Draft
Environmental Assessment

I-30 East Corridor, Dallas District

Project limits: From I-45 to Ferguson Road

CSJ Numbers: 0009-11-252, 0009-11-251

Dallas County, Texas

June 2023

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

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LIST OF ACRONYMS AND ABBREVIATIONS

The following is a list of acronyms used throughout this document and their definitions.

Acronym/Abbreviation	Definition
4(f)IE	Section 4(f) Individual Evaluation
AADT	Annual Average Daily Traffic
ADT	Average Daily Traffic
AOI	Area of Influence
APE	Area of Potential Effects
BMP	Best Management Practice
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CGP	Construction General Permit
CIA	Community Impacts Assessment
CMAQ	Congestion Mitigation Air Quality
CMP	Congestion Management Process
CO	Carbon Monoxide
COD	City of Dallas
CSJ	TxDOT project Control-Section-Job number
CWA	Clean Water Act
DART	Dallas Area Rapid Transit
dB	Decibels
dB(A)	Decibels (A-weighted)
dbh	Diameter at Breast Height
DFW	Dallas-Fort Worth
EA	Environmental Assessment
EIS	Environmental Impact Statement
EJ	Environmental Justice
EO	Executive Order
ENV	TxDOT's Environmental Affairs Division
EPA	Environmental Protection Agency
ETC	Estimated Time of Completion
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FM	Farm-to-Market Road
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FWCA	Fish and Wildlife Coordination Act
GHG	Greenhouse Gas
GIS	Geographic Information System
HHS	U.S. Department of Health and Human Services
HOV	High Occupancy Vehicle

Acronym/Abbreviation	Definition
HRSR	Historic Resources Survey Report
I-30	Interstate Highway 30
IAJR	Interstate Access Justification Report
ISA	Initial Site Assessment
LEP	Limited English Proficiency
LOS	Level of Service
LWCF	Land and Water Conservation Fund
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSAT	Mobile Source Air Toxics
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NCTCOG	North Central Texas Council of Governments
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
NWP	Nationwide Permit
OWJ	Official with Jurisdiction
PCN	Preconstruction Notification
PM	Particulate Matter
ppm	Parts Per Million
PS&E	Plans, Specifications, and Estimates
PST	Petroleum Storage Tank
ROW	Right-of-Way
RSA	Resource Study Area
SAS	Species Analysis Spreadsheet
SGCN	Species of Greatest Conservation Need
SH	State Highway
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SOV	Single Occupancy Vehicle
STIP	Statewide Transportation Program
SW3P	Storm Water Pollution Prevention Plan
TAC	Texas Administrative Code
TAQA	Traffic Air Quality Analysis
TCAP	Texas Conservation Action Plan
TCEQ	Texas Commission on Environmental Quality
TDM	Transportation Demand Management
THC	Texas Historical Commission
TIP	Transportation Improvement Program
TPDES	Texas Pollutant Discharge Elimination System
TPP	Transportation Planning and Programming Division
TPWD	Texas Parks and Wildlife Department

Acronym/Abbreviation	Definition
TSM	Transportation Systems Management
TTI	Texas A&M University's Transportation Institute
TWDB	Texas Water Development Board
TxDOT	Texas Department of Transportation
US	United States Highway
USACE	United States Army Corps of Engineers
USC	United States Code
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
VPD	Vehicles Per Day
VMT	Vehicle Miles Traveled
WOTUS	Waters of the United States

1.0 INTRODUCTION

The Texas Department of Transportation (TxDOT) Dallas District, in cooperation with the City of Dallas, is proposing to reconstruct and widen Interstate Highway 30 (I-30) from I-45 to Ferguson Road, within the limits of the City of Dallas in Dallas County, Texas. The proposed project would widen the existing facility from eight mainlanes (four in each direction) to ten mainlanes (five in each direction) and add two tolled, reversible managed lanes in the center median. The proposed improvements are referred to as the I-30 East Corridor Project. The total distance of the proposed project is approximately 5.0 miles (see **Appendix A** for the **Project Location Map**).

The planning process for this project follows the TxDOT and Federal Highway Administration (FHWA) environmental policies and procedures in compliance with the National Environmental Policy Act (42 U.S. Code (USC) 4331-4375), as implemented by regulations promulgated by the Council on Environmental Quality (CEQ, 40 Code of Federal Regulations (CFR) Parts 1500-1508). The purpose of this draft Environmental Assessment (EA) is to study the potential social, economic, and environmental consequences of the proposed I-30 East Corridor Project and determine whether such consequences warrant preparation of an Environmental Impact Statement (EIS). An EIS is required if, upon completing an EA, a federal agency (or a delegated state agency such as TxDOT; see FHWA 2019) determines that a proposed major federal action would result in impacts that "significantly [affect] the quality of the human environment" (42 USC 4332), as that phrase has been interpreted by federal courts, As the proposed project would be funded in part by the FHWA, this EA complies with FHWA's NEPA regulations (23 CFR Part 771) as well as relevant TxDOT rules for environmental review of projects and guidance for conducting NEPA studies on behalf of FHWA (43 Texas Administrative Code (TAC) Part 1, Chapter 2). The draft EA will be made available for public review during a prescribed comment period and, following the comment period, TxDOT will consider any comments submitted. If TxDOT determines that there are no significant adverse effects, it will prepare and sign a Finding of No Significant Impact (FONSI), which will be made available to the public.

2.0 PROJECT DESCRIPTION

2.1 Existing Facility

The existing I-30 facility from I-45/I-345 to east of Ferguson Road is a controlled-access highway with eight mainlanes (four lanes in each direction) within project limits. From I-45/I-345 to Haskell Avenue, I-30 is elevated on structure. From Haskell Avenue to Carroll Avenue, I-30 remains elevated but is atop an earthen embankment and bridges over all cross streets except Dolphin Road within project limits. There are no frontage roads where the highway is on structure. East of Haskell Avenue, there are discontinuous, one-way, two to three-lane frontage roads in each direction. The mainlanes and frontage road lanes are 12 feet wide. Mainlane shoulders vary in width, with a minimum 1-foot inside shoulder and 10-foot outside shoulder. A concrete traffic barrier separates the eastbound and westbound mainlanes. Along most of the project limits, there are no sidewalks along the discontinuous frontage roads. The existing right-of-way (ROW) varies widely, ranging from approximately 200 feet to 500 feet. ROW width exceeds 1,000 feet at major intersections.

There is one reversible high-occupancy vehicle (HOV) lane with project limits. Extending eastward from Haskell Avenue, the interim HOV system uses a movable barrier (The Zipper) to convert one of the general-purpose mainlanes (off-peak direction) into a HOV lane (peak direction). Once peak hour flow subsides, the barrier is returned to the center median and each freeway direction operates under normal conditions.

Appendix B – Project Photographs provides representative views of the existing I-30 corridor within project limits, as well as areas adjacent to the project; major aspects of the existing I-30 facility described above are shown in Photographs 1 through 4. Representative existing typical sections are found in **Appendix C** (**Schematics**) and **Appendix D** (**Typical Sections**).

2.2 Proposed Facility

The proposed project would generally follow the existing alignment; however, portions of I-30 would be shifted to the north and/or south to accommodate expansion for adding capacity to the facility. An estimated 11 acres of proposed ROW would be necessary for the proposed improvements. The proposed mainlanes from I-45/I-345 to Dolphin Road would be depressed to a substantially lower elevation than the proposed frontage roads; the difference in elevation between mainlanes and the surface pavement of cross street bridges/frontage roads would be a minimum of 24 feet to 33 feet, with a typical elevation difference of approximately 26 feet. Access ramps throughout the project corridor would be reconstructed. The project would construct 17 new cross street bridges across the depressed mainlanes at grade and intersect with frontage roads, where such are part of the design; four of these new bridges would reconnect streets severed by the original I-30 construction (i.e., Bank Street, Caldwell Street, Gurley Avenue, and Beeman Avenue), and a fifth new cross street bridge would allow the city to construct a planned 4th Street addition to the city's road grid. A Dallas Area Rapid Transit (DART) bridge with a pedestrian bridge connection to the Santa Fe Trail next to it would also be constructed. The project would reconstruct the two existing bridge crossings of I-30 by Malcolm X Boulevard and Dolphin Road. Sidewalks would be constructed or reconstructed on both sides of all street crossings of I-30, and a shared use path would be constructed alongside the outer lanes of frontage roads in nearly all cases. The typical proposed ROW width would vary from approximately 300 feet to 500 feet throughout the project area. Although the proposed project's eastern terminus is Ferguson Road, construction activity would continue eastward for approximately 1.1 miles from that point to complete pavement transition from the proposed improvements to the existing I-30 facility.

The proposed typical section for the proposed project consists of the following:

- 10 mainlanes (five 12-foot lanes in each direction) with 10-foot inside and outside shoulders;
- two reversible managed lanes (tolled) in the center median of I-30 (12-foot lanes) with 10-foot outside and 4-foot inside shoulders and a barrier to separate the managed lanes from the mainlanes; and
- two to three-lane discontinuous frontage roads (12-foot lanes) in each direction with curbs; in most instances, a 10-foot wide shared use path (bicycle and pedestrian) would be constructed adjacent to frontage roads.

Project costs, including engineering design, ROW acquisition, and construction, would be primarily federally funded and supplemented by state funding. Total project costs are estimated to be approximately $1,023M. TxDOT has assigned two unique Control-Section-Job (CSJ) numbers to the

proposed project: 0009-11-252 (main CSJ) for I-30 mainlanes, bridges, ramps, frontage roads, shared use path/sidewalks, and cross streets; 0009-11-251 for the proposed reversible managed lanes.

Refer to **Appendix C** for the project design schematic and **Appendix D** for proposed **Typical Sections**.

2.3 Logical Termini and Independent Utility

Federal regulations require that federally funded transportation projects have logical termini (23 CFR 771.111(f)(1)). Simply stated, this means that a project must have rational beginning and end points. Those end points may not be created simply to avoid proper analysis of environmental impacts. For the I-30 East Corridor Project, I-45 was chosen as the western project limit because this intersection with a major highway facility allows the project to safely transition ingress and egress while reducing or adding lanes. Additionally, traffic patterns shift dramatically at the intersection of I-45 fulfilling a different origin and destination pattern as the roadway continues west of I-45 as provided in the project's traffic analysis and through the North Central Texas Council of Governments' (NCTCOG) Metropolitan Transportation Plan (MTP) (NCTCOG 2023a). Ferguson Road was chosen as the eastern project limit because it defines a large shift in traffic as a major cross street. Traffic forecasting from TxDOT and existing 2019 traffic data, Ferguson Road is identified as one of the largest traffic cross street west of I-635 and represents the highest growth rate west of Lake Ray Hubbard at 3.5 percent; therefore, the roadway has become a logical break for traffic patterns and growth within the corridor. Both termini connect to another I-30 project that has either recently undergone planning studies for reconstruction (I-30 Canyon Project, with limits from I-35E to I-45) or is currently under study for planned improvements (I-30 from Ferguson Road to Bass Pro Drive).

Federal regulations require that a project have independent utility and be a reasonable expenditure even if no other transportation improvements are made in the area (23 CFR 771.111(f)(2)). This means a project must be able to provide benefit by itself, and that the project does not compel further expenditures to make the project useful. Stated another way, a project must be able to satisfy its purpose and need with no other projects being built. The proposed project would have independent utility because the project would reduce congestion and improve mobility along I-30 independently of any other improvements. The project would also depress the mainlanes and managed lanes below ground level for much of the project which will serve to reknit Dallas communities severed by the original construction of I-30; this benefit is unique to this I-30 segment and would be unaffected by any plans for improvements to the west and east of the proposed project. Further, because the project would stand alone and is not dependent upon other (future) improvements to properly function, it would not compel further expenditure of funds. Therefore, it does not irretrievably commit future federal funds.

Federal law prohibits a project from restricting consideration of alternatives for other reasonably foreseeable transportation improvements (23 CFR 771.111(f)(3)). This means that a project must not dictate or restrict any future roadway alternatives. As proposed, the I-30 East Corridor Project would in no way limit consideration of other planned improvements, or alternatives for construction of such improvements. The development of the proposed project has not precluded planning of ongoing, independent I-30 projects to the east and west of the I-30 East Corridor, and project planning continues to accommodate these other planned projects. For this reason, the proposed project does

not foreclose consideration of alternatives for other reasonably foreseeable transportation improvements.

2.4 Planning Consistency

The NCTCOG is the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) region and is responsible for developing regional transportation plans. The NCTCOG adopted the Mobility 2045 Update, the financially constrained MTP, on June 9, 2022 (NCTCOG 2022b). On December 15, 2022, the U.S. Department of Transportation (USDOT), including the FHWA and Federal Transit Administration (FTA), approved the Mobility 2045 Update as to its conformity with the Clean Air Act Amendments (CAAA) of 1990 and with TCEQ's State Implementation Plan (SIP) for achieving National Ambient Air Quality Standards (NAAQS) statewide (TCEQ 2022a). The statewide SIP includes specific measures for addressing ozone NAAQS nonattainment in the DFW MPO. Conformity with the regional transportation plans with the SIP is essential to ensure that federal funding of transportation projects does not negatively impact Environmental Protection Agency (EPA)/TCEQ/NCTCOG planning to reduce ambient ozone levels. The planned design and estimated cost of the proposed I-30 East Corridor Project are consistent with the description of the project in Mobility 2045 Update.

The NCTCOG adopted the regional 2023-2026 Transportation Improvement Plan (TIP) on June 9, 2022 (NCTCOG 2022c). The TIP supplements the Mobility 2045 Update with details about planned project funding sources, design features, and schedules. The NCTCOG 2023-2026 TIP is reflected in TxDOT's 2023-2026 Statewide Transportation Improvement Program (STIP), which was approved by USDOT on November 18, 2022 (TxDOT 2022b). The proposed project is consistent with the 2023-2026 TIP (as amended) and 2023-2026 STIP (as amended). Amendments to the TIP and STIP that updated proposed project design and funding aspects are pending USDOT approval. TxDOT will not take final action on this environmental document until a project level conformity determination has been obtained from the FHWA as to its consistency with the USDOT-approved MTP and TIP/STIP (as amended).

3.0 NEED AND PURPOSE

3.1 Project Need

The proposed project is needed because the I-30 segment from I-45 to Ferguson Road does not meet current design standards due to aging infrastructure; does not meet current and future traffic demand, resulting in congestion; does not accomplish local or regional goals of increased mobility, improved access for all modes of transportation, and improved safety along the I-30 corridor; and provides limited options for vehicles and pedestrians to traverse I-30 resulting in a lack of connectivitiy between neighborhoods on either side of I-30.

3.2 Supporting Facts and/or Data

3.2.1 The I-30 Corridor

I-30 is a major east/west thoroughfare constructed in the late 1950s through the early 1960s that spans across a large portion of North Central Texas (through the DFW metropolitan area and Texarkana) and into parts of Arkansas (such as Little Rock). Within the City of Dallas, I-30 serves as a

major connection between downtown Dallas, Fair Park, and communities to the west and east of downtown Dallas. I-30 also has direct linkage to several other major highways in the region (I-35E, I-635, and the President George Bush Turnpike). Therefore, I-30 remains a vital corridor for intrastate and interstate movement of people, goods and services, and improved system linkage and integration of planning and design elements with adjacent corridors is critical.

3.2.2 Design Deficiencies

In addition to the aging infrastructure of the I-30 corridor, the design standards for freeways and interstates have changed. These design deficiencies include undesirable grades, horizontal and vertical curves that do not meet the current design speeds, low vertical clearance, inadequate ramp spacing, and discontinuous frontage roads. These design deficiencies have been addressed, where practical, with a proposed schematic design that would improve traffic operations and bring the design of I-30 up to current design standards in addition to making the highway safer for travelers.

3.2.3 Current and Future Traffic Demand

Population and Employment Growth

The proposed project is needed to accommodate increasing populations and projected employment needs in east Dallas and the region, and to allow I-30 to remain a viable major corridor for the movement of goods and services. The steady growth in Dallas County and neighboring counties has created a need for considerable improvements to the existing transportation system to accommodate the current and projected increases in traffic demand on the already insufficient transportation system in the area. Due to traffic congestion, possible delays in emergency services, limited mobility and roadway design deficiencies, additional capacity is needed to accommodate existing and predicted population growth and associated land development.

According to NCTCOG's Mobility 2045 MTP the 12-county DFW Metropolitan Planning Area is projected to grow to over 11 million residents by 2045, resulting in a 48 percent increase in the area's population (NCTCOG 2022a). The population of Dallas County is projected to grow 28 percent by 2045, increasing from 2,753,334 people in 2023 to 3,533,521 people in 2045. The number of jobs expected to be created in Dallas County is 1,159,533 new jobs becoming available by 2045, resulting in a 48 percent increase between 2023 and 2045.

The Texas Water Development Board's (TWDB) 2021 regional population and water demand projections also mirror these trends of continued population growth, as shown in **Table 1**. As population and employment projections continue to grow in the City of Dallas, Dallas County and the region, so does the need to improve east/west mobility and connectivity.

Table 1. Texas Water Development Board Population Projections

Geography	2020	2030	2040	2050	2060	2070
Dallas County[1]	2,587,960	2,871,662	3,180,529	3,429,783	3,627,334	3,770,858
City of Dallas[2]	1,141,059	1,242,191	1,420,781	1,591,937	1,722,709	1,785,569
Sources: (1) TWDB 2019, and (2) TWDB 2018.						

Congestion and Reduced Mobility

The need to increase capacity to address increasing traffic demand is supported through analysis of the future traffic demand that is anticipated to utilize the facility. According to the Texas A&M

University's Transportation Institute (TTI), the segment of I-30 between the Jefferson Viaduct and State Highway Loop 12 East (which includes the I-30 East Corridor Project limits) is ranked thirteenth out of the 100 most congested Texas roadways, and fifteenth out of the 100 most congested truck roadways in Texas (TTI 2021).

The current transportation network in the project area is insufficient to accommodate future traffic demands projected by the TxDOT Transportation Planning and Programming Division (TPP) and the NCTCOG. According to TxDOT TPP traffic projections from October 2021, the average daily traffic (ADT) along I-30 between I-45 in Dallas and Belt Line Road/Broadway Boulevard in Garland is anticipated to increase an average of approximately 69 percent between years 2020 and 2055 (TxDOT 2021b); these data are shown in **Table 2**.

Table 2. I-30 Traffic Projections in Vehicles Per Day

Roadway Segment	Year	ADT	Increase from 2020
I-30 from I-45 to Belt Line Road/Broadway Boulevard	2020	104,421	N/A
	2025	114,900	10%
	2045	157,100	50%
	2055	177,500	69%
Source: TxDOT 2021b.			

NCTCOG also conducts level of service (LOS) analyses to evaluate traffic operations and measure the operational performance of roadways during the most congested times of the day. LOS conditions are categorized as A, B, or C (free flowing), D or E (slower speeds/difficulty changing lanes), and F (gridlocked).

The I-30 corridor segment from Cesar Chavez Boulevard to Jim Miller Road was evaluated for existing 2021 AM and PM LOS. Vissim (Version 11) microsimulation software was used to model traffic operations of mainlane segments, ramp segments, and intersections (TxDOT 2022a). The traffic operations analysis utilized Vissim per discussions with TxDOT. LOS was applied based on the analysis of operations though Vissim for mainlane and ramp links for the AM and PM Existing Year 2021 models and the results are sumarized in **Table 3**. The term "Lane Miles" is used to represent the total distance (Columns 3 and 6 of **Table 3**) of mainlanes in the corridor that operates at each LOS, and the total distance of each LOS segment as a percentage of the total network distance (Columns 4 and 7 of **Table 3**).

Table 3. LOS Segment Breakdown for Year 2021 AM/PM I-30 Mainlane Models

LOS	AM Segments	Lane Miles	Percent of Total Lane Miles	PM Segments	Lane Miles	Percent of Total Lane Miles
A, B, or C	46	15.0	34	38	8.3	18
D	14	9.5	22	11	7.1	16
E	3	0.5	1	9	8.8	20
F	21	18.8	43	27	20.8	46
Total	84	43.8	100	85	45.0	100
Source: Study Team (TxDOT 2022a).						

Vissim results showed the I-30 mainlanes during the AM peak hour as currently operating at LOS D, E and F for 66 percent of total mainlane miles, and operating at LOS A, B or C for the remaining 34 percent of total mainlane miles. LOS during the PM peak hour for 2021 show the I-30 mainlanes currently operating at LOS D, E and F for 82 percent of total mainlane miles, and operating at LOS A, B or C for the remaining 18 percent of total mainlane miles. Without improvements, LOS conditions along the corridor would worsen as ADT increases.

Another document that highlights the poor LOS conditions of the corridor is the NCTCOG Congestion Management Process (CMP) 2021 Update (NCTCOG 2021). According to the CMP 2021 Update, I-30 between I-45 and US 80 is deficient in performance rankings for travel time index. Along this stretch of I-30, the corridor has a travel time index 1.68. If a corridor has a travel time index of 2.0, travel takes twice as long during peak periods.

In summary, the increasing travel demand along the corridor indicates that additional capacity is required to maintain satisfactory operations in the future.

3.2.4 Consistency with Local and Regional Goals

TxDOT has formed a technical workgroup with the City of Dallas and NCTCOG in planning improvements to the I-30 Corridor in Dallas. Together, the workgroup supports a unified approach to meet the goals of the I-30 East Corridor Project. The workgroup shares information to ensure that each agency's potential projects are considered. This includes coordination with the City of Dallas on its street network and design directives/guidelines; and with NCTCOG on the regional traffic model and MTP. The workgroup is committed to working together for the duration of the I-30 East Corridor Project.

Local Goals

Several guiding principles and concepts developed by the City of Dallas have contributed to the development of this complex project. These guiding principles grew out of several important studies, such as the Dallas City Center Master Assessment Process or "CityMAP" (COD 2016a), the 360 Plan (COD 2017a), and the Dallas High-Speed Rail Station Zone Assessment (COD 2017b). These plans included several recommendations in common that were distilled into guiding principles that have helped shape the proposed redesign for the I-30 East Corridor Project in and near downtown Dallas and continue to shape it. These guiding principles support redesign that include the following:

- Accommodate multi-modal connections across the I-30 corridor;
- Incorporate "complete streets" and other urban design elements to frontage roads;
- New I-30 should not be any higher or any wider than the current I-30, and would include at-grade crossings to improve neighborhood connectivity;
- Include better multi-modal connection to the high-speed rail station area;
- Maintain the street grid, where appropriate;
- Maximize development potential of abandoned ROW through ramp reconfiguration;
- Provide for strategic placement of deck parks; and
- Allow for alternative scenarios for I-45 redesign, with preference for designing the I-30 East Corridor Project and making and plans for its construction concurrently with plans for improvements to I-45.

The City of Dallas has also been coordinating with TxDOT on the I-30 East Corridor Project to provide for complete streets sections on cross streets and frontage roads, in accordance with the city's

Complete Streets Design Manual (COD 2016b), coordinating the modified access and influence on the city street grid, and providing opportunities for decking over portions of I-30 to enhance community connectivity and aesthetics. TxDOT is committed to following the guiding principles set out in the CityMAP study and by the guiding principles identified by the City of Dallas for I-30 redesign.

Regional Goals

Mobility 2045 defines transportation systems and services in the DFW metropolitan area. It serves as a guide for the expenditure of state and federal funds through the year 2045. The plan addresses regional transportation needs that are identified through forecasting current and future travel demand, developing and evaluating system alternatives, and selecting those options which best meet the mobility needs of the region. The proposed I-30 East Corridor Project is included in and consistent with this plan.

The 2021-2024 TIP is a staged, multiyear listing of surface transportation projects for funding by federal, state, and local sources within the DFW metropolitan area. It is developed through a cooperative effort of the NCTCOG Regional Transportatoin Council, TxDOT, local governments, and transportation authorities. The TIP contains projects with committed funds over a multiyear period. TxDOT has taken steps to ensure the proposed I-30 East Corridor Project will be included in and consistent with this plan.

Improved Access: Modal Options

Improving mobility along the I-30 corridor requires improving the I-30 mainlanes and also city streets, transit opportunities, and bicycle and pedestrian facilities. Throughout the I-30 corridor the existing discontinuous frontage roads do not have sidewalks or outside lanes that accommodate shared use with bicycle traffic. Cross streets have sidewalks that accommodate pedestrians, but the primary mode of transportation along the I-30 corridor is by car. Although the I-30 corridor has some alternative modal options available, such as transit rail and bus, the corridor received a 'medium' modal options aggregate score in NCTCOG's CMP 2021 Update indicating that existing modal options are not sufficient to balance the demand on the corridor (NCTCOG 2021).

Improvements to city streets would be consistent with the city's Complete Streets Design Manual and allow for wider sidewalks and buffered bicycle lanes or shared use paths.

Improved Access: Cross Street Connections

According to the CMP 2021 Update, I-30 between I-45 and US 80 is lacking alternative roadway infrastructure that could help balance demand on I-30, resulting in a 'low' roadway infrastructure score (NCTCOG 2021). Planning for the reconstruction of I-30 to allow traffic to pass through the corridor more efficiently, as well as improve access connections to cross streets and frontage road segments, would lessen the likelihood that drivers would choose to drive through adjacent neighborhoods to find alternative routes. This pattern of driving behavior is a concern expressed by the public during TxDOT's public involvement activities. Improvements to the road network and the many cross streets would also be compatible with design guidelines in the city's Complete Streets Design Manual (COD 2016b). This manual encourages the design of city streets to to serve the destinations located along the streets, and facilitiate safe use by motor vehicles as well as bicyclists and pedestrians.

TxDOT has been working closely with the City of Dallas, Fair Park, Deep Ellum, Baylor Scott & White Health and various other stakeholders and community groups along I-30 to identify solutions that

address both the need for adding capacity to an already overloaded freeway and re-stitching neighborhoods on opposing sides of I-30 back together. Solutions that have been proposed include constructing decking facilities that could be used for parks or plazas and accommodating multi-modal connections for pedestrians and bicyclists. Experience with other deck plazas and parks, such as Klyde Warren Park across the Woodall Rodgers Freeway between Pearl Street and North St. Paul Street, has demonstrated that such amenities improve community connectivity in areas separated by major highways.

Safety

According to the CMP 2021 Update, I-30 between I-45 and US 80 is also deficient in performance rankings for crash rates (NCTCOG 2021). Along this stretch of I-30, approximately 124 crashes occur per 100 million vehicle miles traveled. I-30 also received a 'medium' operations aggregate score in the CMP 2021 Update. Although the corridor has intelligent transportation systems coverage and tolled managed lanes and express/HOV lanes that encourage travelers to carpool to reduce the number of vehicles on the roadway, the corridor has either no shoulders or very narrow shoulders available. According to NCTCOG, shoulders are "extremely important in the management of traffic crashes. One advantage of shoulders is that the space can be used for vehicles to stop because of mechanical difficulties or other emergencies. Emergency vehicles and responders can also utilize the shoulder when responding to traffic crashes or making traffic stops" (NCTCOG 2021, see page 42).

A safety analysis was conducted as part of the draft Interstate Access Justification Report (IAJR) for the proposed project and includes a historical crash summary and a qualitative safety assessment (TxDOT 2022a). The crash database used in the historical crash summary was queried from TxDOT's Crash Records Information System for the years 2016 through 2020 for the project area (TxDOT 2021c). The crash records also included crashes at intersections and on local roads within the project's study area. **Table 4** summarizes the interstate mainlane yearly crash rates, expressed in terms of crashes per 100 million vehicle miles traveled (VMT), for I-30 between I-45 and SH 78 and **Table 5** summarizes the same data for I-30 between SH 78 and Jim Miller Road.

Table 4. I-30 Annual Crash Rates Between I-45 and SH 78

Year	Total Crashes	Average Annual Daily Traffic	Crash Rate (per 100 million VMT)	Annual Statewide Urban Crash Rate
2016	337	164,703	224.23	141.2
2017	343	166,672	225.53	145.9
2018	346	166,439	227.82	141.3
2019	279	167,256	182.81	136.1
2020	465	152,203	334.81	132.6
Source: Study Team (TxDOT 2021c and 2022a).				

Table 5. I-30 Annual Crash Rates Between SH 78 and Jim Miller Road

Year	Total Crashes	Average Annual Daily Traffic	Crash Rate (per 100 million VMT)	Annual Statewide Urban Crash Rate
2016	324	157,460	216.82	141.2
2017	289	158,671	191.93	145.9
2018	322	158,547	214.01	141.3
2019	268	160,789	175.64	136.1
2020	403	146,183	290.50	132.6
Source: Study Team (TxDOT 2021c and 2022a).				

A total of 1,770 crashes, or 52 percent of mainlane crashes within the project area, occurred on the 2.5-mile section of I-30 between I-45 and SH 78. A total of 1,606 crashes, or 48 percent of mainlane crashes within the project area, occurred on the 2.6-mile section of I-30 between SH 78 and Jim Miller Road. A total of 4,695 crashes in the project study area occurred on the I-30 mainlanes, entrance and exit ramps, or frontage roads, and 554 crashes occurred at intersections. The results of the freeway crash analysis also showed that when compared to the statewide average, the observed crash rates for the project area were substantially higher than the statewide average.

3.2.5 Barrier Between Neighborhoods and Communities

The current I-30 highway is elevated on bridge structure or embankment from I-45 to just west of Dolphin Road, with the I-30 mainlanes passing over the city cross streets. I-30 east of Dolphin Road is at the same grade as adjacent neighborhoods. Planning efforts over more than two decades have included a focus on improving the urban community's connectivity that was largely severed by the construction of I-30 in east Dallas.

The City of Dallas adopted the 360 Plan as a guide to future actions "concerning land use and development regulations, transportation and economic development, and capital improvement expenditures" in the City Center, which encompasses "the diverse neighborhoods within a 2.5-mile radius around Downtown" and includes the following neighborhoods: Downtown Dallas, Cedars, Deep Ellum, Design District, East Dallas, North Oak Cliff, Riverfront, South Dallas/Fair Park, Uptown, Victory Park and the Harwood District, and West Dallas (COD 2017a). The 360 Plan describes how industrialization, expansion of the railway system and construction of I-30 and I-45 in the 1900s led to the loss of homes and buildings, conversion of neighborhoods to factories and warehouses to support industrial growth, and isolation/bifurcation of neighborhoods. The 360 Plan also highlights how highways such as I-30 and I-45 act as boundaries and hard edges delineating neighborhoods and districts, and references CityMAP (COD 2016a) and its plans to "reduce the I-30 footprint and remove the tangled network of access ramps near the Civic Center [to] reconnect these neighborhoods and their assets."

Feedback from previous public involvement events regarding community cohesion are summarized by the following themes:

- Desire for improved connectivity and walkability.
- Support for moving I-30 below grade to reconnnect neighborhoods.

- That the current elevated, controlled access facility has served as a geographic barrier that has separated communities since its construction in the mid 1960s.

3.3 Project Purpose

The purpose of the proposed project is to meet current roadway design standards and current and future traffic demand; reduce congestion and increasesafety; improve mobility and access for all modes of transportation; and improve connectivity between neighborhoods on either side of I-30 .

4.0 ALTERNATIVES

4.1 Build Alternative

The proposed Build Alternative, described in **Section 2.2**, consists of widening the existing facility from eight mainlanes (four in each direction) to ten mainlanes (five in each direction), adding two tolled, reversible managed lanes in the center median, reconstructing discontinuous frontage roads, and constructing a shared use path along frontage roads and sidewalks for street crossings of I-30. The Build Alternative would acquire approximately 11 acres of ROW for transportation use.

The Build Alternative is the result of decades of planning and coordination with the City of Dallas, NCTCOG, and various stakeholders within the I-30 corridor. This alternative satisfies the project's need and purpose by meeting current design standards while satisfying existing and future traffic demands, improving mobility and highway safety, and rejoining the communities previously divided by the original construction of I-30. The Build Alternative is also consistent with approved and pending local and regional land use and transportation plans and policies. For these reasons the Build Alternative is the recommended alternative.

4.2 No-Build Alternative

Under the No-Build Alternative, the proposed I-30 East Corridor Project would not be constructed. The No-Build Alternative would not require the conversion of approximately 11 acres of new ROW from existing land uses to transportation use nor would other project-related impacts occur. The No-Build Alternative would prolong public use of a highway facility that does not meet current design standards and would require maintenance to address aging infrastructure. The No-Build Alternative would not have travel capacity to meet current and projected future traffic demand, resulting in increased congestion and reduced mobility for this important urban transportation corridor. This alternative would not contribute local and regional goals of increased mobility, improved access for all modes of transportation, and improved safety along the I-30 corridor. The No-Build Alternative would perpetuate the adverse effects of the I-30 corridor serving as a barrier between neighborhoods and communities in the City of Dallas. Consequently, the anticipated mobility benefits and reknitting of communities from the proposed project would not be realized. For these reasons, the No-Build Alternative does not meet the need and purpose for the proposed improvements and is not the recommended alternative. However, the No-Build Alternative is evaluated throughout the EA for comparison purposes.

4.3 Preliminary Alternatives Considered but Eliminated from Further Consideration

4.3.1 Transportation Systems Management Alternative

Transportation Systems Management (TSM) was considered as a method to achieving congestion mitigation through enhanced operations of existing I-30 and surrounding roadways. This alternative, which includes Transportation Demand Management (TDM), offers efficient strategies to balancing access and mobility through performance optimization of the existing roadway infrastructure by implementing systems and services that preserve capacity, improve reliability, and improve safety. Improvements to the existing infrastructure such as adjacent arterial improvements, signal retiming, as well as enhancing other transportation modes such as biking, walking and rail can improve mobility on I-30.

The NCTCOG's Mobility 2045 long range transportation plan includes funding and strategies for Regionally Significant Arterials including arterials alongside I-30. The NCTCOG also implements a Regional Traffic Signal Retiming Program to prioritize traffic signal retiming and optimize the flow of traffic on arterial streets. Optimized traffic signals on arterials in the vicinity of I-30 would ease access to and from the interstate by reducing intersection delay and mitigating vehicle queuing; however, arterial improvements and traffic signal retiming alone would not offset the anticipated impact to the freeway generated by regional population growth and subsequent traffic demand as a stand-alone alternative. Instead, TSM strategies will be implemented in addition to the I-30 East Corridor Project.

To reduce I-30 congestion through TDM, multiple entities including TxDOT, the City of Dallas, the NCTCOG, and DART developed plans to enhance rail, bike, and pedestrian transportation modes and the NCTCOG and DART developed plans for rail extensions in the region. It is expected that the enhanced rail system would be operational by 2045 and would accommodate many trips in and around the I-30 corridor. The NCTCOG is also committed to enhancing the regional Veloweb (off-street shared-use paths for bicyclists, pedestrians, and other non-motorized forms of transportation) by increasing the shared-use path network to a total of 1,883 miles in 10 counties. Approximately 1.5 miles of Veloweb is planned on the north side of I-30. Based on the NCTCOG regional modeling plan, the rail extensions and bike and pedestrian accommodations as a stand-alone alternative would not offset the anticipated impact to the freeway generated by regional population growth and subsequent traffic demand. It has been recommended that these modal plans be implemented to provide mode choice and accommodate the regional transportation needs. Managed lanes are another TDM strategy utilized to mitigate congestion. Managed lanes are being implemented in the project to help mitigate congestion on the corridor. Directional managed lanes were identified to best fit the traffic demand for the corridor based on historical traffic counts and traffic projections developed for the project.

While TSM (including TDM) strategies are proven concepts to ease traffic congestion and improve travel times, a TSM alternative alone would not address issues associated with an aging roadway system linkage and substandard roadway geometrics and would not meet the project's need and purpose. Moreover, the TSM alternative alone would do nothing to ameliorate the separation of neighborhoods that resulted by the original construction of I-30 decades ago, nor would it be consistent with other City of Dallas plans for improving communities (e.g., potential decking options for I-30). For these reasons, the TSM Alternative would continue to be developed to enhance the

effectiveness of the I-30 East Corridor Project but does not address all aspects of the project's need and purpose.

4.3.2 Shifting the I-30 Alignment Northward and Other Design Considerations

A principal purpose of the proposed I-30 East Corridor Project is to add capacity to I-30. The existing ROW near the western end of the project would need to be expanded to accommodate the addition of two general purpose lanes and two reversible managed lanes. An additional purpose for the project is to reconstruct the segment of I-30 from I-45 to Haskell Avenue from an existing facility on bridge structure to a depressed highway such that cross streets would cross I-30 on bridges. Reconstructing I-30 within this segment would require 90 percent of the approximately 11 acres of proposed ROW for the project, which would be taken from both sides of the highway. The design would also widen to accommodate the planned ramps and frontage road segments that would be added for at-grade connections with cross streets and for travel lanes.

Within the I-30 segment from I-45 to Haskell Avenue, project designers have endeavored to avoid and minimize impacts to three historic resources that are either listed on the National Register of Historic Places (NRHP) or have been accepted as eligible for listing on the NRHP by the State Historic Preservation Officer (SHPO). These historic resources within the proposed project's Area of Potential Effects (APE) along a highway segment approximately 1,800 feet in length. Within this segment, two of the historic resources are located to the north of I-30 and one to the south of it. Project designers looked carefully for options that would avoid or minimize impacts to these resources, such as shifting the I-30 alignment northward to avoid displacement of the NRHP-eligible Cabell's, Inc. building south of I-30 on Exposition Avenue. However, doing this would result in displacement impacts to both the NRHP-listed Gulf Oil Distribution Facility and District and the NRHP-eligible Texas Ice House located on the north side of I-30. Photographs of these three historic resources are shown in **Appendix B – Project Photographs** (Photographs 5 – 7) and locations are in **Appendix E – HRSR-1: Prior Surveys** (see page 3 for Gulf Oil Distribution and District, and Texas Ice House) and **Appendix E – HRSR-2: Surveyed Resources** (see page 3 for Cabell's, Inc. facility, Resource 197). As it is not possible to meet the project's need and purpose without affecting at least one of these historic resources, project planners and stakeholders opted to abandon shifting I-30 northward thereby avoiding adverse impacts to the Gulf Oil Distribution Facility and District, and the Texas Ice House.

For more than two decades TxDOT has worked with the City of Dallas, the NCTCOG, and various Dallas community stakeholders in planning the overall concept and design details for the proposed project. In addition to the alignment shift alternative described above, in the past two years TxDOT has hosted over 20 coordination meetings with the City of Dallas to review and discuss project design concepts and details such as the locations and directions of access ramps, cross street bridges and reconnections of streets previously severed by I-30, and potential decking options. In addition, several stakeholder meetings have been held with the city in combination with nearly 20 neighborhood associations, economic and urban development associations, and other civic organizations for the same purpose. The feedback from these interactions with stakeholders, in addition to feedback from the public meeting held in June 2021, have led project designers to make adjustments throughout the I-30 East Corridor Project in response. While these discussions did not focus on an alternative that would fundamentally redefine the project, the collective input from multiple sources has shaped and fine-tuned the project design by incorporating some suggestions that best meet the project's need and purpose while setting aside other recommendations that were found to not support the need and

purpose or were not cost-effective. Additional discussion of stakeholder and public involvement is included in Section 7.0.

5.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

In support of this EA, the following technical documentation was prepared:

- Archeological Background Study
- Archeological Survey Report
- Species Analysis Form
- Species Analysis Spreadsheet (and supporting materials)
- Carbon Monoxide Traffic Air Quality Analysis Technical Report
- Community Impacts Assessment Technical Report
- Congestion Management Process Summary
- Cumulative Impacts Analysis Technical Report
- Hazardous Materials Initial Site Assessment
- Historic Property Section 4(f) *De Minimis* Checklist and Documentation (DRAFT)
- Historical Resources Survey Report (DRAFT)
- Historical Studies Research Design (Reconnaissance Survey and Intensive Survey)
- Indirect Impacts Analysis Technical Report
- Project Coordination Request for Historical Studies Project
- Quantitative Mobile Source Air Toxics Analysis Technical Report
- Section 4(f) Individual Evaluation (DRAFT)
- Surface Water Analysis Form
- Traffic Noise Analysis Report
- Waters of the U.S. Delineation Report

The final technical reports and documents listed above may be inspected and copied upon request at the TxDOT Dallas District Office, 4777 E. Highway 80, Mesquite, Texas 75150. Final technical reports and the detailed data and maps included within them are incorporated by reference but are not included in this EA. Selected graphical information and summaries of data from final and draft technical reports are included in this EA to assist in describing anticipated project-related environmental impacts. This draft EA and all technical reports prepared in support of it were prepared in accordance with specialized instructional guidance for NEPA studies provided by TxDOT's Environmental Affairs Division (ENV, TxDOT-ENV 2022b) and FHWA's delegation of authority for TxDOT to prepare NEPA documents (FHWA 2019).

This section examines the direct impacts that would result from constructing the facility within the project construction footprint, which includes all areas that would be subject to ground disturbing activities from heavy construction equipment. The construction footprint for the proposed project includes all areas in existing and proposed ROW within the project limits and comprises approximately 267 acres.

This section also addresses the indirect effects caused by the proposed project that extend beyond the construction footprint either during or after construction of the facility (i.e., encroachment-alteration indirect effects). Examples of such indirect impacts include the potential sedimentation of streams by soil eroded from construction sites, increases in traffic noise experienced on properties near the project after completion, or the potential effects on ambient air quality in local areas near the completed project. Thus, environmental impacts caused by the project have been assessed for both the construction footprint as well as beyond it to the point where indirect impacts attenuate to a negligible level. Also addressed in this section are steps taken to ensure compliance with relevant laws and federal Executive Orders (EO), in addition to mitigation measures where such are warranted.

The information presented in this section and throughout this EA was obtained from a variety of state and federal natural resource agencies, local governments, and from several field visits in 2021 and 2022. The primary tool for assessing environmental aspects of the study area was a geographic information system (GIS) database for which digital shapefiles were acquired regarding basic geographic features (i.e., roads and local government boundaries), geology and soils, elevation contours, water and floodplain features, vegetation and wildlife habitat, land use, and socio-economic characteristics.

The following sub-sections identify the environmental consequences of the Build and No-Build Alternatives on each resource or other environmental topic considered.

5.1 Right-of-Way and Displacements

5.1.1 Proposed ROW and Potential Surplus ROW

The Build Alternative would require approximately 11 acres of ROW to construct the project; no easements are anticipated for this project. Over 90 percent of the proposed ROW is within the western portion of the I-30 East Corridor Project between I-45 and Haskell Avenue. The locations and acreage of the 33 areas of proposed ROW are shown in **Appendix E – Proposed Right-of-Way Map**. Areas of proposed ROW can be seen within the context of the design schematic (**Appendix C**).

In addition, the Build Alternative would reduce the existing roadway footprint in four locations between 3rd Avenue and Exposition Avenue where are existing I-30 ramps and connections to local streets. This would allow for surplus ROW that could potentially be sold to the City of Dallas or Dallas County, or to private entities if neither the city nor county wish to purchase the land. A total of approximately 3.7 acres of ROW would potentially be converted to non-transportation use at the locations shown in **Appendix E – TxDOT Potential Surplus ROW Map**.

The No-Build Alternative would not require additional ROW and there would be no potential for surplus ROW returning to non-transportation uses.

5.1.2 Potential Displacements

The current project design would potentially result in 29 displacements of structures on 26 properties, including five single-family residences (and one shed), ten commercial facilities, one city facility, and twelve billboards listed in **Table 6**. The locations of all potential displacements and a table with addresses and other details are in **Appendix E – Displacements Map;** see also **Appendix B – Project Photographs** for examples of displacements (Photographs 4, 5, and 12).

Table 6. Displacements List

Map ID	Dallas Central Appraisal District Account Number	Displacement Type	Business Name (if applicable)	Site Address
1	00000130261000000	Billboard	N/A	1601 Jeffries St
2	00000130258000000	Billboard	N/A	1515 Jeffries St
3	00000130318000000	Billboard	N/A	1608 Jeffries St
4	00000130309000000	Commercial	USA Cast Stone & Construction, LLC	1616 Jeffries St
4	00000130312000000	Commercial	USA Cast Stone & Construction, LLC	1612 Jeffries St
4	00000130309500000	Commercial	USA Cast Stone & Construction, LLC	1614 Jeffries St
5	00000130291000000	Billboard	N/A	2960 E RL Thornton Fwy
6	00000130300000000	Single-family Residence	N/A	2913 Dawson St
7	00000130294000000	Single-family Residence (including shed)	N/A	2917 Dawson St
8	00000130297000000	Single-family Residence	N/A	2921 Dawson St
9	00000130399000000	Commercial	Hinga's Automotive Co	1703 Chestnut St
10	00000129613000000	Commercial (Vacant)	Vacant	3001 Hickory St
11	00000104245500000	Government	Dallas Fire Marshal's Office	1600 Chestnut St
12	00000129625000000	Billboard	N/A	1613 Baylor St
13	000852000401A0000	Commercial	Gas Station Central (Natural Gas)	1600 Baylor St
14	00000129655000000	Billboard	N/A	3103 Hickory St
15	00DALAREARAPTT140	Commercial	DART	555 2nd Ave
16	00000127510000000	Commercial and Billboard	First Motors	601 1st Ave
17	00000127582000000	Billboard	N/A	701 1st Ave
18	00000127558000000	Billboard	N/A	713 Exposition Ave
19	00000127396000000	Commercial	Excalibur Collision Center	710 Exposition Ave
20	000811000001A0000	Commercial (Multiple Businesses)	Light Loft, LLL GymStudio, C. Cooper Boudoir Photography (possibly more)	820 Exposition Ave
21	00000127384000000	Billboard	N/A	4044 Commerce St
22	00000127306000000	Commercial and Billboard	Forty-Four (Construction)	619 S Hill Ave
23	00000127273000000	Commercial and Billboard	Unknown	620 S Hill Ave
24	00000145375000000	Single-family Residence	N/A	4937 Lindsley Ave
25	00000517615000000	Commercial	Brake-O Wheel Alignment	3909 Samuell Blvd
26	00000130303000000	Single-family Residence	Lobo Distribution, LLC	2911 Dawson St

TxDOT provides relocation assistance to all displaced persons without discrimination in accordance with USDOT policy pursuant to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended in the Surface Transportation and Uniform Relocation Assistance Act of 1987 (the Uniform Act). All property owners from whom land is required are entitled to receive just compensation for their property, which is based upon the fair market value of the property. TxDOT also provides, through its Relocation Assistance Program, payment and services to aid in movement to a new location.

The No-Build Alternative would not require any displacements of residences, other buildings, or billboards.

5.2 Land Use

Based on aerial photography, a general land use analysis of the I-30 East Corridor Project area shows that approximately 30 percent of the land is residential (single and multi-family) development. Undeveloped, designated open-space or park land accounts for approximately 10 percent of the land bordering the project area. The remaining 60 percent of the land along the project corridor area is commercial (mostly highway retail strip development), industrial, and miscellaneous tracts such as schools and hospitals. The primary location of single-family residential neighborhoods along I-30 is from Carroll Avenue extending eastward nearly to White Rock Creek. As over 90 percent of proposed ROW is required from areas west of Carroll Avenue, ROW impacts from the Build Alternative would primarily affect commercial/industrial properties (see **Appendix B – Project Photographs** 5 – 12).

Notable features along the project corridor include Fair Park, located on the south side of I-30, and Tennison Park Golf Course and Samuell Grand Park located north of I-30 near White Rock Creek, a perennial stream that crosses I-30 near Ferguson Road. A large cemetery, Grove Hill Memorial Park and Cemetery, is also located near White Rock Creek, to the south of I-30. The Build Alternative would have no potential impacts on any of these land use features.

The No-Build Alternative is not expected to result in changes to existing land use within the I-30 East Corridor Project limits.

5.3 Farmlands

The Farmland Protection Policy Act does not apply because all proposed ROW would affect only lands already developed or otherwise in fact committed to urban use, as also evidenced by the U.S. Census Bureau's mapping of the project area as "urban" (see 7 USC 4201(c)(1)(A) and 7 CFR 658.2(a)).

5.4 Utility Relocation

It is reasonably foreseeable that utilities will have to be relocated as a result of the Build Alternative. In particular, the extensive construction activities needed to widen the project corridor in the I-30 segment from I-45 to Haskell Avenue would require relocation of all existing utilities within the existing and proposed ROW. Such activities include removal of existing I-30 bridge structures, excavation of earth to reconstruct mainlanes and managed lanes 30+ feet below existing ground level, construction of ramps and retaining walls, and creation of frontage road segments would necessitate relocation of all existing utilities within existing ROW and proposed ROW areas. Also, widening and excavation to depress I-30 mainlanes and managed lanes primarily within existing ROW east of Haskell Avenue to Dolphin Road would be expected to require extensive relocation of utilities including storm and sanitary sewers, gas and water lines, and overhead and buried electrical/cable/fiber utilities. Some relocation of utilities, mostly within existing ROW, to the east of Dolphin Road would also be expected in connection with highway widening and construction of ramps and frontage roads. The impacts resulting from removal of any utilities from within existing highway right-of-way (e.g., construction noise, potential disturbance to archeological resources, and potential impacts to species habitat) have been considered as part of the overall project footprint impacts within this EA.

It has not yet been determined whether the dislocated utilities will be re-installed within the I-30 ROW or to a location outside the highway ROW. However, the potential impacts resulting from re-installation

of the displaced utilities within the highway ROW have been considered as part of the overall project footprint impacts (e.g., construction noise, potential disturbance to archeological resources, and potential impacts to species habitat) within this EA. To the extent that the owner of any displaced utility determines to re-install the displaced utility at a location outside of highway ROW, such location will be determined by the owner of the utility subject to the rules and policies governing the utility relocation process. Additionally, the owner of the utility will be responsible for acquiring any easements outside the highway ROW and ensuring that the design and construction meet all regulatory and environmental compliance requirements. See 43 TAC 21.37(a)(9), (g)(1)), and (g)(4); and 43 TAC 21.38(e)(2).

The No-Build Alternative would not require the relocation of any utilities.

5.5 Bicycle and Pedestrian Facilities

The proposed Build Alternative includes improvements to create or enhance opportunities for bicycle and pedestrian travel throughout proposed project limits. This is an important design aspect that complements the new construction of all cross streets as at-grade bridge crossings of I-30 from I-45 to Dolphin Road. The design schematic (**Appendix C**) includes either 10-foot shared-use paths (i.e., pedestrian and bicycle use) or 5- to 6-foot sidewalks on both sides of all street crossings of I-30; nearly all bridge crossings also include a 5- to 6-foot buffer to the cross street curb for added safety. Additionally, the design for the Peak Street and Barry Avenue bridge crossings of I-30 each include two protected 4- to 6-foot bicycle lanes (one in each direction) in addition to 6-foot sidewalks and a 3- to 5-foot buffer to either the bike lanes or street curb. Along the discontinuous I-30 frontage road segments within project limits a 10-foot shared-use path would be constructed with 5-foot buffer to the curb. The planned design of these facilities includes connections to approximately 1.5 miles of Veloweb that the city and NCTCOG are planning on the north side of I-30. Signalized intersections of cross streets with I-30 frontage roads would provide pedestrian phasing of traffic lights. At all intersections crosswalks are planned with American with Disabilities Act ramps. A shared-use path bridge is planned just east of the DART bridge to maintain connectivity with the Santa Fe Trail.

The proposed improvements would improve connectivity, mobility and safety for pedestrian and cyclists traveling along the corridor. The proposed project would comply with TxDOT's Bicycle Accommodation Design Guidance, which implements USDOT and FHWA policy regarding bicycle and pedestrian accommodations (TxDOT 2021d).

Under the No-Build Alternative, pedestrians and cyclists would continue to use the existing, limited pedestrian and bicycle accommodations within the transportation network.

5.6 Community Impacts

A Community Impacts Assessment (CIA) Technical Report Form was prepared for the I-30 East Corridor Project, which addresses impacts to persons and community or commercial organizations with the CIA study area surrounding the proposed project (see **Appendix E – CIA Study Area Map**). Key aspects of the CIA are summarized in this section.

5.6.1 Displacements

As discussed in **Section 5.1.2**, the Build Alternative would potentially displace five single-family residences and 24 non-residential structures. A search was made for replacement residential

properties for the three potentially displaced homes on Dawson Street (see Map IDs 6-8 in **Appendix E – Displacements Map**). The appraised values as assessed by the Dallas County Appraisal District range from $42,710 to $43,990 for these homes with living area sizes from 1,003 to 1,099 square feet. A review of the home-buying websites zillow.com and trulia.com did not identify any homes for sale of comparable size and value for miles in any direction from these homes.

The review of the home-buying websites did identify a number of homes of comparable size and value for sale in the area of Map ID 24 on Lindsley Street, which has a living area of 1,526 square feet and a county-appraised value of $170,960. These comparable homes are within 2 miles of Map ID 24 and range in price from $175,000 to $195,000, with living area sizes between 1,794 and 2,106 square feet. However, most homes in the area are far more expensive. It should be noted that the appraised value of properties assessed by the county appraisal district for tax purposes are not the same as fair market value, which is what the review of Zillow and Trulia listings show. TxDOT compensates property owners based on the fair market value of their property, and not on tax roll appraisals. Undeveloped land and commercial/retail/office properties are available for sale or lease for the potentially displaced businesses.

TxDOT offers relocation assistance to all individuals, families, businesses, and non-profit organizations displaced as a result of a highway or other transportation project. In order to assist those who are required to move, TxDOT provides payments and services to aid in movement to a new location through its relocation program. This assistance applies to tenants as well as owners occupying the real property for an orderly, timely and efficient move. A relocation counselor would contact the affected property owners and tenants to assist with the details of relocation (TxDOT 2015). Additionally, various resources for housing and employment assistance are available in the Dallas area that could potentially help those displaced by the proposed project.

In early 2023 TxDOT conducted additional outreach to the owners of three potentially-displaced residences on Dawson Street listed in **Table 6** (house numbers 2913, 2917 and 2921). The TxDOT project engineer held virtual meetings with each property owner for these residences in addition to the property owner of a fourth property (2911 Dawson Street) because inclusion of a large portion of the backyard for this residence may ultimately lead to displacement. The project engineer discussed project design details with each property owner, project schedule and the ROW acquisition process. In response to a request by one of the property owners, ROW specialists were included to discuss details of the property acquisition process and the types of relocation assistance that would be provided (see **Appendix E – Summary of Meetings with Potentially Displaced Residence Owners**).

The No-Build Alternative would not result in any residential, commercial, or other displacements, and would therefore require no relocation assistance.

5.6.2 Community Travel Patterns and Cohesion

The project would include ten mainlanes (five in each direction) and depress the mainlanes below ground level from I-45 to Dolphin Road to allow cross streets to bridge over I-30 and connect with frontage roads at-grade (see **Section 2.2** for details). This design would serve to reknit the street grid and provide for potential deck parks and plazas that would make the highway less of a barrier between adjacent communities and neighborhoods, as illustrated in **Appendix E – I-30 Potential Decking Locations Map**.

The proposed design also includes two reversible managed lanes, discontinuous at-grade frontage roads with two to three lanes in each direction, and the reconstruction of ramps and bridge structures. Accommodations for bicycle and pedestrian travel along the project corridor are a component of project development and would aid the objective of reconnecting communities divided by the original construction of the I-30 corridor.

The proposed project would also reconnect Bank Street, Caldwell Street, Gurley Avenue and Beeman Avenue, which were divided by the construction of I-30, and construct a bridge crossing for a city-planned 4th Avenue. A total of 12 streets that currently cross under I-30 bridge structures from east of Malcom X Boulevard to Ferguson Road would cross over I-30 at grade and would have connections with new segments of frontage roads where such are constructed. Overall, the number of at-grade street crossings of I-30 within project limits would increase from two streets to 19 streets.

In a few instances near the I-30 interchanges with I-45, small streets that currently cross beneath the extended I-30 bridge structure would be access-controlled due to the need for ramps connecting with the interchange. However, in all but one instance these roads would acquire access to the frontage road or, in the case of 3rd Avenue, would have the new roadway bridge for the planned 4th Avenue constructed nearby.

In addition to improving the road network connections, the many cross streets would be compatible with design guidelines in the City of Dallas Complete Streets Design Manual (COD 2016b). This manual encourages the design of city streets to serve the destinations located along the streets and accommodate safe use of city streets by motor vehicles, bicyclists and pedestrians. Doing so would contribute to the neighborhood's character and quality of life.

Estimated travel times are anticipated to shorten due to increased mobility, managed congestion and the enhancement of pedestrian and bicycle facilities as a result of the proposed improvements.

The No-Build Alternative would make no beneficial changes to access and travel patterns or community cohesion. In addition, the No-Build Alternative would not improve mobility within the proposed project area and would not address the purpose and need for the project.

5.6.3 Environmental Justice (EJ) and Limited English Proficiency (LEP)

EO 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (59 Federal Register "Presidential Documents," 2/16/1994) requires each federal agency to "make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations . . ." Part of the FHWA policy to implement this EO includes taking "measures to avoid, minimize, and/or mitigate disproportionately high and adverse environmental or public health effects and interrelated social and economic effects, and providing offsetting benefits and opportunities to enhance communities, neighborhoods and individuals. . ." (FHWA Order 6640.23A, 6/14/2012). EO 13166 - Improving Access to Services for Persons with Limited English 20 Proficiency (65 Federal Register 50121, 8/11/2000), requires federal agencies to examine the services they provide, identify any need for services to those with Limited English Proficiency (LEP), and develop and implement a system to

provide those services so that LEP persons can have meaningful access to them. TxDOT carries out policies consistent with those promulgated by the USDOT for accomplishing LEP objectives stated in EO 13166 (see USDOT Policy Guidance Concerning Recipients' Responsibilities to LEP Persons, 70 Federal Register 74087-74100, 12/14/2005).

Based on Census Bureau data, EJ and LEP populations occur throughout the CIA study area. Approximately 78.9 percent of the total population of the CIA study area consists of minority populations, which are predominantly Hispanic or Latino; approximately 17 percent of households in the CIA study area are below the 2022 U.S. Department of Health and Human Services (HHS) poverty threshold; approximately 64.1 percent of households in the CIA study area are below the 2021 HHS low-income threshold; and approximately 19.5 percent of the total population within the CIA study area is LEP. The racial and ethnic diversity of the CIA study area is slightly higher than Dallas County overall, which indicates a minority population of approximately 73%. However, many of the census blocks and block groups do indicate a meaningfully greater concentration of minority populations than their respective census tracts.

Minority and low-income populations are least concentrated in the north-, east- and west-most census block groups within the CIA study area. LEP populations are most prevalent in the block groups between Haskell Avenue and Grand Avenue surrounding I-30. Non-EJ populations are generally located away from the proposed project in the north, west and east of the CIA study area, outside of areas where most direct impacts would occur, including displacements. The four residences expected to be displaced by the project would likely affect EJ households as these occur in Census blocks or block groups that are characterized as predominantly minority and low-income populations.

Under USDOT guidance, a "disproportionately high and adverse effect" on EJ populations exists if there is an "adverse effect that is predominantly borne by a minority population and/or a low-income population." USDOT Order No. 5610.2C (May 16, 2021). TxDOT is coordinating directly with affected property owners early in the environmental process in order to ensure that the impacted residents are aware of the proposed project and public involvement opportunities, and to try and minimize any disruptions resulting from the relocation process.

Through design modifications to reduce ROW acquisitions and displacements of single-family homes and community facilities serving EJ populations, the Build Alternative has reduced displacement impacts to EJ populations and displacements overall wherever possible. Efforts at avoidance and minimization are summarized below.

Project designers have endeavored to create a design that minimizes impacts to existing properties while meeting the need for and purpose of the proposed project, which includes increasing the capacity of the I-30 East Corridor. As new ROW is necessary to achieve this end, particularly near the western end of the project area, designing the proposed highway improvements presented difficult tradeoffs to project engineers and planners. This included early consideration to expanding I-30 ROW northward which would have avoided impacts to the residences on Dawson Street as well as the historic Cabell's building farther to the east. However, that alternative would have resulted in structural impacts to the Gulf Oil Distribution Facility Historic District (on 2nd Avenue) and the historic Texas Ice House (near the DART line) in addition to impacts to municipal buildings and commercial properties.

Improving connections between I-30 and I-45 are also an important design consideration as impacts to Dawson Street residences (see discussion outreach to property owners in **Section 5.6.1** and **Appendix E – Summary of Meetings with Potentially Displaced Residence Owners**) result primarily from planned I-30 direct connectors and the addition of an eastbound frontage road. There are three direct connectors that converge just west of the Dawson Street intersection with I-30: two of these connect northbound and southbound I-45/I-345 to eastbound I-30 mainlanes, and one allows eastbound frontage road traffic from the I-30 Canyon to either enter I-30 mainlanes or continue on the new I-30 frontage road that would be constructed east of the I-30/I-45 interchange. The design schematic would also construct an eastbound frontage road segment beginning at Malcolm X Boulevard that would provide connectivity between city streets and I-30. This roadway runs parallel with the direct connectors described above, but cannot be moved closer to them due to the difference in elevation between the roads; the direct connectors as they approach I-30 mainlanes decrease in elevation to match the depressed design of the I-30 mainlanes whereas the frontage road would remain at grade.

The existing I-30 facility created a barrier to movement and reduces the level of community cohesion between Deep Ellum to the north and several neighborhoods to the south, as discussed in **Section 3.2.5.** EJ communities adjacent to the facility would benefit most from moving the facility below existing grade, construction of enhanced bridges with SUP and buffers, and construction of SUPs along and across I-35. It is anticipated that all communities, including minority and low-income, would benefit from the access and travel pattern improvements and pedestrian and bicycle access which would be provided with Build Alternative.

The historical context of the project area has recently been the subject of extensive research sponsored by the City of Dallas (COD 2022d) that is relevant to the project's EJ communities, which has been summarized in the project's Historic Resources Survey Report (HRSR, see **Section 5.8.2**) as follows:

> "Dallas was racially segregated at the turn of the 20th century, and housing and commercial real estate for Black Americans was difficult to come by. Deep Ellum, located east of downtown Dallas was founded by former enslaved people and was one of the earliest commercial districts in the area open to Black Americans and immigrants. Deep Ellum grew as a mix of commercial and industrial properties and was home to Robert Munger's first cotton gin factory and Dallas' original Ford Motor Company manufacturing plant, which was constructed in 1914 and produced the Model T ("The History of Deep Ellum"). As manufacturing moved east, music, particularly jazz, replaced industry as Deep Ellum's trademark and remained so until the mid-20th century."

Although the socioeconomic characteristics of the residential areas along the I-30 East Corridor Project have shifted since the original construction of I-30 in the 1950s, the communities along the corridor have long been characterized by low to moderate income, non-white residents.

Historic maps and aerial photographs show that the interstate corridor contained a mix of residential, commercial, and historic-age buildings before highway construction began. Early twentieth-century residential neighborhoods were partially demolished leaving the few houses remaining in the project area isolated among the more prevalent commercial buildings and industrial spaces in the corridor. This section of I-30 has since been considered as a divide in both Dallas' early and more recent history.

TxDOT understands the significance of I-30 to the local community and the present chance to address local concerns with development and implementation of the proposed project. This project offers the option to remove the visual separation and provide opportunities to reconnect the communities and spaces north and south of this interstate facility. The reconnection would involve lowering elevated sections and rebuilding north/south bridges with wider and safer bicycle and pedestrian crossings. TxDOT is working closely with the City of Dallas, NCTCOG, DART, and the community to allow for deck plazas (funded by others), to be developed and to rebuild I-30 in a way that encourages transit and meets the needs of commuters that may be unable to afford the costs of car ownership.

Part of the proposed project's purpose is to implement design changes to increase connectivity between the neighborhoods split by the existing I-30 facility. TxDOT has partnered with the City of Dallas in this endeavor as the concept of depressing I-30 below ground level has taken shape, especially in the past two years with input from numerous meetings between TxDOT and the city with stakeholders, many of which represent EJ communities (see **Section 7.1**). As a result, the current proposed design allows for a fundamental redesign of the corridor with numerous city streets that would cross over the highway at grade, which would be designed to allow the city to make additional enhancements envisioned in the city's Complete Streets concepts (COD 2016b). This also allows the city to pursue plans to create deck covers across I-30 at select locations, thereby enabling the city to construct amenities and/or urban landscapes to strengthen the sense of community cohesion between neighborhoods that were historically divided by I-30. In addition, adjacent EJ communities would directly benefit from construction of frontage road segments that would connect with most of the cross streets to further increase connectivity within neighborhoods and access to I-30. The proposed project would include other benefits, including enhanced bike and pedestrian accommodations along and across the project and reduced traffic congestion. These benefits would be realized by all individuals using the corridor, EJ and non-EJ alike.

In addition to the benefits discussed above, efforts to minimize impacts to EJ populations have included reducing ROW acquisition where possible to minimize residential displacements, as well as revising designs to accommodate safer access for pedestrians and bicyclists through shared-use paths along frontage roads. As discussed in **Section 5.1.1**, the proposed project is expected to result in surplus ROW that would be converted to non-transportation use; the areas of proposed surplus ROW are found in EJ areas and would be expected to primarily benefit EJ populations nearby (see **Appendix E – TxDOT Potential Surplus ROW Map**). As traffic noise is often a concern for nearby residents, the traffic noise analysis for the proposed project found that depressing I-30 below ground level would result in nearly half of the representative noise receivers modeled experiencing a reduction in traffic noise levels. The noise study also employed analytic tools to maximize the number of noise mitigation barriers recommended for those areas where noise impacts are anticipated (see **Section 5.14** and **Appendix E – Traffic Noise Impacts Map and Table**).

Examination of the businesses expected to be displaced by the proposed project indicated that none specifically serve minority or low-income populations (see **Section 5.1.2** and **Appendix E – Displacement Map**). As much of the existing I-30 corridor within project limits is comprised of EJ communities, any change, as well as no change, would be expected to disproportionately affect EJ populations.

USDOT guidance provides that such a project may nevertheless proceed if (i) a substantial need of the project exists based on the overall public interest, and (ii) alternatives that would have less adverse effects on protected populations (and still satisfy the need for the project) would either have other adverse social, economic, environmental, or human health impacts that are severe or involve increased costs of extraordinary magnitude. USDOT Order No. 5610.2C (May 16, 2021), at Section 9.d. The substantial need for this project is established in **Section 3** of this EA. The ability for the proposed project to provide direct connections with I-45/I-345, the I-30 Canyon and creating frontage road connections with city streets are an essential part of improving mobility and reducing traffic congestion in this vital component of downtown Dallas.

Mitigation measures are currently being developed by TxDOT in coordination with directly affected communities and local government partners. A final determination of whether impacts to EJ communities would remain disproportionately high and adverse after the application of these mitigation measures will be published in the Final EA, after the public is given the opportunity to provide input during the public hearing.

The No-Build Alternative would not potentially displace EJ households and therefore not disproportionately and adversely impact EJ populations. The No-Build Alternative would also not replace the current aging infrastructure or provide for safe multimodal transportation improvements.

A virtual public meeting with an in-person option was held for this project in June 2021. Public involvement to date is described in detail in **Section 7.0**. To notify the public about the meeting, English and Spanish notices were mailed to adjacent property owners, stakeholders, community groups and organizations, elected officials and public officials. Bilingual postcards were also mailed to property owners in neighborhoods surrounding the I-30 corridor. Notices were published in English in two newspapers, the *Dallas Morning News* and the *Dallas Weekly* (serving the African American community), and in Spanish in *Al Dia*. Interpretation and translation services were offered to the public through the notice, but no requests were received. At the public meeting, comment forms were provided in English and in Spanish. A public hearing is scheduled to be held in 2023. The LEP accommodations that were provided in the public meeting will also be provided in the public hearing.

5.7 Visual/Aesthetic Impacts

The western half of the existing project corridor is generally elevated above adjacent properties. I-30 is elevated on structure from I-45 to Haskell Avenue, which places drivers' line-of-sight at least 25 feet above ground level. I-30 is elevated on an embankment that tapers in height from Haskell Avenue eastward, bridging over cross streets until it reaches the Dolphin Road bridge. These elevated segments of I-30 provide views beyond the ROW as adjacent areas are generally flat, allowing for long sight lines from the roadway when not interrupted by tall commercial buildings and landscape trees. The elevated views from the roadway are generally of residential development (single and multi-family), tall downtown buildings and commercial retail strip development. Throughout the communities within which I-30 passes, these elevated segments stand out as a predominant landscape feature both visually and acoustically (see **Appendix B – Project Photographs** 2 and 3).

The proposed project would depress I-30 mainlanes and managed lanes to a substantially lower elevation than the city street crossings and proposed frontage roads, increasing sightlines across I-30 on either side. As a result, the Build Alternative has the potential to positively impact views of the city's neighborhoods and urban landscaping by largely removing the highway from view and by reducing the traffic noise impacts on the aesthetic quality of surrounding communities. This effect is expected to be further enhanced by the city's plans to add deck coverings at selected locations above the depressed highway and reconstructing cross streets as "complete streets" with greater aesthetic enhancements (e.g., vegetation landscaping and amenities for pedestrians and bicyclists). Although not part of TxDOT's design for the proposed project, the design of the project has been extensively coordinated with the City of Dallas to identify areas that could be suitable sites for decking across portions of I-30 to create opportunities for landscaping and urban open space atop the highway. Coordination with the city as thus far identified several potential decking sites near Exposition Avenue and Grand Parkway (see **Appendix E – I-30 Potential Decking Locations Map**). Aesthetic decking is not part of the I-30 East Corridor Project design and would be constructed and maintained by the city after completion of highway improvements; however, project engineers would design retaining walls to provide the structural support needed at locations identified by the city for future decking amenities.

East of Dolphin Road the highway is at grade as it approaches and then crosses White Rock Creek and its tributaries atop bridge structure nearly 2,000 feet in length. The views from the highway along this segment include riparian and bottomland hardwood forests, as well as glimpses of large areas of urban open space (i.e., park, golf course and cemetery) in addition surrounding residential areas. The proposed project would reconstruct and widen the I-30 bridge crossing water features but would do little to alter the existing aesthetic qualities along this segment.

Urban design concepts have been developed to help blend and connect the project to the adjacent communities. Additional aesthetic design features such as lighting would be at the discretion of local jurisdictional areas along the project corridor. Aesthetic improvements associated with the proposed project would follow current TxDOT aesthetic guidelines and would be equal to or improve the existing conditions. Throughout project development TxDOT has worked closely with the City of Dallas to plan the improvements to the I-30 East Corridor to be compatible with city plans and guidelines for enhancing the aesthetic quality of its communities.

Under the No-Build Alternative, there would be no impact (adverse or beneficial) to the visual aesthetics of the area.

5.8 Cultural Resources

TxDOT evaluated impacts to cultural resources under Section 106 of the National Historic Preservation Act (NHPA, 54 USC 300101–307108) in accordance with the Programmatic Agreement Among FHWA, TxDOT, Texas SHPO and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings (FHWA 2015). Additionally, the evaluations of archeological resources and historic-age cultural resources discussed in the two subsections below were carried out in compliance with regulations implementing the NHPA (36 CFR Part 800), the Antiquities Code of Texas and its implementing regulations (Texas Natural Resource Code, Title 9, Chapter 191; 13 TAC Chapter 26) and the TxDOT Memorandum of Understanding with the Texas Historical Commission (THC) relating to environmental review of transportation projects (43 TAC Rules 2.251–2.278).

5.8.1 Archeology

A desktop archeological background study in 2021 determined that most of the I-30 corridor is located within previously developed or highly disturbed settings with negligible potential for shallow or deep archeological deposits within an APE consisting of existing and proposed ROW. However, project archeologists recommended a field survey of several potentially undisturbed areas for shallow artifacts (i.e., within approximately 3 feet of the ground surface) and the mechanical excavation for deep deposits (i.e., to a depth of approximately 13 feet) within the White Rock Creek floodplain. The areas selected for field survey were considered to have a moderate to high potential for containing archeological resources due to indications that the areas may have avoided substantial ground disturbance despite the extensive urban development within the I-30 corridor.

The intensive archeological survey for the proposed project included shovel testing and backhoe trenching carried out in February/March 2022 under Texas Antiquities Permit Number 30592. Several areas within or near proposed ROW for the I-30 project were shovel tested and excavated soil from nine locations was examined for artifacts. Shovel testing revealed historic-era artifacts at two sites near the western project limit. Artifacts found in shallow soil included glass and ceramic shards, brick fragments, nails and other metal fragments believed to be domestic- or architectural-related. Analysis of the artifacts and records research of site ownership and past land use led project archeologists to recommend that the nature of artifacts, past land ownership and the diminished integrity of the sites did not warrant further research or investigation. The result of the backhoe trench excavation near White Rock Creek was negative for any artifacts.

The field archeological survey was coordinated with TxDOT-ENV and it was determined that the sites investigated do not meet criteria for listing on the NRHP and that further archeological investigation within the project corridor is not warranted. Accordingly, the Build Alternative is not expected to result in adverse impacts to archeological resources of consequence. In accordance with the agreements noted above (FHWA 2015; and 43 TAC Rules 2.251–2.278), no further coordination of the archeological survey is required. If unanticipated archeological deposits are encountered during construction, work in the immediate area will cease and TxDOT archeological staff will be contacted to initiate post-review discovery procedures.

As the No-Build Alternative would not result in ground-disturbing construction activity, no impacts to archeological resources are expected.

5.8.2 Historic Properties

TxDOT conducted a historic resources survey of architectural and engineering resources located along the I-30 East Corridor Project to identify historic-age resources in compliance with Section 106 of the NHPA (“Section 106”). Historic-age resources are defined as buildings, structures, objects, districts, or sites that are or will be 45 years old or older on the date the project is expected to be let for construction.

Determinations of Eligibility

TxDOT’s Historic Resources Survey Report (HRSR) for the project evaluates a total of 563 resources on 333 parcels. TxDOT historians evaluated each individual historic-age resource under the criteria for listing resources on the NRHP based on the quality of significance in American history, architecture,

archeology, engineering and culture present in districts, sites, buildings, structures and objects that possess integrity of location, design, setting, materials, workmanship, feeling, association, and at least one of the following criteria:

- Criterion A: Resource is associated with important events that have contributed significantly to the broad pattern of history.
- Criterion B: Resource is associated with the lives of person significant in our past.
- Criterion C: Resource embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D: Resource has yielded, or may be likely to yield, information important in prehistory or history.

The HRSR combines other recent survey efforts. Survey forms in the HRSR include a compilation of photos and information from the *Historic Resources Survey of Downtown and Deep Ellum*, conducted by HHM & Associates for the City of Dallas in 2022, TxDOT's *IH-30 Canyon Improvements Project* HRSR conducted in 2020, and an earlier version of the current TxDOT HRSR for the proposed project. The resources identified in these previous surveys of historic resources are shown in **Appendix E – HRSR-1: Prior Surveys**.

As documented in the HRSR (see **Appendix E – HRSR-2: Surveyed Resources**, and **– HRSR-3: Historic Districts**), TxDOT determined the following properties are **eligible** for or previously **listed** in the NRHP.

Historic Districts:

- **Deep Ellum Historic District**—This district is eligible for listing in the NRHP and is pending official NRHP listing by the National Park Service.
- **Gulf Oil Distribution Facility Historic District**—Listed in the NRHP in 2010 at the local level under Criterion A for Industry, period of significance from 1900 to 1974; also locally designated as a Dallas Landmark and is contributing to the Deep Ellum Historic District.
- **Texas Centennial Exposition Buildings/Fair Park Historic District**—Listed in the NRHP in 1986 at the national level of significance (National Historic Landmark [NHL]) under Criterion A in the area of Entertainment/Recreation; also listed as a SAL and a local Dallas Landmark District.
- **Mt. Auburn/Santa Fe Historic District**—The Mt. Auburn/ Santa Fe Historic District is located north of I-30 and roughly bounded by the West R.L. Thornton Access Road on the south, Willow Street/Santa Fe Trail (the former Santa Fe rail corridor) on the west, Cameron Avenue on the north, and East Grand Avenue on the east (see **Appendix E – HRSR-3: Historic Districts**, Page 2). The HRSR documents 77 resources within the project APE, with 65 contributing resources (84 percent) and 12 noncontributing (16 percent) in this district.
- **Claremont Historic District**—The Claremont Historic District is located north of I-30 and roughly bounded by the West R.L. Thornton Access Road on the southwest, Hunnicut Road on the southeast, Dorrington Drive on the northeast, and, on the northwest, Ferguson Road/the creek between Claremont Drive and Bar X Street (see **Appendix E – HRSR-3:**

Historic Districts, Page 3). The HRSR documents 16 resources within the APE, with all resources (100 percent) contributing to the character of this district.

- **Commerce/Exposition Historic District**—The Commerce/Exposition Historic District is located south of I-30 and roughly bounded by the Texas & Pacific (T&P) railroad tracks at the north, Parry Avenue at the east, the alley between 1st Avenue and Exposition Avenue at the south, and Ash Lane at the west (see **Appendix E – HRSR-3: Historic Districts**, Page 4). The Texas Centennial Exposition Buildings/Fair Park NHL District is immediately east of this eligible district. The HRSR documents 23 buildings within the APE, with 22 contributing resources (96 percent) and one noncontributing (4 percent).
- **Jubilee Park Historic District**—The Jubilee Park Historic District is located south of I-30 and roughly bounded by Ash Lane on the northwest, the East R.L. Thornton Access Road on the north, Philip Avenue on the southeast, and S Carroll Avenue on the southwest (see **Appendix E – HRSR-3: Historic Districts**, Page 5). The HRSR documents 61 buildings within the APE, with 54 contributing resources (89 percent) and seven noncontributing (11 percent).
- **Ford Motor Company**—The Ford Motor Company Historic District is located south of I-30, and the proposed district boundaries match the parcel boundaries, defined roughly by East Grand Avenue on the northwest, Barry Avenue on the southwest, an irregular line partially defined by a rail spur on the southeast, and the alley paralleling S Henderson Avenue on the northeast (see **Appendix E – HRSR-3: Historic Districts**, Page 6). The HRSR documents seven buildings within the APE, with all contributing (100 percent).
- **Owenwood Historic District**—The Owenwood Historic District is south of I-30 and is roughly bounded by the East R.L. Thornton Access Road/Culver Street on the north, Boone Avenue/Dolphin Road on the east, Alpine Street on the south, and Beeman Avenue/Henderson Avenue/Fairview Avenue on the west (see **Appendix E – HRSR-3: Historic Districts**, Page 7). The HRSR documents 94 buildings within the APE, with 86 contributing resources (91 percent) and eight noncontributing (9 percent).

Individually Eligible Properties

The individual resources previously listed in the NRHP in the study area are shown in the maps in **Appendix E – HRSR-1: Prior Surveys**. In addition to previously designated resources, TxDOT finds the resources listed in **Table 7** as individually **eligible** for NRHP designation under the eligibility criterion or criteria indicated.

Table 7. Individually Eligible Historic Resources Within the Project APE

HRSR Resource ID Number	Address (Name)	Applicable Eligibility Criterion/Criteria
Resource 8A	1622 PEARLSTONE ST A (Pearlstone Mill)	Criteria A and C, Industry and Architecture (also contributing to Deep Ellum Historic District)
Resource 9	3200 HICKORY ST (Pearlstone Mill)	Criteria A and C, Industry and Architecture at the local level (also contributing to Deep Ellum Historic District)
Resource 12	502 S 2ND AVE	Criterion C, Architecture (also contributing to Deep Ellum Historic District)
Resource 19	4008 COMMERCE ST (Texas Ice House)	Criterion C, Architecture (also contributing to Deep Ellum Historic District)

HRSR Resource ID Number	Address (Name)	Applicable Eligibility Criterion/Criteria
Resource 28	500 ANN AVE	Criterion C, Architecture
Resource 102	5421 E R.L. THORNTON FWY	Criterion C, Architecture (also contributing to Mt. Auburn/Santa Fe Historic District)
Resource 104A	2810 SAMUELL BLVD A	Criterion C, Architecture
Resource 137	3700 SAMUELL BLVD	Criterion C, Engineering
Resource 197	710 EXPOSITION AVE (Cabell's Incorporated)	Criteria A and C, Commerce and Architecture
Resource 200	4118 COMMERCE ST	Criterion C, Architecture (also contributing to Commerce/Exposition Commercial Historic District)
Resource 210	714 FLETCHER ST	Criterion C, Architecture
Resource 245A	4839 PARRY AVE A	Criterion C, Architecture (also contributing to Jubilee Park Historic District)
Resource 247A	4843 PARRY AVE A	Criterion C, Architecture (also contributing to Jubilee Park Historic District)
Resource 271A	5200 EAST GRAND AVE A	Criterion C, Industry (also contributing to Ford Motor Company Historic District)
Resource 271B	5200 EAST GRAND AVE B	Criteria A and C, Industry and Architecture (also contributing to Ford Motor Company Historic District)
Resource 271C	5200 EAST GRAND AVE C	Criterion C, Industry (also contributing to Ford Motor Company Historic District)
Resource 271E	5200 EAST GRAND AVE E	Criterion C, Industry (also contributing to Ford Motor Company Historic District)
Resource 290A	5710 E R.L. THORNTON FWY A	Criteria A and C, Ethnic History, Religion, and Architecture (also contributing to Owenwood Historic District, meets Criterion Consideration A)
Resource 349	4529 SAMUELL BLVD (gas station)	Criterion C, Architecture
Resource 354	4721 SAMUELL BLVD	Criterion C, Architecture

TxDOT determined that the remaining surveyed properties within the project APE are not NRHP eligible due to lack of significance, historic integrity, or a combination of both.

Section 106 Determinations of Effects

TxDOT considered the potential for both direct and indirect effects to individual historic properties and to historic districts, including acquisition of new ROW, demolition of buildings, increased noise, vibration, and visual changes. Due to the proposed lowering below grade level of what is currently an elevated roadway, the project will not increase existing noise and visual effects along the corridor and will have no adverse effect on most of the identified historic properties. In some areas, the project will improve conditions, as project components remove the existing visual barrier of the highway and reconnect neighborhoods and commercial areas divided by the initial interstate construction.

The project would directly affect some properties by ROW acquisition and demolition as indicated in **Appendix E – HRSR-2: Surveyed Resources** and **HRSR-4: District Effects**. TxDOT determined the project will have an **adverse effect** on the following resources:

- The Cabell's Building at 710 Exposition Avenue (Resource ID 197), which is both individually eligible and a contributing resource within the recommended Commerce/Exposition Historic District;
- The contributing commercial building at 820 Exposition Avenue A (Resource ID 196A), within the recommended Commerce/Exposition Historic District; and
- The contributing Craftsman bungalow at 4937 Lindsley Avenue (Resource ID 69), within the recommended Mt. Auburn/Santa Fe Historic District.

TxDOT determined the project will have **no adverse effect** on the following resources

- The Gulf Oil Distribution Facility at 501 S 2nd Avenue (Resource IDs 11A–F), which is both listed as a small historic district and contributing to the pending Deep Ellum Historic District, proposed ROW acquisition of 0.008 acre (0.51 percent) of the 1.569 acres within the NRHP-listed district boundaries;
- 4809 Ash Lane (Resource ID 44), contributing to the recommended Mt. Auburn/Santa Fe Historic District, proposed ROW acquisition of 0.0012 acre (0.622 percent) of the 0.1607-acre parcel;
- 820 Exposition Avenue B–I (Resource IDs 196B–I) and 832 Exposition Avenue (Resource ID 195), all of which lie on the same parcel as 820 Exposition Avenue A and also contribute to the proposed Commerce/Exposition Historic District, proposed ROW acquisition of 0.1447 acres from the 3.8207-acre parcel (3.787 percent); and
- 5115 Philip Avenue (Resource ID 269), contributing to the recommended Jubilee Park Historic District, proposed ROW acquisition of 0.0002 acres (0.145 percent) of the 0.1378-acre parcel.

As part of the Section 106 process, TxDOT will also draft a Programmatic Agreement for the project (Project PA). TxDOT will invite consulting parties to participate in development of the Project PA.

As noted above, the HRSR will be updated as it is reviewed by the SHPO, consulting historic organizations and the public (during the public hearing comment period). Agency coordination related to the HRSR will be added to **Appendix F** prior to finalization of this EA.

The No-Build Alternative would not affect any historic resources; no coordination with the SHPO/THC would be required.

5.9 Protected Lands

A thorough review of properties affected by proposed ROW acquisition for the I-30 East Corridor Project indicated that no parks or recreation areas funded by the Land and Water Conservation Fund (LWCF) are within the proposed project limits; therefore, an evaluation under Section 6(f) of the LWCF Act is not required (54 USC 200305; 36 CFR Part 59). Additionally, the proposed project would not result in any taking or use of any public land designated and used prior to the arrangement of the project as a park, recreation area, scientific area, wildlife refuge, or historic site, as defined in Chapter 26 of the

Parks and Wildlife Code (13 TAC Chapter 26); therefore, Chapter 26 requirements do not apply to the proposed project.

The Build Alternative would not require the use of publicly owned land of a public park, recreation area, or wildlife or waterfowl refuge land of national, state, or local significance protected by Section 4(f) of the USDOT Act of 1966 and its implementing regulations (49 USC 303; 23 CFR Part 774). However, as discussed in **Sections 4.3.2** and **5.8.2** above, the proposed project would affect sites that are of national, state, or local significance and are protected by Section 4(f).

The No-Build Alternative would not result in impacts to Section 4(f), Section 6(f) or Chapter 26 properties.

5.9.1 Section 4(f) Individual Evaluation

TxDOT is conducting a detailed, ongoing evaluation of potential project-related impacts to historic resources protected by Section 106 and by Section 4(f) of the USDOT Act of 1966 ("Section 4(f)") and its implementing regulations (49 USC 303; 23 CFR Part 774); the status of this evaluation of impacts to protected historic resources is summarized in this subsection. Under Section 4(f), a federal transportation project affecting a historic site may not be approved if there is a prudent and feasible alternative to using the site and that the project includes all possible planning to minimize harm to the site resulting from that use.

As described in the preceding subsection, the HRSR identified three resources that all contribute to NRHP-eligible historic districts: (1) the NRHP-eligible Cabell's Building at 710 Exposition Avenue (Resource ID 197); (2) the contributing commercial building at 820 Exposition Avenue (Resource ID 196A); and (3) the contributing Craftsman bungalow at 4937 Lindsley Avenue (Resource ID 69). As the proposed project would displace each of these resources resulting in an adverse effect that requires a 4(f)IE. Of these three resources only the Cabell's Building is individually eligible for NRHP listing. Initial results of avoidance alternatives in the ongoing 4(f) Individual Evaluation (IE) are discussed below

The 4(f)IE is examining several avoidance alternatives to the direct use of the historic sites. The No-Build Alternative and four additional avoidance alternatives considered in the 4(f)IE are summarized below, along with initial conclusions as to the reasonableness and feasibility of each alternative.

1. **No-Build**. Not constructing the proposed project would avoid any use of the Cabell's Building but would not achieve any of the project's purposes nor would it address any aspect of the need for the project discussed in **Section 3.0** and detailed for this alternative in **Section 4.2**.
2. **TSM/TDM**. This approach would use TSM/TDM strategies to balance access and mobility through optimizing performance of existing roadway infrastructure as discussed in **Section 4.3.1**. Although TxDOT roadway planners will continue to apply TSM/TDM strategies regardless of whether the proposed project is constructed, using this as an avoidance alternative would not address the need/purpose to update I-30 structures reaching the end of their period of usefulness and reconstruct the highway to modern design/safety standards. This alternative would also do nothing to meet City of Dallas plans for improving communities by reknitting neighborhood severed by I-30 and implementing plans for constructing complete cross streets and decking options.

3. **Shift the Alignment North.** As discussed in **Section 4.3.2** this alternative was considered during early stages of project development as alignments were explored that would avoid several historic resources adjacent to I-30 near the project's western limit. However, shifting the I-30 alignment northward to avoid the Cabell's Building would have required direct use impacts to buildings in the NRHP-listed Gulf Oil Distribution Facility District and the NRHP-eligible Texas Ice House, both of which also contribute to the Deep Ellum Historic District, which would also be affected by this alternative. This alternative is not prudent or feasible because it would not avoid all Section 4(f) resources.
4. **Bridge Over the Cabell's Building.** Project designers have considered redesigning I-30 so that a bridge from 4th Avenue to Carroll Avenue would be constructed that would pass over the top of the Cabell's building. This alternative result in undesirable impacts to adjacent EJ communities and would frustrate TxDOT and City of Dallas efforts to reknit communities. Moreover, the cost for this alternative would increase total construction costs by approximately $51 million. Due to collateral impacts that are contrary to the need/purpose of the project and construction costs (and expected added maintenance costs) of extraordinary magnitude this avoidance alternative is not prudent or feasible.
5. **Tunnel Under the Cabell's Building.** Consideration was given to constructing a tunnel that would allow eastbound I-30 traffic to pass beneath the Cabell's Building. A cylindrical tunnel approximately 60 feet in diameter could be constructed that would need to be placed at least 60 feet below the ground would accommodate five travel lanes. Challenges to constructing such a structure would include time to construct and including pumps to prevent flooding within the tunnel. This alternative also raises safety concerns about responding to vehicle accidents within the tunnel and the effects such events could have on traffic management. This alternative is not prudent or feasible in light of adverse impacts on traffic operations and nearby EJ populations, in addition to estimated increased project construction cost of approximately $1.4 billion that would more than double the overall current construction cost estimate for the project. In addition to the costs of extraordinary magnitude for this alternative, collateral impacts to other aspects of project design and major utilities (e.g., the ongoing Mill Creek stormwater tunnel project) render this alternative neither prudent nor feasible.

As the commercial building at 820 Exposition Avenue (Resource ID 196A) is proximate to the Cabell's Building the analysis of alternatives mirrors the same considerations discussed above. In particular, design engineers have examined the feasibility of bridging over this resource and it is expected that this would require a net increase in construction costs of over $52 million. The collateral impacts to the project's need and purpose, EJ neighborhoods, and City of Dallas planning objectives would be similar and slightly more severe than those expected for the Cabell's Building.

The design of the roundabout intersection that adversely affects the resource at 4937 Lindsley Avenue (Resource ID 69) is based on achieving a high degree of safety. The roundabout design facilitates the intersection of Lindsley Avenue with Munger Boulevard that coincides with I-30 westbound entrance and exit ramps, thus allowing an intersection to accommodate traffic coming/going in six directions. Consideration was given to shifting the entire roundabout eastward to avoid the historic property but this would result in unacceptable safety and operational impacts. For example, this alternative would necessitate placing seven of the ten directional entries and exits within the same northwestern half of

the traffic circle, thus preventing a more even distribution of entries/exists that would be much safer. Other options to shift the roundabout away from the historic resource would result in a residential displacement elsewhere in addition to ROW acquisition from the front yard of another residence. Proper spacing of entries and exits profoundly affect visibility and efficient operation of a traffic circle, which affects the overall safety of the facility. Accordingly, the compromises to the objectives of the planned roundabout render other design alternatives not prudent.

The draft 4(f)IE will be coordinated with agencies with Section 4(f) jurisdiction relating to the three adversely affected resources (e.g., the THC, TxDOT General Counsel Division and U.S. Department of the Interior) and with local historic preservation organizations before a final decision is made.

5.9.2 Section 4(f) *De Minimis* Evaluations

As noted in **Section 5.8.2** the proposed project would require small amounts of ROW from four historic sites. These instances are considered to be *de minimis* impacts as defined in FHWA's Section 4(f) regulations. That is, the impacts of the proposed ROW would have no adverse effect on the ability of these properties to continue as contributing resources to their respective historic districts. Section 4(f) regulations allow that *de minimis* impacts may be authorized upon receiving the concurrence of the Official with Jurisdiction (OWJ) that the nature and extent of proposed impacts would be minimal and would not result in an adverse effect. In this situation, the OWJ for these historic resources is the SHPO, whose concurrence would be required before the *de minimis* impacts could be authorized. TxDOT proposes the following *de minimis* impact findings:

- The Gulf Oil Distribution Facility at 501 S 2nd Avenue (Resource IDs 11A–F), which is both listed as a small historic district and contributing to the pending Deep Ellum Historic District, proposed Section 4f *de minimis* use of 0.008 acre (0.51 percent) of the 1.569 acres within the NRHP-listed district boundaries;
- 4809 Ash Lane (Resource ID 44), contributing to the recommended Mt. Auburn/Santa Fe Historic District, proposed Section 4f *de minimis* use of 0.0012 acre (0.622 percent) of the 0.1607-acre parcel;
- 820 Exposition Avenue B–I (Resource IDs 196B–I) and 832 Exposition Avenue (Resource ID 195), all of which lie on the same parcel as 820 Exposition Avenue A and also contribute to the proposed Commerce/Exposition Historic District, proposed Section 4f *de minimis* use of 0.1447 acres from the 3.8207-acre parcel (3.787 percent); and
- 5115 Philip Avenue (Resource ID 269), contributing to the Jubilee Park Historic District, proposed Section 4f *de minimis* use of 0.0002 acres (0.145 percent) of the 0.1378-acre parcel.

5.10 Water Resources

5.10.1 Clean Water Act Section 404

This project will involve regulated activity in jurisdictional waters and therefore will require authorization under Section 404 of the Clean Water Act (CWA). **Table 8** shows the water features that were delineated for the project and indicates the features considered to be Waters of the U.S. (WOTUS) and within the jurisdiction of Section 404 in which regulated activity may take place. It also indicates whether permanent and/or temporary impacts are anticipated to be authorized under Section 404 by a nationwide permit (NWP) and if pre-construction notification (PCN) to the U.S. Army Corps of Engineers (USACE) is an anticipated; no impacts from the project would require an Individual Standard Permit, Letter of Permission, or Regional General Permit for any of the delineated WOTUS. The locations of water features listed in **Table 8** are shown in **Appendix E – Natural Resources Map** and details about expected impacts to water features are in **Appendix E – Water Feature Impacts Map**. Photographs 13 – 18 of **Appendix B – Project Photographs** depict representative aquatic features listed in **Table 8** that are expected to receive permanent and/or temporary impacts from the Build Alternative's construction activities.

Table 8. Summary of Water Features and Impacts

Name of Water Feature	Type of Water Feature	Location (Map ID#) in Appendix E – Natural Resources Map (types of impacts)	NWP 404? & if Y, then – NWP #	NWP with PCN Required?
Drainage Ditch	Drainage Ditch	**1-1**	N/A*	N/A*
Unnamed Tributary to White Rock Creek	Ephemeral Stream	**1-2** (temporary impacts)	Y-14	Y
Wetland	Palustrine Emergent	**1-3** (temporary impacts)	Y-14	Y
Wetland	Palustrine Emergent	**1-4**	N	N/A
White Rock Creek	Perennial Stream	**2** (temporary impacts)	Y-14	Y
Wetland	Palustrine Emergent	**3-1** (temporary impacts)	Y – 14	Y
Unnamed Tributary to White Rock Creek	Ephemeral Stream	**3-2** (temporary and permanent impacts)	Y – 14	Y
Unnamed Tributary to White Rock Creek	Ephemeral Stream	**3-3** (temporary and permanent impacts)	Y – 14	Y
Wetland	Palustrine Emergent	**3-4** (temporary and permanent impacts)	Y – 14	Y
Unnamed Tributary to White Rock Creek	Perennial Stream	**4** (temporary and permanent impacts)	Y – 14	Y

Source: Study Team. Waters of the U.S. Delineation Report. December 2021.
* This is a water feature that was delineated but is a manmade ditch draining an upland and would not likely be considered a WOTUS by the USACE.

Water features were identified and delineated during field reconnaissance conducted on October 6, 13 and 14, and November 1, 2021. In addition to field observations of stream ordinary high-water marks and collection of site data for wetland features, the survey team analyzed U.S. Geological Survey topographic maps, Federal Emergency Management Agency (FEMA) floodplain maps, U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory maps, Natural Resources Conservation Service Soil Survey maps and data, Light Detection and Ranging elevation data and current and past aerial photography. The placement of temporary or permanent dredge or fill material into potentially jurisdictional waters would be authorized under NWP 14 with a PCN, as indicated in **Table 8**. Of the ten water features delineated, only the drainage ditch (Map ID 1-1) is likely to be considered non-jurisdictional by the USACE. Verification with the USACE regarding whether the other nine water features are jurisdictional has not been performed to date.

The need for an Individual Standard Permit under Section 404 is not anticipated. If it is later determined that a Section 404 Individual Standard Permit is needed, compliance with EPA's Section 404(b)(1) Guidelines will be confirmed prior to submittal of the Individual Standard Permit application. The proposed project would not include any activity that involves alterations or use of any USACE Civil Works Project; therefore, authorization from the USACE pursuant to Section 408 of the Rivers and Harbors Act (33 USC 408) does not apply to the project.

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to jurisdictional waters would be anticipated.

5.10.2 Clean Water Act Section 401

For projects that require a NWP under Section 404 that is covered by the Texas Commission on Environmental Quality's (TCEQ) blanket water quality certification under Section 401 of the CWA, regardless of whether the NWP is non-reporting, or requires the submission of a PCN, TxDOT complies with Section 401 by implementing TCEQ conditions for NWPs. For projects that require authorization under a NWP under Section 404 that is not covered by TCEQ's blanket Section 401 water quality certification, or under an Individual Standard Permit, Letter of Permission, or Regional General Permit under Section 404, TxDOT will coordinate the Section 401 water quality certification with TCEQ. TCEQ will either approve or deny the Section 401 water quality certification or issue a waiver. The TCEQ Section 401 water quality certification decision must be submitted to the USACE before use of the NWP can be confirmed, or an Individual Standard Permit, Letter of Permission, or Regional General Permit decision can be made.

Under the No-Build Alternative, construction activities would not occur; therefore, no construction-related impacts to water quality would be anticipated.

5.10.3 Executive Order 11990 Wetlands

EO 11990, Protection of Wetlands (42 Federal Register 26961, 5/24/1977), prohibits new construction in wetlands unless there is no practicable alternative to such construction and the project includes all practicable measures to minimize harm to wetlands.

The field survey for aquatic features discussed in **Section 5.10.1** identified and delineated four emergent wetland features within project limits at two I-30 crossing sites. Project impacts to wetlands

are all associated with the reconstruction of the I-30 bridge crossing of White Rock Creek and unnamed tributary streams near it. All wetlands with impacts would be the result of demolition of existing bridge support columns and drilling or other excavation activity for the placement of new bridge columns. Due to the aging structures of the existing bridge and the planned widening and realignment of the highway at this location the proposed project would not be able to meet the purpose and need without reconstructing this bridge. Therefore, there is no practicable alternative to the propose bridge reconstruction.

The expected extent of project impacts to these features are detailed in **Appendix E – Water Feature Impacts Map** and are summarized below:

- Wetland 1-3: 0.157 acre of temporary impacts and no permanent impacts.
- Wetland 1-4: no temporary or permanent impacts are expected as the wetland is not near existing or proposed bridge support columns.
- Wetland 3-1: 0.047 acre of temporary impacts and no permanent impacts.
- Wetland 3.4: 0.037 acre of temporary impacts and 0.001 acre of permanent impacts; permanent impacts are due to the expected placement of a support column at the northern edge of this wetland for the proposed reconstructed bridge.

Design engineers were informed of the location of the water features, including these wetland features, during project development and careful consideration was given in the placement of bridge columns to both meet bridge structural design requirements for safety while minimizing impacts to the stream and wetland features that intersect I-30. The temporary impacts expected to wetland features necessary to remove existing support structures are simply unavoidable. Accordingly, the proposed action includes all practicable measures to avoid and minimize harm to wetlands.

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to wetlands would be anticipated.

5.10.4 Rivers and Harbors Act

No navigable waters regulated under Sections 9 or 10 of the Rivers and Harbors Act lie within the project area; therefore, neither the Build Alternative nor the No-Build Alternative would impact any waters regulated by the Rivers and Harbors Act.

5.10.5 Clean Water Act Section 303(d)

The proposed project is located within 5 linear miles (not stream miles) of, is within the watershed of, and drains to, an impaired assessment unit under Section 303(d) of the CWA (see **Table 9**).

Table 9. Impaired Stream Segments Within 5 Linear Miles

Watershed	Segment Name	Segment Number	Assessment Unit Number
Headwaters Trinity River	Upper Trinity River	0805	0805_04
Source: TCEQ 2022b.			

To date, TCEQ has not yet identified (through either a total maximum daily load or the review of projects

under the TCEQ MOU with TxDOT, 43 TAC Rules 2.301-2.308) a need to implement control measures beyond those required by the Construction General Permit (CGP) on road construction projects. Therefore, compliance with the project's CGP, along with coordination under the TCEQ MOU for certain transportation projects, collectively meets the need to address impaired waters during the environmental review process. As required by the CGP, the project and associated activities will be implemented, operated and maintained using best management practices to control the discharge of pollutants from the project site.

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to an impaired water segment would be anticipated and coordination with TCEQ would not be required.

5.10.6 Clean Water Act Section 402

Since the Texas Pollutant Discharge Elimination System (TPDES) CGP authorization and compliance (and the associated documentation) occur outside of the environmental clearance process, compliance is ensured by the policies and procedures that govern the design and construction phases of the project. The Project Development Process Manual and the Plans, Specifications and Estimates (PS&E) Preparation manual require a storm water pollution prevention plan (SW3P) be included in the plans of all projects that disturb one or more acres. The Construction Contract Administration Manual requires that the appropriate CGP authorization documents (notice of intent or site notice) be completed, posted and submitted, when required by the CGP, to TCEQ and the Municipal Separate Storm Sewer System operator. It also requires that projects by inspected to ensure compliance with the CGP.

The PS&E Preparation Manual requires that all projects include Standard Specification Item 506 (Temporary Erosion, Sedimentation and Environmental Controls), and the "Required Specification Checklists" require the current version of Special Provision 506 on all projects that need authorization under the CGP. These documents require the project contractor to comply with the CGP and SW3P, and to complete the appropriate authorization documents.

Under the No-Build Alternative, construction activities would not occur; therefore, no ground disturbance would occur and compliance with the TPDES CGP would not be required.

5.10.7 Floodplains

Portions of the proposed project are located within a FEMA designated 100-year floodplain and construction work would occur in the floodplain (see **Appendix E – Natural Resources Map**). The project is federally funded and therefore is subject to EO 11988 on Floodplain Management (42 Federal Register 26951, 5/24/1977). However, the project will not involve a significant encroachment in the floodplain as defined by FHWA's regulation implementing EO 11988 (23 CFR 650.105(q)).

The hydraulic design for the Build Alternative would be in accordance with current FHWA and TxDOT design policies. The facility would permit the conveyance of the 100-year flood, inundation of the roadway being acceptable, and would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances.

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to

floodplains would be anticipated.

5.10.8 Wild and Scenic Rivers

No wild and scenic rivers are in or near the project area; therefore, neither the Build Alternative nor the No-Build Alternative could potentially impact any wild and scenic rivers.

5.10.9 Coastal Barrier Resources

The Coastal Barrier Resources Act does not apply.

5.10.10 Coastal Zone Management

The project is not located within the Texas Coastal Management Plan boundary. Therefore, a consistency determination is not required.

5.10.11 Edwards Aquifer

The TCEQ Edwards Aquifer Rules and the EPA Edwards Aquifer MOU do not apply.

5.10.12 International Boundary and Water Commission

This project does not cross or encroach upon the floodway of the International Boundary Water Commission (IBWC) ROW or an IBWC flood control project.

5.10.13 Drinking Water Systems

In accordance with TxDOT's Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges (Item 103, Disposal of Wells), any drinking water wells would need to be properly removed and disposed of during construction of the project.

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to drinking water systems would be anticipated.

5.11 Biological Resources

The following sections address the Build Alternative's potential impacts to biological resources within the project area, which is located within the Texas Blackland Prairies Ecoregion. The assessment of potential impacts and proposed mitigation measures for nonurban landscapes within the I-30 corridor were prepared in accordance with TxDOT's 2021 Memorandum of Understanding (MOU) with Texas Parks and Wildlife Department (TPWD) regarding "the protection of the natural environment" (43 TAC Rules 2.201–2.207), TPWD's recommended Beneficial Management Practices (BMPs) for mitigating impacts to natural resources (TPWD 2021a) and TxDOT-ENV's implementing guidance (TxDOT 2023b).

5.11.1 Impacts to Vegetation

The nonurban vegetation habitat types in the project area were characterized and mapped based on field surveys by biologists in October/November 2021 that were augmented by GIS data of area soils, topography, water features and high-resolution aerial photography. Mapped vegetation types consist

of approximately 3.4 acres of Floodplain Hardwood Forest, 6.8 acres of Riparian Hardwood Forest, in addition to the stream and wetland features described in **Section 5.10.1**. Also mapped were five unusually large trees, including three oak trees and two cottonwood trees, greater than 30 inches in diameter at breast height (dbh) near the eastern end of the project area. These forest and aquatic features are shown in **Appendix E – Natural Resources Map**, which includes a summary of field observations for each type of forested habitat studied and representative photographs of each, are included in **Appendix B – Project Photographs** (Photographs 19 and 20).

The riparian and floodplain hardwood forests and aquatic habitat types within the project area are primarily associated with White Rock Creek and two of its unnamed tributaries, along with their floodplains. Vegetation associated with Emergent Wetlands found abutting stream features is comprised of herbaceous species dominated by swamp smartweed (*Persicaria hydropiperoides*), marsh primrose-willow (*Ludwigia palustris*), sand spike-rush (*Eleocharis montevidensis*), chufa (*Cyperus esculentus*), golden crown grass (*Paspalum dilatatum*) and curly dock (*Rumex crispus*). Dominant tree species in the Riparian Hardwood Forest habitat are American elm (*Ulmus americana*), box elder (*Acer negundo*), black willow (*Salix nigra*), green ash (*Fraxinus pennsylvanica*) and sugarberry (*Celtis laevigata*). Dominant tree species in the Floodplain Hardwood Forest habitat are American elm, green ash, sugarberry, pecan (*Carya illinoinensis*) and western soapberry (*Sapinus saponaria*). The understories of both forest habitats are characterized by woody vines, shrubs and small trees, grasses and sedges and forbs species that are typical of riparian/floodplain areas within the ecoregion; these understories were also observed to host a variety of invasive vines and shrubs, chief among which is Chinese privet (*Ligustrum sinense*). These habitat types provide soil conservation, habitat biodiversity and influence food and cover for fish, reptiles, resident and migratory birds, small mammals, invertebrates and the predators that feed on the other species. These areas can provide important nesting, breeding and foraging habitat.

As the proposed project requires complete reconstruction of the I-30 corridor within project limits vegetation impacts were assessed for all forested habitat inventoried, although much of this habitat (e.g., streambank vegetation) would likely not be removed by project construction; impacts to aquatic features are described in **Section 5.10.3** and in **Appendix E – Water Feature Impacts Map**. As all impacts to vegetation would be confined to existing and proposed ROW areas, encroachment-alteration effects to vegetation are not anticipated.

TxDOT is committed to reducing any impacts to biological resources as a result of the proposed project. In accordance with TxDOT guidance, reasonable and feasible measures will be made to mitigate destruction to biological resources after proposed construction is completed. Such measures could include seeding and replanting in disturbed areas. Removing of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable.

Under the No-Build Alternative the proposed improvements would not occur and impacts to vegetation are not expected.

5.11.2 Executive Order 13112 on Invasive Species

This project is subject to and will comply with EO 13112 on Invasive Species (64 Federal Register 6183-6186, 2/9/1999). TxDOT implements this EO on a programmatic basis through its Roadside

Vegetation Management Manual (TxDOT 2018a) and Landscape and Aesthetics Design Manual (TxDOT 2017).

As the No-Build Alternative would not modify the I-30 corridor EO 13112 would not apply.

5.11.3 Executive Memo on Environmentally and Economically Beneficial Landscaping

This project is subject to and will comply with the federal Executive Memorandum on Environmentally and Economically Beneficial Landscaping (60 Federal Register 40837-40841, 8/10/1995). TxDOT implements this Executive Memorandum on a programmatic basis through its Roadside Vegetation Management Manual (TxDOT 2018a) and Landscape and Aesthetics Design Manual (TxDOT 2017).

As the No-Build Alternative would not modify the I-30 corridor the Executive Memorandum would not apply.

5.11.4 Impacts to Wildlife

As discussed in **Section 5.11.1**, nonurban landscapes within the project corridor are limited to approximately 10.2 acres proximate to White Rock Creek. The hardwood forest habitats and aquatic features are characterized by relatively small patches that have been fragmented for decades by the I-30 facility, other roadways and a railway line. These habitats are all within existing highway, roadway and railway ROW, and are located adjacent to or near areas of urban development. Although much of the forest vegetation is native, its value for wildlife habitat value is diminished by the growing presence of well-established invasive woody species, nearly constant vehicular traffic nearby and occasional foot traffic of people from surrounding communities. These circumstances combine to lessen the value of forest resources to support numbers and diversity of wildlife species. Wildlife that are present within the project area are expected to be only those that are adapted to the influences of the urban life that permeates the area. Such species may be directly or indirectly impacted by required clearing or other construction-related activities. However, more mobile species are typically able to avoid construction areas and move into adjacent, less disturbed areas, such as riparian areas downstream from the I-30 ROW which leads to the Great Trinity Forest. Potential impacts to species protected by federal and state laws, and SGCNs designated by TPWD, are discussed in **Section 5.11.10**.

Regarding encroachment-alteration effects, impacts to wildlife would be limited to the project footprint and areas of direct impacts; no encroachment impacts are expected. Project specific measures to minimize impacts to wildlife, such as limited vegetation clearing, bat and bird protections, contractor avoidance and preconstruction surveys, are being coordinated with TPWD and are discussed in **Section 8.2.**

Under the No-Build Alternative, the proposed improvements would not occur; therefore, construction-related impacts to wildlife are not anticipated.

5.11.5 Migratory Bird Protections

This project will comply with applicable provisions of the Migratory Bird Treaty Act and Texas Parks and Wildlife Code Title 5, Subtitle B, Chapter 64, Birds. It is TxDOT's policy to avoid removal and destruction of active bird nests except through federal or state approved options. In addition, it is TxDOT's policy to, where appropriate and practicable:

- use measures to prevent or discourage birds from building nests on man-made structures within portions of the project area planned for construction, and
- schedule vegetation clearing activities outside the typical nesting season.

Additional preemptive and preventative measures that may be applied, where appropriate and practicable, are described in TxDOT's Guidance – Avoiding Migratory Birds and Handling Potential Violations (TxDOT 2018b).

Under the No-Build Alternative, the proposed improvements would not occur; therefore, no impacts to migratory birds are anticipated.

5.11.6 Fish and Wildlife Coordination Act

The project is anticipated to require a nationwide permit issued by the USACE. Compliance with the Fish and Wildlife Coordination Act (FWCA) will be accomplished by complying with the terms and conditions of the nationwide permit.

Under the No-Build Alternative, the proposed improvements would not occur; therefore, coordination under the FWCA is not anticipated.

5.11.7 Bald and Golden Eagle Protection Act of 2007

This project is not within 660 feet of an active or inactive Bald or Golden Eagle nest. Therefore, no coordination is with USFWS is required for either the Build Alternative or No-Build Alternative.

5.11.8 Magnuson-Stevens Fishery Conservation Management Act

This project would not affect Essential Fish Habitat because there are no tidally influenced waters in Dallas County. Therefore, the Essential Fish Habitat/Magnuson-Stevens Fishery Conservation and Management Act does not apply to either the Build Alternative or the No-Build Alternative.

5.11.9 Marine Mammal Protection Act

This project is not located within or over tidally influenced waters. As this project does not contain suitable habitat for marine mammals the Marine Mammal Protection Act does not apply to either the Build or the No-Build Alternative.

5.11.10 Threatened, Endangered and Candidate Species

The proposed project must comply with federal and state laws/regulations for protecting and managing threatened and endangered fish, wildlife, and plant species. The Endangered Species Act of 1973 (16 USC 1531-1544) affords protection for federally listed threatened and endangered species and, where designated, critical habitat for these species. The State of Texas provides for the state-listing of threatened and endangered nongame species (Texas Parks and Wildlife Code Chapter 68; 31 TAC Rules 65.175 and 65.176) and plant species (31 TAC Rule 69.8). A Species Analysis Form and Species Analysis Spreadsheet (SAS) were prepared for the I-30 East Corridor Project to document available habitat for protected species in the project area and determine whether impacts to such habitat may adversely affect/impact a federally or state protected species. The SAS also documents potential impacts anticipated to TPWD-designated SGCNs. The summary below identifies the protected species and SGCNs with suitable habitat within the project area that would likely be reduced or affected/impacted by the planned reconstruction of I-30 within project limits. Effects/impacts and recommended BMPs to avoid and minimize impacts to these species are being coordinated with the

TPWD (see **Appendix F** for coordination documentation) and TxDOT commitments to implement BMPs are detailed in **Section 8.2.**

The No-Build Alternative would avoid highway reconstruction activity and no project-related impacts to the species discussed in this section would occur.

Federally Listed, Candidate, and Proposed Species

A project-specific Official Species List for federal candidate, proposed, and listed species was obtained from the USFWS Information for Planning and Consultation website (USFWS 2021). Study team biologists evaluated the habitat requirements for such species considering field observations from the project's biological survey, aerial photography and other available site information, and recorded their assessments in the SAS. It was determined that construction of the Build Alternative would have no effect on federally listed threatened or endangered species due to a lack of suitable habitat or federally designated critical habitat for listed species. However, project biologists noted in the SAS that suitable habitat for three candidate or proposed species occurs within the action area and that adverse effects may occur to the following species that may be federally listed in the future:

- **Monarch butterfly (*Danaus plexippus*)**. The existing and proposed project ROW may contain milkweed plants that could provide suitable habitat for this insect. Although periodic mowing of grass-dominated portions of the I-30 corridor limits the existing availability of milkweed plants, the planned reconstruction of I-30 could further restrict this host plant for the butterfly. This species is a candidate for federal protection and no consultation with the USFWS is required at this time. TxDOT is a partner in the Nationwide Candidate Conservation Agreement for Monarch Butterfly on Energy and Transportation Lands (Agreement; USFWS 2020). The Agreement authorizes incidental take of the species for all project activities should the monarch butterfly be listed as endangered or threatened in the future.
- **Texas fawnsfoot (*Truniclla macrodon*)** and **alligator snapping turtle (*Macrochelys temminckii*)**. This mollusk/reptile has each been proposed for federal listing as a threatened species. Potential habitat for both species exists in White Rock Creek and its unnamed tributary between Ferguson Road and Hunnicut Road; reconstruction of the bridges and culvert crossings of these streams may adversely affect this mollusk and turtle species. It was determined that no consultation with the USFWS is required at this time, but such would occur in the future for each species that becomes federally listed and after a presence/absence survey for that species has been completed.

State Listed Species

The SAS includes a listing of all species protected by state law expected to occur within Dallas County where suitable habitat occurs in sufficient quantity/quality to support the species. Project biologists evaluated available habitat within the project area and determined that the eight state-listed threatened species noted below may be adversely impacted by the Build Alternative.

- **White-faced ibis (*Plegadis chihi*)** and **wood stork (*Mycteria americana*)**. Proposed construction activity would occur within the White Rock Creek floodplain and around the KCS Railroad where suitable foraging habitat is present for these birds.
- **Louisiana pigtoe (*Pleurobema riddellii*), sandbank pocketbook (*Lampsilis satura*), Texas fawnsfoot (*Truniclla macrodon*), Texas heelsplitter (*Potamilus amphichaenus*), Trinity pigtoe (*Fusconaia chunii*) and alligator snapping turtle (*Macrochelys temminckii*)**. Potential habitat for these species exists in White Rock Creek and its unnamed tributary between Ferguson

Road and Hunnicut Road; reconstruction of the bridges and culvert crossings of these streams may adversely impact these mussels and this turtle. A presence/absence survey of these stream habitats would be necessary prior to construction to determine whether any mussel or alligator snapping turtle would need to be relocated.

SGCNs

Although SGCNs are not protected by state law, the TPWD works to preserve habitat for them to prevent populations from requiring formal protection. There are 15 SGCNs with suitable habitat within the existing and proposed ROW of the Build Alternative. A description of the expected impacts to the suitable habitats of these species is provided below:

- Three amphibian species requiring access to aquatic features within the project area (e.g., White Rock Creek and its tributaries and associated emergent wetlands) and nearby forested areas may be impacted by the reconstruction the bridge/culvert crossing of stream channels: **eastern tiger salamander (*Ambystoma tigrinum*), spotted dusky salamander (*Desmognathus conanti*) and Woodhouse's toad (*Anaxyrus woodhousii*)**.
- Two fish species requiring perennial streams such as White Rock Creek and its tributaries may be impacted by the reconstruction the bridge/culvert crossing of stream channels: **American eel (*Anguilla rostrata*)** and **Mississippi silvery minnow (*Hybognathus nuchalis*)**.
- Four mammal species and six reptile species may utilize suitable riparian/floodplain hardwood forest and aquatic habitats within the White Rock Creek floodplain, portions of which would likely be removed in the reconstruction of I-30 (see **Appendix E – Natural Resources Map**): **eastern spotted skunk (*Spilogale putorius*), long-tailed weasel (*Mustela frenata*), muskrat (*Ondatra zibethicus*), swamp rabbit (*Sylvilagus aquaticus*), eastern box turtle (Terrapene Carolina), pygmy rattlesnake (*Sistrurus miliarius*), Texas garter snake (*Thamnophis sirtalis annectens*), timber (canebrake) rattlesnake (*Crotalus horridus*), western box turtle (*Terrapene ornata*) and western chicken turtle (*Deirochelys reticularia miaria*)**.

5.12 Air Quality

An assessment of the Build Alternative's potential effects on air quality was conducted in accordance with the procedures established by TxDOT-ENV (TxDOT 2022b). This section summarizes the results of evaluations of air quality regulatory requirements pertaining to (1) transportation conformity; (2) carbon monoxide traffic air quality analysis; (3) project-level mobile source air toxics analysis; and (4) congestion management process. Project-level hot-spot analyses were not required for the proposed project because it is not located within a CO or particulate matter nonattainment or maintenance area.

Under the No-Build Alternative, there would be no reconstruction of I-30 within project limits so any future air quality benefits from the Build Alternative's improvements to increase mobility and reduce traffic congestion would not be realized. Alternatively, traffic demand and congestion would continue to increase with the No-Build Alternative as vehicle use of I-30 increases as discussed in **Section 3.2.3**, which would not be expected to result in benefits to ambient air quality.

5.12.1 Transportation Conformity

The project is in the EPA-designated ten-county DFW severe nonattainment area for the 2008 ozone NAAQS. The EPA has designated a nine-county DFW moderate nonattainment area (including Dallas

County) for the 2015 ozone NAAQS. Therefore, transportation conformity rules apply. As discussed in **Section 2.4** the Build Alternative is consistent with NCTCOG's Mobility 2045 Update MTP and will be consistent with the 2023-2026 STIP and TIP, as amended, which are pending FHWA approval. The proposed project cannot be environmentally cleared until FHWA determines that the project is consistent with the USDOT-approved TIP/STIP (as amended).

5.12.2 Carbon Monoxide Traffic Air Quality Analysis (CO TAQA)

Traffic for the estimated time of completion year (2028) and design year (2048) is estimated to be 239,910 vehicles per day (VPD) and 298,445 VPD, respectively. These levels of traffic trigger the need for a project-level CO TAQA. Before applying analytic modeling, it was determined that the topography and meteorology of the proposed project area would not seriously restrict dispersion of air pollutants. Traffic data utilized in this analysis were developed and approved by the Dallas District, after coordination with the TTI.

CO concentrations for the proposed action were modeled using the CAL3QHC dispersion model and the EPA's Motor Vehicle Emissions Simulator model (MOVES2014b) and factoring in adverse meteorological conditions and sensitive receptors at the ROW line in accordance with TxDOT in accordance with TxDOT-ENV guidance (TxDOT 2022b). CO concentrations were modeled within two sections of I-30 using the following site selection criteria for a 'worst case' scenario: (1) relatively high average annual daily traffic (AADT) and (2) relatively narrow ROW width. The results of the analysis are summarized in **Table 10**, indicating that local concentrations of CO are not expected to exceed national standards at any time. The estimated CO concentrations for the design year (2048) are generally slightly less than the estimated time of completion (ETC) year (2028), despite an expected substantial increase in AADT. These results are strongly influenced by the expected decrease in CO emissions resulting from increasingly stringent environmental regulations and exhaust emission standards for new vehicles in future years, and as older vehicles with comparatively greater CO emissions are taken out of service.

Table 10. Project Carbon Monoxide Concentrations

Year	1-hour CO (Standard 35 ppm)*	1-hour % NAAQS	8-hour CO (Standard 9 ppm)*	8-hour % NAAQS
2028 (ETC Year)	1.9	5%	1.54	17%
2048 (Design Year)	1.8	5%	1.47	16%
***Notes:** The NAAQS for CO is 35 parts per million (ppm) for the 1-hour standard and 9 ppm for the 8-hour standard. Analysis includes 1-hour background concentration of 1.7 ppm and 8-hour background concentration of 1.4 ppm per TxDOT-ENV model application guidance.				

5.12.3 Mobile Source Air Toxics (MSAT) Analysis

Background

Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that the EPA regulate 188 air toxics, also known as hazardous air pollutants. The EPA has assessed this expansive list in their latest rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page

8430, February 26, 2007), and identified a group of 93 compounds emitted from mobile sources that are listed in their Integrated Risk Information System (IRIS)[1]. In addition, EPA identified nine compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers or contributors and non-cancer hazard contributors from the 2011 National Air Toxics Assessment (NATA)[2]. These are 1,3-butadiene, acetaldehyde, acrolein, benzene, diesel particulate matter (diesel PM), ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter. While FHWA considers these the priority mobile source air toxics, the list is subject to change and may be adjusted in consideration of future EPA rules.

Motor Vehicle Emissions Simulator (MOVES)

According to EPA, MOVES3 is a major revision to MOVES2014 and improves upon it in many respects. MOVES3 includes new data, new emissions standards, and new functional improvements and features. It incorporates substantial new data for emissions, fleet, and activity developed since the release of MOVES2014. These new emissions data are for light- and heavy-duty vehicles, exhaust and evaporative emissions, and fuel effects. MOVES3 also adds updated vehicle sales, population, age distribution, and vehicle miles travelled (VMT) data. In the November 2020 EPA issued MOVES3 Mobile Source Emissions Model Questions and Answers[3] EPA states that for on-road emissions, MOVES3 updated heavy-duty (HD) diesel and compressed natural gas (CNG) emission running rates and updated HD gasoline emission rates. They updated light-duty (LD) emission rates for hydrocarbon (HC), carbon monoxide (CO) and nitrogen oxide (NOx) and updated light-duty (LD) particulate matter rates, incorporating new data on Gasoline Direct Injection (GDI) vehicles.

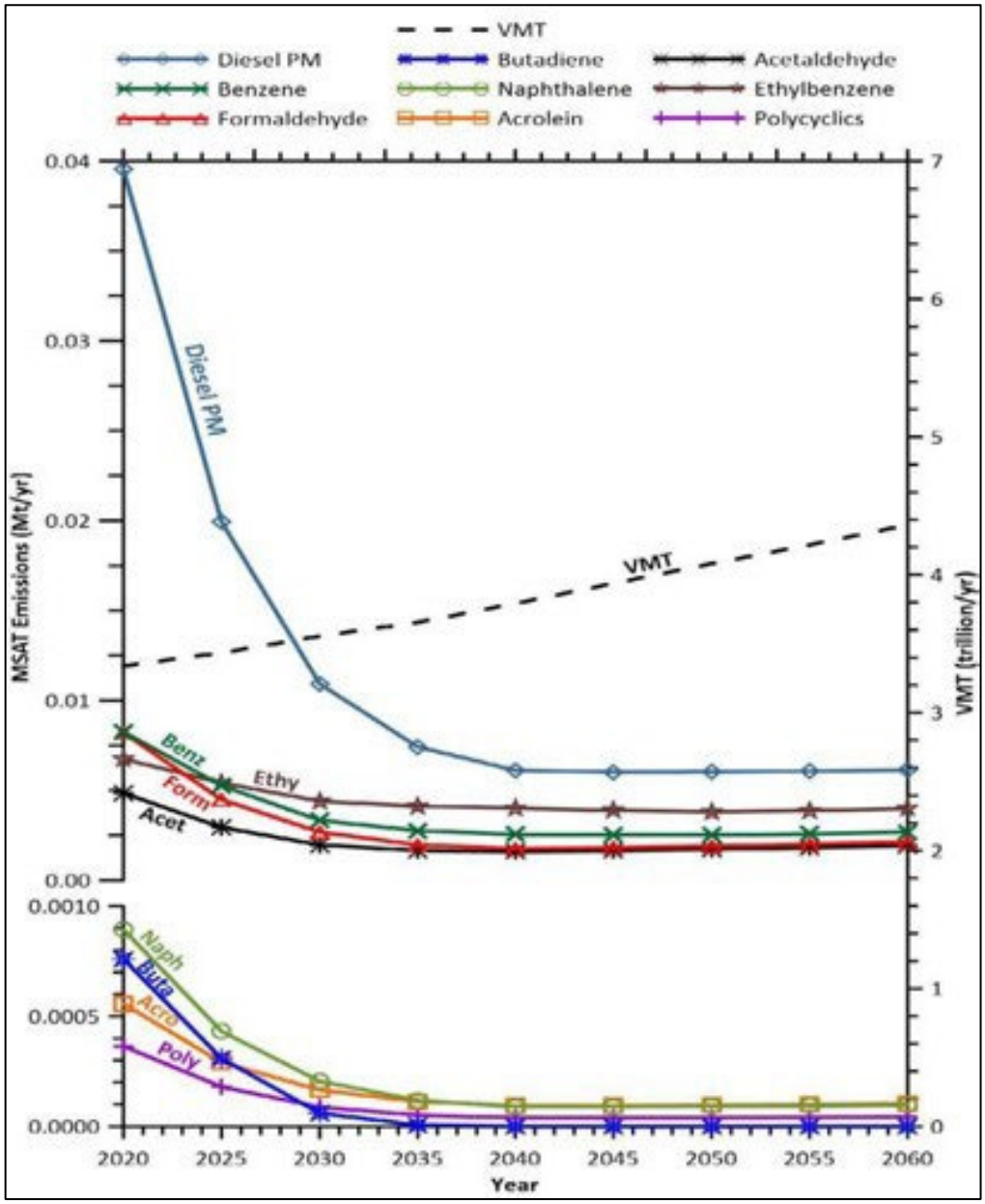
Using EPA's MOVES3 model, as shown in **Figure 1**, FHWA estimates that even if VMT increases by 31 percent from 2020 to 2060 as forecast, a combined reduction of 76 percent in the total annual emissions for the priority MSAT is projected for the same time period.

[1] http://www.epa.gov/iris/

[2] https://www.epa.gov/national-air-toxics-assessment

[3] https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P1010M06.pdf

Figure 1. FHWA Projected National MSAT Emission Trends 2020 – 2060 for Vehicles Operating on Roadways



Note: Trends for specific locations may be different, depending on locally derived information representing vehicle-miles travelled, vehicle speeds, vehicle mix, fuels, emission control programs, meteorological, and other factors. Source: EPA MOVES3 model runs conducted by FHWA, March 2021.

Diesel PM is the dominant component of MSAT emissions, making up 36 to 56 percent of all priority MSAT pollutants by mass, depending on calendar year. Users of MOVES3 will notice some differences in emissions compared with MOVES2014. MOVES3 is based on updated data on some emissions and pollutant processes compared to MOVES2014, and also reflects the latest Federal emissions standards in place at the time of its release. In addition, MOVES3 emissions forecasts are based on slightly higher VMT projections than MOVES2014, consistent with nationwide VMT trends.

MSAT Research

Air toxics analysis is a continuing area of research. While much work has been done to assess the overall health risk of air toxics, many questions remain unanswered. In particular, the tools and techniques for assessing project-specific health outcomes as a result of lifetime MSAT exposure remain limited. These limitations impede the ability to evaluate how potential public health risks posed by MSAT exposure should be factored into project-level decision-making within the context of NEPA.

Project Specific MSAT Information

A qualitative analysis provides a basis for identifying and comparing the potential differences among MSAT emissions, if any, from the various alternatives. The qualitative assessment presented below is derived in part from a study conducted by FHWA entitled A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives[4].

For each alternative, the amount of MSAT emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. The VMT estimated for the Build Alternative is slightly higher than that for the No-Build Alternative, because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. The emissions increase from the additional VMT is offset somewhat by lower MSAT emission rates due to increased speeds; according to the EPA's MOVES3 model, emissions of all priority MSAT decrease as speed increases. The additional travel lanes contemplated as part of the Build Alternative will have the effect of moving some traffic closer to nearby homes, schools, and businesses; therefore, under this alternative there may be localized areas where ambient concentrations of MSAT could be higher under the Build Alternative than the No-Build Alternative. The localized increases in MSAT concentrations would likely be most pronounced along the expanded roadway sections and where highway mainlanes and ramps intersect along I-30 between I-45 and Ferguson Road. However, the magnitude and the duration of these potential increases compared to the No-Build Alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. Also, MSAT will be lower in other locations when traffic shifts away from them; therefore, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

Incomplete or Unavailable Information for Project-Specific MSAT Health Impacts Analysis

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any

[4] https://www.fhwa.dot.gov/environment/air_quality/air_toxics/research_and_analysis/mobile_source_air_toxics/msatemissions.cfm

genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The U.S. Environmental Protection Agency (EPA) is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the Clean Air Act and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System (IRIS), which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects" (EPA, http://www.epa.gov/iris/). Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). A number of HEI studies are summarized in Appendix D of FHWA's Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents.[5] Among the adverse health effects linked to MSAT compounds at high exposures are; cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations[6] or in the future as vehicle emissions substantially decrease.

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts – each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable.

It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location; and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI[7]. As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT

[5] http://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/msat/index.cfm

[6] HEI Special Report 16, https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects

[7] Special Report 16, https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects

compounds, and in particular for diesel PM. The EPA states that with respect to diesel engine exhaust, "[t]he absence of adequate data to develop a sufficiently confident dose-response relationship from the epidemiologic studies has prevented the estimation of inhalation carcinogenic risk[8]."

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the Clean Air Act to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two- step process. The first step requires EPA to determine an "acceptable" level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld EPA's approach to addressing risk in its two-step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable[9].

