Texas Department of Transportation

DALLAS DISTRICT

DESIGN SCHEMATIC

JAMES K. SELMAN, P.E., DISTRICT ENGINEER

DALLAS COUNTY

US 67

CCSJ: 0261-02-074 FROM BELT LINE ROAD
TO NEAR WHEATLAND ROAD
STA 185+00 TO STA 477+00

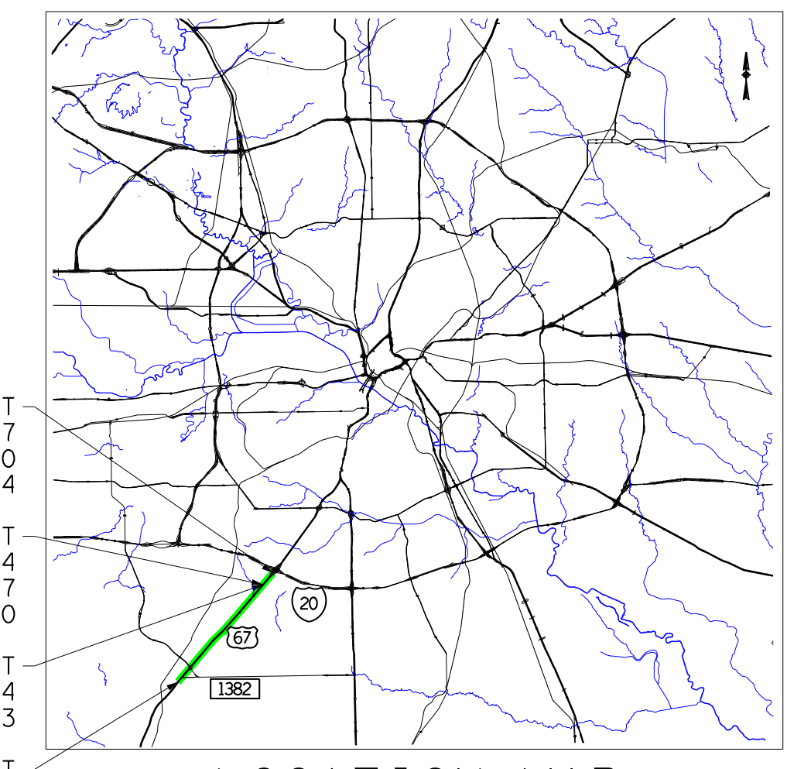
CSJ: 0261-03-064 FROM NEAR WHEATLAND
ROAD TO IH 20
STA 477+00 TO STA 499+00

CSJ: 0261-02-073 FROM BELT LINE ROAD
TO NEAR WHEATLAND ROAD
STA 185+00 TO STA 477+00

FUNCTIONAL CLASS: URBAN FREEWAY
DESIGN SPEED: 60 MPH FREEWAY
40 MPH FRONTAGE ROADS
40 MPH RAMPS
30 MPH CROSS STREETS

PROJECT LENGTH = 5.7 MILES

0 1 2 3 4 MILES
LOCATION MAP SCALE



END PROJECT
US 67
STA 499+00.00
CSJ: 0261-03-064

BEGIN PROJECT
CSJ: 0261-03-064
℄ US 67
STA 477+00.00

END PROJECT
CSJ: 0261-02-074
CSJ: 0261-02-073

BEGIN PROJECT
US 67
STA 185+00.00
CSJ: 0261-02-074
CSJ: 0261-02-073

LOCATION MAP

BRIDGEFARMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
TBPE REGISTRATION NO. 264

100 0 100 200 400 800

PREPARED BY BRIDGEFARMER & ASSOCIATES, INC.
UNDER THE SUPERVISION OF

CHAD A. HENDERSON
P.E. 97332

LISA M. DEITEMEYER
P.E. 83758

ROLL 1 OF 5

JULY 2016

LEGEND

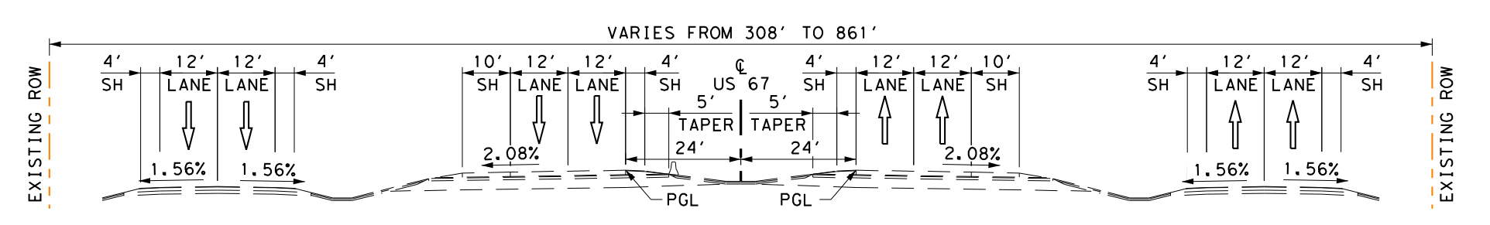
🟨	PROPOSED MAINLANE PAVEMENT
🟥	PROPOSED RAMP
🟩	PROPOSED FRONTAGE ROAD
🟫	PROPOSED BRIDGE
⬜	EXISTING BRIDGE
🟪	PROPOSED CROSS STREET
🟪	PROPOSED DRIVEWAY
⬛	PROPOSED SIDEWALK
☒	PROPOSED REMOVAL
▨	EXISTING BRIDGE STRUCTURE
▨	PROPOSED BRIDGE STRUCTURE
━	PROPOSED RETAINING WALL
━	PROPOSED NOISE WALL
– – –	EXISTING CULVERT
← ∼	CREEK FLOW LINE AND DIRECTION
– – –	EXISTING RIGHT-OF-WAY
—	EXISTING PROPERTY LINE
– – –	EXISTING STATE EASEMENT
– · –	EXISTING CITY LIMIT LINES
⇦	EXISTING LANE TRAFFIC DIRECTION
←	PROPOSED LANE TRAFFIC DIRECTION
🟦	FEMA SPECIAL FLOOD HAZARD AREAS

UTILITIES LEGEND

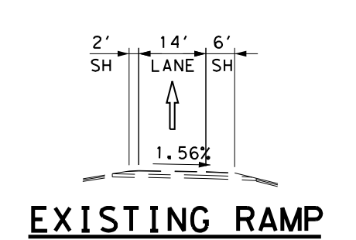
OE	EXISTING OVERHEAD ELECTRIC
FOC	EXISTING FIBER OPTIC CABLE
G	EXISTING GAS
T	EXISTING TELEPHONE
TS	EXISTING TRAFFIC SIGNAL
WW	EXISTING WATER
WW	EXISTING WASTEWATER
CTV	EXISTING CABLE TV LINE

NOTES:

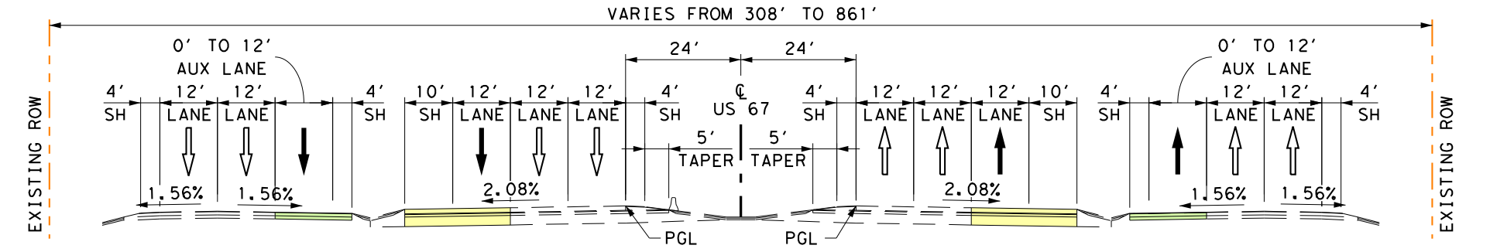
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATIC ARE BASED ON AERIAL SURVEYS AND RECORD PLANS.
2. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
3. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
4. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS 48113C0470K, 48113C0605K AND 48113C0610K.
5. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DALLAS COUNTY CENTRAL APPRAISAL DISTRICT.
6. EXISTING CULVERT LOCATION, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
7. CURBS ON FRONTAGE ROAD AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
8. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
9. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRED SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDESTREETS, OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLEMENTED IN THE FINAL PS&E DESIGN.



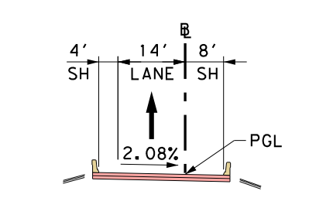
EXISTING TYPICAL FREEWAY SECTION



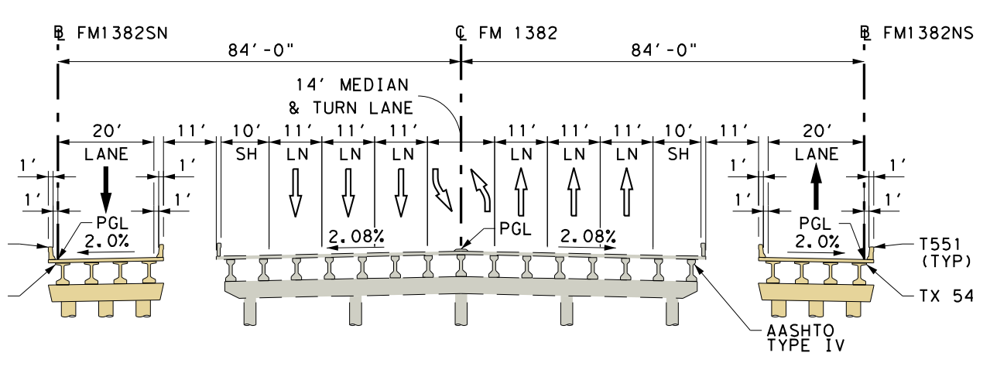
EXISTING RAMP SECTION



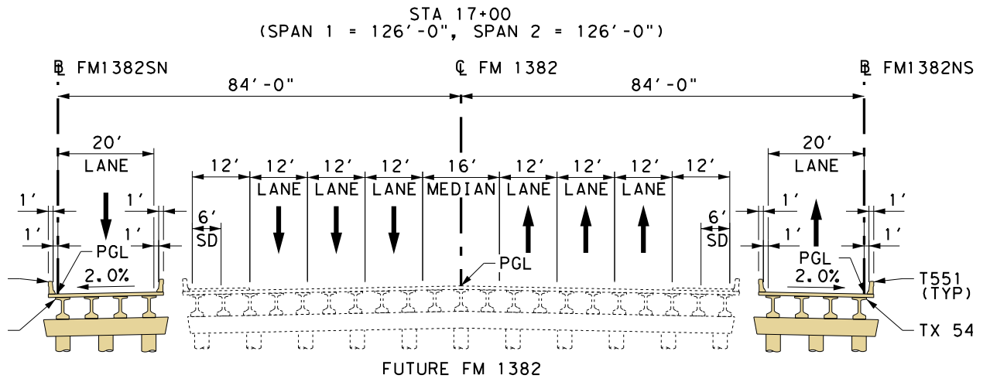
PROPOSED TYPICAL FREEWAY SECTION



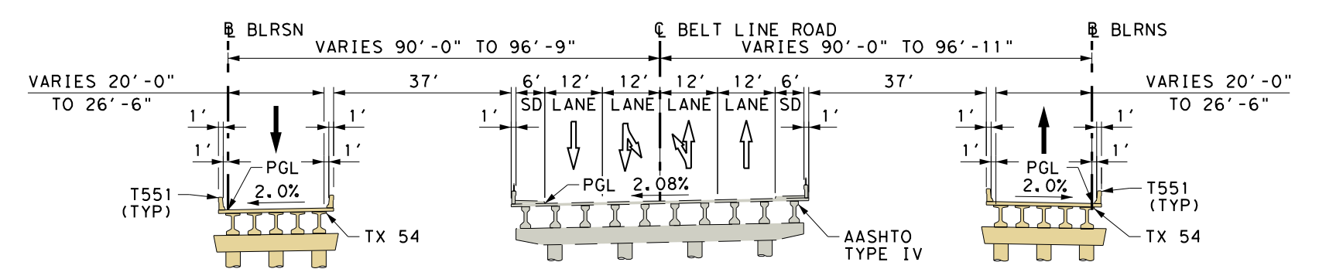
PROPOSED RAMP SECTION



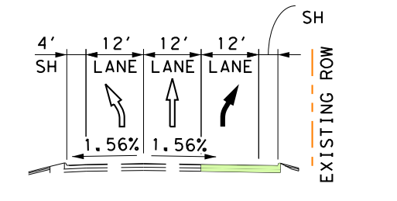
EXISTING FM 1382 BRIDGE SECTION
WITH PROPOSED U-TURN BRIDGE SECTIONS



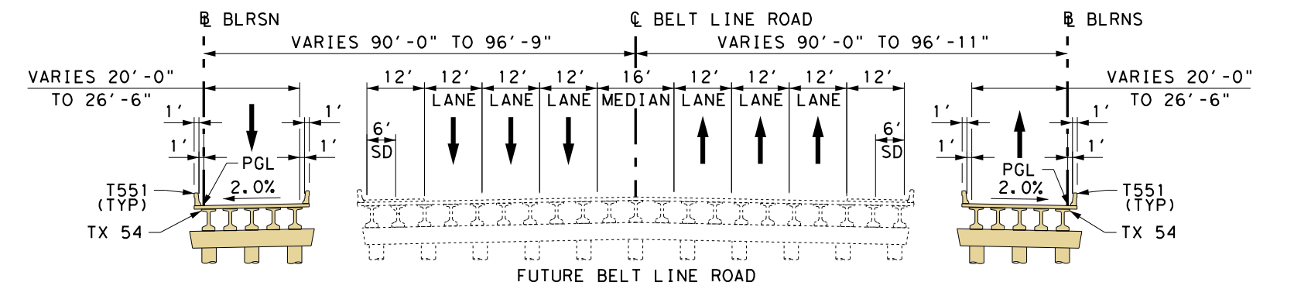
PROPOSED FM 1382 U-TURN BRIDGE SECTIONS
WITH FUTURE FM 1382 BRIDGE SECTION



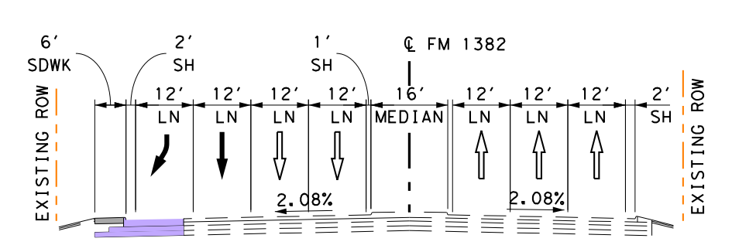
EXISTING BELT LINE ROAD BRIDGE SECTION
WITH PROPOSED U-TURN BRIDGE SECTIONS



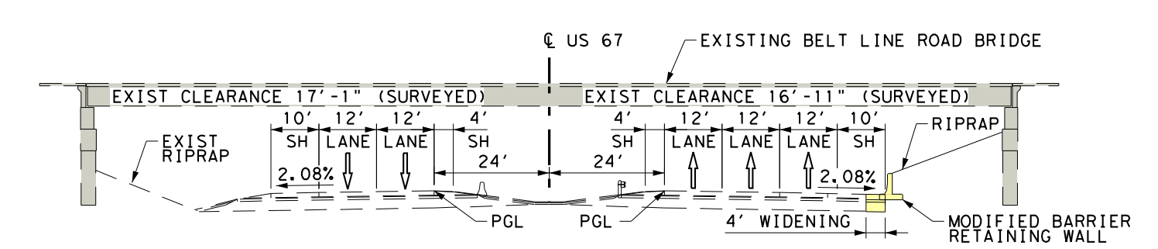
PROPOSED US 67 SBFR SECTION
@ BELT LINE ROAD



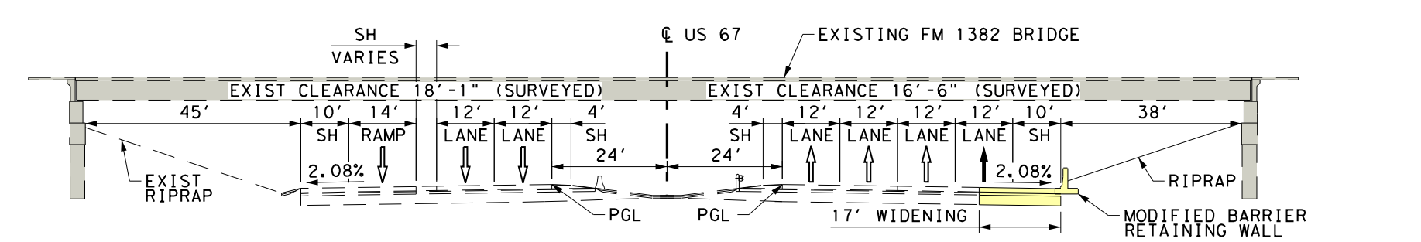
PROPOSED BELT LINE ROAD U-TURN BRIDGE SECTIONS
WITH FUTURE BELT LINE ROAD BRIDGE SECTION



