TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
WILLIAM L. HALE, P.E., DISTRICT ENGINEER
DESIGN SCHEMATIC

IH-30 MANAGED LANES (INTERSTATE)

TARRANT COUNTY CONTROLLING CSJ: 1068-02-120 (IH 30)
FROM BALLPARK WAY TO DALLAS COUNTY LINE
MANAGED LANE PROJECT CSJ: 1068-04-126 (IH 30)
FROM TARRANT COUNTY LINE TO SYLVAN AVE. IN DALLAS
NOTE: THIS SCHEMATIC SHOWS A CONSTRUCTION PHASE OF SIGNATURE BRIDGE PROJECT
CSJ: 1068-04-116 IH 30 (SIGNATURE BRIDGE STAGE CONSTRUCTION)
FROM EAST OF SYLVAN AVE. TO IH 35E
SIGNATURE BRIDGE PROJECT SCHEMATIC APPROVED UNDER PEGASUS PROJECT
CONTROLLING CSJ: 0009-11-181 (IH 30)
FROM IH 45 TO IH 35E

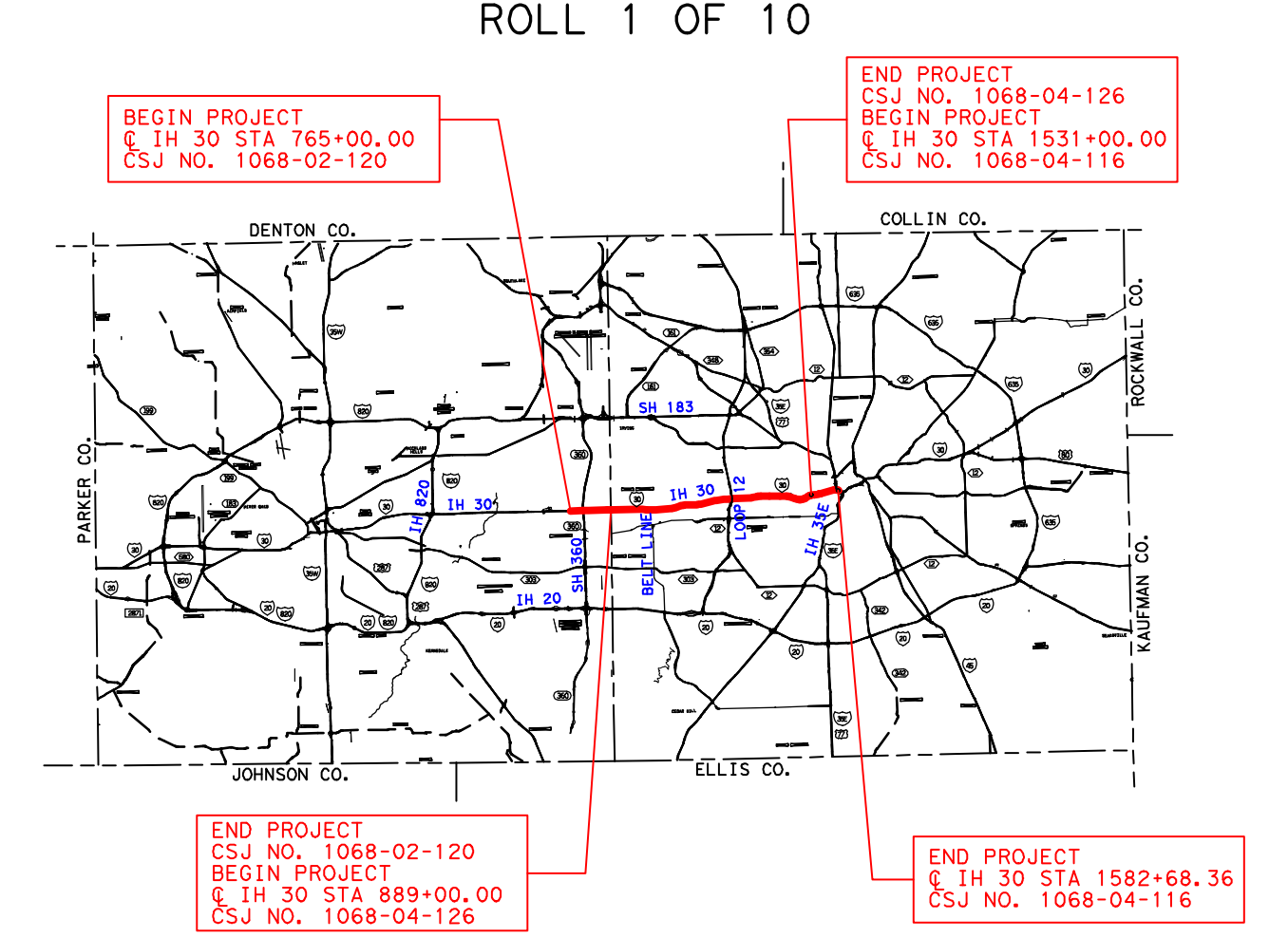
FUNCTIONAL CLASS: INTERSTATE
DESIGN SPEED: 70 mph (HOV)
70 mph (FREEWAY)
TARRANT COUNTY TRANSITION PROJECT LENGTH: 2.36 MILES
DALLAS COUNTY IH 30 MANAGED LANE PROJECT LENGTH: 13.14 MILES
TOTAL PROJECT LENGTH: 15.50 MILES

AVERAGE DAILY TRAFFIC 2007 (2025)

BALLPARK WAY TO SH 360	120,300 (213,300)
SH 360 TO NW 19TH ST	157,100 (261,000)
NW 19TH ST TO BELTLINE RD:	198,373 (214,801)
BELTLINE RD TO MacARTHUR BLVD:	195,488 (209,078)
MacARTHUR BLVD TO LOOP 12:	215,611 (215,658)
LOOP 12 TO WESTMORELAND:	194,348 (202,241)
WESTMORELAND TO HAMPTON RD:	170,903 (184,188)
HAMPTON RD. TO DOWNTOWN:	182,799 (195,659)

HIGHWAY VOLUMES INCLUDE MAIN AND HOV/ML LANES ONLY
SOURCE: FROM BALLPARK WAY TO 19TH ST, ADJUSTED TTI PROJECTIONS DATED DECEMBER 7, 2005 WERE UTILIZED. NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS PROJECTIONS UTILIZED FROM 19TH ST TO DOWNTOWN.

