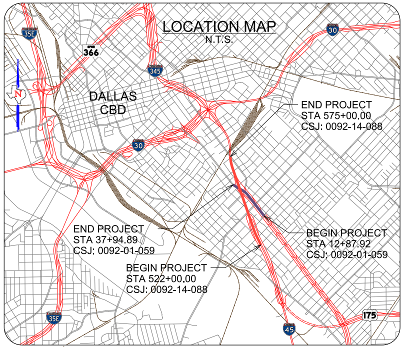
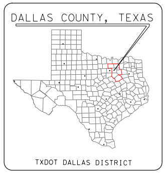
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
JAMES K. SELMAN, P.E., DISTRICT ENGINEER

# SH 310, I-45
# DESIGN SCHEMATIC
# SM WRIGHT PHASE IIB
FROM PENNSYLVANIA AVENUE
TO NORTH OF AL LIPSCOMB WAY
DALLAS COUNTY, TEXAS
CSJ: 0092-01-059, 0092-14-088

APRIL 2016
ROLL 2 OF 2

PROJECT LENGTH:	1.00 MILE
FUNCTIONAL CLASSIFICATION:	INTERSTATE AND URBAN ARTERIAL
AVERAGE DAILY TRAFFIC:	164,000 (2020) 220,600 (2040)
DESIGN SPEED	
I-45:	60 MPH
RAMPS:	40 MPH
FRONTAGE ROADS:	40 MPH
CROSS STREETS:	35 MPH
LOCAL CONNECTORS:	20 MPH


LOCATION MAP
N.T.S.
35E
366
345
30
DALLAS CBD
N
END PROJECT
STA 575+00.00
CSJ: 0092-14-088
END PROJECT
STA 37+94.89
CSJ: 0092-01-059
BEGIN PROJECT
STA 12+87.92
CSJ: 0092-01-059
BEGIN PROJECT
STA 522+00.00
CSJ: 0092-14-088
175
45


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

PRELIMINARY

FOR INTERIM REVIEW ONLY

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HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

DATE SUBMITTED: JUNE 30, 2016

DATE APPROVED:

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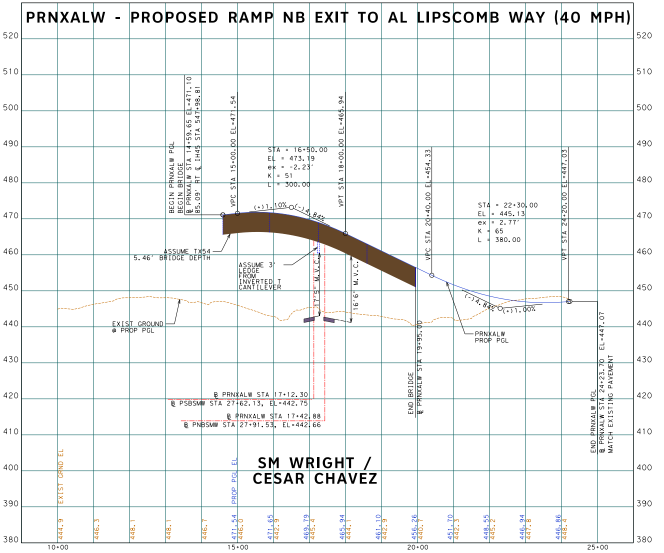
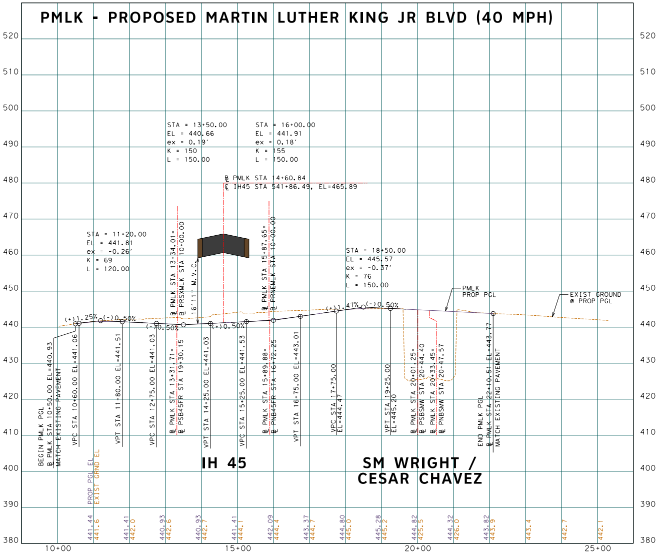
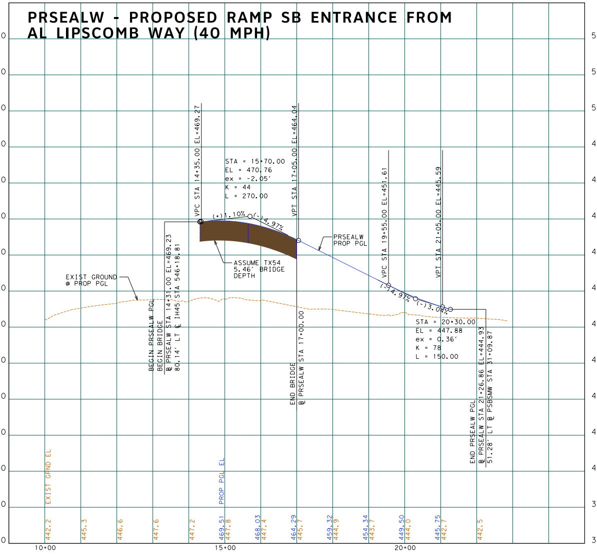
PRNXALW - PROPOSED RAMP NB EXIT TO AL LIPSCOMB WAY (40 MPH)