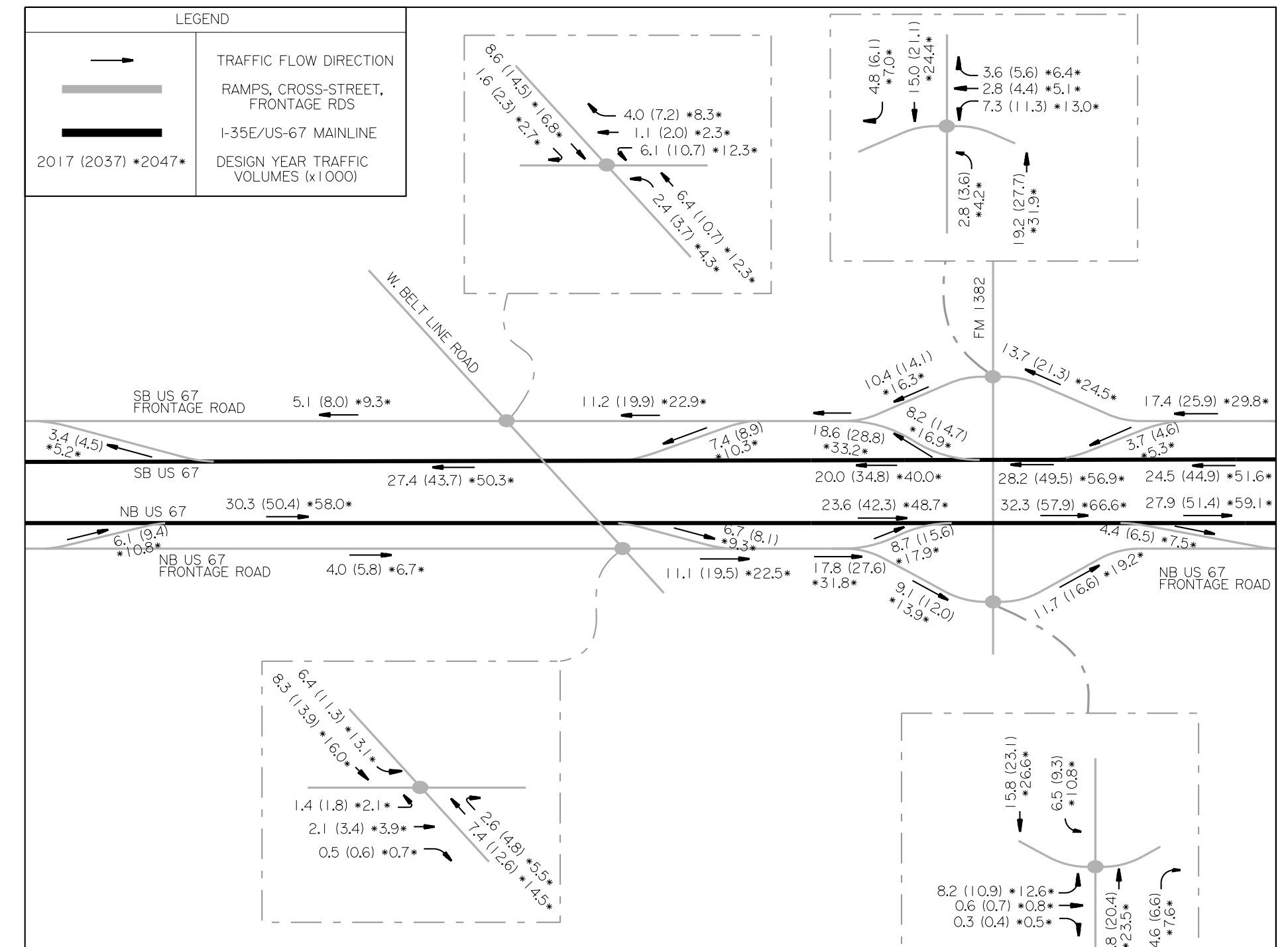
PROPOSED FM 1382 SECTION
@ US 67 NBFR



PROPOSED US 67 SECTION @
BELT LINE ROAD



PROPOSED US 67 SECTION @
FM 1382 BRIDGE
STA 221+00

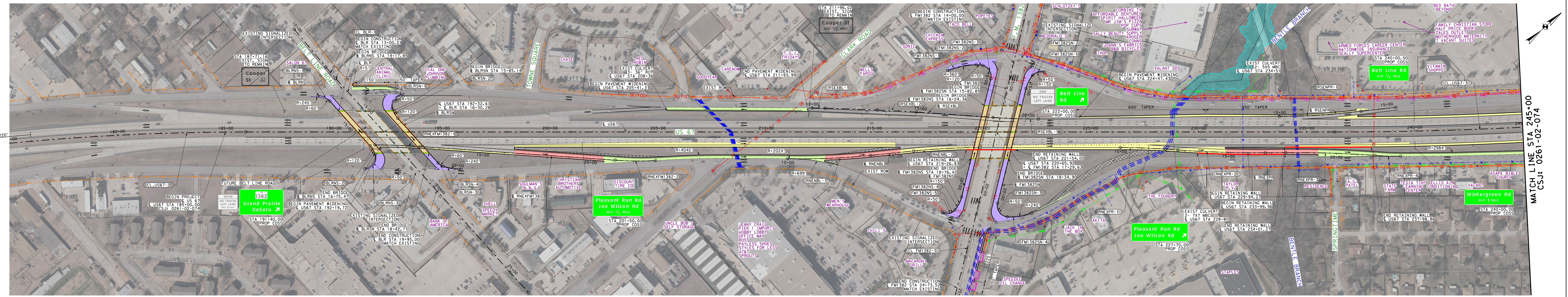


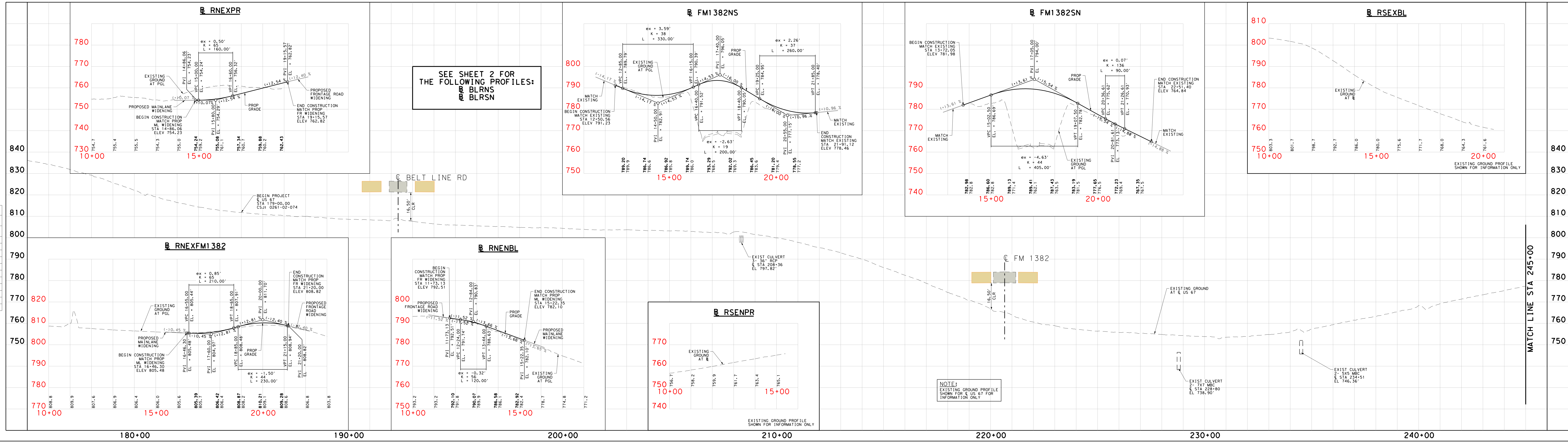
TRAFFIC DIAGRAM

CHAIN	DESCRIPTION	CURVE	P.C. STATION	P.C. NORTHING	P.C. EASTING	P.C. BEARING	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	P.T. STATION	P.T. NORTHING	P.T. EASTING	P.T. BEARING	TANGENT (FT)	LENGTH (FT)	RADIUS (FT)
℄ US67	US 67 CENTERLINE	CL_US67-1	158+72.98	6,899,399.6917	2,445,308.0273	N 40° 55′ 20.81" E	162+45.57	6,899,681.2213	2,445,552.0890	5° 35′ 03.91" (LT)	166+17.57	6,899,985.1649	2,445,767.5961	N 35° 20′ 16.90" E	372.59	744.59	7,639.49
		CL_US67-2	174+76.78	6,900,686.0665	2,446,264.5608	N 35° 20′ 16.90" E	180+34.96	6,901,141.4042	2,446,587.4118	5° 34′ 38.98" (RT)	185+92.26	6,901,563.2076	2,446,952.9894	N 40° 54′ 55.88" E	558.18	1,115.48	11,458.95
		CL_US67-3	236+29.96	6,905,370.0750	2,450,252.4070	N 40° 54′ 55.88" E	241+74.82	6,905,781.8132	2,450,609.2611	3° 37′ 52.64" (LT)	247+19.31	6,906,215.3263	2,450,939.3211	N 37° 17′ 03.24" E	544.86	1,089.36	17,188.26
℄ BLR	BELT LINE ROAD	CL_BLR-1	12+26.87	6,902,040.8128	2,446,969.0552	S 89° 05′ 25.80" E	12+61.33	6,902,040.2658	2,447,003.5105	1° 58′ 27.11" (LT)	12+95.79	6,902,040.9061	2,447,037.9642	N 88° 56′ 07.09" E	34.46	68.91	2,000.00
℄ BLRNS	BELT LINE ROAD U-TURN NORTH TO SOUTH	BLRNS-1	12+92.28	6,901,924.7899	2,447,044.3427	N 39° 30′ 44.68" E	13+26.79	6,901,951.4172	2,447,066.3023	49° 25′ 22.41" (RT)	13+56.97	6,901,952.0586	2,447,100.8106	N 88° 56′ 07.09" E	34.51	64.69	75.00
		BLRNS-2	16+34.93	6,901,957.2234	2,447,378.7198	N 88° 56′ 07.09" E	16+58.69	6,901,957.6649	2,447,402.4766	22° 13′ 11.09" (RT)	16+81.85	6,901,949.0898	2,447,424.6362	S 68° 50′ 41.82" E	23.76	46.92	121.00
		BLRNS-3	16+81.85	6,901,949.0898	2,447,424.6362	S 68° 50′ 41.82" E	17+53.62	6,901,923.1903	2,447,491.5647	110° 16′ 07.25" (RT)	17+78.08	6,901,869.3783	2,447,444.0834	S 41° 25′ 25.43" W	71.76	96.23	50.00
℄ BLRSN	BELT LINE ROAD U-TURN SOUTH TO NORTH	BLRSN-1	14+80.41	6,902,225.6594	2,447,298.3692	S 41° 05′ 52.58" W	15+48.98	6,902,173.9853	2,447,253.2943	107° 48′ 10.63" (LT)	15+74.48	6,902,146.8680	2,447,316.2753	S 66° 42′ 18.05" E	68.57	94.08	50.00
		BLRSN-2	15+74.48	6,902,146.8680	2,447,316.2753	S 66° 42′ 18.05" E	16+00.60	6,902,136.5398	2,447,340.2629	24° 21′ 34.86" (LT)	16+25.93	6,902,137.0251	2,447,366.3750	N 88° 56′ 07.09" E	26.12	51.44	121.00
		BLRSN-3	19+03.10	6,902,142.1754	2,447,643.5016	N 88° 56′ 07.09" E	19+18.67	6,902,142.4646	2,447,659.0665	28° 37′ 59.80" (LT)	19+33.59	6,902,150.1772	2,447,672.5892	N 60° 18′ 07.29" E	15.57	30.48	61.00
		BLRSN-4	19+33.59	6,902,150.1772	2,447,672.5892	N 60° 18′ 07.29" E	19+75.94	6,902,171.1614	2,447,709.3814	20° 01′ 01.90" (LT)	20+17.43	6,902,203.4719	2,447,736.7680	N 40° 17′ 05.39" E	42.36	83.85	240.00
℄ FM1382	FM 1382 ROAD	CL_FM1382-1	21+21.54	6,903,867.9591	2,449,454.0087	S 35° 12′ 35.19" E	22+22.20	6,903,785.7119	2,449,512.0487	0° 57′ 40.49" (RT)	23+22.86	6,903,702.5026	2,449,568.7008	S 34° 14′ 54.70" E	100.66	201.32	12,000.00
℄ FM1382NS	FM 1382 ROAD U-TURN NORTH TO SOUTH	FM1382NS-1	12+50.56	6,904,204.4989	2,448,864.7521	N 18° 53′ 24.03" E	13+18.98	6,904,269.2351	2,448,886.9037	21° 31′ 20.94" (RT)	13+85.79	6,904,321.3309	2,448,931.2603	N 40° 24′ 44.96" E	68.42	135.23	360.00
		FM1382NS-2	13+85.79	6,904,321.3309	2,448,931.2603	N 40° 24′ 44.96" E	14+01.63	6,904,333.3945	2,448,941.5317	14° 55′ 11.92" (RT)	14+17.30	6,904,342.4068	2,448,954.5629	N 55° 19′ 56.88" E	15.84	31.51	121.00
		FM1382NS-3	14+17.30	6,904,342.4068	2,448,954.5629	N 55° 19′ 56.88" E	14+67.82	6,904,371.1430	2,448,996.1136	89° 27′ 27.96" (RT)	14+96.93	6,904,329.8661	2,449,025.2417	S 35° 12′ 35.15" E	50.52	79.63	51.00
		FM1382NS-4	20+59.03	6,903,870.5998	2,449,349.3357	S 35° 12′ 35.15" E	20+93.92	6,903,842.0929	2,449,369.4524	26° 01′ 15.24" (RT)	21+27.61	6,903,807.6506	2,449,375.0240	S 9° 11′ 19.92" E	34.89	68.58	151.00
		FM1382NS-5	21+27.61	6,903,807.6506	2,449,375.0240	S 9° 11′ 19.92" E	21+64.46	6,903,771.2762	2,449,380.9081	72° 46′ 34.54" (RT)	21+91.12	6,903,754.8854	2,449,347.9072	S 63° 35′ 14.62" W	36.85	63.51	50.00
℄ FM1382SN	FM 1382 ROAD U-TURN SOUTH TO NORTH	FM1382SN-1	13+72.05	6,904,537.8765	2,449,163.6724	S 59° 45′ 55.19" W	14+06.00	6,904,520.7785	2,449,134.3359	68° 21′ 41.82" (LT)	14+31.71	6,904,487.2044	2,449,139.4113	S 8° 35′ 46.63" E	33.96	59.66	50.00
		FM1382SN-2	14+31.71	6,904,487.2044	2,449,139.4113	S 8° 35′ 46.63" E	14+67.42	6,904,451.8920	2,449,144.7494	26° 36′ 48.56" (LT)	15+01.84	6,904,422.7123	2,449,165.3409	S 35° 12′ 35.19" E	35.71	70.14	151.00
		FM1382SN-3	20+48.38	6,903,976.1659	2,449,480.4589	S 35° 12′ 35.19" E	21+07.79	6,903,927.6296	2,449,514.7099	98° 42′ 23.41" (LT)	21+36.24	6,903,968.8330	2,449,557.5022	N 46° 05′ 01.40" E	59.40	87.86	51.00
		FM1382SN-4	21+36.24	6,903,968.8330	2,449,557.5022	N 46° 05′ 01.40" E	21+94.95	6,904,009.5549	2,449,599.7945	27° 29′ 32.15" (LT)	22+51.40	6,904,065.2016	2,449,618.5124	N 18° 35′ 29.24" E	58.71	115.16	240.00
℄ RNEXFM1382	NORTHBOUND EXIT RAMP TO FM 1382	RNEXFM1382-1	10+00.00	6,901,976.3977	2,447,390.5009	N 40° 54′ 55.88" E	11+04.76	6,902,055.5643	2,447,459.1147	4° 00′ 00.04" (RT)	12+09.44	6,902,129.7517	2,447,533.0838	N 44° 54′ 55.92" E	104.76	209.44	3,000.00
		RNEXFM1382-2	21+14.01	6,902,770.3221	2,448,171.7683	N 44° 54′ 55.92" E	22+07.54	6,902,836.5572	2,448,237.8084	7° 04′ 13.16" (LT)	23+00.84	6,902,910.4174	2,448,295.1936	N 37° 50′ 42.76" E	93.53	186.83	1,514.00
℄ RNENBL	NORTHBOUND ENTRANCE RAMP FROM BELT LINE	RNENBL-1	10+00.00	6,903,377.5078	2,448,688.2685	N 42° 21′ 23.21" E	11+92.62	6,903,519.8465	2,448,818.0433	7° 18′ 48.09" (LT)	13+84.71	6,903,677.5471	2,448,928.6433	N 35° 02′ 35.13" E	192.62	384.71	3,014.00
		RNENBL-2	15+84.43	6,903,841.0576	2,449,043.3180	N 35° 02′ 35.13" E	17+38.30	6,903,967.0379	2,449,131.6716	5° 52′ 20.75" (RT)	18+91.91	6,904,083.3173	2,449,232.4511	N 40° 54′ 55.88" E	153.87	307.48	3,000.00
℄ RSEXBL	SOUTHBOUND EXIT RAMP TO BELT LINE ROAD	RSEXBL-1	14+77.68	6,903,949.9934	2,448,901.2307	N 43° 15′ 13.96" E	15+16.80	6,903,978.4793	2,448,928.0311	1° 33′ 51.70" (RT)	15+55.90	6,904,006.2228	2,448,955.5992	N 44° 49′ 05.65" E	39.11	78.22	2,864.79
		RSEXBL-2	18+46.24	6,904,212.1701	2,449,160.2439	N 44° 49′ 05.65" E	19+48.45	6,904,284.6740	2,449,232.2893	3° 54′ 09.77" (LT)	20+50.58	6,904,361.9134	2,449,299.2328	N 40° 54′ 55.88" E	102.21	204.35	3,000.00
℄ RNEXPR	NORTHBOUND EXIT RAMP TO PLEASANT RUN ROAD	RNEXPR-1	10+00.00	6,904,573.8144	2,449,657.5657	N 40° 54′ 55.88" E	11+04.76	6,904,652.9807	2,449,726.1793	4° 00′ 00.00" (RT)	12+09.44	6,904,727.1680	2,449,800.1481	N 44° 54′ 55.88" E	104.76	209.44	3,000.00
		RNEXPR-2	12+66.31	6,904,767.4413	2,449,840.3028	N 44° 54′ 55.88" E	14+68.95	6,904,910.9381	2,449,983.3771	4° 25′ 32.88" (LT)	16+71.38	6,905,065.0478	2,450,114.9514	N 40° 29′ 23.00" E	202.64	405.07	5,244.00
		RNEXPR-3	17+65.09	6,905,136.3144	2,450,175.7967	N 40° 29′ 23.00" E	19+72.00	6,905,293.6762	2,450,310.1475	4° 31′ 02.56" (RT)	21+78.70	6,905,439.9674	2,450,456.4750	N 45° 00′ 25.56" E	206.91	413.61	5,246.00
		RNEXPR-4	21+78.70	6,905,439.9674	2,450,456.4750	N 45° 00′ 25.56" E	22+38.42	6,905,482.1872	2,450,498.7053	4° 31′ 02.56" (LT)	22+98.07	6,905,527.6019	2,450,537.4790	N 40° 29′ 23.00" E	59.72	119.37	1,514.00
℄ RSENPR	SOUTHBOUND ENTRANCE RAMP FROM PLEASANT RUN ROAD	RSENPR-1	10+00.00	6,905,223.8506	2,450,030.3952	N 40° 54′ 55.88" E	11+89.74	6,905,367.2363	2,450,154.6678	7° 14′ 17.09" (LT)	13+78.99	6,905,525.1368	2,450,259.8845	N 33° 40′ 38.79" E	189.74	378.99	3,000.00