DALLAS AND TARRANT COUNTY
MAY 18, 2006
SCALE: 1"=200' H, 1"=20' V
ROLL 1 OF 10


BEGIN PROJECT
℄ IH 30 STA 765+00.00
CSJ NO. 1068-02-120
END PROJECT
CSJ NO. 1068-04-126
BEGIN PROJECT
℄ IH 30 STA 1531+00.00
CSJ NO. 1068-04-116
DENTON CO.
COLLIN CO.
PARKER CO.
ROCKWALL CO.
KAUFMAN CO.
JOHNSON CO.
ELLIS CO.
END PROJECT
CSJ NO. 1068-02-120
BEGIN PROJECT
℄ IH 30 STA 889+00.00
CSJ NO. 1068-04-126
END PROJECT
℄ IH 30 STA 1582+68.36
CSJ NO. 1068-04-116

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

Matthew G. Craig	69910	05-18-2006	Chad R. Gardiner	93793	05-18-2006
Type or Print Name	PE#	Date	Type or Print Name	PE#	Date

Halff Associates
ENGINEERS . ARCHITECTS . SCIENTISTS . PLANNERS . SURVEYORS

DATE APPROVED

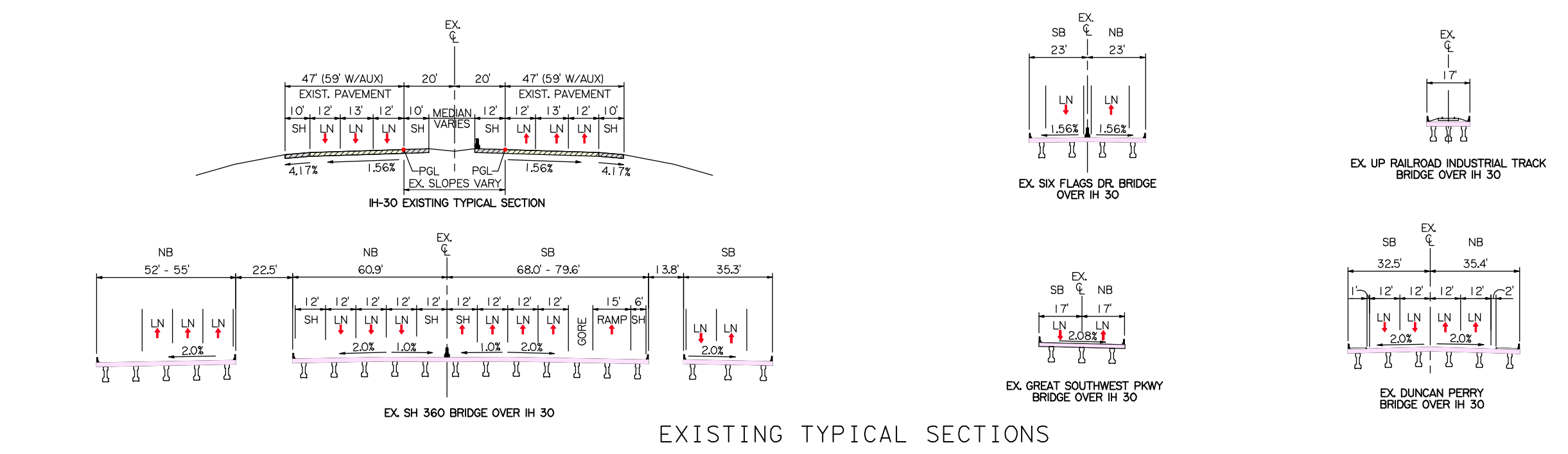
DATE SUBMITTED

DESIGN SCHEMATIC
NOT INTENDED FOR
CONSTRUCTION, BIDDING,
OR PERMIT PURPOSES

PRELIMINARY
DRAFT SUBMITTAL
SUBJECT TO CHANGE

© 2006 BY TEXAS DEPARTMENT OF TRANSPORTATION
(512) 416-2055; ALL RIGHTS RESERVED

Project: $$PROJECT$$ $$$$$$FILE$$$$$$$$$DATE$$$ $$$$$TIME$$$$$$$$$USER$$$$$


EX.
℄
47' (58' W/AUX)
20'
EXIST. PAVEMENT
SH
LN
MEDIAN
VARIES
PGL
1.56%
EX. SLOPES VARY
4.17%
NB
SB
52'-55'
22.5'
60.9'
68.0'-79.6'
13.8'
35.3'
GORE
RAMP
2.0%
1.0%