520
510
500
490
480
470
460
450
440
430
420
410
400
390
380
BEGIN PRNXALW PGL
BEGIN BRIDGE
℄ PRNXALW STA 14+59.65 EL=471.10
85.09' RT ℄ IH45 STA 547+98.81
VPC STA 15+00.00 EL=471.54
STA = 16+50.00
EL = 473.19
ex = -2.23'
K = 51
L = 300.00
(+)1.10%
(-)4.84%
VPT STA 18+00.00 EL=465.94
ASSUME TX54
5.46' BRIDGE DEPTH
ASSUME 3' LEDGE FROM INVERTED T CANTILEVER
17'5" M.V.C.
16'6" M.V.C.
EXIST GROUND
@ PROP PGL
℄ PRNXALW STA 17+12.30
℄ PSBSMW STA 27+62.13, EL=442.75
℄ PRNXALW STA 17+42.88
℄ PNBSMW STA 27+91.53, EL=442.66
END BRIDGE
℄ PRNXALW STA 19+95.00
VPC STA 20+40.00 EL=454.33
STA = 22+30.00
EL = 445.13
ex = 2.77'
K = 65
L = 380.00
(-)4.84%
(+)1.00%
PRNXALW
PROP PGL
VPT STA 24+20.00 EL=447.03
END PRNXALW PGL
℄ PRNXALW STA 24+23.70 EL=447.07
MATCH EXISTING PAVEMENT
EXIST GRND EL
PROP PGL EL
SM WRIGHT /
CESAR CHAVEZ
444.9
446.3
448.1
448.1
446.7
471.54
446.0
471.65
442.9
469.79
445.4
465.94
444.1
461.10
442.9
456.26
440.7
451.70
442.3
448.55
445.2
446.94
447.8
446.86
448.4
10+00
15+00
20+00
25+00

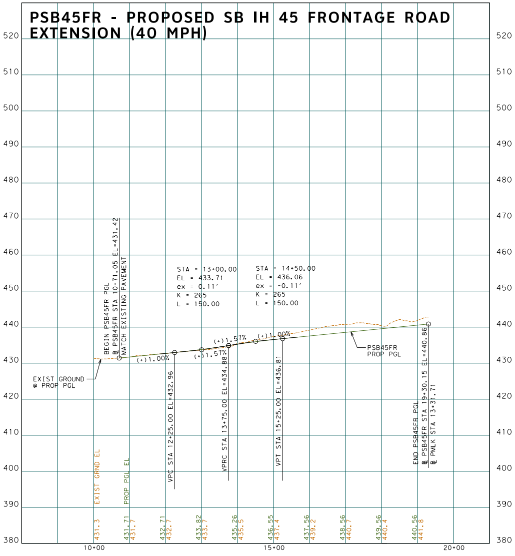
PMLK - PROPOSED MARTIN LUTHER KING JR BLVD (40 MPH)


520
510
500
490
480
470
460
450
440
430
420
410
400
390
380
STA = 13+50.00
EL = 440.66
ex = 0.19'
K = 150
L = 150.00
STA = 16+00.00
EL = 441.91
ex = 0.18'
K = 155
L = 150.00
℄ PMLK STA 14+60.84
℄ IH45 STA 541+86.49, EL=465.89
STA = 11+20.00
EL = 441.81
ex = -0.26'
K = 69
L = 120.00
STA = 18+50.00
EL = 445.57
ex = -0.37'
K = 76
L = 150.00
(+)1.25%
(-)0.50%
(-)0.50%
(+)0.50%
(+)1.47%
(-)0.50%
16'11" M.V.C.
℄ PMLK STA 13+34.01=
℄ PRSXMLK STA 10+00.00
℄ PMLK STA 15+87.65=
℄ PRNEMLK STA 10+00.00
BEGIN PMLK PGL
℄ PMLK STA 10+50.00 EL=440.93
MATCH EXISTING PAVEMENT
VPC STA 10+60.00 EL=441.06
VPT STA 11+80.00 EL=441.51
VPC STA 12+75.00 EL=441.03
℄ PMLK STA 13+31.71=
℄ PSB45FR STA 19+30.15
VPT STA 14+25.00 EL=441.03
VPC STA 15+25.00 EL=441.53
℄ PMLK STA 15+89.88=
℄ PNB45FR STA 16+72.25
VPT STA 16+75.00 EL=443.01
VPC STA 17+75.00
EL=444.47
VPT STA 19+25.00
EL=445.20
℄ PMLK STA 20+01.25=
℄ PSBSMW STA 20+44.40
℄ PMLK STA 20+33.45=
℄ PNBSMW STA 20+47.57
END PMLK PGL
℄ PMLK STA 22+10.51 EL=443.77
MATCH EXISTING PAVEMENT
PMLK
PROP PGL
EXIST GROUND
@ PROP PGL
PROP PGL EL
EXIST GRND EL
IH 45
SM WRIGHT /
CESAR CHAVEZ
41.44
41.6
41.41
42.0
40.93
42.6
40.93
42.7
41.41
44.1
42.09
44.4
43.37
44.7
44.80
45.0
45.28
45.2
44.82
425.5
44.32
426.0
43.82
43.9
43.4
42.7
42.1
10+00
15+00
20+00
25+00