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

Quantitative MSAT Analysis for the Proposed Project

As the I-30 East Corridor Project is an added capacity project with federal involvement and a design year (2048) AADT of 298,445 VPD, a quantitative analysis of the Build Alternative's potential project-level effects on MSAT emissions is required. A quantitative analysis provides a basis for identifying and comparing the potential differences in MSAT emissions between the Build and No-Build Alternatives. The quantitative MSAT assessment for the proposed project was derived utilizing a methodology prescribed by TxDOT-ENV that uses MSAT emission factors applied to the project's affected transportation corridor, projected traffic data for traffic volumes and speed for the existing year (2021), and design year (2048) Build and No-Build scenarios. The analysis results are summarized in **Table 11** and illustrated in **Figure 2.**

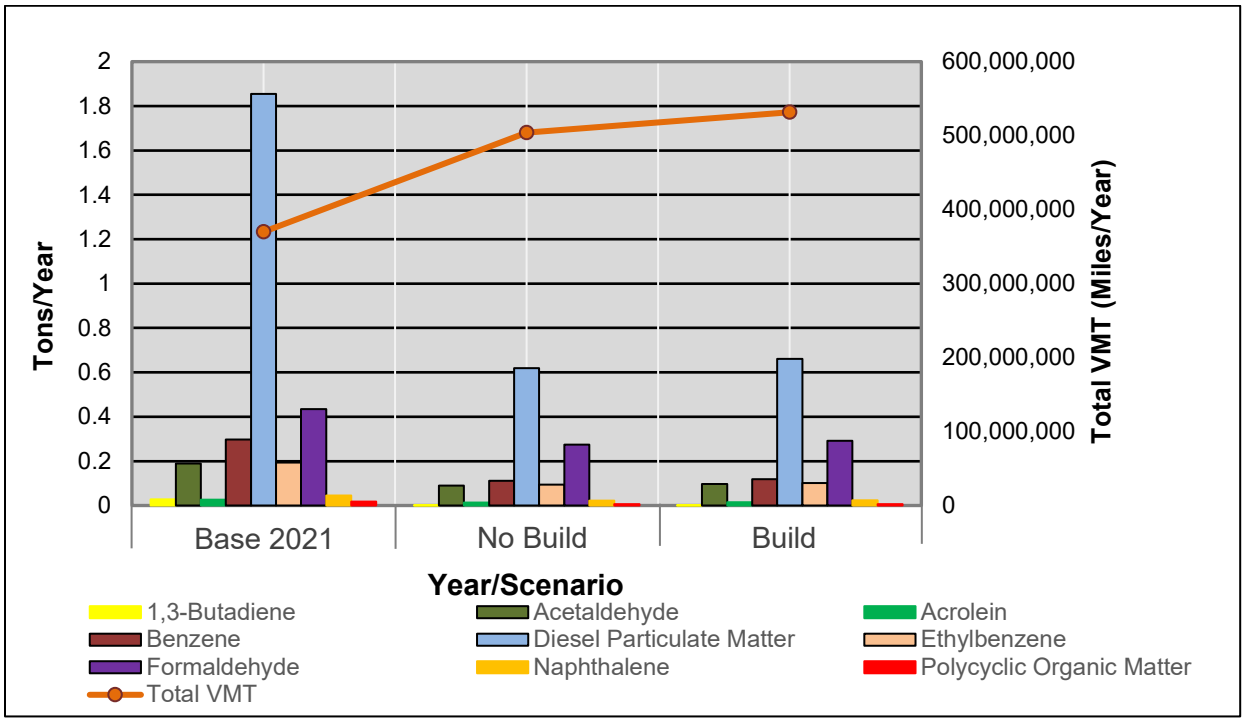
[8] EPA IRIS database, Diesel Engine Exhaust, Section II.C., https://iris.epa.gov/static/pdfs/0642_summary.pdf

[9] NRDC v. EPA (DC Court of Appeals, Opinion # 07-1053, decided June 6, 2008); https://www.cadc.uscourts.gov/internet/opinions.nsf/284E23FFE079CD59852578000050C9DA/$file/07-1053-1120274.pdf

Table 11. Annual MSAT Emissions by Year, Scenario and Pollutant

MSAT Compound	Year / Scenario Emissions (tons/year)			Percent Change from 2021 vs.	
	2021 Base	2048 No-Build	2048 Build	2048 No-Build	2048 Build
1,3-Butadiene	0.028	0.001	0.001	-96.4%	-96.4%
Acetaldehyde	0.189	0.090	0.097	-52.4%	-48.7%
Acrolein	0.026	0.013	0.014	-50.0%	-46.2%
Benzene	0.297	0.112	0.119	-62.3%	-59.9%
Diesel Particulate Matter	1.854	0.619	0.661	-66.6%	-64.3%
Ethylbenzene	0.193	0.094	0.101	-51.3%	-47.7%
Formaldehyde	0.434	0.274	0.292	-36.9%	-32.7%
Naphthalene	0.045	0.022	0.024	-51.1%	-46.7%
Polycyclic Organic Matter	0.018	0.006	0.006	-66.7%	-66.7%
Total MSAT Emissions (tons/year)	3.084	1.231	1.315	-60.1%	-57.4%
Total VMT (miles/year)	369,905,828	503,853,898	531,625,857	36.2%	43.7%

Figure 2. Projected Changes in MSAT Emissions by Project Scenario over Time



The analysis results indicate that a decrease in total MSAT emissions can be expected for both the Build and No-Build Alternatives (2048) relative to the base year (2021). The 2048 Build Alternative is expected to generate a 57.4 percent decrease in total MSAT emissions while the total VMT increases 43.7 percent; the 2048 No-Build Alternative has a similar 60.1 percent decrease in total MSAT and a 36.2 percent increase in VMT. The slightly lower level of emissions for the 2048 No-Build scenario as compared to the Build scenario is due to the reduced VMT in the No-Build Alternative.

EPA's vehicle and fuel regulations are expected to result in substantially lower MSAT levels in the future than exist today due to cleaner engines standards coupled with fleet turnover (FHWA, 2023). The magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area will be substantially lower in the future than they are today, regardless of the scenario (No-Build or Build) chosen. Nevertheless, it is possible that some localized areas may show an increase in emissions and ambient levels of these pollutants due to locally increased traffic levels associated with the proposed project.

5.12.4 Congestion Management Process (CMP)

The CMP is a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs. The proposed project was developed from the NCTCOG's CMP, which meets all requirements of 23 CFR 450.320 and 500.109, as applicable. The latest CMP update was adopted by the NCTCOG in August 2021 (NCTCOG 2021).

The NCTCOG commits to operational improvements and travel demand reduction strategies for the DFW region at two levels of implementation: program level and project level. Program level commitments are inventoried in the regional CMP, which was adopted by the NCTCOG; they are included in the financially constrained MTP and future resources are reserved for their implementation.

The CMP element of the plan carries an inventory of all project commitments (including those resulting from major investment studies) that details type of strategy, implementing responsibilities, schedules and expected costs. At the project's programming stage, travel demand reduction strategies and commitments will be added to the regional TIP or included in the construction plans. The regional TIP provides for programming of these projects at the appropriate time with respect to the single occupancy vehicle (SOV) facility implementation and project-specific elements.

Committed congestion reduction strategies and operational improvements within the project's study boundary will consist of addressing alternative roadway infrastructure deficiencies by constructing one to three lane discontinuous frontage roads in each direction, addressing system demand deficiencies by adding one mainlane in each direction, addressing system reliability deficiencies by constructing two tolled reversible managed lanes as well as inside and outside shoulders along the mainlanes and including a shared use path adjacent to the frontage roads with bicycle and pedestrian accommodations. Individual projects are listed in **Table 12**. The completed NCTCOG CMP materials for the I-30 East Corridor Project are in **Appendix E – NCTCOG I-30 CMP Form and Corridor Fact Sheet**.

Table 12. Operational Improvements in the Travel Corridor

Project Location	TIP Project Code	Project Type	Implementing Agency	Year of Implemen -tation *	Total Project Cost
Deep Ellum Area – Bounded by Live Oak St, Hall St, I-30 and Cesar Chavez Blvd	25093.0000	Bike/Pedestrian, Safety, Traffic Signal Improvements	City of Dallas	2024	$5.5M
I-30 – From I-35E to I-45	13030.0000	Addition of Lanes, Reconstruction	TxDOT-Dallas	2025	$544M
VA on I-30 – From I-45 to Carroll Ave	11662.0000	Safety: I-30 Fair Park Area Street Grid Study	NCTCOG	2022	$1.0M
* Only projects with an implementation year of 2022 or later were included. Source: NCTCOG: TIPINS Interactive Map (online) and Query, found at https://rapts.dfwmaps.com. Accessed 8/22/2022.					

To reduce congestion and the need for SOV lanes in the region, TxDOT and the NCTCOG will continue to promote appropriate congestion reduction strategies through the Congestion Mitigation and Air Quality (CMAQ) improvement program, the CMP and the MTP. The congestion reduction strategies considered for this project would help alleviate congestion in the SOV study, boundary but would not eliminate it.

Therefore, the proposed project is justified. The CMP analysis for added SOV capacity projects in the Transportation Management Area is on file and available for review online (NCTCOG 2021).

5.13 Hazardous Materials

A Hazardous Materials Initial Site Assessment (ISA) was completed for the Build Alternative in accordance with TxDOT-ENV technical protocols. The ISA was completed to identify sites or facilities that might pose a potential for hazardous materials impacts to the proposed project.

The evaluation of potential hazardous materials sites began with a review of sites identified in an environmental regulatory database search, followed by information gleaned from field observations, review of historical aerial photographs and topographic maps and additional online federal and state environmental database research. The evaluation reached conclusions regarding potential impacts for each concern identified during preparation of the ISA using the following risk levels and indications for additional investigation:

1. Low Potential or No Potential for Project Impacts (Green): The issue has a low or no potential to affect the proposed project and no further investigations are recommended.
2. Moderate Potential for Project Impacts (Yellow): Not enough information is currently known about the proposed project and/or issue to determine potential impacts. Further investigation, and/or additional project design and ROW information, may be warranted.
3. High Potential for Project Impacts (Red): The issue has a high potential to impact the proposed project and further investigations, coordination, or contingencies may be required.

Research and evaluation of 32 regulatory sites with the potential to impact the project indicated that 22 sites were determined to pose a low environmental risk to the project. However, eight sites were determined to pose a moderate environmental risk and two sites were determined to pose a high environmental risk to the project. A listing of the moderate and high potential hazardous materials sites within the proposed project limits is provided in **Table 13**. The site locations (i.e., Map IDs) are shown in **Appendix E – Hazardous Materials Site Map** and photographs of High Risk and Moderate Risk sites are shown in **Appendix B – Project Photographs** (see Photographs 5 and 6, and 21 - 29).

Table 13. Summary of Risks re Hazardous Materials Sites

Map ID & Risk Level	Site: 1. Dallas Address, 2. Use, 3. Database Listing(s), and 4. Photo #	Site Characteristics Summary and Rationale for Risk Level
5 & 6 Moderate	1. 4000 Ash Ln. 75223 2. GAG Meat (and other food-related businesses) 3. LPST[1] and PST[2] 4. Appendix B Photograph #: 21	Site had one UPST installed in 1966 and removed in 1992; and one UPST installed in 1980 and removed in 2000. A release was reported in 1992 upon tank closure groundwater was impacted. TCEQ closed the case in 1998. ROW acquisition from the site is proposed. Risk level is based on proposed ROW acquisition and extensive excavation planned adjacent to the site.
7, 8, 43 Moderate	1. 503 S. Haskell Ave. 75223 2. Extra Space Storage 3. VCP[3], MSD[4], GWCC[5], APAR[6] 4. Appendix B Photograph #: 22	Site was formerly a metals manufacturing facility. Soil is reported as contaminated with metals, TPH and VOCs; reported groundwater contaminants are tetrachloroethylene, dichloroethylene cis-1,2, trichloroethylene and MTBE. Risk level is based on contaminants in soil and groundwater, extensive I-30 project excavation adjacent to the site and recent VCP activity (2017).
9 & 10 Moderate	1. 710 Exposition Ave. 75226 2. Excalibur Collison Center 3. LPST and PST 4. Appendix B Photograph #: 5	Site had one UPST installed in 1965 and permanently filled in place in 1986; two UPSTs installed in 1987 and removed in 1991. A release reported in 1988 with soil only contamination; TCEQ closed case in 1992. Entire property is within proposed ROW and building displaced. Risk level based on filled in place UPST, the prior release and extensive excavation proposed onsite.
13 High	1. 3021 Oak Ln. 75226 2. Dallas Area Rapid Transit 3. MSD and IHWCA[7] 4. Appendix B Photograph #: 23	Active DART site (formerly Santa Fe railyard since pre-1952) was subject of investigations for Chemicals of Concern (COCs) from 1995-2019. Records indicate groundwater contamination with following COCs: cis-1,2-dichloroethene, 1,1-dichloroethene, trichloroethene, tetrachloroethene, trichlorofluoromethane, 1,1,2 trichloroethane and vinyl chloride; MSD issued in 2019. An Area/Section C of the site is within existing and proposed ROW area of the I-30 project and extensive excavations proposed onsite. High risk level is based on the history of this site including substantial contamination, extensive excavations occurring within this site for the proposed project, and ROW acquisition.
16,17, 18 High	1. 1703 Chestnut St. 75226 2. Hinga's Automotive Co. (formerly Recycle Revolution) 3. SWF/LF[8], LPST, PST, IHWCA, GWCC 4. Appendix B Photograph #: 24	This site had one UPST registered in 1987 and removed from the ground in 1988. A release was reported in 1988; TCEQ closed case the same year. An IHWCA is reported and investigations began in 1998; groundwater was impacted and monitoring performed for 7 years; TCEQ issued a No Further Action letter in 2006. A former site occupant, Recycle Revolution, LLC, is reported as an active resource recovery/recycling facility under the Municipal Solid Waste Processing program; a NOI to operate a recycling facility is dated 2012; this business no longer occupies the site. No other information is provided. Proposed ROW would be acquired from the NW corner of the site and the structure would be displaced. Proposed construction activity for this site and adjacent to this site includes a realignment of Chestnut St to join Dawson St, frontage road and connector bridges, as well as extensive excavations for I-30 mainlanes. High risk is based on the history of this site including groundwater contamination, substantial excavations occurring adjacent to the site, and ROW acquisition with displacement of the structure.

Table 13. Summary of Risks re Hazardous Materials Sites

Map ID & Risk Level	Site: 1. Dallas Address, 2. Use, 3. Database Listing(s), and 4. Photo #	Site Characteristics Summary and Rationale for Risk Level
19 & 29 Moderate	1. 400 S. Hall St. 75226 2. Crosby Apartments 3. MSD, VCP, GWCC (2), APAR 4. Appendix B Photograph #: 25	Site was a former warehouse/industrial facility from at least 1956 until 2017/2018. VCP was submitted to the TCEQ in October 2016. Soils are reported as contaminated with chlorinated solvents, TPH, metals, and VOCs; and groundwater is reported as contaminated with chlorinated solvents and VOCs. A certificate of completion was issued in 2018. Current apartments constructed in 2018. MSD was applied for in 2017. The MSD boundaries are the northeast side of Chestnut St, the northwest side of S Hall St, approx. 140 ft southwest of Jeffries St (encompassing 514 S Hall St), and the existing I-30 ROW on the south side of the site and encompassing 1611 Chestnut St (currently Public Storage facility). Proposed ROW from the south side of the property. Proposed construction activity adjacent to this site includes direct connector, ramp, bridged frontage road, and a large culvert along Chestnut St and extending across I-30; some of these include extensive excavations. Moderate risk based on the VCP, extent of the MSD and extensive excavations.
20 Moderate	1. 1610 S. Malcolm X Blvd. 75226 2. CitySquare/Greater Workforce Solutions 3. LPST and PST 4. Appendix B Photograph #: 26	Site was an industrial facility from prior to 1950s to 2010, which was razed in 2011. Site had two UPSTs registered in 1987 and removed in 1991. A release was reported in 1991; no groundwater was impacted. TCEQ closed the case in 1996. The current onsite buildings were built in 2012. ROW would be acquired from the north portion of the site (parking lot). Proposed construction activity on and adjacent to this site includes frontage road, direct connector ramps, retaining walls, a storm sewer line, and a large culvert along I-30. Moderate risk is based on the length of time property was industrial use, the prior release and work proposed on the site.
24 & 33 Moderate	1. 501-517 S. Hill Ave. 75226 2. vacant lot (owner: City of Dallas) 3. VCP and GWCC 4. Appendix B Photograph #: 27	VCP began in 2015 and is currently active. Surface and subsurface soils contaminated with TPH, PAHs, VOCs, mercury and lead. Groundwater was reported to have trichloroethylene and tetrachloroethylene. Groundwater monitoring being performed. An MSD was issued in March 2022. No ROW would be acquired from the site. Construction activity adjacent to the site includes ramps with retaining walls, DART rail modifications and two storm sewer lines. The new ramps will require substantial excavation adjacent to this site. Additionally, I-30 mainlanes will be widened and depressed in this area. Moderate risk based on the VCP information and active status as well as proposed construction activity adjacent to the site.
32 Moderate	1. 3111 Dawson St. 75226 2. Central Service Center 3. LPST (2), PST, VCP, GWCC (2) 4. Appendix B Photograph #: 28	Site is the City of Dallas service center for city fleet vehicles. Five UPSTs are in use and were installed in 2001; additionally five underground oil water separators are in use and were installed between 2005 and 2008. Two aboveground PSTs were observed on the site but are not listed as registered PSTs. The site previously utilized 13 UPSTs (used oil, diesel, etc.) of varying sizes installed between 1956-1979 and removed between 1990-2001. One release was reported in 1993; groundwater was impacted and monitoring performed until 2009; six PSH product recovery events performed between 2004 and 2011. TCEQ closed the case in 2016. A second release was reported in 1994 with no groundwater impact; TCEQ closed the case in 2016. VCP began in 2017 and is active. Soils are contaminated with chlorinated solvents, TPH, and VOCs; groundwater is contaminated with chlorinated solvents and VOCs; monitoring is ongoing. No ROW would be acquired from the site. Proposed construction activity adjacent to the site includes improvements on Baylor St and Dawson St. In addition, nearby construction activities include depressing and widening the I-30 mainlanes; constructing frontage road, direct connect, ramps, retaining walls, and three storm sewer lines all requiring some excavation near and around Baylor St. Moderate risk based on the reported releases, the site's active VCP status, the unknown direction and length of the groundwater contaminant plume, and the proposed excavations for construction.

Table 13. Summary of Risks re Hazardous Materials Sites

Map ID & Risk Level	Site: 1. Dallas Address, 2. Use, 3. Database Listing(s), and 4. Photo #	Site Characteristics Summary and Rationale for Risk Level
38 Moderate	1. 501 S 2nd Ave., Ste. B101 75226 2. Hickory Street Annex (Gulf Oil) 3. PST 4. Appendix B Photograph #: 6 and 29	Site is the historic Gulf Oil Distribution Plant that had two UPSTs registered in 1987 and removed in 1997. Historic maps and aerial photos indicate numerous aboveground oil tanks dating to the 1920s (but since removed). The investigation reports for Map ID 13, which is adjacent southwest, mention potential off-site sources of contamination; as this site is up-gradient to the northern portion of Map ID 13, it may be a source of contaminated groundwater found at Map ID 13. A minor amount of ROW would be acquired from the S and SE corners of the site. Proposed construction activity adjacent to this site are a frontage road, retaining walls, a storm sewer line, new bridge for the new 4th Ave over I-30, and improvements on 2nd Ave as well as widening and depressing the I-30 mainlanes. Moderate risk is based on past use of the site, numerous, large quantity historic PSTs and evidence of contaminated groundwater migration to an adjacent property.

Notes:

1. **LPST.** Leaking Underground Storage Tank Database: List of cleanup sites where contamination was caused by spills, leaks, or other releases of petroleum or hazardous substances from UPSTs and/or aboveground storage tanks regulated by the TCEQ
2. **PST.** Petroleum Storage Tanks Database: List of facilities with PSTs are made available by the TCEQ that have no association as either underground or aboveground tanks.
3. **VCP**. Voluntary Cleanup Program: List of sites which have participated or are currently participating in the VCP administered by the TCEQ. The VCP provides administrative, technical and legal incentives to encourage the cleanup of contaminated sites in Texas.
4. **MSD**. Municipal Setting Designation: List maintained by the TCEQ. An MSD is an official state designation give to property within a municipality or its extraterritorial jurisdiction that certifies that designated groundwater at the property is not used as potable water, and is prohibited from future use as potable water because that groundwater is contaminated in excess of the applicable potable-water protective concentration level.
5. **GWCC**. Groundwater Contamination Cases: List of sites present in the TCEQ Groundwater Contamination Viewer, which represent groundwater contamination cases in Texas as per TCEQ publication SFR-056 (current and some previous years). The Joint Groundwater Monitoring Report (SFR-056) was designed and produced by the Texas Groundwater Protection Committee in fulfillment of requirements given in Section 26.406 of the Texas Water Code. The information does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.
6. **APAR**. Affected Property Assessment Reports: List of sites for which an Affected Property Assessment Report has been submitted to the TCEQ. An APAR is required when a person is addressing a release of Chemicals of Concern (COCs) under 30 TAC Chapter 350, the Texas Risk Reduction Program. The purpose of the APAR is to document all relative affective property information to identify all release sources of COCs, determine the extent of all COCs, identify all transport/exposure pathways and to determine if any response actions are necessary.
7. **IHWCA**. Industrial and Hazardous Waste Sites with Corrective Actions: List of IHWCA sites made available by the TCEQ. The mission of the IHW corrective action program is to oversee the cleanup of sites contaminated from industrial and municipal hazardous and industrial nonhazardous wastes.
8. **SWF/LF**. Permitted Solid Waste Facilities: List of active, inactive and post-closure Municipal Solid Waste landfills and processing facilities with issued permits and authorizations, as well as pending, withdrawn, or denied applications registered with the TCEQ under 30 TAC Chapter 330.

Source: TxDOT: Hazardous Materials Initial Site Assessment for the I-30 East Corridor Project. May 2022.

The site visit disclosed several auto body shops, auto service and industrial facilities along the corridor adjacent to the proposed project that were not identified in the regulatory database. These sites were considered low environmental risks to the project. In addition, the site visit identified pole-mounted electrical transformers along various sections of I-30, but it was determined that these transformers do not pose an environmental concern for the project. No evidence of spills or releases were observed near any areas of proposed construction within the highway corridor.

The proposed project would also include the demolition of buildings and bridges. Asbestos-containing materials and lead-containing paint may be present in the structures. Asbestos and lead-containing paint inspections, notification and removal, as applicable, would be addressed prior to demolition in

accordance with regulatory requirements. Detailed information about the hazardous materials evaluation conducted for the project can be found in the ISA available for review at the TxDOT Dallas District Office.

The No-Build Alternative would not generate major excavations of earth and would not demolish existing bridges or other structures; thus, hazardous materials impacts would not occur.

5.14 Traffic Noise

A traffic noise analysis was prepared in accordance with TxDOT's (FHWA-approved) traffic noise policies/procedures that prescribe the methodology for traffic noise analyses and criteria for implementing noise abatement where project impacts are predicted (TxDOT 2019). In the analysis, the sound generated a vehicle's tires, engine and exhaust is measured in decibels ("dB") and predicted for designated noise "receivers." As sound occurs over a wide range of frequencies, and not all frequencies are detectable by the human ear, an adjustment is made to the high and low frequencies to approximate the way an average person hears traffic sounds. This adjustment is called A-weighting and is expressed as "dB(A)" in the traffic noise analysis.

The FHWA has established Noise Abatement Criteria (NAC) for various land use activity areas that are used as one of two means to determine when a traffic noise impact would occur. Except for NAC D (interior receiver), all NAC threshold levels for noise impacts apply to exterior receivers only and are modeled in areas of frequent human outdoor activity. The NAC categories are summarized below:

- NAC A: 57 dB(A). Areas where serenity and quiet are of extraordinary importance.
- NAC B: 67 dB(A). Residential (e.g., patio/balcony or backyard).
- NAC C: 67 dB(A). Active sport areas, amphitheaters, campgrounds, cemeteries, day care centers, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, recreation areas, schools, trails and other facilities with outdoor areas for human use.
- NAC D: 52 dB(A). Interior receivers for buildings listed under NAC C.
- NAC E: 72 dB(A). Hotels, motels, offices, restaurants/bars and areas not in other NACs.
- NAC F: n/a dB(A). No NAC threshold is identified for areas such as agricultural land, airports, bus yards, emergency services, industrial, retail, utilities, warehousing, etc.

FHWA/TxDOT noise policies define a traffic noise impact as occurring when either an absolute or relative criterion is met. The absolute criterion defines an impact when the predicted noise level at a modeled noise receiver approaches (i.e., 1 dB(A) below the NAC), equals or exceeds the applicable NAC. A noise impact may occur under the relative criterion if the predicted noise level substantially exceeds (i.e., by greater than 10 dB(A)) the existing noise level at a receiver.

Traffic noise levels were modeled under the 2021 existing facility configuration and the 2048 predicted future facility configuration at 295 receiver locations that represent the land use activity areas adjacent to the proposed project that might be impacted by traffic noise and would potentially benefit from noise abatement. After all modeled noise receiver locations were analyzed, the number of receivers was pared down to 129 representative receivers for mapping and reporting purposes. Refer to **Appendix E – Traffic Noise Impacts Map & Table** for locations of representative receivers and existing and predicted traffic noise levels at each representative receiver.

The traffic noise analysis determined that out of 129 representative receivers, 113 receivers are impacted under the existing facility configuration (2021) while only 79 would be impacted in the predicted future facility configuration (2048). The approximate 30 percent decrease in impacted receivers can be attributed to the proposed Build Alternative design, which would alter of the line-of-sight between the project roadway and adjacent receivers via depressed mainlanes from I-45 to Dolphin Road, retaining walls, ramps, frontage roads and concrete traffic barriers. Notwithstanding the decreases in modeled traffic noise levels between the existing and predicted scenarios, modeled future noise levels at 79 of the 129 representative receiver locations approached or exceeded the applicable NAC; therefore, the proposed project would result in traffic noise impacts. This is in large part to due to the high traffic volumes and heavy truck usage associated with this interstate highway in both the existing and predicted scenarios.

As the proposed project would result in traffic noise impacts, noise abatement options were considered and a noise barrier analysis was conducted. Noise barriers must provide a minimum noise reduction (i.e., "benefit") of at least 5 dB(A) to be considered effective, and must be both "feasible" and "reasonable" to be recommended as part of the project design. A barrier is not acoustically feasible unless it reduces noise levels by at least 5 dB(A) at greater than 50 percent of first row impacted receivers and benefits a minimum of two impacted receivers. To be reasonable, the barrier must not exceed the cost reasonableness allowance of 1,500 square feet per benefited receiver and must meet the noise reduction design goal of 7 dB(A) for at least one receiver.

Preliminary noise mitigation analysis indicated that a noise barrier would be feasible and reasonable for the impacted receivers listed in **Table 14**; therefore, a total of seven noise barriers are proposed for incorporation into the project, pending further evaluation for constructability. The noise mitigation analysis employed authorized methodologies to maximize the number of noise barriers that could be recommended within TxDOT's noise guidelines (i.e., analysis of mitigation based on the Neighborhood Concept rather than block-by-block, and use of Cost Averaging for Common Noise Environments). Refer to **Appendix E – Traffic Noise Impacts Map & Table** for the locations of recommended noise barriers. Analysis of noise abatement for the remaining impacted representative receivers was not reasonable and feasible; therefore, abatement is not proposed for those locations.

Table 14. Proposed Noise Barriers (Preliminary)

Noise Barrier		Representative Receivers	Total # Benefited	Barrier Length (feet)	Barrier Height (feet)	Total Area (sq. feet)	Area per Benefited Receiver (sq. feet)
7		R101	9	528 feet	12 feet	6,336	704
2		R51 and R53 – R54	10	713 feet	10 feet	7,130	713
6[1]	6-1 & 6-2	R81 – R88[2]	26	1,654 feet	16 feet	26,464	1,018
1[1]	1-1	R24[2] and R29 – R30	13	545 feet	10 feet	17,490	1,345
	1-2			538 feet			
	1-3			666 feet			
3		R36[2], R39 and R41	4	580 feet	10 feet	5,800	1,450
4		R45 – R46	2	460 feet	10 feet	4,600	2,300
5		R56 – R57, R59 – R63[2], and R65 – R68[2]	7	916 feet	10 feet	9,160	1,309
6[1]	6-3	R89 – R94[2]	10	1,141 feet	18 feet	20,538	2,054
Cumulative Average Area per Benefited Receiver (square feet)							1,204

Notes:
1. Noise Barrier 1 is comprised of the three segments with corresponding lengths shown. Noise Barrier 6 is comprised of three segments, two of which (6-1 and 6-2) are separated by a narrow gap for sidewalk access and lengths are combined for calculations; the third segment is 6-3.
2. Representative receivers R24, R36, R61, R66-R68, R81, R88-R89 and R94 are located behind a proposed noise barrier but do not receive at least a 5 dB(A) reduction.

Any subsequent project design changes may require a reevaluation of this preliminary noise barrier proposal. Each of the proposed barriers will need to be further assessed by project engineers as to its constructability at the proposed location and configuration. A full constructability evaluation will be completed when the results of detailed subsurface utility engineering (SUE) studies are available to assist with potential conflicts with buried utilities. The final decision to construct the proposed noise barrier will not be made until completion of the project design, utility evaluation, constructability assessment and polling of all benefited and adjacent property owners and residents.

To avoid noise impacts that may result from future development of properties adjacent to the project, local officials responsible for land use control programs must ensure, to the maximum extent possible, that no new activities are planned or constructed along or within the predicted (2048) noise impact contours included in Table 15. A copy of this traffic noise analysis will be available to local officials. On the date of the environmental decision for this project (Date of Public Knowledge), FHWA and TxDOT are no longer responsible for providing noise abatement for new development adjacent to the project.

Table 15. Traffic Noise Contours dB(A)

Location (From Western to Eastern Project Termini)	Land Use NAC Category	Impact Contour	Distance from Right of Way
Westbound (WB) I-30 Between Haskell Avenue and Peak Street	B or C	66 dB(A)	100 feet
	E	71 dB(A)	25 feet
WB I-30 Approximately 90 feet east of Peak Street	B or C	66 dB(A)	275 feet
	E	71 dB(A)	60 feet
Eastbound (EB) I-30 Approximately 115 feet east of Carroll Avenue	B or C	66 dB(A)	ROW
	E	71 dB(A)	ROW
WB I-30 Approximately 80 feet east of Bank Street	B or C	66 dB(A)	275 feet
	E	71 dB(A)	100 feet
EB I-30 Approximately 50 feet west of Barry Avenue	B or C	66 dB(A)	225 feet
	E	71 dB(A)	75 feet
WB I-30 Approximately 240 feet west of Winslow Avenue	B or C	66 dB(A)	150 feet
	E	71 dB(A)	ROW
WB I-30 Approximately 80 feet west of Sibley Avenue	B or C	66 dB(A)	50 feet
	E	71 dB(A)	ROW
WB I-30 Approximately 145 feet east of Owenwood Avenue	B or C	66 dB(A)	50 feet
	E	71 dB(A)	ROW
WB I-30 Approximately 165 feet east of Winfield Avenue	B or C	66 dB(A)	130 feet
	E	71 dB(A)	25 feet
EB I-30 Approximately 730 feet east of Winfield Avenue	B or C	66 dB(A)	525 feet
	E	71 dB(A)	ROW
EB I-30 Approximately 1,440 feet east of Winfield Avenue	B or C	66 dB(A)	375 feet
	E	71 dB(A)	ROW
EB I-30 Approximately 130 feet west of Lawnview Avenue	B or C	66 dB(A)	375 feet
	E	71 dB(A)	ROW
WB I-30 Approximately 370 feet east of Valleyglen Drive	B or C	66 dB(A)	ROW
	E	71 dB(A)	ROW
WB I-30 Approximately 1,225 feet west of Hunnicutt Road	B or C	66 dB(A)	125 feet
	E	71 dB(A)	ROW feet
EB I-30 Approximately 135 feet east of Hunnicutt Road	B or C	66 dB(A)	325 feet
	E	71 dB(A)	ROW

Note: Impact contours are one dB(A) lower than the NAC per category to reflect impacts that would occur as a result of approaching the NAC for the respective contours. The undeveloped areas identified above were based on aerial review and field verification conducted in February 2022. Permit research was conducted using the best available online data from the City of Dallas as of February 2022. This research was based on available online permit search and address information from the county appraisal district database.

Under the No-Build Alternative, the proposed project would not be constructed. If the No-Build Alternative were implemented, traffic noise levels would be expected to increase with the anticipated rise in future traffic volumes; however, in keeping with noise modeling guidelines, the future noise

levels for the No-Build Alternative were not modeled for the proposed project so the extent of that potential rise in noise levels is unknown.

5.15 Induced Growth

The application of TxDOT-ENV guidance on assessing the potential for the proposed project to induce urban growth (i.e., development or undeveloped land or redevelopment of land previously urbanized) indicated that a detailed analysis of this aspect of indirect impacts was required. An Indirect Impacts Analysis Technical Report was prepared and the results of that analysis are summarized below.

The induced growth analysis first delineated an area of influence (AOI), which is a study area that circumscribes locations where project-related induced growth could reasonably be expected to occur. After consulting with City of Dallas urban planners the AOI for the I-30 East Corridor Project was developed, which encompasses approximately 4,507 acres within City of Dallas limits (see **Appendix E – Project Area of Influence (AOI) Map**). Temporal boundaries for the indirect impacts analysis extend from the anticipated construction of the Build Alternative until 2045, the end of the current MTP planning cycle. City of Dallas planners identified six areas, totaling approximately 73 acres or 1.6 percent of the AOI, as potentially subject to urban growth that the proposed project would be expected to induce (see **Appendix E - Project Area of Influence (AOI) Map**).

The likelihood of project-induced development or redevelopment in each area was further evaluated based on current land use, City of Dallas planning documents, as well as proposed access changes and ROW acquisition under the Build Alternative. The resulting areas likely to undergo project-induced growth within each identified area are summarized in the list below.

- **City of Dallas Central Service Center in Deep Ellum** (18.2 acres): The project proposes ROW acquisition from the southwest corner of the Central Service Center. The remaining land is reasonably likely to undergo induced redevelopment as a result of the proposed project.
- **Vacant parcels bounded by 4th Ave., I-30, Commerce St. and Fair Park** (5.4 acres): Proposed ROW would affect portions of four vacant properties south of 1st Street; the portions remaining are reasonably likely to undergo project-induced development.
- **Old Ford Plant at Barry Ave. and I-30** (0.5 acre): City planners identified the parcel as reasonably likely to undergo induced redevelopment as a result of the I-30 project.
- **Grand Ave. (SH 78) corridor between I-30 and Mount Auburn Ave.** (17.0 acres): The project design would reconstruct Grand Avenue to bridge over depressed I-30 mainlanes and add a shared use path along the westbound frontage road; this is reasonably likely to induce commercial redevelopment along the corridor by enhancing pedestrian and cyclist access.
- **The Samuell Blvd. corridor between Grand Ave. and Dolphin Rd.** (28.0 acres): The project would reconnect several city streets between Samuell Blvd. and I-30 and add a shared use path along the westbound frontage road; this is reasonably likely to induce commercial redevelopment along the corridor by enhancing vehicle, pedestrian and cyclist access.
- **Any surplus TxDOT ROW** (3.7 acres): Areas of excess ROW (see **Appendix E – TxDOT Potential Surplus Right-of-Way (ROW) Map**) would be redeveloped following I-30 reconstruction.

The approximately 73 acres likely to undergo project-induced growth are urban properties that either are currently or were formerly developed. None contain high quality wildlife habitat or water resources

(streams, open water or wetland features); as a result, no mitigation is necessary for indirect impacts to biological and water resources. In the four areas identified for potential redevelopment (the City of Dallas Central Service Center, the old Ford Plant, the Grand Avenue Corridor and the Samuell Boulevard Corridor), there are no commercial properties that contain known community facilities; however, there are City of Dallas and Dallas Independent School District facilities. The Central Service Center was the only community resource identified by the city as potentially subject to redevelopment. Mitigation would be coordinated by the City of Dallas to ensure that services housed at the Central Service Center would be maintained in the event of redevelopment. Based on past cultural resource surveys, no previously designated cultural resources are expected to be affected within the areas likely to undergo induced growth.

The No-Build Alternative is not be expected to have any potential to induce land development or redevelopment beyond the patterns that currently exist.

5.16 Cumulative Impacts

A cumulative impacts analysis was conducted in accordance with TxDOT procedures (TxDOT 2022b) and the results of the detailed analysis are summarized in this section. The purpose of a cumulative impacts analysis is to view the direct and indirect impacts of the proposed project within the larger context of past, present and future activities that are independent of the proposed project, but which are likely to affect the same resources in the future. Environmental and social resources are evaluated from the standpoint of relative abundance among similar resources within a larger geographic area. Broadening the view of resource impacts in this way allows the decision maker an insight into the magnitude of project-related impacts viewed from the overall health and abundance of resources.

After screening resources/issues studied for direct and indirect impacts, the resources identified for cumulative impacts analysis were WOTUS, including wetlands, and vegetation/wildlife habitat. Other resources were excluded from the cumulative impacts analysis due to lack of substantial adverse direct or indirect effects, or because impacts to those resources would be regulated and mitigated by city, state and federal laws. A resource study area (RSA) was defined for the analysis that encompasses approximately 22,640 acres within the Headwaters Trinity River Watershed and the City of Dallas – White Rock Creek Subwatershed shown in **Appendix E – Resource Study Area (RSA) Map**. Temporal boundaries for the cumulative impacts analysis extend from 1957, when I-30 was constructed, to the end of the Mobility 2045 MTP planning cycle.

The current extent of the resources studied for cumulative impacts in the RSA was mapped and the estimated acreage for each resource type is included in **Table 16**, along with the estimated direct impacts to the resources; no indirect impacts to water and vegetation/habitat resources are expected. The analysis then considered the potential impacts of reasonably foreseeable transportation and land development projects in the RSA that are underway or planned; the general locations of such projects are indicated in **Appendix E – Resource Study Area (RSA) Map** and expected impacts to water and vegetation/habitat resources from those projects were added to **Table 16**. The final step in assessing cumulative impacts was summing the combined effects of direct, indirect and reasonably foreseeable projects in the Potential Cumulative Impacts column of the table.

Table 16. Potential Cumulative Impacts to Natural Resources

Resource	Summary of Existing Resource Conditions and Potential Impacts				
	Existing Area in RSA	Proposed Project: Direct Impacts	Proposed Project: Indirect Impacts	Impacts from Reasonably Foreseeable Projects	Potential Cumulative Impacts
Vegetation / Wildlife Habitat	Floodplain forest: 3,152 acres Riparian forest: 666 acres TOTAL: 3,818 ac.	Floodplain forest: 3.4 acres Riparian forest: 7.2 acres TOTAL: 10.6 ac.	none	Floodplain forest: 32.0 acres Riparian forest: 2.9 acres TOTAL: 34.9 ac.	Floodplain forest: 35.4 acres Riparian forest: 10.1 acres TOTAL: 45.5 ac.
WOTUS, Including Wetlands	Streams: 34 acres Open water: 372 acres Wetlands: 1,509 acres TOTAL: 1,915 ac.	Streams: <0.1 acre Open water: 0.0 acre Wetlands: <0.1 acre TOTAL: <0.1 ac.	none	Streams: 1.0 acre Open water: 1.8 acres Wetlands: 10.5 acres TOTAL: 13.3 ac.	Streams: 1.1 acres Open water: 1.8 acres Wetlands: 10.5 acres TOTAL: 13.4 ac.

Notes:
1. Reasonably foreseeable actions within the RSA were identified by consulting City of Dallas planners and City of Dallas, NCTCOG and TxDOT planning documents (COD 2021, 2022a, 2022b; NCTCOG 2023a, 2023b, 2023c; TxDOT 2023c).
2. The information presented reflects expected impacts and does not take into consideration potential mitigation or other measures stipulated/required by regulatory authorities.

The cumulative impacts on biological resources would affect approximately one percent of the floodplain and riparian forest resources within the RSA. Project-related impacts make up approximately 23 percent of the cumulative total. The cumulative impacts to WOTUS, including wetlands, would affect approximately 0.7 percent of the total water resources within the RSA. Project-related impacts make up approximately 0.5 percent of the cumulative total. Potential cumulative impacts to biological resources and WOTUS, including wetlands, are not considered substantial when viewed in context of total available resources within the RSA.

Mitigation measures to address direct impacts to natural resources include implementing BMPs for avoiding and minimizing impacts to wildlife and plants that have been implemented pursuant to the TxDOT MOU with TPWD (TPWD 2021a) and compliance with Section 404 of the CWA.

Mitigation measures to address impacts to natural resources due to reasonably foreseeable projects include compliance with Section 404 of the CWA, NEPA and City of Dallas ordinances, floodplain management regulations (COD 2022c) and other planning documents. The City of Dallas comprehensive plan, forwardDallas! identifies specific goals regarding environmental considerations, such as preserving and increasing tree canopy as well as identifying, protecting and restoring open spaces (COD 2006). Ecologically sensitive areas, including riparian corridors, waterways, upland habitat and treed areas are highlighted as areas to be surveyed and protected. Floodplain development is restricted and where unavoidable, balanced cut and fill and appropriate mitigation to prevent loss of ecological values are required.

Under the No-Build Alternative, existing natural resources would only be impacted by reasonably foreseeable projects, which account for most cumulative impacts on all resources examined.

5.17 Construction Phase Impacts

5.17.1 Build Alternative

This section considers temporary construction-related impacts that would occur as a result of the proposed project. There is potential for impacts associated with physical construction activity, traffic disruptions, noise and dust or light pollution. These are typically short-term impacts and only occur during actual construction. The duration of the construction phase is anticipated to be approximately 5 years, but this estimate would depend on required traffic control and phasing developed during final design of the project.

Construction Noise

Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the receptors is expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems. In residential areas, major activity would be limited to normal work hours whenever practicable to minimize noise impacts.

Construction Emissions

During the construction phase of this project, temporary increases in particulate matter and MSAT emissions may occur from construction activities. The primary construction-related emissions of particulate matter are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel particulate matter from diesel powered construction equipment and vehicles.

The potential impacts of particulate matter emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The Texas Emissions Reduction Plan (TERP) provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions. Information about the TERP program can be found on TCEQ's TERP website (TCEQ 2022c). Considering the temporary and transient nature of construction-related emissions, as well as the mitigation actions to be utilized including compliance with applicable regulatory requirements, it is not anticipated that emissions from construction of this project will have a significant impact on air quality in the area.

Light Pollution

Construction normally occurs during daylight hours; however, construction could occur during the night-time hours to minimize impacts to the traveling public during the daylight hours. Due to the proximity of residences and businesses to the project, if construction were to occur during the night-time hours, it would be of short duration and would not be conducted late in the evening. Construction during the night-time hours would follow any local policies and ordinances established for construction activities, such as light limitations.

Construction Activity Impacts

Construction activities would be limited to the proposed project footprint. Excessive vibration from construction equipment is not anticipated. If excessive vibration were to result from construction equipment it would be of short duration.

Temporary Lane, Road or Bridge Closures (Including Detours)

Traffic control plans would be prepared and implemented in coordination with the City of Dallas. Construction that would require cross street closures would be scheduled so only one crossing in an area is affected at a time. Where detours are required, clear and visible signage for an alternative route would be displayed. Construction of the proposed project would not restrict access to any existing public or community services, businesses, commercial areas, or employment centers.

Motorists would be inconvenienced during construction of the project due to lane and cross-street closures; however, these closures would be of short duration and alternate routes would be provided. Residents and businesses in the immediate construction area would be notified in advance of proposed construction activity using a variety of techniques, including signage, electronic media and community newspapers or social media channels.

5.17.2 No-Build Alternative

This alternative would not result in noise, dust or light pollution related to road construction, nor would there be temporary lane or road closures and other traffic disruptions associated with construction.

5.18 Greenhouse Gas and Climate Change

Greenhouse gas (GHG) emissions consist of on-road tailpipe emissions and upstream fuel cycle emissions (i.e., generated by extracting, shipping, refining and delivering fuels). TxDOT has prepared a Statewide On-Road Greenhouse Gas Analysis and Climate Change Assessment technical report (TxDOT 2021e). The report discloses: (1) an analysis of available data regarding statewide GHG emissions for on-road vehicles, (2) TxDOT actions and funding that support reducing GHG emissions, (3) projected climate change effects for the State of Texas and (4) TxDOT's current strategies and plans for addressing the changing climate. A summary of key issues in this technical report is provided below. Please refer to the latest TxDOT technical report for more details.

The Earth has gone through many natural changes in climate over time. However, since the industrial revolution began in the 1700s, atmospheric concentration of GHG emissions has continued to climb, primarily due to humans burning fossil fuel (e.g., coal, natural gas, gasoline, oil and/or diesel) to generate electricity, heat and cool buildings and power industrial processes, vehicles and equipment. According to the Intergovernmental Panel on Climate Change, this increase in GHG emissions is projected to contribute to future changes in climate (Solomon 2007, Stocker 2013).

5.18.1 Statewide On-road GHG

TxDOT prepared the above-referenced GHG analysis for the statewide on-road transportation system and associated emissions generated by motor vehicle fuels processing called "fuel-cycle emissions." EPA's Motor Vehicle Emissions Simulator (MOVES2014 version) emissions model was used to estimate emissions. Texas on-road and fuel cycle GHG emissions are estimated to be 186 million metric tons in 2050 and reach a minimum in 2032 at 161 million metric tons. Future on-road GHG emissions may be affected by changes that may alter where people live and work and how they use

the transportation system, including but not limited to: (1) the results of federal policy including tailpipe and fuel controls, (2) market forces and economics, (3) individual choice decisions, (4) acts of nature (e.g., pandemic) or societal changes and (5) other technological advancements. Such changes cannot be accurately predicted due to the inherent uncertainty in future projections related to demographics, social change, technology and inability to accurately forecast where people work and live (TRB 2007).

5.18.2 Mitigation Measures

Strategies that reduce on-road GHG emissions fall under three major categories:

- Technological advances, including but not limited to those required by federal engine and fuel controls under the CAA implemented jointly by EPA and USDOT, which include Corporate Average Fuel Economy standards;
- TSM which improves the operational characteristics of the transportation network (e.g., traffic light timing, pre-staged wrecker service to clear accidents faster, or traveler information systems); and
- TDM which provides reductions in vehicle miles traveled (VMT) (e.g., telework, transit, rideshare, scooters, and bicycle and pedestrian facilities).

The majority of on-road tailpipe emission reductions to date have been achieved through federal vehicle and fuel controls and associated vehicle and fuel technological advancement.

TxDOT has implemented programmatic strategies that reduce GHG emissions including: (1) TDM projects and funding to reduce VMT, such as bicycle and pedestrian facilities, (2) TSM projects and funding to improve the operation of the transportation system, (3) participation in the national alternative fuels corridor program, (4) clean construction activities, (5) clean fleet activities, (6) CMAQ funding, (7) transit funding, and (8) two statewide campaigns to reduce tailpipe emissions.

Project-specific GHG mitigation measures included in the Build Alternative include the construction of the following primary bicycle and pedestrian facilities, which are discussed in greater detail along with other bicycle/pedestrian design elements in **Section 5.5**:

- Creation of at-grade crossings of I-30 between I-45 and Dolphin Road by depressing I-30 mainlanes and managed lanes, thus greatly increasing opportunities for bicycle and pedestrian access to communities on both sides of I-30.
- Each street crossing of I-30 would have either a 10-foot shared-use path or 5- to 6-foot sidewalk on each side of the street.
- The Peak Street and Barry Avenue bridge crossings each include two protected 4- to 6-foot bicycle lanes (one in each direction), along with 6-foot sidewalks on each side of the street.
- Construction of an increased number of frontage road segments along I-30 would include a 10-foot-wide shared use path with 5-foot buffer to the curb along each segment.

5.18.3 TxDOT and a Changing Climate

TxDOT has strategies that address a changing climate in accordance with TxDOT and FHWA design, asset management, maintenance, emergency response and operational policies and guidance. The flexibility and elasticity in TxDOT transportation planning, design, emergency response, maintenance, asset management and operation and maintenance of the transportation system are intended to consider any number of changing scenarios over time. Additional detail is in the statewide technical report.

6.0 AGENCY COORDINATION

This section identifies all coordination with agencies outside TxDOT that are required to be conducted for the Build Alternative. The list below identifies the agencies requiring coordination and the status of efforts to coordinate the proposed project. At this point in the NEPA process only early coordination has been accomplished. For this reason, the list below also identifies the agency coordination that is anticipated to occur prior to environmental clearance of the proposed project or post-clearance. All pertinent documentation of agency coordination has been or will be included in **Appendix F**.

- **FHWA** (see **Sections 2.4** and **5.12.1**). Prior to environmental clearance, the project will be coordinated with the FHWA for a project level conformity determination.
- **SHPO** (see **Sections 5.8** and **5.8.1**). Pursuant to applicable law, regulations and agreements with the THC/SHPO, the Archeological Survey Report and appurtenant documents were approved by TxDOT-ENV, which satisfies coordination requirements.
- **SHPO** (see **Sections 5.8** and **5.8.2**). The draft HRSR will be coordinated with the SHPO for input/approval regarding recommendations as to the eligibility of historic-age resources for listing on the NRHP. Additionally, input from the SHPO will be sought regarding appropriate mitigation for project impacts to NRHP listed or eligible resources.
- **Cultural Resource Organizations** (see **Sections 5.8.2** and **5.9**). Various federal, state and local agencies will be consulted regarding the HRSR and the Section 4(f) documentation prepared for the proposed project and included in the final EA.
- **TCEQ** (see **Sections 5.10.5** and **5.12**). Coordination will be completed during the circulation of the draft EA document regarding water quality and air quality.
- **TPWD** (see **Section 5.11**). Collaborative review with TPWD was initiated on 4/8/2022 and TxDOT provided a response to TPWD's comments on 6/9/2022 (see attached **Coordination with TPWD** in **Appendix F**). Collaborative review with TPWD is ongoing and will include TPWD review of this draft EA. Consultation with the USFWS would not be required.
- **USACE** (see **Section 5.10.1**). After environmental clearance during the PS&E design phase, application for a NWP 14 with PCN will be made with the USACE Fort Worth District office.
- **U.S. Department of the Interior** (see **Section 5.9**). The Section 4(f) Individual Evaluation will be coordinated with the U.S. Department of the Interior prior to finalization.

In accordance with the MOU between TxDOT and TPWD, TPWD has provided a set of recommended BMPs in a document titled, "Beneficial Management Practices – Avoiding, Minimizing and Mitigating Impacts of Transportation Projects on State Natural Resources" (TPWD 2021a). The MOU provides that application of specific BMPs to individual projects will be determined by TxDOT at its discretion. The TPWD-recommended BMPs that will be applied to this project are indicated in the Form – Documentation of Texas Parks and Wildlife Department Best Management Practices prepared for the project, which is included in **Appendix F**.

7.0 PUBLIC INVOLVEMENT

7.1 Stakeholder/Community Meetings

As discussed in **Section 4.3.2**, throughout project development TxDOT has worked with the City of Dallas, the NCTCOG and various Dallas community stakeholders in planning the overall concept and design details for the proposed project. Since 2019, there have been dozens of coordination meetings with the city staff and at least six TxDOT and/or city briefings with other stakeholders were held during 2020 and 2021, including the following organizations:

- Baylor, Scott & White Hospital (Deep Ellum)
- Bonton Farms
- BRV Corporation
- Cedars Neighborhood
- Deep Ellum Foundation
- Fair Park First
- Frazier Revitalization Inc.
- Habitat for Humanity
- Innercity Community Development Corporation
- Larkspur Capital
- TR Hoover Community Development Corp.
- TREC
- Madison Partners-Deep Ellum Foundation
- Matthews Southwest
- Queen City Neighborhood Association
- Park Row Neighborhood Association
- Revitalize South Dallas Coalition
- St. Phillips School & Community Center
- Scottie, Smith & Associates
- South Dallas Fair Park Faith Coalition
- South Dallas Merchants Association
- South Side Quarter Development Corp.
- South Fair Community Development Corp.
- Space Between Design Studio
- Spectra
- State Fair of Texas
- Urban Designer-Space Between Design Studio
- Woodlawn Neighborhood Association

In addition to the meetings with representatives of stakeholder groups noted above, TxDOT conducted a community briefing for members of the Jubilee Park Community on March 12, 2022. The Jubilee Park Neighborhood is comprised of 62 residential blocks and includes a substantial number of residents whose primary language is Spanish. Accordingly, this community briefing was set up to provide a rolling slide presentation about the proposed project in both English and Spanish. In addition, two rooms with poster displays and design layouts were set up to accommodate English-speaking and Spanish-speaking attendees. A total of 58 members of the community attended the event and all materials presented at the briefing were posted to a website that was communicated to the members of the neighborhood.

7.2 Virtual Public Meeting with In-Person Option

A virtual public meeting with in-person option was held for the proposed project on June 8, 2021 at 4 p.m. through June 23, 2021 11:59 p.m. The virtual public meeting was held in the form of a pre-recorded, narrated video presentation with audio and visual components and was available 24/7 on TxDOT's I-30 East Corridor Project webpage and on YouTube. The video presentation received a total of almost 3,000 views within the comment period. The in-person option was held 4 p.m. to 8 p.m. at the Fair Park Coliseum located at 1438 Coliseum Drive, Dallas, TX 75210. A total of 112 people attended the in-person option, including two elected officials. All meeting materials were available in English and Spanish, and staff were available to provide translation services, as necessary. English

and Spanish notices for the virtual public meeting with in-person option were mailed out to the public, elected officials and other interested stakeholders.

A total of 58 comments was received during the public meeting comment period. There was a wide range of comments provided about the I-30 East Corridor project. Of the comments received, feedback included questions about the proposed design and need for the project, support for and opposition to the proposed project, support for depressing I-30 mainlanes below grade, opposition to widening and increasing capacity along I-30, concerns regarding frontage roads and the proposed roundabout, concerns regarding traffic circulation, support for and opposition to the decking options for the city, concerns about traffic noise, support for increasing connectivity and reconnecting neighborhoods and city streets, and concerns about business impacts and potential displacements. All comments, and TxDOT responses thereto, were included in the Comment-Response Matrix in **Appendix H**.

Feedback received from the public meeting has been used, and will continue to be used, to inform the design as it progresses through development. One commenter expressed concerns about how the proposed project would impact his business. As a result of this feedback and further discussions between TxDOT and the City of Dallas, design adjustments were made to remove the proposed Terry Street extension to Carroll Street to avoid impacts to the subject property. These design adjustments removed the need for displacement of buildings.

7.3 Planned Public Hearing

A public hearing is planned for June 29, 2023, to present the planned improvements and to receive public comments on the proposed project.

8.0 POST-ENVIRONMENTAL CLEARANCE ACTIVITIES/COMMITMENTS

8.1 Post-Environmental Clearance Activities

This section identifies unresolved environmental activities that would require surveys that are not expected to be completed before issuance of a FONSI. This is generally necessary because a survey may need to be timed to occur shortly before construction activity begins (e.g., survey of a stream for protected mussel species) or to ensure access to areas of proposed ROW where no right-of-entry was received (e.g., for SUE survey work or sampling for hazardous materials in soil or groundwater).

- Completion of a presence/absence survey for protected mussels and the alligator snapping turtle in White Rock Creek and its perennial tributaries within project limits (see **Section 5.11.10**).
- Sampling of soil and groundwater in where excavation is proposed in areas that were identified in the hazardous materials ISA with moderate or high risk for contamination (see **Section 5.13)**.
- Sampling of bridges and other structures for presence of asbestos or lead prior to demolition (see **Section 5.13)**.
- Constructability of proposed noise barriers. Detailed surveys (i.e., SUE and geo-technical drilling) would be required to ensure proposed noise walls would be constructable in light of site-specific conditions (see **Section 5.14)**.

8.2 Design/Construction Commitments

As indicated in **Section 6.0**, the TPWD-recommended BMPs (TPWD 2021a) that will be applied to this project are included in the TPWD BMPs form for this project in **Appendix F** and summarized below.

- **Birds**: white-faced ibis and wood stork.
  - BMP: Bird.
- **Insect**: monarch butterfly.
  - BMP: Insect Pollinator.
- **Mussels**: Louisiana pigtoe, sandbank pocketbook, Texas fawnsfoot, Texas heelsplitter and Trinity pigtoe.
  - BMPs: (1) Freshwater Mussel; (2) Water Quality; and (3) Stream Crossing.
- **Amphibians**: eastern tiger salamander, spotted dusky salamander, Strecker's chorus frog and Woodhouse's toad.
  - BMPs: (1) Aquatic Amphibian and Reptile; (2) Terrestrial Amphibian and Reptile; (3) Water Quality; (4) Vegetation.
- **Fishes**: American eel and Mississippi silvery minnow.
  - BMPs: (1) Water Quality; (2) Stream Crossing; (3) Dewatering.
- **Mammals**: eastern spotted skunk, long-tailed weasel, muskrat and swamp rabbit.
  - BMPs: (1) General Design and Construction; (2) Water Quality
- **Reptiles (terrestrial)**: eastern box turtle, pygmy rattlesnake, Texas garter snake, timber (canebrake) rattlesnake and western box turtle.
  - BMPs: (1) Terrestrial Amphibian and Reptile; (2) Vegetation.
- **Reptile (aquatic)**: alligator snapping turtle.
  - (1) Minimize impacts to wetland and riverine habitats; (2) Aquatic Amphibian and Reptile; (3) Water Quality.
- **Reptile (aquatic)**: western chicken turtle.
  - (1) Aquatic Amphibian and Reptile; (2) Terrestrial Amphibian and Reptile; (3) Water Quality; (4) Vegetation.

9.0 CONCLUSION

Implementation of the proposed project would not result in a significant impact on the human or natural environment. Therefore, a finding of no significant impact is recommended.

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11.0 NAMES AND QUALIFICATIONS OF PERSONS PREPARING THE EA

The following persons, all employees of Halff Associates, Inc., assisted in compiling this draft EA:

Erika Bernal
Environmental Scientist
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Erin Crumpler
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1 year of experience

Rich Jaynes
Senior Environmental Scientist
33 years of experience

Samantha Kaschel
Environmental Project Manager
9 years of experience

12.0 APPENDICES

Appendix A – Project Location Map

Appendix B – Project Photos

Appendix C – Schematics

Appendix D – Typical Sections

Appendix E – Resource-Specific Maps

Appendix F – Resource Agency Coordination

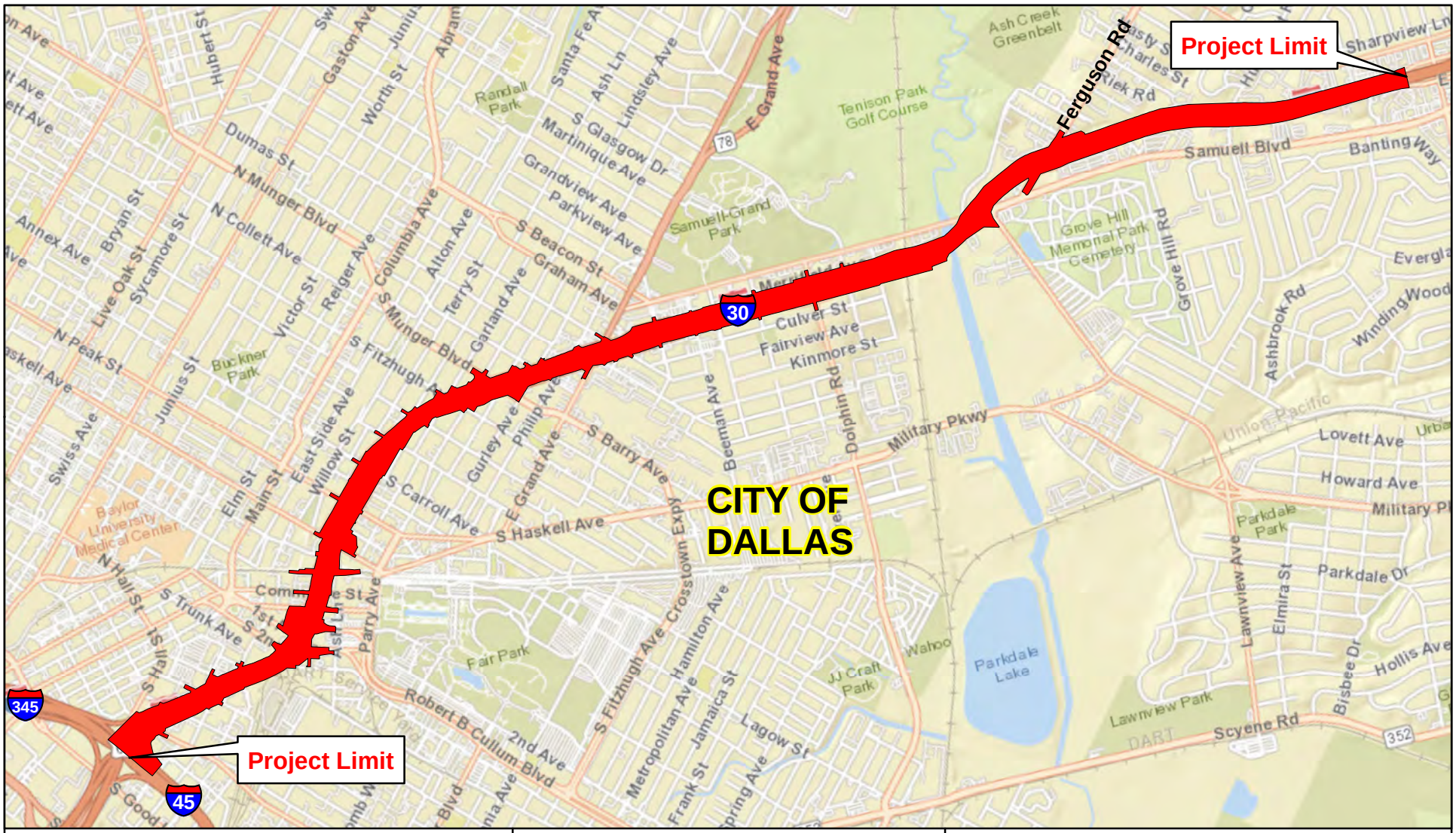
Appendix G – Section 4(f) Documentation [*will be added to the final EA after Section 4(f) technical reports have been finalized*]

Appendix H – Comment and Response Matrix from Public Meeting

[will be replaced by the Comment and Response Matrix from the Public Hearing, when available]

APPENDIX A

PROJECT LOCATION MAP



Legend

I-30 East Corridor Project Limits
(Existing and Proposed Right of Way)

N

0 3,000 6,000
Feet

Texas Department of Transportation

Basemap Source: Esri World Street Map
Map Date: 6/9/2022

PROJECT LOCATION MAP

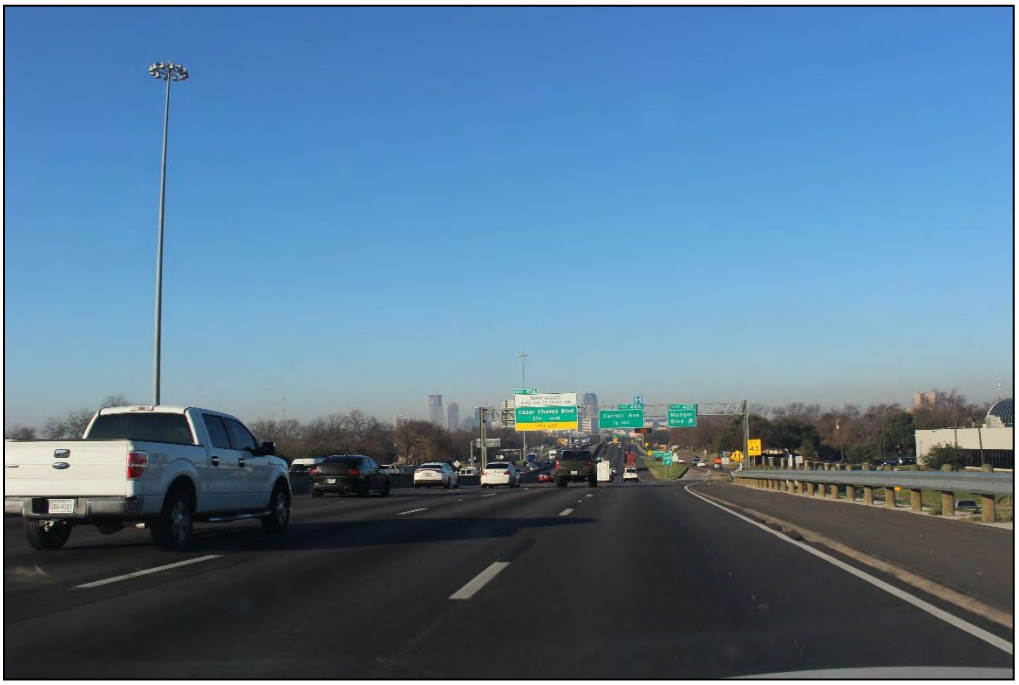
I-30 East Corridor Project
From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas

APPENDIX B

PROJECT PHOTOGRAPHS

Photograph 1: Just east of the proposed project's western terminus (I-45) the I-30 highway is on structure until it reaches Haskell Avenue. This view of I-30 is to the north from Ash Lane toward area of proposed ROW along I-30 (605 First Avenue). This photograph was taken between December 2021 to January 2022.



Photograph 2: East of Haskell Avenue continues to be elevated above surrounding areas atop an earthen embankment, crossing over all cross streets until reaching Dolphin Road. The photograph is typical of the views from I-30 of the surrounding urban landscape. This view of I-30 is to the west with the exit ramp to Munger Boulevard exit on the right. Photograph was taken between December 2021 to January 2022.

Photograph 3: View toward the west from the I-30 bridge crossing of Ferguson Road, the eastern logical terminus of the proposed project. Throughout the project limits I-30 crosses over all cross streets except for Dolphin Road. Photograph was taken between December 2021 to January 2022.

Photograph 4: View looking northeast toward an auto service facility that is representative of many similar commercial establishments along the I-30 corridor. This location (3915 Samuell Blvd.) is just east the bridge crossing of White Rock Creek and its floodplain. Note that I-30 is elevated on embankment, which is typical along this highway segment just west of Ferguson Road. ROW would be required from this site and the structures would be displaced. Date of photograph: 12/7/21.

Photograph 5: View looking west-northwest toward the former Cabell's, Inc. building, a historic resource located at 710 Exposition Avenue eligible for listing on the NRHP. The site is currently an auto repair shop that would be displaced by the project. The site is a moderate environmental risk based on a prior LPST (see Map ID 9/10 in **Appendix E – Hazardous Materials Site Map**). Date of photograph: 12/7/21.

Photograph 6: View looking southwest toward the historic NRHP-listed Gulf Oil Distribution Facility District at 501 S. 2nd Avenue. The proposed project would require a minor amount of ROW from the property's southern corners, with no impacts to any buildings. The site is a moderate environmental risk based on historic use of the site and contaminated groundwater migration (see Map ID 38 in **Appendix E – Hazardous Materials Site Map**, and **Photograph 29**). Date of photograph: 12/7/21.

Photograph 7: View to the northeast of the Texas Ice House (4008 Commerce Street), a historic resource that is eligible for listing on the NRHP. The property is currently in use as a food distribution facility. The proposed project has been designed to avoid any adverse impacts to this property. Photograph was taken between December 2021 to January 2022.

Photograph 8: View looking south from S. Henderson Avenue toward the former Ryder Truck Rental facility at 1315 S. Henderson Avenue. The site is representative of former industrial facilities that have been converted to other commercial uses. This facility is now a commercial sport facility (Soccerplex). No ROW would be acquired from this site. Date of photograph: 12/7/21.

Photograph 9: View looking north toward the 7 Eleven gas station and convenience store at 5550 E. Grand Avenue. This site is representative of many small service/retail commercial facilities within the project limits. No ROW would be acquired from this site. Date of photograph 12/9/21.

Photograph 10: Representative photograph of the many neighborhoods along I-30 from Carroll Avenue to White Rock Creek, with many historic-age single-family residences. View is to the east from the intersection of Caldwell Street and Terry Street. Photograph was taken between December 2021 to January 2022.

Photograph 11: View to the east of Grove Hill Memorial Park (3920 Samuell Boulevard), south of I-30. This is along a short segment of I-30 with open space. Other areas nearby are the White Rock Creek floodplain and Tenison Park/Golf Course (north of I-30). The proposed project would not require ROW from any public parks/recreation areas, or cemeteries. Photograph was taken between December 2021 to January 2022.

Photograph 12: View to the northwest from Dawson Street, a residential area with single-family homes that would be displaced by the proposed project, including 2913, 2917, and 2921 Dawson Street shown here (i.e., the three homes closest to the elevated I-30 in the background). Photograph was taken between December 2021 to January 2022.

Photograph 13: View looking south of the I-30 bridge crossing of White Rock Creek (Crossing 2). Project design would require removal of existing bridge structure and support columns as the new bridge would be shifted slightly and widened. This stream may be habitat to several state-listed mussels and the alligator snapping turtle. See location on **Appendix E – Natural Resources Map**. Date of photograph: 10/20/21.

Photograph 14: View looking south toward the unnamed tributary to White Rock Creek (Crossing 3-2) that flows beneath the I-30 bridges and through box culverts beneath Samuell Boulevard. See location on **Appendix E – Natural Resources Map**. Date of photograph: 10/20/21.

Photograph 15: View looking southeast along the tributary to White Rock Creek (Crossing 3-3) that flows beneath the I-30 bridges. See location on **Appendix E – Natural Resources Map**. Date of photograph: 10/20/21.

Photograph 16: View looking east from Ferguson Road toward the unnamed tributary to White Rock Creek (Crossing 4). The stream at this location is north and parallel to I-30. See location on **Appendix E – Natural Resources Map**. Date of photograph: 10/06/21.

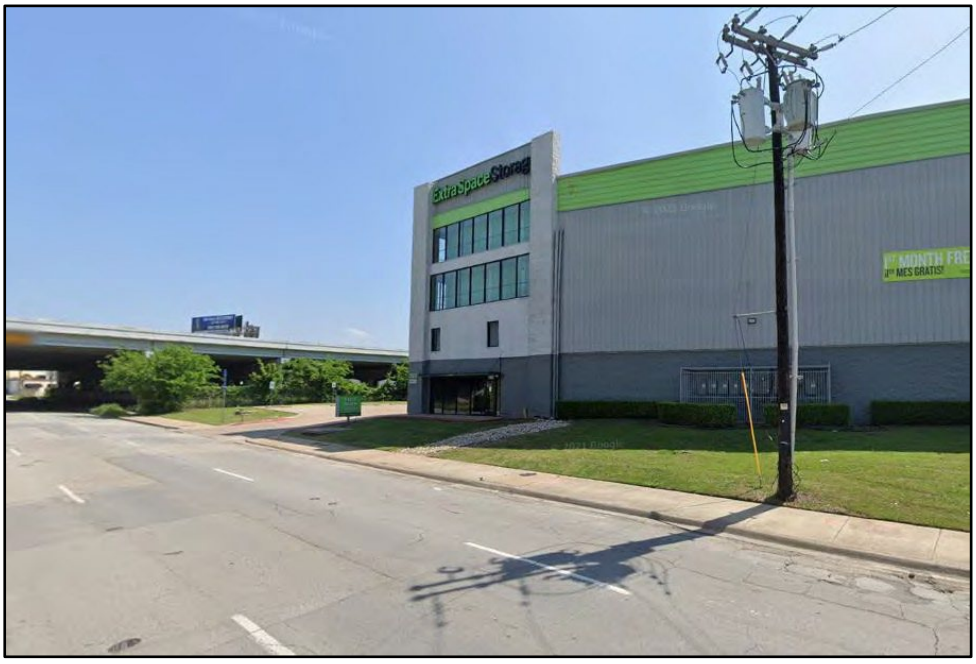
Photograph 17: View looking northeast toward an emergent wetland area (Crossing 1-3) located at the southwest corner of I-30 at the KCS Railroad. See location on **Appendix E – Water Feature Impacts Map**. Date of photograph: 10/20/21.

Photograph 18: View looking northwest of an emergent wetland area (Crossing 3-4) beneath and south of the I-30 bridges. See location on **Appendix E – Water Feature Impacts Map**. Date of photograph: 10/20/21.

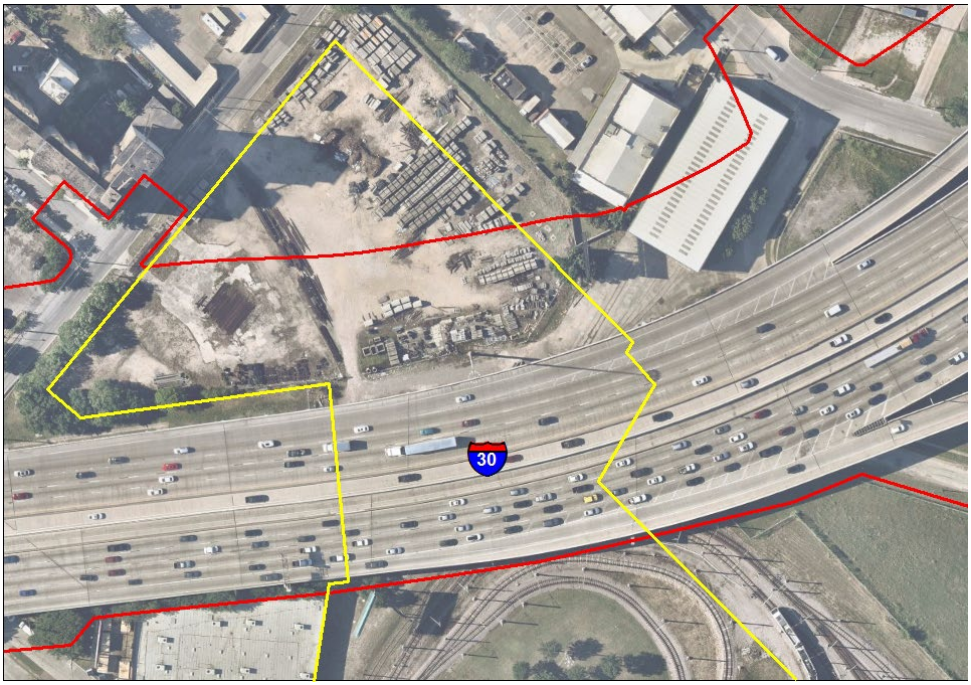
Photograph 19: View looking west along an unnamed tributary to White Rock Creek (Crossing 4) on the north side of I-30 east of Ferguson Road. Adjacent to the stream is a riparian hardwood forest dominated by American elm, box elder, green ash, and pecan trees. Common invasive species include mimosa (middle), wax leaf Ligustrum (lower right), and Chinese privet (lower left). Date of photograph: 10/6/21.

Photograph 20: View looking southeast from near the south I-30 ROW line of floodplain hardwood forest habitat within the White Rock Creek floodplain. Typical species include American elm, green ash, sugarberry, and pecan; however, this area has been invaded with Chinese privet, Chinese flame tree, and Amur honeysuckle. Date of photograph: 11/1/21.

Photograph 21: View looking south-southeast from Haskell Avenue toward the GAG Meat LPST/PST site at 4000 Ash Lane (see Map ID 5/6 in **Appendix E – Hazardous Materials Site Map**). A small amount of ROW would be acquired from the northeast corner and western side of the site. The site is a moderate environmental risk for contamination in soil/groundwater. Date of photograph: 12/7/21.



Photograph 22: View looking south along Haskell Avenue toward the former Assured Self Storage VCP/MSD site at 503 S. Haskell Avenue (see Map ID 7/8/43 in **Appendix E – Hazardous Materials Site Map**) and I-30 (background). The site is currently Extra Space Storage. No ROW would be acquired from this site. The site is a moderate environmental risk due to soil/groundwater contamination from a former metals manufacturing facility, VCP activity, and extensive excavation planned adjacent to this property. Date of photo: 12/7/21.



Photograph 23: Aerial photograph view (north at the top) of the active DART site (formerly Santa Fe railyard) at 3021 Oak Lane (site boundary outlined in yellow; see Map ID 13 in **Appendix E – Hazardous Materials Site Map**). Approximately 3 acres at the north end of this large site are within existing and proposed I-30 ROW (shown with red lines). The site is a high environmental risk based on site history and the extensive excavations planned within it to depress I-30 mainlanes. Date of Nearmap imagery: 5/26/22.

Photograph 24: View looking north toward the former Recycle Revolution site at 1703 Chestnut Street (see Map ID 16/17/18 in **Appendix E – Hazardous Materials Site Map**). The site is currently Hinga's Automotive. The site is a high environmental risk based on past site history of contamination in soil/groundwater. ROW would be acquired from this site and the structure would be displaced. Date of photograph: 12/7/21.

Photograph 25: View looking south toward 400 S. Hall Street (see Map ID 19/29 in **Appendix E – Hazardous Materials Site Map**). This site is currently the Crosby Apartments but was formerly a warehouse/industrial facility. The site is a moderate environmental risk based on its history of soil/groundwater contamination. ROW would be acquired from the south side of the site. Date of photograph: 12/7/21.

Photograph 26: View looking east from the facility entrance of the former Sullivan Transfer facility at 1610 S. Malcolm X Boulevard (see Map ID 20 in **Appendix E – Hazardous Materials Site Map**). The site is currently City Square/Greater Workforce Solutions. The site is a moderate environmental risk for contamination in soil/groundwater from a LPST and prior industrial use of the site. ROW would be acquired from the north portion of the site (i.e., the area to the left of photo center). Date of photograph: 12/7/21.

Photograph 27: View looking west toward City of Dallas properties at 501-517 S. Hill Avenue (see Map ID 24/33 in **Appendix E – Hazardous Materials Site Map**). No ROW would be acquired from the site but extensive excavation would occur adjacent to it. The site is a moderate environmental risk based on historic records of contamination in soil/groundwater and active VCP status. Date of photograph: 12/9/21.

Photograph 28: View looking north from the intersection of Baylor Street and Dawson Street toward the Dallas Central Service Center for fleet vehicles at 3111 Dawson Street (see Map ID 32 in **Appendix E – Hazardous Materials Site Map**). The tank hold is located beneath the cones in the photo center. No ROW would be acquired from this site but construction excavations adjacent to it are planned. The site is a moderate environmental risk for contamination in soil/groundwater based on reported releases, its active VCP status and unknown extent of the groundwater contaminant plume. Date of photograph: 12/7/21.

Photograph 29: View looking south from Hickory Street into the former Collier site (see Map ID 38 in **Appendix E – Hazardous Materials Site Map**) at 501 S. 2nd Avenue. The site was historically the Gulf Refining Company Distribution Plant which had numerous, large quantity aboveground oil storage tanks. These tanks were formerly located inside the fence to the right in the photo. ROW would be acquired from the site. The site is a moderate environmental risk. Date of photograph: 12/7/21.

APPENDIX C

SCHEMATICS

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

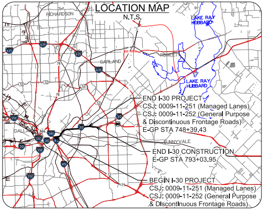
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

JUNE 2023
ROLL 1 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR:	MALCOM X, BARRY/MUNGER, HUNICUT
PRINCIPAL ARTERIAL: COMMERCE	2ND AVE, 1ST AVE, EXPOSITION, HASKELL, PEAK, E.GRAND/SH78
MINOR ARTERIAL:	DOLPHIN, FERGUSON

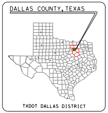
* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.


LOCATION MAP
N.T.S.
RICHARDSON
LAKE RAY HUBBARD
ROWLETT
GARLAND
LAKE RAY HUBBARD
DALLAS
SUNNYVALE
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 748+39.43

END I-30 CONSTRUCTION
E-GP STA 793+03.95

BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT
TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

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:

NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JUNE, 2023
JOSIAH F. BELVEAL	122828	JUNE, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED: ______

DATE APPROVED: ______

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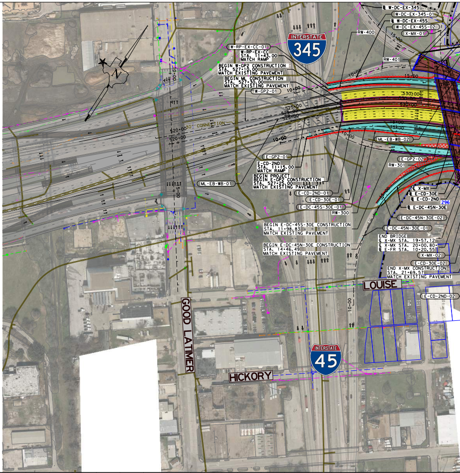
LEGEND:

— · · —	EXISTING ROW (I-30)
— · · —	EXISTING CITY OF DALLAS ROW
——	EXISTING PROPERTY LIMITS
═══	EXISTING STORM SEWER
——	EXISTING PLANIMETRIC FEATURES
—E—	EXISTING OVERHEAD ELECTRIC LINES
·····	EXISTING TELEPHONE / CABLE / FIBER LINE
·····	EXISTING WATER LINE
·····	EXISTING ELECTRIC LINE
·····	EXISTING SANITARY SEWER LINE
·····	EXISTING GAS / PETROLEUM LINE
— — —	PROPOSED CENTERLINE/BASELINE
— · · —	PROPOSED ROW
—■—	PROPOSED DENIAL OF ACCESS
——	PROPOSED EDGE OF PAVEMENT
——	PROPOSED BRIDGE ABUTMENT
——	PROPOSED BRIDGE BENT
——	PROPOSED RETAINING WALL
——	PROPOSED NOISE WALL (POTENTIAL)
═══	PROPOSED CULVERT / STORM SEWER / SYPHON
▨	PROPOSED DRAINAGE DETENTION/STORAGE AREA
═══	PROPOSED PRELIMINARY RAIL MODIFICATION
——	PROPOSED PROJECT BY OTHERS
→	PROPOSED DIRECTION OF TRAVEL
⇨	PROPOSED DIRECTION OF TRAVEL
■	EXISTING ROADWAY (SEPARATE PROJECT BY TxDOT)
■	EXISTING BRIDGE (SEPARATE PROJECT BY TxDOT)
■	PROPOSED BRIDGE
🟨	PROPOSED MAIN LANES
🟧	PROPOSED MANAGED LANES
■	PROPOSED MANAGED LANES RAMP
■	PROPOSED RAMP/DIRECT CONNECTOR
🟩	PROPOSED ACCESS/FRONTAGE ROAD
🟪	PROPOSED LOCAL CROSS STREET/DRIVEWAY
■	PROPOSED SIDEWALK/RAISED MEDIAN
■	PROPOSED SHARED USE PATH
🟧	POTENTIAL DISPLACEMENTS
▨	PAVEMENT / BRIDGE TO BE REMOVED
100	PARCEL ID
△	PEDESTRIAN CURB RAMP

NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS AND RECORD PLANS.
2. MEDIAN OPENINGS ARE PRELIMINARY BASED ON COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN FINAL DESIGN (PS&E) IN COORDINATION WITH THE LOCAL GOVERNMENTS.
3. NOISE WALL LOCATIONS SHOWN ARE PRELIMINARY, PENDING LOCAL COORDINATION.
4. 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 WILL BE IMPLEMENTED IN FINAL DESIGN.
5. EXISTING PAVEMENT/BRIDGE LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
6. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL AND IS ASSUMED LINEAR. ALL SUPERELEVATION RATES WERE CALCULATED BASED ON USING A MAXIMUM SUPERELEVATION RATE OF 6%. SEE CHAPTER 2, SECTION 4 OF THE TXDOT ROADWAY DESIGN MANUAL FOR REFERENCE.
7. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
8. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
9. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
10. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING FINAL DESIGN OF THE PROJECT. LARGE GUIDE SIGNS ARE SHOWN ON A SEPARATE SCHEMATIC.
11. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DALLAS COUNTY APPRAISAL DISTRICT (MAY,2021).
12. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE. ACTUAL DAMAGES TO THE BUILDING AND PROPERTY TO BE DETERMINED DURING THE ROW ACQUISITION PROCESS.
13. LOW SPEED ROADWAYS HAVE A NORMAL CROWN (NC) OF +/- 2% AND HIGH SPEED MAIN LANES HAVE A NC OF +/- 2.5% UNLESS NOTED OTHERWISE ON EACH ROLL IN THE SUPERELEVATION TABLES.
14. MINOR CROSS STREET CORNER RADII ARE R=25′ MIN AND MAJOR CROSS STREET CORNER RADII ARE R=30′ UNLESS NOTED OTHERWISE.
15. RAMP CROSS SLOPE TRANSITIONS BETWEEN MAIN LANES AND FRONTAGE ROADS WILL OCCUR OVER A LENGTH OF 50 FT UNLESS STATED OTHERWISE.
16. DART COORDINATION IS IN INITIAL STAGES. ALIGNMENTS AND DESIGN ARE SUBJECT TO CHANGE BASED ON DESIGN REVIEW AND AGENCY COORDINATION.
17. THE MAXIMUM BEAM TYPE AND STRUCTURE DEPTH IS SHOWN ON THE PROFILES WHERE THE TYPE MAY CHANGE.
18. THE CITY OF DALLAS EXISTING ROW HAS NOT BEEN FIELD VERIFIED. IT IS CURRENTLY BASED ON PARCEL DATA FROM MAY 2021.
19. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED IN COORDINATION WITH TXDOT, CITY AND/OR PROPERTY OWNER TO MODIFY OR REMOVE.
20. FINAL LOCATION OF ADA RAMPS TO BE DETERMINED DURING FINAL DESIGN.
21. APPROVED TRAFFIC FORECASTS ARE SHOWN ON ROLL 9. THE TRAFFIC FORECASTS WERE APPROVED BY TTI ON FEB 18, 2022.


INTERSTATE 345
INTERSTATE 45
GOOD LATIMER
HICKORY
LOUISE
W-DC-EX-345
W-DC-EX-345-01
W-DC-EX-45S
W-DC-EX-45S-02
X-MX-01
RW-400
RW-401
W-RP-EX-CC-01
W-RP-EX-CC
STA. 11+43.00
MATCH RAMP
BEGIN W-GP2 CONSTRUCTION
STA. 527+10.00
MATCH EXISTING PAVEMENT
BEGIN ML CONSTRUCTION
STA. 527+30.00
MATCH EXISTING PAVEMENT
W-GP2-01
ML-EB-WB-02
ML-EB-WB-01
E-GP2-01
E-GP2-02
E-CD-2ND
STA. 11+15.00
MATCH RAMP
BEGIN PROJECT
BEGIN E-GP2 CONSTRUCTION
STA. 527+25.00
MATCH EXISTING PAVEMENT
E-CD-2ND-01
E-CD-30E-01
E-DC-45S-30E-01
RW-300
RW-301
BEGIN E-DC-45S-30E CONSTRUCTION
STA. 11+98.83
MATCH EXISTING PAVEMENT
BEGIN E-DC-45N-30E CONSTRUCTION
STA. 14+46.49
MATCH EXISTING PAVEMENT
X-MX
E-CD-30E
E-CD-2ND
E-DC-45N-30E
E-DC-45N-30E-02
E-DC-45N-30E-01
296
END BRIDGE
X-MX STA. 19+57.12
X-MX STA. 20+00.80
E-FR STA. 10+20.55
X-MX-02
E-CD-30E-02
END X-MX CONSTRUCTION
STA. 21+69.57
MATCH EXISTING PAVEMENT
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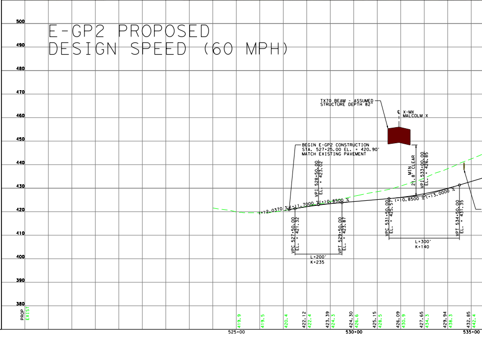
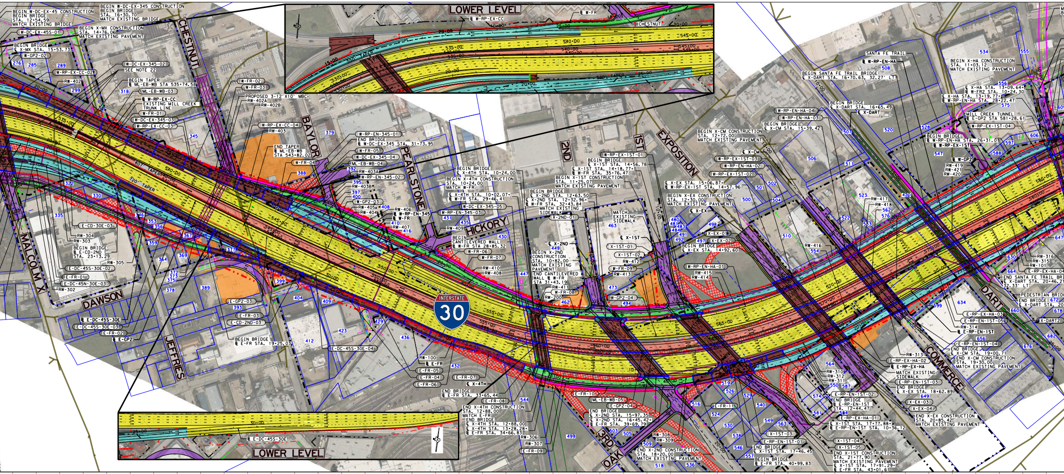
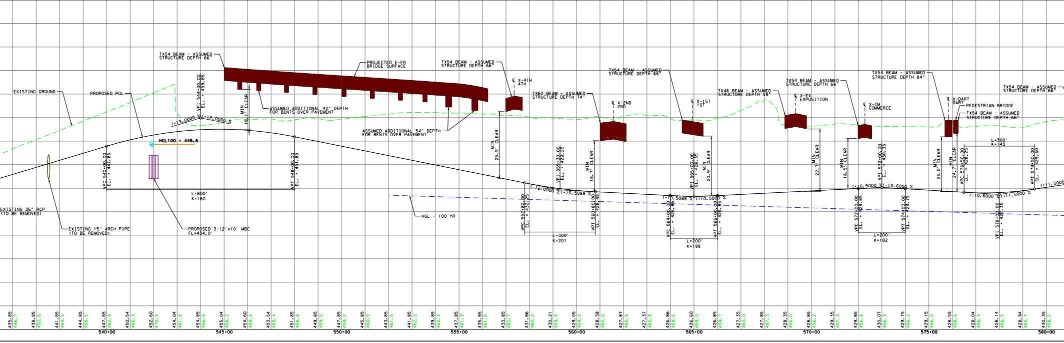
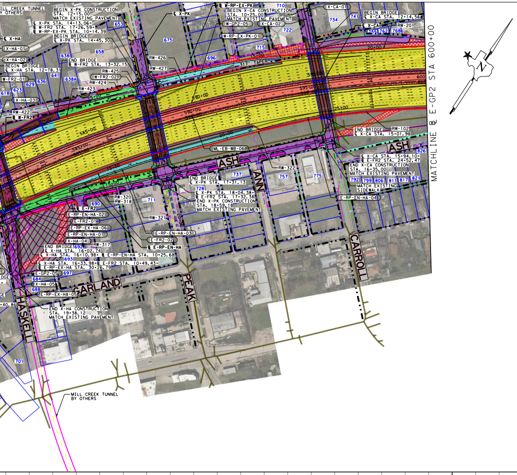
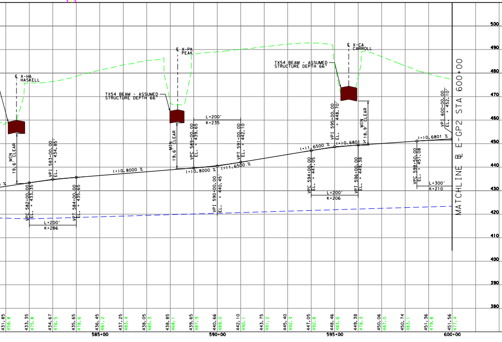
520+00
525+00
530+00
10+00
15+00


E-GP2 PROPOSED
DESIGN SPEED (60 MPH)
TX70 BEAM - ASSUMED STRUCTURE DEPTH 82"
MALCOLM X
BEGIN E-GP2 CONSTRUCTION
STA. 527+25.00 EL. = 420.90'
MATCH EXISTING PAVEMENT
MIN 21.8' CLEAR
VPC 521+50.00 EL. = 421.32
VPI 528+50.00 EL. = 423.02
VPT 529+50.00 EL. = 423.87
VPC 531+50.00 EL. = 425.57
VPI 533+00.00 EL. = 426.85
VPT 534+50.00 EL. = 431.35
L=200'
K=235
L=300'
K=140
(+)2.0370 %
(+)1.7000 %
(+)0.8500 %
(+)0.8500 %
(+)3.0000 %
500
490
480
470
460
450
440
430
420
410
400
390
380
PROP
EXIST
419.9
419.5
420.4
422.12
423.39
424.30
425.15
426.09
427.65
429.94
432.85
525+00
530+00
535+00


LOWER LEVEL
BEGIN W-DC-EX-345 CONSTRUCTION
BEGIN W-DC-EX-45 CONSTRUCTION
BEGIN BRIDGE
STA. 12+54.59
MATCH EXISTING BRIDGE
W-DC-EX-45S-01
BEGIN X-MX CONSTRUCTION
STA. 14+76.06
MATCH EXISTING PAVEMENT
CHESTNUT
BAYLOR
PEARL STONE
HICKORY
2ND
1ST
EXPOSITION
MALCOLM X
DAWSON
JEFFRIES
3RD
OAK
COMMERCE
DART
SANTA FE TRAIL
BEGIN SANTA FE TRAIL BRIDGE
BEGIN X-HA CONSTRUCTION
STA. 11+03.12
MATCH EXISTING PAVEMENT
MILL CREEK TUNNEL
PROPOSED 3-12'X10' MBC
EXISTING MILL CREEK TRUNK LINE
END TAPER
ML-EB-WB
STA 543+82.02
BEGIN TAPER
ML-EB-WB STA 535+74.58
807' TAPER
720' TAPER
BEGIN X-4TH CONSTRUCTION
STA. 10+24.00
MATCH W-FR
BEGIN CANTILEVERED WALL
W-FR STA 28+85.32
BEGIN X-2ND CONSTRUCTION
STA. 10+82.00
MATCH EXISTING PAVEMENT
END CANTILEVERED WALL
W-FR
STA 31+43.19
BEGIN X-1ST CONSTRUCTION
STA. 11+25.07
MATCH EXISTING PAVEMENT
BEGIN X-CM CONSTRUCTION
STA. 12+72.00
MATCH EXISTING PAVEMENT
BEGIN X-EX CONSTRUCTION
STA. 12+30.00
MATCH EXISTING PAVEMENT
INTERSTATE
30
END X-4TH CONSTRUCTION
STA. 12+88.00
MATCH E-FR
END X-2ND CONSTRUCTION
STA. 18+20.00
MATCH EXISTING PAVEMENT
END X-1ST CONSTRUCTION
STA. 21+77.90
MATCH EXISTING PAVEMENT
END X-EX CONSTRUCTION
STA. 20+85.42
MATCH EXISTING PAVEMENT
END X-CM CONSTRUCTION
STA. 19+30.00
MATCH EXISTING PAVEMENT
PEDESTRIAN BRIDGE
END SANTA FE TRAIL BRIDGE
X-DART STA. 20+46.21
32.33' LT
535+00
540+00
545+00
550+00
555+00
560+00
565+00
570+00
575+00
580+00


TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
PROJECTED E-FR
BRIDGE SURFACE
EXISTING GROUND
PROPOSED PGL
ASSUMED ADDITIONAL 42" DEPTH
FOR BENTS OVER PAVEMENT
ASSUMED ADDITIONAL 54" DEPTH
FOR BENTS OVER PAVEMENT
X-4TH
X-2ND
X-1ST
X-EX
EXPOSITION
X-CM
COMMERCE
X-DART
PEDESTRIAN BRIDGE
TX62 BEAM - ASSUMED
STRUCTURE DEPTH 74"
TX46 BEAM - ASSUMED
STRUCTURE DEPTH 58"
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 84"
HGL100 = 448.6
HGL - 100 YR
VPI 544+00.00
EL. = 459.85
VPC 540+00.00
EL. = 447.85
VPT 548+00.00
EL. = 451.85
L=800'
K=160
(+)3.0000 %
(-)2.0000 %
MIN 19.1' CLEAR
MIN 25.5' CLEAR
MIN 18.7' CLEAR
MIN 20.9' CLEAR
MIN 22.7' CLEAR
MIN 18.5' CLEAR
MIN 23.0' CLEAR
MIN 24.7' CLEAR
VPC 557+80.00
EL. = 432.25
VPI 559+30.00
EL. = 429.25
VPT 560+80.00
EL. = 428.48
L=300'
K=201
VPC 564+00.00
EL. = 426.85
VPI 565+00.00
EL. = 426.35
VPT 566+00.00
EL. = 426.85
L=200'
K=198
VPC 572+00.00
EL. = 429.85
VPI 573+00.00
EL. = 430.35
VPT 574+00.00
EL. = 429.75
L=200'
K=182
VPC 576+50.00
EL. = 428.25
VPI 578+00.00
EL. = 427.35
VPT 579+50.00
EL. = 429.60
L=300'
K=143
(-)2.0000 %
(-)0.5088 %
(+)0.5000 %
(-)0.6000 %
(+)1.5000 %
EXISTING 36" RCP
(TO BE REMOVED)
EXISTING 15' ARCH PIPE
(TO BE REMOVED)
PROPOSED 3-12'x10' MBC
FL=434.0'
540+00
545+00
550+00
555+00
560+00
565+00
570+00
575+00
580+00


MILL CREEK TUNNEL BY OTHERS
BEGIN X-PK CONSTRUCTION STA. 12+15.00 MATCH EXISTING PAVEMENT
℄ X-PK STA. 14+13.06
℄ W-FR2 STA. 17+26.59
℄ W-RP-EX-PK STA. 10+14.39
BEGIN BRIDGE ℄ X-PK STA. 14+45.30
℄ W-RP-EX-PK
BEGIN X-CA CONSTRUCTION STA. 10+25.00 MATCH EXISTING PAVEMENT
X-CA-01
BEGIN BRIDGE ℄ X-CA STA. 12+14.56
X-HA
X-HA-01
X-HA-02
BEGIN BRIDGE ℄ X-HA STA. 12+78.31
END BRIDGE ℄ W-FR2 STA. 13+32.15
W-FR2-01
W-FR2-02
X-HA-03
W-FR2
W-GP2-05
X-CA-02
W-RP-EX-PK-01
RW-426
RW-427
RW-425
RW-424
RW-423
RW-422
RW-201
RW-102
RW-322
RW-320
RW-318
RW-321
RW-317
ML-EB-WB-06
END BRIDGE ℄ X-CA STA. 15+01.98
ASH
ANN
CARROLL
PEAK
GARLAND
HASKELL
℄ X-CA STA. 15+94.10
℄ E-FR2 STA. 24+52.47
END X-CA CONSTRUCTION STA. 16+35.00 MATCH EXISTING PAVEMENT
MATCH EXISTING SIDEWALK
END BRIDGE ℄ X-PK STA. 17+31.13
℄ X-PK STA. 18+04.38
℄ E-FR2 STA. 17+32.38
END X-PK CONSTRUCTION STA. 18+59.18 MATCH EXISTING PAVEMENT
E-RP-EN-HA-04
E-FR2
E-RP-EN-HA-02
E-FR2-01
E-RP-EX-HA-06
E-RP-EN-HA-01
E-RP-EX-HA-03
E-FR2-02
E-RP-EN-HA
X-HA-04
END BRIDGE ℄ X-HA STA. 16+02.74
℄ X-HA STA. 16+10.98
℄ E-RP-EN-HA STA. 10+25.68
℄ X-HA STA. 16+33.98
℄ E-FR2 STA. 10+49.43
℄ E-RP-EX-HA STA. 30+26.79
E-GP2-05
X-HA-05
E-RP-EX-HA-05
END X-HA CONSTRUCTION STA. 19+38.12 MATCH EXISTING PAVEMENT
MILL CREEK TUNNEL BY OTHERS
MATCHLINE ℄ E-GP2 STA 600+00
585+00
590+00
595+00
600
N

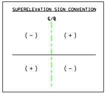

℄ X-HA HASKELL
℄ X-PK PEAK
℄ X-CA CARROLL
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
MIN 19.6' CLEAR
MIN 19.6' CLEAR
MIN 18.9' CLEAR
VPC 582+00.00 EL. = 435.35
VPI 583+00.00 EL. = 434.85
VPT 584+00.00 EL. = 435.65
L=200' K=286
(+)0.8000 %
VPC 589+00.00 EL. = 439.65
VPI 590+00.00 EL. = 440.45
VPT 591+00.00 EL. = 442.10
L=200' K=235
(+)0.8000 %
(+)1.6500 %
(+)1.6500 %
VPC 594+00.00 EL. = 447.05
VPI 595+00.00 EL. = 448.70
VPT 596+00.00 EL. = 449.38
L=200' K=206
(+)0.6801 %
(+)0.6801 %
VPC 598+50.00 EL. = 451.08
VPI 600+00.00 EL. = 452.10
L=300' K=210
MATCHLINE ℄ E-GP2 STA 600+00
500
490
480
470
460
450
440
430
420
410
400
390
380
431.85
458.8
433.35
475.8
434.67
476.5
435.65
478.6
436.45
481.2
437.25
483.4
438.05
485.3
438.85
488.1
439.65
487.9
440.66
489.0
442.10
490.1
443.75
491.2
445.40
492.3
447.05
492.8
448.46
483.6
449.38
478.3
450.06
487.0
450.74
483.1
451.36
479.8
451.56
477.4
585+00
590+00
595+00
600+00

CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
		NORTHING	EASTING				
℄ ML-EB-WB (DESIGN SPEED: 60 MPH)							
ML-EB-WB-01	P.C. 523+98.83	6971441.31660	2496672.64500	N 41°34′04.31″ E			
	P.I. 524+49.13	6971478.94660	2496706.01680	4°06′54.07″ RT	100.55	50.30	1400.00
	P.T. 524+99.38	6971514.08490	2496742.00290	N 45°40′58.39″ E			
ML-EB-WB-02	P.C. 526+77.97	6971638.85520	2496869.78330	N 45°40′58.39″ E			
	P.I. 531+48.14	6971967.32850	2497206.18130	37°27′05.37″ RT	906.62	470.17	1387.00
	P.T. 535+84.59	6972023.53290	2497672.97820	N 83°08′03.76″ E			
ML-EB-WB-03	P.C. 535+95.30	6972024.81320	2497683.61130	N 83°08′03.76″ E			
	P.I. 536+71.16	6972033.88170	2497758.92830	0°46′34.15″ RT	151.72	75.86	11200.00
	P.T. 537+47.02	6972041.92920	2497834.36130	N 83°54′37.91″ E			
ML-EB-WB-04	P.C. 541+49.24	6972084.59770	2498234.31620	N 83°54′37.91″ E			
	P.I. 545+12.10	6972123.09010	2498595.12650	3°42′23.80″ LT	725.46	362.86	11214.00
	P.T. 548+74.70	6972184.82750	2498952.69350	N 80°12′14.11″ E			
ML-EB-WB-05	P.C. 553+31.89	6972262.61450	2499403.21590	N 80°12′14.11″ E			
	P.I. 562+36.09	6972416.45640	2500294.22890	50°19′12.22″ LT	1690.63	904.20	1925.00
	P.T. 570+22.52	6973200.42840	2500744.73890	N 29°53′01.88″ E			
ML-EB-WB-06	P.C. 580+51.36	6974092.46980	2501257.35110	N 29°53′01.88″ E			
	P.I. 590+07.27	6974921.28060	2501733.62780	23°52′19.98″ RT	1884.09	955.91	4522.00
	P.C.C. 599+35.45	6975486.43870	2502504.57740	N 53°45′21.86″ E			
℄ E-GP2 (DESIGN SPEED: 60 MPH)							
E-GP2-01	P.C. 524+40.27	6971455.5370	2496717.6065	N 42°45′30.59″ E			
	P.I. 525+60.18	6971543.5763	2496799.0135	4°34′39.81″ RT	239.69	119.91	3000.00
	P.C.C. 526+79.96	6971624.8376	2496887.1872	N 47°20′10.40″ E			
E-GP2-02	P.C.C. 526+79.96	6971624.8376	2496887.1872	N 47°20′10.40″ E			
	P.I. 531+80.07	6971963.7568	2497254.9366	36°33′32.16″ RT	966.04	500.11	1514.00
	P.T. 536+46.00	6972016.9421	2497752.2063	N 83°53′42.56″ E			
E-GP2-03	P.C. 541+35.58	6972069.0080	2498239.0098	N 83°53′42.56″ E			
	P.I. 544+74.34	6972105.0346	2498575.8493	3°27′20.47″ LT	677.32	338.76	11230.00
	P.T. 548+12.90	6972161.2992	2498909.9048	N 80°26′22.09″ E			
E-GP2-04	P.C. 553+43.24	6972249.3826	2499432.8759	N 80°26′22.09″ E			
	P.I. 562+31.02	6972396.8337	2500308.3264	50°33′20.21″ LT	1658.84	887.78	1880.00
	P.T. 570+02.08	6973166.5729	2500750.6576	N 29°53′01.88″ E			
E-GP2-05	P.C. 580+57.32	6974081.5084	2501276.4259	N 29°53′01.88″ E			
	P.I. 590+07.31	6974905.1900	2501749.7550	23°50′28.94″ RT	1872.50	950.00	4500.00
	P.C.C. 599+29.82	6975467.2628	2502515.6310	N 53°43′30.83″ E			
℄ E-FR (DESIGN SPEED: 40 MPH)							
E-FR-01	P.C. 10+81.46	6971724.6203	2497580.2061	N 65°11′33.89″ E			
	P.I. 11+79.31	6971765.6755	2497669.0281	14°26′50.95″ RT	194.66	97.85	772.00
	P.T. 12+76.12	6971783.2719	2497765.2842	N 79°38′24.84″ E			
E-FR-02	P.C. 17+25.02	6971863.9967	2498206.8652	N 79°38′24.84″ E			
	P.I. 17+99.05	6971877.3097	2498279.6902	8°28′04.75″ LT	147.79	74.03	1000.00
	P.T. 18+72.81	6971901.2016	2498349.7609	N 71°10′20.09″ E			
E-FR-03	P.C. 21+35.01	6971985.8204	2498597.9328	N 71°10′20.09″ E			
	P.I. 21+86.06	6972002.2938	2498646.2463	7°39′53.25″ RT	101.94	51.04	762.00
	P.T. 22+36.95	6972012.1760	2498696.3253	N 78°50′13.34″ E			
E-FR-04	P.C. 25+06.27	6972064.3170	2498960.5526	N 78°50′13.34″ E			
	P.I. 25+64.72	6972075.6329	2499017.8970	1°15′28.83″ LT	116.90	58.45	5324.00
	P.T. 26+23.17	6972088.2052	2499074.9792	N 77°34′44.51″ E			
E-FR-05	P.C. 26+66.58	6972097.5426	2499117.3744	N 77°34′44.51″ E			
	P.I. 27+04.18	6972105.6297	2499154.0926	4°18′23.10″ RT	75.16	37.60	1000.00
	P.T. 27+41.74	6972110.9368	2499191.3144	N 81°53′07.61″ E			
E-FR-06	P.C. 29+32.75	6972137.8976	2499380.4065	N 81°53′07.61″ E			
	P.I. 30+22.62	6972150.5832	2499469.3777	12°49′09.59″ LT	178.99	89.87	800.00
	P.R.C. 31+11.74	6972182.6932	2499553.3166	N 69°03′58.02″ E			
E-FR-07	P.R.C. 31+11.74	6972182.6932	2499553.3166	N 69°03′58.02″ E			
	P.I. 31+96.50	6972212.9771	2499632.4819	16°04′53.58″ RT	168.41	84.76	600.00
	P.R.C. 32+80.14	6972220.1468	2499716.9381	N 85°08′51.60″ E			
E-FR-08	P.R.C. 32+80.14	6972220.1468	2499716.9381	N 85°08′51.60″ E			
	P.I. 34+27.59	6972232.6191	2499863.8575	20°53′09.45″ LT	291.62	147.45	800.00
	P.C.C. 35+71.77	6972296.6500	2499996.6766	N 64°15′42.15″ E			
E-FR-09	P.C.C. 35+71.77	6972296.6500	2499996.6766	N 64°15′42.15″ E			
	P.I. 35+77.54	6972299.1571	2500001.8771	0°30′32.03″ LT	11.55	5.77	1300.00
	P.C.C. 35+83.31	6972301.7103	2500007.0552	N 63°45′10.12″ E			
E-FR-10	P.C.C. 35+83.31	6972301.7103	2500007.0552	N 63°45′10.12″ E			
	P.I. 37+33.54	6972368.1491	2500141.7964	8°35′29.26″ LT	299.90	150.23	2000.00
	P.C.C. 38+83.21	6972453.9711	2500265.1005	N 55°09′40.87″ E			
E-FR-11	P.C.C. 38+83.21	6972453.9711	2500265.1005	N 55°09′40.87″ E			
	P.I. 41+08.12	6972582.4509	2500449.6928	16°46′04.36″ LT	446.59	224.90	1526.00
	P.T. 43+29.80	6972758.7218	2500589.3707	N 38°23′36.50″ E			
℄ E-FR2 (DESIGN SPEED: 40 MPH)							
E-FR2-01	P.C. 10+00.00	6974027.7322	2501379.8285	N 30°08′26.14″ E			
	P.I. 11+29.08	6974139.3575	2501444.6412	12°16′43.46″ RT	257.17	129.08	1200.00
	P.T. 12+57.17	6974234.6458	2501531.7103	N 42°25′09.60″ E			
E-FR2-02	P.C. 14+29.10	6974361.5731	2501647.6894	N 42°25′09.60″ E			
	P.I. 14+41.30	6974370.5797	2501655.9191	1°44′50.75″ RT	24.40	12.20	800.00
	P.T. 14+53.50	6974379.3311	2501664.4197	N 44°10′00.34″ E			
℄ E-CD-30E (DESIGN SPEED: 40 MPH)							
E-CD-30E-01	P.C. 11+81.12	6971527.2694	2496895.3587	N 43°32′19.90″ E			
	P.I. 13+85.27	6971675.2593	2497035.9869	19°18′36.10″ RT	404.43	204.15	1200.00
	P.T. 15+85.55	6971768.4210	2497217.6409	N 62°50′56.00″ E			
E-CD-30E-02	P.C. 17+29.45	6971834.0889	2497345.6855	N 62°50′56.00″ E			
	P.I. 19+06.72	6971914.9857	2497503.4246	16°56′45.62″ RT	351.96	177.27	1190.00
	P.C.C. 20+81.41	6971946.3937	2497677.8935	N 79°47′41.62″ E			
E-CD-30E-03	P.C.C. 20+81.41	6971946.3937	2497677.8935	N 79°47′41.62″ E			
	P.I. 21+41.70	6971957.0763	2497737.2344	4°20′36.14″ RT	120.53	60.29	1590.00
	P.T. 22+01.94	6971963.2341	2497797.2139	N 84°08′17.76″ E			
℄ E-CD-2ND (DESIGN SPEED: 40 MPH)							
E-CD-2ND-01	P.C. 11+88.36	6971532.5154	2496900.3437	N 43°32′19.90″ E			
	P.I. 13+08.12	6971619.3359	2496982.8453	19°25′05.58″ RT	237.24	119.77	700.00
	P.T. 14+25.60	6971673.7892	2497089.5184	N 62°57′25.48″ E			
E-CD-2ND-02	P.C. 16+91.83	6971794.8369	2497326.6485	N 62°57′25.48″ E			
	P.I. 19+36.84	6971906.2305	2497544.8666	21°11′13.03″ RT	484.41	245.01	1310.00
	P.T. 21+76.25	6971931.2280	2497788.5935	N 84°08′38.51″ E			
E-CD-2ND-03	P.C. 28+63.24	6972001.3207	2498472.0026	N 84°08′38.51″ E			
	P.I. 31+68.02	6972032.4163	2498775.1871	6°33′54.00″ LT	608.88	304.77	5314.00
	P.T. 34+72.13	6972097.9712	2499072.8283	N 77°34′44.51″ E			
℄ E-DC-45N-30E (DESIGN SPEED: 35 MPH)							
E-DC-45N-30E-01	P.C. 10+50.76	6971033.8299	2497382.4220	N 34°15′15.55″ W			
	P.I. 12+54.97	6971202.6222	2497267.4768	34°52′58.13″ RT	395.73	204.21	650.00
	P.C.C. 14+46.49	6971406.8236	2497269.7168	N 0°37′42.58″ E			
E-DC-45N-30E-02	P.C.C. 14+46.49	6971406.8236	2497269.7168	N 0°37′42.58″ E			
	P.I. 16+92.40	6971652.7160	2497272.4142	63°09′49.50″ RT	440.97	245.91	400.00
	P.T. 18+87.46	6971761.3154	2497493.0419	N 63°47′32.08″ E			
E-DC-45N-30E-03	P.C. 19+46.12	6971787.2196	2497545.6682	N 63°47′32.08″ E			
	P.I. 20+97.80	6971854.2086	2497681.7614	17°15′01.92″ RT	301.08	151.69	1000.00
	P.T. 22+47.20	6971877.8258	2497831.5985	N 81°02′34.00″ E			
℄ E-DC-45S-30E (DESIGN SPEED: 40 MPH)							
E-DC-45S-30E-01	P.C. 10+23.58	6971568.9529	2497016.4029	N 79°42′23.07″ E			
	P.I. 11+11.87	6971584.7280	2497103.2632	17°58′49.77″ LT	175.11	88.28	558.00
	P.T. 11+98.69	6971626.5459	2497181.0116	N 61°43′33.30″ E			
E-DC-45S-30E-02	P.C. 15+05.53	6971771.8909	2497451.2393	N 61°43′33.30″ E			
	P.I. 16+79.12	6971854.1188	2497604.1188	19°19′00.70″ RT	343.89	173.59	1020.00
	P.T. 18+49.42	6971881.1463	2497775.5921	N 81°02′34.00″ E			
E-DC-45S-30E-03	P.C. 21+20.67	6971923.3801	2498043.5405	N 81°02′34.00″ E			
	P.I. 22+77.78	6971947.8416	2498198.7340	3°24′12.89″ LT	314.13	157.11	5288.00
	P.T. 24+34.80	6971981.4736	2498352.2016	N 77°38′21.11″ E			
E-DC-45S-30E-04	P.C. 28+47.20	6972069.7540	2498755.0380	N 77°38′21.11″ E			
	P.I. 29+40.37	6972089.6992	2498846.0505	2°48′00.98″ RT	186.31	93.17	3812.00
	P.T. 30+33.50	6972105.1741	2498937.9287	N 80°26′22.09″ E			
℄ E-RP-EN-1ST (DESIGN SPEED: 40 MPH)							
E-RP-EN-1ST-01	P.C. 10+00.00	6972712.5888	2500535.4595	N 41°01′47.42″ E			
	P.I. 10+33.04	6972737.5100	2500557.1459	2°30′00.07″ LT	66.06	33.04	1514.00
	P.T. 10+66.06	6972763.3534	2500577.7247	N 38°31′47.35″ E			
E-RP-EN-1ST-02	P.C. 12+44.47	6972902.9229	2500688.8619	N 38°31′47.35″ E			
	P.I. 13+08.35	6972952.8905	2500728.6504	4°49′53.84″ LT	127.67	63.87	1514.00
	P.C.C. 13+72.15	6973006.0318	2500764.0888	N 33°41′53.50″ E			
E-RP-EN-1ST-03	P.C.C. 13+72.15	6973006.0318	2500764.0888	N 33°41′53.50″ E			
	P.I. 14+71.31	6973088.5323	2500819.1061	5°38′15.19″ LT	198.17	99.16	2014.00
	P.T. 15+70.31	6973176.0383	2500865.7527	N 28°03′38.32″ E			
E-RP-EN-1ST-04	P.C. 16+34.11	6973232.3388	2500895.7647	N 28°03′38.32″ E			
	P.I. 17+41.21	6973326.8517	2500946.1465	2°18′55.29″ LT	214.18	107.10	5300.00
	P.R.C. 18+48.29	6973423.3228	2500992.6688	N 25°44′43.02″ E			
E-RP-EN-1ST-05	P.R.C. 18+48.29	6973423.3228	2500992.6688	N 25°44′43.02″ E			
	P.I. 19+85.59	6973546.9935	2501052.3080	4°08′18.86″ RT	274.48	137.30	3800.00
	P.T. 21+22.77	6973666.0377	2501120.7168	N 29°53′01.88″ E			

CURVE NO.
℄ E-RP-EN-HA (D
E-RP-EN-HA-01
E-RP-EN-HA-02
E-RP-EN-HA-03
E-RP-EN-HA-04
℄ E-RP-EX-HA (D
E-RP-EX-HA-01
E-RP-EX-HA-02
E-RP-EX-HA-03
E-RP-EX-HA-04
E-RP-EX-HA-05
E-RP-EX-HA-06
℄ W-GP2 (DESIGN
W-GP2-01
W-GP2-02
W-GP2-03
W-GP2-04
W-GP2-05
℄ W-FR (DESIGN
W-FR-01
W-FR-02
W-FR-03
W-FR-04
W-FR-05
W-FR-06
W-FR-07
W-FR-08
W-FR-09
℄ W-FR2 (DESIGN
W-FR2-01
W-FR2-02
℄ W-DC-EX-45S
W-DC-EX-45S-01
W-DC-EX-45S-02
℄ W-DC-EX-345
W-DC-EX-345-01
W-DC-EX-345-02
W-DC-EX-345-03
W-DC-EX-345-04
W-DC-EX-345-05
℄ W-RP-EN-345
W-RP-EN-345-01
W-RP-EN-345-02
W-RP-EN-345-03

STATION	COORDINATE		BEARING / DELTA	LENGTH	TANGENT	RADIUS
	NORTHING	EASTING		(FT)	(FT)	(FT)
DESIGN SPEED: 40 MPH)						
P.C. 10+00.00	6974065.7468	2501376.9284	N 31°36′49.95″ E			
P.I. 10+52.17	6974110.1787	2501404.2780	4°53′22.74″ RT	104.29	52.17	1222.00
P.R.C. 11+04.29	6974152.1178	2501435.3152	N 36°30′12.69″ E			
P.R.C. 11+04.29	6974152.1178	2501435.3152	N 36°30′12.69″ E			
P.I. 11+38.46	6974179.5915	2501455.6473	1°56′40.22″ LT	68.35	34.18	2014.00
P.T. 11+72.64	6974207.7392	2501475.0354	N 34°33′32.47″ E			
P.C. 13+15.65	6974325.5150	2501556.1592	N 34°33′32.47″ E			
P.I. 15+34.30	6974505.5854	2501680.1915	6°35′10.97″ RT	436.83	218.65	3800.00
P.T. 17+52.47	6974670.2407	2501824.0594	N 41°08′43.44″ E			
P.C. 21+68.65	6974983.6374	2502097.8903	N 41°08′43.44″ E			
P.I. 23+55.22	6975124.1331	2502220.6488	9°16′30.37″ RT	372.33	186.57	2300.00
P.T. 25+40.97	6975243.0064	2502364.4466	N 50°25′13.82″ E			
DESIGN SPEED: 40 MPH)						
P.C. 13+65.30	6972686.0023	2500511.7068	N 56°08′03.11″ E			
P.I. 15+96.83	6972815.0194	2500703.9522	26°04′17.11″ LT	455.03	231.52	1000.00
P.T. 18+20.34	6973015.3987	2500819.9342	N 30°03′46.00″ E			
P.C. 19+36.33	6973115.7931	2500878.0437	N 30°03′46.00″ E			
P.I. 20+68.73	6973230.3750	2500944.3651	2°51′42.66″ LT	264.73	132.39	5300.00
P.T. 22+01.06	6973348.1252	2501004.8829	N 27°12′03.35″ E			
P.C. 23+20.29	6973454.1689	2501059.3841	N 27°12′03.35″ E			
P.I. 24+13.96	6973537.4789	2501102.2013	2°40′58.54″ RT	187.30	93.67	4000.00
P.T. 25+07.60	6973618.6933	2501148.8713	N 29°53′01.88″ E			
P.C. 26+34.99	6973729.1467	2501212.3434	N 29°53′01.88″ E			
P.I. 27+12.19	6973796.0813	2501250.8074	1°40′08.44″ LT	154.39	77.20	5300.00
P.R.C. 27+89.37	6973864.1079	2501287.3056	N 28°12′53.44″ E			
P.R.C. 27+89.37	6973864.1079	2501287.3056	N 28°12′53.44″ E			
P.I. 28+53.24	6973920.3856	2501317.5002	1°55′32.69″ RT	127.72	63.87	3800.00
P.T. 29+17.10	6973975.6169	2501349.5690	N 30°08′26.14″ E			
P.C. 29+77.36	6974027.7322	2501379.8285	N 30°08′26.14″ E			
P.I. 30+80.05	6974116.5405	2501431.3930	9°46′57.37″ RT	204.89	102.69	1200.00
P.T. 31+82.24	6974195.2961	2501497.2971	N 39°55′23.50″ E			
N SPEED: 60 MPH)						
P.C. 521+97.79	6971328.5549	2496530.7704	N 45°44′37.58″ E			
P.I. 522+87.93	6971391.4615	2496595.3317	0°51′04.04″ LT	180.28	90.14	12136.00
P.T. 523+78.07	6971455.3201	2496658.9515	N 44°53′33.54″ E			
P.C. 526+43.40	6971643.2864	2496846.2148	N 44°53′33.54″ E			
P.I. 531+03.40	6971969.1658	2497170.8753	36°52′12.17″ RT	888.04	460.00	1380.00
P.T. 535+31.43	6972035.0718	2497626.1316	N 81°45′45.72″ E			
P.C. 545+60.72	6972182.5406	2498644.7960	N 81°45′45.72″ E			
P.I. 547+37.94	6972207.9312	2498820.1861	1°49′05.64″ LT	354.41	177.22	11168.00
P.T. 549+15.12	6972238.8740	2498994.6822	N 79°56′40.08″ E			
P.C. 552+90.92	6972304.4888	2499364.7045	N 79°56′40.08″ E			
P.I. 562+01.48	6972463.4743	2500261.2734	50°03′38.19″ LT	1703.76	910.56	1950.00
P.T. 569+94.68	6973252.9601	2500714.9519	N 29°53′01.88″ E			
P.C. 579+92.81	6974118.3784	2501212.2651	N 29°53′01.88″ E			
P.I. 589+73.34	6974968.5368	2501700.8092	24°11′55.88″ RT	1931.83	980.53	4574.00
P.C.C. 599+24.64	6975543.7338	2502494.9081	N 54°04′57.76″ E			
SPEED: 40 MPH)						
P.C. 9+54.09	6972132.1166	2499342.9430	N 82°05′01.97″ E			
P.I. 10+83.63	6972149.9576	2497852.7924	4°47′08.72″ LT	258.93	129.54	3100.00
P.T. 12+13.02	6972178.4412	2497979.1646	N 77°17′53.25″ E			
P.C. 12+72.85	6972191.5973	2498037.5342	N 77°17′53.25″ E			
P.I. 13+33.82	6972205.0027	2498097.0093	8°42′57.78″ RT	121.70	60.97	800.00
P.R.C. 13+94.55	6972209.2405	2498157.8290	N 86°00′51.03″ E			
P.R.C. 13+94.55	6972209.2405	2498157.8290	N 86°00′51.03″ E			
P.I. 14+94.03	6972216.1553	2498257.0690	14°10′36.40″ LT	197.95	99.48	800.00
P.T. 15+92.50	6972247.1649	2498351.5931	N 71°50′14.63″ E			
P.C. 17+67.62	6972301.7540	2498517.9927	N 71°50′14.63″ E			
P.I. 17+87.40	6972307.9172	2498536.7795	2°15′55.44″ LT	39.54	19.77	1000.00
P.R.C. 18+07.16	6972314.8182	2498555.3080	N 69°34′19.18″ E			
P.R.C. 18+07.16	6972314.8182	2498555.3080	N 69°34′19.18″ E			
P.I. 19+12.92	6972351.7295	2498654.4113	12°04′25.11″ RT	210.72	105.75	1000.00
P.T. 20+17.89	6972367.0951	2498759.0431	N 81°38′44.30″ E			
P.C. 24+74.01	6972433.3673	2499210.3248	N 81°38′44.30″ E			
P.I. 25+40.68	6972443.0535	2499276.2829	7°37′40.86″ RT	133.13	66.67	1000.00
P.R.C. 26+07.14	6972443.8986	2499342.9430	N 89°16′25.15″ E			
P.R.C. 26+07.14	6972443.8986	2499342.9430	N 89°16′25.15″ E			
P.I. 26+89.68	6972444.9449	2499425.4748	9°26′12.53″ LT	164.70	82.54	1000.00
P.T. 27+71.85	6972459.5090	2499506.7181	N 79°50′12.62″ E			
P.C. 28+85.86	6972479.6269	2499618.9427	N 79°50′12.62″ E			
P.I. 29+97.68	6972499.3568	2499729.0032	21°06′46.40″ LT	221.09	111.81	600.00
P.T. 31+06.95	6972557.4069	2499824.5687	N 58°43′26.22″ E			
P.C. 32+58.09	6972635.8697	2499953.7390	N 58°43′26.22″ E			
P.I. 35+15.23	6972769.3668	2500173.5100	16°15′35.99″ LT	510.82	257.14	1800.00
P.T. 37+68.91	6972959.0592	2500347.1116	N 42°27′50.23″ E			
N SPEED: 40 MPH)						
P.C. 11+77.79	6974422.9821	2501238.4463	N 28°12′07.10″ E			
P.I. 12+63.31	6974498.3541	2501278.8637	11°47′39.98″ RT	170.45	85.52	828.00
P.T. 13+48.23	6974563.8733	2501333.8339	N 39°59′47.08″ E			
P.C. 16+18.80	6974771.1529	2501507.7400	N 39°59′47.08″ E			
P.I. 16+76.24	6974815.1530	2501544.6558	2°10′29.08″ RT	114.86	57.44	3026.00
P.T. 17+33.66	6974857.7206	2501583.2147	N 42°10′16.17″ E			
(DESIGN SPEED: 40 MPH)						
P.C. 10+00.00	6971808.2018	2496886.9019	N 31°18′16.33″ E			
P.I. 11+16.70	6971907.9104	2496947.5366	26°16′29.09″ RT	229.29	116.70	500.00
P.C.C. 12+29.29	6971970.4759	2497046.0452	N 57°34′45.42″ E			
P.C.C. 12+29.29	6971970.4759	2497046.0452	N 57°34′45.42″ E			
P.I. 13+49.39	6972034.8628	2497147.4216	23°38′04.18″ RT	236.77	120.10	574.00
P.T. 14+66.07	6972053.2071	2497266.1075	N 81°12′49.60″ E			
(DESIGN SPEED: 40 MPH)						
P.C. 11+97.20	6972122.9847	2496650.2358	S 55°23′56.56″ E			
P.I. 14+19.98	6971996.4783	2496833.6108	43°23′13.84″ LT	424.06	222.78	560.00
P.T. 16+21.26	6972030.5073	2497053.7750	N 81°12′49.60″ E			
P.C. 20+68.53	6972098.8275	2497495.7998	N 81°12′49.60″ E			
P.I. 21+44.28	6972110.3982	2497570.6609	1°26′47.91″ RT	151.49	75.75	6000.00
P.T. 22+20.03	6972120.0752	2497645.7902	N 82°39′37.51″ E			
P.C. 24+83.93	6972153.7892	2497907.5345	N 82°39′37.51″ E			
P.I. 26+22.54	6972171.4968	2498045.0104	4°10′41.06″ LT	277.10	138.61	3800.00
P.T. 27+61.03	6972199.1734	2498180.8307	N 78°28′56.45″ E			
P.C. 29+69.32	6972240.7615	2498384.9209	N 78°28′56.45″ E			
P.I. 31+62.79	6972279.3923	2498574.4983	4°10′52.47″ RT	386.78	193.47	5300.00
P.T. 33+56.09	6972304.0979	2498766.3878	N 82°39′48.92″ E			
P.C. 39+74.83	6972383.1079	2499380.0630	N 82°39′48.92″ E			
P.I. 42+06.75	6972412.7221	2499610.0778	17°34′39.72″ LT	460.18	231.91	1500.00
P.T. 44+35.02	6972510.4177	2499820.4094	N 65°05′09.19″ E			
(DESIGN SPEED: 40 MPH)						
P.C. 12+40.90	6972281.7000	2498525.7237	N 78°28′56.4475″ E			
P.I. 12+76.34	6972288.7745	2498560.4417	1°04′06.3410″ LT	70.86	35.43	3800.00
P.R.C. 13+11.76	6972296.4953	2498595.0217	N 77°24′50.1065″ E			
P.R.C. 13+11.76	6972296.4953	2498595.0217	N 77°24′50.1065″ E			
P.I. 15+77.00	6972354.2913	2498853.8818	5°43′47.4606″ RT	530.03	265.23	5300.00
P.R.C. 18+41.79	6972385.9545	2499117.2187	N 83°08′37.5671″ E			
P.R.C. 18+41.79	6972385.9545	2499117.2187	N 83°08′37.5671″ E			
P.I. 19+51.48	6972399.0494	2499226.1267	3°18′24.9449″ LT	219.32	109.69	3800.00
P.T. 20+61.11	6972418.4048	2499334.0979	N 79°50′12.6222″ E			

CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH	TANGENT	RADIUS
		NORTHING	EASTING		(FT)	(FT)	(FT)
℄ W-RP-EN-HA (DESIGN SPEED: 40 MPH)							
W-RP-EN-HA-01	P.C. 10+00.00	6972751.7689	2500208.7380	N 51°11′28.16″ E			
	P.I. 12+64.21	6972917.3566	2500414.6225	18°11′41.54″ LT	523.97	264.21	1650.00
	P.T. 15+23.97	6973138.9523	2500558.5080	N 32°59′46.62″ E			
W-RP-EN-HA-02	P.C. 15+98.91	6973201.8049	2500599.3191	N 32°59′46.62″ E			
	P.I. 16+49.94	6973244.5965	2500627.1044	3°06′44.73″ LT	102.02	51.02	1878.00
	P.T. 17+00.93	6973288.8336	2500652.5252	N 29°53′01.88″ E			
W-RP-EN-HA-03	P.C. 17+42.90	6973325.2242	2500673.4371	N 29°53′01.88″ E			
	P.I. 18+56.57	6973423.7807	2500730.0727	4°49′17.32″ LT	227.21	113.67	2700.00
	P.R.C. 19+70.11	6973526.7488	2500778.2240	N 25°03′44.57″ E			
W-RP-EN-HA-04	P.R.C. 19+70.11	6973526.7488	2500778.2240	N 25°03′44.57″ E			
	P.I. 21+15.36	6973658.3198	2500839.7511	3°08′22.54″ RT	290.42	145.25	5300.00
	P.T. 22+60.53	6973786.3236	2500908.3918	N 28°12′07.10″ E			
℄ W-RP-EX-1ST (DESIGN SPEED: 40 MPH)							
W-RP-EX-1ST-01	P.C. 10+00.00	6972824.3026	2500209.8541	N 48°35′22.55″ E			
	P.I. 10+96.31	6972888.0087	2500282.0881	6°07′32.32″ LT	192.44	96.31	1800.00
	P.T. 11+92.44	6972959.0592	2500347.1116	N 42°27′50.23″ E			
W-RP-EX-1ST-02	P.C. 13+39.54	6973067.5715	2500446.4193	N 42°27′50.23″ E			
	P.I. 14+26.54	6973131.7527	2500505.1563	12°24′47.76″ LT	173.32	87.00	800.00
	P.T. 15+12.86	6973207.0597	2500548.7237	N 30°03′02.46″ E			
W-RP-EX-1ST-03	P.C. 16+48.75	6973324.6851	2500616.7736	N 30°03′02.46″ E			
	P.I. 17+38.40	6973402.2862	2500661.6682	2°42′10.84″ LT	179.27	89.65	3800.00
	P.T. 18+28.02	6973481.9182	2500702.8532	N 27°20′51.62″ E			
W-RP-EX-1ST-04	P.C. 25+18.73	6974095.4301	2501020.1571	N 27°20′51.62″ E			
	P.I. 26+67.23	6974227.3306	2501088.3751	14°06′31.38″ RT	295.49	148.50	1200.00
	P.T. 28+14.22	6974338.6234	2501186.6877	N 41°27′23.01″ E			
℄ W-RP-EX-CC (DESIGN SPEED: 40 MPH)							
W-RP-EX-CC-01	P.C. 10+00.00	6971605.4086	2496704.4876	N 40°45′16.9688″ E			
	P.I. 10+83.23	6971668.4570	2496758.8226	5°56′26.8186″ RT	166.31	83.23	1604.00
	P.C.C. 11+66.31	6971725.5431	2496819.3913	N 46°41′43.7874″ E			
W-RP-EX-CC-02	P.C.C. 11+66.31	6971725.5431	2496819.3913	N 46°41′43.7874″ E			
	P.I. 16+25.71	6972040.6355	2497153.7066	35°23′18.1784″ RT	889.41	459.40	1440.00
	P.T. 20+55.72	6972103.9058	2497608.7306	N 82°05′01.9658″ E			
W-RP-EX-CC-03	P.C. 23+75.04	6972147.8832	2497925.0049	N 82°05′01.9658″ E			
	P.I. 24+90.11	6972163.7315	2498038.9818	2°29′15.4227″ RT	230.11	115.07	5300.00
	P.T. 26+05.15	6972174.6178	2498153.5391	N 84°34′17.3886″ E			
W-RP-EX-CC-04	P.C. 27+71.99	6972190.4015	2498319.6305	N 84°34′17.3886″ E			
	P.I. 29+01.92	6972202.6939	2498448.9841	2°48′31.6728″ LT	259.82	129.94	5300.00
	P.T. 30+31.81	6972221.3103	2498577.5800	N 81°45′45.7157″ E			
℄ W-RP-EX-PK (DESIGN SPEED: 40 MPH)							
W-RP-EX-PK-01	P.C. 12+99.54	6975068.5904	2501765.1501	N 43°56′11.83″ E			
	P.I. 14+57.77	6975182.5327	2501874.9396	9°02′49.3582″ RT	315.8	158.23	2000.00
	P.T. 16+15.34	6975277.7937	2502001.2802	N 52°59′01.19″ E			
℄ X-1ST (DESIGN SPEED: 30 MPH) (PRINCIPAL ARTERIAL)							
X-1ST-01	P.C. 11+70.65	6972977.8548	2500019.4890	S 44°57′48.97″ E			
	P.I. 11+94.36	6972961.0763	2500036.2462	7°36′01.69″ RT	47.36	23.71	357.00
	P.R.C. 12+18.01	6972942.2288	2500050.6370	S 37°21′47.27″ E			
X-1ST-02	P.R.C. 12+18.01	6972942.2288	2500050.6370	S 37°21′47.27″ E			
	P.I. 13+46.31	6972840.2477	2500128.5035	39°32′16.54″ LT	246.35	128.31	357.00
	P.T. 14+64.36	6972811.1685	2500253.4744	S 76°54′03.82″ E			
X-1ST-03	P.C. 17+87.91	6972737.8410	2500568.6070	S 76°54′03.82″ E			
	P.I. 18+33.39	6972727.5339	2500612.9028	14°50′56.73″ LT	90.45	45.48	349.00
	P.T. 18+78.36	6972728.9229	2500658.3608	N 88°14′59.45″ E			
X-1ST-04	P.C. 19+62.53	6972731.4937	2500742.4955	N 88°14′59.45″ E			
	P.I. 20+45.69	6972734.0335	2500825.6180	26°13′32.98″ RT	163.41	83.16	357.00
	P.R.C. 21+25.94	6972699.5792	2500901.3062	S 65°31′27.57″ E			
X-1ST-05	P.R.C. 21+25.94	6972699.5792	2500901.3063	S 65°31′27.57″ E			
	P.I. 21+50.52	6972689.3980	2500923.6720	7°52′31.68″ LT	49.07	24.57	357.00
	P.T. 21+75.01	6972682.3774	2500947.2218	S 73°23′59.24″ E			
℄ X-2ND (DESIGN SPEED: 30 MPH) (PRINCIPAL ARTERIAL)							
X-2ND-01	P.C. 11+23.77	6972692.5191	2499853.7281	S 44°30′33.25″ E			
	P.I. 12+09.49	6972631.3886	2499913.8203	28°52′16.36″ LT	167.80	85.72	333.00
	P.T. 12+91.57	6972606.8712	2499995.9598	S 73°22′49.61″ E			
℄ X-4TH (DESIGN SPEED: 30 MPH)							
TANGENT	P.O.B. 10+00.00	6972496.5800	2499674.8180	BEARING	LENGTH		
	P.O.E. 13+33.02	6972254.0739	2499903.0531	S 43°15′48.79″ E	333.02		
℄ X-CA (DESIGN SPEED: 30 MPH)							
X-CA-01	P.C. 10+25.53	6975495.9772	2501956.5398	S 45°14′21.22″ E			
	P.I. 10+39.34	6975486.2502	2501966.3484	4°31′13.39″ LT	27.61	13.81	350.00
	P.R.C. 10+53.14	6975477.3264	2501976.8932	S 49°45′34.62″ E			
X-CA-02	P.R.C. 10+53.14	6975477.3264	2501976.8932	S 49°45′34.62″ E			
	P.I. 10+69.71	6975466.6217	2501989.5424	4°44′40.18″ RT	33.12	16.57	400.00
	P.T. 10+86.27	6975454.9074	2502001.2629	S 45°00′54.43″ E			
℄ X-CM (DESIGN SPEED: 30 MPH) (PRINCIPAL ARTERIAL)							
TANGENT	P.O.B. 10+00.00	6973577.9052	2500138.8599	BEARING	LENGTH		
	P.O.E. 23+35.58	6973196.8475	2501418.9255	S 73°25′20.88″ E	1335.58		
℄ X-DART2 (DESIGN SPEED: 30 MPH)							
X-DART2	P.C. 21+38.09	6973603.0007	2501273.7650	S 73°40′51.72″ E			
	P.I. 22+35.97	6973575.4977	2501367.7025	10°10′11.53″ LT	195.25	97.88	1100.00
	P.T. 23+33.33	6973565.0131	2501465.0202	S 83°51′03.25″ E			
℄ X-EX (DESIGN SPEED: 30 MPH) (PRINCIPAL ARTERIAL)							
X-EX-01	P.C. 13+22.86	6973217.0083	2500344.6158	S 73°26′24.96″ E			
	P.I. 13+55.59	6973207.6791	2500375.9906	4°41′09.42″ RT	65.43	32.73	800.00
	P.R.C. 13+88.29	6973195.8179	2500406.4983	S 68°45′15.53″ E			
X-EX-02	P.R.C. 13+88.29	6973195.8179	2500406.4983	S 68°45′15.53″ E			
	P.I. 14+31.12	6973180.2990	2500446.4140	6°07′42.91″ LT	85.57	42.83	800.00
	P.T. 14+73.86	6973169.1302	2500487.7584	S 74°52′58.44″ E			
X-EX-03	P.C. 18+73.09	6973065.0149	2500873.1695	S 74°52′58.44″ E			
	P.I. 19+15.49	6973053.9573	2500914.1022	6°04′03.61″ RT	84.72	42.40	800.00
	P.R.C. 19+57.81	6973038.6349	2500953.6367	S 68°48′54.84″ E			
X-EX-04	P.R.C. 19+57.81	6973038.6349	2500953.6367	S 68°48′54.84″ E			
	P.I. 19+90.11	6973026.9602	2500983.7599	4°37′30.12″ LT	64.58	32.31	800.00
	P.T. 20+22.38	6973017.7524	2501014.7263	S 73°26′24.96″ E			
℄ X-HA (DESIGN SPEED: 30 MPH) (PRINCIPAL ARTERIAL)							
X-HA-01	P.C. 11+32.75	6974395.0749	2501025.6011	S 45°38′04.98″ E			
	P.I. 11+47.42	6974384.8157	2501036.0902	5°02′44.46″ LT	29.33	14.67	333.00
	P.T. 11+62.08	6974375.5188	2501047.4409	S 50°40′49.44″ E			
X-HA-02	P.C. 11+98.55	6974352.4043	2501075.6616	S 50°40′49.44″ E			
	P.I. 12+25.87	6974335.0962	2501096.7932	6°15′14.21″ LT	54.58	27.32	500.00
	P.R.C. 12+53.13	6974320.1931	2501119.6845	S 56°56′03.65″ E			
X-HA-03	P.R.C. 12+53.13	6974320.1931	2501119.6845	S 56°56′03.65″ E			
	P.I. 13+03.42	6974292.7571	2501161.8264	7°11′36.47″ RT	100.44	50.29	800.00
	P.T. 13+53.57	6974260.2600	2501200.2011	S 49°44′27.17″ E			
X-HA-04	P.C. 14+92.17	6974170.6924	2501305.9684	S 49°44′27.17″ E			
	P.I. 15+81.71	6974112.8229	2501374.3047	12°46′24.75″ RT	178.35	89.55	800.00
	P.T. 16+70.52	6974041.2765	2501428.1548	S 36°58′02.42″ E			
X-HA-05	P.C. 18+18.75	6973922.8413	2501517.2964	S 36°58′02.42″ E			
	P.I. 18+56.64	6973892.5673	2501540.0824	8°40′02.56″ LT	75.64	37.89	500.00
	P.T. 18+94.39	6973866.0729	2501567.1704	S 45°38′04.98″ E			
℄ X-MX (DESIGN SPEED: 30 MPH) (MAJOR COLLECTOR)							
X-MX-01	P.C. 12+30.83	6972279.0678	2497037.6228	S 13°43′23.33″ E			
	P.I. 13+74.31	6972139.6871	2497071.6598	32°01′19.10″ LT	279.44	143.48	500.00
	P.T. 15+10.27	6972039.5619	2497174.4238	S 45°44′42.43″ E			
X-MX-02	P.C. 20+14.02	6971688.0221	2497535.2280	S 45°44′42.43″ E			
	P.I. 20+35.13	6971673.2902	2497550.3481	4°50′06.92″ LT	42.20	21.11	500.00
	P.T. 20+56.22	6971659.8853	2497566.6561	S 50°34′49.35″ E			
℄ X-PK (DESIGN SPEED: 30 MPH) (PRINCIPAL ARTERIAL)							
TANGENT	P.O.B. 10+00.00	6975140.7523	2501282.6335	BEARING	LENGTH		
	P.O.E. 20+47.95	6974409.3930	2502033.1699	S 45°44′29.09″ E	1047.95		


SUPERELEVATION SIGN CONVENTION
℄
(−)
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(+)
(−)

SUPERELEVATION

BASELINE	END FULL SUPER OR NORMAL CROWN/BEGIN TRANSITION		END TRANSITION/BEGIN FULL SUPER OR NORMAL CROWN	
	STA	e	STA	e
E-GP2	527+25.00	-5.2	528+32.00	-6.0
	536+02.00	-6.0	539+00.00	-2.5
	546+37.00	-2.5	554+68.00	5.6
	568+77.00	5.6	577+08.00	-2.5
	579+78.00	-2.5	580+72.00	-3.4
	598+78.00	-3.4	599+82.00	-4.4
W-GP2	527+10.00	-4.4	527+92.00	-6.0
	534+66.00	-6.0	539+02.00	2.5
	550+66.00	2.5	553+31.00	5.6
	569+54.00	5.6	572+20.00	2.5
	575+64.00	2.5	580+69.00	-3.4
	598+73.00	-3.4	599+77.00	-4.4
ML-EB-WB	527+30.00	-3.5	528+30.00	-6.0
	535+83.00	-6.0	536+70.00	-2.5
	550+72.00	-2.5	553+97.00	5.6
	569+57.00	5.6	572+82.00	-2.5
	580+22.00	-2.5	580+59.00	-3.4
E-CD-30E	16+43.00	-2.0	17+43.00	-6.0
E-CD-2ND	11+18.00	-2.0	12+06.00	-5.6
	14+08.00	-5.6	14+96.00	-2.0
	16+49.00	-2.0	17+02.00	-4.2
	21+65.00	-4.2	22+20.00	-2.0
E-DC-45N-30E			14+46.49	-6.0
	18+75.00	-6.0	19+34.00	-3.70
	19+64.41	-3.70		
E-DC-45S-30E	11+98.83	6.4	16+63.00	-4.8
	18+37.00	-4.8	19+54.00	-2.0
	26+47.00	-2.0	27+03.03	-0.9
E-RP-EX-HA	13+63.11	5.6	13+97.00	4.8
	17+92.00	4.8	20+74.00	-2.0
E-RP-EN-1ST	11+28.00	-2.0	12+74.00	4.0
	13+72.00	4.0	13+87.00	3.4
	15+71.00	3.4	15+78.00	3.1
E-RP-EN-HA	20+85.00	-2.0	21+19.63	-3.4
W-DC-EX-345	16+28.33	3.2	17+30.00	2.0
	35+78.00	2.0	36+11.08	2.6
W-DC-EX-45	12+54.68	-3.9	13+39.03	2.3
W-RP-EX-CC	11+43.00	-4.0	20+34.00	-4.0
	20+34.00	-4.0	22+53.00	2.5
W-RP-EX-1ST	10+29.70	2.0	10+80.00	3.6
	11+87.00	3.6	12+37.00	2.0
	12+44.00	2.0	13+50.00	5.4
	15+02.00	5.4	16+07.00	2.0
	22+80.00	2.0	25+45.00	-4.4
	28+06.00	-4.4	28+81.00	-2.0
	29+80.00	-2.0	30+39.09	-3.4
W-RP-EN-HA	20+84.93	2.5	20+97.00	2.0
W-RP-EX-PK	10+73.00	2.0	13+24.00	-3.4

RETAINING WALLS

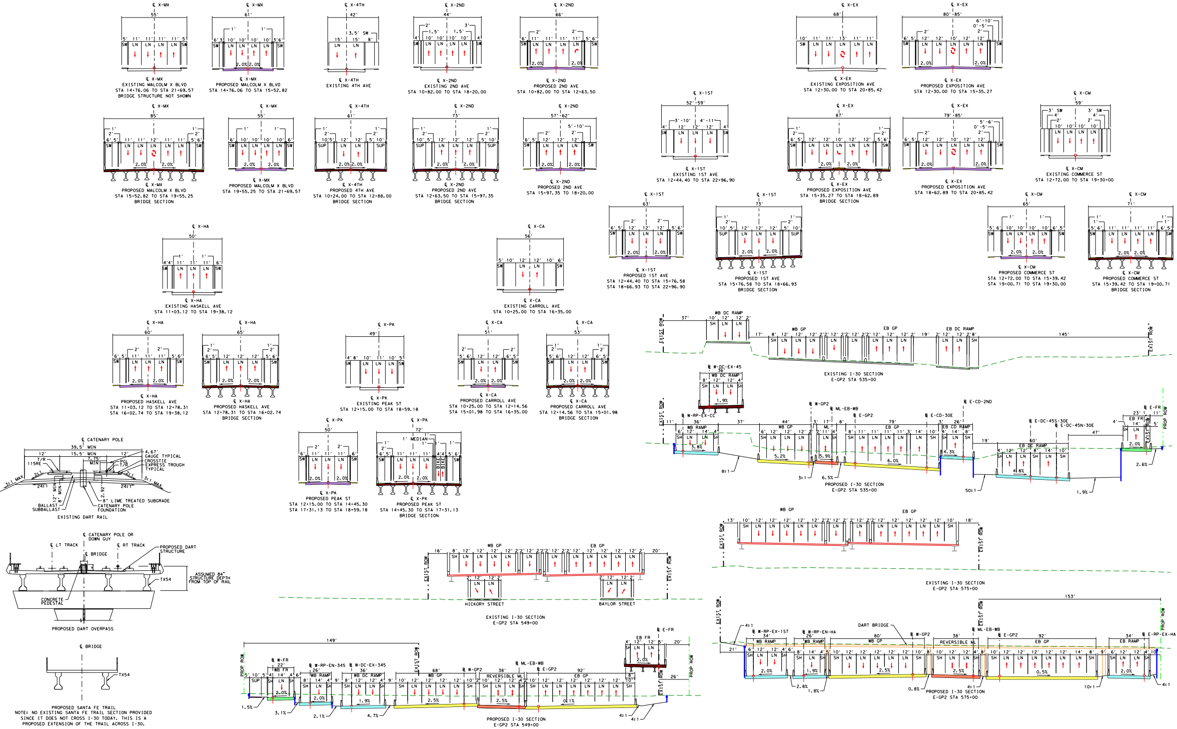
POINT	ALIGNMENT	WALL BEGIN	WALL END
RW-100	E-GP2	548+31, 82′ RT	557+31, 82′ RT
RW-101	ML-EB-WB	578+45, 4′ RT	579+42, 4′ RT
RW-102	E-GP2	595+89, 98′ RT	601+67, 98′ RT
RW-200	W-GP2	557+21, 81.5′ LT	559+39, 83′ LT
RW-201	W-GP2	595+29, 105′ LT	600+77, 96.5′ LT
RW-300	E-CD-2ND	11+15, 6′ RT	16+00, 7.3′ RT
RW-301	E-DC-45N-30E	15+40, 26.2′ RT	18+25, 27.7′ RT
RW-302	E-FR	10+49, 39′ LT	19+25, 19′ LT
RW-303	E-CD-2ND	17+39, 18′ LT	23+13, 18′ LT
RW-304	E-CD-2ND	18+68, 8′ RT	23+13, 8′ RT
RW-305	E-FR	14+51, 6′ RT	19+25, 6′ RT
RW-306	E-FR	33+65, 6′ RT	39+36, 17.5′ RT
RW-307	E-FR	34+88, 38′ LT	38+72, 42.5′ LT
RW-308	E-FR	39+89, 37′ LT	41+00, 26′ LT
RW-309	E-FR	40+42, 12.5′ RT	42+19, 12.5′ RT
RW-310	E-RP-EX-HA	13+66, 4′ RT	18+41, 7.5′ RT
RW-311	E-RP-EN-1ST	12+44, 8′ RT	15+62, 6′ RT
RW-312	E-RP-EN-1ST	12+44, 18′ LT	15+01, 18′ LT
RW-313	E-RP-EX-HA	19+32, 8′ RT	21+39, 5′ RT
RW-314	E-RP-EX-HA	22+12, 8′ RT	25+16, 18.3′ RT
RW-315	E-RP-EX-HA	24+50, 30′ LT	29+97, 30′ LT
RW-316	E-RP-EX-HA	25+73, 17.5′ RT	29+65, 4′ RT
RW-317	E-FR2	10+83, 17.5′ RT	13+36, 56′ RT
RW-318	E-FR2	13+73, 45.5′ RT	15+13, 17.5′ RT
RW-320	E-RP-EN-HA	10+81, 14.5′ LT	17+45, 21′ LT
RW-321	E-FR2	14+50, 37′ LT	16+79, 40′ LT
RW-322	E-RP-EN-HA	17+42, 9.5′ RT	24+08, 12.7′ RT
RW-400	W-RP-EX-CC	11+43, 18′ RT	15+00, 20′ RT
RW-401	W-RP-EX-CC	11+43, 8′ LT	15+98, 24′ LT
RW-402	W-RP-EX-CC	16+89, 22′ LT	26+79, 39′ LT
RW-402A	W-FR	14+61, 4′ LT	15+05, 28′ LT
RW-402B	W-FR	15+17, 96′ LT	15+82, 20′ LT
RW-403	W-FR	15+82, 20′ LT	19+36, 19.5′ LT
RW-403A	W-FR	19+26, 58′ LT	19+46, 30′ LT
RW-403B	W-FR	19+65, 97′ LT	20+22, 18′ LT
RW-404	W-DC-EX-345	31+74, 28′ RT	34+02, 28′ RT
RW-405	W-DC-EX-345	31+75, 24.5′ LT	33+99, 37.5′ LT
RW-406	W-FR	20+22, 19.5′ LT	23+86, 19.5′ LT
RW-407	W-RP-EN-345	17+07, 21′ RT	20+61, 21′ RT
RW-408	W-FR	26+00, 46′ RT	29+25, 22′ RT
RW-409	W-FR	21+58, 18′ RT	24+93, 18′ RT
RW-410	W-FR	24+89, 19.5′ LT	27+72, 19.5′ LT
RW-411	W-FR	28+86, 20.5′ LT	31+72, 11.5′ LT
RW-412	W-FR	33+56, 17.5′ LT	35+13, 17.5′ LT
RW-413	W-FR	33+41, 27′ RT	35+45, 33′ RT
RW-414	W-RP-EX-1ST	10+42, 6.0′ LT	14+08, 9.0′ LT
RW-415	W-RP-EX-1ST	10+93, 35′ RT	14+21, 31′ RT
RW-416	W-RP-EX-1ST	15+01, 8.5′ LT	17+19, 9′ LT
RW-417	W-RP-EX-1ST	15+32, 30.8′ RT	19+52, 31′ RT
RW-418	W-RP-EX-1ST	17+92, 11.5′ LT	20+91, 9.2′ LT
RW-419	W-RP-EX-1ST	21+49, 8′ LT	27+29, 10.3′ LT
RW-420	W-RP-EN-HA	22+90, 8′ LT	26+31, 8′ LT
RW-421	W-RP-EN-HA	23+26, 18′ RT	26+31, 18′ RT
RW-422	W-RP-EX-1ST	27+94, 12.2′ LT	30+64, 43.3′ LT
RW-423	W-FR2	13+34, 28′ RT	16+70, 33′ RT
RW-424	W-FR2	15+15, 30′ LT	16+28, 21.4′ LT
RW-425	W-FR2	16+58, 19.3′ LT	16+84, 18′ LT
RW-426	W-RP-EX-PK	10+59, 6′ LT	17+13, 11′ LT
RW-427	W-RP-EX-PK	10+58, 45.5′ RT	14+25, 32.2′ RT

PROPERTY OWNERS

MAP ID	OWNER	PROPERTY ADDRESS
276	PATRICK REALTY CORP	530 S HALL ST
285	PETER NEELY COMPANY LLC	528 S HALL ST
289	DEEP ELLUM HALL LLC	514 S HALL ST
296	CENTRAL DALLAS COMMUNITY DEV CORP	1625 S MALCOLM X BLVD
299	DEEP ELLUM HALL LLC	2830 JEFFRIES ST
318	STILLWATER DEEP ELLUM LLC	400 S HALL ST
322	JEON TINA	1601 JEFFRIES ST
330	BARTZ ARTHUR G SUPPLEMENTAL	1515 JEFFRIES ST
335	CITYSQUARE	1610 S MALCOLM X BLVD
345	PS LPT PROPERTIES INVESTORS	1611 CHESTNUT ST
346	HENDERSON WADE	1604 JEFFRIES ST
353	HENDERSON WADE	1608 JEFFRIES ST
356	HENDERSON WADE	1612 JEFFRIES ST
359	HENDERSON WADE	1616 JEFFRIES ST
364	MUHAMED MULAT	1624 JEFFRIES ST
367	HENDERSON WADE	1614 JEFFRIES ST
369	KAYE KATRINA &	2911 DAWSON ST
372	SMITH MARGUERITE M	2960 E R L THORNTON FWY
373	MORENO AUGUSTINE M	2913 DAWSON ST
375	JAMAICA 2018 MGMT TRUST	2917 DAWSON ST
377	JAMAICA ROBERT & EVA	2921 DAWSON ST
378	SMITH KEITH	2900 DAWSON ST
379	DALLAS CITY OF	3131 DAWSON ST
388	DALLAS CITY OF	3010 DAWSON ST
389	SAFAVIMATIN PARVIN	1703 CHESTNUT ST
392	DALLAS CITY OF	1601 BAYLOR ST
393	HICKORY NUTS LLC	1715 CHESTNUT ST
395	DALLAS CITY OF	1605 BAYLOR ST
397	DALLAS CITY OF	1609 BAYLOR ST
399	MORALES ANDREW &	3001 HICKORY ST
400	BARTZ ARTHUR G SUPPLEMENTAL	1613 BAYLOR ST
404	1818 CHESTNUT LLC	1802 CHESTNUT ST
408	DALLAS CITY OF	1600 BAYLOR ST
409	BELCLAIRE REALTY LTD	3014 HICKORY ST
410	42 OPP ZONE LP	1620 BAYLOR ST
412	1818 CHESTNUT LLC	1818 CHESTNUT ST
416	42 OPP ZONE LP	3103 HICKORY ST
420	DART	555 2ND AVE
423	BELCLAIRE REALTY LTD	1717 BAYLOR ST
429	NATIONAL ADVERTISING CO	1714 BAYLOR ST
430	DALLAS AREA RAPID TRANSIT	3101 OAK LN
431	ROGERS JAMES F	3200 HICKORY ST
432	DALLAS AREA RAPID TRANSIT	3101 OAK LN
435	ROGERS JAMES F	3203 HICKORY ST
436	DALLAS CITY OF	1840 CHESTNUT ST
447	DART	555 2ND AVE
449	KAELSON COMPANY	501 S 2ND AVE
462	DART	555 2ND AVE
463	PETO HOLDINGS LLC	502 S 2ND AVE
473	DART	555 2ND AVE
480	621 CARROLL LLC	417 1ST AVE
481	BANK ONE TEXAS NA TRUSTEE	417 1ST AVE
483	621 CARROLL LLC	400 1ST AVE
484	BANK ONE TEXAS NA TRUSTEE	400 1ST AVE
491	621 CARROLL LLC	418 1ST AVE
492	BANK ONE TEXAS NA TRUSTEE	418 1ST AVE
494	BELCLAIRE INV CORP &	601 1ST AVE
497	DART	555 2ND AVE
498	621 CARROLL LLC	507 EXPOSITION AVE
499	ASH & THIRD LLC	3301 OAK LN
500	500 EXPOSITION LTD	500 EXPOSITION AVE
501	500 EXPOSITION LTD	500 EXPOSITION AVE
502	500 EXPOSITION LTD	3900 COMMERCE ST
503	MINNICK GREGORY J &	636 3RD AVE
504	DART	555 2ND AVE
505	GRTP LTD	3407 OAK LN
506	WILLOW STREET HOLDINGS LP	3808 WILLOW ST
507	DART	3812 WILLOW ST
508	SIMBOLWOOD LTD	3912 WILLOW ST
509	GRUBBS DAVID K	700 3RD AVE
510	3900 COMMERCE 1996 LTD	4003 COMMERCE ST
511	DART	555 2ND AVE
516	CITY PARK A LOT LP	704 S 2ND AVE
518	THIRD AND ASH LLC	704 3RD AVE
519	PATRICK MEDIA GROUP INC	701 1ST AVE
520	DALLAS AREA RAPID TRANSIT	317 S HILL AVE
522	4008 COMMERCE OPERATIONS	4006 COMMERCE ST
523	4008 COMMERCE OPERATIONS	4008 COMMERCE ST
524	CITY PARK A LOT LP	708 S 2ND AVE
526	CITY PARK A LOT LP	705 1ST AVE
528	DART	555 2ND AVE
529	CITY PARK A LOT LP	709 1ST AVE
530	BELCLAIRE REALTY LTD	712 2ND AVE
533	4008 COMMERCE OPERATIONS LLC	4018 COMMERCE ST
534	WILLOW SOUTH HASKELL HOLDINGS LLC	403 S HASKELL AVE
536	PAYNE OUIDA M	715 2ND AVE
538	CITY PARK A LOT LP	716 2ND AVE
540	BELCLAIRE REALTY LTD	713 1ST AVE
544	DART	555 2ND AVE
546	PARK A LOT LP	720 2ND AVE
547	DALLAS CITY OF	501 S HILL AVE
549	BELCLAIRE REALTY LTD	721 1ST AVE
550	ELLER MEDIA COMPANY	713 EXPOSITION AVE
554	GONZALES ALEX	710 EXPOSITION AVE
555	DALLAS CITY OF	411 S HASKELL AVE
556	DART	555 2ND AVE
557	PARK A LOT LP	728 2ND AVE
562	GONZALES ALEX	4043 COMMERCE ST
563	ASH LLC	3525 ASH LN
564	BELCLAIRE REALTY LTD	721 EXPOSITION AVE
574	BELCLAIRE REALTY LTD	726 1ST AVE
575	EXTRA SPACE PROPERTIES TWO LLC	503 S HASKELL AVE
576	BOUCHER DANIEL D &	4040 COMMERCE ST
581	BELCLAIRE REALTY LTD	730 1ST AVE
584	BELCLAIRE REALTY LTD	3609 ASH LN
587	BERT CONCESSIONS INC	729 EXPOSITION AVE
588	PERRY LOTS LLC	514 S HILL AVE
597	TOPLETZ INVESTMENTS	514 S HILL AVE
599	BOUCHER DANIEL D &	4044 COMMERCE ST
606	EXTRA SPACE PROPERTIES TWO LLC	603 S HASKELL AVE
609	SAMADIAN FAMILY LTD PS	500 S HASKELL AVE
618	HOLY DAVID E	4107 TERRY ST
623	HOLY DAVID E	4111 TERRY ST
629	RODRIGUEZ JAVIER	4115 TERRY ST
630	619 SOUTH HILL LLC	619 S HILL AVE
634	4100 COMMERCE LP	4100 COMMERCE ST
636	RODRIGUEZ JAVIER	4119 TERRY ST
638	SAMADIAN FAMILY LIMITED PARTNERSHIP	4210 SANTA FE AVE
638A	HOLY DRILLING LLC	4203 TERRY ST
641	RODRIGUEZ JAVIER	4123 TERRY ST
647	HILL HASKELL LLC	620 S HILL AVE
649	BLOCK 811 LTD	820 EXPOSITION AVE
653	VEGA MIKE	501 N PEAK ST
656	4100 COMMERCE LP	4100 COMMERCE ST
658	SAMADIAN FAMILY LIMITED PARTNERSHIP	505 S PEAK ST
660	DART	555 2ND AVE
664	HILL HASKELL LLC	4000 ASH LN
672	HILL HASKELL LLC	717 S HASKELL AVE
675	PICCOLA FAMILY LTD PS	4315 TERRY ST
676	BLOCK 809 PROPERTIES LTD	3809 PARRY AVE
678	CITY PARK A LOT LP	723 S HASKELL AVE
682	DALLAS AREA RAPID TRANSIT	403 REUNION BLVD
684	FAIRCLOTH STEPHEN &	720 S HASKELL AVE
688	FAIRCLOTH STEPHEN &	722 S HASKELL AVE
690	KUNOFSKY MORRIS &	702 FLETCHER ST
692	TORRES MARTIN	713 FLETCHER ST
693	FAIRCLOTH STEPHEN &	719 FLETCHER ST
696	SAFE CAPITAL INVESTMENTS LLC	513 ANN AVE
697	FAIRCLOTH STEVEN &	723 FLETCHER ST
700	TRIPLETT RICHARD N &	800 S HASKELL AVE
701	DART	821 S HASKELL AVE
711	PICCOLA FAMILY LTD PS THE	4224 ASH LN
715	CARROLL 505 LP	512 ANN AVE
722	CARROLL 505 LP	505 S CARROLL AVE
728	PICCOLA FAMILY LTD PS	700 S PEAK ST
734	GRYDER ROY	504 S CARROLL AVE
737	PICCOLA FAMILY LTD PS THE	4324 ASH LN
741	VELASQUEZ PEDRO &	4512 BIRCH ST
755	FAZ RUBEN	4517 E R L THORNTON FWY
757	PICCOLA FAMILY LTD PS THE	4402 ASH LN
762	SCHOOLFIELD ESSIE P	4521 E R L THORNTON FWY
768	FAZ RUBEN	4529 E R L THORNTON FWY
775	PICCOLA FAMILY LTD PS THE	4408 ASH LN
792	GALO WILFREDO & ANA A	4500 ASH LN
799	REDDING NORRIS DEAN	4504 ASH LN
806	GALO WILFREDO	4510 ASH LN
811	TREJO ROBERT	4514 ASH LN
817	SELMA VENTURES LTD	4518 ASH LN
821	SELMA VENTURES LTD	4520 ASH LN
826	RIVERA SILVIA ROSA	4526 ASH LN

TYPICAL SECTIONS

NOT TO SCALE



℄ CATENARY POLE
4.67' GAUGE TYPICAL
CROSSTIE
EXPRESS TROUGH TYPICAL
PGL
T/R
8" LIME TREATED SUBGRADE
BALLAST
SUBBALLAST
CATENARY POLE FOUNDATION
℄ CATENARY POLE OR DOWN GUY
℄ LT TRACK
℄ RT TRACK
℄ BRIDGE
PROPOSED DART STRUCTURE
TX54
ASSUMED 84" STRUCTURE DEPTH FROM TOP OF RAIL
CONCRETE PEDESTAL
EXIST ROW
PROP ROW
WB GP
EB GP
WB DC RAMP
EB DC RAMP
WB RAMP
EB RAMP
EB FR
WB FR
REVERSIBLE ML
DART BRIDGE
HICKORY STREET
BAYLOR STREET

℄ X-MX
EXISTING MALCOLM X BLVD
STA 14+76.06 TO STA 21+69.57
BRIDGE STRUCTURE NOT SHOWN

℄ X-MX
PROPOSED MALCOLM X BLVD
STA 14+76.06 TO STA 15+52.82

℄ X-4TH
EXISTING 4TH AVE

℄ X-2ND
EXISTING 2ND AVE
STA 10+82.00 TO STA 18+20.00

℄ X-2ND
PROPOSED 2ND AVE
STA 10+82.00 TO STA 12+63.50

℄ X-EX
EXISTING EXPOSITION AVE
STA 12+30.00 TO STA 20+85.42

℄ X-EX
PROPOSED EXPOSITION AVE
STA 12+30.00 TO STA 15+35.27

℄ X-MX
PROPOSED MALCOLM X BLVD
STA 15+52.82 TO STA 19+55.25
BRIDGE SECTION

℄ X-MX
PROPOSED MALCOLM X BLVD
STA 19+55.25 TO STA 21+69.57

℄ X-4TH
PROPOSED 4TH AVE
STA 10+24.00 TO STA 12+88.00
BRIDGE SECTION

℄ X-2ND
PROPOSED 2ND AVE
STA 12+63.50 TO STA 15+97.35
BRIDGE SECTION

℄ X-2ND
PROPOSED 2ND AVE
STA 15+97.35 TO 18+20.00

℄ X-1ST
EXISTING 1ST AVE
STA 12+44.40 TO STA 22+96.90

℄ X-EX
PROPOSED EXPOSITION AVE
STA 15+35.27 TO STA 18+62.89
BRIDGE SECTION

℄ X-EX
PROPOSED EXPOSITION AVE
STA 18+62.89 TO STA 20+85.42

℄ X-CM
EXISTING COMMERCE ST
STA 12+72.00 TO STA 19+30+00

℄ X-1ST
PROPOSED 1ST AVE
STA 12+44.40 TO STA 15+76.58
STA 18+66.93 TO STA 22+96.90

℄ X-1ST
PROPOSED 1ST AVE
STA 15+76.58 TO STA 18+66.93
BRIDGE SECTION

℄ X-CM
PROPOSED COMMERCE ST
STA 12+72.00 TO STA 15+39.42
STA 19+00.71 TO STA 19+30.00

℄ X-CM
PROPOSED COMMERCE ST
STA 15+39.42 TO STA 19+00.71
BRIDGE SECTION

℄ X-HA
EXISTING HASKELL AVE
STA 11+03.12 TO STA 19+38.12

℄ X-CA
EXISTING CARROLL AVE
STA 10+25.00 TO STA 16+35.00

℄ X-HA
PROPOSED HASKELL AVE
STA 11+03.12 TO STA 12+78.31
STA 16+02.74 TO STA 19+38.12

℄ X-HA
PROPOSED HASKELL AVE
STA 12+78.31 TO STA 16+02.74
BRIDGE SECTION

℄ X-PK
EXISTING PEAK ST
STA 12+15.00 TO STA 18+59.18

℄ X-CA
PROPOSED CARROLL AVE
STA 10+25.00 TO STA 12+14.56
STA 15+01.98 TO STA 16+35.00

℄ X-CA
PROPOSED CARROLL AVE
STA 12+14.56 TO STA 15+01.98
BRIDGE SECTION

EXISTING I-30 SECTION
E-GP2 STA 535+00

℄ X-PK
PROPOSED PEAK ST
STA 12+15.00 TO STA 14+45.30
STA 17+31.13 TO STA 18+59.18

℄ X-PK
PROPOSED PEAK ST
STA 14+45.30 TO STA 17+31.13
BRIDGE SECTION

PROPOSED I-30 SECTION
E-GP2 STA 535+00

EXISTING DART RAIL

EXISTING I-30 SECTION
E-GP2 STA 575+00

PROPOSED DART OVERPASS

EXISTING I-30 SECTION
E-GP2 STA 549+00

PROPOSED I-30 SECTION
E-GP2 STA 575+00

PROPOSED SANTA FE TRAIL
NOTE: NO EXISTING SANTA FE TRAIL SECTION PROVIDED SINCE IT DOES NOT CROSS I-30 TODAY. THIS IS A PROPOSED EXTENSION OF THE TRAIL ACROSS I-30.

PROPOSED I-30 SECTION
E-GP2 STA 549+00

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

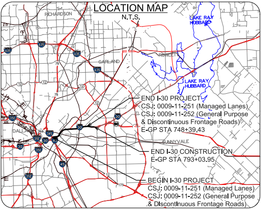
I-30
FROM I-45 TO FERGUSON RD

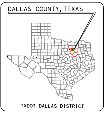
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

JUNE 2023
ROLL 1 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).
**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.


LOCATION MAP
N.T.S.
RICHARDSON
LAKE RAY HUBBARD
635
635
635
635
ROWLETT
GARLAND
75
12
12
12
75
12
LAKE RAY HUBBARD
35E
DALLAS
366
345
35E
30
45
30
35E
30
80
45
SUNNYVALE
35E
12
175
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose
& Discontinuous Frontage Roads)
E-GP STA 748+39.43
END I-30 CONSTRUCTION
E-GP STA 793+03.95
BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose
& DIscontInuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

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:

NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JUNE, 2023
JOSIAH F. BELVEAL	122828	JUNE, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED:

DATE APPROVED:

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TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

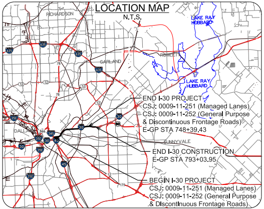
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

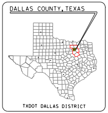
JUNE 2023
ROLL 2 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR:	MALCOM X, BARRY/MUNGER, HUNICUT
PRINCIPAL ARTERIAL:	2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78
MINOR ARTERIAL:	DOLPHIN, FERGUSON

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.


LOCATION MAP
N.T.S.
RICHARDSON
LAKE RAY HUBBARD
ROWLETT
GARLAND
LAKE RAY HUBBARD
DALLAS
SUNNYVALE
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 748+39.43
END I-30 CONSTRUCTION
E-GP STA 793+03.95
BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY

FOR INTERIM REVIEW ONLY

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NICOLE M. CARRILLO	101321	JUNE, 2023
JOSIAH F. BELVEAL	122828	JUNE, 2023

HNTB CORPORATION
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HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED: ☐

DATE APPROVED: ☐

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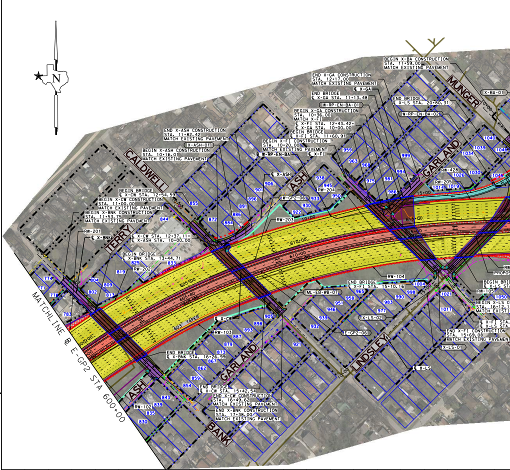
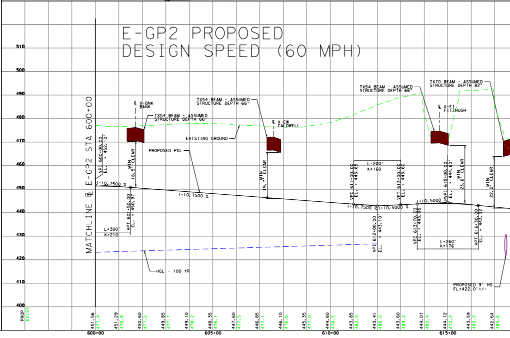
LEGEND:

▬ · · ▬	EXISTING ROW (I-30)
▬ · · ▬	EXISTING CITY OF DALLAS ROW
──	EXISTING PROPERTY LIMITS
═	EXISTING STORM SEWER
──	EXISTING PLANIMETRIC FEATURES
─ ─OE─ ─	EXISTING OVERHEAD ELECTRIC LINES
·····T(D·····	EXISTING TELEPHONE / CABLE / FIBER LINE
·····W(D·····	EXISTING WATER LINE
·····E(D·····	EXISTING ELECTRIC LINE
·····SS(D·····	EXISTING SANITARY SEWER LINE
·····G(D·····	EXISTING GAS / PETROLEUM LINE
── ─ ──	PROPOSED CENTERLINE/BASELINE
▬ · · ▬	PROPOSED ROW
──╫──	PROPOSED DENIAL OF ACCESS
──	PROPOSED EDGE OF PAVEMENT
━━	PROPOSED BRIDGE ABUTMENT
━━	PROPOSED BRIDGE BENT
▴▴▴▴	PROPOSED RETAINING WALL
──	PROPOSED NOISE WALL (POTENTIAL)
═ ═	PROPOSED CULVERT / STORM SEWER / SYPHON
▨	PROPOSED DRAINAGE DETENTION/STORAGE AREA
═ ═	PROPOSED PRELIMINARY RAIL MODIFICATION
──	PROPOSED PROJECT BY OTHERS
→	PROPOSED DIRECTION OF TRAVEL
⇨	EXISTING DIRECTION OF TRAVEL
⬜	EXISTING ROADWAY (SEPARATE PROJECT BY TxDOT)
⬛	EXISTING BRIDGE (SEPARATE PROJECT BY TxDOT)
🟫	PROPOSED BRIDGE
🟨	PROPOSED MAIN LANES
🟧	PROPOSED MANAGED LANES
▬	PROPOSED MANAGED LANES RAMP
🟦	PROPOSED RAMP/DIRECT CONNECTOR
🟩	PROPOSED ACCESS/FRONTAGE ROAD
🟪	PROPOSED LOCAL CROSS STREET/DRIVEWAY
▬	PROPOSED SIDEWALK/RAISED MEDIAN
▬	PROPOSED SHARED USE PATH
🟧	POTENTIAL DISPLACEMENTS
☒	PAVEMENT / BRIDGE TO BE REMOVED
100	PARCEL ID
⏢	PEDESTRIAN CURB RAMP

NOTES:

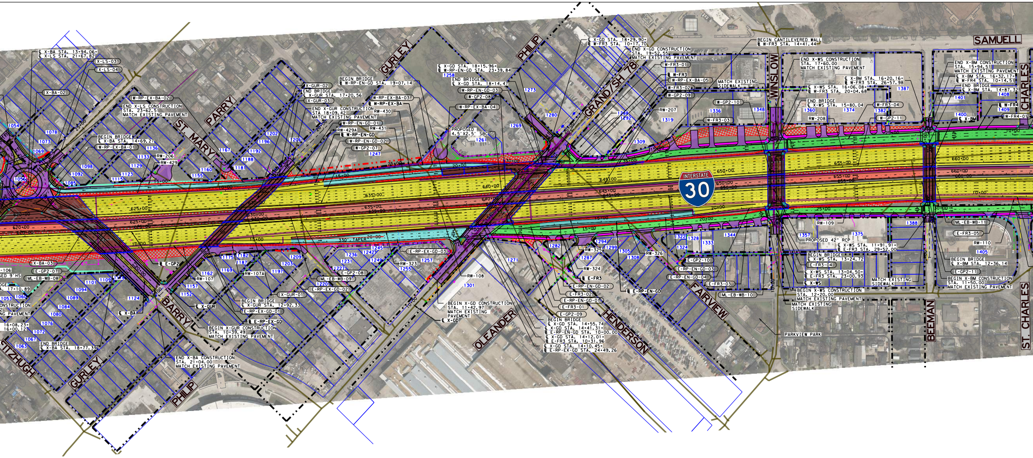
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS AND RECORD PLANS.
2. MEDIAN OPENINGS ARE PRELIMINARY BASED ON COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN FINAL DESIGN (PS&E) IN COORDINATION WITH THE LOCAL GOVERNMENTS.
3. NOISE WALL LOCATIONS SHOWN ARE PRELIMINARY, PENDING LOCAL COORDINATION.
4. 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 WILL BE IMPLEMENTED IN FINAL DESIGN.
5. EXISTING PAVEMENT/BRIDGE LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
6. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL AND IS ASSUMED LINEAR. ALL SUPERELEVATION RATES WERE CALCULATED BASED ON USING A MAXIMUM SUPERELEVATION RATE OF 6%. SEE CHAPTER 2, SECTION 4 OF THE TXDOT ROADWAY DESIGN MANUAL FOR REFERENCE.
7. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
8. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
9. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
10. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING FINAL DESIGN OF THE PROJECT. LARGE GUIDE SIGNS ARE SHOWN ON A SEPARATE SCHEMATIC.
11. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DALLAS COUNTY APPRAISAL DISTRICT (MAY, 2021).
12. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE. ACTUAL DAMAGES TO THE BUILDING AND PROPERTY TO BE DETERMINED DURING THE ROW ACQUISITION PROCESS.
13. LOW SPEED ROADWAYS HAVE A NORMAL CROWN (NC) OF +/- 2% AND HIGH SPEED MAIN LANES HAVE A NC OF +/- 2.5% UNLESS NOTED OTHERWISE ON EACH ROLL IN THE SUPERELEVATION TABLES.
14. MINOR CROSS STREET CORNER RADII ARE R=25′ MIN AND MAJOR CROSS STREET CORNER RADII ARE R=30′ UNLESS NOTED OTHERWISE.
15. RAMP CROSS SLOPE TRANSITIONS BETWEEN MAIN LANES AND FRONTAGE ROADS WILL OCCUR OVER A LENGTH OF 50 FT UNLESS STATED OTHERWISE.
16. DART COORDINATION IS IN INITIAL STAGES. ALIGNMENTS AND DESIGN ARE SUBJECT TO CHANGE BASED ON DESIGN REVIEW AND AGENCY COORDINATION.
17. THE MAXIMUM BEAM TYPE AND STRUCTURE DEPTH IS SHOWN ON THE PROFILES WHERE THE TYPE MAY CHANGE.
18. THE CITY OF DALLAS EXISTING ROW HAS NOT BEEN FIELD VERIFIED. IT IS CURRENTLY BASED ON PARCEL DATA FROM MAY 2021.
19. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED IN COORDINATION WITH TXDOT, CITY AND/OR PROPERTY OWNER TO MODIFY OR REMOVE.
20. FINAL LOCATION OF ADA RAMPS TO BE DETERMINED DURING FINAL DESIGN.
21. APPROVED TRAFFIC FORECASTS ARE SHOWN ON ROLL 9. THE TRAFFIC FORECASTS WERE APPROVED BY TTI ON FEB 18, 2022.


N
MATCHLINE ℄ E-GP2 STA 600+00
CALDWELL
TERRY
ASH
GARLAND
LINDSLEY
MUNGER
BANK
BEGIN X-BA CONSTRUCTION STA. 11+59.00 MATCH EXISTING PAVEMENT
END X-GA CONSTRUCTION STA. 12+17.00 MATCH EXISTING PAVEMENT
℄ X-GA
END BRIDGE ℄ X-GA STA. 11+13.48
W-RP-EN-BA-01
END BRIDGE ℄ X-LS STA. 20+80.31
W-RP-EN-BA-02
X-BA-01
BEGIN X-GA CONSTRUCTION STA. 10+36.00 MATCH X-FI
℄ X-FI STA. 12+43.42=
℄ X-GA STA. 10+00.00
BEGIN BRIDGE ℄ X-FI STA. 11+60.91
BEGIN X-FI CONSTRUCTION STA. 10+20.00 MATCH EXISTING PAVEMENT
℄ X-FI
℄ W-RP-EN-BA
END X-ASH CONSTRUCTION STA. 11+82.42 MATCH EXISTING PAVEMENT
X-ASH-01
BEGIN X-ASH CONSTRUCTION STA. 10+16.01 MATCH EXISTING PAVEMENT
℄ X-ASH
BEGIN BRIDGE ℄ X-CW STA. 12+54.59
BEGIN X-CW CONSTRUCTION STA. 11+00.00 MATCH EXISTING PAVEMENT
BEGIN X-BNK CONSTRUCTION STA. 11+53.75 MATCH EXISTING PAVEMENT
RW-201
℄ X-BNK
℄ X-CW STA. 12+37.11=
℄ X-ASH STA. 10+00.00
BEGIN BRIDGE ℄ X-BNK STA. 13+44.71
RW-202
RW-203
RW-204
RW-205
RW-428
RW-104
RW-105
W-GP2-06
ML-EB-WB-07
E-GP2-06
X-LS-02
X-LS-01
℄ X-LS
END BRIDGE ℄ X-FI STA. 15+10.16
BEGIN X-LS CONSTRUCTION STA. 16+12.1
MATCH EXISTING
END X-FI CONSTRUCTION STA. 15+69.08 MATCH EXISTING PAVEMENT
℄ X-CW
RW-103
RW-102
END BRIDGE ℄ X-BNK STA. 16+26.99
END BRIDGE ℄ X-CW STA. 15+42.54
END X-CW CONSTRUCTION STA. 16+49.62 MATCH EXISTING PAVEMENT
END X-BNK CONSTRUCTION STA. 17+38.00 MATCH EXISTING PAVEMENT
603' TAPER
600+00
605+00
610+00
615+00
10+00
15+00
771 774 778 783 802 804 809 813 819 825 830 833 835 839 843 844 854 855 859 862 867 872 873 879 884 886 887 891 893 896 898 901 905 906 921 922 930 932 933 938 939 945 946 950 951 958 959 963 965 968 975 977 981 983 986 990 994 998 999 1004 1014 1017 1019 1021 1026 1030 1034 1039 1040 1046 1049 1050

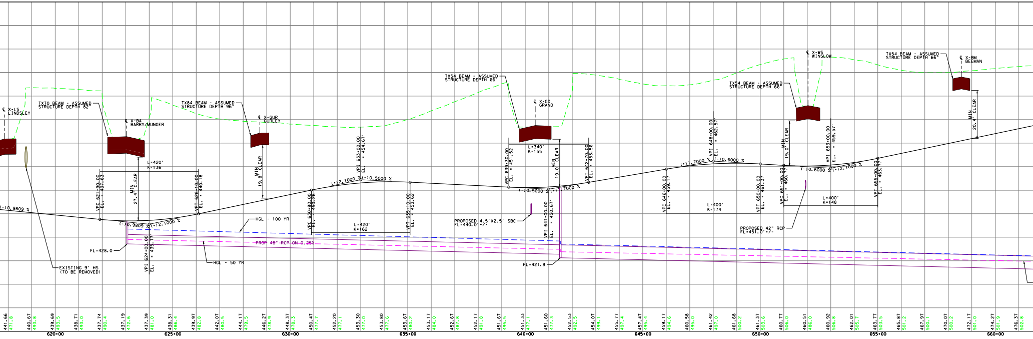


E-GP2 PROPOSED
DESIGN SPEED (60 MPH)

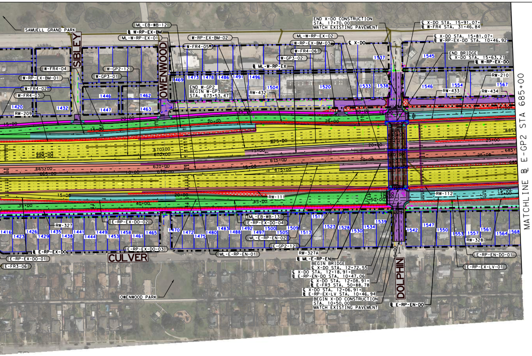
510
500
490
480
470
460
450
440
430
420
410
400
MATCHLINE ℄ E-GP2 STA 600+00
℄ X-BNK BANK
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-CW CALDWELL
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
TX70 BEAM - ASSUMED STRUCTURE DEPTH 82"
℄ X-FI FITZHUGH
EXISTING GROUND
PROPOSED PGL
HGL - 100 YR
VPI 600+00.00 EL. = 452.10'
VPT 601+50.00 EL. = 450.97
L=300' K=210
MIN 18.5' CLEAR
MIN 19.7' CLEAR
MIN 19.7' CLEAR
MIN 23.6' CLEAR
MIN 22.2' CLEAR
(-)0.7500 %
(-)0.7500 %
(-)0.7500 %
(+)0.5000 %
(+)0.5000
VPC 611+00.00 EL. = 443.85
VPI 612+00.00 EL. = 443.10'
VPT 613+00.00 EL. = 443.60
L=200' K=160
VPC 613+70.00 EL. = 443.95
VPI 615+00.00 EL. = 444.60'
VPT 616+30.00 EL. = 443.32
L=260' K=176
PROPOSED 9' HS FL=422.0' +/-
PROP
EXIST
451.56 477.4
451.29 476.8
450.60 477.2
449.85 477.7
449.10 478.2
448.35 478.1
447.60 477.5
446.85 477.1
446.10 476.6
445.35 477.0
444.60 478.5
443.85 482.0
443.41 486.0
443.60 489.2
444.07 482.4
444.12 472.2
443.59 492.2
442.64 485.6
600+00
605+00
610+00
615+00



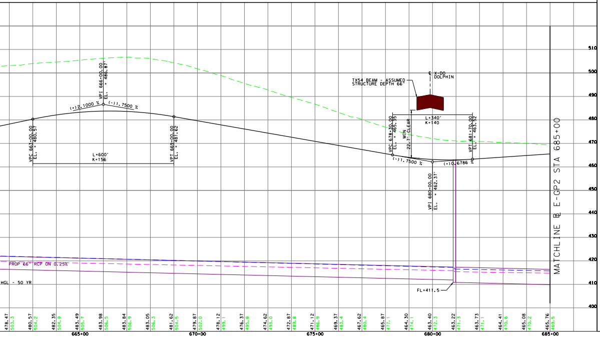
℄ X-BA STA. 13+94.06=
℄ X-LS STA. 21+67.82
X-LS-03
X-LS-04
X-BA-02
W-RP-EX-BA-02
END X-LS CONSTRUCTION
STA. 23+62.51
MATCH EXISTING PAVEMENT
BEGIN BRIDGE
℄ X-BA STA. 14+69.27
W-RP-EX-BA-01
RW-206
RW-429
X-GUR-02
END BRIDGE
℄ X-GUR STA. 17+20.56
X-GUR-03
BEGIN BRIDGE
℄ W-RP-EN-GD STA. 19+07.14
W-RP-EX-BA-03
W-RP-EX-BA
RW-430
END X-GUR CONSTRUCTION
STA 18+09.42
MATCH EXISTING PAVEMENT
W-RP-EN-GD-01
RW-429A
RW-431
W-RP-EN-GD
W-RP-EN-GD-02
W-GP2-07
℄ X-GD STA. 18+15.96=
℄ W-RP-EN-GD STA. 23+39.84
END BRIDGE
℄ X-GD STA. 18+14.47
W-RP-EN-GD-03
W-GP2-08
W-RP-EX-BA-04
PROPOSED
4.5'X2.5' SBC
℄ X-GD STA. 18+29.90=
℄ W-FR3 STA. 10+17.70
END X-GD CONSTRUCTION
STA. 19+52.55
MATCH EXISTING PAVEMENT
W-FR3-01
W-FR3
W-RP-EX-BA-05
W-FR3-02
W-GP2-09
MATCH EXISTING SIDEWALK
W-GP2-10
RW-207
W-FR3-03
BEGIN CANTILEVERED WALL
℄ W-FR3 STA. 14+41.44
END X-WS CONSTRUCTION
STA. 17+60.00
MATCH EXISTING PAVEMENT
℄ X-WS STA. 16+06.08=
℄ W-FR3 STA. 20+04.68
END BRIDGE
℄ X-WS STA. 15+80.04
RW-208
℄ X-BM STA. 16+20.16=
℄ W-FR3 STA. 26+57.98
W-FR3-04
W-GP2-11
END X-BM CONSTRUCTION
STA. 15+94.51
MATCH EXISTING PAVEMENT
℄ X-BM STA. 16+32.17=
℄ W-FR4 STA. 10+14.51
END BRIDGE
℄ X-BM STA. 14+87.32
W-FR4
W-FR4-01
X-BM
SAMUELL
WINSLOW
CHARLES
GURLEY
PHILP
PARRY
ST. MARY
GRAND/SH 78
INTERSTATE
30
620+00
625+00
630+00
635+00
640+00
645+00
650+00
655+00
660+00
15+00
20+00
25+00
330' TAPER
X-BA-03
E-GP2-07
ML-EB-WB-08
E-GP2
RW-107
RW-107A
X-GUR
X-GUR-01
BEGIN BRIDGE
℄ X-GUR STA. 12+92.33
E-RP-EX-GD-01
E-RP-EX-GD
BEGIN X-GUR CONSTRUCTION
STA. 10+39.49
MATCH EXISTING PAVEMENT
E-GP2-08
ML-EB-WB-09
E-RP-EX-GD-02
RW-323
E-RP-EX-GD-03
RW-108
BEGIN X-GD CONSTRUCTION
STA. 11+42.97
MATCH EXISTING PAVEMENT
X-GD
X-BA
END BRIDGE
℄ X-BA STA. 18+77.39
END X-BA CONSTRUCTION
STA. 21+04.00
MATCH EXISTING PAVEMENT
RW-325
RW-324
E-FR3
E-RP-EN-GD-02
E-FR3-02
E-RP-EN-GD-01
E-FR3-01
E-GP2-09
BEGIN BRIDGE
℄ X-GD STA. 14+55.74
℄ X-GD STA. 14+41.31=
℄ E-RP-EN-GD STA. 10+00.00
℄ X-GD STA. 14+12.01=
℄ E-FR3 STA. 10+31.96
℄ X-GD STA. 14+10.45=
℄ E-RP-EX-GD STA. 24+49.26
RW-326
E-GP2-10
E-RP-EN-GD-03
E-RP-EN-GD-04
E-RP-EN-GD
E-FR3-03
ML-EB-WB-10
RW-109
PROPOSED 42" RCP
℄ X-WS STA. 11+91.91=
℄ E-FR3 STA. 29+52.00
BEGIN BRIDGE
℄ X-WS STA. 13+24.72
E-FR3-04
℄ X-WS STA. 13+04.50=
℄ E-FR3 STA. 23+00.93
X-WS
MATCH EXISTING SIDEWALK
BEGIN X-WS CONSTRUCTION
STA. 12+20.00
MATCH EXISTING PAVEMENT
MATCH EXISTING SIDEWALK
PARKVIEW PARK
ML-EB-WB-11
E-FR3-05
RW-110
BEGIN BRIDGE
℄ X-BM STA. 12+36.14
E-GP2-11
BEGIN X-BM CONSTRUCTION
STA. 11+50.00
MATCH EXISTING PAVEMENT
BEEMAN
ST. CHARLES
FITZHUGH
GURLEY
BARRY
PHILP
OLEANDER
HENDERSON
FAIRVIEW



℄ X-LS
LINDSLEY
TX70 BEAM - ASSUMED
STRUCTURE DEPTH 82"
℄ X-BA
BARRY/MUNGER
TX84 BEAM - ASSUMED
STRUCTURE DEPTH 96"
℄ X-GUR
GURLEY
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
℄ X-GD
GRAND
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
℄ X-WS
WINSLOW
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
℄ X-BM
BEEMAN
MIN 20.4' CLEAR
(-)0.9809 %
VPC 621+90.00 EL. = 437.83
L=420'
K=136
MIN 27.4' CLEAR
VPT 626+10.00 EL. = 440.18
VPI 624+00.00 EL. = 435.77
(-)0.9809 %
(+)2.1000 %
MIN 19.8' CLEAR
VPC 630+90.00 EL. = 450.28
VPI 633+00.00 EL. = 454.67
(+)2.1000 %
(-)0.5000 %
L=420'
K=162
VPT 635+10.00 EL. = 453.62
VPC 639+30.00 EL. = 451.52
L=340'
K=155
MIN 19.0' CLEAR
VPT 642+70.00 EL. = 453.56
(-)0.5000 %
(+)1.7000 %
VPI 641+00.00 EL. = 450.67
PROPOSED 4.5'X2.5' SBC
FL=440.0'+/-
VPC 646+00.00 EL. = 459.17
(+)1.7000 %
(-)0.6000 %
VPI 648+00.00 EL. = 462.57
L=400'
K=174
VPT 650+00.00 EL. = 461.37
VPC 651+00.00 EL. = 460.77
MIN 19.0' CLEAR
(-)0.6000 %
(+)2.1000 %
VPI 653+00.00 EL. = 459.57
L=400'
K=148
VPT 655+00.00 EL. = 463.77
PROPOSED 42" RCP
FL=451.0'+/-
HGL - 100 YR
HGL - 50 YR
PROP 48" RCP ON 0.25%
FL=428.0
FL=421.9
EXISTING 9' HS
(TO BE REMOVED)
441.66 471.8
440.67 493.8
439.69 493.5
438.71 493.0
437.74 490.4
437.19 472.6
437.39 481.0
438.31 486.4
439.97 482.8
442.07 480.5
444.17 479.5
446.27 478.9
448.37 478.3
450.47 477.7
452.20 477.1
453.30 477.0
453.80 477.6
453.67 480.2
453.17 484.0
452.67 487.8
452.17 491.8
451.67 495.5
451.33 477.1
451.60 477.3
452.53 492.5
454.07 499.1
455.77 497.4
457.47 495.4
459.17 494.6
460.58 495.0
461.42 497.0
461.68 500.2
461.37 503.6
460.77 506.0
460.51 486.0
460.92 506.8
462.01 505.7
463.77 503.5
465.87 501.2
467.97 500.1
470.07 500.2
472.17 501.0
474.27 501.9
476.37 502.8
620+00
625+00
630+00
635+00
640+00
645+00
650+00
655+00
660+00


SAMUELL GRAND PARK
SIBLEY
OWENWOOD
CULVER
DOLPHIN
OWENWOOD PARK
ML-EB-WB-12
℄ W-RP-EX-BM
ML-W-RP-EX-01
W-RP-EX-BM-02
W-FR4-05
W-RP-EX-BM-03
ML-W-RP-EX-02
W-FR4-06
W-GP3-02
℄ ML-W-RP-EX
℄ X-DO
W-FR4-04
W-GP2-12
W-GP3-01
W-RP-EX-BM-01
W-FR4-02
W-FR4-03
RW-209
RW-432
RW-433
RW-434
RW-210
RW-111
RW-112
RW-327
RW-327A
RW-328
END W-GP2
BEGIN W-GP3
STA. 673+53.47
END X-DO CONSTRUCTION
STA. 17+70.00
MATCH EXISTING PAVEMENT
℄ X-DO STA. 15+91.07=
℄ W-FR4 STA. 31+46.84
℄ X-DO STA. 15+81.07=
℄ W-RP-EX-DO STA. 10+46.92
END BRIDGE
℄ X-DO STA. 15+63.21
℄ W-RP-EX-DO
E-RP-EX-DO-02
E-RP-EX-DO-04
E-RP-EX-DO-03
E-RP-EX-DO-01
℄ E-RP-EX-DO
E-FR3-06
E-RP-EX-GD-03
ML-E-RP-EN-01
ML-E-RP-EN-02
ML-EB-WB-13
E-GP2-12
℄ ML-E-RP-EN
BEGIN BRIDGE
℄ X-DO STA. 12+72.55
℄ X-DO STA. 12+18.91=
℄ E-RP-EN-DO STA. 10+47.06
℄ X-DO STA. 12+08.91=
℄ E-FR3 STA. 50+88.78
℄ X-DO STA. 12+06.91=
℄ E-RP-EX-LV STA. 10+46.94
BEGIN X-DO CONSTRUCTION
STA. 10+50.00
MATCH EXISTING PAVEMENT
E-RP-EN-DO-01
E-RP-EX-LV-01
℄ E-RP-EN-DO
665+00
670+00
675+00
680+00
685+00
MATCHLINE ℄ E-GP2 STA 685+00
N

CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH	TANGENT	RADIUS
		NORTHING	EASTING		(FT)	(FT)	(FT)
℄ ML-EB-WB (DESIGN SPEED: 60 MPH)							
ML-EB-WB-07	P.C.C. 599+35.45	6975486.43870	2502504.57740	N 53°45′21.86" E			
	P.I. 608+52.00	6976028.32860	2503243.78620	33°45′56.13" RT	1779.75	916.56	3020.00
	P.T. 617+15.20	6976067.96190	2504159.48460	N 87°31′17.99" E			
ML-EB-WB-08	P.C. 622+45.15	6976090.87780	2504688.93740	N 87°31′17.99" E			
	P.I. 623+42.07	6976095.06890	2504785.77030	0°59′54.29" LT	193.84	96.92	11124.00
	P.T. 624+38.99	6976100.94670	2504882.51550	N 86°31′23.70" E			
ML-EB-WB-09	P.C. 630+92.62	6976140.58510	2505534.94210	N 86°31′23.70" E			
	P.I. 631+32.07	6976142.97780	2505574.32550	0°24′23.21" LT	78.91	39.46	11124.00
	P.T. 631+71.53	6976145.64990	2505613.69090	N 86°07′00.50" E			
ML-EB-WB-10	P.C. 651+04.33	6976276.54420	2507542.05260	N 86°07′00.50" E			
	P.I. 651+93.54	6976282.58590	2507631.05950	0°54′45.87" RT	178.42	89.21	11200.00
	P.T. 652+82.75	6976287.20890	2507720.15140	N 87°01′46.36" E			
ML-EB-WB-11	P.C. 657+64.99	6976312.19910	2508201.74380	N 87°01′46.36" E			
	P.I. 658+92.53	6976318.80860	2508329.11670	2°00′30.68" RT	255.06	127.54	7276.00
	P.T. 660+20.05	6976320.94980	2508456.64300	N 89°02′17.04" E			
ML-EB-WB-12	P.C. 668+28.31	6976334.51890	2509264.78740	N 89°02′17.04" E			
	P.I. 671+27.46	6976339.54110	2509563.89900	3°04′55.32" LT	598.16	299.15	11120.00
	P.T. 674+26.47	6976360.63810	2509862.30790	N 85°57′21.72" E			
ML-EB-WB-13	P.C. 674+28.62	6976360.78980	2509864.45470	N 85°57′21.72" E			
	P.I. 676+00.34	6976372.89950	2510035.74160	1°45′08.49" RT	343.40	171.71	11228.00
	P.T. 677+72.03	6976379.76550	2510207.31870	N 87°42′30.21" E			
℄ E-GP2 (DESIGN SPEED: 60 MPH)							
E-GP2-06	P.C.C. 599+29.82	6975467.2628	2502515.6310	N 53°43′30.83" E			
	P.I. 608+44.78	6976008.6092	2503253.2654	33°55′19.84" RT	1776.16	914.96	3000.00
	P.T. 617+05.98	6976046.1675	2504167.4589	N 87°38′50.67" E			
E-GP2-07	P.C. 621+81.16	6976065.6733	2504642.2418	N 87°38′50.67" E			
	P.I. 623+30.77	6976071.8146	2504791.7234	1°31′50.17" LT	299.20	149.61	11200.00
	P.T. 624+80.36	6976081.9464	2504940.9877	N 86°07′00.50" E			
E-GP2-08	P.C. 631+31.40	6976126.0367	2505590.5344	N 86°07′00.50" E			
	P.I. 631+81.88	6976129.4552	2505640.8968	0°17′21.19" RT	100.96	50.48	20000.00
	P.T. 632+32.36	6976132.6194	2505691.2759	N 86°24′21.69" E			
E-GP2-09	P.C. 639+77.79	6976179.3470	2506435.2370	N 86°24′21.69" E			
	P.I. 640+48.02	6976183.7495	2506505.3302	0°40′14.35" LT	140.46	70.23	12000.00
	P.T. 641+18.25	6976188.9721	2506575.3671	N 85°44′07.34" E			
E-GP2-10	P.C. 646+64.81	6976229.6167	2507120.4226	N 85°44′07.34" E			
	P.I. 647+78.91	6976238.1009	2507234.1990	1°05′22.09" RT	228.18	114.09	12000.00
	P.T. 648+92.99	6976244.4203	2507348.1162	N 86°49′29.43" E			
E-GP2-11	P.C. 655+91.02	6976283.0834	2508045.0765	N 86°49′29.43" E			
	P.I. 658+22.82	6976295.9223	2508276.5180	2°12′47.62" RT	463.54	231.80	12000.00
	P.T. 660+54.56	6976299.8137	2508508.2827	N 89°02′17.04" E			
E-GP2-12	P.C. 676+84.78	6976327.1821	2510138.2745	N 89°02′17.04" E			
	P.I. 678+19.80	6976329.4488	2510273.2766	1°22′52.99" LT	270.03	135.02	11200.00
	P.T. 679+54.81	6976334.9695	2510408.1848	N 87°39′24.05" E			
℄ ML-E-RP-EN (DESIGN SPEED: 60 MPH)							
ML-E-RP-EN-01	P.C. 10+00.00	6976313.3304	2509313.3033	N 89°02′17.04" E			
	P.I. 12+59.90	6976317.6936	2509573.1617	3°40′54.70" LT	519.61	259.90	8086.00
	P.R.C. 15+19.61	6976338.7349	2509832.2035	N 85°21′22.34" E			
ML-E-RP-EN-02	P.R.C. 15+19.61	6976338.7349	2509832.2035	N 85°21′22.34" E			
	P.I. 17+89.11	6976360.5536	2510100.8164	2°45′12.10" RT	538.89	269.50	11214.00
	P.T. 20+58.50	6976369.4439	2510370.1673	N 88°06′34.44" E			
ML-E-RP-EN-03	P.C. 31+78.76	6976415.2482	2511489.4893	N 87°39′24.05" E			
	P.I. 32+44.68	6976417.9435	2511555.3557	0°40′48.61" LT	131.84	65.92	11106.00
	P.T. 33+10.60	6976421.4206	2511621.1854	N 86°58′35.44" E			
℄ E-FR3 (DESIGN SPEED: 40 MPH)							
E-FR3-01	P.C. 11+76.98	6976069.5823	2506539.6028	S 89°18′28.37" E			
	P.I. 12+12.90	6976069.1484	2506575.5232	4°06′52.93" RT	71.82	35.92	1000.00
	P.R.C. 12+48.79	6976066.1382	2506611.3199	S 85°11′35.44" E			
E-FR3-02	P.R.C. 12+48.79	6976066.1382	2506611.3199	S 85°11′35.44" E			
	P.I. 13+15.25	6976060.5696	2506677.5398	9°29′49.13" LT	132.60	66.45	800.00
	P.T. 13+81.40	6976066.0033	2506743.7709	N 85°18′35.43" E			
E-FR3-03	P.C. 21+24.24	6976126.7434	2507484.1235	N 85°18′35.43" E			
	P.I. 21+74.46	6976130.8498	2507534.1760	7°11′02.96" LT	100.31	50.22	800.00
	P.R.C. 22+24.55	6976141.1835	2507583.3220	N 78°07′32.47" E			
E-FR3-04	P.R.C. 22+24.55	6976141.1835	2507583.3220	N 78°07′32.47" E			
	P.I. 23+05.02	6976157.7422	2507662.0740	11°29′18.27" RT	160.41	80.47	800.00
	P.T. 23+84.95	6976158.2843	2507742.5462	N 89°36′50.74" E			
E-FR3-05	P.C. 31+06.65	6976163.1451	2508464.2241	N 89°36′50.74" E			
	P.I. 31+77.87	6976163.6248	2508535.4452	2°02′24.59" LT	142.43	71.22	4000.00
	P.R.C. 32+49.08	6976166.6397	2508606.6040	N 87°34′26.15" E			
E-FR3-06	P.R.C. 32+49.08	6976166.6397	2508606.6040	N 87°34′26.16" E			
	P.I. 33+00.19	6976168.8032	2508657.6690	1°27′50.89" RT	102.22	51.11	4000.00
	P.T. 33+51.30	6976169.6612	2508708.7726	N 89°02′17.04" E			
℄ E-RP-EN-DO (DESIGN SPEED: 40 MPH)							
E-RP-EN-DO-01	P.C. 12+09.07	6976225.5089	2510605.3381	N 89°02′17.04" E			
	P.I. 14+61.54	6976229.7474	2510857.7736	5°26′39.51" LT	504.56	252.47	5310.00
	P.R.C. 17+13.63	6976257.9174	2511108.6682	N 83°35′37.53" E			
℄ E-RP-EN-GD (DESIGN SPEED: 40 MPH)							
E-RP-EN-GD-01	P.C. 10+76.50	6976092.1745	2506490.7139	S 89°18′28.37" E			
	P.I. 11+41.85	6976091.3852	2506556.0543	6°42′50.55" LT	130.54	65.35	1114.00
	P.T. 12+07.04	6976098.2405	2506621.0390	N 83°58′41.08" E			
E-RP-EN-GD-02	P.C. 12+29.50	6976100.5961	2506643.3689	N 83°58′41.08" E			
	P.I. 13+25.28	6976110.6443	2506738.6201	2°53′15.68" RT	191.52	95.78	3800.00
	P.T. 14+21.02	6976115.8811	2506834.2565	N 86°51′56.77" E			
E-RP-EN-GD-03	P.C. 15+64.62	6976123.7329	2506977.6506	N 86°51′56.77" E			
	P.I. 17+74.50	6976135.2082	2507187.2159	4°32′07.58" LT	419.54	209.88	5300.00
	P.R.C. 19+84.16	6976163.2190	2507395.2175	N 82°19′49.19" E			
E-RP-EN-GD-04	P.R.C. 19+84.16	6976163.2190	2507395.2175	N 82°19′49.19" E			
	P.I. 21+33.28	6976183.1208	2507543.0036	4°29′40.24" RT	298.09	149.12	3800.00
	P.T. 22+82.25	6976191.3803	2507691.8948	N 86°49′29.43" E			
℄ E-RP-EX-DO (DESIGN SPEED: 40 MPH)							
E-RP-EX-DO-01	P.C. 10+00.00	6976228.0219	2508521.2846	N 89°02′17.04" E			
	P.I. 11+77.23	6976230.9972	2508698.4874	3°49′49.53" RT	354.32	177.23	5300.00
	P.T. 13+54.32	6976222.1281	2508875.4932	S 87°07′53.43" E			
E-RP-EX-DO-02	P.C. 14+13.86	6976219.1485	2508934.9573	S 87°07′53.43" E			
	P.I. 15+88.75	6976210.3965	2509109.6253	3°49′49.53" LT	349.64	174.89	5230.00
	P.T. 17+63.61	6976213.3326	2509284.4877	N 89°02′17.04" E			
E-RP-EX-DO-03	P.C. 19+76.57	6976216.9095	2509497.5184	N 89°02′17.04" E			
	P.I. 20+74.17	6976218.5481	2509595.1118	2°56′33.95" RT	195.17	97.61	3800.00
	P.R.C. 21+71.74	6976215.1743	2509692.6607	S 88°01′09.01" E			
E-RP-EX-DO-04	P.R.C. 21+71.74	6976215.1743	2509692.6607	S 88°01′09.01" E			
	P.I. 23+07.87	6976210.4687	2509828.7157	2°56′33.95" LT	272.21	136.14	5300.00
	P.T. 24+43.95	6976212.7542	2509964.8328	N 89°02′17.04" E			
℄ E-RP-EX-GD (DESIGN SPEED: 40 MPH)							
E-RP-EX-GD-01	P.C. 11+47.71	6976020.1147	2505093.2298	N 86°07′00.50" E			
	P.I. 12+83.36	6976029.3016	2505228.5728	4°05′20.46" RT	271.19	135.65	3800.00
	P.R.C. 14+18.90	6976028.8143	2505364.2264	S 89°47′39.05" E			
E-RP-EX-GD-02	P.R.C. 14+18.90	6976028.8143	2505364.2264	S 89°47′39.05" E			
	P.I. 14+85.76	6976028.5741	2505431.0874	1°26′43.94" LT	133.72	66.86	5300.00
	P.T. 15+52.62	6976030.0207	2505497.9332	N 88°45′37.02" E			
E-RP-EX-GD-03	P.C. 19+72.53	6976039.1057	2505917.7502	N 88°45′37.02" E			
	P.I. 20+81.43	6976041.4619	2506026.6274	2°21′15.33" LT	217.77	108.9	5300.00
	P.T. 21+90.30	6976048.2885	2506135.3159	N 86°24′21.69" E			


VPI 666+00.00
EL. = 486.87
(+)2.1000 %
(-)1.7500 %
VPC 663+00.00
EL. = 480.57
L=600′
K=156
VPT 669+00.00
EL. = 481.62
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
℄ X-DO
DOLPHIN
VPC 678+30.00
EL. = 465.35
MIN
22.7′ CLEAR
L=340′
K=140
(-)1.7500 %
(+)0.6786 %
VPT 681+70.00
EL. = 463.82
VPI 680+00.00
EL. = 462.37′
PROP 66" RCP ON 0.25%
HGL - 50 YR
FL=411.5
MATCHLINE ℄ E-GP2 STA 685+00
510
500
490
480
470
460
450
440
430
420
410
400
478.47
503.3
480.57
504.2
482.35
504.9
483.49
505.7
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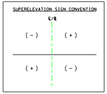
506.9
483.05
506.3
481.62
504.5
479.87
502.0
478.12
499.1
476.37
495.8
474.62
493.0
472.87
489.8
471.12
486.9
469.37
483.4
467.62
480.4
465.87
477.1
464.30
474.1
463.40
472.3
463.22
471.3
463.73
471.1
464.41
470.6
465.08
470.2
465.76
469.5
665+00
670+00
675+00
680+00
685+00

CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH	TANGENT	RADIUS
		NORTHING	EASTING		(FT)	(FT)	(FT)
℄ E-RP-EX-LV (DESIGN SPEED: 40 MPH)							
E-RP-EX-LV-01	P.C. 12+07.79	6976213.5153	2510605.8213	N 89°02′17.04″ E			
	P.I. 12+75.68	6976214.6552	2510673.7090	1°28′04.55″ LT	135.79	67.90	5300.00
	P.T. 13+43.57	6976217.5338	2510741.5452	N 87°34′12.49″ E			
℄ W-GP2 (DESIGN SPEED: 60 MPH)							
W-GP2-06	P.C.C. 599+24.64	6975543.7337	2502494.9081	N 54°04′57.76″ E			
	P.I. 608+29.95	6976074.8027	2503228.0852	33°03′50.87″ RT	1760.09	905.31	3050.00
	P.T. 616+84.73	6976119.8657	2504132.2711	N 87°08′48.63″ E			
W-GP2-07	P.C. 631+05.24	6976190.5739	2505551.0264	N 87°08′48.63″ E			
	P.I. 632+21.21	6976196.3464	2505666.8507	1°28′35.29″ LT	231.92	115.97	9000.00
	P.T. 633+37.17	6976205.1013	2505782.4878	N 85°40′13.34″ E			
W-GP2-08	P.C. 639+45.20	6976251.0048	2506388.7906	N 85°40′13.34″ E			
	P.I. 640+62.11	6976259.8303	2506505.3600	1°11′45.73″ RT	233.80	116.90	11200.00
	P.T. 641+79.00	6976266.2207	2506622.0882	N 86°51′59.07″ E			
W-GP2-09	P.C. 644+18.58	6976279.3171	2506861.3083	N 86°51′59.07″ E			
	P.I. 644+84.64	6976282.9283	2506927.2707	1°04′53.05″ LT	132.12	66.06	7000.00
	P.T. 645+50.70	6976287.7837	2506993.1532	N 85°47′06.02″ E			
W-GP2-10	P.C. 651+03.85	6976328.4401	2507544.8109	N 85°47′06.02″ E			
	P.I. 651+47.78	6976331.6685	2507588.6174	0°26′57.90″ RT	87.85	43.93	11200.00
	P.T. 651+91.70	6976334.5533	2507632.4480	N 86°14′03.91″ E			
W-GP2-11	P.C. 654+00.19	6976348.2458	2507840.4887	N 86°14′03.91″ E			
	P.I. 656+93.85	6976367.5315	2508133.5105	2°48′13.13″ RT	587.19	293.66	12000.00
	P.T. 659+87.39	6976372.4614	2508427.1248	N 89°02′17.04″ E			
W-GP2-12	P.C. 669+08.64	6976387.9276	2509348.2492	N 89°02′17.04″ E			
	P.I. 670+81.45	6976390.8288	2509521.0372	1°46′56.25″ LT	345.60	172.81	11110.00
	P.T. 672+54.24	6976399.1026	2509693.6515	N 87°15′20.80″ E			
℄ W-GP3 (DESIGN SPEED: 60 MPH)							
W-GP3-01	P.C. 665+37.52	6976393.6957	2508976.9914	N 89°02′17.04″ E			
	P.I. 668+54.36	6976399.0149	2509293.7910	3°16′12.26″ LT	633.52	316.84	11100.00
	P.T. 671+71.03	6976422.3965	2509609.7713	N 85°46′04.78″ E			
W-GP3-02	P.C. 674+73.57	6976444.7224	2509911.4847	N 85°46′04.78″ E			
	P.I. 676+56.54	6976458.2244	2510093.9515	1°53′19.27″ RT	365.90	182.97	11100.00
	P.T. 678+39.47	6976465.7054	2510276.7642	N 87°39′24.05″ E			
℄ ML-W-RP-EX (DESIGN SPEED: 60 MPH)							
ML-W-RP-EX-01	P.C. 10+00.00	6976387.9276	2509348.2492	N 89°02′17.04″ E			
	P.I. 11+72.81	6976390.8288	2509521.0372	1°46′56.25″ LT	345.60	172.81	11110.00
	P.T. 13+45.60	6976399.1026	2509693.6515	N 87°15′20.80″ E			
ML-W-RP-EX-02	P.C. 19+79.19	6976429.4373	2510326.5169	N 87°15′20.80″ E			
	P.I. 20+18.06	6976431.2983	2510365.3413	0°24′03.25″ RT	77.74	38.87	11110.00
	P.T. 20+56.93	6976432.8875	2510404.1778	N 87°39′24.05″ E			
℄ W-FR3 (DESIGN SPEED: 40 MPH)							
W-FR3-01	P.C. 10+00.00	6976372.8613	2506656.7779	N 85°30′17.57″ E			
	P.I. 10+76.29	6976378.8443	2506732.8341	4°22′08.56″ RT	152.51	76.29	2000.00
	P.T. 11+52.51	6976379.0158	2506809.1251	N 89°52′16.12″ E			
W-FR3-02	P.C. 12+42.11	6976379.2174	2506898.7288	N 89°52′16.12″ E			
	P.I. 13+35.33	6976379.4270	2506991.9440	13°17′31.92″ LT	185.60	93.22	800.00
	P.R.C. 14+27.71	6976401.0628	2507082.6139	N 76°34′44.21″ E			
W-FR3-03	P.R.C. 14+27.71	6976401.0628	2507082.6139	N 76°34′44.21″ E			
	P.I. 15+30.63	6976424.9528	2507182.7306	9°48′17.50″ RT	205.35	102.93	1200.00
	P.T. 16+33.06	6976431.4448	2507285.4532	N 86°23′01.70″ E			
W-FR3-04	P.C. 22+46.38	6976470.1283	2507897.5507	N 86°23′01.70″ E			
	P.I. 23+13.08	6976474.3351	2507964.1149	0°57′19.23″ RT	133.39	66.70	8000.00
	P.T. 23+79.77	6976477.4314	2508030.7401	N 87°20′20.94″ E			
℄ W-FR4 (DESIGN SPEED: 40 MPH)							
W-FR4-01	P.C. 11+71.10	6976509.6279	2508465.0357	N 87°20′20.94″ E			
	P.I. 12+52.99	6976513.4296	2508546.8401	2°20′44.61″ RT	163.76	81.89	4000.00
	P.R.C. 13+34.86	6976513.8800	2508628.7316	N 89°41′05.55″ E			
W-FR4-02	P.R.C. 13+34.86	6976513.8800	2508628.7316	N 89°41′05.55″ E			
	P.I. 14+36.85	6976514.4409	2508730.7145	3°53′38.47″ LT	203.89	101.98	3000.00
	P.T. 15+38.75	6976521.9263	2508832.4239	N 85°47′27.08″ E			
W-FR4-03	P.C. 16+10.49	6976527.1914	2508903.9637	N 85°47′27.08″ E			
	P.I. 17+06.09	6976534.2083	2508999.3074	3°39′01.71″ RT	191.14	95.60	3000.00
	P.R.C. 18+01.63	6976535.1404	2509094.9043	N 89°26′28.79″ E			
W-FR4-04	P.R.C. 18+01.63	6976535.1404	2509094.9043	N 89°26′28.79″ E			
	P.I. 18+89.66	6976535.9988	2509182.9326	3°21′41.86″ LT	176.01	88.03	3000.00
	P.T. 19+77.64	6976542.0175	2509270.7591	N 86°04′46.93″ E			
W-FR4-05	P.C. 23+21.00	6976565.4925	2509613.3147	N 86°04′46.93″ E			
	P.I. 25+17.17	6976578.9042	2509809.0231	5°36′55.02″ RT	392.02	196.17	4000.00
	P.R.C. 27+13.02	6976573.1018	2510005.1047	S 88°18′18.05″ E			
W-FR4-06	P.R.C. 27+13.02	6976573.1018	2510005.1047	S 88°18′18.05″ E			
	P.I. 28+89.30	6976567.8877	2510181.3049	4°02′17.91″ LT	352.41	176.28	5000.00
	P.T. 30+65.43	6976575.0952	2510357.4349	N 87°39′24.04″ E			
℄ W-RP-EN-BA (DESIGN SPEED: 40 MPH)							
W-RP-EN-BA-01	P.C. 12+82.81	6976178.8333	2503774.4295	N 75°31′21.61″ E			
	P.I. 14+02.40	6976208.7304	2503890.2221	10°30′43.05″ RT	238.51	119.59	1300.00
	P.T. 15+21.32	6976217.0005	2504009.5258	N 86°02′04.66″ E			
W-RP-EN-BA-02	P.C. 16+29.20	6976224.4610	2504117.1500	N 86°02′04.66″ E			
	P.I. 17+95.99	6976235.9948	2504283.5368	36°53′40.36″ LT	321.97	166.79	500.00
	P.T. 19+51.17	6976345.1083	2504409.6791	N 49°08′24.30″ E			
℄ W-RP-EN-GD (DESIGN SPEED: 40 MPH)							
W-RP-EN-GD-01	P.C. 10+00.00	6976250.8501	2505313.9960	N 87°08′48.6279″ E			
	P.I. 11+50.06	6976258.3197	2505463.8724	4°31′22.3792″ LT	299.97	150.06	3800.00
	P.R.C. 12+99.97	6976277.5848	2505612.6931	N 82°37′26.2487″ E			
W-RP-EN-GD-02	P.R.C. 12+99.97	6976277.5848	2505612.6931	N 82°37′26.2487″ E			
	P.I. 14+11.73	6976291.9322	2505723.5246	2°24′57.3530″ RT	223.48	111.76	5300.00
	P.T. 15+23.45	6976301.5949	2505834.8625	N 85°02′23.6017″ E			
W-RP-EN-GD-03	P.C. 23+32.31	6976371.5312	2506640.6986	N 85°02′23.6017″ E			
	P.I. 23+66.32	6976374.4715	2506674.5788	1°56′53.8853″ RT	68.01	34.01	2000.00
	P.T. 24+00.32	6976376.2584	2506708.5394	N 86°59′17.4870″ E			
℄ W-RP-EX-BA (DESIGN SPEED: 40 MPH)							
W-RP-EX-BA-01	P.C. 10+00.00	6976307.3534	2504559.7842	S 18°49′07.25″ E			
	P.I. 10+53.00	6976257.1911	2504576.8791	73°28′34.48″ LT	91.05	53.00	71.00
	P.T. 10+91.05	6976259.3132	2504629.8319	N 87°42′18.27″ E			
W-RP-EX-BA-02	P.C. 18+34.44	6976289.0807	2505372.6204	N 87°42′18.27″ E			
	P.I. 18+78.43	6976290.8425	2505416.5824	3°21′36.67″ LT	87.97	44.00	1500.00
	P.T. 19+22.40	6976295.1780	2505460.3656	N 84°20′41.61″ E			
W-RP-EX-BA-03	P.C. 25+73.56	6976359.3432	2506108.3546	N 84°20′41.61″ E			
	P.I. 27+52.76	6976377.0011	2506286.6774	8°54′35.73″ RT	357.67	179.19	2300.00
	P.T. 29+31.23	6976366.8270	2506465.5832	S 86°44′42.67″ E			
W-RP-EX-BA-04	P.C. 30+33.97	6976360.9937	2506568.1592	S 86°44′42.67″ E			
	P.I. 32+82.03	6976346.9097	2506815.8187	7°28′11.31″ LT	495.42	248.06	3800.00
	P.T. 35+29.39	6976365.1419	2507063.2075	N 85°47′06.02″ E			
℄ W-RP-EX-BM (DESIGN SPEED: 40 MPH)							
W-RP-EX-BM-01	P.C. 12+97.89	6976491.0093	2508960.8055	S 89°49′28.10″ E			
	P.I. 14+45.75	6976490.5563	2509108.6618	4°27′23.33″ LT	295.56	147.86	3800.00
	P.T. 15+93.45	6976501.5934	2509256.1063	N 85°43′08.57″ E			
W-RP-EX-BM-02	P.C. 18+57.60	6976521.3109	2509519.5116	N 85°43′08.57″ E			
	P.I. 21+58.85	6976543.7986	2509819.9246	6°30′23.09″ RT	601.86	301.25	5300.00
	P.R.C. 24+59.45	6976532.1004	2510120.9508	S 87°46′28.33″ E			
W-RP-EX-BM-03	P.R.C. 24+59.45	6976532.1004	2510120.9508	S 87°46′28.33″ E			
	P.I. 26+19.02	6976525.9042	2510280.3956	4°34′07.62″ LT	318.96	159.57	4000.00
	P.T. 27+78.42	6976532.4284	2510439.8273	N 87°39′24.05″ E			
℄ X-ASH (DESIGN SPEED: 30 MPH)							
X-ASH-01	P.C. 10+00.00	6976007.3973	2503094.7941	N 79°39′10.02″ E			
	P.I. 11+05.29	6976026.3096	2503198.3764	35°05′38.19″ LT	203.96	105.29	333.00
	P.T. 12+03.96	6976101.3353	2503272.2555	N 44°33′31.83″ E			

CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH	TANGENT	RADIUS
		NORTHING	EASTING		(FT)	(FT)	(FT)
℄ X-BA (DESIGN SPEED: 30 MPH) (MAJOR COLLECTOR)							
X-BA-01	P.C. 11+64.57	6976478.5566	2504358.1512	S 45°19′21.04″ E			
	P.I. 12+40.52	6976425.1532	2504412.1592	24°29′15.03″ RT	149.59	75.95	350.00
	P.T. 13+14.16	6976354.1674	2504439.1738	S 20°50′06.01″ E			
X-BA-02	P.C. 13+14.16	6976354.1674	2504439.1738	S 20°50′06.01″ E			
	P.I. 14+57.86	6976219.8601	2504490.2863	44°38′40.29″ LT	272.72	143.70	350.00
	P.T. 15+86.87	6976160.2201	2504766.2868	S 65°28′46.29″ E			
X-BA-03	P.C. 15+95.83	6976156.5020	2504629.1814	S 65°28′46.29″ E			
	P.I. 17+03.24	6976111.9257	2504726.9026	20°17′54.34″ RT	212.56	107.41	600.00
	P.T. 18+08.40	6976036.2171	2504803.0913	S 45°10′51.95″ E			
℄ X-BM (DESIGN SPEED: 30 MPH)							
TANGENT	P.O.B. 10+00.00	6975970.1894	2508310.1238	BEARING	LENGTH		
	P.O.E. 17+35.32	6976705.5112	2508308.0394	N 0°09′44.70″ W	735.32		
℄ X-BNK (DESIGN SPEED: 30 MPH)							
TANGENT	P.O.B. 10+00.00	6975970.8801	2502343.4950	BEARING	LENGTH		
	P.O.E. 19+13.81	6975327.5876	2502992.5168	S 45°15′14.43″ E	913.81		
℄ X-CW (DESIGN SPEED: 30 MPH)							
TANGENT	P.O.B. 10+00.00	6976174.5012	2502926.5705	BEARING	LENGTH		
	P.O.E. 18+00.00	6975612.5925	2503492.2445	S 45°11′28.77″ E	800.00		
℄ X-DO (DESIGN SPEED: 30 MPH) (MINOR ARTERIAL)							
TANGENT	P.O.B. 10+00.00	6975987.4635	2510450.0538	BEARING	LENGTH		
	P.O.E. 19+00.00	6976887.2998	2510432.8835	N 1°05′35.38″ W	900.00		
℄ X-FI (DESIGN SPEED: 30 MPH)							
TANGENT	P.O.B. 10+00.00	6976305.6623	2503645.6570	BEARING	LENGTH		
	P.O.E. 18+70.00	6975694.1116	2504264.4508	S 45°20′14.28″ E	870.00		
℄ X-GA (DESIGN SPEED: 30 MPH)							
TANGENT	P.O.B. 10+00.00	6976134.5525	2503818.7936	BEARING	LENGTH		
	P.O.E. 12+78.90	6976332.5106	2504015.2593	N 44°46′59.57″ E	278.90		
℄ X-GD (DESIGN SPEED: 30 MPH) (PRINCIPAL ARTERIAL)							
TANGENT	P.O.B. 10+00.00	6975765.2973	2506118.7529	BEARING	LENGTH		
	P.O.E. 21+51.31	6976620.4881	2506889.5799	N 42°01′47.80″ E	1151.31		
℄ X-GUR (DESIGN SPEED: 30 MPH)							
X-GUR-01	P.C. 15+06.57	6976166.2623	2505387.4432	N 44°36′57.35″ E			
	P.I. 15+31.23	6976183.8147	2505404.7619	7°03′18.45″ RT	49.25	24.66	400.00
	P.R.C. 15+55.83	6976199.1071	2505424.1054	N 51°40′15.80″ E			
X-GUR-02	P.R.C. 15+55.83	6976199.1071	2505424.1054	N 51°40′15.80″ E			
	P.I. 16+54.83	6976260.5101	2505501.7743	14°06′36.90″ LT	197.02	99.01	800.00
	P.R.C. 17+52.84	6976338.9953	2505562.1305	N 37°33′38.89″ E			
X-GUR-03	P.R.C. 17+52.84	6976338.9953	2505562.1305	N 37°33′38.89″ E			
	P.I. 17+77.50	6976358.5420	2505577.1622	7°03′18.45″ RT	49.25	24.66	400.00
	P.T. 18+02.10	6976376.0944	2505594.4810	N 44°36′57.35″ E			
℄ X-LS (DESIGN SPEED: 30 MPH)							
X-LS-01	P.C. 14+83.64	6975795.6273	2503996.0440	N 44°37′24.84″ E			
	P.I. 14+92.65	6975802.0378	2504002.3707	2°34′47.29″ RT	18.01	9.01	400.00
	P.R.C. 15+01.65	6975808.1569	2504008.9796	N 47°12′12.13″ E			
X-LS-02	P.R.C. 15+01.65	6975808.1569	2504008.9796	N 47°12′12.13″ E			
	P.I. 15+11.26	6975814.6833	2504016.0283	2°45′05.12″ LT	19.21	9.61	400.00
	P.T. 15+20.86	6975821.5405	2504022.7555	N 44°27′07.01″ E			
X-LS-03	P.C. 23+12.46	6976386.6138	2504577.1206	N 44°27′07.01″ E			
	P.I. 23+24.97	6976395.5449	2504585.8826	3°34′59.19″ RT	25.01	12.51	400.00
	P.R.C. 23+37.47	6976403.9111	2504595.1855	N 48°02′06.19″ E			
X-LS-04	P.R.C. 23+37.47	6976403.9111	2504595.1855	N 48°02′06.19″ E			
	P.I. 23+49.98	6976412.2772	2504604.4885	3°34′59.16″ LT	25.01	12.51	400.00
	P.T. 23+62.49	6976421.2083	2504613.2504	N 44°27′07.04″ E			
℄ X-WS (DESIGN SPEED: 30 MPH)							
TANGENT	P.O.B. 10+00.00	6975848.8225	2507661.0993	BEARING	LENGTH		
	P.O.E. 19+00.00	6976748.7947	2507654.0266	N 0°27′00.97″ W	900.00		


SUPERELEVATION SIGN CONVENTION
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SUPERELEVATION

BASELINE	END FULL SUPER OR NORMAL CROWN/BEGIN TRANSITION		END TRANSITION/BEGIN FULL SUPER OR NORMAL CROWN	
	STA	e	STA	e
E-GP2	616+76.00	-4.4	618+72.00	-2.5
W-GP2	615+78.00	-4.4	622+86.00	2.5
ML-EB-WB	599+15.00	-3.4	599+56.00	-4.4
	617+00.00	-4.4	617+77.00	-2.5
E-RP-EX-GD	16+05.88	-2.5	16+18.00	-2.0
E-RP-EN-GD	12+40.00	-2.0	12+52.00	-2.5
E-RP-EX-DO	19+64.00	-2.5	19+75.00	-2.0
E-RP-EN-DO	15+68.00	2.0	17+55.00	-2.0
	21+55.00	-2.0	21+70.60	-1.4
W-RP-EN-BA	14+94.00	-4.4	17+00.00	6.0
	17+97.00	6.0	18+77.00	2.0
W-RP-EX-BA	12+23.00	2.0	13+19.00	-2.0
	15+62.00	-2.0	16+58.00	2.0
	17+52.00	2.0	18+00.00	4.0
	19+16.00	4.0	19+64.00	2.0
	24+81.00	2.0	26+02.00	-3.0
	29+04.00	-3.0	30+37.00	2.5
W-RP-EN-GD	14+12.12	2.5	14+25.00	2.0
W-RP-EX-BM	21+64.00	2.0	21+76.00	2.5

PROPERTY OWNERS

MAP ID	OWNER	PROPERTY ADDRESS
771	GAROZ JULIO &	4536 BIRCH ST
774	PERALTA JOSE ISAEL &	4540 BIRCH ST
778	BCI HOMES LLC	509 BANK ST
783	FAZ RUBEN	4541 E R L THORNTON FWY
802	FAZ RUBEN	504 BANK ST
804	GUERRERO ROBERTO	504 BANK ST
809	FAZ RUBEN	4606 TERRY ST
813	GUERRERO ROBERTO	508 BANK ST
819	GILLILAND EDITH F	4612 TERRY ST
825	MORA DOMINGA	4613 E R L THORNTON FWY
830	COLLAZO ADELA &	4528 ASH LN
833	TOLAN FINDING INC	4615 E R L THORNTON FWY
835	CISNEROS ARMANDO M	4532 ASH LN
839	MY HOUSE OF PRAYER	4536 ASH LN
843	ROBLEDO GENARO & BLANCA	4540 ASH LN
844	TOLAN FINDING INC	4619 E R L THORNTON FWY
854	SEGURA VICENTE P &	4601 GARLAND AVE
855	CARRILLO JESUS & JULIA	4800 TERRY ST
859	SEGURA PABLO & PATRICIA	4607 GARLAND AVE
862	GILMORE RALPH CURTIS	4609 GARLAND AVE
867	GUZMAN VICENTE MAYA &	4611 GARLAND AVE
872	ORTIZ ANNA	4803 ASH LN
873	CASTANEDA JOSE A	4617 GARLAND AVE
879	HILL HOLLIS LIFE ESTATE	4701 GARLAND AVE
884	ORTIZ ANA	4807 ASH LN
886	BUSSELL MIKE	4809 ASH LN
887	CARDOSO JOSE G	4705 GARLAND AVE
891	CORONADO EMMA M	4815 ASH LN
893	REYES UBERTINO ESTATE OF	4711 GARLAND AVE
896	CAPETILLO ANGELA	4817 ASH LN
898	HARRIS JAMAAL	4715 GARLAND AVE
901	BAHR REBECCA	4821 ASH LN
905	STEINER STEPHEN P	4717 GARLAND AVE
906	GUERRERO ROBERTO	4825 ASH LN
921	BROOKS CARRIE LEE	4716 GARLAND AVE
922	MOSER W JAKE JR	4826 ASH LN
930	BAHR REBECCA &	4830 ASH LN
932	FLORES ADRIAN G	4802 GARLAND AVE
933	IZAGUIRRE ALFREDO	4834 ASH LN
938	OBRIST CAROLYN	603 S FITZHUGH AVE
939	SUFI PROPERTIES	4806 GARLAND AVE
945	LOPEZ IRMA A	607 S FITZHUGH AVE
946	SEGURA ELOY & DAVID	4808 GARLAND AVE
950	SHUMAKER JOHN	611 S FITZHUGH AVE
951	HERNANDEZ ROY M	4814 GARLAND AVE
958	GILMORE RALPH CURTIS	4818 GARLAND AVE
959	CHARCOPA MARGARITA	600 S FITZHUGH AVE
963	CAMPBELL VALLIE	604 S FITZHUGH AVE
965	GILMORE RALPH CURTIS	4822 GARLAND AVE
968	GILMORE RALPH CURTIS	608 S FITZHUGH AVE
975	CORONADO RODRIGO	614 S FITZHUGH AVE
977	CABRERA MARIA	4821 LINDSLEY AVE
981	LAND ETEBARI HOLDINGS LLC	618 S FITZHUGH AVE
983	CABRERA MARIA &	4825 LINDSLEY AVE
986	PEREZ SALVADOR &	620 S FITZHUGH AVE
990	VALDEZ JUAN ANGEL	4829 LINDSLEY AVE
994	LIZARRAGA MARIO A	4915 GARLAND AVE
998	GOMEZ RINGO FRINKA RIVERA	4833 LINDSLEY AVE
999	LOPEZ MARTA	4917 GARLAND AVE
1004	GOMEZ RINGO FRINKA RIVERA	4837 LINDSLEY AVE
1014	BELTRAN MARCELINO	4918 GARLAND AVE
1017	MLM LINDSLEY LLC	4838 LINDSLEY AVE
1019	SAUCEDO AZARELI	4922 GARLAND AVE
1021	WILLIAMS J YRIS &	4842 LINDSLEY AVE
1026	VILLALOBOS VICTOR	4926 GARLAND AVE
1030	RAMOS LEROY	4930 GARLAND AVE
1034	RAMOS LONNY G & YOLANDA	4934 GARLAND AVE
1039	TORRES LEOPOLDO & MARIA	4938 GARLAND AVE
1040	GARLAND JV	4942 GARLAND AVE
1045	BROWN JOHNNY M ESTATE OF	4901 PARRY AVE
1046	LOPEZ MARTHA MARES &	709 S MUNGER BLVD
1049	LE HAI & DUYEN NGUYEN	4937 LINDSLEY AVE
1050	GILMORE RALPH CURTIS	4907 PARRY AVE
1053	GONZALEZ BALTAZAR &	4911 PARRY AVE
1054	NOVELLA INTERNATIONAL LLC	5004 GARLAND AVE
1056	LE HAI PHUOC &	4943 LINDSLEY AVE
1060	MUENNINK 35 HOLMES LLC	4915 PARRY AVE
1063	VAZQUEZ JUAN	4902 PARRY AVE
1067	NUNO LOPEZ LETICIA	4906 PARRY AVE
1069	SINGH HARJINDER &	5007 LINDSLEY AVE
1072	SANDOVAL DANIEL &	4910 PARRY AVE
1073	BARRON MARIA L	5009 LINDSLEY AVE
1076	PERRY RICK &	4912 PARRY AVE
1078	WARD MICHAEL & TERRI	5015 LINDSLEY AVE
1080	PERRY RICKEY &	4916 PARRY AVE
1084	ZAPATA MAURICIO	4922 PARRY AVE
1085	MARES TERESA A	5004 LINDSLEY AVE
1089	CAMPUZANO ANTONIO	4926 PARRY AVE
1092	DEER RESOURCES LP &	5008 LINDSLEY AVE
1094	VALDIVIA MARIANO	4930 PARRY AVE
1098	MARES TERESA	5014 LINDSLEY AVE
1101	GILMORE RALPH CURTIS	4934 PARRY AVE
1109	GILMORE RALPH CURTIS	4938 PARRY AVE
1115	ALVARADO MANUELA	5019 PARRY AVE
1116	CHONG TONY	911 S BARRY AVE
1123	REVELES MARIA JUANA	5101 PARRY AVE
1124	FLOYD HERSHEL III	4939 GURLEY AVE
1129	REVELES BERTA A	5103 PARRY AVE
1133	REVELES MARIA J	5107 PARRY AVE
1136	CHAVEZ HERLINDA R	5111 PARRY AVE
1152	MARTINEZ EDUARDO	5006 GURLEY AVE
1155	HAWKIN DEWEY LLC	5114 PARRY AVE
1157	RODRIGUEZ MARIA VENANCIO & ROBERT DAVID	5010 GURLEY AVE
1160	NUNEZ SILVESTRE L &	5118 PARRY AVE
1162	EAST SIDE SPACE LLC	5014 GURLEY AVE
1167	GUTIERREZ ELIAS JR	5202 PARRY AVE
1169	BALDERAS ADOLFO	5022 GURLEY AVE
1175	BALDERAS FABIAN	5102 E R L THORNTON FWY
1181	RAMIREZ MANUEL EST OF	914 S ST MARY AVE
1182	LOPEZ ALFONSO	5106 E R L THORNTON FWY
1187	LOPEZ ALFONSO	5110 E R L THORNTON FWY
1188	GARCIA BEATRIZ &	5207 GURLEY AVE
1192	GUARDADO RAFAEL & MARIA	5211 GURLEY AVE
1196	PENAGRAPH FRANKLIN	5215 GURLEY AVE
1197	GILMORE RALPH C	5111 PHILIP AVE
1202	RAMIREZ DAVID &	5219 GURLEY AVE
1203	LAKES EDWARD R	5115 PHILIP AVE
1206	GALLEGOS MICAELA	5223 GURLEY AVE
1209	JOBINAN ENTERPRISES INC	5119 PHILIP AVE
1220	GILMORE RALPH C	5118 PHILIP AVE
1227	TAMEX INVESTMENTS INC	5202 PHILIP AVE
1231	TAMEX INVESTMENTS INC	5206 PHILIP AVE
1236	TAMEX INVESTMENTS INC	5210 PHILIP AVE
1242	TAMEX INVESTMENTS INC	5214 PHILIP AVE
1245	TAMEX INVESTMENTS INC	5218 PHILIP AVE
1247	GRAND BANK	5201 E R L THORNTON FWY
1249	TAMEX INVESTMENTS INC	5212 PHILIP AVE
1255	CASTELAN JOSE MANUEL &	5219 EAST GRAND AVE
1257	CASTELAN JOSE MANUEL &	5225 EAST GRAND AVE
1258	NEIGHBORS UNITED FOR QUALITY EDUCATION INC	1011 FAIRVIEW AVE
1261	ASLAM REAL ESTATE LLC	5336 E R L THORNTON FWY
1269	ARCHLAND PROPERTY II LP	5337 EAST GRAND AVE
1271	SOUTHDALE APARTMENT	5244 EAST GRAND AVE
1273	KARBUN PARTNERS LLC	5404 PHILIP AVE
1280	BENITEZ JOSE & MARIA DOLRES	5401 EAST GRAND AVE
1282	GARZA JUAN MANUEL GARZA	5230 E R L THORNTON FWY
1287	SPEARS JERRY A	1302 S HENDERSON AVE
1288	JSDN REAL ESTATE LTD	5400 EAST GRAND AVE
1292	JSDN REAL ESTATE LTD	5408 EAST GRAND AVE
1294	ESPINOZA SONIA J	5410 E R L THORNTON FWY
1299	ESPINOZA SONIA J	1305 FAIRVIEW AVE
1301	CITY WAREHOUSE LP	5200 EAST GRAND AVE
1305	CASTANEDA MARIBEL &	1307 FAIRVIEW AVE
1308	SANCHEZ PEDRO &	1315 FAIRVIEW AVE
1309	RSR HOLDINGS LLC &	5417 E R L THORNTON FWY
1319	FINANCIAL OPERATING INC	5421 E R L THORNTON FWY
1322	OLDFIELD SARAH ELLIOTT	1320 FAIRVIEW AVE
1324	OLDFIELD SARAH ELLIOTT	1324 FAIRVIEW AVE
1328	RIDGLEA COMPLEX MGMT INC	5502 E R L THORNTON FWY
1333	RIDGLEA COMPLEX MGMT INC	5506 E R L THORNTON FWY
1336	FINANCIAL OPERATING INC	5421 E R L THORNTON FWY
1344	MODERN PYRAMIDS INC	5526 E R L THORNTON FWY
1348	5527 THORNTON LLC	5527 E R L THORNTON FWY
1357	M&V PROPERTIES LLC	5606 E R L THORNTON FWY
1360	WINSLOW EQUITIES INC	5607 E R L THORNTON FWY
1374	GANJI ALI SHAUN	5629 E R L THORNTON FWY

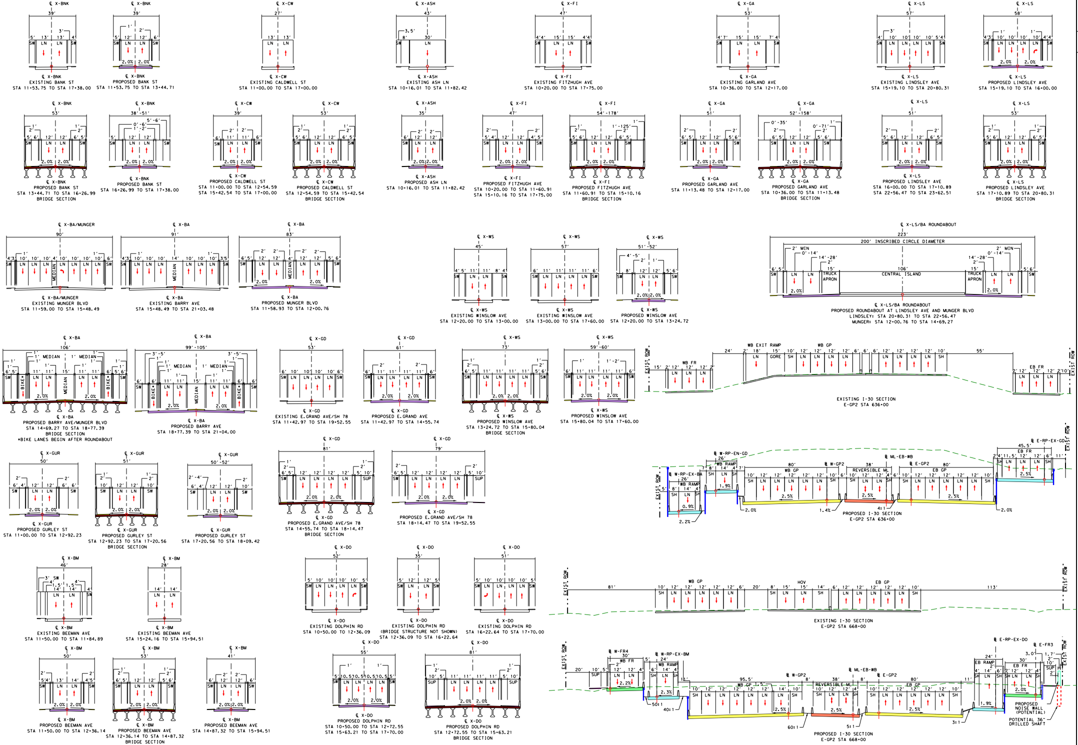
MAP ID	OWNER	PROPERTY ADDRESS
1375	LY & LY INVESTMENT LP	5626 E R L THORNTON FWY
1382	GANJU SHAUN	5635 E R L THORNTON FWY
1387	GANJI ALI SHAUN	2834 SAMUELL BLVD
1388	ST LUKE COMM METHODIST CH	5351 BEEMAN AVE
1400	SOCIETY SERVICES LLC	5430 BEEMAN AVE
1401	SOCIETY SERVICES LLC	5430 BEEMAN AVE
1405	ST LUKE COMMUNITY UNITED	5710 E R L THORNTON FWY
1408	CHARLES STREET RETIREMENT FUND LLC	5433 ST CHARLES AVE
1409	CHARLES STREET RETIREMENT FUND LLC	5423 ST CHARLES AVE
1416	GUERRERO JOSE A & MARIA E	3001 CULVER ST
1420	2SB ENTERPRISES LLC	5418 ST CHARLES AVE
1423	GRIGGS DAVID D	3007 CULVER ST
1426	JUAREZ CARLOS GALINDO &	3011 CULVER ST
1429	DURAN DELIA	3015 CULVER ST
1432	GARCIA LOYDA B	5819 E R L THORNTON FWY
1435	MATA EDGAR W	3019 CULVER ST
1438	CANCHOLA MAURICIO	3023 CULVER ST
1441	MANKIN ROGER	3103 CULVER ST
1444	GUERRERO PEDRO JR	3107 CULVER ST
1446	GOMEZ JOSE	5426 SIBLEY AVE
1447	MATA RENE RAMOS	5416 SIBLEY AVE
1449	TAYLOR DAISY	3111 CULVER ST
1453	FRANKLIN THOMAS H	3115 CULVER ST
1458	URIBE JAVIER H & MARIA C	3119 CULVER ST
1461	FUENTES ABNER	3123 CULVER ST
1462	MONAGHEN DON	5423 OWENWOOD AVE
1463	MONAGHEN DONALD	5419 OWENWOOD AVE
1465	LUNA RITA & ANTONIO	3127 CULVER ST
1469	GANJI ALI SHAUN	3203 MERRIFIELD AVE
1470	PENA PARDO MICAELA	3203 CULVER ST
1472	RUIZ EDWARD	3207 CULVER ST
1473	GANJI ALI SHAUN	3207 MERRIFIELD AVE
1475	BARTOS LORLEE C	3211 CULVER ST
1478	GANJI ALI SHAUN	3215 MERRIFIELD AVE
1480	DELGADO FELIX	3215 CULVER ST
1483	ESPARZA ABEL SALVADOR MEDINA	3219 CULVER ST
1486	UNIC AUTOMOTIVE & CYCLE	3219 MERRIFIELD AVE
1488	RESCOM INVESTMENT GROUP LLC	3223 CULVER ST
1491	UNIC AUTOMOTIVE & CYCLE	3223 MERRIFIELD AVE
1492	BARRIENTOS JUAN D & NEREYDA S	3227 CULVER ST
1496	BLACKMORE DEBRA S MCCORMICK &	3231 MERRIFIELD AVE
1497	BARRIENTOS NORMA S	3231 CULVER ST
1500	BALDERAS RICARDO &	3235 CULVER ST
1504	ZIESK ARTHUR N	3235 MERRIFIELD AVE
1505	APARICIO BEATRIZ &	3237 CULVER ST
1509	MAGDALENO IVETTE HERNANDEZ &	3243 CULVER ST
1513	HENDERSON JOYCE A HUNT	3247 CULVER ST
1517	CUMMINGS GLORIA J	3251 CULVER ST
1520	MEER INC	3243 MERRIFIELD AVE
1523	RODRIGUEZ NORA C &	3255 CULVER ST
1528	RODRIGUEZ EDUARDO V	3301 CULVER ST
1530	QUON LAWRENCE J REV TRUST	3307 CULVER ST
1533	JAQUEZ JORGE LUIS	3315 MERRIFIELD AVE
1534	MONRIAL SAM EST OF	3311 CULVER ST
1537	LONGHENG INC	3324 SAMUELL BLVD
1538	TWIEHAUS MICHAEL A & MARIE D	5405 DOLPHIN RD
1539	WALKER PRECIOUS LEE	3315 CULVER ST
1542	TORRES FRANCISCO & MIREYA	3403 CULVER ST
1545	RSKHIEV LIQUOR LLC	3400 SAMUELL BLVD
1546	ROCK & DOLPHIN LLC	6301 E R L THORNTON FWY
1547	TORRES FRANCISCO F &	3409 CULVER ST
1550	TORRES VANESSA &	3413 CULVER ST
1553	BUCIO ROBERTO & CLAUDIA	3419 CULVER ST
1554	FILTHY RICH INC	3421 MERRIFIELD AVE
1557	BUCIO ROBERTO P	3423 CULVER ST
1561	GAMEZ ALMA L	3429 CULVER ST
1564	GAMEZ ALMA L	3433 CULVER ST
1567	REGIO HOLDINGS LLC	3425 MERRIFIELD AVE
1568	HERNANDEZ JESUS &	3439 CULVER ST

RETAINING WALLS

Point	Alignment	Wall Begin	Wall End
RW-102	E-GP2	595+90, 98′ RT	601+67, 98′ RT
RW-103	E-GP2	602+23, 95′ RT	607+69, 84′ RT
RW-104	E-GP2	608+29, 83′ RT	614+99, 83′ RT
RW-105	E-GP2	615+72, 85′ RT	616+54, 85′ RT
RW-106	E-GP2	617+34, 84′ RT	623+10, 84.5′ RT
RW-107	E-GP2	624+53, 84.5′ RT	627+37, 83′ RT
RW-107A	E-GP3	628+17, 84.5′ RT	637+85, 118′ RT
RW-108	E-GP2	637+49, 10′ LT	640+47, 10′ LT
RW-109	E-GP2	652+50, 84.5′ RT	658+26, 84.5′ RT
RW-110	E-GP2	658+80, 85′ RT	669+67, 108′ RT
RW-111	E-GP2	668+40, 71′ RT	679+48, 73′ RT
RW-112	E-GP2	680+29, 73′ RT	688+48, 71′ RT
RW-201	W-GP2	595+29, 105′ LT	600+77, 96.5′ LT
RW-202	W-GP2	601+30, 97′ LT	606+42, 96′ LT
RW-203	W-GP2	607+24, 97′ LT	613+05, 101.5′ LT
RW-204	ML-EB-WB	610+64, 34′ LT	614+51, 34′ LT
RW-205	W-GP2	615+29, 82′ LT	618+91, 83′ LT
RW-206	W-GP2	622+46, 83′ LT	632+92, 98′ LT
RW-207	W-GP2	642+95, 93′ LT	651+71, 89′ LT
RW-208	W-GP2	652+71, 89′ LT	658+32, 84′ LT
RW-209	W-GP2	659+10, 84.5′ LT	670+93, 94.5′ LT
RW-210	ML-W-RP-EX	22+58, 20′ LT	33+53, 20′ LT
RW-323	E-RP-EX-GD	18+50, 24.5′ LT	24+12, 39.5′ LT
RW-324	E-FR3	13+14, 17.5′ RT	14+26, 17.5′ RT
RW-325	E-RP-EN-GD	11+25.50, 22.5′ LT	16+97, 18′ LT
RW-326	E-FR3	14+54, 26′ LT	22+59, 27.5′ LT
RW-327	E-FR3	33+95, 5′ RT	50+37, 5′ RT
RW-327A	E-FR3	46+95, 18′ RT	50+55, 18′ RT
RW-328	E-RP-EX-LV	10+95, 4′ RT	20+50, 6′ RT
RW-428	W-RP-EN-BA	14+55, 8′ LT	18+60, 6′ LT
RW-429	W-RP-EX-BA	13+00, 7′ LT	19+64, 7′ LT
RW-429A	W-RP-EX-BA	20+38, 7′ LT	30+85, 9.5′ LT
RW-430	W-RP-EN-GD	14+19, 8′ LT	19+24, 8′ LT
RW-431	W-RP-EN-GD	16+41, 18′ RT	19+24, 18′ RT
RW-432	W-FR4	18+28, 28′ RT	30+96, 28′ RT
RW-433	W-RP-EX-DO	10+96, 21.5′ RT	18+00, 18′ RT
RW-434	W-RP-EX-DO	14+00, 18′ LT	26+81, 12′ LT

TYPICAL SECTIONS

NOT TO SCALE



SW
LN
SH
SUP
MEDIAN
BIKE*
GORE
TRUCK APRON
CENTRAL ISLAND
200' INSCRIBED CIRCLE DIAMETER
EXIST ROW
WB FR
EB FR
WB EXIT RAMP
WB GP
EB GP
HOV
WB RAMP
EB RAMP
REVERSIBLE ML
℄ W-RP-EN-GD
℄ W-RP-EX-BA
℄ W-GP2
℄ ML-EB-WB
℄ E-GP2
℄ E-RP-EX-GD
℄ W-FR4
℄ W-RP-EX-BM
℄ E-RP-EX-DO
℄ E-FR3
PROPOSED NOISE WALL (POTENTIAL)
POTENTIAL 36" DRILLED SHAFT

℄ X-BNK
EXISTING BANK ST
STA 11+53.75 TO STA 17+38.00

℄ X-BNK
PROPOSED BANK ST
STA 11+53.75 TO STA 13+44.71

℄ X-CW
EXISTING CALDWELL ST
STA 11+00.00 TO STA 17+00.00

℄ X-ASH
EXISTING ASH LN
STA 10+16.01 TO STA 11+82.42

℄ X-FI
EXISTING FITZHUGH AVE
STA 10+20.00 TO STA 17+75.00

℄ X-GA
EXISTING GARLAND AVE
STA 10+36.00 TO STA 12+17.00

℄ X-LS
EXISTING LINDSLEY AVE
STA 15+19.10 TO STA 20+80.31

℄ X-LS
PROPOSED LINDSLEY AVE
STA 15+19.10 TO STA 16+00.00

℄ X-BNK
PROPOSED BANK ST
STA 13+44.71 TO STA 16+26.99
BRIDGE SECTION

℄ X-BNK
PROPOSED BANK ST
STA 16+26.99 TO STA 17+38.00

℄ X-CW
PROPOSED CALDWELL ST
STA 11+00.00 TO STA 12+54.59
STA 15+42.54 TO STA 17+00.00

℄ X-CW
PROPOSED CALDWELL ST
STA 12+54.59 TO STA 15+42.54
BRIDGE SECTION

℄ X-ASH
PROPOSED ASH LN
STA 10+16.01 TO STA 11+82.42

℄ X-FI
PROPOSED FITZHUGH AVE
STA 10+20.00 TO STA 11+60.91
STA 15+10.16 TO STA 17+75.00

℄ X-FI
PROPOSED FITZHUGH AVE
STA 11+60.91 TO STA 15+10.16
BRIDGE SECTION

℄ X-GA
PROPOSED GARLAND AVE
STA 11+13.48 TO STA 12+17.00

℄ X-GA
PROPOSED GARLAND AVE
STA 10+36.00 TO STA 11+13.48
BRIDGE SECTION

℄ X-LS
PROPOSED LINDSLEY AVE
STA 16+00.00 TO STA 17+10.89
STA 22+56.47 TO STA 23+62.51

℄ X-LS
PROPOSED LINDSLEY AVE
STA 17+10.89 TO STA 20+80.31
BRIDGE SECTION

℄ X-BA/MUNGER
EXISTING MUNGER BLVD
STA 11+59.00 TO STA 15+48.49

℄ X-BA
EXISTING BARRY AVE
STA 15+48.49 TO STA 21+03.48

℄ X-BA
PROPOSED MUNGER BLVD
STA 11+58.93 TO STA 12+00.76

℄ X-WS
EXISTING WINSLOW AVE
STA 12+20.00 TO STA 13+00.00

℄ X-WS
EXISTING WINSLOW AVE
STA 13+00.00 TO STA 17+60.00

℄ X-WS
PROPOSED WINSLOW AVE
STA 12+20.00 TO STA 13+24.72

℄ X-LS/BA ROUNDABOUT
PROPOSED ROUNDABOUT AT LINDSLEY AVE AND MUNGER BLVD
LINDSLEY: STA 20+80.31 TO STA 22+56.47
MUNGER: STA 12+00.76 TO STA 14+69.27

℄ X-BA
PROPOSED BARRY AVE/MUNGER BLVD
STA 14+69.27 TO STA 18+77.39
BRIDGE SECTION
*BIKE LANES BEGIN AFTER ROUNDABOUT

℄ X-BA
PROPOSED BARRY AVE
STA 18+77.39 TO STA 21+04.00

℄ X-GD
EXISTING E.GRAND AVE/SH 78
STA 11+42.97 TO STA 19+52.55

℄ X-GD
PROPOSED E.GRAND AVE
STA 11+42.97 TO STA 14+55.74

℄ X-WS
PROPOSED WINSLOW AVE
STA 13+24.72 TO STA 15+80.04
BRIDGE SECTION

℄ X-WS
PROPOSED WINSLOW AVE
STA 15+80.04 TO STA 17+60.00

EXISTING I-30 SECTION
E-GP2 STA 636+00

℄ X-GUR
PROPOSED GURLEY ST
STA 11+00.00 TO STA 12+92.23

℄ X-GUR
PROPOSED GURLEY ST
STA 12+92.23 TO STA 17+20.56
BRIDGE SECTION

℄ X-GUR
PROPOSED GURLEY ST
STA 17+20.56 TO STA 18+09.42

℄ X-GD
PROPOSED E.GRAND AVE/SH 78
STA 14+55.74 TO STA 18+14.47
BRIDGE SECTION

℄ X-GD
PROPOSED E.GRAND AVE/SH 78
STA 18+14.47 TO STA 19+52.55

PROPOSED I-30 SECTION
E-GP2 STA 636+00

℄ X-BM
EXISTING BEEMAN AVE
STA 11+50.00 TO STA 11+84.89

℄ X-BM
EXISTING BEEMAN AVE
STA 15+24.16 TO STA 15+94.51

℄ X-DO
EXISTING DOLPHIN RD
STA 10+50.00 TO 12+36.09

℄ X-DO
EXISTING DOLPHIN RD
(BRIDGE STRUCTURE NOT SHOWN)
STA 12+36.09 TO STA 16+22.64

℄ X-DO
EXISTING DOLPHIN RD
STA 16+22.64 TO STA 17+70.00

EXISTING I-30 SECTION
E-GP2 STA 668+00

℄ X-BM
PROPOSED BEEMAN AVE
STA 11+50.00 TO STA 12+36.14

℄ X-BM
PROPOSED BEEMAN AVE
STA 12+36.14 TO STA 14+87.32
BRIDGE SECTION

℄ X-BM
PROPOSED BEEMAN AVE
STA 14+87.32 TO STA 15+94.51

℄ X-DO
PROPOSED DOLPHIN RD
STA 10+50.00 TO STA 12+72.55
STA 15+63.21 TO STA 17+70.00

℄ X-DO
PROPOSED DOLPHIN RD
STA 12+72.55 TO STA 15+63.21
BRIDGE SECTION

PROPOSED I-30 SECTION
E-GP2 STA 668+00

TEXAS DEPARTMENT OF TRANSPORTATION®

DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

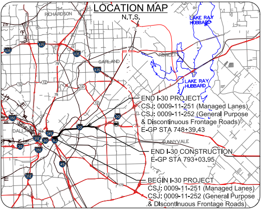
I-30
FROM I-45 TO FERGUSON RD

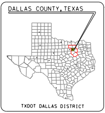
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

JUNE 2023
ROLL 2 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR:	MALCOM X, BARRY/MUNGER, HUNICUT
PRINCIPAL ARTERIAL:	2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78
MINOR ARTERIAL:	DOLPHIN, FERGUSON

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).
**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.


LOCATION MAP
N.T.S.
RICHARDSON
GARLAND
ROWLETT
LAKE RAY HUBBARD
LAKE RAY HUBBARD
DALLAS
SUNNYVALE
635
635
635
635
75
75
12
12
12
12
12
35E
35E
35E
35E
366
345
30
30
30
30
80
45
45
175
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose
& Discontinuous Frontage Roads)
E-GP STA 748+39.43
END I-30 CONSTRUCTION
E-GP STA 793+03.95
BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose
& Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

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:

NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JUNE, 2023
JOSIAH F. BELVEAL	122828	JUNE, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB

HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED: ______

DATE APPROVED: ______

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TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

JUNE 2023
ROLL 3 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).
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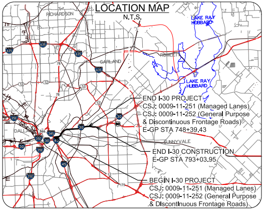
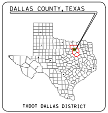
LOCATION MAP
N.T.S.


RICHARDSON
GARLAND
ROWLETT
LAKE RAY HUBBARD
LAKE RAY HUBBARD
DALLAS
SUNNYVALE
635
35E
75
12
30
45
175

END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 748+39.43

END I-30 CONSTRUCTION
E-GP STA 793+03.95

BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY
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NICOLE M. CARRILLO	101321	JUNE, 2023
JOSIAH F. BELVEAL	122828	JUNE, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED: ____

DATE APPROVED: ____

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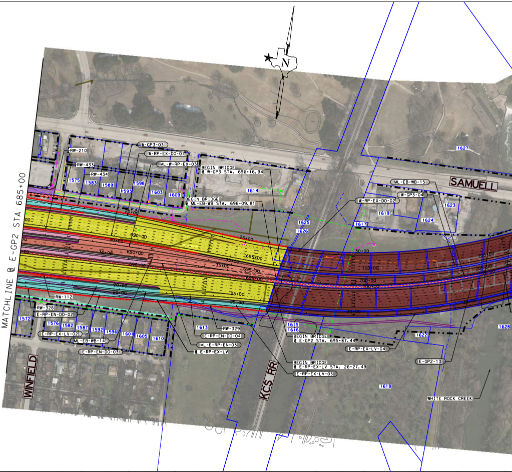
LEGEND:

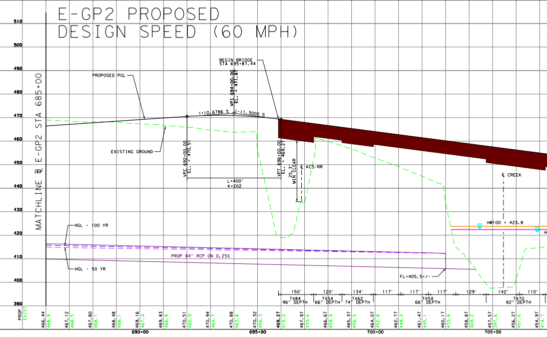
- EXISTING ROW (I-30)
- EXISTING CITY OF DALLAS ROW
- EXISTING PROPERTY LIMITS
- EXISTING STORM SEWER
- EXISTING PLANIMETRIC FEATURES
- EXISTING OVERHEAD ELECTRIC LINES
- EXISTING TELEPHONE / CABLE / FIBER LINE
- EXISTING WATER LINE
- EXISTING ELECTRIC LINE
- EXISTING SANITARY SEWER LINE
- EXISTING GAS / PETROLEUM LINE
- PROPOSED CENTERLINE/BASELINE
- PROPOSED ROW
- PROPOSED DENIAL OF ACCESS
- PROPOSED EDGE OF PAVEMENT
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE BENT
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL (POTENTIAL)
- PROPOSED CULVERT / STORM SEWER / SYPHON
- ▨ PROPOSED DRAINAGE DETENTION/STORAGE AREA
- PROPOSED PRELIMINARY RAIL MODIFICATION
- PROPOSED PROJECT BY OTHERS
- → PROPOSED DIRECTION OF TRAVEL
- ⇨ EXISTING DIRECTION OF TRAVEL
- ■ EXISTING ROADWAY (SEPARATE PROJECT BY TxDOT)
- ■ EXISTING BRIDGE (SEPARATE PROJECT BY TxDOT)
- 🟥 PROPOSED BRIDGE
- 🟨 PROPOSED MAIN LANES
- 🟧 PROPOSED MANAGED LANES
- ■ PROPOSED MANAGED LANES RAMP
- ■ PROPOSED RAMP/DIRECT CONNECTOR
- 🟩 PROPOSED ACCESS/FRONTAGE ROAD
- 🟪 PROPOSED LOCAL CROSS STREET/DRIVEWAY
- ■ PROPOSED SIDEWALK/RAISED MEDIAN
- ■ PROPOSED SHARED USE PATH
- 🟧 POTENTIAL DISPLACEMENTS
- ▩ PAVEMENT / BRIDGE TO BE REMOVED
- 100 PARCEL ID
- PEDESTRIAN CURB RAMP

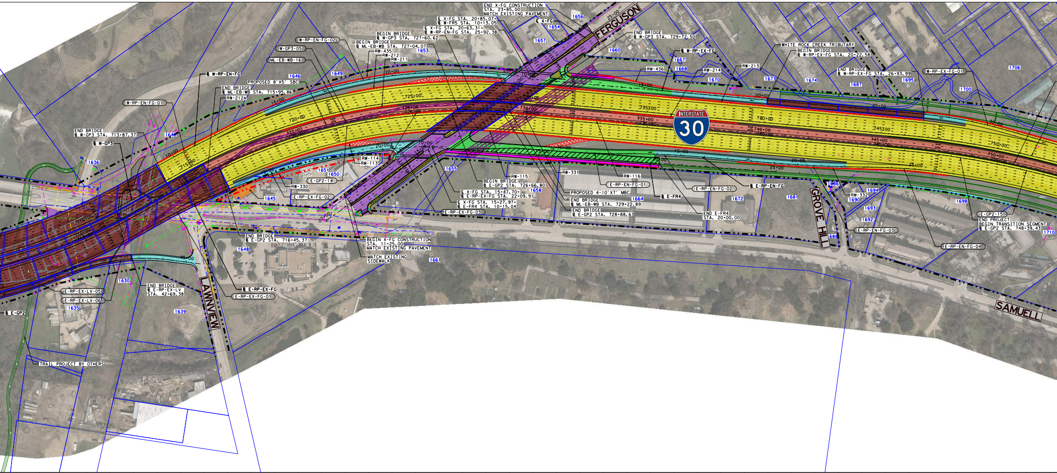
NOTES:

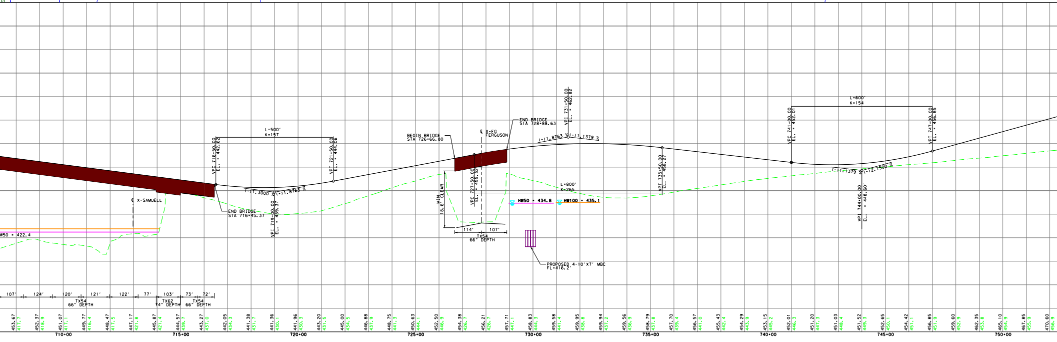
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS AND RECORD PLANS.
2. MEDIAN OPENINGS ARE PRELIMINARY BASED ON COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN FINAL DESIGN (PS&E) IN COORDINATION WITH THE LOCAL GOVERNMENTS.
3. NOISE WALL LOCATIONS SHOWN ARE PRELIMINARY, PENDING LOCAL COORDINATION.
4. 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 WILL BE IMPLEMENTED IN FINAL DESIGN.
5. EXISTING PAVEMENT/BRIDGE LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
6. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL AND IS ASSUMED LINEAR. ALL SUPERELEVATION RATES WERE CALCULATED BASED ON USING A MAXIMUM SUPERELEVATION RATE OF 6%. SEE CHAPTER 2, SECTION 4 OF THE TXDOT ROADWAY DESIGN MANUAL FOR REFERENCE.
7. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
8. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
9. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
10. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING FINAL DESIGN OF THE PROJECT. LARGE GUIDE SIGNS ARE SHOWN ON A SEPARATE SCHEMATIC.
11. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DALLAS COUNTY APPRAISAL DISTRICT (MAY, 2021).
12. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE. ACTUAL DAMAGES TO THE BUILDING AND PROPERTY TO BE DETERMINED DURING THE ROW ACQUISITION PROCESS.
13. LOW SPEED ROADWAYS HAVE A NORMAL CROWN (NC) OF +/- 2% AND HIGH SPEED MAIN LANES HAVE A NC OF +/- 2.5% UNLESS NOTED OTHERWISE ON EACH ROLL IN THE SUPERELEVATION TABLES.
14. MINOR CROSS STREET CORNER RADII ARE R=25′ MIN AND MAJOR CROSS STREET CORNER RADII ARE R=30′ UNLESS NOTED OTHERWISE.
15. RAMP CROSS SLOPE TRANSITIONS BETWEEN MAIN LANES AND FRONTAGE ROADS WILL OCCUR OVER A LENGTH OF 50 FT UNLESS STATED OTHERWISE.
16. DART COORDINATION IS IN INITIAL STAGES. ALIGNMENTS AND DESIGN ARE SUBJECT TO CHANGE BASED ON DESIGN REVIEW AND AGENCY COORDINATION.
17. THE MAXIMUM BEAM TYPE AND STRUCTURE DEPTH IS SHOWN ON THE PROFILES WHERE THE TYPE MAY CHANGE.
18. THE CITY OF DALLAS EXISTING ROW HAS NOT BEEN FIELD VERIFIED. IT IS CURRENTLY BASED ON PARCEL DATA FROM MAY 2021.
19. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED IN COORDINATION WITH TXDOT, CITY AND/OR PROPERTY OWNER TO MODIFY OR REMOVE.
20. FINAL LOCATION OF ADA RAMPS TO BE DETERMINED DURING FINAL DESIGN.
21. APPROVED TRAFFIC FORECASTS ARE SHOWN ON ROLL 9. THE TRAFFIC FORECASTS WERE APPROVED BY TTI ON FEB 18, 2022.