IH-30 EXISTING TYPICAL SECTION

EX. SH 360 BRIDGE OVER IH 30

EX. SIX FLAGS DR. BRIDGE OVER IH 30

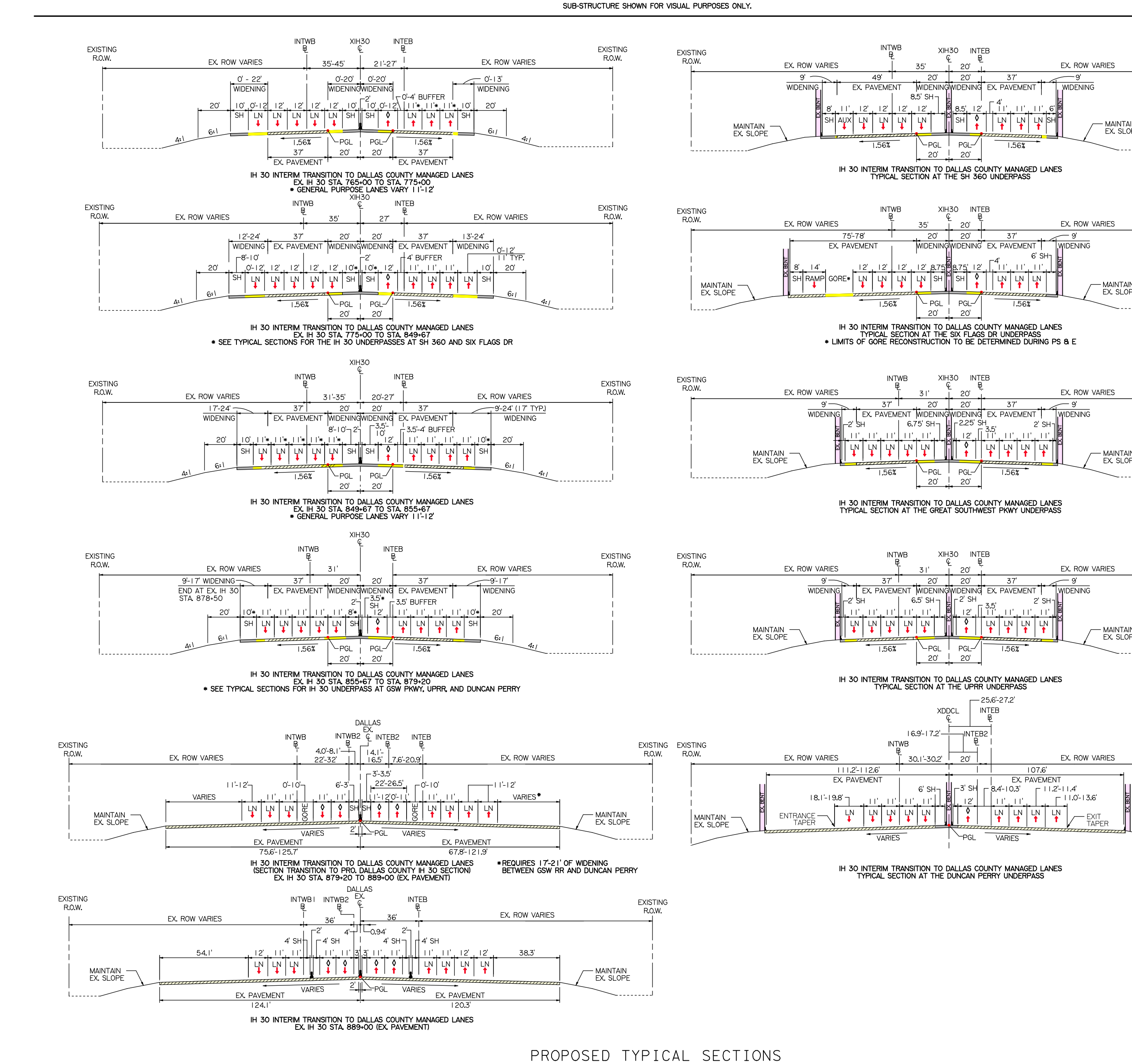
EX. GREAT SOUTHWEST PKWY BRIDGE OVER IH 30

EX. UP RAILROAD INDUSTRIAL TRACK BRIDGE OVER IH 30

EX. DUNCAN PERRY BRIDGE OVER IH 30

EXISTING TYPICAL SECTIONS

NOTES: BEAM LAYOUT IS NOT REPRESENTATIVE OF EX. BRIDGES.
SUB-STRUCTURE SHOWN FOR VISUAL PURPOSES ONLY.


EXISTING R.O.W.
EX. ROW VARIES
INTWB
XIH30
INTEB
XDDCL
INTWB2
INTEB2
DALLAS EX. ℄
WIDENING
EX. PAVEMENT
4' BUFFER
3.5' BUFFER
SH
LN
AUX
RAMP
GORE
EX. BENT
PGL
1.56%
MAINTAIN EX. SLOPE
VARIES
ENTRANCE TAPER
EXIT TAPER
75.6'-125.7'
67.8'-121.9'
124.1'
120.3'
111.2'-112.6'
107.6'
169'-172'
30.1'-30.2'
54.1'
38.3'

IH 30 INTERIM TRANSITION TO DALLAS COUNTY MANAGED LANES
EX. IH 30 STA. 765+00 TO STA. 775+00
• GENERAL PURPOSE LANES VARY 11'-12'

IH 30 INTERIM TRANSITION TO DALLAS COUNTY MANAGED LANES
TYPICAL SECTION AT THE SH 360 UNDERPASS

IH 30 INTERIM TRANSITION TO DALLAS COUNTY MANAGED LANES
EX. IH 30 STA. 775+00 TO STA. 849+67
• SEE TYPICAL SECTIONS FOR THE IH 30 UNDERPASSES AT SH 360 AND SIX FLAGS DR

IH 30 INTERIM TRANSITION TO DALLAS COUNTY MANAGED LANES
TYPICAL SECTION AT THE SIX FLAGS DR UNDERPASS
• LIMITS OF GORE RECONSTRUCTION TO BE DETERMINED DURING PS & E

IH 30 INTERIM TRANSITION TO DALLAS COUNTY MANAGED LANES
EX. IH 30 STA. 849+67 TO STA. 855+67
• GENERAL PURPOSE LANES VARY 11'-12'

IH 30 INTERIM TRANSITION TO DALLAS COUNTY MANAGED LANES
TYPICAL SECTION AT THE GREAT SOUTHWEST PKWY UNDERPASS

IH 30 INTERIM TRANSITION TO DALLAS COUNTY MANAGED LANES
EX. IH 30 STA. 855+67 TO STA. 879+20
• SEE TYPICAL SECTIONS FOR IH 30 UNDERPASS AT GSW PKWY, UPRR AND DUNCAN PERRY

IH 30 INTERIM TRANSITION TO DALLAS COUNTY MANAGED LANES
TYPICAL SECTION AT THE UPRR UNDERPASS

IH 30 INTERIM TRANSITION TO DALLAS COUNTY MANAGED LANES
(SECTION TRANSITION TO PROP. DALLAS COUNTY IH 30 SECTION)
EX. IH 30 STA. 879+20 TO 889+00 (EX. PAVEMENT)
• REQUIRES 17'-21' OF WIDENING BETWEEN GSW RR AND DUNCAN PERRY

IH 30 INTERIM TRANSITION TO DALLAS COUNTY MANAGED LANES
TYPICAL SECTION AT THE DUNCAN PERRY UNDERPASS

IH 30 INTERIM TRANSITION TO DALLAS COUNTY MANAGED LANES
EX. IH 30 STA. 889+00 (EX. PAVEMENT)