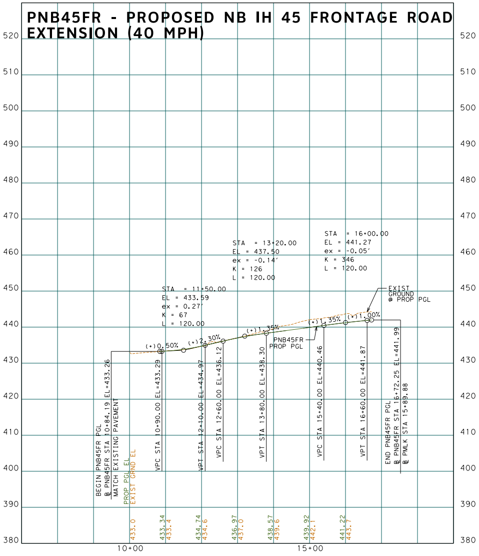
PRSEALW - PROPOSED RAMP SB ENTRANCE FROM AL LIPSCOMB WAY (40 MPH)


VPC STA 14+35.00 EL=469.27
STA = 15+70.00
EL = 470.76
ex = -2.05'
K = 44
L = 270.00
(+)1.10%
(-)4.97%
VPT STA 17+05.00 EL=464.04
PRSEALW PROP PGL
ASSUME TX54 5.46' BRIDGE DEPTH
EXIST GROUND @ PROP PGL
BEGIN PRSEALW PGL
BEGIN BRIDGE
℄ PRSEALW STA 14+31.00 EL=469.23
80.14' LT ℄ IH45 STA 546+18.81
END BRIDGE
℄ PRSEALW STA 17+00.00
VPC STA 19+55.00 EL=451.61
VPT STA 21+05.00 EL=445.59
(-)4.97%
(-)3.04%
STA = 20+30.00
EL = 447.88
ex = 0.36'
K = 78
L = 150.00
END PRSEALW PGL
℄ PRSEALW STA 21+26.86 EL=444.93
51.28' LT ℄ PSBSMW STA 31+09.87
EXIST GRND EL
PROP PGL EL
442.2
445.3
446.6
447.6
447.2
469.51 447.8
468.03 447.4
464.29 445.7
459.32 444.9
454.34 443.7
449.50 444.0
445.75 442.7
442.5
10+00
15+00
20+00
380 390 400 410 420 430 440 450 460 470 480 490 500 510 520

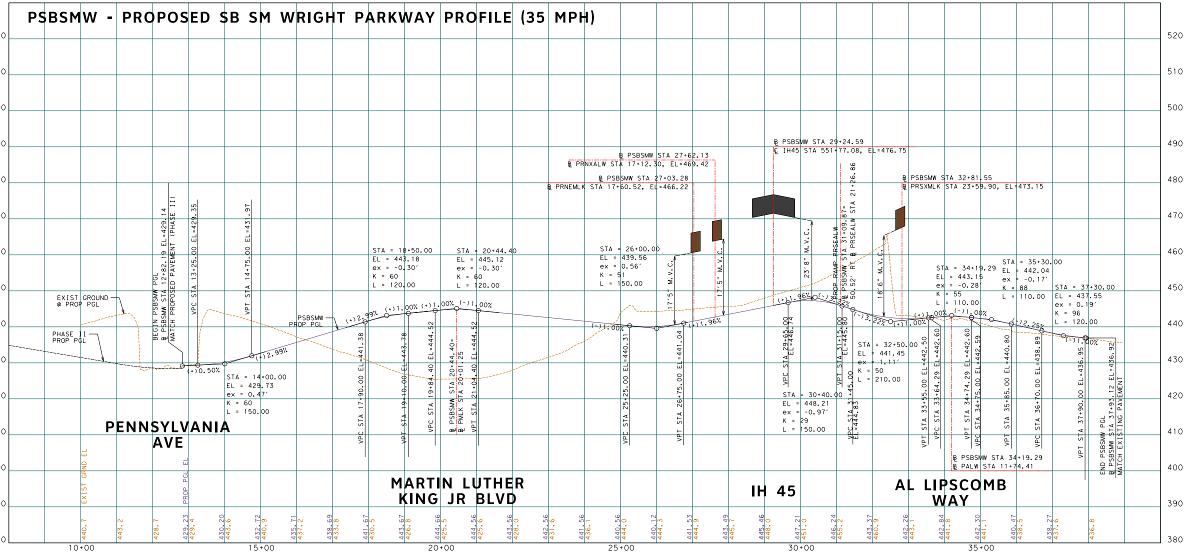
PSB45FR - PROPOSED SB IH 45 FRONTAGE ROAD EXTENSION (40 MPH)


BEGIN PSB45FR PGL
℄ PSB45FR STA 10+71.05 EL=431.42
MATCH EXISTING PAVEMENT
EXIST GROUND @ PROP PGL
STA = 13+00.00
EL = 433.71
ex = 0.11'
K = 265
L = 150.00
STA = 14+50.00
EL = 436.06
ex = -0.11'
K = 265
L = 150.00
(+)1.00%
(+)1.57%
(+)1.57%
(+)1.00%
PSB45FR PROP PGL
VPC STA 12+25.00 EL=432.96
VPRC STA 13+75.00 EL=434.88
VPT STA 15+25.00 EL=436.81
END PSB45FR PGL
℄ PSB45FR STA 19+30.15 EL=440.86
℄ PMLK STA 13+31.71
EXIST GRND EL
PROP PGL EL
431.3
431.71 431.7
432.71 432.7
433.82 433.7
435.26 435.5
436.55 437.4
437.56 439.2
438.56 440.7
439.56 440.4
440.56 441.8
10+00
15+00
20+00
380 390 400 410 420 430 440 450 460 470 480 490 500 510 520

