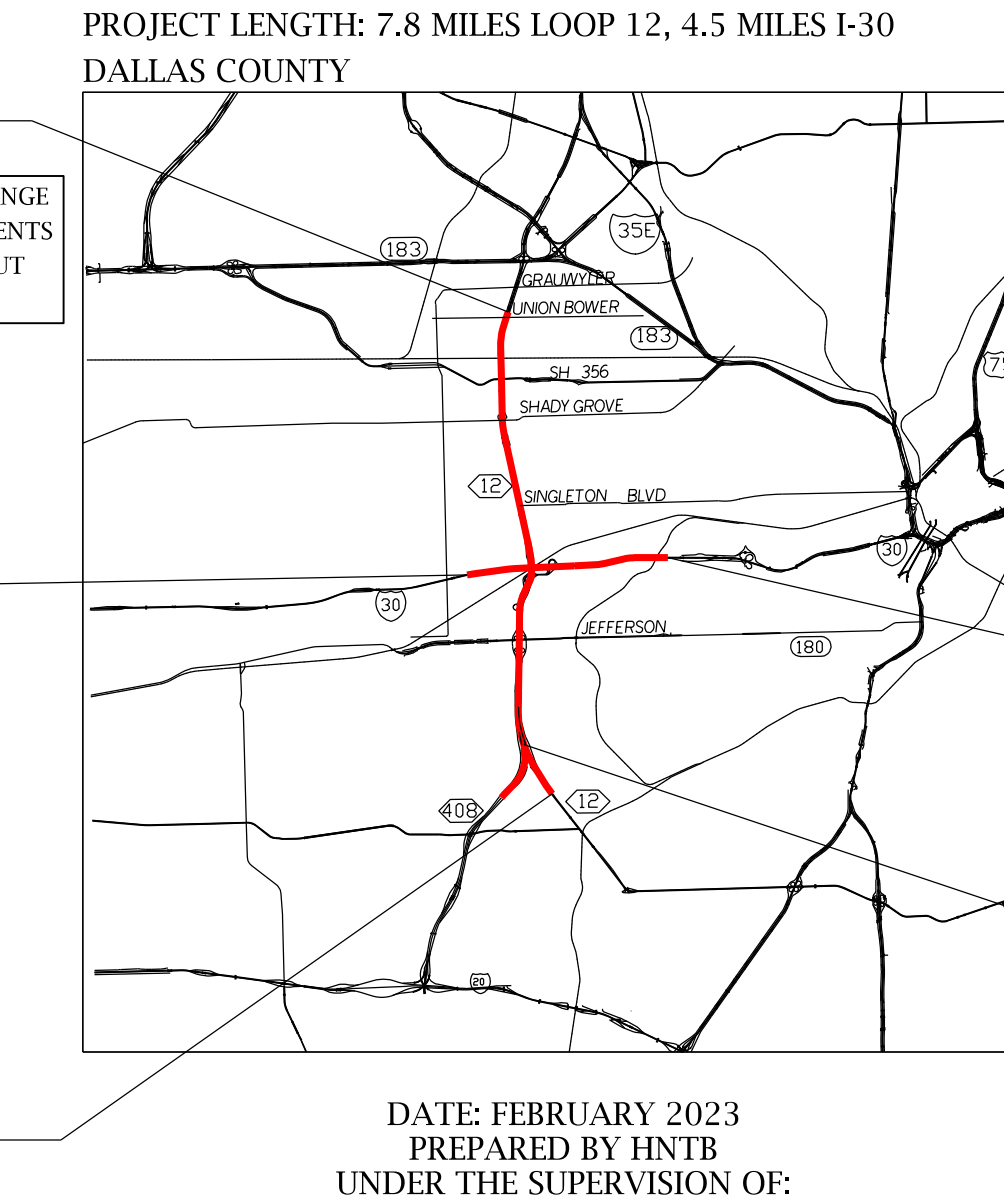
CSJ	CSJ LIMITS
0581-02-077	SPUR 408 TO SOUTH OF SH 183, GENERAL PURPOSE LANES & FRONTAGE ROADS
0581-02-146	LOOP 12/I-30 INTERCHANGE
0581-02-154	SPUR 408 TO SOUTH OF SH 183, MANAGED LANES