PROPOSED TYPICAL SECTIONS

HOV LANE
ENTRANCE
1 MILE
LEFT EXIT
PROPOSED COSS
STA 695+80
(LOOKING EAST)
EXIT 30
TEXAS 360
Six Flags Dr
1 1/4 MILE
EXIST OSB TO REMAIN W/ SIGNS
STA. 742+95
EXIT 29
NORTH
Ballpark Way
PROPOSED DMS
STA 734+00
(LOOKING EAST)
29 EXIT
EXIST EXIT PANEL TO REMAIN
APPROX. STA. 760+75
HOV LANE
ENTRANCE
1/2 MILE
LEFT EXIT
PROPOSED COSS
STA 751+00
(LOOKING EAST)
EXIT 29
Ballpark Way
EXIT ONLY
EXISTING BRIDGE MOUNTED SIGN TO BE REPLACED
STA 764+00
IH 30
Tom Landry Highway
EXISTING GROUND MOUNTED SIGN TO REMAIN
APPROX. STA 778+00
Park and Ride
NEXT EXIT
EXISTING GROUND MOUNTED SIGN TO REMAIN
APPROX. STA 790+00
Arlington Convention Center Visitor Info Center
NEXT RIGHT
EXISTING GROUND MOUNTED SIGN
APPROX. STA 796+00
EXIT 29
Ballpark Way
EXIT ONLY
EXISTING BRIDGE MOUNTED SIGN TO BE REPLACED
STA 803+30
30 EXIT
EXISTING PANEL TO REMAIN
APPROX. STA 818+60
EXIT 29
Ballpark Way
1 MILE
EXIT ONLY
REPLACE EXISTING BRIDGE MOUNTED SIGNS
STA 810+70
EXIT 30
TEXAS 360
Six Flags Dr
EXIT ONLY
D/FW Airport
NEXT RIGHT
RELOCATE EXISTING GROUND MOUNT SIGN TO PROPOSED COSS
APPROX. STA 836+40
Angus G. Wynne Jr.
Freeway
NEXT RIGHT
RELOCATE EXISTING GROUND MOUNT SIGN TO PROPOSED COSS
APPROX. STA 846+00
EXIT 30
TEXAS 360
Six Flags Dr
EXIT ONLY
REPLACE EXISTING GROUND MOUNT SIGN WITH PROPOSED COSS
STA 850+00
Six Flags EXIT 30
Over Texas
Ameriquest Field EXIT
In Arlington
Hurricane Harbor 29
PROPOSED GROUND MOUNT TO REPLACE EXISTING
APPROX. STA 863+50
EXIT 30
TEXAS 360
Six Flags Dr
1 1/4 MILE
EXIT ONLY
REPLACE EXISTING GROUND MOUNT SIGN WITH PROPOSED COSS
STA 875+00
HOV LANE
ENTRANCE
LEFT EXIT
PROPOSED BRIDGE MOUNT
STA 882+57
N
0 50 100 150 200 300
SCALE IN FEET
BALLPARK WAY
SH 360
SIX FLAGS DR
GREAT SOUTHWEST PKWY
UNION PACIFIC RR
DUNCAN PERRY RD
CITY OF ARLINGTON
CITY OF GRAND PRAIRIE
TARRANT COUNTY
DALLAS COUNTY
IH 30
COPELAND RD
AVENUE G
AVENUE F
JOHNSON CREEK
EX. ROW
INTWB
INTEB
XIH30 ℄
SBFRT
NBFRT
XSFD
XGSWB
XDUNP
XDDCL
RAMP HH
RAMP JJ
RAMP KK
RAMP P
EQUATION (@ XIH30)
Sta 803+46.23 BK =
Sta 803+43.40 AH
BEGIN IH 30 TARRANT COUNTY TRANSITION
TO DALLAS COUNTY IH 30 MANAGED LANES
EX. IH 30 (XIH30) STA. 765+00
BEGIN CSJ: 1068-02-120
END TARRANT COUNTY TRANSITION
TO DALLAS COUNTY IH 30 MANAGED LANES
XDDCL STA. 889+00.00
END CSJ: 1068-02-120
END IH 30 PAVEMENT WIDENING
MATCH EXISTING PAVEMENT
CONSTRUCTED BY TXDOT DALLAS DISTRICT
END XIH30 @ STA. 882+53.95 (BK)
BEGIN XDDCL @ STA. 882+54.41, 0.86' LT (AH)
PROPOSED DMS
STA. 869+00
PROD. DRAGNET SYSTEM
FOR EB ENTRANCE TO
IH 30 MANAGED LANES
MATCH LINE STA 889+00 - SEE ROLL 2 OF 10
①
②
③
④
⑤
⑥
⑦
⑧
⑨
30 EAST
Dallas
EXISTING BRIDGE MOUNTED SIGNS TO REMAIN
STA. 762+80
NORTH
Ballpark Way
HOV LANE
ENTRANCE
LEFT EXIT
PROPOSED COSS
STA 776+00
Angus G. Wynne Jr.
Freeway
EXIT 30
REPLACE EXISTING GROUND MOUNTED SIGN
APPROX. STA 782+25
D/FW Airport
EXIT 30
REPLACE EXISTING GROUND MOUNTED SIGN
APPROX. STA 788+50
EXIT 30
TEXAS 360
Six Flags Dr
1/4 MILE
EXISTING BRIDGE MOUNTED SIGN TO REMAIN
STA 800+80
EXIT 30
TEXAS 360
Six Flags Dr
EXISTING COSS TO REMAIN
STA 810+00
30 EXIT
EXISTING EXIT PANEL TO REMAIN
STA 813+40
HOV LANE
ENTRANCE
1 MILE
LEFT EXIT
PROPOSED COSS
STA 829+80
EXIT 32
N.W. 19th St
1 MILE
PROPOSED COSS
STA 837+00
Grand Prairie
NEXT 3 EXITS
RELOCATE EXISTING GROUND MOUNT SIGN TO REMAIN
APPROX. STA 843+25
IH 30
Tom Landry Highway
EXIST SIGN TO REMAIN
APPROX. STA. 854+00
HOV LANE
ENTRANCE
1/2 MILE
LEFT EXIT
PROPOSED BRIDGE MOUNT
STA 856+20
EXIT 32
N.W. 19th St
1/4 MILE
PROPOSED COSS
STA 864+00
EXIT 32
N.W. 19th St
NEW SIGN ON EXISTING COSS
STA 877+00

PROPOSED TAPER TABLE

LOCATION	TYPE	BEGIN	END	TAPER RATE
1	HOV ENTRANCE	765+00.00, 21.00' RT	768+00.00, 11.00' RT	30:1
2	RAMP MERGE	788+20.73, 72.00' RT	801+20.73, 60.00' RT	25:1
3	RAMP MERGE	796+56.06, 59.00' LT	799+56.06, 71.00' RT	25:1
4	SHOULDER	799+29.76, 70.00' RT	800+49.76, 66.00' RT	30:1
5	SHOULDER	817+79.95, 70.00' RT	818+99.95, 66.00' RT	30:1
6	SHOULDER	853+57.41, 54.00' RT	855+97.41, 46.00' RT	30:1
7	SHOULDER	856+78.86, 66.00' LT	859+18.86, 74.00' LT	30:1
8	SHOULDER	875+81.52, 74.00' RT	878+21.52, 66.00' RT	30:1
9	SHOULDER	879+02.81, 66.00' LT	880+39.66, 78.80' LT	30:1

TAPER NOTES:
1.) STATION / OFFSET DETERMINED FROM EXISTING IH 30 ℄; EXCEPT FOR TAPER #6, WHICH IS LOCATED FROM PRO. ℄ INTEB.
2.) SHOULDER TAPERS NECESSARY TO FIT WITHIN EXISTING BRIDGE STRUCTURES. BARRIER PROTECTION REQUIRED.
3.) TAPER FOR LOCATION #9 IS LOCATED ALONG WB 19TH ST ENTRANCE RAMP TAPER.