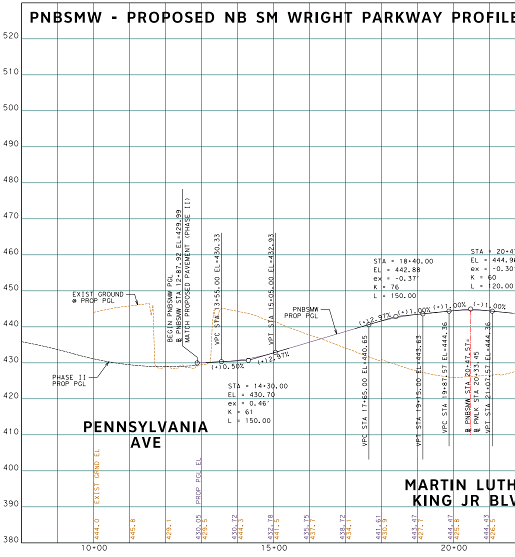
PNB45FR - PROPOSED NB IH 45 FRONTAGE ROAD EXTENSION (40 MPH)


STA = 11+50.00
EL = 433.59
ex = 0.27'
K = 67
L = 120.00
STA = 13+20.00
EL = 437.50
ex = -0.14'
K = 126
L = 120.00
STA = 16+00.00
EL = 441.27
ex = -0.05'
K = 346
L = 120.00
EXIST GROUND @ PROP PGL
(+)0.50%
(+)2.30%
(+)1.35%
(+)1.35%
(+)1.00%
PNB45FR PROP PGL
BEGIN PNB45FR PGL
℄ PNB45FR STA 10+84.19 EL=433.26
MATCH EXISTING PAVEMENT
VPC STA 10+90.00 EL=433.29
VPT STA 12+10.00 EL=434.97
VPC STA 12+60.00 EL=436.12
VPT STA 13+80.00 EL=438.30
VPC STA 15+40.00 EL=440.46
VPT STA 16+60.00 EL=441.87
END PNB45FR PGL
℄ PNB45FR STA 16+72.25 EL=441.99
℄ PMLK STA 15+89.88
PROP PGL EL
EXIST GRND EL
433.0
433.34 433.4
434.74 434.6
436.97 437.0
438.57 439.6
439.92 442.1
441.22 443.7
10+00
15+00
380 390 400 410 420 430 440 450 460 470 480 490 500 510 520

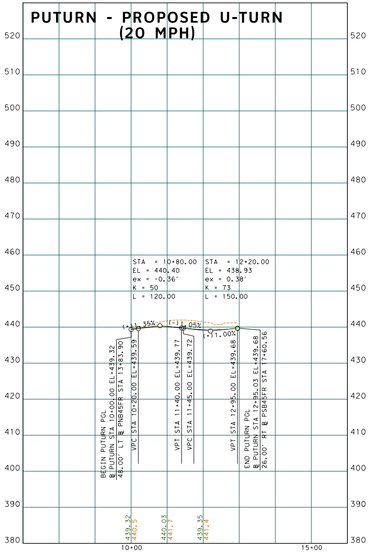
PSBSMW - PROPOSED SB SM WRIGHT PARKWAY PROFILE (35 MPH)


EXIST GROUND @ PROP PGL
PHASE II PROP PGL
BEGIN PSBSMW PGL
℄ PSBSMW STA 12+82.19 EL=429.14
MATCH PROPOSED PAVEMENT (PHASE II)
VPC STA 13+25.00 EL=429.35
VPT STA 14+75.00 EL=431.97
(+)0.50%
(+)2.99%
STA = 14+00.00
EL = 429.73
ex = 0.47'
K = 60
L = 150.00
PSBSMW PROP PGL
PENNSYLVANIA AVE
STA = 18+50.00
EL = 443.18
ex = -0.30'
K = 60
L = 120.00
STA = 20+44.40
EL = 445.12
ex = -0.30'
K = 60
L = 120.00
(+)2.99%
(+)1.00%
(+)1.00%
(-)1.00%
VPC STA 17+90.00 EL=441.38
VPT STA 19+10.00 EL=443.78
VPC STA 19+84.40 EL=444.52
℄ PSBSMW STA 20+44.40=
℄ PMLK STA 20+01.25
VPT STA 21+04.40 EL=444.52
MARTIN LUTHER KING JR BLVD
℄ PSBSMW STA 27+62.13
℄ PRNXALW STA 17+12.30, EL=469.42
℄ PSBSMW STA 27+03.28
℄ PRNEMLK STA 17+60.52, EL=466.22
STA = 26+00.00
EL = 439.56
ex = 0.56'
K = 51
L = 150.00
(-)1.00%
(+)1.96%
17'5" M.V.C.
17'5" M.V.C.
VPC STA 25+25.00 EL=440.31
VPT STA 26+75.00 EL=441.04
℄ PSBSMW STA 29+24.59
℄ IH45 STA 551+77.08, EL=476.75
23'8" M.V.C.
(+)1.96%
(-)3.22%
VPC STA 29+65.00 EL=446.74
STA = 30+40.00
EL = 448.21
ex = -0.97'
K = 29
L = 150.00
PROP RAMP PRSEALW
℄ PSBSMW STA 31+09.87=
50.52' RT ℄ PRSEALW STA 21+26.86
VPT STA 31+15.00 EL=445.80
VPC STA 31+45.00 EL=444.83
IH 45
18'6" M.V.C.
(-)3.22%
(+)1.00%
STA = 32+50.00
EL = 441.45
ex = 1.11'
K = 50
L = 210.00
℄ PSBSMW STA 32+81.55
℄ PRSXMLK STA 23+59.90, EL=473.15
STA = 34+19.29
EL = 443.15
ex = -0.28'
K = 55
L = 110.00
STA = 35+30.00
EL = 442.04
ex = -0.17'
K = 88
L = 110.00
STA = 37+30.00
EL = 437.55
ex = 0.19'
K = 96
L = 120.00
(+)1.00%
(-)1.00%
(-)2.25%
(-)1.00%
VPT STA 33+55.00 EL=442.50
VPC STA 33+64.29 EL=442.60
VPT STA 34+74.29 EL=442.60
VPC STA 34+75.00 EL=442.59
VPT STA 35+85.00 EL=440.80
VPC STA 36+70.00 EL=438.89
VPT STA 37+90.00 EL=436.95
END PSBSMW PGL
℄ PSBSMW STA 37+93.12 EL=436.92
MATCH EXISTING PAVEMENT
℄ PSBSMW STA 34+19.29
℄ PALW STA 11+74.41
AL LIPSCOMB WAY
EXIST GRND EL
PROP PGL EL
440.7
443.2
428.7
429.23 429.4
430.20 443.6
432.72 440.9
435.71 437.2
438.69 433.8
441.67 430.5
443.67 426.8
444.66 425.5
444.56 425.6
443.56 428.0
442.56 431.6
441.56 436.1
440.56 444.0
440.12 444.3
441.53 444.9
443.49 445.7
445.46 448.0
447.21 451.0
446.24 455.2
443.37 460.9
442.26 443.1
442.84 441.8
442.30 441.1
440.47 438.5
438.27 437.6
436.8
10+00
15+00
20+00
25+00
30+00
35+00
380 390 400 410 420 430 440 450 460 470 480 490 500 510 520

