TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC
IH 30 CANYON
FROM IH 35E TO IH 345/IH 45

DALLAS COUNTY, TEXAS
CSJ: 0009-11-254

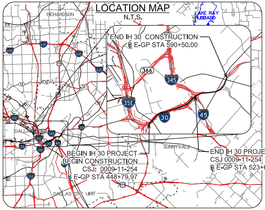
DECEMBER 2020
ROLL 1 OF 4

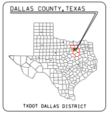
LENGTH:	1.5 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	244,800 (2025) 288,400 (2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS*:	35/40 MPH
COLLECTOR-DISTRIBUTOR:	40 MPH
FRONTAGE ROADS**:	40 MPH
LOCAL STREETS:	30 MPH
LOOP RAMPS:	25 MPH

* ALL RAMPS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR W-RP-EN-35S, E-RP-EX-GR, E-RP-EX-CZ, AND E-RP-EX-35N-GR WHICH REQUIRE 35 MPH AND E-RP-EN-GR REQUIRES 30 MPH DESIGN SPEED.

** SECTIONS OF FRONTAGE ROADS REQUIRED 30 MPH DESIGN SPEED AS SHOWN ON PROFILES.

LOCATION MAP
N.T.S.


RICHARDSON
LAKE RAY HUBBARD
END IH 30 CONSTRUCTION
℄ E-GP STA 590+50.00
366
345
35E
30
45
DALLAS
SUNNYVALE
BEGIN IH 30 PROJECT
BEGIN CONSTRUCTION
CSJ: 0009-11-254
℄ E-GP STA 448+79.97
END IH 30 PROJECT
CSJ 0009-11-254
℄ E-GP STA 523+69.20
DALLAS CITY LIMIT
175


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:

DATE: DECEMBER 2, 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE M. CARRILLO, P.E.
Nicole Carrillo
SERIAL NO. 101321

JOSIAH F. BELVEAL, P.E.
Josiah F. Belveal
SERIAL NO. 122828

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE FIRM #F-420

DATE SUBMITTED:

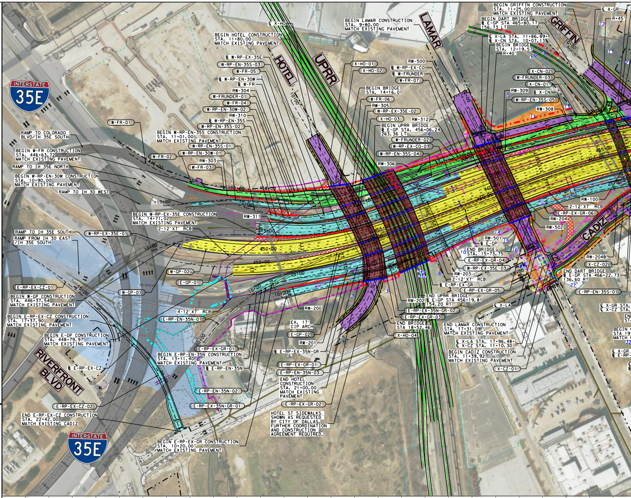
DATE APPROVED:

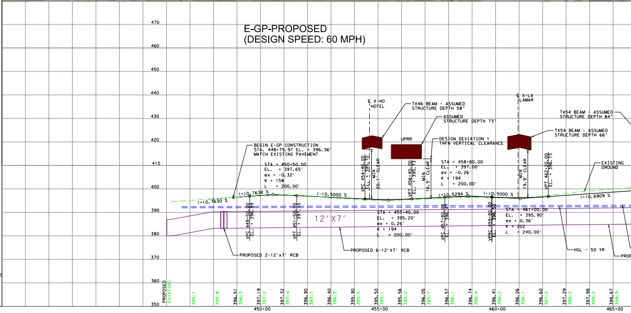
LEGEND:

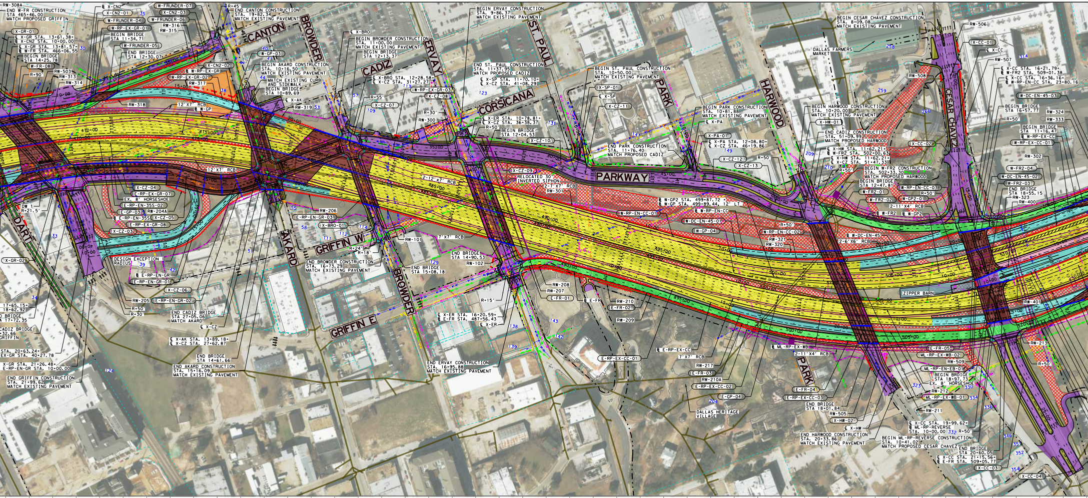
- EXISTING ROW
- EXISTING PROPERTY LIMITS
- EXISTING STORM SEWER
- EXISTING PLANIMETRIC FEATURES
- EXISTING OVERHEAD ELECTRIC LINES
- EXISTING TELEPHONE / CABLE / FIBER LINE
- EXISTING WATER LINE
- EXISTING ELECTRIC LINE
- EXISTING SANITARY SEWER LINE
- EXISTING GAS / PETROLEUM LINE
- PROPOSED CENTERLINE/BASELINE
- PROPOSED ROW
- PROPOSED DENIAL OF ACCESS
- PROPOSED EDGE OF PAVEMENT
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE BENT
- PROPOSED RETAINING WALL
- PROPOSED PRELIMINARY NOISE WALL
- PROPOSED CULVERT / STORM SEWER
- PROPOSED PRELIMINARY RAILROAD MODIFICATION
- → PROPOSED DIRECTION OF TRAVEL
- ⇨ EXISTING DIRECTION OF TRAVEL
- EXISTING ROADWAY
- EXISTING BRIDGE
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED MANAGED LANES
- PROPOSED MANAGED LANES RAMP
- PROPOSED RAMP/DIRECT CONNECTOR
- PROPOSED FRONTAGE ROAD
- PROPOSED CROSS STREET/DRIVEWAY
- PROPOSED SIDEWALK / RAISED MEDIAN
- PROPOSED MAINTENANCE AREA
- FEMA 100 YEAR FLOOD ZONE
- POTENTIAL DISPLACEMENTS
- NORMAL WATER SURFACE
- ▨ PAVEMENT / BRIDGE TO BE REMOVED
- 100 PARCEL ID
- PEDESTRIAN CURB RAMP
- RAILROAD CROSSING GATE
- MANAGED LANE CONCRETE BARRIER
- MANAGED LANE MOVABLE BARRIER / GATES

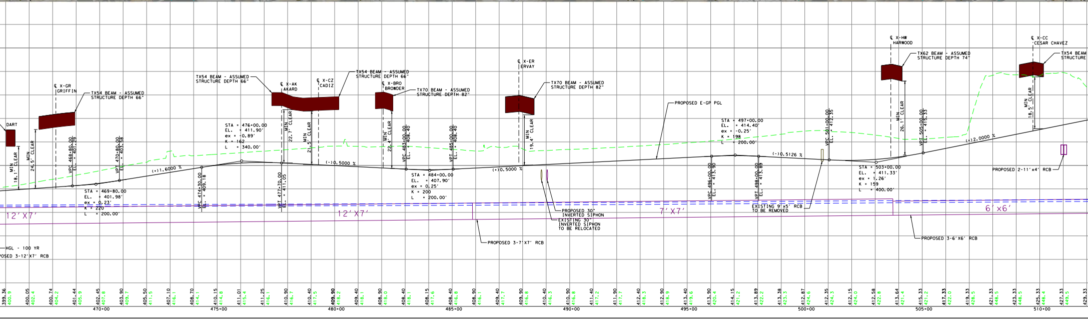
NOTES:

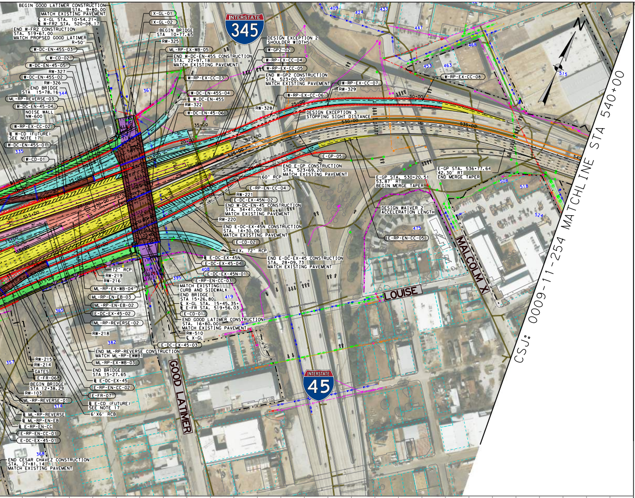
1. BASED ON FIELD SURVEY, AERIAL SURVEY, AND RECORD PLANS. SURVEY DATA COLLECTED BETWEEN 2014 AND 2020.
2. NOISE WALL LOCATIONS ARE PRELIMINARY. ACTUAL LOCATIONS ARE PENDING FURTHER DESIGN AND ANALYSIS.
3. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDESTREETS OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLEMENTED IN FINAL DESIGN.
4. EXISING PAVEMENT/BRIDGE LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
5. 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.
6. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
7. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL FACE (UNLESS NOTED OTHERWISE).
8. DRAINAGE INFORMATION IS SHOWN FOR INFORMATIONAL PURPOSES ONLY. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS. REFER TO DRAINAGE STUDY REPORT FOR MORE INFORMATION REGARDING THE PROPOSED STRUCTURES.
9. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT. LARGE GUIDE SIGNS WILL BE SUBMITTED ON SEPARATE ROLL PLOT.
10. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DALLAS COUNTY APPRAISAL DISTRICT (5/28/20).
11. 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.
12. 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.
13. RAMP CROSS SLOPE TRANSITIONS BETWEEN MAIN LANES AND FRONTAGE ROADS WILL OCCUR OVER A LENGTH OF 50 FT UNLESS STATED OTHERWISE.
14. CROSS STREET CORNER RADII ARE R=25' MIN UNLESS NOTED OTHERWISE.
15. UPRR AND DART COORDINATION IS IN INITIAL STAGES. ALIGNMENTS AND DESIGN ARE SUBJECT TO CHANGE BASED ON DESIGN REVIEW AND AGENCY COORDINATION.
16. SIDEWALK INTERSECTION ADA RAMP LOCATIONS ARE APPROXMATE AND CERTAIN LOCATIONS MAY APPEAR OUTSIDE OF RIGHT OF WAY WHERE MATCHING EXISTING. FINAL LOCATIONS TO BE DETERMINED DURING PS&E DEVELOPMENT.
17. E-CD AND W-CD ARE DESIGNED AS PART OF A FUTURE COLLECTOR DISTRIBUTOR CONFIGURATION BETWEEN THE CESAR CHAVEZ AND 2ND STREET RAMPS. THIS FUTURE INTERIM CONFIGURATION WOULD BE IMPLEMENTED AS PART OF THE IH 30 RECONSTRUCTION EAST OF IH 345/IH 45 AND EXIST UNTIL THE ULTIMATE RECONSTRUCTION OF THE INTERCHANGE IS COMPLETED. AS THESE TWO PROJECTS ARE IN DEVELOPMENT, THIS FUTURE CONFIGURATION IS SUBJECT TO CHANGE.
18. 1 DESIGN DEVIATION, 4 DESIGN EXCEPTIONS, AND 3 DESIGN WAIVERS HAVE BEEN PREPARED FOR THIS PROJECT. DESIGN DEVIATION 1 (DD 1) IS FOR TEXAS HIGHWAY FREIGHT NETWORK VERTICAL CLEARANCE. DESIGN EXCEPTIONS INCLUDE THE RADIUS OF HORIZONTAL CURVE E-RP-EX-GR-08 (DE 1), MAINLANE AND MANAGED LANE SHOULDER WIDTHS AT END OF PROJECT (DE 2), SSD AT REVERSIBLE MANAGED LANES (DE 3), AND VERTICAL CLEARANCE AT CADIZ EXIT RAMP (DE 4). DESIGN WAIVERS INCLUDE LENGTH OF RIGHT AND LEFT TURN LANES (DW 1), ACCELERATION LENGTH FOR RAMP E-RP-EN-CC (DW 2), AND SAG CURVE K VALUES (DW 3).

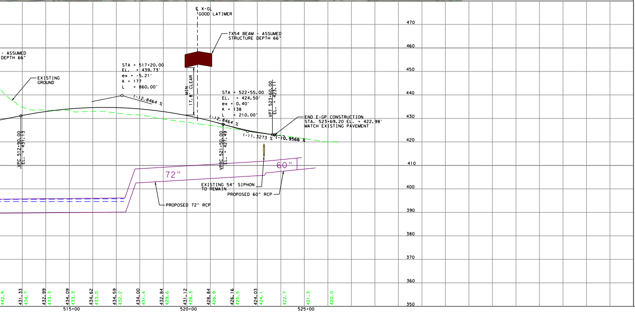

INTERSTATE 35E
LAMAR
HOTEL
UPRR
GRIFFIN
CADIZ
RIVERFRONT BLVD
BEGIN HOTEL CONSTRUCTION STA. 11+80.00 MATCH EXISTING PAVEMENT
BEGIN LAMAR CONSTRUCTION STA. 9+80.00 MATCH EXISTING PAVEMENT
BEGIN GRIFFIN CONSTRUCTION STA. 11+25.00 MATCH EXISTING PAVEMENT
BEGIN DART BRIDGE ℄ E-GP STA 465+80.17 156.73 LT
BEGIN BRIDGE STA. 14+16.01
BEGIN UPRR BRIDGE ℄ E-GP STA. 456+06.24 263.36 LT
RAMP TO COLORADO BLVD/IH 35E SOUTH
BEGIN W-FR CONSTRUCTION STA. 446+63.72 MATCH EXISTING PAVEMENT
RAMP TO IH 35E NORTH
BEGIN W-RP-EN-30W CONSTRUCTION STA. 10+90.00 MATCH EXISTING PAVEMENT
RAMP TO IH 30 WEST
BEGIN W-RP-EN-35S CONSTRUCTION STA. 11+01.00 MATCH EXISTING PAVEMENT
BEGIN W-RP-EX-35E CONSTRUCTION STA. 14+71.02 MATCH EXISTING PAVEMENT
2-12'X7' RCB
RAMP TO IH 35E SOUTH
RAMP FROM IH 30 EAST /IH 35E SOUTH
BEGIN W-GP CONSTRUCTION STA. 446+37.54 MATCH EXISTING PAVEMENT
BEGIN E-RP-EX-CZ CONSTRUCTION STA. 17+37.90 MATCH EXISTING PAVEMENT
BEGIN E-GP CONSTRUCTION STA. 448+79.97 MATCH EXISTING PAVEMENT
BEGIN E-RP-EN-35N CONSTRUCTION STA. 13+11.40 MATCH EXISTING PAVEMENT
4-12'X7' RCB
EX. 17' CIP ARCH
END HOTEL CONSTRUCTION STA. 21+00.00 MATCH EXISTING PAVEMENT
END E-RP-EX-CZ CONSTRUCTION STA. 22+42.00 MATCH EXISTING CADIZ
HOTEL ST SIDEWALKS SHOWN AS REQUESTED BY CITY OF DALLAS. FURTHER COORDINATION AND CONSTRUCTION AGREEMENT REQUIRED.
BEGIN E-RP-EX-GR CONSTRUCTION STA. 10+20.00 MATCH EXISTING PAVEMENT
END UPRR BRIDGE ℄ E-GP STA 456+19.81 154.20 RT
END BRIDGE STA 18+52.46
END LAMAR CONSTRUCTION STA. 17+31.09 MATCH EXISTING PAVEMENT
BEGIN CADIZ CONSTRUCTION STA. 11+39.92 MATCH EXISTING PAVEMENT
END DART BRIDGE ℄ E-GP STA 466+22.73 136.60 RT
END BRIDGE STA. 15+73.75




CANTON
BROWDER
ERVAY
ST. PAUL
CADIZ
CORSICANA
PARK
HARWOOD
CESAR CHAVEZ
PARKWAY
DART
AKARD
GRIFFIN W
GRIFFIN E
BROWDER
PARK
END CANTON CONSTRUCTION STA. 19+82.34 MATCH EXISTING PAVEMENT
BEGIN ERVAY CONSTRUCTION STA. 9+86.37 MATCH EXISTING PAVEMENT
BEGIN CESAR CHAVEZ CONSTRUCTION STA. 8+09.08 MATCH EXISTING PAVEMENT
DALLAS FARMERS MARKET
BEGIN BROWDER CONSTRUCTION STA. 11+00.00 MATCH EXISTING PAVEMENT
BEGIN AKARD CONSTRUCTION STA. 10+16.50 MATCH EXISTING PAVEMENT
MATCH EXISTING CURB AND SIDEWALK
END ST. PAUL CONSTRUCTION STA. 11+37.95 MATCH PROPOSED CADIZ
BEGIN ST. PAUL CONSTRUCTION STA. 10+50.00 MATCH EXISTING PAVEMENT
BEGIN PARK CONSTRUCTION STA. 10+81.88 MATCH EXISTING PAVEMENT
BEGIN HARWOOD CONSTRUCTION STA. 10+20.00 MATCH EXISTING PAVEMENT
END CADIZ CONSTRUCTION STA. 51+09.99 MATCH PROPOSED HARWOOD
END PARK CONSTRUCTION STA. 11+76.40 MATCH PROPOSED CADIZ
BEGIN W-FR2 CONSTRUCTION STA. 502+33.30 MATCH PROPOSED HARWOOD
RELOCATED 30" INVERTED SIPHON
2-7'X7' RCB
2-12'x7' RCB
12'X7' RCB
7'X7' RCB
2-6'X6' RCB
2-11'X4' RCB
ZIPPER BARN
DESIGN EXCEPTION RADIUS
END BROWDER CONSTRUCTION STA. 16+73.29 MATCH EXISTING PAVEMENT
END AKARD CONSTRUCTION STA. 15+16.09 MATCH EXISTING PAVEMENT
END ERVAY CONSTRUCTION STA. 16+95.88 MATCH EXISTING PAVEMENT
END GRIFFIN CONSTRUCTION STA. 21+99.62 MATCH EXISTING PAVEMENT
DALLAS HERITAGE VILLAGE
END HARWOOD CONSTRUCTION STA. 20+33.86 MATCH EXISTING PAVEMENT
BEGIN ML-RP-REVERSE CONSTRUCTION STA. 10+41.02 MATCH PROPOSED CESAR CHAVEZ
EX. 8' HORSESHOE

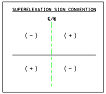

DART
℄ X-GR GRIFFIN
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-AK AKARD
℄ X-CZ CADIZ
℄ X-BRO BROWDER
TX70 BEAM - ASSUMED STRUCTURE DEPTH 82"
℄ X-ER ERVAY
℄ X-HW HARWOOD
TX62 BEAM - ASSUMED STRUCTURE DEPTH 74"
℄ X-CC CESAR CHAVEZ
PROPOSED E-GP PGL
MIN 18.1' CLEAR
MIN 24.5' CLEAR
MIN 22.7' CLEAR
MIN 21.5' CLEAR
MIN 22.4' CLEAR
MIN 19.4' CLEAR
MIN 26.1' CLEAR
MIN 18.5' CLEAR
STA = 469+80.00 EL. = 401.98' ex = 0.23' K = 220 L = 200.00'
STA = 476+00.00 EL. = 411.90' ex = -0.89' K = 162 L = 340.00'
STA = 484+00.00 EL. = 407.90' ex = 0.25' K = 200 L = 200.00'
STA = 497+00.00 EL. = 414.40' ex = -0.25' K = 198 L = 200.00'
STA = 503+00.00 EL. = 411.33' ex = 1.26' K = 159 L = 400.00'
(+)1.6000 %
(-)0.5000 %
(+)0.5000 %
(-)0.5126 %
(+)2.0000 %
12'X7'
7'X7'
6'X6'
PROPOSED 30" INVERTED SIPHON
EXISTING 30" INVERTED SIPHON TO BE RELOCATED
EXISTING 9'X5' RCB TO BE REMOVED
PROPOSED 3-7'X7' RCB
PROPOSED 3-6'X6' RCB
PROPOSED 2-11'X4' RCB
HGL - 100 YR
POSED 3-12'X7' RCB
470+00
475+00
480+00
485+00
490+00
495+00
500+00
505+00
510+00


BEGIN GOOD LATIMER CONSTRUCTION
STA. 9+80.00
MATCH EXISTING PAVEMENT
℄ X-GL STA. 10+54.21=
BL W-FR2 STA. 520+08.17
END W-FR2 CONSTRUCTION
STA. 519+67.00
MATCH PROPSED GOOD LATIMER
R=50'
W-DC-EN-45S-03
W-CD-02
W-DC-EN-45-05
RW-327
W-DC-EN-45S-02
RW-326
END BRIDGE
STA 15+78.16
ML-RP-REVERSE-03
W-DC-EN-45-04
NOISE WALL
NW-600
W-RP-EX-CC-02
BL W-CD (FUTURE)
SEE NOTE 17
W-DC-EN-45S-01
W-CD-01
X-GL-01
X-GL-02
BEGIN BRIDGE
STA 10+77.65
RW-325
ML-RP-EX-WB-05
END W-DC-EN-45S CONSTRUCTION
STA. 22+97.18
MATCH EXISTING PAVEMENT
W-RP-EX-CC-03
W-DC-EN-45S-04
BL W-DC-EN-45S
RW-322
W-DC-EN-45-06
INTERSTATE
345
DESIGN EXCEPTION 2
SHOULDER WIDTHS
W-GP2-02
W-RP-EX-CC-04
W-RP-EX-CC-05
END W-GP2 CONSTRUCTION
STA. 523+00.00
MATCH EXISTING PAVEMENT
W-RP-EX-CC-07
RW-329
W-RP-EX-CC-06
RW-328
DESIGN EXCEPTION 3
STOPPING SIGHT DISTANCE
W-RP-EX-CC-08
25+00
30+00
35+00
20+00
525+00
530+00
535+00
540
515+00
E-GP-05
END E-GP CONSTRUCTION
STA. 523+69.20
MATCH EXISTING PAVEMENT
60" RCP
E-RP-EN-CC-04
RW-221
E-DC-EX-45N-02
END W-DC-EN-45 CONSTRUCTION
STA. 34+41.00
MATCH EXISTING PAVEMENT
RW-220
END E-DC-EX-45N CONSTRUCTION
STA. 14+30.06
MATCH EXISTING PAVEMENT
E-CD-02
EX. 72" RCP
BL E-DC-EX-45N
E-DC-EX-45-04
E-DC-EX-45N-01
END E-DC-EX-45 CONSTRUCTION
STA. 28+09.73
MATCH EXISTING PAVEMENT
E-RP-EN-CC-03
MATCH EXISTING
CURB AND SIDEWALK
END BRIDGE
STA 15+26.80
℄ X-GL STA. 15+45.35=
BL E-FR STA. 519+56.03
E-CD-01
END GOOD LATIMER CONSTRUCTION
STA. 16+80.00
MATCH EXISTING PAVEMENT
RW-510
℄ X-GL
E-DC-EX-45-03
72" RCP
RW-219
RW-216
ML-RP-EX-WB-04
ML-RP-EN-EB-03
ML-RP-EN-EB-02
E-DC-EX-45-02
ML-RP-REVERSE-02
RW-218
END ML-RP-REVERSE CONSTRUCTION
MATCH ML-RP-EWWB1
ML-RP-EX-WB-03
END BRIDGE
STA 15+27.65
BL E-DC-EX-45
E-RP-EN-CC-02
E-FR-07
BL E-CD (FUTURE)
SEE NOTE 17
6'X6' RCB
RW-215
RW-214
GATES
E-FR-06
BEGIN BRIDGE
STA 12+38.29
RW-103
ML-RP-REVERSE-01
BL ML-RP-REVERSE
BL ML-RP-EN-EB
BL E-RP-EN-CC
E-RP-EN-CC-01
E-DC-EX-45-01
END CESAR CHAVEZ CONSTRUCTION
STA. 27+81.14
MATCH EXISTING PAVEMENT
E-GP STA. 530+20.51
53.87' RT
BEGIN MERGE TAPER
E-GP STA. 536+77.64
42.30' RT
END MERGE TAPER
DESIGN WAIVER 2
ACCELERATION LENGTH
E-RP-EN-CC-05
GOOD LATIMER
LOUISE
MALCOLM X
INTERSTATE
45
409
424
433
447
468
453
463
515
361
344
335
508
518
524
475
408
395
419
365
382
357
374
368
CSJ: 0009-11-254 MATCHLINE STA 540+00


℄ X-GL
GOOD LATIMER
- ASSUMED
DEPTH 66"
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
EXISTING
GROUND
STA = 517+20.00
EL. = 439.73'
ex = -5.21'
K = 177
L = 860.00'
(-)2.8464 %
MIN
17.8' CLEAR
STA = 522+55.00
EL. = 424.50'
ex = 0.40'
K = 138
L = 210.00'
(-)2.8464 %
(-)1.3273 %
(-)0.9566 %
VPC 512+90.00
EL. = 431.13
VPRC 521+50.00
EL. = 427.49
VPT 523+60.00
EL. = 423.11
END E-GP CONSTRUCTION
STA. 523+69.20 EL. = 422.98'
MATCH EXISTING PAVEMENT
72"
60"
EXISTING 54" SIPHON
TO REMAIN
PROPOSED 60" RCP
PROPOSED 72" RCP
470
460
450
440
430
420
410
400
390
380
370
360
350
442.9
431.33
434.7
432.99
433.3
434.09
433.3
434.62
433.0
434.59
432.2
434.00
431.4
432.84
429.6
431.12
428.3
428.84
426.9
426.16
425.5
424.03
424.1
422.7
421.3
420.0
515+00
520+00
525+00

CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH	TANGENT	RADIUS
		NORTHING	EASTING		(FT)	(FT)	(FT)
BL E-GP (DESIGN SPEED: 60 MPH)							
E-GP-01	P.C. 446+15.82	6967806.8192	2490032.2088	N 77°23'03.68" E			
	P.I. 447+48.43	6967835.7836	2490161.6221	12°36'45.42" LT	264.16	132.61	1200
	P.C.C. 448+79.97	6967892.3075	2490281.5878	N 64°46'18.25" E			
E-GP-02	P.C.C. 448+79.97	6967892.3075	2490281.5878	N 64°46'18.25" E			
	P.I. 452+00.73	6968029.0213	2490571.7479	20°46'21.82" LT	634.47	320.75	1750
	P.T. 455+14.44	6968259.7567	2490794.5588	N 43°59'56.43" E			
E-GP-03	P.C. 462+18.02	6968765.8769	2491283.2964	N 43°59'56.43" E			
	P.I. 471+42.70	6969431.0509	2491925.6252	36°33'03.83" RT	1786.22	924.69	2800
	P.T. 480+04.24	6969582.8709	2492837.7619	N 80°33'00.26" E			
E-GP-04	P.C. 498+45.85	6969885.2370	2494654.3820	N 80°33'00.26" E			
	P.I. 506+94.96	6970024.6480	2495491.9654	40°12'16.74" LT	1627.95	849.11	2320
	P.T. 514+73.80	6970671.7988	2496041.6718	N 40°20'43.52" E			
E-GP-05	P.C. 524+94.65	6971449.8422	2496702.5618	N 40°20'43.52" E			
	P.I. 525+71.74	6971508.5977	2496752.4702	5°21'00.17" RT	154.07	77.09	1650
	P.T. 526+48.72	6971562.4437	2496807.6395	N 45°41'43.69" E			
BL W-GP (DESIGN SPEED: 60 MPH)							
W-GP-01	P.C. 446+03.69	6967880.0600	2490016.6946	N 78°02'24.59" E			
	P.I. 446+20.62	6967883.5670	2490033.2509	1°21'21.93" LT	33.85	16.92	1430
	P.C.C. 446+37.54	6967887.4649	2490049.7195	N 76°41'02.66" E			
W-GP-02	P.C.C. 446+37.54	6967887.4649	2490049.7195	N 76°41'02.66" E			
	P.I. 451+01.10	6967994.2312	2490500.8127	32°42'08.30" LT	901.81	463.56	1580
	P.T. 455+39.35	6968327.7879	2490822.7196	N 43°58'54.36" E			
W-GP-03	P.C. 461+90.66	6968796.4475	2491275.0107	N 43°58'54.36" E			
	P.I. 471+09.38	6969457.5210	2491912.9955	36°19'50.63" RT	1775.45	918.72	2800
	P.T. 479+66.11	6969612.1177	2492818.6128	N 80°18'44.99" E			
W-GP-04	P.C. 496+49.53	6969895.3935	2494478.0236	N 80°18'44.99" E			
	P.I. 498+19.78	6969924.0421	2494645.8450	8°13'28.19" LT	339.91	170.25	2368
	P.T. 499+89.44	6969976.4032	2494807.8422	N 72°05'16.80" E			
BL W-GP2 (DESIGN SPEED: 60 MPH)							
W-GP2-01	P.C. 496+49.53	6969907.2224	2494476.0043	N 80°18'44.99" E			
	P.I. 503+82.64	6970030.5855	2495198.6573	34°34'07.41" LT	1421.46	733.11	2356
	P.T. 510+70.99	6970542.1976	2495723.7276	N 45°44'37.58" E			
W-GP2-02	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
	P.T. 523+78.07	6971455.3201	2496658.9515	N 44°53'33.54" E			
BL ML-RP-EN-EB (DESIGN SPEED: 60 MPH)							
ML-RP-EN-EB-01	P.C. 10+00.00	6969892.3045	2494694.6497	N 79°32'25.41" E			
	P.I. 17+69.03	6970031.9168	2495450.9052	39°11'41.88" LT	1477.62	769.03	2160
	P.T. 24+77.62	6970618.0405	2495948.7737	N 40°20'43.52" E			
ML-RP-EN-EB-02	P.C. 28+02.33	6970865.5240	2496158.9925	N 40°20'43.52" E			
	P.I. 28+87.08	6970930.1134	2496213.8564	1°49'55.69" LT	169.48	84.75	5300
	P.R.C. 29+71.81	6970996.4240	2496266.6273	N 38°30'47.83" E			
ML-RP-EN-EB-03	P.R.C. 29+71.81	6970996.4240	2496266.6273	N 38°30'47.83" E			
	P.I. 30+73.50	6971075.9934	2496329.9499	3°03'16.48" RT	203.33	101.69	3814
	P.T. 31+75.14	6971152.0756	2496397.4225	N 41°34'04.31" E			
BL ML-RP-EX-WB (DESIGN SPEED: 60 MPH)							
ML-RP-EX-WB-01	P.C. 1+35.96	6969942.5137	2494699.5981	N 76°59'01.32" E			
	P.I. 6+25.88	6970052.8572	2495176.9287	25°19'54.03" LT	963.82	489.92	2180
	P.C.C. 10+99.79	6970356.8202	2495561.1508	N 51°39'07.29" E			
ML-RP-EX-WB-02	P.C.C. 10+99.79	6970356.8202	2495561.1508	N 51°39'07.29" E			
	P.I. 12+31.10	6970438.2941	2495664.1372	6°17'42.36" LT	262.37	131.32	2388
	P.T. 13+62.16	6970530.5691	2495757.5691	N 45°21'24.93" E			
ML-RP-EX-WB-03	P.C. 16+12.85	6970706.7252	2495935.9338	N 45°21'24.93" E			
	P.I. 17+46.92	6970800.9344	2496031.3240	1°23'02.43" RT	268.13	134.07	11100
	P.R.C. 18+80.97	6970892.8120	2496128.9619	N 46°44'27.36" E			
ML-RP-EX-WB-04	P.R.C. 18+80.97	6970892.8120	2496128.9619	N 46°44'27.36" E			
	P.I. 19+39.18	6970932.7030	2496171.3538	0°36'00.61" LT	116.42	58.21	11114
	P.T. 19+97.39	6970973.0359	2496213.3256	N 46°08'26.75" E			
ML-RP-EX-WB-05	P.C. 21+98.48	6971112.3644	2496358.3178	N 46°08'26.75" E			
	P.I. 24+10.57	6971259.3238	2496511.2467	4°34'22.44" LT	423.96	212.09	5312
	P.T. 26+22.44	6971418.0060	2496651.9723	N 41°34'04.31" E			
BL ML-RP-REVERSE (DESIGN SPEED: 40 MPH)							
ML-RP-REVERSE-01	P.C. 11+00.02	6970421.1587	2495727.0769	N 46°37'22.40" E			
	P.I. 12+74.02	6970540.6601	2495853.5472	5°14'36.12" LT	347.75	174	3800
	P.T. 14+47.77	6970671.2191	2495968.5675	N 41°22'46.28" E			
ML-RP-REVERSE-02	P.C. 16+53.20	6970825.3592	2496104.3625	N 41°22'46.28" E			
	P.I. 16+84.65	6970848.9572	2496125.1519	0°41'20.62" RT	62.90	31.45	5230
	P.T. 17+16.10	6970872.3035	2496146.2237	N 42°04'06.91" E			
ML-RP-REVERSE-03	P.C. 18+05.84	6970938.9260	2496206.3554	N 42°04'06.91" E			
	P.I. 18+67.07	6970984.3795	2496247.3806	1°19'25.66" RT	122.45	61.23	5300
	P.T. 19+28.30	6971028.8731	2496289.4449	N 43°23'32.56" E			
BL E-FR (DESIGN SPEED: 30/40 MPH)							
E-FR-01	P.C. 487+81.25	6969552.2761	2493802.9120	N 44°08'43.47" E			
	P.I. 488+73.32	6969618.3446	2493867.0384	36°24'16.79" RT	177.91	92.07	280
	P.T. 489+59.16	6969633.4615	2493957.8609	N 80°33'00.26" E			
E-FR-02	P.C. 492+95.87	6969688.7440	2494289.9991	N 80°33'00.26" E			
	P.I. 493+54.82	6969698.4238	2494348.1550	2°15'05.99" RT	117.90	58.96	3000
	P.T. 494+13.76	6969705.8111	2494406.6464	N 82°48'06.25" E			
E-FR-03	P.C. 497+55.90	6969748.6823	2494746.0896	N 82°48'06.25" E			
	P.I. 498+21.24	6969756.8695	2494810.9136	6°13'59.74" LT	130.55	65.34	1200
	P.C.C. 498+86.45	6969772.0467	2494874.4655	N 76°34'06.51" E			
E-FR-04	P.C.C. 498+86.45	6969772.0467	2494874.4655	N 76°34'06.51" E			
	P.I. 501+81.17	6969840.5036	2495161.1181	14°00'05.17" LT	586.49	294.71	2400
	P.T. 504+72.94	6969976.2812	2495422.6912	N 62°34'01.34" E			
E-FR-05	P.C. 506+93.46	6970077.8739	2495618.4077	N 62°34'01.34" E			
	P.I. 508+36.49	6970143.7723	2495745.3599	13°35'41.45" LT	284.73	143.04	1200
	P.C.C 509+78.19	6970237.6652	2495853.2654	N 48°58'19.89" E			
E-FR-06	P.C.C 509+78.19	6970237.6652	2495853.2654	N 48°58'19.89" E			
	P.I. 511+63.50	6970359.3092	2495993.0637	9°53'54.01" LT	369.70	185.31	2140
	P.R.C. 513+47.89	6970503.1738	2496109.8704	N 39°04'25.88" E			
E-FR-07	P.R.C. 513+47.89	6970503.1738	2496109.8704	N 39°04'25.88" E			
	P.I. 515+07.40	6970627.0091	2496210.4148	6°05'13.96" RT	318.73	159.51	3000
	P.T. 516+66.61	6970739.4842	2496323.5241	N 45°09'39.84" E			
BL W-FR (DESIGN SPEED: 30/40 MPH)							
W-FR-01	P.C. 443+78.45	6968140.7374	2489673.3522	S 80°17'32.04" E			
	P.I. 445+04.65	6968119.4564	2489797.7491	15°54'44.44" LT	250.78	126.20	903
	P.T. 446+29.23	6968133.0964	2489923.2139	N 83°47'43.52" E			
W-FR-02	P.C. 446+63.72	6968136.8237	2489957.4987	N 83°47'43.52" E			
	P.I. 446+85.91	6968139.2222	2489979.5602	2°52'22.08" LT	44.37	22.19	885
	P.C.C. 447+08.09	6968142.7233	2490001.4738	N 80°55'21.43" E			
W-FR-03	P.C.C. 447+08.09	6968142.7233	2490001.4738	N 80°55'21.43" E			
	P.I. 447+67.06	6968152.0265	2490059.7031	13°27'08.18" LT	117.39	58.97	500
	P.T. 448+25.49	6968174.6207	2490114.1705	N 67°28'13.25" E			
W-FR-04	P.C. 450+52.93	6968261.7685	2490324.2563	N 67°28'13.25" E			
	P.I. 450+94.79	6968277.8068	2490362.9195	11°56'52.35" LT	83.41	41.86	400
	P.R.C. 451+36.34	6968301.5017	2490397.4249	N 55°31'20.90" E			
W-FR-05	P.R.C. 451+36.34	6968301.5017	2490397.4249	N 55°31'20.90" E			
	P.I. 451+59.71	6968314.7300	2490416.6883	6°41'12.73" RT	46.68	23.37	400
	P.T. 451+83.03	6968325.6252	2490437.3611	N 62°12'33.64" E			
W-FR-06	P.C. 452+44.44	6968354.2592	2490491.6918	N 62°12'33.64" E			
	P.I. 453+23.70	6968391.2138	2490561.8102	15°03'01.84" LT	157.61	79.26	600
	P.T. 454+02.05	6968445.1085	2490619.9273	N 47°09'31.80" E			
W-FR-07	P.C. 457+64.73	6968691.7188	2490885.8587	N 47°09'31.80" E			
	P.I. 458+86.04	6968774.2078	2490974.8105	2°46'47.08" RT	242.58	121.31	5000
	P.T. 460+07.31	6968852.2859	2491067.6579	N 49°56'18.88" E			
W-FR-08	P.C. 464+01.26	6969105.8382	2491369.1727	N 49°56'18.88" E			
	P.I. 465+81.03	6969221.5378	2491506.7584	6°28'45.01" RT	359.15	179.77	3176
	P.T. 467+60.41	6969320.9731	2491656.5211	N 56°25'03.89" E			
BL W-FRUNDER (DESIGN SPEED: 30/40 MPH)							
W-FRUNDER-01	P.C. 12+24.99	6968266.2868	2490369.6571	N 69°20'49.94" E			
	P.I. 14+34.03	6968340.0145	2490565.2589	23°36'49.27" LT	412.14	209.04	1000
	P.T. 16+37.13	6968485.9205	2490714.9495	N 45°44'00.67" E			
W-FRUNDER-02	P.C. 17+55.11	6968568.2686	2490799.4336	N 45°44'00.67" E			
	P.I. 19+39.32	6968696.8486	2490931.3487	5°33'02.60" RT	368.14	184.21	3800
	P.T. 21+23.24	6968812.0660	2491075.0825	N 51°17'03.27" E			
W-FRUNDER-03	P.C. 25+45.42	6969076.1177	2491404.4872	N 51°17'03.27" E			
	P.I. 26+86.64	6969164.4436	2491514.6738	5°09'24.19" RT	282.25	141.22	3136
	P.T. 28+27.66	6969242.5084	2491632.3531	N 56°26'27.46" E			
W-FRUNDER-04	P.C. 29+92.39	6969333.5710	2491769.6262	N 56°26'27.46" E			
	P.I. 30+80.64	6969382.3532	2491843.1633	29°30'55.48" LT	172.57	88.25	335
	P.R.C. 31+64.97	6969461.0332	2491883.1241	N 26°55'31.98" E			
W-FRUNDER-05	P.R.C. 31+64.97	6969461.0332	2491883.1241	N 26°55'31.98" E			
	P.I. 32+10.33	6969501.4809	2491903.6671	17°46'54.42" RT	90.00	45.37	290
	P.T. 32+54.97	6969533.7227	2491935.5811	N 44°42'26.41" E			

CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH	TANGENT	RADIUS
		NORTHING	EASTING		(FT)	(FT)	(FT)
BL W-FRUNDER CONTINUED (DESIGN SPEED: 30 MPH)							
W-FRUNDER-06	P.C. 36+00.80	6969779.5077	2492178.8680	N 44°42′26.41″ E			
	P.I. 36+37.01	6969805.2458	2492204.3445	12°20′23.33″ LT	72.15	36.21	335
	P.R.C. 36+72.95	6969835.8338	2492223.7319	N 32°22′03.08″ E			
W-FRUNDER-07	P.R.C. 36+72.95	6969835.8338	2492223.7319	N 32°22′03.08″ E			
	P.I. 36+92.59	6969852.4273	2492234.2492	7°45′03.82″ RT	39.23	19.65	290
	P.T. 37+12.18	6969867.4507	2492246.9084	N 40°07′06.90″ E			
BL W-FR2 (DESIGN SPEED: 40 MPH)							
W-FR2-01	P.C. 502+08.55	6970335.9971	2494822.3284	N 72°04′10.59″ E			
	P.I. 502+97.62	6970363.4162	2494907.0660	12°53′48.93″ RT	177.37	89.06	788
	P.R.C. 503+85.93	6970371.2304	2494995.7859	N 84°57′59.52″ E			
W-FR2-02	P.R.C. 503+85.93	6970371.2304	2494995.7859	N 84°57′59.52″ E			
	P.I. 505+49.94	6970385.6206	2495159.1669	24°17′38.90″ LT	323.10	164.01	762
	P.T. 507+09.03	6970465.9548	2495302.1594	N 60°40′20.62″ E			
W-FR2-03	P.C. 509+57.67	6970587.7389	2495518.9313	N 60°40′20.62″ E			
	P.I. 510+54.97	6970635.4012	2495603.7688	14°33′17.44″	193.57	97.31	762
	P.T. 511+51.24	6970702.8542	2495673.9057	N 46°07′03.18″ E			
W-FR2-04	P.C.C. 511+72.40	6970717.5260	2495689.1613	N 46°07′03.18″ E			
	P.I. 515+90.73	6971007.5024	2495990.6762	8°38′11.23″	835.07	418.33	5540
	P.T. 520+07.47	6971339.4675	2496245.2280	N 37°28′51.95″ E			
BL W-RP-EN-30W (DESIGN SPEED: 40 MPH)							
W-RP-EN-30W-01	P.C. 12+45.04	6968125.2983	2490114.4379	N 59°49′20.02″ E			
	P.I. 12+84.13	6968144.9492	2490148.2316	9°12′58.87″ RT	78.02	39.09	485
	P.T. 13+23.05	6968158.9339	2490184.7364	N 69°02′18.88″ E			
W-RP-EN-30W-02	P.C. 15+09.91	6968225.7785	2490359.2238	N 69°02′18.88″ E			
	P.I. 16+66.64	6968281.8477	2490505.5834	23°18′18.21″ LT	309.13	156.73	760
	P.T. 18+19.04	6968391.2460	2490617.8193	N 45°44′00.67″ E			
BL W-RP-EN-35S (DESIGN SPEED: 35 MPH)							
W-RP-EN-35S-01	P.C. 10+00.00	6968143.1846	2490215.1212	N 79°43′27.94″ E			
	P.I. 10+50.01	6968152.1050	2490264.3261	1°54′35.81″ RT	100.00	50.01	3000
	P.R.C. 11+00.00	6968159.3805	2490313.8010	N 81°38′03.75″ E			
W-RP-EN-35S-02	P.R.C. 11+00.00	6968159.3805	2490313.8010	N 81°38′03.75″ E			
	P.I. 11+72.76	6968169.9654	2490385.7807	20°07′28.59″ LT	144.01	72.75	410
	P.C.C. 12+44.01	6968204.6696	2490449.7240	N 61°30′35.15″ E			
W-RP-EN-35S-03	P.C.C. 12+44.01	6968204.6696	2490449.7240	N 61°30′35.15″ E			
	P.I. 13+62.95	6968261.4050	2490554.2600	16°54′46.74″ LT	236.15	118.94	800
	P.T. 14+80.16	6968346.0979	2490637.7692	N 44°35′48.42″ E			
W-RP-EN-35S-04	P.C. 15+76.44	6968414.6529	2490705.3660	N 44°35′48.42″ E			
	P.I. 17+08.62	6968508.7761	2490798.1737	2°51′26.47″ LT	264.31	132.18	5300
	P.R.C. 18+40.75	6968607.4088	2490886.1740	N 41°44′21.95″ E			
W-RP-EN-35S-05	P.R.C. 18+40.75	6968607.4088	2490886.1740	N 41°44′21.95″ E			
	P.I. 20+91.21	6968794.2986	2491052.9176	9°32′41.32″ RT	499.77	250.46	3000
	P.T. 23+40.52	6968950.9519	2491248.3428	N 51°17′03.27″ E			
BL W-RP-EX-CO (DESIGN SPEED: 40 MPH)							
W-RP-EX-CO-01	P.C. 13+03.28	6968605.0907	2490919.0939	N 45°49′15.51″ E			
	P.I. 15+86.32	6968802.3449	2491122.0834	6°06′50.05″ RT	565.55	283.04	5300
	P.T. 18+68.83	6968976.8576	2491344.9270	N 51°56′05.56″ E			
BL W-RP-EX-35E (DESIGN SPEED: 40 MPH)							
W-RP-EX-35E-01	P.C. 10+00.00	6967807.4485	2489939.9096	N 42°05′58.50″ E			
	P.I. 11+83.68	6967943.7386	2490063.0554	23°04′13.99″ RT	362.39	183.68	900
	P.T. 13+62.39	6968020.8723	2490229.7596	N 65°10′12.49″ E			
W-RP-EX-35E-02	P.C. 15+85.11	6968114.3966	2490431.8879	N 65°10′12.49″ E			
	P.I. 17+85.17	6968198.4093	2490613.4596	20°48′04.97″ LT	395.73	200.07	1090
	P.T. 19+80.84	6968341.4273	2490753.3605	N 44°22′07.52″ E			
W-RP-EX-35E-03	P.C. 21+05.34	6968430.4320	2490840.4253	N 44°22′07.52″ E			
	P.I. 24+88.40	6968704.2588	2491108.2839	3°39′23.91″ RT	765.85	383.05	12000
	P.T. 28+71.19	6968960.4448	2491393.0610	N 48°01′31.43″ E			
BL E-RP-EN-35N (DESIGN SPEED: 40 MPH)							
E-RP-EN-35N-01	P.C. 10+00.00	6967549.4886	2490305.2000	N 9°52′32.93″ E			
	P.I. 11+11.78	6967659.6076	2490324.3710	15°20′22.74″ RT	222.21	111.78	830
	P.C.C. 12+22.21	6967760.7321	2490371.9899	N 25°12′55.67″ E			
E-RP-EN-35N-02	P.C.C. 12+22.21	6967760.7321	2490371.9899	N 25°12′55.67″ E			
	P.I. 13+48.61	6967875.0849	2490425.8379	27°50′20.71″	247.80	126.4	510
	P.T. 14+70.01	6967951.0562	2490526.8553	N 53°03′16.38″ E			
E-RP-EN-35N-03	P.C. 17+04.53	6968092.0101	2490714.2785	N 53°03′16.38″ E			
	P.I. 18+42.34	6968174.8461	2490824.4235	11°47′48.44″	274.66	137.82	1334
	P.T. 19+79.19	6968278.4506	2490915.3071	N 41°15′27.95″ E			
BL E-RP-EX-35N-GR (DESIGN SPEED: 35 MPH)							
E-RP-EX-35N-GR-01	P.C. 10+00.00	6967837.6951	2490416.8288	N 35°14′06.00″ E			
	P.I. 11+02.87	6967921.7226	2490476.1806	22°48′31.80″ RT	203.03	102.87	510
	P.T. 12+03.03	6967976.1713	2490563.4652	N 58°02′37.80″ E			
E-RP-EX-35N-GR-02	P.C. 14+03.55	6968082.3042	2490733.6029	N 58°02′37.80″ E			
	P.I. 15+55.21	6968162.5701	2490862.2742	17°14′48.65″ LT	301.01	151.65	1000
	P.T. 17+04.57	6968277.3767	2490961.3620	N 40°47′49.16″ E			
BL E-RP-EX-GR (DESIGN SPEED: 25/35 MPH)							
E-RP-EX-GR-01	P.C. 8+50.00	6967774.0407	2490404.7701	N 56°21′16.18″ E			
	P.I. 9+25.09	6967815.6428	2490467.2784	6°44′45.49″ LT	150.00	75.09	1274
	P.T. 10+00.00	6967864.2995	2490524.4671	N 49°36′30.68″ E			
E-RP-EX-GR-02	P.C. 10+20.00	6967877.2596	2490539.6998	N 49°36′30.68″ E			
	P.I. 11+95.38	6967990.9068	2490673.2750	4°53′55.42″ RT	350.55	175.38	4100
	P.T. 13+70.55	6968092.7322	2490816.0672	N 54°30′26.10″ E			
E-RP-EX-GR-03	P.C. 14+18.26	6968120.4334	2490854.9132	N 54°30′26.10″ E			
	P.I. 14+92.44	6968163.5023	2490915.3098	16°52′39.76″ LT	147.29	74.18	500
	P.T. 15+65.54	6968222.2511	2490960.6008	N 37°37′46.35″ E			
E-RP-EX-GR-04	P.C. 17+23.06	6968346.9974	2491056.7708	N 37°37′46.35″ E			
	P.I. 18+30.16	6968431.8245	2491122.1662	4°05′22.21″ RT	214.13	107.11	3000
	P.C.C 19+37.18	6968511.7721	2491193.4446	N 41°43′08.56″ E			
E-RP-EX-GR-05	P.C.C 19+37.18	6968511.7721	2491193.4446	N 41°43′08.56″ E			
	P.I. 20+43.05	6968590.7971	2491263.9005	2°53′16.74″ RT	211.70	105.87	4200
	P.C.C 21+48.88	6968666.1720	2491338.2484	N 44°36′25.30″ E			
E-RP-EX-GR-06	P.C.C 21+48.88	6968666.1720	2491338.2484	N 44°36′25.30″ E			
	P.I. 23+69.79	6968823.4461	2491493.3798	11°28′05.06″ RT	440.34	220.91	2200
	P.T. 25+89.22	6968946.7368	2491676.6836	N 56°04′30.36″ E			
E-RP-EX-GR-07	P.C. 28+15.44	6969072.9898	2491864.3917	N 56°04′30.36″ E			
	P.I. 29+88.21	6969169.4146	2492007.7523	9°52′28.43″ RT	344.69	172.77	2000
	P.T. 31+60.13	6969239.8258	2492165.5251	N 65°56′58.79″ E			
E-RP-EX-GR-08	P.C. 32+63.02	6969281.7577	2492259.4836	N 65°56′58.79″ E			
	P.I. 50+99.97	6970030.3862	2493936.9630	171°46′47.20″ RT	395.75	1836.95	132 (DE 1)
	P.T. 36+58.77	6969049.6061	2492383.7559	S 57°43′45.99″ W			
BL E-RP-EN-35S (DESIGN SPEED: 40 MPH)							
E-RP-EN-35S-01	P.C. 10+00.00	6968766.7710	2491419.9323	N 47°12′10.58″ E			
	P.I. 11+86.10	6968893.2054	2491556.4830	4°03′36.76″ RT	372.04	186.10	5250
	P.T. 13+72.04	6969009.6539	2491701.6432	N 51°15′47.34″ E			
E-RP-EN-35S-02	P.C. 14+48.53	6969057.5177	2491761.3082	N 51°15′47.34″ E			
	P.I. 16+46.12	6969181.1592	2491915.4348	12°31′43.95″ RT	393.61	197.59	1800
	P.T. 18+42.13	6969268.4215	2492092.7130	N 63°47′31.30″ E			
BL W-RP-EX-GR (DESIGN SPEED: 40 MPH)							
W-RP-EX-GR-01	P.C. 10+00.00	6969379.8557	2491748.8219	N 56°25′03.89″ E			
	P.I. 11+48.46	6969461.9741	2491872.5031	3°12′32.50″ RT	296.84	148.46	5300
	P.T. 12+96.84	6969537.0402	2492000.5872	N 59°37′36.39″ E			
W-RP-EX-GR-02	P.C. 13+28.12	6969552.8551	2492027.5720	N 59°37′36.39″ E			
	P.I. 15+10.98	6969645.3150	2492185.3351	24°05′22.20″ RT	360.32	182.86	857
	P.T. 16+88.44	6969665.3295	2492367.0971	N 83°42′58.59″ E			
W-RP-EX-GR-03	P.C. 22+79.32	6969730.0025	2492954.4276	N 83°42′58.59″ E			
	P.I. 24+36.79	6969747.2385	2493110.9567	3°24′13.60″ LT	314.86	157.48	5300
	P.T. 25+94.18	6969773.7376	2493266.1864	N 80°18′44.99″ E			
BL E-RP-EN-GR (DESIGN SPEED: 30/40 MPH)							
E-RP-EN-GR-01	P.C. 13+19.68	6968988.7747	2492403.5433	N 57°43′45.99″ E			
	P.I. 14+07.77	6969035.8072	2492478.0260	38°06′53.08″ LT	169.63	88.09	255
	P.T. 14+89.31	6969118.7847	2492507.5969	N 19°36′52.91″ E			
E-RP-EN-GR-02	P.C. 16+79.75	6969298.1751	2492571.5268	N 19°36′52.91″ E			
	P.I. 18+03.68	6969414.9056	2492613.1264	56°25′23.72″ RT	227.48	123.92	231
	P.T. 19+07.24	6969444.8052	2492733.3867	N 76°02′16.63″ E			
E-RP-EN-GR-03	P.C. 22+42.52	6969525.7032	2493058.7687	N 76°02′16.63″ E			
	P.I. 23+52.83	6969552.3184	2493165.8186	4°30′43.63″ RT	220.5	110.31	2800
	P.T. 24+63.03	6969570.4296	2493274.6306	N 78°17′38.45″ E			
BL E-RP-EX-CC (DESIGN SPEED: 40 MPH)							
E-RP-EX-CC-01	P.C. 10+00.00	6969720.7468	2494177.7386	N 80°33′00.26″ E			
	P.I. 11+80.17	6969750.3277	2494355.4611	3°53′38.07″ RT	360.20	180.17	5300
	P.T. 13+60.20	6969767.7713	2494534.7821	N 84°26′38.34″ E			
E-RP-EX-CC-02	P.C. 14+43.64	6969775.8503	2494617.8345	N 84°26′38.34″ E			
	P.I. 16+52.40	6969796.0621	2494825.6125	11°55′04.22″ LT	416.01	208.76	2000
	P.T. 18+59.65	6969858.7462	2495024.7379	N 72°31′34.12″ E			
E-RP-EX-CC-03	P.C. 20+58.68	6969918.5071	2495214.5772	N 72°31′34.12″ E			
	P.I. 21+89.37	6969957.7505	2495339.2398	9°57′32.77″ LT	260.73	130.69	1500
	P.T. 23+19.40	6970017.9624	2495455.2370	N 62°34′01.34″ E			
BL W-RP-EN-CC (DESIGN SPEED: 40 MPH)							
W-RP-EN-CC-01	P.C. 10+00.00	6969941.0334	2494246.1944	N 80°40′27.91″ E			
	P.I. 11+90.63	6969971.9233	2494434.3014	7°47′22.11″ LT	380.67	190.63	2800
	P.T. 13+80.67	6970028.0231	2494616.4861	N 72°53′05.80″ E			
W-RP-EN-CC-02	P.C. 14+05.67	6970035.3804	2494640.3791	N 72°53′05.80″ E			
	P.I. 18+43.89	6970164.3473	2495059.2009	26°39′11.53″ LT	860.59	438.23	1850
	P.R.C. 22+66.26	6970467.4889	2495375.6648	N 46°13′54.27″ E			
W-RP-EN-CC-03	P.R.C. 22+66.26	6970467.4889	2495375.6648	N 46°13′54.27″ E			
	P.I. 23+62.47	6970534.0394	2495445.1401	14°01′38.48″ RT	191.45	96.21	782
	P.T. 24+57.71	6970581.7657	2495528.6745	N 60°15′32.75″ E			
BL W-DC-EN-45 (DESIGN SPEED: 40 MPH)							
W-DC-EN-45-01	P.C. 10+00.00	6969986.9902	2494571.6873	N 77°37′22.31″ E			
	P.I. 13+81.05	6970068.6663	2494943.8798	23°54′19.43″ LT	751.01	381.05	1800
	P.T. 17+51.01	6970294.1587	2495251.0467	N 53°43′02.88″ E			
W-DC-EN-45-02	P.C. 19+48.70	6970411.1435	2495410.4040	N 53°43′02.88″ E			
	P.I. 20+69.98	6970482.9121	2495508.1675	6°18′38.32″ LT	242.31	121.28	2200
	P.T. 21+91.01	6970564.9918	2495597.4499	N 47°24′24.55″ E			
W-DC-EN-45-03	P.C. 22+05.44	6970574.7574	2495608.0724	N 47°24′24.55″ E			
	P.I. 24+77.74	6970759.0497	2495808.5367	3°48′54.35″ LT	544.41	272.30	8176
	P.C.C. 27+49.85	6970956.2718	2495996.2944	N 43°35′30.20″ E			
W-DC-EN-45-04	P.C.C. 27+49.85	6970956.2718	2495996.2944	N 43°35′30.20″ E			
	P.I. 28+69.67	6971043.0566	2496078.9146	2°37′29.73″ LT	239.61	119.82	5230
	P.R.C. 29+89.45	6971133.5341	2496157.4734	N 40°58′00.47″ E			
W-DC-EN-45-05	P.R.C. 29+89.45	6971133.5341	2496157.4734	N 40°58′00.47″ E			
	P.I. 30+24.45	6971159.9609	2496180.4190	0°45′24.07″ RT	70.00	35.00	5300
	P.T. 30+59.45	6971186.0823	2496203.7116	N 41°43′24.54″ E			
W-DC-EN-45-06	P.C. 33+27.83	6971386.3944	2496382.3305	N 41°43′24.54″ E			
	P.I. 34+54.10	6971480.6375	2496466.3674	28°20′46.13″ RT	247.37	126.27	500
	P.T. 35+75.20	6971523.6800	2496585.0742	N 70°04′10.67″ E			
BL W-DC-EN-45S (DESIGN SPEED: 40 MPH)							
W-DC-EN-45S-01	P.C. 16+09.14	6971001.2846	2496022.2415	N 43°02′14.24″ E			
	P.I. 16+45.97	6971028.2090	2496047.3817	0°48′32.23″ LT	73.67	36.84	5218
	P.C.C. 16+82.81	6971055.4857	2496072.1392	N 42°13′42.00″ E			
W-DC-EN-45S-02	P.C.C. 16+82.81	6971055.4857	2496072.1392	N 42°13′42.00″ E			
	P.I. 17+75.39	6971124.0358	2496134.3585	3°55′39.07″ LT	185.08	92.58	2700
	P.T. 18+67.89	6971196.6866	2496191.7363	N 38°18′02.94″ E			
W-DC-EN-45S-03	P.C. 18+97.69	6971220.0717	2496210.2053	N 38°18′02.94″ E			
	P.I. 20+07.63	6971306.3526	2496278.3479	12°32′53.95″ LT	219.01	109.94	1000
	P.C.C. 21+16.70	6971405.3774	2496326.1171	N 25°45′08.99″ E			
W-DC-EN-45S-04	P.C.C. 21+16.70	6971405.3774	2496326.1171	N 25°45′08.99″ E			
	P.I. 22+07.93	6971487.5520	2496365.7578	20°40′56.12″ LT	180.49	91.24	500
	P.T. 22+97.18	6971578.4312	2496373.8210	N 5°04′12.87″ E			
BL W-CD (DESIGN SPEED: 40 MPH)							
W-CD-01	P.C. 10+00.00	6970929.0692	2496051.9951	N 45°44′37.58″ E			
	P.I. 10+91.49	6970992.9193	2496117.5249	3°29′37.32″ LT	182.93	91.49	3000
	P.R.C. 11+82.93	6971060.6442	2496179.0419	N 42°15′00.26″ E			
W-CD-02	P.R.C. 11+82.93	6971060.6442	2496179.0419	N 42°15′00.26″ E			
	P.I. 12+92.47	6971141.7288	2496252.6942	2°22′05.04″ RT	219.05	109.54	5300
	P.T. 14+01.98	6971219.7009	2496329.6338	N 44°37′05.31″ E			
BL E-DC-EX-45 (DESIGN SPEED: 40 MPH)							
E-DC-EX-45-01	P.C. 10+35.57	6970051.7277	2495403.8780	N 67°45′40.41″ E			
	P.I. 14+38.81	6970204.3427	2495777.1276	25°15′15.87″ LT	793.39	403.25	1800
	P.T. 18+28.96	6970501.6138	2496049.5914	N 42°30′24.55″ E			
E-DC-EX-45-02	P.C. 21+25.61	6970720.3095	2496250.0371	N 42°30′24.55″ E			
	P.I. 21+46.47	6970735.6832	2496264.1279	0°35′50.73″ RT	41.71	20.85	4000
	P.T. 21+67.32	6970750.9092	2496278.3782	N 43°06′15.28″ E			
E-DC-EX-45-03	P.C. 23+03.13	6970850.0667	2496371.1819	N 43°06′15.28″ E			
	P.I. 24+13.90	6970930.9406	2496446.8736	14°01′58.80″ RT	220.43	110.77	900
	P.C.C. 25+23.56	6970991.0471	2496539.9167	N 57°08′14.08″ E			
E-DC-EX-45-04	P.C.C. 25+23.56	6970991.0471	2496539.9167	N 57°08′14.08″ E			
	P.I. 26+71.45	6971071.2936	2496664.1358	35°38′38.38″ RT	286.17	147.88	460
	P.T. 28+09.73	6971064.1178	2496811.8463	S 87°13′07.54″ E			
BL E-RP-EN-CC (DESIGN SPEED: 40 MPH)							
E-RP-EN-CC-01	P.C. 10+00.00	6970265.5968	2495869.7923	N 48°08′36.91″ E			
	P.I. 11+28.74	6970351.4983	2495965.6777	18°44′38.37″ LT	255.17	128.74	780
	P.T. 12+55.17	6970463.6558	2496028.8742	N 29°23′58.54″ E			
E-RP-EN-CC-02	P.C. 13+86.14	6970577.7542	2496093.1643	N 29°23′58.54″ E			
	P.I. 14+66.35	6970647.6344	2496132.5390	13°15′40.66″ RT	159.70	80.21	690
	P.T. 15+45.84	6970706.6188	2496186.8938	N 42°39′39.20″ E			
E-RP-EN-CC-03	P.C. 17+42.76	6970851.4322	2496320.3409	N 42°39′39.20″ E			
	P.I. 20+15.68	6971052.1279	2496505.2840	5°56′24.93″ LT	545.34	272.92	5260
	P.T. 22+88.10	6971270.8859	2496668.4637	N 36°43′14.27″ E			
E-RP-EN-CC-04	P.C. 23+30.72	6971305.0414	2496693.9416	N 36°43′14.27″ E			
	P.I. 23+90.29	6971352.7908	2496729.5597	6°49′05.63″ RT	119.00	59.57	1000
	P.T. 24+49.72	6971395.9740	2496770.5947	N 43°32′19.90″ E			
E-RP-EN-CC-05	P.C. 27+66.52	6971625.6295	2496988.8258	N 43°32′19.90″ E			
	P.I. 28+58.70	6971692.4461	2497052.3186	12°22′39.95″ RT	183.63	92.17	850
	P.T. 29+50.15	6971744.0995	2497128.6581	N 55°54′59.85″ E			
BL W-RP-EX-CC (DESIGN SPEED: 40 MPH)							
W-RP-EX-CC-01	P.C. 9+43.11	6970714.7459	2495700.6916	N 46°03′05.94″ E			
	P.I. 10+27.77	6970773.5011	2495761.6442	9°13′10.05″	168.96	84.66	1050
	P.T. 11+12.06	6970821.7316	2495831.2230	N 55°16′15.99″ E			
W-RP-EX-CC-02	P.C. 13+02.48	6970930.2087	2495987.7151	N 55°16′15.99″ E			
	P.I. 13+85.75	6970977.6493	2496056.1543	10°34′21.55″ LT	166.07	83.27	900
	P.T. 14+68.55	6971036.8419	2496114.7271	N 44°41′54.44″ E			
W-RP-EX-CC-03	P.C. 18+51.10	6971308.7671	2496383.8050	N 44°41′54.44″ E			
	P.I. 19+29.96	6971364.8224	2496439.2733	8°35′24.95″ RT	157.42	78.86	1050
	P.R.C. 20+08.53	6971411.9637	2496502.4922	N 53°17′19.39″ E			
W-RP-EX-CC-04	P.R.C. 20+08.53	6971411.9637	2496502.4922	N 53°17′19.39″ E			
	P.I. 20+88.13	6971459.5474	2496566.3044	8°40′14.09″ LT	158.90	79.60	1050
	P.C.C. 21+67.42	6971516.2072	2496622.2140	N 44°37′05.30″ E			
W-RP-EX-CC-05	P.C.C. 21+67.42	6971516.2072	2496622.2140	N 44°37′05.30″ E			
	P.I. 22+28.13	6971559.4205	2496664.8551	3°51′48.33″ LT	121.37	60.71	1800
	P.R.C.. 22+88.80	6971605.4086	2496704.4876	N 40°45′16.97″ E			
W-RP-EX-CC-06	P.R.C.. 22+88.80	6971605.4086	2496704.4876	N 40°45′16.97″ E			
	P.I. 23+65.60	6971663.5899	2496754.6281	5°28′58.46″ RT	153.49	76.81	1604
	P.C.C. 24+42.29	6971716.7141	2496810.0984	N 46°14′15.43″ E			
W-RP-EX-CC-07	P.C.C. 24+42.29	6971716.7141	2496810.0984	N 46°14′15.43″ E			
	P.I. 25+91.87	6971820.1723	2496918.1255	18°52′20.29″ RT	296.45	149.58	900
	P.T. 27+38.74	6971883.1263	2497053.8098	N 65°06′35.72″ E			
W-RP-EX-CC-08	P.C. 29+76.58	6971983.2293	2497269.5611	N 65°06′35.72″ E			
	P.I. 31+04.80	6972037.1922	2497385.8669	17°09′20.74″ RT	254.51	128.21	850
	P.T. 32+31.09	6972054.4473	2497512.9153	N 82°15′56.46″ E			
BL E-CD (DESIGN SPEED: 40 MPH)							
E-CD-01	P.C. 13+77.45	6970806.9837	2496243.7074	N 43°48′20.88″ E			
	P.I. 15+35.43	6970920.9970	2496353.0643	3°27′37.36″ LT	315.87	157.98	5230
	P.T. 16+93.31	6971041.4030	2496455.3402	N 40°20′43.52″ E			
E-CD-02	P.C. 18+00.46	6971123.0706	2496524.7108	N 40°20′43.52″ E			
	P.I. 18+66.13	6971173.1205	2496567.2245	1°59′45.04″ RT	131.32	65.67	3770
	P.T. 19+31.79	6971221.6593	2496611.4554	N 42°20′28.56″ E			
BL E-DC-EX-45N (DESIGN SPEED: 40 MPH)							
E-DC-EX-45N-01	P.C. 10+00.00	6970850.6986	2496358.0768	N 43°06′15.28″ E			
	P.I. 11+66.30	6970972.1130	2496471.7113	3°35′05.45″ LT	332.48	166.30	5314
	P.T. 13+32.48	6971100.3951	2496577.5318	N 39°31′09.84″ E			
E-DC-EX-45N-02	P.C. 14+30.23	6971175.7973	2496639.7315	N 39°31′09.84″ E			
	P.I. 16+01.85	6971308.1907	2496748.9435	28°19′48.49″ LT	336.23	171.63	680
	P.T. 17+66.46	6971476.5537	2496782.2475	N 11°11′21.35″ E			
BL E-RP-EX-CZ (DESIGN SPEED: 35 MPH)							
E-RP-EX-CZ-01	P.C. 12+64.74	6967558.1874	2489508.1397	S 83°10′36.96″ E			
	P.I. 14+22.78	6967539.4119	2489665.0585	11°16′55.38″ RT	315.05	158.04	1600
	P.T. 15+79.80	6967490.2998	2489815.2718	S 71°53′41.58″ E			
E-RP-EX-CZ-02	P.C. 18+24.77	6967414.1708	2490048.1183	S 71°53′41.58″ E			
	P.I. 19+40.33	6967378.2600	2490157.9543	26°01′36.64″ RT	227.13	115.56	500
	P.T. 20+51.90	6967297.7958	2490240.8943	S 45°52′04.94″ E			