LEGEND

━━━	EXISTING R.O.W.
➡	DIRECTION OF TRAFFIC
───	EXISTING PROPERTY LINE
— — —	CITY LIMITS
───	100-YR FLOODPLAIN LIMITS
───	EXISTING CREEK CENTER LINE
▬	EXISTING CONTOURS
▬	EXISTING BRIDGE BENT LOCATION
───	EXISTING STORM SEWER
━━━	PROPOSED STORM SEWER
─ · ─	PROPOSED BASELINE
─ · ─	EXISTING BASELINE
───	PROPOSED PAVEMENT EDGE
- - -	PROPOSED STRIPING
───	EXISTING PAVEMENT EDGE
- - -	EXISTING STRIPING
▨	PROPOSED SHOULDER
🟨	PROPOSED IH 30 PAVEMENT
▨	EXISTING BRIDGE
▨	EXISTING IH 30 PAVEMENT / PAVEMENT CURRENTLY UNDER CONSTRUCTION

NOTES

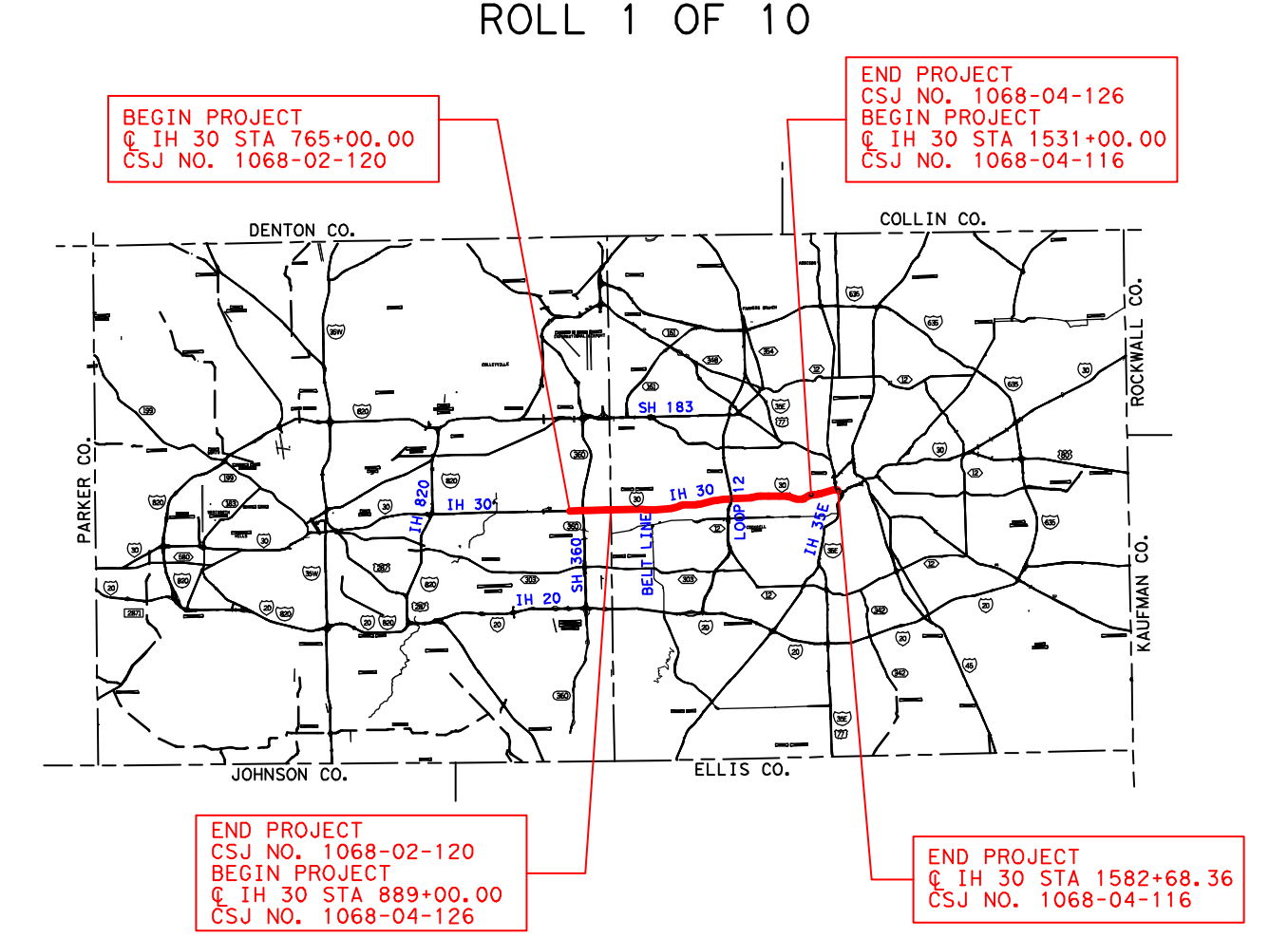
1.) EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATIC LAYOUTS ARE BASED ON AERIAL SURVEY AND RECORD PLANS ONLY.