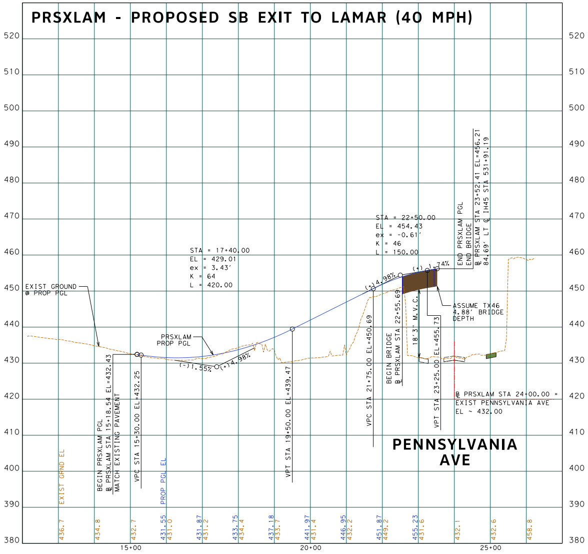
PNBSMW - PROPOSED NB SM WRIGHT PARKWAY PROFILE


EXIST GROUND @ PROP PGL
PHASE II PROP PGL
BEGIN PNBSMW PGL
℄ PNBSMW STA 12+87.92 EL=429.99
MATCH PROPOSED PAVEMENT (PHASE II)
VPC STA 13+55.00 EL=430.33
VPT STA 15+05.00 EL=432.93
(+)0.50%
(+)2.97%
STA = 14+30.00
EL = 430.70
ex = 0.46'
K = 61
L = 150.00
PNBSMW PROP PGL
PENNSYLVANIA AVE
STA = 18+40.00
EL = 442.88
ex = -0.37'
K = 76
L = 150.00
STA = 20+47
EL = 444.9
ex = -0.30
K = 60
L = 120.00
(+)2.97%
(+)1.00%
(+)1.00%
(-)1.00%
VPC STA 17+65.00 EL=440.65
VPT STA 19+15.00 EL=443.63
VPC STA 19+87.57 EL=444.36
℄ PNBSMW STA 20+47.57=
℄ PMLK STA 20+33.45
VPT STA 21+07.57 EL=444.36
MARTIN LUTH
KING JR BLV
EXIST GRND EL
PROP PGL EL
444.0
445.8
429.1
430.05 429.5
430.72 444.3
432.78 441.5
435.75 437.7
438.72 434.1
441.61 430.9
443.47 427.7
444.47 425.8
444.43 426.5
10+00
15+00
20+00
380 390 400 410 420 430 440 450 460 470 480 490 500 510 520

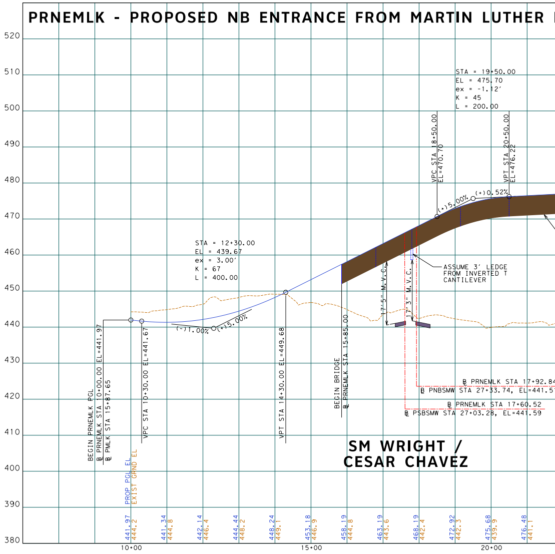
PUTURN - PROPOSED U-TURN (20 MPH)