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-GP	448+79.97	5.6	449+00.00	5.8
	453+82.00	5.8	457+14.00	-2.5
	460+27.00	-2.5	462+51.00	-4.6
	479+54.00	-4.6	482+90.00	-2.5
	490+63.00	-2.5	499+83.00	5.2
	513+95.00	5.2	519+21.00	-2.5
	523+69.20	-2.5	523+69.20	-2.5
W-GP	453+57.00	6.0	458+13.00	-2.5
	460+07.00	-2.5	462+23.00	-4.6
	477+68.00	-4.6	490+93.00	2.5
	492+82.00	2.5	497+14.00	5.2
W-GP2	510+28.00	5.2	513+16.00	2.5
	521+64.00	2.5	523+00.00	0.8
ML-RP-REVERSE	10+44.00	0.2	11+30.43	2.0
	14+18.66	2.0	16+12.73	-2.0
	16+59.79	-2.0	16+66.98	-1.7
ML-RP-EX-WB	10+99.79	5.2	11+06.01	5.0
	13+27.16	5.0	15+60.49	-2.5
	17+46.36	-2.5	22+78.27	3.0
	24+51.33	3.0	25+46.57	-2.5
ML-RP-EN-EB	25+81.72	4.0	27+68.00	-2.0
	27+76.00	-2.0	28+03.16	-1.1
E-RP-EN-35N	14+31.00	-6.0	17+47.00	4.2
	19+62.00	4.2	21+69.00	-2.5
E-RP-EX-35N-GR	15+78.15	4.2	16+65.31	1.8
E-RP-EX-GR	10+20.00	4.4	11+00.00	2.0
	12+78.00	2.0	14+34.00	6.0
	14+50.00	6.0	16+82.00	-2.0
	16+89.00	-2.0	17+26.00	-2.6
	19+34.00	-2.6	19+71.00	-2.0
	20+81.00	-2.0	21+57.00	-3.2
	25+76.00	-3.2	26+43.00	-4.0
	27+93.00	-4.0	28+17.00	-3.4
	31+98.00	-3.4	32+70.00	-5.6
	36+48.00	-5.6	37+64.00	-2.0
E-RP-EN-35S	13+91.88	-4.0	14+29.93	-4.6
E-RP-EN-GR	11+23.00	-2.0	13+41.00	6.0
	14+21.00	6.0	17+48.00	-6.0
	18+91.00	-6.0	19+76.00	-2.0
	20+50.00	-2.0	21+24.65	-3.7
E-RP-EX-CC	15+26.54	4.3	15+48.00	3.4
	18+33.00	3.4	19+64.00	-2.0
	20+44.00	-2.0	20+48.61	-2.2
E-DC-EX-45	11+37.33	5.0	11+80.78	3.6
	18+19.03	3.6	18+68.68	2.0
	20+26.30	2.0	21+50.44	-2.0
	22+23.68	-2.0	23+22.99	-5.2
	25+21.15	-5.2	25+25.97	-5.0
	27+88.00	-5.0	28+09.73	-6.0
E-RP-EN-CC	12+62.47	-2.2	12+66.46	-2.0
	13+16.62	-2.0	14+03.52	-5.6
	15+28.46	-5.6	16+15.36	-2.0
	22+76.65	-2.0	23+44.24	-4.8
	24+36.20	-4.8	25+03.79	-2.0
	27+26.50	-2.0	27+86.84	-4.5
E-CD (FUTURE)	16+93.31	-2.5	17+05.38	-2.0
E-DC-EX-45N	12+23.27	-4.2	12+72.56	-2.0
	12+96.39	-2.0	14+30.23	3.9
E-RP-EX-CZ	20+32.00	-6.0	21+29.00	-2.0
W-RP-EX-35E	15+08.00	5.0	15+18.00	4.8
	19+52.00	4.8	22+47.00	-2.3
W-RP-EX-CO	12+73.27	2.0	13+86.83	-2.0
W-RP-EN-35S	11+18.31	3.9	12+16.00	6.0
	12+16.00	6.0	12+72.00	4.6
	14+71.00	4.6	15+71.00	2.0
W-RP-EN-30W	10+90.00	2.0	12+84.00	-6.0
	12+84.00	-6.0	15+58.00	5.4
	15+58.00	5.4	16+37.88	2.0
W-RP-EX-GR	11+22.38	2.1	11+24.24	2.0
	11+27.00	2.0	13+50.00	-5.2
	16+76.00	-5.2	18+08.00	-2.0
	18+62.00	-2.0	19+70.17	-4.6
W-RP-EN-CC	13+49.83	5.2	14+12.86	3.6
	22+33.38	3.6	22+53.68	2.8
W-RP-EX-CC	11+52.26	1.8	11+57.00	2.0
	12+40.69	2.0	13+17.93	5.2
	14+53.10	5.2	15+30.34	2.0
	17+19.79	2.0	18+83.93	-4.8
	18+92.67	-4.8	21+24.39	4.8
	21+52.94	4.8	21+81.90	3.6
	21+99.49	3.6	23+78.11	-3.8
	24+25.39	-3.8	24+59.19	-5.2
	30+94.03	-5.2	31+13.34	-4.4
W-DC-EN-45	15+77.46	5.3	16+29.03	3.6
	17+41.08	3.6	17+90.73	2.0
	19+18.91	2.0	19+56.15	3.2
	21+83.56	3.2	22+20.80	2.0
	31+29.21	2.0	33+77.49	-6.0
W-DC-EN-45S	19+78.16	1.2	20+65.96	4.8
	21+02.22	4.8	21+31.18	6.0
W-CD (FUTURE)	13+15.22	2.4	13+25.89	2.0
	13+72.00	2.0	15+02.68	-3.4
W-FRUNDER	24+00.00	2.0	24+85.00	-2.0
	35+32.00	-2.0	36+18.00	2.0
X-CZ	15+00.00	2.0′ LT	17+20.00	-4.0′ LT
	19+50.00	-4.0′ LT	22+20.00	2.0 LT
	29+00.00	2.0 LT	30+50.00	-2.0′ LT
	32+00.00	-2.0 LT	33+50.00	2.0 LT

PROPERTY OWNERS

MAP ID	OWNER	PROPERTY ADDRESS
1	DALLAS CITY OF	600 E R L THORNTON FWY
2	DALLAS CITY OF	500 MEMORIAL DR
3	DALLAS CITY OF	600 E R L THORNTON FWY
4	DALLAS CITY OF	900 S LAMAR ST
5	CCH LAMAR PARTNERS I LP	840 S LAMAR ST
6	DALLAS AREA RAPID TRANSIT	403 REUNION BLVD
7	DART	555 2ND AVE
8	DALLAS TERM RY & UN DEPOT	905 S LAMAR ST
9	CCH LAMAR PARTNERS I LP	855 S GRIFFIN ST
10	PRASIFKA J A	969 TERMINAL ST
11	EDDIE DEEN'S RANCH/944 SOUTH LAMAR ASSOCIATE	944 S LAMAR ST
12	DALLAS CITY OF	1103 CANTON ST
13	944 SOUTH LAMAR	605 S GRIFFIN ST
14	LADDS ZELVA WARNER	967 S LAMAR ST
15	CCH LAMAR PARTNERS I LP	971 S LAMAR ST
16	LIM SCOTT	969 S LAMAR ST
17	DALLAS CITY OF	1100 CANTON ST
21	DALLAS CITY OF	1122 CANTON ST
27	ANDERSON BARRY	904 CADIZ ST
30	DALLAS CITY OF	1225 CANTON ST
32	MLW HOLDINGS LTD	908 CADIZ ST
33	DALLAS MISSION FOR LIFE	1100 CADIZ ST
34	B H DALLAS PORTFOLIO LLC	1010 CADIZ ST
35	DALLAS CITY OF	1202 S AKARD ST
38	YELED VENTURE LTD	811 S AKARD ST
39	MOREY THOMAS J	1075 W GRIFFIN ST
40	CENTRAL PARKING SYSTEM INC	800 S AKARD ST
41	CANTON CADIZ PHASE I LLC	808 S AKARD ST
42	DE DIEGO ARMANDO	1201 W GRIFFIN ST
44	DALLAS CITY OF	816 S AKARD ST
51	TEOF HOTEL LP	1011 S AKARD ST
53	UNIVERSAL CHURCH INC	907 BROWDER ST
55	FAULKNER INV CO LTD	1000 S AKARD ST
57	UNIVERSAL CHURCH INC	1508 CADIZ ST
58	M A FAMILY INVESTMENTS LTD	1018 S AKARD ST
109	UNIVERSAL CHURCH INC	910 BROWDER ST
111	VOGEL ALCOVE	1407 N GRIFFIN ST
112	TIME WARNER CABLE DALLAS	1413 N GRIFFIN ST
113	ALL SAINTS CHURCH DALLAS	901 S ERVAY ST
114	TIME WARNER CABLE TEXAS LLC	1423 W GRIFFIN ST
123	DALLAS ISD	912 S ERVAY ST
124	DART	555 2ND AVE
129	T HOWARD & ASSOCIATES ARCHITECTS INC	1506 N GRIFFIN ST
131	MILLET THE PRINTER INC	1000 S ERVAY ST
138	BOWDON FAMILY FOUNDATION THE	1201 S ERVAY ST
139	BAKER JAY E II	1219 S ERVAY ST
141	DALLAS CITY OF	1818 CORSICANA ST
142	AMBASSADOR HOTEL PARTNERS LP	1342 S ERVAY ST
143	AMBASSADOR HOTEL PARTNERS LP	1312 S ERVAY ST
149	30 HARWOOD LTD	1900 ST LOUIS ST
204	DALLAS CITY OF	1515 S HARWOOD ST
209	FM PARK LLC	1111 S PEARL EXPY
210	FM PARK LLC	1210 S HARWOOD ST
258	DALLAS CITY OF, ETC.	1014 S PEARL EXPY
259	NORTH TEXAS FOOD BANK	1010 S PEARL ST
266	FM FUTSAL LTD	1010 S PEARL EXPY
314	BRIO CONSULTING LLC	1110 S CESAR CHAVEZ BLVD
323	TOMAINO PPTIES LP	1550 S HARWOOD ST
330	PRICE HARRY & SONS INC	1601 S PEARL EXPY
332	PRICE HARRY H & SONS INC	1608 S HARWOOD ST
334	KJM 5X5 PROPERTY HOLDINGS LLC	1605 S PEARL EXPY
335	PURE MARKET APTS LLC	835 S GOOD LATIMER EXPY
336	KJM 5X5 PROPERTY HOLDINGS LLC	1609 S PEARL EXPY
344	PSTX 717 S GOOD LATIMER EXPY LLC	717 S GOOD LATIMER EXPY
346	PRICE HARRY H & SO INC	1705 S PEARL EXPY
349	ST LOUIS S W RAILWAY CO	4401 LINFIELD RD
350	UNION PACIFIC RR CO	9999 NO NAME ST
351	HARRY H PRICE & SON INC	1709 S PEARL EXPY
352	ROSIE APARTMENTS LTD	1715 S PEARL EXPY
354	ROSIE APARTMENTS LTD	1721 S PEARL EXPY
357	CEDAR EAST PHASE 1 LLC	1600 S CESAR CHAVEZ BLVD
361	RP WENTWORTH LLC	802 S GOOD LATIMER EXPY
365	1889 ACQUISITIONS LLC	2424 E R L THORNTON FWY
368	OURCALLING INC	1702 S CESAR CHAVEZ BLVD
374	DART	401 S BUCKNER BLVD
382	BRIDGFORD FOODS CORP	1601 S GOOD LATIMER EXPY
395	BENANTI PETER	1526 S GOOD LATIMER EXPY
408	A LITTLE GOOD LLC	2700 E R L THORNTON FWY
409	DEEP ELLUM BREWING COMPANY LLC	2805 ST LOUIS ST
419	BRIDGFORD DISTRIBUTING CO	2525 LOUISE AVE
424	DEEP ELLUM BREWING COMPANY LLC	2821 ST LOUIS ST
433	DEEP ELLUM BREWING COMPANY LLC	2821 ST LOUIS ST
447	SL4 DEEP ELLUM LP	2903 ST LOUIS ST
453	PATRICK REALTY CORP	530 S HALL ST
463	PETER NEELY COMPANY LLC	528 S HALL ST
468	DEEP ELLUM HALL LLC, ETC.	514 S HALL ST
475	CENTRAL DALLAS COMMUNITY	1625 S MALCOLM X BLVD
508	SU LEE	1601 JEFFRIES ST
515	STILLWATERDEEP ELLUM LLC	400 S HALL ST
518	BARTZ ARTHUR G SUPPLEMENTAL NEEDS TRUST	1515 JEFFRIES ST
524	LITERACY INSTRUCTION FOR TEXAS	1610 S MALCOLM X BLVD
568	DALLAS CITY OF	3131 DAWSON ST
599	DART	555 2ND AVE

RETAINING WALL

POINT	ALIGNMENT	WALL BEGIN	WALL END
RW-200	E-RP-EX-GR	STA 10+00, 35' LT	STA 12+84, 29' LT
RW-201	E-RP-EX-GR	STA 12+20, 9' RT	STA 13+50, 9' RT
RW-202	E-RP-EX-GR	STA 14+45, 9' RT	STA 15+10, 9' RT
RW-203	E-RP-EX-GR	STA 16+55,14' RT	STA 20+20, 15' RT
RW-204	E-RP-EX-GR	STA 21+18, 41' LT	STA 23+56, 46' LT
RW-204A	E-RP-EX-GR	STA 32+95, 57' RT	STA 34+20, 20' RT
RW-204B	X-CZ	STA 14+10, 34' LT	STA 16+10, 34' LT
RW-205	E-RP-EN-GR	STA 10+85, 8' RT	STA 18+25, 26' RT
RW-206	E-RP-EN-GR	STA 19+25, 20.5' RT	STA 22+70, 10' RT
RW-207	E-FR	STA 488+14, 27' LT	STA 493+61, 27' LT
RW-208	E-FR	STA 488+08, 13' RT	STA 490+70, 13' RT
RW-209	E-FR	STA 488+28, 3' RT	STA 502+80, 6' RT
RW-210	E-FR	STA 491+40, 13.5' RT	STA 492+90, 13.5' RT
RW-210A	E-FR	STA 497+51, 13.5' RT	STA 498+52, 15' RT
RW-211	E-FR	STA 503+63, 5' RT	STA 507+07, 4' RT
RW-212	E-FR	STA 503+45, 48' LT	STA 508+42, 52' LT
RW-213	E-FR	STA 509+45, 50' LT	STA 511+45, 40' LT

RETAINING WALL

POINT	ALIGNMENT	WALL BEGIN	WALL END
RW-214	E-FR	STA 509+95, 14' RT	STA 513+55, 14' RT
RW-215	E-FR	STA 512+74, 27' LT	STA 518+95, 24' LT
RW-216	E-FR	STA 516+40, 13' RT	STA 517+60, 13' RT
RW-217	E-RP-EX-CC	STA 14+36, 9' RT	STA 16+40, 9' RT
RW-218	E-RP-EN-CC	STA 15+30, 16' LT	STA 17+80, 16' LT
RW-219	E-RP-EN-CC	STA 15+30, 7' RT	STA 19+80, 7' RT
RW-220	E-RP-EN-CC	STA 20+40, 10' RT	STA 28+52, 36' RT
RW-221	E-RP-EN-CC	STA 20+59, 41' LT	STA 27+30, 17' LT
RW-100	E-GP	STA 466+35, 10' LT	STA 477+20, 10' LT
RW-101	E-GP	STA 483+14, 98' RT	STA 487+93, 97' RT
RW-102	E-GP	STA 489+17, 100' RT	STA 489+64, 146' RT
RW-103	E-GP	STA 511+89, 59' RT	STA 515+78, 66' RT
RW-300	W-GP	STA 483+54, 97' LT	STA 486+03, 97' LT
RW-301	W-GP	STA 487+25, 96' LT	STA 497+83, 110' LT
RW-302	W-GP2	STA 511+00, 59' LT	STA 517+40, 59' LT
RW-303	W-FR	STA 446+65, 16' RT	STA 450+37, 34' RT
RW-304	W-FR	STA 448+35, 3.5' LT	STA 452+65, 13' LT

RETAINING WALL

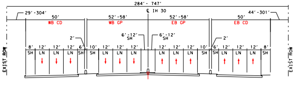
POINT	ALIGNMENT	WALL BEGIN	WALL END
RW-305	W-FR	STA 453+61, 11' LT	STA 454+10, 11' LT
RW-306	W-FR	STA 455+55, 3.5' LT	STA 459+04, 3.5' LT
RW-308	W-FR	STA 460+64, 24' RT	STA 464+74, 30' RT
RW-308A	W-FR	STA 465+13, 30' RT	STA 465+47, 34' RT
RW-309	X-CN	STA 10+82, 27' RT	STA 12+99, 27' RT
RW-310	W-RP-EN-35S	STA 11+00, 9' LT	STA 12+40, 9' LT
RW-311	W-RP-EX-35E	STA 14+51, 7' RT	STA 18+55, 5' RT
RW-312	W-FRUNDER	STA 18+25, 8' LT	STA 21+40, 8' LT
RW-313	W-FRUNDER	STA 28+66, 10' LT	STA 30+71, 12' LT
RW-314	W-FRUNDER	STA 28+78, 20' RT	STA 30+60, 23' RT
RW-315	W-FRUNDER	STA 31+72, 8' LT	STA 36+10, 4' LT
RW-316	W-FRUNDER	STA 32+52, 23' RT	STA 36+70, 23' RT
RW-317	W-RP-EX-GR	STA 13+40, 8' LT	STA 17+50, 12' LT
RW-318	W-RP-EX-GR	STA 11+68, 29' RT	STA 15+90, 34' RT
RW-319	W-RP-EX-GR	STA 19+10, 13' LT	STA 21+35, 8' LT
RW-320	W-RP-EN-CC	STA 13+50, 9' LT	STA 17+30, 10' LT
RW-321	W-RP-EN-CC	STA 15+50, 19' RT	STA 23+30, 19' RT

RETAINING WALL

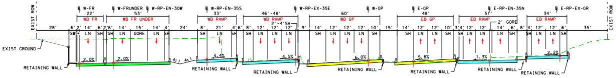
POINT	ALIGNMENT	WALL BEGIN	WALL END
RW-322	W-DC-EN-45	STA 32+16, 29' RT	STA 34+41, 29' RT
RW-323	W-FR2	STA 509+78, 30' RT	STA 512+41, 30' RT
RW-324	W-FR2	STA 514+15, 27' RT	STA 519+20, 27' RT
RW-325	W-DC-EN-45S	STA 20+70, 17' LT	STA 22+00, 70' LT
RW-326	W-RP-EX-CC	STA 15+75, 7' LT	STA 17+41, 7' LT
RW-327	W-RP-EX-CC	STA 15+75, 17' RT	STA 17+45, 17' RT
RW-328	W-RP-EX-CC	STA 20+00, 8' LT	STA 32+90, 8' LT
RW-329	W-RP-EX-CC	STA 20+80, 22' RT	STA 31+13, 18' RT
RW-333	W-FR2	STA 513+40, 9.5' LT	STA 515+20, 9.5' LT
RW-400	ML-RP-REVERSE	STA 10+86, 50' LT	STA 14+80, 31' LT
RW-401	ML-RP-REVERSE	STA 11+00, 7' RT	STA 15+00, 7' RT
RW-500	X-LA	STA 10+70, 39.5' RT	STA 11+54, 39.5' RT
RW-501	X-LA	STA 15+71, 50.5' RT	STA 16+50, 39' RT
RW-502	X-LA	STA 15+80, 45' LT	STA 16+00, 44' LT