N
MATCHLINE ℄ E-GP2 STA 685+00
W-GP3-03
RW-210
W-RP-EX-DO-01
RW-433
ML-W-RP-EX-03
RW-434
BEGIN BRIDGE
℄ W-GP3 STA. 696+16.94
BEGIN BRIDGE
℄ ML-EB-WB STA. 696+09.81
1575
1583
1589
1593
1598
1603
1609
1614
1627
SAMUELL
ML-EB-WB-15
W-GP3-04
W-RP-EX-DO-02
1619
1623
1624
1617
1625
1626
20+00
690+00
30+00
25+00
695+00
35+00
700+00
705+00
RW-112
RW-328
E-RP-EN-DO-02
1572
1576
1582
1587
1592
1596
1601
1605
1610
E-RP-EX-LV-02
ML-EB-WB-14
E-RP-EN-DO-03
1613
RW-329
E-RP-EN-DO-04
ML-E-RP-EN-03
℄ E-RP-EX-LV
1615
1616
BEGIN BRIDGE
℄ E-GP2 STA. 695+87.44
E-RP-EX-LV-04
1622
1628
BEGIN BRIDGE
℄ E-RP-EX-LV STA. 26+27.49
E-RP-EX-LV-03
E-GP2-13
1618
WHITE ROCK CREEK
WINFIELD
KCS RR

E-GP2 PROPOSED DESIGN SPEED (60 MPH)


510
500
490
480
470
460
450
440
430
420
410
400
390
MATCHLINE ℄ E-GP2 STA 685+00
PROPOSED PGL
BEGIN BRIDGE STA 695+87.44
VPI 694+00.00 EL. = 471.87
(+)0.6786 %
(-)1.3000 %
EXISTING GROUND
VPC 692+00.00 EL. = 470.51
VPT 696+00.00 EL. = 469.27
L=400′
K=202
25.3′ MIN CLEAR
℄ KCS-RR
℄ CREEK
HW100 = 423.8
HGL - 100 YR
HGL - 50 YR
PROP 84" RCP ON 0.25%
FL=405.5+/-
150′
120′
134′
117′
117′
117′
129′
142′
110′
TX84 96" DEPTH
TX54 66" DEPTH
TX62 74" DEPTH
TX54 66" DEPTH
TX70 82" DEPTH
PROP
EXIST
466.44
468.9
467.12
468.5
467.80
468.1
468.48
468.1
469.16
467.4
469.83
466.8
470.51
465.9
470.94
464.7
470.88
463.8
470.32
456.3
469.27
419.0
467.97
433.6
466.67
459.9
465.37
456.5
464.07
452.8
462.77
449.2
461.47
445.1
460.17
433.8
458.87
409.2
457.57
397.6
456.27
401.6
454.97
414.7
690+00
695+00
700+00
705+00


END X-FG CONSTRUCTION
STA. 23+85.00
MATCH EXISTING PAVEMENT
℄ X-FG STA. 20+85.07=
℄ W-FR5 STA. 10+13.05
℄ X-FG STA. 20+63.31=
℄ W-RP-EN-FG STA. 25+92.38
BEGIN BRIDGE
℄ W-GP3 STA. 727+60.62
BEGIN BRIDGE
℄ ML-EB-WB STA. 727+04.07
W-RP-EN-FG-02
W-GP3-05
ML-EB-WB-16
RW-435
RW-212
RW-211
1653
℄ W-RP-EN-FG
1646
1649
PROPOSED 8'X5' SBC
END BRIDGE
℄ ML-EB-WB STA. 715+95.86
RW-212A
W-RP-EN-FG-01
END BRIDGE
℄ W-GP3 STA. 713+87.37
℄ W-GP3
1640
1636
℄ X-FG
1656
1654
1657
1660
FERGUSON
25+00
END BRIDGE
℄ W-GP3 STA. 729+72.50
℄ W-RP-EX-FG
1667
1668
RW-436
RW-214
1670
RW-213
1671
WHITE ROCK CREEK TRIBUTARY
BEGIN BRIDGE
℄ W-RP-EX-FG STA. 20+22.58
1674
END BRIDGE
℄ W-RP-EX-FG STA. 26+93.99
1687
1695
W-RP-EX-FG-01
1700
1706
INTERSTATE
30
20+00
15+00
10+00
725+00
720+00
715+00
710+00
730+00
735+00
740+00
745+00
750+00
25+00
30+00
45+00
RW-114
RW-113
1651
1650
E-GP2-14
RW-330
1645
E-RP-EX-FG-02
1655
RW-115
BEGIN BRIDGE
℄ E-GP2 STA. 726+66.80
1658
℄ X-FG STA. 15+47.70=
℄ E-RP-EX-FG STA. 22+09.91
℄ X-FG STA. 15+27.97=
℄ E-FR4 STA. 10+15.04
E-RP-EX-FG-03
RW-331
RW-116
E-RP-EN-FG-01
PROPOSED 4-10'X7' MBC
END BRIDGE
℄ ML-EB-WB STA. 729+22.89
END BRIDGE
℄ E-GP2 STA. 728+88.63
1664
℄ E-FR4
E-RP-EN-FG-02
END E-FR4
STA. 20+00.00
1672
℄ E-RP-EN-FG
1681
GROVE HILL
1686
RW-332
1690
1694
1693
1692
1688
E-RP-EN-FG-03
1698
E-GP2-15
END PROJECT
BEGIN TRANSITION SEGMENT
℄ E-GP2 STA. 748+39.43
1710
E-RP-EN-FG-04
END BRIDGE
℄ E-GP2 STA. 716+45.37
1648
BEGIN X-FG CONSTRUCTION
STA. 11+25.00
MATCH EXISTING PAVEMENT
MATCH EXISTING
SIDEWALK
1661
1630
END BRIDGE
℄ E-RP-EX-LV
STA. 42+69.38
℄ E-RP-EX-FG
E-RP-EX-FG-01
E-RP-EX-LV-05
E-RP-EX-LV-06
1635
1639
LAWNVIEW
℄ E-GP2
TRAIL PROJECT BY OTHERS
SAMUELL


L=500'
K=157
VPC 716+50.00
EL. = 442.62
VPT 721+50.00
EL. = 444.06
(-)1.3000 %
(+)1.8763 %
VPI 719+00.00
EL. = 439.37
END BRIDGE
STA 716+45.37
℄ X-SAMUELL
HW50 = 422.4
BEGIN BRIDGE
STA 726+66.80
℄ X-FG
FERGUSON
END BRIDGE
STA 728+88.63
VPC 727+50.00
EL. = 455.32
MIN 18.6' CLEAR
114'
107'
TX54
66" DEPTH
VPI 731+50.00
EL. = 462.82
(+)1.8763 %
(-)1.1379 %
L=800'
K=265
VPT 735+50.00
EL. = 458.27
HW50 = 434.8
HW100 = 435.1
PROPOSED 4-10'X7' MBC
FL=416.2'
L=600'
K=154
VPC 741+00.00
EL. = 452.01
VPT 747+00.00
EL. = 456.85
(-)1.1379 %
(+)2.7500 %
VPI 744+00.00
EL. = 448.60'
107'
124'
120'
121'
122'
77'
103'
73'
72'
TX54
66" DEPTH
TX62
74" DEPTH
TX54
66" DEPTH
453.67
417.7
452.37
418.9
451.07
417.1
449.77
416.4
448.47
417.5
447.17
421.8
445.87
421.4
444.57
439.7
443.27
437.0
442.05
434.3
441.38
431.7
441.36
430.1
441.96
430.3
443.20
431.5
445.00
434.5
446.88
437.9
448.75
441.3
450.63
444.1
452.50
446.9
454.38
426.7
456.21
426.7
457.71
447.1
458.83
444.3
459.58
441.4
459.95
438.8
459.94
437.2
459.56
436.9
458.79
437.8
457.70
439.4
456.57
441.0
455.43
442.4
454.29
443.9
453.15
445.2
452.01
446.3
451.20
447.3
451.03
448.4
451.52
449.3
452.65
450.1
454.42
451.1
456.85
451.9
459.60
452.9
462.35
453.8
465.10
454.9
467.85
455.9
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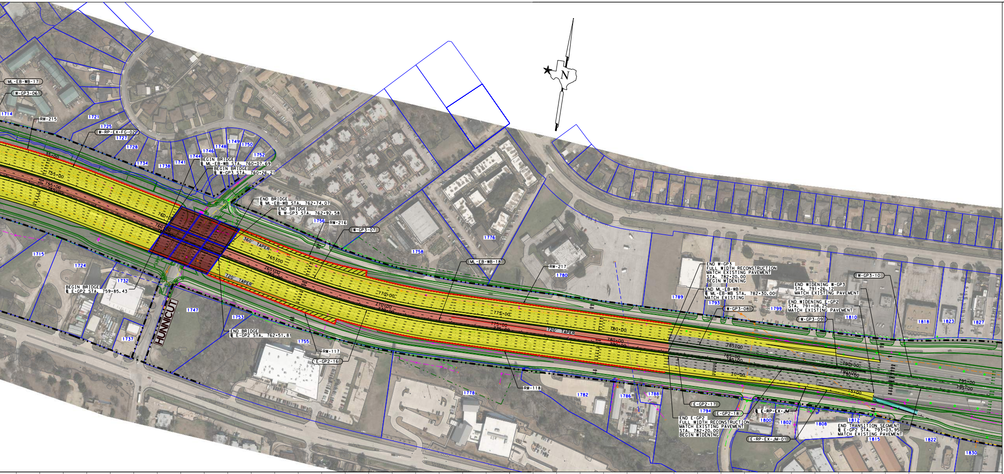
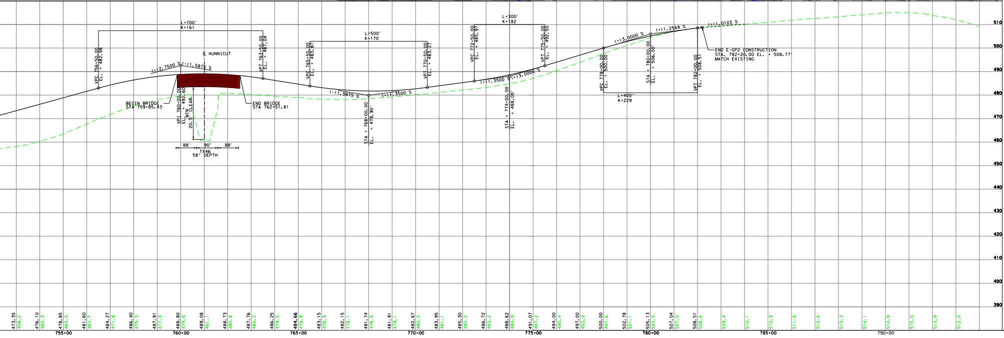
710+00
715+00
720+00
725+00
730+00
735+00
740+00
745+00
750+00



N
ML-EB-WB-17
W-GP3-06
RW-215
W-RP-EX-FG-02
1714
1721
1725
1727
1728
1734
1738
1741
1744
1746
1748
1749
1750
1752
35+00
755+00
BEGIN BRIDGE
℄ ML-EB-WB STA. 760+07.69
BEGIN BRIDGE
℄ W-GP3 STA. 760+26.21
END BRIDGE
℄ ML-EB-WB STA. 762+74.07
END BRIDGE
℄ W-GP3 STA. 762+92.58
760+00
1756
RW-216
W-GP3-07
360' TAPER
765+00
720' TAPER
1715
1724
1732
BEGIN BRIDGE
℄ E-GP2 STA. 759+85.43
HUNNICUT
1737
1747
1753
END BRIDGE
℄ E-GP2 STA. 762+51.81
1755
RW-117
E-GP2-16
1758
1776
ML-EB-WB-18
RW-217
1780
770+00
775+00
720' TAPER
780+00
RW-118
1778
1782
1786
1788
1789
END W-GP3
FULL WIDTH RECONSTRUCTION
MATCH EXISTING PAVEMENT
STA. 782+20.00
BEGIN WIDENING
END ML-EB-WB
℄ ML-EB-WB STA. 782+30.00
MATCH EXISTING
1793
W-GP3-08
1799
END WIDENING W-GP3
STA. 791+26.12
MATCH EXISTING PAVEMENT
END WIDENING E-GP2
STA. 791+08.25
MATCH EXISTING PAVEMENT
W-GP3-09
W-GP3-10
1810
1818
1823
1827
785+00
10+00
790+00
15+00
795+00
E-GP2-17
1794
E-GP2-18
℄ E-RP-EX-JM
END E-GP2
FULL WIDTH RECONSTRUCTION
MATCH EXISTING PAVEMENT
STA. 782+20.00
BEGIN WIDENING
1800
1802
1808
1812
END TRANSITION SEGMENT
℄ E-GP2 STA. 793+03.95
MATCH EXISTING PAVEMENT
E-RP-EX-JM-01
1815
1822
1830

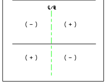


L=700'
K=161
VPC 756+50.00
EL. = 482.98
(+)2.7500 %
(-)1.5875 %
℄ HUNNICUT
VPT 763+50.00
EL. = 487.04
BEGIN BRIDGE
STA 759+85.43
VPI 760+00.00
EL. = 492.60
MIN 20.5' CLEAR
END BRIDGE
STA 762+51.81
88'
90'
88'
TX46
58" DEPTH
L=500'
K=170
VPC 765+50.00
EL. = 483.87
VPT 770+50.00
EL. = 483.27
(-)1.5875 %
(+)1.3500 %
STA = 768+00.00
EL. = 479.90'
L=300'
K=182
VPC 772+50.00
EL. = 485.97
VPT 775+50.00
EL. = 492.50
(+)1.3500 %
(+)3.0000 %
STA = 774+00.00
EL. = 488.00'
(+)3.0000 %
(+)1.2569 %
(+)1.0103 %
VPC 778+00.00
EL. = 500.00
STA = 780+00.00
EL. = 506.00'
VPT 782+00.00
EL. = 508.51
L=400'
K=229
END E-GP2 CONSTRUCTION
STA. 782+20.00 EL. = 508.77'
MATCH EXISTING
510
500
490
480
470
460
450
440
430
420
410
400
390
473.35
458.2
476.10
460.3
478.85
463.5
481.60
467.7
484.27
471.8
486.40
475.3
487.91
477.9
488.80
479.6
489.08
461.1
488.73
480.8
487.76
480.2
486.25
479.5
484.66
478.9
483.15
478.3
482.15
478.1
481.74
478.5
481.91
479.1
482.67
480.2
483.95
481.1
485.30
482.2
486.72
483.2
488.62
484.9
491.07
487.2
494.00
490.4
497.00
493.9
500.00
497.6
502.78
501.1
505.13
504.5
507.04
507.0
508.51
508.6
509.4
510.1
510.9
511.8
512.6
513.3
514.1
514.9
515.0
513.9
512.0
755+00
760+00
765+00
770+00
775+00
780+00
785+00
790+00

CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH	TANGENT	RADIUS
		NORTHING	EASTING		(FT)	(FT)	(FT)
₿ ML-EB-WB (DESIGN SPEED: 60 MPH)							
ML-EB-WB-14	P.C. 688+53.47	6976423.0075	2511287.8961	N 87°42'30.2094" E			
	P.I. 690+79.76	6976432.0560	2511514.0086	2°18'53.9342" RT	452.53	226.29	11200.00
	P.T. 693+05.99	6976431.9636	2511740.3021	S 89°58'35.8565" E			
ML-EB-WB-15	P.C. 695+83.25	6976431.8505	2512017.5593	S 89°58'35.8565" E			
	P.I. 704+45.34	6976431.4989	2512879.6501	38°18'28.9089" LT	1659.47	862.09	2482.00
	P.T. 712+42.72	6976965.6235	2513556.3417	N 51°42'55.2346" E			
ML-EB-WB-16	P.C. 714+98.76	6977124.2599	2513757.3208	N 51°42'55.2346" E			
	P.I. 722+46.21	6977587.3581	2514344.0278	34°21'17.4944" RT	1449.85	747.45	2418.00
	P.T. 729+48.61	6977638.5841	2515089.7228	N 86°04'12.7291" E			
ML-EB-WB-17	P.C. 746+05.54	6977752.1406	2516742.7601	N 86°04'12.7291" E			
	P.I. 751+45.58	6977789.1514	2517281.5240	16°12'37.5462" RT	1072.85	540.03	3792.00
	P.T. 756+78.39	6977674.2862	2517809.2003	S 77°43'09.7247" E			
ML-EB-WB-18	P.C. 765+46.98	6977489.5385	2518657.9081	S 77°43'09.7247" E			
	P.I. 769+24.13	6977409.3178	2519026.4317	13°34'11.4665" LT	750.78	377.15	3170.00
	P.T. 772+97.76	6977417.8035	2519403.4900	N 88°42'38.8088" E			
₿ E-GP2 (DESIGN SPEED: 60 MPH)							
E-GP2-13	P.C. 696+54.29	6976404.4564	2512106.2399	N 87°39'24.0487" E			
	P.I. 704+65.17	6976437.6112	2512916.4464	35°56'28.8140" LT	1568.24	810.88	2500.00
	P.T. 712+22.52	6976940.0100	2513552.9440	N 51°42'55.2347" E			
E-GP2-14	P.C. 714+97.10	6977110.1310	2513768.4731	N 51°42'55.2347" E			
	P.I. 722+38.99	6977569.7818	2514350.8125	34°21'17.4944" RT	1439.05	741.89	2400.00
	P.T. 729+36.16	6977620.6265	2515090.9564	N 86°04'12.7291" E			
E-GP2-15	P.C. 745+93.09	6977734.1830	2516743.9937	N 86°04'12.7291" E			
	P.I. 751+30.56	6977771.0180	2517280.2002	16°12'37.5462" RT	1067.76	537.47	3774.00
	P.T. 756+60.85	6977656.6981	2517805.3717	S 77°43'09.7247" E			
E-GP2-16	P.C. 765+29.43	6977471.9503	2518654.0795	S 77°43'09.7247" E			
	P.I. 769+08.73	6977391.2742	2519024.6957	13°34'11.4665" LT	755.04	379.30	3188.00
	P.T. 772+84.48	6977399.8080	2519403.8950	N 88°42'38.8088" E			
E-GP2-17	P.C. 782+14.62	6977420.7357	2520333.8083	N 88°42'38.8088" E			
	P.I. 783+32.96	6977423.3981	2520452.1129	1°12'38.4534" LT	236.66	118.33	11200.00
	P.T. 784+51.28	6977428.5596	2520570.3348	N 87°30'00.3553" E			
E-GP2-18	P.C. 786+33.26	6977436.4969	2520752.1372	N 87°30'00.3553" E			
	P.I. 787+41.65	6977441.2248	2520860.4279	1°06'32.3472" RT	216.78	108.39	11200.00
	P.T. 788+50.04	6977443.8559	2520968.7899	N 88°36'32.7025" E			
₿ W-GP3 (DESIGN SPEED: 60 MPH)							
W-GP3-03	P.C. 684+65.12	6976491.2864	2510901.8880	N 87°39'24.05" E			
	P.I. 688+86.88	6976508.5311	2511323.2985	4°18'19.82" RT	843.13	421.76	11220.00
	P.T. 693+08.25	6976494.0900	2511744.8144	S 88°02'16.14" E			
W-GP3-04	P.C. 695+04.95	6976487.3548	2511941.4030	S 88°02'16.14" E			
	P.I. 703+98.26	6976456.7680	2512834.1907	40°14'48.63" LT	1712.55	893.31	2438.00
	P.T. 712+17.50	6977010.2360	2513535.3887	N 51°42'55.23" E			
W-GP3-05	P.C. 714+62.35	6977161.9372	2513727.5815	N 51°42'55.23" E			
	P.I. 722+24.64	6977634.2284	2514325.9353	34°21'17.49" RT	1478.63	762.29	2466.00
	P.T. 729+40.97	6977686.4713	2515086.4331	N 86°04'12.73" E			
W-GP3-06	P.C. 745+97.91	6977800.0278	2516739.4705	N 86°04'12.7291" E			
	P.I. 751+44.78	6977837.5070	2517285.0542	16°12'37.5462" RT	1086.43	546.87	3840.00
	P.T. 756+84.34	6977721.1878	2517819.4099	S 77°43'09.7247" E			
W-GP3-07	P.C. 765+52.92	6977536.4401	2518668.1177	S 77°43'09.7247" E			
	P.I. 769+24.37	6977457.4341	2519031.0611	13°34'11.4665" LT	739.41	371.44	3122.00
	P.T. 772+92.33	6977465.7913	2519402.4101	N 88°42'38.8088" E			
W-GP3-08	P.C. 782+22.48	6977486.7190	2520332.3234	N 88°42'38.8088" E			
	P.I. 783+54.64	6977489.6924	2520464.4467	1°21'07.5033" RT	264.30	132.16	11200.00
	P.T. 784+86.78	6977489.5474	2520596.6033	S 89°56'13.6880" E			
W-GP3-09	P.C. 788+90.65	6977489.1043	2521000.4702	S 89°56'13.6880" E			
	P.I. 790+08.39	6977488.9751	2521118.2099	1°12'16.5503" LT	235.47	117.74	11200.00
	P.T. 791+26.12	6977491.3211	2521235.9263	N 88°51'29.7617" E			
W-GP3-10	P.C. 791+55.79	6977491.9124	2521265.5927	N 88°51'29.7617" E			
	P.I. 792+41.34	6977493.6170	2521351.1254	0°52'59.3758" RT	171.10	85.55	11100.00
	P.T. 793+26.89	6977494.0031	2521436.6742	N 89°44'29.1374" E			
₿ E-FR4 (DESIGN SPEED: 40 MPH)							
E-FR4-01	P.C. 29+51.51	6977599.9616	2516675.6097	N 84°59'21.3586" E			
	P.I. 35+29.31	6977650.4276	2517251.1970	17°17'28.9167" RT	1146.81	577.80	3800.00
	P.T. 40+98.32	6977527.5304	2517815.7711	S 77°43'09.7247" E			
₿ E-RP-EN-DO (DESIGN SPEED: 40 MPH)							
E-RP-EN-DO-02	P.R.C. 17+13.63	6976257.9174	2511108.6682	N 83°35'37.53" E			
	P.I. 18+33.20	6976271.2586	2511227.4911	3°36'16.23" RT	239.06	119.57	3800.00
	P.R.C. 19+52.69	6976277.1032	2511346.9176	N 87°11'53.76" E			
E-RP-EN-DO-03	P.R.C. 19+52.69	6976277.1032	2511346.9176	N 87°11'53.76" E			
	P.I. 21+11.26	6976284.8543	2511505.3015	3°25'39.01" LT	317.01	158.57	5300.00
	P.R.C. 22+69.74	6976302.0605	2511662.9387	N 83°46'14.75" E			
E-RP-EN-DO-04	P.R.C. 22+69.74	6976302.0605	2511662.9387	N 83°46'14.75" E			
	P.I. 24+49.54	6976321.5697	2511841.6744	3°53'09.29" RT	359.46	179.80	5300.00
	P.T. 26+29.20	6976328.9211	2512021.3213	N 87°39'24.05" E			
₿ E-RP-EN-FG (DESIGN SPEED: 40 MPH)							
E-RP-EN-FG-01	P.C. 10+00.00	6977502.9728	2515317.5276	N 84°59'21.36" E			
	P.I. 11+33.56	6977514.6380	2515450.5741	4°01'33.02" LT	267.00	133.56	3800.00
	P.R.C. 12+67.00	6977535.6151	2515582.4732	N 80°57'48.34" E			
E-RP-EN-FG-02	P.R.C. 12+67.00	6977535.6151	2515582.4732	N 80°57'48.34" E			
	P.I. 14+29.42	6977561.1256	2515742.8775	4°53'41.68" RT	324.64	162.42	3800.00
	P.T. 15+91.65	6977572.8560	2515904.8736	N 85°51'30.02" E			
E-RP-EN-FG-03	P.C. 18+62.62	6977592.4262	2516175.1366	N 85°51'30.02" E			
	P.I. 20+39.51	6977605.2016	2516351.5633	3°49'23.15" LT	353.65	176.89	5300.00
	P.T. 22+16.26	6977629.7120	2516526.7455	N 82°02'06.87" E			
E-RP-EN-FG-04	P.C. 23+40.47	6977646.9228	2516649.7555	N 82°02'06.8707" E			
	P.I. 25+07.75	6977670.1015	2516815.4200	7°39'21.8044" RT	334.06	167.28	2500.00
	P.T. 26+74.53	6977671.0028	2516982.6958	N 89°41'28.6751" E			
₿ E-RP-EX-FG (DESIGN SPEED: 40 MPH)							
E-RP-EX-FG-01	P.C. 10+00.00	6976940.5063	2513669.7825	N 51°42'55.23" E			
	P.I. 10+80.89	6976990.6246	2513733.2782	4°37'56.13" RT	161.70	80.89	2000.00
	P.C.C. 11+61.70	6977035.4512	2513800.6141	N 56°20'51.36" E			
E-RP-EX-FG-02	P.C.C. 11+61.70	6977035.4512	2513800.6141	N 56°20'51.36" E			
	P.I. 15+18.10	6977232.9559	2514097.2935	14°18'21.50" RT	709.11	356.41	2840.00
	P.C.C. 18+70.81	6977351.0264	2514433.5763	N 70°39'12.86" E			
E-RP-EX-FG-03	P.C.C. 18+70.81	6977351.0264	2514433.5763	N 70°39'12.86" E			
	P.I. 20+71.68	6977417.5731	2514623.1113	11°28'15.59" RT	400.41	200.88	2000.00
	P.T. 22+71.22	6977445.0974	2514822.0948	N 82°07'28.45" E			
₿ E-RP-EX-JM (DESIGN SPEED: 40 MPH)							
E-RP-EX-JM-01	P.C. 11+89.20	6977381.4309	2520833.5780	N 87°08'06.0850" E			
	P.I. 14+60.76	6977395.0044	2521104.8045	12°23'56.5665" RT	541.01	271.57	2500.00
	P.T. 17+30.21	6977350.0238	2521372.6193	S 80°27'57.3485" E			
₿ E-RP-EX-LV (DESIGN SPEED: 40 MPH)							
E-RP-EX-LV-02	P.C. 18+19.85	6976237.7261	2511217.3909	N 87°34'12.49" E			
	P.I. 19+15.68	6976241.7890	2511408.6724	2°04'18.32" LT	191.64	95.83	5300.00
	P.T. 20+11.49	6976249.3105	2510992.6900	N 85°29'54.17" E			
E-RP-EX-LV-03	P.C. 23+89.55	6976278.9837	2511785.5690	N 85°29'54.17" E			
	P.I. 24+63.87	6976284.8169	2511859.6609	1°25'09.68" RT	148.63	74.32	6000.00
	P.T. 25+38.19	6976288.8131	2511933.8745	N 86°55'03.86" E			
E-RP-EX-LV-04	P.C. 27+48.76	6976300.1357	2512144.1456	N 86°55'03.86" E			
	P.I. 32+69.96	6976328.1603	2512664.5890	22°40'14.17" LT	1028.76	521.20	2600.00
	P.C.C. 37+77.52	6976554.6155	2513134.0192	N 64°14'49.69" E			
E-RP-EX-LV-05	P.C.C. 37+77.52	6976554.6155	2513134.0192	N 64°14'49.69" E			
	P.I. 38+65.40	6976592.7972	2513213.1679	5°01'54.29" LT	175.64	87.88	2000.00
	P.T. 39+53.16	6976637.7738	2513288.6629	N 59°12'55.40" E			
E-RP-EX-LV-06	P.C. 40+18.44	6976671.1833	2513344.7422	N 59°12'55.40" E			
	P.I. 42+24.97	6976776.8850	2513522.1668	28°57'01.33" RT	404.22	206.52	800.00
	P.T. 44+22.66	6976783.4955	2513728.5854	N 88°09'56.73" E			
₿ ML-W-RP-EX (DESIGN SPEED: 60 MPH)							
ML-W-RP-EX-03	P.C. 26+32.64	6976456.4267	2510979.4050	N 87°39'24.05" E			
	P.I. 30+58.85	6976473.8536	2511405.2682	4°23'52.60" RT	852.02	426.22	11100.00
	P.T. 34+84.66	6976458.5727	2511831.2138	S 87°56'43.35" E			
₿ W-RP-EN-FG (DESIGN SPEED: 40 MPH)							
W-RP-EN-FG-01	P.C. 10+00.00	6977218.4530	2513682.9726	N 51°42'55.23" E			
	P.I. 10+50.87	6977249.9727	2513722.9054	2°17'47.95" RT	101.73	50.87	2538.00
	P.T. 11+01.73	6977279.8668	2513764.0693	N 54°00'43.19" E			
W-RP-EN-FG-02	P.C. 13+16.59	6977406.1181	2513937.9158	N 54°00'43.19" E			
	P.I. 18+91.18	6977743.7565	2514402.8398	32°03'29.54" RT	1119.04	574.59	2000.00
	P.T. 24+35.63	6977783.1356	2514976.0792	N 86°04'12.73" E			

CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH	TANGENT	RADIUS
		NORTHING	EASTING		(FT)	(FT)	(FT)
₿ W-RP-EX-DO (DESIGN SPEED: 40 MPH)							
W-RP-EX-DO-01	P.C. 16+42.74	6976592.7848	2511034.2892	N 87°39'24.05" E			
	P.I. 19+85.64	6976606.8050	2511376.9036	7°30'08.55" RT	684.82	342.90	5230.00
	P.T. 23+27.56	6976575.9711	2511718.4156	S 84°50'27.40" E			
W-RP-EX-DO-02	P.C. 24+21.65	6976567.5102	2511812.1271	S 84°50'27.40" E			
	P.I. 27+30.41	6976539.7459	2512119.6392	14°52'12.58" LT	614.06	308.76	2366.00
	P.T. 30+35.71	6976591.8282	2512423.9778	N 80°17'20.01" E			
₿ W-RP-EX-FG (DESIGN SPEED: 40 MPH)							
W-RP-EX-FG-01	P.C. 26+71.07	6977899.4510	2516786.0092	N 86°04'12.7291" E			
	P.I. 28+59.10	6977912.3374	2516973.5956	10°44'30.0003" RT	374.95	188.03	2000.00
	P.T. 30+46.03	6977890.0354	2517160.2968	S 83°11'17.2707" E			
W-RP-EX-FG-02	P.C. 33+54.55	6977853.4415	2517466.6425	S 83°11'17.2732" E			
	P.I. 35+41.39	6977831.2807	2517652.1616	5°28'07.5485" RT	373.39	186.84	3912.00
	P.T. 37+27.94	6977791.5403	2517834.7243	S 77°43'09.7247" E			
℄ X-FG (DESIGN SPEED: 30 MPH) (MINOR ARTERIAL)							
TANGENT	P.O.B. 10+00.00	6977055.3700	2514367.4509	BEARING	LENGTH		
	P.O.E. 28+00.00	6978305.5331	2515662.4769	N 46°000'35.36" E	1800.00		

SUPERELEVATION SIGN CONVENTION



SUPERELEVATION

BASELINE	END FULL SUPER OR NORMAL CROWN/BEGIN TRANSITION		END TRANSITION/BEGIN FULL SUPER OR NORMAL CROWN	
	STA	e	STA	e
E-GP2	690+01.00	-2.5	697+70.00	5.0
	708+47.00	5.0	718+72.00	-5.0
	729+04.00	-5.0	731+19.00	-2.5
	744+79.00	-2.5	746+14.00	-3.8
	756+40.00	-3.8	757+75.00	-2.5
	759+46.00	-2.5	766+33.00	4.2
	771+98.00	4.2	777+71.00	-2.5
	781+51.00	-2.5	782+20.00	-1.7
W-GP3	692+87.00	2.5	695+44.00	5.0
	708+27.00	5.0	718+52.00	-5.0
	729+08.00	-5.0	731+23.00	-2.5
	744+34.00	-2.5	745+45.00	-3.8
	755+87.00	-3.8	762+33.00	2.5
	763+87.00	2.5	765+82.00	4.4
	772+68.00	4.4	774+31.00	2.5
			782+20.00	2.5
ML-EB-WB	693+43.00	-2.5	696+44.00	5.0
	711+70.00	5.0	715+71.00	-5.0
	729+28.00	-5.0	730+29.00	-2.5
	745+63.00	-2.5	746+15.00	-3.8
	756+68.00	-3.8	757+20.00	-2.5
	763+32.00	-2.5	766+00.00	4.2
	772+45.00	4.2	775+13.00	-2.5
	782+10.00	-2.5	782+30.00	-2.3
E-RP-EX-LV	26+56.00	-2.0	27+71.00	2.8
	37+65.00	2.8	37+80.00	3.4
	38+79.00	3.4	40+93.00	-5.4
	44+22.00	-5.4	45+04.00	-2.0
E-RP-EX-FG	13+49.78	-3.0	13+60.00	-2.6
	18+51.00	-2.6	18+71.00	-3.4
	20+66.00	-3.4	21+00.16	-2.0
E-RP-EN-FG	21+57.00	-2.0	22+07.33	-2.5
W-RP-EX-DO	20+09.00	2.0	20+22.00	2.5
W-RP-EN-FG	14+30.00	-5.0	14+69.00	-3.4
	23+65.00	-3.4	24+96.00	2.0
W-RP-EX-FG	25+56.00	2.0	26+96.73	-3.8

RETAINING WALLS

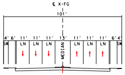
Point	Alignment	Wall Begin	Wall End
RW-112	E-GP2	680+29, 73' RT	688+48, 71' RT
RW-113	E-GP2	718+28, 70' RT	725+49, 70' RT
RW-114	E-GP2	723+50, 10' LT	726+83, 10' LT
RW-115	E-GP2	728+00, 70' RT	738+57, 70' RT
RW-116	E-GP2	729+05, 10' LT	734+46, 10' LT
RW-117	E-GP2	762+32, 82' RT	768+09, 70' RT
RW-118	E-GP2	768+09, 70' RT	782+15, 70' RT
RW-210	ML-W-RP-EX	22+58, 20' LT	33+53, 20' LT
RW-211	ML-EB-WB	719+54, 34' LT	724+49, 34' LT
RW-212	W-GP3	722+33, 70' LT	728+50, 70' LT
RW-212A	W-GP3	713+83.5, 82' LT	718+80, 98.5' LT
RW-213	W-GP3	730+60, 70' LT	746+75, 70' LT
RW-214	ML-EB-WB	733+50, 34' LT	738+95, 34' LT
RW-215	W-GP3	746+71, 104.60' LT	760+46, 82' LT
RW-216	W-GP3	763+16, 82' LT	768+98, 70' LT
RW-217	W-GP3	768+98, 70' LT	782+22, 70' LT
RW-328	E-RP-EX-LV	10+95, 4' RT	20+50, 6' RT
RW-329	E-RP-EX-LV	21+00, 6' RT	26+26, 6' RT
RW-330	E-RP-EX-FG	13+27, 7' RT	17+09, 6' RT
RW-331	E-FR4	14+45, 17.5' RT	20+00, 17.5' RT
RW-332	E-RP-EN-FG	17+38, 6' RT	26+41, 10' RT
RW-433	W-RP-EX-DO	10+96, 21.5' RT	18+00, 18' RT
RW-434	W-RP-EX-DO	14+00, 18' LT	26+81, 12' LT
RW-435	W-RP-EN-FG	14+31.5, 8' LT	20+96, 8' LT
RW-436	W-RP-EX-FG	13+00, 39.5' LT	20+22, 8' LT

PROPERTY OWNERS

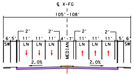
MAP ID	OWNER	PROPERTY ADDRESS
1572	CASTANEDA KRISTLE JANELL &	3443 CULVER ST
1575	1742 SAMUELL LP	3503 MERRIFIELD AVE
1576	TAYLOR CHARLES JR	3503 CULVER ST
1582	REBOLLAR ANTIONIO RODRIGUEZ &	3507 CULVER ST
1583	1742 SAMUELL LP	3511 MERRIFIELD AVE
1587	KEIHANI SUROUSH	3511 CULVER ST
1589	1742 SAMUELL LP	3515 MERRIFIELD AVE
1592	ARAMBURO VICTOR M	3519 CULVER ST
1593	JOHNSON EARL V II	3519 MERRIFIELD AVE
1596	HERNANDEZ JOSE LUIS &	3523 CULVER ST
1598	TWENTY FOUR HUNDRED I 30	3523 MERRIFIELD AVE
1601	ROSAS ELIZABETH J & SALVADOR	3527 CULVER ST
1603	PAC KING MANOR LLC	3533 MERRIFIELD AVE
1605	DARTHARD DELOIS EST OF	3535 CULVER ST
1609	1742 SAMUELL LP	5431 BOONE AVE
1610	AGUILAR MARIA & ETAL	3539 CULVER ST
1613	GANJI ALI S	6420 E R L THORNTON FWY
1614	1742 SAMUELL LP	3602 SAMUELL BLVD
1615	DART	999999 NO NAME ST
1616	DART	401 S BUCKNER BLVD
1617	MIRELES ARTURO	3700 SAMUELL BLVD
1618	GANJI ALI S	5000 MILITARY PKWY
1619	MIRELES ARTURO	3710 SAMUELL BLVD
1622	PETROU ELAINE ET AL	6540 E R L THORNTON FWY
1623	GARCIA JUAN & MAE	3732 SAMUELL BLVD
1624	GARCIA JUAN & MAE	3732 SAMUELL BLVD
1625	DART	401 S BUCKNER BLVD
1626	DART	999999 NO NAME ST
1627	DALLAS CITY OF	3500 SAMUELL BLVD
1628	DALLAS CITY OF	5100 MILITARY PKWY
1630	TEXAS UTILITIES ELEC CO	6700 E R L THORNTON FWY
1635	MCPHERSON ERIC	3828 SAMUELL BLVD
1636	DALLAS CITY OF	3500 SAMUELL BLVD
1639	5405 LAWNVIEW LLC	5405 LAWNVIEW AVE
1640	ONCOR ELECRIC DELIVERY COMPANY	3500 SAMUELL BLVD
1645	REPUBLIC NATL BANK	3909 SAMUELL BLVD
1646	DALLAS CITY OF	3500 SAMUELL BLVD
1648	SCI FUNERAL SERVS TX INC	3930 SAMUELL BLVD
1649	REYNOLDS GEORGE T III	7001 E R L THORNTON FWY
1650	NCNB REAL ESTATE TRUST DE	3915 SAMUELL BLVD
1651	AMERCO REAL ESTATE CO	3939 SAMUELL BLVD
1653	UPLIFT EDUCATION	7370 VALLEY GLEN DR
1654	FAIRWAY TOWNHOMES HOUSING	7207 VALLEY GLEN DR
1655	SMITH MIKE	4015 SAMUELL BLVD
1656	FAIRWAY TOWNHOMES HOUSING	7229 FERGUSON RD
1657	YUSUF ABUBAKER &	7205 FERGUSON RD
1658	4209 SAMUELL BLVD LP	4209 SAMUELL BLVD
1660	KHALIL NAGY N	7232 FERGUSON RD
1661	SCI TEXAS FUNERAL SERVICES INC	4734 LAWNVIEW AVE
1664	GVS TEXAS HOLDINGS II LLC	4311 SAMUELL BLVD
1667	PATRICK MEDIA GROUP INC	7240 FERGUSON RD
1668	KHALIL NAGY	7242 FERGUSON RD
1670	KHALIL NAGY N	7231 E R L THORNTON FWY
1671	SHELTER TECHNOLOGIES LLC	7306 FERGUSON RD
1672	HUGHES RONALD W JR	4419 SAMUELL BLVD
1674	SUNBELT BUILDING SERVICES LLC	7318 FERGUSON RD
1681	PERSONAL TOUCH PROPERTIES LLC	4523 SAMUELL BLVD
1686	JONES RENA M ET AL	2351 GROVE HILL RD
1687	MORGAN PARK LTD &	2370 LITTLE POCKET RD
1688	MINYARD JON	4529 SAMUELL BLVD
1690	GARDEA OMAR &	7310 RENA RD
1692	PERSONAL TOUCH PROPERTIES LLC	4601 SAMUELL BLVD
1693	DALE RW	2431 GROVE HILL RD
1694	JONES RENA M	7306 RENA RD
1695	PRUETT LAURA KAY MALONE	2371 LITTLE POCKET RD
1698	VILLA EVITA LLC	4611 SAMUELL BLVD
1700	DALLAS CITY OF	7406 AVE Q
1706	MMGCR HOLDINGS LLC	2410 LAUGHLIN DR
1710	SAM WEST PARTNERS LLC	4645 SAMUELL BLVD
1714	MASIRAH LLC	2468 LAUGHLIN DR
1715	RS TEXAS INV LP	4721 SAMUELL BLVD
1721	RIVERA MARIA HILDA	7763 CLAREMONT DR
1724	RS TEXAS INV LP	4803 SAMUELL BLVD
1725	RAMIREZ ANTONIO RAMON	7759 CLAREMONT DR
1727	PACHECO RUBY	7753 CLAREMONT DR
1728	SANCHEZ MANUEL &	7749 CLAREMONT DR
1732	RS TEXAS INVESTMENTS LP	7677 HUNNICUT RD
1734	OROZCO GILBERT JR & SARA M	7743 CLAREMONT DR
1737	THAI THU NGA T	4835 SAMUELL BLVD
1738	MILAN SANTOS & GRACIELA	7739 CLAREMONT DR
1741	HERTEL LINDSEY & TERRIE	7735 CLAREMONT DR
1744	SUPREME MARKETING GROUP LLC	7731 CLAREMONT DR
1746	HANNAH COMPANY SERIES LLC	7725 CLAREMONT DR
1747	DALLAS ISD	4901 SAMUELL BLVD
1748	C & N JOINT VENTURE LLC	7721 CLAREMONT DR
1749	TOVAR MARTIN	7715 CLAREMONT DR
1750	HANNAH COMPANY SERIES LLC	7709 CLAREMONT DR
1752	ABOVO CORPORATION	7703 CLAREMONT DR
1753	PRESCOTT INTERESTS BILLBOARDS LTD	4901 SAMUELL BLVD
1755	DALLAS ISD	5151 SAMUELL BLVD
1756	GABERINO PPTIES LLC SERIES IX	7777 E R L THORNTON FWY
1758	RODRIGUEZ SULEMA Q	7807 E R L THORNTON FWY
1776	LOS ROBLES DE SEGURA LLC	2600 HIGHLAND RD
1778	DALLAS CHILDRENS ADVOCACY CENTER	5351 SAMUELL BLVD
1780	MOUNTAIN VIEW CHURCH OF CHRIST	7979 E R L THORNTON FWY
1782	CUELLAR LLC	7810 E R L THORNTON FWY
1786	PARNIAN PPTY INVESTMENTS	7820 E R L THORNTON FWY
1788	DEER CREEK LC	7830 E R L THORNTON FWY
1789	DALLAS BAPTIST ASSN INC	8001 E R L THORNTON FWY
1793	MORELAND JEFFREY K &	8021 E R L THORNTON FWY
1794	WHITHERSPOON NURU LATEEF	7900 E R L THORNTON FWY
1799	8035 EAST RLT LP	8035 E R L THORNTON FWY
1800	THORNTON INVESTORS	7900 E R L THORNTON FWY
1802	PACHECO BRISA RAYMUNDO	7940 E R L THORNTON FWY
1808	TSEGU RUSOM	8068 E R L THORNTON FWY
1810	CA55 LLC	8045 E R L THORNTON FWY
1812	PRESCOTT INTERESTS BILLBOARDS LTD	8068 E R L THORNTON FWY
1815	JIM MILLER HOSPITALITY LP	8108 E R L THORNTON FWY
1818	WILBANKS FRANCES YVONNE	8105 E R L THORNTON FWY
1822	POP HOLDINGS LP	8120 E R L THORNTON FWY
1823	WAFFLE HOUSE INC	8111 E R L THORNTON FWY
1827	MCDONALDS REAL ESTATE CO	8117 E R L THORNTON FWY
1830	RACETRAC PETROLEUM INC	8130 E R L THORNTON FWY

TYPICAL SECTIONS

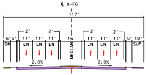
NOT TO SCALE


℄ X-FG
101'
SW
LN
MEDIAN

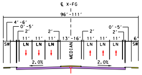
℄ X-FG
EXISTING FERGUSON RD
STA 11+25.00 TO STA 23+85.00


℄ X-FG
105'-108'
2.0%
2.0%

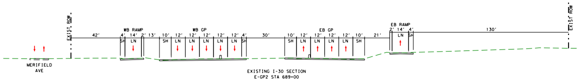
℄ X-FG
PROPOSED FERGUSON RD
STA 11+25.00 TO STA 16+15.58


℄ X-FG
117'
SUP
2.0%
2.0%

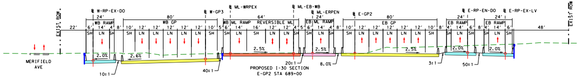
℄ X-FG
PROPOSED FERGUSON RD
STA 16+15.58 TO STA 20+17.72


℄ X-FG
96'-111'
2.0%
2.0%

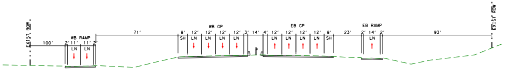
℄ X-FG
PROPOSED FERGUSON RD
STA 20+17.72 TO STA 23+85.00


EXIST ROW
WB RAMP
WB GP
EB GP
EB RAMP
MERIFIELD AVE

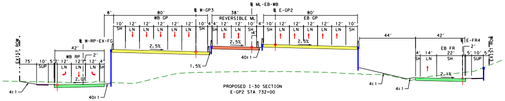
EXISTING I-30 SECTION
E-GP2 STA 689+00


EXIST ROW
℄ W-RP-EX-DO
WB RAMP
WB GP
℄ W-GP3
℄ ML-WRPEX
REVERSIBLE ML
℄ ML-EB-WB
℄ ML-ERPEN
℄ E-GP2
EB GP
℄ E-RP-EN-DO
℄ E-RP-EX-LV
EB RAMP
MERIFIELD AVE

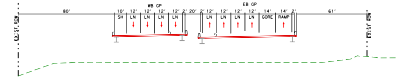
PROPOSED I-30 SECTION
E-GP2 STA 689+00


EXIST ROW
WB RAMP
WB GP
EB GP
EB RAMP

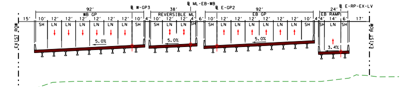
EXISTING I-30 SECTION
E-GP2 STA 732+00


EXIST ROW
℄ W-RP-EX-FG
WB RP
WB GP
℄ W-GP3
REVERSIBLE ML
℄ ML-EB-WB
℄ E-GP2
EB GP
EB FR
℄ E-FR4
SUP

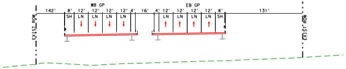
PROPOSED I-30 SECTION
E-GP2 STA 732+00


EXIST ROW
WB GP
EB GP
GORE
RAMP

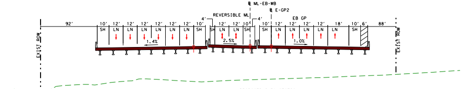
EXISTING I-30 SECTION
E-GP2 STA 707+00


EXIST ROW
℄ W-GP3
WB GP
REVERSIBLE ML
℄ ML-EB-WB
℄ E-GP2
EB GP
℄ E-RP-EX-LV
EB RAMP

PROPOSED I-30 SECTION
E-GP2 STA 707+00


EXIST ROW
WB GP
EB GP

EXISTING I-30 SECTION
E-GP2 STA 761+00


EXIST ROW
REVERSIBLE ML
℄ ML-EB-WB
℄ E-GP2
EB GP

PROPOSED I-30 SECTION
E-GP2 STA 761+00

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

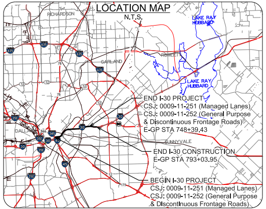
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

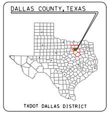
JUNE 2023
ROLL 3 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.


LOCATION MAP
N.T.S.
RICHARDSON
GARLAND
ROWLETT
LAKE RAY HUBBARD
SUNNYVALE
DALLAS
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 748+39.43
END I-30 CONSTRUCTION
E-GP STA 793+03.95
BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

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:

NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JUNE, 2023
JOSIAH F. BELVEAL	122828	JUNE, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED:

DATE APPROVED:

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TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

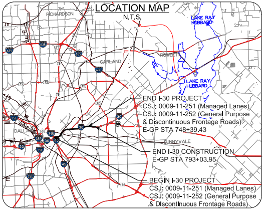
I-30
FROM I-45 TO FERGUSON RD

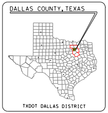
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

JUNE 2023
ROLL 4 OF 9

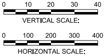
LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).
**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.


LOCATION MAP
N.T.S.
RICHARDSON
GARLAND
ROWLETT
LAKE RAY HUBBARD
LAKE RAY HUBBARD
SUNNYVALE
DALLAS
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 748+39.43
END I-30 CONSTRUCTION
E-GP STA 793+03.95
BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.



PRELIMINARY

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NICOLE M. CARRILLO	101321	JUNE, 2023
JOSIAH F. BELVEAL	122828	JUNE, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED:

DATE APPROVED:

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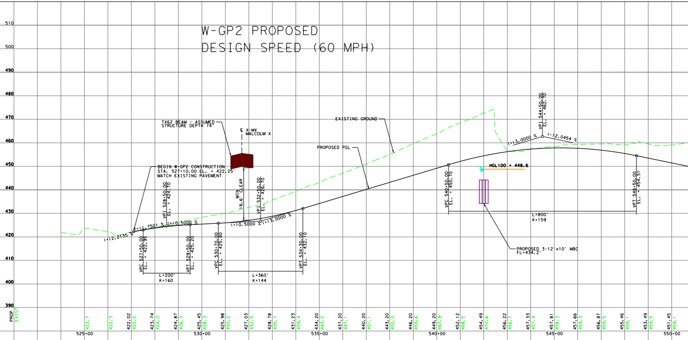
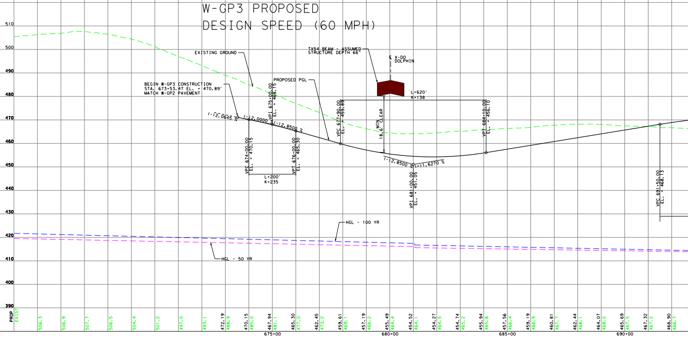
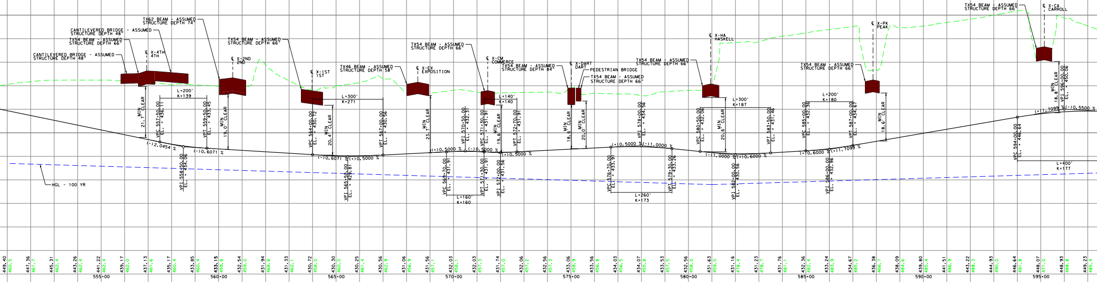
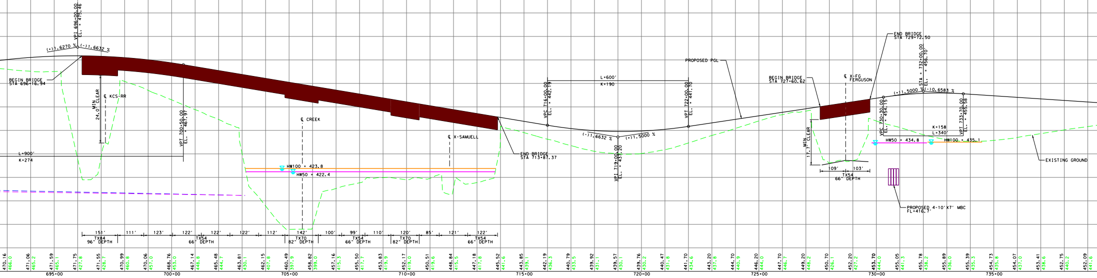

W-GP2 PROPOSED
DESIGN SPEED (60 MPH)
510
500
490
480
470
460
450
440
430
420
410
400
390
TX62 BEAM - ASSUMED STRUCTURE DEPTH 74"
℄ X-MX MALCOLM X
EXISTING GROUND
PROPOSED PGL
BEGIN W-GP2 CONSTRUCTION STA. 527+10.00 EL. = 422.25' MATCH EXISTING PAVEMENT
VPI 528+50.00 EL. = 424.70
MIN 18.6' CLEAR
VPI 532+50.00 EL. = 426.70
(+)2.2135 %
(+)1.7501 %
(+)0.5000 %
(+)0.5000 %
(+)3.0000 %
VPC 527+50.00 EL. = 422.95
VPT 529+50.00 EL. = 425.20
VPC 530+70.00 EL. = 425.80
VPT 534+30.00 EL. = 432.10
L=200' K=160
L=360' K=144
VPI 544+50.00 EL. = 462.70
(+)3.0000 %
(-)2.0454 %
HGL100 = 448.6
VPC 540+50.00 EL. = 450.70
VPT 548+50.00 EL. = 454.51
L=800' K=159
PROPOSED 3-12'x10' MBC FL=434.2'
PROP
EXIST
423.7
422.3
422.02 422.0
423.74 424.0
424.87 426.3
425.45 428.3
425.98 430.2
427.03 432.5
428.78 435.7
431.23 439.4
434.20 443.2
437.20 447.1
440.20 451.1
443.20 455.0
446.20 459.6
449.20 463.9
452.12 468.5
454.49 472.6
456.22 456.7
457.33 457.4
457.81 458.3
457.66 459.3
456.87 459.5
455.46 459.1
453.49 459.5
451.45 459.1
525+00
530+00
535+00
540+00
545+00
550+00

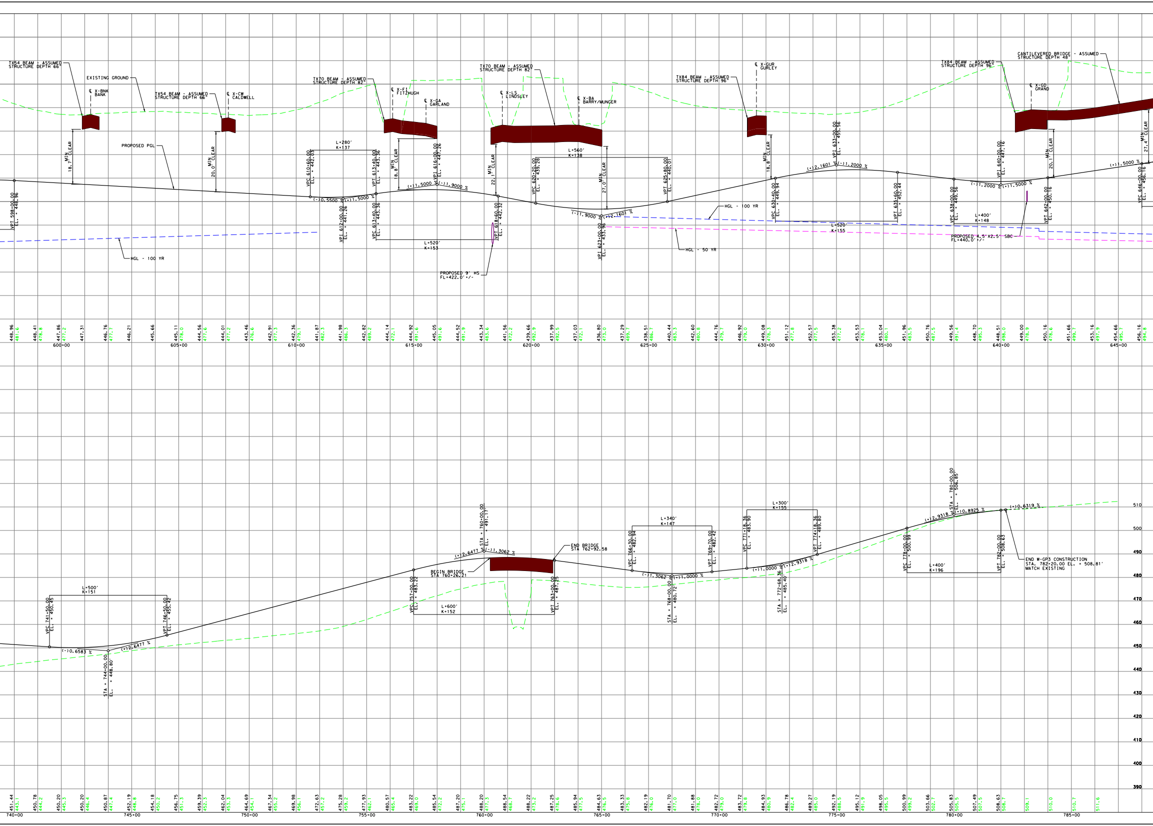

W-GP3 PROPOSED
DESIGN SPEED (60 MPH)
510
500
490
480
470
460
450
440
430
420
410
400
390
EXISTING GROUND
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-DO DOLPHIN
PROPOSED PGL
BEGIN W-GP3 CONSTRUCTION STA. 673+53.47 EL. = 470.89' MATCH W-GP2 PAVEMENT
VPI 675+00.00 EL. = 468.15
(-)2.0645 %
(-)2.0000 %
(-)2.8500 %
VPC 674+00.00 EL. = 470.15
VPT 676+00.00 EL. = 465.30
L=200' K=235
VPC 677+90.00 EL. = 459.89
MIN 18.6' CLEAR
L=620' K=138
VPT 684+10.00 EL. = 456.10
(-)2.8500 %
(+)1.6270 %
VPI 681+00.00 EL. = 451.05
VPC 691+50.00 EL. = 468.13
HGL - 100 YR
HGL - 50 YR
PROP
EXIST
506.3
506.9
507.7
506.5
504.4
501.2
497.0
493.1
472.19 488.9
470.15 485.0
467.94 481.1
465.30 477.0
462.45 473.2
459.61 469.1
457.19 466.2
455.49 464.4
454.52 464.1
454.27 464.5
454.74 465.2
455.94 465.8
457.56 466.4
459.19 466.9
460.81 467.7
462.44 468.1
464.07 468.0
465.69 467.5
467.32 467.2
468.90 466.7
675+00
680+00
685+00
690+00

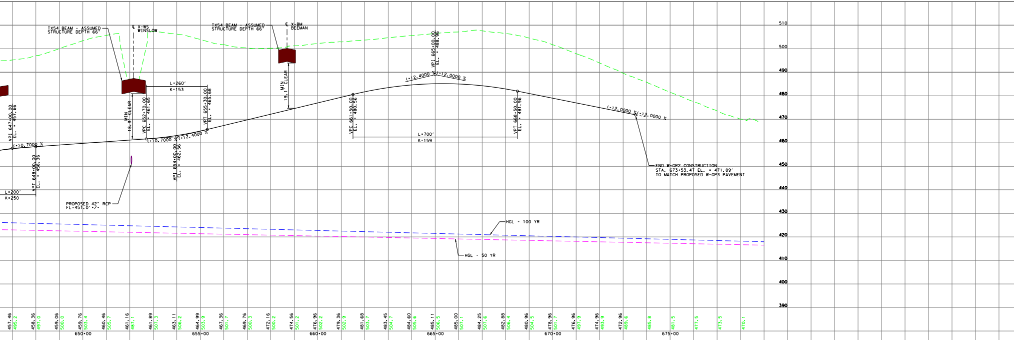


CANTILEVERED BRIDGE - ASSUMED STRUCTURE DEPTH 48"
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
CANTILEVERED BRIDGE - ASSUMED STRUCTURE DEPTH 48"
TX62 BEAM - ASSUMED STRUCTURE DEPTH 74"
℄ X-4TH 4TH
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-2ND 2ND
℄ X-1ST 1ST
TX46 BEAM - ASSUMED STRUCTURE DEPTH 58"
℄ X-EX EXPOSITION
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-CM COMMERCE
TX54 BEAM - ASSUMED STRUCTURE DEPTH 84"
℄ X-DART DART
PEDESTRIAN BRIDGE
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-HA HASKELL
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-PK PEAK
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-CA CARROLL
MIN 21.7' CLEAR
MIN 19.0' CLEAR
MIN 20.4' CLEAR
MIN 23.7' CLEAR
MIN 19.6' CLEAR
MIN 18.6' CLEAR
MIN 20.0' CLEAR
MIN 20.6' CLEAR
MIN 18.6' CLEAR
MIN 18.8' CLEAR
L=200' K=139
L=300' K=271
L=140' K=140
L=160' K=160
L=260' K=173
L=300' K=187
L=200' K=180
L=400' K=177
VPC 557+50.00 EL. = 436.17
VPI 558+50.00 EL. = 434.06
VPT 559+50.00 EL. = 433.45
VPC 564+00.00 EL. = 430.72
VPI 565+50.00 EL. = 429.81
VPT 567+00.00 EL. = 430.56
VPC 569+70.00 EL. = 431.91
VPI 570+50.00 EL. = 432.31
VPC 571+30.00 EL. = 431.91
VPI 571+30.00 EL. = 431.91
VPI 572+00.00 EL. = 431.56
VPT 572+70.00 EL. = 431.91
VPC 576+70.00 EL. = 433.91
VPI 578+00.00 EL. = 434.56
VPT 579+30.00 EL. = 433.26
VPC 580+50.00 EL. = 432.06
VPI 582+00.00 EL. = 430.56
VPT 583+50.00 EL. = 431.46
VPC 585+00.00 EL. = 432.36
VPI 586+00.00 EL. = 432.96
VPT 587+00.00 EL. = 434.67
VPC 594+00.00 EL. = 446.64
VPI 596+00.00 EL. = 450.06
(-)2.0454 %
(-)0.6071 %
(-)0.6071 %
(+)0.5000 %
(+)0.5000 %
(-)0.5000 %
(+)0.5000 %
(+)0.5000 %
(-)1.0000 %
(-)1.0000 %
(+)0.6000 %
(+)0.6000 %
(+)1.7099 %
(+)1.7099 %
(-)0.5500 %
HGL - 100 YR
449.40 460.5
447.36 461.7
445.31 462.4
443.26 462.4
441.22 462.4
439.17 462.0
437.13 461.6
436.17 460.4
433.85 460.4
433.15 459.8
432.54 459.0
431.94 468.8
431.33 462.1
430.72 458.0
430.30 460.0
430.25 461.4
430.56 462.9
431.06 456.9
431.56 457.1
432.03 458.1
432.03 457.3
431.74 457.0
432.06 451.2
432.56 457.3
433.06 458.9
433.56 456.8
434.03 456.5
434.07 455.8
433.53 457.5
432.56 458.0
431.63 459.0
431.16 478.4
431.23 478.7
431.76 481.1
432.36 482.4
433.24 483.9
434.67 485.2
436.38 486.7
438.09 484.6
439.80 485.4
441.51 486.9
443.22 488.3
444.93 490.0
446.64 491.8
448.07 471.0
448.93 488.8
449.23 485.4
555+00
560+00
565+00
570+00
575+00
580+00
585+00
590+00
595+00

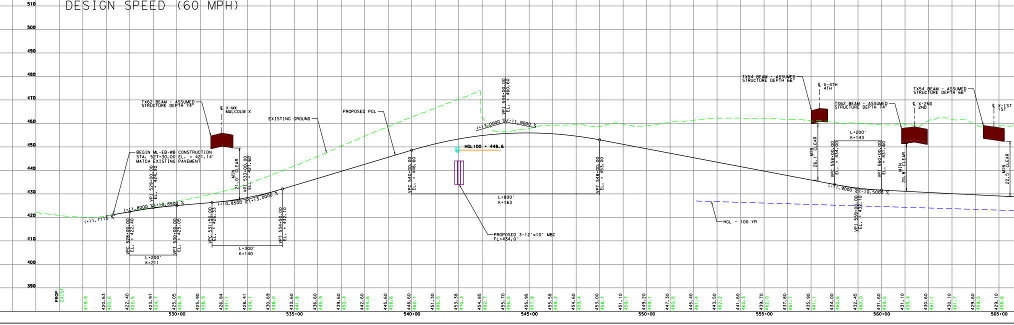


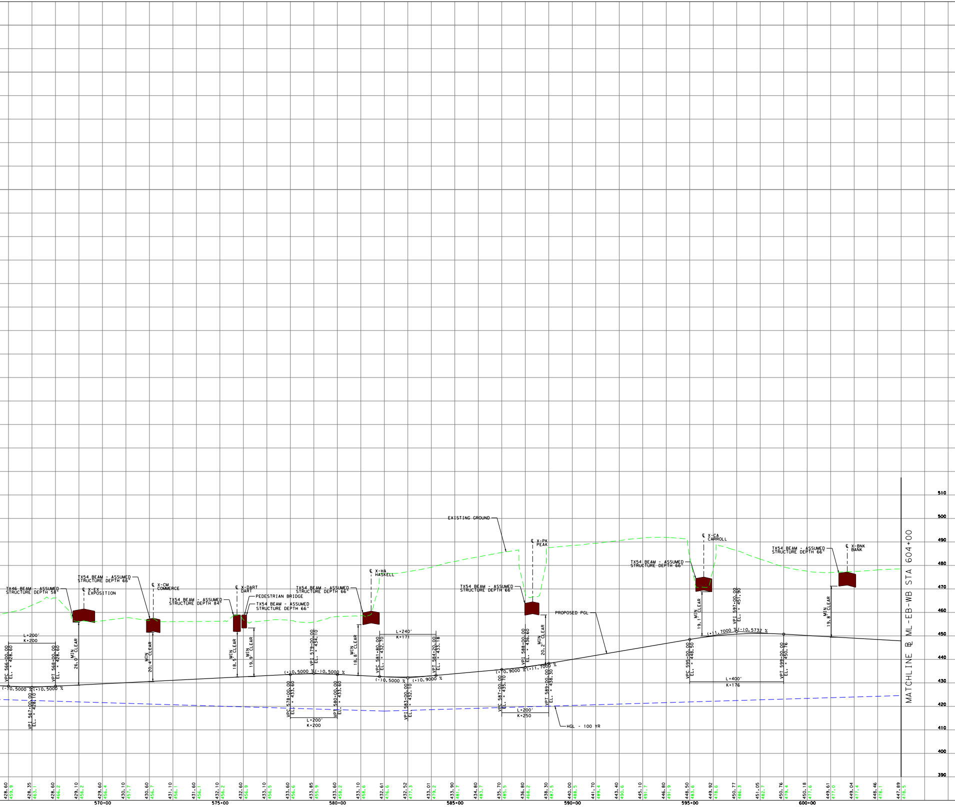
VPI 696+00.00 EL. = 475.46
(+)1.6270 %
(-)1.6632 %
BEGIN BRIDGE STA 696+16.94
MIN 24.0' CLEAR
℄ KCS-RR
VPT 700+50.00 EL. = 467.97
L=900' K=274
℄ CREEK
HW100 = 423.8
HW50 = 422.4
℄ X-SAMUELL
END BRIDGE STA 713+87.37
L=600' K=190
VPC 716+00.00 EL. = 442.19
VPI 719+00.00 EL. = 437.20
VPT 722+00.00 EL. = 441.70
(-)1.6632 %
(+)1.5000 %
PROPOSED PGL
BEGIN BRIDGE STA 727+60.62
℄ X-FG FERGUSON
END BRIDGE STA 729+72.50
MIN 17.7' CLEAR
109'
103'
TX54 66" DEPTH
VPC 730+30.00 EL. = 454.15
STA = 732+00.00 EL. = 456.70
(+)1.5000 %
(-)0.6583 %
K=158 L=340'
VPT 733+70.00 EL. = 455.58
HW50 = 434.8
HW100 = 435.1
EXISTING GROUND
PROPOSED 4-10'X7' MBC FL=416.7'
151'
111'
123'
122'
122'
122'
112'
142'
100'
99'
110'
120'
85'
121'
122'
TX84 96" DEPTH
TX54 66" DEPTH
TX70 82" DEPTH
TX54 66" DEPTH
TX70 82" DEPTH
TX54 66" DEPTH
470.16 466.0
471.06 466.2
471.59 465.1
471.75 427.8
471.55 428.7
470.99 460.8
470.06 457.0
468.76 453.0
467.14 448.8
465.48 444.7
463.81 430.1
462.15 407.8
460.49 397.9
458.82 399.0
457.16 415.3
455.50 417.7
453.83 419.9
452.17 419.0
450.51 419.6
448.84 415.5
447.18 417.8
445.52 441.6
443.85 435.1
442.19 436.3
440.79 433.5
439.92 431.1
439.57 430.1
439.76 430.2
440.47 431.8
441.70 434.6
443.20 437.8
444.70 440.9
446.20 444.0
447.70 446.7
449.20 448.2
450.70 426.1
452.20 427.2
453.70 444.0
455.05 441.3
455.78 438.2
455.89 436.0
455.39 435.3
454.73 435.8
454.07 437.0
453.41 438.6
452.75 440.2
452.09 441.6
695+00
700+00
705+00
710+00
715+00
720+00
725+00
730+00
735+00


TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
EXISTING GROUND
℄ X-BNK BANK
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-CW CALDWELL
PROPOSED PGL
MIN 18.7' CLEAR
MIN 20.0' CLEAR
TX70 BEAM - ASSUMED STRUCTURE DEPTH 82"
℄ X-FI FITZHUGH
℄ X-GA GARLAND
L=280'
K=137
VPC 610+60.00 EL. = 442.03
VPT 613+40.00 EL. = 443.36
MIN 18.8' CLEAR
VPI 616+00.00 EL. = 447.26
(-)0.5500 %
(+)1.5000 %
(+)1.5000 %
(-)1.9000 %
VPI 612+00.00 EL. = 441.26
VPC 613+40.00 EL. = 443.36
L=520'
K=153
VPT 618+60.00 EL. = 442.32
PROPOSED 9' HS FL=422.0'+/-
VPT 598+00.00 EL. = 448.96
HGL - 100 YR
TX70 BEAM - ASSUMED STRUCTURE DEPTH 82"
℄ X-LS LINDSLEY
℄ X-BA BARRY/MUNGER
MIN 22.1' CLEAR
L=560'
K=138
VPC 620+20.00 EL. = 439.28
VPT 625+80.00 EL. = 440.01
MIN 27.0' CLEAR
(-)1.9000 %
(+)2.1601 %
VPI 623+00.00 EL. = 433.96
HGL - 100 YR
HGL - 50 YR
TX84 BEAM - ASSUMED STRUCTURE DEPTH 96"
℄ X-GUR GURLEY
MIN 18.8' CLEAR
VPI 633+00.00 EL. = 455.56
(+)2.1601 %
(-)1.2000 %
VPC 630+40.00 EL. = 449.94
VPT 635+60.00 EL. = 452.44
L=520'
K=155
TX84 BEAM - ASSUMED STRUCTURE DEPTH 96"
CANTILEVERED BRIDGE - ASSUMED STRUCTURE DEPTH 48"
℄ X-GD GRAND
VPI 640+00.00 EL. = 447.16
MIN 20.1' CLEAR
(-)1.2000 %
(+)1.5000 %
VPC 638+00.00 EL. = 449.56
L=400'
K=148
VPT 642+00.00 EL. = 450.16
PROPOSED 4.5'X2.5' SBC FL=440.0'+/-
(+)1.5000 %
MIN 27.4' CLEAR
VPC 646+00.00 EL. = 456.16
448.96 481.6
448.41 478.8
447.86 477.2
447.31
446.76 477.7
446.21
445.66
445.11 478.0
444.56 477.6
444.01 477.2
443.46 476.6
442.91 477.3
442.36 479.1
441.87 482.3
441.98 486.3
442.82 489.2
444.14 472.1
444.92 491.6
445.05 491.6
444.52 491.9
443.34 483.6
441.56 472.2
439.66 492.9
437.99 492.5
437.03 472.1
436.80 473.0
437.29 489.7
438.51 486.7
440.44 483.3
442.60 480.8
444.76 479.7
446.92 479.0
449.08 478.3
451.12 477.8
452.57 477.5
453.38 477.2
453.53 478.1
453.04 480.1
451.96 483.5
450.76 487.5
449.56 491.4
448.70 495.3
448.51 498.0
449.00 478.9
450.16 478.6
451.66 499.7
453.16 497.9
454.66 495.7
456.16 494.8
600+00
605+00
610+00
615+00
620+00
625+00
630+00
635+00
640+00
645+00
L=500'
K=151
VPC 741+50.00 EL. = 450.45
VPT 746+50.00 EL. = 455.42
(-)0.6583 %
(+)2.6477 %
STA = 744+00.00 EL. = 448.80'
STA = 760+00.00 EL. = 491.17'
(+)2.6477 %
(-)1.3062 %
BEGIN BRIDGE STA 760+26.21
END BRIDGE STA 762+92.58
VPC 757+00.00 EL. = 483.22
L=600'
K=152
VPT 763+00.00 EL. = 487.25
L=340'
K=147
VPC 766+30.00 EL. = 482.94
VPT 769+70.00 EL. = 482.42
(-)1.3062 %
(+)1.0000 %
STA = 768+00.00 EL. = 480.72'
L=300'
K=155
VPC 771+18.36 EL. = 483.90
VPT 774+18.36 EL. = 489.80
(+)1.0000 %
(+)2.9318 %
STA = 772+68.36 EL. = 485.40'
STA = 780+00.00 EL. = 506.85'
(+)2.9318 %
(+)0.8925 %
(+)0.6319 %
VPC 778+00.00 EL. = 500.99
L=400'
K=196
VPT 782+00.00 EL. = 508.63
END W-GP3 CONSTRUCTION STA. 782+20.00 EL. = 508.81' MATCH EXISTING
510
500
490
480
470
460
450
440
430
420
410
400
390
451.44 443.1
450.78 444.2
450.20 445.3
450.20 446.4
450.87 447.4
452.19 448.8
454.18 450.2
456.75 451.3
459.39 452.3
462.04 453.3
464.69 454.1
467.34 455.2
469.98 456.1
472.63 457.2
475.28 459.2
477.93 462.1
480.57 465.4
483.22 469.0
485.54 472.2
487.20 475.1
488.20 477.3
488.54 468.7
488.22 473.2
487.25 478.6
485.94 477.5
484.63 476.5
483.33 475.8
482.19 476.0
481.70 477.0
481.88 478.0
482.72 479.0
483.72 479.8
484.93 480.9
486.78 482.4
489.27 485.0
492.19 488.5
495.12 491.9
498.05 495.5
500.99 499.2
503.66 502.7
505.83 505.5
507.49 507.5
508.63 508.7
509.1
510.0
510.7
511.6
740+00
745+00
750+00
755+00
760+00
765+00
770+00
775+00
780+00
785+00


TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-WS WINSLOW
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-BM BEEMAN
VPI 665+00.00 EL. = 488.96
(+)2.4000 % (-)2.0000 %
L=260'
K=153
MIN 19.1' CLEAR
MIN 18.9' CLEAR
VPI 647+00.00 EL. = 457.66
VPC 652+70.00 EL. = 461.65
VPT 655+30.00 EL. = 465.68
VPC 661+50.00 EL. = 480.56
VPT 668+50.00 EL. = 481.96
(-)2.0000 % (-)2.0000 %
(+)0.7000 %
(+)0.7000 % (+)2.4000 %
L=700'
K=159
VPT 648+00.00 EL. = 458.36
VPI 654+00.00 EL. = 462.56
END W-GP2 CONSTRUCTION
STA. 673+53.47 EL. = 471.89'
TO MATCH PROPOSED W-GP3 PAVEMENT
L=200'
K=250
PROPOSED 42" RCP
FL=451.0'+/-
HGL - 100 YR
HGL - 50 YR
510
500
490
480
470
460
450
440
430
420
410
400
390
457.46 495.2
458.36 497.0
459.06 500.0
459.76 503.4
460.46 505.7
461.16 487.1
461.89 507.3
463.11 506.2
464.99 503.9
467.36 501.7
469.76 500.3
472.16 500.2
474.56 501.2
476.96 502.2
479.36 502.9
481.68 503.7
483.45 504.7
484.60 505.6
485.11 506.5
485.00 507.1
484.25 507.6
482.88 506.4
480.96 504.5
478.96 501.7
476.96 497.9
474.96 493.9
472.96 489.6
485.8
481.5
477.5
473.5
470.1
650+00
655+00
660+00
665+00
670+00
675+00

ML-EB-WB PROPOSED
DESIGN SPEED (60 MPH)


510
500
490
480
470
460
450
440
430
420
410
400
390
TX62 BEAM - ASSUMED STRUCTURE DEPTH 74"
℄ X-MX MALCOLM X
EXISTING GROUND
PROPOSED PGL
VPI 544+00.00 EL. = 460.60
(+)3.0000 % (-)1.9000 %
HGL100 = 448.6
BEGIN ML-EB-WB CONSTRUCTION
STA. 527+30.00 EL. = 421.14'
MATCH EXISTING PAVEMENT
VPI 529+00.00 EL. = 424.20
MIN 21.0' CLEAR
VPI 533+00.00 EL. = 427.60
VPC 540+00.00 EL. = 448.60
VPT 548+00.00 EL. = 453.00
(+)1.8000 % (+)0.8500 %
(+)0.8500 % (+)3.0000 %
(+)1.7115 %
VPC 528+00.00 EL. = 422.40
VPT 530+00.00 EL. = 425.05
VPC 531+50.00 EL. = 426.33
VPT 534+50.00 EL. = 432.10
L=200'
K=211
L=300'
K=140
L=800'
K=163
PROPOSED 3-12'x10' MBC
FL=434.0'
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-4TH 4TH
TX62 BEAM - ASSUMED STRUCTURE DEPTH 74"
℄ X-2ND 2ND
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-1ST 1ST
L=200'
K=143
MIN 26.1' CLEAR
VPC 558+00.00 EL. = 434.00
VPT 560+00.00 EL. = 431.60
MIN 20.8' CLEAR
MIN 22.5' CLEAR
(-)1.9000 % (-)0.5000 %
VPI 559+00.00 EL. = 432.10
HGL - 100 YR
PROP
EXIST
419.9
420.63 420.6
422.40 422.5
423.97 424.7
425.05 426.9
425.90 428.9
426.84 431.1
428.41 434.1
430.69 438.0
433.60 441.8
436.60 445.9
439.60 450.4
442.60 454.6
445.60 458.6
448.60 462.7
451.30 466.5
453.38 470.3
454.85 462.7
455.70 456.5
455.95 457.8
455.58 459.2
454.60 459.4
453.00 458.7
451.10 459.7
449.20 459.1
447.30 460.5
445.40 461.4
443.50 462.2
441.60 462.3
439.70 462.0
437.80 461.7
435.90 461.1
434.00 460.6
432.45 460.0
431.60 459.5
431.10 459.4
430.60 461.1
430.10 461.7
429.60 459.5
429.10 458.8
530+00
535+00
540+00
545+00
550+00
555+00
560+00
565+00


TX46 BEAM - ASSUMED STRUCTURE DEPTH 58"
℄ X-EX EXPOSITION
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-CM COMMERCE
TX54 BEAM - ASSUMED STRUCTURE DEPTH 84"
℄ X-DART DART
PEDESTRIAN BRIDGE
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-HA HASKELL
EXISTING GROUND
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-PK PEAK
PROPOSED PGL
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-CA CARROLL
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-BNK BANK
L=200' K=200
VPC 566+00.00 EL. = 428.60
VPT 568+00.00 EL. = 428.60
VPI 567+00.00 EL. = 428.10
(-)0.5000 % (+)0.5000 %
MIN 26.0' CLEAR
MIN 20.4' CLEAR
MIN 18.5' CLEAR
MIN 19.9' CLEAR
VPI 579+00.00 EL. = 434.10
(+)0.5000 % (-)0.5000 %
VPC 578+00.00 EL. = 433.60
VPT 580+00.00 EL. = 433.60
L=200' K=200
MIN 18.8' CLEAR
L=240' K=171
VPC 581+80.00 EL. = 432.70
VPT 584+20.00 EL. = 433.18
(-)0.5000 % (+)0.9000 %
VPI 583+00.00 EL. = 432.10
VPI 588+00.00 EL. = 436.60
MIN 20.2' CLEAR
(+)0.9000 % (+)1.7000 %
VPC 587+00.00 EL. = 435.70
VPT 589+00.00 EL. = 438.30
L=200' K=250
HGL - 100 YR
MIN 19.1' CLEAR
VPI 597+00.00 EL. = 451.90
(+)1.7000 % (-)0.5732 %
VPC 595+00.00 EL. = 448.50
VPT 599+00.00 EL. = 450.76
L=400' K=176
MIN 19.8' CLEAR
MATCHLINE ℄ ML-EB-WB STA 604+00
510
500
490
480
470
460
450
440
430
420
410
400
390
428.60 459.9
428.35 463.1
428.60 466.2
429.10 456.2
429.60 456.4
430.10 457.7
430.60 456.7
431.10 456.1
431.60 456.1
432.10 456.2
432.60 456.9
433.10 456.5
433.60 456.6
433.85 455.9
433.60 458.2
433.10 458.6
432.61 476.6
432.52 477.3
433.01 479.2
433.90 481.7
434.80 483.7
435.70 485.5
436.80 468.2
438.30 487.5
440.00 488.5
441.70 489.4
443.40 490.6
445.10 491.7
446.80 491.9
448.50 483.6
449.92 478.6
450.77 486.3
451.05 482.7
450.76 479.4
450.18 477.6
449.61 477.0
449.04 477.4
448.46 478.1
447.89 478.5
570+00
575+00
580+00
585+00
590+00
595+00
600+00

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

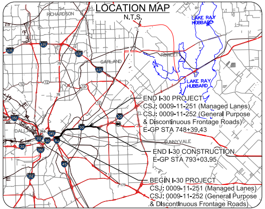
JUNE 2023
ROLL 4 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.

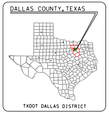
LOCATION MAP
N.T.S.


RICHARDSON
LAKE RAY HUBBARD
ROWLETT
GARLAND
LAKE RAY HUBBARD
DALLAS
SUNNYVALE
635
75
12
35E
30
345
366
45
80
175

END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 748+39.43

END I-30 CONSTRUCTION
E-GP STA 793+03.95

BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

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:

NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JUNE, 2023
JOSIAH F. BELVEAL	122828	JUNE, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED:

DATE APPROVED:

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TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

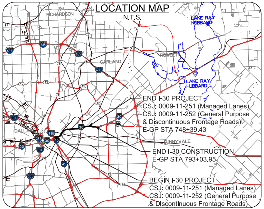
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

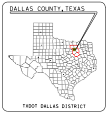
JUNE 2023
ROLL 5 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.


LOCATION MAP
N.T.S.
RICHARDSON
GARLAND
ROWLETT
LAKE RAY HUBBARD
LAKE RAY HUBBARD
SUNNYVALE
DALLAS
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 748+39.43
END I-30 CONSTRUCTION
E-GP STA 793+03.95
BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & DIscontInuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY

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NICOLE M. CARRILLO	101321	JUNE, 2023
JOSIAH F. BELVEAL	122828	JUNE, 2023

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HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED:
DATE APPROVED:

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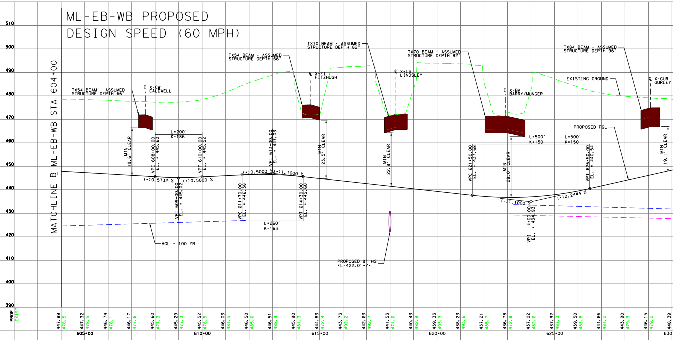
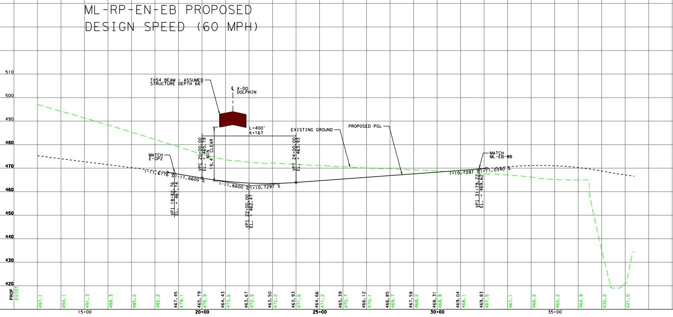
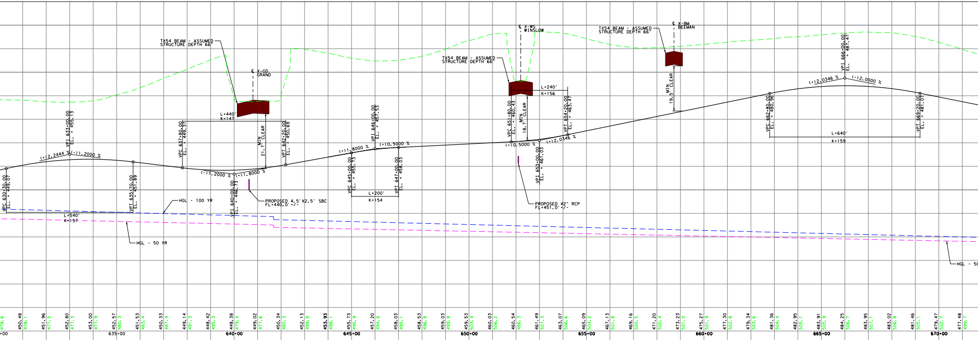
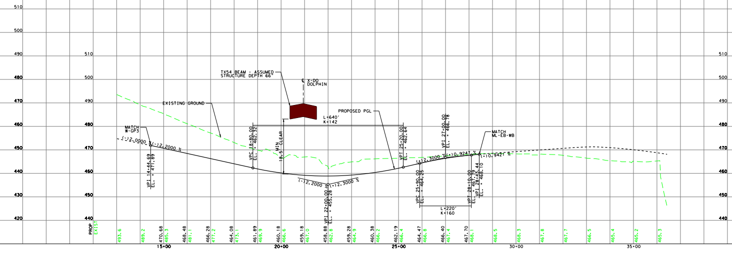

ML-EB-WB PROPOSED
DESIGN SPEED (60 MPH)
MATCHLINE ℄ ML-EB-WB STA 604+00
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-CW CALDWELL
MIN 19.6' CLEAR
VPC 608+00.00 EL. = 445.60
L=200' K=186
VPT 610+00.00 EL. = 445.52
(-)0.5732 %
(+)0.5000 %
VPI 609+00.00 EL. = 445.02
HGL - 100 YR
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-FI FITZHUGH
VPI 613+00.00 EL. = 447.03
(+)0.5000 %
(-)1.1000 %
VPC 611+70.00 EL. = 446.38
VPT 614+30.00 EL. = 445.60
L=260' K=163
MIN 23.5' CLEAR
TX70 BEAM - ASSUMED STRUCTURE DEPTH 82"
℄ X-LS LINDSLEY
MIN 22.9' CLEAR
PROPOSED 9' HS FL=422.0'+/-
TX70 BEAM - ASSUMED STRUCTURE DEPTH 82"
℄ X-BA BARRY/MUNGER
VPC 621+50.00 EL. = 437.68
MIN 28.0' CLEAR
L=500' K=150
L=500' K=150
(-)1.1000 %
(+)2.2444 %
VPI 4+00.00 EL. = 434.93
VPT 626+50.00 EL. = 440.54
EXISTING GROUND
PROPOSED PGL
TX84 BEAM - ASSUMED STRUCTURE DEPTH 96"
℄ X-GUR GURLEY
MIN 19.1' CLEAR
510
500
490
480
470
460
450
440
430
420
410
400
390
PROP
EXIST
605+00
610+00
615+00
620+00
625+00
630

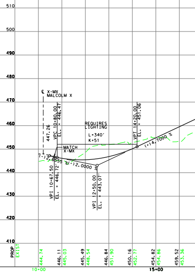

ML-RP-EN-EB PROPOSED
DESIGN SPEED (60 MPH)
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-DO DOLPHIN
L=400' K=167
MATCH E-GP2
(-)1.6776 %
(-)1.6600 %
VPI 18+82.76 EL. = 467.74
VPC 20+00.00 EL. = 465.79
MIN 19.4' CLEAR
(-)1.6600 %
(+)0.7297 %
VPI 22+00.00 EL. = 462.47
VPT 24+00.00 EL. = 463.93
EXISTING GROUND
PROPOSED PGL
MATCH ML-EB-WB
(+)0.7297 %
(+)1.0340 %
VPI 31+79.22 EL. = 469.62
510
500
490
480
470
460
450
440
430
420
PROP
EXIST
15+00
20+00
25+00
30+00
35+00


TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-GD GRAND
℄ X-WS WINSLOW
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-BM BEEMAN
VPI 666+00.00 EL. = 487.47
(+)2.0346 %
(-)2.0000 %
VPI 633+00.00 EL. = 455.13
(+)2.2444 %
(-)1.2000 %
L=440'
K=147
MIN 21.7' CLEAR
VPC 637+80.00 EL. = 449.37
VPT 642+20.00 EL. = 450.69
VPI 646+00.00 EL. = 457.53
(+)1.8000 %
(+)0.5000 %
VPC 651+80.00 EL. = 460.43
MIN 18.7' CLEAR
L=240'
K=156
VPT 654+20.00 EL. = 463.47
(+)0.5000 %
(+)2.0346 %
MIN 19.5' CLEAR
VPC 662+80.00 EL. = 480.96
VPT 669+20.00 EL. = 481.07
L=640'
K=159
VPC 630+30.00 EL. = 449.07
VPT 635+70.00 EL. = 451.89
(-)1.2000 %
(+)1.8000 %
VPI 640+00.00 EL. = 446.73
PROPOSED 4.5'X2.5' SBC FL=440.0'+/-
VPC 645+00.00 EL. = 455.73
VPT 647+00.00 EL. = 458.03
L=200'
K=154
VPI 653+00.00 EL. = 461.03
PROPOSED 42" RCP FL=451.0'+/-
HGL - 100 YR
L=540'
K=157
HGL - 50 YR
HGL - 50
635+00
640+00
645+00
650+00
655+00
660+00
665+00
670+00

ML-RP-EX-WB PROPOSED
DESIGN SPEED (60 MPH)

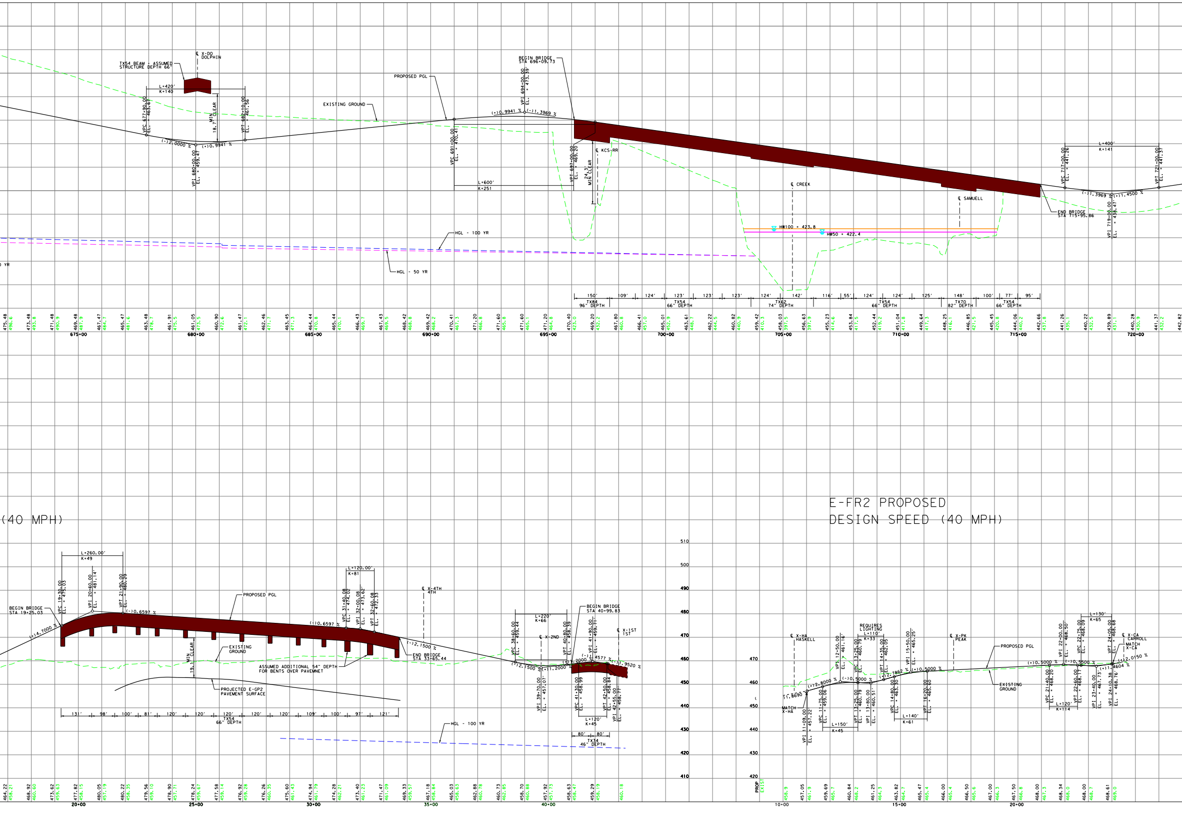
E-FR PROPOSED
DESIGN SPEED

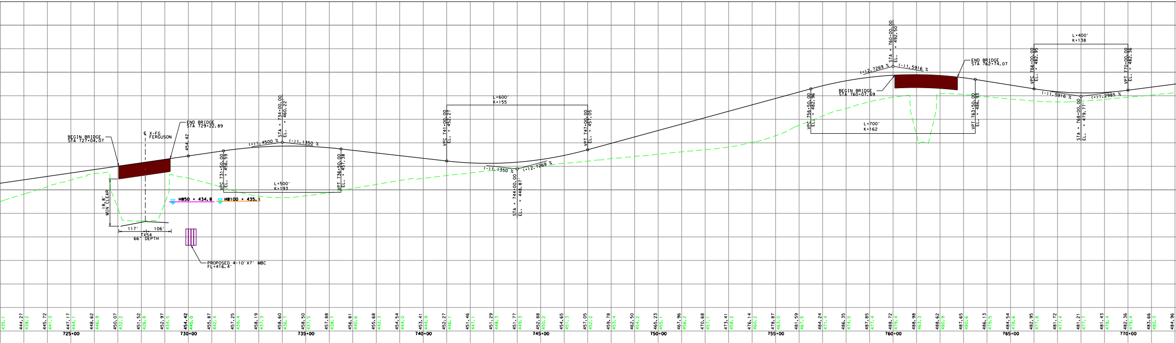

TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-DO DOLPHIN
EXISTING GROUND
PROPOSED PGL
MATCH W-GP3
(-)2.0000 %
(-)2.2000 %
VPI 14+44.69 EL. = 471.89
VPC 18+80.00 EL. = 462.32
MIN 18.5' CLEAR
L=640'
K=142
(-)2.2000 %
(+)2.3000 %
VPI 22+00.00 EL. = 455.28
VPT 25+20.00 EL. = 462.64
VPI 27+00.00 EL. = 466.78
(+)2.3000 %
(+)0.9247 %
(+)0.9421 %
MATCH ML-EB-WB
VPC 25+90.00 EL. = 464.25
L=220'
K=160
VPT 28+10.00 EL. = 467.79
VPI 28+48.44 EL. = 468.10
PROP
EXIST
15+00
20+00
25+00
30+00
35+00


℄ X-MX MALCOLM X
447.26
VPC 10+80.00 EL. = 446.47
REQUIRES LIGHTING
L=340'
K=51
MATCH X-MX
VPT 14+20.00 EL. = 451.06
(+)4.7000 %
(-)2.0000 %
VPI 10+67.50 EL. = 446.12
VPI 12+50.00 EL. = 443.07
PROP
EXIST
10+00
15+00

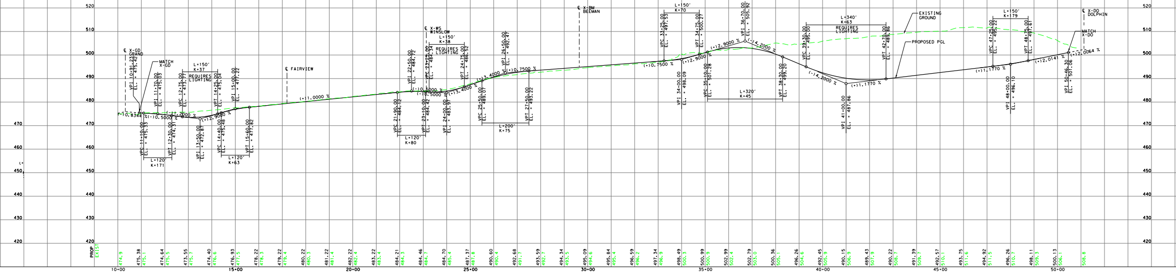
(40 MPH)

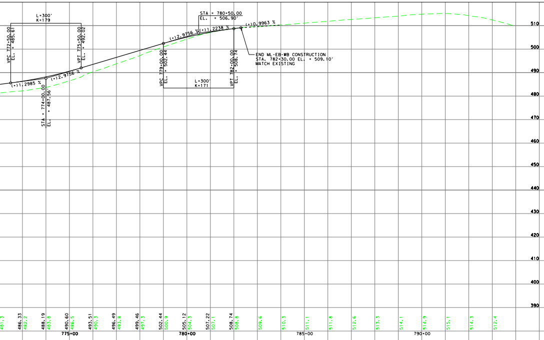
E-FR2 PROPOSED
DESIGN SPEED (40 MPH)


TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-DO DOLPHIN
L=420'
K=140
VPC 677+90.00 EL. = 463.67
VPI 680+00.00 EL. = 459.47
VPT 682+10.00 EL. = 461.36
18.7' MIN CLEAR
(-)2.0000 %
(+)0.9941 %
EXISTING GROUND
PROPOSED PGL
BEGIN BRIDGE STA 696+09.73
VPI 694+00.00 EL. = 473.39
(+)0.9941 %
(-)1.3969 %
VPC 691+00.00 EL. = 470.41
VPT 697+00.00 EL. = 469.20
L=600'
K=251
24.3' MIN CLEAR
℄ KCS-RR
℄ CREEK
℄ SAMUELL
HW100 = 423.8
HW50 = 422.4
HGL - 100 YR
HGL - 50 YR
END BRIDGE STA 715+95.86
L=400'
K=141
VPC 717+00.00 EL. = 441.26
VPI 719+00.00 EL. = 438.47
VPT 721+00.00 EL. = 441.37
(-)1.3969 %
(+)1.4500 %
150' 109' 124' 123' 123' 123' 124' 142' 116' 55' 124' 124' 125' 148' 100' 77' 95'
TX84 96" DEPTH
TX54 66" DEPTH
TX62 74" DEPTH
TX54 66" DEPTH
TX70 82" DEPTH
TX54 66" DEPTH
675+00
680+00
685+00
690+00
695+00
700+00
705+00
710+00
715+00
720+00
BEGIN BRIDGE STA 19+25.03
(+)4.7000 %
L=260.00'
K=49
VPC 19+30.00 EL. = 475.03
VPI 20+60.00 EL. = 481.14
VPT 21+90.00 EL. = 480.29
(-)0.6597 %
PROPOSED PGL
EXISTING GROUND
19.1' MIN CLEAR
ASSUMED ADDITIONAL 54" DEPTH FOR BENTS OVER PAVEMNET
PROJECTED E-GP2 PAVEMENT SURFACE
L=120.00'
K=81
VPC 31+40.08 EL. = 474.02
VPI 32+00.08 EL. = 473.62
VPT 32+60.08 EL. = 472.33
(-)0.6597 %
(-)2.1500 %
℄ X-4TH 4TH
END BRIDGE STA 33+65.44
131' 98' 100' 81' 120' 120' 120' 120' 120' 109' 100' 97' 121'
TX54 66" DEPTH
HGL - 100 YR
L=220'
K=66
VPC 38+60.00 EL. = 459.44
VPI 39+70.00 EL. = 457.07
VPT 40+80.00 EL. = 458.39
℄ X-2ND
(-)2.1500 %
(+)1.2000 %
BEGIN BRIDGE STA 40+99.83
VPI 41+90.00 EL. = 459.71
VPC 41+30.00 EL. = 458.99
VPT 42+50.00 EL. = 458.84
VPI 42+55.00 EL. = 458.77
℄ X-1ST 1ST
(-)1.9520 %
L=120'
K=45
80' 80'
TX34 46" DEPTH
20+00
25+00
30+00
35+00
40+00
510
500
490
480
470
460
450
440
430
420
410
℄ X-HA HASKELL
MATCH X-HA
REQUIRES LIGHTING
L=110'
K=33
VPI 11+09.00 EL. = 457.22
VPC 11+75.00 EL. = 459.06
VPI 12+50.00 EL. = 461.16
VPC 13+25.00 EL. = 460.79
VPI 13+80.00 EL. = 460.51
VPT 13+35.00
VPI 14+35.00 EL. = 462.05
VPC 14+80.00 EL. = 463.50
VPI 15+50.00 EL. = 465.25
VPT 16+20.00 EL. = 465.60
L=150'
K=45
L=140'
K=61
(+)2.8000 %
(-)0.5000 %
(+)2.7862 %
(+)0.5000 %
℄ X-PK PEAK
PROPOSED PGL
EXISTING GROUND
(+)0.5000 %
(-)0.5500 %
VPC 21+40.00 EL. = 468.20
VPI 22+00.00 EL. = 468.50
VPC 22+60.00 EL. = 468.17
VPC 22+75.00 EL. = 468.09
VPI 23+40.00 EL. = 467.73
VPI 24+10.38 EL. = 468.76
VPT 24+05.00 EL. = 468.08
L=120'
K=114
L=130'
K=65
(+)1.4604 %
(+)2.0150 %
℄ X-CA CARROLL
MATCH X-CA
470
460
450
440
430
420
PROP
EXIST
10+00
15+00
20+00


BEGIN BRIDGE
STA 727+04.07
END BRIDGE
STA 729+22.89
℄ X-FG
FERGUSON
18.8' MIN CLEAR
117'
106'
TX54
66" DEPTH
HW50 = 434.8
HW100 = 435.1
PROPOSED 4-10'X7' MBC
FL=416.4'
454.42
STA = 734+00.00
EL. = 460.22'
(+)1.4500 %
(-)1.1350 %
VPC 731+50.00
EL. = 456.59
VPT 736+50.00
EL. = 457.38
L=500'
K=193
L=600'
K=155
VPC 741+00.00
EL. = 452.27
VPT 747+00.00
EL. = 457.05
(-)1.1350 %
(+)2.7269 %
STA = 744+00.00
EL. = 448.87'
(+)2.7269 %
(-)1.5916 %
STA = 760+00.00
EL. = 492.50
BEGIN BRIDGE
STA 760+07.69
END BRIDGE
STA 762+74.07
VPC 756+50.00
EL. = 482.96
VPT 763+50.00
EL. = 486.93
L=700'
K=162
L=400'
K=138
VPC 766+00.00
EL. = 482.95
VPT 770+00.00
EL. = 482.38
(-)1.5916 %
(+)1.2985 %
STA = 768+00.00
EL. = 479.77'
725+00
730+00
735+00
740+00
745+00
750+00
755+00
760+00
765+00
770+00

E-FR3 PROPOSED
DESIGN SPEED (40 MPH)


℄ X-GD
GRAND
MATCH
X-GD
VPI 10+91.23
EL. = 475.42
(-)0.8344 %
(-)0.5000 %
(+)1.2000 %
(+)2.9000 %
VPI 11+70.00
EL. = 475.03
VPC 11+10.00
EL. = 475.33
VPT 12+30.00
EL. = 474.31
L=120'
K=171
VPC 12+75.00
EL. = 473.71
REQUIRES
LIGHTING
L=150'
K=37
VPI 13+50.00
EL. = 472.81
VPT 14+25.00
EL. = 475.04
VPC 14+40.00
EL. = 475.48
VPI 15+00.00
EL. = 477.22
VPT 15+60.00
EL. = 477.82
L=120'
K=63
℄ FAIRVIEW
(+)1.0000 %
VPC 21+90.00
EL. = 484.12
VPI 22+50.00
EL. = 484.72
VPT 23+10.00
EL. = 484.42
L=120'
K=80
℄ X-WS
WINSLOW
L=150'
K=38
REQUIRES
LIGHTING
VPC 23+25.00
EL. = 484.34
VPI 24+00.00
EL. = 483.97
VPT 24+75.00
EL. = 486.52
(-)0.5000 %
(+)3.4000 %
VPC 25+50.00
EL. = 489.07
VPI 26+50.00
EL. = 492.47
VPT 27+50.00
EL. = 493.22
L=200'
K=75
(+)0.7500 %
℄ X-BM
BEEMAN
L=150'
K=70
VPC 33+25.00
EL. = 497.53
VPI 34+00.00
EL. = 498.09
VPT 34+75.00
EL. = 500.27
(+)0.7500 %
(+)2.9000 %
VPC 35+10.00
EL. = 501.28
VPI 36+70.00
EL. = 505.92
VPT 38+30.00
EL. = 499.20
L=320'
K=45
(-)4.2000 %
L=340'
K=63
REQUIRES
LIGHTING
VPC 39+30.00
EL. = 495.00
VPI 41+00.00
EL. = 487.86
VPT 42+70.00
EL. = 489.86
(+)1.1770 %
EXISTING
GROUND
PROPOSED PGL
L=150'
K=179
VPC 47+25.00
EL. = 495.22
VPI 48+00.00
EL. = 496.10
VPT 48+75.00
EL. = 497.61
(+)2.0141 %
(+)2.0064 %
℄ X-DO
DOLPHIN
MATCH
X-DO
VPI 50+46.30
EL. = 501.06
520
510
500
490
480
470
460
450
440
430
420
PROP
EXIST
10+00
15+00
20+00
25+00
30+00
35+00
40+00
45+00
50+00


L=300'
K=179
VPC 772+50.00
EL. = 485.61
VPT 775+50.00
EL. = 492.02
(+)1.2985 %
(+)2.9756 %
STA = 774+00.00
EL. = 487.56'
STA = 780+50.00
EL. = 506.90'
(+)2.9756 %
(+)1.2238 %
(+)0.9963 %
VPC 779+00.00
EL. = 502.44
VPT 782+00.00
EL. = 508.74
L=300'
K=171
END ML-EB-WB CONSTRUCTION
STA. 782+30.00 EL. = 509.10'
MATCH EXISTING
510
500
490
480
470
460
450
440
430
420
410
400
390
481.3
486.33
482.2
488.19
483.8
490.60
486.5
493.51
490.3
496.49
493.8
499.46
497.3
502.44
500.9
505.12
504.3
507.22
507.1
508.74
508.8
509.6
510.3
511.1
511.8
512.6
513.3
514.1
514.9
515.1
514.3
512.4
775+00
780+00
785+00
790+00

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

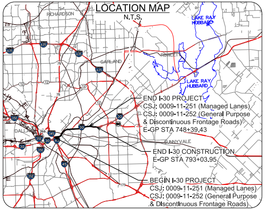
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

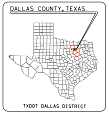
JUNE 2023
ROLL 5 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).
**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.

LOCATION MAP
N.T.S.


RICHARDSON
LAKE RAY HUBBARD
GARLAND
ROWLETT
LAKE RAY HUBBARD
DALLAS
SUNNYVALE
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose
& Discontinuous Frontage Roads)
E-GP STA 748+39.43
END I-30 CONSTRUCTION
E-GP STA 793+03.95
BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose
& Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

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:

NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JUNE, 2023
JOSIAH F. BELVEAL	122828	JUNE, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED:

DATE APPROVED:

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TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

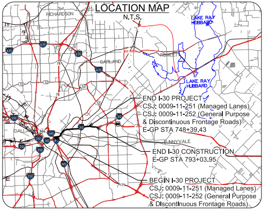
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

JUNE 2023
ROLL 6 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

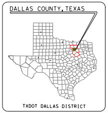
* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.


LOCATION MAP
N.T.S.
RICHARDSON
LAKE RAY HUBBARD
ROWLETT
GARLAND
LAKE RAY HUBBARD
DALLAS
SUNNYVALE
635
75
12
30
45
175
35E
366
345
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 748+39.43

END I-30 CONSTRUCTION
E-GP STA 793+03.95

BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT
TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY

FOR INTERIM REVIEW ONLY

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NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JUNE, 2023
JOSIAH F. BELVEAL	122828	JUNE, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED:

DATE APPROVED:

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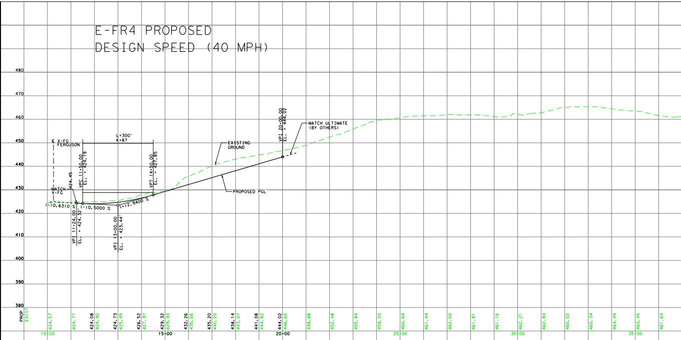
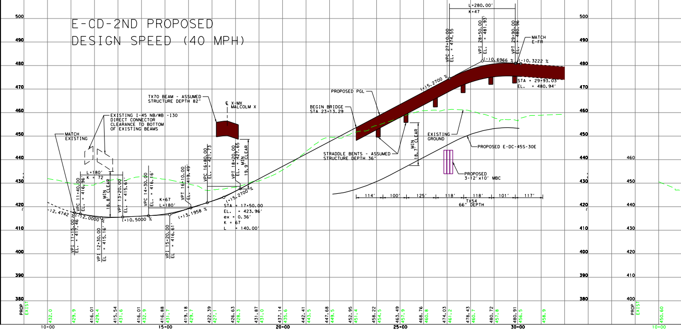
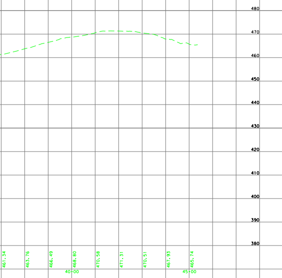
E-FR4 PROPOSED
DESIGN SPEED (40 MPH)


480
470
460
450
440
430
420
410
400
390
380
℄ X-FG FERGUSON
L=300'
K=87
MATCH X-FG
424.45
VPC 11+50.00
EL. = 424.19
VPT 14+50.00
EL. = 427.85
(-)0.6310 %
(-)0.5000 %
(+)2.9400 %
VPI 11+24.00
EL. = 424.32'
VPI 13+00.00
EL. = 423.44'
EXISTING GROUND
PROPOSED PGL
VPI 20+00.00
EL. = 444.02
MATCH ULTIMATE (BY OTHERS)
PROP
EXIST
424.57
424.77
424.08
424.92
424.73
425.45
426.52
427.97
429.32
429.40
432.26
435.66
435.20
440.20
438.14
443.07
441.08
444.82
444.02
446.65
448.88
452.48
455.84
459.50
460.64
461.44
462.00
461.81
461.16
462.21
462.80
465.02
465.34
464.49
463.45
461.64
10+00
15+00
20+00
25+00
30+00
35+00

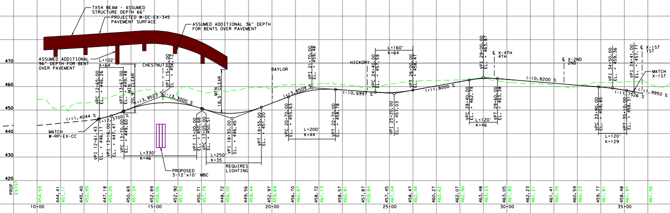
E-CD-2ND PROPOSED
DESIGN SPEED (40 MPH)


500
490
480
470
460
450
440
430
420
410
400
390
380
MATCH EXISTING
EXISTING I-45 NB/WB -I30 DIRECT CONNECTOR CLEARANCE TO BOTTOM OF EXISTING BEAMS
TX70 BEAM - ASSUMED STRUCTURE DEPTH 82"
℄ X-MX MALCOLM X
L=180'
K = 72
VPC 11+40.00
EL. = 416.96'
MIN 18.8' CLEAR
VPT 13+20.00
EL. = 415.61'
VPC 14+30.00
EL. = 416.16'
K=67
L=180'
VPT 16+10.00
EL. = 419.49'
VPC 16+80.00
EL. = 421.73
VPT 18+20.00
EL. = 427.65
MIN 19.9' CLEAR
(-)2.4742 %
(-)2.0000 %
(+)0.5000 %
(+)3.1958 %
(+)5.2700 %
VPI 11+15.00
EL. = 417.46
VPI 12+30.00
EL = 415.16'
VPI 15+20.00
EL = 416.61'
STA = 17+50.00
EL. = 423.96'
ex = 0.36'
K = 67
L = 140.00'
PROPOSED PGL
BEGIN BRIDGE STA 23+13.29
STRADDLE BENTS - ASSUMED STRUCTURE DEPTH 36"
MIN 18.7' CLEAR
EXISTING GROUND
PROPOSED E-DC-45S-30E
PROPOSED 3-12'x10' MBC
114'
100'
125'
118'
118'
101'
117'
TX54 66" DEPTH
(+)5.2700 %
L=280.00'
K=47
VPC 27+10.00
EL. = 474.55
VPI 28+50.00
EL. = 481.93'
VPT 29+90.00
EL. = 480.96
(-)0.6966 %
(-)0.3222 %
MATCH E-FR
STA = 29+93.03
EL. = 480.94'
PROP
EXIST
432.0
429.9
416.01
429.4
415.54
431.6
416.01
432.9
416.88
431.7
419.18
429.7
422.39
427.1
426.63
428.3
431.87
431.0
437.14
435.6
442.41
443.5
447.68
449.5
452.95
451.4
458.22
454.5
463.49
457.9
468.76
460.8
474.03
461.2
478.43
460.7
480.72
457.8
480.91
456.5
458.9
10+00
15+00
20+00
25+00
30+00
460
450
440
430
420
410
400
450.60
10+00



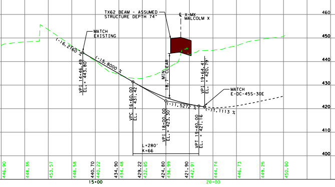
480
470
460
450
440
430
420
410
400
390
380
461.34
463.76
466.49
468.80
470.58
471.31
470.51
467.93
465.74
40+00
45+00

W-FR PROPOSED
DESIGN SPEED (40 MPH)



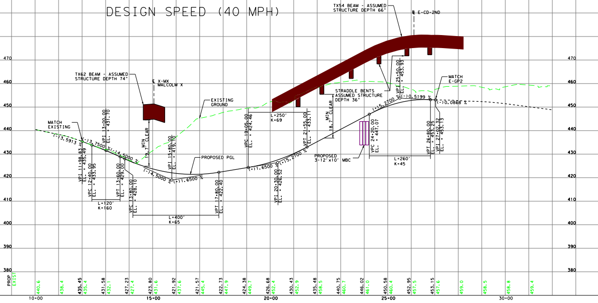
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
PROJECTED W-DC-EX-345 PAVEMENT SURFACE
ASSUMED ADDITIONAL 36" DEPTH FOR BENTS OVER PAVEMENT
ASSUMED ADDITIONAL 96" DEPTH FOR BENT OVER PAVEMENT
L=102'
K=64
CHESTNUT
BAYLOR
HICKORY
L=160'
K=64
℄ X-4TH 4TH
℄ X-2ND 2ND
℄ X-1ST 1ST
MATCH X-1ST
MATCH W-RP-EX-CC
VPC 12+65.00 EL. = 446.26
VPT 13+67.00 EL. = 449.48
MIN 20.9' CLEAR
VPI 15+35.00 EL. = 456.12
MIN 18.5' CLEAR
VPI 21+70.00 EL. = 459.48
VPC 24+40.00 EL. = 457.59
VPT 26+00.00 EL. = 458.47
VPI 29+00.00 EL. = 463.87
VPI 34+50.00 EL. = 459.36
VPI 34+41.00 EL. = 457.77
(+)1.4044 %
(+)12.3700 %
(+)13.9523 %
(-)13.3000 %
(+)3.8509 %
(-)0.6997 %
(+)1.8000 %
(-)0.8200 %
(-)1.7526 %
(-)1.9950 %
VPI 12+61.43 EL. = 446.17
VPI 13+16.00 EL. = 447.47
VPC 13+70.00 EL. = 449.60
L=330'
K=46
PROPOSED 3-12'x10' MBC
VPT 17+00.00 EL. = 450.68
VPC 17+05.00 EL. = 450.51
L=250'
K=35
REQUIRES LIGHTING
VPI 18+30.00 EL. = 446.45
VPT 19+55.00 EL. = 451.20
VPC 20+70.00 EL. = 455.63
L=200'
K=44
VPT 22+70.00 EL. = 458.78
VPI 25+20.00 EL. = 457.03
VPC 28+40.00 EL. = 462.79
L=120'
K=46
VPT 29+60.00 EL. = 463.38
VPC 33+90.00 EL. = 459.85
L=120'
K=129
VPT 35+10.00 EL. = 458.31
470
460
450
440
430
420
PROP
EXIST
454.59
444.41
451.11
445.40
452.99
447.18
455.25
450.69
457.34
452.89
458.06
452.90
457.50
450.71
457.79
448.72
458.05
449.56
459.44
452.97
459.69
456.70
460.87
458.72
461.13
458.57
460.81
457.87
459.84
457.45
461.04
458.47
462.44
460.27
462.62
462.07
462.90
463.48
463.33
463.05
461.80
462.23
461.21
461.41
460.39
460.59
460.23
459.77
461.81
458.48
461.97
461.56
10+00
15+00
20+00
25+00
30+00
35+00

E-DC-45N-30E PROPOSED
DESIGN SPEED (35 MPH)



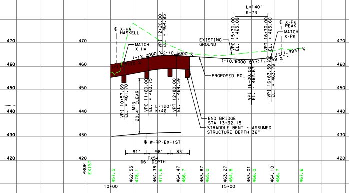
TX62 BEAM - ASSUMED STRUCTURE DEPTH 74"
℄ X-MX MALCOLM X
MATCH EXISTING
(-)16.2760 %
(-)15.8000 %
VPI 14+46.49 EL. = 443.80'
MIN 18.7' CLEAR
VPI 19+64.41 EL. = 420.79'
MATCH E-DC-45S-30E
(-)1.5272 %
(-)1.1113 %
VPC 16+60.00 EL. = 431.42
VPI 18+00.00 EL. = 423.30'
VPT 19+40.00 EL. = 421.16
L=280'
K=66
460
450
440
430
420
410
400
446.90
448.35
453.57
446.58
440.70
440.22
434.90
434.48
429.22
432.85
424.80
436.99
421.90
442.91
444.74
446.73
449.25
450.80
15+00
20+00

E-DC-45S-30E PROPOSED
DESIGN SPEED (40 MPH)



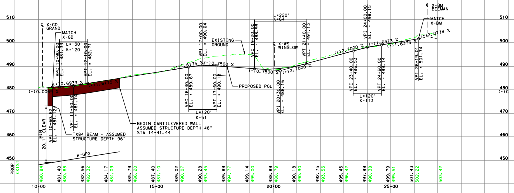
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ E-CD-2ND
TX62 BEAM - ASSUMED STRUCTURE DEPTH 74"
℄ X-MX MALCOLM X
EXISTING GROUND
MATCH EXISTING
(-)13.5913 %
(-)13.7500 %
(-)14.5000 %
VPI 13+00.00 EL. = 431.70
MIN 19.7' CLEAR
VPI 15+80.00 EL. = 419.10
PROPOSED PGL
(-)14.5000 %
(+)11.6500 %
VPI 11+98.83 EL. = 435.49
VPC 12+40.00 EL. = 433.95
VPT 13+60.00 EL. = 429.00
L=120'
K=160
VPC 13+80.00 EL. = 428.10
L=400'
K=65
VPT 17+80.00 EL. = 422.40
VPC 19+05.00 EL. = 424.46
L=250'
K=69
VPT 21+55.00 EL. = 433.11
MIN 18.7' CLEAR
STRADDLE BENTS ASSUMED STRUCTURE DEPTH 36"
(+)1.6500 %
(+)15.2700 %
VPI 20+30.00 EL. = 426.52
PROPOSED 3-12'x10' MBC
VPC 24+20.00 EL. = 447.07
L=260'
K=45
(+)15.2700 %
VPI 25+50.00 EL. = 453.93
(-)0.5199 %
(-)0.0868 %
MATCH E-GP2
VPT 26+80.00 EL. = 453.25
VPI 27+02.32 EL. = 453.13
470
460
450
440
430
420
410
400
390
380
PROP
EXIST
440.6
438.4
435.45
435.4
431.58
432.1
427.23
427.4
423.80
431.6
421.92
437.6
421.57
445.4
422.73
447.9
424.38
449.7
426.68
452.4
430.43
452.9
435.48
458.5
440.75
460.7
446.02
461.0
450.58
460.4
452.95
457.5
453.15
457.6
459.0
458.5
458.8
459.4
10+00
15+00
20+00
25+00
30+00

W-FR2 PROPOSED
DESIGN SPEED (40 MPH)



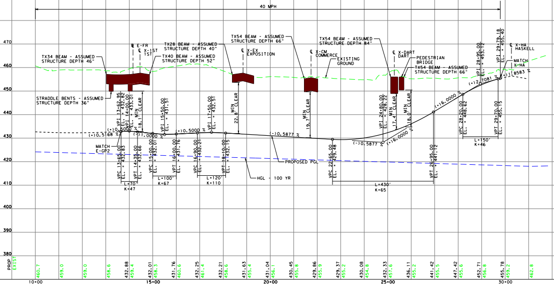
L=140'
K=73
VPI 12+20.00
EL. = 464.95
€ X-HA
HASKELL
MATCH
X-HA
(+)1.7770 %
(+)2.0000 %
(-)0.6000 %
EXISTING
GROUND
VPC 15+30.00
EL. = 463.09
VPT 16+70.00
EL. = 463.60
€ X-PK
PEAK
MATCH
X-PK
(+)1.9937 %
(-)0.6000 %
(+)1.3259 %
PROPOSED PGL
VPI 10+57.69
EL. = 461.70
MIN
20.4' CLEAR
VPC 11+60.00
EL. = 463.75
L=120'
K=46
VPT 12+80.00
EL. = 464.59
VPI 16+00.00
EL. = 462.67
VPI 16+83.59
EL. = 463.78
END BRIDGE
STA 13+32.15
STRADDLE BENT - ASSUMED
STRUCTURE DEPTH 36"
€ W-RP-EX-1ST
91'
98'
83'
TX54
66" DEPTH
470
460
450
440
430
420
PROP
EXIST
457.5
462.55
478.1
464.38
471.6
464.47
466.7
463.87
465.0
463.27
464.8
463.01
466.0
464.10
466.7
467.6
10+00
15+00

W-FR3 PROPOSED
DESIGN SPEED (40 MPH)



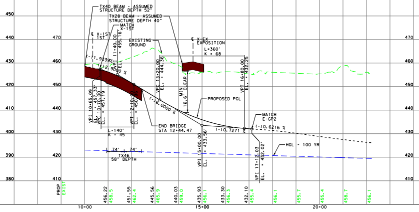
€ X-GD
GRAND
MATCH
X-GD
L=130'
K=120
VPC 10+90.00
EL. = 481.33
VPT 12+10.00
EL. = 482.71
(-)0.0069 %
(+)0.6933 %
(+)1.6175 %
MIN
20.1' CLEAR
VPI 10+60.62
EL. = 481.12
VPI 11+50.00
EL. = 481.74
TX84 BEAM - ASSUMED
STRUCTURE DEPTH 96"
BEGIN CANTILEVERED WALL
ASSUMED STRUCTURE DEPTH 48"
STA 14+41.44
W-GP2
VPI 17+00.00
EL. = 490.64
EXISTING
GROUND
(+)1.6175 %
(-)0.7500 %
VPC 16+40.00
EL. = 489.67
VPT 17+60.00
EL. = 490.19
L=120'
K=51
PROPOSED PGL
L=220'
K=64
VPC 19+20.00
EL. = 488.99
€ X-WS
WINSLOW
VPT 21+40.00
EL. = 491.13
(-)0.7500 %
(+)2.7000 %
VPI 20+30.00
EL. = 488.16
VPI 24+00.00
EL. = 498.15
(+)2.7000 %
(+)1.6373 %
VPC 23+40.00
EL. = 496.53
VPT 24+60.00
EL. = 499.14
L=120'
K=113
€ X-BM
BEEMAN
MATCH
X-BM
(+)2.0774 %
VPI 26+19.01
EL. = 501.74
510
500
490
480
470
460
450
PROP
EXIST
480.84
481.40
480.88
482.56
482.32
484.17
484.09
485.79
486.20
487.40
487.10
489.02
490.07
490.28
493.45
489.89
494.77
489.14
495.00
488.89
488.79
490.18
490.90
492.75
493.53
495.45
496.42
497.99
498.38
499.79
499.51
501.43
502.22
503.42
10+00
15+00
20+00
25+00

E-RP-EX-HA PROPOSED
DESIGN SPEED (40 MPH)



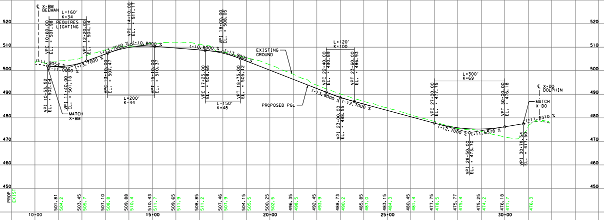
40 MPH
TX34 BEAM - ASSUMED
STRUCTURE DEPTH 46"
€ E-FR
€ X-1ST
1ST
TX28 BEAM - ASSUMED
STRUCTURE DEPTH 40"
TX40 BEAM - ASSUMED
STRUCTURE DEPTH 52"
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
€ X-EX
EXPOSITION
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 84"
€ X-CM
COMMERCE
EXISTING
GROUND
€ X-DART
DART
PEDESTRIAN
BRIDGE
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
€ X-HA
HASKELL
MATCH
X-HA
STRADDLE BENTS - ASSUMED
STRUCTURE DEPTH 36"
VPI 13+62.95
EL. = 432.82
VPI 14+00.00
EL. = 433.01
MIN
18.1' CLEAR
VPI 15+50.00
EL. = 431.51
VPI 17+50.00
EL. = 432.51
MIN
22.8' CLEAR
MIN
19.7' CLEAR
VPI 24+80.00
EL. = 428.22
MIN
17.4' CLEAR
MIN
18.0' CLEAR
VPI 28+95.00
EL. = 453.12
VPI 29+79.18
EL. = 455.40
(+)0.5168 %
(+)0.5000 %
(-)1.0000 %
(+)0.5000 %
(-)0.5877 %
(-)0.5877 %
(+)6.0000 %
(+)6.0000 %
(+)2.7081 %
(+)1.8583 %
MATCH
E-GP2
VPC 13+65.00
EL. = 432.83
VPT 14+35.00
EL. = 432.66
L=70'
K=47
VPC 15+00.00
EL. = 432.01
VPT 16+00.00
EL. = 431.76
L=100'
K=67
VPC 16+90.00
EL. = 432.21
VPT 18+10.00
EL. = 432.15
L=120'
K=110
PROPOSED PGL
HGL - 100 YR
VPC 22+65.00
EL. = 429.48
VPT 26+95.00
EL. = 441.12
L=430'
K=65
VPC 28+20.00
EL. = 448.62
VPT 29+70.00
EL. = 455.15
L=150'
K=46
470
460
450
440
430
420
410
400
390
380
PROP
EXIST
460.7
459.0
459.0
458.6
432.88
459.4
432.01
458.3
431.76
460.6
432.25
461.4
432.21
458.6
431.63
455.4
431.04
456.1
430.45
455.8
429.86
455.9
429.37
455.2
430.08
454.8
432.33
457.6
436.11
455.2
441.42
455.5
447.42
455.6
452.71
456.8
455.78
459.2
462.8
10+00
15+00
20+00
25+00
30+00

E-RP-EN-1ST PROPOSED
DESIGN SPEED (40 MPH)

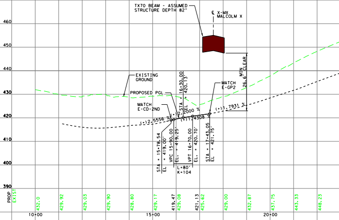


TX40 BEAM - ASSUMED
STRUCTURE DEPTH 52"
TX28 BEAM - ASSUMED
STRUCTURE DEPTH 40"
MATCH
X-1ST
€ X-1ST
1ST
VPI 11+40.00
EL. = 455.16'
EXISTING
GROUND
€ X-EX
EXPOSITION
L=360'
K = 68
(-)1.9339%
(-)2.9000 %
VPC 13+20.00
EL. = 444.36
MIN
16.6' CLEAR
VPT 16+80.00
EL. = 432.25
PROPOSED PGL
VPI 10+65.09
EL. = 457.33'
VPC 10+70.00
EL. = 457.19
VPT 12+10.00
EL. = 450.96
L=140'
K = 45
(-)6.0000 %
END BRIDGE
STA 12+44.47
MATCH
E-GP2
(-)0.7271 %
(-)0.6216 %
74'
74'
TX46
58" DEPTH
VPI 15+00.00
EL. = 433.56'
VPI 17+12.03
EL. = 432.02'
HGL - 100 YR
470
460
450
440
430
420
410
400
390
380
PROP
EXIST
456.22
458.5
451.55
462.4
445.56
465.9
440.03
459.0
435.93
456.1
433.30
456.3
432.10
455.4
456.1
455.7
455.4
458.7
456.1
10+00
15+00
20+00

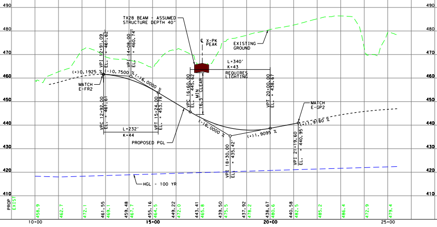
W-FR4 PROPOSED
DESIGN SPEED (40 MPH)


℄ X-BM
BEEMAN
L=160'
K=34
REQUIRES
LIGHTING
VPC 10+60.00
EL. = 501.98
VPT 12+20.00
EL. = 504.14
VPI 14+10.00
EL. = 511.17
VPI 18+00.00
EL. = 508.05
(+)1.9054 %
(-)1.0000 %
(+)3.7000 %
(+)3.7000 %
(-)0.8000 %
(-)0.8000 %
(-)3.9000 %
VPI 10+53.52
EL. = 502.04
VPI 11+40.00
EL. = 501.18
MATCH
X-BM
VPC 13+10.00
EL. = 507.47
VPT 15+10.00
EL. = 510.37
L=200'
K=44
VPC 17+25.00
EL. = 508.65
VPT 18+75.00
EL. = 505.12
L=150'
K=48
EXISTING
GROUND
PROPOSED PGL
L=120'
K=100
VPC 22+40.00
EL. = 490.89
VPT 23+60.00
EL. = 486.93
(-)3.9000 %
(-)2.7000 %
VPI 23+00.00
EL. = 488.55
L=300'
K=69
VPC 27+00.00
EL. = 477.75
VPT 30+00.00
EL. = 476.18
(-)2.7000 %
(+)1.6578 %
VPI 28+50.00
EL. = 473.70
℄ X-DO
DOLPHIN
MATCH
X-DO
(+)1.8310 %
VPI 30+79.54
EL. = 477.50
520
510
500
490
480
470
460
450
PROP
EXIST
501.81
504.2
503.45
505.7
507.10
508.8
509.88
510.4
510.43
511.7
509.65
511.9
508.85
511.2
507.46
507.9
504.15
505.5
500.25
502.5
496.35
498.5
492.45
493.9
488.73
490.2
485.85
487.0
483.15
484.3
480.45
481.4
477.75
478.5
475.77
475.4
475.25
474.2
476.18
471.7
476.3
10+00
15+00
20+00
25+00
30+00

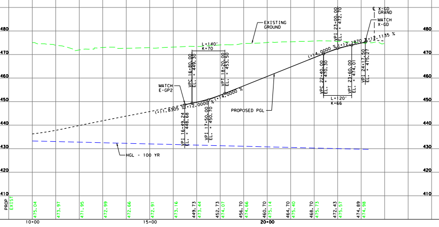
E-CD-30E PROPOSED
DESIGN SPEED (40 MPH)

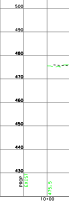

TX70 BEAM - ASSUMED
STRUCTURE DEPTH 82"
℄ X-MX
MALCOLM X
MIN
26.6' CLEAR
EXISTING
GROUND
PROPOSED PGL
STA = 16+30.00
EL = 420.13'
MATCH
E-GP2
MATCH
E-CD-2ND
(+)2.5556 %
(+)2.2000 %
(+)1.4308 %
(+)1.7931 %
STA = 15+78.54
EL = 419.00'
VPC 15+90.00
EL. = 419.25'
VPT 16+70.00
EL. = 420.70'
STA = 17+43.05
EL = 421.75'
L=80'
K=104
460
450
440
430
420
410
400
390
PROP
EXIST
432.0
429.92
429.03
429.90
428.80
429.17
419.47
429.08
421.13
425.62
429.00
432.87
437.75
443.33
448.23
10+00
15+00
20+00

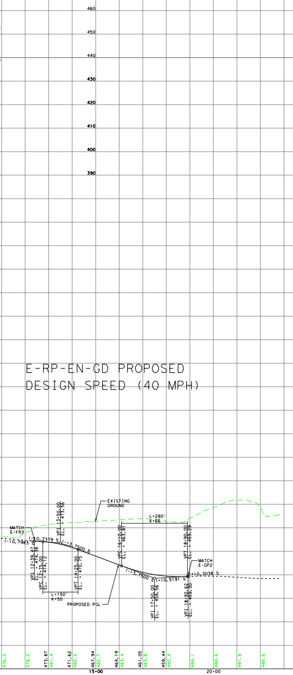
E-RP-EN-HA PROPOSED
DESIGN SPEED (40 MPH)

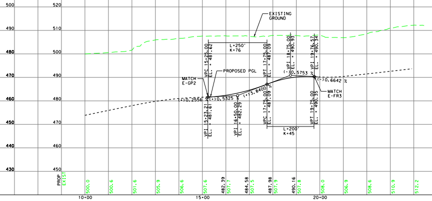

TX28 BEAM - ASSUMED
STRUCTURE DEPTH 40"
℄ X-PK
PEAK
EXISTING
GROUND
VPI 12+91.09
EL. = 461.62
VPI 14+08.00
EL. = 460.74'
(+)0.1925 %
(-)0.7500 %
(-)6.0000 %
L=340'
K=43
REQUIRES
LIGHTING
MATCH
E-FR2
VPC 12+92.00
EL. = 461.61
VPT 15+24.00
EL. = 453.78
L=232'
K=44
VPC 16+60.00
EL. = 445.62
MIN
16.5' CLEAR
VPT 20+00.00
EL. = 438.67
MATCH
E-GP2
(-)6.0000 %
(+)1.9095 %
(+)1.9180 %
PROPOSED PGL
VPI 18+30.00
EL. = 435.42'
VPI 21+19.60
EL. = 440.95'
HGL - 100 YR
490
480
470
460
450
440
430
420
410
PROP
EXIST
458.9
462.7
472.1
461.55
469.1
459.48
467.7
455.16
464.5
449.22
472.0
443.41
465.8
439.50
475.5
437.92
478.2
438.67
480.6
440.58
482.5
485.2
486.4
472.9
479.4
10+00
15+00
20+00
25+00

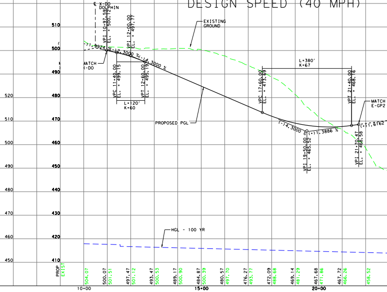
E-RP-EX-GD PROPOSED
DESIGN SPEED (40 MPH)

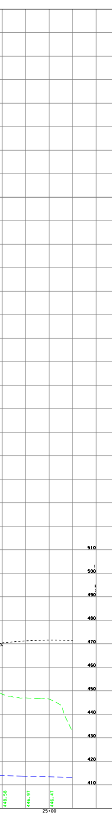

EXISTING
GROUND
L=140'
K=70
VPC 16+80.00
EL. = 449.30
VPT 18+20.00
EL. = 453.50
MATCH
E-GP2
(+)1.8305 %
(+)2.0000 %
(+)4.0000 %
VPI 16+49.24
EL. = 448.68
VPI 17+50.00
EL. = 450.70
PROPOSED PGL
VPI 23+00.00
EL. = 472.70
℄ X-GD
GRAND
MATCH
X-GD
(+)4.0000 %
(+)2.1870 %
(+)2.1135 %
VPC 22+40.00
EL. = 470.30
VPT 23+60.00
EL. = 474.01
VPI 24+17.50
EL. = 475.27
L=120'
K=66
HGL - 100 YR
480
470
460
450
440
430
420
410
PROP
EXIST
475.04
473.97
471.95
472.99
472.66
472.91
473.16
449.73
473.44
452.73
474.07
456.70
474.66
460.70
475.14
464.70
475.40
468.70
475.73
472.43
475.57
474.89
474.98
10+00
15+00
20+00


500
490
480
470
460
450
440
430
PROP
EXIST
475.5
10+00


E-RP-EN-GD PROPOSED
DESIGN SPEED (40 MPH)
460
450
440
430
420
410
400
390
EXISTING GROUND
L=280'
K=66
MATCH E-FR3
(-)0.7983 %
(-)0.7379 %
VPI 13+50.00
EL. = 473.56
(-)3.7500 %
VPI 12+39.47
EL. = 474.38
VPC 12+75.00
EL. = 474.12
VPT 14+25.00
EL. = 470.75
L=150'
K=50
PROPOSED PGL
VPC 16+10.00
EL. = 463.81
(-)3.7500 %
VPI 17+50.00
EL. = 458.56
(+)0.5191 %
VPT 18+90.00
EL. = 459.29
MATCH E-GP2
(+)0.3038 %
VPI 18+92.62
EL. = 459.30
476.0
478.0
473.87
481.4
471.62
482.2
467.94
482.7
464.19
483.4
461.05
483.8
459.44
482.4
484.1
488.6
491.8
488.6
15+00
20+00


E-RP-EX-DO PROPOSED
DESIGN SPEED (40 MPH)
500
490
480
470
460
450
440
430
520
510
500
490
480
470
460
450
EXISTING GROUND
L=250'
K=76
VPC 15+25.00
EL. = 481.62
PROPOSED PGL
MATCH E-GP2
(+)0.2556 %
(+)0.5325
VPI 15+23.21
EL. = 481.61
VPI 16+50.00
EL. = 482.29
(+)3.8400 %
VPT 17+75.00
EL. = 487.09
VPC 17+75.00
EL. = 487.09
VPI 18+75.00
EL. = 490.93
(-)0.5753 %
VPI 19+76.57
EL. = 490.34
(-)0.6642 %
MATCH E-FR3
VPT 19+75.00
EL. = 490.35
L=200'
K=45
PROP
EXIST
500.0
500.6
501.6
505.9
506.6
507.6
482.39
507.7
484.58
507.5
487.98
507.9
490.16
507.8
508.0
506.9
508.6
510.9
512.2
10+00
15+00
20+00


E-RP-EN-DO PROPOSED
DESIGN SPEED (40 MPH)
520
510
500
490
480
470
460
450
510
500
490
480
470
460
450
440
430
420
410
℄ X-DO DOLPHIN
VPI 10+97.59
EL. = 500.12
VPI 12+00.00
EL. = 497.77
EXISTING GROUND
(-)1.9924 %
(-)2.3000 %
(-)4.3000 %
MATCH X-DO
VPC 11+40.00
EL. = 499.15
VPT 12+60.00
EL. = 495.19
L=120'
K=60
PROPOSED PGL
L=380'
K=67
VPC 17+60.00
EL. = 473.69
VPT 21+40.00
EL. = 468.16
MATCH E-GP2
(-)4.3000 %
(+)1.3886 %
(+)1.6162
VPI 19+50.00
EL. = 465.52
VPI 21+70.47
EL. = 468.58
HGL - 100 YR
PROP
EXIST
504.07
500.07
501.51
497.47
501.12
493.47
500.53
489.17
500.90
484.87
500.39
480.57
497.70
476.27
493.77
472.09
488.68
469.14
481.29
467.68
471.86
467.72
466.26
458.52
10+00
15+00
20+00



TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

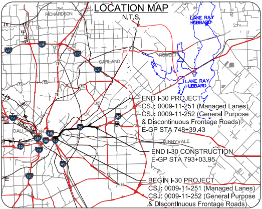
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

JUNE 2023
ROLL 6 OF 9

LENGTH: 5.03 MILES
FUNCTIONAL CLASS: INTERSTATE
AVERAGE DAILY TRAFFIC: 239,910 (2028)
298,445 (2048)
DESIGN SPEEDS
MAIN LANES: 60 MPH
MANAGED LANES: 60 MPH
DIRECT CONNECTORS*: 40 MPH
RAMPS*: 40 MPH
ACCESS/FRONTAGE ROADS: 40 MPH
LOCAL CROSS STREETS**: 30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78
MINOR ARTERIAL: DOLPHIN, FERGUSON

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.