STA = 10+80.00 EL = 440.40 ex = -0.36' K = 50 L = 120.00
STA = 12+20.00 EL = 438.93 ex = 0.38' K = 73 L = 150.00
(+)1.35%
(-)1.05%
(-)1.00%
BEGIN PUTURN PGL ℄ PUTURN STA 10+00.00 EL=439.32 ℄ PNB45FR STA 13+83.90 48.00' LT
VPC STA 10+20.00 EL=439.59
VPT STA 11+40.00 EL=439.77
VPC STA 11+45.00 EL=439.72
VPT STA 12+95.00 EL=439.68
END PUTURN PGL ℄ PUTURN STA 12+95.03 EL=439.68 ℄ PSB45FR STA 17+60.56 26.00' RT
10+00
15+00

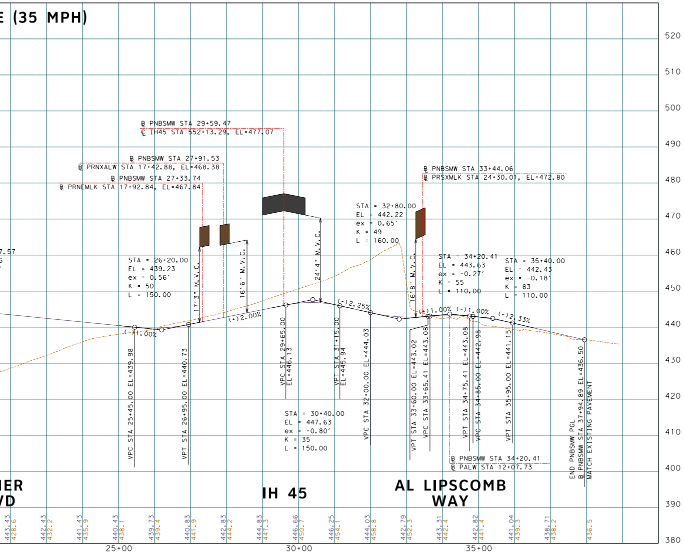
PRSXLAM - PROPOSED SB EXIT TO LAMAR (40 MPH)


EXIST GROUND @ PROP PGL
STA = 17+40.00 EL = 429.01 ex = 3.43' K = 64 L = 420.00
STA = 22+50.00 EL = 454.43 ex = -0.61' K = 46 L = 150.00
PRSXLAM PROP PGL
(-)1.55%
(+)4.98%
(+)1.74%
ASSUME TX46 4.88' BRIDGE DEPTH
18'3" M.V.C.
BEGIN PRSXLAM PGL ℄ PRSXLAM STA 15+18.54 EL=432.43 MATCH EXISTING PAVEMENT
VPC STA 15+30.00 EL=432.25
VPT STA 19+50.00 EL=439.47
VPC STA 21+75.00 EL=450.69
BEGIN BRIDGE ℄ PRSXLAM STA 22+55.69
VPT STA 23+25.00 EL=455.73
END PRSXLAM PGL END BRIDGE ℄ PRSXLAM STA 23+52.41 EL=456.21 ℄ IH45 STA 531+91.19 84.69' LT
℄ PRSXLAM STA 24+00.00 = EXIST PENNSYLVANIA AVE EL ~ 432.00
PENNSYLVANIA AVE
EXIST GRND EL
PROP PGL EL
15+00
20+00
25+00