RETAINING WALL

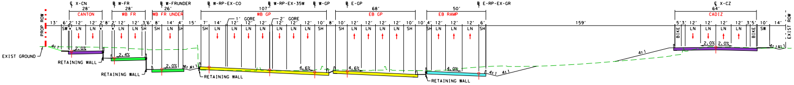
POINT	ALIGNMENT	WALL BEGIN	WALL END
RW-503	X-CN2	STA 10+33, 46.0' LT	STA 12+33, 16.5' LT
RW-505	X-HW	STA 18+45, 32' RT	STA 19+12, 30' RT
RW-506	X-CC	STA 8+50, 53' LT	STA 9+00, 51' LT
RW-507	X-CC	STA 10+33, 54' LT	STA 12+50, 38.5' LT
RW-508	X-CC	STA 10+41, 38.5' RT	STA 11+50, 38.5' RT
RW-509	X-CC	STA 18+60, 59.5' RT	STA 18+95, 59.5' RT
RW-510	X-GL	STA 15+87, 42.5' LT	STA 16+00, 42.5' LT
NW-600	W-FR2	STA 516+97, 9.5' LT	STA 519+40, 9.5' LT


284' - 747'
℄ IH 30
29' -304'
44' -301'
50'
WB CD
52'-58'
WB GP
52'-58'
EB GP
50'
EB CD
6'-12' SH
SH
LN
EXIST ROW

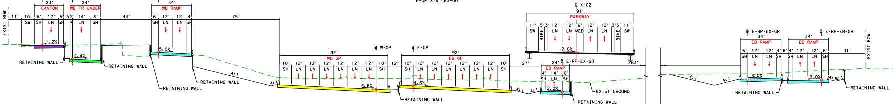
EXISTING IH 30


℄ W-FR
℄ W-FRUNDER
℄ W-RP-EN-30W
℄ W-RP-EX-35S
℄ W-RP-EX-35E
℄ W-GP
℄ E-GP
℄ E-RP-EN-35N
℄ E-RP-EX-GR
WB FR
WB FR UNDER
WB RAMP
WB GP
EB GP
EB RAMP
EXIST ROW
EXIST GROUND
RETAINING WALL
2.0%
4.4%
4.5%
6.0%
5.8%
1.3%
2.2%
4:1

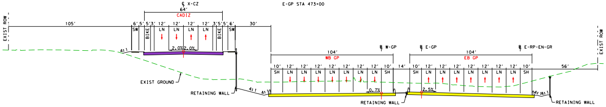
PROP IH 30
E-GP STA 453+00


℄ X-CN
℄ W-FR
℄ W-FRUNDER
℄ W-RP-EX-CO
℄ W-RP-EX-35W
℄ W-GP
℄ E-GP
℄ E-RP-EX-GR
℄ X-CZ
CANTON
WB FR
WB FR UNDER
WB GP
EB GP
EB RAMP
CADIZ
PROP ROW
EXIST ROW
EXIST GROUND
RETAINING WALL
159'
2.0%
2.4%
4.6%
4.0%
4:1

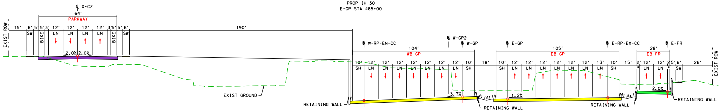
PROP IH 30
E-GP STA 463+00


℄ X-CN
℄ W-FRUNDER
℄ W-RP-EX-GR
℄ X-CZ
℄ W-GP
℄ E-GP
℄ E-RP-EX-GR
℄ E-RP-EN-GR
CANTON
WB FR UNDER
WB RAMP
PARKWAY
WB GP
EB GP
EB RAMP
EXIST ROW
EXIST GROUND
RETAINING WALL
1.2%
4.4%
5.0%
4.6%
2.0%
3.0%
4:1

PROP IH 30
E-GP STA 473+00


℄ X-CZ
CADIZ
℄ W-GP
℄ E-GP
℄ E-RP-EN-GR
WB GP
EB GP
105'
30'
56'
EXIST ROW
EXIST GROUND
RETAINING WALL
2.0%
0.7%
2.5%
4:1

PROP IH 30
E-GP STA 485+00


℄ X-CZ
PARKWAY
190'
℄ W-RP-EN-CC
℄ W-GP2
℄ W-GP
℄ E-GP
℄ E-RP-EX-CC
℄ E-FR
WB GP
EB GP
EB FR
EXIST ROW
EXIST GROUND
RETAINING WALL
2.0%
3.7%
1.2%
4:1

PROP IH 30
E-GP STA 495+00

NOTE: ADDITIONAL PROPOSED SECTIONS FOR IH 30 ARE INCLUDED ON ROLL 2. LOCAL CROSS STREET INFORMATION IS INCLUDED ON ROLL 5

* = 2' MIN OFFSET TO CURB/BARRIER

TEXAS DEPARTMENT OF TRANSPORTATION®

DALLAS DISTRICT
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC
IH 30 CANYON
FROM IH 35E TO IH 345/IH 45

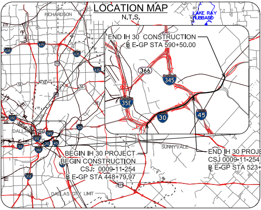
DALLAS COUNTY, TEXAS
CSJ: 0009-11-254

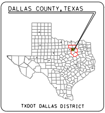
DECEMBER 2020
ROLL 1 OF 4

LENGTH:	1.5 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	244,800(2025) 288,400(2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS*:	35/40 MPH
COLLECTOR-DISTRIBUTOR:	40 MPH
FRONTAGE ROADS**:	40 MPH
LOCAL STREETS:	30 MPH
LOOP RAMPS:	25 MPH

* ALL RAMPS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR W-RP-EN-35S, E-RP-EX-GR, E-RP-EX-CZ, AND E-RP-EX-35N-GR WHICH REQUIRE 35 MPH AND E-RP-EN-GR REQUIRES 30 MPH DESIGN SPEED.

** SECTIONS OF FRONTAGE ROADS REQUIRED 30 MPH DESIGN SPEED AS SHOWN ON PROFILES.


LOCATION MAP
N.T.S.
RICHARDSON
LAKE RAY HUBBARD
END IH 30 CONSTRUCTION
℄ E-GP STA 590+50.00
366
345
35E
30
45
635
75
12
DALLAS
SUNNYVALE
BEGIN IH 30 PROJECT
BEGIN CONSTRUCTION
CSJ: 0009-11-254
℄ E-GP STA 448+79.97
END IH 30 PROJECT
CSJ 0009-11-254
℄ E-GP STA 523+69.20
175
DALLAS CITY LIMIT


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:

DATE: DECEMBER 2, 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:

NICOLE M. CARRILLO, P.E.
Nicole Carrillo
SERIAL NO. 101321

JOSIAH F. BELVEAL, P.E.
Josiah F. Belveal
SERIAL NO. 122828

HNTB

HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE FIRM #F-420

DATE SUBMITTED:

DATE APPROVED:

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC
IH 30 CANYON
FROM IH 35E TO IH 345/IH 45

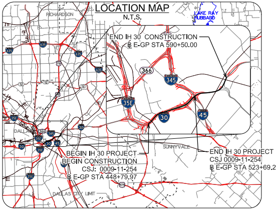
DALLAS COUNTY, TEXAS
CSJ: 0009-11-254

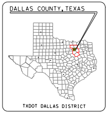
DECEMBER 2020
ROLL 2 OF 4

LENGTH:	1.5 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	244,800(2025) 288,400(2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS*:	35/40 MPH
COLLECTOR-DISTRIBUTOR:	40 MPH
FRONTAGE ROADS**:	40 MPH
LOCAL STREETS:	30 MPH
LOOP RAMPS:	25 MPH

* ALL RAMPS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR W-RP-EN-35S, E-RP-EX-GR, E-RP-EX-CZ, AND E-RP-EX-35N-GR WHICH REQUIRE 35 MPH AND E-RP-EN-GR REQUIRES 30 MPH DESIGN SPEED.

** SECTIONS OF FRONTAGE ROADS REQUIRED 30 MPH DESIGN SPEED AS SHOWN ON PROFILES.


LOCATION MAP
N.T.S.
RICHARDSON
LAKE RAY HUBBARD
END IH 30 CONSTRUCTION
℄ E-GP STA 590+50.00
366
345
35E
30
45
DALLAS
SUNNYVALE
BEGIN IH 30 PROJECT
BEGIN CONSTRUCTION
CSJ: 0009-11-254
℄ E-GP STA 448+79.97
END IH 30 PROJECT
CSJ 0009-11-254
℄ E-GP STA 523+69.20
DALLAS CITY LIMIT


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:

DATE: DECEMBER 2, 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:

NICOLE M. CARRILLO, P.E.
Nicole Carrillo
SERIAL NO. 101321

JOSIAH F. BELVEAL, P.E.
Josiah F. Belveal
SERIAL NO. 122828

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE FIRM #F-420

DATE SUBMITTED: ____

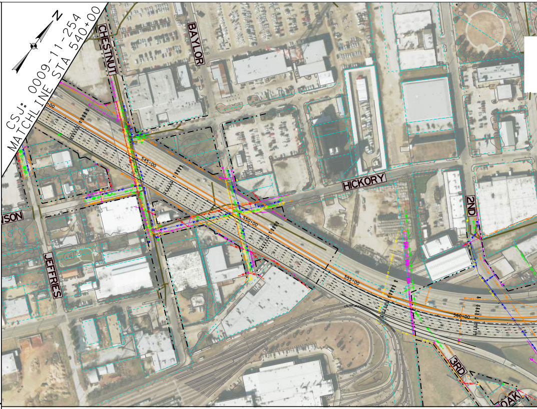
DATE APPROVED: ____

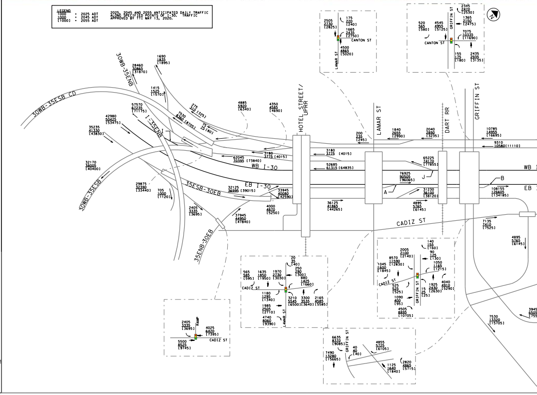
LEGEND:

- EXISTING 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 PRELIMINARY NOISE WALL
- PROPOSED CULVERT / STORM SEWER
- PROPOSED PRELIMINARY RAILROAD MODIFICATION
- → PROPOSED DIRECTION OF TRAVEL
- ⇨ EXISTING DIRECTION OF TRAVEL
- EXISTING ROADWAY
- EXISTING BRIDGE
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED MANAGED LANES
- PROPOSED MANAGED LANES RAMP
- PROPOSED RAMP/DIRECT CONNECTOR
- PROPOSED FRONTAGE ROAD
- PROPOSED CROSS STREET/DRIVEWAY
- PROPOSED SIDEWALK / RAISED MEDIAN
- PROPOSED MAINTENANCE AREA
- FEMA 100 YEAR FLOOD ZONE
- POTENTIAL DISPLACEMENTS
- NORMAL WATER SURFACE
- PAVEMENT / BRIDGE TO BE REMOVED
- 100 PARCEL ID
- PEDESTRIAN CURB RAMP
- RAILROAD CROSSING GATE
- MANAGED LANE CONCRETE BARRIER
- MANAGED LANE MOVABLE BARRIER / GATES

NOTES:

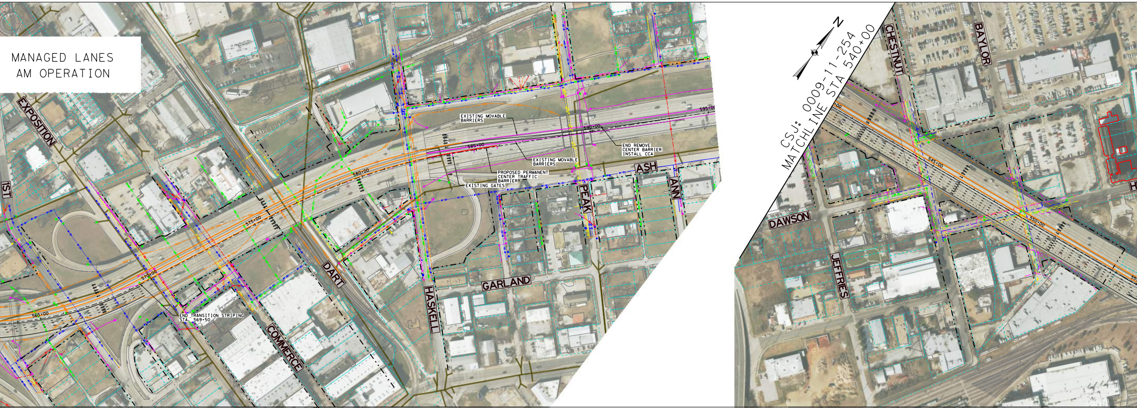
1. BASED ON FIELD SURVEY, AERIAL SURVEY, AND RECORD PLANS. SURVEY DATA COLLECTED BETWEEN 2014 AND 2020.
2. NOISE WALL LOCATIONS ARE PRELIMINARY. ACTUAL LOCATIONS ARE PENDING FURTHER DESIGN AND ANALYSIS.
3. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDESTREETS OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLEMENTED IN FINAL DESIGN.
4. EXISING PAVEMENT/BRIDGE LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
5. 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.
6. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
7. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL FACE (UNLESS NOTED OTHERWISE).
8. DRAINAGE INFORMATION IS SHOWN FOR INFORMATIONAL PURPOSES ONLY. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS. REFER TO DRAINAGE STUDY REPORT FOR MORE INFORMATION REGARDING THE PROPOSED STRUCTURES.
9. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT. LARGE GUIDE SIGNS WILL BE SUBMITTED ON SEPARATE ROLL PLOT.
10. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DALLAS COUNTY APPRAISAL DISTRICT (5/28/20).
11. 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.
12. 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.
13. RAMP CROSS SLOPE TRANSITIONS BETWEEN MAIN LANES AND FRONTAGE ROADS WILL OCCUR OVER A LENGTH OF 50 FT UNLESS STATED OTHERWISE.
14. CROSS STREET CORNER RADII ARE R=25' MIN UNLESS NOTED OTHERWISE.
15. UPRR AND DART COORDINATION IS IN INITIAL STAGES. ALIGNMENTS AND DESIGN ARE SUBJECT TO CHANGE BASED ON DESIGN REVIEW AND AGENCY COORDINATION.
16. SIDEWALK INTERSECTION ADA RAMP LOCATIONS ARE APPROXMATE AND CERTAIN LOCATIONS MAY APPEAR OUTSIDE OF RIGHT OF WAY WHERE MATCHING EXISTING. FINAL LOCATIONS TO BE DETERMINED DURING PS&E DEVELOPMENT.
17. E-CD AND W-CD ARE DESIGNED AS PART OF A FUTURE COLLECTOR DISTRIBUTOR CONFIGURATION BETWEEN THE CESAR CHAVEZ AND 2ND STREET RAMPS. THIS FUTURE INTERIM CONFIGURATION WOULD BE IMPLEMENTED AS PART OF THE IH 30 RECONSTRUCTION EAST OF IH 345/IH 45 AND EXIST UNTIL THE ULTIMATE RECONSTRUCTION OF THE INTERCHANGE IS COMPLETED. AS THESE TWO PROJECTS ARE IN DEVELOPMENT, THIS FUTURE CONFIGURATION IS SUBJECT TO CHANGE.
18. 1 DESIGN DEVIATION, 4 DESIGN EXCEPTIONS, AND 3 DESIGN WAIVERS HAVE BEEN PREPARED FOR THIS PROJECT. DESIGN DEVIATION 1 (DD 1) IS FOR TEXAS HIGHWAY FREIGHT NETWORK VERTICAL CLEARANCE. DESIGN EXCEPTIONS INCLUDE THE RADIUS OF HORIZONTAL CURVE E-RP-EX-GR-08 (DE 1), MAINLANE AND MANAGED LANE SHOULDER WIDTHS AT END OF PROJECT (DE 2), SSD AT REVERSIBLE MANAGED LANES (DE 3), AND VERTICAL CLEARANCE AT CADIZ EXIT RAMP (DE 4). DESIGN WAIVERS INCLUDE LENGTH OF RIGHT AND LEFT TURN LANES (DW 1), ACCELERATION LENGTH FOR RAMP E-RP-EN-CC (DW 2), AND SAG CURVE K VALUES (DW 3).

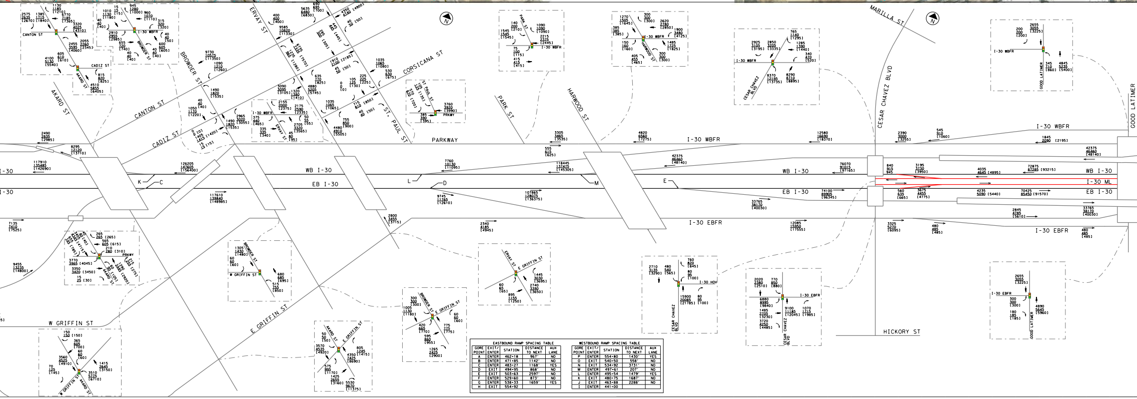

N
CSJ: 0009-11-254
MATCHLINE STA 540+00
CHESTNUT
BAYLOR
HICKORY
2ND
JEFFRIES
3RD
OAK
545+00
550+00
555+00
560+00


LEGEND
1000 = 2025 ADT
1000 = 2045 ADT
(1000) = 2055 ADT

2025, 2045 AND 2055 ANTICIPATED DAILY TRAFFIC ALONG SPECIFIED POINTS OF I-30. TRAFFIC APPROVED BY TTI MAY 13, 2020.
30WB-35ENB
30WB-35ESB CD
I-35ENB
30WB-35ESB
35ESB-30EB
35ENB-30EB
HOTEL STREET/UPRR
LAMAR ST
DART RR
GRIFFIN ST
WB I-30
EB I-30
CADIZ ST
CANTON ST
A
B
J
WB
EB

MANAGED LANES
AM OPERATION


CSJ: 0009-11-254
MATCHLINE STA 540+00
N
EXPOSITION
DART
HASKELL
COMMERCE
GARLAND
PEAK
ASH
ANN
CHESTNUT
BAYLOR
DAWSON
JEFFRIES
EXISTING MOVABLE BARRIERS
END REMOVE CENTER BARRIER INSTALL CCA
EXISTING MOVABLE BARRIERS
PROPOSED PERMANENT CENTER TRAFFIC BARRIER
EXISTING GATES
END TRANSITION STRIPING STA. 569+50
565+00
570+00
575+00
580+00
585+00
590+00
595+00
545+00
550+00


AKARD ST
CANTON ST
CADIZ ST
BROWDER ST
ERVAY ST
CORSICANA ST
ST. PAUL ST
PARKWAY
PARK ST
HARWOOD ST
MARILLA ST
CESAR CHAVEZ BLVD
GOOD LATIMER
I-30 WBFR
WB I-30
EB I-30
I-30 ML
I-30 EBFR
W GRIFFIN ST
E GRIFFIN ST
HICKORY ST
I-30 HOV
K
C
L
D
M
E

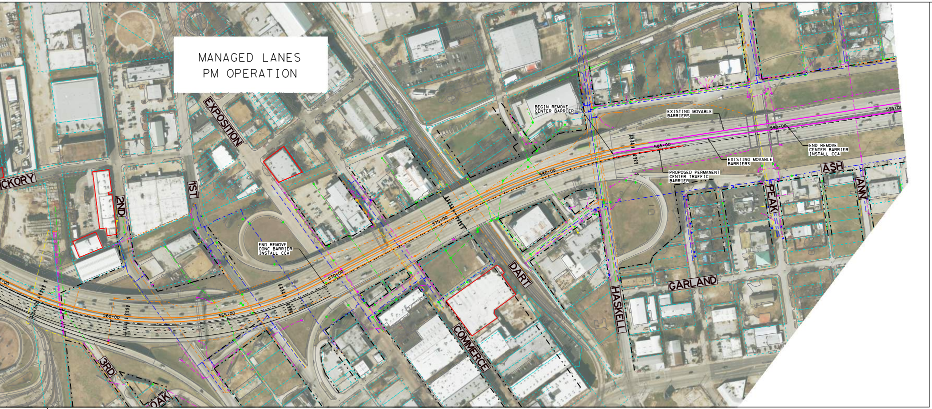
EASTBOUND RAMP SPACING TABLE

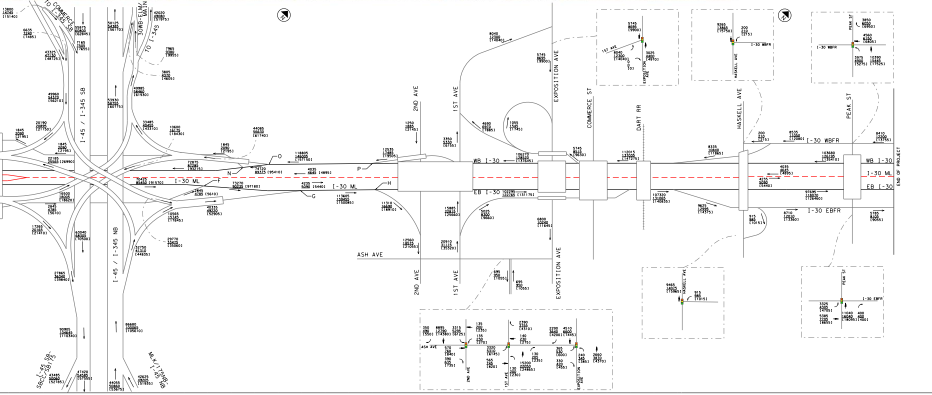
GORE POINT	EXIT/ ENTER	STATION	DISTANCE TO NEXT	AUX LANE
A	ENTER	462+18	967'	NO
B	ENTER	471+85	1142'	NO
C	ENTER	483+27	1168'	YES
D	EXIT	494+95	868'	NO
E	EXIT	503+63	2597'	NO
F	ENTER	529+60	873'	NO
G	ENTER	538+33	1659'	YES
H	EXIT	554+92		

WESTBOUND RAMP SPACING TABLE

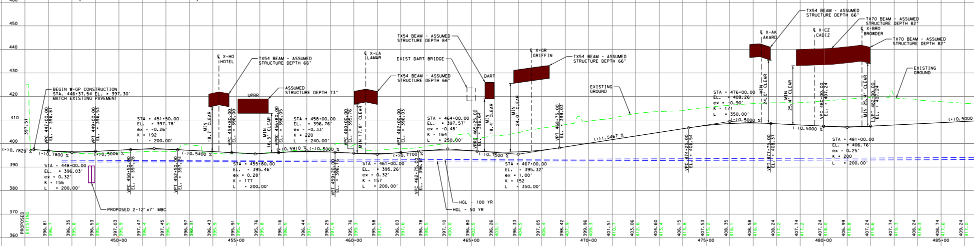
GORE POINT	EXIT/ ENTER	STATION	DISTANCE TO NEXT	AUX LANE
P	ENTER	554+80	1430'	YES
O	EXIT	540+50	558'	NO
N	EXIT	534+92	3731'	NO
M	ENTER	497+61	207'	NO
L	ENTER	495+54	1479'	YES
K	EXIT	480+75	1687'	NO
J	EXIT	463+88	2288'	NO
I	ENTER	441+00		

MANAGED LANES
PM OPERATION

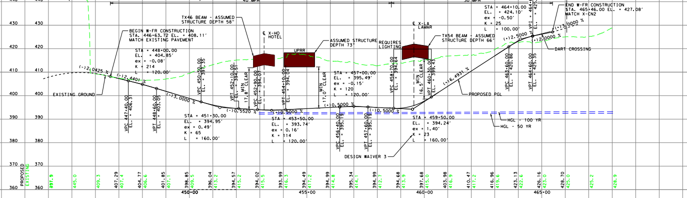

HICKORY
2ND
1ST
EXPOSITION
3RD
OAK
DART
COMMERCE
HASKELL
GARLAND
PEAK
ASH
ANN
END REMOVE CONC BARRIER INSTALL CCA
BEGIN REMOVE CENTER BARRIER
EXISTING MOVABLE BARRIERS
END REMOVE CENTER BARRIER INSTALL CCA
EXISTING MOVABLE BARRIERS
PROPOSED PERMANENT CENTER TRAFFIC BARRIER
560+00
565+00
570+00
575+00
580+00
585+00
590+00
595+00


TO COMMERCE / I-345 SB
30WB-ELM/MAIN
TO I-345
I-45 / I-345 SB
I-45 / I-345 NB
I-45 SB-SBCC/SB175
MLK/175NB-I-45 NB
2ND AVE
1ST AVE
EXPOSITION AVE
COMMERCE ST
DART RR
HASKELL AVE
PEAK ST
ASH AVE
WB I-30
EB I-30
I-30 ML
I-30 WBFR
I-30 EBFR
END OF PROJECT
N
O
P
F
G
H

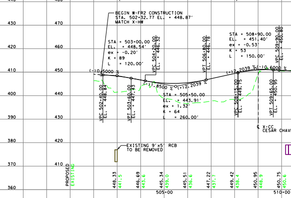
W-GP-PROPOSED
(DESIGN SPEED: 60 MPH)


BEGIN W-GP CONSTRUCTION
STA. 446+37.54 EL. = 397.30'
MATCH EXISTING PAVEMENT
STA = 448+00.00
EL. = 396.03'
ex = 0.32'
K = 156
L = 200.00'
PROPOSED 2-12'x7' MBC
STA = 451+50.00
EL. = 397.78'
ex = -0.26'
K = 192
L = 200.00'
℄ X-HO HOTEL
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
UPRR
ASSUMED STRUCTURE DEPTH 73"
MIN 18.7' CLEAR
MIN 16.5' CLEAR
STA = 455+80.00
EL. = 395.46'
ex = 0.28'
K = 177
L = 200.00'
STA = 458+00.00
EL. = 396.76'
ex = -0.33'
K = 220
L = 240.00'
℄ X-LA LAMAR
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
MIN 17.8' CLEAR
MIN 17.0' CLEAR
STA = 461+00.00
EL. = 395.26'
ex = 0.32'
K = 157
L = 200.00'
EXIST DART BRIDGE
TX54 BEAM - ASSUMED STRUCTURE DEPTH 84"
DART
MIN 18.4' CLEAR
STA = 464+00.00
EL. = 397.57'
ex = -0.48'
K = 164
L = 250.00'
HGL - 100 YR
HGL - 50 YR
℄ X-GR GRIFFIN
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
MIN 24.0' CLEAR
STA = 467+00.00
EL. = 395.32'
ex = 1.00'
K = 152
L = 350.00'
EXISTING GROUND
(+)1.5467 %
STA = 476+00.00
EL. = 409.26'
ex = -0.90'
K = 171
L = 350.00'
(-)0.5000 %
℄ X-AK AKARD
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
MIN 24.0' CLEAR
MIN 25.4' CLEAR
℄ X-CZ CADIZ
TX70 BEAM - ASSUMED STRUCTURE DEPTH 82"
℄ X-BRO BROWDER
TX70 BEAM - ASSUMED STRUCTURE DEPTH 82"
STA = 481+00.00
EL. = 406.76'
ex = 0.25'
K = 200
L = 200.00'
EXISTING GROUND
(+)0.5000 %
(-)0.7829 %
(-)0.7800 %
(+)0.5006 %
(-)0.5400 %
(+)0.5910 %
(-)0.5000 %
(+)0.7700 %
(-)0.7500 %
PROPOSED
EXISTING
450+00
455+00
460+00
465+00
470+00
475+00
480+00
485+00
460
450
440
430
420
410
400
390
380
370
360

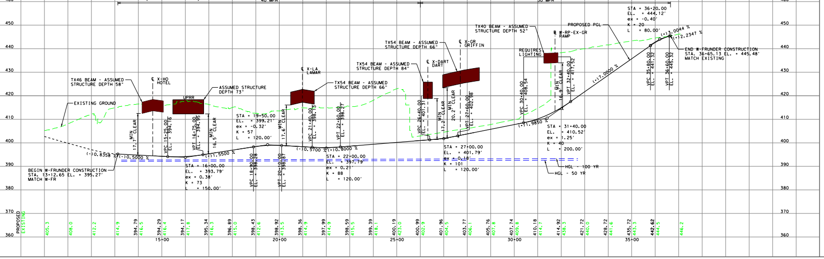
W-FR
(DESIGN SPEED: 40/30 MPH)