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


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

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 11 OF 32

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
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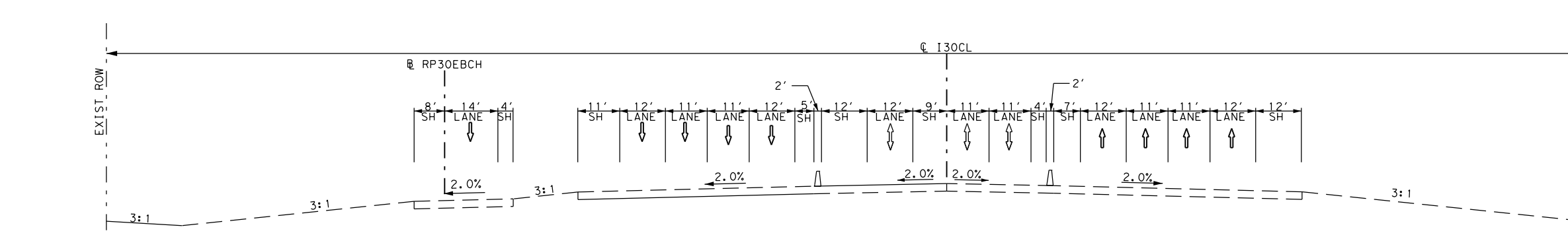
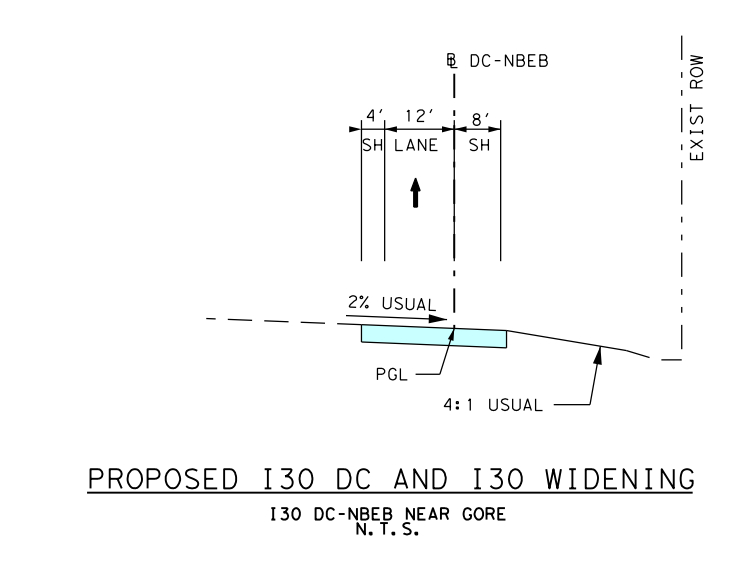
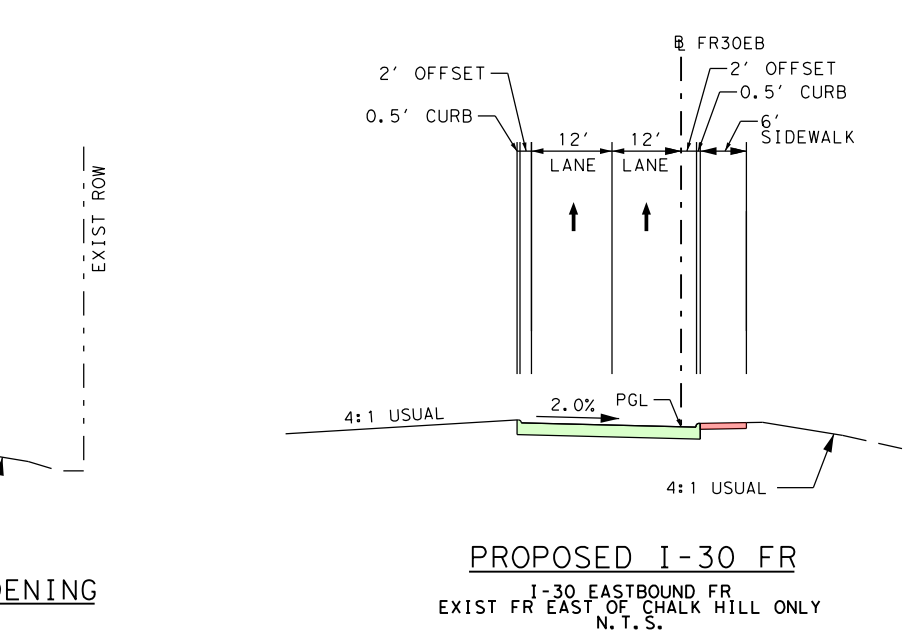
Texas Department of Transportation