SUPERELEVATION

CHAIN	BEGIN TRANSITION STA	BEGIN TRANSITION e%	END TRANSITION STA	END TRANSITION e%
RNEXFM1382	19+40.00	-2.08	20+60.81	1.56
RNENBL	11+73.13	-1.56	12+94.00	-2.08
RNEXPR	17+95.00	-2.08	19+15.57	1.56
BLRNS	13+15.00	1.72	14+05.00	-2.00
BLRNS	16+34.00	-2.00	17+24.00	-0.54
BLRSN	15+34.00	-1.29	15+75.00	-2.00
BLRSN	18+51.00	-2.00	19+11.00	-2.20
FM1382NS	14+47.00	1.16	15+37.00	-2.00
FM1382NS	20+46.00	-2.00	21+36.00	3.14
FM1382SN	14+24.00	-3.16	15+14.00	-2.00
FM1382SN	20+11.00	-2.00	21+01.00	-2.60





Texas Department of Transportation

DALLAS DISTRICT

DESIGN SCHEMATIC

JAMES K. SELMAN, P.E., DISTRICT ENGINEER

DALLAS COUNTY

US 67

CCSJ: 0261-02-074 FROM BELT LINE ROAD
TO NEAR WHEATLAND ROAD
STA 185+00 TO STA 477+00

CSJ: 0261-03-064 FROM NEAR WHEATLAND
ROAD TO IH 20
STA 477+00 TO STA 499+00

CSJ: 0261-02-073 FROM BELT LINE ROAD
TO NEAR WHEATLAND ROAD
STA 185+00 TO STA 477+00

FUNCTIONAL CLASS: URBAN FREEWAY
DESIGN SPEED: 60 MPH FREEWAY
40 MPH FRONTAGE ROADS
40 MPH RAMPS
30 MPH CROSS STREETS

PROJECT LENGTH = 5.7 MILES

LOCATION MAP

BRIDGEFARMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
TBPE REGISTRATION NO. 264

PREPARED BY BRIDGEFARMER & ASSOCIATES, INC.
UNDER THE SUPERVISION OF

CHAD A. HENDERSON
P.E. 97332

LISA M. DEITEMEYER
P.E. 83758

ROLL 1 OF 5

JULY 2016

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Texas Department of Transportation

DALLAS DISTRICT

DESIGN SCHEMATIC

JAMES K. SELMAN, P.E., DISTRICT ENGINEER

DALLAS COUNTY

US 67

CCSJ: 0261-02-074 FROM BELT LINE ROAD

TO NEAR WHEATLAND ROAD

STA 185+00 TO STA 477+00

CSJ: 0261-03-064 FROM NEAR WHEATLAND

ROAD TO IH 20

STA 477+00 TO STA 499+00

CSJ: 0261-02-073 FROM BELT LINE ROAD

TO NEAR WHEATLAND ROAD

STA 185+00 TO STA 477+00

FUNCTIONAL CLASS: URBAN FREEWAY

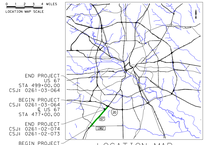
DESIGN SPEED: 60 MPH FREEWAY

40 MPH FRONTAGE ROADS

40 MPH RAMPS

30 MPH CROSS STREETS

PROJECT LENGTH = 5.7 MILES



BRIDGEFARMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
TBPE REGISTRATION NO 284

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CHAD A. HENDERSON — P.E. 97332

LISA W. DEITEMEYER — P.E. 83758

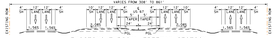
ROLL 2 OF 5 — JULY 2016

LEGEND

- PROPOSED MAINLANE PAVEMENT
- PROPOSED RAMP
- PROPOSED FRONTAGE ROAD
- PROPOSED BRIDGE
- PROPOSED CULVERT
- PROPOSED CROSS STREET
- PROPOSED DRIVEWAY
- PROPOSED SIDEWALK
- PROPOSED REMOVAL
- PROPOSED RETAINING STRUCTURE
- PROPOSED BRIDGE STRUCTURE
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL
- EXISTING CULVERT
- EXISTING RIGHT OF WAY
- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE
- EXISTING STATE EASEMENT
- EXISTING CITY LIMIT LINE
- PROPOSED LANE PAVEMENT DIRECTION
- PROPOSED LANE TRAFFIC DIRECTION
- FEMA SPECIAL FLOOD HAZARD AREAS

UTILITIES LEGEND

- EXISTING OVERHEAD ELECTRIC
- EXISTING FIBER OPTIC CABLE
- EXISTING GAS
- EXISTING TELEPHONE
- EXISTING TRAFFIC SIGNAL
- EXISTING WATER
- EXISTING WASTEWATER
- EXISTING CABLE TV LINE

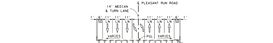


EXISTING TYPICAL FREEWAY SECTION

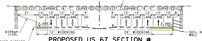
EXISTING RAMP SECTION

PROPOSED TYPICAL FREEWAY SECTION

PROPOSED RAMP SECTION

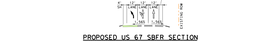


EXISTING PLEASANT RUN ROAD BRIDGE SECTION

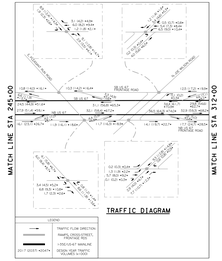


PROPOSED US 67 SECTION @ PLEASANT RUN ROAD BRIDGE

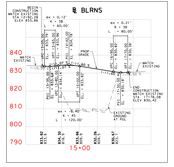
PROPOSED US 67 WIDENING BRIDGE SECTIONS @ JOE WILSON BRIDGE

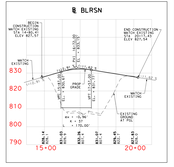


PROPOSED US 67 SBFR SECTION @ JOE WILSON ROAD



TRAFFIC DIAGRAM



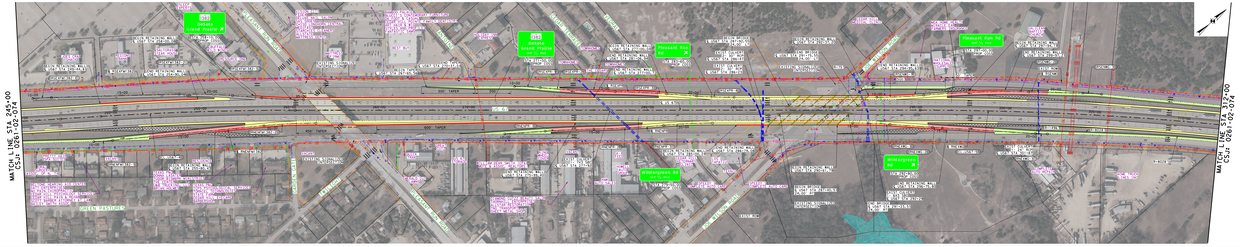


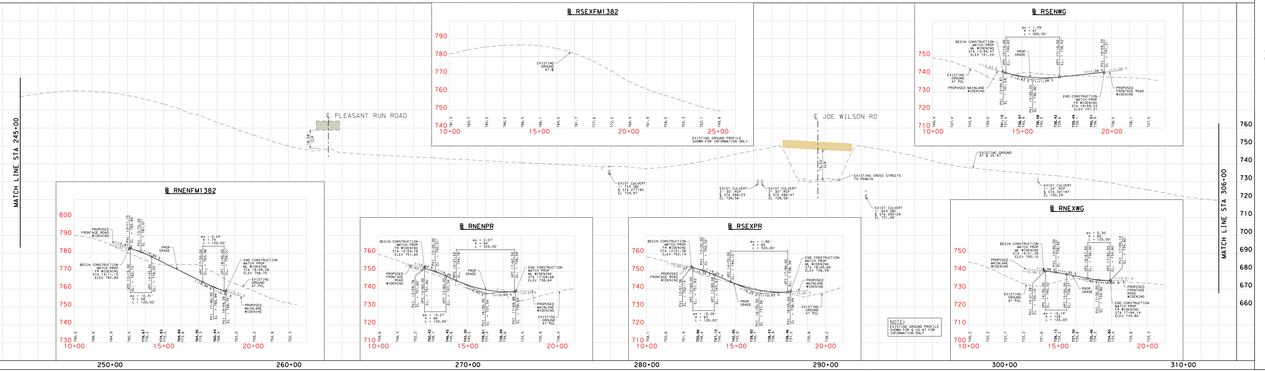
NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. EXISTING INFORMATION WAS OBTAINED FROM AERIAL SURVEY DATA.
2. SUPERELEVATION RATE OF REVERSE CURVE IS ABOUT 0.02 FT/FT.
3. SUPERELEVATION RATE OF REVERSE CURVE IS ABOUT 0.02 FT/FT.
4. TEMPORARY RAMP TO THE EAST OF PLEASANT RUN ROAD WILL BE CONSTRUCTED TO ALLOW TRAFFIC DURING BRIDGE WIDENING.
5. APPROXIMATELY 100 YEAR FLOODPLAIN LIMITS ARE SHOWN ON THE PLAN VIEW. FLOODPLAIN LIMITS ARE APPROXIMATE. RECLAMATION WILL BE REQUIRED.
6. GEOTECHNICAL INFORMATION SHOWN ON SCHEMATIC IS FROM DALLAS COUNTY CENTRAL EXPRESSWAY STUDIES.
7. EXISTING CULVERT EXTENSIONS, FLOW, GEOMETRY, SIZE, ELEVATIONS, ETC. ARE APPROXIMATE. THE CULVERT SHOULD BE EXTENDED TO MAINTAIN THE EXISTING FLOW PATTERNS. ADDITIONAL CULVERT EXTENSIONS MAY BE REQUIRED.
8. ALL CULVERTS ARE ASSUMED TO BE REINFORCED CONCRETE BOX CULVERTS UNLESS OTHERWISE NOTED.
9. BRIDGE RAILING, NOISE WALL, RETAINING WALL, AND SIGNS ARE NOT SHOWN ON THE PLAN VIEW. ALL RAILING, RETAINING WALL, NOISE WALL, SIGNS, ETC. WILL BE PLACED ACCORDING TO TEXAS DEPARTMENT OF TRANSPORTATION STANDARDS. ALL RAILING, RETAINING WALL, NOISE WALL, SIGNS, ETC. WILL BE APPROVED BEFORE FINAL PLANS ARE SUBMITTED.

CHAIN	DESCRIPTION	CURVE	STATION	NORTHING	X-Y	EASTING	BEARING	STATION	NORTHING	X-Y	EASTING	DELTA	STATION	NORTHING	X-Y	EASTING	BEARING	TANGENT	LENGTH	RADIUS
E US.67	US 67 CENTERLINE		250+00.41	N.806,594.7422	2,451,575.5014	N 79° 27' 23.84" E	2514.88	N.806,621.5115	2,451,455.2626	N 77° 21' 23.84" E	2451.01	260+31.82	N.806,726.2550	2,451,154.2606	N 77° 21' 23.84" E	2451.01	310+00.00	545.67	1,386.88	1,146.15
E RNENFM1382	RNENFM1382 BEGIN CONSTRUCTION OFFRAMP FROM FM 1382		10+00.00	N.807,000.0000	2,451,715.1000	N 90° 00' 00.00" E	2451.00	N.807,000.0000	2,451,715.1000	N 90° 00' 00.00" E	2451.00	10+00.00	N.807,000.0000	2,451,715.1000	N 90° 00' 00.00" E	2451.00	10+00.00	0.00	0.00	0.00
		RNENFM1382-1	10+00.00	N.807,000.0000	2,451,715.1000	N 90° 00' 00.00" E	2451.00	N.807,000.0000	2,451,715.1000	N 90° 00' 00.00" E	2451.00	10+00.00	N.807,000.0000	2,451,715.1000	N 90° 00' 00.00" E	2451.00	15+35.58	535.58	535.58	5,000.00
		RNENFM1382-2	15+35.58	N.807,000.0000	2,452,250.6000	N 90° 00' 00.00" E	2452.00	N.807,000.0000	2,452,250.6000	N 90° 00' 00.00" E	2452.00	15+35.58	N.807,000.0000	2,452,250.6000	N 90° 00' 00.00" E	2452.00	20+00.00	464.42	464.42	5,000.00
E RNENPR	NORTHBOUND EXIT RAMP TO FM 1382	RNENPR-1	10+00.00	N.806,806.2334	2,451,268.7707	N 89° 20' 06.55" E	2451.27	N.806,806.2334	2,451,268.7707	N 89° 20' 06.55" E	2451.27	10+00.00	N.806,806.2334	2,451,268.7707	N 89° 20' 06.55" E	2451.27	14+96.59	496.59	496.59	8,978.76
		RNENPR-2	14+96.59	N.806,811.0000	2,451,765.3000	N 89° 20' 00.00" E	2451.77	N.806,811.0000	2,451,765.3000	N 89° 20' 00.00" E	2451.77	14+96.59	N.806,811.0000	2,451,765.3000	N 89° 20' 00.00" E	2451.77	15+35.58	38.99	38.99	8,978.76
		RNENPR-3	15+35.58	N.806,811.0000	2,451,804.2900	N 89° 20' 00.00" E	2451.80	N.806,811.0000	2,451,804.2900	N 89° 20' 00.00" E	2451.80	15+35.58	N.806,811.0000	2,451,804.2900	N 89° 20' 00.00" E	2451.80	20+00.00	464.42	464.42	5,000.00
E RNENPR	NORTHBOUND EXIT RAMP FROM PLEASANT RUN ROAD	RNENPR-4	10+00.00	N.806,806.2334	2,451,268.7707	N 89° 20' 06.55" E	2451.27	N.806,806.2334	2,451,268.7707	N 89° 20' 06.55" E	2451.27	10+00.00	N.806,806.2334	2,451,268.7707	N 89° 20' 06.55" E	2451.27	14+96.59	496.59	496.59	8,978.76
		RNENPR-5	14+96.59	N.806,811.0000	2,451,765.3000	N 89° 20' 00.00" E	2451.77	N.806,811.0000	2,451,765.3000	N 89° 20' 00.00" E	2451.77	14+96.59	N.806,811.0000	2,451,765.3000	N 89° 20' 00.00" E	2451.77	15+35.58	38.99	38.99	8,978.76
		RNENPR-6	15+35.58	N.806,811.0000	2,451,804.2900	N 89° 20' 00.00" E	2451.80	N.806,811.0000	2,451,804.2900	N 89° 20' 00.00" E	2451.80	15+35.58	N.806,811.0000	2,451,804.2900	N 89° 20' 00.00" E	2451.80	20+00.00	464.42	464.42	5,000.00
E RSEXPR	SOUTHBOUND EXIT RAMP TO PLEASANT RUN ROAD	RSEXPR-1	10+00.00	N.806,594.7422	2,451,575.5014	N 79° 27' 23.84" E	2514.88	N.806,621.5115	2,451,455.2626	N 77° 21' 23.84" E	2451.01	10+00.00	N.806,621.5115	2,451,455.2626	N 77° 21' 23.84" E	2451.01	14+54.67	454.67	454.67	5,000.00
		RSEXPR-2	14+54.67	N.806,673.0000	2,451,909.0000	N 77° 21' 00.00" E	2451.91	N.806,673.0000	2,451,909.0000	N 77° 21' 00.00" E	2451.91	14+54.67	N.806,673.0000	2,451,909.0000	N 77° 21' 00.00" E	2451.91	15+35.58	80.91	80.91	5,000.00
		RSEXPR-3	15+35.58	N.806,691.0000	2,451,990.0000	N 77° 21' 00.00" E	2451.99	N.806,691.0000	2,451,990.0000	N 77° 21' 00.00" E	2451.99	15+35.58	N.806,691.0000	2,451,990.0000	N 77° 21' 00.00" E	2451.99	20+00.00	464.42	464.42	5,000.00
E RNENWG	NORTHBOUND EXIT RAMP TO WINTERGREEN ROAD	RNENWG-1	10+00.00	N.806,806.2334	2,451,268.7707	N 89° 20' 06.55" E	2451.27	N.806,806.2334	2,451,268.7707	N 89° 20' 06.55" E	2451.27	10+00.00	N.806,806.2334	2,451,268.7707	N 89° 20' 06.55" E	2451.27	14+96.59	496.59	496.59	8,978.76
		RNENWG-2	14+96.59	N.806,811.0000	2,451,765.3000	N 89° 20' 00.00" E	2451.77	N.806,811.0000	2,451,765.3000	N 89° 20' 00.00" E	2451.77	14+96.59	N.806,811.0000	2,451,765.3000	N 89° 20' 00.00" E	2451.77	15+35.58	38.99	38.99	8,978.76
		RNENWG-3	15+35.58	N.806,811.0000	2,451,804.2900	N 89° 20' 00.00" E	2451.80	N.806,811.0000	2,451,804.2900	N 89° 20' 00.00" E	2451.80	15+35.58	N.806,811.0000	2,451,804.2900	N 89° 20' 00.00" E	2451.80	20+00.00	464.42	464.42	5,000.00
E RSENWG	SOUTHBOUND EXIT RAMP TO WINTERGREEN ROAD	RSENWG-1	10+00.00	N.806,594.7422	2,451,575.5014	N 79° 27' 23.84" E	2514.88	N.806,621.5115	2,451,455.2626	N 77° 21' 23.84" E	2451.01	10+00.00	N.806,621.5115	2,451,455.2626	N 77° 21' 23.84" E	2451.01	14+54.67	454.67	454.67	5,000.00
		RSENWG-2	14+54.67	N.806,673.0000	2,451,909.0000	N 77° 21' 00.00" E	2451.91	N.806,673.0000	2,451,909.0000	N 77° 21' 00.00" E	2451.91	14+54.67	N.806,673.0000	2,451,909.0000	N 77° 21' 00.00" E	2451.91	15+35.58	80.91	80.91	5,000.00
		RSENWG-3	15+35.58	N.806,691.0000	2,451,990.0000	N 77° 21' 00.00" E	2451.99	N.806,691.0000	2,451,990.0000	N 77° 21' 00.00" E	2451.99	15+35.58	N.806,691.0000	2,451,990.0000	N 77° 21' 00.00" E	2451.99	20+00.00	464.42	464.42	5,000.00