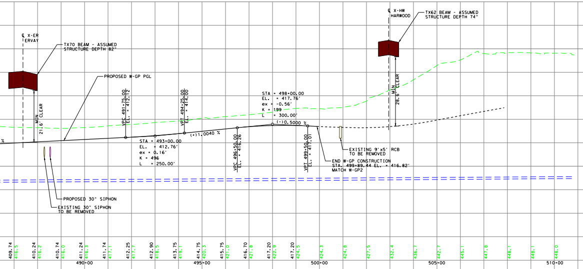

40 MPH
30 MPH
BEGIN W-FR CONSTRUCTION
STA. 446+63.72 EL. = 408.11'
MATCH EXISTING PAVEMENT
EXISTING GROUND
STA = 448+00.00
EL. = 404.85'
ex = -0.08'
K = 214
L = 120.00'
(-)2.0425 %
(-)2.4401 %
(-)3.0000 %
STA = 451+30.00
EL. = 394.95'
ex = 0.49'
K = 65
L = 160.00'
TX46 BEAM - ASSUMED STRUCTURE DEPTH 58"
℄ X-HO HOTEL
UPRR
ASSUMED STRUCTURE DEPTH 73"
MIN 17.8' CLEAR
MIN 17.0' CLEAR
(-)0.5520 %
(-)0.5000 %
STA = 453+50.00
EL. = 393.74'
ex = 0.16'
K = 114
L = 120.00'
STA = 457+00.00
EL. = 395.49'
ex = -0.15'
K = 120
L = 120.00'
(+)0.5000 %
(-)0.5000 %
REQUIRES LIGHTING
℄ X-LA LAMAR
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
MIN 16.5' CLEAR
STA = 459+50.00
EL. = 394.24'
ex = 1.40'
K = 23
L = 160.00'
DESIGN WAIVER 3
(+)16.4931 %
PROPOSED PGL
HGL - 100 YR
HGL - 50 YR
STA = 464+10.00
EL. = 424.10'
ex = -0.50'
K = 25
L = 100.00'
(+)2.5000 %
(+)2.0000 %
(+)3.0000 %
℄ X-GR GRIFFIN
END W-FR CONSTRUCTION
STA. 465+46.00 EL. = 427.08'
MATCH X-CN2
DART CROSSING
PROPOSED
EXISTING
450+00
455+00
460+00
465+00

W-FR2
(DESIGN SPEED: 40 MPH)

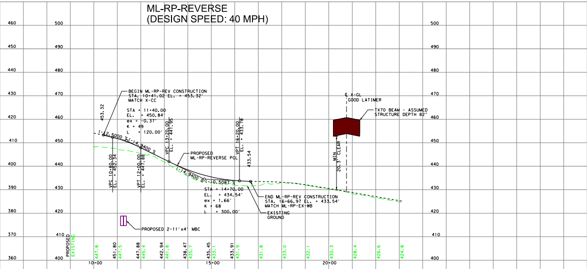

BEGIN W-FR2 CONSTRUCTION
STA. 502+32.77 EL. = 448.87'
MATCH X-HW
STA = 503+00.00
EL. = 448.54'
ex = -0.20'
K = 89
L = 120.00'
(-)0.5000 %
(-)1.8500 %
(+)2.2039 %
STA = 505+50.00
EL. = 443.91'
ex = 1.32'
K = 64
L = 260.00'
STA = 508+90.00
EL. = 451.40'
ex = -0.53'
K = 53
L = 150.00'
(+)0.6000 %
EXISTING 9'x5' RCB TO BE REMOVED
℄ X-CC CESAR CHAV
PROPOSED
EXISTING
505+00
510+00

W-FRUNDER
DESIGN SPEED (40/30 MPH)

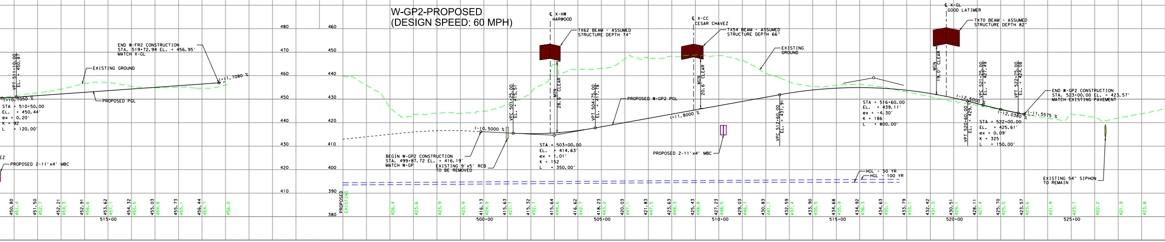

40 MPH
30 MPH
BEGIN W-FRUNDER CONSTRUCTION
STA. 13+12.65 EL. = 395.27'
MATCH W-FR
EXISTING GROUND
TX46 BEAM - ASSUMED STRUCTURE DEPTH 58"
℄ X-HO HOTEL
UPRR
ASSUMED STRUCTURE DEPTH 73"
(-)0.8358 %
(-)0.5000 %
(+)1.5500 %
STA = 16+00.00
EL. = 393.79'
ex = 0.38'
K = 73
L = 150.00'
STA = 19+50.00
EL. = 399.21'
ex = -0.32'
K = 57
L = 120.00'
℄ X-LA LAMAR
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
(-)0.5700 %
(+)0.8000 %
STA = 22+00.00
EL. = 397.79'
ex = 0.21'
K = 88
L = 120.00'
TX54 BEAM - ASSUMED STRUCTURE DEPTH 84"
℄ X-DART DART
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-GR GRIFFIN
STA = 27+00.00
EL. = 401.79'
ex = 0.18'
K = 101
L = 120.00'
TX40 BEAM - ASSUMED STRUCTURE DEPTH 52"
REQUIRES LIGHTING
℄ W-RP-EX-GR RAMP
(+)1.9850 %
STA = 31+40.00
EL. = 410.52'
ex = 1.25'
K = 40
L = 200.00'
HGL - 100 YR
HGL - 50 YR
(+)17.0000 %
PROPOSED PGL
STA = 36+20.00
EL. = 444.12'
ex = -0.40'
K = 20
L = 80.00'
(+)3.0044 %
(+)2.2347 %
END W-FRUNDER CONSTRUCTION
STA. 36+65.13 EL. = 445.48'
MATCH EXISTING
PROPOSED
EXISTING
15+00
20+00
25+00
30+00
35+00

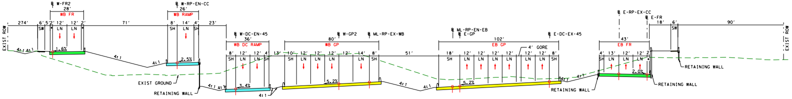

℄ X-ER
ERVAY
TX70 BEAM - ASSUMED
STRUCTURE DEPTH 82"
℄ X-HW
HARWOOD
TX62 BEAM - ASSUMED
STRUCTURE DEPTH 74"
PROPOSED W-GP PGL
MIN CLEAR 21.6'
MIN CLEAR 28.6'
VPT 491+75.00 EL. = 412.12
VPC 494+25.00 EL. = 414.00
STA = 493+00.00
EL. = 412.76'
ex = 0.16'
K = 496
L = 250.00'
(+)1.0040 %
VPC 496+50.00 EL. = 416.26
STA = 498+00.00
EL. = 417.76'
ex = -0.56'
K = 199
L = 300.00'
(-)0.5000 %
VPT 499+50.00 EL. = 417.01
EXISTING 9'x5' RCB
TO BE REMOVED
END W-GP CONSTRUCTION
STA. 499+89.44 EL. = 416.82'
MATCH W-GP2
PROPOSED 30" SIPHON
EXISTING 30" SIPHON
TO BE REMOVED
460
450
440
430
420
410
400
390
380
370
360
409.74 416.5
410.24 416.2
410.74 416.0
411.24 416.3
411.74 417.1
412.25 417.7
412.90 418.5
413.75 419.1
414.75 420.3
415.75 421.0
416.70 421.8
417.20 422.9
417.20 424.5
424.3
424.8
427.5
432.4
436.7
442.7
445.1
447.8
448.1
448.1
448.0
490+00
495+00
500+00
505+00
510+00

ML-RP-REVERSE
(DESIGN SPEED: 40 MPH)

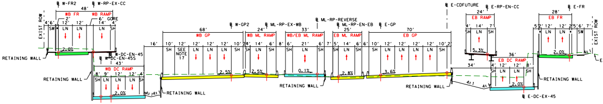

BEGIN ML-RP-REV CONSTRUCTION
STA. 10+41.02 EL. = 453.32'
MATCH X-CC
453.32
STA = 11+40.00
EL. = 450.84'
ex = -0.37'
K = 49
L = 120.00'
(-)2.5000 %
(-)4.9400 %
VPC 10+80.00 EL. = 452.34
VPT 12+00.00 EL. = 447.88
VPC 13+20.00 EL. = 441.95
PROPOSED
ML-RP-REVERSE PGL
VPT 16+20.00 EL. = 433.76
433.54
(+)0.5087 %
STA = 14+70.00
EL. = 434.54'
ex = 1.66'
K = 68
L = 300.00'
END ML-RP-REV CONSTRUCTION
STA. 16+66.97 EL. = 433.54'
MATCH ML-RP-EX-WB
EXISTING
GROUND
℄ X-GL
GOOD LATIMER
TX70 BEAM - ASSUMED
STRUCTURE DEPTH 82"
MIN CLEAR 20.3'
PROPOSED 2-11'x4' MBC
PROPOSED
EXISTING
500
490
480
470
460
450
440
430
420
410
400
447.8
451.80 447.5
447.88 445.4
442.94 441.8
438.47 437.7
435.45 433.1
433.91 431.9
431.8
433.0
432.1
430.3
428.4
426.6
424.8
10+00
15+00
20+00

W-GP2-PROPOSED
(DESIGN SPEED: 60 MPH)

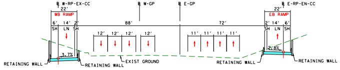

END W-FR2 CONSTRUCTION
STA. 519+72.94 EL. = 456.95'
MATCH X-GL
EXISTING GROUND
PROPOSED PGL
VPT 511+10.00 EL. = 450.87
(+)1.7080 %
(+)0.7050 %
STA = 510+50.00
EL. = 450.44'
ex = 0.20'
K = 92
L = 120.00'
PROPOSED 2-11'x4' MBC
480
470
460
450
440
430
420
410
450.80 451.4
451.50 452.7
452.21 454.3
452.91 456.6
453.62 457.1
454.32 455.5
455.03 454.8
455.73 455.1
456.44 454.7
456.0
515+00
℄ X-HW
HARWOOD
TX62 BEAM - ASSUMED
STRUCTURE DEPTH 74"
℄ X-CC
CESAR CHAVEZ
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
EXISTING
GROUND
℄ X-GL
GOOD LATIMER
TX70 BEAM - ASSUMED
STRUCTURE DEPTH 82"
MIN CLEAR 28.6'
MIN CLEAR 20.6'
MIN CLEAR 19.0'
VPC 501+25.00 EL. = 415.51
VPT 504+75.00 EL. = 417.78
PROPOSED W-GP2 PGL
(+)1.8000 %
(-)0.5000 %
BEGIN W-GP2 CONSTRUCTION
STA. 499+87.72 EL. = 416.19'
MATCH W-GP
EXISTING 9'x5' RCB
TO BE REMOVED
STA = 503+00.00
EL. = 414.63'
ex = 1.01'
K = 152
L = 350.00'
PROPOSED 2-11'x4' MBC
VPC 512+60.00 EL. = 431.91
STA = 516+60.00
EL. = 439.11'
ex = -4.30'
K = 186
L = 800.00'
VPT 520+60.00 EL. = 429.11
VPC 521+25.00 EL. = 427.49
VPT 522+75.00 EL. = 424.08
(-)2.5000 %
(-)2.0380 %
(-)1.5575 %
STA = 522+00.00
EL. = 425.61'
ex = 0.09'
K = 325
L = 150.00'
END W-GP2 CONSTRUCTION
STA. 523+00.00 EL. = 423.57'
MATCH EXISTING PAVEMENT
HGL - 50 YR
HGL - 100 YR
EXISTING 54" SIPHON
TO REMAIN
460
450
440
430
420
410
400
390
380
PROPOSED
EXISTING
426.4
423.6
423.9
423.9
416.13 424.9
415.63 427.1
415.32 432.7
415.64 444.6
416.62 442.7
418.23 443.2
420.03 447.1
421.83 447.5
423.63 448.3
425.43 448.8
427.23 448.5
429.03 446.7
430.83 441.1
432.59 437.4
433.90 435.5
434.68 435.9
434.92 436.3
434.63 435.1
433.79 433.1
432.42 431.0
430.51 429.1
428.11 427.4
425.70 425.5
423.57 423.6
421.9
423.7
422.2
421.9
423.8
500+00
505+00
510+00
515+00
520+00
525+00


EXIST ROW
℄ W-FR2
28'
WB FR
274'
6'
5'
2'
12'
12'
2'
SW
LN
LN
1.6%
℄ W-RP-EN-CC
26'
WB RAMP
71'
8'
14'
4'
23'
SH
LN
SH
2.5%
℄ W-DC-EN-45
36'
WB DC RAMP
8'
12'
12'
4'
SH
LN
LN
SH
3.4%
℄ W-GP2
℄ ML-RP-EX-WB
80'
WB GP
13'
10'
12'
12'
12'
12'
14'
8'
SH
LN
LN
LN
LN
SH
5.2%
51'
℄ ML-RP-EN-EB
℄ E-GP
102'
EB GP
℄ E-DC-EX-45
4' GORE
18'
12'
12'
12'
12'
12'
12'
8'
SH
LN
LN
LN
LN
LN
LN
SH
5.2%
℄ E-RP-EX-CC
℄ E-FR
43'
EB FR
4'
13'
12'
12'
2'
SH
LN
LN
LN
2.0%
18'
6'
SW
90'
EXIST ROW
4:1
EXIST GROUND
RETAINING WALL
RETAINING WALL
RETAINING WALL
RETAINING WALL

PROP IH 30
E-GP STA 505+00


EXIST ROW
℄ W-FR2
48'
WB FR
4'
6'
2'
12'
12'
SW
LN
LN
2.0%
℄ W-RP-EX-CC
WB RAMP
6' GORE
14'
4'
LN
SH
℄ W-DC-EN-45
℄ W-DC-EN-45S
43'
WB DC RAMP
8'
9'
12'
12'
4'
SH
LN
LN
LN
SH
2.0%
16'
℄ W-GP2
68'
WB GP
10'
12'
12'
12'
12'
10'
SH
SEE NOTE 17
LN
LN
LN
LN
SH
2.5%
℄ ML-RP-EX-WB
24'
WB ML RAMP
4'
14'
6'
SH
LN
SH
2.5%
℄ ML-RP-REVERSE
33'
WB/EB ML RAMP
6'
21'
6'
SH
LN
SH
0.1%
℄ ML-RP-EN-EB
25'
EB ML RAMP
7'
5'
14'
6'
SH
LN
SH
2.8%
℄ E-GP
70'
EB GP
10'
12'
12'
12'
12'
10'
2'
SH
LN
LN
LN
LN
SH
3.6%
℄ E-CDFUTURE
℄ E-RP-EN-CC
24'
EB RAMP
4'
14'
7'
SH
LN
SH
5.3%
34'
36'
EB DC RAMP
4'
12'
12'
8'
SH
LN
LN
SH
2.0%
℄ E-DC-EX-45
℄ E-FR
28'
EB FR
5'
2'
12'
12'
2'
5'
6'
7'
SW
LN
LN
SW
2.0%
EXIST ROW
EXIST GROUND
4:1
RETAINING WALL
RETAINING WALL
RETAINING WALL
RETAINING WALL
RETAINING WALL
RETAINING WALL

PROP IH 30
E-GP STA 515+00


℄ W-RP-EX-CC
22'
WB RAMP
6'
14'
2'
SH
LN
SH
3.7%
℄ W-GP
88'
12'
12'
12'
12'
℄ E-GP
72'
11'
11'
11'
11'
℄ E-RP-EN-CC
22'
EB RAMP
2'
14'
6'
SH
LN
SH
2.8%
EXIST GROUND
RETAINING WALL
RETAINING WALL
RETAINING WALL
RETAINING WALL

PROP IH 30
E-GP STA 525+00

* = 2' MIN OFFSET TO CURB/BARRIE

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC
IH 30 CANYON
FROM IH 35E TO IH 345/IH 45

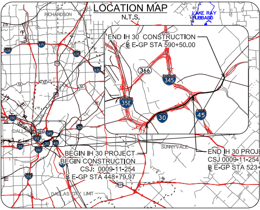
DALLAS COUNTY, TEXAS
CSJ: 0009-11-254

DECEMBER 2020
ROLL 2 OF 4

LENGTH:	1.5 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	244,800(2025) 288,400(2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS*:	35/40 MPH
COLLECTOR-DISTRIBUTOR:	40 MPH
FRONTAGE ROADS**:	40 MPH
LOCAL STREETS:	30 MPH
LOOP RAMPS:	25 MPH

* ALL RAMPS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR W-RP-EN-35S, E-RP-EX-GR, E-RP-EX-CZ, AND E-RP-EX-35N-GR WHICH REQUIRE 35 MPH AND E-RP-EN-GR REQUIRES 30 MPH DESIGN SPEED.

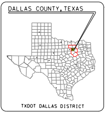
** SECTIONS OF FRONTAGE ROADS REQUIRED 30 MPH DESIGN SPEED AS SHOWN ON PROFILES.


LOCATION MAP
N.T.S.

END IH 30 CONSTRUCTION
℄ E-GP STA 590+50.00

BEGIN IH 30 PROJECT
BEGIN CONSTRUCTION
CSJ: 0009-11-254
℄ E-GP STA 448+79.97

END IH 30 PROJECT
CSJ 0009-11-254
℄ E-GP STA 523+69.20
RICHARDSON
LAKE RAY HUBBARD
635
75
12
366
345
35E
30
45
DALLAS
SUNNYVALE
175
DALLAS CITY LIMIT


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:

DATE: DECEMBER 2, 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:

NICOLE M. CARRILLO, P.E.
Nicole Carrillo
SERIAL NO. 101321

JOSIAH F. BELVEAL, P.E.
Josiah F. Belveal
SERIAL NO. 122828

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE FIRM #F-420

DATE SUBMITTED: ____

DATE APPROVED: ____

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC
IH 30 CANYON
FROM IH 35E TO IH 345/IH 45

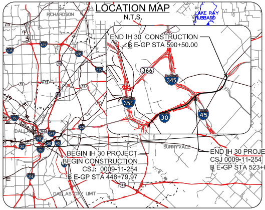
DALLAS COUNTY, TEXAS
CSJ: 0009-11-254

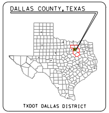
DECEMBER 2020
ROLL 3 OF 4

LENGTH:	1.5 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	244,800(2025) 288,400(2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS*:	35/40 MPH
COLLECTOR-DISTRIBUTOR:	40 MPH
FRONTAGE ROADS**:	40 MPH
LOCAL STREETS:	30 MPH
LOOP RAMPS:	25 MPH

* ALL RAMPS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR W-RP-EN-35S, E-RP-EX-GR, E-RP-EX-CZ, AND E-RP-EX-35N-GR WHICH REQUIRE 35 MPH AND E-RP-EN-GR REQUIRES 30 MPH DESIGN SPEED.

** SECTIONS OF FRONTAGE ROADS REQUIRED 30 MPH DESIGN SPEED AS SHOWN ON PROFILES.


LOCATION MAP
N.T.S.
RICHARDSON
LAKE RAY HUBBARD
END IH 30 CONSTRUCTION
℄ E-GP STA 590+50.00
366
345
35E
30
45
DALLAS
SUNNYVALE
BEGIN IH 30 PROJECT
BEGIN CONSTRUCTION
CSJ: 0009-11-254
℄ E-GP STA 448+79.97
END IH 30 PROJECT
CSJ 0009-11-254
℄ E-GP STA 523+69.20
DALLAS CITY LIMIT
175


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:

DATE: DECEMBER 2, 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE M. CARRILLO, P.E.
SERIAL NO. 101321

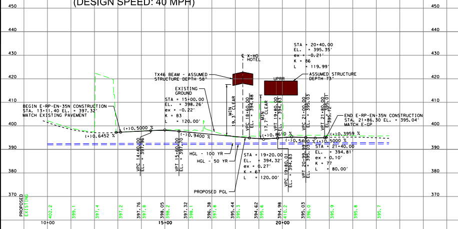
JOSIAH F. BELVEAL, P.E.
Josiah F. Belveal
SERIAL NO. 122828

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE FIRM #F-420

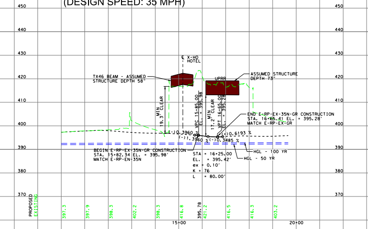
DATE SUBMITTED:

DATE APPROVED:

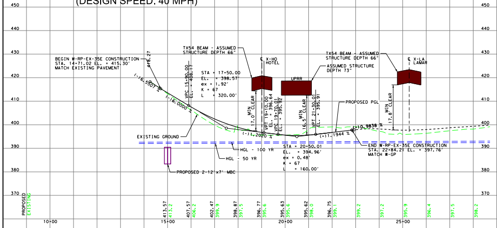
E-RP-EN-35N
(DESIGN SPEED: 40 MPH)


BEGIN E-RP-EN-35N CONSTRUCTION
STA. 13+11.40 EL. = 397.32'
MATCH EXISTING PAVEMENT
(+)0.6452 %
(+)0.5000 %
(-)0.9400 %
TX46 BEAM - ASSUMED STRUCTURE DEPTH 58"
EXISTING GROUND
STA = 15+00.00 EL. = 398.26' ex = -0.22' K = 83 L = 120.00'
VPC 14+40.00 EL. = 397.96
VPT 15+60.00 EL. = 397.70
HGL - 100 YR
HGL - 50 YR
PROPOSED PGL
MIN 19.3' CLEAR
℄ X-HO HOTEL
VPC 18+60.00 EL. = 394.88
STA = 19+20.00 EL. = 394.32' ex = 0.27' K = 67 L = 120.00'
MIN 17.7' CLEAR
UPRR
ASSUMED STRUCTURE DEPTH 73"
(+)0.8610 %
VPT 19+80.00 EL. = 394.83
VPC 19+80.01 EL. = 394.83
STA = 20+40.00 EL. = 395.35' ex = -0.21' K = 86 L = 119.99'
(-)0.5400 %
VPC 21+00.00 EL. = 395.03
VPT 20+99.99 EL. = 395.03
(+)0.5000 %
STA = 21+40.00 EL. = 394.81' ex = 0.10' K = 77 L = 80.00'
VPT 21+80.00 EL. = 395.01
(+)0.3959 %
END E-RP-EN-35N CONSTRUCTION
STA. 21+86.30 EL. = 395.04'
MATCH E-GP
PROPOSED
EXISTING
10+00
15+00
20+00

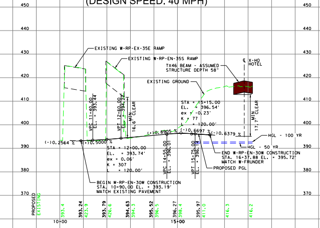
E-RP-EX-35N-GR
(DESIGN SPEED: 35 MPH)


TX46 BEAM - ASSUMED STRUCTURE DEPTH 58"
℄ X-HO HOTEL
UPRR
ASSUMED STRUCTURE DEPTH 73"
MIN 19.3' CLEAR
MIN 17.2' CLEAR
VPC 15+85.00 EL. = 395.98
VPT 16+65.00 EL. = 395.28
(-)0.3960 %
(-)1.3960 %
(-)0.3485 %
(+)0.6193 %
END E-RP-EX-35N-GR CONSTRUCTION
STA. 16+65.41 EL. = 395.28'
MATCH E-RP-EX-GR
BEGIN E-RP-EX-35N-GR CONSTRUCTION
STA. 15+82.34 EL. = 395.98'
MATCH E-RP-EN-35N
STA = 16+25.00 EL. = 395.42' ex = 0.10' K = 76 L = 80.00'
HGL - 100 YR
HGL - 50 YR
PROPOSED
EXISTING
15+00
20+00

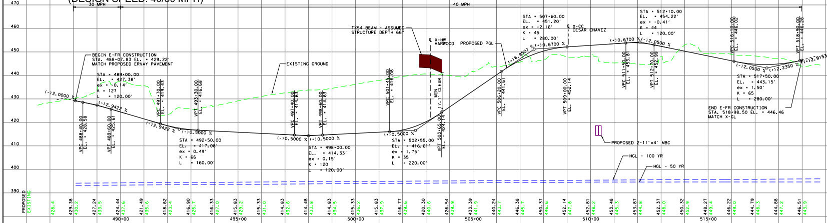
W-RP-EX-35E
(DESIGN SPEED: 40 MPH)


BEGIN W-RP-EX-35E CONSTRUCTION
STA. 14+71.02 EL. = 415.30'
MATCH EXISTING PAVEMENT
418.27
(-)6.5507 %
(-)6.0000 %
VPC 15+90.00 EL. = 408.17
STA = 17+50.00 EL. = 398.57' ex = 1.92' K = 67 L = 320.00'
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-HO HOTEL
MIN 17.0' CLEAR
VPT 19+10.00 EL. = 396.64
VPC 19+70.01 EL. = 395.92
(-)1.2020 %
UPRR
ASSUMED STRUCTURE DEPTH 73"
MIN 16.5' CLEAR
VPT 21+30.01 EL. = 395.91
STA = 20+50.01 EL. = 394.96' ex = 0.48' K = 67 L = 160.00'
(+)1.1944 %
PROPOSED PGL
(+)0.9838 %
END W-RP-EX-35E CONSTRUCTION
STA. 22+84.21 EL. = 397.76'
MATCH W-GP
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-LA LAMAR
MIN 17.8' CLEAR
EXISTING GROUND
HGL - 100 YR
HGL - 50 YR
PROPOSED 2-12'x7' MBC
PROPOSED
EXISTING
10+00
15+00
20+00
25+00

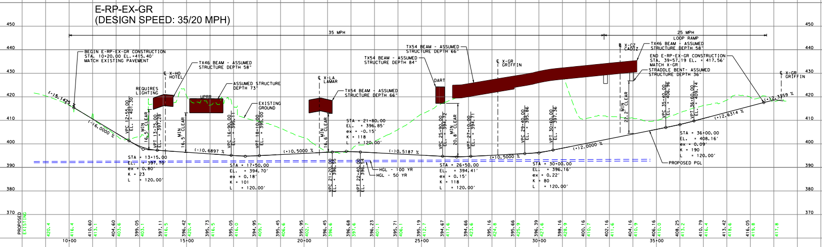
W-RP-EN-30W
(DESIGN SPEED: 40 MPH)


EXISTING W-RP-EX-35E RAMP
EXISTING W-RP-EN-35S RAMP
TX46 BEAM - ASSUMED STRUCTURE DEPTH 58"
℄ X-HO HOTEL
EXISTING GROUND
VPC 11+40.00 EL. = 393.44
VPT 12+60.00 EL. = 394.24
MIN 16.6' CLEAR
STA = 15+15.00 EL. = 396.54' ex = -0.23' K = 77 L = 120.00'
(-)0.2564 %
(+)0.5000 %
(+)0.8905 %
(-)0.6697 %
(-)0.6379 %
MIN 17.7' CLEAR
HGL - 100 YR
HGL - 50 YR
STA = 12+00.00 EL. = 393.74' ex = 0.06' K = 307 L = 120.00'
VPC 14+55.00 EL. = 396.01
VPT 15+75.00 EL. = 396.14
END W-RP-EN-30W CONSTRUCTION
STA. 16+37.88 EL. = 395.72'
MATCH W-FRUNDER
PROPOSED PGL
BEGIN W-RP-EN-30W CONSTRUCTION
STA. 10+90.00 EL. = 393.19'
MATCH EXISTING PAVEMENT
PROPOSED
EXISTING
10+00
15+00

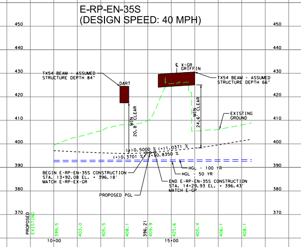
E-FR
(DESIGN SPEED: 40/30 MPH)


30 MPH
40 MPH
BEGIN E-FR CONSTRUCTION
STA. 488+07.83 EL. = 429.22'
MATCH PROPOSED ERVAY PAVEMENT
STA = 489+00.00 EL. = 427.38' ex = -0.14' K = 127 L = 120.00'
(-)2.0000 %
(-)2.9422 %
VPC 488+40.00 EL. = 428.58
VPT 489+60.00 EL. = 425.61
VPC 491+70.00 EL. = 419.43
VPT 493+30.00 EL. = 416.68
(-)0.5000 %
STA = 492+50.00 EL. = 417.08' ex = 0.49' K = 66 L = 160.00'
EXISTING GROUND
VPC 497+40.00 EL. = 414.63
VPT 498+60.00 EL. = 414.63
(+)0.5000 %
STA = 498+00.00 EL. = 414.33' ex = 0.15' K = 120 L = 120.00'
VPC 501+45.00 EL. = 416.06
STA = 502+55.00 EL. = 416.61' ex = 1.75' K = 35 L = 220.00'
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-HW HARWOOD
MIN 17.1' CLEAR
VPT 503+65.00 EL. = 424.14
PROPOSED PGL
(+)6.8507 %
VPC 506+20.00 EL. = 441.61
STA = 507+60.00 EL. = 451.20' ex = -2.16' K = 45 L = 280.00'
(+)0.6700 %
℄ X-CC CESAR CHAVEZ
VPT 509+00.00 EL. = 452.14
VPC 511+50.00 EL. = 453.81
STA = 512+10.00 EL. = 454.22' ex = -0.41' K = 44 L = 120.00'
(-)2.0500 %
VPT 512+70.00 EL. = 452.99
PROPOSED 2-11'x4' MBC
HGL - 100 YR
HGL - 50 YR
VPC 516+10.00 EL. = 446.02
STA = 517+50.00 EL. = 443.15' ex = 1.50' K = 65 L = 280.00'
(+)2.2350 %
VPT 518+90.00 EL. = 446.28
(+)2.9153 %
END E-FR CONSTRUCTION
STA. 518+98.50 EL. = 446.46
MATCH X-GL
PROPOSED
EXISTING
490+00
495+00
500+00
505+00
510+00
515+00