℄ I30CL
℄ RP30EBCH
EXIST ROW
SH
LANE
12'
2'
2.0%
3:1

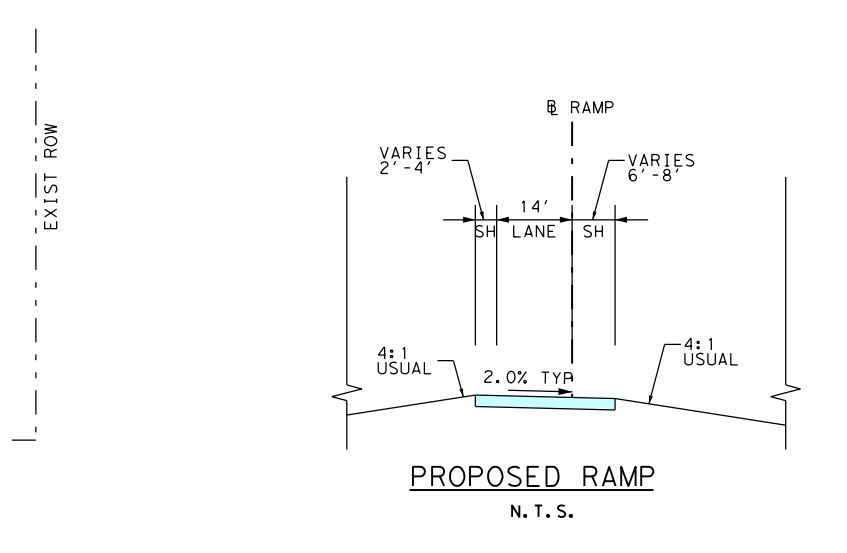
EXISTING I-30
I-30
N.T.S.


℄ DC-NBEB
SH LANE SH
4' 12' 8'
2% USUAL
PGL
4:1 USUAL
EXIST ROW

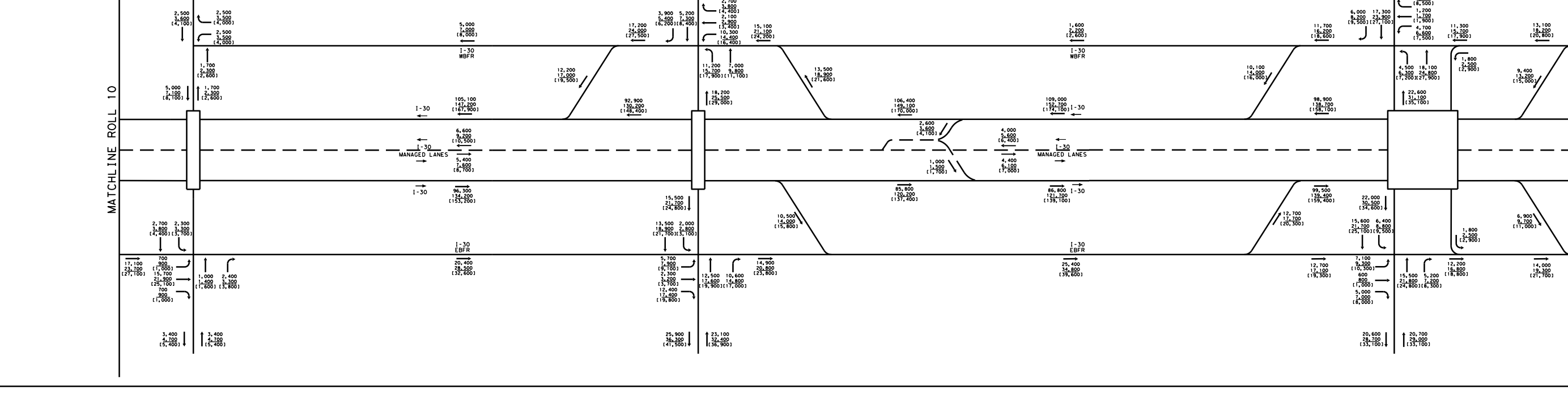
PROPOSED I30 DC AND I30 WIDENING
I30 DC-NBEB NEAR GORE
N.T.S.