SUPERELEVATION			
CHAIN	BEGIN TRANSITION	END TRANSITION	DELTA
RNENFM1382	11+71.70	13+98.30	-0.08
RNENPR	12+79.16	13+54.84	-0.08
RNENWG	12+79.16	13+54.84	-0.08
RSEXPR	13+01.94	13+73.06	0.08
RSENWG	13+01.94	13+73.06	0.08





Texas Department of Transportation

DALLAS DISTRICT

DESIGN SCHEMATIC

JAMES K. SELMAN, P.E., DISTRICT ENGINEER

DALLAS COUNTY

US 67

CCSJ: 0261-02-074 FROM BELT LINE ROAD

TO NEAR WHEATLAND ROAD

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CSJ: 0261-03-064 FROM NEAR WHEATLAND

ROAD TO IH 20

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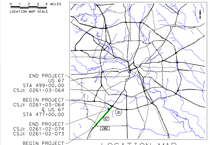
30 MPH CROSS STREETS

PROJECT LENGTH = 5.7 MILES



BRIDGEFARMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
TBPE REGISTRATION NO 284

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CHAD A. HENDERSON — P.E. 97332

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ROLL 2 OF 5 — JULY 2016

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Texas Department of Transportation

DALLAS DISTRICT

DESIGN SCHEMATIC

JAMES K. SELMAN, P.E., DISTRICT ENGINEER

DALLAS COUNTY

US 67

CCSJ: 0261-02-074 FROM BELT LINE ROAD
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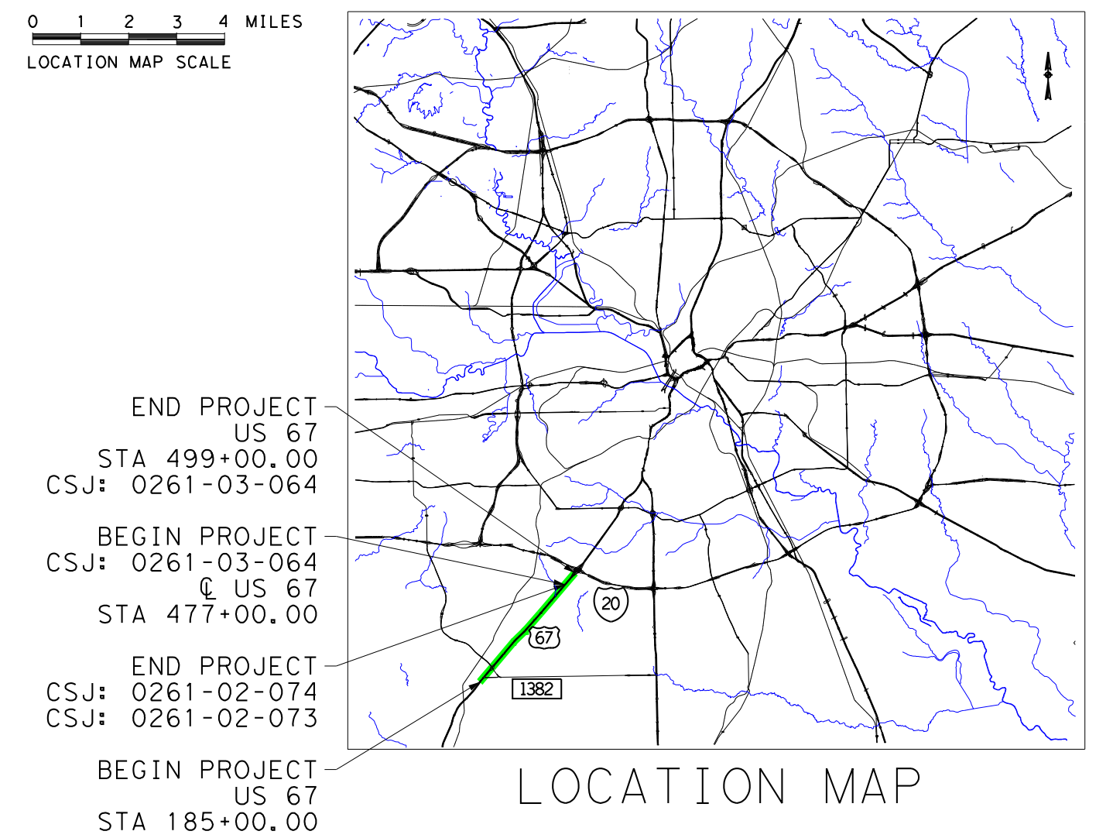

LOCATION MAP

BRIDGEFARMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
TBPE REGISTRATION NO. 264

100 0 100 200 400 800

PREPARED BY BRIDGEFARMER & ASSOCIATES, INC.
UNDER THE SUPERVISION OF

CHAD A. HENDERSON	LISA M. DEITEMEYER
P.E. 97332	P.E. 83758

ROLL 3 OF 5 JULY 2016

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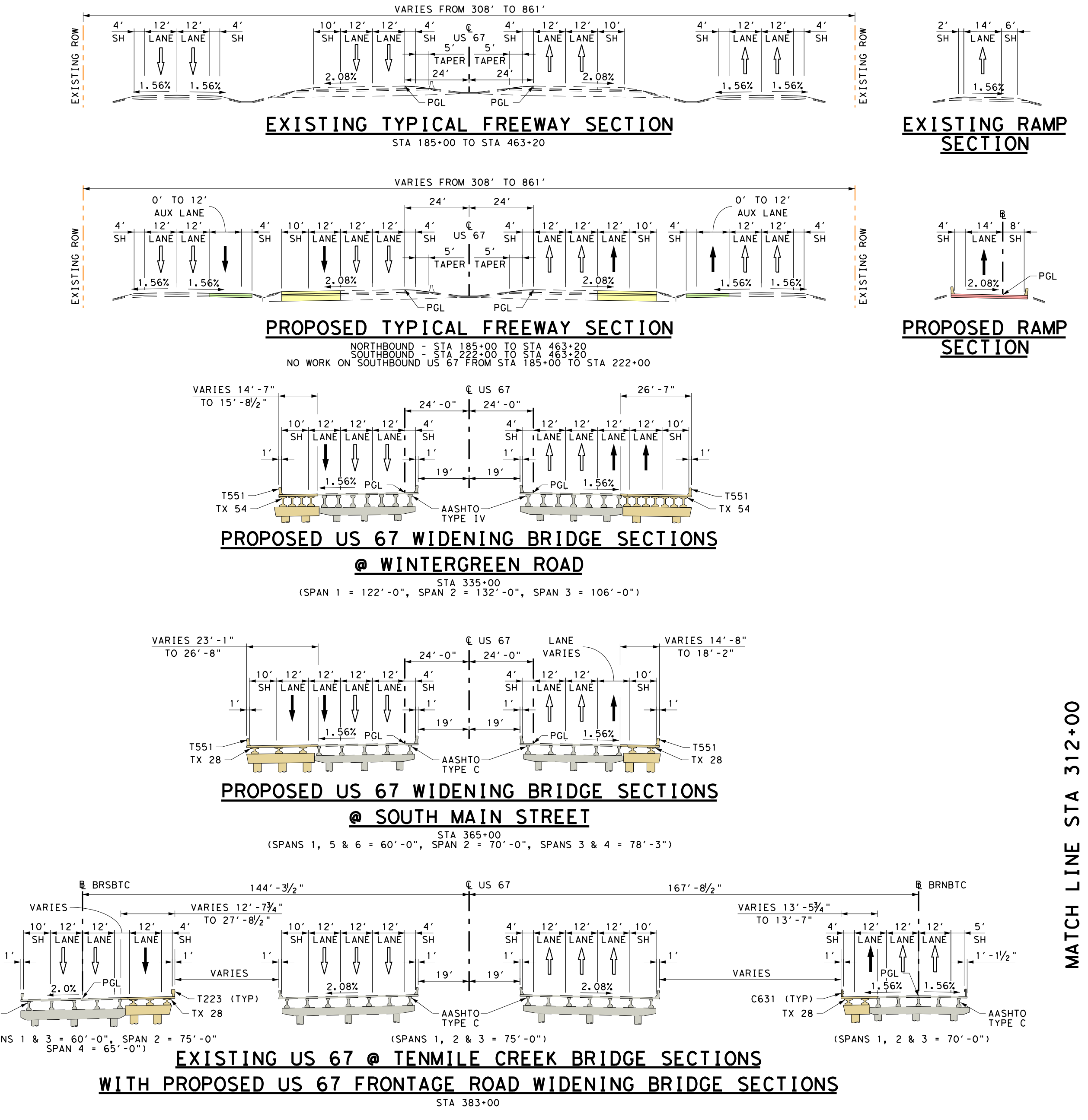
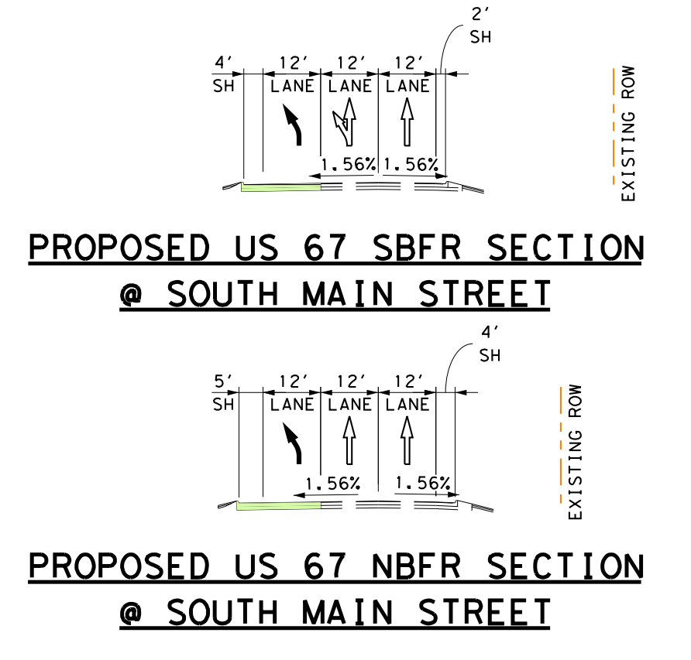
LEGEND

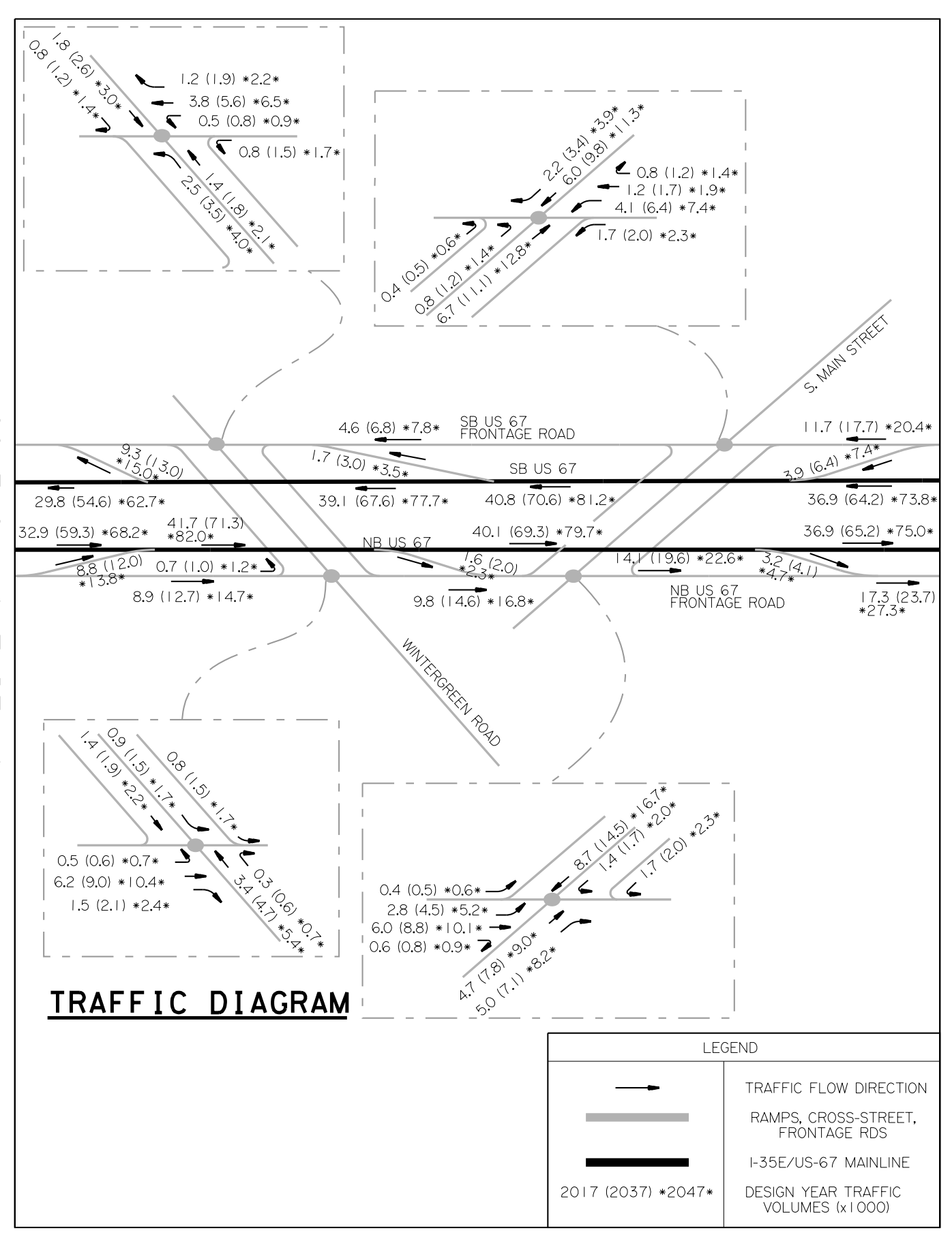
🟨	PROPOSED MAINLANE PAVEMENT
🟥	PROPOSED RAMP
🟩	PROPOSED FRONTAGE ROAD
🟫	PROPOSED BRIDGE
⬜	EXISTING BRIDGE
🟪	PROPOSED CROSS STREET
🟪	PROPOSED DRIVEWAY
⬛	PROPOSED SIDEWALK
☒	PROPOSED REMOVAL
▨	EXISTING BRIDGE STRUCTURE
▨	PROPOSED BRIDGE STRUCTURE
━	PROPOSED RETAINING WALL
━	PROPOSED NOISE WALL
– – –	EXISTING CULVERT
← ~	CREEK FLOW LINE AND DIRECTION
– - -	EXISTING RIGHT-OF-WAY
—	EXISTING PROPERTY LINE
– – –	EXISTING STATE EASEMENT
– - -	EXISTING CITY LIMIT LINES
⇦	EXISTING LANE TRAFFIC DIRECTION
←	PROPOSED LANE TRAFFIC DIRECTION
🟦	FEMA SPECIAL FLOOD HAZARD AREAS

UTILITIES LEGEND

—— OE ——	EXISTING OVERHEAD ELECTRIC
----- FOC -----	EXISTING FIBER OPTIC CABLE
-·-·- G -·-·	EXISTING GAS
-·-·- T -·-·	EXISTING TELEPHONE
······ TS ······	EXISTING TRAFFIC SIGNAL
------ WW ------	EXISTING WATER
------ WW ------	EXISTING WASTEWATER
----- CTV -----	EXISTING CABLE TV LINE







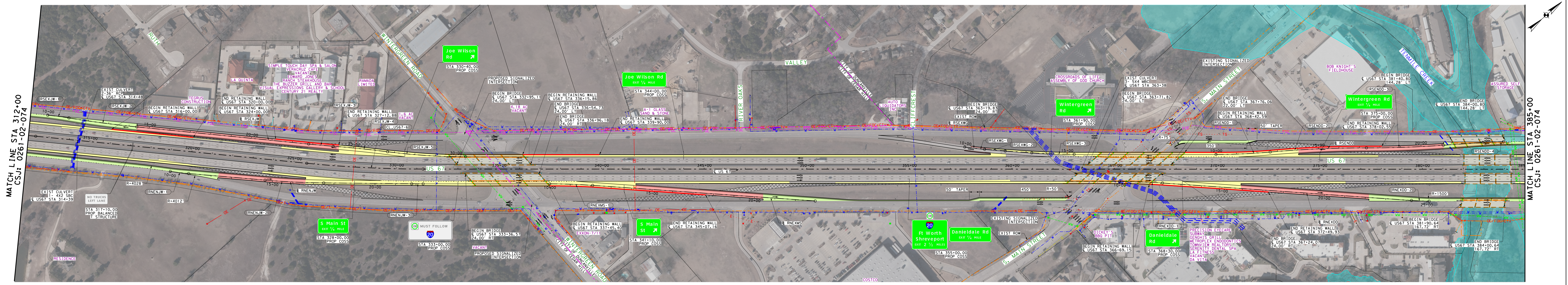
NOTES:

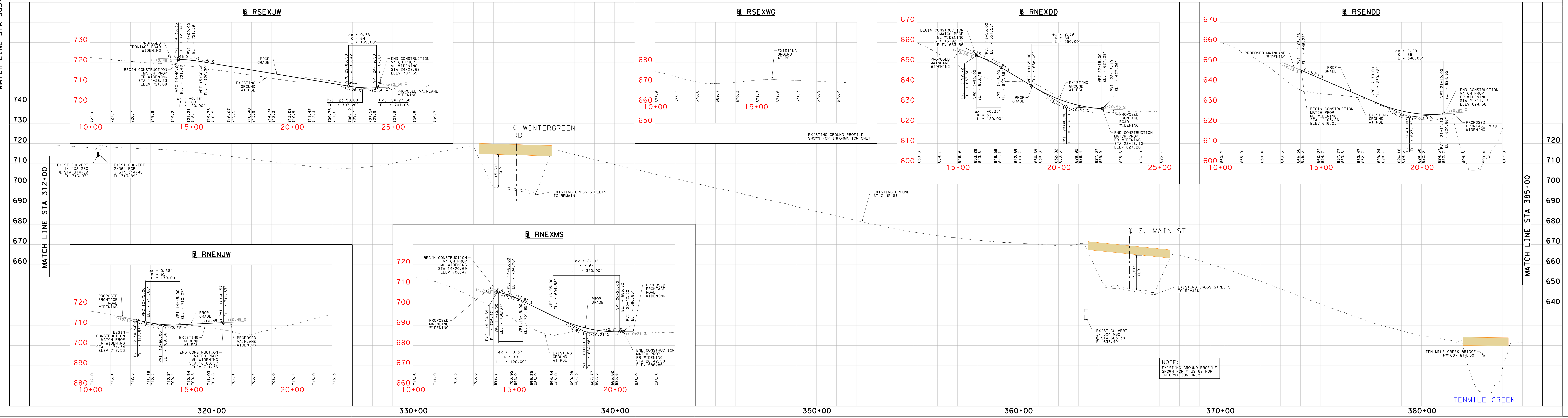
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATIC ARE BASED ON AERIAL SURVEYS AND RECORD PLANS.
2. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
3. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
4. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS 48113C0470K, 48113C0605K AND 48113C0610K.
5. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DALLAS COUNTY CENTRAL APPRAISAL DISTRICT.
6. EXISTING CULVERT LOCATION, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
7. CURBS ON FRONTAGE ROAD AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
8. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
9. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRED SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDESTREETS, OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLEMENTED IN THE FINAL PS&E DESIGN.

SUPERELEVATION

CHAIN	BEGIN TRANISTION		END TRANSITION	
	STA	e%	STA	e%
RNENJW	12+34.34	1.56	13+55.00	2.06
RNEXMS	19+21.00	-2.08	20+42.50	1.56
RNEXDD	20+98.00	-2.08	22+18.10	1.56
RSEXJW	14+38.33	1.56	15+61.00	2.11
RSENDD	19+91.00	2.08	21+11.13	2.00

CHAIN	DESCRIPTION	CURVE	P.C.				P.I.				P.T.				TANGENT	LENGTH	RADIUS
			STATION	NORTHING	EASTING	BEARING	STATION	NORTHING	EASTING	DELTA	STATION	NORTHING	EASTING	BEARING	(FT)	(FT)	(FT)
℄ CL US_67	US 67 CENTERLINE	CL_US67-6	325+62.50	6,912,024.8533	2,456,195.5313	N 46° 36′ 24.73" E	328+46.76	6,912,220.1410	2,456,402.0918	5° 40′ 50.16" (LT)	331+30.55	6,912,434.9155	2,456,588.3078	N 40° 55′ 34.57" E	284.26	568.06	5,729.55
℄ RNENJW	NORTHBOUND ENTRANCE RAMP FROM JOE WILSON ROAD	RNENJW-1	10+00.00	6,911,496.1220	2,455,790.0046	N 49° 13′ 18.61" E	10+45.04	6,911,525.5400	2,455,824.1120	3° 24′ 29.12" (LT)	10+90.06	6,911,556.9336	2,455,856.4102	N 45° 48′ 49.50" E	45.04	90.06	1,514.00
		RNENJW-2	14+63.96	6,911,817.5389	2,456,124.5253	N 45° 48′ 49.50" E	16+07.20	6,911,917.3824	2,456,227.2458	4° 20′ 09.45" (LT)	17+50.32	6,912,024.7062	2,456,322.1238	N 41° 28′ 40.04" E	143.25	286.36	3,784.00
		RNENJW-3	21+78.80	6,912,345.7323	2,456,605.9219	N 41° 28′ 40.04" E	22+06.72	6,912,366.6523	2,456,624.4159	0° 33′ 05.47" (LT)	22+34.65	6,912,387.7493	2,456,642.7076	N 40° 55′ 34.57" E	27.92	55.84	5,801.55
℄ RSEXJW	SOUTHBOUND EXIT RAMP TO JOE WILSON ROAD	RSEXJW-1	10+00.00	6,911,224.1215	2,455,191.8004	N 46° 18′ 24.40" E	10+52.29	6,911,260.2451	2,455,229.6106	3° 57′ 22.87" (RT)	11+04.54	6,911,293.6739	2,455,269.8230	N 50° 15′ 47.27" E	52.29	104.54	1,514.00
		RSEXJW-2	11+04.54	6,911,293.6739	2,455,269.8230	N 50° 15′ 47.27" E	12+71.47	6,911,400.3858	2,455,398.1900	3° 39′ 22.54" (LT)	14+38.29	6,911,515.0666	2,455,519.4907	N 46° 36′ 24.73" E	166.93	333.75	5,230.00
		RSEXJW-3	22+79.76	6,912,093.1591	2,456,130.9532	N 46° 36′ 24.73" E	23+39.72	6,912,134.3475	2,456,174.5192	1° 18′ 48.82" (LT)	23+99.67	6,912,176.5239	2,456,217.1296	N 45° 17′ 35.92" E	59.95	119.90	5,230.00
		RSEXJW-4	23+99.67	6,912,176.5239	2,456,217.1296	N 45° 17′ 35.92" E	25+32.86	6,912,270.2209	2,456,311.7909	2° 54′ 35.49" (RT)	26+65.99	6,912,358.9916	2,456,411.0866	N 48° 12′ 11.41" E	133.19	266.33	5,244.00
		RSEXJW-5	26+65.99	6,912,358.9916	2,456,411.0866	N 48° 12′ 11.41" E	28+56.76	6,912,486.1350	2,456,553.3045	7° 16′ 36.84" (LT)	30+47.01	6,912,630.2683	2,456,678.2724	N 40° 55′ 34.57" E	190.77	381.02	3,000.00
℄ RNEXDD	NORTHBOUND EXIT RAMP TO DANIELDALE ROAD	RNEXDD-1	10+00.00	6,914,959.8135	2,458,856.8822	N 40° 55′ 34.57" E	11+04.76	6,915,038.9669	2,458,925.5106	4° 00′ 00.00" (RT)	12+09.44	6,915,113.1404	2,458,999.4934	N 44° 55′ 34.57" E	104.76	209.44	3,000.00
		RNEXDD-2	24+25.74	6,915,974.3027	2,459,858.4422	N 44° 55′ 34.57" E	24+68.69	6,916,004.7097	2,459,888.7710	3° 14′ 58.85" (LT)	25+11.61	6,916,036.7871	2,459,917.3274	N 41° 40′ 35.72" E	42.95	85.87	1,514.00
℄ RNEXMS	NORTHBOUND EXIT RAMP TO MAIN STREET	RNEXMS-1	10+00.00	6,912,853.7690	2,457,046.7607	N 40° 55′ 34.57" E	11+04.76	6,912,932.9225	2,457,115.3892	4° 00′ 00.00" (RT)	12+09.44	6,913,007.0959	2,457,189.3719	N 44° 55′ 34.57" E	104.76	209.44	3,000.00
℄ RSEXWG	SOUTHBOUND EXIT RAMP TO WINTERGREEN ROAD	RSEXWG-1	10+00.00	6,914,218.8228	2,457,917.1184	N 45° 51′ 52.27" E	10+95.73	6,914,285.4869	2,457,985.8252	3° 49′ 40.37" (RT)	11+91.39	6,914,347.4155	2,458,058.8293	N 49° 41′ 32.64" E	95.73	191.39	2,864.79
		RSEXWG-2	13+60.74	6,914,456.9654	2,458,187.9714	N 49° 41′ 32.64" E	14+79.04	6,914,533.4940	2,458,278.1866	4° 43′ 45.84" (LT)	15+97.21	6,914,617.2003	2,458,361.7848	N 44° 57′ 46.80" E	118.30	236.47	2,864.79
		RSEXWG-3	17+41.94	6,914,719.6033	2,458,464.0557	N 44° 57′ 46.80" E	18+47.66	6,914,794.4105	2,458,538.7663	4° 02′ 12.23" (LT)	19+53.30	6,914,874.2914	2,458,608.0254	N 40° 55′ 34.57" E	105.73	211.36	3,000.00
℄ RSENDD	SOUTHBOUND ENTRANCE RAMP FROM DANIELDALE ROAD	RSENDD-1	10+00.00	6,915,401.3082	2,459,064.9648	N 40° 55′ 34.57" E	11+32.29	6,915,501.2619	2,459,151.6277	5° 02′ 59.70" (LT)	12+64.41	6,915,608.4561	2,459,229.1559	N 35° 52′ 34.87" E	132.29	264.41	3,000.00
		RSENDD-2	12+64.41	6,915,608.4561	2,459,229.1559	N 35° 52′ 34.87" E	14+99.36	6,915,798.8306	2,459,366.8444	5° 07′ 50.29" (RT)	17+33.99	6,915,976.1293	2,459,521.0058	N 41° 00′ 25.17" E	234.95	469.58	5,244.00
		RSENDD-3	17+33.99	6,915,976.1293	2,459,521.0058	N 41° 00′ 25.17" E	19+21.89	6,916,117.9218	2,459,644.2945	4° 06′ 54.47" (LT)	21+09.63	6,916,268.1960	2,459,757.0902	N 36° 53′ 30.69" E	187.90	375.63	5,230.00
		RSENDD-4	23+02.60	6,916,422.5299	2,459,872.9330	N 36° 53′ 30.69" E	23+52.82	6,916,462.6979	2,459,903.0831	3° 47′ 59.96" (RT)	24+03.01	6,916,500.7794	2,459,935.8289	N 40° 41′ 30.66" E	50.22	100.41	1,514.00





Texas Department of Transportation
DALLAS DISTRICT
DESIGN SCHEMATIC
JAMES K. SELMAN, P.E., DISTRICT ENGINEER
DALLAS COUNTY
US 67
CCSJ: 0261-02-074 FROM BELT LINE ROAD
TO NEAR WHEATLAND ROAD
STA 185+00 TO STA 477+00
CSJ: 0261-03-064 FROM NEAR WHEATLAND
ROAD TO IH 20
STA 477+00 TO STA 499+00
CSJ: 0261-02-073 FROM BELT LINE ROAD
TO NEAR WHEATLAND ROAD
STA 185+00 TO STA 477+00
FUNCTIONAL CLASS: URBAN FREEWAY
DESIGN SPEED: 60 MPH FREEWAY
40 MPH FRONTAGE ROADS
40 MPH RAMPS
30 MPH CROSS STREETS
PROJECT LENGTH = 5.7 MILES
LOCATION MAP
BRIDGEFARMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
TBPE REGISTRATION NO. 264
PREPARED BY BRIDGEFARMER & ASSOCIATES, INC.
UNDER THE SUPERVISION OF
CHAD A. HENDERSON LISA M. DEITEMEYER
P.E. 97332 P.E. 83758
ROLL 3 OF 5 JULY 2016
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Texas Department of Transportation

DALLAS DISTRICT

DESIGN SCHEMATIC

JAMES K. SELMAN, P.E., DISTRICT ENGINEER

DALLAS COUNTY

US 67

CCSJ: 0261-02-074 FROM BELT LINE ROAD
TO NEAR WHEATLAND ROAD
STA 185+00 TO STA 477+00

CSJ: 0261-03-064 FROM NEAR WHEATLAND
ROAD TO IH 20
STA 477+00 TO STA 499+00

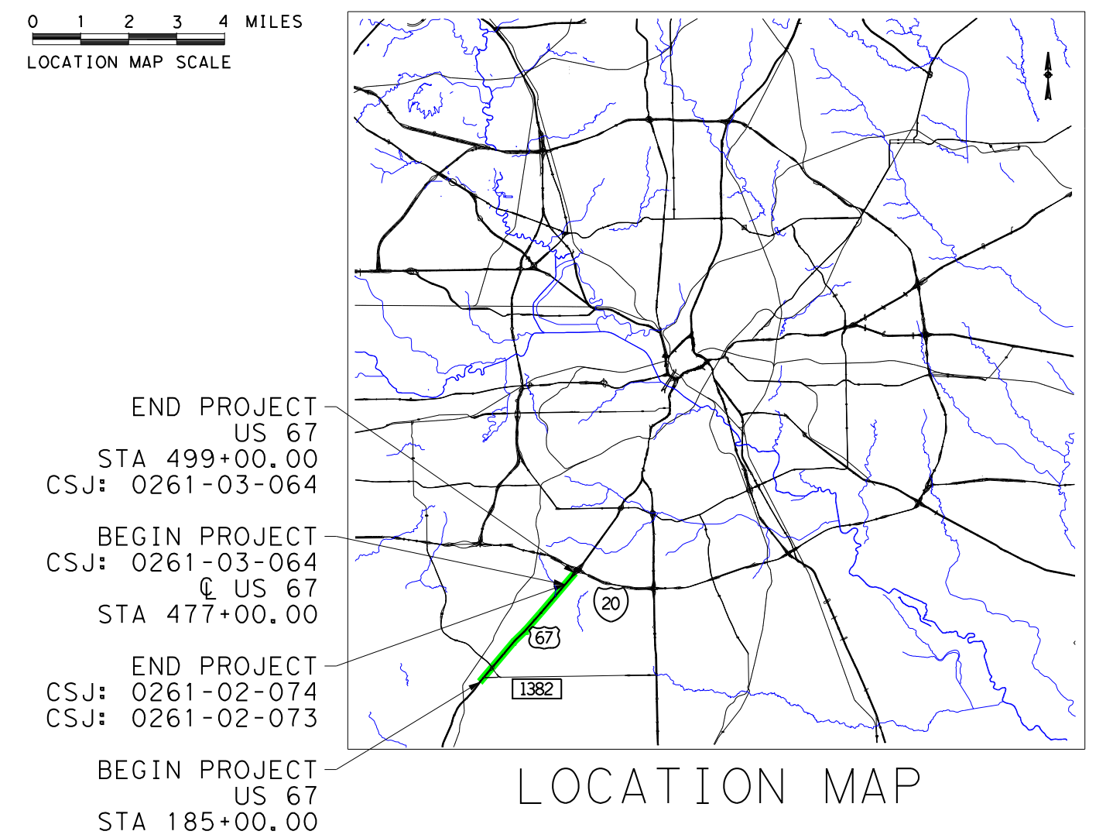
CSJ: 0261-02-073 FROM BELT LINE ROAD
TO NEAR WHEATLAND ROAD
STA 185+00 TO STA 477+00

FUNCTIONAL CLASS: URBAN FREEWAY

DESIGN SPEED: 60 MPH FREEWAY
40 MPH FRONTAGE ROADS
40 MPH RAMPS
30 MPH CROSS STREETS

PROJECT LENGTH = 5.7 MILES

0 1 2 3 4 MILES
LOCATION MAP SCALE



LOCATION MAP

BRIDGEFARMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
TBPE REGISTRATION NO. 264

100 0 100 200 400 800

PREPARED BY BRIDGEFARMER & ASSOCIATES, INC.
UNDER THE SUPERVISION OF

CHAD A. HENDERSON
P.E. 97332

LISA M. DEITEMEYER
P.E. 83758

ROLL 4 OF 5

JULY 2016

\\bridgefarmer.internal\bashares\Projects\0364\01\Dgn\Sheets\12_Schematics\0364-Roadway
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LEGEND

🟨	PROPOSED MAINLANE PAVEMENT
🟥	PROPOSED RAMP
🟩	PROPOSED FRONTAGE ROAD
🟫	PROPOSED BRIDGE
⬜	EXISTING BRIDGE
🟪	PROPOSED CROSS STREET
🟪	PROPOSED DRIVEWAY
⬛	PROPOSED SIDEWALK
☒	PROPOSED REMOVAL
▨	EXISTING BRIDGE STRUCTURE
▨	PROPOSED BRIDGE STRUCTURE
━	PROPOSED RETAINING WALL
━	PROPOSED NOISE WALL
– – –	EXISTING CULVERT
←	CREEK FLOW LINE AND DIRECTION
– - -	EXISTING RIGHT-OF-WAY
─	EXISTING PROPERTY LINE
– – –	EXISTING STATE EASEMENT
– - -	EXISTING CITY LIMIT LINES
⇦	EXISTING LANE TRAFFIC DIRECTION
←	PROPOSED LANE TRAFFIC DIRECTION
🟦	FEMA SPECIAL FLOOD HAZARD AREAS

UTILITIES LEGEND

OE	EXISTING OVERHEAD ELECTRIC
FOC	EXISTING FIBER OPTIC CABLE
G	EXISTING GAS
T	EXISTING TELEPHONE
TS	EXISTING TRAFFIC SIGNAL
WW	EXISTING WATER
WW	EXISTING WASTEWATER
CTV	EXISTING CABLE TV LINE

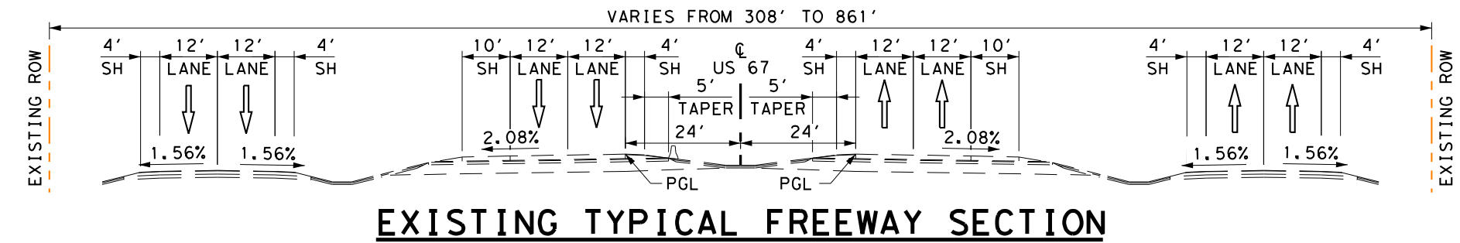
NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATIC ARE BASED ON AERIAL SURVEYS AND RECORD PLANS.
2. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
3. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
4. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS 48113C0470K, 48113C0605K AND 48113C0610K.
5. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DALLAS COUNTY CENTRAL APPRAISAL DISTRICT.
6. EXISTING CULVERT LOCATION, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
7. CURBS ON FRONTAGE ROAD AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
8. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
9. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRED SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDESTREETS, OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLEMENTED IN THE FINAL PS&E DESIGN.