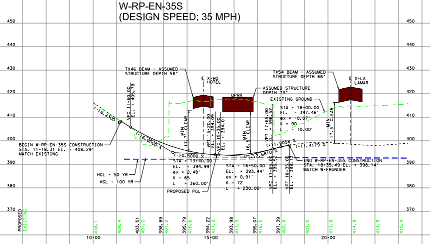
E-RP-EX-GR
(DESIGN SPEED: 35/20 MPH)


35 MPH
25 MPH
LOOP RAMP
BEGIN E-RP-EX-GR CONSTRUCTION
STA. 10+20.00 EL. =415.40'
MATCH EXISTING PAVEMENT
TX46 BEAM - ASSUMED
STRUCTURE DEPTH 58"
℄ X-HO
HOTEL
REQUIRES
LIGHTING
UPRR
ASSUMED STRUCTURE
DEPTH 73"
EXISTING
GROUND
℄ X-LA
LAMAR
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 84"
DART
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
℄ X-GR
GRIFFIN
℄ X-CZ
CADIZ
TX46 BEAM - ASSUMED
STRUCTURE DEPTH 58"
END E-RP-EX-GR CONSTRUCTION
STA. 39+57.19 EL. = 417.56'
MATCH X-GR
STRADDLE BENT- ASSUMED
STRUCTURE DEPTH 36"
℄ X-GR
GRIFFIN
(-)5.1425 %
(-)6.0000 %
(-)0.6897 %
(+)0.5000 %
(-)0.5187 %
(+)0.5000 %
(+)2.0000 %
(+)2.6314 %
(+)2.3159 %
STA = 13+15.00
EL. = 397.70'
ex = 0.80'
K = 23
L = 120.00'
STA = 17+50.00
EL. = 394.70'
ex = 0.18'
K = 101
L = 120.00'
STA = 21+80.00
EL. = 396.85'
ex = -0.15'
K = 118
L = 120.00'
STA = 26+50.00
EL. = 394.41'
ex = 0.15'
K = 118
L = 120.00'
STA = 30+00.00
EL. = 396.16'
ex = 0.22'
K = 80
L = 120.00'
STA = 36+00.00
EL. = 408.16'
ex = 0.09'
K = 190
L = 120.00'
MIN 16.5' CLEAR
MIN 16.5' CLEAR
MIN 16.6' CLEAR
MIN 20.8' CLEAR
MIN 22.2' CLEAR
VPC 12+55.00 EL. = 401.30
VPT 13+75.00 EL. = 397.28
VPC 16+90.00 EL. = 395.11
VPT 18+10.00 EL. = 395.00
VPC 21+20.00 EL. = 396.55
VPT 22+40.00 EL. = 396.54
VPC 25+90.00 EL. = 394.72
VPT 27+10.00 EL. = 394.71
VPC 29+40.00 EL. = 395.86
VPT 30+60.00 EL. = 397.36
VPC 35+40.00 EL. = 406.96
VPT 36+60.00 EL. = 409.74
HGL - 100 YR
HGL - 50 YR
PROPOSED PGL
PROPOSED
EXISTING
10+00
15+00
20+00
25+00
30+00
35+00

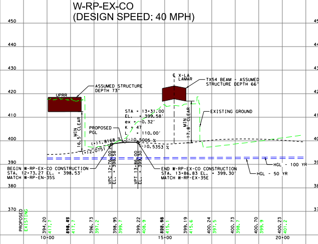
E-RP-EN-35S
(DESIGN SPEED: 40 MPH)


TX54 BEAM - ASSUMED
STRUCTURE DEPTH 84"
DART
℄ X-GR
GRIFFIN
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
EXISTING
GROUND
MIN 20.8' CLEAR
MIN 24.6' CLEAR
(-)0.3701 %
(+)0.5000 %
(+)1.0371 %
(+)0.8350 %
BEGIN E-RP-EN-35S CONSTRUCTION
STA. 13+92.08 EL. = 396.18'
MATCH E-RP-EX-GR
PROPOSED PGL
HGL - 100 YR
HGL - 50 YR
END E-RP-EN-35S CONSTRUCTION
STA. 14+29.93 EL. = 396.43'
MATCH E-GP
PROPOSED
EXISTING
10+00
15+00

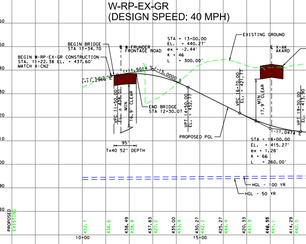
W-RP-EN-35S
(DESIGN SPEED: 35 MPH)


TX46 BEAM - ASSUMED
STRUCTURE DEPTH 58"
℄ X-HO
HOTEL
UPRR
ASSUMED STRUCTURE
DEPTH 73"
EXISTING GROUND
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
℄ X-LA
LAMAR
STA = 18+00.00
EL. = 397.46'
ex = -0.07'
K = 90
L = 70.00'
(-)6.2300 %
(-)6.0000 %
(-)0.5000 %
(+)2.6810 %
(+)1.9058 %
(+)1.4179 %
BEGIN W-RP-EN-35S CONSTRUCTION
STA. 11+18.31 EL. = 408.29'
MATCH EXISTING
STA = 13+40.00
EL. = 394.99'
ex = 2.48'
K = 65
L = 360.00'
STA = 16+50.00
EL. = 393.44'
ex = 0.91'
K = 72
L = 230.00'
END W-RP-EN-35S CONSTRUCTION
STA. 18+35.49 EL. = 398.14'
MATCH W-FRUNDER
HGL - 50 YR
HGL - 100 YR
PROPOSED PGL
MIN 17.7' CLEAR
MIN 16.5' CLEAR
MIN 17.3' CLEAR
VPC 11+60.00 EL. = 405.79
VPT 15+20.00
VPC 15+35.00 EL. = 394.01
VPC 17+65.00 EL. = 396.92
VPT 18+35.00 EL. = 398.1
PROPOSED
EXISTING
10+00
15+00
20+00

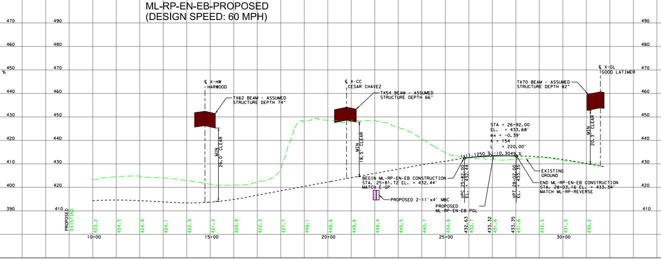
W-RP-EX-CO
(DESIGN SPEED: 40 MPH)


UPRR
ASSUMED STRUCTURE
DEPTH 73"
℄ X-LA
LAMAR
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
EXISTING GROUND
STA = 13+31.00
EL. = 399.58'
ex = 0.32'
K = 47
L = 110.00'
PROPOSED
PGL
(+)2.0751 %
(+)1.8168 %
(-)0.3005 %
(-)0.5353 %
MIN 16.5' CLEAR
MIN 17.8' CLEAR
BEGIN W-RP-EX-CO CONSTRUCTION
STA. 12+73.27 EL. = 398.53'
MATCH W-RP-EN-35S
VPC 12+76.00 EL. = 398.58
VPT 13+86.00 EL. = 399.3
END W-RP-EX-CO CONSTRUCTION
STA. 13+86.83 EL. = 399.30'
MATCH W-RP-EX-35E
HGL - 100 YR
HGL - 50 YR
PROPOSED
EXISTING
10+00
15+00
20+00

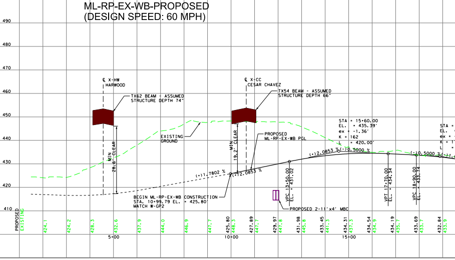
W-RP-EX-GR
(DESIGN SPEED: 40 MPH)


BEGIN BRIDGE
STA 11+34.70
℄ W-FRUNDER
FRONTAGE ROAD
STA = 13+00.00
EL. = 440.27'
ex = -2.44'
K = 46
L = 300.00'
EXISTING GROUND
℄ X-AK
AKARD
BEGIN W-RP-EX-GR CONSTRUCTION
STA. 11+22.38 EL. = 437.60'
MATCH X-CN2
(+)1.2966 %
(+)1.5014 %
(-)5.0000 %
(-)1.0474 %
END BRIDGE
STA 12+30.07
MIN 16.9' CLEAR
MIN 17.9' CLEAR
PROPOSED PGL
95'
Tx40 52" DEPTH
STA = 18+00.00
EL. = 415.27'
ex = 1.28'
K = 66
L = 260.00'
HGL - 100 YR
HGL - 50 YR
PROPOSED
EXISTING
10+00
15+00

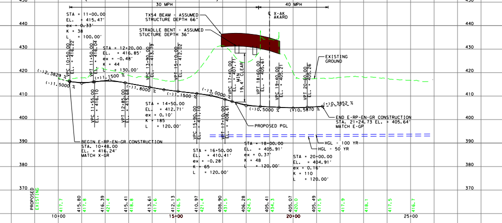
ML-RP-EN-EB-PROPOSED
(DESIGN SPEED: 60 MPH)


℄ X-HW
HARWOOD
TX62 BEAM - ASSUMED
STRUCTURE DEPTH 74"
℄ X-CC
CESAR CHAVEZ
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
TX70 BEAM - ASSUMED
STRUCTURE DEPTH 82"
℄ X-GL
GOOD LATIMER
MIN 26.0' CLEAR
MIN 18.5' CLEAR
MIN 20.3' CLEAR
STA = 26+92.00
EL. = 433.68'
ex = -0.39'
K = 154
L = 220.00'
(+)1.1250 %
(-)0.3049 %
BEGIN ML-RP-EN-EB CONSTRUCTION
STA. 25+81.72 EL. = 432.44'
MATCH E-GP
PROPOSED 2-11'x4' MBC
PROPOSED
ML-RP-EN-EB PGL
VPC 25+82.00 EL. = 432.44
VPT 28+02.00 EL. = 433.35
EXISTING
GROUND
END ML-RP-EN-EB CONSTRUCTION
STA. 28+03.16 EL. = 433.34'
MATCH ML-RP-REVERSE
PROPOSED
EXISTING
10+00
15+00
20+00
25+00
30+00

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

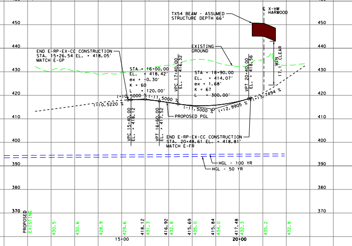

℄ X-HW
HARWOOD
TX62 BEAM - ASSUMED
STRUCTURE DEPTH 74"
℄ X-CC
CESAR CHAVEZ
TX54 BEAM - ASSUMED
STRUCTURE DEPTH 66"
EXISTING
GROUND
PROPOSED
ML-RP-EX-WB PGL
MIN 28.6' CLEAR
MIN 19.2' CLEAR
STA = 15+60.00
EL. = 435.39'
ex = -1.36'
K = 162
L = 420.00'
(+)1.7802 %
(+)2.0853 %
(-)0.5000 %
BEGIN ML-RP-EX-WB CONSTRUCTION
STA. 10+99.79 EL. = 425.80'
MATCH W-GP2
PROPOSED 2-11'x4' MBC
VPC 13+50.00 EL. = 431.02
VPT 17+70.00 EL. = 434.34
VPC 18+80.00 EL. = 433.79
PROPOSED
EXISTING
5+00
10+00
15+00

E-RP-EN-GR
(DESIGN SPEED: 30/40 MPH)



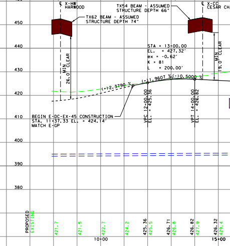
30 MPH
40 MPH
STA = 11+00.00
EL. = 415.47'
ex = 0.33'
K = 38
L = 100.00'
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
STRADLLE BENT - ASSUMED STUCTURE DEPTH 36"
℄ X-AK AKARD
STA = 12+20.00
EL. = 416.85'
ex = -0.48'
K = 44
L = 130.00'
EXISTING GROUND
VPC 10+50.00 EL. = 416.22
VPT 11+50.00 EL. = 416.04
VPC 13+90.00 EL. = 413.79
VPT 15+10.00 EL. = 412.02
VPC 17+40.00 EL. = 407.71
MIN 19.4' CLEAR
VPT 18+60.00 EL. = 405.61
VPC 19+40.00 EL. = 405.21
VPT 20+60.00 EL. = 405.26
(-)2.3829 %
(-)1.5000 %
(+)1.1500 %
(-)1.8000 %
(-)1.1500 %
(-)3.0000 %
(-)0.5000 %
(+)0.5870 %
(+)0.3852 %
VPC 11+55.00 EL. = 416.10
VPT 12+85.00 EL. = 415.68
STA = 14+50.00
EL. = 412.71'
ex = 0.10'
K = 185
L = 120.00'
VPC 15+90.00 EL. = 411.10
VPT 17+10.00 EL. = 408.61
END E-RP-EN-GR CONSTRUCTION STA. 21+24.73 EL. = 405.64' MATCH E-GP
PROPOSED PGL
BEGIN E-RP-EN-GR CONSTRUCTION STA. 10+48.00 EL. = 416.24' MATCH X-GR
HGL - 100 YR
HGL - 50 YR
STA = 16+50.00
EL. = 410.41'
ex = -0.28'
K = 65
L = 120.00'
STA = 18+00.00
EL. = 405.91'
ex = 0.37'
K = 48
L = 120.00'
STA = 20+00.00
EL. = 404.91'
ex = 0.16'
K = 110
L = 120.00'
450
440
430
420
410
400
390
380
370
PROPOSED
EXISTING
417.7
415.80
417.8
416.39
421.4
415.41
418.8
413.61
417.6
412.13
416.5
410.97
421.4
408.90
431.5
406.28
424.3
405.41
434.3
405.07
420.0
405.49
417.5
417.9
418.1
417.5
416.7
10+00
15+00
20+00
25+00

E-RP-EX-CC
(DESIGN SPEED: 40 MPH)

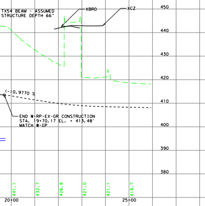


460
450
440
430
420
410
400
390
380
370
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-HW HARWOOD
END E-RP-EX-CC CONSTRUCTION STA. 15+26.54 EL. = 418.05' MATCH E-GP
EXISTING GROUND
MIN 17.1' CLEAR
STA = 16+00.00
EL. = 418.42'
ex = -0.30'
K = 60
L = 120.00'
VPC 17+40.00 EL. = 416.32
STA = 18+90.00
EL. = 414.07'
ex = 1.68'
K = 67
L = 300.00'
VPT 20+40.00 EL. = 418.56
(+)0.5220 %
(+)0.5000 %
(-)1.5000 %
(-)1.5000 %
(+)2.9905 %
(+)3.7494 %
VPC 15+40.00 EL. = 418.12
VPT 16+60.00 EL. = 417.52
PROPOSED PGL
END E-RP-EX-CC CONSTRUCTION STA. 20+48.61 EL. = 418.81' MATCH E-FR
HGL - 100 YR
HGL - 50 YR
PROPOSED
EXISTING
430.5
430.6
428.9
429.6
418.12
431.3
416.92
432.8
415.69
435.0
415.84
434.0
417.48
432.3
435.2
432.8
15+00
20+00

E-DC-EX-45
(DESIGN SPEED: 40 MPH)

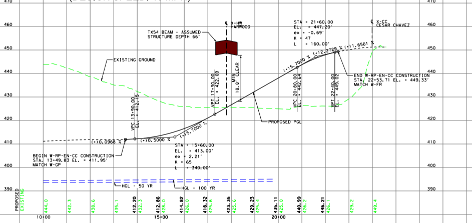


460
450
440
430
420
410
400
390
380
℄ X-HW HARWOOD
TX62 BEAM - ASSUMED STRUCTURE DEPTH 74"
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-CC CESAR CH
MIN 26.0' CLEAR
MIN 19.0' CLEAR
STA = 13+00.00
EL. = 427.32'
ex = -0.62'
K = 81
L = 200.00'
(+)2.3790 %
(+)1.9607 %
(-)0.5000 %
BEGIN E-DC-EX-45 CONSTRUCTION STA. 11+37.33 EL. = 424.14' MATCH E-GP
VPC 12+00.00 EL. = 425.36
VPT 14+00.00 EL. = 426.82
PROPOSED
EXISTING
421.7
421.5
422.7
424.2
425.36
425.5
426.71
426.8
426.82
427.9
426.32
429.4
10+00
15+00



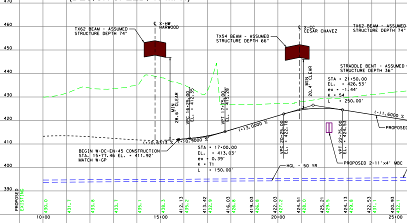
460
450
440
430
420
410
400
390
380
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
XBRO
XCZ
(-)0.9770 %
END W-RP-EX-GR CONSTRUCTION STA. 19+70.17 EL. = 413.48' MATCH W-GP
441.1
432.7
426.8
421.0
421.1
418.7
20+00
25+00

W-RP-EN-CC
(DESIGN SPEED: 40 MPH)

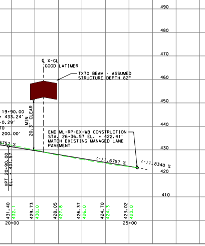


470
460
450
440
430
420
410
400
390
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-HW HARWOOD
STA = 21+60.00
EL. = 447.20'
ex = -0.69'
K = 47
L = 160.00'
℄ X-CC CESAR CHAVEZ
EXISTING GROUND
(+)5.7000 %
(+)2.2729 %
(+)1.6561 %
MIN 18.8' CLEAR
VPT 17+30.00 EL. = 422.69
VPC 20+80.00 EL. = 442.64
VPT 22+40.00 EL. = 449.02
END W-RP-EN-CC CONSTRUCTION STA. 22+53.71 EL. = 449.33' MATCH W-FR
VPC 13+90.00 EL. = 412.15
PROPOSED PGL
(+)0.0968 %
(+)0.5000 %
(+)5.7000 %
STA = 15+60.00
EL. = 413.00'
ex = 2.21'
K = 65
L = 340.00'
BEGIN W-RP-EN-CC CONSTRUCTION STA. 13+49.83 EL. = 411.95' MATCH W-GP
HGL - 50 YR
HGL - 100 YR
PROPOSED
EXISTING
444.0
442.3
438.6
435.1
412.20
432.3
412.86
428.0
414.82
426.0
418.32
425.6
423.35
425.6
429.23
425.4
435.11
425.0
440.99
426.2
446.21
426.1
429.2
449.4
10+00
15+00
20+00

W-DC-EN-45
(DESIGN SPEED: 40 MPH)

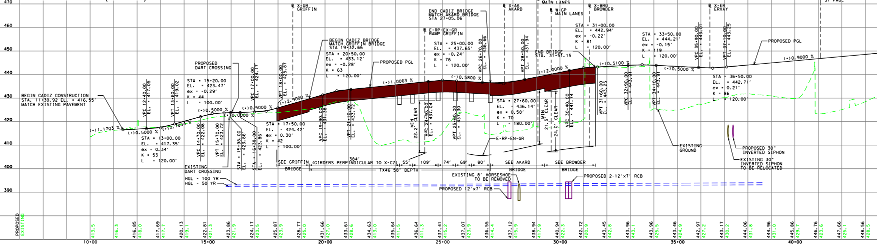


470
460
450
440
430
420
410
400
390
TX62 BEAM - ASSUMED STRUCTURE DEPTH 74"
℄ X-HW HARWOOD
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-CC CESAR CHAVEZ
TX62 BEAM - ASSUMED STRUCTURE DEPTH 74"
STRADDLE BENT - ASSUMED STRUCTURE DEPTH 36"
STA = 21+50.00
EL. = 426.53'
ex = -1.44'
K = 54
L = 250.00'
MIN 28.6' CLEAR
VPC 16+25.00 EL. = 412.35
VPT 17+75.00 EL. = 415.28
MIN 20.4' CLEAR
(-)1.6000 %
PROPOSED
(+)0.6313 %
(+)0.9000 %
(+)3.0000 %
VPC 20+25.00 EL. = 422.78
VPT 22+75.00 EL. = 424.53
BEGIN W-DC-EN-45 CONSTRUCTION STA. 15+77.46 EL. = 411.92' MATCH W-GP
STA = 17+00.00
EL. = 413.03'
ex = 0.39'
K = 71
L = 150.00'
HGL - 50 YR
PROPOSED 2-11'x4' MBC
PROPOSED
EXISTING
430.0
431.7
433.8
433.7
435.1
438.3
412.13
435.2
413.42
432.9
416.03
426.8
419.03
426.8
422.03
427.2
424.51
428.0
425.21
429.5
424.13
429.8
422.53
431.1
420.93
432.1
10+00
15+00
20+00
25+00

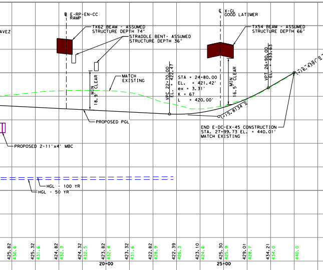


490
480
470
460
450
440
430
420
410
℄ X-GL GOOD LATIMER
TX70 BEAM - ASSUMED STRUCTURE DEPTH 82"
19+90.00
= 433.24'
-0.29'
70
200.00'
MIN 20.3' CLEAR
END ML-RP-EX-WB CONSTRUCTION STA. 26+36.57 EL. = 422.41' MATCH EXISTING MANAGED LANE PAVEMENT
6757 %
(-)1.6757 %
(-)1.8340 %
VPT 20+90.00 EL. = 431.57
431.40
432.1
429.73
430.0
428.05
427.8
426.37
426.0
424.70
424.3
423.02
423.0
20+00
25+00

X-CZ-PROPOSED
CADIZ STREET (30 MPH)

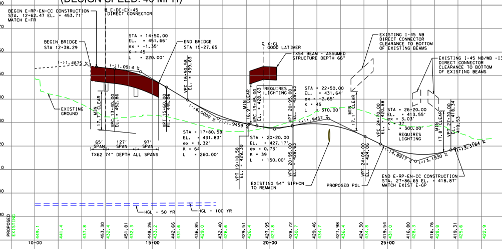


470
460
450
440
430
420
410
400
390
℄ X-GR GRIFFIN
BEGIN CADIZ CONSTRUCTION STA. 11+39.92 EL. = 416.55' MATCH EXISTING PAVEMENT
PROPOSED DART CROSSING
STA = 15+20.00
EL. = 423.47'
ex = -0.29'
K = 44
L = 100.00'
VPC 12+40.00 EL. = 417.05
VPT 13+60.00 EL. = 419.02
VPC 17+00.00 EL. = 424.17
VPT 18+00.00 EL. = 425.87
(+)1.1703 %
(+)0.5000 %
(+)2.7834 %
(+)0.5000 %
(+)0.5000 %
(+)0.0000 %
(+)2.9000 %
STA = 13+00.00
EL. = 417.35'
ex = 0.34'
K = 53
L = 120.00'
VPC 14+70.00 EL. = 422.08
VPT 15+70.00 EL. = 423.72
STA = 15+98.00 EL. = 423.86'
STA = 16+39.00 EL. = 423.86'
STA = 17+50.00
EL. = 424.42'
ex = 0.30'
K = 42
L = 100.00'
EXISTING DART CROSSING
HGL - 100 YR
HGL - 50 YR
BEGIN CADIZ BRIDGE MATCH GRIFFIN BRIDGE STA 19+32.66
STA = 20+50.00
EL. = 433.12'
ex = -0.28'
K = 63
L = 120.00'
PROPOSED PGL
(+)1.0063 %
(-)0.5800 %
VPC 19+90.00 EL. = 431.38
VPT 21+10.00 EL. = 433.72
MIN 22.2' CLEAR
℄ E-RP-EX-GR RAMP GRIFFIN
STA = 25+00.00
EL. = 437.65'
ex = -0.24'
K = 76
L = 120.00'
VPC 24+40.00 EL. = 437.04
VPT 25+60.00 EL. = 437.30
VPC 26+70.00 EL. = 436.66
END CADIZ BRIDGE MATCH AKARD BRIDGE STA 27+05.06
℄ X-AK AKARD
℄ E-GP MAIN LANES
℄ W-GP MAIN LANES
℄ X-BRO BROWDER
VPT 28+50.00 EL. = 437.94
END BRIDGE STA. 31+51.15
STA = 31+00.00
EL. = 442.94'
ex = -0.22'
K = 81
L = 120.00'
(+)2.0000 %
(+)0.5100 %
STA = 27+60.00
EL. = 436.14'
ex = 0.58'
K = 70
L = 180.00'
MIN 21.5' CLEAR
24.0' CLEAR
VPC 30+40.00 EL. = 441.74
VPT 31+60.00 EL. = 443.25
E-RP-EN-GR
SEE GRIFFIN BRIDGE
384'
(GIRDERS PERPINDICULAR TO X-CZ)
55'
109'
74'
69'
80'
TX46 58" DEPTH
SEE AKARD BRIDGE
SEE BROWDER BRIDGE
EXISTING 8' HORSESHOE TO BE REMOVED
PROPOSED 12'x7' RCB
PROPOSED 2-12'x7' RCB
STA = 33+50.00
EL. = 444.21'
ex = -0.15'
K = 119
L = 120.00'
VPC 32+90.00 EL. = 443.91
VPT 34+10.00 EL. = 443.91
(-)0.5000 %
VPC 35+90.00 EL. = 443.01
℄ X-ER ERVAY
VPT 37+10.00 EL. = 443.25
STA = 36+50.00
EL. = 442.71'
ex = 0.21'
K = 86
L = 120.00'
PROPOSED PGL
(+)0.9000 %
℄ X-SP ST PAUL
EXISTING GROUND
PROPOSED 30" INVERTED SIPHON
EXISTING 30" INVERTED SIPHON TO BE RELOCATED
PROPOSED
EXISTING
413.5
416.3
416.85
418.0
417.69
417.7
420.13
419.1
422.81
421.3
423.86
421.9
424.17
423.5
425.87
423.9
428.77
425.0
431.66
427.0
433.61
428.6
434.63
413.0
435.64
411.5
436.64
411.3
437.41
415.2
437.07
423.9
436.55
414.4
437.12
415.9
438.94
417.9
440.94
422.3
442.72
420.9
443.45
442.8
443.96
443.1
443.96
425.5
443.46
424.9
442.97
427.2
443.17
430.2
444.06
431.8
444.96
431.0
445.86
429.7
446.76
423.6
447.66
425.1
448.56
428.5
10+00
15+00
20+00
25+00
30+00
35+00
40+00



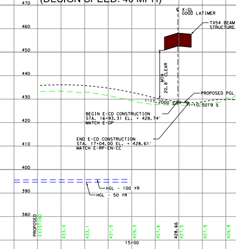
℄ E-RP-EN-CC RAMP
℄ X-GL GOOD LATIMER
TX62 BEAM - ASSUMED STRUCTURE DEPTH 74"
STRADDLE BENT- ASSUMED STRUCTURE DEPTH 36"
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
MATCH EXISTING
MIN 18.9' CLEAR
MIN 16.5' CLEAR
VPC 22+70.00 EL. = 422.47
VPT 26+90.00 EL. = 433.63
STA = 24+80.00
EL. = 421.42'
ex = 3.31'
K = 67
L = 420.00'
(+)16.4397 %
(+)5.8134 %
END E-DC-EX-45 CONSTRUCTION
STA. 27+99.73 EL. = 440.01'
MATCH EXISTING
PROPOSED PGL
PROPOSED 2-11'x4' MBC
HGL - 100 YR
HGL - 50 YR
460
450
440
430
420
410
400
390
380
425.82 430.6
425.32 431.6
424.82 432.3
424.32 432.5
423.82 432.4
423.32 431.6
422.82 428.9
422.39 426.3
423.10 424.6
425.30 425.9
429.01 428.7
434.21 434.0
440.0
20+00
25+00

E-RP-EN-CC
(DESIGN SPEED: 40 MPH)