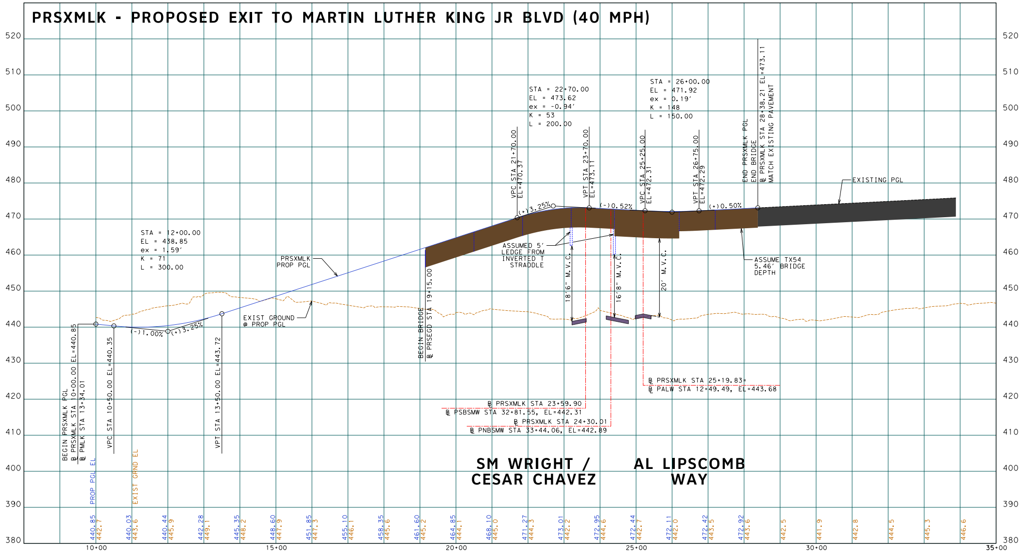
PRNEMLK - PROPOSED NB ENTRANCE FROM MARTIN LUTHER

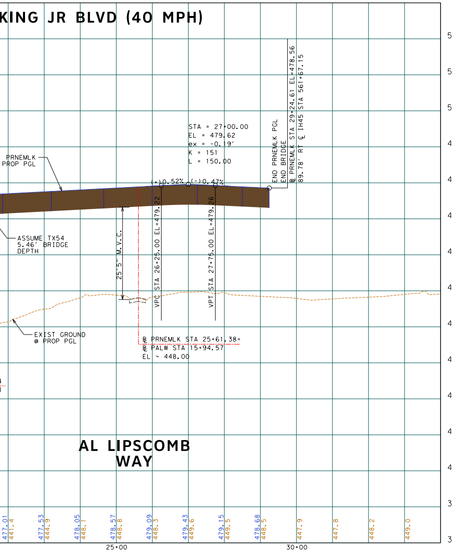

STA = 12+30.00 EL = 439.67 ex = 3.00' K = 67 L = 400.00
STA = 19+50.00 EL = 475.70 ex = -1.12' K = 45 L = 200.00
(-)1.00%
(+)5.00%
(+)0.52%
ASSUME 3' LEDGE FROM INVERTED T CANTILEVER
17'5" M.V.C.
17'3" M.V.C.
℄ PRNEMLK STA 17+92.84
℄ PNBSMW STA 27+33.74, EL=441.5
℄ PRNEMLK STA 17+60.52
℄ PSBSMW STA 27+03.28, EL=441.59
BEGIN PRNEMLK PGL ℄ PRNEMLK STA 10+00.00 EL=441.97 ℄ PMLK STA 15+87.65
VPC STA 10+30.00 EL=441.67
VPT STA 14+30.00 EL=449.68
BEGIN BRIDGE ℄ PRNEMLK STA 15+85.00
VPC STA 18+50.00 EL=470.70
VPT STA 20+50.00 EL=476.22
SM WRIGHT / CESAR CHAVEZ
PROP PGL EL
EXIST GRND EL
10+00
15+00
20+00

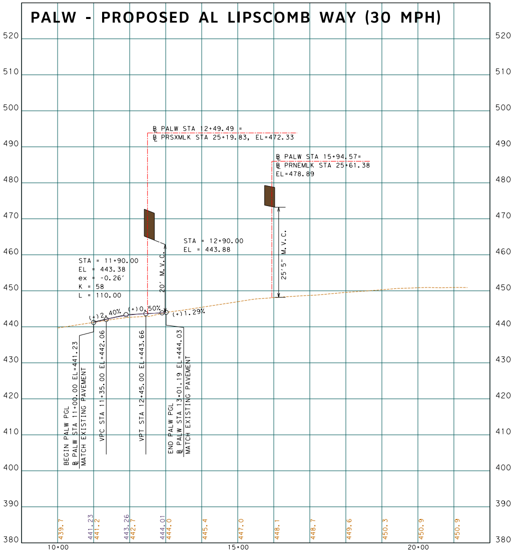
E (35 MPH)


℄ PNBSMW STA 29+59.47 ℄ IH45 STA 552+13.29, EL=477.07
℄ PNBSMW STA 27+91.53 ℄ PRNXALW STA 17+42.88, EL=468.38
℄ PNBSMW STA 27+33.74 ℄ PRNEMLK STA 17+92.84, EL=467.84
℄ PNBSMW STA 33+44.06 ℄ PRSXMLK STA 24+30.01, EL=472.80
STA = 26+20.00 EL = 439.23 ex = 0.56' K = 50 L = 150.00
STA = 30+40.00 EL = 447.63 ex = -0.80' K = 35 L = 150.00
STA = 32+80.00 EL = 442.22 ex = 0.65' K = 49 L = 160.00
STA = 34+20.41 EL = 443.63 ex = -0.27' K = 55 L = 110.00
STA = 35+40.00 EL = 442.43 ex = -0.18' K = 83 L = 110.00
(-)1.00%
(+)2.00%
(-)2.25%
(+)1.00%
(-)1.00%
(-)2.33%
17'3" M.V.C.
16'6" M.V.C.
24'4" M.V.C.
16'8" M.V.C.
VPC STA 25+45.00 EL=439.98
VPT STA 26+95.00 EL=440.73
VPC STA 29+65.00 EL=446.13
VPT STA 31+15.00 EL=445.94
VPC STA 32+00.00 EL=444.03
VPT STA 33+60.00 EL=443.02
VPC STA 33+65.41 EL=443.08
VPT STA 34+75.41 EL=443.08
VPC STA 34+85.00 EL=442.98
VPT STA 35+95.00 EL=441.15
END PNBSMW PGL ℄ PNBSMW STA 37+94.89 EL=436.50 MATCH EXISTING PAVEMENT
℄ PNBSMW STA 34+20.41 ℄ PALW STA 12+07.73
IH 45
AL LIPSCOMB WAY
25+00
30+00
35+00

PRSXMLK - PROPOSED EXIT TO MARTIN LUTHER KING JR BLVD (40 MPH)