2.) THE FLOODPLAIN BOUNDARY LIMITS ARE DERIVED FROM FIRM COMMUNITY-PANEL NUMBERS:
48439C0339 H
48439C0343 H
48113C0295 J
ALL MAPS REVISED AUGUST 2, 1995 AND AUGUST 23, 2001

GENERAL NOTES:
1.) EXISTING BRIDGE STRUCTURE DEPTHS ARE APPROXIMATE. MINIMUM VERT. CLEARANCES CALCULATED FROM AS-BUILT PLANS, 2005 LIDAR SURVEY DATA, AND SIGNED VERTICAL CLEARANCE.
2.) AS-BUILT GRADES SHOWN IN PROFILE BASED ON 1955 CONSTRUCTION PLANS' PGL. EXISTING GROUND GRADES WERE CALCULATED FROM TOPOGRAPHIC MAPPING AT THE EXISTING IH 30 ℄.

```
*    PRO. EB IH30 ℄ INTEB (EB IH30 WIDENING)

Chain INTEB contains:
CUR INTEB-1 CUR INTEB-2 CUR INTEB-3 CUR INTEB-4 CUR INTEB-5 CUR INTEB-6 25001

Beginning chain INTEB description
=====================================================================
                           Curve Data
                          *----------*
Curve INTEB-1
P.I.  StatioN  766+00.00  N  6,963,093.70  E  2,406,793.02
Delta        =       1° 00' 00.00" (RT)
DegreE  =      0° 30' 00.00"
Tangent      =             100.00
Length       =             200.00
RadiuS  =          11,459.16
External     =               0.44
Long Chord   =             200.00
Mid. Ord.    =               0.44
P.C.  StatioN  765+00.00  N  6,963,092.64  E  2,406,693.02
P.T.  StatioN  767+00.00  N  6,963,093.01  E  2,406,893.02
C.C.                      N  6,951,634.13  E  2,406,814.45
Back         = N  89° 23' 34.28" E
Ahead        = S  89° 36' 25.72" E
Chord Bear   = N  89° 53' 34.28" E

Course from PT INTEB-1 to PC INTEB-2  S 89° 36' 25.72" E  Dist 143.79

                           Curve Data
                          *----------*
Curve INTEB-2
P.I.  StatioN  769+43.79  N  6,963,091.34  E  2,407,136.80
Delta        =       1° 00' 00.00" (LT)
DegreE  =      0° 30' 00.00"
Tangent      =             100.00
Length       =             200.00
RadiuS  =          11,459.16
External     =               0.44
Long Chord   =             200.00
Mid. Ord.    =               0.44
P.C.  StatioN  768+43.79  N  6,963,092.03  E  2,407,036.80
P.T.  StatioN  770+43.79  N  6,963,092.40  E  2,407,236.80
C.C.                      N  6,974,550.91  E  2,407,115.37
Back         = S  89° 36' 25.72" E
Ahead        = N  89° 23' 34.28" E
Chord Bear   = N  89° 53' 34.28" E

Course from PT INTEB-2 to PC INTEB-3  N 89° 23' 34.28" E  Dist 7,925.88

                           Curve Data
                          *----------*
Curve INTEB-3
P.I.  StatioN  850+69.90  N  6,963,177.45  E  2,415,262.45
Delta        =       1° 00' 07.97" (LT)
DegreE  =      0° 30' 00.00"
Tangent      =             100.22
Length       =             200.44
RadiuS  =          11,459.16
External     =               0.44
Long Chord   =             200.44
Mid. Ord.    =               0.44
P.C.  StatioN  849+69.67  N  6,963,176.39  E  2,415,162.24
P.T.  StatioN  851+70.11  N  6,963,180.27  E  2,415,362.64
C.C.                      N  6,974,634.90  E  2,415,040.81
Back         = N  89° 23' 34.28" E
Ahead        = N  88° 23' 26.31" E
Chord Bear   = N  88° 53' 30.29" E

Course from PT INTEB-3 to PC INTEB-4  N 88° 23' 26.31" E  Dist 199.76

                           Curve Data
                          *----------*
Curve INTEB-4
P.I.  StatioN  854+70.10  N  6,963,188.69  E  2,415,662.50
Delta        =       1° 00' 07.97" (RT)
DegreE  =      0° 30' 00.00"
Tangent      =             100.22
Length       =             200.44
RadiuS  =          11,459.16
External     =               0.44
Long Chord   =             200.44
Mid. Ord.    =               0.44
P.C.  StatioN  853+69.87  N  6,963,185.88  E  2,415,562.32
P.T.  StatioN  855+70.31  N  6,963,189.75  E  2,415,762.72
C.C.                      N  6,951,731.24  E  2,415,884.15
Back         = N  88° 23' 26.31" E
Ahead        = N  89° 23' 34.28" E
Chord Bear   = N  88° 53' 30.29" E

Course from PT INTEB-4 to PC INTEB-5  N 89° 23' 34.28" E  Dist 2,352.57

                           Curve Data
                          *----------*
Curve INTEB-5
P.I.  StatioN  880+58.27  N  6,963,216.12  E  2,418,250.54
Delta        =       1° 21' 13.57" (RT)
DegreE  =      0° 30' 00.00"
Tangent      =             135.38
Length       =             270.75
RadiuS  =          11,459.16
External     =               0.80
Long Chord   =             270.75
Mid. Ord.    =               0.80
P.C.  StatioN  879+22.89  N  6,963,214.68  E  2,418,115.16
P.T.  StatioN  881+93.64  N  6,963,214.35  E  2,418,385.91
C.C.                      N  6,951,756.17  E  2,418,236.59
Back         = N  89° 23' 34.28" E
Ahead        = S  89° 15' 12.15" E
Chord Bear   = S  89° 55' 48.94" E

Course from PT INTEB-5 to PC INTEB-6  S 89° 15' 12.15" E  Dist 367.05

                           Curve Data
                          *----------*
Curve INTEB-6
P.I.  StatioN  886+96.73  N  6,963,207.80  E  2,418,888.96
Delta        =       1° 21' 37.39" (LT)
DegreE  =      0° 30' 00.00"
Tangent      =             136.05
Length       =             272.08
RadiuS  =          11,459.16
External     =               0.81
Long Chord   =             272.07
Mid. Ord.    =               0.81
P.C.  StatioN  885+60.69  N  6,963,209.57  E  2,418,752.93
P.T.  StatioN  888+32.77  N  6,963,209.25  E  2,419,025.00
C.C.                      N  6,974,667.75  E  2,418,902.25
Back         = S  89° 15' 12.15" E
Ahead        = N  89° 23' 10.46" E
Chord Bear   = S  89° 56' 00.85" E

Course from PT INTEB-6 to 25001  N 89° 23' 10.46" E  Dist 105.24

Point 25001    N  6,963,210.38  E  2,419,130.23  Sta     889+38.00

=====================================================================

Ending chain INTEB description

*    PRO. EB IH30 ℄ INTEB2 (EB TRANSITION TO MANAGED LANES)

Chain INTEB2 contains:
25025 25026

Beginning chain INTEB2 description
=====================================================================
Point 25025    N  6,963,221.43  E  2,418,422.20  Sta     882+27.06

Course from 25025 to 25026  N 89° 08' 34.34" E  Dist 555.65

Point 25026    N  6,963,229.75  E  2,418,977.79  Sta     887+82.71

=====================================================================

Ending chain INTEB2 description

*    PRO. WB IH30 ℄ INTWB (WB IH30 WIDENING)

Chain INTWB contains:
25005 CUR INTWB-1 CUR INTWB-2 CUR INTWB-3 CUR INTWB-4 CUR INTWB-5 CUR INTWB-6 25006

Beginning chain INTWB description
=====================================================================
Point 25005    N  6,963,158.64  E  2,406,692.32  Sta     765+00.00

Course from 25005 to PC INTWB-1  N 89° 23' 34.28" E  Dist 300.00

                           Curve Data
                          *----------*
Curve INTWB-1
P.I.  StatioN  769+30.49  N  6,963,163.20  E  2,407,122.79