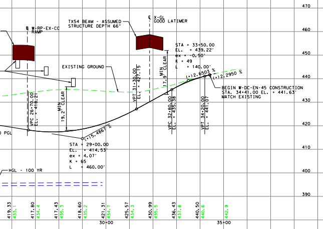


BEGIN E-RP-EN-CC CONSTRUCTION
STA. 12+62.47 EL. = 453.71'
MATCH E-FR
℄ E-DC-EX-45 DIRECT CONNECTOR
BEGIN BRIDGE STA 12+38.29
END BRIDGE STA 15+27.65
STA = 14+50.00
EL. = 451.66'
ex = -1.35'
K = 45
L = 220.00'
(-)1.4875 %
(-)1.0914 %
VPC 13+40.00 EL. = 452.86
VPT 15+60.00 EL. = 445.06
VPC 16+50.58 EL. = 439.63
MIN 17.7' CLEAR
EXISTING GROUND
65' SPAN
127' SPAN
97' SPAN
TX62 74" DEPTH ALL SPANS
(-)6.0000 %
STA = 17+80.58
EL. = 431.83'
ex = 1.32'
K = 64
L = 260.00'
℄ X-GL GOOD LATIMER
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
REQUIRES LIGHTING
MIN 16.9' CLEAR
VPC 19+45.00 EL. = 428.63
VPT 19+10.58 EL. = 429.30
(+)1.9459 %
STA = 20+20.00
EL. = 427.17'
ex = 0.73'
K = 39
L = 150.00'
VPT 20+95.00 EL. = 428.63
VPC 20+95.00 EL. = 428.63
(+)1.9457 %
STA = 22+50.00
EL. = 431.64'
ex = -2.65'
K = 45
L = 310.00'
EXISTING I-45 NB DIRECT CONNECTOR CLEARANCE TO BOTTOM OF EXISTING BEAMS
EXISTING I-45 NB/WB -130 DIRECT CONNECTOR CLEARANCE TO BOTTOM OF EXISTING BEAMS
MIN 17.1' CLEAR
STA = 26+20.00
EL. = 413.55'
ex = 3.03'
K = 37
L = 300.00'
REQUIRES LIGHTING
MIN 17.8' CLEAR
VPC 24+05.00 EL. = 424.06
VPC 24+70.00 EL. = 420.88
VPT 27+70.00 EL. = 418.34
419.53
(-)4.8917 %
(+)3.1930 %
(+)3.3164 %
EXISTING 54" SIPHON TO REMAIN
PROPOSED PGL
END E-RP-EN-CC CONSTRUCTION
STA. 27+86.65 EL. = 418.87'
MATCH EXIST E-GP
HGL - 50 YR
HGL - 100 YR
480
470
460
450
440
430
420
410
400
390
PROPOSED
EXISTING
449.1
441.4
437.8
453.30 452.4
451.81 452.5
448.26 433.2
442.66 431.6
436.85 429.0
432.40 426.6
429.51 426.4
427.95 421.8
428.72 450.7
429.46 434.7
427.98 436.4
424.30 434.8
419.54 431.0
416.80 428.3
416.76 428.8
419.31 425.6
422.9
10+00
15+00
20+00
25+00

E-CD (FUTURE)
(DESIGN SPEED: 40 MPH)

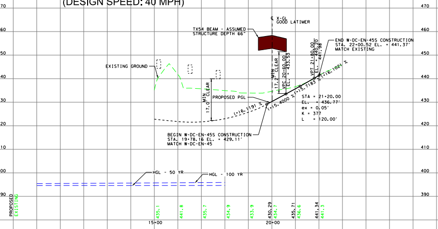


℄ X-GL GOOD LATIMER
TX54 BEAM STRUCTURE
MIN 20.8' CLEAR
PROPOSED PGL
(-)1.2000 %
(-)0.5019 %
BEGIN E-CD CONSTRUCTION
STA. 16+93.31 EL. = 428.74'
MATCH E-GP
END E-CD CONSTRUCTION
STA. 17+04.00 EL. = 428.61'
MATCH E-RP-EN-CC
HGL - 100 YR
HGL - 50 YR
480
470
460
450
440
430
420
410
400
390
380
PROPOSED
EXISTING
433.4
433.1
431.5
429.3
427.6
428.66 427.5
427.9
429.9
15+00



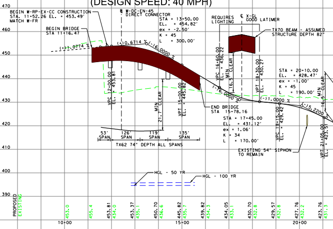
℄ W-RP-EX-CC RAMP
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
℄ X-GL GOOD LATIMER
EXISTING GROUND
STA = 33+50.00
EL. = 439.22'
ex = -0.50'
K = 49
L = 140.00'
MIN 17.9' CLEAR
MIN 19.2' CLEAR
VPC 26+70.00 EL. = 418.21
VPT 31+30.00 EL. = 427.15
VPC 32+80.00 EL. = 435.38
VPT 34+20.00 EL. = 441.07
(+)2.6503 %
(+)2.2950 %
(+)5.4867 %
BEGIN W-DC-EN-45 CONSTRUCTION
STA. 34+41.00 EL. = 441.63'
MATCH EXISTING
STA = 29+00.00
EL. = 414.53'
ex = 4.07'
K = 65
L = 460.00'
PGL
HGL - 100 YR
470
460
450
440
430
420
410
400
390
419.33 433.1
417.80 434.4
417.43 435.3
418.60 435.2
421.31 434.7
425.57 434.3
430.99 435.5
436.43 437.8
440.50 440.6
442.9
30+00
35+00

W-DC-EN-45S
(DESIGN SPEED: 40 MPH)

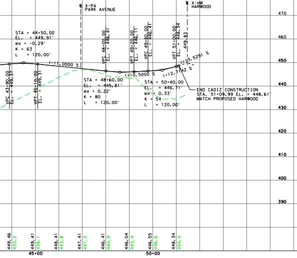


℄ X-GL GOOD LATIMER
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
EXISTING GROUND
END W-DC-EN-45S CONSTRUCTION
STA. 22+00.52 EL. = 441.37'
MATCH EXISTING
MIN 17.2' CLEAR
MIN 17.0' CLEAR
VPC 20+60.00 EL. = 433.53
VPT 21+80.00 EL. = 440.20 441.98
PROPOSED PGL
(-)6.1191 %
(+)5.4000 %
(+)5.7183 %
(+)6.1021 %
STA = 21+20.00
EL. = 436.77'
ex = 0.05'
K = 377
L = 120.00'
BEGIN W-DC-EN-45S CONSTRUCTION
STA. 19+78.16 EL. = 429.11'
MATCH W-DC-EN-45
HGL - 50 YR
HGL - 100 YR
470
460
450
440
430
420
410
400
390
PROPOSED
EXISTING
435.1
441.8
435.7
434.9
433.9
430.29 434.7
435.71 436.6
441.34 441.3
15+00
20+00

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

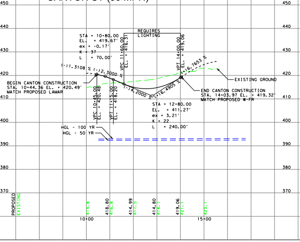


BEGIN W-RP-EX-CC CONSTRUCTION
STA. 11+52.26 EL. = 453.49'
MATCH W-FR
℄ W-DC-EN-45 DIRECT CONNECTOR
STA = 13+50.00
EL. = 454.82'
ex = -2.50'
K = 45
L = 300.00'
REQUIRES LIGHTING
℄ X-GL GOOD LATIMER
TX70 BEAM - ASSUMED STRUCTURE DEPTH 82"
BEGIN BRIDGE STA 11+16.47
(+)1.0774 %
(+)0.6714 %
(-)6.0000 %
VPC 12+00.00 EL. = 453.81
VPT 15+00.00 EL. = 445.82
VPC 16+60.00 EL. = 436.22
VPT 18+30.00 EL. = 430.27
MIN 16.5' CLEAR
MIN 21.7' CLEAR
(-)6.0000 %
(-)1.0000 %
(-)5.2200 %
END BRIDGE STA 15+78.16
STA = 17+45.00
EL. = 431.12'
ex = 1.06'
K = 34
L = 170.00'
STA = 20+10.00
EL. = 428.47'
ex = -1.00'
K = 45
L = 190.00'
MIN 16.5' CLEAR
VPC 19+15.00 EL. = 429.42
VPT 21+05.00 EL. = 423.51
53' SPAN
126' SPAN
119' SPAN
135' SPAN
TX62 74" DEPTH ALL SPANS
EXISTING 54" SIPHON TO REMAIN
HGL - 50 YR
HGL - 100 YR
470
460
450
440
430
420
410
400
390
PROPOSED
EXISTING
453.0
455.4
453.81 454.0
453.37 453.1
450.70 436.6
445.82 435.7
439.82 434.3
434.05 433.1
430.70 432.8
429.57 432.8
427.76 432.2
423.76 432.1
10+00
15+00
20+00



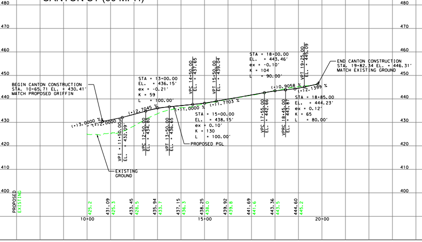
℄ X-PA PARK AVENUE
℄ X-HW HARWOOD
STA = 44+50.00
EL. = 449.91'
ex = -0.29'
K = 63
L = 120.00'
(-)1.0000 %
(-)0.5000 %
(+)2.7142 %
(+)3.5291 %
VPC 43+90.00 EL. = 449.31
VPT 45+10.00 EL. = 449.31
VPC 48+00.00 EL. = 446.41
VPT 49+20.00 EL. = 446.11
VPC 49+80.00 EL. = 446.41
VPT 51+00.00 EL. = 448.34 449.83
STA = 48+60.00
EL. = 445.81'
ex = 0.22'
K = 80
L = 120.00'
STA = 50+40.00
EL. = 446.71'
ex = 0.33'
K = 54
L = 120.00'
END CADIZ CONSTRUCTION
STA. 51+09.99 EL. = 448.61'
MATCH PROPOSED HARWOOD
470
460
450
440
430
420
410
400
390
449.46 433.2
449.41 438.1
448.41 443.8
447.41 447.0
446.41 444.9
446.04 443.4
446.55 436.6
448.34 434.4
45+00
50+00

X-CN-PROPOSED
CANTON ST (30 MPH)

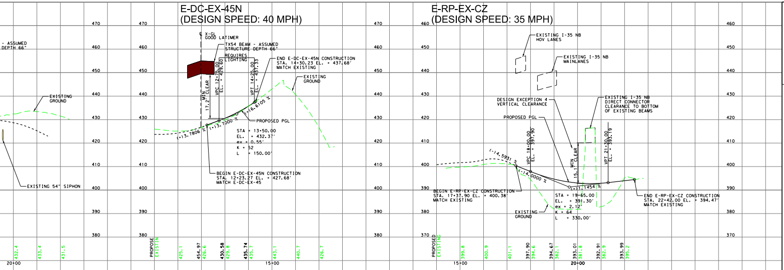


STA = 10+80.00
EL. = 419.67'
ex = -0.17'
K = 37
L = 70.00'
REQUIRES LIGHTING
(-)1.3108 %
(-)2.3000 %
(-)14.2000 %
(+)6.4905 %
(+)6.7653 %
VPT 11+60.00 EL. = 416.31
VPT 14+00.00 EL. = 419.06
VPC 10+45.00 EL. = 420.48
VPT 11+15.00 EL. = 418.20
EXISTING GROUND
BEGIN CANTON CONSTRUCTION
STA. 10+44.36 EL. = 420.49'
MATCH PROPOSED LAMAR
END CANTON CONSTRUCTION
STA. 14+03.97 EL. = 419.32'
MATCH PROPOSED W-FR
STA = 12+80.00
EL. = 411.27'
ex = 3.21'
K = 22
L = 240.00'
HGL - 100 YR
HGL - 50 YR
450
440
430
420
410
400
390
380
370
PROPOSED
EXISTING
414.8
418.80 416.8
414.99 417.5
414.80 418.7
419.06 421.1
423.1
10+00
15+00

X-CN2-PROPOSED
CANTON ST (30 MPH)



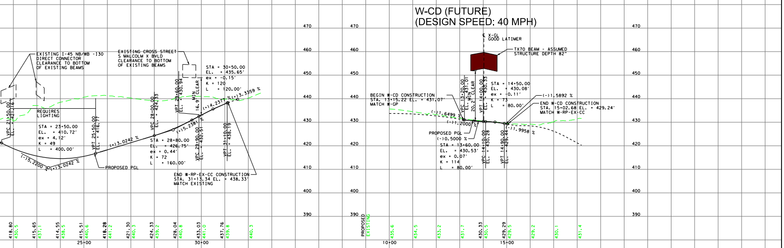
BEGIN CANTON CONSTRUCTION
STA. 10+65.71 EL. = 430.41'
MATCH PROPOSED GRIFFIN
STA = 13+00.00
EL. = 436.15'
ex = -0.21'
K = 59
L = 100.00'
VPC 14+50.00 EL. = 437.65
VPT 15+50.00 EL. = 439.04
STA = 18+00.00
EL. = 443.46'
ex = -0.10'
K = 104
L = 90.00'
VPT 19+25.00 EL. = 445.09
END CANTON CONSTRUCTION
STA. 19+82.34 EL. = 446.31'
MATCH EXISTING GROUND
(+)3.0000 %
(+)2.0000 %
(+)2.7045 %
(+)1.0000 %
(+)1.7703 %
(+)0.9058 %
(+)2.1399 %
VPI 11+50.00 EL. = 432.09
VPC 12+50.00 EL. = 434.80
VPT 13+50.00 EL. = 436.65
STA = 15+00.00
EL. = 438.15'
ex = 0.10'
K = 130
L = 100.00'
VPC 17+55.00 EL. = 442.66
VPRC 18+45.00 EL. = 443.87
STA = 18+85.00
EL. = 444.23'
ex = 0.12'
K = 65
L = 80.00'
PROPOSED PGL
EXISTING GROUND
480
470
460
450
440
430
420
410
400
PROPOSED
EXISTING
425.2
431.09 429.3
433.45 428.5
435.94 432.4
437.15 436.3
438.25 438.0
439.92 439.8
441.69 441.6
443.36 443.5
444.60 445.2
10+00
15+00
20+00



E-DC-EX-45N
(DESIGN SPEED: 40 MPH)

E-RP-EX-CZ
(DESIGN SPEED: 35 MPH)

- ASSUMED
DEPTH 66"
EXISTING GROUND
EXISTING 54" SIPHON
℄ X-GL GOOD LATIMER
TX54 BEAM - ASSUMED STRUCTURE DEPTH 66"
REQUIRES LIGHTING
MIN 17.2' CLEAR
VPC 12+75.00 EL. = 429.60
VPT 14+25.00 EL. = 437.33
END E-DC-EX-45N CONSTRUCTION STA. 14+30.23 EL. = 437.68' MATCH EXISTING
EXISTING GROUND
(+)3.7806 %
(+)3.7000 %
(+)6.6105 %
PROPOSED PGL
STA = 13+50.00
EL. = 432.37'
ex = 0.55'
K = 52
L = 150.00'
BEGIN E-DC-EX-45N CONSTRUCTION STA. 12+23.27 EL. = 427.68' MATCH E-DC-EX-45
470
460
450
440
430
420
410
400
390
380
370
432.4
433.4
431.5
PROPOSED
EXISTING
425.1
454.97
426.6
430.58
429.8
435.74
435.7
443.1
440.7
426.7
20+00
15+00
EXISTING I-35 NB HOV LANES
EXISTING I-35 NB MAINLANES
DESIGN EXCEPTION 4 VERTICAL CLEARANCE
EXISTING I-35 NB DIRECT CONNECTOR CLEARANCE TO BOTTOM OF EXISTING BEAMS
PROPOSED PGL
VPC 18+00.00 EL. = 397.90
MIN 15.1' CLEAR
VPT 21+30.00 EL. = 393.19
(-)4.5931 %
(-)4.0000 %
(+)1.1454 %
BEGIN E-RP-EX-CZ CONSTRUCTION STA. 17+37.90 EL. = 400.38' MATCH EXISTING
STA = 19+65.00
EL. = 391.30'
ex = 2.12'
K = 64
L = 330.00'
EXISTING GROUND
END E-RP-EX-CZ CONSTRUCTION STA. 22+42.00 EL. = 394.47' MATCH EXISTING
399.8
400.9
401.1
397.90
394.6
394.67
382.1
393.01
381.8
392.91
382.9
393.99
395.2
15+00
20+00



W-CD (FUTURE)
(DESIGN SPEED: 40 MPH)

EXISTING I-45 NB/WB -I30 DIRECT CONNECTOR CLEARANCE TO BOTTOM OF EXISTING BEAMS
EXISTING CROSS STREET S MALCOLM X BVLD CLEARANCE TO BOTTOM OF EXISTING BEAMS
REQUIRES LIGHTING
VPC 21+50.00 EL. = 421.16
STA = 23+50.00
EL. = 410.72'
ex = 4.12'
K = 49
L = 400.00'
(-)5.2200 %
(+)3.0242 %
VPT 25+50.00 EL. = 416.77
(+)3.0242 %
PROPOSED PGL
VPC 28+00.00 EL. = 424.33
STA = 28+80.00
EL. = 426.75'
ex = 0.44'
K = 72
L = 160.00'
(+)5.2381 %
VPT 29+60.00 EL. = 430.94
VPC 29+90.00 EL. = 432.51
MIN 16.9' CLEAR
STA = 30+50.00
EL. = 435.65'
ex = -0.15'
K = 120
L = 120.00'
(+)4.2377 %
(+)3.3359 %
VPT 31+10.00 EL. = 438.19
END W-RP-EX-CC CONSTRUCTION STA. 31+13.34 EL. = 438.33' MATCH EXISTING
418.80
430.5
415.65
437.1
414.55
438.5
415.51
440.6
418.28
441.2
421.30
440.3
424.33
439.2
428.04
440.8
433.03
441.0
437.76
439.8
440.3
25+00
30+00
℄ X-GL GOOD LATIMER
TX70 BEAM - ASSUMED STRUCTURE DEPTH 82"
BEGIN W-CD CONSTRUCTION STA. 13+15.22 EL. = 431.07' MATCH W-GP
VPC 13+20.00 EL. = 431.01
MIN 20.2' CLEAR
VPT 14+00.00 EL. = 430.33
STA = 14+50.00
EL. = 430.08'
ex = -0.11'
K = 73
L = 80.00'
(-)1.5892 %
END W-CD CONSTRUCTION STA. 15+02.68 EL. = 429.24' MATCH W-RP-EX-CC
(-)1.6499 %
(-)1.2000 %
PROPOSED PGL
(-)0.5000 %
STA = 13+60.00
EL. = 430.53'
ex = 0.07'
K = 114
L = 80.00'
VPC 14+10.00 EL. = 430.28
VPT 14+90.00 EL. = 429.44
(-)1.9958 %
470
460
450
440
430
420
410
400
390
PROPOSED
EXISTING
435.6
434.5
433.2
431.7
430.33
430.5
429.29
429.5
429.2
430.1
431.4
10+00
15+00

CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
		NORTHING	EASTING				
℄ X-CZ (DESIGN SPEED: 30 MPH)							
X-CZ-01	P.C. 11+11.76	6968458.7757	2491470.5539	N 42°06′23.15" E			
	P.I. 11+99.66	6968523.9837	2491529.4871	19°56′23.68" LT	174.01	87.89	500
	P.T. 12+85.77	6968605.3808	2491562.6492	N 22°09′59.47" E			
X-CZ-02	P.C. 14+75.97	6968781.5204	2491634.4104	N 22°09′59.47" E			
	P.I. 16+57.17	6968949.3306	2491702.7781	32°23′07.52" RT	352.7	181.2	624
	P.C.C 18+28.67	6969054.4217	2491850.3933	N 54°33′06.99" E			
X-CZ-03	P.C.C 18+28.67	6969054.4217	2491850.3933	N 54°33′06.99" E			
	P.I. 19+11.13	6969102.2401	2491917.5610	7°51′39.94" RT	164.64	82.45	1200
	P.T. 19+93.32	6969140.4225	2491990.6377	N 62°24′46.93" E			
X-CZ-04	P.C. 21+03.84	6969191.6067	2492088.5983	N 62°24′46.93" E			
	P.I. 22+10.35	6969240.9278	2492182.9931	6°05′47.14" RT	212.81	106.5	2000
	P.T. 23+16.65	6969279.9450	2492282.0921	N 68°30′34.07" E			
X-CZ-05	P.C. 23+25.82	6969283.3046	2492290.6251	N 68°30′34.07" E			
	P.I. 23+72.02	6969300.2313	2492333.6168	15°47′55.48" RT	91.82	46.2	333
	P.T. 24+17.64	6969304.8137	2492379.5929	N 84°18′29.55" E			
X-CZ-06	P.C. 24+44.72	6969307.4990	2492406.5357	N 84°18′29.55" E			
	P.I. 25+65.62	6969319.4900	2492526.8437	39°54′33.83" LT	231.95	120.9	333
	P.T. 26+76.67	6969405.8743	2492611.4340	N 44°23′55.72" E			
X-CZ-07	P.C. 30+81.22	6969694.9237	2492894.4802	N 44°23′55.72" E			
	P.I. 31+74.63	6969761.6635	2492959.8340	31°20′18.86" RT	182.14	93.41	333
	P.T. 32+63.36	6969784.6765	2493050.3643	N 75°44′14.58" E			
X-CZ-08	P.C. 33+35.03	6969802.3321	2493119.8192	N 75°44′14.58" E			
	P.I. 34+33.25	6969826.5311	2493215.0150	11°13′10.50" LT	195.82	98.22	1000
	P.T. 35+30.84	6969868.7898	2493303.6832	N 64°31′04.08" E			
X-CZ-09	P.C. 37+12.55	6969946.9655	2493467.7131	N 64°31′04.08" E			
	P.I. 37+50.51	6969963.2961	2493501.9783	8°40′57.48" RT	75.77	37.96	500
	P.T. 37+88.32	6969974.2669	2493538.3161	N 73°12′01.56" E			
X-CZ-10	P.C. 39+33.28	6970016.1628	2493677.0858	N 73°12′01.56" E			
	P.I. 39+91.28	6970032.9259	2493732.6095	18°49′05.21" RT	114.95	58	350
	P.T. 40+48.23	6970030.8830	2493790.5725	S 87°58′53.23" E			
X-CZ-11	P.C. 40+60.16	6970030.4629	2493802.4906	S 87°58′53.23" E			
	P.I. 41+39.72	6970027.6606	2493882.0020	25°36′47.89" LT	156.46	79.56	350
	P.T. 42+16.62	6970059.5060	2493954.9115	N 66°24′18.87" E			
X-CZ-12	P.C. 46+56.20	6970235.4543	2494357.7416	N 66°24′18.87" E			
	P.I. 48+00.43	6970293.1842	2494489.9133	29°23′17.56" RT	282.11	144.23	550
	P.R.C. 49+38.30	6970278.6253	2494633.4059	S 84°12′23.57" E			
X-CZ-13	P.R.C. 49+38.30	6970278.6253	2494633.4059	S 84°12′23.57" E			
	P.I. 50+11.82	6970271.2047	2494706.5441	23°43′25.86" LT	144.92	73.51	350
	P.T. 50+83.23	6970293.8367	2494776.4873	N 72°04′10.58" E			

CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
		NORTHING	EASTING				
℄ X-CN (DESIGN SPEED: 30 MPH)							
X-CN-01	P.C. 13+28.04	6969048.1882	2491245.4909	N 50°28′20.05" E			
	P.I. 13+78.88	6969080.5471	2491284.7066	13°38′37.32" RT	101.2	50.84	425
	P.T. 14+29.24	6969102.7425	2491330.4486	N 64°06′57.37" E			
X-CN-02	P.C. 14+86.37	6969127.6823	2491381.8465	N 64°06′57.37" E			
	P.I. 15+22.71	6969143.5484	2491414.5447	12°27′26.76" LT	72.4	36.34	333
	P.T. 15+58.77	6969166.0945	2491443.0505	N 51°39′30.62" E			
℄ X-CN2 (DESIGN SPEED: 30 MPH)							
X-CN2-01	P.C. 12+88.13	6969399.8468	2491751.8130	N 56°25′03.89" E			
	P.I. 13+49.35	6969433.7109	2491802.8168	11°42′37.48" LT	122.02	61.22	597
	P.T. 14+10.14	6969477.2221	2491845.8858	N 44°42′26.41" E			
X-CN2-02	P.C. 18+50.47	6969790.1637	2492155.6465	N 44°42′26.41" E			
	P.I. 18+81.39	6969812.1397	2492177.3992	10°23′34.53" LT	61.67	30.92	340
	P.R.C. 19+12.14	6969837.6793	2492194.8305	N 34°18′51.87" E			
X-CN2-03	P.R.C. 19+12.14	6969837.6793	2492194.8306	N 34°18′51.87" E			
	P.I. 19+39.42	6969860.2143	2492210.2112	10°23′34.53" RT	54.42	27.28	300
	P.T. 19+66.56	6969879.6049	2492229.4047	N 44°42′26.41" E			

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC
IH 30 CANYON
FROM IH 35E TO IH 345/IH 45

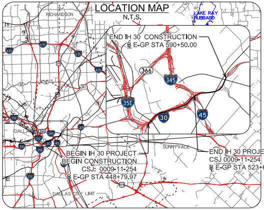
DALLAS COUNTY, TEXAS
CSJ: 0009-11-254

DECEMBER 2020
ROLL 3 OF 4

LENGTH:	1.5 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	244,800(2025) 288,400(2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS*:	35/40 MPH
COLLECTOR-DISTRIBUTOR:	40 MPH
FRONTAGE ROADS**:	40 MPH
LOCAL STREETS:	30 MPH
LOOP RAMPS:	25 MPH

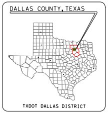
* ALL RAMPS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR W-RP-EN-35S, E-RP-EX-GR, E-RP-EX-CZ, AND E-RP-EX-35N-GR WHICH REQUIRE 35 MPH AND E-RP-EN-GR REQUIRES 30 MPH DESIGN SPEED.

** SECTIONS OF FRONTAGE ROADS REQUIRED 30 MPH DESIGN SPEED AS SHOWN ON PROFILES.



LOCATION MAP
N.T.S.

RICHARDSON
LAKE RAY HUBBARD
END IH 30 CONSTRUCTION
℄ E-GP STA 590+50.00
366
345
35E
30
45
SUNNYVALE
DALLAS
BEGIN IH 30 PROJECT
BEGIN CONSTRUCTION
CSJ: 0009-11-254
℄ E-GP STA 448+79.97
END IH 30 PROJECT
CSJ 0009-11-254
℄ E-GP STA 523+69.20
DALLAS CITY LIMIT
175



DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

DATE: DECEMBER 2, 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:

NICOLE M. CARRILLO, P.E.
Nicole Carrillo
SERIAL NO. 101321

JOSIAH F. BELVEAL, P.E.
Josiah F. Belveal
SERIAL NO. 122828

HNTB

HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE FIRM #F-420

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

DATE SUBMITTED:

DATE APPROVED:

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC
IH 30 CANYON
FROM IH 35E TO IH 345/IH 45

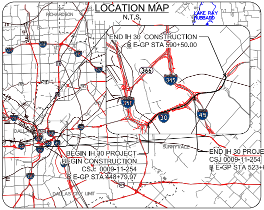
DALLAS COUNTY, TEXAS
CSJ: 0009-11-254

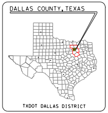
DECEMBER 2020
ROLL 4 OF 4

LENGTH:	1.5 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	244,800(2025) 288,400(2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS*:	35/40 MPH
COLLECTOR-DISTRIBUTOR:	40 MPH
FRONTAGE ROADS**:	40 MPH
LOCAL STREETS:	30 MPH
LOOP RAMPS:	25 MPH

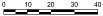
* ALL RAMPS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR W-RP-EN-35S, E-RP-EX-GR, E-RP-EX-CZ, AND E-RP-EX-35N-GR WHICH REQUIRE 35 MPH AND E-RP-EN-GR REQUIRES 30 MPH DESIGN SPEED.

** SECTIONS OF FRONTAGE ROADS REQUIRED 30 MPH DESIGN SPEED AS SHOWN ON PROFILES.

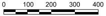

LOCATION MAP
N.T.S.
RICHARDSON
LAKE RAY HUBBARD
END IH 30 CONSTRUCTION
℄ E-GP STA 590+50.00
366
345
35E
30
45
DALLAS
SUNNYVALE
BEGIN IH 30 PROJECT
BEGIN CONSTRUCTION
CSJ: 0009-11-254
℄ E-GP STA 448+79.97
END IH 30 PROJECT
CSJ 0009-11-254
℄ E-GP STA 523+69.20
DALLAS CITY LIMIT


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.