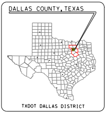

RICHARDSON
LAKE RAY HUBBARD
635
635
635
635
75
75
ROWLETT
GARLAND
12
12
12
12
12
LAKE RAY HUBBARD
35E
DALLAS
366
345
30
80
35E
30
45
30
35E
45
35E
175

LOCATION MAP
N.T.S.

END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 748+39.43

END I-30 CONSTRUCTION
E-GP STA 793+03.95

BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

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:

NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JUNE, 2023
JOSIAH F. BELVEAL	122828	JUNE, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB

HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED: ☐

DATE APPROVED: ☐

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TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

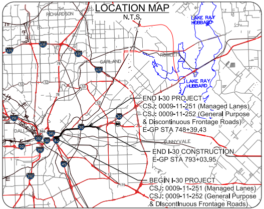
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

JUNE 2023
ROLL 7 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

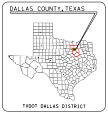
**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.


LOCATION MAP
N.T.S.
RICHARDSON
LAKE RAY HUBBARD
ROWLETT
GARLAND
LAKE RAY HUBBARD
DALLAS
SUNNYVALE

END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 748+39.43

END I-30 CONSTRUCTION
E-GP STA 793+03.95

BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

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:

NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JUNE, 2023
JOSIAH F. BELVEAL	122828	JUNE, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED:

DATE APPROVED:

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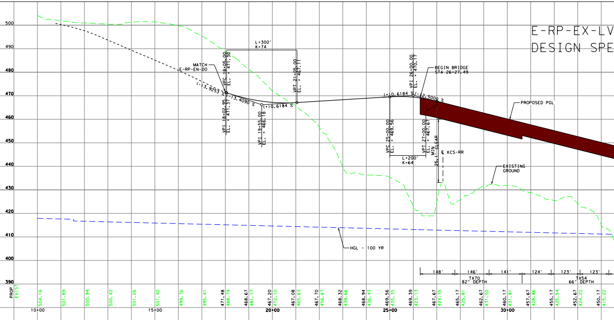
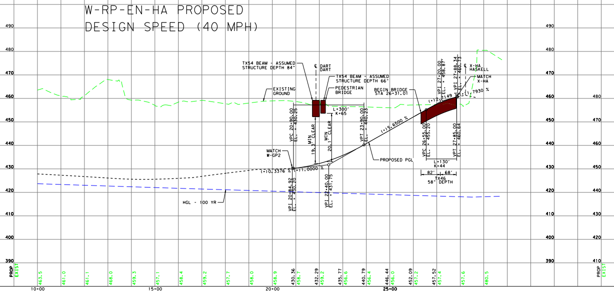
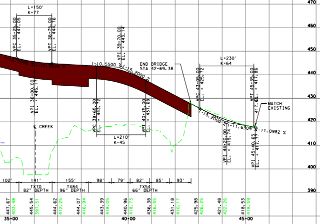

E-RP-EX-LV
DESIGN SPE
500
490
480
470
460
450
440
430
420
410
400
390
L=300'
K=74
MATCH
E-RP-EN-DO
(-)3.9253 %
(-)3.4090 %
(+)0.6184 %
VPC 18+05.00
EL. = 471.30
VPI 18+02.95
EL. = 471.37
VPI 19+55.00
EL. = 466.18
VPT 21+05.00
EL. = 467.11
(+)0.6184 %
(-)2.5000 %
VPI 26+00.00
EL. = 470.17
BEGIN BRIDGE
STA 26+27.49
VPC 25+00.00
EL. = 469.56
VPT 27+00.00
EL. = 467.67
L=200'
K=64
MIN 25.1' CLEAR
℄ KCS-RR
PROPOSED PGL
EXISTING GROUND
HGL - 100 YR
148'
146'
141'
124'
123'
123'
TX70
82" DEPTH
TX54
66" DEPTH
PROP
EXIST
504.16
501.89
500.94
500.42
501.26
501.40
499.76
495.41
471.48
488.79
468.67
481.17
467.20
472.10
467.08
465.63
467.70
456.67
468.32
439.66
468.94
436.43
469.56
435.35
469.39
423.13
467.67
424.75
465.17
425.81
462.67
431.50
460.17
431.81
457.67
428.86
455.17
425.54
452.67
424.22
450.17
415.22
10+00
15+00
20+00
25+00
30+00

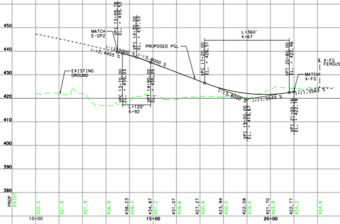
W-RP-EN-HA PROPOSED
DESIGN SPEED (40 MPH)


490
480
470
460
450
440
430
420
410
400
390
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 84"
℄ DART
DART
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
PEDESTRIAN
BRIDGE
EXISTING
GROUND
BEGIN BRIDGE
STA 26+31.01
℄ X-HA
HASKELL
MATCH
X-HA
VPI 27+20.00
EL. = 458.87
VPI 27+88.34
EL. = 460.73
(+)2.7149 %
(+)1.7930 %
L=300'
K=65
VPC 20+90.00
EL. = 430.25
MIN 19.3' CLEAR
MIN 20.1' CLEAR
VPT 23+90.00
EL. = 440.23
(+)5.6500 %
VPC 26+55.00
EL. = 455.20
VPT 27+85.00
EL. = 460.64
L=130'
K=44
MATCH
W-GP2
PROPOSED PGL
(+)0.3376 %
(+)1.0000 %
82'
68'
TX46
58" DEPTH
VPI 20+84.92
EL. = 430.20
VPI 22+40.00
EL. = 431.75
HGL - 100 YR
480
470
460
450
440
430
420
410
PROP
EXIST
463.5
461.0
461.1
468.0
459.3
457.1
458.4
459.2
457.7
458.0
458.9
430.36
458.7
432.29
459.2
435.77
456.6
440.79
456.4
446.44
456.0
452.09
457.2
457.52
457.4
457.6
480.5
10+00
15+00
20+00
25+00

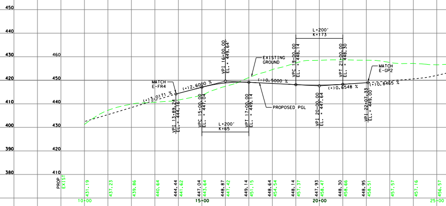
PROPOSED
ED (40 MPH)


500
490
480
470
460
450
440
430
420
410
400
390
L=150'
K=77
VPC 35+25.00
EL. = 447.05
VPT 36+75.00
EL. = 444.76
(-)2.5000 %
(-)0.5500 %
VPI 36+00.00
EL. = 445.17
(-)0.5500 %
VPI 39+70.00
EL. = 443.14
(-)5.2000 %
END BRIDGE
STA 42+69.38
VPC 38+65.00
EL. = 443.72
VPT 40+75.00
EL. = 437.68
L=210'
K=45
℄ CREEK
L=230'
K=64
VPC 43+05.00
EL. = 425.72
VPT 45+35.00
EL. = 417.86
MATCH
EXISTING
(-)5.2000 %
(-)1.6309 %
(-)1.0982 %
VPI 44+20.00
EL. = 419.74
VPI 45+40.65
EL. = 417.77
102'
141'
155'
98'
79'
82'
85'
93'
TX70
82" DEPTH
TX84
96" DEPTH
TX54
66" DEPTH
447.67
403.48
445.54
397.51
444.62
412.25
444.07
416.94
443.39
418.05
440.96
418.73
436.38
416.55
431.18
410.17
425.98
426.25
421.48
422.26
418.53
418.59
35+00
40+00
45+00

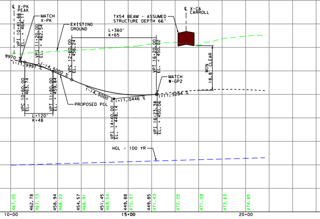
E-RP-EX-FG PROPOSED
DESIGN SPEED (40 MPH)


450
440
430
420
410
400
390
380
MATCH
E-GP2
VPI 13+49.78
EL. = 439.53
VPI 14+30.00
EL. = 437.53
(-)2.5000 %
(-)2.4455 %
(-)3.8000 %
PROPOSED PGL
EXISTING
GROUND
VPC 13+70.00
EL. = 439.03
VPT 14+90.00
EL. = 435.25
L=120'
K=92
L=360'
K=67
VPC 17+20.00
EL. = 426.51
VPT 20+80.00
EL. = 422.46
℄ X-FG
FERGUS
MATCH
X-FG
(-)3.8000 %
(+)1.5543 %
(+)1.5563 %
VPI 19+00.00
EL. = 419.67
VPI 21+00.16
EL. = 422.78
PROP
EXIST
422.0
421.8
421.9
416.9
438.23
418.3
434.87
421.2
431.07
419.6
427.27
420.8
423.94
420.5
422.08
419.5
421.70
423.9
422.77
424.2
424.8
10+00
15+00
20+00

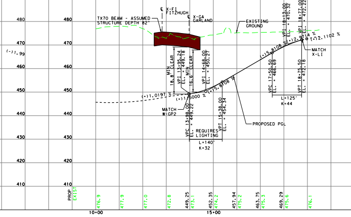
E-RP-EN-FG PROPOSED
DESIGN SPEED (40 MPH)


450
440
430
420
410
400
390
380
460
450
440
430
420
410
MATCH
E-FR4
(+)3.0171 %
(+)2.6000 %
VPI 16+00.00
EL. = 449.64'
EXISTING
GROUND
(-)0.5000 %
L=200'
K=173
VPC 19+00.00
EL. = 448.14
VPT 21+00.00
EL. = 448.30
MATCH
E-GP2
(+)0.6548 %
(+)0.8465 %
VPI 13+89.24
EL. = 444.16'
VPC 15+00.00
EL. = 447.04
VPT 17+00.00
EL. = 449.14
L=200'
K=65
PROPOSED PGL
VPI 20+00.00
EL. = 447.64
VPI 22+07.33
EL. = 449.00
PROP
EXIST
431.19
437.23
439.86
440.64
444.44
441.62
447.04
443.64
448.87
447.42
449.14
451.15
448.64
454.54
448.14
457.37
447.93
458.47
448.30
458.66
448.95
458.51
457.57
457.16
456.57
10+00
15+00
20+00
25+00

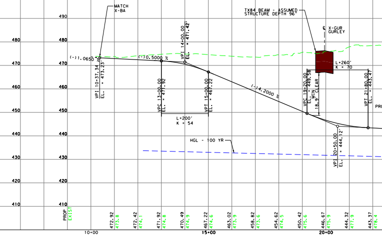
W-RP-EX-PK PROPOSED
DESIGN SPEED (40 MPH)


℄ X-PK
PEAK
VPI 10+41.66
EL. = 464.11
MATCH
X-PK
VPI 11+20.00
EL. = 462.54
EXISTING
GROUND
9970
(-)1.9997 %
(-)4.5000 %
L=360'
K=65
VPC 12+60.00
EL. = 456.24
VPT 16+20.00
EL. = 450.02
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
℄ X-CA
CARROLL
MIN
18.8' CLEAR
MATCH
W-GP2
(-)4.5000 %
(+)1.0446 %
(+)1.3294 %
VPC 10+60.00
EL. = 463.74
VPT 11+80.00
EL. = 459.84
L=120'
K=48
PROPOSED PGL
VPI 14+40.00
EL. = 448.14
VPI 16+23.38
EL. = 450.06
HGL - 100 YR
467.05
462.78
467.73
458.94
468.22
454.57
468.91
451.45
469.54
449.88
470.37
449.85
471.43
472.05
471.09
473.63
474.85
10+00
15+00
20+00

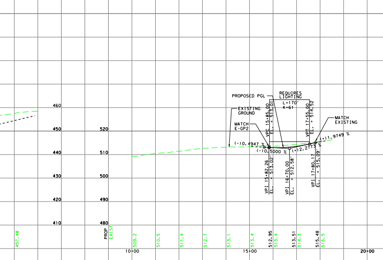
W-RP-EN-BA PROPOSED
DESIGN SPEED (40 MPH)


480
470
460
450
440
430
420
410
480
470
460
450
440
430
420
410
(-)1.99
TX70 BEAM - ASSUMED
STRUCTURE DEPTH 82"
℄ X-FI
FITZHUGH
℄ X-GA
GARLAND
EXISTING
GROUND
VPI 18+13.00
EL. = 470.32
VPI 18+77.00
EL. = 472.22
(+)2.9714 %
(+)2.1102 %
MATCH
X-LI
MIN
18.8' CLEAR
VPI 13+95.24
EL. = 449.18
MIN
16.6' CLEAR
VPI 14+68.00
EL. = 450.27
(+)5.8108 %
(+)5.8108 %
VPC 17+50.50
EL. = 466.69
VPT 18+75.50
EL. = 472.18
L=125'
K=44
(+)1.0197 %
(+)1.5000 %
MATCH
W-GP2
VPC 13+98.00
EL. = 449.22
VPT 15+38.00
EL. = 454.34
REQUIRES
LIGHTING
L=140'
K=32
PROPOSED PGL
PROP
EXIST
476.9
477.9
477.0
472.8
449.25
473.1
452.35
474.2
457.94
475.2
463.75
475.3
469.29
475.6
476.1
10+00
15+00

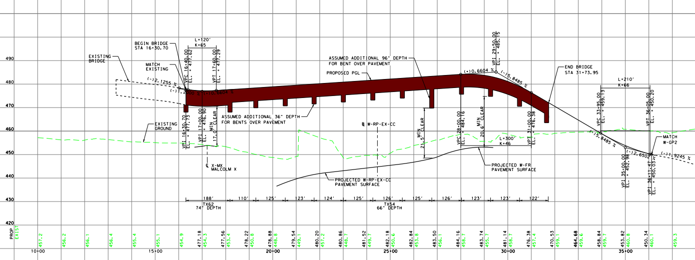
W-RP-EX-BA PROPOSED
DESIGN SPEED (40 MPH)

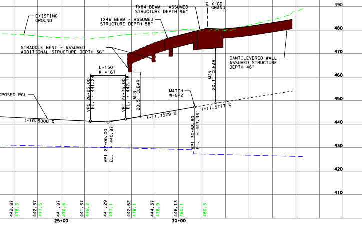

490
480
470
460
450
440
430
420
410
480
470
460
450
440
430
420
410
MATCH
X-BA
(-)1.0650 %
(-)0.5000 %
VPI 14+00.00
EL. = 471.42'
TX84 BEAM - ASSUMED
STRUCTURE DEPTH 96"
℄ X-GUR
GURLEY
L=260'
K = 70
VPI 10+37.34
EL. = 473.23'
VPC 13+00.00
EL. = 471.92
VPT 15+00.00
EL. = 467.22
L=200'
K = 54
(-)4.2000 %
VPC 19+20.00
EL. = 449.58
MIN
18.9' CLEAR
VPT 21+80.00
EL. = 443.47
PRO
HGL - 100 YR
VPI 20+50.00
EL. = 444.12'
PROP
EXIST
472.92
473.8
472.42
474.1
471.92
474.8
470.49
474.9
467.22
474.6
463.02
473.9
458.82
473.6
454.62
474.5
450.42
475.6
446.67
475.9
444.32
477.9
443.37
478.4
10+00
15+00
20+00

E-RP-EX-JM PROPOSED
DESIGN SPEED (40 MPH)

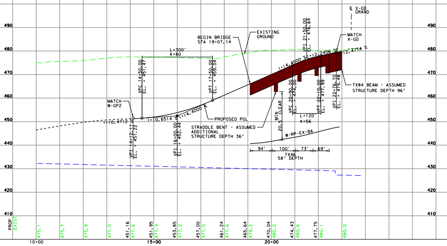

PROPOSED PGL
REQUIRES LIGHTING
L=170'
K=61
EXISTING GROUND
MATCH E-GP2
MATCH EXISTING
(-)0.4947 %
(-)0.5000 %
(+)2.2773 %
(+)1.9749 %
VPC 15+85.00
EL. = 513.01
VPT 17+55.00
EL. = 514.52
VPI 15+82.26
EL. = 513.02
VPI 16+70.00
EL. = 512.58
VPI 17+80.17
EL. = 515.09
460
450
440
430
420
410
520
510
500
490
480
PROP
EXIST
457.48
509.2
510.5
511.4
512.7
513.1
513.4
512.95
513.4
513.51
514.3
515.48
515.5
10+00
15+00
20+00

W-DC-EX-345 PROPOSED
DESIGN SPEED (40 MPH)

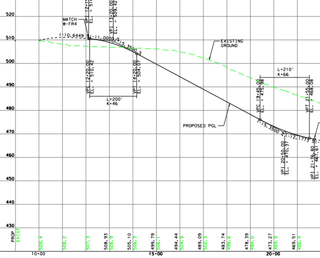

EXISTING BRIDGE
BEGIN BRIDGE STA 16+30.70
MATCH EXISTING
L=120'
K=65
VPC 16+40.00
EL. = 477.62
VPT 17+60.00
EL. = 477.29
(-)2.1255 %
(-)1.2000 %
(+)0.6604 %
ASSUMED ADDITIONAL 96" DEPTH FOR BENT OVER PAVEMENT
PROPOSED PGL
VPI 29+50.00
EL. = 485.15
(+)0.6604 %
(-)5.8485 %
END BRIDGE STA 31+73.95
L=210'
K=66
VPC 33+95.00
EL. = 459.13
VPT 36+05.00
EL. = 450.20
EXISTING GROUND
ASSUMED ADDITIONAL 36" DEPTH FOR BENTS OVER PAVEMENT
℄ W-RP-EX-CC
VPI 16+30.70
EL. = 477.73
VPI 17+00.00
EL. = 476.90
MIN 17.0' CLEAR
℄ X-MX MALCOLM X
MIN 21.5' CLEAR
VPC 28+00.00
EL. = 484.16
MIN 20.6' CLEAR
L=300'
K=46
VPT 31+00.00
EL. = 476.38
(-)5.8485 %
(-)2.6503 %
(-)1.9245 %
MATCH W-GP2
VPI 35+00.00
EL. = 452.98
VPI 36+11.47
EL. = 450.03
PROJECTED W-FR PAVEMENT SURFACE
PROJECTED W-RP-EX-CC PAVEMENT SURFACE
188'
110'
125'
123'
124'
125'
126'
125'
126'
123'
123'
122'
TX62
74" DEPTH
TX54
66" DEPTH
490
480
470
460
450
440
430
420
520
510
500
490
480
PROP
EXIST
457.2
456.2
456.1
456.4
455.4
455.1
454.9
477.18
454.3
477.56
453.4
478.22
450.8
478.88
448.8
479.54
449.1
480.20
451.2
480.86
448.7
481.52
449.7
482.18
450.6
482.84
453.8
483.50
456.1
484.16
458.7
483.74
455.7
481.14
458.7
476.38
457.4
470.53
459.1
464.68
459.6
458.84
459.7
453.82
460.8
450.34
460.1
459.3
10+00
15+00
20+00
25+00
30+00
35+00

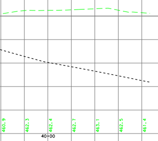

EXISTING GROUND
TX84 BEAM - ASSUMED STRUCTURE DEPTH 96"
℄ X-GD GRAND
TX46 BEAM - ASSUMED STRUCTURE DEPTH 58"
STRADDLE BENT - ASSUMED ADDITIONAL STRUCTURE DEPTH 36"
CANTILEVERED WALL ASSUMED STRUCTURE DEPTH 48"
L=150'
K = 67
VPC 26+25.00
EL. = 441.24
VPT 27+75.00
EL. = 442.18
MIN 20.5' CLEAR
MIN 20.1' CLEAR
MATCH W-GP2
OPOSED PGL
(-)0.5000 %
(+)1.7529 %
(+)1.5777 %
VPI 27+00.00
EL. = 440.87
VPI 30+68.80
EL. = 447.33
490
480
470
460
450
440
430
420
410
442.87
478.3
442.37
477.5
441.87
476.8
441.37
476.2
441.29
477.1
442.62
476.1
444.37
478.9
446.13
480.1
480.3
25+00
30+00

W-RP-EN-GD PROPOSED
DESIGN SPEED (40 MPH)

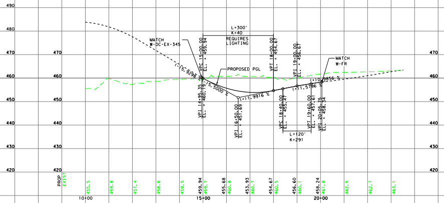

℄ X-GD GRAND
BEGIN BRIDGE STA 19+07.14
EXISTING GROUND
MATCH X-GD
L=300'
K=80
VPC 14+50.00
EL. = 451.47
VPT 17+50.00
EL. = 459.04
VPT 21+50.00
EL. = 476.64
(+)4.4000 %
(+)2.2406 %
(+)2.4714 %
TX84 BEAM - ASSUMED STRUCTURE DEPTH 96"
MATCH W-GP2
(+)0.4712 %
(+)0.6514 %
(+)4.4000 %
PROPOSED PGL
STRADDLE BENT - ASSUMED ADDITIONAL STRUCTURE DEPTH 36"
MIN 20.5' CLEAR
VPC 20+90.00
EL. = 474.00
VPT 22+10.00
EL. = 477.99
L=120'
K=56
VPI 22+76.70
EL. = 479.48
W-RP-EX-BA
VPI 14+12.11
EL. = 451.22
VPI 16+00.00
EL. = 452.44
94'
100'
73'
69'
TX46
58" DEPTH
490
480
470
460
450
440
430
420
410
PROP
EXIST
475.1
475.7
475.9
477.0
451.16
477.6
451.95
477.4
453.85
477.2
457.00
477.0
461.24
477.6
465.64
479.2
470.04
480.2
474.43
480.6
477.75
480.1
480.0
10+00
15+00
20+00

W-RP-EX-BM PROPOSED
DESIGN SPEED (40 MPH)

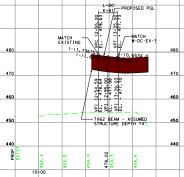

MATCH W-FR4
VPI 12+15.74
EL. = 510.46
VPI 13+20.00
EL. = 509.42
(-)0.6449 %
(-)1.0000 %
(-)5.3500 %
EXISTING GROUND
VPC 12+20.00
EL. = 510.42
L=200'
K=46
VPT 14+20.00
EL. = 504.07
PROPOSED PGL
L=210'
K=66
VPC 19+45.00
EL. = 475.98
VPT 21+55.00
EL. = 468.08
(-)5.3500 %
(-)2.1773 %
VPI 20+50.00
EL. = 470.37
VPI 21+76.80
EL. = 467.61
520
510
500
490
480
470
460
450
440
430
PROP
EXIST
508.4
508.2
507.3
508.93
506.9
505.10
506.3
499.79
506.1
494.44
504.9
489.09
502.3
483.74
498.6
478.39
494.0
473.27
489.9
469.51
486.4
10+00
15+00
20+00


460.9
462.3
462.4
462.7
463.1
462.5
461.4
40+00

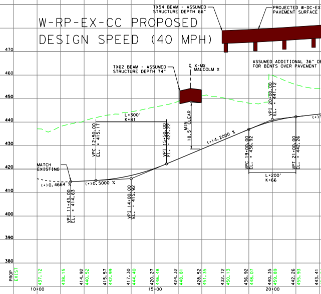
W-RP-EN-345 PROPOSED
DESIGN SPEED (40 MPH)

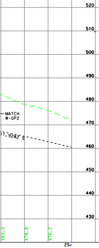

MATCH W-DC-EX-345
(-)5.9298 %
(-)5.5000 %
VPI 14+95.35 EL. = 460.19
VPC 15+00.00 EL. = 459.94
L=300' K=40 REQUIRES LIGHTING
PROPOSED PGL
VPI 16+50.00 EL. = 451.69
(+)1.9916 %
VPT 18+00.00 EL. = 454.67
VPC 18+40.00 EL. = 455.47
VPI 19+00.00 EL. = 456.67
(+)1.5796 %
VPT 19+60.00 EL. = 457.61
L=120' K=291
VPI 20+05.75 EL. = 458.34
(+)0.9856 %
MATCH W-FR
PROP
EXIST
10+00
15+00
20+00

W-DC-EX-45 PROPOSED
DESIGN SPEED (40 MPH)

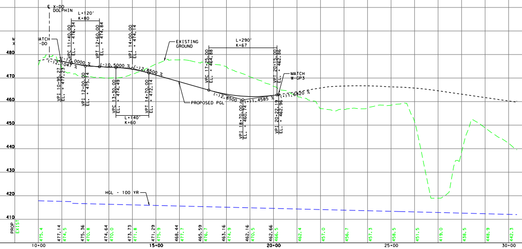

L=80' K=81
PROPOSED PGL
MATCH EXISTING
VPC 12+55.00 EL. = 478.63
VPT 13+35.00 EL. = 477.73
MATCH W-DC-EX-3
(-)1.7367%
(-)1.6292 %
(-)0.6366 %
(-)0.6534 %
VPI 12+54.59 EL. = 478.64
VPI 12+95.00 EL. = 477.98
VPI 13+39.03 EL. = 477.70
TX62 BEAM - ASSUMED STRUCTURE DEPTH 74"
PROP
EXIST
10+00

W-RP-EX-CC PROPOSED
DESIGN SPEED (40 MPH)

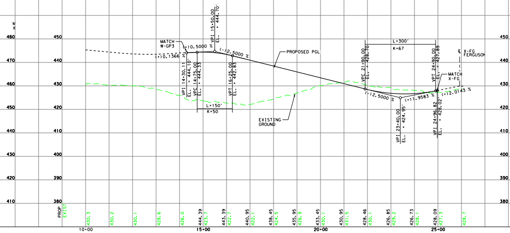

TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
PROJECTED W-DC-EX PAVEMENT SURFACE
ASSUMED ADDITIONAL 36" DE FOR BENTS OVER PAVEMENT
TX62 BEAM - ASSUMED STRUCTURE DEPTH 74"
℄ X-MX MALCOLM X
MIN 18.5' CLEAR
MATCH EXISTING
(+)0.4664 %
VPI 11+43.00 EL. = 414.63
VPC 12+50.00 EL. = 415.17
(+)0.5000 %
L=300' K=81
VPI 14+00.00 EL. = 415.92
VPT 15+50.00 EL. = 422.22
(+)4.2000 %
VPC 19+00.00 EL. = 436.92
VPI 20+00.00 EL. = 441.12
VPT 21+00.00 EL. = 442.26
L=200' K=66
PROP
EXIST
10+00
15+00
20+00

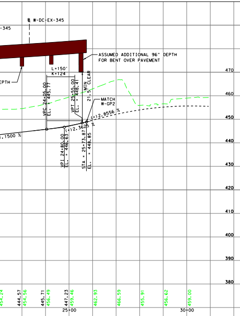

MATCH W-GP2
(-)1.9282 %
25+00

W-RP-EX-DO PROPOSED
DESIGN SPEED (40 MPH)

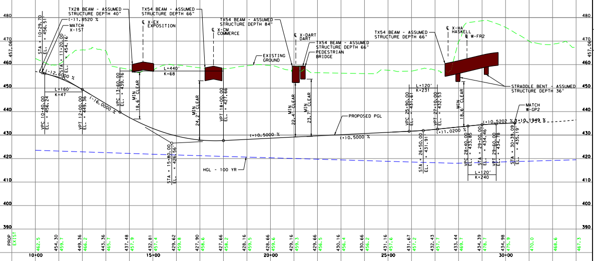

℄ X-DO DOLPHIN
MATCH X-DO
L=120' K=80
VPC 11+40.00 EL. = 476.34
VPT 12+60.00 EL. = 474.84
VPI 14+00.00 EL. = 474.14
(-)2.1047 %
(-)2.0000 %
(-)0.5000 %
(-)2.8500 %
VPI 10+95.27 EL. = 477.23
VPI 12+00.00 EL. = 475.14
VPC 13+30.00 EL. = 474.49
VPT 14+70.00 EL. = 472.14
L=140' K=60
EXISTING GROUND
PROPOSED PGL
L=290' K=67
VPC 17+25.00 EL. = 464.88
VPT 20+15.00 EL. = 462.86
MATCH W-GP3
(-)2.8500 %
(+)1.4585 %
(+)1.6820 %
VPI 18+70.00 EL. = 460.74
VPI 20+22.19 EL. = 462.96
HGL - 100 YR
PROP
EXIST
10+00
15+00
20+00
25+00
30+00

W-RP-EN-FG PROPOSED
DESIGN SPEED (40 MPH)

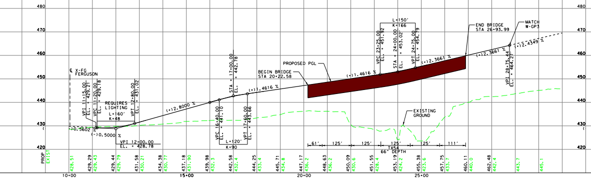

MATCH W-GP3
(+)0.1366 %
(+)0.5000 %
VPI 15+50.00 EL. = 444.70'
(-)2.5000 %
VPI 14+30.11 EL. = 444.10'
VPC 14+75.00 EL. = 444.33
VPT 16+25.00 EL. = 442.83
L=150' K=50
PROPOSED PGL
EXISTING GROUND
L=300' K=67
VPC 21+90.00 EL. = 428.70
VPT 24+90.00 EL. = 427.89
(-)2.5000 %
(+)1.9583 %
(+)2.0143 %
VPI 23+40.00 EL. = 424.95'
VPI 24+96.82 EL. = 428.02'
MATCH X-FG
℄ X-FG FERGUSON
PROP
EXIST
10+00
15+00
20+00
25+00


℄ W-DC-EX-345
-345
ASSUMED ADDITIONAL 96" DEPTH
FOR BENT OVER PAVEMENT
EPTH
L=150'
K=124
VPC 24+05.00
EL. = 445.77
VPT 25+55.00
EL. = 448.41
MIN
21.5' CLEAR
MATCH
W-GP2
(+)2.8556 %
(+)2.3625 %
.1500 %
VPI 24+80.00
EL. = 446.63
STA = 25+73.87
EL. = 448.85
470
460
450
440
430
420
410
400
390
380
454.24
444.57
454.56
445.71
456.49
447.23
459.46
462.93
466.59
455.91
456.62
459.00
25+00
30+00

W-RP-EX-1ST PROPOSED
DESIGN SPEED (40 MPH)


TX28 BEAM - ASSUMED
STRUCTURE DEPTH 40"
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 84"
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
PEDESTRIAN
BRIDGE
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
STRADDLE BENT - ASSUMED
STRUCTURE DEPTH 36"
(-)1.8520 %
MATCH
X-1ST
℄ X-EX
EXPOSITION
℄ X-CM
COMMERCE
℄ X-DART
DART
℄ X-HA
HASKELL
℄ W-FR2
EXISTING
GROUND
STA = 10+29.70
EL. = 456.51'
STA = 11+20.00
EL. = 454.16'
(-)2.6000 %
L=160'
K=47
VPC 10+40.00
EL. = 456.24
VPT 12+00.00
EL. = 449.36
(-)6.0000 %
VPC 13+60.00
EL. = 439.76
MIN
18.6' CLEAR
L=440'
K=68
MIN
24.2' CLEAR
VPT 18+00.00
EL. = 427.66
STA = 15+80.00
EL. = 426.56'
HGL - 100 YR
(+)0.5000 %
MIN
22.4' CLEAR
MIN
23.7' CLEAR
PROPOSED PGL
(+)0.5000 %
L=120'
K=231
VPC 25+90.00
EL. = 431.61
VPT 27+10.00
EL. = 432.53
STA = 26+50.00
EL. = 431.91'
(+)1.0200 %
MIN
18.6' CLEAR
VPC 28+40.00
EL. = 433.85
STA = 29+00.00
EL. = 434.46'
VPT 29+60.00
EL. = 434.78
L=120'
K=240
(+)0.5202 %
(+)0.1949 %
MATCH
W-GP2
STA = 30+39.09
EL. = 435.19'
457.06
480
470
460
450
440
430
420
410
400
390
PROP
EXIST
462.5
454.30
459.7
449.36
466.2
443.36
465.7
437.48
457.9
432.81
457.4
429.62
459.8
427.90
458.6
427.66
458.2
428.16
459.5
428.66
459.6
429.16
459.3
429.66
456.5
430.16
456.4
430.66
456.2
431.16
457.6
431.67
457.2
432.43
457.7
433.44
469.7
434.39
478.7
434.98
475.9
470.0
468.6
467.3
10+00
15+00
20+00
25+00
30+00

W-RP-EX-FG PROPOSED
DESIGN SPEED (40 MPH)


℄ X-FG
FERGUSON
VPI 11+15.00
EL. = 429.21
VPC 11+20.00
EL. = 429.18
REQUIRES
LIGHTING
L=160'
K=48
VPT 12+80.00
EL. = 431.02
(-)0.5602 %
(-)0.5000 %
VPI 12+00.00
EL. = 428.78
(+)2.8000 %
VPC 16+40.00
EL. = 441.10
STA = 17+00.00
EL. = 442.78
VPT 17+60.00
EL. = 443.66
L=120'
K=90
(+)1.4616 %
BEGIN BRIDGE
STA 20+22.58
PROPOSED PGL
(+)1.4616 %
L=150'
K=166
VPC 23+25.00
EL. = 451.92
STA = 24+00.00
EL. = 453.02'
VPT 24+75.00
EL. = 454.79
(+)2.3661 %
END BRIDGE
STA 26+93.99
(+)2.3661 %
MATCH
W-GP3
VPI 28+75.44
EL. = 464.27'
(+)2.4349 %
EXISTING
GROUND
61'
125'
125'
125'
125'
111'
TX54
66" DEPTH
480
470
460
450
440
430
420
PROP
EXIST
428.51
429.29
429.43
429.44
429.79
431.58
430.21
434.38
430.77
437.18
431.90
439.98
432.3
442.58
432.4
444.25
433.4
445.71
434.8
447.17
436.2
448.63
436.2
450.09
430.6
451.55
428.4
453.19
424.2
455.38
423.6
457.75
433.7
460.11
440.0
462.48
442.4
443.7
445.1
10+00
15+00
20+00
25+00

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

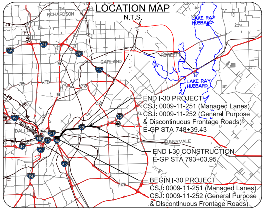
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

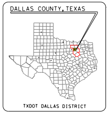
JUNE 2023
ROLL 7 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.


LOCATION MAP
N.T.S.
RICHARDSON
GARLAND
ROWLETT
LAKE RAY HUBBARD
DALLAS
SUNNYVALE
635
30
45
175
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 748+39.43
END I-30 CONSTRUCTION
E-GP STA 793+03.95
BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

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:

NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JUNE, 2023
JOSIAH F. BELVEAL	122828	JUNE, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED:

DATE APPROVED:

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TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

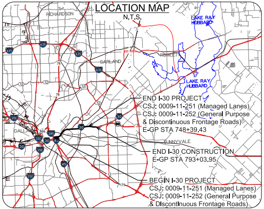
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

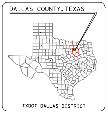
JUNE 2023
ROLL 8 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

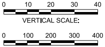
* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.


LOCATION MAP
N.T.S.
RICHARDSON
LAKE RAY HUBBARD
ROWLETT
GARLAND
LAKE RAY HUBBARD
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 748+39.43
SUNNYVALE
DALLAS
END I-30 CONSTRUCTION
E-GP STA 793+03.95
BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.



PRELIMINARY

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NICOLE M. CARRILLO	101321	JUNE, 2023
JOSIAH F. BELVEAL	122828	JUNE, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED: ____

DATE APPROVED: ____

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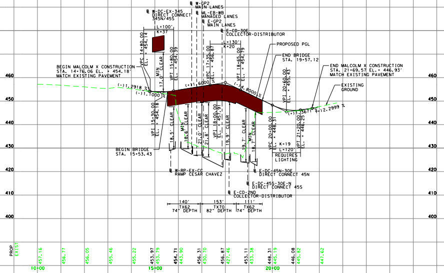
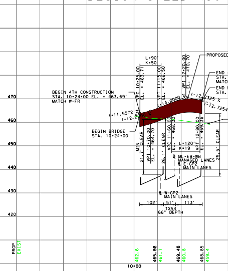
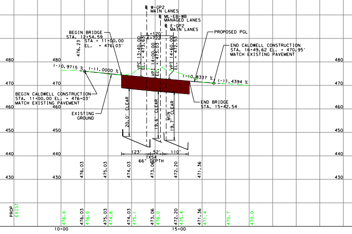
X-MX PROPOSED
DESIGN SPEED (30 MPH)


℄ W-GP2 MAIN LANES
℄ W-DC-EX-345 DIRECT CONNECT 345N/45S
℄ ML-EB-WB MANAGED LANES
℄ E-GP2 MAIN LANES
℄ E-CD-30E COLLECTOR-DISTRIBUTOR
L=100'
K=37
VPC 14+80.00 EL. = 454.14
MIN 17.0' CLEAR
VPT 15+80.00 EL. = 454.39
L=130'
K=20
VPC 17+35.00 EL. = 456.87
VPT 18+65.00 EL. = 454.79
PROPOSED PGL
END BRIDGE STA. 19+57.12
END MALCOLM X CONSTRUCTION STA. 21+69.57 EL. = 446.93' MATCH EXISTING PAVEMENT
EXISTING GROUND
BEGIN MALCOLM X CONSTRUCTION STA. 14+76.06 EL. = 454.18' MATCH EXISTING PAVEMENT
(-)1.2918 %
(-)1.1000 %
(+)1.6000 %
(-)4.8000 %
(+)1.3671 %
(+)2.2999 %
VPI 20+60.00 EL. = 455.43
VPI 15+30.00 EL. = 454.18
18.5' CLEAR
MIN 18.6' CLEAR
21.0' CLEAR
21.8' CLEAR
VPI 18+00.00 EL. = 457.91
19.9' CLEAR
19.7' CLEAR
MIN 18.7' CLEAR
VPC 20+00.00 EL. = 448.31
K=19
L=120'
VPT 21+20.00 EL. = 446.25
REQUIRES LIGHTING
BEGIN BRIDGE STA. 15+53.43
℄ W-RP-EX-CC RAMP CESAR CHAVEZ
℄ E-DC-45N-30E DIRECT CONNECT 45N
℄ E-DC-45S-30E-N DIRECT CONNECT 45S
℄ E-CD-2ND COLLECTOR-DISTRIBUTOR
140'
TX62 74" DEPTH
153'
TX70 82" DEPTH
111'
TX62 74" DEPTH
460
450
440
430
420
410
400
PROP
EXIST
457.16
456.77
456.05
455.46
455.22
453.97
453.79
454.71
443.90
456.31
430.70
456.87
427.46
453.11
433.38
448.31
445.19
446.08
445.82
447.62
10+00
15+00
20+00

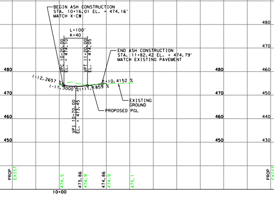
X-4TH PROPOSED
DESIGN SPEED (30


L=90'
K=50
VPC 10+25.00 EL. = 463.71
VPT 11+15.00 EL. = 466.50
VPI 12+20.00 EL. = 470.70
PROPOSED
END
STA.
MATCH
END
STA.
BEGIN 4TH CONSTRUCTION STA. 10+24+00 EL. = 463.69' MATCH W-FR
(+)1.5572 %
(+)2.2000 %
(+)4.0000 %
(-)2.2325 %
(-)2.7254
BEGIN BRIDGE STA. 10+24+00
MIN 21.7' CLEAR
VPI 10+70.00 EL. = 464.70
26.1' CLEAR
VPC 11+60.00 EL. = 468.30
L=120'
K=19
VPT 12+80.00 EL. = 469.36
25.5' CLEAR
℄ ML-EB-WB MANAGED LANES
℄ E-GP2 MAIN LANES
℄ W-GP2 MAIN LANES
102'
51'
113'
TX54 66" DEPTH
470
460
450
440
430
420
PROP
EXIST
462.6
465.98
461.7
469.48
460.8
468.85
459.4
10+00

X-CW PROPOSED
DESIGN SPEED (30 MPH)

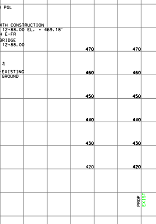

℄ W-GP2 MAIN LANES
℄ ML-EB-WB MANAGED LANES
℄ E-GP2 MAIN LANES
BEGIN BRIDGE STA. 12+54.59
STA = 11+00.00
EL. = 476.03'
476.23
L=120'
K=722
VPC 13+40.00 EL. = 473.63
VPI 14+00.00 EL. = 473.03
VPT 14+60.00 EL. = 472.53
PROPOSED PGL
END CALDWELL CONSTRUCTION STA. 16+49.62 EL. = 470.95' MATCH EXISTING PAVEMENT
(-)0.9715 %
(-)1.0000 %
(-)0.8337 %
(-)1.4394 %
BEGIN CALDWELL CONSTRUCTION STA. 11+00.00 EL. = 476+03' MATCH EXISTING PAVEMENT
EXISTING GROUND
20.0' CLEAR
19.6' CLEAR
MIN 19.7' CLEAR
END BRIDGE STA. 15+42.54
123'
52'
110'
TX54 66" DEPTH
480
470
460
450
440
430
476.03
475.03
474.03
473.06
472.20
471.36
PROP
EXIST
476.4
476.0
475.4
473.6
470.7
470.0
10+00
15+00

X-ASH PROPOSED
DESIGN SPEED (30 MPH)

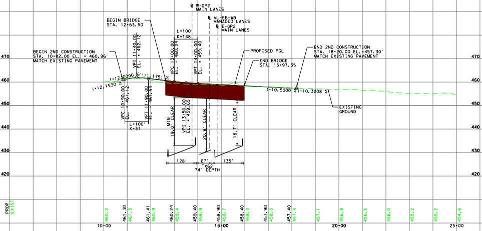

BEGIN ASH CONSTRUCTION STA. 10+16.01 EL. = 474.16' MATCH X-CW
L=100'
K=40
VPC 10+20.00 EL. = 474.10
VPT 11+20.00 EL. = 474.05
END ASH CONSTRUCTION STA. 11+82.42 EL. = 474.79' MATCH EXISTING PAVEMENT
(-)2.2657 %
(-)1.3000 %
(+)1.1859 %
(+)0.4152 %
VPI 10+70.00 EL. = 473.45
EXISTING GROUND
PROPOSED PGL
480
470
460
450
PROP
EXIST
474.5
473.86
474.9
474.86
474.9
475.1
10+00

BEGIN FITZHUGH
STA. 10+20.00
MATCH EXISTING
480
470
460
450
440
430
PROP
EXIST

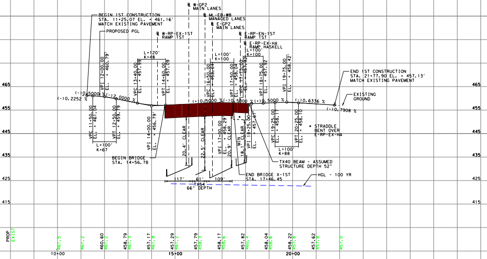
MPH)


PGL
4TH CONSTRUCTION
12+88.00 EL. = 469.18'
H E-FR
BRIDGE
12+88.00
EXISTING
GROUND
470
460
450
440
430
420
PROP
EXIST

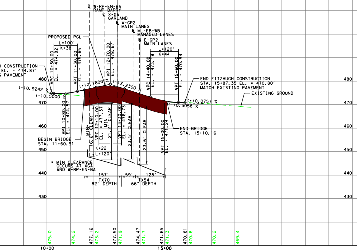
X-2ND PROPOSED
DESIGN SPEED (30 MPH)


℄ W-GP2
MAIN LANES
℄ ML-EB-WB
MANAGED LANES
℄ E-GP2
MAIN LANES
BEGIN BRIDGE
STA. 12+63.50
BEGIN 2ND CONSTRUCTION
STA. 10+82.00 EL. = 460.96'
MATCH EXISTING PAVEMENT
PROPOSED PGL
END BRIDGE
STA. 15+97.35
END 2ND CONSTRUCTION
STA. 18+20.00 EL. =457.30'
MATCH EXISTING PAVEMENT
EXISTING
GROUND
L=100'
K=148
L=100'
K=31
(+)2.1530 %
(+)2.0000 %
(-)1.1751 %
(-)0.5000 %
(-)0.3208 %
VPC 10+90.00
EL. = 461.12
VPI 11+40.00
EL. = 462.12
VPT 11+90.00
EL. = 461.53
VPC 13+00.00
EL. = 460.24
VPI 13+50.00
EL. = 459.65
VPT 14+00.00
EL. = 459.40
MIN
19.0' CLEAR
20.8' CLEAR
18.7' CLEAR
128'
67'
135'
TX62
74" DEPTH
470
460
450
440
430
420
PROP
EXIST
460.2
461.30
461.3
461.41
460.9
460.24
459.4
459.40
458.9
458.90
458.7
458.40
458.3
457.90
458.0
457.40
457.4
457.1
456.8
456.5
456.0
455.2
455.2
454.6
10+00
15+00
20+00
25+00

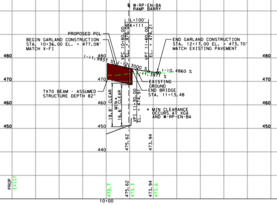
X-1ST PROPOSED
DESIGN SPEED (30 MPH)


℄ W-GP2
MAIN LANES
℄ ML-EB-WB
MANAGED LANES
℄ E-GP2
MAIN LANES
℄ W-RP-EX-1ST
RAMP 1ST
℄ E-RP-EN-1ST
RAMP 1ST
℄ E-RP-EX-HA
RAMP HASKELL
BEGIN 1ST CONSTRUCTION
STA. 11+25.07 EL. = 461.16'
MATCH EXISTING PAVEMENT
PROPOSED PGL
END 1ST CONSTRUCTION
STA. 21+77.90 EL. = 457.13'
MATCH EXISTING PAVEMENT
EXISTING
GROUND
L=120'
K=48
L=100'
K=100
L=100'
K=100
L=100'
K=67
L=100'
K=88
(-)0.2252 %
(-)0.5000 %
(-)2.0000 %
(+)0.5000 %
(-)0.5000 %
(+)0.5000 %
(-)0.6336 %
(-)0.7908 %
VPT 12+00.00
EL. = 460.79'
VPC 11+50.00
EL. = 461.04
VPI 12+50.00
EL. = 459.79
VPC 13+40.00
EL. = 457.99
VPI 14+00.00
EL. = 456.79'
VPT 14+60.00
EL. = 457.09
VPC 16+50.00
VPT 17+50.00
VPI 17+00.00
EL. = 458.29
VPT 18+75.00
EL. = 458.42'
VPC 19+25.00
EL. = 458.17
VPI 19+75.00
VPT 20+25.00
EL. = 458.10
20.4' CLEAR
22.5' CLEAR
20.9' CLEAR
MIN
18.1' CLEAR
BEGIN BRIDGE
STA. 14+56.78
END BRIDGE X-1ST
STA. 17+46.45
* STRADDLE
BENT OVER
E-RP-EX-HA
TX40 BEAM - ASSUMED
STRUCTURE DEPTH 52"
HGL - 100 YR
117'
61'
109'
TX54
66" DEPTH
465
455
445
435
425
415
PROP
EXIST
461.5
461.2
460.60
461.2
458.79
461.3
457.17
461.9
457.29
461.2
457.79
458.3
458.17
458.6
457.82
460.1
458.04
458.6
458.22
457.8
457.62
457.8
457.0
10+00
15+00
20+00

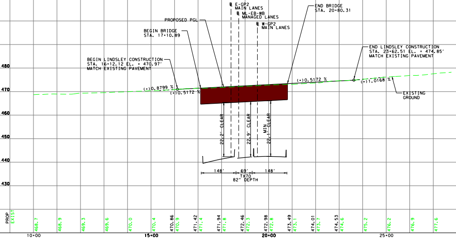
X-FI PROPOSED
DESIGN SPEED (30 MPH)


℄ W-RP-EN-BA
RAMP BARRY
℄ X-GA
GARLAND
℄ W-GP2
MAIN LANES
℄ ML-EB-WB
MANAGED LANES
℄ E-GP2
MAIN LANES
PROPOSED PGL
CONSTRUCTION
EL. = 474.87'
PAVEMENT
END FITZHUGH CONSTRUCTION
STA. 15+87.35 EL. = 470.80'
MATCH EXISTING PAVEMENT
EXISTING GROUND
END BRIDGE
STA. 15+10.16
BEGIN BRIDGE
STA. 11+60.91
L=100'
K=38
L=120'
K=44
K=22
L=120'
(-)0.9242 %
(-)0.5000 %
(+)2.1600 %
(-)3.2300 %
(-)0.5058 %
(+)0.0757 %
VPC 10+30.00
EL. = 474.82
VPI 10+80.00
EL. = 474.37
VPT 11+30.00
EL. = 475.65
VPC 12+10.00
EL. = 477.37
VPI 12+70.00
EL. = 478.67
VPT 13+30.00
EL. = 476.73
VPC 14+40.00
EL. = 473.18
VPI 15+00.00
EL. = 471.24
VPT 15+60.00
EL. = 470.94
MIN
16.6' CLEAR
MIN
21.2' CLEAR
23.5' CLEAR
23.6' CLEAR
* MIN CLEARANCE
OCCURS AT XGA
AND W-RP-EN-BA
157'
59'
128'
TX70
82" DEPTH
TX54
66" DEPTH
480
470
460
450
440
430
475.0
474.2
477.16
473.2
477.50
471.9
474.47
471.7
471.65
471.3
470.81
470.8
470.2
469.4
10+00
15+00

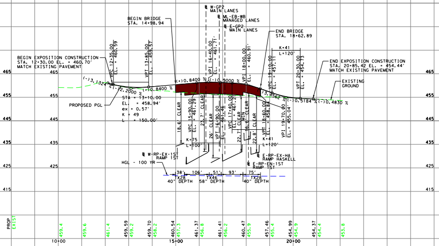
X-GA PROPOSED
DESIGN SPEED (30 MPH)


℄ W-RP-EN-BA
RAMP BARRY
PROPOSED PGL
BEGIN GARLAND CONSTRUCTION
STA. 10+36.00 EL. = 477.08'
MATCH X-FI
END GARLAND CONSTRUCTION
STA. 12+17.00 EL. = 473.70'
MATCH EXISTING PAVEMENT
L=100'
K=111
(-)1.9937 %
(-)3.3000 %
(-)1.3977 %
(-)0.4860 %
VPC 10+80.00
EL. = 476.06
VPT 11+80.00
EL. = 474.21
VPI 11+30.00
EL. = 474.91
EXISTING
GROUND
END BRIDGE
STA. 11+13.48
TX70 BEAM - ASSUMED
STRUCTURE DEPTH 82"
18.8' CLEAR
MIN
16.6' CLEAR
* MIN CLEARANCE
OCCURS AT XGA
AND W-RP-EN-BA
480
470
460
450
440
PROP
EXIST
472.7
475.62
475.3
473.94
473.6
10+00

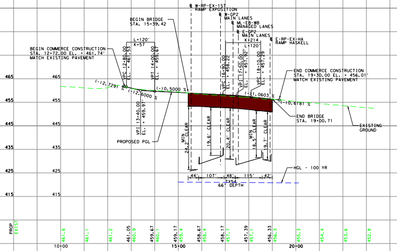
X-LS PROPOSED
DESIGN SPEED (30 MPH)

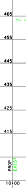

℄ E-GP2
MAIN LANES
℄ ML-EB-WB
MANAGED LANES
℄ W-GP2
MAIN LANES
PROPOSED PGL
BEGIN BRIDGE
STA. 17+10.89
END BRIDGE
STA. 20+80.31
BEGIN LINDSLEY CONSTRUCTION
STA. 16+12.12 EL. = 470.97'
MATCH EXISTING PAVEMENT
END LINDSLEY CONSTRUCTION
STA. 23+62.51 EL. = 474.85'
MATCH EXISTING PAVEMENT
EXISTING
GROUND
(+)0.8799 %
(+)0.5172 %
(+)0.5172 %
(+)1.0168 %
22.2' CLEAR
22.9' CLEAR
MIN
22.1' CLEAR
148'
69'
148'
TX70
82" DEPTH
480
470
460
450
440
430
PROP
EXIST
468.7
468.9
469.3
469.6
470.0
470.4
470.86
470.9
471.42
471.4
471.94
471.8
472.46
472.3
472.98
472.8
473.49
473.1
474.01
473.7
474.53
474.6
475.2
476.2
476.9
477.6
10+00
15+00
20+00
25+00

X-EX PROPOSED
DESIGN SPEED (30 MPH)

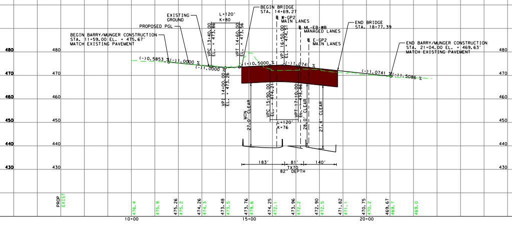

BEGIN EXPOSITION CONSTRUCTION
STA. 12+30.00 EL. = 460.70'
MATCH EXISTING PAVEMENT
VPC 12+35.00
EL. = 460.59
VPT 13+85.00
EL. = 459.57
BEGIN BRIDGE
STA. 14+98.94
℄ W-GP2
MAIN LANES
℄ ML-EB-WB
MANAGED LANES
℄ E-GP2
MAIN LANES
VPI 16+40.00
EL. = 461.71'
VPI 18+00.00
EL. = 460.91'
END BRIDGE
STA. 18+62.89
K=41
L=120'
VPC 19+10.00
EL. = 457.11
VPT 20+30.00
EL. = 454.73
END EXPOSITION CONSTRUCTION
STA. 20+85.42 EL. = 454.44'
MATCH EXISTING PAVEMENT
EXISTING
GROUND
(-)3.1324 %
(-)2.2000 %
(+)0.8400 %
(+)0.8400 %
(-)0.5000 %
(-)3.4562 %
(-)0.5184 %
(-)0.4830 %
STA = 13+10.00
EL. = 458.94'
ex = 0.57'
K = 49
L = 150.00'
PROPOSED PGL
18.6' CLEAR
VPC 15+90.00
EL. = 461.29
23.7' CLEAR
26' CLEAR
VPT 16+90.00
EL. = 461.46
VPC 17+40.00
EL. = 461.21
22.7' CLEAR
MIN 16.6' CLEAR
22.8' CLEAR
VPT 18+60.00
EL. = 458.84
VPI 19+70.00
EL. = 455.04'
K=75
L=100'
K=41
L=120'
℄ W-RP-EX-1ST
RAMP 1ST
℄ E-RP-EX-HA
RAMP HASKELL
℄ E-RP-EN-1ST
RAMP 1ST
HGL - 100 YR
38'
106'
51'
93'
75'
TX28
40" DEPTH
TX46
58" DEPTH
TX28
40" DEPTH
465
455
445
435
425
415
PROP
EXIST
459.4
459.6
461.4
459.59
459.2
459.70
458.2
460.54
457.3
461.37
456.8
461.41
456.2
460.47
455.9
457.46
455.4
454.99
454.9
454.37
454.4
453.8
10+00
15+00
20+00

X-CM PROPOSED
DESIGN SPEED (30 MPH)

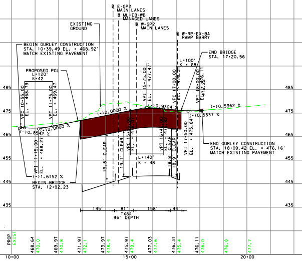

BEGIN COMMERCE CONSTRUCTION
STA. 12+72.00 EL. = 461.74'
MATCH EXISTING PAVEMENT
L=120'
K=57
VPC 12+80.00
EL. = 461.53
VPT 14+00.00
EL. = 459.67
BEGIN BRIDGE
STA. 15+39.42
℄ W-RP-EX-1ST
RAMP EXPOSITION
℄ W-GP2
MAIN LANES
℄ ML-EB-WB
MANAGED LANES
℄ E-GP2
MAIN LANES
K=214
L=120'
℄ E-RP-EX-HA
RAMP HASKELL
VPC 16+90.00
EL. = 458.22
VPI 17+50.00
EL. = 457.92'
VPC 18+10.00
EL. = 457.29
END COMMERCE CONSTRUCTION
STA. 19+30.00 EL. = 456.01'
MATCH EXISTING PAVEMENT
(-)2.7291 %
(-)2.6000 %
(-)0.5000 %
(-)1.0603 %
(-)0.6181 %
VPI 13+40.00
EL. = 459.97'
PROPOSED PGL
MIN 24.2' CLEAR
19.6' CLEAR
20.4' CLEAR
MIN 18.5' CLEAR
19.7' CLEAR
END BRIDGE
STA. 19+00.71
EXISTING
GROUND
HGL - 100 YR
44'
107'
48'
115'
42'
TX54
66" DEPTH
465
455
445
435
425
415
PROP
EXIST
461.8
461.1
461.2
461.05
460.9
459.67
460.1
459.17
459.4
458.67
458.4
458.17
457.7
457.39
457.1
456.33
456.3
455.3
454.4
453.6
452.8
10+00
15+00
20+00


465
455
445
435
425
415
PROP
EXIST
10+00

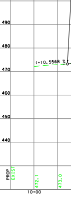
X-BA PROPOSED
DESIGN SPEED (30 MPH)


BEGIN BARRY/MUNGER CONSTRUCTION
STA. 11+59.00 EL. = 475.67'
MATCH EXISTING PAVEMENT
PROPOSED PGL
EXISTING
GROUND
L=120'
K=80
VPC 13+40.00
EL. = 473.86
VPT 14+60.00
EL. = 473.56
BEGIN BRIDGE
STA. 14+69.27
℄ W-GP2
MAIN LANES
VPI 16+50.00
EL. = 474.51
℄ ML-EB-WB
MANAGED LANES
℄ E-GP2
MAIN LANES
END BRIDGE
STA. 18+77.39
END BARRY/MUNGER CONSTRUCTION
STA. 21+04.00 EL. = 469.63'
MATCH EXISTING PAVEMENT
(-)0.5853 %
(-)1.0000 %
(-)1.0000 %
(+)0.5000 %
(-)1.0741 %
(-)1.0741 %
(-)1.5086 %
VPI 14+00.00
EL. = 473.26
MIN 27.0' CLEAR
VPC 15+90.00
EL. = 474.21
VPT 17+10.00
EL. = 473.86
L=120'
K=76
28.0' CLEAR
27.4' CLEAR
183'
81'
140'
TX70
82" DEPTH
480
470
460
450
440
430
PROP
EXIST
476.4
475.9
475.26
475.2
474.26
474.3
473.48
473.5
473.76
479.6
474.25
472.1
473.96
472.2
472.90
472.5
471.82
471.1
470.75
470.2
469.67
469.7
469.0
10+00
15+00
20+00

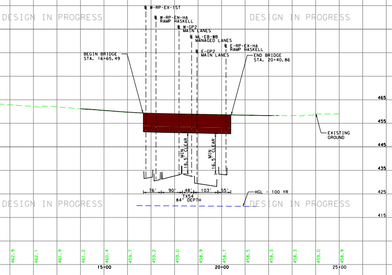
X-GUR PROPOSED
DESIGN SPEED (30 MPH)


℄ E-GP2
MAIN LANES
℄ ML-EB-WB
MANAGED LANES
℄ W-GP2
MAIN LANES
EXISTING
GROUND
℄ W-RP-EX-BA
RAMP BARRY
BEGIN GURLEY CONSTRUCTION
STA. 10+39.49 EL. = 468.92'
MATCH EXISTING PAVEMENT
END BRIDGE
STA. 17+20.56
L=100'
K = 68
PROPOSED PGL
L=120'
K=42
VPC 10+55.00
EL. = 468.79
VPT 11+75.00
EL. = 469.47
VPI 15+75.00
EL. = 477.47'
VPC 17+00.00
EL. = 476.31
VPT 18+00.00
EL. = 476.22
476.11
(+)2.0000 %
(-)0.9304 %
(+)0.5362 %
(+)0.5337 %
(-)0.8542 %
(+)2.0000 %
(-)1.6152 %
VPI 11+15.00
EL. = 468.27'
19.8' CLEAR
19.1' CLEAR
VPC 15+35.00
EL. = 476.07
VPT 16+45.00
EL. = 476.82
18.8' CLEAR
18.9' CLEAR
VPI 17+50.00
EL. = 475.84'
L=140'
K = 48
END GURLEY CONSTRUCTION
STA. 18+09.42 EL. = 476.16'
MATCH EXISTING PAVEMENT
BEGIN BRIDGE
STA. 12+92.23
145'
81'
158'
44'
TX84
96" DEPTH
485
475
465
455
445
435
PROP
EXIST
468.64
470.0
469.97
470.8
471.97
472.1
473.97
478.4
475.97
479.4
477.03
477.6
476.31
475.4
476.11
476.0
476.8
477.7
10+00
15+00
20+00

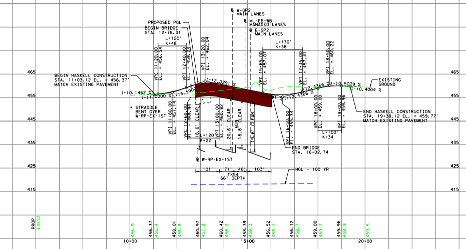
X-GD P
DESIGN


(+)0.5568 %
490
480
470
460
450
440
PROP
EXIST
472.1
473.0
10+00

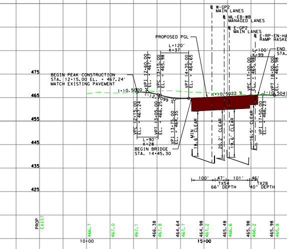
X-DART


DESIGN IN PROGRESS
DESIGN IN PROGRESS
℄ W-RP-EX-1ST
℄ W-RP-EN-HA RAMP HASKELL
℄ W-GP2 MAIN LANES
℄ ML-EB-WB MANAGED LANES
℄ E-RP-EX-HA RAMP HASKELL
℄ E-GP2 MAIN LANES
BEGIN BRIDGE STA. 16+65.49
END BRIDGE STA. 20+40.86
EXISTING GROUND
MIN 18.5' CLEAR
MIN 16.5' CLEAR
76'
90'
48'
103'
55'
TX54 84" DEPTH
HGL - 100 YR
DESIGN IN PROGRESS
DESIGN IN PROGRESS
465
455
445
435
425
415
462.9
462.1
461.9
461.2
460.4
459.7
459.2
459.0
458.9
458.7
458.5
458.3
458.3
459.0
458.9
15+00
20+00
25+00

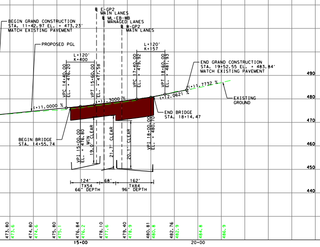
X-HA PROPOSED DESIGN SPEED (30 MPH)


℄ W-GP2 MAIN LANES
℄ ML-EB-WB MANAGED LANES
℄ E-GP2 MAIN LANES
PROPOSED PGL
BEGIN BRIDGE STA. 12+78.31
L=120' K=48
VPC 11+20.00 EL. = 456.54
VPT 12+40.00 EL. = 459.24
VPI 13+20.00 EL. = 462.04
L=170' K=38
VPC 15+65.00 EL. = 457.07
VPT 17+35.00 EL. = 457.41
VPI 18+50.00 EL. = 460.22
BEGIN HASKELL CONSTRUCTION STA. 11+03.12 EL. = 456.37' MATCH EXISTING PAVEMENT
(+)0.1462 %
(+)1.0000 %
(+)3.5000 %
(-)2.0291 %
(-)2.0291 %
(+)2.4366 %
(+)2.4366 %
(-)0.5079 %
(-)0.4004 %
EXISTING GROUND
* STRADDLE BENT OVER W-RP-EX-1ST
VPI 11+80.00 EL. = 457.14
VPC 12+60.00 EL. = 459.94
18.6' CLEAR
L=120' K=22
VPT 13+80.00 EL. = 460.82
20.6' CLEAR
MIN 18.8' CLEAR
19.6' CLEAR
VPI 16+50.00 EL. = 455.34
VPC 18+00.00 EL. = 459.00
VPT 19+00.00 EL. = 459.96
L=100' K=34
END HASKELL CONSTRUCTION STA. 19+38.12 EL. = 459.77' MATCH EXISTING PAVEMENT
END BRIDGE STA. 16+02.74
℄ W-RP-EX-1ST
101'
71'
46'
103'
TX54 66" DEPTH
HGL - 100 YR
465
455
445
435
425
415
PROP
EXIST
455.9
456.37
456.4
458.01
456.8
460.97
457.3
460.42
458.2
458.39
459.3
456.52
458.1
456.72
459.7
459.00
459.7
459.96
459.9
459.5
10+00
15+00
20+00

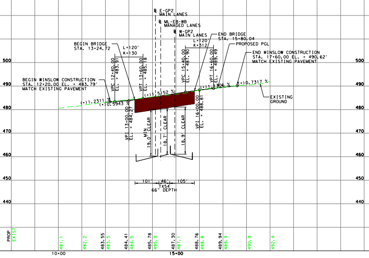
X-PK PROPOSED DESIGN SPEED (30 MPH)


℄ W-GP2 MAIN LANES
℄ ML-EB-WB MANAGED LANES
℄ E-GP2 MAIN LANES
℄ E-RP-EN-HA RAMP HASKE
PROPOSED PGL
L=120' K=37
L=100' K=99
END STA.
VPI 12+60.00 EL. = 467.47
VPC 13+15.00 EL. = 465.98
VPT 14+35.00 EL. = 464.65
VPC 17+00.00 EL. = 465.98
VPT 18+00.00 EL. = 465.98
BEGIN PEAK CONSTRUCTION STA. 12+15.00 EL. = 467.24' MATCH EXISTING PAVEMENT
(+)0.5000
(-)2.7099 %
(+)0.5022 %
(-)0.5047
VPC 12+15.00 EL. = 467.24
VPT 13+05.00 EL. = 466.25
VPI 13+75.00 EL. = 464.35
L=90' K=28
BEGIN BRIDGE STA. 14+45.30
MIN 18.6' CLEAR
20.2' CLEAR
19.6' CLEAR
16.5' CLEAR
VPI 17+50.00 EL. = 466.23
100'
47'
101'
46'
TX54 66" DEPTH
TX28 40" DEPTH
475
465
455
445
435
425
PROP
EXIST
466.7
467.0
467.1
466.38
467.8
464.64
467.7
464.98
467.2
465.48
466.6
465.98
466.2
465.98
465.8
10+00
15+00

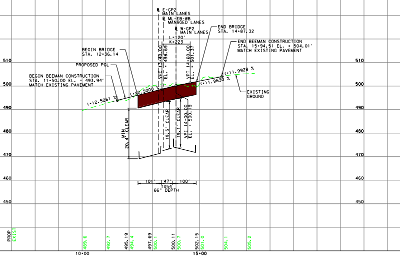
ROPOSED
SPEED (30 MPH)

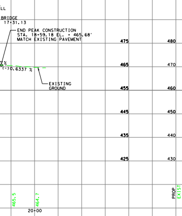

℄ E-GP2 MAIN LANES
℄ ML-EB-WB MANAGED LANES
℄ W-GP2 MAIN LANES
BEGIN GRAND CONSTRUCTION STA. 11+42.97 EL. = 473.23' MATCH EXISTING PAVEMENT
PROPOSED PGL
L=120' K=400
VPC 14+40.00 EL. = 476.20
VPT 15+60.00 EL. = 477.58
L=120' K=157
VPC 17+40.00 EL. = 479.92
VPT 18+60.00 EL. = 481.93
END GRAND CONSTRUCTION STA. 19+52.55 EL. = 483.84' MATCH EXISTING PAVEMENT
(+)1.0000 %
(+)1.3000 %
(+)2.0621 %
(+)1.7732 %
EXISTING GROUND
END BRIDGE STA. 18+14.47
BEGIN BRIDGE STA. 14+55.74
VPI 15+00.00 EL. = 476.80
MIN 19.0' CLEAR
21.7' CLEAR
20.1' CLEAR
VPI 18+00.00 EL. = 480.70
124'
68'
162'
TX54 66" DEPTH
TX84 96" DEPTH
490
480
470
460
450
440
473.80
473.6
474.80
474.6
475.80
475.1
476.84
476.2
478.10
477.6
479.40
478.9
480.81
480.8
482.76
482.9
484.8
486.9
15+00
20+00

X-WS PROPOSED DESIGN SPEED (30 MPH)

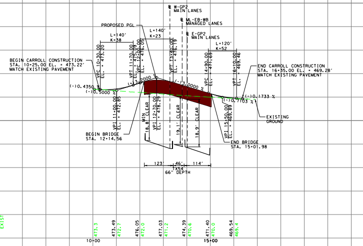

℄ E-GP2 MAIN LANES
℄ ML-EB-WB MANAGED LANES
℄ W-GP2 MAIN LANES
BEGIN BRIDGE STA. 13+24.72
L=120' K=130
VPC 12+40.00 EL. = 483.91
VPT 13+60.00 EL. = 485.18
END BRIDGE STA. 15+80.04
L=120' K=312
VPC 15+40.00 EL. = 487.90
VPT 16+60.00 EL. = 489.49
PROPOSED PGL
END WINSLOW CONSTRUCTION STA. 17+60.00 EL. = 490.62' MATCH EXISTING PAVEMENT
BEGIN WINSLOW CONSTRUCTION STA. 12+20.00 EL. = 483.79' MATCH EXISTING PAVEMENT
(+)1.2311 %
(+)0.5943 %
(+)1.5152 %
(+)1.1306 %
(+)0.7317 %
EXISTING GROUND
VPI 13+00.00 EL. = 484.27
MIN 19.0' CLEAR
18.7' CLEAR
18.9' CLEAR
VPI 16+00.00 EL. = 488.81
101'
46'
105'
TX54 66" DEPTH
500
490
480
470
460
450
440
PROP
EXIST
481.1
482.2
483.55
483.5
484.41
484.5
485.78
485.9
487.30
487.1
488.76
488.8
489.94
489.9
490.9
492.4
10+00
15+00

X-BM PROPOSED DESIGN SPEED (30 MPH)

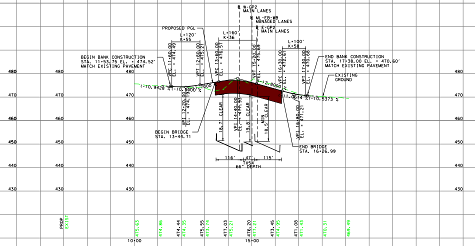

℄ E-GP2 MAIN LANES
℄ ML-EB-WB MANAGED LANES
℄ W-GP2 MAIN LANES
END BRIDGE STA. 14+87.32
L=120' K=223
VPC 13+40.00 EL. = 498.69
VPT 14+60.00 EL. = 501.37
END BEEMAN CONSTRUCTION STA. 15+94.51 EL. = 504.01' MATCH EXISTING PAVEMENT
BEGIN BRIDGE STA. 12+36.14
PROPOSED PGL
BEGIN BEEMAN CONSTRUCTION STA. 11+50.00 EL. = 493.94' MATCH EXISTING PAVEMENT
(+)2.5261 %
(+)2.5000 %
(+)1.9630 %
(+)1.9928 %
EXISTING GROUND
MIN 20.4' CLEAR
19.5' CLEAR
19.1' CLEAR
VPI 14+00.00 EL. = 500.19
101'
47'
100'
TX54 66" DEPTH
510
500
490
480
470
460
450
PROP
EXIST
489.6
492.7
495.19
494.4
497.69
500.1
500.11
500.7
502.15
501.0
504.1
505.2
10+00
15+00


BRIDGE
17+31.13
END PEAK CONSTRUCTION
STA. 18+59.18 EL. = 465.68'
MATCH EXISTING PAVEMENT
(-)0.6337 %
EXISTING GROUND
475
465
455
445
435
425
480
470
460
450
440
430
PROP
EXIST
465.5
464.7
20+00

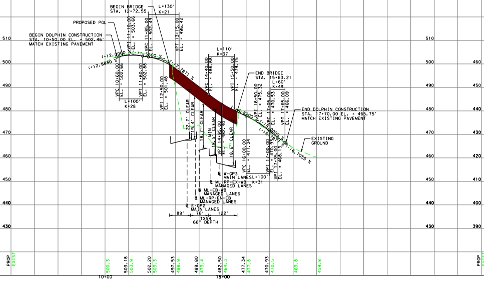
X-CA PROPOSED
DESIGN SPEED (30 MPH)


℄ W-GP2 MAIN LANES
℄ ML-EB-WB MANAGED LANES
℄ E-GP2 MAIN LANES
PROPOSED PGL
L=140' K=38
L=140' K=23
L=120' K=52
BEGIN CARROLL CONSTRUCTION
STA. 10+25.00 EL. = 473.22'
MATCH EXISTING PAVEMENT
VPC 10+30.00 EL. = 473.20
VPT 11+70.00 EL. = 475.09
VPC 12+00.00 EL. = 476.05
VPT 13+40.00 EL. = 476.19
VPC 14+90.00 EL. = 471.69
VPT 16+10.00 EL. = 469.46
END CARROLL CONSTRUCTION
STA. 16+35.00 EL. = 469.28'
MATCH EXISTING PAVEMENT
(-)0.4350 %
(-)0.5000 %
(+)3.2000 %
(-)3.0000 %
(-)0.1733 %
(-)0.7103 %
VPI 11+00.00 EL. = 472.85
MIN 18.8' CLEAR
VPI 12+70.00 EL. = 478.29
19.1' CLEAR
18.9' CLEAR
VPI 15+50.00 EL. = 469.89
EXISTING GROUND
BEGIN BRIDGE STA. 12+14.56
END BRIDGE STA. 15+01.98
123'
46'
114'
TX54
66" DEPTH
480
470
460
450
440
430
PROP
EXIST
473.3
473.49
472.7
476.05
472.0
477.03
471.2
474.39
470.6
471.40
470.0
469.54
469.4
10+00
15+00

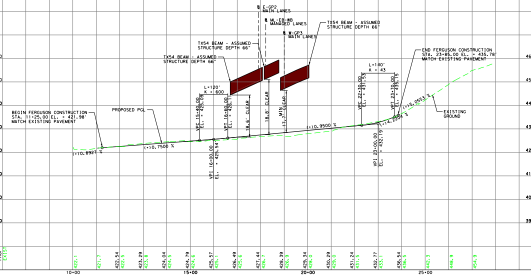
X-BNK PROPOSED
DESIGN SPEED (30 MPH)


℄ W-GP2 MAIN LANES
℄ ML-EB-WB MANAGED LANES
℄ E-GP2 MAIN LANES
PROPOSED PGL
L=120' K=55
L=160' K=36
L=100' K=58
BEGIN BANK CONSTRUCTION
STA. 11+53.75 EL. = 474.52'
MATCH EXISTING PAVEMENT
VPC 11+60.00 EL. = 474.49
VPT 12+80.00 EL. = 475.21
VPC 13+60.00 EL. = 476.57
VPT 15+20.00 EL. = 475.69
VPC 16+30.00 EL. = 472.61
VPT 17+30.00 EL. = 470.68
END BANK CONSTRUCTION
STA. 17+38.00 EL. = 470.60'
MATCH EXISTING PAVEMENT
EXISTING GROUND
(-)0.9428 %
(-)0.5000 %
(-)2.8000 %
(-)1.0614 %
(-)0.5373 %
VPI 12+20.00 EL. = 474.19
18.7' CLEAR
VPI 14+40.00 EL. = 477.93
19.8' CLEAR
MIN 18.5' CLEAR
VPI 16+80.00 EL. = 471.21
BEGIN BRIDGE STA. 13+44.71
END BRIDGE STA. 16+26.99
116'
47'
115'
TX54
66" DEPTH
480
470
460
450
440
430
PROP
EXIST
475.63
474.86
474.44
474.35
476.55
473.74
477.03
473.21
476.20
472.0
473.45
474.95
471.08
471.43
470.31
469.49
10+00
15+00

X-DO PROPOSED
DESIGN SPEED (30 MPH)


BEGIN BRIDGE STA. 12+72.55
L=130' K=21
PROPOSED PGL
BEGIN DOLPHIN CONSTRUCTION
STA. 10+50.00 EL. = 502.46'
MATCH EXISTING PAVEMENT
VPI 11+10.00 EL. = 503.66
VPC 11+85.00 EL. = 502.49
VPT 13+15.00 EL. = 496.42
(+)2.0000 %
(+)2.8840 %
(-)1.5500 %
(-)17.7871 %
VPC 10+60.00 EL. = 502.66
VPT 11+60.00 EL. = 502.88
L=100' K=28
VPI 12+50.00 EL. = 501.48
L=110' K=37
VPC 14+40.00 EL. = 486.68
VPT 15+50.00 EL. = 479.75
END BRIDGE STA. 15+63.21
L=60' K=49
VPI 16+50.00 EL. = 475.32
VPC 17+05.00 EL. = 470.53
VPT 17+65.00 EL. = 466.09
END DOLPHIN CONSTRUCTION
STA. 17+70.00 EL. = 465.75'
MATCH EXISTING PAVEMENT
EXISTING GROUND
(-)6.7055 %
22.7' CLEAR
19.4' CLEAR
18.7' CLEAR
MIN 18.5' CLEAR
VPI 14+95.00 EL. = 482.40
18.6' CLEAR
VPC 16+00.00 EL. = 477.34
VPT 17+00.00 EL. = 470.93
VPI 17+35.00 EL. = 468.13
℄ W-GP3 MAIN LANES
L=100' K=31
℄ ML-RP-EX-WB MANAGED LANES
℄ ML-EB-WB MANAGED LANES
℄ ML-RP-EN-EB MANAGED LANES
℄ E-GP2 MAIN LANES
89'
76'
122'
TX54
66" DEPTH
510
500
490
480
470
460
450
440
430
PROP
EXIST
500.3
503.18
503.9
502.20
503.3
497.53
488.9
489.80
473.4
482.50
464.3
477.34
477.8
470.93
470.5
463.8
459.8
10+00
15+00

X-FG PROPOSED
DESIGN SPEED (30 MPH)


℄ E-GP2 MAIN LANES
℄ ML-EB-WB MANAGED LANES
℄ W-GP3 MAIN LANES
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
END FERGUSON CONSTRUCTION
STA. 23+85.00 EL. = 435.78'
MATCH EXISTING PAVEMENT
L=120' K = 600
L=140' K = 43
BEGIN FERGUSON CONSTRUCTION
STA. 11+25.00 EL. = 421.98'
MATCH EXISTING PAVEMENT
PROPOSED PGL
VPC 15+40.00 EL. = 425.09
VPT 16+60.00 EL. = 426.11
18.6' CLEAR
18.8' CLEAR
MIN 17.7' CLEAR
VPC 22+30.00 EL. = 431.53
VPT 23+70.00 EL. = 435.15
(+)15.0553 %
(+)4.2204 %
(+)0.9500 %
(+)0.7500 %
(+)0.8927 %
EXISTING GROUND
VPI 16+00.00 EL. = 425.54'
VPI 23+00.00 EL. = 432.19'
460
450
440
430
420
410
400
390
PROP
EXIST
422.1
421.7
422.54
422.5
423.29
423.0
424.04
424.5
424.79
424.6
425.57
426.49
426.6
427.44
428.39
429.34
430.29
431.24
431.5
432.77
436.54
442.3
448.9
454.9
10+00
15+00
20+00
25+00

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

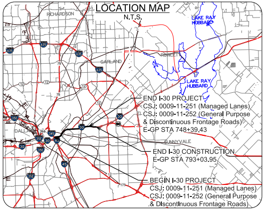
JUNE 2023
ROLL 8 OF 9

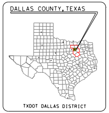
LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.

LOCATION MAP
N.T.S.


RICHARDSON
LAKE RAY HUBBARD
GARLAND
LAKE RAY HUBBARD
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 748+39.43
SUNNYVALE
END I-30 CONSTRUCTION
E-GP STA 793+03.95
BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

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:

NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JUNE, 2023
JOSIAH F. BELVEAL	122828	JUNE, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED:

DATE APPROVED:

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TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

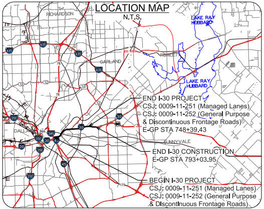
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

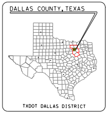
JUNE 2023
ROLL 9 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.


LOCATION MAP
N.T.S.
RICHARDSON
GARLAND
ROWLETT
LAKE RAY HUBBARD
LAKE RAY HUBBARD
DALLAS
SUNNYVALE
635
635
635
635
75
75
12
12
12
12
12
35E
35E
35E
35E
366
345
30
30
30
30
80
45
45
175
END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose
& Discontinuous Frontage Roads)
E-GP STA 748+39.43
END I-30 CONSTRUCTION
E-GP STA 793+03.95
BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose
& Discontinuous Frontage Roads)
E-GP STA 527+25.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

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:

NAME	P.E. NO.	DATE
NICOLE M. CARRILLO	101321	JUNE, 2023
JOSIAH F. BELVEAL	122828	JUNE, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED:

DATE APPROVED:

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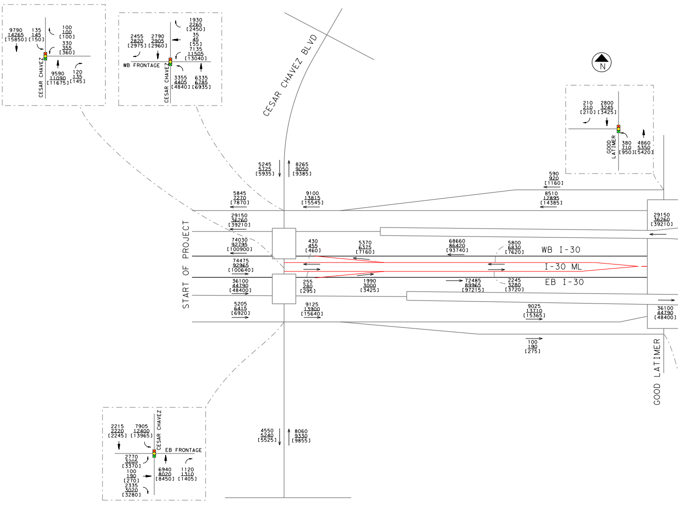
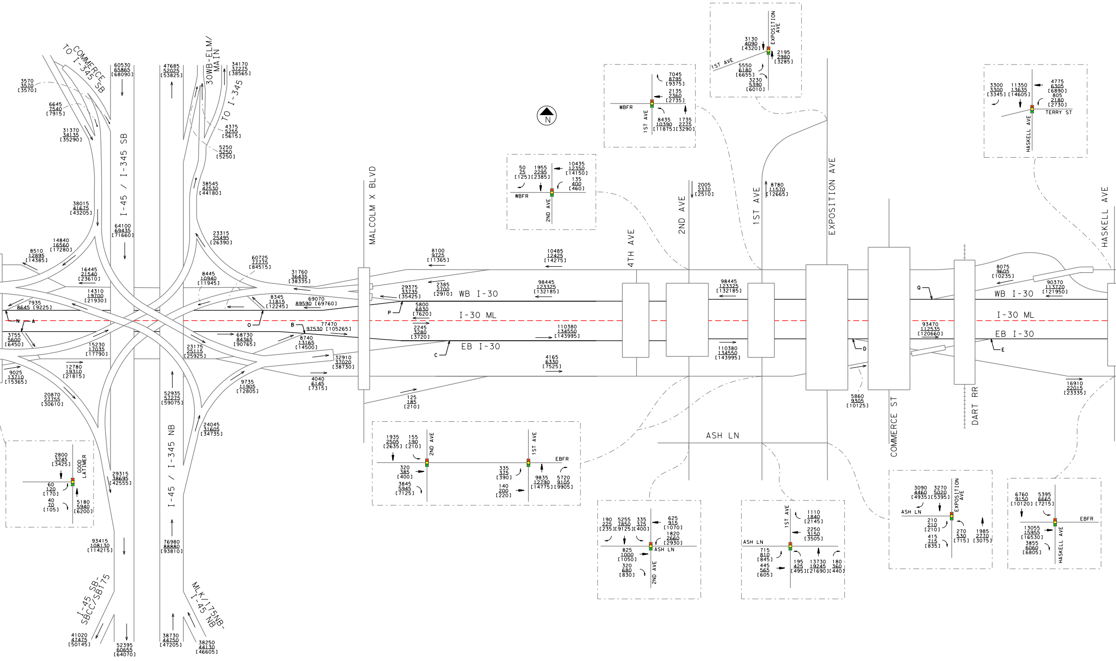
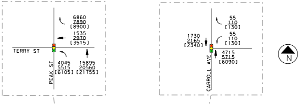
LEGEND

1000	=	2028 ADT
1000	=	2048 ADT
[1000]	=	2058 ADT

2028, 2048 AND 2058 ANTICIPATED DAILY TRAFFIC ALONG SPECIFIED POINTS OF I-30. THE TRAFFIC FORECASTS WERE APPROVED BY TTI ON FEB 18, 2022.

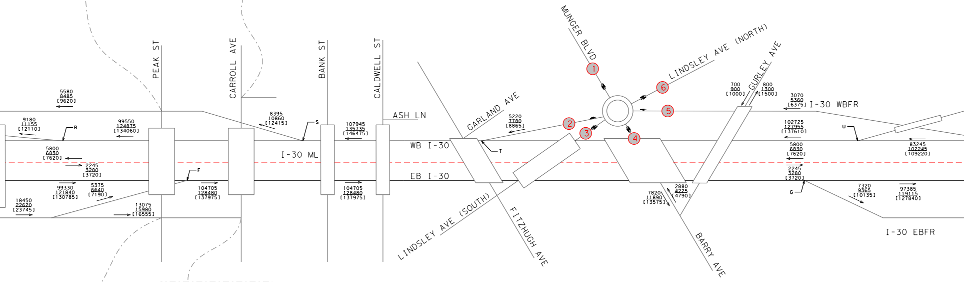

CESAR CHAVEZ
9790 14265 [15850]
135 145 [150]
100 100 [100]
330 355 [360]
9590 11090 [11675]
120 135 [145]
WB FRONTAGE
CESAR CHAVEZ
2455 2820 [2975]
2790 2905 [2960]
1930 2265 [2450]
35 45 [55]
7135 11505 [13040]
3355 4405 [4840]
6335 6785 [6935]
CESAR CHAVEZ BLVD
N
GOOD LATIMER
210 210 [210]
2800 3245 [3425]
380 710 [950]
4860 5350 [5420]
5245 5725 [5935]
8265 9050 [9385]
590 920 [1160]
5845 7270 [7870]
9100 13815 [15545]
8510 12895 [14385]
29150 36260 [39210]
29150 36260 [39210]
START OF PROJECT
74030 92795 [100900]
430 455 [460]
5370 6375 [7160]
68660 86420 [93740]
5800 6830 [7620]
WB I-30
74475 92965 [100640]
I-30 ML
36100 44790 [48400]
255 280 [295]
1990 3000 [3425]
72485 89965 [97215]
2245 3280 [3720]
EB I-30
5205 6415 [6920]
9125 13900 [15640]
9025 13710 [15365]
36100 44790 [48400]
100 190 [275]
GOOD LATIMER
CESAR CHAVEZ
EB FRONTAGE
2215 2220 [2245]
7905 12400 [13965]
2770 3205 [3370]
100 190 [270]
2335 3020 [3280]
6940 8020 [8450]
1120 1310 [1405]
4550 5240 [5525]
8060 9330 [9855]

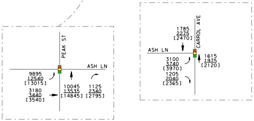

COMMERCE TO I-345 SB
I-45 / I-345 SB
30WB-ELM/ MAIN
TO I-345
I-45 / I-345 NB
I-45 SB- SBCC/SB175
MLK/175NB- I-45 NB
MALCOLM X BLVD
4TH AVE
2ND AVE
1ST AVE
EXPOSITION AVE
HASKELL AVE
COMMERCE ST
DART RR
ASH LN
WB I-30
I-30 ML
EB I-30
N
3570 3570 [3570]
6645 7540 [7915]
31370 34135 [35290]
60530 65865 [68090]
47685 52025 [53825]
34170 37275 [38565]
4375 5255 [5615]
5250 5250 [5250]
38545 42530 [44180]
38015 41675 [43205]
64100 69435 [71660]
23315 25495 [26390]
14840 16560 [17280]
8510 12895 [14385]
16445 21540 [23610]
60725 77775 [84515]
31760 36435 [38335]
8445 10940 [11945]
14310 19700 [21930]
8345 11815 [12245]
69070 89590 [69760]
7935 8645 [9225]
N
A
O
B
77470 97530 [105265]
3755 5600 [6450]
15230 17035 [17790]
68730 84365 [90765]
8740 13165 [14500]
23175 25115 [25925]
32910 37020 [38730]
9025 13710 [15365]
12780 19310 [21815]
9735 11905 [12805]
4040 6145 [7315]
20870 27755 [30610]
52935 57275 [59075]
24045 31605 [34735]
29315 38695 [42555]
93415 108130 [114215]
76980 88880 [93810]
41020 47475 [50145]
52395 60655 [64070]
38730 44750 [47205]
38250 44130 [46605]
2800 3245 [3425]
GOOD LATIMER
60 120 [170]
40 70 [105]
5180 5940 [6200]
8100 9725 [11365]
10485 12425 [14275]
29375 33735 [35425]
2385 2700 [2910]
98445 123325 [132185]
P
5800 6830 [7620]
2245 3280 [3720]
110380 134550 [143995]
C
4165 6330 [7525]
125 185 [210]
98445 123325 [132185]
110380 134550 [143995]
8780 11570 [12665]
2005 2370 [2510]
50 75 [125]
1955 2295 [2385]
10435 12350 [14150]
135 400 [460]
WBFR
2ND AVE
7045 8795 [9375]
2135 2360 [2735]
WBFR
1ST AVE
8435 10390 [11875]
1735 2775 [3290]
3130 4090 [4320]
EXPOSITION AVE
2195 2980 [3285]
1ST AVE
5550 6180 [6655]
3230 5390 [6010]
3300 3300 [3345]
11350 13635 [14605]
4775 6305 [6890]
805 2180 [2730]
TERRY ST
HASKELL AVE
8075 9605 [10235]
Q
90370 113720 [121950]
93470 112535 [120660]
D
E
5860 9305 [10125]
16910 22015 [23335]
1935 2505 [2635]
155 190 [210]
2ND AVE
320 385 [400]
3845 5945 [7125]
1ST AVE
EBFR
335 375 [390]
140 200 [220]
9835 12790 [14775]
5720 9105 [9905]
190 225 [235]
5255 7850 [9125]
335 375 [400]
625 915 [1070]
1820 2660 [2930]
ASH LN
825 1000 [1050]
320 680 [830]
2ND AVE
1ST AVE
1110 1840 [2145]
2250 3150 [3505]
ASH LN
715 810 [845]
445 565 [605]
195 425 [495]
13730 19245 [21690]
180 360 [440]
3090 4460 [4935]
3270 5020 [5395]
EXPOSITION AVE
ASH LN
210 210 [210]
415 715 [835]
270 530 [715]
1985 2770 [3075]
6760 9150 [10120]
5395 6665 [7215]
EBFR
13055 15955 [16530]
3855 6060 [6805]
HASKELL AVE


6860
7890
[8900]
1535
2970
[3515]
TERRY ST
PEAK ST
4045
5515
[6105]
15895
20560
[21755]
55
110
[130]
1730
2165
[2340]
55
110
[130]
4715
5715
[6090]
CARROLL AVE
N

ROUNDABOUT DIAGRAM VOLUMES

ENTERING FROM		EXITING TO 1	2	3	4	5	6
MUNGER BLVD	1	N/A	4750 7030 [7950]	185 300 [345]	7590 11555 [13200]	N/A	1205 1900 [2180]
I-30 ENTRANCE RAMP	2	N/A	N/A	N/A	N/A	N/A	N/A
LINDSLEY AVE (SOUTH)	3	205 330 [380]	290 425 [475]	N/A	95 140 [155]	N/A	780 1190 [1370]
BARRY AVE	4	2510 3690 [4190]	80 125 [140]	115 165 [185]	N/A	N/A	175 245 [275]
I-30 EXIT RAMP	5	2350 4325 [5185]	50 100 [150]	250 350 [390]	40 60 [65]	N/A	380 525 [585]
LINDSLEY AVE (NORTH)	6	205 325 [370]	50 100 [150]	710 1090 [1245]	95 135 [155]	N/A	N/A


PEAK ST
CARROLL AVE
BANK ST
CALDWELL ST
ASH LN
MUNGER BLVD
LINDSLEY AVE (NORTH)
GURLEY AVE
GARLAND AVE
5580
8485
[9620]
9180
11155
[12110]
R
99550
124875
[134060]
8395
10860
[12415]
S
107945
135735
[146475]
5220
7780
[8865]
T
700
900
[1000]
800
1300
[1500]
3070
5360
[6375]
I-30 WBFR
102725
127955
[137610]
U
1
2
3
4
5
6
WB I-30
I-30 ML
EB I-30
5800
6830
[7620]
2245
3280
[3720]
F
99330
121840
[130785]
5375
6640
[7190]
18450
22620
[23745]
13075
15980
[16555]
104705
128480
[137975]
104705
128480
[137975]
5800
6830
[7620]
83245
102245
[109220]
2245
3280
[3720]
2880
4225
[4790]
7820
11890
[13575]
G
7320
9365
[10135]
97385
119115
[127840]
I-30 EBFR
LINDSLEY AVE (SOUTH)
FITZHUGH AVE
BARRY AVE

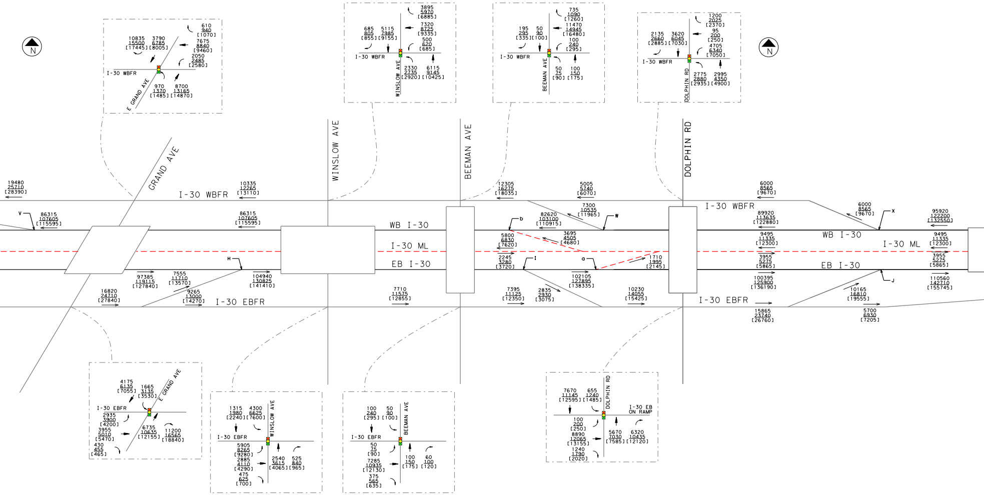

PEAK ST
ASH LN
9895
12540
[13015]
3180
3440
[3540]
10045
13535
[14845]
1125
2340
[2795]
1785
2275
[2470]
ASH LN
CARROL AVE
3100
3740
[3970]
1205
2040
[2365]
1615
1975
[2120]

EASTBOUND RAMP SPACING TABLE

GORE POINT	EXIT/ ENTER	STATION	DISTANCE TO NEXT	AUX LANE
A	EXIT	515+53	2117′	NO
B	ENTER	536+70	1161′	NO
C	ENTER	548+31	1519′	YES
D	EXIT	563+50	1146′	YES
E	ENTER	574+96	2033′	YES
F	ENTER	595+29	3223′	NO
G	EXIT	627+52	2358′	YES
H	ENTER	651+10	1102′	YES
I	EXIT	662+12	1124′	YES
a	EX-ML	673+36	2123′	DROP
J	ENTER	694+59	1945′	YES
K	EXIT	714+04	3271′	YES
L	ENTER	746+75	4201′	NO
M	EXIT	788+76	1217′	YES

WESTBOUND RAMP SPACING TABLE

GORE POINT	EXIT/ ENTER	STATION	DISTANCE TO NEXT	AUX LANE
N	ENTER	516+86	3049′	YES
O	EXIT	543+54	1010′	YES
P	EXIT	553+64	1777′	YES
Q	ENTER	571+41	1446′	YES
R	EXIT	585+87	1112′	YES
S	EXIT	596+99	1476′	YES
T	ENTER	611+75	1837′	YES
U	ENTER	630+12	1484′	YES
V	EXIT	644+96	2857′	YES
b	EN-ML	673+53	331′	ADD
W	EXIT	676+84	1723′	No
X	EXIT	694+07	2252′	YES
Y	ENTER	716+59	3684′	YES
Z	EXIT	753+43	2972′	NO
Δ	ENTER	783+15	2199′	NO


N
N
GRAND AVE
E GRAND AVE
WINSLOW AVE
BEEMAN AVE
DOLPHIN RD
I-30 WBFR
I-30 EBFR
WB I-30
EB I-30
I-30 ML
I-30 EB ON RAMP
V
W
X
H
I
J
a
b
19480 25710 [28390]
86315 107605 [115595]
10335 12265 [13110]
86315 107605 [115595]
12305 16275 [18035]
5005 5740 [6070]
7300 10535 [11965]
82620 103100 [110915]
5800 6830 [7620]
3695 4505 [4680]
2245 3280 [3720]
1710 1995 [2145]
102105 127895 [138335]
6000 8565 [9670]
6000 8565 [9670]
89920 113635 [122880]
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100395 125900 [136190]
95920 122200 [132550]
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10165 16810 [19555]
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5700 6930 [7205]
16820 24710 [27840]
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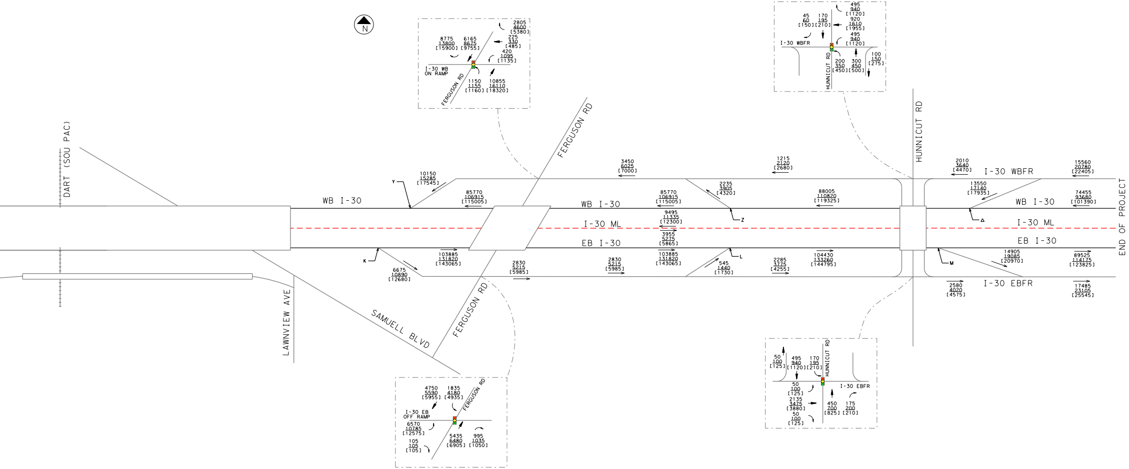
7555 11710 [13570]
9265 13000 [14270]
104940 130825 [141410]
7710 11575 [12855]
7395 11125 [12350]
2835 2930 [3075]
10230 14055 [15425]
610 940 [1070]
10835 15500 [17445]
3790 6785 [8005]
7675 8840 [9460]
2050 2485 [2580]
970 1370 [1485]
8700 13165 [14870]
3895 5970 [6885]
685 805 [855]
5115 7985 [9155]
7320 8725 [9335]
500 620 [685]
2330 2735 [2920]
6115 9145 [10425]
735 1090 [1260]
195 295 [335]
50 90 [100]
11470 14945 [16480]
100 240 [295]
50 75 [90]
100 150 [175]
1200 2025 [2370]
2135 2660 [2885]
3620 6045 [7030]
95 200 [250]
4705 6340 [7050]
2775 2880 [2935]
2995 4350 [4900]
4175 6135 [7055]
1665 3135 [3530]
2935 3900 [4200]
3955 5010 [5470]
430 455 [465]
6735 10635 [12155]
11200 16565 [18840]
1315 1980 [2240]
4300 6625 [7600]
5905 8265 [9280]
2885 4110 [4290]
475 625 [700]
2540 3615 [4065]
525 840 [965]
100 240 [295]
50 90 [100]
50 75 [90]
7285 10935 [12130]
375 565 [635]
100 150 [175]
60 100 [120]
7670 11145 [12595]
655 1240 [1485]
100 200 [250]
8890 12065 [13155]
1240 1790 [2020]
5670 7030 [7585]
6320 10435 [12120]


N
DART (SOU PAC)
LAWNVIEW AVE
SAMUELL BLVD
FERGUSON RD
HUNNICUT RD
WB I-30
I-30 ML
EB I-30
I-30 WBFR
I-30 EBFR
END OF PROJECT
Y
K
Z
L
M
Δ
10150 15285 [17545]
85770 106915 [115005]
6675 10890 [12680]
103885 131820 [143065]
2830 5215 [5985]
3450 6025 [7000]
1215 2120 [2680]
2235 3905 [4320]
85770 106915 [115005]
88005 110820 [119325]
9495 11335 [12300]
3955 5275 [5865]
103885 131820 [143065]
2830 5215 [5985]
545 1440 [1730]
2285 3775 [4255]
104430 133260 [144795]
2010 3640 [4470]
15560 20780 [22405]
13550 17140 [17935]
74455 93680 [101390]
14905 19085 [20970]
89525 114175 [123825]
2580 4020 [4575]
17485 23105 [25545]
I-30 WB ON RAMP
8775 13800 [15900]
6165 8675 [9755]
2805 4600 [5380]
225 330 [485]
420 1095 [1135]
1150 1155 [1160]
10855 16110 [18320]
I-30 WBFR
45 60 [150]
170 195 [210]
495 940 [1120]
920 1610 [1955]
495 940 [1120]
200 350 [450]
300 450 [500]
100 150 [275]
I-30 EB OFF RAMP
4750 5590 [5955]
1835 4180 [4935]
6570 10785 [12575]
105 105 [105]
5435 6480 [6905]
995 1035 [1050]
I-30 EBFR
50 100 [125]
495 940 [1120]
170 195 [210]
50 100 [125]
2135 3475 [3880]
50 100 [125]
450 700 [825]
175 200 [210]

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON G. CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC

I-30
FROM I-45 TO FERGUSON RD

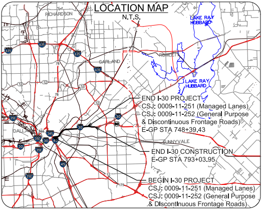
DALLAS COUNTY, TEXAS
CSJ: 0009-11-251, 0009-11-252

JUNE 2023
ROLL 9 OF 9

LENGTH:	5.03 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	239,910 (2028) 298,445 (2048)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS*:	40 MPH
RAMPS*:	40 MPH
ACCESS/FRONTAGE ROADS:	40 MPH
LOCAL CROSS STREETS**:	30 MPH
MAJOR COLLECTOR: MALCOM X, BARRY/MUNGER, HUNICUT	
PRINCIPAL ARTERIAL: 2ND AVE, 1ST AVE, EXPOSITION, COMMERCE HASKELL, PEAK, E.GRAND/SH78	
MINOR ARTERIAL: DOLPHIN, FERGUSON	

* ALL RAMPS/DCS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR E-DC-45N-30E WHICH MEETS 35 MPH FOR HORIZONTAL AND 40MPH FOR VERTICAL. BRINGING THIS HORIZONTAL DESIGN TO 40MPH WOULD CAUSE IMPACTS TO LOW INCOME HOUSING (PARCEL 296).

**ROUDABOUT DESIGN SPEED: 17 MPH CIRCULATING ROADWAY WITH ENTRY SPEEDS FROM 19-25MPH.

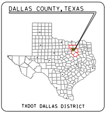

LOCATION MAP
N.T.S.

END I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 748+39.43

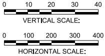
END I-30 CONSTRUCTION
E-GP STA 793+03.95

BEGIN I-30 PROJECT
CSJ: 0009-11-251 (Managed Lanes)
CSJ: 0009-11-252 (General Purpose & Discontinuous Frontage Roads)
E-GP STA 527+25.00

RICHARDSON
GARLAND
ROWLETT
LAKE RAY HUBBARD
LAKE RAY HUBBARD
DALLAS
SUNNYVALE
635
75
12
35E
366
345
30
45
80
175


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.



PRELIMINARY

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JOSIAH F. BELVEAL	122828	JUNE, 2023

HNTB CORPORATION
TBPE FIRM #F-420

HNTB

HNTB Corporation
The HNTB Companies
Engineers Architects Planners

DATE SUBMITTED:

DATE APPROVED:

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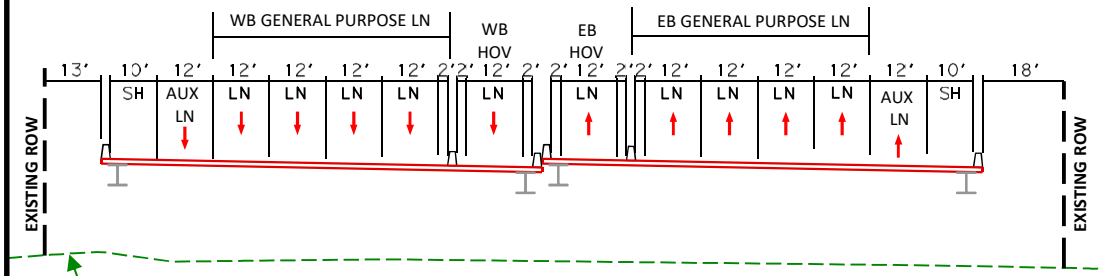
APPENDIX D

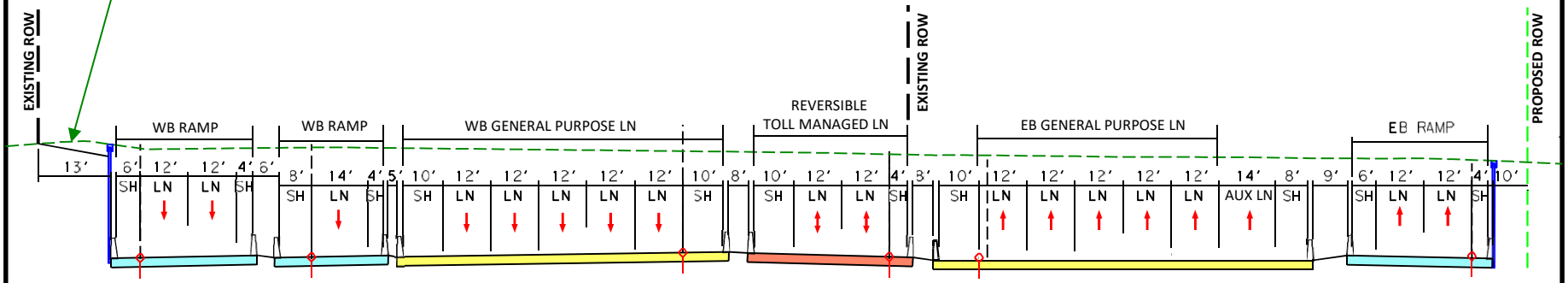
TYPICAL SECTIONS



REPRESENTATIVE EXISTING FACILITY: I-30 ON BRIDGE FROM I-45 TO HASKELL AVE

NOTE: ALL GRAPHICS ARE NOT TO SCALE

EXISTING GROUND LEVEL



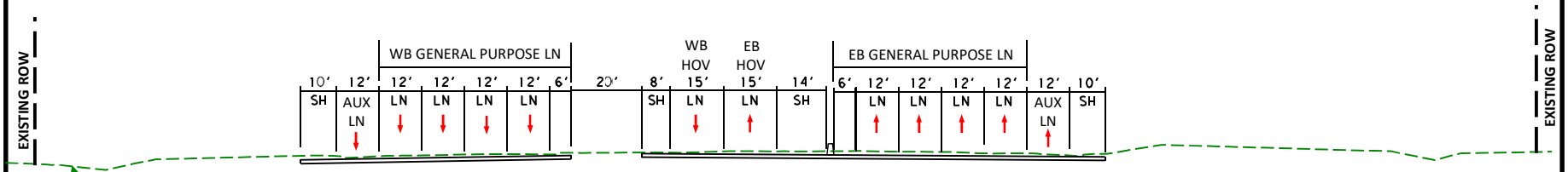
REPRESENTATIVE PROPOSED FACILITY: I-30 DEPRESSED LANES FROM I-45 TO HASKELL AVE

Texas Department of Transportation

Representative Typical Sections

Page 1 of 3

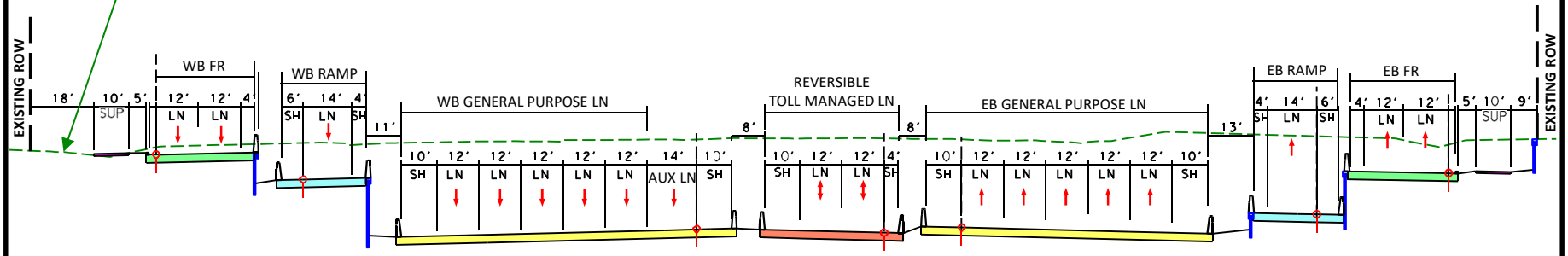
I-30 East Corridor Project
From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.
Dallas County, Texas



REPRESENTATIVE EXISTING FACILITY: I-30 AT GRADE FROM HASKELL AVE TO DOLPHIN RD

EXISTING GROUND LEVEL

NOTE: ALL GRAPHICS ARE NOT TO SCALE



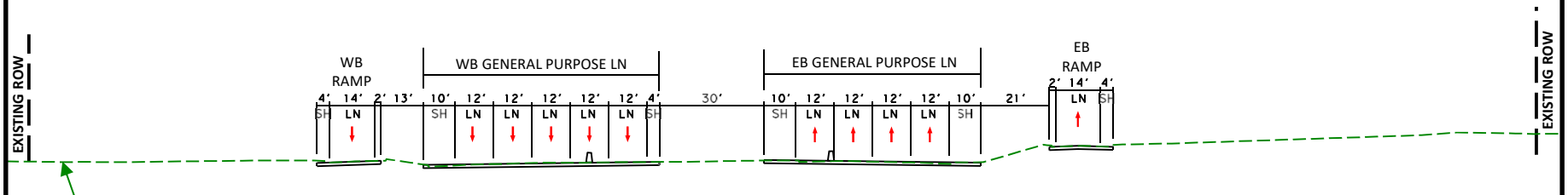
REPRESENTATIVE PROPOSED FACILITY: I-30 DEPRESSED LANES FROM HASKELL AVE TO DOLPHIN RD

Texas Department of Transportation

Representative Typical Sections

Page 2 of 3

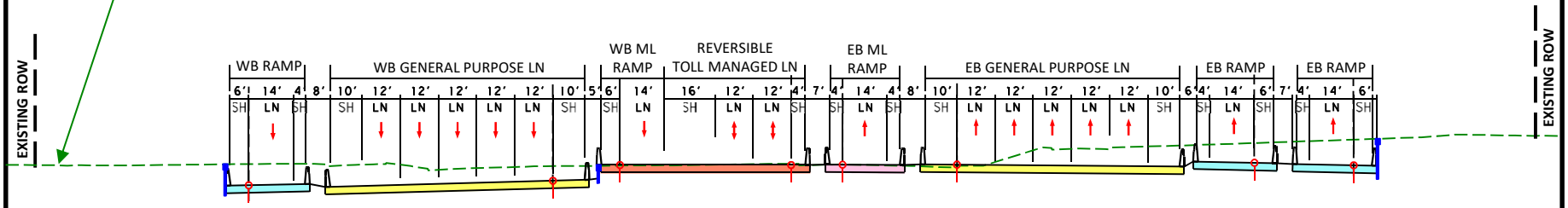
I-30 East Corridor Project
From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.
Dallas County, Texas



REPRESENTATIVE EXISTING FACILITY: I-30 AT GRADE EAST OF DOLPHIN RD

EXISTING GROUND LEVEL

NOTE: ALL GRAPHICS ARE NOT TO SCALE



REPRESENTATIVE PROPOSED FACILITY: I-30 AT GRADE EAST OF DOLPHIN RD

Texas Department of Transportation

Representative Typical Sections

Page 3 of 3

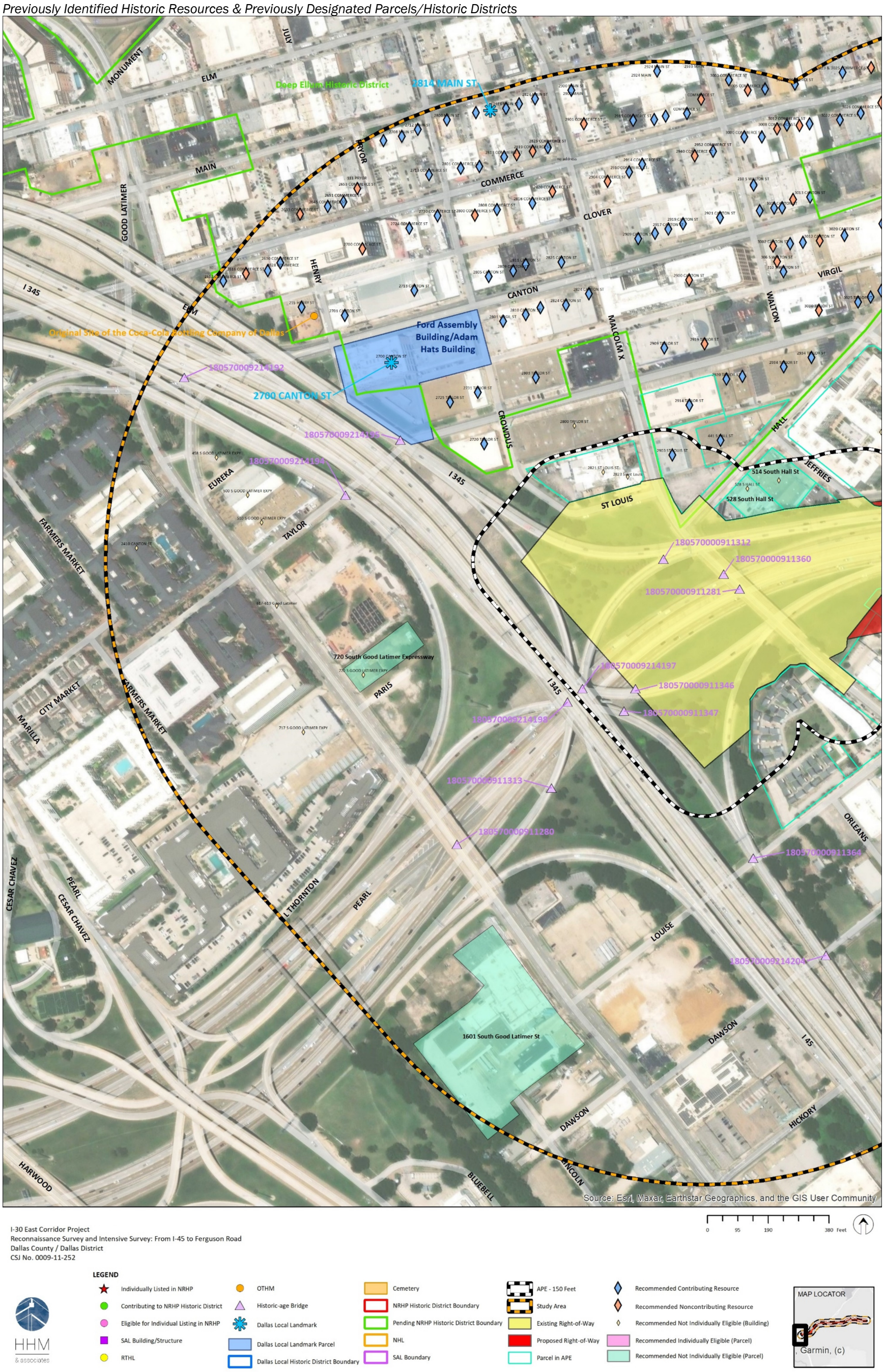
I-30 East Corridor Project
From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.
Dallas County, Texas

APPENDIX E

RESOURCE-SPECIFIC MAPS/DATA

EA SEC.	DESCRIPTION	# PAGES
4.3.2 5.8.2	Historic Resources Survey Report Map: HRSR-1: Prior Surveys	12
4.3.2 5.8.2	Historic Resources Survey Report Map: HRSR-2: Surveyed Resources	12
4.3.2 5.8.2	Historic Resources Survey Report Map: HRSR-3: Historic Districts	7
4.3.2 5.8.2	Historic Resources Survey Report Map: HRSR-4: District Effects	4
5.1.1	Proposed Right-of-Way Map	3
5.1.1	TxDOT Potential Surplus Right-of-Way (ROW) Map	1
5.1.2	Displacements Map	4
5.6	CIA Study Area Map	1
5.6.1	Summary of Meetings with Potentially Displaced Residence Owners	31
5.7	I-30 Potential Decking Locations Map	2
5.10 5.11	Natural Resources Map	5
5.10 5.11	Water Feature Impacts Map	4
5.12.4	NCTCOG I-30 CMP Form and Corridor Fact Sheet	5
5.13	Hazardous Materials Site Map	8
5.14	Traffic Noise Impacts Map and Table of Traffic Noise Levels and Impacts	15
5.15	Project Area of Influence (AOI) Map	2

Previously Identified Historic Resources & Previously Designated Parcels/Historic Districts



I-30 East Corridor Project
Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
Dallas County / Dallas District
CSJ No. 0009-11-252

LEGEND

- Individually Listed in NRHP
- Contributing to NRHP Historic District
- Eligible for Individual Listing in NRHP
- SAL Building/Structure
- RTHL
- OTHM
- Historic-age Bridge
- Dallas Local Landmark
- Dallas Local Landmark Parcel
- Dallas Local Historic District Boundary
- Cemetery
- NRHP Historic District Boundary
- Pending NRHP Historic District Boundary
- NHL
- SAL Boundary
- APE - 150 Feet
- Study Area
- Existing Right-of-Way
- Proposed Right-of-Way
- Parcel in APE
- Recommended Contributing Resource
- Recommended Noncontributing Resource
- Recommended Not Individually Eligible (Building)
- Recommended Individually Eligible (Parcel)
- Recommended Not Individually Eligible (Parcel)

HHM & associates

Figure 3. Detailed map showing known previously evaluated and/or designated historic resources within a portion of the Study Area. See the inset overview map in the lower right corner to understand this detail's relationship to the study area as a whole. Source: Base map from ESRI, overlay by HHM.