STA = 12+00.00 EL = 438.85 ex = 1.59' K = 71 L = 300.00
STA = 22+70.00 EL = 473.62 ex = -0.94' K = 53 L = 200.00
STA = 26+00.00 EL = 471.92 ex = 0.19' K = 148 L = 150.00
PRSXMLK PROP PGL
EXIST GROUND @ PROP PGL
EXISTING PGL
(-)1.00%
(+)3.25%
(-)0.52%
(+)0.50%
ASSUMED 5' LEDGE FROM INVERTED T STRADDLE
ASSUME TX54 5.46' BRIDGE DEPTH
18'6" M.V.C.
16'8" M.V.C.
20' M.V.C.
BEGIN PRSXMLK PGL ℄ PRSXMLK STA 10+00.00 EL=440.85 ℄ PMLK STA 13+34.01
VPC STA 10+50.00 EL=440.35
VPT STA 13+50.00 EL=443.72
BEGIN BRIDGE ℄ PRSEGD STA 19+15.00
VPC STA 21+70.00 EL=470.37
VPT STA 23+70.00 EL=473.11
VPC STA 25+25.00 EL=472.31
VPT STA 26+75.00 EL=472.29
END PRSXMLK PGL END BRIDGE ℄ PRSXMLK STA 28+38.21 EL=473.11 MATCH EXISTING PAVEMENT
℄ PRSXMLK STA 23+59.90 ℄ PSBSMW STA 32+81.55, EL=442.31
℄ PRSXMLK STA 24+30.01 ℄ PNBSMW STA 33+44.06, EL=442.89
℄ PRSXMLK STA 25+19.83 ℄ PALW STA 12+49.49, EL=443.68
SM WRIGHT / CESAR CHAVEZ
AL LIPSCOMB WAY
PROP PGL EL
EXIST GRND EL
10+00
15+00
20+00
25+00
30+00
35+00


KING JR BLVD (40 MPH)
520
510
500
490
480
470
460
450
440
430
420
410
400
390
380
STA = 27+00.00
EL = 479.62
ex = -0.19'
K = 151
L = 150.00
PRNEMLK
PROP PGL
(+)0.52%
(-)0.47%
END PRNEMLK PGL
END BRIDGE
℄ PRNEMLK STA 29+24.61 EL=478.56
89.78' RT ℄ IH45 STA 561+67.15
ASSUME TX54
5.46' BRIDGE
DEPTH
25'5" M.V.C.
VPC STA 26+25.00 EL=479.22
VPT STA 27+75.00 EL=479.26
EXIST GROUND
@ PROP PGL
℄ PRNEMLK STA 25+61.38=
℄ PALW STA 15+94.57
EL ~ 448.00
AL LIPSCOMB
WAY
477.01
441.4
477.53
444.9
478.05
448.1
478.57
448.8
479.09
448.3
479.43
449.6
479.15
449.5
478.68
448.5
447.9
447.8
448.2
449.0
25+00
30+00

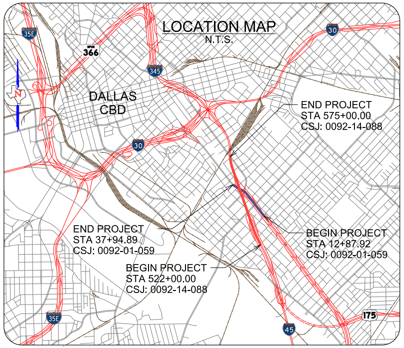

PALW - PROPOSED AL LIPSCOMB WAY (30 MPH)
520
510
500
490
480
470
460
450
440
430
420
410
400
390
380
℄ PALW STA 12+49.49 =
℄ PRSXMLK STA 25+19.83, EL=472.33
℄ PALW STA 15+94.57=
℄ PRNEMLK STA 25+61.38
EL=478.89
STA = 12+90.00
EL = 443.88
STA = 11+90.00
EL = 443.38
ex = -0.26'
K = 58
L = 110.00
20' M.V.C.
25'5" M.V.C.
(+)2.40%
(+)0.50%
(+)1.29%
BEGIN PALW PGL
℄ PALW STA 11+00.00 EL=441.23
MATCH EXISTING PAVEMENT
VPC STA 11+35.00 EL=442.06
VPT STA 12+45.00 EL=443.66
END PALW PGL
℄ PALW STA 13+01.19 EL=444.03
MATCH EXISTING PAVEMENT
439.7
441.23
441.2
443.26
442.7
444.01
444.0
445.4
447.0
448.1
448.7
449.6
450.3
450.9
450.9
10+00
15+00
20+00

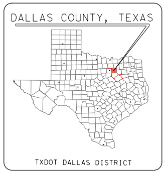
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
JAMES K. SELMAN, P.E., DISTRICT ENGINEER

SH 310, I-45
DESIGN SCHEMATIC
SM WRIGHT PHASE IIB
FROM PENNSYLVANIA AVENUE
TO NORTH OF AL LIPSCOMB WAY
DALLAS COUNTY, TEXAS
CSJ: 0092-01-059, 0092-14-088

APRIL 2016
ROLL 2 OF 2

PROJECT LENGTH:	1.00 MILE
FUNCTIONAL CLASSIFICATION:	INTERSTATE AND URBAN ARTERIAL
AVERAGE DAILY TRAFFIC:	164,000 (2020) 220,600 (2040)
DESIGN SPEED	
I-45:	60 MPH
RAMPS:	40 MPH
FRONTAGE ROADS:	40 MPH
CROSS STREETS:	35 MPH
LOCAL CONNECTORS:	20 MPH


LOCATION MAP
N.T.S.
35E
366
345
30
DALLAS
CBD
END PROJECT
STA 575+00.00
CSJ: 0092-14-088
END PROJECT
STA 37+94.89
CSJ: 0092-01-059
BEGIN PROJECT
STA 12+87.92
CSJ: 0092-01-059
BEGIN PROJECT
STA 522+00.00
CSJ: 0092-14-088
175
45


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

PRELIMINARY
FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

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MARIA F. GUERRA	121650	06-30-2016

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

0 5 10 15 20
VERTICAL SCALE: 1"=10'

0 50 100 150 200
HORIZONTAL SCALE: 1"=100'

DATE SUBMITTED: JUNE 30, 2016

DATE APPROVED:

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