Delta        =       1° 18' 17.56" (RT)
DegreE  =      0° 30' 00.00"
Tangent      =             130.49
Length       =             260.98
RadiuS  =          11,459.16
External     =               0.74
Long Chord   =             260.97
Mid. Ord.    =               0.74
P.C.  StatioN  768+00.00  N  6,963,161.81  E  2,406,992.30
P.T.  StatioN  770+60.98  N  6,963,161.61  E  2,407,253.27
C.C.                      N  6,951,703.30  E  2,407,113.73
Back         = N  89° 23' 34.28" E
Ahead        = S  89° 18' 08.16" E
Chord Bear   = S  89° 57' 16.94" E

Course from PT INTWB-1 to PC INTWB-2  S 89° 18' 08.16" E  Dist 178.14

                           Curve Data
                          *----------*
Curve INTWB-2
P.I.  StatioN  773+69.61  N  6,963,157.85  E  2,407,561.88
Delta        =       1° 18' 17.56" (LT)
DegreE  =      0° 30' 00.00"
Tangent      =             130.49
Length       =             260.98
RadiuS  =          11,459.16
External     =               0.74
Long Chord   =             260.97
Mid. Ord.    =               0.74
P.C.  StatioN  772+39.12  N  6,963,159.44  E  2,407,431.40
P.T.  StatioN  775+00.09  N  6,963,159.23  E  2,407,692.37
C.C.                      N  6,974,617.75  E  2,407,570.94
Back         = S  89° 18' 08.16" E
Ahead        = N  89° 23' 34.28" E
Chord Bear   = S  89° 57' 16.94" E

Course from PT INTWB-2 to PC INTWB-3  N 89° 23' 34.28" E  Dist 7,469.63

                           Curve Data
                          *----------*
Curve INTWB-3
P.I.  StatioN  850+14.64  N  6,963,238.86  E  2,415,206.50
Delta        =       0° 26' 57.25" (RT)
DegreE  =      0° 30' 00.00"
Tangent      =              44.92
Length       =              89.85
RadiuS  =          11,459.16
External     =               0.09
Long Chord   =              89.85
Mid. Ord.    =               0.09
P.C.  StatioN  849+69.72  N  6,963,238.38  E  2,415,161.58
P.T.  StatioN  850+59.57  N  6,963,238.98  E  2,415,251.42
C.C.                      N  6,951,779.87  E  2,415,283.01
Back         = N  89° 23' 34.28" E
Ahead        = N  89° 50' 31.52" E
Chord Bear   = N  89° 37' 02.90" E

Course from PT INTWB-3 to PC INTWB-4  N 89° 50' 31.52" E  Dist 420.32

                           Curve Data
                          *----------*
Curve INTWB-4
P.I.  StatioN  855+24.81  N  6,963,240.27  E  2,415,716.67
Delta        =       0° 26' 57.25" (LT)
DegreE  =      0° 30' 00.00"
Tangent      =              44.92
Length       =              89.85
RadiuS  =          11,459.16
External     =               0.09
Long Chord   =              89.85
Mid. Ord.    =               0.09
P.C.  StatioN  854+79.89  N  6,963,240.14  E  2,415,671.74
P.T.  StatioN  855+69.73  N  6,963,240.74  E  2,415,761.59
C.C.                      N  6,974,699.26  E  2,415,640.16
Back         = N  89° 50' 31.52" E
Ahead        = N  89° 23' 34.28" E
Chord Bear   = N  89° 37' 02.90" E

Course from PT INTWB-4 to PC INTWB-5  N 89° 23' 34.28" E  Dist 2,733.11

                           Curve Data
                          *----------*
Curve INTWB-5
P.I.  StatioN  883+78.50  N  6,963,270.51  E  2,418,570.20
Delta        =       0° 45' 23.88" (LT)
DegreE  =      0° 30' 00.00"
Tangent      =              75.66
Length       =             151.33
RadiuS  =          11,459.16
External     =               0.25
Long Chord   =             151.33
Mid. Ord.    =               0.25
P.C.  StatioN  883+02.84  N  6,963,269.70  E  2,418,494.54
P.T.  StatioN  884+54.17  N  6,963,272.31  E  2,418,645.84
C.C.                      N  6,974,728.22  E  2,418,373.11
Back         = N  89° 23' 34.28" E
Ahead        = N  88° 38' 10.40" E
Chord Bear   = N  89° 00' 52.34" E

Course from PT INTWB-5 to PC INTWB-6  N 88° 38' 10.40" E  Dist 298.34

                           Curve Data
                          *----------*
Curve INTWB-6
P.I.  StatioN  888+27.51  N  6,963,281.19  E  2,419,019.08
Delta        =       0° 45' 00.00" (RT)
DegreE  =      0° 30' 00.00"
Tangent      =              75.00
Length       =             150.00
RadiuS  =          11,459.16
External     =               0.25
Long Chord   =             150.00
Mid. Ord.    =               0.25
P.C.  StatioN  887+52.51  N  6,963,279.41  E  2,418,944.10
P.T.  StatioN  889+02.51  N  6,963,282.00  E  2,419,094.07
C.C.                      N  6,951,823.50  E  2,419,216.83
Back         = N  88° 38' 10.40" E
Ahead        = N  89° 23' 10.40" E
Chord Bear   = N  89° 00' 40.40" E

Course from PT INTWB-6 to 25006  N 89° 23' 10.40" E  Dist 35.38

Point 25006    N  6,963,282.37  E  2,419,129.45  Sta     889+37.89

=====================================================================

Ending chain INTWB description

*    PRO WB IH30 ℄ INTWB2 (WB TRANSITION FROM MANAGED LANES)

Chain INTWB2 contains:
 CUR INTWB2-1 CUR INTWB2-2 25012

Beginning chain INTWB2 description
=====================================================================
                           Curve Data
                          *----------*
Curve INTWB2-1
P.I.  StatioN  883+52.84  N  6,963,248.24  E  2,418,544.77
Delta        =       0° 30' 00.00" (RT)
DegreE  =      0° 30' 00.00"
Tangent      =              50.00
Length       =             100.00
RadiuS  =          11,459.16
External     =               0.11
Long Chord   =             100.00
Mid. Ord.    =               0.11
P.C.  StatioN  883+02.84  N  6,963,247.71  E  2,418,494.77
P.T.  StatioN  884+02.84  N  6,963,248.33  E  2,418,594.77
C.C.                      N  6,951,789.19  E  2,418,616.20
Back         = N  89° 23' 34.28" E
Ahead        = N  89° 53' 34.28" E
Chord Bear   = N  89° 38' 34.28" E

Course from PT INTWB2-1 to PC INTWB2-2  N 89° 53' 34.28" E  Dist 365.93

                           Curve Data
                          *----------*
Curve INTWB2-2
P.I.  StatioN  888+19.43  N  6,963,249.11  E  2,419,011.36
Delta        =       0° 30' 23.90" (LT)
DegreE  =      0° 30' 00.00"
Tangent      =              50.66
Length       =             101.33
RadiuS  =          11,459.16
External     =               0.11
Long Chord   =             101.33
Mid. Ord.    =               0.11
P.C.  StatioN  887+68.77  N  6,963,249.01  E  2,418,960.70
P.T.  StatioN  888+70.09  N  6,963,249.65  E  2,419,062.02
C.C.                      N  6,974,708.15  E  2,418,939.27
Back         = N  89° 53' 34.28" E
Ahead        = N  89° 23' 10.38" E
Chord Bear   = N  89° 38' 22.33" E

Course from PT INTWB2-2 to 25012  N 89° 23' 10.38" E  Dist 56.86

Point 25012    N  6,963,250.26  E  2,419,118.88  Sta     889+26.96

=====================================================================

Ending chain INTWB2 description
```