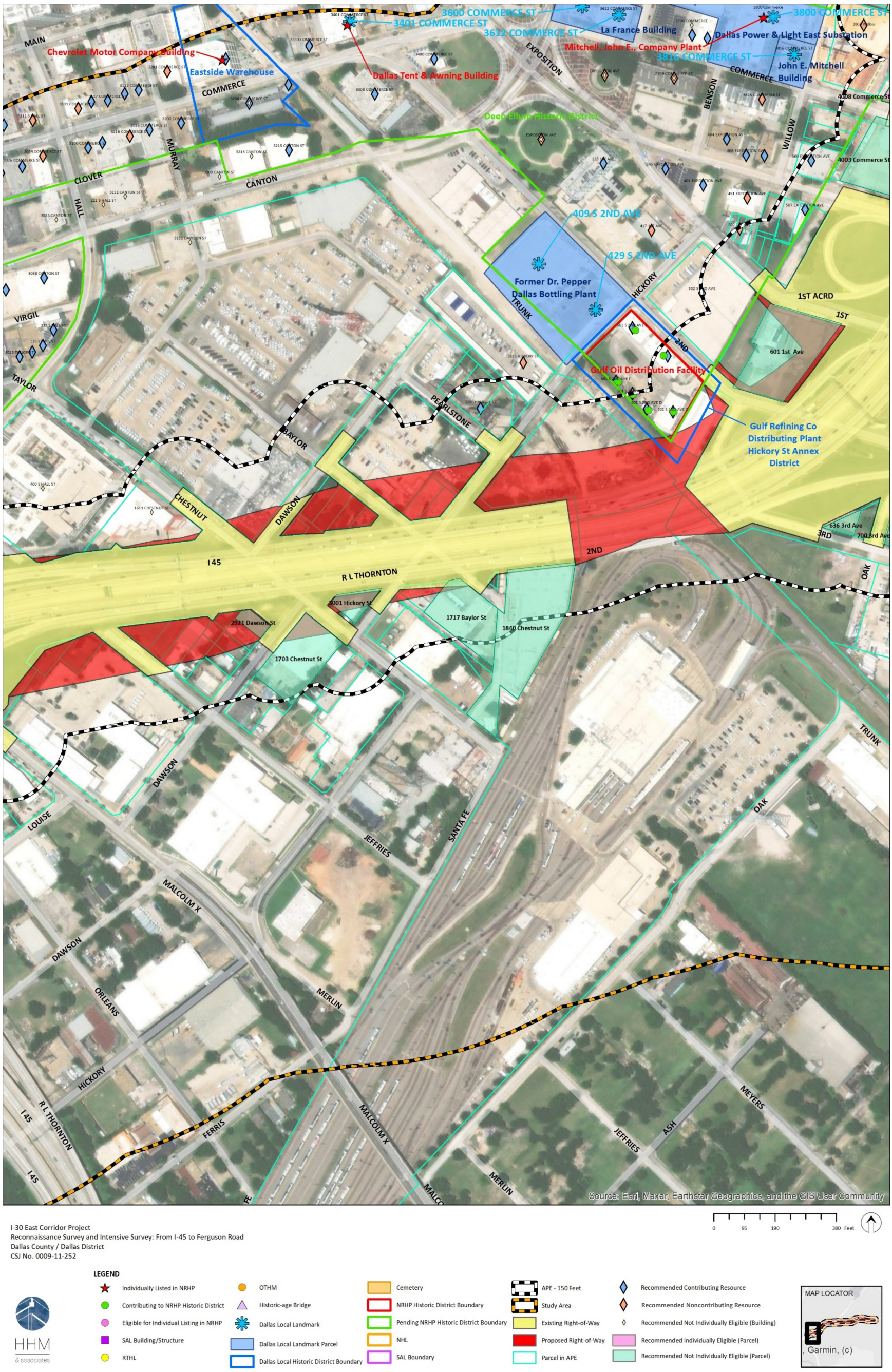
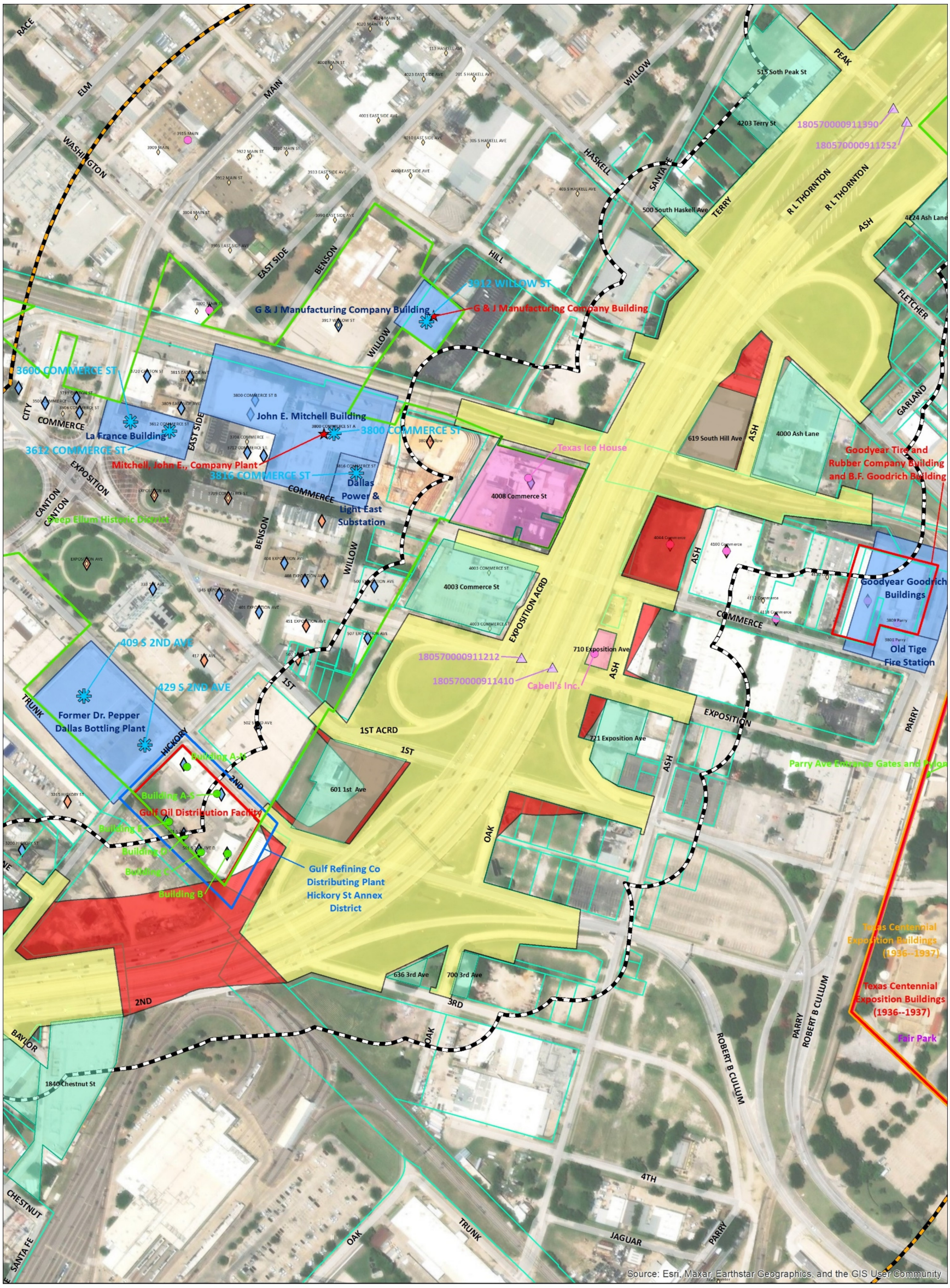


Figure 4. Detailed map showing known previously evaluated and/or designated historic resources within a portion of the Study Area. See the inset overview map in the lower right corner to understand this detail's relationship to the study area as a whole. Source: Base map from ESRI, overlay by HHM.



I-30 East Corridor Project
Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
Dallas County / Dallas District
CSJ No. 0009-11-252

LEGEND

- Individually Listed in NRHP
- Contributing to NRHP Historic District
- Eligible for Individual Listing in NRHP
- SAL Building/Structure
- RTHL
- OTHM
- Historic-age Bridge
- Dallas Local Landmark
- Dallas Local Landmark Parcel
- Dallas Local Historic District Boundary
- Cemetery
- NRHP Historic District Boundary
- Pending NRHP Historic District Boundary
- NHL
- SAL Boundary
- APE - 150 Feet
- Study Area
- Existing Right-of-Way
- Proposed Right-of-Way
- Parcel in APE
- Recommended Contributing Resource
- Recommended Noncontributing Resource
- Recommended Not Individually Eligible (Building)
- Recommended Individually Eligible (Parcel)
- Recommended Not Individually Eligible (Parcel)

HHM & associates

Figure 5. Detailed map showing known previously evaluated and/or designated historic resources within a portion of the Study Area. See the inset overview map in the lower right corner to understand this detail's relationship to the study area as a whole. Base map from ESRI, overlay by HHM.

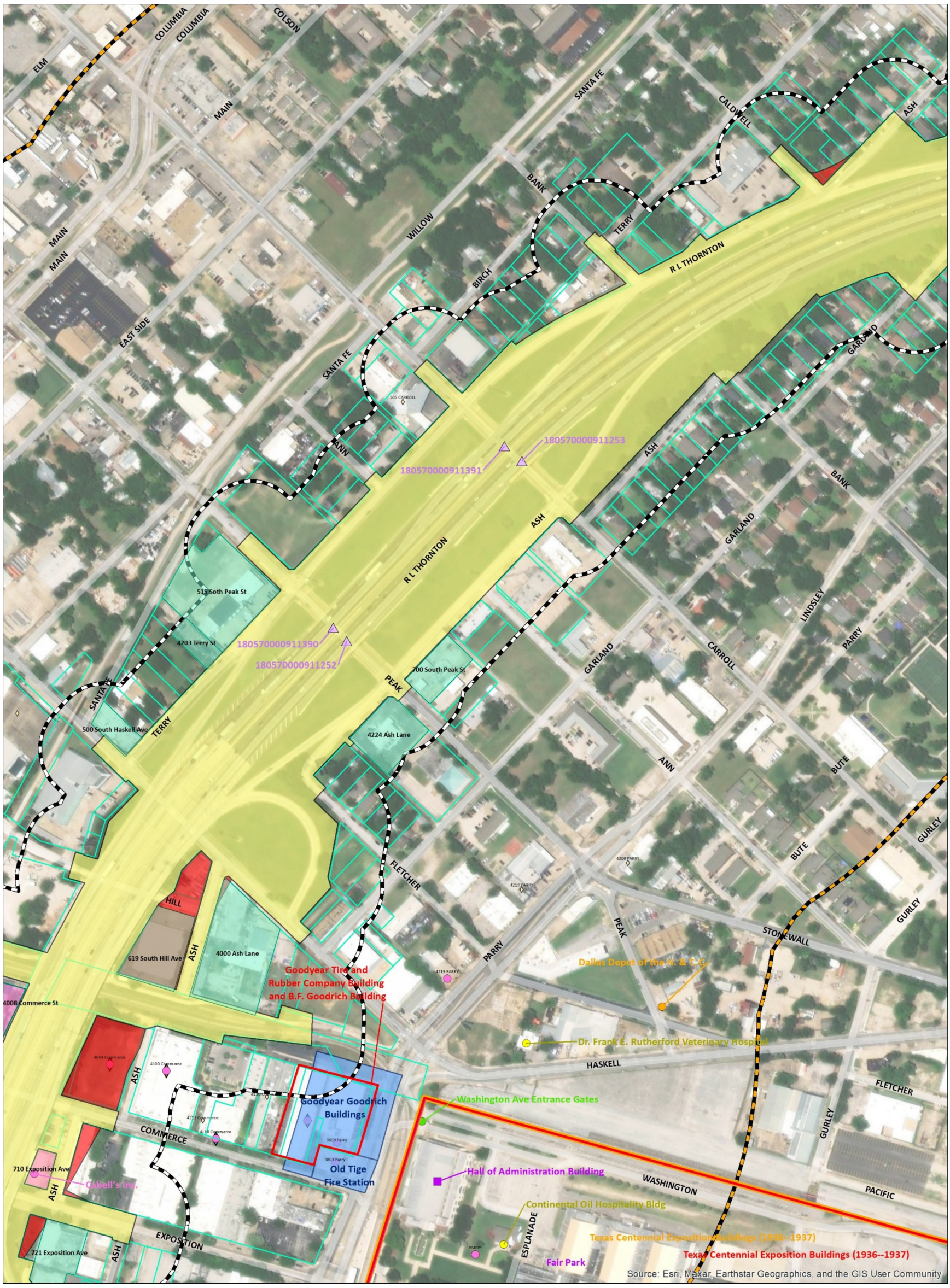


Figure 6. Detailed map showing known previously evaluated and/or designated historic resources within a portion of the Study Area. See the inset overview map in the lower right corner to understand this detail's relationship to the study area as a whole. Base map from ESRI, overlay by HHM.

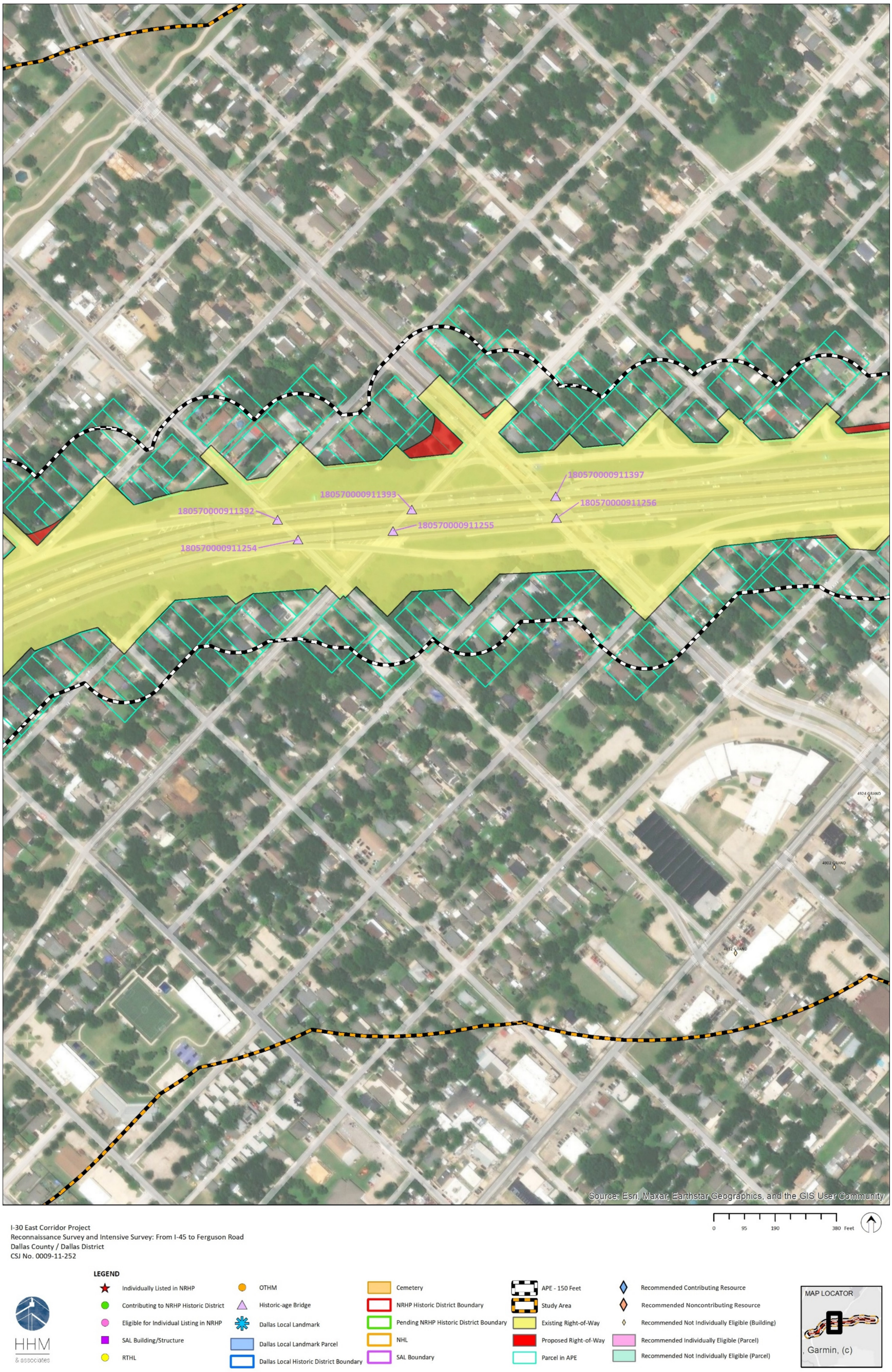


Figure 7. Detailed map showing known previously evaluated and/or designated historic resources within a portion of the Study Area. See the inset overview map in the lower right corner to understand this detail's relationship to the study area as a whole. Source: Base map from ESRI, overlay by HHM.

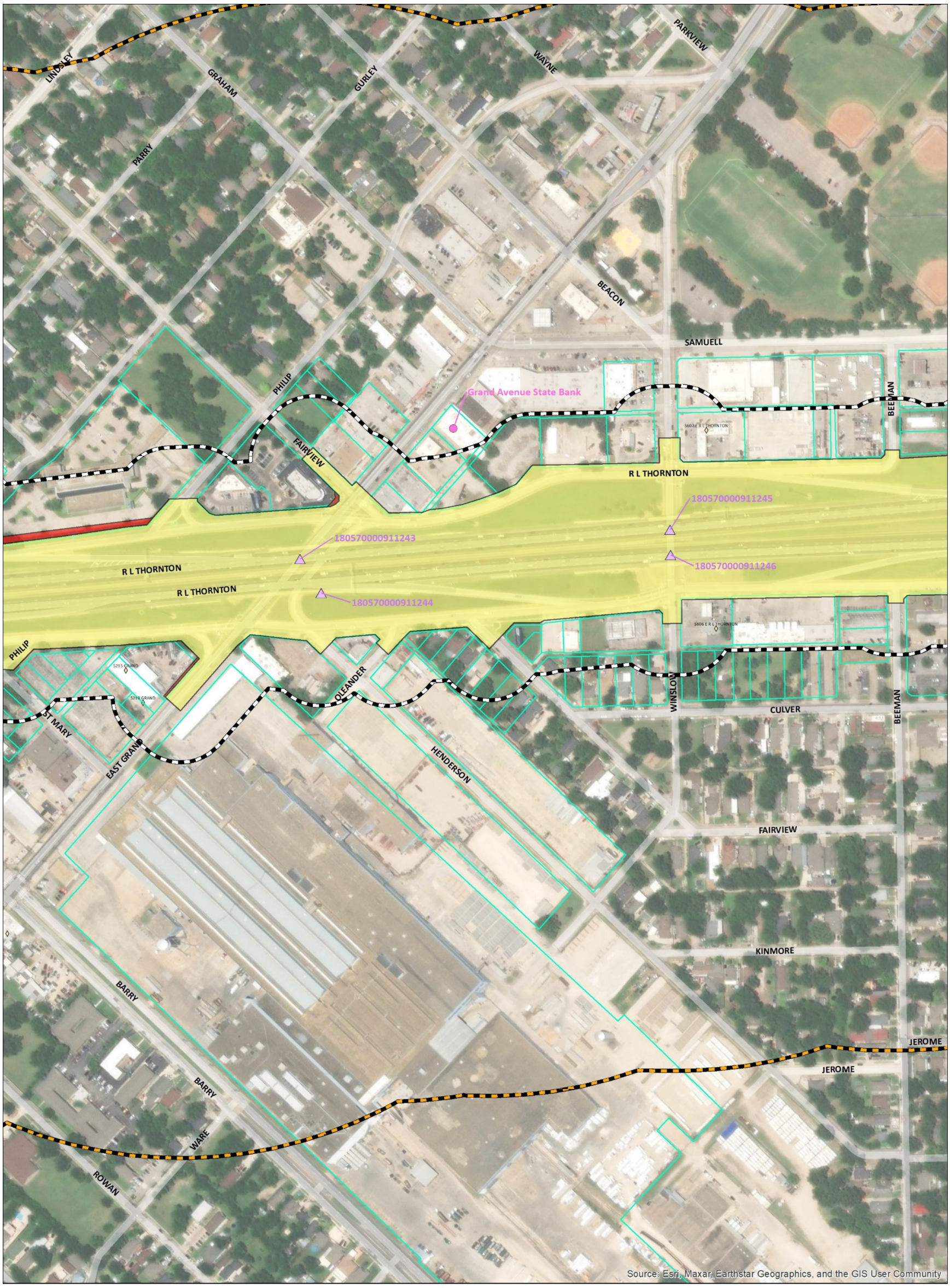


Figure 8. Detailed map showing known previously evaluated and/or designated historic resources within a portion of the Study Area. See the inset overview map in the lower right corner to understand this detail's relationship to the study area as a whole. Source: Base map from ESRI, overlay by HHM.

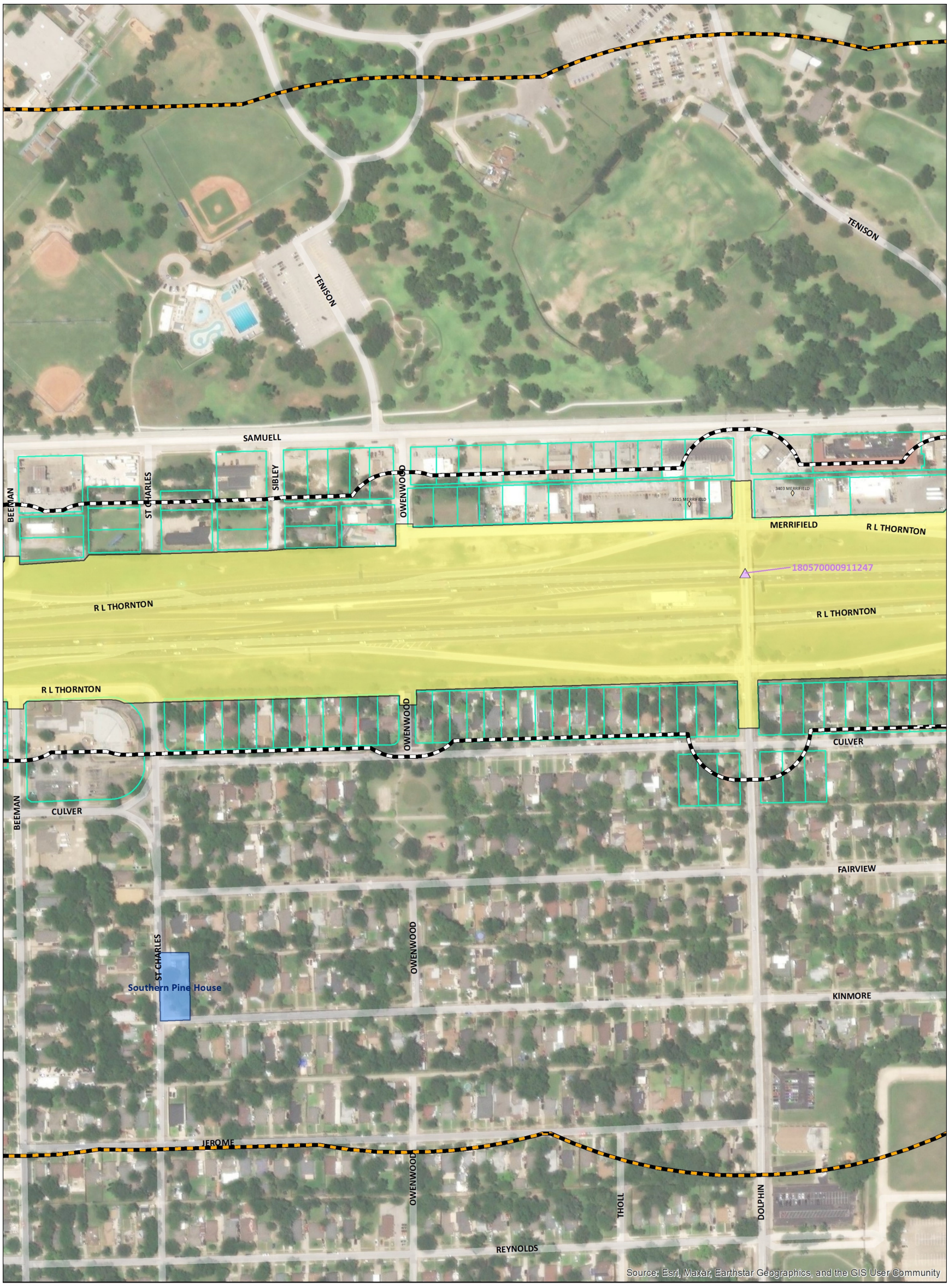


Figure 9. Detailed map showing known previously evaluated and/or designated historic resources within a portion of the Study Area. See the inset overview map in the lower right corner to understand this detail's relationship to the study area as a whole. Source: Base map from ESRI, overlay by HHM.

Figure 10. Detailed map showing known previously evaluated and/or designated historic resources within a portion of the Study Area. See the inset overview map in the lower right corner to understand this detail's relationship to the study area as a whole. Source: Base map from ESRI, overlay by HHM.

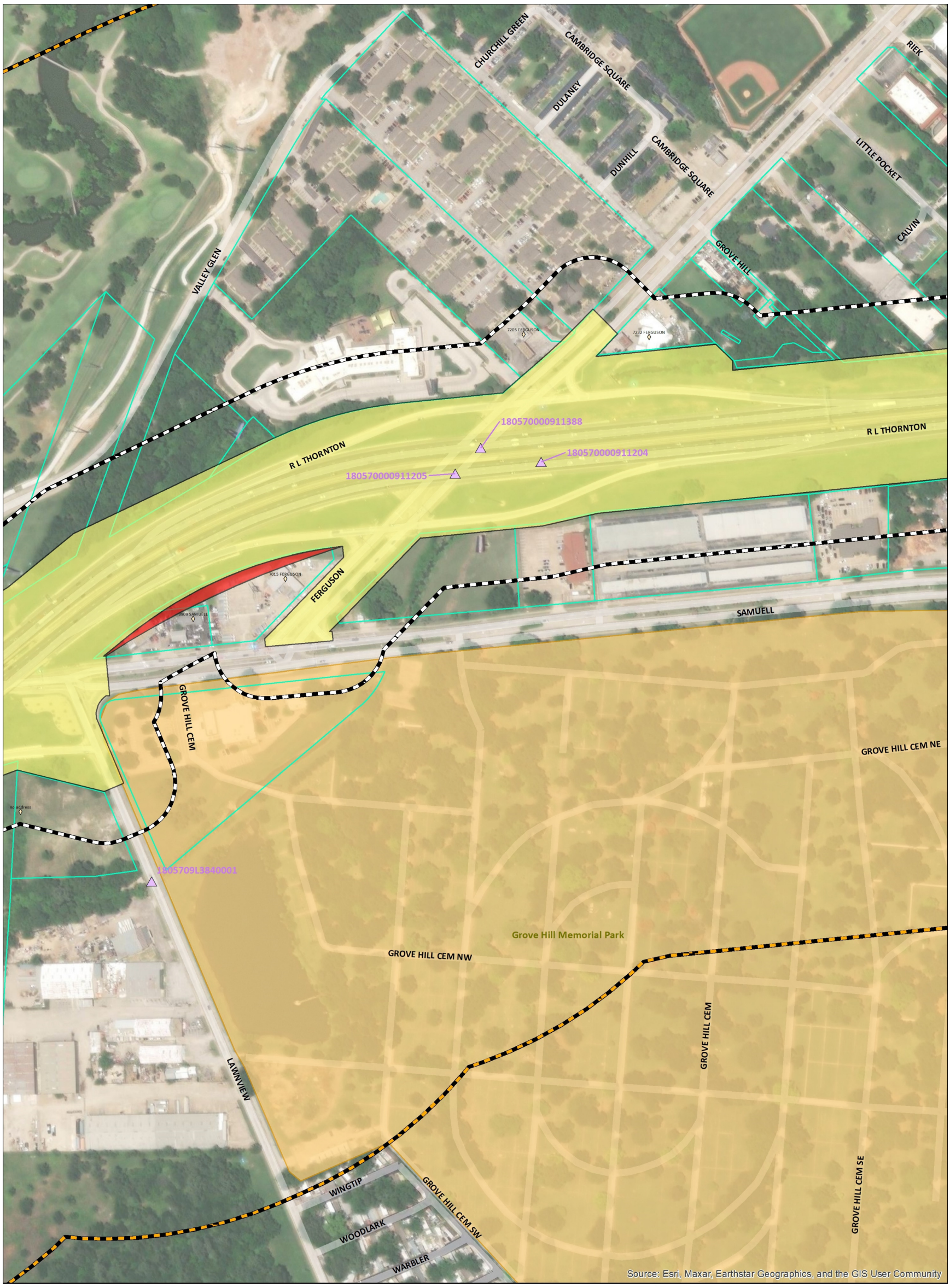


Figure 11. Detailed map showing known previously evaluated and/or designated historic resources within a portion of the Study Area. See the inset overview map in the lower right corner to understand this detail's relationship to the study area as a whole. Source: Base map from ESRI, overlay by HHM.

Figure 12. Detailed map showing known previously evaluated and/or designated historic resources within a portion of the Study Area. See the inset overview map in the lower right corner to understand this detail's relationship to the study area as a whole. Source: Base map from ESRI, overlay by HHM.

Figure 13. Detailed map showing known previously evaluated and/or designated historic resources within a portion of the Study Area. See the inset overview map in the lower right corner to understand this detail's relationship to the study area as a whole. Source: Base map from ESRI, overlay by HHM.

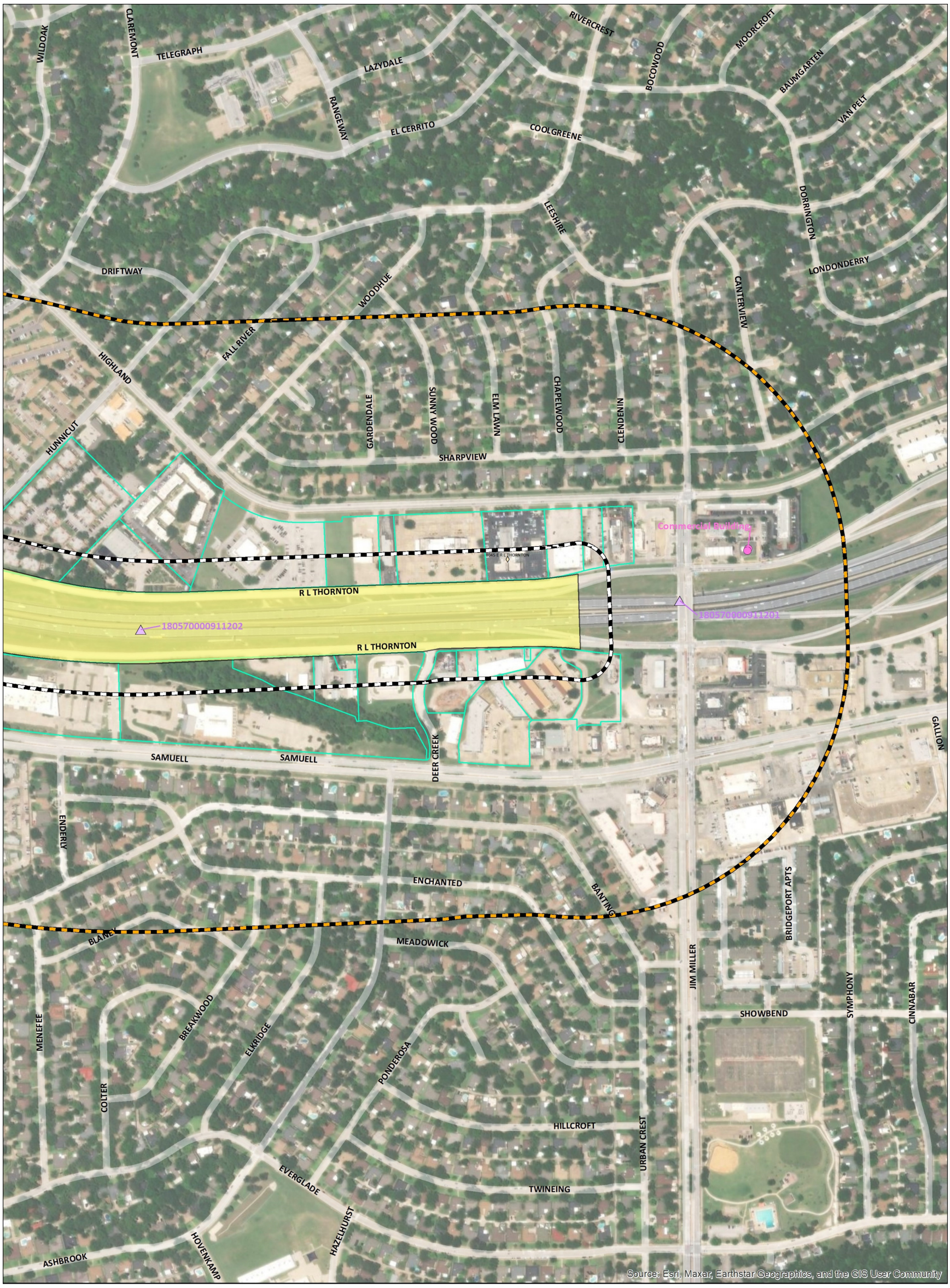


Figure 14. Detailed map showing known previously evaluated and/or designated historic resources within a portion of the Study Area. See the inset overview map in the lower right corner to understand this detail's relationship to the study area as a whole. Source: Base map from ESRI, overlay by HHM.

HRSR-1: PRIOR SURVEYS (Page 12 of 12)

Surveyed Historic Resources

Figure 15. Detailed map showing surveyed resources within a portion of the APE, color coded by NRHP eligibility recommendation. See the inset overview map in the lower left corner to understand the detail's relationship to the APE as a whole. Source: Base map from ESRI, overlay by HHM.

HRSR-2: SURVEYED RESOURCES (Page 1 of 12)

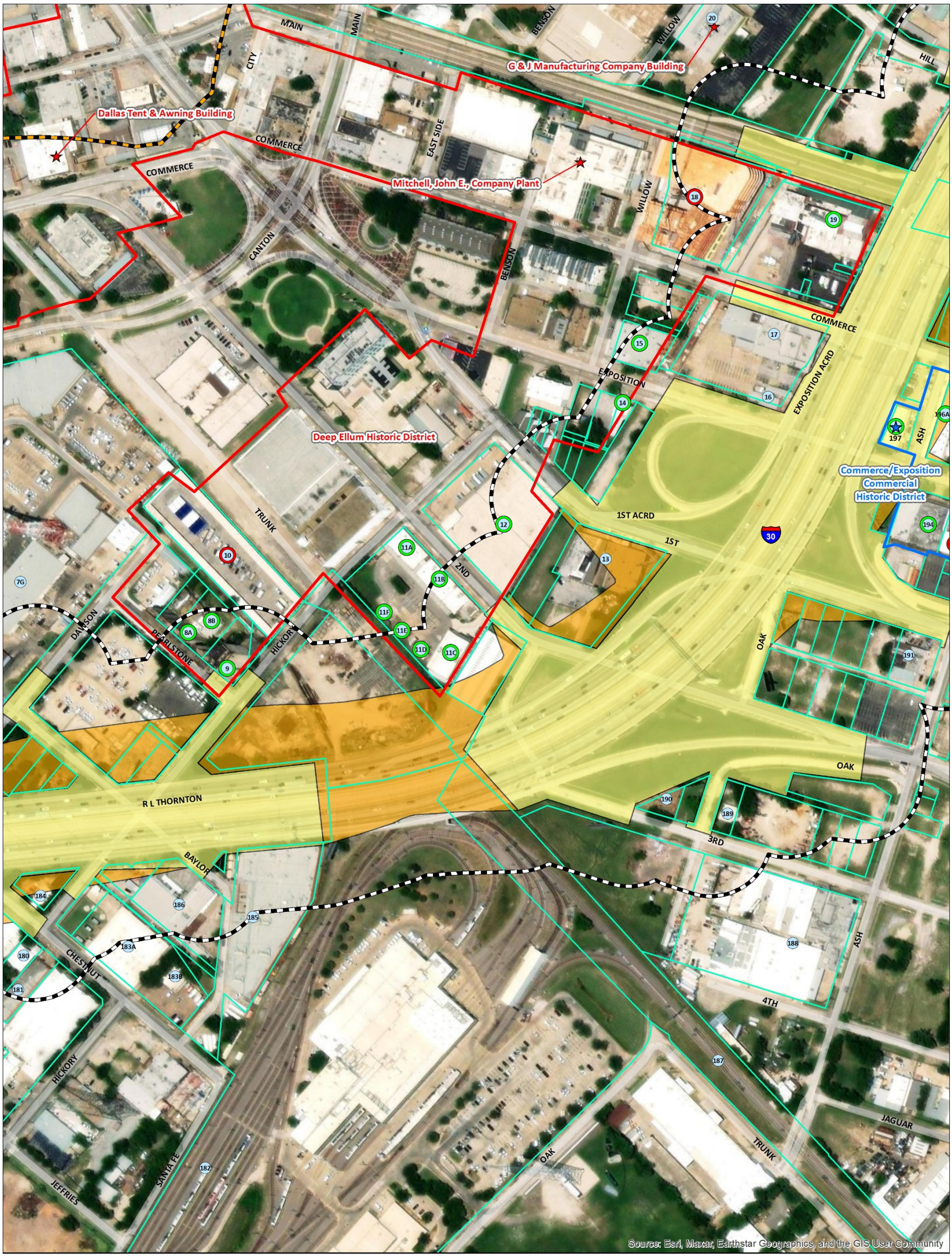


Figure 16. Detailed map showing surveyed resources within a portion of the APE, color coded by NRHP eligibility recommendation. See the inset overview map in the lower left corner to understand the detail's relationship to the APE as a whole. Source: Base map from ESRI, overlay by HHM.

HRSR-2: SURVEYED RESOURCES (Page 2 of 12)

Figure 17. Detailed map showing surveyed resources within a portion of the APE, color coded by NRHP eligibility recommendation. See the inset overview map in the lower left corner to understand the detail's relationship to the APE as a whole. Source: Base map from ESRI, overlay by HHM.

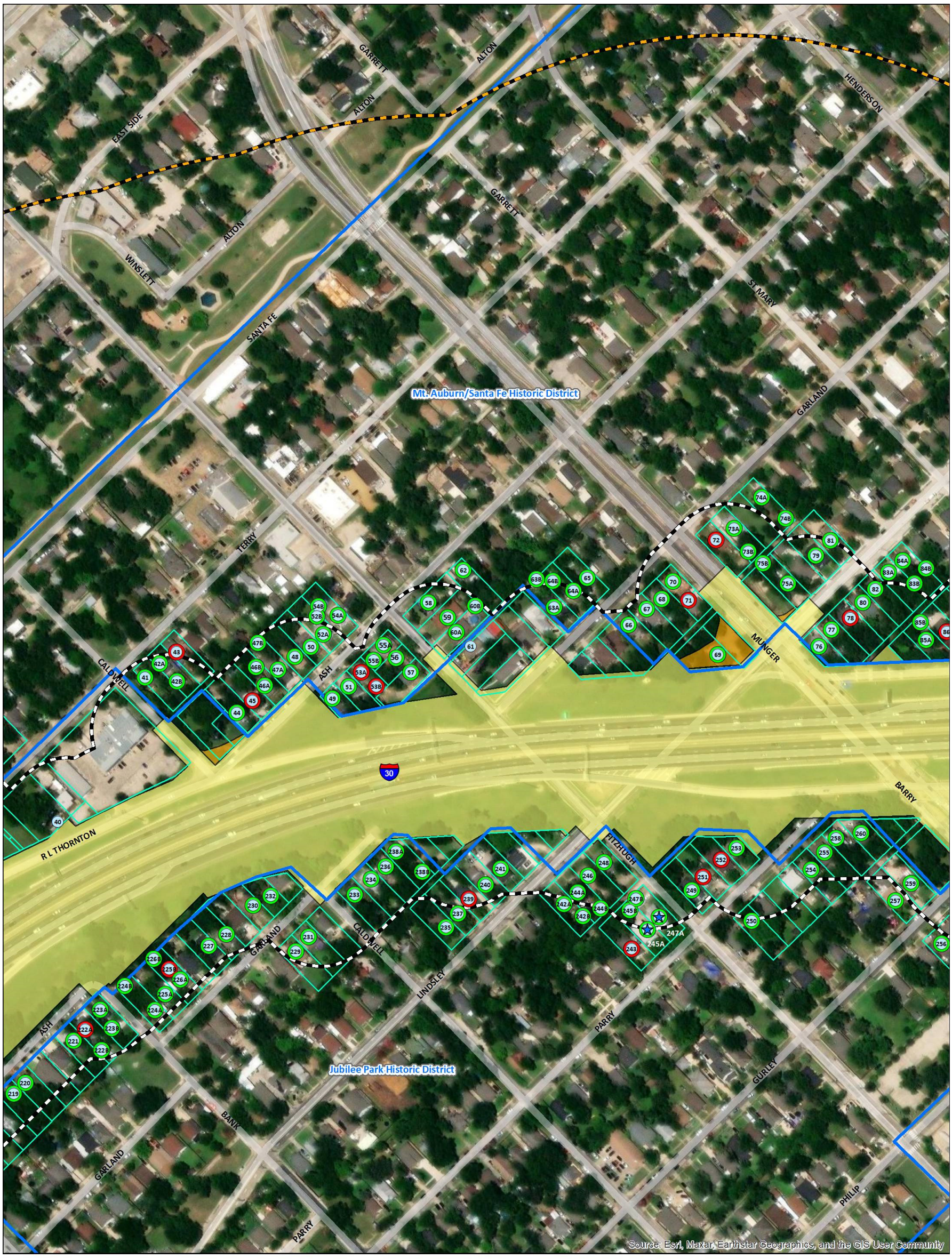


Figure 18. Detailed map showing surveyed resources within a portion of the APE, color coded by NRHP eligibility recommendation. See the inset overview map in the lower left corner to understand the detail's relationship to the APE as a whole. Source: Base map from ESRI, overlay by HHM.

Figure 19. Detailed map showing surveyed resources within a portion of the APE, color coded by NRHP eligibility recommendation. See the inset overview map in the lower left corner to understand the detail's relationship to the APE as a whole. Source: Base map from ESRI, overlay by HHM.

HRSR-2: SURVEYED RESOURCES (Page 5 of 12)

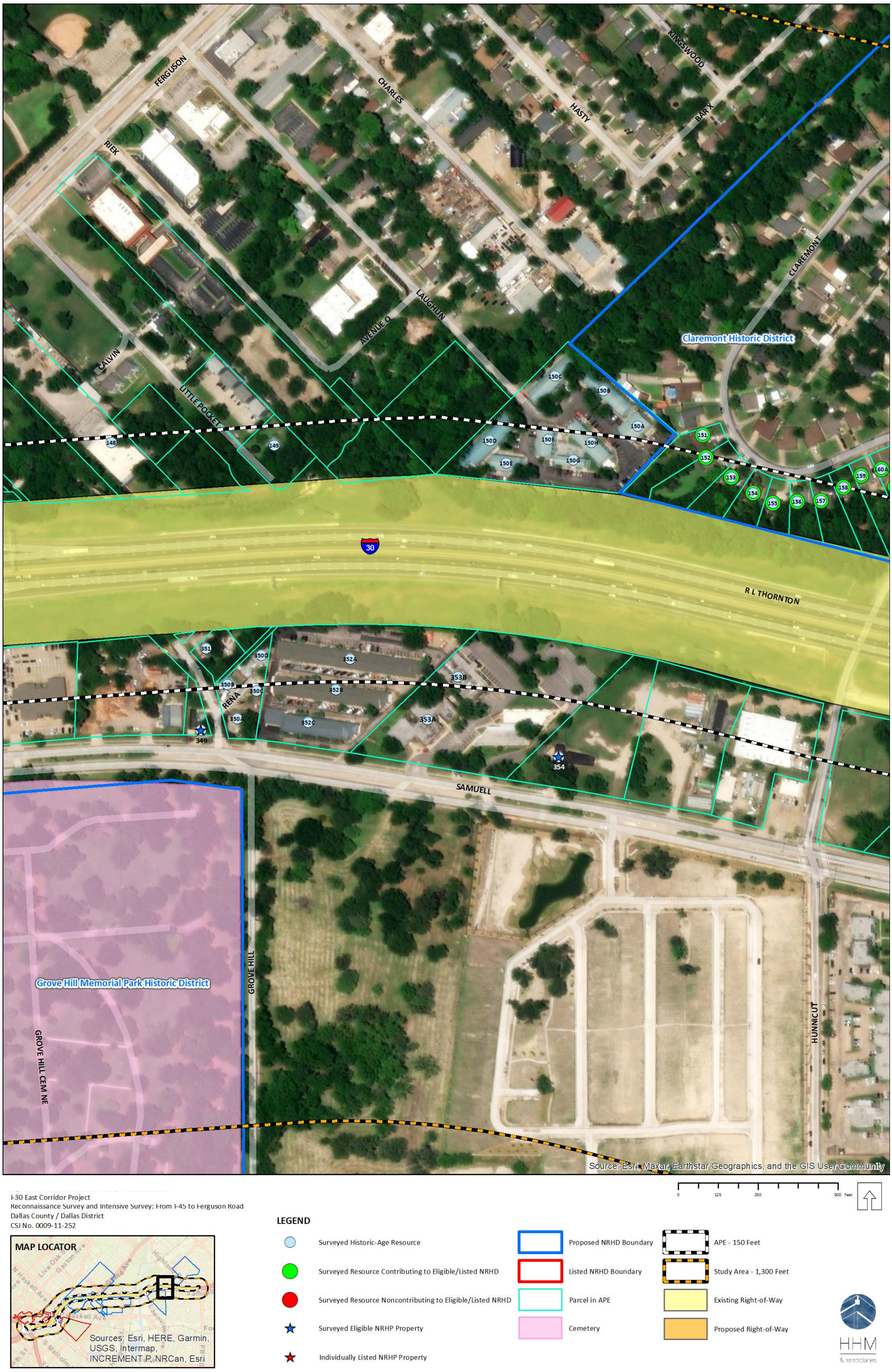


Figure 20. Detailed map showing surveyed resources within a portion of the APE, color coded by NRHP eligibility recommendation. See the inset overview map in the lower left corner to understand the detail's relationship to the APE as a whole. Source: Base map from ESRI, overlay by HHM.

Figure 21. Detailed map showing surveyed resources within a portion of the APE, color coded by NRHP eligibility recommendation. See the inset overview map in the lower left corner to understand the detail's relationship to the APE as a whole. Source: Base map from ESRI, overlay by HHM.

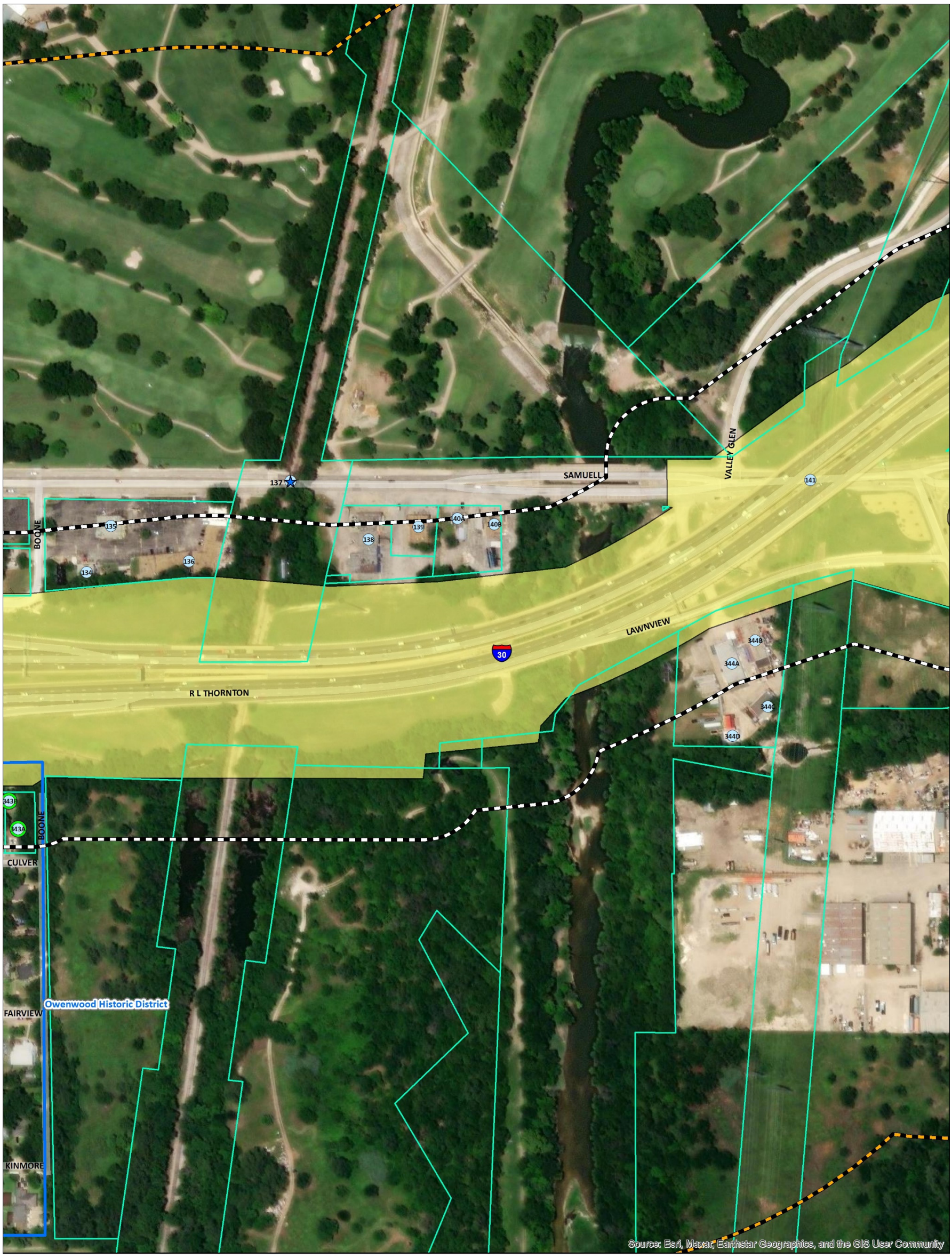


Figure 22. Detailed map showing surveyed resources within a portion of the APE, color coded by NRHP eligibility recommendation. See the inset overview map in the lower left corner to understand the detail's relationship to the APE as a whole. Source: Base map from ESRI, overlay by HHM.

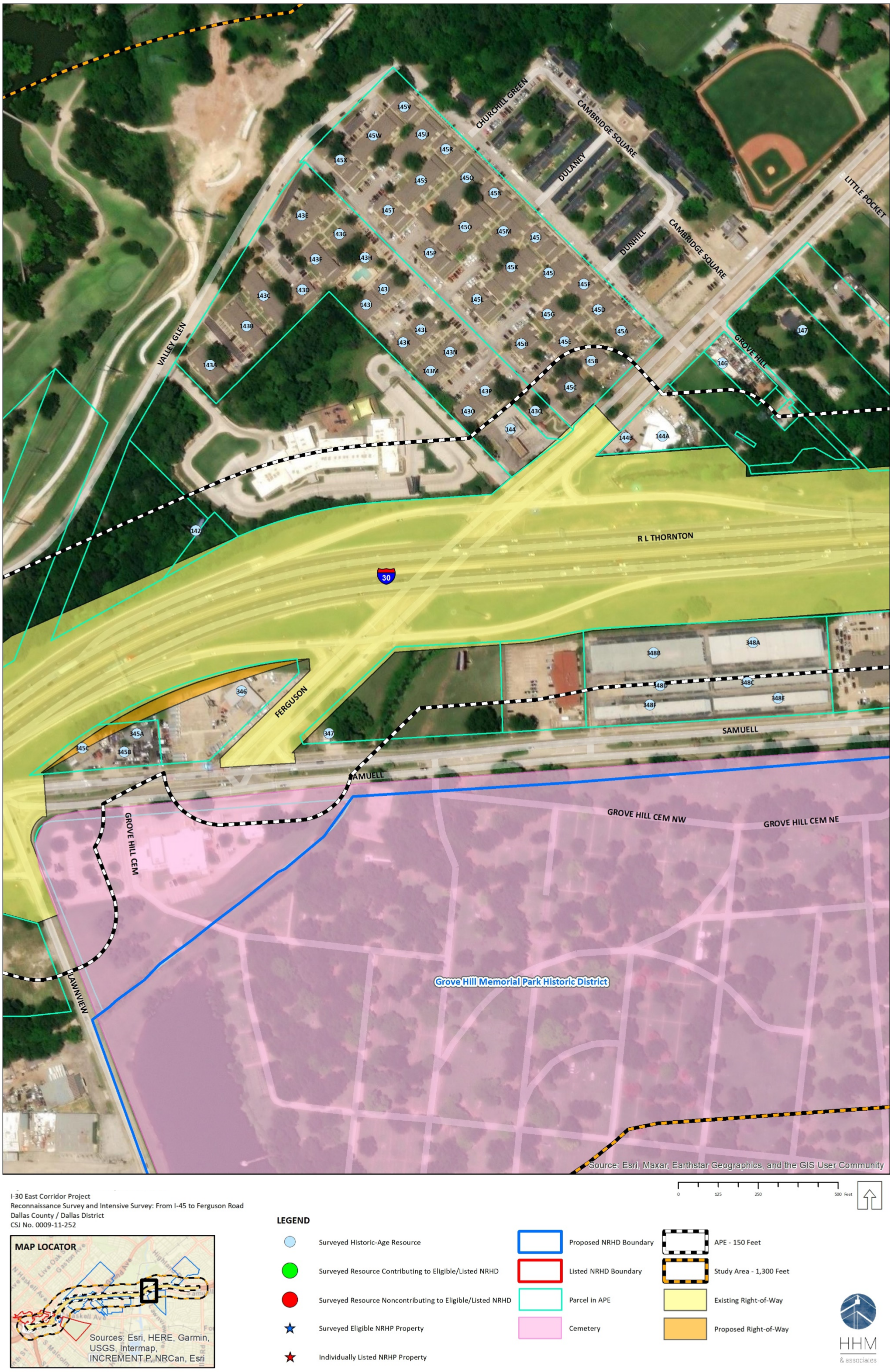


Figure 23. Detailed map showing surveyed resources within a portion of the APE, color coded by NRHP eligibility recommendation. See the inset overview map in the lower left corner to understand the detail's relationship to the APE as a whole. Source: Base map from ESRI, overlay by HHM.

HRSR-2: SURVEYED RESOURCES (Page 9 of 12)

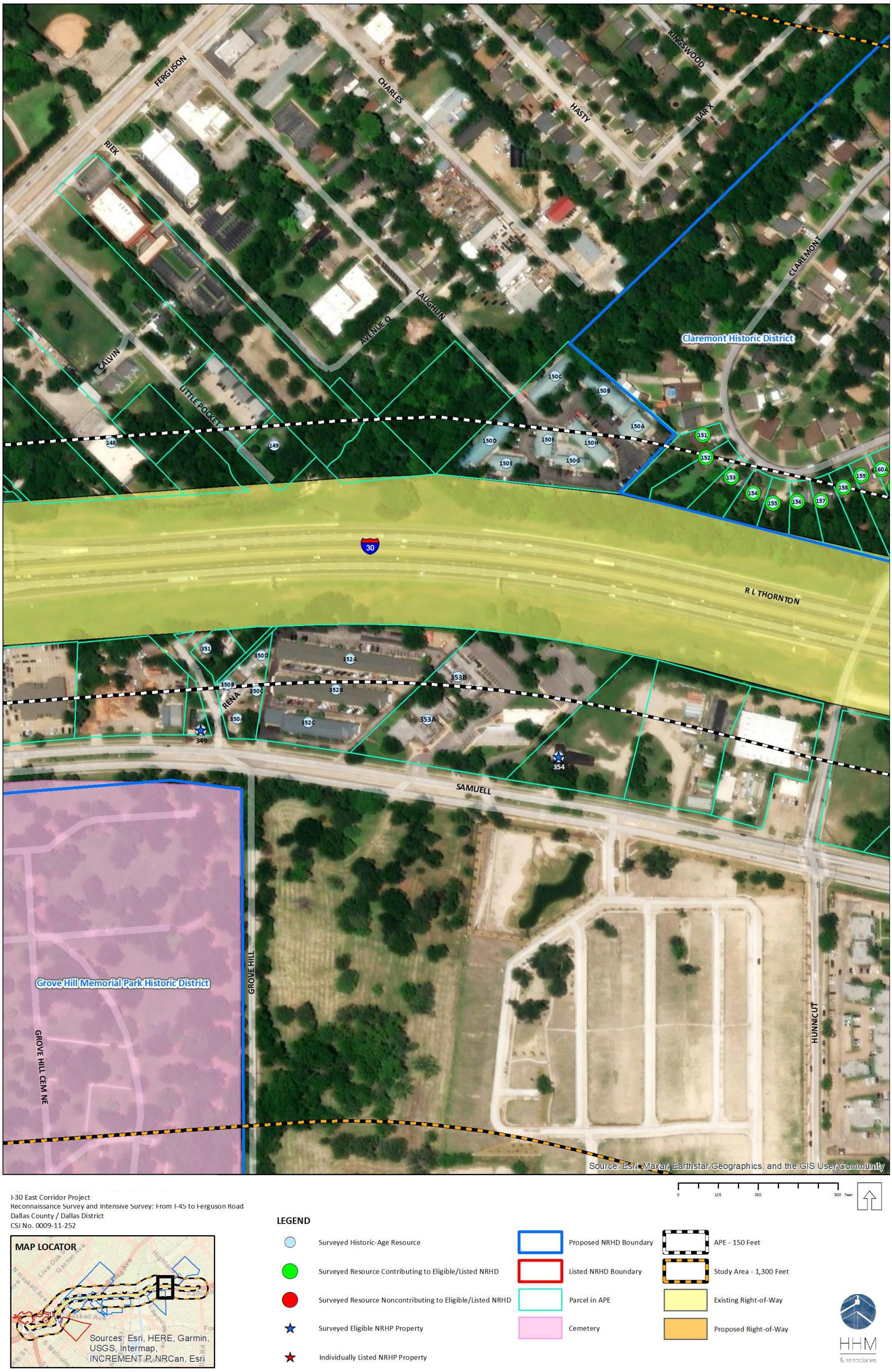


Figure 24. Detailed map showing surveyed resources within a portion of the APE, color coded by NRHP eligibility recommendation. See the inset overview map in the lower left corner to understand the detail's relationship to the APE as a whole. Source: Base map from ESRI, overlay by HHM.

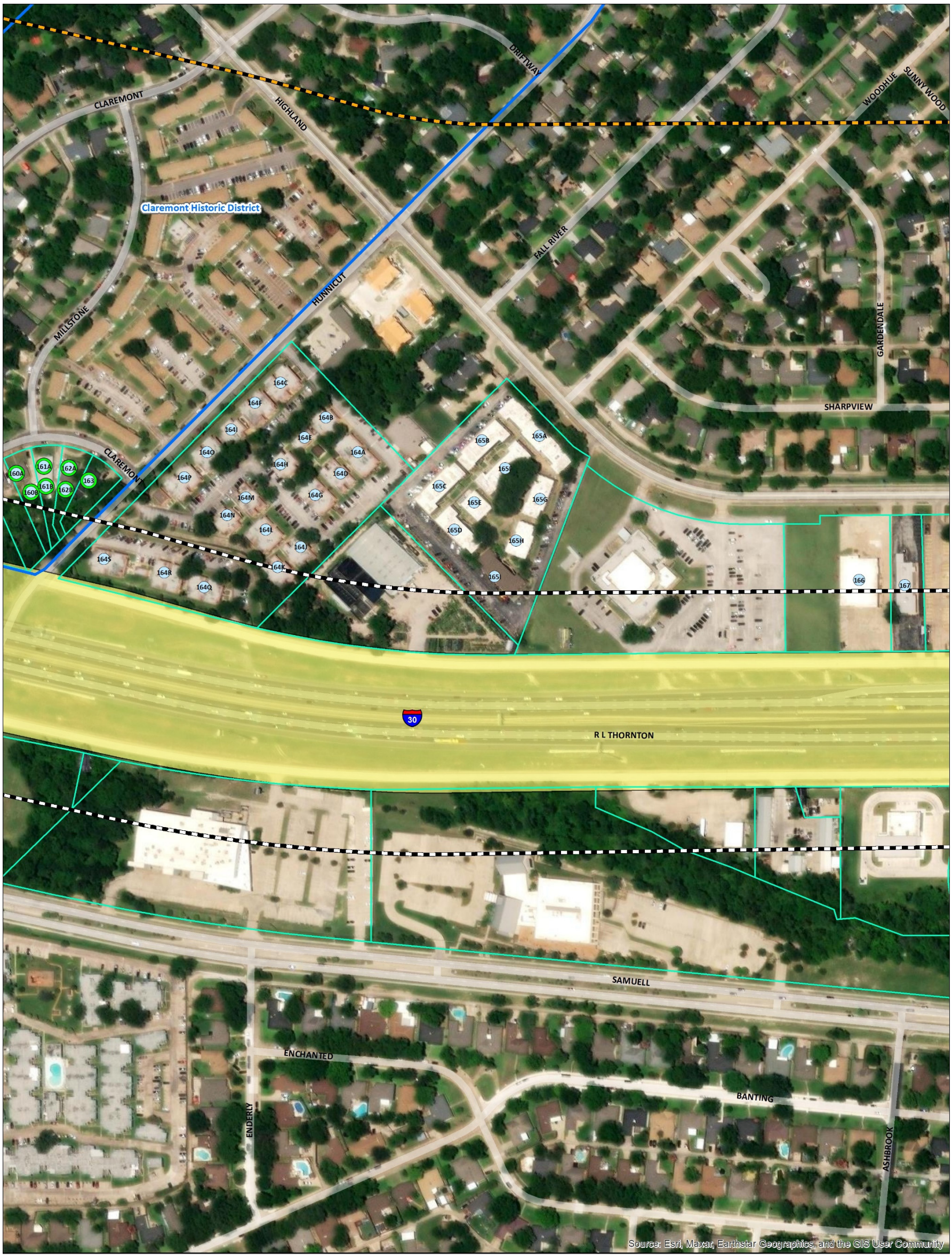


Figure 25. Detailed map showing surveyed resources within a portion of the APE, color coded by NRHP eligibility recommendation. See the inset overview map in the lower left corner to understand the detail's relationship to the APE as a whole. Source: Base map from ESRI, overlay by HHM.

HRSR-2: SURVEYED RESOURCES (Page 11 of 12)

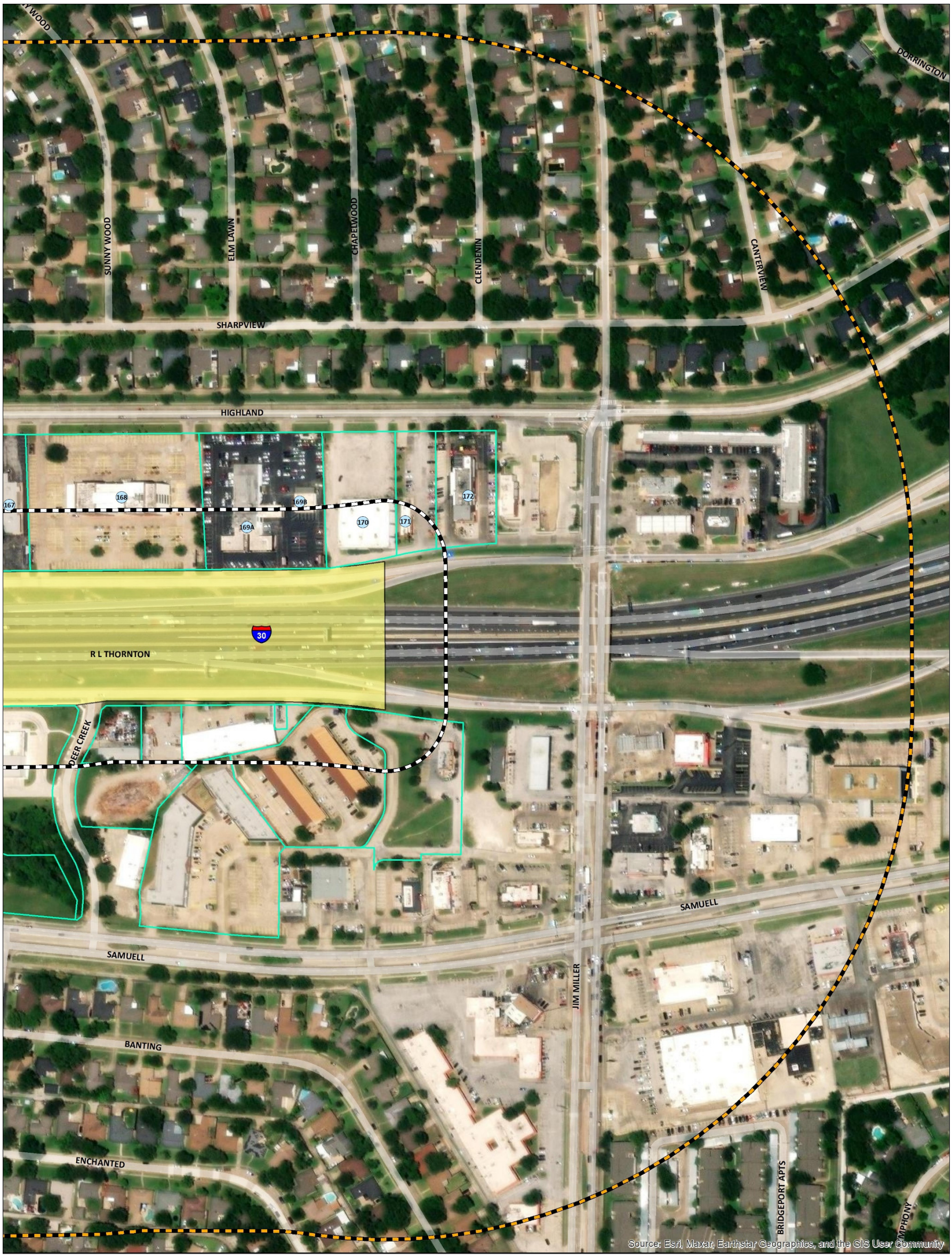
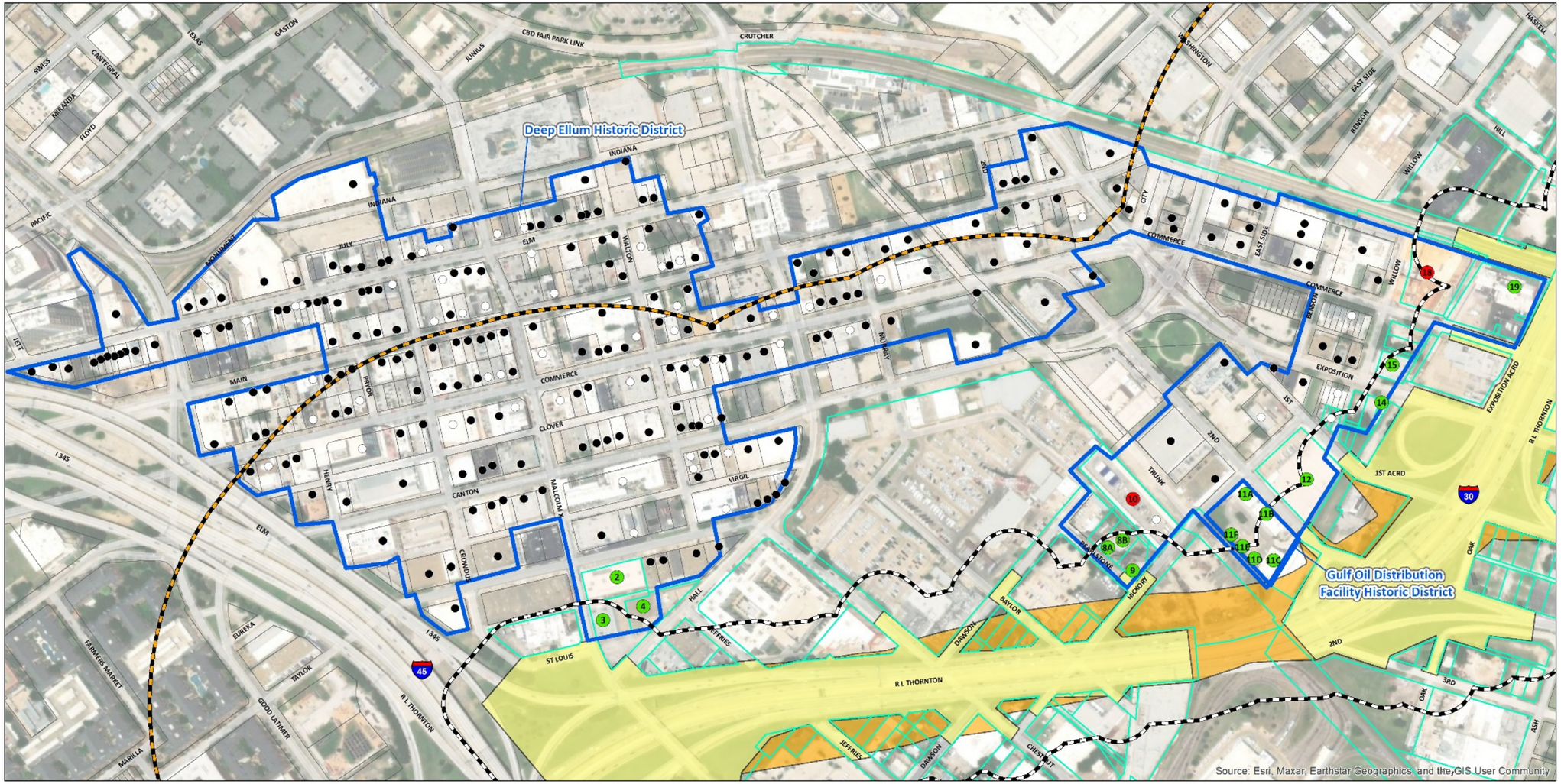


Figure 26. Detailed map showing surveyed resources within a portion of the APE, color coded by NRHP eligibility recommendation. See the inset overview map in the lower left corner to understand the detail's relationship to the APE as a whole. Source: Base map from ESRI, overlay by HHM.

HRSR-2: SURVEYED RESOURCES (Page 12 of 12)

Details of Recommended Historic Districts



I-30 East Corridor Project
Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
Dallas County / Dallas District
CSJ No. 0009-11-252

LEGEND

- Contributing Resource within Project APE
- Noncontributing Resource within Project APE
- Contributing Resource outside Project APE
- Noncontributing Resource outside Project APE
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way
- Listed NRHD Boundary
- Parcel within Project APE
- Parcel outside of Project APE

0 0.75 1.5 3 Miles

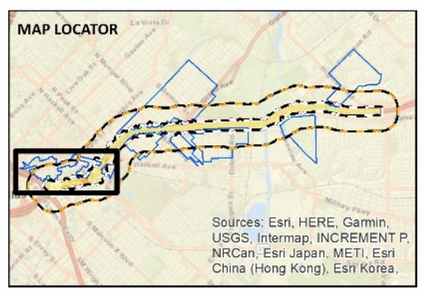
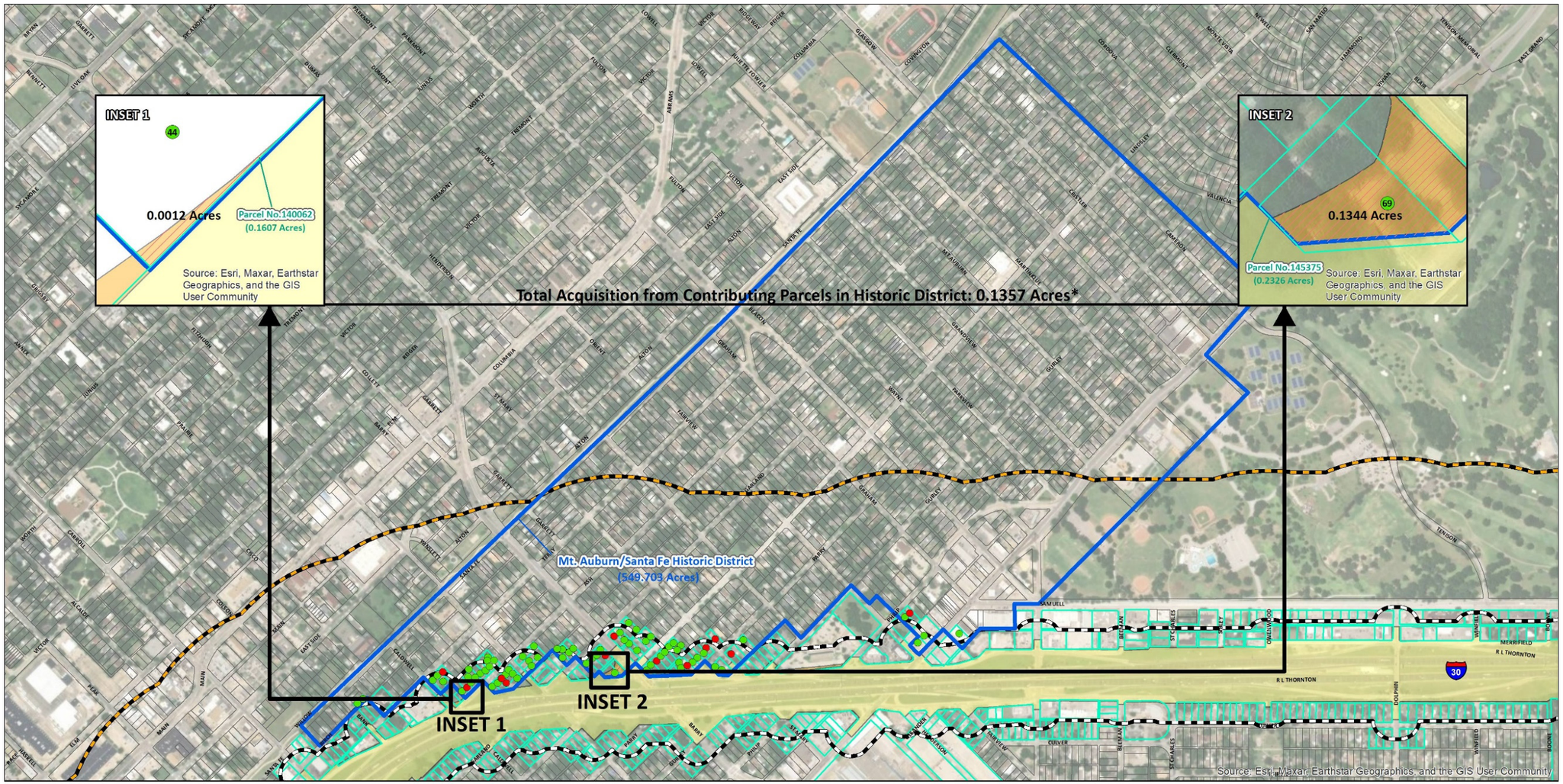


Figure 27. Detailed map showing the boundaries of the pending Deep Ellum Historic District and the APE, with contributing/noncontributing resources color-coded. Source: Base map from ESRI, overlay by HHM.



Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
Dallas County / Dallas District
CSJ No. 0009-11-252

HHM & ASSOCIATES

LEGEND

- Contributing Resource within Project APE
- Noncontributing Resource within Project APE
- Proposed NRHD Boundary
- Parcel within Project APE
- Parcel outside of Project APE
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way
- Mt. Auburn/Santa Fe HD Acquisition

*Total Acquisition from Historic District, Including Noncontributing/Vacant Parcels: 0.2313 Acres

0 0.75 1.5 3 Miles

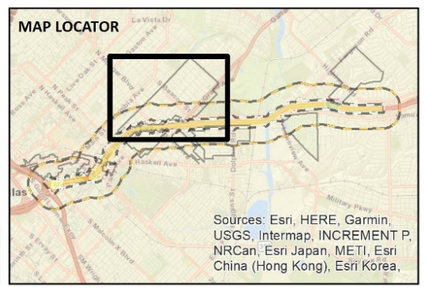


Figure 28. Detailed map showing the boundaries of the recommended Mt. Auburn/Santa Fe Historic District and the APE, with contributing/noncontributing resources color-coded. Source: Base map from ESRI, overlay by HHM.

Figure 29. Detailed map showing the boundaries of the recommended Claremont Historic District and the APE, with contributing/noncontributing resources color-coded. Source: Base map from ESRI, overlay by HHM.

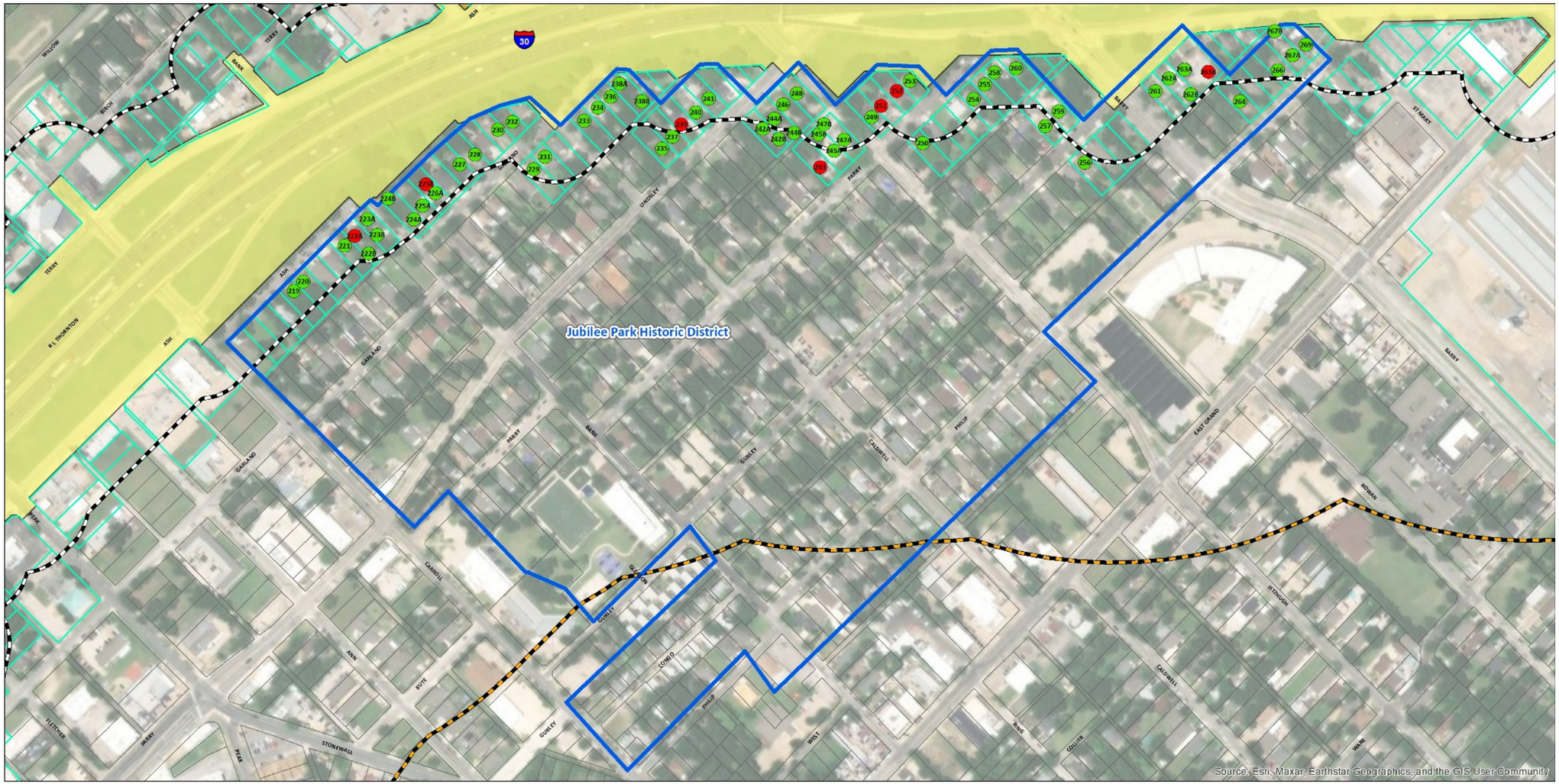
Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
Dallas County / Dallas District
CSJ No. 0009-11-252

LEGEND

- Contributing Resource within Project APE
- Noncontributing Resource within Project APE
- Proposed NRHD Boundary
- Parcel within Project APE
- Parcel outside of Project APE
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way
- Commerce/Exposition HD Acquisition

0 0.75 1.5 3 Miles

Figure 30. Detailed map showing the boundaries of the recommended Commerce/Exposition Commercial Historic District and the APE, with contributing/noncontributing resources color-coded. Source: Base map from ESRI, overlay by HHM.



I-30 East Corridor Project
Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
Dallas County / Dallas District
CSJ No. 0009-11-252

HHM
& Assoc Inc

LEGEND

- Contributing Resource within Project APE
- Noncontributing Resource within Project APE
- Proposed NRHD Boundary
- Parcel within Project APE
- Parcel outside of Project APE
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way

0 0.75 1.5 3 Miles

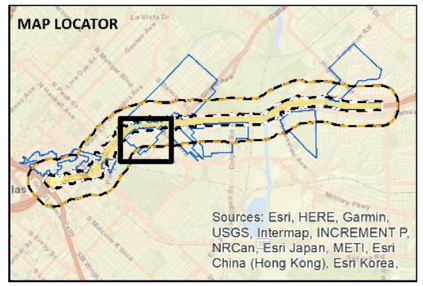


Figure 31. Detailed map showing the boundaries of the recommended Jubilee Park Historic District and the APE, with contributing/ noncontributing resources color-coded. Source: Base map from ESRI, overlay by HHM.

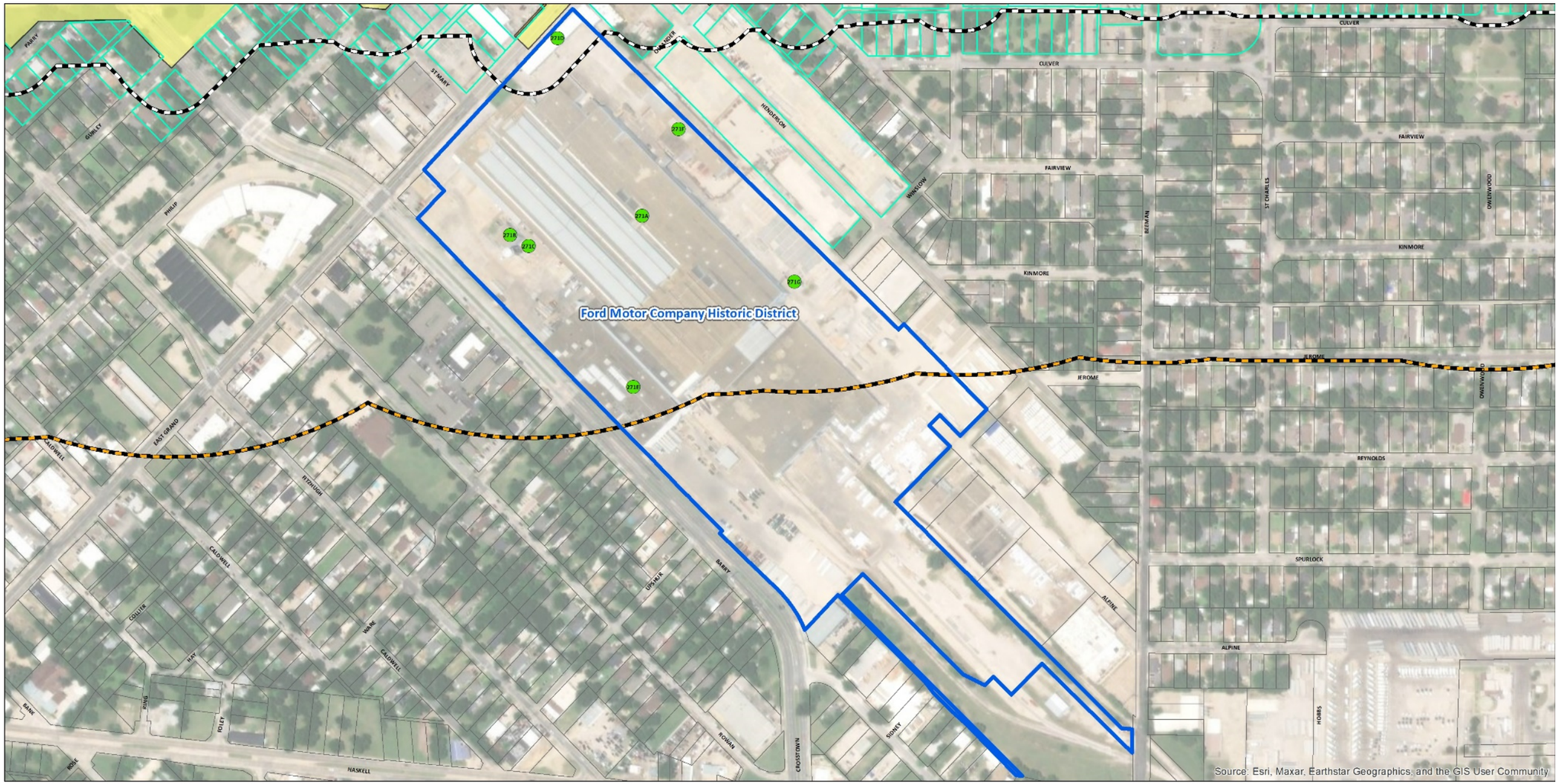


Figure 32. Detailed map showing the boundaries of the recommended Ford Motor Company Historic District and the APE, with contributing/ noncontributing resources color-coded. Source: Base map from ESRI, overlay by HHM.

I-30 East Corridor Project
Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
Dallas County / Dallas District
CSJ No. 0009-11-252

HHM
& Assoc Inc

LEGEND

- Contributing Resource within Project APE
- Noncontributing Resource within Project APE
- Proposed NRHD Boundary
- Parcel within Project APE
- Parcel outside of Project APE
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way

0 0.75 1.5 3 Miles

MAP LOCATOR

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea,

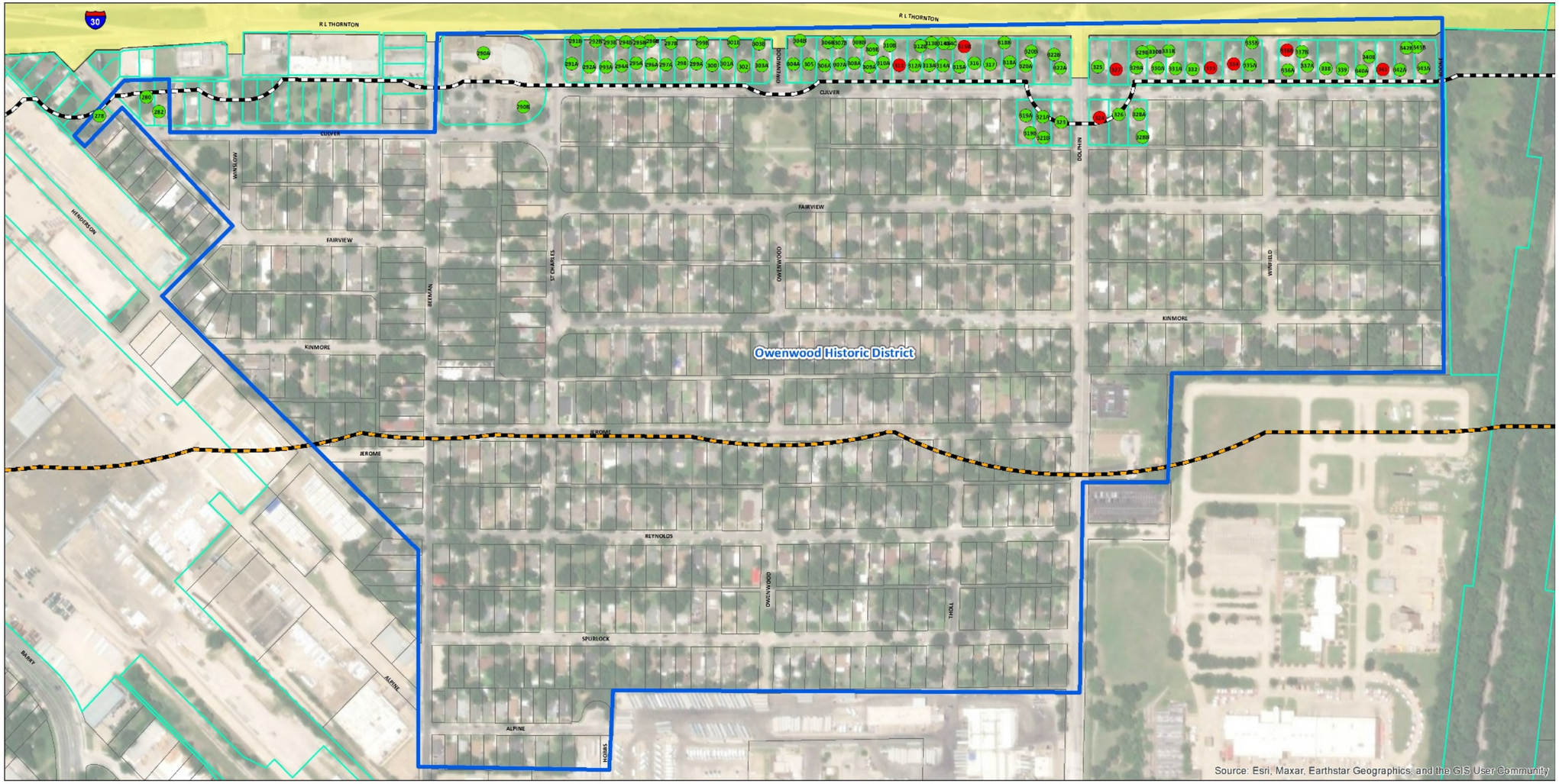


Figure 33. Detailed map showing the boundaries of the recommended Owenwood Historic District and the APE, with contributing/ noncontributing resources color-coded. Source: Base map from ESRI, overlay by HHM.

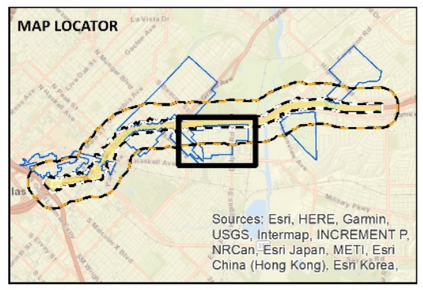
I-30 East Corridor Project
Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
Dallas County / Dallas District
CSJ No. 0009-11-252

HHM
& Assoc Inc

LEGEND

- Contributing Resource within Project APE
- Noncontributing Resource within Project APE
- Proposed NRHD Boundary
- Parcel within Project APE
- Parcel outside of Project APE
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way

0 0.75 1.5 3 Miles



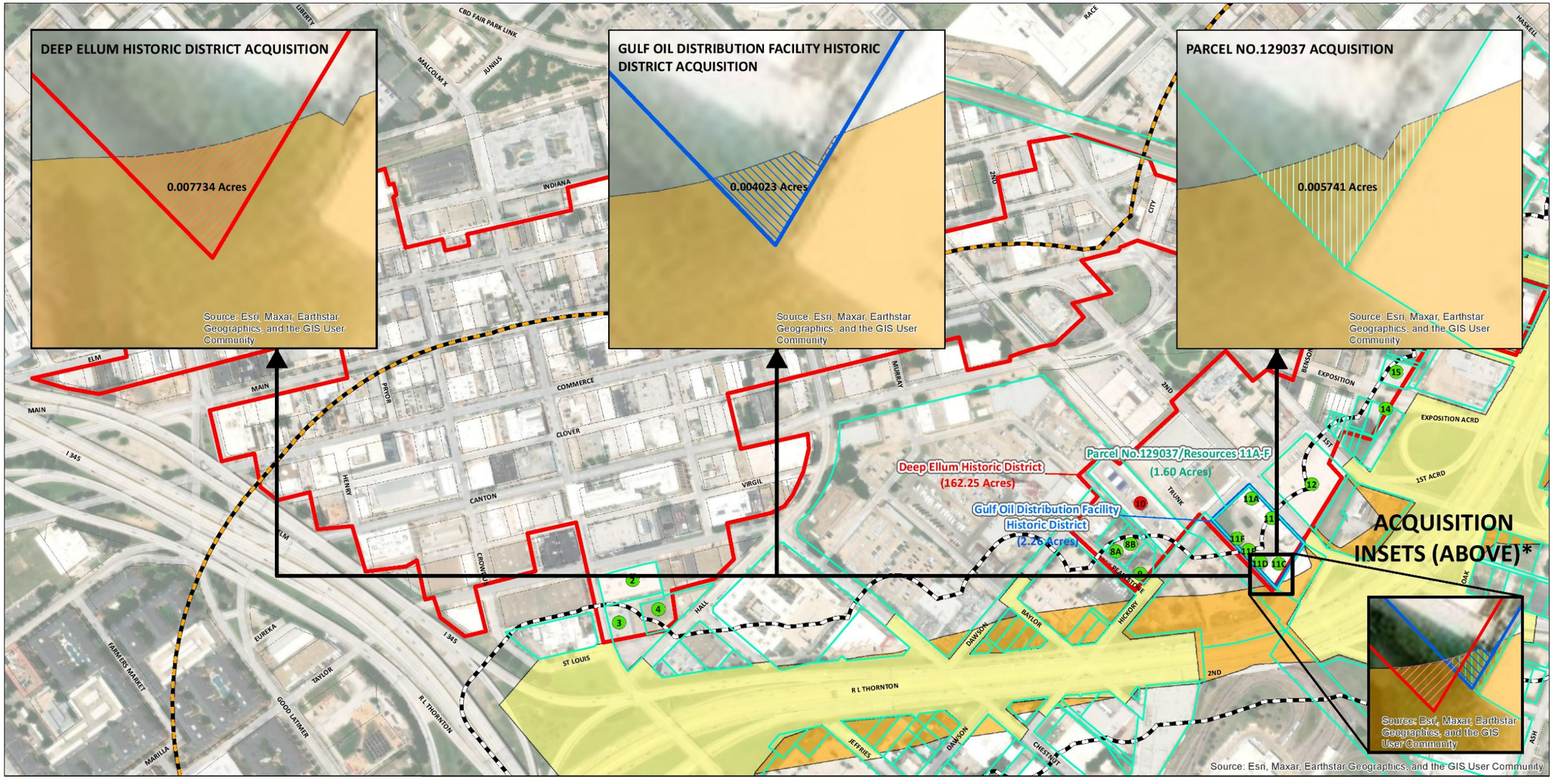


Figure 34. Map showing the proposed project's effects on the pending Deep Ellum Historic District, with an inset detail showing effects on the separately NRHP-listed Gulf Oil complex at 501 S. 2nd Street. Source: Base map from ESRI, overlay by HHM.

I-30 East Corridor Project
Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
Dallas County / Dallas District
CSJ No. 0009-11-252

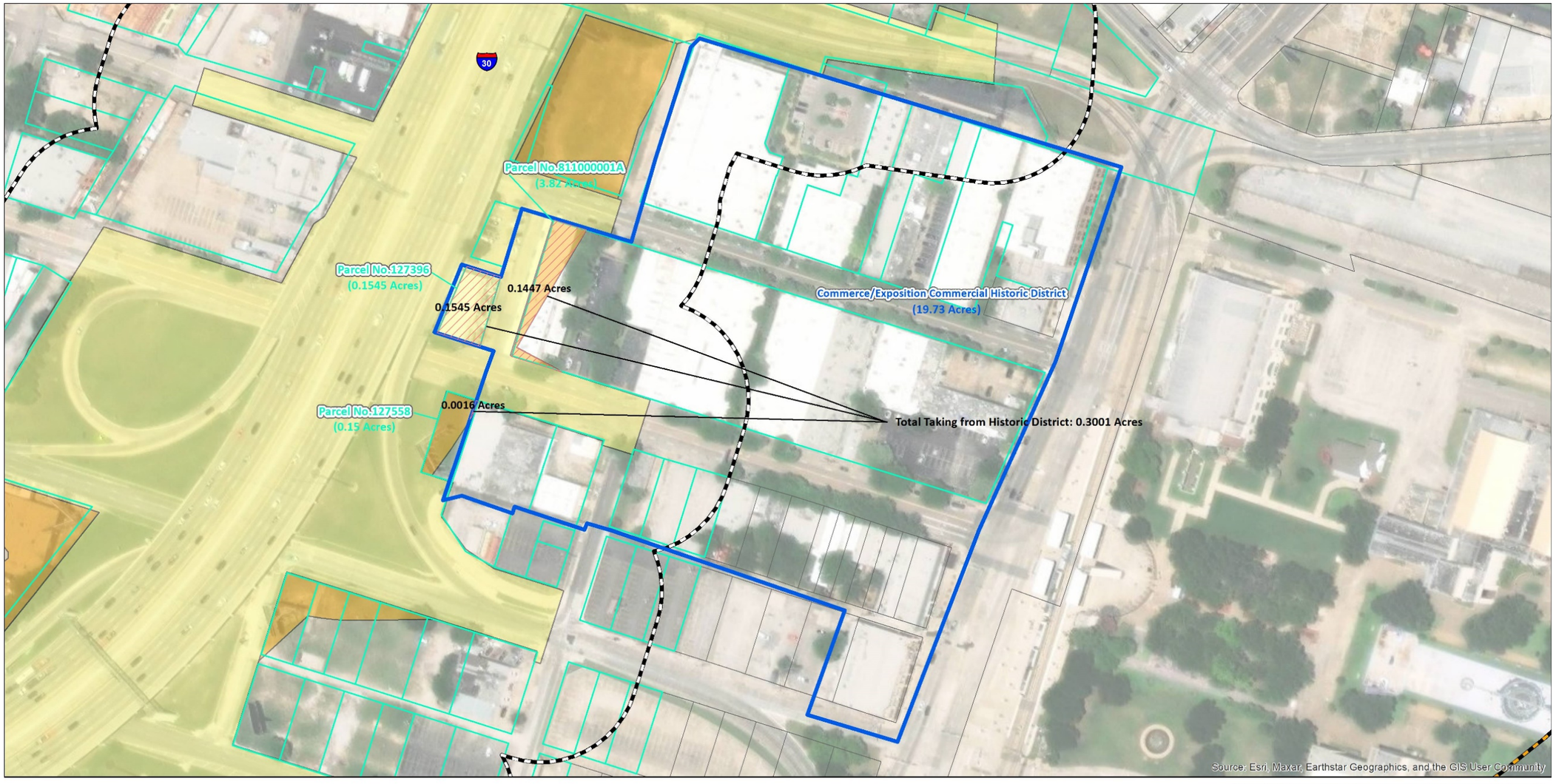
HHM & associates

*There will be acquisition from Deep Ellum Historic District, Gulf Oil Distribution Facilities Historic District, and Parcel No. 129037. These three entities have overlapping boundaries around Resources 11A-F that do not align exactly. The insets at the top of the map depict each acquisition.

LEGEND

- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way
- Gulf Oil Distribution Facility NRHD Boundary
- Deep Ellum NRHD Boundary
- Parcel in APE
- Gulf Oil Distribution Facility NRHD Acquisition
- Deep Ellum NRHD Acquisition
- Parcel No.129037 Acquisition
- Contributing Resource within Project APE
- Noncontributing Resource within Project APE

0 0.75 1.5 3 Miles



Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
Dallas County / Dallas District
CSJ No. 0009-11-252

HHM & ASSOCIATES

LEGEND

- Contributing Resource within Project APE
- Noncontributing Resource within Project APE
- Proposed NRHD Boundary
- Parcel within Project APE
- Parcel outside of Project APE
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way
- Commerce/Exposition HD Taking

0 0.75 1.5 3 Miles

MAP LOCATOR

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea,

Figure 35. Map showing the proposed project's effects on the recommended Commerce/Exposition Historic District, showing effects for 710 Exposition Avenue and parcel encompassing 820 Exposition Avenue. Source: Base map from ESRI, overlay by HHM.

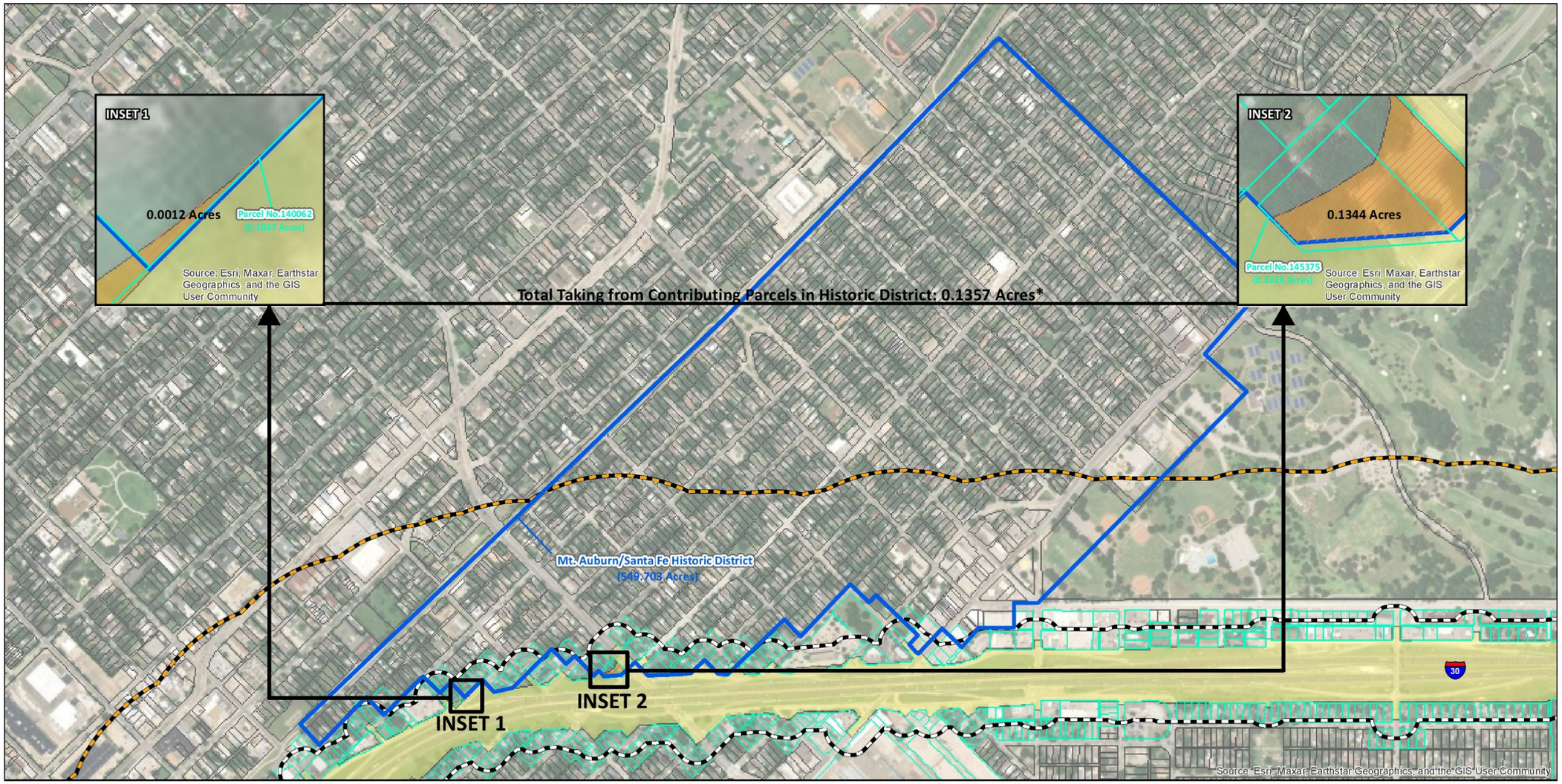


Figure 36. Map showing the proposed project's effects on the recommended Mt. Auburn/Santa Fe Historic District, with inset details showing effects for 4937 Lindsley Avenue and 4809 Ash Lane. Source: Base map from ESRI, overlay by HHM.

Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
Dallas County / Dallas District
CSJ No. 0009-11-252

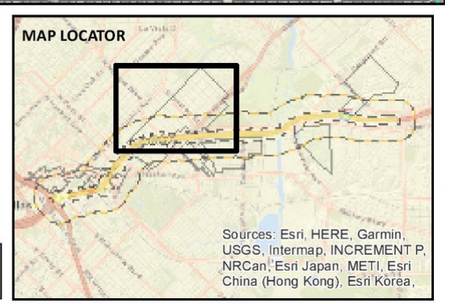
HHM & associates

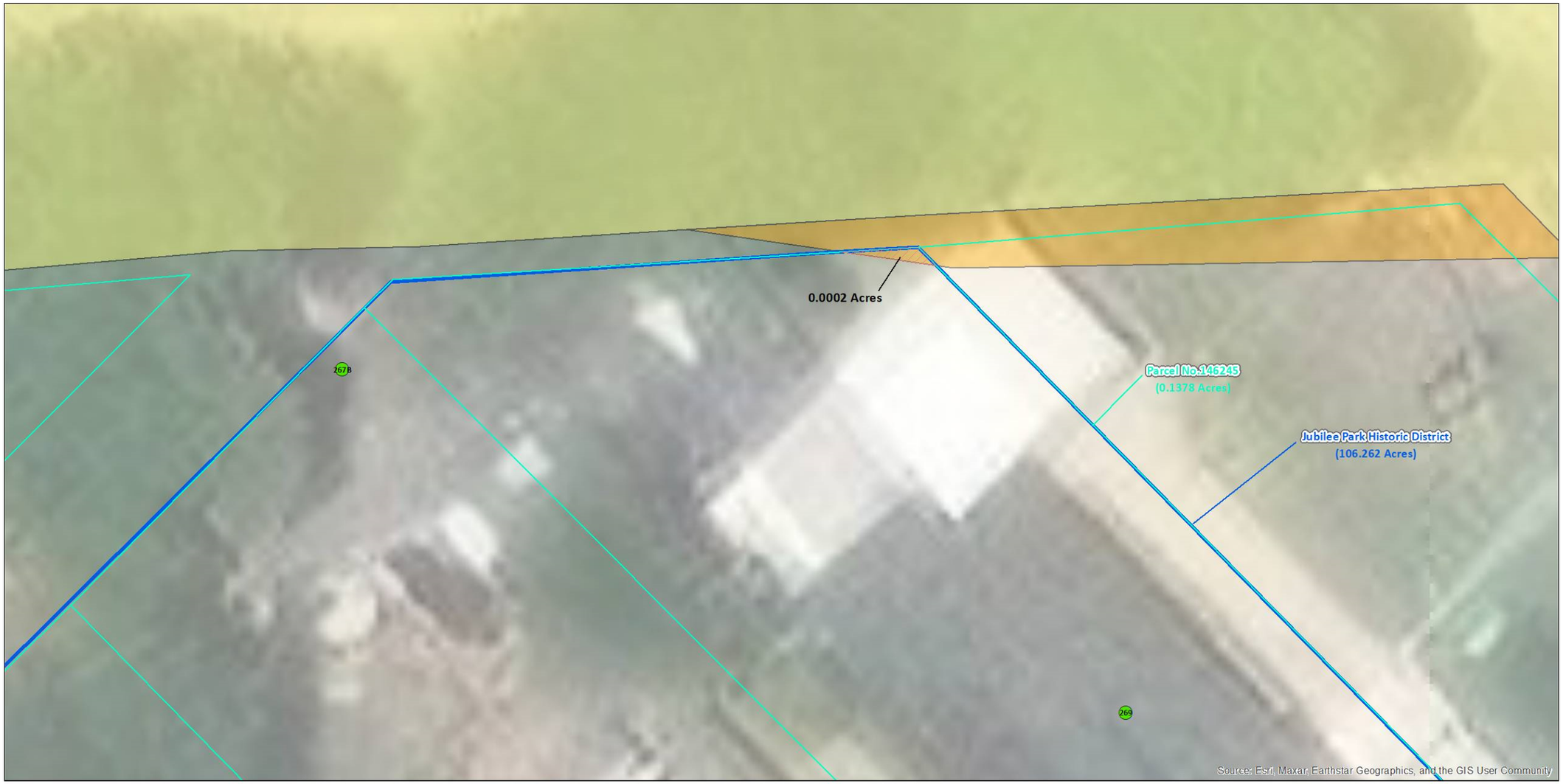
LEGEND

- Contributing Resource within Project APE
- Noncontributing Resource within Project APE
- Proposed NRHD Boundary
- Parcel within Project APE
- Parcel outside of Project APE
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way
- Mt. Auburn/Santa Fe HD Taking

*Total Taking from Historic District, Including Noncontributing/Vacant Parcels: 0.2313 Acres

0 0.75 1.5 3 Miles





Reconnaissance Survey and Intensive Survey: From I-45 to Ferguson Road
Dallas County / Dallas District
CSJ No. 0009-11-252

HHM & associates

LEGEND

- Contributing Resource within Project APE
- Noncontributing Resource within Project APE
- Proposed NRHD Boundary
- Parcel within Project APE
- Parcel outside of Project APE
- APE - 150 Feet
- Study Area - 1,300 Feet
- Existing Right-of-Way
- Proposed Right-of-Way
- Jubilee Park HD Taking

0 0.1 0.2 0.4 Miles

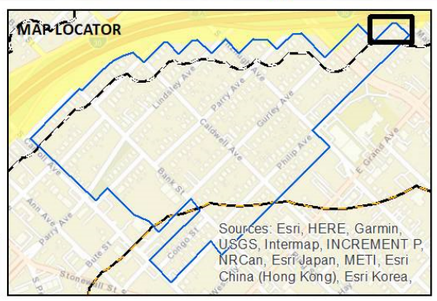


Figure 37. Map showing the proposed project's effects on the recommended Jubilee Park Historic District, showing effects for 5115 Philip Avenue. Source: Base map from ESRI, overlay by HHM.

Proposed ROW Areas Shown on this Page: 1 - 24

Map ID	Acreage		Map ID	Acreage
1	0.871		17	0.150
2	0.071		18	0.109
3	1.067		19	0.896
4	0.124		20	0.754
5	0.202		21	0.093
6	0.135		22	0.204
7	0.003		23	0.020
8	0.146		24	0.004
9	0.611		25	0.061
10	0.146		26	0.001
11	0.800		27	0.252
12	2.283		28	0.005
13	0.869		29	0.012
14	0.237		30	0.233
15	0.107		31	0.024
16	0.143		32	0.013
			33	0.399
TOTAL PROPOSED ROW (acres				11.04

300 150 0 300 Feet

N W E S

Source of Base Map: Esri Open Street Map
Date Map Updated: 6/7/2022

Legend

- Proposed ROW Area
- Project Construction Footprint

Proposed Right-of-Way Map
Page 1 of 3

I-30 East Corridor Project

From I-45 to Ferguson Road
CSJ: 0009-11-252, etc.
Dallas County, TX

Map ID	Acreage		Map ID	Acreage
1	0.871		17	0.150
2	0.071		18	0.109
3	1.067		19	0.896
4	0.124		20	0.754
5	0.202		21	0.093
6	0.135		22	0.204
7	0.003		23	0.020
8	0.146		24	0.004
9	0.611		25	0.061
10	0.146		26	0.001
11	0.800		27	0.252
12	2.283		28	0.005
13	0.869		29	0.012
14	0.237		30	0.233
15	0.107		31	0.024
16	0.143		32	0.013
			33	0.399
TOTAL PROPOSED ROW (acres				11.04

Proposed ROW Areas Shown on this Page: 25 - 32

300 150 0 300 Feet

N W E S

Source of Base Map: Esri Open Street Map
Date Map Updated: 6/7/2022

Legend

- Proposed ROW Area
- Project Construction Footprint

Proposed Right-of-Way Map
Page 2 of 3

I-30 East Corridor Project

From I-45 to Ferguson Road
CSJ: 0009-11-252, etc.
Dallas County, TX

Proposed ROW Area Shown on this Page: 33

Map ID	Acreage		Map ID	Acreage
1	0.871		17	0.150
2	0.071		18	0.109
3	1.067		19	0.896
4	0.124		20	0.754
5	0.202		21	0.093
6	0.135		22	0.204
7	0.003		23	0.020
8	0.146		24	0.004
9	0.611		25	0.061
10	0.146		26	0.001
11	0.800		27	0.252
12	2.283		28	0.005
13	0.869		29	0.012
14	0.237		30	0.233
15	0.107		31	0.024
16	0.143		32	0.013
			33	0.399
TOTAL PROPOSED ROW (acres				11.04

300 150 0 300 Feet

N W E S

Source of Base Map: Esri Open Street Map
Date Map Updated: 6/7/2022

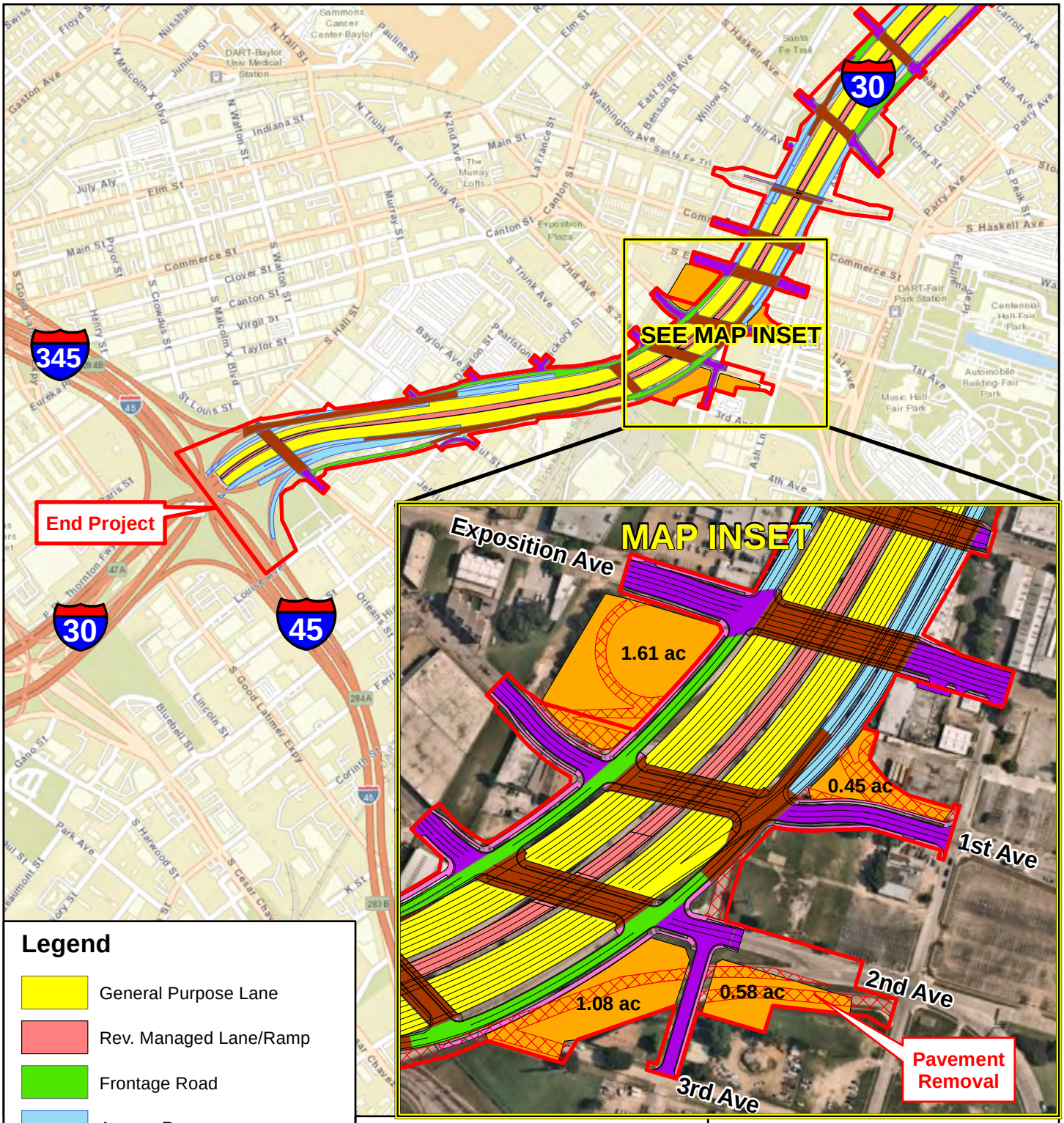
Legend

- Proposed ROW Area
- Project Construction Footprint

Proposed Right-of-Way Map
Page 3 of 3

I-30 East Corridor Project

From I-45 to Ferguson Road
CSJ: 0009-11-252, etc.
Dallas County, TX



Legend

- General Purpose Lane
- Rev. Managed Lane/Ramp
- Frontage Road
- Access Ramp
- Bridge
- Shared Use Path/Sidewalk
- Cross Street
- Potential Surplus ROW
- Project Construction Footprint (i.e., existing and proposed ROW)

0 1,000 2,000

Feet

N W E S

Texas Department of Transportation

Inset Basemap Source: Nearmap/2021
Basemap Source: Esri World Street Map

TxDOT Potential Surplus Right-of-Way (ROW) Map

I-30 East Corridor Project
From I-45 to Ferguson Road
CSJ: 0009-11-252, etc.

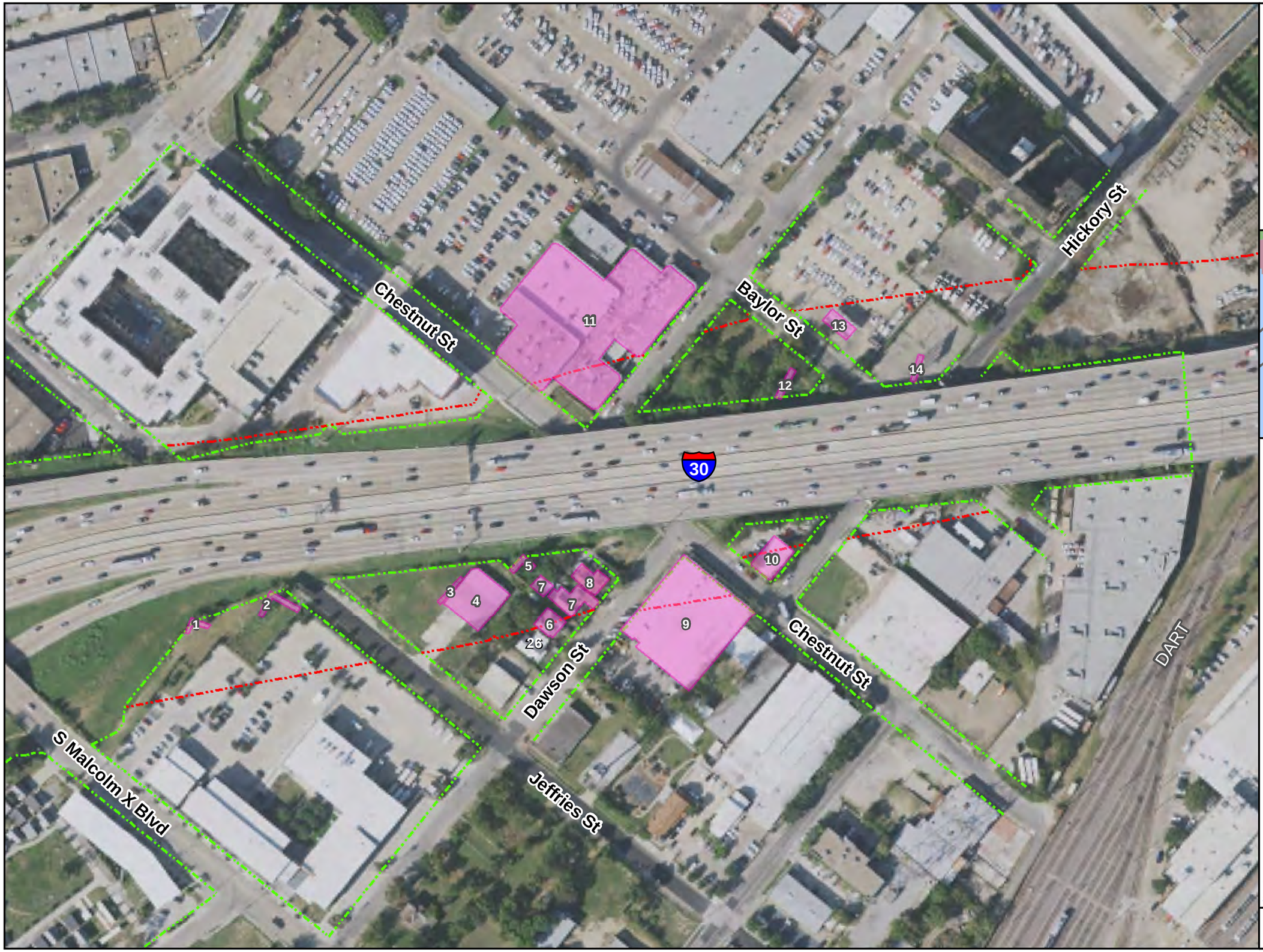
Dallas County, Texas

Displacements Map

I-30 East Corridor Project

From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas



N
W E
S

0 75 150 Feet

Legend

- Potential Displacement
- Existing Right of Way
- Proposed Right of Way

Texas Department of Transportation

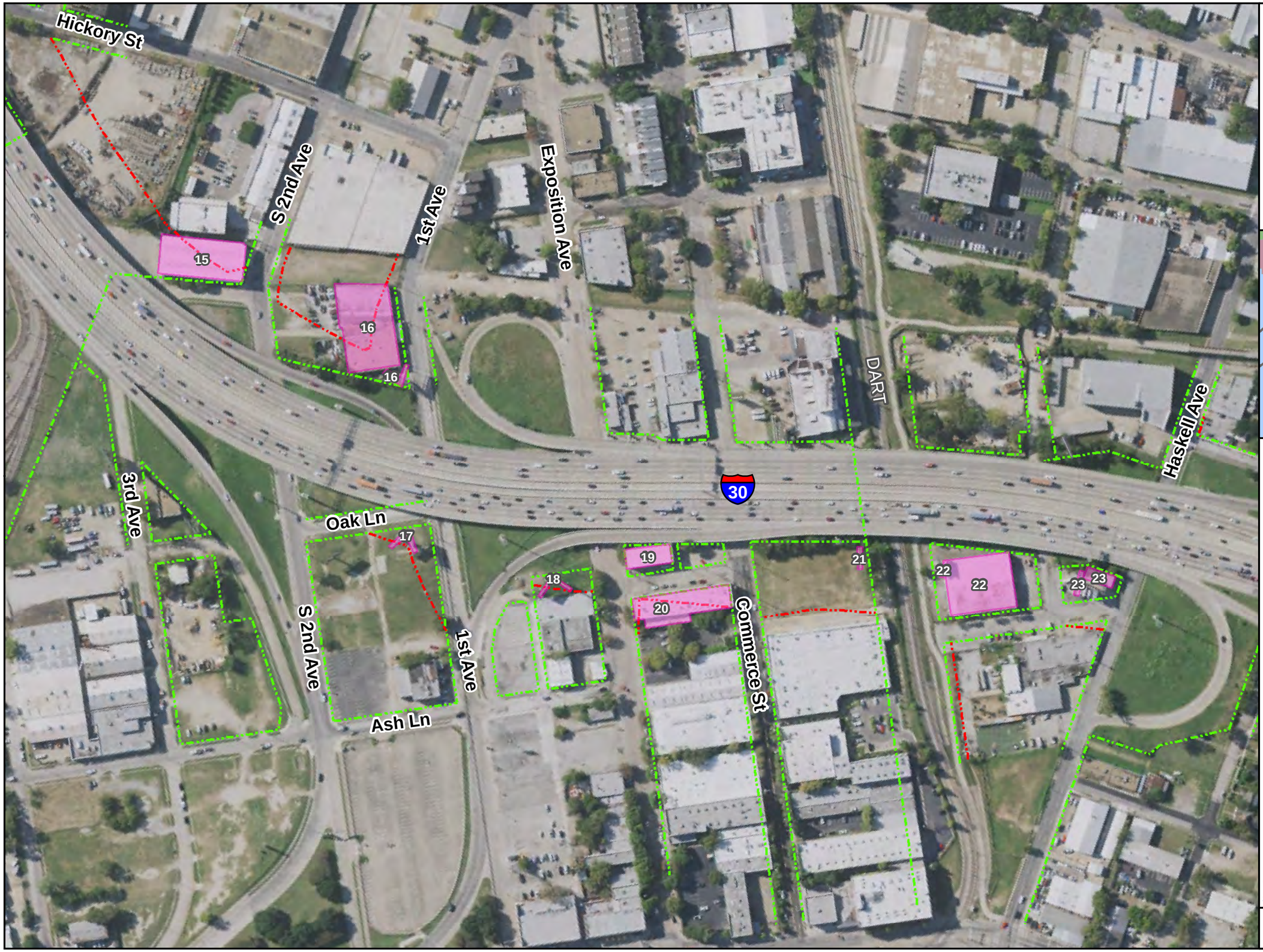
Base Map Source: TNRIS (2020)

Displacements Map

I-30 East Corridor Project

From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas



N W E S

0 100 200 Feet

Legend

- Potential Displacement
- Existing Right of Way
- Proposed Right of Way

Texas Department of Transportation

Base Map Source: TNRIS (2020)

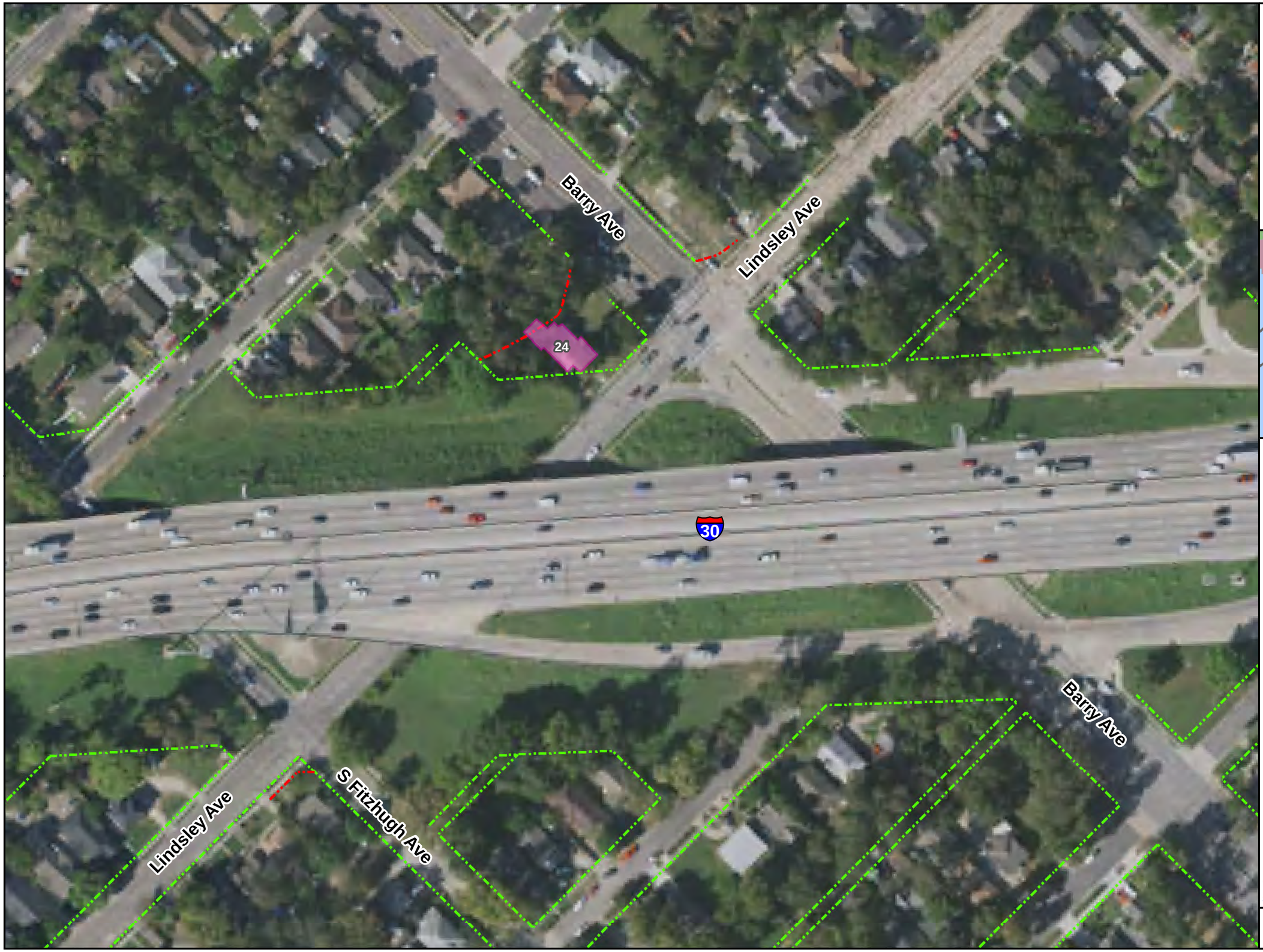
Displacements Map

I-30 East Corridor Project

From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas

Page 3 of 4



N
W E
S

0 50 100 Feet

Legend

- Potential Displacement
- Existing Right of Way
- Proposed Right of Way

Texas Department of Transportation

Base Map Source: TNRIS (2020)

Displacements Map

I-30 East Corridor Project

From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas

Page 4 of 4

N
W E
S

0 50 100 Feet

Legend

- Potential Displacement
- Existing Right of Way
- Proposed Right of Way

Texas Department of Transportation

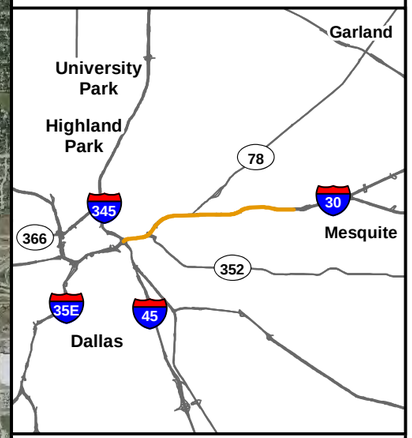
Base Map Source: TNRIS (2020)

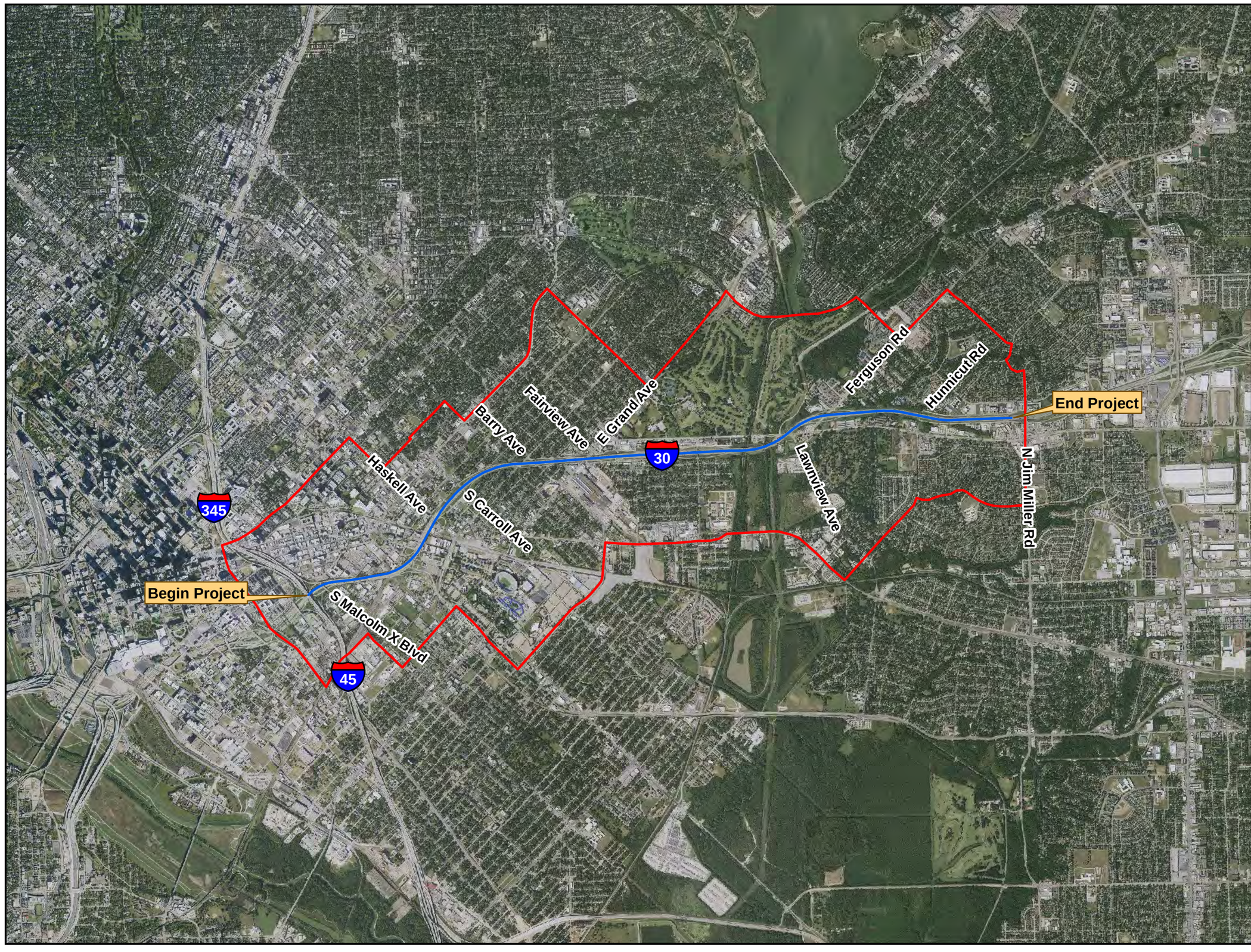
CIA Study Area Map

I-30 East Corridor Project

From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas





N
W E
S

0 0.5 1 Miles

Legend

- Project Limits
- Community Study Area

Texas Department of Transportation

Base Map Source: TNRIS (2020)

Summary of Meetings with Potentially Displaced Residence Owners

I-30 East Corridor, Dallas District

Project limits: From I-45 to Ferguson Road

CSJ Numbers: 0009-11-252 and 0009-11-251

Dallas County, Texas

April 2023

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

SUMMARY OF MEETINGS
WITH
POTENTIALLY DISPLACED RESIDENCE OWNERS

I-30 East Corridor Project from I-45 to Ferguson Road
CSJs: 0009-11-252 and 0009-11-251

The proposed reconstruction of the I-30 East Corridor has been designed to minimize impacts to adjacent property owners. However, proposed right of way (ROW) and minor realignment of the highway to meet the project's purpose and need would potentially affect all four residences comprising the residential community on Dawson Street. Based on available demographic data, it is presumed that this is a small environmental justice community that would be disproportionately affected by the proposed project.