℄ FR30EB
2' OFFSET
0.5' CURB
2' OFFSET
0.5' CURB
6' SIDEWALK
LANE LANE
12' 12'
4:1 USUAL
2.0%
PGL
4:1 USUAL
EXIST ROW

PROPOSED I-30 FR
I-30 EASTBOUND FR
EXIST FR EAST OF CHALK HILL ONLY
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.


MATCHLINE ROLL 10

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 02/25/2018). TRAFFIC SHOWN ON THIS SCHEMATIC WAS APPROVED BY TEXAS A&M TRANSPORTATION INSTITUTE (TTI) 08/24/2022.

DRAFT
Preliminary, Subject to Change

MATCHLINE I30 STA 1290+00
MATCHLINE I30 STA 1330+00
CHALK HILL RD
N COCKRELL HILL RD
WESTMORELAND RD
I-30 WB GP
I-30 ML
I-30 EB GP
END WIDENING ℄ DC-WBSB STA 10+00.00 ℄ I30 STA 1291+37.00 73.79' LT
BEGIN WIDENING MATCH EXISTING PAVEMENT ℄ I30 STA 1304+06.95 71.01' RT
END WIDENING MATCH EXISTING PAVEMENT ℄ I30 STA 1316+13.61 88.61' RT
END TAPER ℄ FR30EB0T STA 135+00.32, 14.00' RT
BEGIN TAPER ℄ FR30EB0T STA 135+00.11, 2.00' RT
END WIDENING MATCH EXISTING PAVEMENT ℄ I30 STA 1294+26.23, 71.33' RT
END FULL WIDTH CONSTRUCTION STA 138+08.60
BEGIN FULL WIDTH CONSTRUCTION ℄ FR30EB01 STA 138+62.27
MEDIAN TO BE RECONSTRUCTED AS PART OF PS&E DESIGN
END FR30EB01 END FULL WIDTH CONSTRUCTION ℄ FR30EB01 STA 145+91.46
BEGIN WIDENING MATCH EXISTING PAVEMENT ℄ FR30EB02 STA 104+76.37 20.00' LT
END WIDENING MATCH EXISTING PAVEMENT ℄ FR30EB02 STA 122+85.80 20.00' LT
BEGIN WIDENING MATCH EXISTING PAVEMENT ℄ FR30EB02 STA 138+52.76 20.00' LT
END WIDENING MATCH EXISTING PAVEMENT ℄ FR30EB02 STA 142+44.77 20.00' LT
BEGIN WIDENING MATCH EXISTING PAVEMENT ℄ I30 STA 1369+76.19 61.62' RT
END WIDENING MATCH EXISTING PAVEMENT ℄ I30 STA 1386+31.18 65.29' RT
DC-NBEB_7
DC-NBEB_8
FR30EB01_4
FR30EB01_3
FR30EB01_5
FR30EB01_6
RP30EBXWM_1
RP30EBXWM_2
RP30EBXWM_3
FR30EB02_1
RP30EBXWM_4
FR30EB02_2
FR30EB02_3
FR30EB02_4
FR30EB02_5
FR30EB02_6
FR30EB02_7
RP30EBENCH_1
RP30EBENCH_2
RP30EBENCH_3
RP30EBENCH_4
℄ RP30EBENCH
I30_6
I30_7
℄ I30
RW-336
RW-337
RW-344
RW-335
47
49
50
51
52
53
1295+00
1300+00
1305+00
1310+00
1315+00
1320+00
1325+00
1335+00
1340+00
1345+00
1350+00
1355+00
1360+00
1365+00
1370+00
1375+00
1380+00
1385+00
1390+00

DRAFT
Preliminary, Subject to Change

LEGEND:

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🟥	Proposed Managed Lanes
🟦	Proposed Ramps
🟪	Proposed Cross Streets
🟦	Proposed Driveways
🟫	Proposed Concrete Bridge
🟥	Proposed Steel Bridge
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⬜	Proposed UPRR Improvements
🟦	100 Year Floodplain
▨	Floodway
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—	Project By Others
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- - -	Proposed ROW
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⇨	Existing Traffic
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⊕	Existing Signalized Intersection