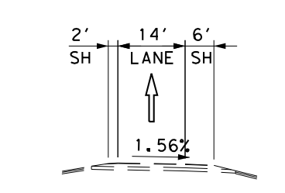
CHAIN	DESCRIPTION	CURVE	P.C.				P.I.				P.T.				TANGENT	LENGTH	RADIUS
			STATION	NORTHING	EASTING	BEARING	STATION	NORTHING	EASTING	DELTA	STATION	NORTHING	EASTING	BEARING	(FT)	(FT)	(FT)
℄ CL US_67	US 67 CENTERLINE	CL_US67-7	406+41.06	6,918,109.4998	2,461,508.3427	N 40° 55′ 34.57" E	406+88.84	6,918,145.6007	2,461,539.6432	0° 09′ 33.32" (LT)	407+36.62	6,918,181.7884	2,461,570.8433	N 40° 46′ 01.25" E	47.78	95.56	34,380.32
		CL_US67-8	415+05.57	6,918,764.1736	2,462,072.9599	N 40° 46′ 01.25" E	415+84.96	6,918,824.2990	2,462,124.7984	0° 15′ 52.47" (RT)	416+64.35	6,918,884.1845	2,462,176.9140	N 41° 01′ 53.73" E	79.39	158.77	34,383.54
		CL_US67-9	437+78.81	6,920,479.2261	2,463,565.0072	N 41° 01′ 53.73" E	437+99.88	6,920,495.1206	2,463,578.8395	0° 04′ 12.84" (LT)	438+20.95	6,920,511.0321	2,463,592.6524	N 40° 57′ 40.89" E	21.07	42.14	34,379.06
BL RNENMS	NORTHBOUND ENTRANCE RAMP FROM MAIN STREET	RNENMS-1	10+00.00	6,916,469.4693	2,460,292.8476	N 40° 57′ 15.69" E	10+52.87	6,916,509.3984	2,460,327.5017	4° 00′ 00.00" (LT)	11+05.70	6,916,551.6476	2,460,359.2860	N 36° 57′ 15.69" E	52.87	105.70	1,514.00
		RNENMS-2	21+61.75	6,917,395.5564	2,460,994.1636	N 36° 57′ 15.69" E	22+65.78	6,917,478.6851	2,461,056.7018	3° 58′ 18.88" (RT)	23+69.72	6,917,557.2823	2,461,124.8479	N 40° 55′ 34.57" E	104.03	207.97	3,000.00
BL RSEXMS	SOUTHBOUND EXIT RAMP TO MAIN STREET	RSEXMS-1	10+00.00	6,916,997.7801	2,460,363.1940	N 43° 37′ 51.30" E	10+49.13	6,917,033.3406	2,460,397.0945	3° 43′ 02.19" (RT)	10+98.23	6,917,066.6285	2,460,433.2291	N 47° 20′ 53.49" E	49.13	98.23	1,514.00
		RSEXMS-2	10+98.23	6,917,066.6285	2,460,433.2291	N 47° 20′ 53.49" E	12+18.72	6,917,148.2647	2,460,521.8469	2° 25′ 18.92" (LT)	13+39.17	6,917,233.5728	2,460,606.9357	N 44° 55′ 34.57" E	120.49	240.94	5,700.00
		RSEXMS-3	17+39.77	6,917,517.2040	2,460,889.8379	N 44° 55′ 34.57" E	18+44.53	6,917,591.3774	2,460,963.8206	4° 00′ 00.00" (LT)	19+49.21	6,917,670.5309	2,461,032.4491	N 40° 55′ 34.57" E	104.76	209.44	3,000.00
BL RNEXCH	NORTHBOUND EXIT RAMP TO COCKRELL HILL ROAD	RNEXCH-1	10+00.00	6,918,115.7876	2,461,609.0888	N 40° 55′ 34.57" E	11+00.59	6,918,191.7873	2,461,674.9828	3° 50′ 26.69" (RT)	12+01.10	6,918,263.2025	2,461,745.8196	N 44° 46′ 01.25" E	100.59	201.10	3,000.00
		RNEXCH-2	13+41.34	6,918,362.7688	2,461,844.5794	N 44° 46′ 01.25" E	15+30.91	6,918,497.3562	2,461,978.0766	3° 48′ 00.95" (LT)	17+20.33	6,918,640.4956	2,462,102.3601	N 40° 58′ 00.31" E	189.57	378.99	5,714.00
BL RSENCH	SOUTHBOUND ENTRANCE RAMP FROM COCKRELL ROAD	RSENCH-1	10+00.00	6,918,197.0236	2,461,488.8790	N 40° 50′ 13.62" E	10+81.50	6,918,258.6861	2,461,542.1744	3° 06′ 44.65" (LT)	11+62.97	6,918,323.1514	2,461,592.0433	N 37° 43′ 28.97" E	81.50	162.97	3,000.00
		RSENCH-2	11+62.97	6,918,323.1514	2,461,592.0433	N 37° 43′ 28.97" E	13+81.28	6,918,495.8321	2,461,725.6251	4° 46′ 50.39" (LT)	15+99.35	6,918,679.0449	2,461,844.3507	N 32° 56′ 38.57" E	218.32	436.38	5,230.00
		RSENCH-3	15+99.35	6,918,679.0449	2,461,844.3507	N 32° 56′ 38.57" E	17+99.91	6,918,847.3584	2,461,953.4212	4° 22′ 50.05" (RT)	20+00.28	6,919,006.8492	2,462,075.0290	N 37° 19′ 28.62" E	200.56	400.93	5,244.00
		RSENCH-4	20+00.28	6,919,006.8492	2,462,075.0290	N 37° 19′ 28.62" E	20+64.59	6,919,057.9871	2,462,114.0203	4° 51′ 51.64" (RT)	21+28.82	6,919,105.6343	2,462,157.2075	N 42° 11′ 20.27" E	64.31	128.54	1,514.00
BL RSEXDD	SOUTHBOUND EXIT RAMP FROM DANIELDALE ROAD	RSEXDD-1	10+00.00	6,920,128.8854	2,463,112.8760	N 40° 53′ 12.56" E	10+50.07	6,920,166.7421	2,463,145.6532	3° 47′ 19.21" (RT)	11+00.11	6,920,202.3502	2,463,180.8602	N 44° 40′ 31.76" E	50.07	100.11	1,514.00
		RSEXDD-2	11+00.11	6,920,202.3502	2,463,180.8602	N 44° 40′ 31.76" E	12+91.93	6,920,338.7536	2,463,315.7272	4° 12′ 03.53" (LT)	14+83.58	6,920,484.6702	2,463,440.2395	N 40° 28′ 28.24" E	191.82	383.47	5,230.00
		RSEXDD-3	14+83.58	6,920,484.6702	2,463,440.2395	N 40° 28′ 28.24" E	17+11.88	6,920,658.3321	2,463,588.4273	4° 59′ 12.62" (RT)	19+39.88	6,920,818.4552	2,463,751.1500	N 45° 27′ 40.86" E	228.29	456.30	5,242.60
		RSEXDD-4	19+39.88	6,920,818.4552	2,463,751.1500	N 45° 27′ 40.86" E	20+65.31	6,920,906.4331	2,463,840.5562	4° 29′ 59.97" (LT)	21+90.62	6,921,001.1545	2,463,922.7842	N 40° 57′ 40.89" E	125.43	250.74	3,192.50
BL RNENDD	NORTHBOUND ENTRANCE RAMP FROM DANIELDALE ROAD	RNENDD-1	10+00.00	6,919,937.7513	2,463,249.2180	N 44° 07′ 06.35" E	10+90.55	6,920,002.7585	2,463,312.2548	6° 50′ 43.81" (LT)	11+80.89	6,920,074.8157	2,463,367.0940	N 37° 16′ 22.54" E	90.55	180.89	1,514.00
		RNENDD-2	17+62.52	6,920,537.6529	2,463,719.3360	N 37° 16′ 22.54" E	18+59.11	6,920,614.5203	2,463,777.8358	3° 41′ 18.35" (RT)	19+55.64	6,920,687.4651	2,463,841.1595	N 40° 57′ 40.89" E	96.60	193.13	3,000.00

SUPERELEVATION

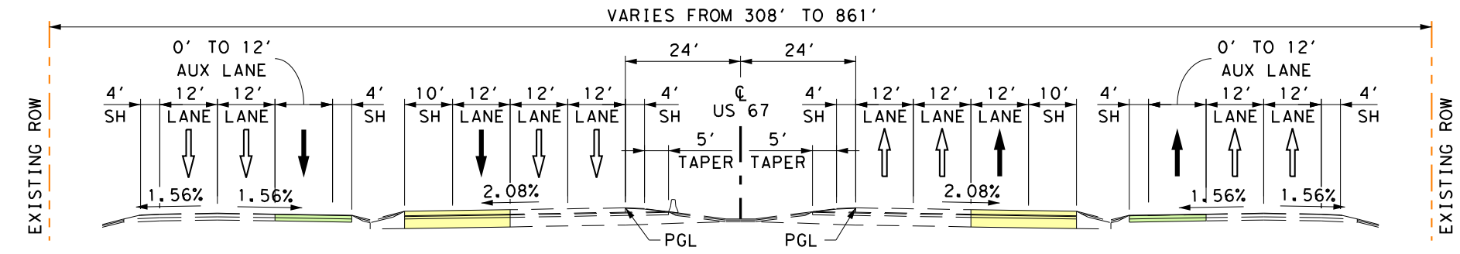
CHAIN	BEGIN TRANSITION		END TRANSITION	
	STA	e%	STA	e%
RNENMS	13+11.15	1.56	14+32.00	-2.08
RNEXCH	17+43.00	-2.08	18+63.46	1.56
RNENDD	12+41.86	1.56	13+62.00	-2.08
RSEXMS	11+52.45	-1.56	12+73.00	2.08
RSENCH	17+50.00	2.08	18+70.58	-1.56
RSEXDD	12+99.70	1.56	14+20.00	2.08



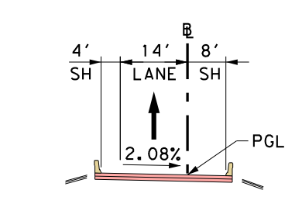
EXISTING TYPICAL FREEWAY SECTION
STA 185+00 TO STA 463+20



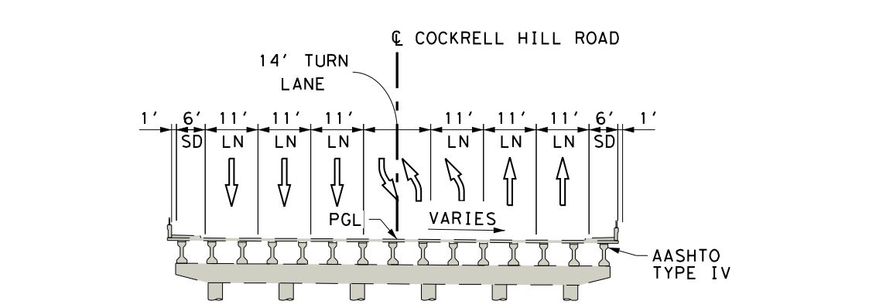
EXISTING RAMP SECTION



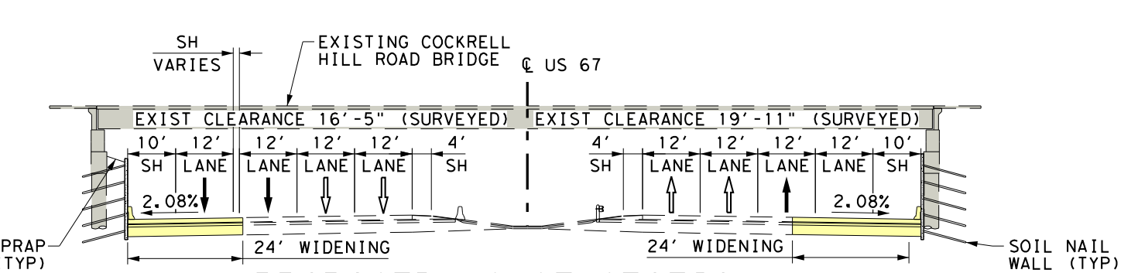
PROPOSED TYPICAL FREEWAY SECTION
NORTHBOUND - STA 185+00 TO STA 463+20
SOUTHBOUND - STA 222+00 TO STA 463+20
NO WORK ON SOUTHBOUND US 67 FROM STA 185+00 TO STA 222+00



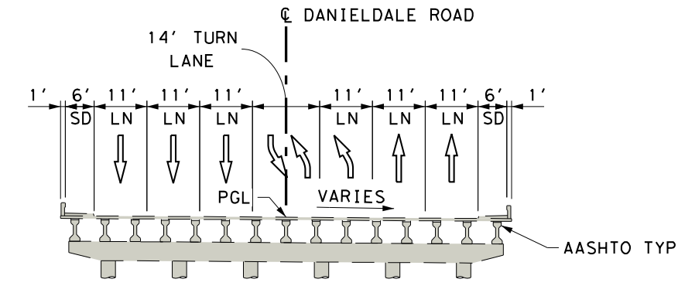
PROPOSED RAMP SECTION



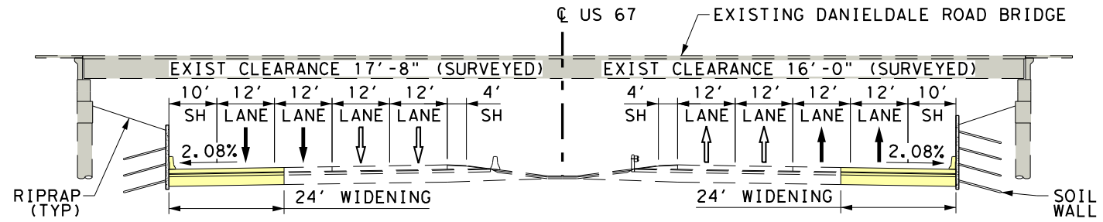
EXISTING COCKRELL HILL ROAD BRIDGE SECTION
US 67 STA 444+00
(SPANS 1 & 2 = 130′-0")