As none of the property owners responded to invitations to attend the public meeting in June 2021 and none had provided comments or contacted the TxDOT Dallas District, efforts began in February 2023 to reach out to all Dawson Street residential property owners. The purpose of making contact was to advise each property owner of the status of planning for the reconstruction of the I-30 East Corridor, potential displacement of the residences, the timeline for completing the schematic phase of the project and the ROW acquisition process.

After notifying each of the property owners for the four properties, Dallas District personnel were able to hold conversations with each of the Dawson Street property owners affected by the proposed project. The property owners and affected properties are noted in the table below. In each instance, the property owners were provided with project information and their questions about the project were answered. In addition, the ROW acquisition process was explained, and each property owner was advised of the types of compensation and relocation entitlements that would apply. In all cases, each property owner's questions were addressed, and all indicated their appreciation for the opportunity to meet and the information provided. Details of the notification materials and other details of meetings with Dawson Street property owners are contained in the three attachments to this summary report.

Attachment Number	Address	Property Owner of Record (i.e., as shown on Dallas County Central Appraisal District Website)
1	2911 Dawson Street	Lobo Distribution, LLC
2	2913 Dawson Street	Augustine M. Moreno
3	2917 Dawson Street	Jamaica 2018 Management Trust (Note: Trust owners confirmed to be Robert & Eva Jamaica)
	2921 Dawson Street	Robert & Eva Jamaica

ATTACHMENT 1

PROPERTY: 2911 DAWSON STREET

ATTACHMENT 1: 2911 DAWSON STREET

Nathan Petter's Notes of Phone Conversation (3/7/2023 at 4:07 PM): Spoke with this property owner just now. I explained to him the overall ROW acquisition process and offered to setup a meeting if he'd like once he had a chance to review. He said he'd likely wait until the ROW acquisition process begins and we have an appraiser on board.

From: Nathan Petter <Nathan.Petter@txdot.gov>
Sent: Tuesday, March 7, 2023 4:43 PM
To: Perry Wolfe [redacted]
Cc: Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>; Jaynes, Rich <rJaynes@Halff.com>
Subject: RE: I-30 East Corridor Project

Mr. Wolfe,

It was nice speaking with you earlier on the phone. Please let me know if you'd like me to schedule a meeting or anything further to explain the project and/or the ROW acquisition process. In our discussion on the phone it sounded like you may wait to schedule a meeting until the ROW acquisition process begins and the independent appraisers begin their appraisal work but please let me know if I understood that wrong or if I can provide anything further at this time.

Nathan Petter

Dallas County Area Office
TxDOT Dallas District
214-320-6243 (o)
469-994-4982 (c)

From: Nathan Petter
Sent: Tuesday, March 7, 2023 3:51 PM
To: Perry Wolfe [redacted]
Subject: RE: 2911 Dawson St

Good afternoon Perry,

I am guessing you are reaching out after receiving the attached letter a couple weeks ago. There is an exhibit here showing the potential ROW we are looking to acquire with our project. As the letter states, I would be happy to set up a meeting with you to discuss the impacts. Let me know your availability for either a virtual meeting or in-person and I can set something up.

Thanks

Nathan Petter

Dallas County Area Office
TxDOT Dallas District
214-320-6243 (o)
469-994-4982 (c)

ATTACHMENT 1: 2911 DAWSON STREET

From: Perry Wolfe [redacted]
Sent: Tuesday, March 7, 2023 3:41 PM
To: Nathan Petter <Nathan.Petter@txdot.gov>
Subject: 2911 Dawson St

Good afternoon,

My name is Perry Wolfe and I am the owner of 2911 Dawson St, Dallas TX 75226. I am writing in an effort to get more information on the project and how exactly it would affect my property. I purchased the property last year and was planning on starting a project soon which included allowing access to the back and building a structure along the rear property line. I am traveling to Dallas Thursday to meet with the contractor. Please contact me asap. I appreciate your help and look forward to hearing from you soon.

Best regards,

Perry Wolfe
| President | Lobo Distribution LLC |
[redacted]
6354 N Mesa St | El Paso, TX 79912

From: Jaynes, Rich <rJaynes@Halff.com>
Sent: Tuesday, March 7, 2023 3:22 PM
To: Perry Wolfe [redacted]
Cc: Nathan Petter <nathan.petter@txdot.gov>; Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>
Subject: I-30 East Corridor Project

Good Afternoon, Mr. Wolfe-- Thank you for your interest in the I-30 East Corridor Project and for providing your contact information. As I mentioned in our phone conversation, the Texas Department of Transportation (TxDOT) Dallas District reached out to you by mail a couple of weeks ago to provide you with an opportunity to find out more information about the I-30 East Corridor Project. However, the address we obtained from the Dallas County Appraisal District has an incorrect zip code and the letter was returned as undeliverable.

In the interest of getting you some basic information about this project quickly, I have attached a copy of the letter and map we attempted to mail to you. Please disregard the dates mentioned in the letter as TxDOT continues to extend the opportunity for you to discuss the project with Mr. Nathan Petter, P.E., Project Manager. To arrange a telephonic or Microsoft Teams virtual meeting with Mr. Petter, please contact him using the information in the attached letter. I also invite your attention to the general information about the project that was presented in earlier public meetings on these websites: https://www.keepitmovingdallas.com/I30EC and https://www.keepitmovingdallas.com/I30EC_archive . If you wish to discuss the project with Mr. Petter, please make contact with him by or before March 17th.

Sincerely,

halff

Rich Jaynes
Senior Environmental Scientist
(214) 346-6397
rJaynes@Halff.com

ATTACHMENT 1: 2911 DAWSON STREET

NOTE: The letter mailed to the property owner was returned undeliverable by the USPS. Further inquiry showed that the Dallas County Appraisal District's address of record has an incorrect zip code for the address (correct zip code is 79912). However, in the interest of time a phone call was made to the company that led to further email communication with the property owner, which included the email above that attached the materials that had been included in the mailed package.

CERTIFIED MAIL

7021 1970 0001 0920 7613

quadient
FIRST-CLASS MAIL
IMI
$009.00
02/23/2023 ZIP 7508
043M31214899

COMPLETE THIS SECTION ON DELIVERY

HALFF

HALFF ASSOCIATES, INC.
1201 NORTH BOWSER ROAD
RICHARDSON TX 75081-2275

LOBO DISTRIBUTION LLC
6354 NORTH MESA ST
EL PASO, TX 79913

Received on
MAR 07 2023
Halff Associates, Inc.

731 EE 1 N C0003/01/23
UNABLE TO FORWARD/FOR REVIEW
C091

BC: 75081226299 DU2067N060204-00311

ATTACHMENT 1: 2911 DAWSON STREET

Texas Department of Transportation

DALLAS DISTRICT | 4777 E Hwy 80, Mesquite, TEXAS 75150-6643 | (214)-320-6100 |

February 23, 2023

LOBO DISTRIBUTION LLC
6354 NORTH MESA ST
EL PASO, TX 79913

Transmitted via Certified Mail
7021 1970 0001 0920 7613

RE: CSJs: 0009-11-252/251
Interstate Highway 30 (I-30) East Corridor Project
Dallas County, Texas

Dear LOBO DISTRIBUTION LLC,

The Texas Department of Transportation (TxDOT), in conjunction with the City of Dallas, is proposing reconstruction and widening of the I-30 East Corridor from I-345/I-45 to Ferguson Road (approximately 5 miles) in Dallas County, Texas. This notice is affording an opportunity to comment as part of the I-30 East Corridor Project review process.

The existing I-30 East Corridor within project limits is a nine-lane, controlled-access highway including eight general purpose lanes and one reversible high occupancy vehicle (HOV) lane. The existing I-30 main lanes and HOV lane are on an elevated bridgestructure from I-345/I-45 to Haskell Avenue with subsequent main lane overpasses from Haskell Avenue to Dolphin Road. Frontage roads vary from two to three lanes in each direction and are discontinuous withinthese limits. The existing right of way (ROW) typically ranges from 195 feet to 483 feet in width. Travel lanes within the existing facility are generally 12 feet wide with 8-foot outside shoulders.

The proposed improvements would reconstruct I-30 with ten general purpose lanes (five in each direction), two reversible managed lanes, discontinuous two to three lane frontage roads in each direction, and reconstruction of ramps and bridge structures. The proposed I-30 main lanes and managed lanes would be depressed from I-45 to Dolphin Road. The proposed ROW typically ranges from 308 to 505 feet in width. The proposed improvements would require additional ROW of approximately 12 acres. The typical cross section for the proposed project consists of the following:

- ten main lanes (five 12-foot lanes in each direction) with 10-foot inside and outside shoulders;
- two reversible managed lanes (tolled) in the center median of I-30 (12-foot lanes) with 10-foot and 4-foot shoulders and a barrier to separate the managed lanes from the main lanes; and
- two to three-lane discontinuous frontage roads (12-foot lanes) in each direction with curbs; in most instances, a 10-foot-wide shared use path (bicycle and pedestrian) would typically be constructed adjacent to frontage roads.

ATTACHMENT 1: 2911 DAWSON STREET

The proposed I-30 East Corridor improvements project would, subject to final design considerations, require the acquisition of ROW that would include the three residences at 2913, 2917 and 2921 Dawson Street, and possibly a fourth residence at 2911 Dawson Street. TxDOT is sending you this notice because Dallas County Central Appraisal District Tax Records indicate you own property one of these properties on Dawson Street that is proposed to be acquired (in part or in whole) to construct the proposed project (see enclosed exhibit).

Any environmental documentation, studies, maps showing the project location and design, tentative construction schedules, and other information currently available regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Dallas District Office located at 4777 E. Highway 80, Mesquite, TX 75150. You may access project design plans and other information about this project by visiting the following website: https://www.keepitmovingdallas.com/I30EC.

In addition, TxDOT would like to convene an individual meeting with you to discuss the proposed project, potential land acquisition and answer any questions you may have. This meeting is anticipated to occur in the Dallas District Office. Please review the following list of meeting times and contact me, Nathan Petter, P.E., TxDOT Project Manager, by phone at (214) 320-6243 or by email at Nathan.Petter@txdot.gov by **March 3, 2023** to notify me of your preferred time to attend a meeting, assuming the meeting date has not previously reserved by another notified owner in which case TxDOT will consider other meeting date/time accommodations. Additionally, if you prefer, a virtual meeting via your computer may be arranged by way of a Microsoft Teams link.

March 8, 2023, between Noon and 1pm;

March 8, 2023, between 1:30pm and 2:30pm;

March 8, 2023, between 3pm and 4pm;

March 8, 2023, between 4:30pm and 5:30pm; and

March 8, 2023, between 6pm and 7pm.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

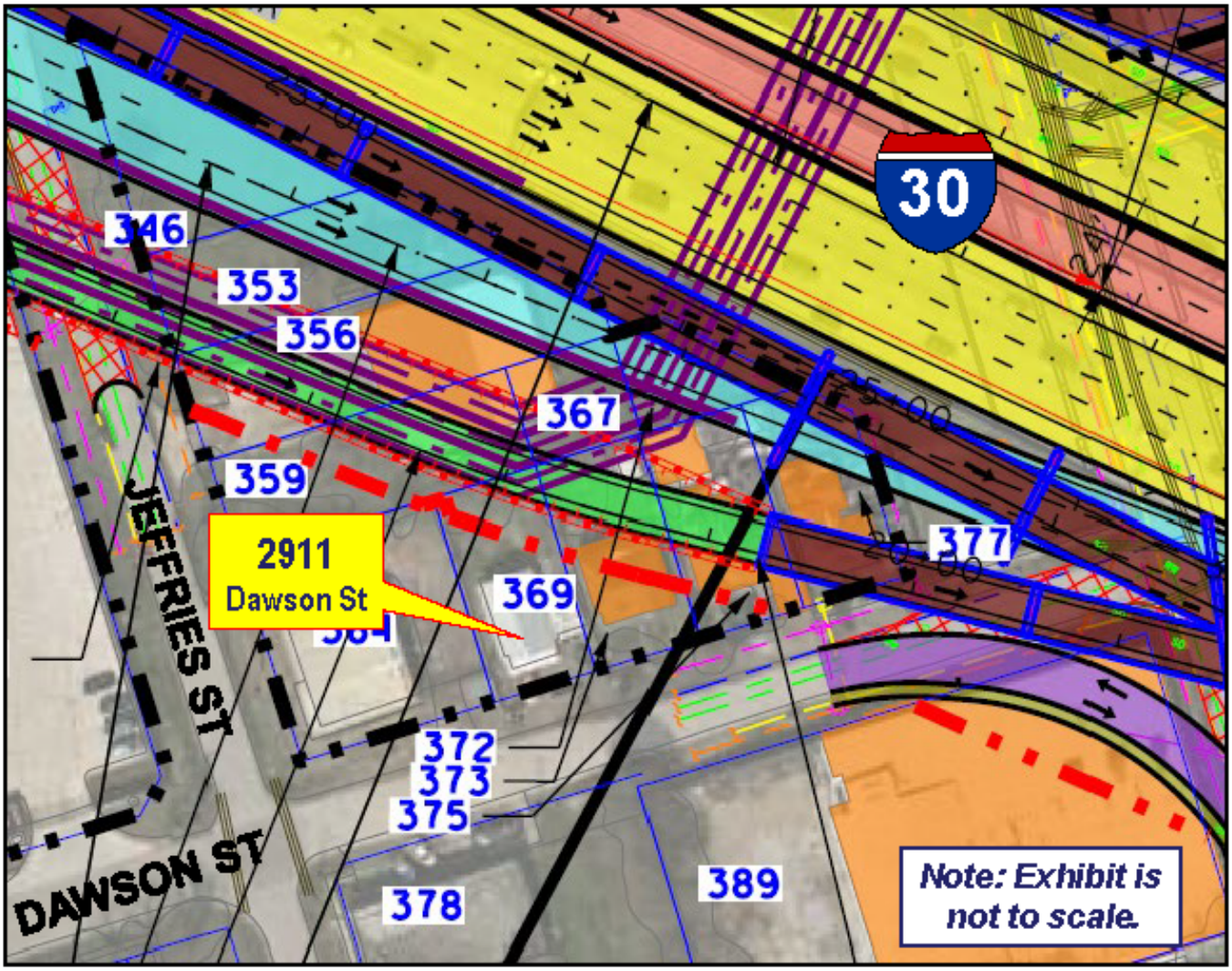
Sincerely,

Nathan Petter, P.E.
TxDOT Project Manager
Dallas District

Enclosure. Exhibit: Excerpt from the I-30 East Corridor Design Schematic (November 2022)

ATTACHMENT 1: 2911 DAWSON STREET

Exhibit: Excerpt from the I-30 East Corridor Design Schematic (November 2022)



LEGEND

- EXISTING ROAD RIGHT OF WAY
- PROPOSED ROAD RIGHT OF WAY
- EXISTING STORM SEWER
- PROPOSED CULVERT/STORM SEWER
- PROPOSED BRIDGE ABUTMENT
- PROPOSED DIRECTION OF TRAVEL
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- PROPOSED SIDEWALK/RAISED MEDIAN
- POTENTIAL DISPLACEMENTS
- PAVEMENT/BRIDGE TO BE REMOVED
- 100 PROPERTY PARCEL ID

N W E S

ATTACHMENT 2

PROPERTY: 2913 DAWSON STREET

ATTACHMENT 2: 2913 DAWSON STREET

From: Chacon, Martina [redacted]
Sent: Thursday, March 23, 2023 3:16 PM
To: Jaynes, Rich <rJaynes@Halff.com>; Nathan Petter <Nathan.Petter@txdot.gov>
Cc: Michael Lake <Michael.Lake@txdot.gov>; Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>
Subject: RE: Meeting with Augustine Moreno 2913 Dawson Re: CSJs: 0009-11-252/251

Thanks!

Martina Chacon | Branch Manager
Together Credit Union
725 E. Belt Lind Rd.
Cedar Hill, TX 75104
[redacted]
NMLS#492338

From: Jaynes, Rich <rJaynes@Halff.com>
Sent: Thursday, March 23, 2023 3:14 PM
To: Nathan Petter <Nathan.Petter@txdot.gov>; Chacon, Martina [redacted]
Cc: Michael Lake <Michael.Lake@txdot.gov>; Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>
Subject: [External] RE: Meeting with Augustine Moreno 2913 Dawson Re: CSJs: 0009-11-252/251

Nathan– I've added her to the stakeholder list.

Rich Jaynes
Senior Environmental Scientist
(214) 346-6397
rJaynes@Halff.com

From: Nathan Petter <Nathan.Petter@txdot.gov>
Sent: Thursday, March 23, 2023 2:55 PM
To: Chacon, Martina [redacted]
Cc: Michael Lake <Michael.Lake@txdot.gov>; Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>; Jaynes, Rich <rJaynes@Halff.com>
Subject: RE: Meeting with Augustine Moreno 2913 Dawson Re: CSJs: 0009-11-252/251

Hi Martina,

Thank you for meeting with us earlier. As discussed here, is the June 2021 public meeting information which included the pamphlets on Relocation Assistance and State Purchase of ROW https://www.keepitmovingdallas.com/I30EC_archive

We will be sure to add your email to our stakeholder list so that you receive project update notifications.

Nathan Petter
Dallas County Area Office
TxDOT Dallas District
214-320-6243 (o)
469-994-4982 (c)

ATTACHMENT 2: 2913 DAWSON STREET

NOTES OF MEETING WITH PROPERTY OWNERS

Meeting Date and Time:
3/23/2023 at 1:30 PM
(duration: appx. 1 hour)

Type of Meeting:
Virtual – Microsoft Teams

ATTENDEES	
Name and Position	**Affiliation**
Augustine M. Moreno	Homeowner
Crisanta Moreno	Homeowner
Martina Chacon	Daughter of Homeowners
Nathan Petter, PE, Project Manager	Dallas District, TxDOT
Trent Lake, ROW Project Manager	Dallas District, TxDOT
Mohammed Shaikh, Project Environmental Lead	Dallas District, TxDOT
Rich Jaynes, Environmental Consultant	Halff, Inc.

Nathan Petter welcomed the Moreno family to the meeting and provided an overview description of the proposed I-30 East Corridor reconstruction project. He explained that the ROW acquisition process would begin after environmental clearance and could begin as early as Fall 2023.

Trent Lake led a discussion of the ROW acquisition process as it applies to residential properties, highlighting the roles of the property acquisition specialist and the relocation specialist. The services provided by the relocation specialist were of particular interest to the Moreno family as they asked questions about how TxDOT would assist with finding a new residence, closing costs, moving expenses, etc.

Ms. Chacon indicated that the family has been planning upgrades to the property and asked whether they should proceed with their plans. Mr. Lake advised them to go ahead with any plans they may have because any upgrades would be taken into consideration by the appraiser prior to TxDOT making a purchase offer for the property. The family also asked questions about the payment of taxes for the purchase of replacement property, the appraisal process, whether they need to hire an attorney, whether moving payments would be deducted from the purchase price of their home, and how much time they would have to relocate. These and other matters were discussed and TxDOT personnel provided contact information for questions they may have in the future.

After all their questions had been addressed, the Moreno family expressed appreciation to Mr. Petter and Mr. Lake for taking the time to meet with them. Ms. Chacon also requested to be added to the mailing list for future public involvement events.

Mr. Petter asked about the property owners for their neighbors at 2917 and 2921 Dawson Street, who has thus far not responded to offers to meet with TxDOT. The Moreno family said that they would contact Mr. and/or Mrs. Jamaica who are the owners of both properties and encourage them to respond to TxDOT's invitations to meet.

ATTACHMENT 2: 2913 DAWSON STREET

From: Nathan Petter
Sent: Wednesday, March 15, 2023 10:50 AM
To: Chacon, Martina [redacted]
Subject: RE: Meeting with Augustine Moreno 2913 Dawson Re: CSJs: 0009-11-252/251

Good morning,

Yes that time works. I just sent you an invite. Let me know if there are any other emails I should send it to as well.

Thanks

Nathan Petter
Dallas County Area Office
TxDOT Dallas District
214-320-6243 (o)
469-994-4982 (c)

From: Chacon, Martina [redacted]
Sent: Monday, March 13, 2023 12:30 PM
To: Nathan Petter <Nathan.Petter@txdot.gov>
Subject: Meeting with Augustine Moreno 2913 Dawson Re: CSJs: 0009-11-252/251

We would like to do a Microsoft Teams meeting on the 23rd @ 1:30 pm. Please confirm that this will work for you, if not please let me know other options.

Thanks,

Martina Chacon | Branch Manager

Together Credit Union
725 E. Belt Lind Rd.
Cedar Hill, TX 75104
[redacted]
NMLS#492338

NOTE: The letter below was hand delivered to 2913 Dawson Street on 3/9/2023. As the property is fenced and the front gate was locked, the envelope with the materials below was taped to the front gate post.

ATTACHMENT 2: 2913 DAWSON STREET

Texas Department of Transportation

DALLAS DISTRICT | 4777 E Hwy 80, Mesquite, TEXAS 75150-6643 | (214)-320-6100 |

March 9, 2023

AUGUSTINE M. MORENO
2913 DAWSON ST
DALLAS, TX 75226-2111

RE: CSJs: 0009-11-252/251
Interstate Highway 30 (I-30) East Corridor Project
Dallas County, Texas

Dear Mr. Moreno,

The Texas Department of Transportation (TxDOT), in conjunction with the City of Dallas, is proposing reconstruction and widening of the I-30 East Corridor from I-345/I-45 to Ferguson Road (approximately 5 miles) in Dallas County, Texas. This notice is affording an opportunity to comment as part of the I-30 East Corridor Project review process.

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March 23, 2023, between Noon and 1pm;

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Sincerely,

Nathan Petter, P.E.
TxDOT Project Manager
Dallas District

Enclosure. Exhibit: Excerpt from the I-30 East Corridor Design Schematic (November 2022)

ATTACHMENT 2: 2913 DAWSON STREET

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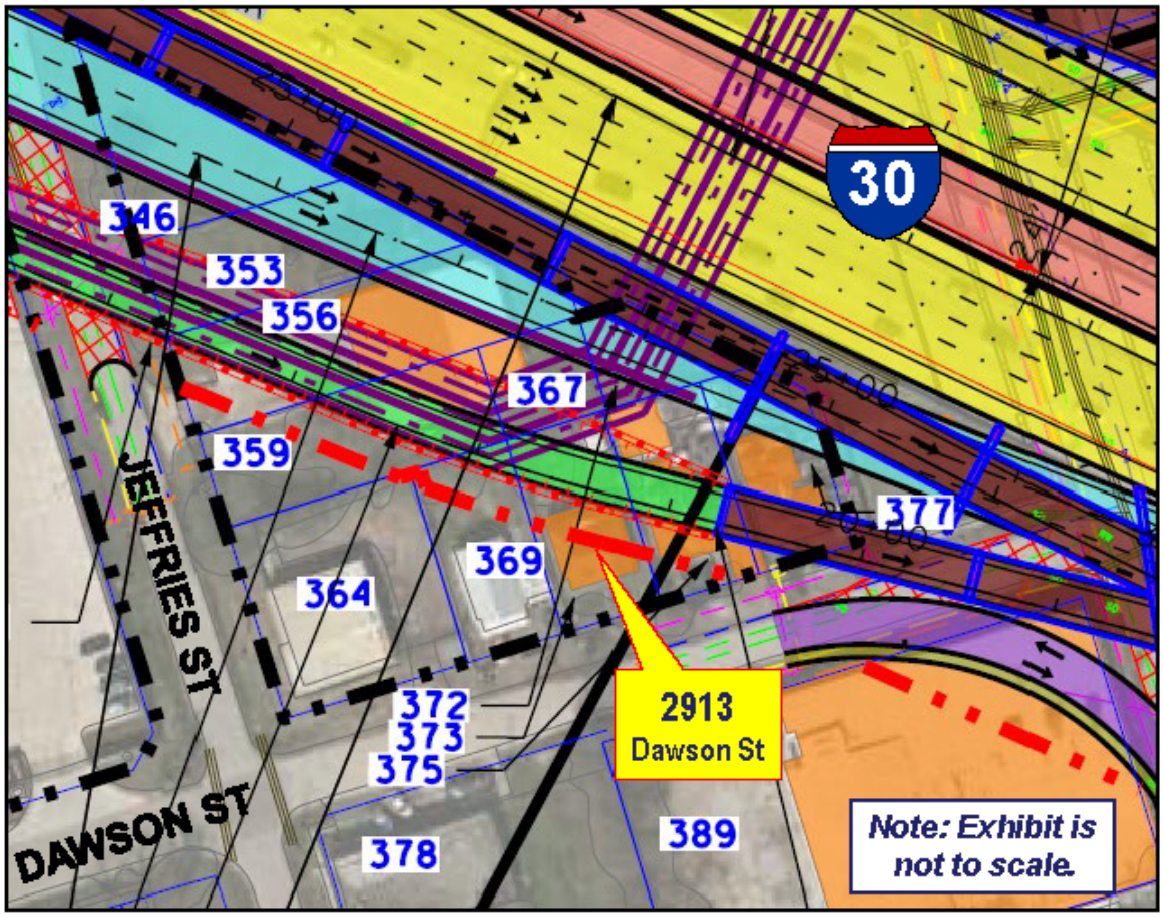

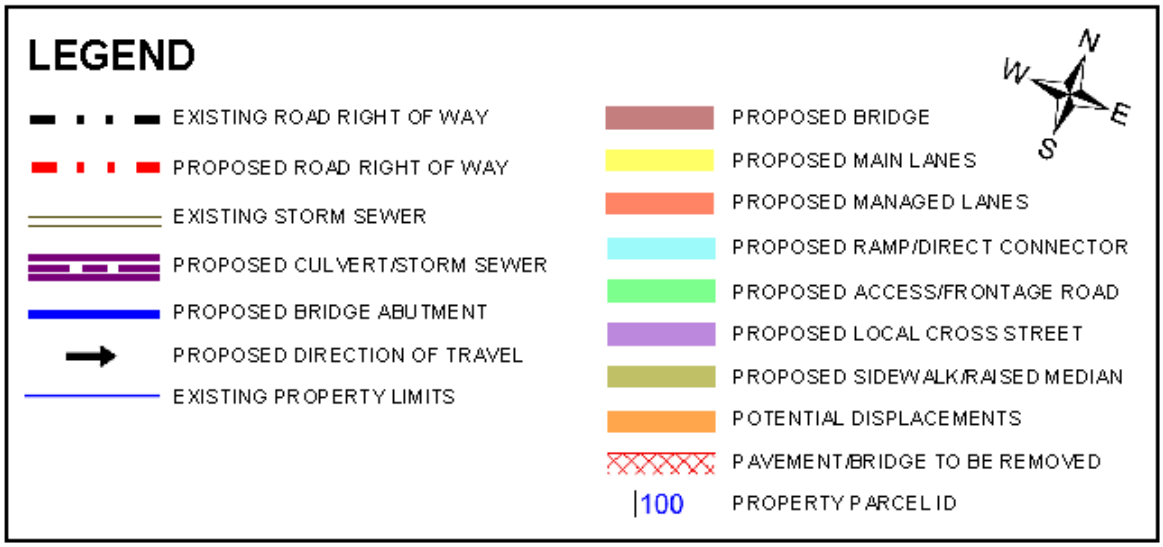

NOTE: The letter below was mailed 2/23/2023 via certified mail but received no return receipt and the property owner did not contact TxDOT within the time period identified in the letter. TxDOT then chose to hand deliver a second letter to the property owner.

ATTACHMENT 2: 2913 DAWSON STREET

Texas Department of Transportation

DALLAS DISTRICT | 4777 E Hwy 80, Mesquite, TEXAS 75150-6643 | (214)-320-6100 |

February 23, 2023

AUGUSTINE M. MORENO
2913 DAWSON ST
DALLAS, TX 75226-2111

Transmitted via Certified Mail
7021 1970 0001 0920 7620

RE: CSJs: 0009-11-252/251
Interstate Highway 30 (I-30) East Corridor Project
Dallas County, Texas

Dear Mr. Moreno,

The Texas Department of Transportation (TxDOT), in conjunction with the City of Dallas, is proposing reconstruction and widening of the I-30 East Corridor from I-345/I-45 to Ferguson Road (approximately 5 miles) in Dallas County, Texas. This notice is affording an opportunity to comment as part of the I-30 East Corridor Project review process.

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March 8, 2023, between 1:30pm and 2:30pm;

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Sincerely,

Nathan Petter, P.E.
TxDOT Project Manager
Dallas District

Enclosure. Exhibit: Excerpt from the I-30 East Corridor Design Schematic (November 2022)

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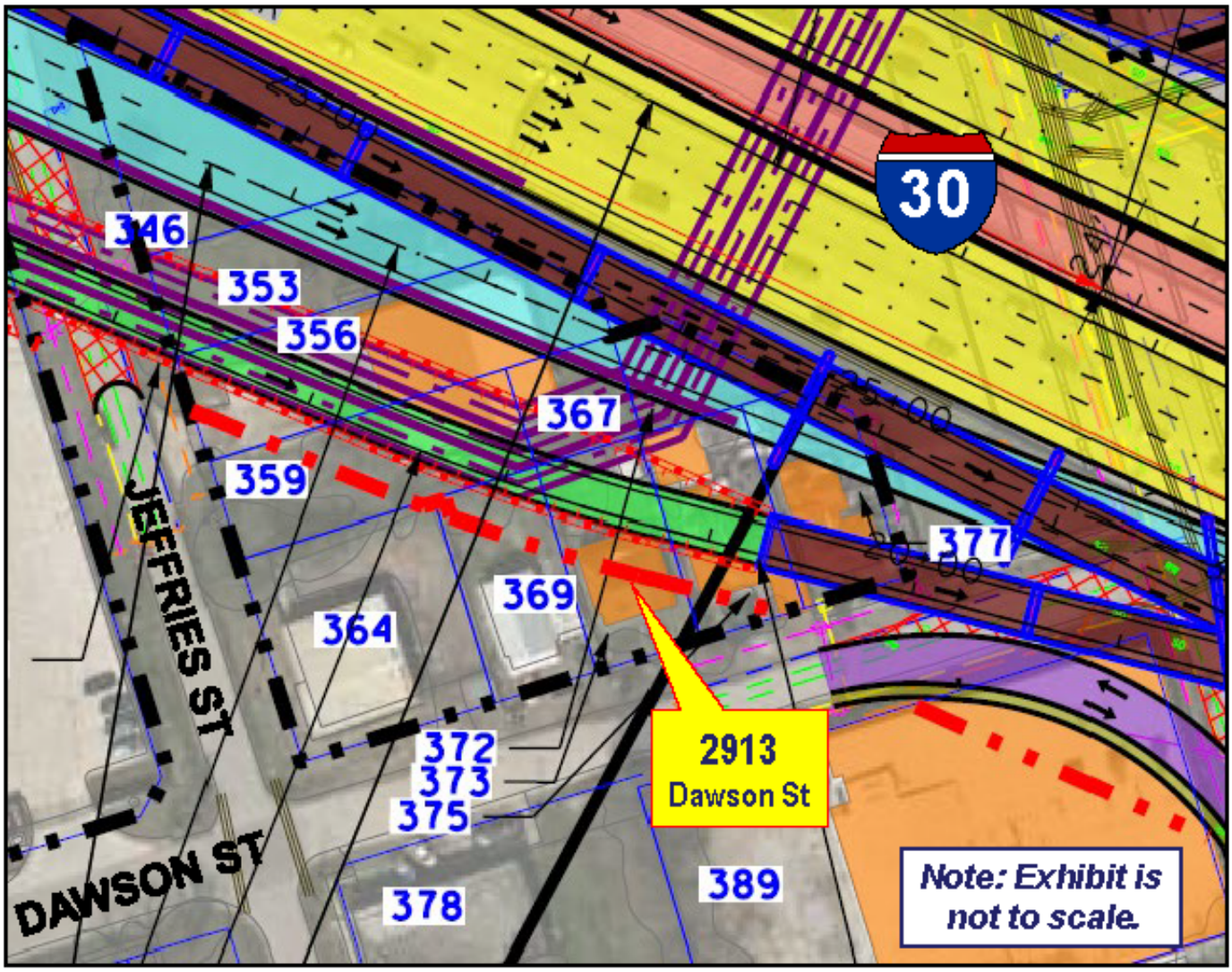

LEGEND

- EXISTING ROAD RIGHT OF WAY
- PROPOSED ROAD RIGHT OF WAY
- EXISTING STORM SEWER
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- 100 PROPERTY PARCEL ID

N W E S

ATTACHMENT 3

PROPERTIES: 2917 AND 2921 DAWSON STREET

ATTACHMENT 3: 2917 AND 2921 DAWSON STREET

Summary of Nathan Petter's Phone Conversation with Robert Jamaica (3/31/2023 at approximately 9:30 AM): Mr. Jamaica telephoned in response to the notice received, and Mr. Petter provided an overview of the project design, schedule, and ROW acquisition process. He offered to meet with Mr. Jamaica and his wife, but Mr. Jamaica responded that he had sufficient information for now. He also indicated that he would wait until the property appraisal before pursuing details about the property acquisition process. He also stated that he had been receiving notices sent to the addresses of record for his two properties with the Dallas County Central Appraisal District, including notices of the public meeting held in June 2021.

From: Nathan Petter <Nathan.Petter@txdot.gov>
Sent: Friday, March 31, 2023 9:47 AM
To: [Robert Jamaica] [redacted]
Cc: Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>; Jaynes, Rich <rJaynes@Halff.com>
Subject: IH-30 East Corridor Project - 2917 Dawson St and 2921 Dawson St

2917 Dawson_Jamaica 2018 Mgmt Trust_MAPOltr.pdf
472 KB

2921 Dawson_RE Jamaica_MAPOltr.pdf
472 KB

Good morning Mr. Jamaica,

I appreciate the phone call just now with regards to the 2 attached letters you received in the mail for your properties at 2921 Dawson and 2917 Dawson.

As discussed we are planning to start appraisals in May/June timeframe with the ROW acquisition process starting later in the fall of this year.

Below is my contact info if you have any questions as we move forward.

Thanks,

Nathan Petter
Dallas County Area Office
TxDOT Dallas District
214-320-6243 (o)
469-994-4982 (c)

NOTE: The letter below was hand delivered to 2921 Dawson Street on 3/9/2023. As there was no response to knocking on the front door, the envelope with the materials below was taped to the front door.

ATTACHMENT 3: 2917 AND 2921 DAWSON STREET

Texas Department of Transportation

DALLAS DISTRICT | 4777 E Hwy 80, Mesquite, TEXAS 75150-6643 | (214)-320-6100 |

March 9, 2023

ROBERT & EVA JAMAICA
2921 DAWSON ST
DALLAS, TX 75226-2111

RE: CSJs: 0009-11-252/251
Interstate Highway 30 (I-30) East Corridor Project
Dallas County, Texas

Dear Mr. and Mrs. Jamaica,

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TxDOT Project Manager
Dallas District

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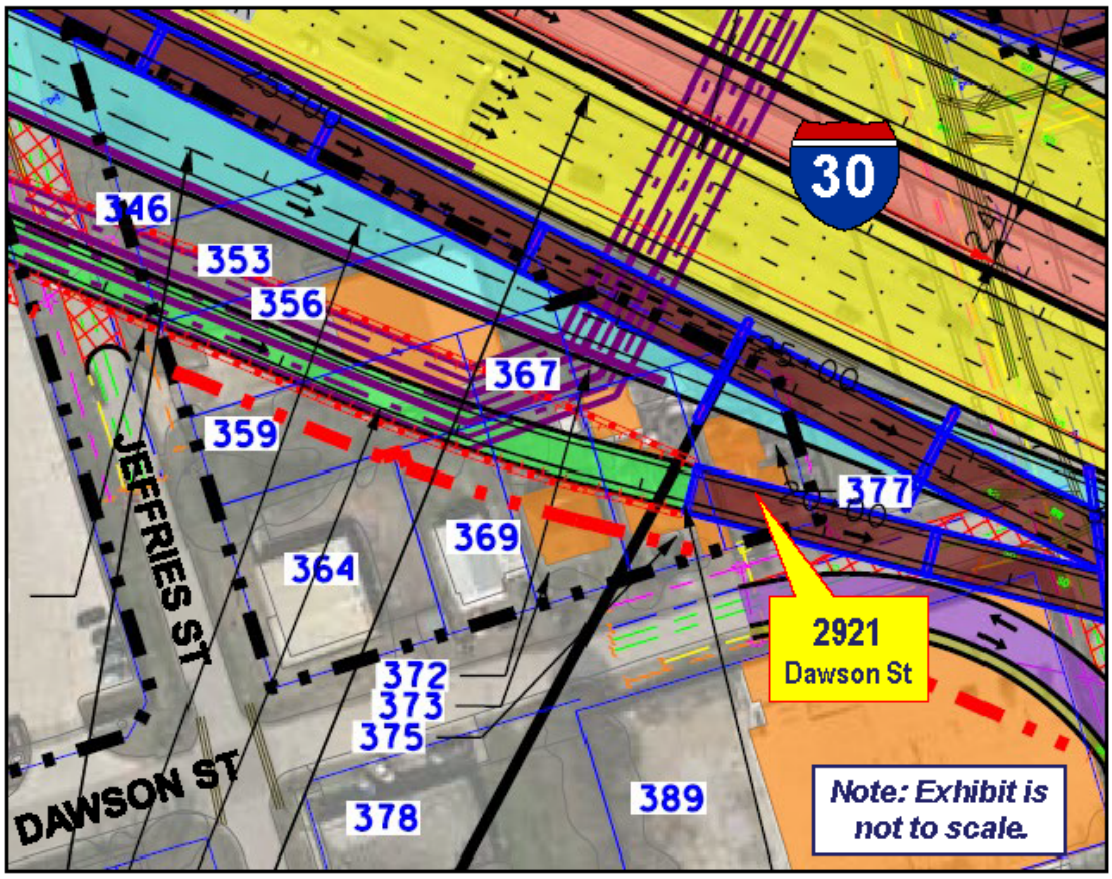
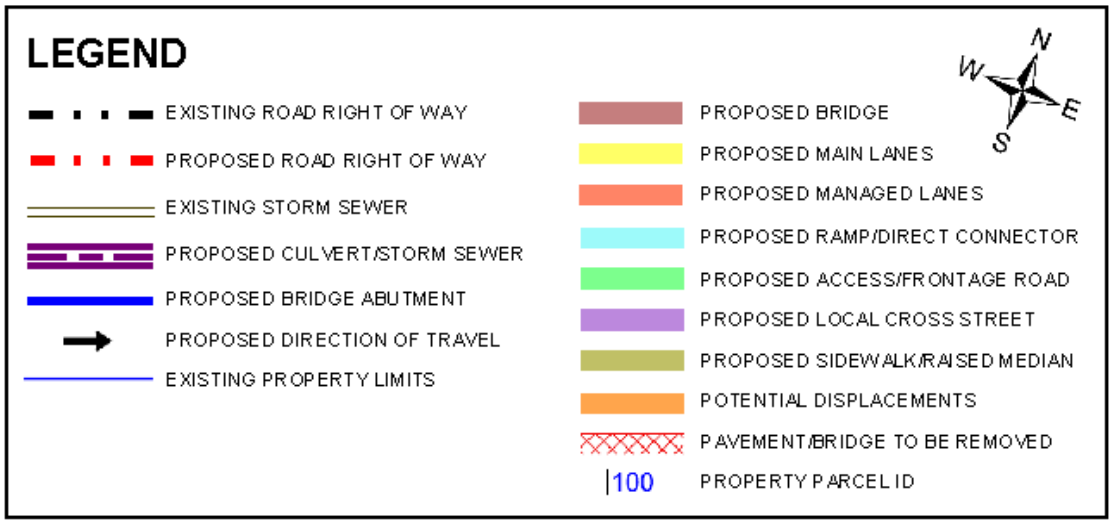
ATTACHMENT 3: 2917 AND 2921 DAWSON STREET

Exhibit: Excerpt from the I-30 East Corridor Design Schematic (November 2022)





NOTE: The letter below was mailed 2/23/2023 to 2921 Dawson Street via certified mail but received no return receipt and the property owner did not contact TxDOT within the time period identified in the letter. TxDOT then chose to hand deliver a second letter to the property owner.

ATTACHMENT 3: 2917 AND 2921 DAWSON STREET

Texas Department of Transportation

DALLAS DISTRICT | 4777 E Hwy 80, Mesquite, TEXAS 75150-6643 | (214)-320-6100 |

February 23, 2023

ROBERT & EVA JAMAICA
2921 DAWSON ST
DALLAS, TX 75226-2111

Transmitted via Certified Mail
7021 1970 0001 0920 7644

RE: CSJs: 0009-11-252/251
Interstate Highway 30 (I-30) East Corridor Project
Dallas County, Texas

Dear Mr. and Mrs. Jamaica,

The Texas Department of Transportation (TxDOT), in conjunction with the City of Dallas, is proposing reconstruction and widening of the I-30 East Corridor from I-345/I-45 to Ferguson Road (approximately 5 miles) in Dallas County, Texas. This notice is affording an opportunity to comment as part of the I-30 East Corridor Project review process.

The existing I-30 East Corridor within project limits is a nine-lane, controlled-access highway including eight general purpose lanes and one reversible high occupancy vehicle (HOV) lane. The existing I-30 main lanes and HOV lane are on an elevated bridgestructure from I-345/I-45 to Haskell Avenue with subsequent main lane overpasses from Haskell Avenue to Dolphin Road. Frontage roads vary from two to three lanes in each direction and are discontinuous withinthese limits. The existing right of way (ROW) typically ranges from 195 feet to 483 feet in width. Travel lanes within the existing facility are generally 12 feet wide with 8-foot outside shoulders.

The proposed improvements would reconstruct I-30 with ten general purpose lanes (five in each direction), two reversible managed lanes, discontinuous two to three lane frontage roads in each direction, and reconstruction of ramps and bridge structures. The proposed I-30 main lanes and managed lanes would be depressed from I-45 to Dolphin Road. The proposed ROW typically ranges from 308 to 505 feet in width. The proposed improvements would require additional ROW of approximately 12 acres. The typical cross section for the proposed project consists of the following:

- ten main lanes (five 12-foot lanes in each direction) with 10-foot inside and outside shoulders;
- two reversible managed lanes (tolled) in the center median of I-30 (12-foot lanes) with 10-foot and 4-foot shoulders and a barrier to separate the managed lanes from the main lanes; and
- two to three-lane discontinuous frontage roads (12-foot lanes) in each direction with curbs; in most instances, a 10-foot-wide shared use path (bicycle and pedestrian) would typically be constructed adjacent to frontage roads.

ATTACHMENT 3: 2917 AND 2921 DAWSON STREET

The proposed I-30 East Corridor improvements project would, subject to final design considerations, require the acquisition of ROW that would include the three residences at 2913, 2917 and 2921 Dawson Street, and possibly a fourth residence at 2911 Dawson Street. TxDOT is sending you this notice because Dallas County Central Appraisal District Tax Records indicate you own property one of these properties on Dawson Street that is proposed to be acquired (in part or in whole) to construct the proposed project (see enclosed exhibit).

Any environmental documentation, studies, maps showing the project location and design, tentative construction schedules, and other information currently available regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Dallas District Office located at 4777 E. Highway 80, Mesquite, TX 75150. You may access project design plans and other information about this project by visiting the following website: https://www.keepitmovingdallas.com/I30EC.

In addition, TxDOT would like to convene an individual meeting with you to discuss the proposed project, potential land acquisition and answer any questions you may have. This meeting is anticipated to occur in the Dallas District Office. Please review the following list of meeting times and contact me, Nathan Petter, P.E., TxDOT Project Manager, by phone at (214) 320-6243 or by email at Nathan.Petter@txdot.gov by **March 3, 2023** to notify me of your preferred time to attend a meeting, assuming the meeting date has not previously reserved by another notified owner in which case TxDOT will consider other meeting date/time accommodations. Additionally, if you prefer, a virtual meeting via your computer may be arranged by way of a Microsoft Teams link.

March 8, 2023, between Noon and 1pm;

March 8, 2023, between 1:30pm and 2:30pm;

March 8, 2023, between 3pm and 4pm;

March 8, 2023, between 4:30pm and 5:30pm; and

March 8, 2023, between 6pm and 7pm.

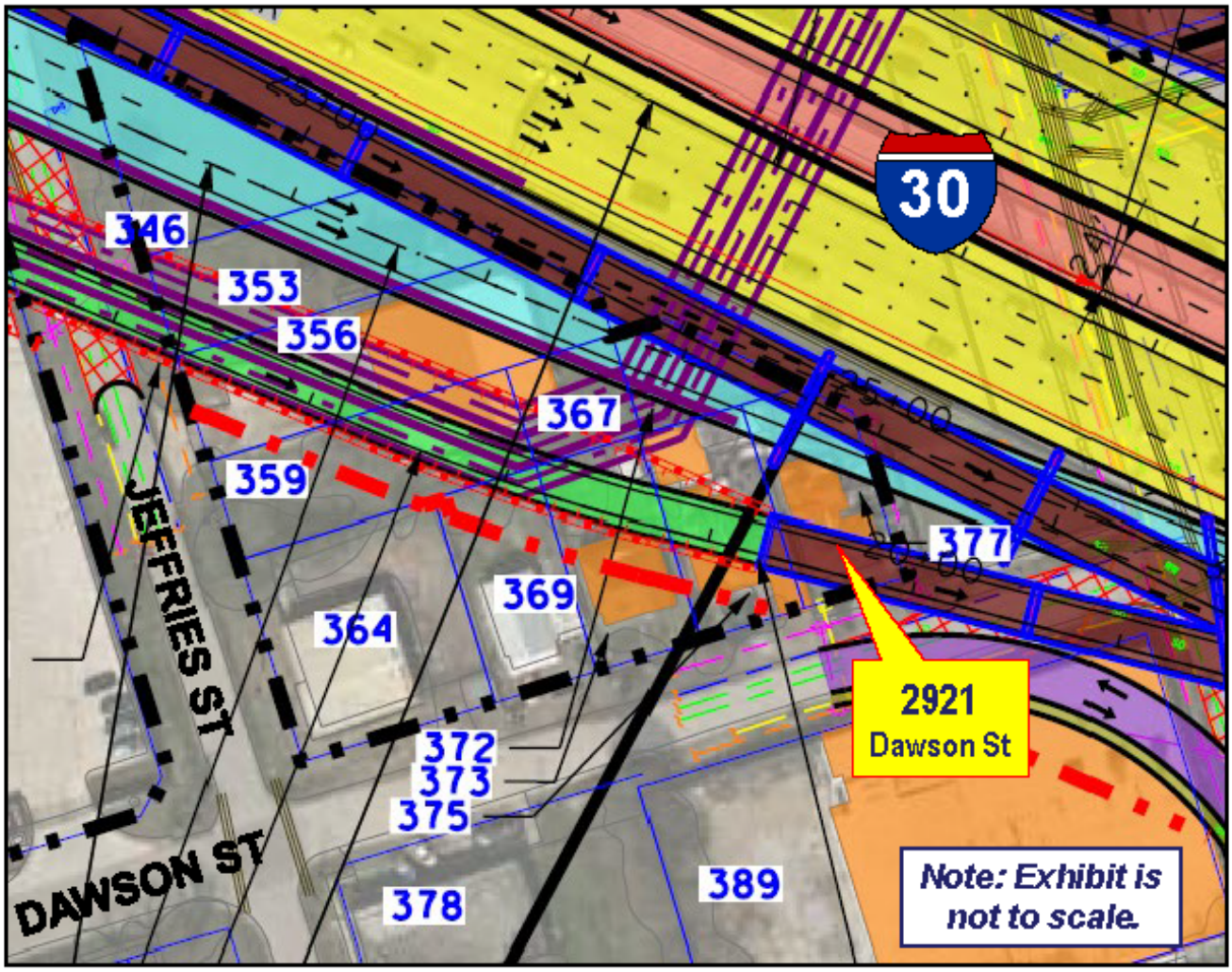
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Sincerely,

Nathan Petter, P.E.
TxDOT Project Manager
Dallas District

Enclosure. Exhibit: Excerpt from the I-30 East Corridor Design Schematic (November 2022)

Exhibit: Excerpt from the I-30 East Corridor Design Schematic (November 2022)



LEGEND

- EXISTING ROAD RIGHT OF WAY
- PROPOSED ROAD RIGHT OF WAY
- EXISTING STORM SEWER
- PROPOSED CULVERT/STORM SEWER
- PROPOSED BRIDGE ABUTMENT
- PROPOSED DIRECTION OF TRAVEL
- EXISTING PROPERTY LIMITS
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED MANAGED LANES
- PROPOSED RAMP/DIRECT CONNECTOR
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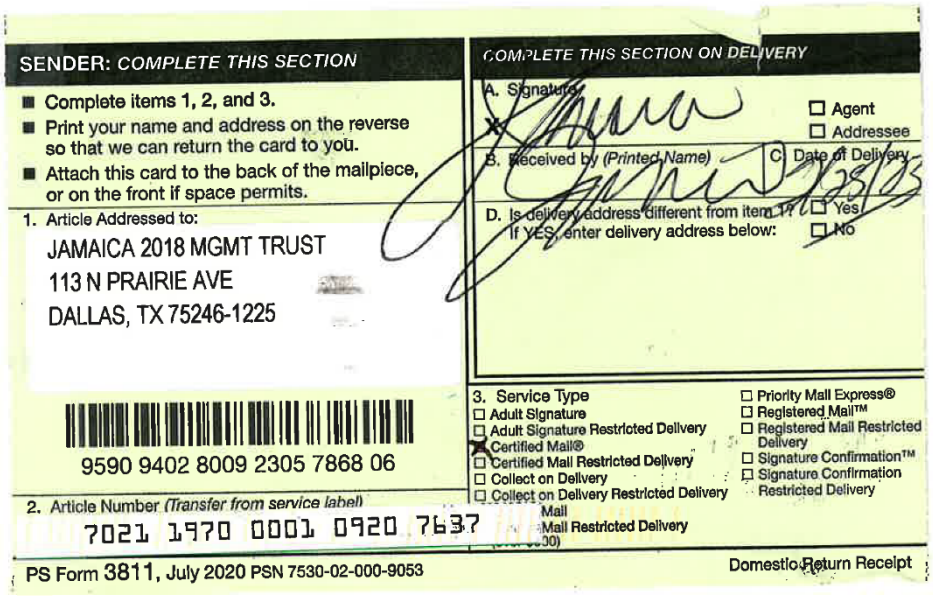
- PROPOSED LOCAL CROSS STREET
- PROPOSED SIDEWALK/RAISED MEDIAN
- POTENTIAL DISPLACEMENTS
- PAVEMENT/BRIDGE TO BE REMOVED
- 100 PROPERTY PARCEL ID

N W E S

ATTACHMENT 3: 2917 AND 2921 DAWSON STREET

NOTE: The letter on the next page regarding 2917 Dawson Street was mailed 2/23/2023 via certified mail and the recipient signed the return receipt below on 3/25/2023. However, the property owner did not contact TxDOT within the time period identified in the letter. It was later confirmed that the property owners for 2917 Dawson Street and 2921 Dawson Street are the same.



SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

JAMAICA 2018 MGMT TRUST
113 N PRAIRIE AVE
DALLAS, TX 75246-1225

9590 9402 8009 2305 7868 06

2. Article Number (Transfer from service label)
7021 1970 0001 0920 7637

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X
☐ Agent
☐ Addressee

B. Received by (Printed Name)
C. Date of Delivery
3/25/23

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☐ Adult Signature
☐ Adult Signature Restricted Delivery
☒ Certified Mail®
☐ Certified Mail Restricted Delivery
☐ Collect on Delivery
☐ Collect on Delivery Restricted Delivery
☐ Mail
☐ Mail Restricted Delivery
☐ Priority Mail Express®
☐ Registered Mail™
☐ Registered Mail Restricted Delivery
☐ Signature Confirmation™
☐ Signature Confirmation Restricted Delivery

PS Form 3811, July 2020 PSN 7530-02-000-9053
Domestic Return Receipt

ATTACHMENT 3: 2917 AND 2921 DAWSON STREET

Texas Department of Transportation

DALLAS DISTRICT | 4777 E Hwy 80, Mesquite, TEXAS 75150-6643 | (214)-320-6100 |

February 23, 2023

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Transmitted via Certified Mail
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Dallas County, Texas

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TxDOT Project Manager
Dallas District

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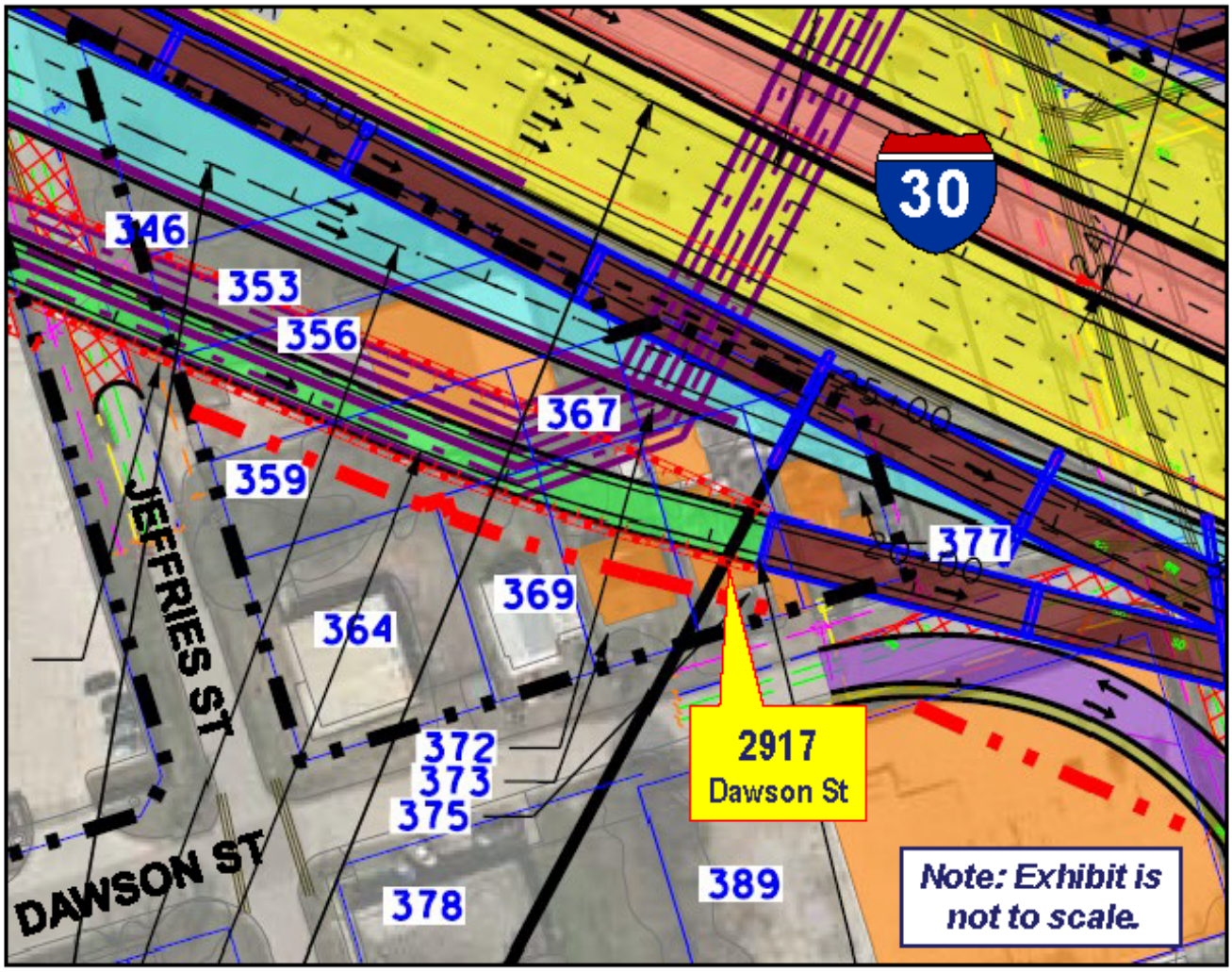

LEGEND

- EXISTING ROAD RIGHT OF WAY
- PROPOSED ROAD RIGHT OF WAY
- EXISTING STORM SEWER
- PROPOSED CULVERT/STORM SEWER
- PROPOSED BRIDGE ABUTMENT
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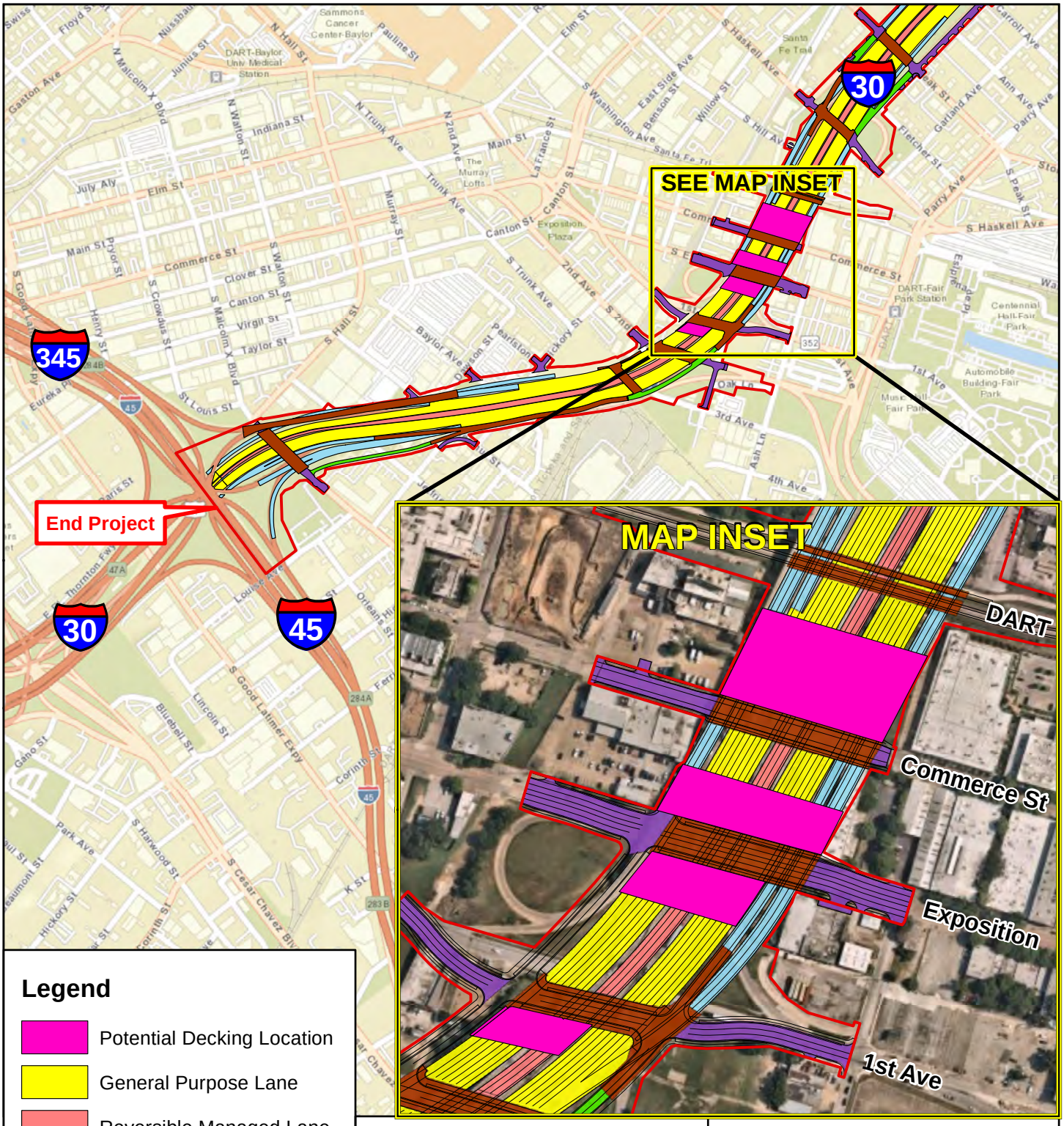
N W E S

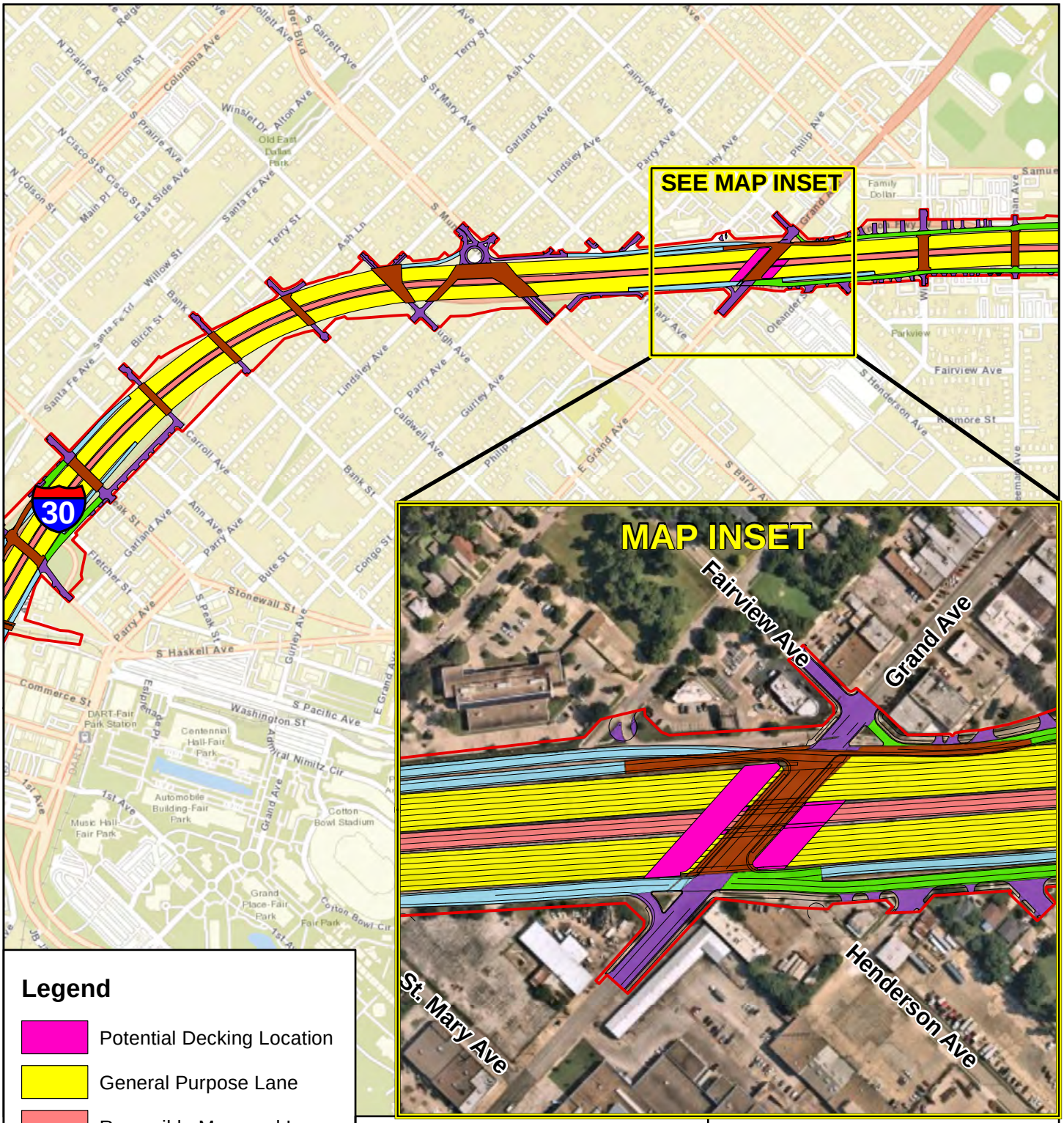


Inset Basemap Source: Nearmap/2021
Basemap Source: Esri World Street Map

I-30 Potential Decking Locations Map
Page 1 of 2

I-30 East Corridor Project
From I-45 to Ferguson Road
CSJ: 0009-11-252, etc.

Dallas County, Texas



Legend

- Potential Decking Location
- General Purpose Lane
- Reversible Managed Lane
- Frontage Road
- I-30 Access Ramp
- Bridge
- Cross/City Street
- Project Footprint (i.e., existing and proposed ROW)

0 1,000 2,000

Feet

N W E S

Texas Department of Transportation

Inset Basemap Source: Nearmap/2021
Basemap Source: Esri World Street Map

I-30 Potential Decking Locations Map
Page 2 of 2

I-30 East Corridor Project
From I-45 to Ferguson Road
CSJ: 0009-11-252, etc.

Dallas County, Texas

SAMUELL BLVD

OWENWOOD AVE

WINFIELD AVE

MERRIFIELD AVE

I-30 East Corridor Project mapbook Sheets 1 through 5 (west of this sheet) are not included in this map set because no stream or wetland features, non-urban wildlife habitat, or floodplains occur within the I-30 segment from I-45 to east of Dolphin Road.

Water Crossing 1

CULVER ST

DOLPHIN RD

WINFIELD AVE

BOONE AVE

LEGEND

- JURISDICTIONAL STREAM
- EMERGENT WETLAND
- UPLAND DRAINAGE
- STREAM FLOWLINE
- 100-YEAR FLOODPLAIN
- UNUSUALLY LARGE TREE
- FLOODPLAIN HARDWOOD FOREST
- RIPARIAN HARDWOOD FOREST
- EXISTING ROW
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- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK/RAISED MEDIAN
- PROPOSED LOCAL CROSS STREET/DRIVEWAY
- PAVEMENT/BRIDGE REMOVAL

SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022

0 200 400

SCALE IN FEET

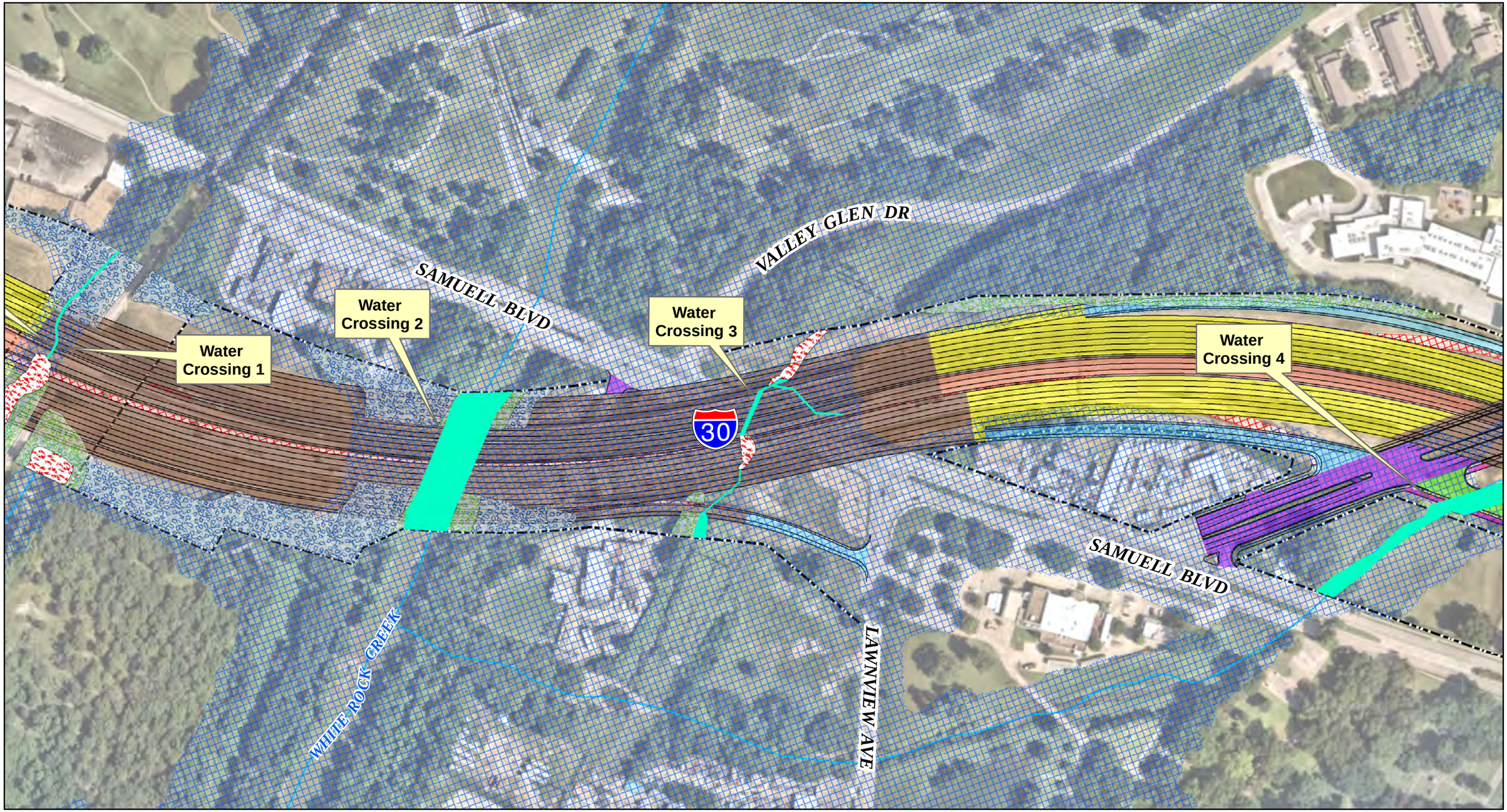
N W E S

Texas Department of Transportation

NATURAL RESOURCES MAP
SHEET 6 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS



LEGEND

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SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022

0 200 400

SCALE IN FEET

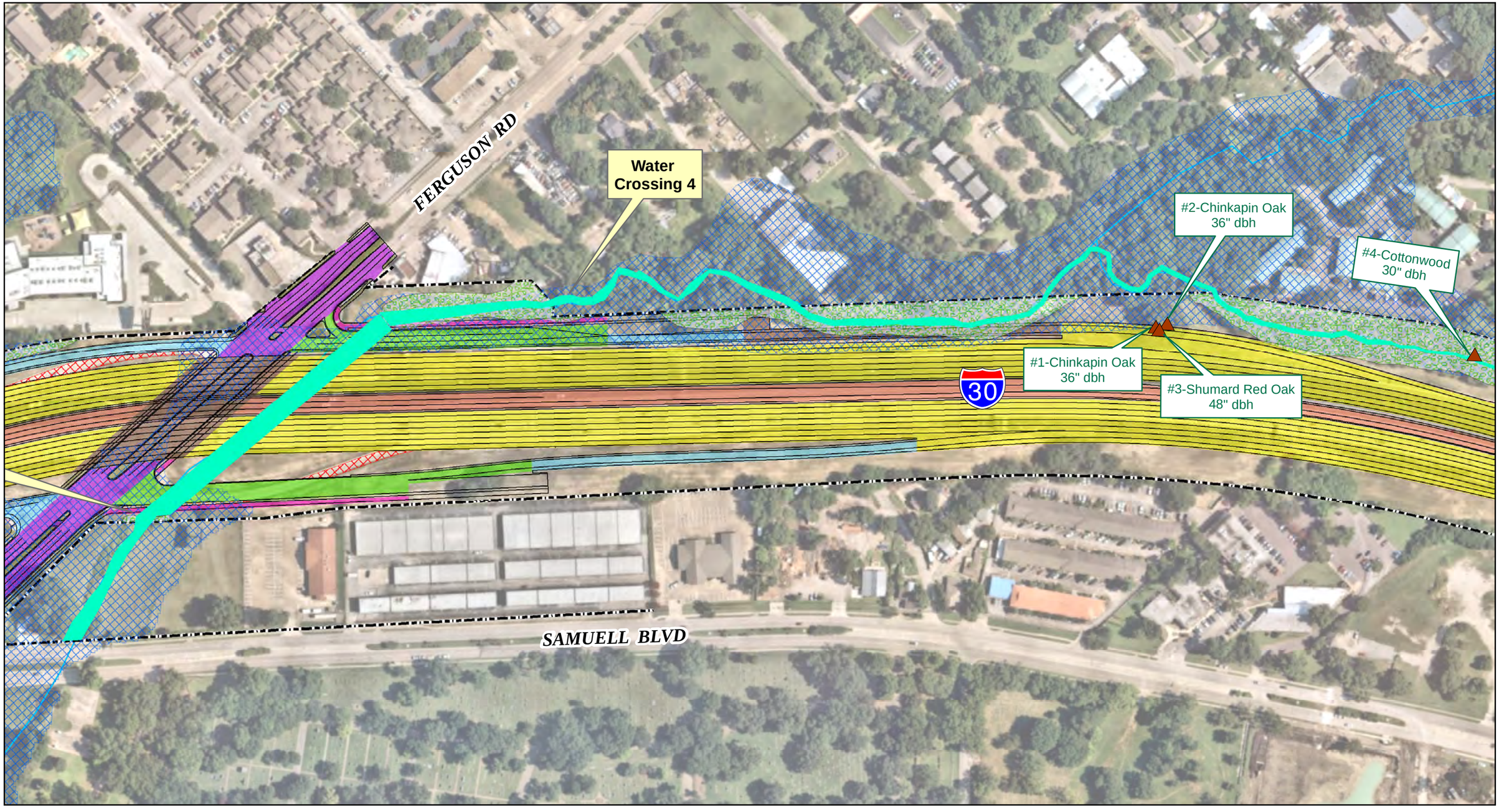
N W E S

Texas Department of Transportation

NATURAL RESOURCES MAP
SHEET 7 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS



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SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022

0 200 400

SCALE IN FEET

N W E S

Texas Department of Transportation

NATURAL RESOURCES MAP
SHEET 8 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS

HUNNICUT RD

Water Crossing 4

#4-Cottonwood 30" dbh

#5-Cottonwood 36" dbh

30

SAMUELL BLVD

LEGEND

- JURISDICTIONAL STREAM
- EMERGENT WETLAND
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SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022

0 200 400

SCALE IN FEET

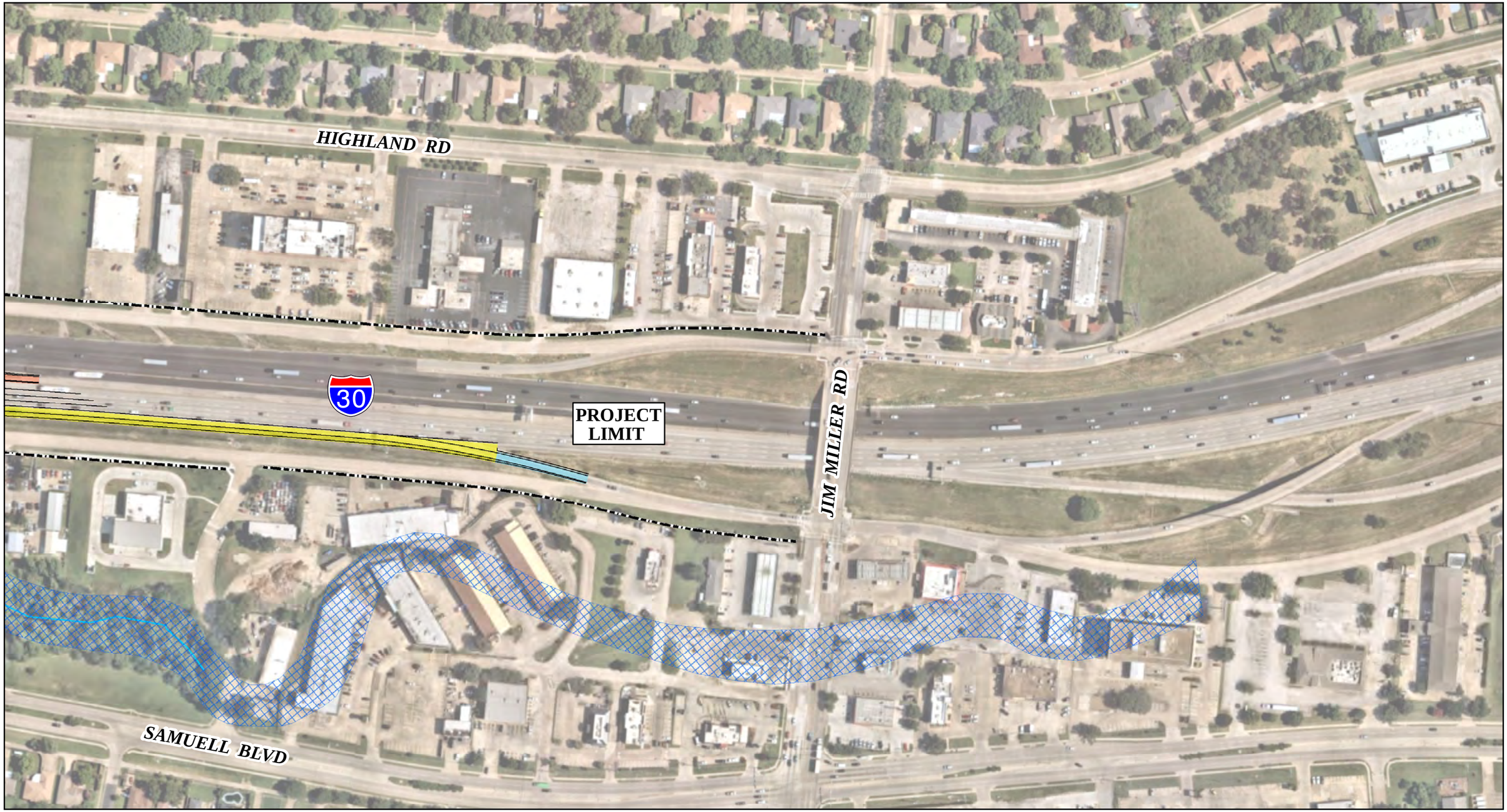
N W E S

Texas Department of Transportation

NATURAL RESOURCES MAP
SHEET 9 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS



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SCALE IN FEET

N W E S

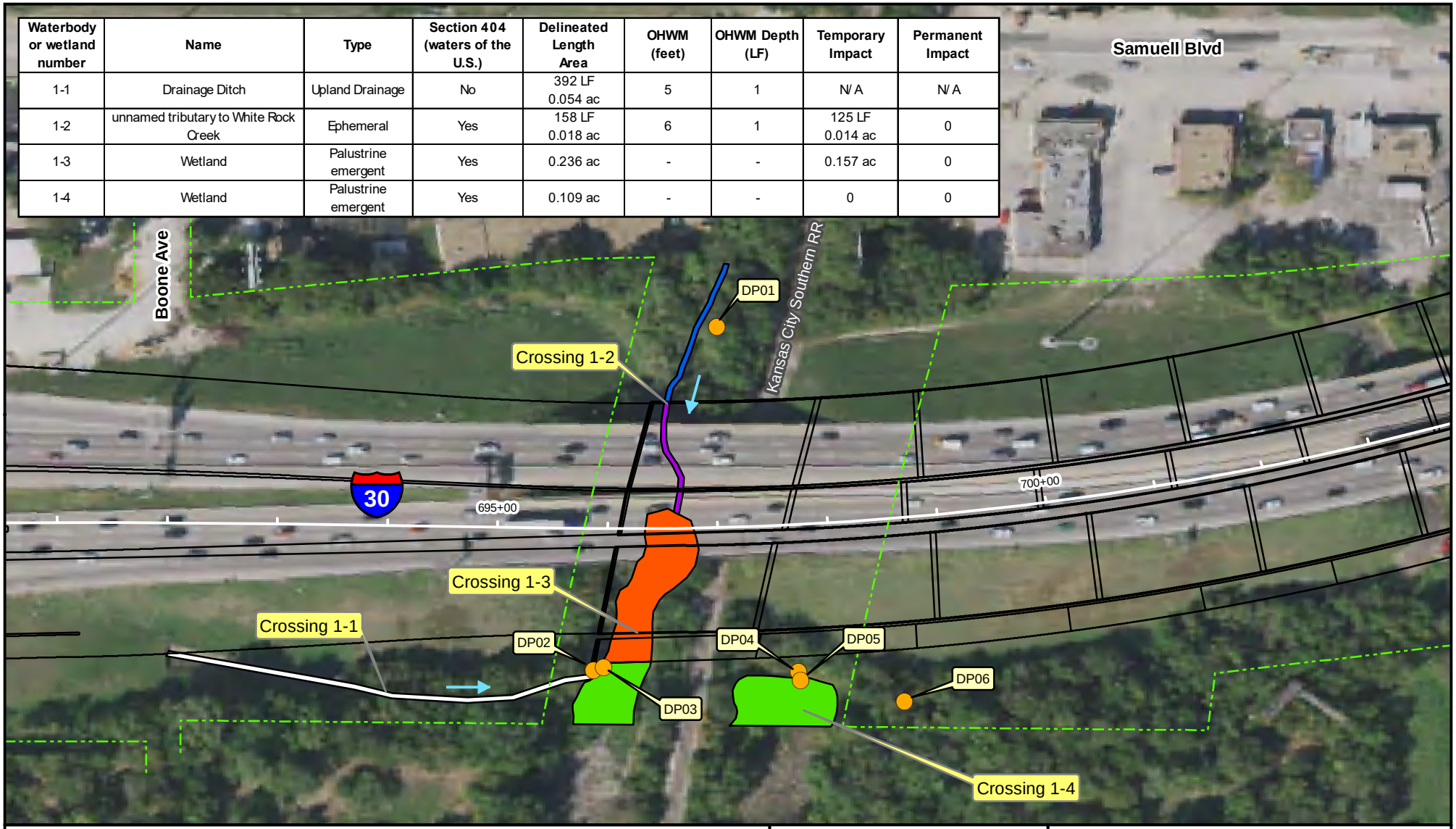
Texas Department of Transportation

NATURAL RESOURCES MAP
SHEET 10 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS

Waterbody or wetland number	Name	Type	Section 404 (waters of the U.S.)	Delineated Length Area	OHWM (feet)	OHWM Depth (LF)	Temporary Impact	Permanent Impact
1-1	Drainage Ditch	Upland Drainage	No	392 LF 0.054 ac	5	1	N/A	N/A
1-2	unnamed tributary to White Rock Creek	Ephemeral	Yes	158 LF 0.018 ac	6	1	125 LF 0.014 ac	0
1-3	Wetland	Palustrine emergent	Yes	0.236 ac	-	-	0.157 ac	0
1-4	Wetland	Palustrine emergent	Yes	0.109 ac	-	-	0	0



LEGEND

- Wetland Data Point
- Existing ROW/Project Limit
- Proposed ROW
- Pavement
- Existing/Proposed Culvert
- Flow
- Upland Drainage
- No Impact (Stream)
- Permanent Impact (Stream)
- Temporary Impact (Stream)
- No Impact (Wetland)
- Permanent Impact (Wetland)
- Temporary Impact (Wetland)

N

0 75 150 Feet

Texas Department of Transportation

Base Map Source: TNRIS (2020)

Water Feature Impacts Map Crossing 1

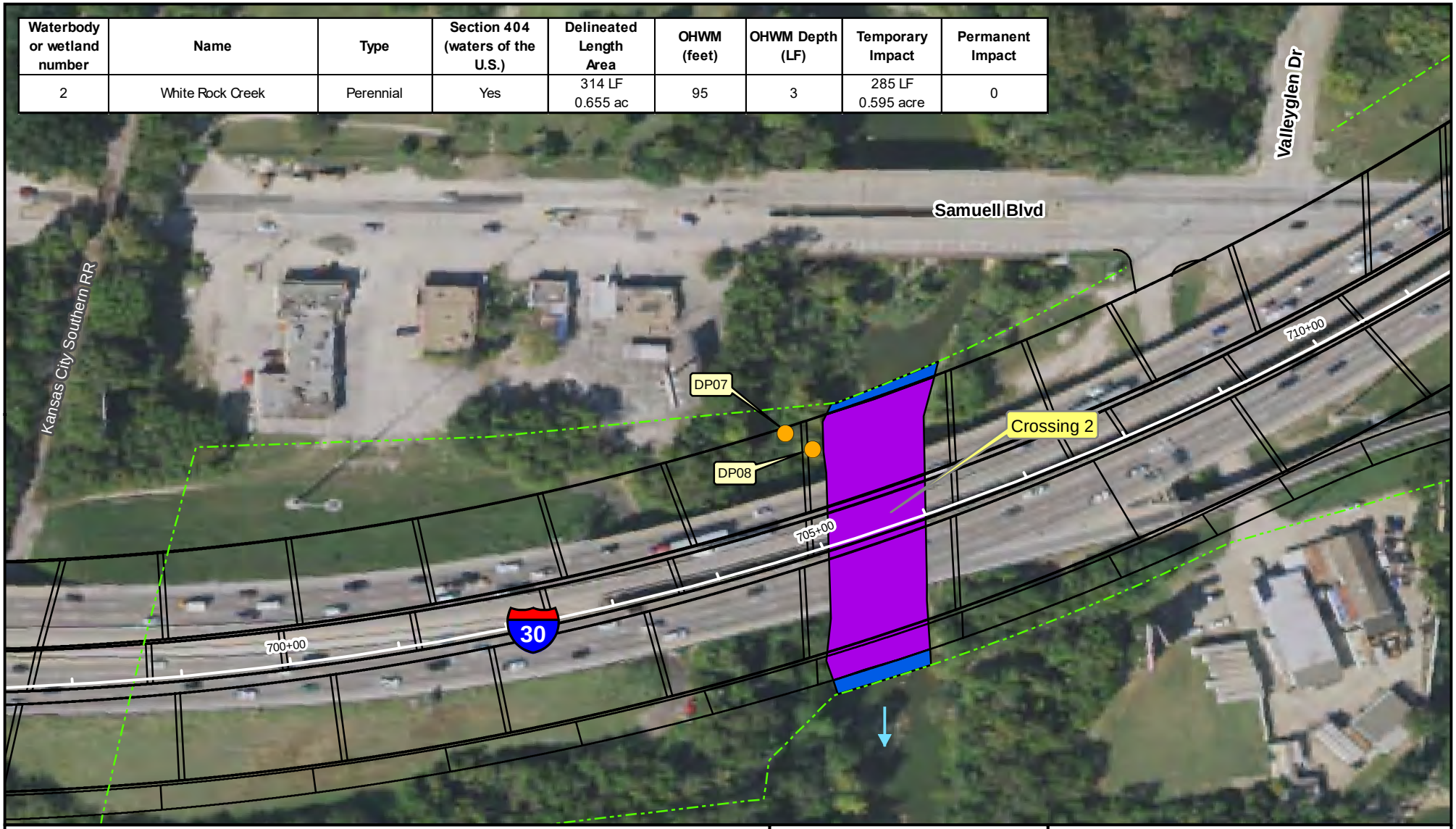
I-30 East Corridor Project

From I-45 to Ferguson Road

Dallas County, Texas
CSJs: 0009-11-252, etc.

SHEET 1 of 4

Waterbody or wetland number	Name	Type	Section 404 (waters of the U.S.)	Delineated Length Area	OHWM (feet)	OHWM Depth (LF)	Temporary Impact	Permanent Impact
2	White Rock Creek	Perennial	Yes	314 LF 0.655 ac	95	3	285 LF 0.595 acre	0



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Feet
0 75 150

Texas Department of Transportation

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Water Feature Impacts Map
Crossing 2

I-30 East Corridor Project
From I-45 to Ferguson Road

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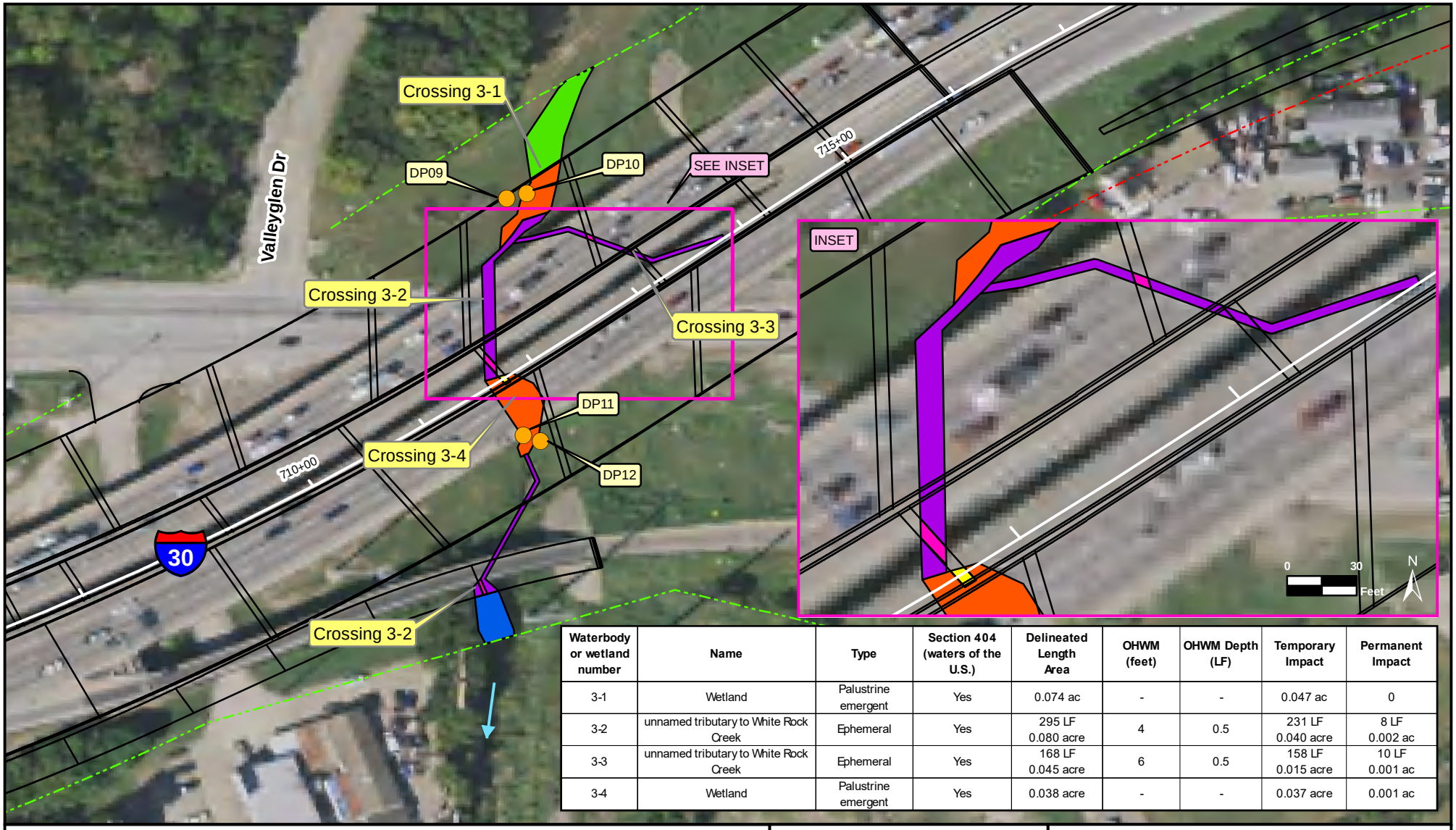
CSJs: 0009-11-252, etc.

SHEET 2 of 4



Waterbody or wetland number	Name	Type	Section 404 (waters of the U.S.)	Delineated Length Area	OHWM (feet)	OHWM Depth (LF)	Temporary Impact	Permanent Impact
3-1	Wetland	Palustrine emergent	Yes	0.074 ac	-	-	0.047 ac	0
3-2	unnamed tributary to White Rock Creek	Ephemeral	Yes	295 LF 0.080 acre	4	0.5	231 LF 0.040 acre	8 LF 0.002 ac
3-3	unnamed tributary to White Rock Creek	Ephemeral	Yes	168 LF 0.045 acre	6	0.5	158 LF 0.015 acre	10 LF 0.001 ac
3-4	Wetland	Palustrine emergent	Yes	0.038 acre	-	-	0.037 acre	0.001 ac

LEGEND

- Wetland Data Point
- Existing ROW/Project Limit
- Proposed ROW
- Pavement
- Existing/Proposed Culvert
- Flow
- Upland Drainage
- No Impact (Stream)
- Permanent Impact (Stream)
- Temporary Impact (Stream)
- No Impact (Wetland)
- Permanent Impact (Wetland)
- Temporary Impact (Wetland)

N

Feet

0 62.5 125

Texas Department of Transportation

Base Map Source: TNRIS (2020)

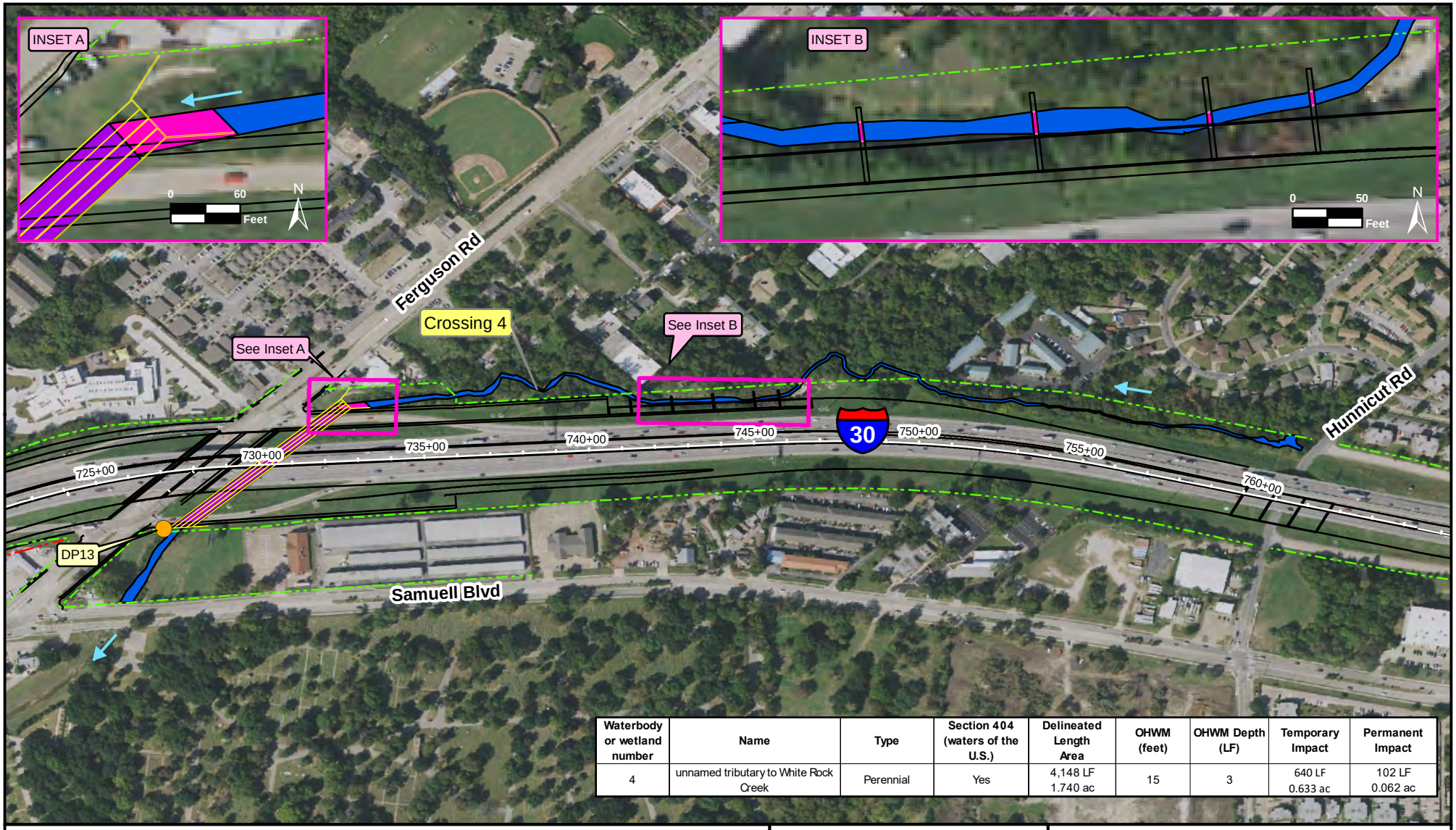
Water Feature Impacts Map Crossing 3

I-30 East Corridor Project

From I-45 to Ferguson Road

Dallas County, Texas
CSJs 0009-11-252, etc.

SHEET 3 of 4



Waterbody or wetland number	Name	Type	Section 404 (waters of the U.S.)	Delineated Length Area	OHWM (feet)	OHWM Depth (LF)	Temporary Impact	Permanent Impact
4	unnamed tributary to White Rock Creek	Perennial	Yes	4,148 LF 1.740 ac	15	3	640 LF 0.633 ac	102 LF 0.062 ac

LEGEND

- Wetland Data Point
- Existing ROW/Project Limit
- Proposed ROW
- Pavement
- Existing/Proposed Culvert
- Flow
- Upland Drainage
- No Impact (Stream)
- Permanent Impact (Stream)
- Temporary Impact (Stream)
- No Impact (Wetland)
- Permanent Impact (Wetland)
- Temporary Impact (Wetland)

N

Feet
0 250 500

Texas Department of Transportation

Base Map Source: TNRIS (2020)

Water Feature Impacts Map
Crossing 4

I-30 East Corridor Project
From I-45 to Ferguson Road

Dallas County, Texas
CSJs: 0009-11-252, etc.

SHEET 4 of 4

Fill in orange fields ONLY

2022 Congestion Management Process Project Form

Submitter Name	Agency Name	Date
Nathan Petter, P.E.	TxDOT Dallas District	8/22/2022

Email	Phone Number
nathan.petter@txdot.gov	214-320-6243

City

Dallas

Project Name

I-30 East Corridor

Facility Name

I-30

Project Limits (From)

I-45

Project Limits (To)

Ferguson Road

Does project add roadway capacity?

Yes

Project Description (Including TSM&O and TDM Strategies)

TxDOT project to reconstruct and widen I-30 from I-45 to Ferguson Road in Dallas, Texas, a distance of approximately 5 miles. The proposed improvements would include ten general purpose lanes (five in each direction), two reversible managed lanes, discontinuous two to three lane frontage roads in each direction, and reconstruction of ramps and bridge structures. The proposed I-30 main lanes and managed lanes would be depressed from I-45 to Dolphin Road. Accommodations for bicycle and pedestrian travel along the project corridor are a component of project development.

Complementary TDM and TSM&O Projects in TIP (2020-2025)

Link to TIPINS Database

Project Name	TIP Code	CSJ #
Deep Ellum Bike/Pedestrian, Safety, Traffic Signal Improv.	25093	n/a (City of Dallas)
I-30 from I-35E to I-45 (addition of lanes, reconstruction)	13030	0009-11-254
Fair Park street grid safety study: I-30 (I-45 to Carroll Ave)	11662	n/a (NCTCOG)

Other Complementary Projects not in TIP

Project Name	Implementing Agency

Are the project limits within a current Metropolitan Transportation Plan Corridor?

Yes	MTP Reference #
	28.60.3

MTP Webpage

Roadway Reccomentdations Listing

Non-Regionally Significant Arterials

Was the segment evaluated in the 2021 CMP Update? Link to CMP Corridor Fact Sheets

Yes

CMP Segment Number	CMP Segment Facility	Facility Limit (From)	Facility Limit (To)
28.10	IH 30	IH 45	US 80

Functional Class

Number	Description
1	Interstate

Area Type

Outer Business District

Divided/Undivided

Divided

Number of Lanes

Enter Current	Enter Proposed
9	12

Next Step:

Consult CMP Fact Sheets for more information

CMP Corridor Evaluation Sheet

Facility Type: CMP Segment 28.10

Performance Measures:

Crash Rate	1	**Travel Time Reliability**	0
Travel Time Index	1	**Bridge/Pavement Condition**	0
Performance Measure Deficiencies?	2		

Eligibility Corridor is eligible, continue to asset evaluation and strategy selection

Asset Category Scores

Roadway Infrastructure	Low
Modal Options	Medium
Roadway Operations	Medium

Potential CMP Strategy Matches

#NAME?

Specify deficiency-correcting congestion mitigation strategy that will be implemented as part of the project.

Strategies can be selected from above or from Appendix C of the 2021 Congestion Management Process.

Link to Appendix C

Intersection Improvements; Reversible Lane Management; Active Traffic Management; Context Sensitive Design; Bike/Ped Improvements

If not implementing a congestion mitigation strategy, please select an exemption category from dropdown list.

Click to Select

Please provide a description of reason for exemption below.

Form Status **(Select one from option)**

Complete, ready for NCTCOG review

Congestion Management Corridor Fact Sheet

Corridor Information

Corridor Number	28.10
Facility	IH 30
From	IH 45
To	US 80
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	124	Needs Improvement
Travel Time Index (Recurring Congestion)	1.68	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.33	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	1	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	56	**Roadway Infrastructure Score**
Frontage Road Percentage	47	
Parallel Freeway Percentage	48	Low

Modal Options

Park and Rides within 1 mile of corridor	3	**Modal Options Score**
Parallel Light Rail as percentage of corridor length	26	Medium
Parallel Commuter Rail as percentage of corridor length	0	
*Parallel Bus Route as percentage of corridor length**	99	
*Bus Trip Density**	327	
Combined Bus Availability	High	

**Parallel Bus Route and Bus Density combine to form Combined Bus Availability which impacts Modal Options Score*

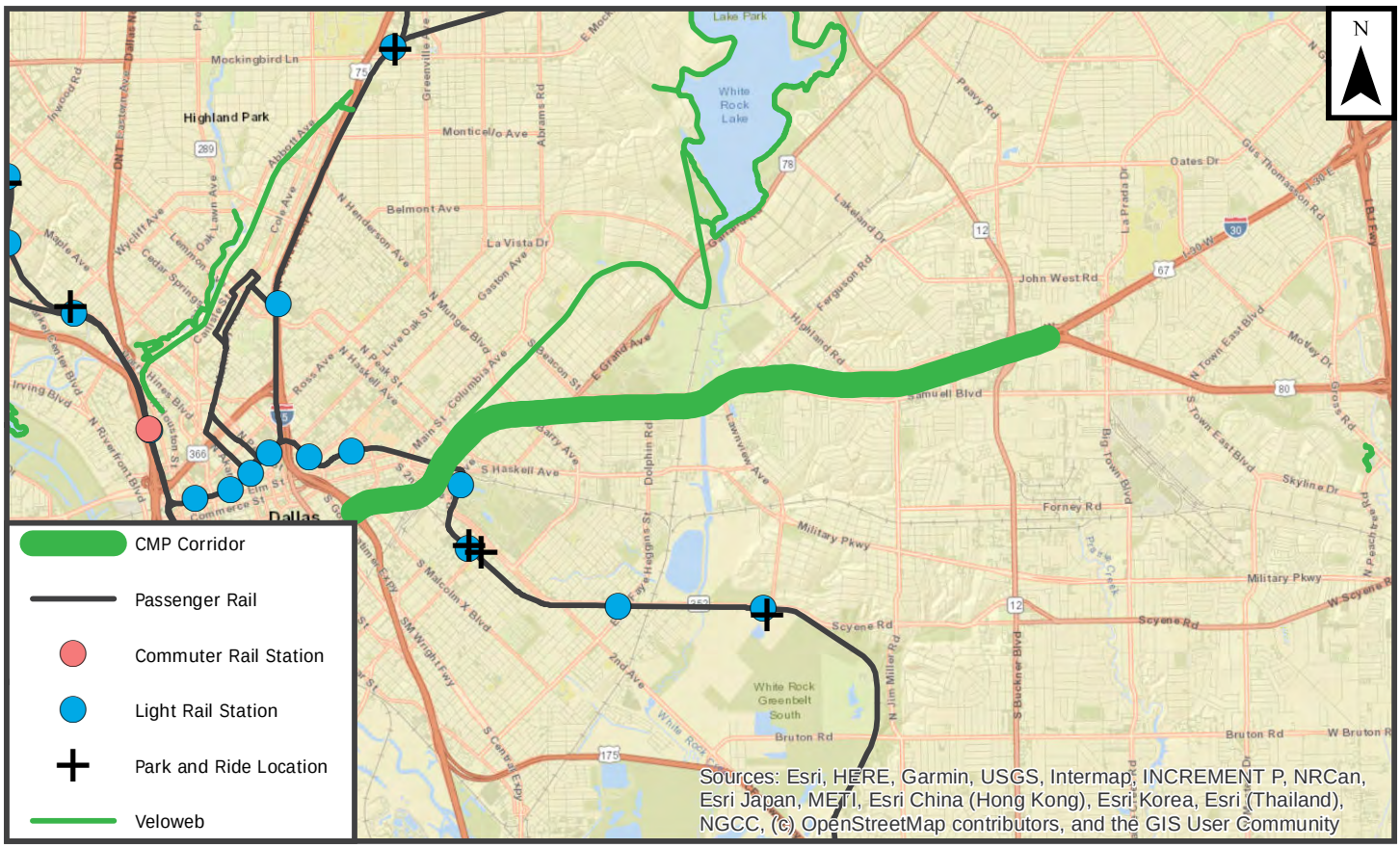
Operations

Shoulder Availability	Low	**Operations Score**
ITS Device Coverage Percentage	100	Medium
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	100	

More detail on corridor evaluation and scoring criteria available in Appendix D.

Congestion Management Process Corridor 28.10

IH 30 between IH 45 and US 80



Performance Statement

Demand reduction and operational

Asset Statement

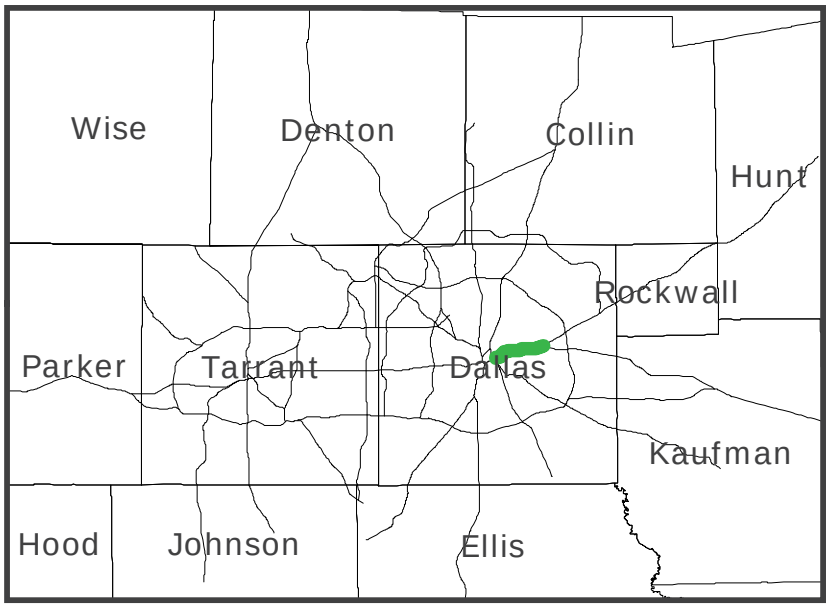
Promote modal options and operate

Corridor Statement

Promote modal options and operate

Corridor Output

CMP Strategy



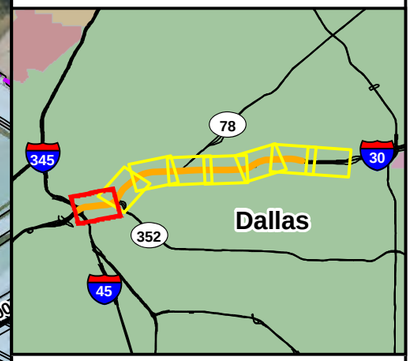
Created: 7/7/2021

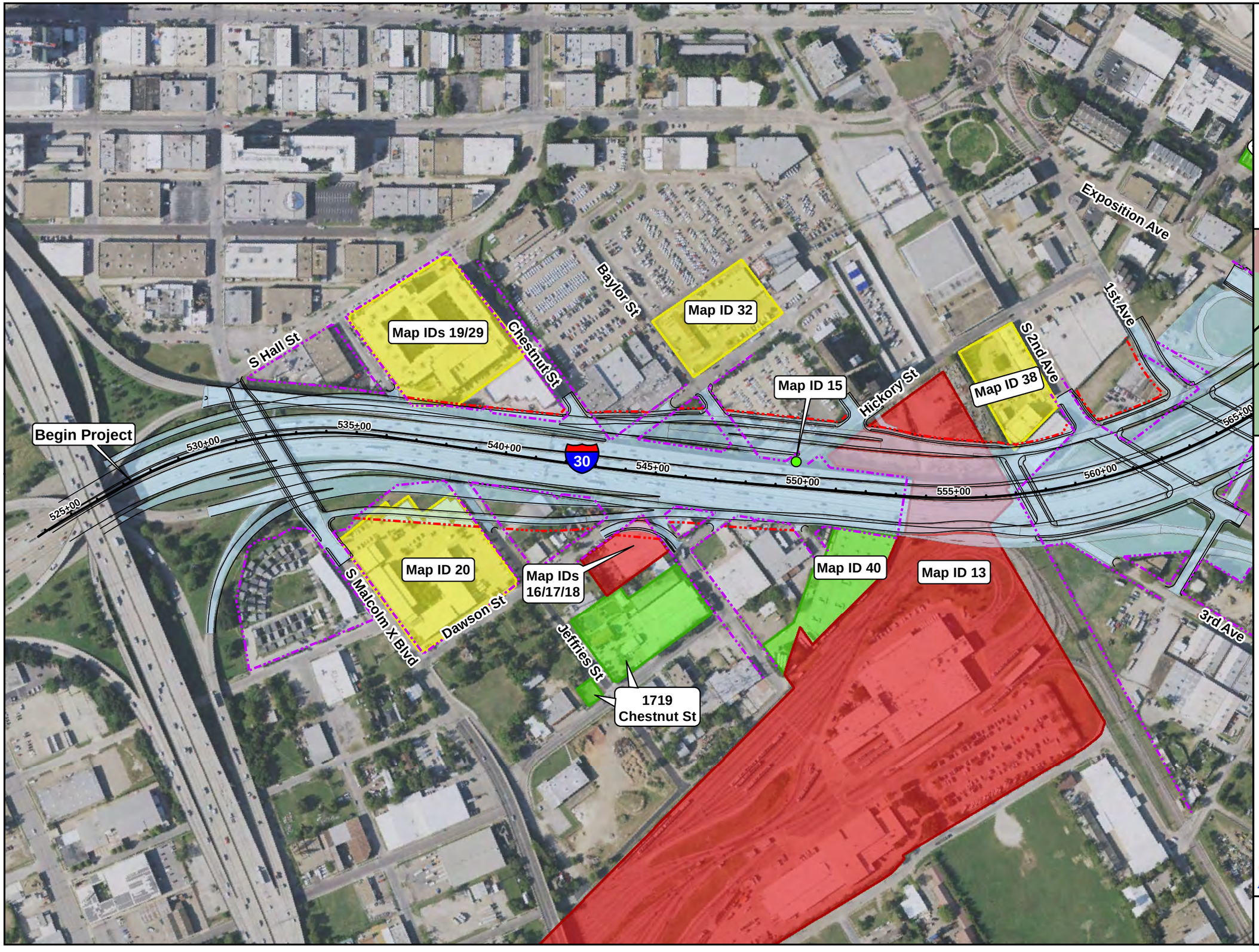
Hazardous Materials Site Map

I-30 East Corridor Project

From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas





N
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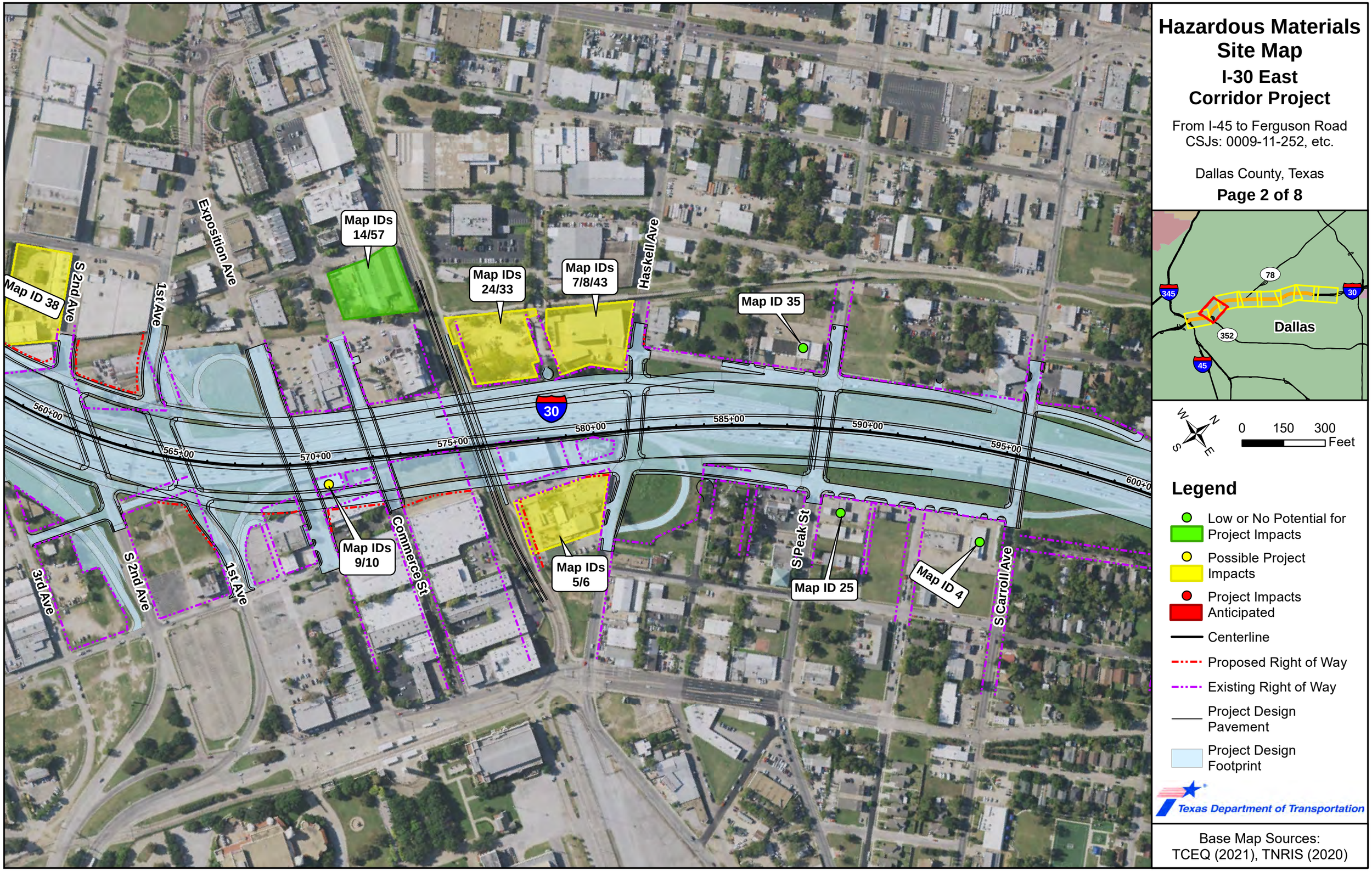
0 150 300 Feet

Legend

- Low or No Potential for Project Impacts
- Possible Project Impacts
- Project Impacts Anticipated
- Centerline
- Proposed Right of Way
- Existing Right of Way
- Project Design Pavement
- Project Design Footprint

Texas Department of Transportation

Base Map Sources:
TCEQ (2021), TNRIS (2020)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S 2nd Ave
1st Ave
Exposition Ave
Map IDs 14/57
Map IDs 24/33
Map IDs 7/8/43
Haskell Ave
Map ID 35
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565+00
570+00
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585+00
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595+00
600+0
Map IDs 9/10
Commerce St
Map IDs 5/6
S Peak St
Map ID 25
Map ID 4
S Carroll Ave
3rd Ave
S 2nd Ave
1st Ave
Hazardous Materials Site Map
I-30 East Corridor Project
From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.
Dallas County, Texas
Page 2 of 8
78
345
30
352
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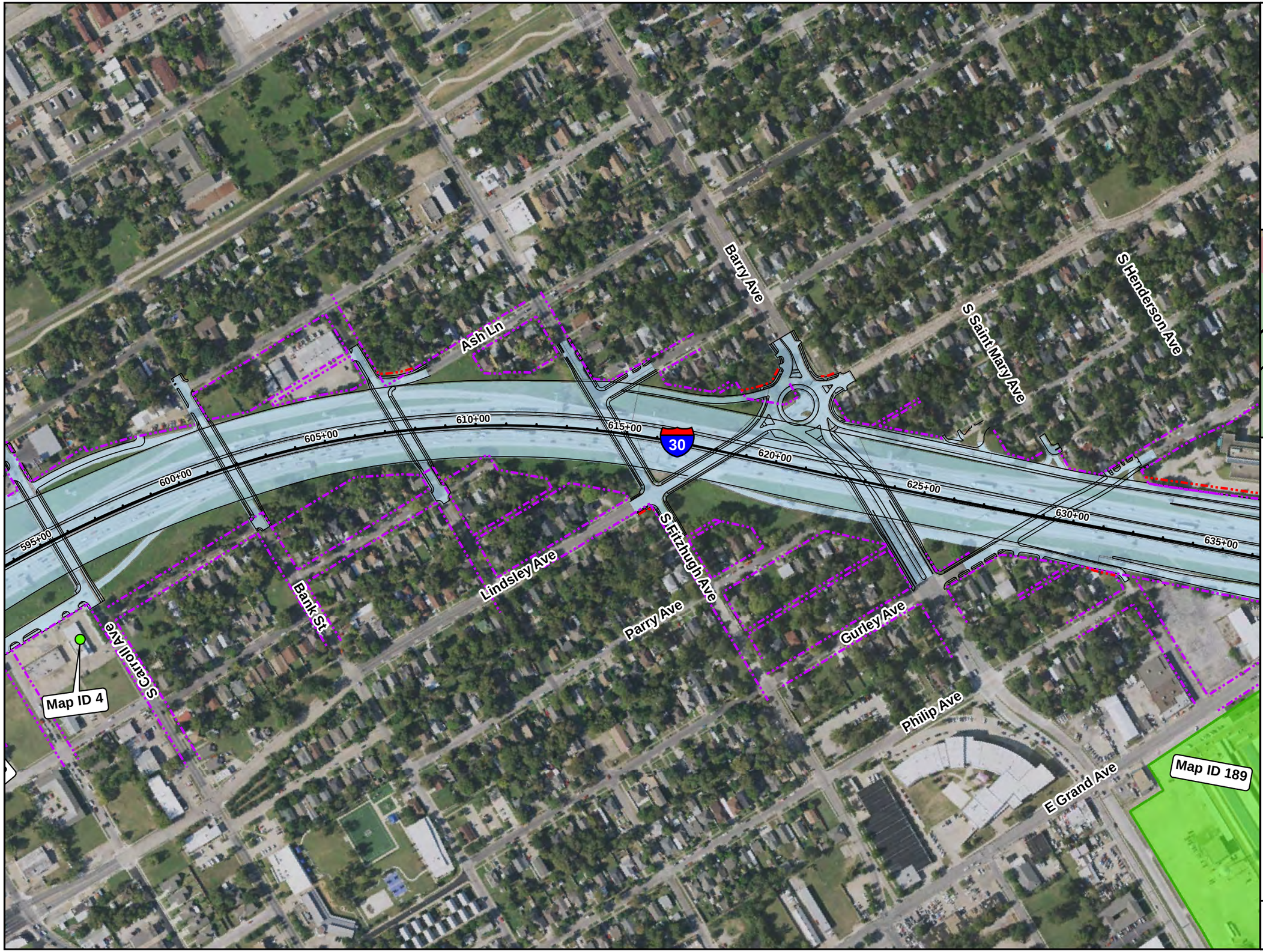
Dallas
0 150 300 Feet
Legend
Low or No Potential for Project Impacts
Possible Project Impacts
Project Impacts Anticipated
Centerline
Proposed Right of Way
Existing Right of Way
Project Design Pavement
Project Design Footprint
Texas Department of Transportation
Base Map Sources:
TCEQ (2021), TNRIS (2020)



Hazardous Materials Site Map

I-30 East Corridor Project

From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas

Page 3 of 8

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Legend

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Texas Department of Transportation

Base Map Sources:
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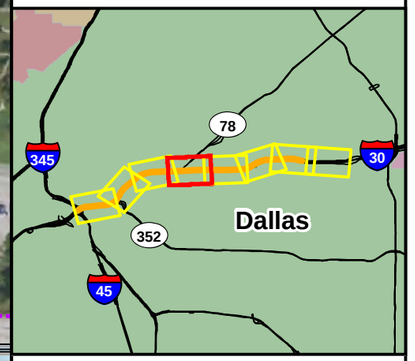
Hazardous Materials Site Map

I-30 East Corridor Project

From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas

Page 4 of 8



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Legend

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Texas Department of Transportation

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Hazardous Materials Site Map

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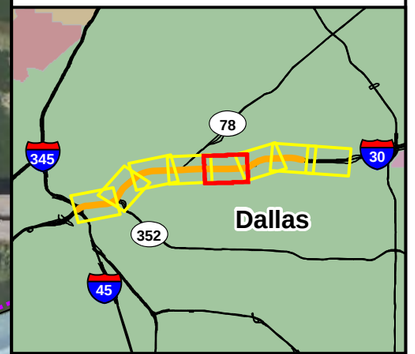
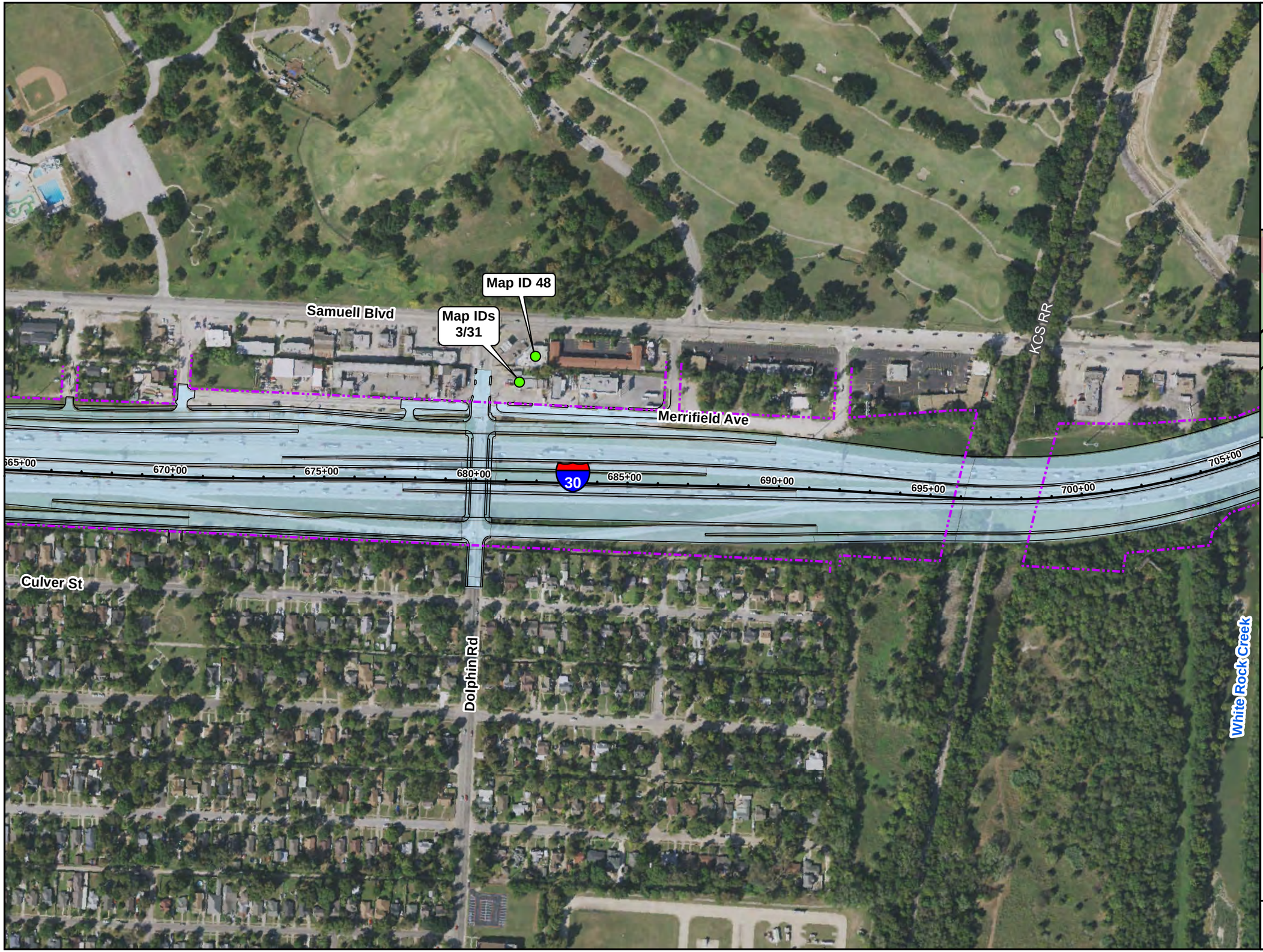
Dallas County, Texas





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Texas Department of Transportation

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Hazardous Materials Site Map

I-30 East Corridor Project

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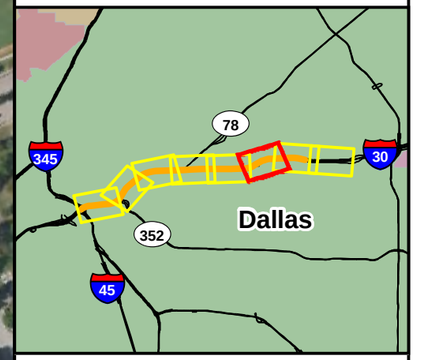
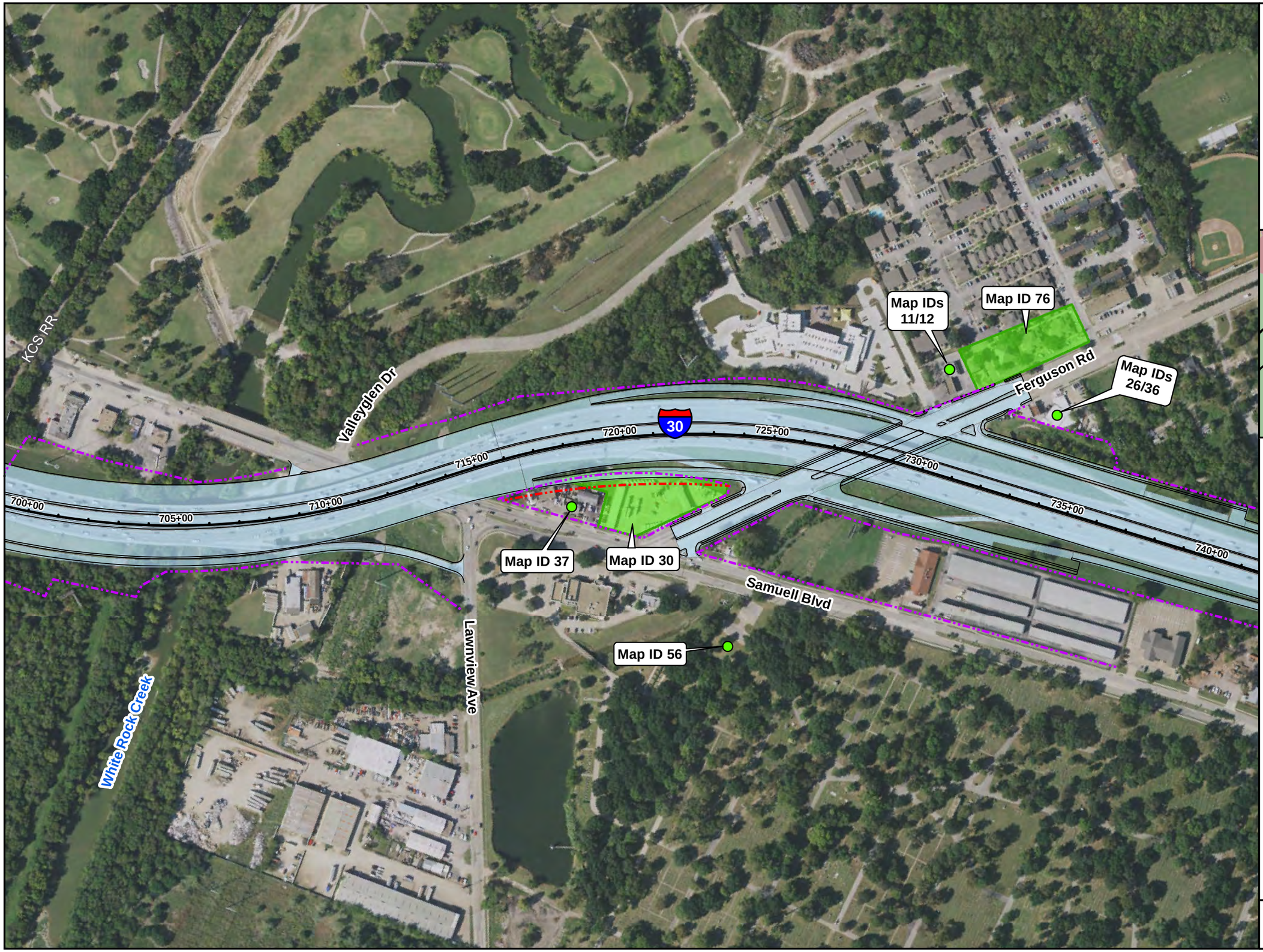
Dallas County, Texas

Page 6 of 8





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Texas Department of Transportation

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Hazardous Materials Site Map