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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
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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
END CSJ 0581-02-154
LP12ML STA 2356+85.56
END CSJ 0581-02-077
GP12SB02 STA 1350+42.87
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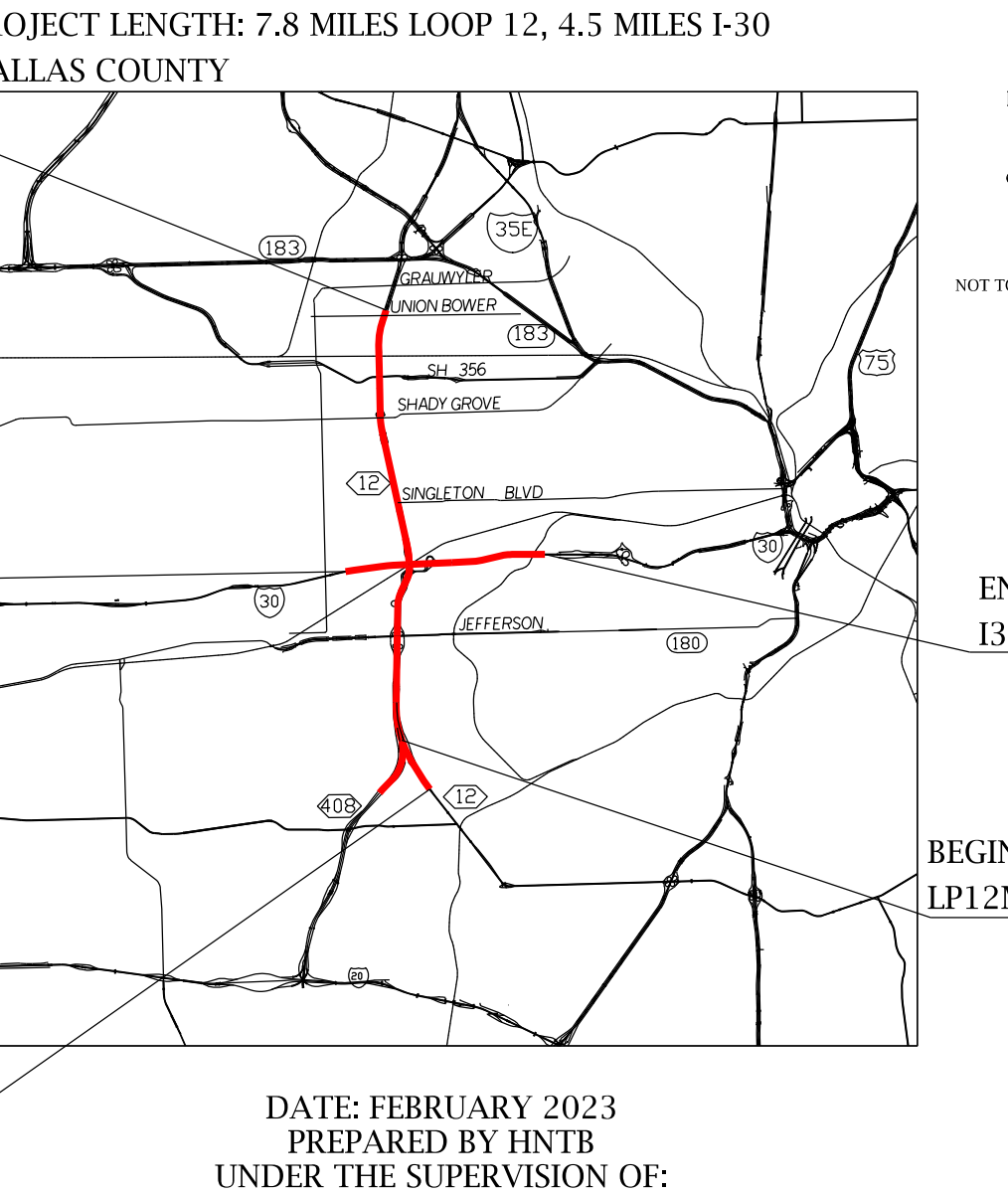
DALLAS COUNTY


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

PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW
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I30 STA 1146+33.95
END CSJ 0581-02-146
I30 STA 1386+31.18
BEGIN CSJ 0581-02-154
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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 11 OF 32
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5/24/2023