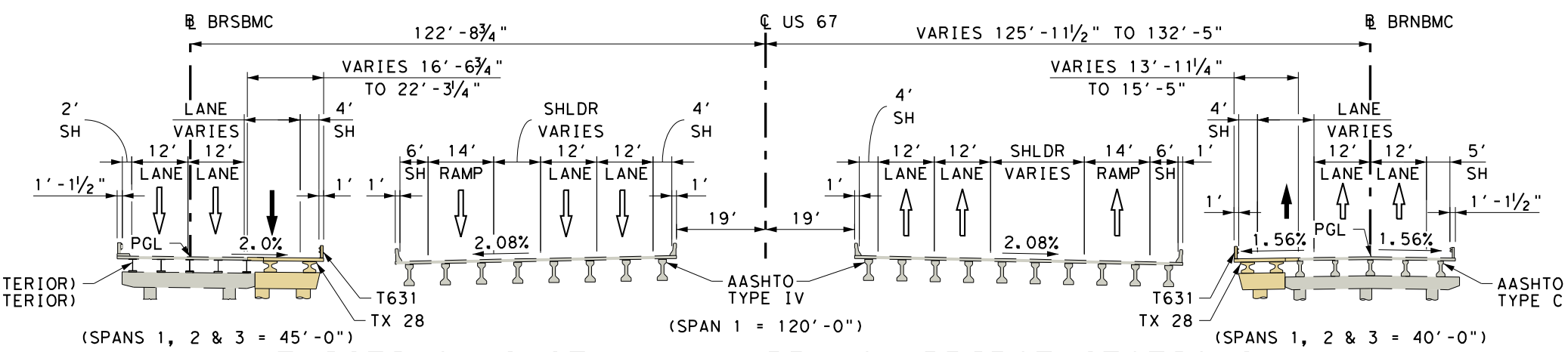
PROPOSED US 67 SECTION @ COCKRELL HILL ROAD BRIDGE
STA 444+00



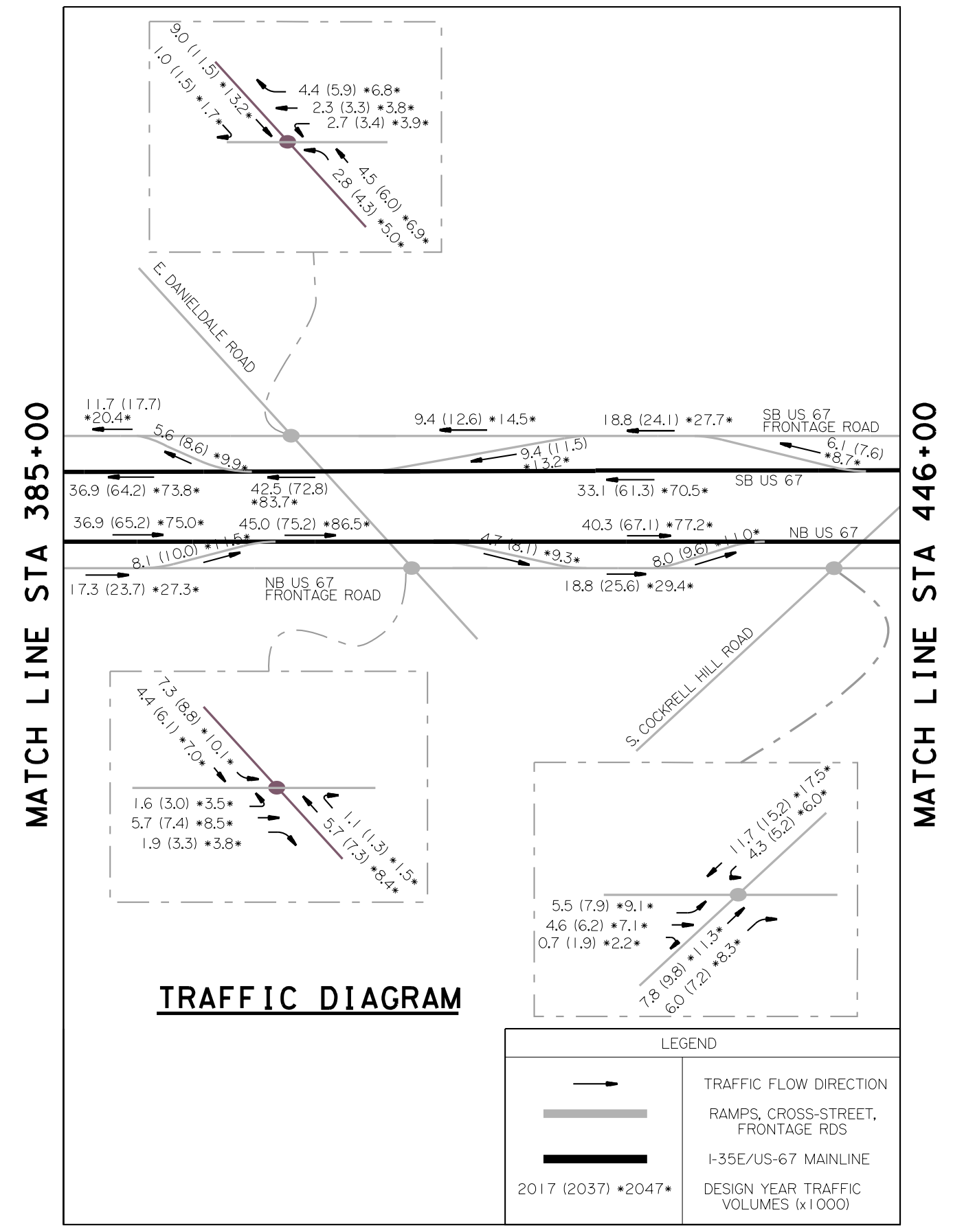
EXISTING DANIELDALE ROAD BRIDGE SECTION
US 67 STA 403+00
(SPANS 1 & 2 = 130′-0")



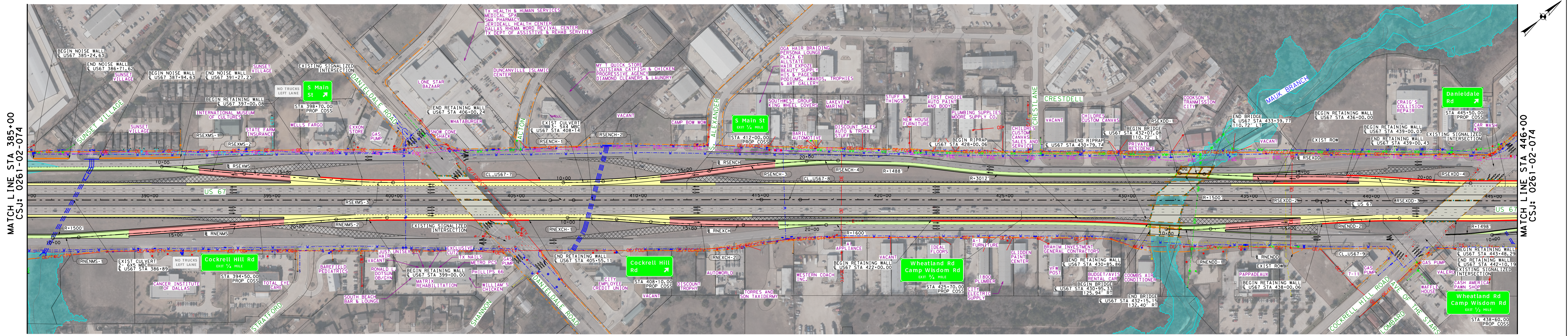
PROPOSED US 67 SECTION @ DANIELDALE ROAD BRIDGE
STA 403+00

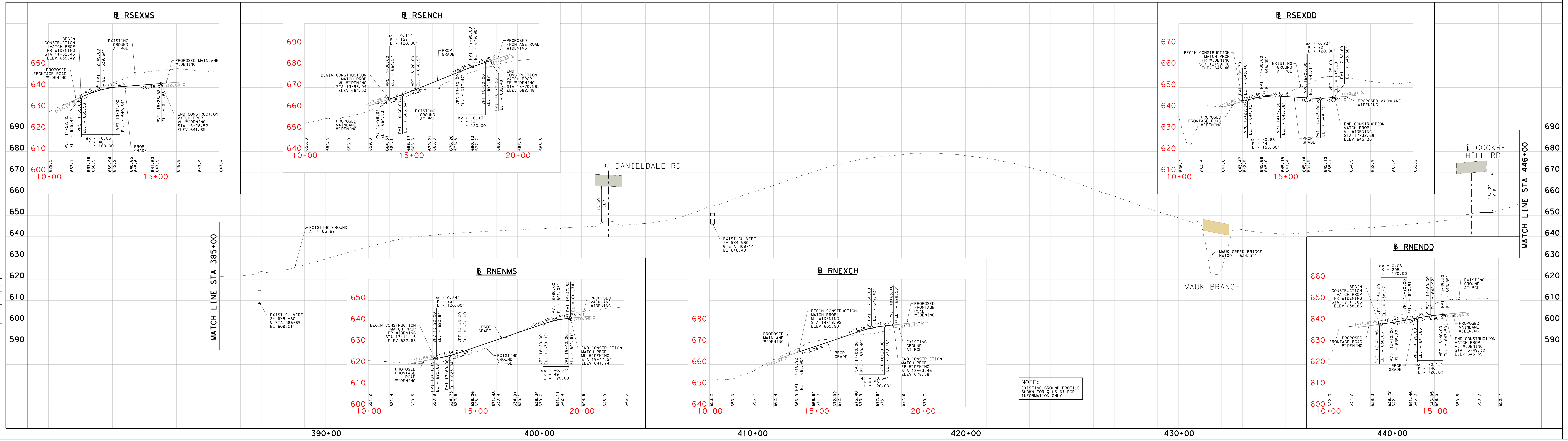


EXISTING US 67 @ MAUK BRANCH BRIDGE SECTIONS
WITH PROPOSED US 67 FRONTAGE ROAD WIDENING BRIDGE SECTIONS
STA 431+00



TRAFFIC DIAGRAM





Texas Department of Transportation

DALLAS DISTRICT

DESIGN SCHEMATIC

JAMES K. SELMAN, P.E., DISTRICT ENGINEER

DALLAS COUNTY

US 67

CCSJ: 0261-02-074 FROM BELT LINE ROAD
TO NEAR WHEATLAND ROAD
STA 185+00 TO STA 477+00

CSJ: 0261-03-064 FROM NEAR WHEATLAND
ROAD TO IH 20
STA 477+00 TO STA 499+00

CSJ: 0261-02-073 FROM BELT LINE ROAD
TO NEAR WHEATLAND ROAD
STA 185+00 TO STA 477+00

FUNCTIONAL CLASS: URBAN FREEWAY

DESIGN SPEED: 60 MPH FREEWAY
40 MPH FRONTAGE ROADS
40 MPH RAMPS
30 MPH CROSS STREETS

PROJECT LENGTH = 5.7 MILES

LOCATION MAP

BRIDGEFARMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
TBPE REGISTRATION NO. 264

PREPARED BY BRIDGEFARMER & ASSOCIATES, INC.
UNDER THE SUPERVISION OF

CHAD A. HENDERSON
P.E. 97332

LISA M. DEITEMEYER
P.E. 83758

ROLL 4 OF 5

JULY 2016

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Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
JAMES K. SELMAN, P.E., DISTRICT ENGINEER
DALLAS COUNTY
US 67
CCSJ: 0261-02-074 FROM BELT LINE ROAD
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PROJECT LENGTH = 5.7 MILES

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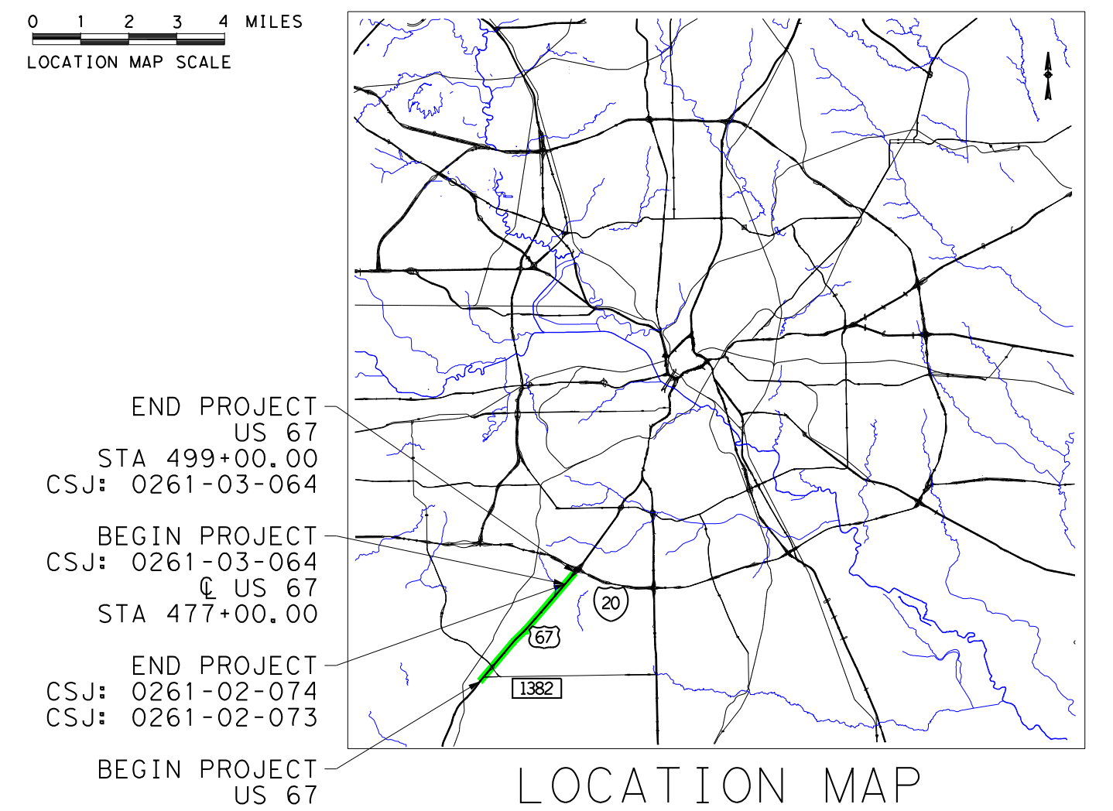


LOCATION MAP

BRIDGEFARMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
TBPE REGISTRATION NO. 264

100 0 100 200 400 800

PREPARED BY BRIDGEFARMER & ASSOCIATES, INC.
UNDER THE SUPERVISION OF

CHAD A. HENDERSON
P.E. 97332

LISA M. DEITEMEYER
P.E. 83758

ROLL 5 OF 5

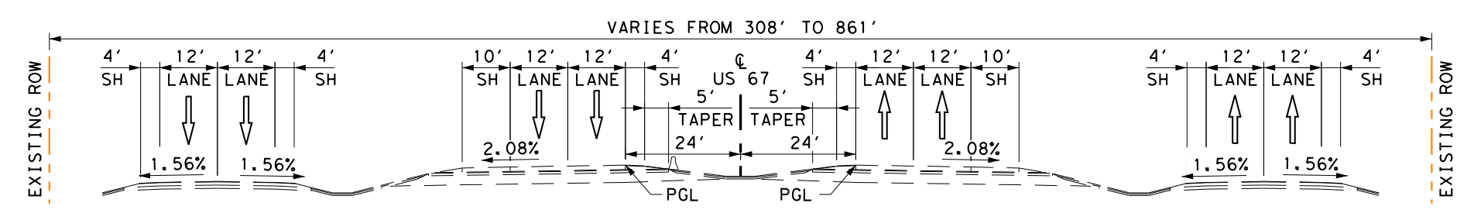
JULY 2016

LEGEND

🟨	PROPOSED MAINLANE PAVEMENT
🟥	PROPOSED RAMP
🟩	PROPOSED FRONTAGE ROAD
▨	PROPOSED BRIDGE
▨	EXISTING BRIDGE
🟪	PROPOSED CROSS STREET
▨	PROPOSED DRIVEWAY
▨	PROPOSED SIDEWALK
☒	PROPOSED REMOVAL
▨	EXISTING BRIDGE STRUCTURE
▨	PROPOSED BRIDGE STRUCTURE
━	PROPOSED RETAINING WALL
━	PROPOSED NOISE WALL
— — —	EXISTING CULVERT
←	CREEK FLOW LINE AND DIRECTION
— - -	EXISTING RIGHT-OF-WAY
—	EXISTING PROPERTY LINE
— — —	EXISTING STATE EASEMENT
— - —	EXISTING CITY LIMIT LINES
⇦	EXISTING LANE TRAFFIC DIRECTION
←	PROPOSED LANE TRAFFIC DIRECTION
🟦	FEMA SPECIAL FLOOD HAZARD AREAS

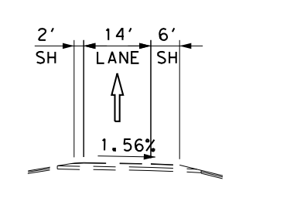
UTILITIES LEGEND

OE	EXISTING OVERHEAD ELECTRIC
FOC	EXISTING FIBER OPTIC CABLE
G	EXISTING GAS
T	EXISTING TELEPHONE
TS	EXISTING TRAFFIC SIGNAL
WW	EXISTING WATER
WW	EXISTING WASTEWATER
CTV	EXISTING CABLE TV LINE

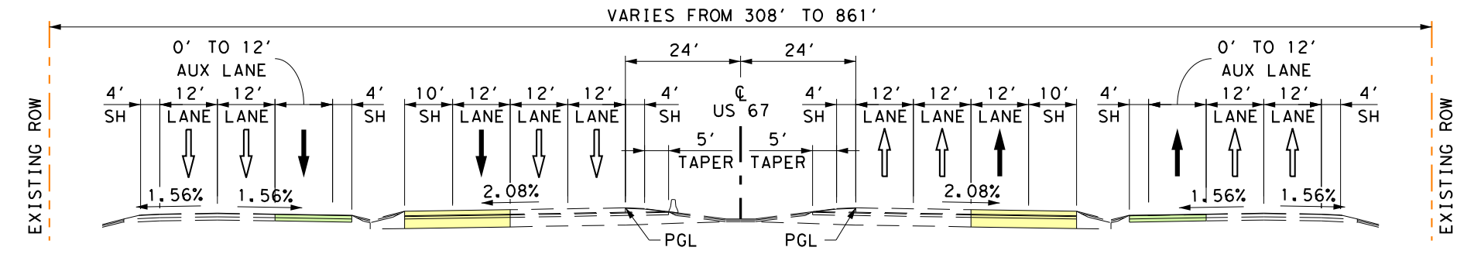


EXISTING TYPICAL FREEWAY SECTION

STA 185+00 TO STA 463+20

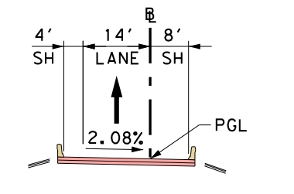


EXISTING RAMP SECTION

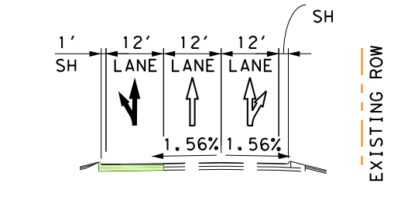


PROPOSED TYPICAL FREEWAY SECTION

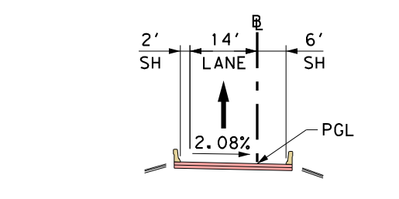
NORTHBOUND - STA 185+00 TO STA 463+20
SOUTHBOUND - STA 222+00 TO STA 463+20
NO WORK ON SOUTHBOUND US 67 FROM STA 185+00 TO STA 222+00