I-30 East Corridor Project

From I-45 to Ferguson Road
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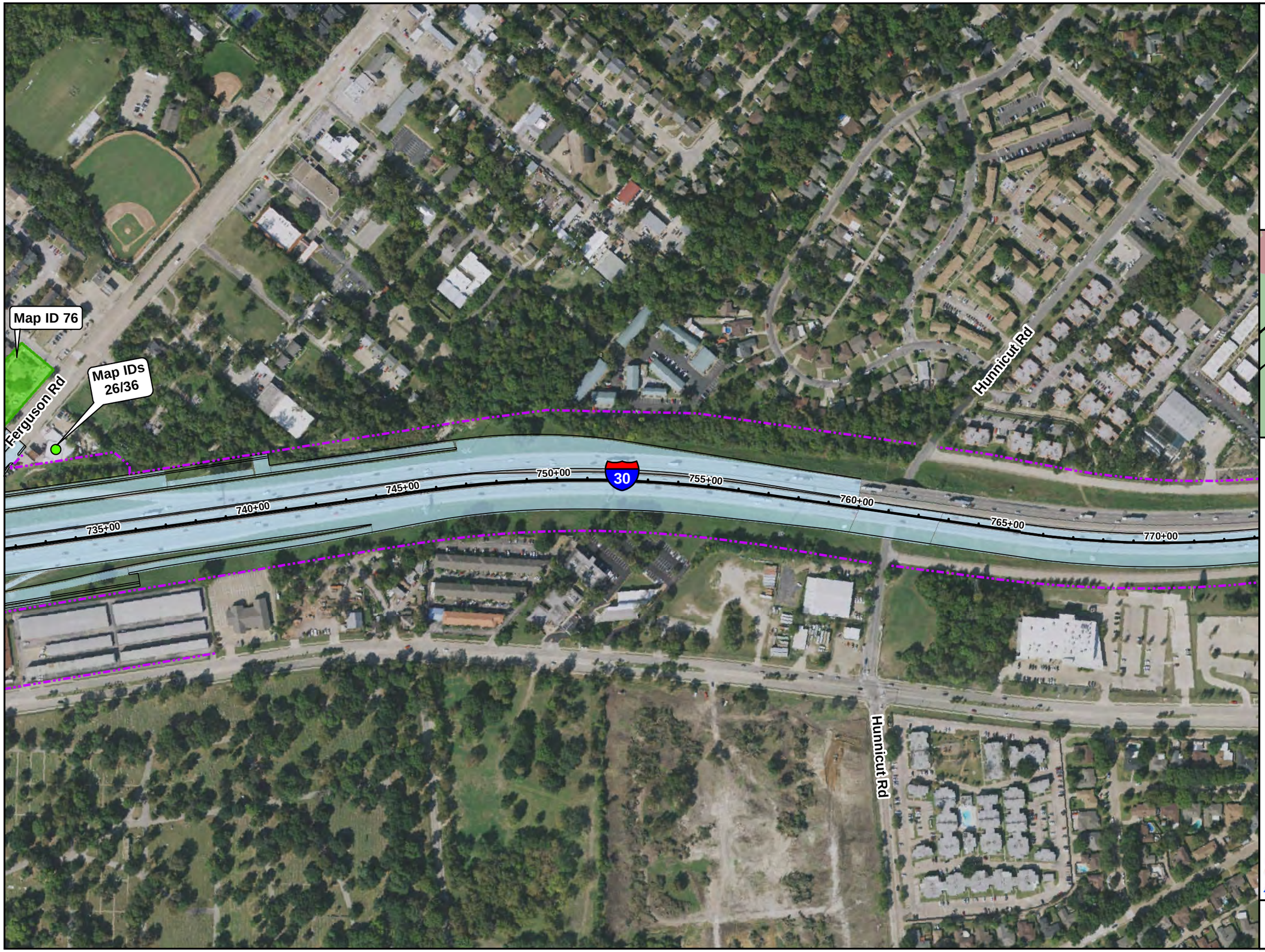
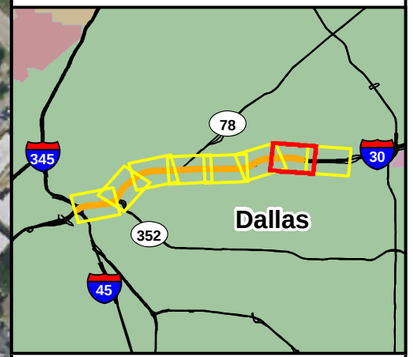
Dallas County, Texas





N
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Texas Department of Transportation

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TCEQ (2021), TNRIS (2020)

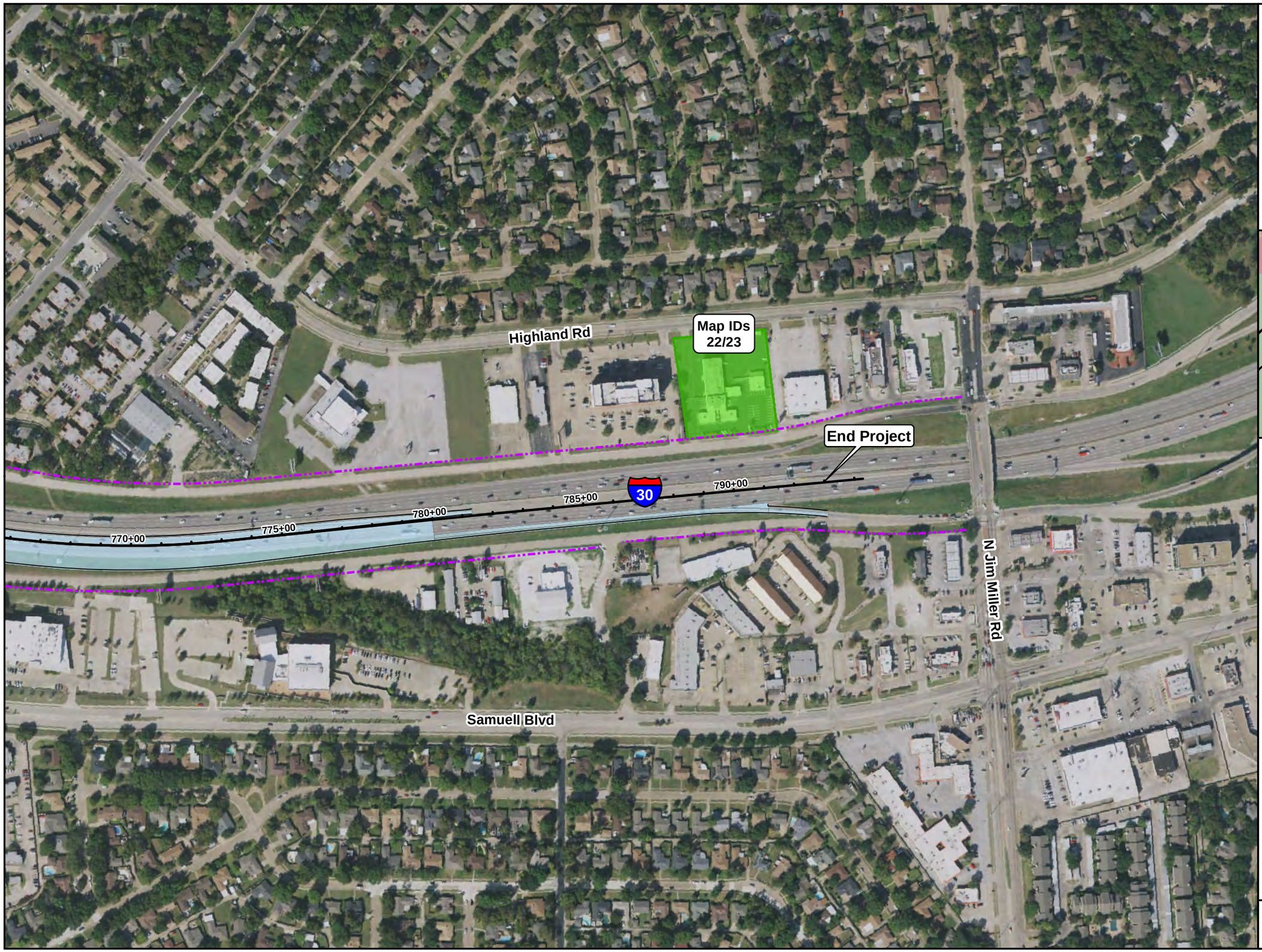
Hazardous Materials Site Map

I-30 East Corridor Project

From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas

Page 8 of 8



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Feet

Legend

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Texas Department of Transportation

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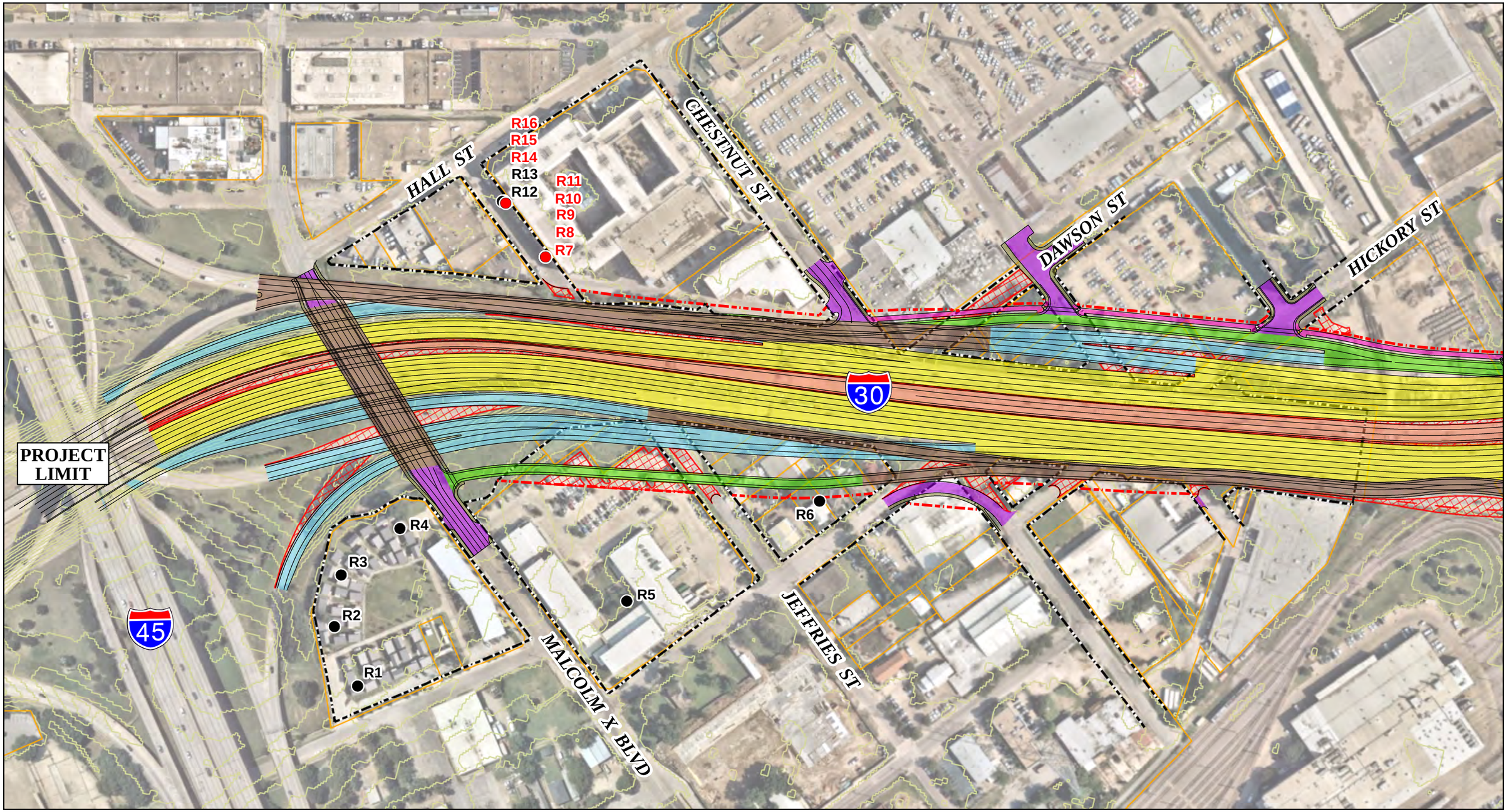
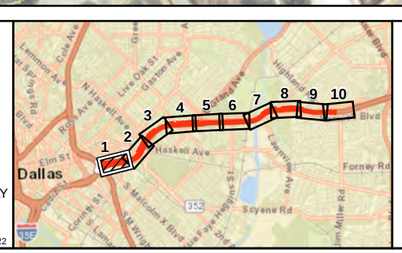


LEGEND

- NON-IMPACTED RECEIVER
- IMPACTED RECEIVER
- BENEFITED RECEIVER
- PROPOSED NOISE BARRIER
- PROPOSED ROW
- EXISTING ROW
- STREAM/CREEK
- EXISTING CONTOURS (2 FOOT)
- PROPERTY BOUNDARY
- PROPOSED BRIDGE
- PROPOSED ACCESS/FRONTAGE ROAD
- PROPOSED MAINLANE
- PROPOSED MANAGED LANE
- PROPOSED MANAGED LANE RAMP
- PROPOSED RAMP/DIRECT CONNECTOR
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK/RAISED MEDIAN
- PROPOSED LOCAL CROSS STREET/DRIVEWAY
- PAVEMENT/BRIDGE REMOVAL

SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022



0 200 400

SCALE IN FEET

N W E S

Texas Department of Transportation

TRAFFIC NOISE RECEIVER LOCATION MAP
SHEET 1 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS

HICKORY ST
2ND AVE
1ST AVE
EXPOSITION AVE
30
ASH LN
COMMERCE ST
HASKELL AVE

LEGEND

- NON-IMPACTED RECEIVER
- IMPACTED RECEIVER
- BENEFITED RECEIVER
- PROPOSED NOISE BARRIER
- PROPOSED ROW
- EXISTING ROW
- STREAM/CREEK
- EXISTING CONTOURS (2 FOOT)
- PROPERTY BOUNDARY
- PROPOSED BRIDGE
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- PROPOSED MAINLANE
- PROPOSED MANAGED LANE
- PROPOSED MANAGED LANE RAMP
- PROPOSED RAMP/DIRECT CONNECTOR
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK/RAISED MEDIAN
- PROPOSED LOCAL CROSS STREET/DRIVEWAY
- PAVEMENT/BRIDGE REMOVAL

SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022

0 200 400

SCALE IN FEET

N
W E
S

Texas Department of Transportation

TRAFFIC NOISE RECEIVER LOCATION MAP
SHEET 2 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

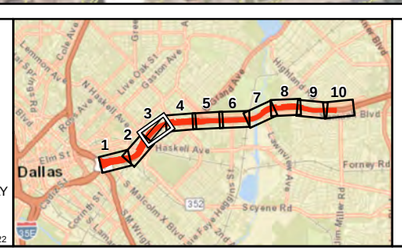
DALLAS COUNTY, TEXAS

BIRCH ST
TERRY ST
ASH LN
ASH LN
PEAK ST
CARROLL AVE
BANK ST
GARLAND AVE
CALDWELL AVE
LINDSLEY AVE
30
R17
R18
R19
R20
R21
R22
R23
R24
R25
R26
R27
R28
R29
R30
R31
R32
R33
R34
R36
R37
R38
R39
R40
R41
Proposed Noise Barrier 1-1
Proposed Noise Barrier 1-2
Proposed Noise Barrier 3
Proposed Noise Barrier 1-3

LEGEND

- NON-IMPACTED RECEIVER
- IMPACTED RECEIVER
- BENEFITED RECEIVER
- PROPOSED NOISE BARRIER
- PROPOSED ROW
- EXISTING ROW
- STREAM/CREEK
- EXISTING CONTOURS (2 FOOT)
- PROPERTY BOUNDARY
- PROPOSED BRIDGE
- PROPOSED ACCESS/FRONTAGE ROAD
- PROPOSED MAINLANE
- PROPOSED MANAGED LANE
- PROPOSED MANAGED LANE RAMP
- PROPOSED RAMP/DIRECT CONNECTOR
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK/RAISED MEDIAN
- PROPOSED LOCAL CROSS STREET/DRIVEWAY
- PAVEMENT/BRIDGE REMOVAL

SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022



0 200 400

SCALE IN FEET

N W E S

Texas Department of Transportation

TRAFFIC NOISE RECEIVER LOCATION MAP
SHEET 3 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS

MUNGER BLVD
GARLAND AVE
LINDSLEY AVE
ST MARY AVE
PARRY AVE
GURLEY AVE
PHILIP AVE
BARRY AVE
FITZHUGH AVE
CALDWELL AVE
GRAND AVE

R40 R41 R42 R43 R44 R45 R46 R47 R48 R49 R50 R51 R52 R53 R54 R55 R56 R57 R58 R59 R60 R61 R62 R63 R64 R65 R66 R67 R68 R69 R70 R71 R72 R73 R32 R33 R34 R35

Proposed Noise Barrier 3
Proposed Noise Barrier 4
Proposed Noise Barrier 5
Proposed Noise Barrier 1-3
Proposed Noise Barrier 2

30

LEGEND

- NON-IMPACTED RECEIVER
- IMPACTED RECEIVER
- BENEFITED RECEIVER
- PROPOSED NOISE BARRIER
- PROPOSED ROW
- EXISTING ROW
- STREAM/CREEK
- EXISTING CONTOURS (2 FOOT)
- PROPERTY BOUNDARY
- PROPOSED BRIDGE
- PROPOSED ACCESS/FRONTAGE ROAD
- PROPOSED MAINLANE
- PROPOSED MANAGED LANE
- PROPOSED MANAGED LANE RAMP
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- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK/RAISED MEDIAN
- PROPOSED LOCAL CROSS STREET/DRIVEWAY
- PAVEMENT/BRIDGE REMOVAL

SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022

0 200 400
SCALE IN FEET

N W E S

Texas Department of Transportation

TRAFFIC NOISE RECEIVER LOCATION MAP
SHEET 4 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS

PHILIP AVE
GRAND AVE
SAMUELL BLVD
SIBLEY AVE
OWENWOOD AVE
R77
R79
R80
30
Proposed Noise Barrier 6-1
R74
R75
R76
OLEANDER ST
FAIRVIEW AVE
WINSLOW AVE
BEEMAN AVE
R78
R81
R82
R83
R84
CULVER ST

LEGEND

- NON-IMPACTED RECEIVER
- IMPACTED RECEIVER
- BENEFITED RECEIVER
- PROPOSED NOISE BARRIER
- PROPOSED ROW
- EXISTING ROW
- STREAM/CREEK
- EXISTING CONTOURS (2 FOOT)
- PROPERTY BOUNDARY
- PROPOSED BRIDGE
- PROPOSED ACCESS/FRONTAGE ROAD
- PROPOSED MAINLANE
- PROPOSED MANAGED LANE
- PROPOSED MANAGED LANE RAMP
- PROPOSED RAMP/DIRECT CONNECTOR
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK/RAISED MEDIAN
- PROPOSED LOCAL CROSS STREET/DRIVEWAY
- PAVEMENT/BRIDGE REMOVAL

SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022

0 200 400

SCALE IN FEET

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Texas Department of Transportation

TRAFFIC NOISE IMPACTS MAP
SHEET 5 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS

SAMUELL BLVD

OWENWOOD AVE

WINFIELD AVE

MERRIFIELD AVE

R80

30

Proposed Noise Barrier 6-1

Proposed Noise Barrier 6-2

Proposed Noise Barrier 6-3

R83 R84 R85 R86 R87 R88 R89 R90 R91 R92 R93 R94

CULVER ST

DOLPHIN RD

WINFIELD AVE

BOONE AVE

LEGEND

- NON-IMPACTED RECEIVER
- IMPACTED RECEIVER
- BENEFITED RECEIVER
- PROPOSED NOISE BARRIER
- PROPOSED ROW
- EXISTING ROW
- STREAM/CREEK
- EXISTING CONTOURS (2 FOOT)
- PROPERTY BOUNDARY
- PROPOSED BRIDGE
- PROPOSED ACCESS/FRONTAGE ROAD
- PROPOSED MAINLANE
- PROPOSED MANAGED LANE
- PROPOSED MANAGED LANE RAMP
- PROPOSED RAMP/DIRECT CONNECTOR
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK/RAISED MEDIAN
- PROPOSED LOCAL CROSS STREET/DRIVEWAY
- PAVEMENT/BRIDGE REMOVAL

SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022

0 200 400

SCALE IN FEET

N W E S

Texas Department of Transportation

TRAFFIC NOISE IMPACTS MAP
SHEET 6 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS

R95
R97
SAMUELL BLVD
VALLEY GLEN DR
30
WHITE ROCK CREEK
LAWNVIEW AVE
SAMUELL BLVD

LEGEND

- NON-IMPACTED RECEIVER
- IMPACTED RECEIVER
- BENEFITED RECEIVER
- PROPOSED NOISE BARRIER
- PROPOSED ROW
- EXISTING ROW
- STREAM/CREEK
- EXISTING CONTOURS (2 FOOT)
- PROPERTY BOUNDARY
- PROPOSED BRIDGE
- PROPOSED ACCESS/FRONTAGE ROAD
- PROPOSED MAINLANE
- PROPOSED MANAGED LANE
- PROPOSED MANAGED LANE RAMP
- PROPOSED RAMP/DIRECT CONNECTOR
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK/RAISED MEDIAN
- PROPOSED LOCAL CROSS STREET/DRIVEWAY
- PAVEMENT/BRIDGE REMOVAL

SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022

0 200 400

SCALE IN FEET

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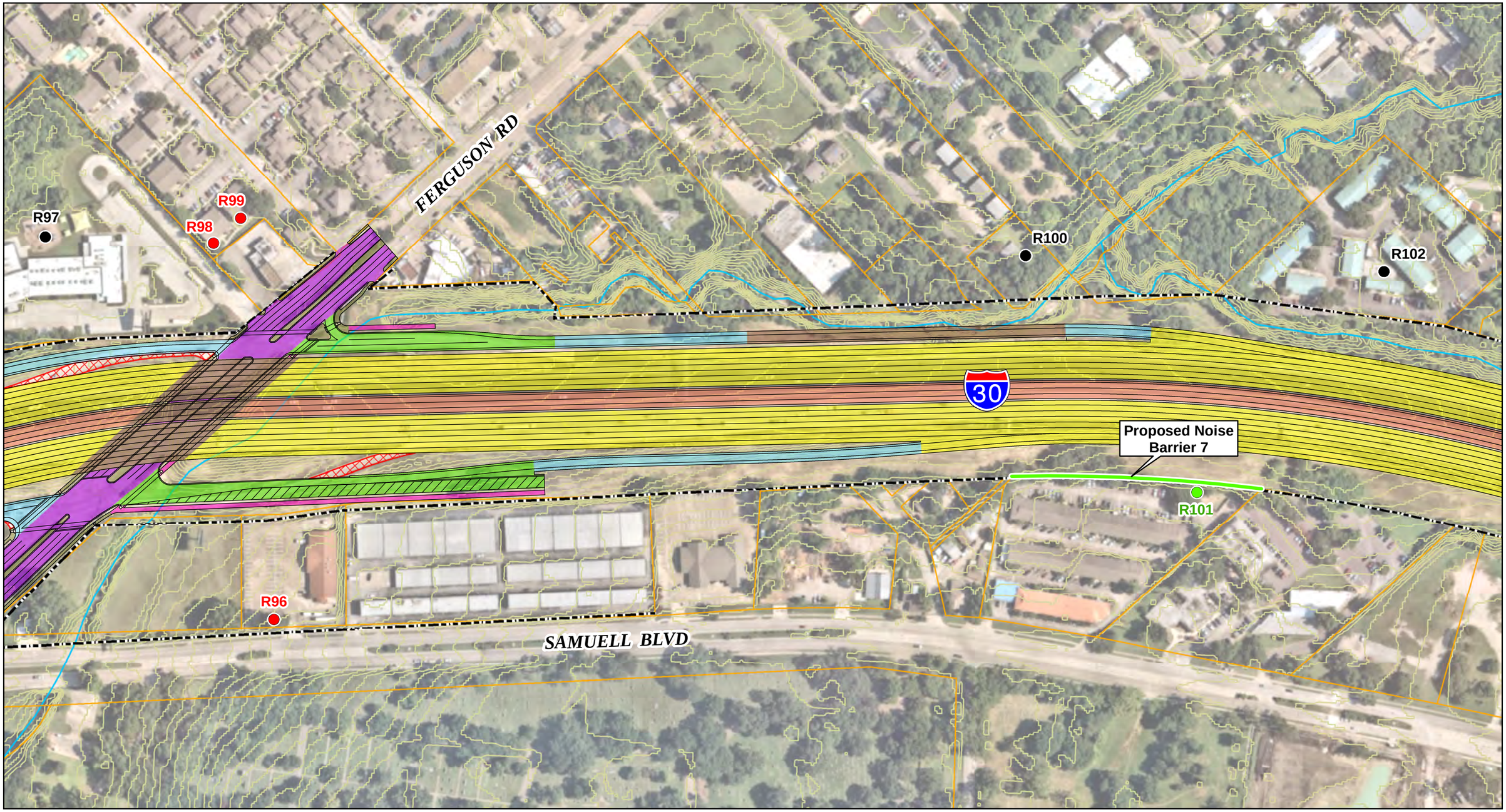
Texas Department of Transportation

TRAFFIC NOISE RECEIVER LOCATION MAP
SHEET 7 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS



LEGEND

- NON-IMPACTED RECEIVER
- IMPACTED RECEIVER
- BENEFITED RECEIVER
- PROPOSED NOISE BARRIER
- PROPOSED ROW
- EXISTING ROW
- STREAM/CREEK
- EXISTING CONTOURS (2 FOOT)
- PROPERTY BOUNDARY
- PROPOSED BRIDGE
- PROPOSED ACCESS/FRONTAGE ROAD
- PROPOSED MAINLANE
- PROPOSED MANAGED LANE
- PROPOSED MANAGED LANE RAMP
- PROPOSED RAMP/DIRECT CONNECTOR
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK/RAISED MEDIAN
- PROPOSED LOCAL CROSS STREET/DRIVEWAY
- PAVEMENT/BRIDGE REMOVAL

SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022

0 200 400

SCALE IN FEET

N W E S

Texas Department of Transportation

TRAFFIC NOISE RECEIVER LOCATION MAP
SHEET 8 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS

HUNNICUT RD

SAMUELL BLVD

30

R102 R103 R104 R105 R106 R107 R108 R109 R110 R111 R112 R113 R114 R115 R116 R117 R118 R119 R120 R121 R122 R123 R124 R125 R126 R127 R128 R129

LEGEND

- NON-IMPACTED RECEIVER
- IMPACTED RECEIVER
- BENEFITED RECEIVER
- PROPOSED NOISE BARRIER
- PROPOSED ROW
- EXISTING ROW
- STREAM/CREEK
- EXISTING CONTOURS (2 FOOT)
- PROPERTY BOUNDARY
- PROPOSED BRIDGE
- PROPOSED ACCESS/FRONTAGE ROAD
- PROPOSED MAINLANE
- PROPOSED MANAGED LANE
- PROPOSED MANAGED LANE RAMP
- PROPOSED RAMP/DIRECT CONNECTOR
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK/RAISED MEDIAN
- PROPOSED LOCAL CROSS STREET/DRIVEWAY
- PAVEMENT/BRIDGE REMOVAL

SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022

0 200 400

SCALE IN FEET

N W E S

Texas Department of Transportation

TRAFFIC NOISE RECEIVER LOCATION MAP
SHEET 9 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS

HIGHLAND RD

PROJECT LIMIT

JIM MILLER RD

SAMUELL BLVD

LEGEND

- NON-IMPACTED RECEIVER
- IMPACTED RECEIVER
- BENEFITED RECEIVER
- PROPOSED NOISE BARRIER
- PROPOSED ROW
- EXISTING ROW
- STREAM/CREEK
- EXISTING CONTOURS (2 FOOT)
- PROPERTY BOUNDARY
- PROPOSED BRIDGE
- PROPOSED ACCESS/FRONTAGE ROAD
- PROPOSED MAINLANE
- PROPOSED MANAGED LANE
- PROPOSED MANAGED LANE RAMP
- PROPOSED RAMP/DIRECT CONNECTOR
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK/RAISED MEDIAN
- PROPOSED LOCAL CROSS STREET/DRIVEWAY
- PAVEMENT/BRIDGE REMOVAL

SOURCE / YEAR OF AERIAL PHOTOGRAPH: NEARMAP/2022

0 200 400

SCALE IN FEET

N W E S

Texas Department of Transportation

TRAFFIC NOISE RECEIVER LOCATION MAP
SHEET 10 OF 10

I-30 EAST CORRIDOR
FROM I-45 TO FERGUSON ROAD
CSJs: 0009-11-252, etc.

DALLAS COUNTY, TEXAS

Table 2. Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Cat-egory	NAC Level	Predicted Traffic Noise Level [dB(A) Leq]			Noise Impact (Yes/No)
			Existing (2021)	Predicted (2048)	Change (+/-)	
R1: The Cottages at Hickory Crossing - Front Porch	B	67	59	62	3	No
R2: The Cottages at Hickory Crossing - Front Porch	B	67	60	62	2	No
R3: The Cottages at Hickory Crossing - Front Porch	B	67	58	60	2	No
R4: The Cottages at Hickory Crossing - Front Porch	B	67	61	62	1	No
R5: City Square (Non-Profit Organization) - Bench	C	67	58	58	0	No
R6: Residential - Backyard	B	67	67	61	-6	No
R7: The Crosby Apts. - Patio	**B**	**67**	**67**	**67**	**0**	**Yes**
R8: The Crosby Apts. - 2nd Floor Balcony	**B**	**67**	**70**	**72**	**2**	**Yes**
R9: The Crosby Apts. - 3rd Floor Balcony	**B**	**67**	**72**	**74**	**2**	**Yes**
R10: The Crosby Apts. - 4th Floor Balcony	**B**	**67**	**73**	**75**	**2**	**Yes**
R11: The Crosby Apts. - 5th Floor Balcony	**B**	**67**	**73**	**75**	**2**	**Yes**
R12: The Crosby Apts. - Patio	B	67	60	59	-1	No
R13: The Crosby Apts. - 2nd Floor Balcony	B	67	63	63	0	No
R14: The Crosby Apts. - 3rd Floor Balcony	**B**	**67**	**66**	**67**	**1**	**Yes**
R15: The Crosby Apts. - 4th Floor Balcony	**B**	**67**	**68**	**69**	**1**	**Yes**
R16: The Crosby Apts. - 5th Floor Balcony	**B**	**67**	**69**	**70**	**1**	**Yes**
R17: Joe's Seafood - Outside Seating	E	72	70	68	-2	No
R18: Paleteria La Michoacana (Restaurant) - Outside Seating	E	72	69	64	-5	No
R19: Residential - Pool	B	67	65	59	-6	No
R20: Residential - Front Porch	B	67	69	64	-5	No
R21: Residential - Front Porch	B	67	71	62	-9	No
R22: Residential - Front Porch	B	67	71	65	-6	No

Table 2. Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Cat-egory	NAC Level	Predicted Traffic Noise Level [dB(A) Leq]			Noise Impact (Yes/No)
			Existing (2021)	Predicted (2048)	Change (+/-)	
R23: Iglesia Mi Casa De Oracion (Place of Worship)[1]	D	52	47	41	-6	No
R24: Residential - Front Porch	**B**	**67**	**72**	**68**	**-4**	**Yes**
R25: Residential - Back Porch	B	67	67	57	-10	No
R26: Residential - Fire Pit	B	67	73	65	-8	No
R27: Residential - Fire Pit	B	67	73	63	-10	No
R28: Residential - Backyard	B	67	74	65	-9	No
R29: Residential - Backyard	**B**	**67**	**75**	**69**	**-6**	**Yes**
R30: Residential - Backyard	**B**	**67**	**76**	**76**	**0**	**Yes**
R31: Residential - Front Porch	B	67	72	65	-7	No
R32: Residential - Front Porch	B	67	73	63	-10	No
R33: Residential - Backyard	B	67	69	59	-10	No
R34: Residential - Back Porch	B	67	71	63	-8	No
R35: Residential - Front Porch	B	67	69	65	-4	No
R36: Residential - Front Porch	**B**	**67**	**74**	**68**	**-6**	**Yes**
R37: Residential - Front Porch	B	67	73	65	-8	No
R38: Residential Duplex - Front Porch	B	67	71	62	-9	No
R39: Residential - Back Porch	**B**	**67**	**74**	**67**	**-7**	**Yes**
R40: Residential - Backyard	B	67	60	63	3	No
R41: Residential - Backyard	**B**	**67**	**70**	**68**	**-2**	**Yes**
R42: Residential - Front Porch	**B**	**67**	**68**	**67**	**-1**	**Yes**
R43: Residential - Backyard	**B**	**67**	**69**	**67**	**-2**	**Yes**
R44: Residential - Front Porch	B	67	68	63	-5	No
R45: Residential - Back Porch	**B**	**67**	**70**	**69**	**-1**	**Yes**
R46: Residential - Back Porch	**B**	**67**	**71**	**68**	**-3**	**Yes**
R47: Residential - Backyard	B	67	70	64	-6	No
R48: Residential - Back Porch	B	67	69	62	-7	No
R49: Residential - Back Porch	B	67	69	65	-4	No
R50: Residential Duplex - Back Porch	B	67	67	63	-4	No
R51: Residential - Backyard	**B**	**67**	**67**	**66**	**-1**	**Yes**
R52: Residential - Front Porch	B	67	68	60	-8	No

Table 2. Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Category	NAC Level	Predicted Traffic Noise Level [dB(A) Leq]			Noise Impact (Yes/No)
			Existing (2021)	Predicted (2048)	Change (+/-)	
R53: Residential - Front Porch	**B**	**67**	**69**	**66**	**-3**	**Yes**
R54: Residential - Front Porch	**B**	**67**	**70**	**71**	**1**	**Yes**
R55: Residential - Front Porch	B	67	69	64	-5	No
R56: Residential - Backyard	**B**	**67**	**72**	**72**	**0**	**Yes**
R57: Residential - Backyard	**B**	**67**	**70**	**67**	**-3**	**Yes**
R58: Residential - Back Porch	B	67	70	64	-6	No
R59: Residential - Trampoline	**B**	**67**	**72**	**71**	**-1**	**Yes**
R60: Residential - Front Porch	**B**	**67**	**72**	**70**	**-2**	**Yes**
R61: Residential - Front Porch	**B**	**67**	**71**	**67**	**-4**	**Yes**
R62: Residential - Backyard	**B**	**67**	**75**	**75**	**0**	**Yes**
R63: Residential - Back Porch	**B**	**67**	**73**	**73**	**0**	**Yes**
R64: Residential - Fire Pit	B	67	71	65	-6	No
R65: Residential - Front Porch	**B**	**67**	**76**	**77**	**1**	**Yes**
R66: Residential - Front Porch	**B**	**67**	**76**	**76**	**0**	**Yes**
R67: Residential - Front Porch	**B**	**67**	**74**	**73**	**-1**	**Yes**
R68: Residential - Front Porch	**B**	**67**	**73**	**70**	**-3**	**Yes**
R69: Residential - Front Porch	B	67	69	64	-5	No
R70: Residential - Front Porch	**B**	**67**	**74**	**67**	**-7**	**Yes**
R71: Residential - Front Porch	**B**	**67**	**75**	**68**	**-7**	**Yes**
R72: Residential - Backyard	**B**	**67**	**75**	**68**	**-7**	**Yes**
R73: Residential - Front Porch	B	67	71	63	-8	No
R74: Residential - Front Porch	**B**	**67**	**69**	**68**	**-1**	**Yes**
R75: Residential - Basketball Hoop	**B**	**67**	**70**	**68**	**-2**	**Yes**
R76: Residential - Front Porch	B	67	69	64	-5	No
R77: Starbuck's - Outside Seating	E	72	71	68	-3	No
R78: Saint Luke Community United Methodist Church (Place of Worship) - Playground	**C**	**67**	**74**	**70**	**-4**	**Yes**
R79: Residential - Front Porch	B	67	70	62	-8	No
R80: Residential - Front Porch	B	67	67	62	-5	No
R81: Residential - Backyard	**B**	**67**	**71**	**68**	**-3**	**Yes**
R82: Residential - Backyard	**B**	**67**	**68**	**67**	**-1**	**Yes**

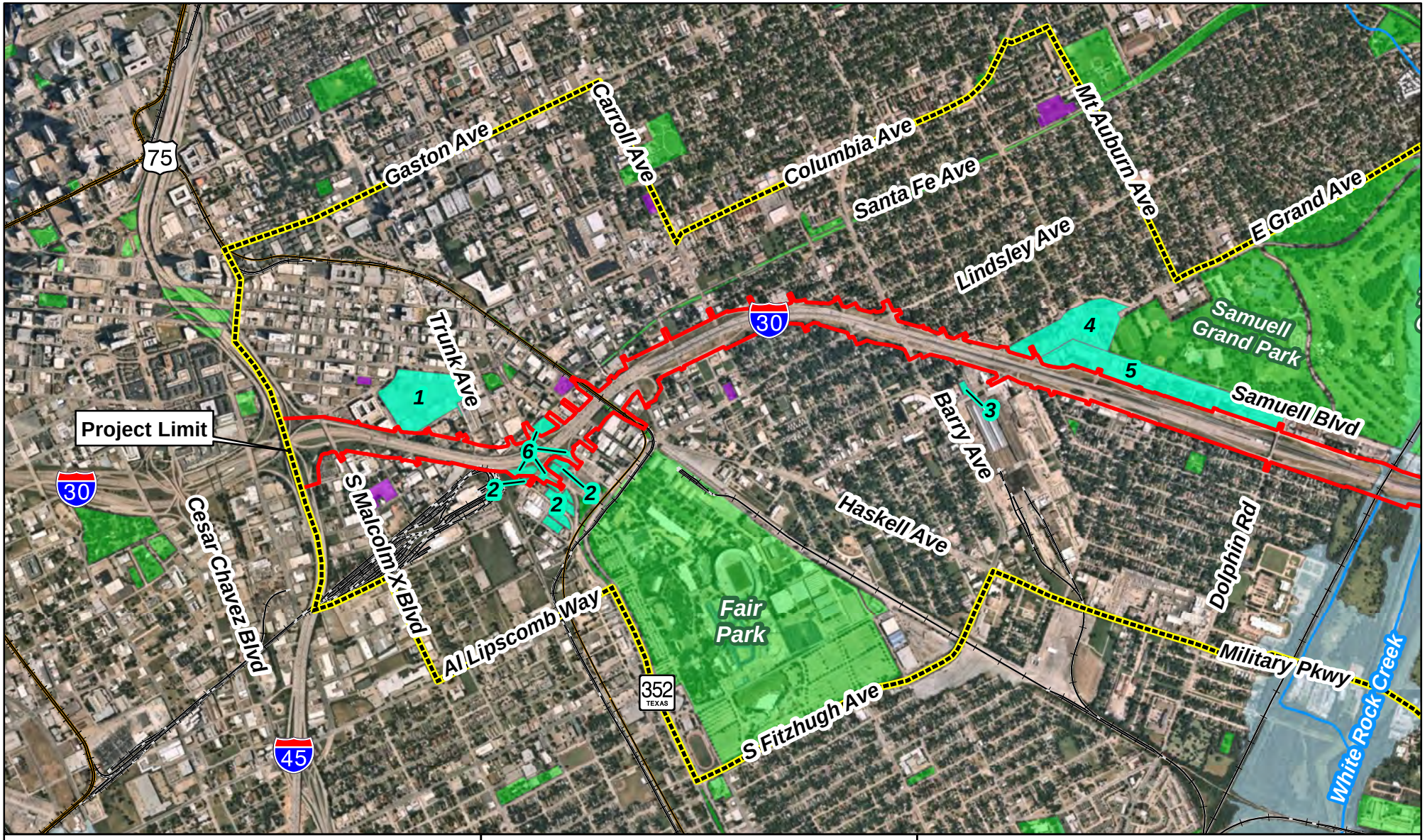
Table 2. Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Category	NAC Level	Predicted Traffic Noise Level [dB(A) Leq]			Noise Impact (Yes/No)
			Existing (2021)	Predicted (2048)	Change (+/-)	
R83: Residential - Backyard	**B**	**67**	**67**	**68**	**1**	**Yes**
R84: Residential - Backyard	**B**	**67**	**69**	**67**	**-2**	**Yes**
R85: Residential - Backyard	**B**	**67**	**70**	**71**	**1**	**Yes**
R86: Residential - Backyard	**B**	**67**	**69**	**72**	**3**	**Yes**
R87: Residential - Backyard	**B**	**67**	**68**	**67**	**-1**	**Yes**
R88: Residential - Backyard	**B**	**67**	**68**	**68**	**0**	**Yes**
R89: Residential - Backyard	**B**	**67**	**66**	**66**	**0**	**Yes**
R90: Residential - Backyard	**B**	**67**	**66**	**67**	**1**	**Yes**
R91: Residential - Backyard	**B**	**67**	**66**	**68**	**2**	**Yes**
R92: Residential - Backyard	**B**	**67**	**69**	**72**	**3**	**Yes**
R93: Residential - Backyard	**B**	**67**	**69**	**73**	**4**	**Yes**
R94: Residential - Backyard	**B**	**67**	**69**	**71**	**2**	**Yes**
R95: Taqueria Mamita (Restaurant) - Outside Seating	E	72	70	69	-1	No
R96: House of Prayer Word Outreach (Place of Worship) - Picnic Tables	**C**	**67**	**69**	**67**	**-2**	**Yes**
R97: Uplift White Rock Hills Preparatory (School) - Playground	C	67	57	59	2	No
R98: White Rock Hills Townhomes - Front Porch	**B**	**67**	**68**	**68**	**0**	**Yes**
R99: White Rock Hills Townhomes - Front Porch	**B**	**67**	**66**	**67**	**1**	**Yes**
R100: Residential - Back Porch	B	67	67	64	-3	No
R101: 46 Eleven Apts. - Picnic Tables	**B**	**67**	**75**	**77**	**2**	**Yes**
R102: Pecan Grove Apts. - Picnic Tables	B	67	52	53	1	No
R103: Residential - Back Porch	B	67	70	65	-5	No
R104: Residential - Back Porch	**B**	**67**	**70**	**66**	**-4**	**Yes**
R105: Residential - Back Porch	**B**	**67**	**70**	**66**	**-4**	**Yes**
R106: Residential - Back Porch	**B**	**67**	**70**	**66**	**-4**	**Yes**
R107: Residential Duplex - Back Porch	**B**	**67**	**67**	**66**	**-1**	**Yes**
R108: Residential Duplex - Backyard	B	67	66	65	-1	No
R109: Casa Pacifica Apts. - Patio	**B**	**67**	**68**	**66**	**-2**	**Yes**

Table 2. Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Category	NAC Level	Predicted Traffic Noise Level [dB(A) Leq]			Noise Impact (Yes/No)
			Existing (2021)	Predicted (2048)	Change (+/-)	
R110: Casa Pacifica Apts. - 2nd Floor Balcony	**B**	**67**	**71**	**68**	**-3**	**Yes**
R111: Casa Pacifica Apts. - Patio	B	67	67	65	-2	No
R112: Casa Pacifica Apts. - 2nd Floor Balcony	**B**	**67**	**71**	**67**	**-4**	**Yes**
R113: Casa Pacifica Apts. - Patio	B	67	66	65	-1	No
R114: Casa Pacifica Apts. - 2nd Floor Balcony	**B**	**67**	**71**	**68**	**-3**	**Yes**
R115: Casa Pacifica Apts. - Patio	**B**	**67**	**68**	**66**	**-2**	**Yes**
R116: Casa Pacifica Apts. - 2nd Floor Balcony	**B**	**67**	**71**	**68**	**-3**	**Yes**
R117: Casa Pacifica Apts. - 2nd Floor Balcony	**B**	**67**	**71**	**69**	**-2**	**Yes**
R118: Casa Pacifica Apts. - Patio	B	67	67	65	-2	No
R119: Casa Pacifica Apts. - 2nd Floor Balcony	**B**	**67**	**71**	**69**	**-2**	**Yes**
R120: Casa Pacifica Apts. - Patio	B	67	67	65	-2	No
R121: Casa Pacifica Apts. - Patio	**B**	**67**	**71**	**68**	**-3**	**Yes**
R122: Casa Pacifica Apts. - 2nd Floor Balcony	**B**	**67**	**73**	**72**	**-1**	**Yes**
R123: Casa Pacifica Apts. - Patio	**B**	**67**	**70**	**67**	**-3**	**Yes**
R124: Casa Pacifica Apts. - 2nd Floor Balcony	**B**	**67**	**72**	**71**	**-1**	**Yes**
R125: Casa Pacifica Apts. - Patio	**B**	**67**	**71**	**69**	**-2**	**Yes**
R126: Casa Pacifica Apts. - 2nd Floor Balcony	**B**	**67**	**72**	**71**	**-1**	**Yes**
R127: Los Robles Apts. - Playground	B	67	61	63	2	No
R128: Mountain View Church of Christ (Place of Worship)[2]	D	52	38	41	3	No
R129: Dallas Children's Advocacy Center (Non-Profit Organization) - Courtyard	**C**	**67**	**69**	**68**	**-1**	**Yes**

Note: Bold receiver number indicates an absolute or relative criterion potential noise impact. An interior noise reduction factor of 25 dB(A)[1] or 35 dB(A)[2], per TxDOT's 2019 *Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise,* was applied to NAC category "D" receivers.
Abbreviations: NAC, Noise Abatement Criteria; dB(A), A-weighted decibel; Leq, average/equivalent sound level.



Legend

- Project AOI
- I-30 East Corridor Limits
- Potential Induced Growth Area
- Railroad
- DART Rail
- Stream/Creek

Non-Candidate Areas for Induced Growth

- Planned Project
- Cemetery
- Park/Open Space
- 100-Year Floodplain

0 2,000 4,000 Feet

N

Texas Department of Transportation

Map Date: 2/24/2022
Aerial Source: Nearmap/2022
Data Sources: City of Dallas, FEMA, NCTCOG, NHD

Project Area of Influence (AOI) Map

(Page 1 of 2)

I-30 East Corridor Project
From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas

Legend

- Project AOI
- I-30 East Corridor Limits
- Potential Induced Growth Area
- Railroad
- DART Rail
- Stream/Creek

Non-Candidate Areas for Induced Growth

- Planned Project
- Cemetery
- Park/Open Space
- 100-Year Floodplain

0 2,000 4,000 Feet

N

Texas Department of Transportation

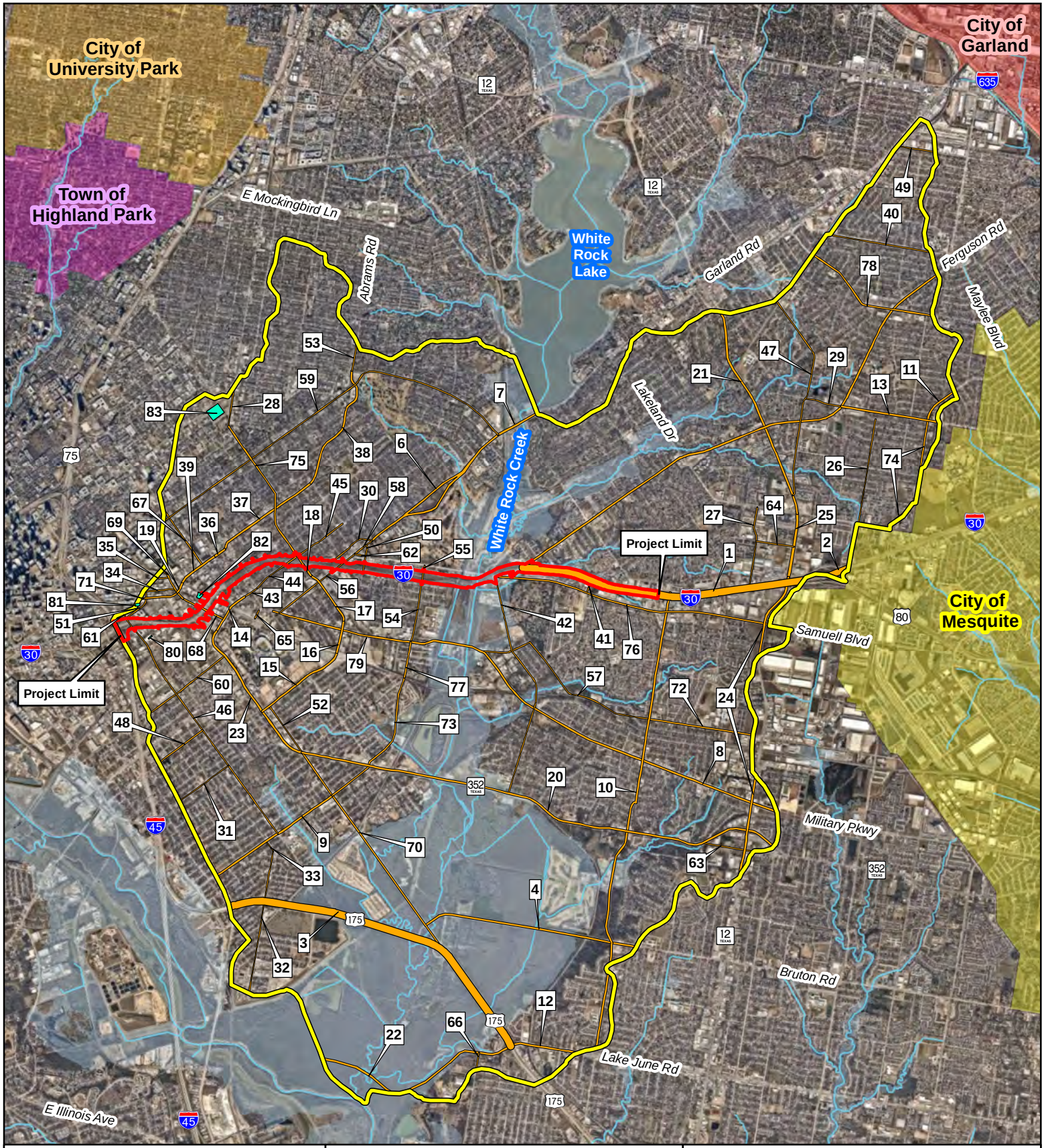
Map Date: 2/24/2022
Aerial Source: Nearmap/2022
Data Sources: City of Dallas, FEMA, NCTCOG, NHD

Project Area of Influence (AOI) Map

(Page 2 of 2)

I-30 East Corridor Project
From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas



Legend

- I-30 East Corridor Limits
- RSA Boundary
- Reasonably Foreseeable Roadway Project
- Reasonably Foreseeable Development Project
- Stream/Creek
- 100-Year Floodplain

0 6,000 12,000 Feet

N

Texas Department of Transportation

Map Date: 3/17/2022
Aerial Source: Nearmap / 2022

Project Resource Study Area (RSA) Map

I-30 East Corridor Project
From I-45 to Ferguson Road
CSJs: 0009-11-252, etc.

Dallas County, Texas

APPENDIX F

RESOURCE AGENCY COORDINATION

DESCRIPTION	# PAGES
TPWD: Texas Parks and Wildlife Department	4
TPWD: Form – Documentation of TPWD BMPs	3

Ongoing Coordination with TPWD

From: Kelley Bayne <Kelley.Bayne@txdot.gov>
Sent: Thursday, June 9, 2022 8:58 AM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: Sandra Williams <Sandra.Williams2@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>; Stirling Robertson <Stirling.Robertson@txdot.gov>
Subject: RE: CSJ 0009-11-252, etc. I-30 East Corridor - Request for Collaborative Review

Hi Suzanne

Thank you for the recommendation provided on May 31, 2022. Please see TxDOT's response below. TxDOT will provide notification to TPWD of upcoming scoping or public meetings and availability of the draft EA.

TPWD Comment 1: TPWD recommends that the Draft EA provide the language for all species-specific and individual BMPs within a category (i.e., bulleted list) that TxDOT will commit to the project from TPWD's *Beneficial Management Practices: Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources.*

TxDOT Response 1: Based on potential fluctuations of project design and conditions that can occur between project environmental clearance and construction, the TxDOT Dallas District provides a bulleted list referencing the applicable standard and taxa BMPs where all specific actions listed within each can be performed as relevant to the project during and prior to construction. Additionally, documentation for BMPs will be in the form *Documentation of Texas Parks and Wildlife Department Best Management Practices* and that the form will be included as part of an appendix in the EA.

Thank you for your continued assistance with this project.

Kelley

Texas Department of Transportation
Kelley Bayne *(she/her/hers)*
Environmental Specialist
Dallas District Environmental
4777 E. Highway 80
Mesquite, TX 75150-6643
(214) 320-4426
Kelley.Bayne@txdot.gov

Ongoing Coordination with TPWD

From: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Sent: Tuesday, May 31, 2022 7:10 PM
To: Kelley Bayne <Kelley.Bayne@txdot.gov>
Cc: Sandra Williams <Sandra.Williams2@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>
Subject: RE: CSJ 0009-11-252, etc. I-30 East Corridor - Request for Collaborative Review

Kelley,

Thank you for your patience.

TPWD appreciates efforts by TxDOT to minimize the amount of native vegetation proposed for clearing, particularly riparian vegetation and mature trees and shrubs within the project area.

TPWD recommends that the Draft EA provide the language for all species-specific and individual BMPs within a category (i.e., bulleted list) that TxDOT will commit to the project from TPWD's *Beneficial Management Practices: Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources.*

Please feel free to contact me if you need any assistance. TPWD would also appreciate being notified about any upcoming scoping or public meetings for this project and looks forward to reviewing the draft EA when it is available.

Sincerely,

Suzanne Walsh
Transportation Conservation Coordinator
(512) 389-4579

From: Kelley Bayne <Kelley.Bayne@txdot.gov>
Sent: Friday, May 20, 2022 10:16 AM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>; Sandra Williams <Sandra.Williams2@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>
Cc: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: CSJ 0009-11-252, etc. I-30 East Corridor - Request for Collaborative Review

Good morning Suzanne
I wanted to follow up with you on this collaborative review (#48417) and kindly request a status update. Do you have any questions or need additional information?
I appreciate your assistance with this project
Kelley

Texas Department of Transportation

Kelley Bayne *(she/her/hers)*
Environmental Specialist
Dallas District Environmental
4777 E. Highway 80
Mesquite, TX 75150-6643
(214) 320-4426
Kelley.Bayne@txdot.gov

From: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Sent: Thursday, April 14, 2022 1:34 PM
To: Kelley Bayne <Kelley.Bayne@txdot.gov>; WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>; Sandra Williams <Sandra.Williams2@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>
Cc: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: CSJ 0009-11-252, etc. I-30 East Corridor - Request for Collaborative Review

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 48417. The Habitat Assessment Biologist who will complete your project review is copied on this email.

Thank you,

John Ney
Administrative Assistant
Texas Parks & Wildlife Department
Wildlife Diversity Program – Habitat Assessment Program
4200 Smith School Road
Austin, TX 78744
Office: (512) 389-4571

From: Kelley Bayne <Kelley.Bayne@txdot.gov>
Sent: Friday, April 8, 2022 1:00 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Sandra Williams <Sandra.Williams2@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>
Subject: CSJ 0009-11-252, etc. I-30 East Corridor - Request for Collaborative Review

Hello

TxDOT requests initial collaborative review for the I-30 East Corridor project in Dallas County, Texas. Please see ECOS for a project description. The project extends along I-30 from approximately I-45 to just west of N. Jim Miller Road. This project is categorized as an EA. The following file names for relevant documents are available in ECOS:

1. APPROVED #1 0009-11-252, etc. I-30 East Corridor SAS 08APR22.pdf
2. APPROVED #2 0009-11-252, etc. I-30 East Corridor SAF 08APR22.pdf
3. APPROVED #3 0009-11-252, etc. I-30 East Corridor TPWD BMP 08APR22.pdf
4. APPROVED #4 0009-11-252, etc. I-30 East Corridor TPWD RTEST accessed 07APR22.pdf
5. APPROVED #5 0009-11-252, etc. I-30 East Corridor USFWS IPaC assessed 07APR22.pdf
6. APPROVED #6 0009-11-252, etc. I-30 East Corridor NDD Info accessed 07APR22.pdf
7. APPROVED #7a 0009-11-252, etc. I-30 East Corridor EMST Map 07APR22.pdf
8. APPROVED #7b 0009-11-252, etc. I-30 East Corridor Obs Veg Descr & Map 07APR22.pdf
9. APPROVED #8 0009-11-252, etc. I-30 East Corridor EMST and Obs Veg Table.xlsx
10. APPROVED #9 0009-11-252, etc. I-30 East Corridor Photos 07APR22.pdf

Ongoing Coordination with TPWD

These documents, along with other project-related information, are available in ECOS under the CSJ: 0009-11-252. The draft EA is anticipated by June 2022. It would be appreciated if comments could be provided or coordination completed on or before May 20, 2022. Feel free to contact me with any questions or if you need any additional information.

Thank you!
Kelley

Texas Department of Transportation
Kelley Bayne *(she/her/hers)*
Environmental Specialist
Dallas District Environmental
4777 E. Highway 80
Mesquite, TX 75150-6643
(214) 320-4426
Kelley.Bayne@txdot.gov

Form

Documentation of Texas Parks and Wildlife Department Best Management Practices

Project Name: **I-30 East Corridor Project**

CSJ(s): **0009-11-252, etc.**

County(ies): **Dallas**

Date Form Completed: **2/12/2022**

Prepared by: **Chris Hagar, Civil Associates, Inc.**

Information on state-listed species, SGCN, water resources, and other natural resources can be found in the ECOS documents tab under the filenames specified in the e-mail sent to WHAB_TXDOT@tpwd.texas.gov.

1. Does the project impact any state parks, wildlife management areas, wildlife refuges, or other designated protected areas?

   ☒ No

   ☐ Yes

2. Does TxDOT need TPWD assistance in identifying and locating Section 404 mitigation opportunities for this project?

   ☒ No / N/A / Not yet determined

   ☐ Yes

3. Is there a species or resource challenge that TPWD can assist with additional guidance? If so, describe below: N/A

4. Select all the best management practices (BMPs) that will be applied to the project:

   ☒ Amphibian BMPs: See “Other”

   ☒ Aquatic Reptile BMPs: See “Other”

   ☐ Bat BMPs:

   ☒ Bird BMPs: Required for white-faced ibis, and wood Stork.

   ☒ Fish BMPs: See “Other”

☐ Fossorial Mammal BMPs

☒ Insect Pollinator BMPs: Required for monarch butterfly.

☒ Mussel BMPs: The Freshwater Mussel BMPs apply to the Louisiana pigtoe, sandbank pocketbook, Texas fawnsfoot, Texas heelsplitter and Trinity pigtoe. See also "Other BMPs" below for additional BMPs for this group.

Survey areas within potential habitat for the Louisiana pigtoe, sandbank pocketbook, Texas fawnsfoot, Texas heelsplitter and Trinity pigtoe occur in White Rock Creek on the south side of I-30 from Station 704+80 to Station 705+70 (32.791807°, -96.729347°) and on the north side of I-30 from Station 705+10 to Station 706+50 (32.792227°, -96.729152°); and the White Rock Creek tributary on the north side of I-30 between Ferguson Road and Hunnicut Road from Station 732+00 to Station 764+20 (32.795374°, -96.715693°).

☒ Terrestrial Reptile BMPs: See "Other"

☒ Vegetation BMPs: See "Other"

☒ Water Quality BMPs: See "Other"

☒ Other: BMPs for Species or Species Groups with Multiple BMPs

Additional BMPs for Mussel Group: Louisiana pigtoe, sandbank pocketbook, Texas fawnsfoot, Texas heelsplitter and Trinity pigtoe.

1) Water Quality BMPs
2) Stream Crossing BMPs

Multiple BMPs for Amphibian Group: eastern tiger salamander, spotted dusky salamander, Strecker's chorus frog, and Woodhouse's toad.

1) Aquatic Amphibian and Reptile BMPs
2) Terrestrial Amphibian and Reptile BMPs
3) Water Quality BMPs
4) Vegetation BMPs

Multiple BMPs for Fish Group: American eel and Mississippi silvery minnow.

1) Water Quality BMPs
2) Stream Crossing BMPs
3) Dewatering BMPs

Multiple BMPs for Mammal Group: eastern spotted skunk, long-tailed weasel, muskrat, and swamp rabbit.
1) General Design and Construction BMPs
2) Water Quality BMPs

Multiple BMPs for the western chicken turtle.
1) Aquatic Amphibian and Reptile BMPs
2) Terrestrial Amphibian and Reptile BMPs
3) Water Quality BMPs
4) Vegetation BMPs

Multiple BMPs for the alligator snapping turtle.
1) Minimize impacts to wetland and riverine habitats
2) Aquatic Amphibian and Reptile BMPs
3) Water Quality BMPs

Multiple BMPs for Reptile Group: eastern box turtle, pygmy rattlesnake, Texas garter snake, timber (canebrake) rattlesnake, and western box turtle.
1) Terrestrial Amphibian and Reptile BMPs
2) Vegetation BMPs

Select any species protection specifications that will be applied to the project.

☐ Amphibian and Reptile Exclusion Fence

☐ Bat Houses

☐ Bat Exclusion System

☐ Other

5. Select and/or explain where the above-listed BMPs will be documented and communicated to the contractor (e.g., plan sheets, general notes, EPIC sheet, etc.):

☒ Environmental Document (EA or EIS) – Required

☒ ECOS Non-ESA Commitments Activity – Required for surveys and other pre-construction actions

☒ Plan Sheets/ EPIC Sheet

☐ General notes

☐ Other

APPENDIX G

SECTION 4(F) DOCUMENTATION [*PLACEHOLDER PAGE*]

DESCRIPTION	# PAGES
Section 4(f) Individual Evaluation [*to be added when finalized*]	TBD
Draft Historic Property Section 4(f) *De Minimis* Checklist and Documentation [*to be added when finalized*]	TBD

APPENDIX H

COMMENT AND RESPONSE MATRIX FROM THE PUBLIC MEETING

[This appendix will be replaced by the Comment and Response Matrix from the Public Hearing, when available]

Documentation of Public Meeting

Project Location
Dallas County

Interstate Highway 30 (I-30) East Corridor
CSJs: 0009-11-252, etc.

Project Limits
From I-345/I-45 to Ferguson Road

Meeting Location
In-Person Public Meeting:
Fair Park Coliseum, 1438 Coliseum Drive, Dallas, TX 75210
Virtual Public Meeting at http://www.keepitmovingdallas.com/I30EC

Meeting Date and Time
In-Person Public Meeting: June 8, 2021 from 4 PM to 8 PM
Virtual Public Meeting: June 8, 2021 at 4 PM through 11:59 PM on June 23, 2021

Translation Services
Services were available, but none requested.

Presenters
N/A

Elected Officials (and Representatives) in Attendance
Councilmember Jaime Resendez – City of Dallas, District 5
Erin Moore – Dallas County, Chief of Staff, District 1, representing
the Honorable Dr. Theresa Daniel, Commissioner, District 1

Total Number of Attendees/ Views (approx.)
In-Person Public Meeting: 112

Keep It Moving Dallas (KIMD) Page:
Total views from June 8, 2021 through June 23, 2021: 1,994 views

YouTube Videos:
Narrated Video Presentation:
Total views from June 8, 2021 through June 23, 2021: 912 views

Total Number of Commenters
58

A. Comment/Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
1	Jim Anderson, Vice President, Peak's Addition HOA	06/23/ 2021	Comment Form Submitted Online	I am a Vice President of the Peak's Addition homeowners association. I attended the meeting and have some concerns about traffic traversing our single-family historic neighborhood. We would support strongly changing Haskell and Peak to 2 way traffic. This would spread out the rush-hour traffic on the streets. Currently one or the other streets is extremely busy with rush hour traffic in that direction.	TxDOT has provided this comment to the City of Dallas. In discussions with the city, the city plans to study the city street grid near the project and could potentially make the suggested revisions. Revisions to the city streets will be led by the City of Dallas. TxDOT will buid the bridge crossings over I-30 to not preclude future changes to roadeway operations.
				We do support the de-emphasizing of Carrol Street with what appears to be removing direct access from I-30 into our single family neighborhood.	Comment noted and considered.
2	Tary Arterburn	06/08/ 2021	Comment Form	Need "Klyde Warren" scale park between Second and Haskell. NO GAPS PLEASE. THIS IS A 100 YEAR EFFORT ON BETTERING DALLAS CONNECTIVITY and green space. Please don't give us an underwhelming effort.	TxDOT has provided this comment to the city. TxDOT works with the City of Dallas on where potential decks and/or freeway capping like Klyde Warren could be located. TxDOT will look for the city to secure funding and commit to maintaining any potential decks/capping. The project will be designed to accommodate future decking locations identified by the city should funding not be immediately available.
3	Woodrow Watts Austin, Jr., President, Owenwood Neighborhood Association	06/09/ 2021	Verbal Comment	Good morning. Woodrow Watts Austin, Jr., 3311 Fairview Avenue, Dallas, Texas 75223, regarding the I-30 Corridor. Please note that as the neighborhood president we're very concerned about the noise. So hopefully it'll be aspects to prevent the noise in the neighborhood. You may call me directly at [redacted]. Again the name is Woodrow Watts Austin, Jr., and as a nickname is Woody, as the name of the president of the Owenwood Neighborhood Association Woody Austin, [redacted]. Hope to hear from someone to make sure we can make the connection and continue this journey on the I-30 project. Thank you very much, have a great day.	On 7/1/2021 Mr. Nelson Underwood, P.E., the TxDOT Project Manager, telephoned Mr. Austin. Mr. Underwood described future plans for the I-30 project, explained that the proposed project design is not likely to result in substantial impacts to the Owenwood Neighborhood, and offered to visit with neighborhood members to inform them about the project. A traffic noise analysis will be prepared in accordance with TxDOT's (FHWA approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise.

					Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared before preparing the final project design.
		07/01/ 2021	Email	Please send concept 45 to Ferguson Rd. My email address is above. THANKS	On 07/01/2021, Mr. Underwood responded to Mr. Austin with the following email message: Mr. Austin, Attached is the link to the concept plan for the IH 30 corridor. The section that will most interest you is on the second sheet. http://www.keepitmovingdallas.com/sites/default/files/docs/0009-11-252%20I-30%20EC%20PM%20Roll%20Plot_Preliminary%20Conceptual%20Design%20Exhibit.pdf If you have any further questions or concerns please contact me via the information listed below. Regards, [Contact information was provided in the email.]
4	Anastacia Balderas	06/21/ 2021	Comment Form Submitted Online	I reviewed the I-30 plan drawings and it appears like my house is safe. Could someone please verify that what I see on the project design clears my home?	On 08/02/2021, Mr. Nathan Petter, P.E., of the TxDOT Dallas County Area Office, responded to Ms. Balderas with the following email message: I am writing concerning the online comment you made for this project- "I reviewed the I-30 plan drawings and it appears like my house is safe. Could someone please verify that what I see on the project design clears my home?". From the contact info you

					provided your residence is located at 3235 Culvert St. This address does not require any ROW acquisition as shown in the schematic: [*See Section D – Comments received to view the graphic provided in the email.*] The property line as it exists today is shown to be maintained in its existing location. I tried reaching you by phone as well but was unable to leave a voicemail. Please give me a call if you would like to discuss further. Thanks, [Contact information was provided in the email.]
5	Fred Balster	06/10/ 2021	Comment Form Submitted Online	I would suggest rerouting I 30 and/or a through bypass following the flood plain of the Trinity River. Going west the route would go south following the flood plain skirting downtown, connect with 45, 75, and 30. This could be built first, and the existing corridor modified after traffic is diverted. The rerouted corridor would allow more space for ramps and inter changes. This corridor has been already studied by the NTTA. This would be a long-term solution.	The rerouting of the I-30 Corridor was considered as an alternative in the 2003 Major Investment Study and more recently in the 2016 CityMAP Study. Considerations of cost and impacts to the community have been primary factors that have led to the preference of TxDOT, the City of Dallas, and NCTCOG for reconstruction of I-30 along its existing alignment.
6	Harley Barnes	06/09/ 2021	Email	Before I am able to provide feedback on the project, could you provide me with the following information:	On 06/10/2021, Mr. Nelson Underwood, P.E., the TxDOT Project Manager, responded to Mr. Barnes with the following email message: Thank you for your interest and questions regarding the proposed improvements to the IH 30 project corridor. I will respond to your comments below in RED. If you have any further questions or concerns please contact me via the contact information listed below. [Contact information was provided in the email.]

				Could you please provide any documentation as to historic vehicular traffic on this corridor and the results of your "Identify Need" and "Feasibility Study" on this project? How far in the future is this reconstruction accounting for?	What was shown at the recent public meeting on June 8th is the concept of IH 30 through the Fair Park and the Barry/Munger area. A full traffic analysis has not been started yet for the 30 corridor. The recent public meeting was to present a concept for the public to comment on and then based upon the comments move forward to the further studies/design.
				In many areas you are proposing to nearly double the width of the highway and access roads.	In areas that there is enough existing ROW to accommodate a wider footprint we are utilizing all that ROW. In areas that are more restrictive we are doing what can be done to minimize the overall footprint of the freeway. It has been a goal of TxDOT with the City of Dallas to minimize impacts to businesses and residential properties.
				Are there plans to build a new headquarters for the Dallas City Marshal's office and the Dallas Fire Marshal's office? This area is currently a proposed displacement. (Moving this would make sense long-term to open the area up for expanded Deep Elum development).	In the current concept does show this location as a displacement, as to where they would be relocated to I do not have that answer.
				Please detail the plan to tunnel underneath the existing DART right of way. Will service be disrupted?	Tunneling under or excavating under the Dart line is a detail that will be worked out during the detailed design of the project. It will be the mission of TxDOT to keep at least one track of the Dart Yellow line open at all times during construction.
				Does this plan to put the highway below grade include a future I-345 that is also below grade?	There is going to be a public meeting similar to the one that was held on Tuesday June 8th for this project on June 22nd for the IH 345 project. The two locations for that public meeting will be The Shed at the Farmers Market and at St. Phillips School and Community Center. The starting time for the in-person at The Shed will be 3:00 and last until 7:00, the

					start time for the St. Phillips meeting is 4:00 and will last until 8:00.
7	Margaret Barrett	06/23/2021	Comment Form Submitted Online	NO WAY! Why would we make more highway to take away parts of our neighborhood, deplete local businesses, build more heat-enticing concrete structures for more cars to travel, encouraging and enabling more cheap development in suburbs which will only continually add to the congested traffic, while adding carbon to an already overtaxed atmosphere. Dallas should be emphasizing urban development which is, even without environmental standards, much more environmentally friendly. Furthermore urban development (and not road development) allows for local and pedestrian flourishing, decreases DFW's overall heat index, prioritizes local businesses, emphasizes the biker and pedestrian. These highways go against so much that the City of Dallas claims to stand for: biking and pedestrian rights, local businesses, local activism and community. Highways deplete all of that while reinforcing the systems that allow for greater climate change consequences.	Comment noted and considered. TxDOT and the city have several goals for the I-30 reconstruction that might not be easily identified in reviewing the roll plots. The project will improve mobility and safety while also enhancing connectivity, sustainability, and economic development opportunities. Mobility is not just the freeway mainlanes but also the city streets, transit opportunities, and bicycle and pedestrians. The city streets will be consistent with the city's complete streets guidelines and allow for wider sidewalks and buffered bicycle lanes. The schematic drawings shown have been worked on closely with the City of Dallas and every effort was made to minimize the need for additional ROW and displacements. The current I-30 is elevated near Fair Park and at the same grade as the adjacent neighborhoods as you travel east with the I-30 mainlanes going over the city cross streets. With the proposed project, the mainlanes of I-30 will be depressed and go under the city streets. With the depression of the mainlanes and the city streets going over, the interstate will act less as a barrier and allow the reknitting and better connectivity and be more sustainable. In addition, although additional right of way (ROW) is needed for the project, there are areas that after construction is complete that could be surplused and developed.
8	Lorlee Bartos	06/23/2021	Email	It is my understanding that highway projects are to consider mobility of people, not cars; reconnect neighborhoods; and sustainability and economic development.	TxDOT and the city have several goals for the I-30 reconstruction that might not be easily identified in reviewing the roll

				It is my view that the proposed I-30 project fails these concepts. I attended the I-30 meetings at Samuell Grand probably 20 years ago when this project was proposed. I suggested at that time a concept my favorite math teacher used to propose -- Anyone can get the answer, it is in creating the question that the real challenge lies. I suggested that so long as your question was "how do we move cars" you can only get one answer -- the one that is currently on the table. If you ask, how can we move people, you open the answer up to more possibilities. And even if your goal is to move cars -- spending billions of dollars to achieve only 1 additional MPH doesn't seem like a very good deal. I also understand that the traffic counts have been declining so adding all of these additional lanes seems like expensive folly, particularly in light of the changing home to work traffic patterns engendered by the pandemic. I believe your plan is expensive and overbuilt and threatens to increase the isolation of neighborhoods such as mine (Owenwood) with the addition of 5 or more additional lanes not counting service roads. Even if it is depressed, it will be a huge, smelly, noisey scar through East Dallas. We need to build back better, not bigger given the lack of increased traffic, minimal increase in MPH, changing home/work commutes, cost that could be better spent moving people not cars. Transportation is changing -- I believe that miles driven has been decreasing since 2004. Let's look to the future and how we can accommodate it -- given climate change and the need to decrease the use of personal automobiles.	plots. The project will improve mobility and safety while also enhancing connectivity, sustainability, and economic development opportunities. Mobility is not just the freeway mainlanes but also the city streets, transit opportunities, and bicycle and pedestrians. The city streets will be consistent with the city's complete streets guidelines and allow for wider sidewalks and buffered bicycle lanes. The schematic drawings shown have been worked on closely with the City of Dallas and every effort was made to minimize the need for additional ROW and displacements. The current I-30 is elevated near Fair Park and at the same grade as the adjacent neighborhoods as you travel east with the I-30 mainlanes going over the city cross streets. With the proposed project, the mainlanes of I-30 will be depressed and go under the city streets. With the depression of the mainlanes and the city streets going over, the interstate will act less as a barrier and allow the reknitting and better connectivity and be more sustainable. In addition, although additional ROW is needed for the project, there are areas that after construction is complete that could be surplused and developed.
				Since I expect my response will fall on deaf ears, it is imperative that my neighborhood (Owenwood) be buffered by a sound wall.	A traffic noise analysis will be prepared in accordance with TxDOT's (FHWA approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic

					noise study and the locations and characteristics of any proposed noise barriers will be shared before preparing the final project design.
9	Jorge Benitez	06/09/2021	Comment Form Submitted Online	*Contact information was provided online but no entry was made in the comment field.	On 06/09/2021, Mr. Rich Jaynes, Halff Associates, Inc. telephoned Mr. Benitez to inform him that no comment was recorded in the online form. Mr. Benitez indicated he understood how he may make a comment online, by phone, or by mailing in the comment form, if he chooses to do so. However, no comment was received within the comment period.
10	Patrick Berry	06/23/2021	Comment Form Submitted Online	This part of Dallas has been severely handicapped by the elevated portion of I-30. It is a certifiable geographic barrier in its current state. It will greatly benefit the businesses to the south of I-30 to see the highway moved to below grade like North Central Expressway. I wholeheartedly support this endeavor as it decades past due.	Comment noted and considered.
11	Carnell Brame	06/21/2021	Comment Form Submitted Online	Partner with other public agencies to align land use and transportation policy. Building a better, more complete, and more equitable city can not be done in a vacuum. Measurable goals must be identified and monitored for engagement and implementation of the project.	TxDOT has partnered with the City of Dallas and NCTCOG in planning improvements to the I-30 Corridor in Dallas. Considering the input of partner agencies, stakeholders, and the community has been a priority as the project design concept has been developed over the past two years. TxDOT is committed to following the guiding principles set out in the CityMAP Study and by the guiding principles identified by the City of Dallas for I-30 redesign as project development continues.
12	Ryan Chaney	05/25/2021	Email and Phone Call	Hello Nelson, My name is Ryan Chaney and I recently purchased 619 S HILL AVE and received a letter in regards to the I30 East Corridor project. I am an owner operator and I am in the process of remodeling the building and plan to move my current operations from Deep Ellum within the next couple of months.	On 05/25/2021, Mr. Nelson Underwood, P.E., the TxDOT Project Manager, responded to Mr. Chaney by phone call and made the following notes regarding the call:

				I was hoping you could share some more details about the project and how my property could be impacted.	The email below came in from a business owner in the Fair Park area. From the email below he just purchased the property and has made improvements to the property. I explained to him the ROW acquisition process and encouraged him to either attend the in-person or virtual public meeting this June 8th. Acquisition and relocation assistance would be provided in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) and the Texas Department of Transportation (TxDOT) Right of Way Manual. Consistent with the Uniform Act, TxDOT would provide relocation resources (including any applicable special provisions or programs) to all displaced persons without discrimination. All property owners from whom property is needed are entitled to receive just compensation for their land and property. In accordance with these policies, TxDOT will make every effort to reach a just and equitable agreement in the purchase of all right of way needed for the project.
		06/23/ 2021	Email	I have procrastinated writing this email because I really don't know what to say but I did want to make some kind of official response per the public meeting. I am a small business owner that has struggled to grow my business with high/raised rents etc. I was recently blessed with the opportunity to purchase a building as an owner occupied (619 S Hill) in 2020 and use my remaining savings and limited resources to complete an EXTENSIVE remodel. We took a bare metal building and turned it into a Modern Multi Suite Complex and moved in Jan 2021. The building also has a full size billboard that we are able to use as a long term rental to help subidise rent and operations. New location opportunities are dismal at best and if found they are extremely overpriced not to mention that building costs are at an extreme all time HIGH etc etc etc. Current full compensation would do nothing for my business's future once all these factors are considered. This email could go on and on but in summary, we barely navigated through COVID and now this ROW displacement will most definitely be a Death Sentence to my businesses along with my 30+ employees employment. I will also never financially recover from this tremendous loss. I can only hope for some kind of distant miracle at this point.	
13	Allison Curry	06/08/ 2021	Comment Form Submitted Online	In my experience there are two main problems on I30 Westbound that create traffic jams. 1. The Fergusson Road curve and the lane split at 345/45 and 30 to 35. Please let me know if there is a detailed plan on how to resolve these two areas?	Traffic congestion at these locations would be addressed as follows: 1. Ferguson Road Curve. The bend in I-30 to the west of Ferguson Road would be reconstructed to current design standards which should improve operations. In addition, the entrance and exit ramps will also be reconstructed to current design standards. Where appropriate, auxillary lanes will be provided in

					between entrance and exit ramps which will improve operations. 2. I-345/I-45 Split. Operations near the interchange should improve with the proposed design with the redesign of the exit and entrance ramps to allow more separation in between ramps and by upgrading the geometry to current design standards. The interchange will further be enhanced with the I-345 feasibilty study project. 3. I-30/I-35E Interchange. This interchange is not included within the project limits of the I-30 East Corridor Project. The I-30 Canyon project will improve operations at this interchange. This project is currently under detailed design and is anticipated to start construction in 3 to 5 years. The schematic for this project is located at the following website: http://www.keepitmovingdallas.com/public-hearings/2019/ih-30-from-ih-35e-interchange-to-ih-45ih-345-interchange-public-meeting
14	Ken Dublé	06/08/2021	Comment Form	Like the proposed roundabouts at Lindsley at Fitzhugh, and Linsley at Munger. We need to see more of these, please allow them to function as roundabouts. Don't put stop signs or signals around them.	The proposed roundabouts would not have stop signs, but signage would advise motorists of the roundabout as they near it and would be directed by signage as to how to proceed through the intersection.
15	Aundrey Evans	06/08/2021	Comment Form	If you could upload the presentation to the website or up on YouTube.	The presentation provided at the public meeting was made available on the website starting on 06/08/2021 (see http://www.keepitmovingdallas.com/I30EC) and continues to be available as a link on the TxDOT website and on YouTube (see https://www.youtube.com/watch?v=mZ1wYUeHRB4).

16	Ruben Faz	06/23/2021	Comment Form Submitted Online, Email, and Phone Call	First of all we would like to express our unhappiness with the manner in which this project was discussed and notified to the affected residents and business owners. Such a huge project that will make a tremendous impact on us should've been taken with the importance it tells. TXDot should've had representatives go out personally to speak with everyone that would be affected and explain or answer questions. It's very unfair to think that something of this gravity would be sent on a flyer somewhere in the mail. Leaving so much room for affected parties to be unaware of what was going on is unacceptable. Secondly, we have seen the virtual video but would like more details regarding highway ramps. We would like to get specifics regarding where there would be ramps or any exits and entrances to the highway. We have looked at the pictures showing the project details but we'd like measurements to see how much of our property would be taken away from us in exact measurements. Our building will be knocked down to the floor, which is my family business that will leave me with no job or income. This is a huge deal for me and my family. We do not agree with this project and refuse to be relocated! We would like to use alternative changes instead of this project. We are definitely not in agreement with this project, and we expect our feedback to be taken into consideration seeing we have been here at this location for many years. We do not want our advertisement sign to be removed for no reason. We do not want to leave our property and relocate. We do not want our property value to go up any more. Again we are strongly in disagreement with this project.	On 06/23/2021, Mr. Nelson Underwood, P.E., the TxDOT Project Manager, responded to Mr. Faz with a phone call and with the following email message: I want to thank you for taking my return call and speaking with me concerning the IH 30 project. It is unfortunate that you did not receive the public notice for the project however I am glad that you were able to get on-line, view that information and comment on the project. I will be forwarding this onto the environmental people to have this email and comments placed into the public record. If you have any further questions or concerns please contact me via the contact information provided below. One more thing to note, What was presented on-line and at the in-person public meeting at the coliseum at Fair Park on the 8th of June is preliminary and is subject to change. [Contact information was provided in the email.] On 06/24/2021 Mr. Underwood met with Mr. Faz to provide detailed information about the project design concept and the right of way acquisition process. They reviewed materials available at the public meeting (also on the TxDOT website for the public meeting), and Mr. Underwood emphasized that the project design was in its early stages and that no final decisions as to design details have been made. Note: A notice of the public meeting and directions to the venue were mailed

					05/21/2021 to Mr. Faz at his address of record with the Dallas County Appraisal District.
		06/25/ 2021	Email	Good Morning Mr. Underwood, Thank you for meeting with us yesterday morning. We now have a better understanding of what will be done if the project moves forward. We really are wishing for the best outcome for us which is for it to not move forward, or that as we know more than likely it will but we definitely will want to keep the piece of land where the billboard stands now. I'm sure it is very early in the plans but we are going to try to fight that as much as possible to try to keep that piece of land as you are now aware that is our family's source of income. We were devastated yesterday as we had to share this news to the rest of the family. Thank you again for the time you took to come talk to us regarding this matter. Have a blessed day.	On 06/25/2021, Mr. Underwood responded to Mr. Faz's email with the following email message: Thank you for let me explain the project to you and your father-in-law. It was a pleasure to speaking with you both. There will be further opportunities to submit your comments/concerns as the project progress. --- In addition to the email response above, further discussions between TxDOT and City of Dallas staff have taken place to consider alternatives that would minimize impacts to this business property. This has led to design adjustments to accommodate the removal of the proposed Terry Street extension to Carroll Street, thereby avoiding unnecessary property impacts. These design adjustments would not require the displacement of buildings and the business would continue to be accessed from Bank Street. Design staff is exploring the possibility of creating an additional access route from the south.
17	Mike Grable	06/23/ 2021	Comment Form Submitted Online	I strongly support the I-30 rework plan, especially including putting the section from downtown to Dolphin below grade. As a resident of the Peak's Suburban Addition neighborhood just north of I-30, I welcome the opportunity to reconnect our neighborhoods with the Fair Park area.	Comments noted and considered.

18	Paula Greenlee	06/10/ 2021	Verbal Comment	My name is Paula Greenlee, G R E E N L E E. I reside at 7815 McCallum Boulevard, R0 6103, Dallas Texas 75252. I drive Uber. My phone number is [redacted]. So I can be in that area because I drive Uber. And my comment is a couple of things. I don't understand in general why when there's construction they don't block off and totally handle, fix, and repair from one exit to the next exit; giving everybody an alternative route that we're used to for a while, while everything gets torn up and, you know, dries up and everything; and then move to the next section. And we would always know which section is gonna hit next 'cause you'd be going in order, you know. The other thing is, I've noticed all over Dallas, because of construction, that the exit signs get removed, or not 'exit,' but they'll take away the street name during construction. I don't know if people are stealing them or what, but it really causes traffic danger problems that people don't know if they are exiting the right area. And I've seen this a lot, I've done Uber since July. That's all my comment. Thank you, and glad things are getting taken care of. Bye bye.	Comments noted and considered. Later in project development, the construction sequencing and phasing will be developed. TxDOT strives to maintain movements during construction as much as possible and when it is not possible, provide appropriate signage and notification to motorists. We will take this comment into consideration during the construction phasing development.
19	Eric Haney	06/11/ 2021	Comment Form Submitted Online	Increasing the number of lanes and expanding the ROW is not the right answer. Depressing the highway and reconnecting the city street grid are the most important parts of the project. More highway is not going to improve the lives of the people of Dallas.	Please see the responses to **Comments #7 & 8** for a discussion of the key objectives of the proposed project.
20	Aaron Harms	06/11/ 2021	Comment Form Submitted Online	There should be no increase in ROW for I-30, it is already too large. Making it depressed provides value, as to deck plazas/parks, but there is NO community value to increased traffic from induced demand.	Please see the responses to **Comments #7 & 8** for a discussion of the key objectives of the proposed project.
21	Jason Hays	06/08/ 2021	Comment Form	I believe the option of keeping the eastbound exit to Haskell under First/second/expo is the most beneficial to the community as it softens the neighborhood.	Comment noted and considered.
22	Emily Henry	06/08/ 2021	Comment Form	We would like a deck park between Haskell and 2nd Street. The link from S. Dallas to Deep Elum is critical to community connections, walkability, & Economic development!	TxDOT works with the City of Dallas on where potential decks and/or freeway capping could be located. TxDOT will look for the city to secure funding and commit to maintaining any potential

					decks/capping. The project will be designed to accommodate future decking locations identified by the city should funding not be immediately available.
23	Stephanie Hudiburg	06/23/2021	Email	As you likely know, DEF is not submitting a formal letter at this time as we are continuing to work with the City and your team on compromise solutions. That said, I have spoken to Nathan on a number of occasions, attended the public meeting and request that my feedback on behalf of DEF be noted. As one specific item of note, we would prefer options for connectivity of Commerce and Exposition to I-30 westbound (eg via frontage roads with intersections vs. ramps) to remain open until solutions are devised and area stakeholder identified needs met. Thank you!	TxDOT appreciates the efforts of members of the Deep Ellum Foundation to identify an alternative design for locating a westbound I-30 exit ramp between Peak Street and Haskell Avenue with the benefits as stated in the comment. TxDOT is carefully considering this alternative and will make its decision going forward after considering all comments received during the comment period for the public meeting and after further coordination with the City of Dallas and NCTCOG.
24	Jackson Hurst	06/08/2021	Comment Form Submitted Online	I approve and support TxDOT's I-30 East Corridor Project (I-345/I-45 to Ferguson Road) Segment. The aspect that I love about TxDOT's I-30 East Corridor Project (I-345/I-45 to Ferguson Road) Segment is that I-30 will be widened from 4 lanes to 5 lanes with 2 reversible managed lanes which will reduce congestion and improve travel times on I-30 from I-345/I-45 to Ferguson Road.	Comments noted and considered.
25	Matthew Jacobs	06/22/2021	Email	Hi Ms. Clemens, After last weeks meeting I had a few quick questions I wanted to ask you that relate to the roadway design. I also attached my comments from the meeting which I submitted in case you were interested. [Note: The “attached comments” referenced in Mr. Jacobs’ email were also submitted by email to Mr. Nelson Underwood, P.E., Project Manager for the I-30 East Corridor Project, and are included below these comments emailed to Ms. Clemens.]	On 06/24/2021, Ms. Ceason Clemens, P.E., Deputy District Engineer for the TxDOT Dallas District, responded to Mr. Jacobs with and the following email message: Hi Matt, Thanks for sending your comments. I think you have some good questions / comments. Once we have had a chance to collect all comments, we will go through each one with the city. Once we have done that, we can meet with you to talk through our thoughts. Below in red are responses to your questions

					below. Let me know if you have any other questions.
				Sound Mitigation Does TxDOT ever use special sound damping pavement in urban areas to reduce the roadway noise? I think this would be especially helpful on high flyovers that project sounds much further the grade or below grade sections.	On our Southern Gateway Project, we are trying what we call a Next Generation Concrete Surface. Traditionally we groove our pavement with horizontal grooves for traction on the road. The Next Generation Concrete Surface provides for longitudinal grooves which can be quieter. We are still studying this surface treatment as the studies we have researched show that it can be less and less effective over time. We will though, as we advance the schematic and environmental assessment, look at the feasibility and effectiveness of sound walls. Sound walls have proven to be the most effective to reduce traffic noise. Federal Highways requires us to perform this analysis and there is a process we go through to warrant sound walls.
				Detention Basin Is the proposed detention basin at Haskell due to elevation or were there any other potential places for that structure?	The detention basin at Haskell was not due to elevation, it was really trying to use available existing ROW. We prefer for the structure not be under the roadway lanes due to them requiring maintenance and we don't want to close lanes to perform the maintenance. I think we are open to move the location should there be a better location. Keep in mind, the detention basin will be buried and we are open to improvements on top of the basin.
				Funding Is there any sort of scoring system available that helps decide funding? As in how can the community help rank their preferences based on what may secure the funding quicker and beat other projects?	Each project is scored but it isn't as simple as funding goes to the top scoring project. There are many different funding sources and a project like I-30 will likely need ten to twenty different funding

					sources to get it fully funded. The key for us, we want to get a project ready that we have public support for because we can't get in line for funding if we don't have a project that is supported.
				Exit Ramps Are the ramps around Fair Park being designed for a normal weekday level of projected traffic or a "fair day"? Are the ramps based on the typical standard or vary based on clearing other lanes?	I'm not entirely following this question. Is the question on how many lanes a ramp has and why some are one lane and some are two lanes? If that is the question, yes, we look at the peak hour volumes for the ramp design. We are still working on the traffic analysis and will continue to evaluate.
				Reversible HOV Lane- Downtown Commuter Lane Is this purely an HOV lane to downtown or is it proposed to be a toll lane? What are the benefits of a physically separated lane, other than enforcement? I know in some cases it can save total width, including overhanging another road section but I don't see that in the sections. If I assume there is six feet of separation between the outside barrier of the main roadway and managed lanes based on the scale of the drawings, then a typical section would take up about 50 ft between outside of main lane barriers. (6+10+12+12+4+6). That would accommodate 4 12ft lanes, two each way, which is what the HOV lane adds to one side or the other based on its setting. However this requires a separate structure, slightly more width, and additional barriers. What am I missing?	The Regional Transportation Council (RTC) determines the policy for the Manage Lane (currently an HOV lane). The Metropolitan Transportation Plan (MTP) is the region's long range plan, and currently the Managed Lanes along I-30 are shown to be a Managed Toll Lane. The benefit of the physically separated lane is that is safer than one that is not physically safer. The current zipper barrier system requires a complex operations system that is more costly to operate than a physically separate Managed Lane. Regarding the width, as with any full reconstruction project, our goal is to meet current design standards, including lane widths and shoulder widths. Inherently by bringing a project up to current design standards, the project will be safer. For a barrier separated Managed Lane, current design standards for a two lane managed lane section requires a 4' inside shoulder, 12' lanes, and a 10' shoulder, and that is what is reflected on the schematic. The

					general purpose lanes are 12' with 10' shoulders on both sides.
				Traffic Counts Are the traffic counts for that stretch over the last 15 years available online anywhere or in a previously published study?	https://www.txdot.gov/inside-txdot/division/transportation-planning/maps.html The above website consists of our traffic counts. We've had a few questions on why the volumes are showing a significant drop as compared to 2005 to 2015. We are looking into this. One thing to keep in mind, as we develop a project like I-30, we are planning for the future, meaning our traffic analysis will look at the year 2045. In addition, we did look at if the residential and commercial displacements would be significantly different if we were to go down to 4 lanes in each direction, and our analysis showed that the residential and commercial displacements would be the same for a 4 lane section versus the 5 lane section.
		06/22/ 2021	Emailed Written Comments	Please see my comments on the current proposal from the community meeting for the record. **General Comments** I hope that there will be a genuine evaluation of the large increase in travel lanes before this gets too far down the road since that impacts the feasibility of these crossing designs. I hear many conflicting things about the traffic counts for 30 over the last 10 years and wonder what are we really preparing for with nearly doubling the roadway? Are we spending an extra billion dollars so someone driving from Sunnyvale to downtown Dallas at rush hour can save a minute on their trip? How effective are the reversible lanes when they take up about as much roadway width as adding two lanes in both directions? The area at Grand Ave needs a serious planning process from the city of Dallas to determine its future and how the roadway redesign can shape that. In general this proposal still has way too many frontage roads which further divides the city and	Please see the responses to **Comments #7 & 8** for a discussion of the key objectives of the proposed project. As the project is intended to accommodate future traffic growth, TxDOT will complete a traffic study to analyze the operations with 2045 traffic volumes.

				reduces the ability to make the neighborhoods more cohesive again.	
				Comments by Area **Malcom X to Baylor** It is disappointing to see the cross streets removed in this area. The Malcom X onramp doesn't seem very effective since travelers from the north could get onto the interstate quicker coming down 2nd to the ramp and most people south would have about the same distance taking Cesar Chavez or 1st St to the ramps. The section south of the DART rail yard would simply come over Ash to hit second or most down Al Lipscomb. It doest seem to justify the cost or condemning the land of a well respected homeless service center nor having more flyover ramps to push noise over the area and a point of conflict merging onto the offramp. As the interchange with 45 is reconsidered, I think the focus should be to restore another cross street like Baylor, Hickory, or Chestnut. It improves access to Ellum, would end up adding quicker highway access for those few blocks between the rail yard and highways as well as possibly another route more directly to the Baylor ER.	Early design planning evaluated maintaining the connections for all cross streets, but major changes to the profile of I-30 from depressing the elevation of mainlanes and the need to construct elevated direct connectors to I-345/I45 preclude an opportunity for several cross streets near the interchange to connect. Other physical constraints affecting decisions regarding cross streets include the DART rail line and drainage requirements. However, as the project is in the early stages of development, TxDOT will continue to consider all existing cross street connections during the ongoing schematic design coordination with the City of Dallas. Please note that the comment regarding improving highway access to the area south of the DART rail yard will be considered with the I-345 feasibilty study or a potential future planning project.
				4th Ave I am excited to see TexDOT thinking ahead with the city to provide an opportunity to connectanother street	Comment noted and considered.
				1st and 2nd Ave Has anyone ever considered connecting 1st to 2nd and 2nd to 3rd where they bridge I-30 in order to shift the couplet over a block so that the large curve is mostly removed? As you know the current interchange at Parry Ave where 1st and 2nd Ave form the blvd is built like a highway interchange making it very inhospitable to pedestrians and forming another barrier toFair Park as well as being rather confusing for traffic. This would allow 1st street to be a stronger pedestrian and bike connector to fair park by reducing interactions and driving the highway traffic away from the main gates	This concept has been provided to the City of Dallas for their input. Transportation planners considered combining cross 1st Street and 2nd Street and removing the 2nd Street bridge. TxDOT will continue too coordinate with the City of Dallas regarding the crossing as this location.

				towards the rail line which acts as its own buffer. It frees up another block for shopfronts, improving Parry. TexDOTs proposal already considers taking ROW for this section and it would allow the overpasses to be shorter and at a right angle which I am told significantly reduces the cost to build. I know there had been speculation about trunk Ave, but this still keeps first going through to all the major routes along Elm and Commerce as well as link the "Fair Park Link" that I am told is proposed by Baylor. In my mind, the long distance car travel is pushed to the edges where they can pass along surface streets or access the freeway at the same points andthe area in between becomes the strong pedestrian zone that reconnects Fair Park and Deep Ellum.	
				Exposition and Commerce I liked seeing the frontage roads taken away in this area to really improve safety and make it a neighborhood, not highway interchange. A deck park here would be able to have businesses directly abut it. I frankly see no benefit to have cars exiting two blocks earlier whencommerce and exposition are tricky intersections even with an overhaul. 2nd should be the focus of a vehicular corridor as its connects with 352. Both Commerce and Exposition dead end at the park. I don't understand the benefit to Deep Ellum of the alternate.	Comment noted and considered. Coordination is ongoing with the City of Dallas to ensure the proposed improvements would be compatible with future city plans for decks and/or plazas, as well as designing cross streets that would accommodate the city's 2016 Complete Streets Design Manual (see https://dallascityhall.com/departments/pnv/DCH%20Documents/DCS_ADOPTED_Jan272016.pdf).
				Haskell to Carroll Is the proposed detention basin at Haskell due to elevation or were there any other potential places for that structure? I wonder what areas would be best for a park to serve as a connecting point. I heard some talk about Peak and Haskell being turned to one ways but hope that is not the case as they are such a vital connector for Southeast Dallas and the roadways do no have enough width on their own. Personally I think one way streets are a compromise we must carefully chose. An eastbound onramp should not be at Haskell but start at the end of Ash where it hits Carroll similar to today. Each direction of the couplet should be able to access this ramp if they are going to be built. No frontage roads through the adjacent residential area. I am happy to see Terry St reconnected and the ramp moved to Peak as well.	The proposed detention basin is located at the portal to the Mill Creek's diversion tunnel, which crosses I-30 in a north-south course as the proposed location. There are no other locations for that structure due to elevation and drainage needs. However, as the proposed detention basin would be located underground, there is an opportunity for landscaping or other improvements on the surface. We have provided the comment regarding the operations of the city streets to the City of Dallas. The city owns and maintains the city street network that includes Haskell Avenue and Peak Street

					and will therefore determine the operations. TxDOT will coordinate with the City of Dallas regarding leaving the eastbound I-30 entrance ramp at its current beginning point (Carroll Avenue) rather than relocating the ramp westward to Haskell Avenue.
				Carroll to Barry There should be no frontage roads in this section. The is residential and should remain that way. Addition lanes, which add to cost, will bring more traffic noise, pollutants and disruptions to the neighbors as well as reinforcing the divide and make it more dangerous to cross the highway as people treat frontage roads as high speed regardless of posted signs or design intent. This is a chance to restore the neighborhood. I hope should walls are in the scope. I am happy to see Caldwell reconnected	After further discussions, TxDOT and the City of Dallas refined the conceptual plans to remove the proposed eastbound frontage road between Carroll Avenue and Peak Street. A traffic noise analysis will be prepared in accordance with TxDOT's (FHWA approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared before preparing the final project design.
				Barry (Crosstown Expressway) Why is the eastbound off ramp to Barry (Crosstown Expressway) being eliminated? This is a large capacity roadway and would serve a heavy volume of western fair traffic exiting to flow straight into the majority amount of parking areas on the east side of the park. If this returned and the frontage roads between Carrol and Fitzhugh disappeared, wouldn't this eliminate the need for the cantilevered roundabout, which I can assume is an expensive, and time consuming element? Roundabouts also tend to be much more dangerous for pedestrians despite the best efforts. With this a regular 4way stop without interstate exits, it could be a much safer, stronger pedestrian and bike corridor that forms a strong axis north south. In the current	TxDOT has been coordinating with the City of Dallas regarding the eastbound off ramp to Barry Avenue being eliminated. The intent was to revise this access to now connect to Grand Avenue. City of Dallas staff has recommended the removal of the eastbound I-30 exit to Barry Avenue/Munger Boulevard to help reduce the impacts of regional highway traffic on the nearby residential neighborhoods, instead directing regional traffic to Grand Avenue; this option also allows access to Barry Avenue within a relatively short distance. Another option

				plan, the highway traffic would have to exit at 1st Avenue and travel along frontage roads for a mile and navigate two roundabouts before coming to this Barry from the west. That seems really illogical. Eastbound Grand Ave travelers could exit here and turn left at the intersection, freeing up some blocks in between for a more pedestrian friendly environment. It would also draw wealthy white rock area bound traffic south of the highway to start helping improve the feasibility of new retail in south Dallas with the increase in traffic numbers.	for eastbound I-30 drivers to get to Munger Boulevard would be to exit at Haskell Avenue, and use Peak Street or Carroll Avenue leading northward to Columbia Avenue and then heading east. In the analysis looking at the concept at Barry Avenue/Munger Boulevard, where these streets connect with Lindsley Avenue as well as a I-30 frontage and ramp, a standard intersection did not work but would be better served with a roundabout. Accommodations for bicyclists and pedestrians would be proposed within this intersection.
				Grand East This area needs a city initiated plan to study all the surface roads and future land use. This is a prime location to strengthen the remaining business and bring forth a strong mixed use neighborhood core. This can only be accomplished if thought is placed on the total area and it is not treated like a highway exit leftover. Grand Ave is a prime area for a deck park to serve as a linking activity between north and south. Deck parks are effective when they are placed with commercial activity so it becomes part of the experience listing a place and visiting those businesses. New housing and office could provide more jobs and the voice of housing types but they all must work together to attract tenants. It is disappointed to see so many frontage roads added bringing more traffic past Owenwood and making the crossings more dangerous. There needs to be serious thought as to what the area between 30 and Samuell should be. Right now there isn't a real direction leaving with an odd angel of frontage roads and double streets that are not cohesive. Was a westbound offramp from 30 to Samuell ever considered to increase the activity on Samuell, which is underutilized rather that inefficient frontage roads?	TxDOT and the City of Dallas are committed to implementing Complete Streets design concepts throughout the city and as part of the reconstruction of I-30 within the project limits. TxDOT will provide the suggested deck location to the city. TxDOT works with the City of Dallas on where potential decks and/or freeway capping could be located. TxDOT will look for the city to secure funding and commit to maintaining any potential decks/capping. The project will be designed to accommodate future decking locations identified by the city should funding not be immediately available. TxDOT and the City of Dallas are evaluating whether it would be better to remove the proposed frontage roads on both sides of I-30 between Winslow Avenue and Dolphin Road, as these are somewhat redundant with traffic flow along Samuell Boulevard. Removal of the frontage road on the north sided of I-30

					would require relocation of the westbound exit ramp to Winslow Avenue. A westbound off ramp to Samuell Boulevard was not considered. Samuell Boulevard can be accessed from Ferguson Road, for which there is a westbound off ramp.
				White Rock Creek East I am glad to see the Spine Trail show in the plans and that there remains an exit to Lawnview even if a little different. I am also glad to see no added frontage roads past Ferguson where the creek is and the businesses already front Samuell Blvd. Ferguson exit ramps seem very short now and the new lanes could improve safety. Will there be signage at the Ferguson exit for Samuell ?	Proposed signage will be shown on the schematic, and signage will be further considered during the detailed design process (PS&E).
26	Caleb Jiang	06/20/ 2021	Comment Form Submitted Online	I do not support the widening of the I-30 East corridor. Widening the freeway will only increase the amount of traffic on local surface streets and make the Deep Ellum neighborhood more unsafe to pedestrians. Instead of widening the ROW, the existing ROW can be better utilized by converting existing lanes to higher capacity and greener modes of transit, such as bike paths, pedestrian paths, bus rapid transit, and/or rail corridors. However, I am in support of moving the existing lanes below grade, just do not add any more - they are not needed or wanted in the urban core.	Please see the response to **Comments #7 & 8** for a discussion of the key objectives of the proposed project.
27	Hilary Jirasek	06/08/ 2021	Comment Form	Thank you for NOT expanding the state's footprint! Great use of existing state property! Thank you team!	Comment noted and considered.
28	Patrick Kennedy	06/08/ 2021	Email	Since I can't make TxDOT's public meeting today (nor the 22nd) due to DART board meetings, I wanted to pass along some information that I am sure you all are aware. I am concerned that the widening to 5-2-5 is unnecessary based on TxDOT's historic traffic counts through East Dallas being fairly flat at a twenty year low since 2016. I have attached this chart as well as the CityMAP travel time and delay comparison between the 4-2-4 and the 5-2-5 option. The 5-2-5 shows a 2 mph speed improvement but 0 minute delay savings. My questions are, is the widening worth it?	Please see the response to **Comments #7 & 8** for a discussion of the key objectives of the proposed project.

				What are the traffic projections, for when, and what justifies these projections?	As the project is intended to accommodate future traffic growth, TxDOT will complete a traffic study to analyze the operations with 2045 traffic volumes.
				What is the additional cost and how many properties are taken off the tax rolls?	The schematic design shown at the public meeting would potentially displace 12 commercial properties and 4 residential properties. The current estimate of proposed right of way (ROW) is approximately 10.8 acres, and there are approximately 3.7 acres of potential surplus ROW that may be available for future development when the project is complete. As the project is in the early stage of design development, the foregoing estimates are subject to change as the schematic is reviewed and refined in coming months.
				What is the potential property value and tax base coming off that could have benefitted from the trenching and improved cross street connections?	TxDOT works closely with the City of Dallas on the schematic development. We will work with the City of Dallas to estimate the potential future property value and tax base. We will also encourage the city to consider ways to mitigate increased property values so that existing residents and businesses are not negatively impacted.
				And, what would be the additional costs to span a wider trench with deck parks and/or air rights developments.	TxDOT works with the City of Dallas on where potential decks and/or freeway capping could be located. TxDOT will look for the city to secure funding and commit to maintaining any potential decks/capping. The project will be designed to accommodate future decking locations identified by the city should funding not be immediately available.
				I have also attached the City MAP analysis tables for the two options.	The graphic and data provided have been noted and considered.

				[NOTE: SEE THE EXHIBITS ATTACHED TO THE COMMENT.]	
29	James Kleitches	06/11/2021	Comment Form Submitted Online	I like overall design elements of plan such as depressing the main lanes. It should cut down on traffic noise and homeless encampments.	Comments noted and considered.
30	Breonny Lee, President, Deep Ellum Community Association	6/21/2021	Emailed Comment Form	After attending the public meeting on June 8th and critically reviewing all material, I support the Deep Ellum Foundation alternative as necessary for balancing Deep Ellum's unique traffic pattern.	Comments noted and considered.
31	Steve Leeke	06/08/2021	Comment Form	Please plan a large ventilated deck for a future park encompassing a portion of the future I-30 inclusion of first and second ave.	TxDOT works with the City of Dallas on where potential decks and/or freeway capping could be located. TxDOT will look for the city to secure funding and commit to maintaining any potential decks/capping. The project will be designed to accommodate future decking locations identified by the city should funding not be immediately available.
32	Christopher Littell	06/11/2021	Comment Form Submitted Online	I am in favor of the proposed improvements to I-30, assuming they can be performed in a fiscally responsible manner.	Comment noted and considered.
33	Manuel Maldonado	06/13/2021	Email	Hello my name is Manuel Maldonado, address is 5107 Parry ave Dallas Texas, phone number is [redacted], and email is [redacted]. I am concerned about how this expansion affects me and my current community? Our whole lives we have lived there and our now faced with a threat of losing our homes, community, memories, affordable life style, ecosystem of wild life, and future plans. I am a second generation Mexican American living here with my family. Our family has lived here going on three generations. My family came here in the 1980's under the Ronald Reagan amnesty program. My grandparents, mom, and her brothers and sisters came in hope of achieving the American dream. The dream was to come into a new land in hopes of a new opportunities for work, housing, education, and sustainable community. Myself and my family concern including the entire	On 06/14/2021, Mr. Nelson Underwood, P.E., the TxDOT Project Manager, responded to Mr. Maldonado with the following email message: Thank you for your interest in the improvements to the IH 30 corridor. TxDOT has been working closely with the City of Dallas, Fair Park, Deep Elm and Baylor White to make the IH 30 corridor improvements sustainable to the neighborhoods while still improving mobility for the traveling public and bringing the corridor up to current design standard. One of the criteria that we are

				neighborhood is feeling threatened of losing my family legacy and American Dream. If you could contact me with more information or point me to the proper direction please? Thank you for your time and I look forward to your response. If you decide to call me I am more easily reachable between the hours of 6pm - 9pm Monday through Friday.	trying to keep is to have as few residential and commercial displacements or impacts as possible. Your residence is outside of the proposed footprint for IH 30 improvements and the access that you have to IH 30 will remain in the future. If you have any further questions or concerns please contact me via the contact information listed below. [Contact information was provided in the email.]
		06/13/ 2021	Comment Form Submitted Online	I don't have a clear understanding of this expansion. I don't know how it will affect me? Whom do I speak with to learn more about?	
		06/14/ 2021	Email	On 06/14/2021, Manuel Maldonado emailed Mr. Underwood the following reply: Thank you for your time and clarification on the matter.	
34	Marina Mason	06/08/ 2021	Email	I am writing to express my thoughts on the I-30 expansion. I just want to say it's not worth it. You want to add just 2 lanes for billions of dollars. And while you're at it you want to tear down more homes in a majority minority neighborhood? This doesn't seem logical.	On 06/10/2021, Mr. Nelson Underwood, P.E., the TxDOT Project Manager, responded to Marina Mason with the following email message: Thank you for expressing your concerns with regards to the future improvements to the IH 30 (East Corridor) project. Let me try to address your concerns below in response to the issues/concerns you have expressed. The reconstruction of E.R.L. Thornton Freeway (IH 30) is not just about adding 2 more lanes to the freeway, part of it is the total reconstruction of a freeway that no longer has the capacity to carry the traffic load it was designed for, has become an increasingly unsafe roadway and has reached the end of its design life. The ultimate plan is to build five general purpose lanes (GP) in each direction instead of the four GP lanes that exist today, add 2 reversible managed lanes to help with the traffic volumes in the peak periods (rush hour) and make ramping modifications to help facilitate entering and existing traffic from IH 30 to better

					access the Dallas City Street grid which exist today. In working with the City of Dallas, TxDOT has made it its mission to design an upgraded freeway with the minimal amount of impacts to the neighborhoods and minimal number of displacements to homes and businesses. While this project seems to be expensive to build we (TxDOT) are planning on accommodating the traffic that is on the freeway today and plan for traffic demands in the future, make the freeway safer and help reduce the congestion that exists today and in the future.
				Decompressing it like 75 might help, but not adding more lanes. The neighborhoods are still separated on 75. it might be more pleasing to the eye, but don't act like it's going to really connect the communities. It's still always from each other. I would agree to move forward if TXDOT was JUST decompressing, not adding lanes.	When US 75 was reconstructed is was because the existing 4-lane divided highway could not handle the volume of traffic that was travelling that roadway on a daily basis. Along with the volume of traffic was the fact that US 75 (Central Expressway) was not a safe freeway before reconstruction in the late 90s and early 2000's and it had reached the end of its design life. As part of that reconstruction, TxDOT added an additional 2 lanes in each direction and depressed the freeway from Northwest Highway to Woodall Rodgers Freeway to accommodate the additional capacity and the various neighborhoods along the corridor. TxDOT has been working very closely with the City of Dallas, Fair Park, Deep Elm, Baylor White Hospital and various other stakeholders (community groups) along IH 30 to come up with a solution that address both the need for adding capacity to an already overloaded freeway while trying to re-stitch neighborhoods back together again after the corridor was initially built.

				Also, adding a little deck park on top of it like klyde warren won't help either. If you really think about it, having a park over a freeway sounds incredibly dangerous actually. And plus y'all wouldn't even pay for it, the state would. So I don't know why y'all are entertaining the idea.	The City of Dallas is looking at ways to re-stitch the neighborhoods back together by identifying areas that could accommodate facilities such as deck-parks, pedestrian and bicyclist accommodations and trails and the like. The Klyde Warren deck park over Woodall Rodgers Freeway has worked out well for the downtown neighborhoods that utilize the park. It has become a place for people from the downtown area to relax, enjoy the outdoors, have fun, have good food and good company.
				I'm not a resident of East Dallas, and I do use 30 sometimes from suburbia, but it's just so inhumane for TXDOT to benefit white commuters in the suburbs to save 5 minutes, while destroying more land and homes.	This improvement project is to improve mobility for the entire metropolitan area and not just one group of commuters. IH 30 is a major east-west corridor for not only commuters but goods and services that comes from various points outside of the state to the City of Dallas and from the City of Dallas out to various points outside of the state. Another benefit to making improvements to the IH 30 corridor is by adding more capacity to the freeway we can move traffic faster and therefore reduce the amount of car emissions that is currently being produced by the stop and go traffic.
				Let's focus on the roads we have now and maintain them, or remove. Maybe y'all should contract with DART to improve bus stops/bus lanes for a change. Thank you for your time.	One of the purposes of this improvement project is to take an existing facility (IH 30) which is beyond what can be done to keep maintained and upgrade it to new design standards, add capacity to handle the current traffic and future traffic and make it safer facility for all who travel this corridor.
35	Stephen McKeown	06/08/ 2021	Comment Form	I thought the design was great. I like that it preserves or increases traffic capacity while largely staying in the same footprint.	Comments noted and considered.

				I hope that traffic capacity of crossing streets will not be reduced. The sunken INCE-like design is wonderful.	
36	Sarah Mendoza	06/08/ 2021	Comment Form	I live at 3251 Fairview Ave, 75223 (Owenwood neighborhood) and have family at 5312 Garland Ave (Mount Auburn neighborhood). Both homes very close to the project. 1. For 3251 Fairview, I'd like a better connectivity from Dophin to Samuell Grand Park. I think the connectivity (added) at Beeman is great. There is a high need for an improved bridge at Dolphin so families at Owenwood neighborhood can access the park, Trinity forest spine Trail safely.	Coordination is ongoing with the City of Dallas to ensure the proposed Dolphin Road bridge improvements would be compatible with enhanced bridge landscaping design in accordance with the design guidelines in the city's 2016 Complete Streets Design Manual (see https://dallascityhall.com/departments/pnv/DCH%20Documents/DCS_ADOPTED_Jan272016.pdf).
				2. What is the phasing of the project? Start point, sound study results? service roads, etc.?	Please see the response to **Comment #18** for a discussion of project phasing. A traffic noise analysis will be prepared in accordance with TxDOT's (FHWA approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared before preparing the final project design.
				3. Would like TxDOT to connect to the Mount Auburn neighborhood for community input. As an organizer I can be contacted at [redacted]	On 07/01/2021, Mr. Nelson Underwood, P.E., TxDOT Project Manager, telephoned Ms. Mendoza to discuss the points she made in her comment. The following are Mr. Underwood's notes regarding his conversation with Ms. Mendoza: I just had a phone conversation with Ms. Mendoza concerning the I-30 project. I will address her comments as they show up on the handwritten comment form and the one she filled out on line.

					1. I discussed the improvements to the project which included enhanced pedestrian accommodations (wide sidewalks, wider bridges, etc.), the addition of the Beeman bridge and the possibility of the City of Dallas build some sort of deck park in the future. 2. She asked about the phasing of the project and I told her that most likely the Fair Park section would be built first. 3. She expressed concern of getting the neighborhoods informed (Mount Auburn, Owenwood) by holding an outreach or community meeting to inform the community. 4. She asked about noise walls and I explained to her the process and criteria used to determine if a noise wall is reasonable and feasible. She understood and was thankful for the information. 5. Her concern was that burying I-30 it would further divide the neighborhoods. I explained to her that by depressing the main lanes TxDOT will be able to reconnect the cross streets that were severed when I-30 was originally built. Also by adding pedestrian enhancements and the city possibility building deck parks it is a way for neighborhoods to get knitted back together. _____ On 08/02/2021, Mr. Jeremy McGahan, P.E., Consultant Project Manager for TxDOT, sent the following email to Ms.

					Mendoza re I-30 coordination with the Mount Auburn Neighborhood: Good evening Sarah. We received your comment from our I-30 public meeting in June regarding your request for TxDOT to connect with the Mount Auburn neighborhood community for input. What days/times would you be available to meet? [Contact information was provided in the email.]
		06/14/ 2021	Comment Form Submitted Online	I live in Owenwood, I-30/Dolphin, and grew up near I-30/Munger where my family still lives. I do not believe the proposed I-30 redesign will connect the surrounding neighborhoods. The creation of bridges with the highway running under will further divide the neighborhoods and families. The Munger, Winslow underpasses should remain and be enhanced to truly increase connectivity! If a new connection at Beeman is created it should be an enhanced bridge. The creation of bridges at these points will create a greater divide by discouraging pedestrians to cross- loud noise, safety concerns especially for children, no cover. The underpasses are highly used by pedestrians to connect to surrounding neighborhoods. Burying I-30 at these locations will create a greater divide.	Please see the responses to **Comments #7 & 8** for a discussion of the key objectives of the proposed project.
37	Laura Moore	06/08/ 2021	Comment Form	We would like a deck park between Haskell/2nd. This would allow the connection between Fair Park and Deep Ellum. With the new park coming into Fair Park it will connection.	TxDOT works with the City of Dallas on where potential decks and/or freeway capping could be located. TxDOT will look for the city to secure funding and commit to maintaining any potential decks/capping. The project will be designed to accommodate future decking locations identified by the city should funding not be immediately available.
38	Silvano Mora, Jr.	06/22/ 2021	Verbal Comment	Hi my name is Silvano Mora, Junior. Me and my sister Dominga Mora own 4613 East R. L. Thornton Freeway, Dallas, Texas 75223. I was recently informed actually just today that my neighbors apparently mentioned that I-30 was gonna be	The proposed I-30 design concept plan currently does not include any proposed right of way from the property at 4613 East R. L. Thornton Freeway. The

				expanded. I know that we can't necessarily stop the state from doing what they wanna do with the highway but we wanna make sure that the exits and our area is not affected. We paid property taxes for here over 16 years. We also generate income for the city and for the Federal Government. If you have any questions call me at [redacted] or my cell phone [redacted]. Again we just wanna make sure that we're not affected in a major way that would cause harm to our family due to the expansion of the freeway. Because we do have a general customer base that would affect future business and growth. And so just please have someone call me back. Thank you.	proposed design, which would lower the I-30 mainlanes below ground level, would remove the westbound I-30 exit ramp just west of Fitzhugh Avenue as well as the freeway access road that passes this property. This would then result in removal of the driveway from the freeway access road to the commercial property to the northeast of the commenter's property. Access to the property would be from Caldwell Street and Terry Street. However, the project is in the early stage of schematic design and is subject to change as the project develops. The design concept plan for the proposed project may be viewed on TxDOT's website for the public meeting (see http://www.keepitmovingdallas.com/I30EC).
39	Salvador Moreno	06/11/ 2021	Comment Form Submitted Online	Overall, great improvement from the previous design. Minor comments on ramps/service roads.	Comment noted and considered.
				On roll 1 of 3, at the Haskell intersection, is it necessary for the off ramp to overlap the on ramp? Is it possible to connect them after haskell going westbound in order to maintain continuity of the service roads? Continuity of the service roads is very important to me. Alot of dead ends makes it hard to navigate that neighborhood.	Alternatives like the one proposed in the comment were considered but would require a greater amount of proposed right of way than the design shown in the conceptual design exhibit presented in the public meeting.
				2nd, is it possible to push Ash lane as close as possible to the highway? this would free up dead space between ash lane and the highway even if Ash lane is no longer parallel/perpendicular with the street grid.	The approach suggested in the comment was considered during development of the project's conceptual design but the decision was made to accommodate existing property access driveways. TxDOT will discuss the comment with the City of Dallas regarding suggested changes to Ash Lane.
40	Sarah Oldfield	06/08/ 2021	Comment Form	I am pleased with the information presented at the public meeting, for three reasons: 1. I support transparency with the sharing of information to the public, and to be given the opportunity to comment.	Comments noted and considered.

				2. I feel this project will improve the current traffic problems on I-30, and will enhance neighborhoods & public spaces. 3. My lots at 1320 & 1324 Fairview Dr., which are adjacent to the service road, will not be affected.	
41	Scott Parks	06/09/ 2021	Comment Form Submitted Online	1. I prefer the alternative frontage road concept that creates more frontage road around exposition, as long as it still supports a deck park at this location, which I think would be an amazing extension of fair park toward deep ellum.	Comment noted and considered.
				2. I do not understand why this highway should be widened considering that this highway has not seen the traffic being planned for in over a decade. We should be encouraging more walkable urban environments, not commuter lifestyle of the 1960's.	Please see the responses to **Comments #7 & 8** for a discussion of the key objectives of the proposed project.
				3. Reducing by 1 lane in each direction would make right of way easier, and do more toward the goal of restitching neighborhoods. Just makes the project seem like a boon for road builders more than anything. The stated intention should be followed through more clearly.	
42	Laurette Perry	06/22/ 2021	Comment Form Submitted Online	I don't have a problem with improvement of the area as long as homeowners are not displaced and have to be relocated for the purpose of a wider freeway.	Comment noted and considered.
43	Robert Prejean	06/08/ 2021	Comment Form	I would like to see I-30 re-routed from Haskell Ave to West of Botham Jean Blvd along the old Santa Fe Railroad Corridor. The surrounding land uses along this re-routed corridor are favorable to freeway uses. While not part of the I-30 corridor study, I-45 should also be re-routed to west of Botham Jean Blvd to provide a more direct route from the I-45/US I75 interchange to link into the mixmaster. With an interchange with a re-routed I-30, travelers would have improved options for access to I-35E, Dallas North Tollway, I-30 West Bound as well as I-345 and US 75. [NOTE: SEE THE EXHIBIT ATTACHED TO THIS COMMENT.]	Rerouting I-30 has been studied as an alternative in past transportation planning, and was again examined several years ago in CityMAP. However, the substantial extent of displacements associated with rerouting the highway led to the decision to not pursue this further.
				Regarding the need for deck parks, (1) Expand the proposed deck at Lindsley and Barry West to Fitzhough and one block East of Barry, (2) Expand and add park to either side of Grand Crossing as well as Dolphin to create a impressive gateway crossing to the parks along Samuell, (3) Fully Deck the area between Beeman and Winslow and the three blocks East of	TxDOT works with the City of Dallas on where potential decks and/or freeway capping could be located. TxDOT will look for the city to secure funding and commit to maintaining any potential decks/capping. The project will be

				Haskell, (4) for air ventilation use towers/smoke-stacks disguised as art pieces/landmarks that positively define the nearby neighborhoods.	designed to accommodate future decking locations identified by the city should funding not be immediately available.
		06/23/ 2021	Email	Recommendations for expanded freeway decking-capping and open space: Munger/Barry and Fitzhugh Cross Streets Expand the freeway decking-capping both east and west of what is shown to further bond the neighborhoods on both sides of the freeway and enhance greater pedestrian movement with theexisting street gird. **For all decking-capping, put required air ventilation at the depressed freeway level where greater rights-of-way allow.** [NOTE: SEE THE EXHIBIT ATTACHED TO THIS COMMENT.]	
				Recommendations for expanded freeway decking-capping and open space: Grand Avenue Cross Street Much of East Grand Avenue is defined by parks and open space as well as linking two important City- park assets – White Rock Lake and Park as well as Fair Park. This link between the two assets should bestrengthened in between where East Grand Avenue crosses I-30. At that location East Grand Avenue should have a deeper freeway decking-buffer on either side to eliminate most views of the freeway add another link to the road corridor's park character. [NOTE: SEE THE EXHIBIT ATTACHED TO THIS COMMENT.]	
				Recommendations for expanded freeway decking-capping and open space: Winslow and Beeman Cross Streets Build a full block and two separate smaller block freeway decks-caps where Winslow and Beeman crossI-30 to bond the residential neighborhood to the south to the commercial district to the north allowingfor enhanced access and a more neighborhood gathering as opposed to the regional park space in Samuell-Grand Park. [NOTE: SEE THE EXHIBIT ATTACHED TO THIS COMMENT.]	
				Recommendations for expanded freeway decking-capping and open space: Dolphin Road Cross Street Dolphin Road, an important road corridor serving Dolphin Height and communities further south, shouldhave a deeper	

				freeway decking-buffer on either side to enhance a park-like terminus to the park and golf open space along Samuell Blvd. [NOTE: SEE THE EXHIBIT ATTACHED TO THIS COMMENT.]	
				Recommendations for expanded freeway decking-capping and open space: 1st, 2nd, Exposition, Commerce Cross Streets Extend the freeway decking/capping to the west aa well as complete the deck/cap between Commerceand Exposition Streets. [NOTE: SEE THE EXHIBIT ATTACHED TO THIS COMMENT.]	
				Recommendations for expanded freeway decking-capping and open space: Land bounded by I-30, Ferguson Road, and Samuell Boulevard Purchase land bounded by I-30-Ferguson and Samuell to complete a gateway entrance to FergusonRoad and leading into the White Rock Creek greenway. [NOTE: SEE THE EXHIBIT ATTACHED TO THIS COMMENT.]	
44	Karla Pride	06/08/ 2021	Comment Form	The parks above these I30 expressway seem like a waste of money with a park above it. We have a community park, Jubilee park. The city build a million dollar bridge a few years ago between St. Francis & Buckner Blvd. No body ever uses this bridge. What waste of money from the people (tax payer) and City budget.	Comments noted and considered.
45	Daniel Rodriguez	06/08/ 2021	Comment Form	1. Between Winslow and Dolphin exit heading East would like thick noise barriers. "Resident"	A traffic noise analysis will be prepared in accordance with TxDOT's (FHWA approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared before preparing the final project design.
				2. Please address alley-way on culver/state fence line, nobody cleans or cut the trees. Non accessible to residents, fire dept, police, etc.	TxDOT will provide this comment to the City of Dallas as the city maintains city streets and alleys.

46	Ana Sanchez	06/08/ 2021	Comment Form	Hi let me tell you about my main concern about the project. I live close and afraid of my foundation to be moved and the noise that will be. [Note: Referenced property is 1315 Fairview Avenue.]	No major excavation adjacent to the subject property is proposed by the I-30 reconstruction project. Excavation to lower the mainlanes of I-30 below ground level would be approximately 100 feet from the subject property at its closest. No impacts to the foundation of the home on the property would be expected as a result of the proposed project. A traffic noise analysis will be prepared in accordance with TxDOT's (FHWA approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared before preparing the final project design. In the event that noise barriers are proposed in a particular location, use of plexiglass in the construction of such barriers may be considered as an option.
				Second please if all goes as well can you fix also the small street specially the ones that leads to the Fair. Dolphin, Beeman, Fairview, Henderson…	TxDOT will provide this comment to the City of Dallas as the city maintains city streets and alleys.
				Thanks and wishing you the best and sooner. Make East Dallas look fancy and interesting. Blessings.	Comment noted and considered.
47	Richard Schumacher	06/18/ 2021	Comment Form Submitted Online	Preliminaries look good. Please maximize opportunities for decking over I-30. Make it as easy as possible to later put I-345 into a tunnel.	TxDOT works with the City of Dallas on where potential decks and/or freeway capping could be located. TxDOT will look for the city to secure funding and commit to maintaining any potential decks/capping. The project will be designed to accommodate future decking

					locations identified by the city should funding not be immediately available.
48	Hooman Shamsa	06/23/ 2021	Comment Form Submitted Online	I am opposed to this highway expansion, as I see it as a costly, ineffective, and damaging attempt to solve to the larger problem of how to move people through the city. In the short term, an expansion of I-30 will increase the cars, pollution, and noise in our communities while further separating the neighborhoods on either side of the highway. In the long-term, it will perpetuate an inefficient approach to transportation and, as a result, we will need to revisit this problem in the future as the highway again becomes congested. With that said, I understand that this highway expansion will move forward. Keeping that in mind, the I-30 expansion should be executed in the least damaging manner possible, as it relates to its impact on surrounding communities. The Dallas Department of Transportation's position of "no higher, no wider" must be considered. Furthermore, as TxDOT is the driving force behind the highway expansion, your agency must do more to reconnect the two sides of the highway that it separated so long ago. It is my understanding that TxDOT is willing to fund the roads and 10' of sidewalk on either side of the bridges while leaving funding for any broader, community-serving improvements to the city of Dallas. TxDOT needs to provide financial support for improving these bridges beyond your current commitments. Your department should provide for safe, pleasant neighborhood connections and not just intermittent street grid connections.	Please see the responses to **Comments #7 & 8** for a discussion of the key objectives of the proposed project.
49	Patricia Simon, President, Peak's Addition HOA	06/23/ 2021	Comment Form Submitted Online	I am president of Peak's Addition HOA. Our area is bounded by Fitzhugh and Haskell to the east and west. We are the first single-family neighborhood outside of downtown Dallas, and in the closest historic district of Old East Dallas to the Central Business District. We are known for the large porches on our houses, and we and consider ourselves the "front porch" to downtown. Being that we are zoned single-family, and currently have multiple single family lots within the neighborhood on Carroll, Peak, and Haskell, we have very large concerns that changes to the exits may increase travel flow through our	Please see the responses to **Comments #7 & 8** for a discussion of the key objectives of the proposed project. In addition, planning for the reconstruction of I-30 seeks to increase the efficiency of this highway to allow traffic to pass through the corridor efficiently as well as improve access connections to cross streets and frontage road segments, thus lessening the likelihood that drivers would choose to

				neighborhood as drivers seek to avoid congestion further west. Our neighborhood streets directly connect to US-75 from I-30. We already have traffic through the neighborhood during rush hour. Any changes to I-30 potentially impact our neighborhood- either for the better or worse. Please note that our neighborhood is also seeking Peak and Haskell be "un-coupled" as one-way streets, and returned to bi-directional traffic. We believe this is being considered by the City. We would welcome engagement as a Stake Holder in future meetings.	drive through neighborhoods using instead the combination of highway and city street grid.
50	Oscar Slotboom	06/16/ 2021	Comment Form Submitted Online	I support this project. I urge TxDOT to move forward to construction as quickly as possible.	Comment noted and considered.
51	Robert Smith	06/09/ 2021	Email with attached Comment Form	Please see attached for my comment form. I strongly support this project and thank you for proposing it. Comment Form: I live at the corner of Junius St and N Carroll Ave in Peak's Addition neighborhood. Carroll Ave has been a nightmare due to truck and auto traffic cutting through from 75 to I-30 in both directions. I see that the proposed plan includes removing the access ramps at Carroll Ave and re-directing traffic to other streets. I strongly support this as the traffic on Carroll is dangerous to school children attending Zaragoza Elementary near our house and prevents safe access to the redeveloped Buckner Park and Crockett Dog Park. I also strongly support burying I-30 below grade to reduce noise and allow reconnection of the historic streets, as well as removing blighted underpasses and now.	Comments noted and considered.
				If possible, I would also support plexiglass sound barriers on either side of I-30 similar to those installed in the North Oak Cliff area near Sylvan. Thank you for proposing this much-needed improvement to I-30 that will help revitalize Old East Dallas and Fair Park.	A traffic noise analysis will be prepared in accordance with TxDOT's (FHWA approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and

					characteristics of any proposed noise barriers will be shared before preparing the final project design. In the event that noise barriers are proposed in a particular location, use of plexiglass in the construction of such barriers may be considered as an option.
52	Matthew Templeton	06/11/ 2021	Comment Form	- I really like the MalcolmX connection to 30 – that's a big deal for creating three south Dallas connection. - The new westbound Munger Entrance is a must – getting onto 30 from E. Dallas is challenging and the Ash Entrance is a work around nightmare for that neighborhood. - Don't limit feeder roads into Fair Park. 4th St is a good idea. As Fair Park becomes more prominent. We don't want a parking lot on MLK. - I'm very pleased with the elimination of wasted TxDOT right of way. Please create more development along 30 by making those plots assessible.	Comments noted and considered.
		06/11/ 2021	Letter	Thank you for spending some time explain the I-30 project (and a little bit of the canyon) to me the other night. I learned a lot, feet excited as you answered my questions, and had a epiphany that the public can participate in shaping the future of the city. I'm really thankful that I came and I hope to see you at future meetings as things develop.	Comments noted and considered.
53	Bryan Tony	06/08/ 2021	Comment Form	1. Reduce the # of lanes → narrow footprint.	Please see the responses to **Comments #7 & 8** for a discussion of the key objectives of the proposed project.
				2. Reduce the # of properties having to be condemned.	Avoiding displacements of structures is an important consideration in the design of all roadway projects. Where design requirements necessitate the acquisition of right of way, engineers endeavor to minimize the displacement of all structures.
				3. Improve frontage roads, pedestrian access, etc.	Comment noted and considered.
				4. Follow the City of Dallas' I-30 guiding/design principles.	TxDOT is committed to following the guiding principles set out in the CityMAP Study and by the guiding principles identified by the City of Dallas for I-30

					redesign as project development continues. TxDOT has worked closely with city staff in order to follow the guiding principles.
				5. Seek more neighborhood input and host more public meetings.	Considering the input of partner agencies, stakeholders, and the community has been a priority as the project design concept has been developed over the past two years. TxDOT will continue to reach out to stakeholders and receive input.
				6. Prioritize the City of Dallas as the most impacted stakeholder.	TxDOT has worked closely with the City of Dallas in developing all aspects of design concept planning for the I-30 Corridor in Dallas. This close working relationship will continue throughout all phases of project design and construction.
54	Stephen Tordella	06/08/ 2021	Comment Form	There was no effort made to reduce the size of the free-way; in fact, more lanes are being added. Any effort to modify I-30 should start with a basis of subtraction, not addition of space for automobiles.	Please see the responses to **Comments #7 & 8** for a discussion of the key objectives of the proposed project.
55	Rick & Virginia Triplett	06/08/ 2021	Comment Form	In general a good presentation of project. My concern is how it blends with the future of Fair Park, Deep Ellum, DART, & the Trail Systems. For me I want to see incentives to use Dart and mass transit more in the future and increase the access to this Area. The East Corridor with a new & improved Fair Park will be a fantastic asset. Thanks for the good work.	Comments noted and considered. In addition, please see the responses to **Comments #7 & 8** for a discussion of the key objectives of the proposed project.
56	Jared Westmoreland	06/08/ 2021	Comment Form	Great information. Provided details I needed. Thanks	Comments noted and considered.
57	Esmeralda Zapata	06/13/ 2021	Email	We have a concern about the i-30 project. We live right in from of i-30 exit Barry, address 4922 parry ave dallas Tx 75223. We are needing a confirmation if this address will be affected or will be relocated. We greatly appreciate your help.	On 06/14/2021, Mr. Nelson Underwood, P.E., the TxDOT Project Manager, responded to Esmeralda Zapata with the following email message: Thank you for your interest in the IH 30 improvement project. In this area of the project there will be no change to your access or ROW for the IH 30 project. It is the goal of TxDOT working with the City of Dallas to minimize Right-of-Way

					acquisitions to the minimum number as possible and to rebuild IH 30 in the existing Right-of-Way that exists today. If you have any further questions or concerns please contact me via the contact information listed below. [Contact information was provided in the email.]
58	David [No Surname Provided]	06/10/ 2021	Comment Form Submitted Online	NO TOLL ROADS!!!	Comment noted and considered.

UPDATED: 05 August 2021