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
WILLIAM L. HALE, P.E., DISTRICT ENGINEER
DESIGN SCHEMATIC
IH-30 MANAGED LANES (INTERSTATE)
TARRANT COUNTY CONTROLLING CSJ: 1068-02-120 (IH 30)
FROM BALLPARK WAY TO DALLAS COUNTY LINE
MANAGED LANE PROJECT CSJ: 1068-04-126 (IH 30)
FROM TARRANT COUNTY LINE TO SYLVAN AVE. IN DALLAS
NOTE: THIS SCHEMATIC SHOWS A CONSTRUCTION PHASE OF SIGNATURE BRIDGE PROJECT
CSJ: 1068-04-116 IH 30 (SIGNATURE BRIDGE STAGE CONSTRUCTION)
FROM EAST OF SYLVAN AVE. TO IH 35E
SIGNATURE BRIDGE PROJECT SCHEMATIC APPROVED UNDER PEGASUS PROJECT
CONTROLLING CSJ: 0009-11-181 (IH 30)
FROM IH 45 TO IH 35E
FUNCTIONAL CLASS: INTERSTATE
DESIGN SPEED: 70 mph (HOV)
70 mph (FREEWAY)
TARRANT COUNTY TRANSITION PROJECT LENGTH: 2.36 MILES
DALLAS COUNTY IH 30 MANAGED LANE PROJECT LENGTH: 13.14 MILES
TOTAL PROJECT LENGTH: 15.50 MILES
AVERAGE DAILY TRAFFIC 2007 (2025)
BALLPARK WAY TO SH 360 120,300 (213,300)
SH 360 TO NW 19TH ST 157,100 (261,000)
NW 19TH ST TO BELTLINE RD: 198,373 (214,801)
BELTLINE RD TO MacARTHUR BLVD: 195,488 (209,078)
MacARTHUR BLVD TO LOOP 12: 215,611 (215,658)
LOOP 12 TO WESTMORELAND: 194,348 (202,241)
WESTMORELAND TO HAMPTON RD: 170,903 (184,188)
HAMPTON RD. TO DOWNTOWN: 182,799 (195,659)
HIGHWAY VOLUMES INCLUDE MAIN AND HOV/ML LANES ONLY
SOURCE: FROM BALLPARK WAY TO 19TH ST, ADJUSTED TTI PROJECTIONS DATED DECEMBER 7, 2005 WERE UTILIZED. NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS PROJECTIONS UTILIZED FROM 19TH ST TO DOWNTOWN.
DALLAS AND TARRANT COUNTY
MAY 18, 2006
SCALE: 1"=200' H, 1"=20' V
ROLL 1 OF 10


BEGIN PROJECT
℄ IH 30 STA 765+00.00
CSJ NO. 1068-02-120
END PROJECT
CSJ NO. 1068-04-126
BEGIN PROJECT
℄ IH 30 STA 1531+00.00
CSJ NO. 1068-04-116
DENTON CO.
COLLIN CO.
PARKER CO.
ROCKWALL CO.
KAUFMAN CO.
JOHNSON CO.
ELLIS CO.
END PROJECT
CSJ NO. 1068-02-120
BEGIN PROJECT
℄ IH 30 STA 889+00.00
CSJ NO. 1068-04-126
END PROJECT
℄ IH 30 STA 1582+68.36
CSJ NO. 1068-04-116

These documents are for Interim Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of:
Matthew G. Craig 69910 05-18-2006 Chad R. Gardiner 93793 05-18-2006
Type or Print Name PE# Date Type or Print Name PE# Date
Halff Associates
ENGINEERS . ARCHITECTS . SCIENTISTS . PLANNERS . SURVEYORS
DATE APPROVED
DATE SUBMITTED
DESIGN SCHEMATIC
NOT INTENDED FOR
CONSTRUCTION, BIDDING,
OR PERMIT PURPOSES
PRELIMINARY
DRAFT SUBMITTAL
SUBJECT TO CHANGE
© 2006 BY TEXAS DEPARTMENT OF TRANSPORTATION
(512) 416-2055; ALL RIGHTS RESERVED