PROPOSED RAMP SECTION

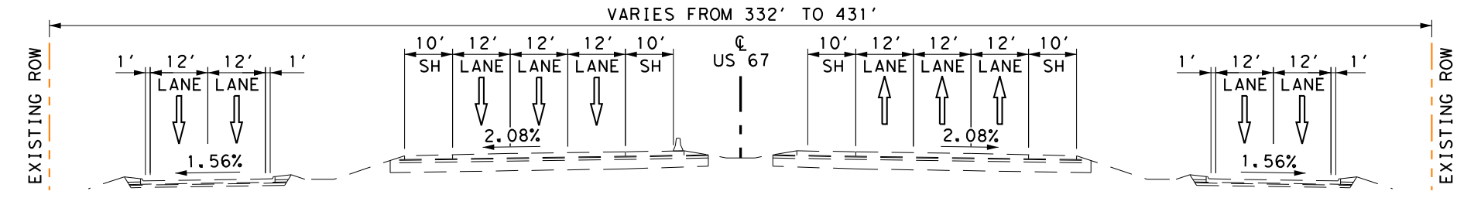


PROPOSED US 67 SBFR SECTION
@ WHEATLAND ROAD



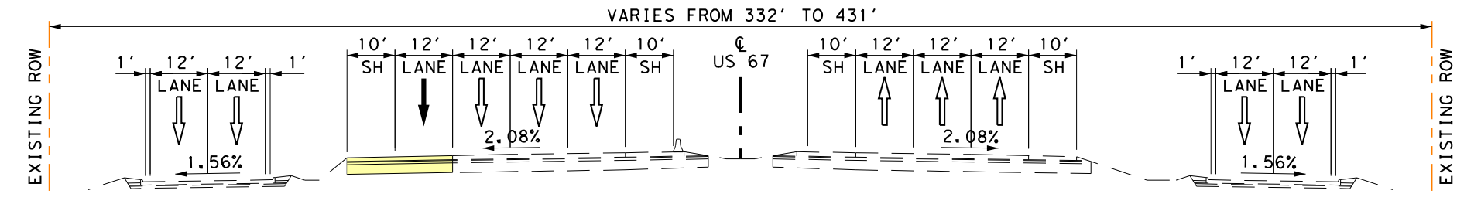
PROPOSED RAMP SECTION

NORTHBOUND ENTRANCE FROM COCKRELL HILL ROAD AND SOUTHBOUND EXIT TO COCKRELL HILL ROAD



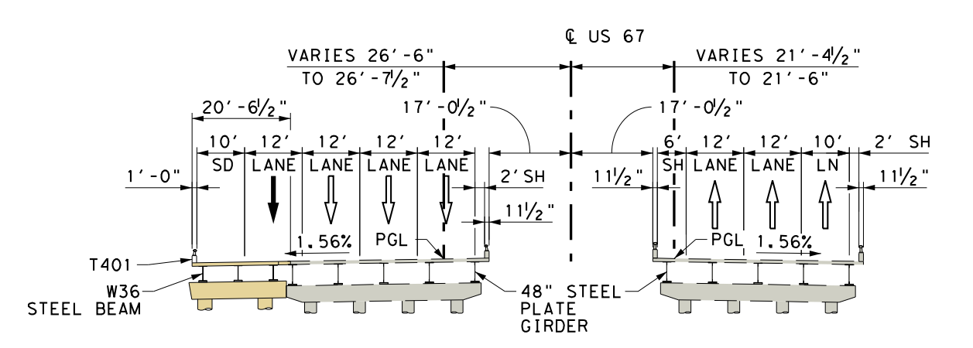
EXISTING TYPICAL FREEWAY SECTION

STA 463+20 TO STA 499+00



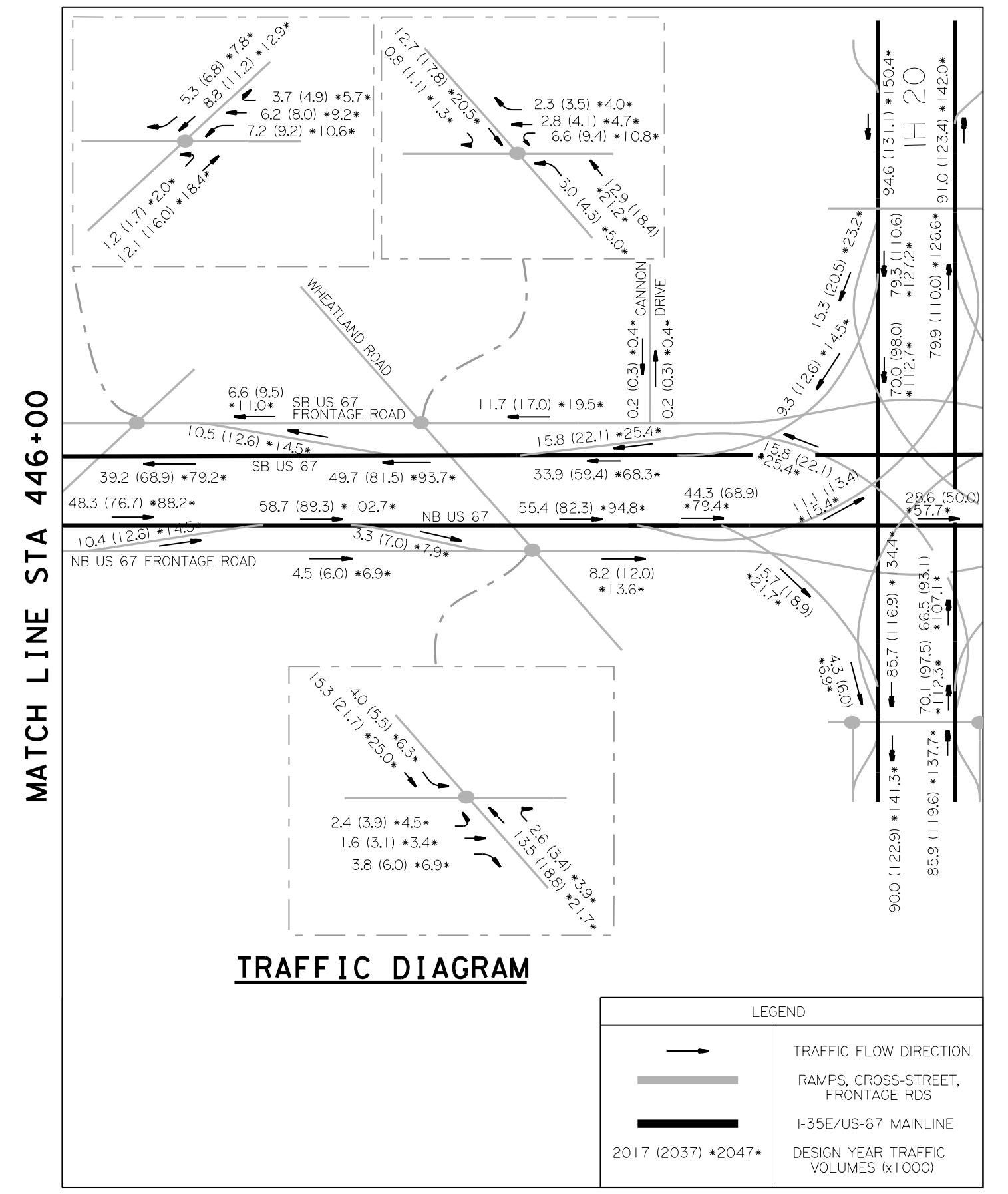
PROPOSED TYPICAL FREEWAY SECTION

STA 463+20 TO STA 499+00



PROPOSED US 67 BRIDGE SECTIONS
@ WHEATLAND ROAD

STA 475+00
(SPANS 1 & 3 = 67'-0", SPAN 2 = 128'-6")



TRAFFIC DIAGRAM

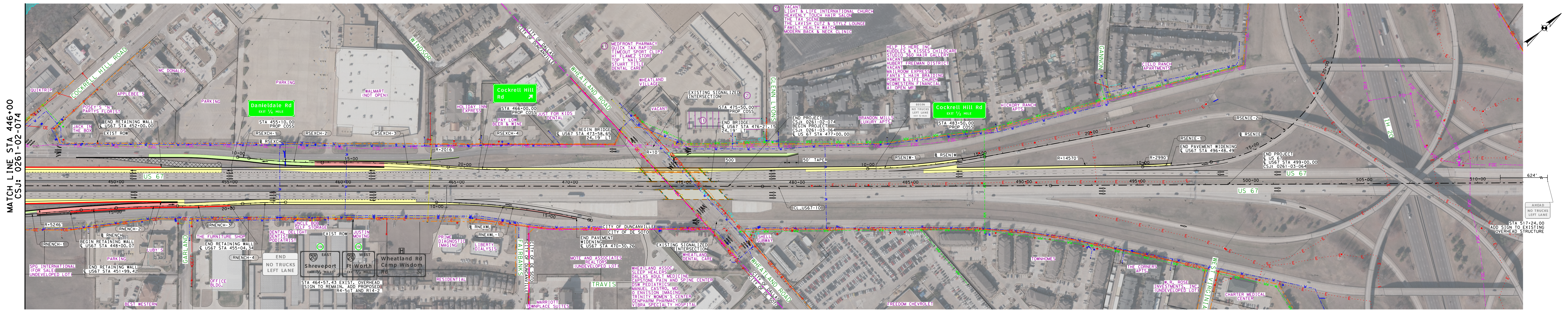
NOTES:

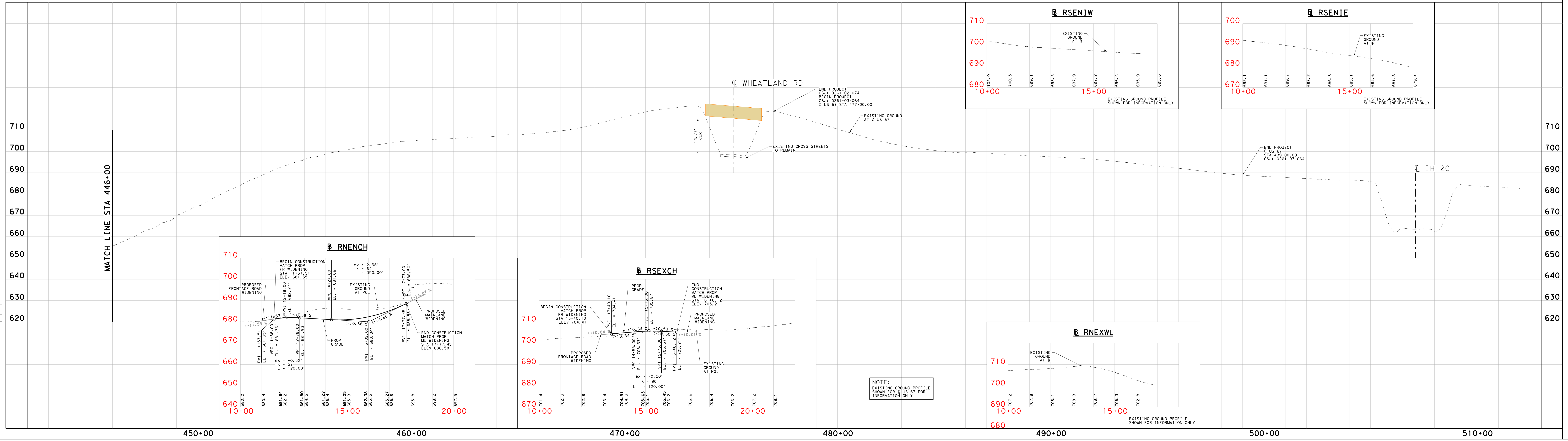
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATIC ARE BASED ON AERIAL SURVEYS AND RECORD PLANS.
2. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
3. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
4. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS 48113C0470K, 48113C0605K AND 48113C0610K.
5. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DALLAS COUNTY CENTRAL APPRAISAL DISTRICT.
6. EXISTING CULVERT LOCATION, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
7. CURBS ON FRONTAGE ROAD AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
8. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
9. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRED SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDESTREETS, OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLEMENTED IN THE FINAL PS&E DESIGN.

CHAIN	DESCRIPTION	CURVE	P.C.				P.I.				P.T.				TANGENT	LENGTH	RADIUS
			STATION	NORTHING	EASTING	BEARING	STATION	NORTHING	EASTING	DELTA	STATION	NORTHING	EASTING	BEARING	(FT)	(FT)	(FT)
[CL US*67	US 67 CENTERLINE	CL*US67-10	478+49.43	6,923,553.1432	2,466,233.5192	N 40° 57' 40.89" E	484+84.10	6,924,032.4154	2,466,649.5771	0° 23' 35.52" (LT)	491+18.76	6,924,514.5316	2,467,062.3360	N 40° 34' 05.37" E	634.67	1,269.33	184,962.58
		CL*US67-11	522+86.15	6,926,920.5846	2,469,122.2544	N 40° 34' 05.37" E	527+50.49	6,927,273.3068	2,469,424.2341	4° 22' 36.85" (LT)	532+14.37	6,927,648.0467	2,469,698.4144	N 36° 11' 28.52" E	464.33	928.21	12,150.77
I RNENCH	NORTHBOUND ENTRANCE RAMP FROM COCKRELL HILL ROAD	RNENCH-1	10+00.00	6,920,929.4864	2,464,140.6726	N 33° 40' 16.92" E	11+76.44	6,921,076.3232	2,464,238.4946	3° 51' 51.68" (RT	13+52.74	6,921,216.2335	2,464,345.9902	N 37° 32' 08.60" E	176.44	352.74	5,230.00
		RNENCH-2	15+07.46	6,921,338.9196	2,464,440.2521	N 37° 32' 08.60" E	16+42.54	6,921,446.0387	2,464,522.5536	2° 57' 32.83" (RT)	17+77.57	6,921,548.7662	2,464,610.2752	N 40° 29' 41.43" E	135.09	270.11	5,230.00
		RNENCH-3	17+77.57	6,921,548.7662	2,464,610.2752	N 40° 29' 41.43" E	19+21.40	6,921,658.1473	2,464,703.6785	3° 08' 32.20" (LT)	20+65.17	6,921,772.4839	2,464,790.9455	N 37° 21' 09.23" E	143.83	287.60	5,244.00
		RNENCH-4	20+65.17	6,921,772.4839	2,464,790.9455	N 37° 21' 09.23" E	21+59.67	6,921,847.6109	2,464,848.2860	3° 36' 31.66" (RT)	22+54.12	6,921,918.9797	2,464,910.2415	N 40° 57' 40.89" E	94.51	188.96	3,000.00
I RNEXWL	NORTHBOUND EXIT TO WHEATLAND ROAD	RNEXWL-1	10+00.00	6,922,421.1728	2,465,346.1970	N 40° 57' 40.89" E	13+40.26	6,922,678.1186	2,465,569.2525	12° 56' 29.63" (RT)	16+77.62	6,922,878.5829	2,465,844.1871	N 53° 54' 10.52" E	340.26	677.62	3,000.00
I RSEXCH	SOUTHBOUND EXIT RAMP TO COCKFRELL HILL ROAD	RSEXCH-1	10+00.00	6,921,889.9068	2,464,621.5563	N 45° 01' 18.07" E	10+24.91	6,921,907.5128	2,464,639.1756	2° 48' 51.39" (RT)	10+49.81	6,921,924.2325	2,464,657.6381	N 47° 50' 09.47" E	24.91	49.81	1,014.00
		RSEXCH-2	10+49.81	6,921,924.2325	2,464,657.6381	N 47° 50' 09.47" E	12+12.06	6,922,033.1434	2,464,777.9017	6° 52' 40.14" (LT)	13+73.92	6,922,155.6725	2,464,884.2576	N 40° 57' 29.33" E	162.25	324.11	2,700.00
		RSEXCH-3	14+75.32	6,922,232.2505	2,464,950.7277	N 40° 57' 29.33" E	17+02.29	6,922,403.6607	2,465,099.5126	4° 57' 24.43" (RT)	19+28.99	6,922,561.5742	2,465,262.5517	N 45° 54' 53.75" E	226.98	453.67	5,244.00
		RSEXCH-4	19+28.99	6,922,561.5742	2,465,262.5517	N 45° 54' 53.75" E	20+58.75	6,922,651.8551	2,465,355.7629	4° 57' 12.86" (LT)	21+88.36	6,922,749.8474	2,465,440.8304	N 40° 57' 40.89" E	129.77	259.37	3,000.00
I RSENIW	SOUTHBOUND ENTRANCE RAMP FROM WESTBOUND IH 20	RSENIW-1	10+00.00	6,923,954.2219	2,466,478.1550	N 40° 05' 19.43" E	12+60.00	6,924,153.1375	2,466,645.5906	9° 54' 24.00" (LT)	15+18.71	6,924,377.8933	2,466,776.3074	N 30° 10' 55.43" E	260.00	518.71	3,000.00
I RSENIE	SOUTHBOUND ENTRANCE RAMP FROM EASTBOUND IH 20	RSENIE-1	10+00.00	6,924,875.7311	2,467,264.8411	N 39° 54' 46.95" E	11+51.28	6,924,991.7621	2,467,361.9030	5° 46' 24.23" (LT)	13+02.29	6,925,116.9683	2,467,446.8004	N 34° 08' 22.73" E	151.28	302.29	3,000.00
		RSENIE-2	13+02.29	6,925,116.9683	2,467,446.8004	N 34° 08' 22.73" E	19+42.19	6,925,646.5887	2,467,805.9151	90° 17' 37.32" (LT)	23+05.56	6,926,002.9839	2,467,274.4608	N 56° 09' 14.59" W	639.89	1,003.26	636.62

SUPERELEVATION

CHAIN	BEGIN TRANSITION		END TRANSITION	
	STA	e%	STA	e%
RNENCH	11+57.51	2.08	12+78.00	-2.08
RSEXCH	13+40.10	-1.56	14+29.00	2.08





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DALLAS COUNTY
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ROLL 5 OF 5
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