VERTICAL SCALE:


0
100
200
300
400

HORIZONTAL SCALE:

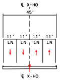
DATE: DECEMBER 2, 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE M. CARRILLO, P.E.
Nicole M. Carrillo
SERIAL NO. 101321

JOSIAH F. BELVEAL, P.E.
Josiah F. Belveal
SERIAL NO. 122828

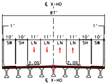
HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE FIRM #F-420

DATE SUBMITTED:

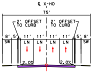
DATE APPROVED:


℄ X-HO
45'
11'
11'
11'
11'
LN
LN
LN
LN

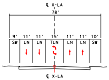
℄ X-HO
EXISTING HOTEL ST
BRIDGE STRUCTURE NOT SHOWN


℄ X-HO
87'
1'
1'
10'
10'
11'
11'
11'
11'
10'
10'
SW
SH
LN
LN
LN
LN
SH
SW
2.0%
2.0%

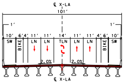
℄ X-HO
PROPOSED HOTEL ST
STA 14+16 TO 18+52


℄ X-HO
75'
2' OFFSET TO CURB
2' OFFSET TO CURB
8'
5'
11'
11'
11'
11'
5'
8'
SW
LN
LN
LN
LN
SW
2.0%
2.0%

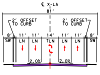
℄ X-HO
PROPOSED HOTEL ST
STA 11+80 TO 14+16
STA 18+52 TO 21+00


℄ X-LA
78'
9'
11'
11'
15'
11'
11'
10'
SW
LN
LN
TLN
LN
LN
SW

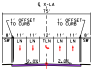
℄ X-LA
EXISTING LAMAR ST
BRIDGE STRUCTURE NOT SHOWN


℄ X-LA
101'
1'
1'
10'
6'
4'
11'
11'
14'
11'
11'
4'
6'
10'
SW
BIKE
LN
LN
TLN
LN
LN
BIKE
SW
2.0%
2.0%

℄ X-LA
PROPOSED LAMAR ST
STA 12+20 TO 15+74

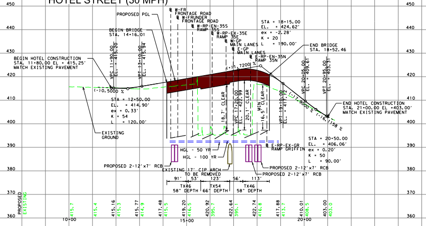

℄ X-LA
81'
2' OFFSET TO CURB
2' OFFSET TO CURB
8'
11'
11'
14'
11'
11'
8'
SW
LN
LN
TLN
LN
LN
SW
2.0%
2.0%

℄ X-LA
PROPOSED LAMAR ST
STA 9+80 TO STA 12+20

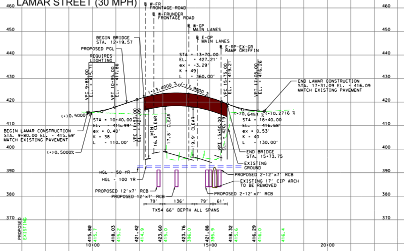

℄ X-LA
75'
1' OFFSET TO CURB
1' OFFSET TO CURB
8'
11'
11'
12'
11'
11'
8'
SW
LN
LN
TLN
LN
LN
SW
2.0%
2.0%

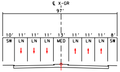
℄ X-LA
PROPOSED LAMAR ST
STA 15+74 TO 17+31

X-HO-PROPOSED HOTEL STREET (30 MPH)

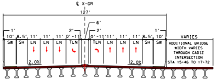

450
440
430
420
410
400
390
380
370
360
PROPOSED PGL
℄ W-FR FRONTAGE ROAD
℄ W-FRUNDER FRONTAGE ROAD
℄ W-RP-EN-35S RAMP 35S
℄ W-RP-EX-35E RAMP 35E
℄ W-GP MAIN LANES
℄ E-GP MAIN LANES
℄ E-RP-EN-35N RAMP 35N
BEGIN BRIDGE STA. 14+16.01
STA = 18+15.00
EL. = 424.62'
ex = -2.28'
K = 20
L = 190.00'
END BRIDGE STA. 18+52.46
BEGIN HOTEL CONSTRUCTION STA. 11+80.00 EL = 415.25' MATCH EXISTING PAVEMENT
VPC 11+90.00 EL. = 415.20
VPT 13+10.00 EL. = 415.94
(-)0.5000 %
(+)1.7200 %
STA = 12+50.00
EL. = 414.90'
ex = 0.33'
K = 54
L = 120.00'
18.7' CLEAR
VPC 17+20.00 EL. = 422.99
20.1' CLEAR
16.5' MIN CLEAR
VPT 19+10.00 EL. = 417.72
VPC 20+05.00 EL. = 409.61
VPT 20+95.00 EL. = 403.31
(-)7.9000 %
(-)6.1158 %
END HOTEL CONSTRUCTION STA. 21+00.00 EL = 403.00' MATCH EXISTING PAVEMENT
EXISTING GROUND
STA = 20+50.00
EL. = 406.06'
ex = 0.20'
K = 50
L = 90.00'
℄ E-RP-EX-GR RAMP GRIFFIN
HGL - 50 YR
HGL - 100 YR
PROPOSED 2-12'x7' RCB
EXISTING 17' CIP ARCH TO BE REMOVED
PROPOSED 2-12'x7' RCB
PROPOSED 2-12'x7' RCB
91'
53'
123'
56'
113'
TX46 58" DEPTH
TX54 66" DEPTH
TX46 58" DEPTH
PROPOSED
EXISTING
415.7
415.4
415.16
415.3
415.77
414.9
417.48
415.5
419.20
416.5
420.92
395.7
422.64
395.1
422.74
416.8
417.88
413.7
410.01
408.5
403.00
403.0
10+00
15+00
20+00

X-LA-PROPOSED LAMAR STREET (30 MPH)

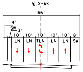

460
450
440
430
420
410
400
390
380
370
℄ W-FR FRONTAGE ROAD
℄ W-FRUNDER FRONTAGE ROAD
℄ W-GP MAIN LANES
℄ E-GP MAIN LANES
℄ E-RP-EX-GR RAMP GRIFFIN
BEGIN BRIDGE STA. 12+19.57
PROPOSED PGL
REQUIRES LIGHTING
STA = 13+70.00
EL. = 427.21'
ex = -3.29'
K = 49
L = 360.00'
VPC 9+85.00 EL. = 415.71
VPT 10+95.00 EL. = 417.86
VPC 11+90.00 EL. = 421.09
VPC 15+75.00 EL. = 419.21
VPT 17+05.00 EL. = 416.26
(+)3.4000 %
(-)3.9000 %
END LAMAR CONSTRUCTION STA. 17+31.09 EL. = 416.09 MATCH EXISTING PAVEMENT
(+)0.5000 %
BEGIN LAMAR CONSTRUCTION STA. 9+80.00 EL. = 415.69' MATCH EXISTING PAVEMENT
(+)0.5000%
STA = 10+40.00
EL. = 415.99'
ex = 0.40'
K = 38
L = 110.00'
16.5' MIN CLEAR
17.8' CLEAR
19.9' CLEAR
VPT 15+50.00 EL. = 420.19
(-)0.6453 %
(+)0.2716 %
STA = 16+40.00
EL. = 416.68'
ex = 0.53'
K = 40
L = 130.00'
END BRIDGE STA. 15+73.75
EXISTING GROUND
HGL - 50 YR
HGL - 100 YR
PROPOSED 12'x7' RCB
PROPOSED 12'x7' RCB
PROPOSED 2-12'x7' RCB
EXISTING 17' CIP ARCH TO BE REMOVED
PROPOSED 2-12'x7' RCB
79'
136'
79'
61'
TX54 66" DEPTH ALL SPANS
PROPOSED
EXISTING
415.80
415.7
418.03
415.2
421.42
414.9
423.60
415.0
423.76
396.0
421.88
395.9
418.32
415.6
416.29
416.0
416.4
10+00
15+00
20+00


℄ X-GR
97′
10′ 11′ 11′ 11′ 13′ 11′ 11′ 11′ 8′
SW LN LN LN MED LN LN LN SW

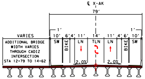
℄ X-GR
EXISTING GRIFFIN ST
BRIDGE STRUCTURE NOT SHOWN


℄ X-GR
127′
1′
2′
6′
2′
1′
10′ 8.5′ 11′ 11′ 11′ 0′-11′ 0′-11′ 11′ 11′ 11′ 8.5′ 10′
SW SH LN LN LN TLN TLN LN LN LN SH SW
2.0%
2.0%
VARIES
ADDITIONAL BRIDGE WIDTH VARIES THROUGH CADIZ INTERSECTION STA 15+46 TO 17+72

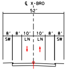
℄ X-GR
PROPOSED GRIFFIN ST
STA 14+26 TO 17+72


℄ X-AK
66′
4′
SW
3′
10′ 10′ 10′ 10′ 10′ 8′
LN LN TLN LN LN SW

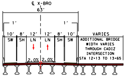
℄ X-AK
EXISTING AKARD ST
BRIDGE STRUCTURE NOT SHOWN


℄ X-AK
79′
1′
1′
VARIES
ADDITIONAL BRIDGE WIDTH VARIES THROUGH CADIZ INTERSECTION STA 12+79 TO 14+62
10′ 6′ 4′ 11′ 14′ 11′ 4′ 6′ 10′
SW BIKE LN TLN LN BIKE SW
2.0%
2.0%

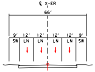
℄ X-AK
PROPOSED AKARD ST
STA 10+90 TO 14+62


℄ X-BRO
52′
8′ 8′ 10′ 10′ 8′ 8′
SW LN LN SW

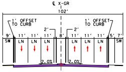
℄ X-BROWDER
EXISTING BROWDER ST


℄ X-BRO
63′
1′
1′
10′ 8′ 12′ 12′ 8′ 10′
SW SH LN LN SH SW
2.0%
2.0%
VARIES
ADDITIONAL BRIDGE WIDTH VARIES THROUGH CADIZ INTERSECTION STA 12+13 TO 13+65

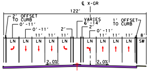
℄ X-BR
PROPOSED BROWDER ST
STA 12+13 TO 15+08


℄ X-ER
66′
9′ 12′ 12′ 12′ 12′ 9′
SW LN LN LN LN SW

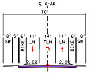
℄ X-ER
EXISTING ERVAY ST
BRIDGE STRUCTURE NOT SHOWN


℄ X-GR
102′
1′ OFFSET TO CURB
1′ OFFSET TO CURB
2′
2′
9′ 11′ 11′ 11′ 8′ 11′ 11′ 11′ 5′ 7′
SW LN LN LN LN LN LN SW
2.0%
2.0%

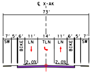
℄ X-GR
PROPOSED GRIFFIN ST
STA 11+25 TO 14+26


℄ X-GR
122′
2′ OFFSET TO CURB
0′-11′
0′-11′
2′
VARIES 6′-14′
2′
0′-11′
1′ OFFSET TO CURB
11′ 11′ 11′ 11′ 11′ 11′ 8′
LN LN LN LN LN LN LN LN LN SW
2.0%
2.0%

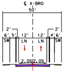
℄ X-GR
PROPOSED GRIFFIN ST
STA 17+72 TO 22+00


℄ X-AK
70′
8′ 5′ 6′ 11′ 14′ 11′ 6′ 8′
SW BIKE LN TLN LN BIKE SW
2.0%
2.0%

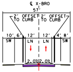
℄ X-AK
PROPOSED AKARD ST
STA 10+17 TO 10+90


℄ X-AK
73′
7′ 5′ 6′ 11′ 14′ 11′ 6′ 5′ 7′
SW BIKE LN TLN LN BIKE SW
2.0%
2.0%

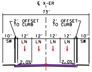
℄ X-AK
PROPOSED AKARD ST
STA 14+62 TO 15+16


℄ X-BRO
50′
2′
2′
6′ 5′ 12′ 12′ 4′ 6′
SW LN LN SW
2.0%
2.0%

℄ X-BRO
PROPOSED BROWDER ST
STA 10+20 TO 12+13

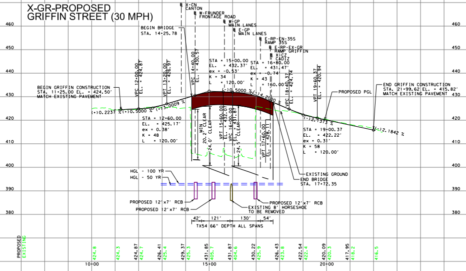

℄ X-BRO
57′
2′ OFFSET TO CURB
2′ OFFSET TO CURB
10′ 6′ 12′ 12′ 4′ 8′
SW LN LN SW
2.0%
2.0%

℄ X-BRO
PROPOSED BROWDER ST
STA 15+08 TO 16+70

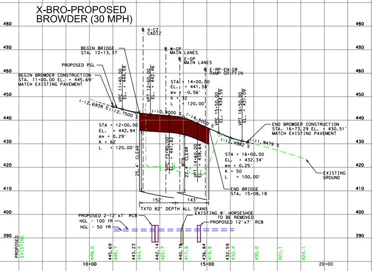

℄ X-ER
73′
2′ OFFSET TO CURB
2′ OFFSET TO CURB
10′ 12′ 12′ 12′ 12′ 10′
SW LN LN LN LN SW
2.0%
2.0%

℄ X-ER
PROPOSED ERVAY ST
STA 9+86 TO 12+05
STA 14+91 TO 16+96

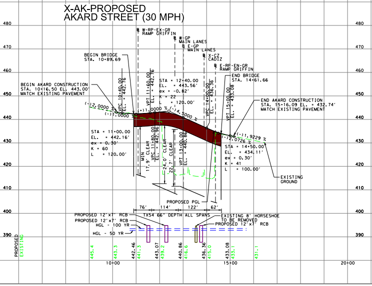
X-GR-PROPOSED GRIFFIN STREET (30 MPH)


460
450
440
430
420
410
400
390
380
℄ X-CN CANTON
℄ W-FRUNDER FRONTAGE ROAD
℄ W-GP MAIN LANES
℄ E-GP MAIN LANES
℄ E-RP-EN-35S RAMP 35S
℄ E-RP-EX-GR RAMP GRIFFIN
℄ X-CZ CADIZ
BEGIN BRIDGE STA. 14+25.78
BEGIN GRIFFIN CONSTRUCTION STA. 11+25.00 EL. = 424.50′ MATCH EXISTING PAVEMENT
VPC 12+00.00 EL. = 424.87
VPT 13+20.00 EL. = 426.97
VPC 14+40.00 EL. = 430.57
STA = 15+00.00 EL. = 432.37′ ex = -0.53′ K = 34 L = 120.00′
STA = 16+80.00 EL. = 431.47′ ex = -0.74′ K = 43 L = 160.00′
VPC 18+40.37 EL. = 424.74
VPT 19+60.37 EL. = 420.94
PROPOSED PGL
END GRIFFIN CONSTRUCTION STA. 21+99.62 EL. = 415.82′ MATCH EXISTING PAVEMENT
(+)0.2237 %
(+)0.5000 %
(+)3.0009 %
(-)0.5000 %
(-)4.2000 %
(-)2.1373 %
(-)2.1842 %
STA = 12+60.00 EL. = 425.17′ ex = 0.38′ K = 48 L = 120.00′
MIN 20.2′ CLEAR
24.0′ CLEAR
VPT 15+60.00 EL. = 432.07
VPC 16+00.00 EL. = 431.87
24.5′ CLEAR
VPT 17+60.00 EL. = 428.11
STA = 19+00.37 EL. = 422.22′ ex = 0.31′ K = 58 L = 120.00′
EXISTING GROUND
END BRIDGE STA. 17+72.35
HGL - 100 YR
HGL - 50 YR
PROPOSED 12′x7′ RCB
PROPOSED 12′x7′ RCB
PROPOSED 12′x7′ RCB
EXISTING 8′ HORSESHOE TO BE REMOVED
42′ 121′ 130′ 54′
TX54 66" DEPTH ALL SPANS
PROPOSED
EXISTING
424.8
424.3
424.87 424.7
426.41 425.4
429.37 425.3
431.85 405.7
431.87 404.6
430.22 425.9
426.43 423.8
422.54 422.4
420.09 420.3
417.95 418.2
416.5
10+00
15+00
20+00

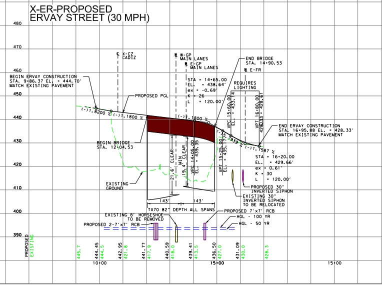
X-BRO-PROPOSED BROWDER (30 MPH)

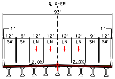

480
450
460
450
440
430
420
410
400
390
℄ X-CZ CADIZ
BEGIN BRIDGE STA. 12+13.37
℄ W-GP MAIN LANES
℄ E-GP MAIN LANES
℄ E-RP-EN-GR RAMP GRIFFIN
PROPOSED PGL
BEGIN BROWDER CONSTRUCTION STA. 11+00.00 EL. = 445.69′ MATCH EXISTING PAVEMENT
VPC 11+40.00 EL. = 444.59
VPT 12+60.00 EL. = 442.46
STA = 14+00.00 EL. = 441.34′ ex = -0.56′ K = 32 L = 120.00
(-)2.6939 %
(-)2.7500 %
(-)0.8000 %
(-)4.5000 %
VPC 15+50.00 EL. = 434.59
VPT 16+50.00 EL. = 431.09
END BROWDER CONSTRUCTION STA. 16+73.29 EL. = 430.51′ MATCH EXISTING PAVEMENT
(-)2.4982 %
(-)1.9479 %
STA = 12+00.00 EL. = 442.94′ ex = 0.29′ K = 62 L = 120.00′
25.4′ CLEAR
VPC 13+40.00 EL. = 441.82
MIN 22.4′ CLEAR
VPT 14+60.00 EL. = 438.64
STA = 16+00.00 EL. = 432.34′ ex = 0.25′ K = 50 L = 100.00′
EXISTING GROUND
END BRIDGE STA. 15+08.18
152′ 143′
TX70 82" DEPTH ALL SPANS
PROPOSED 2-12′x7′ RCB
HGL - 100 YR
HGL - 50 YR
EXISTING 8′ HORSESHOE TO BE REMOVED
PROPOSED 12′x7′ RCB
PROPOSED
EXISTING
449.0
445.69 445.7
443.23 443.4
442.14 422.7
440.78 417.8
436.84 419.5
432.59 432.4
430.0
427.1
424.1
10+00
15+00
20+00

X-AK-PROPOSED AKARD STREET (30 MPH)

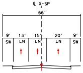

480
470
460
450
440
430
420
410
400
390
℄ W-RP-EX-GR RAMP GRIFFIN
℄ W-GP MAIN LANES
℄ E-GP MAIN LANES
℄ X-CZ CADIZ
℄ E-RP-EN-GR RAMP GRIFFIN
BEGIN BRIDGE STA. 10+89.69
END BRIDGE STA. 14+61.66
BEGIN AKARD CONSTRUCTION STA. 10+16.50 EL. 443.00′ MATCH EXISTING PAVEMENT
VPC 10+40.00 EL. = 442.76
VPT 11+60.00 EL. = 442.76
STA = 12+40.00 EL. = 443.56′ ex = -0.82′ K = 22 L = 120.00′
VPC 14+00.00 EL. = 436.36
VPT 15+00.00 EL. = 433.08
END AKARD CONSTRUCTION STA. 15+16.09 EL. = 432.74′ MATCH EXISTING PAVEMENT
(-)2.0000 %
(-)1.0000 %
(+)1.0000 %
(-)4.5000 %
(-)2.0726 %
(-)1.9229 %
STA = 11+00.00 EL. = 442.16′ ex = 0.30′ K = 60 L = 120.00′
MIN 17.9′ CLEAR
VPC 11+80.00 EL. = 442.96
24.0′ CLEAR
22.7′ CLEAR
VPT 13+00.00 EL. = 440.86
STA = 14+50.00 EL. = 434.11′ ex = 0.30′ K = 41 L = 100.00′
EXISTING GROUND
PROPOSED PGL
76′ 114′ 122′ 62′
TX54 66" DEPTH ALL SPANS
PROPOSED 12′x7′ RCB
PROPOSED 12′x7′ RCB
HGL - 100 YR
HGL - 50 YR
EXISTING 8′ HORSESHOE TO BE REMOVED
PROPOSED 12′x7′ RCB
PROPOSED
EXISTING
445.4
443.3
442.46 441.3
443.07 439.2
440.86 416.6
436.36 415.0
433.08 433.1
431.1
10+00
15+00
20+00

X-ER-PROPOSED ERVAY STREET (30 MPH)

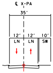

480
470
460
450
440
430
420
410
400
390
℄ X-CZ CADIZ
℄ W-GP MAIN LANES
℄ E-GP MAIN LANES
END BRIDGE STA. 14+90.53
℄ E-FR
BEGIN ERVAY CONSTRUCTION STA. 9+86.37 EL. = 444.70′ MATCH EXISTING PAVEMENT
PROPOSED PGL
STA = 14+65.00 EL. = 438.64′ ex = -0.69′ K = 26 L = 120.00′
REQUIRES LIGHTING
VPC 15+60.00 EL. = 433.14
VPT 16+80.00 EL. = 428.61
END ERVAY CONSTRUCTION STA. 16+95.88 EL. = 428.33′ MATCH EXISTING PAVEMENT
(-)1.8200 %
(-)1.1800 %
(-)1.1800 %
(-)5.7939 %
(-)1.7587 %
BEGIN BRIDGE STA. 12+04.53
21.6′ CLEAR
MIN 19.4′ CLEAR
VPC 14+05.00 EL. = 439.35
VPT 15+25.00 EL. = 435.17
STA = 16+20.00 EL. = 429.66′ ex = 0.61′ K = 30 L = 120.00′
EXISTING GROUND
PROPOSED 30" INVERTED SIPHON
EXISTING 30" INVERTED SIPHON TO BE RELOCATED
143′ 143′
TX70 82" DEPTH ALL SPANS
PROPOSED 7′x7′ RCB
HGL - 100 YR
HGL - 50 YR
EXISTING 8′ HORSESHOE TO BE REMOVED
PROPOSED 2-7′x7′ RCB
PROPOSED
EXISTING
445.7
444.45 444.5
442.95 421.8
441.77 417.9
440.59 418.0
439.41 413.5
436.50 427.0
431.09 430.0
428.3
10+00
15+00
15+00


℄ X-ER
93'
1'
1'
12'
9'
12'
12'
12'
12'
9'
12'
SW
SH
LN
LN
LN
LN
SH
SW
2.0%
2.0%

℄ X-ER
PROPOSED ERVAY ST
STA 12+05 TO 14+91

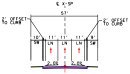

℄ X-SP
66'
9'
13'
15'
20'
9'
SW
LN
LN
LN
SW

℄ X-SP
EXISTING ST PAUL ST

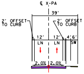

℄ X-PA
35'
12'
12'
10'
LN
LN
SW

℄ X-PA
EXISTING PARK AVE

2' OFFSE
TO CURB

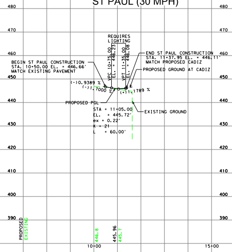

℄ X-SP
57'
2' OFFSET
TO CURB
2' OFFSET
TO CURB
10'
11'
11'
11'
9'
SW
LN
LN
LN
SW
2.0%
2.0%

℄ X-SP
PROPOSED ST PAUL ST
STA 10+50 TO 11+38

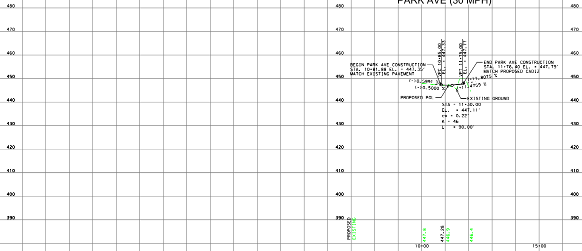

℄ X-PA
39'
2' OFFSET
TO CURB
2' OFFSET
TO CURB
12'
12'
4'
6'
LN
LN
SW
2.0%
2.0%

℄ X-PA
PROPOSED PARK AVE
STA 10+82 TO 11+76

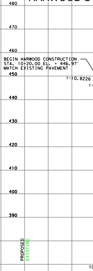
X-SP-PROPOSED
ST PAUL (30 MPH)

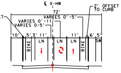

480
470
460
450
440
430
420
410
400
390
REQUIRES
LIGHTING
VPC 10+75.00
EL. = 446.23
VPT 11+35.00
EL. = 446.08
BEGIN ST PAUL CONSTRUCTION
STA. 10+50.00 EL. = 446.66'
MATCH EXISTING PAVEMENT
END ST PAUL CONSTRUCTION
STA. 11+37.95 EL. = 446.11'
MATCH PROPOSED CADIZ
PROPOSED GROUND AT CADIZ
(-)0.9389 %
(-)1.7000 %
(+)1.1789 %
PROPOSED PGL
EXISTING GROUND
STA = 11+05.00
EL. = 445.72'
ex = 0.22'
K = 21
L = 60.00'
PROPOSED
EXISTING
446.8
445.96
445.7
10+00
15+00

X-PA-PROPOSED
PARK AVE (30 MPH)

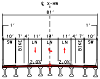

480
470
460
450
440
430
420
410
400
390
VPC 10+85.00
EL. = 447.33
VPT 11+75.00
EL. = 447.77
BEGIN PARK AVE CONSTRUCTION
STA. 10+81.88 EL. = 447.35'
MATCH EXISTING PAVEMENT
END PARK AVE CONSTRUCTION
STA. 11+76.40 EL. = 447.79'
MATCH PROPOSED CADIZ
(-)0.5991 %
(-)0.5000 %
(+)1.8075 %
(+)1.4759 %
PROPOSED PGL
EXISTING GROUND
STA = 11+30.00
EL. = 447.11'
ex = 0.22'
K = 46
L = 90.00'
PROPOSED
EXISTING
447.8
447.28
446.9
446.4
10+00
15+00

X-HW-PROPO
HARWOOD S

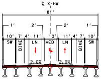

480
470
460
450
440
430
420
410
400
390
BEGIN HARWOOD CONSTRUCTION
STA. 10+20.00 EL. = 446.97'
MATCH EXISTING PAVEMENT
(-)0.8226
PROPOSED
EXISTING
10


℄ X-HW
72'
2' OFFSET TO CURB
VARIES 0'-5'
VARIES 0'-11'
VARIES 0-5'
10' 5' 3' 11' 11' 6' 5'
BIKE LN LN LN BIKE SW

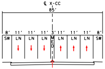
℄ X-HW
EXISTING HARWOOD ST
BRIDGE STRUCTURE NOT SHOWN


℄ X-HW
81'
1' 1'
10' 7' 4' 11' 18' 11' 4' 7' 10'
SW BIKE LN LN LN BIKE SW
2.0% 2.0%

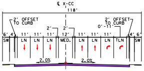
℄ X-HW
PROPOSED HARWOOD ST
STA 12+48 TO 15+15
STA 18+00 TO 18+02


℄ X-HW
81'
1' 2' 2' 1'
10' 7' 4' 11' 10' 11' 4' 7' 10'
SW BIKE LN MED LN BIKE SW
2.0% 2.0%

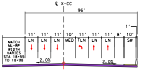
℄ X-HW
PROPOSED HARWOOD ST
STA 15+15 TO 18+00


℄ X-CC
85'
8' 11' 11' 11' 3' 11' 11' 11' 8'
SW LN LN LN MED LN LN LN SW

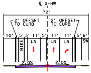
℄ X-CC
EXISTING CESAR CHAVEZ BLVD
BRIDGE STRUCTURE NOT SHOWN


℄ X-CC
118'
2' OFFSET TO CURB
2' OFFSET TO CURB
0'-11'
2' 2'
6' 4' 11' 11' 11' 12' 11' 11' 11' 4' 6'
SW LN LN LN MED. LN LN LN TLN SW
2.0% 2.0%

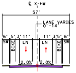
℄ X-CC
PROPOSED CESAR CHAVEZ BLVD
STA 13+89 TO 16+58


℄ X-CC
96'
1'
11' 11' 11' 10' 11' 11' 11' 8' 10'
MATCH ML-RP WIDTH VARIES STA 18+55 TO 18+98
LN LN LN MED TLN LN LN SW
2.0% 2.0%

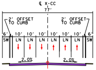
℄ X-CC
PROPOSED CESAR CHAVEZ BLVD
STA 18+55 TO 18+98


℄ X-HW
72'
2' OFFSET TO CURB
2' OFFSET TO CURB
10' 5' 3' 11' 5' 11' 11' 5' 6'
BIKE LN LN LN SW
2.0% 2.0%

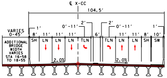
℄ X-HW
PROPOSED HARWOOD ST
STA 10+20 TO 12+48


℄ X-HW
57'
LANE VARIES 0'-14'
6' 5' 3' 11' 11' 3' 5' 6'
SW BIKE LN LN BIKE SW
2.0% 2.0%

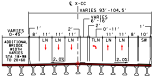
℄ X-HW
PROPOSED HARWOOD ST
STA 18+02 TO 20+34


℄ X-CC
77'
2' OFFSET TO CURB
2' OFFSET TO CURB
6' 10' 10' 10' 10' 10' 10' 6'
SW LN LN LN LN LN LN SW
2.0% 2.0%

℄ X-CC
PROPOSED CESAR CHAVEZ BLVD
STA 8+09 TO 13+89

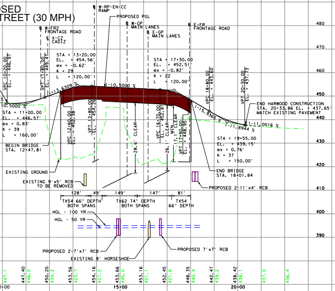

℄ X-CC
104.5'
VARIES 0-45'
ADDITIONAL BRIDGE WIDTH VARIES STA 16+58 TO 18+55
1' 0'-11' 2' 2' 0'-11' 1'
8' 11' 11' 11' 6' 11' 11' 8' 10'
SH LN LN LN TLN TLN LN LN SH SW
2.0% 2.0%

℄ X-CC
PROPOSED CESAR CHAVEZ BLVD
STA 16+58 TO 18+55

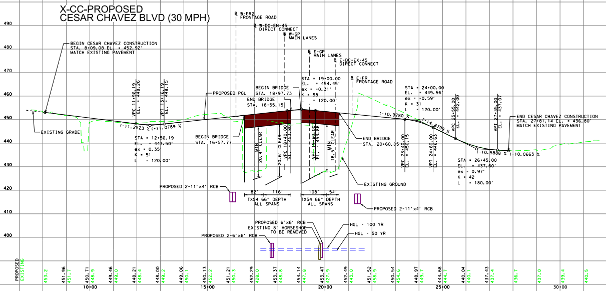

℄ X-CC
VARIES 93'-104.5'
VARIES 6'-16'
VARIES 0-45'
ADDITIONAL BRIDGE WIDTH VARIES STA 18+98 TO 20+60
1' 2' 0'-11' 1'
8' 11' 11' 11' 11' 11' 8' 10'
LN LN LN TLN LN LN SW
2.0% 2.0%

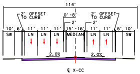
℄ X-CC
PROPOSED CESAR CHAVEZ BLVD
STA 18+98 TO 20+60

OSED
TREET (30 MPH)

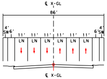

℄ W-RP-EN-CC RAMP
PROPOSED PGL
℄ W-FR2 FRONTAGE ROAD
℄ X-CZ CADIZ
℄ W-GP MAIN LANES
℄ E-GP MAIN LANES
℄ E-FR FRONTAGE ROAD
VPC 10+20.00 EL. = 446.97
VPT 11+80.00 EL. = 449.47
STA = 13+20.00 EL. = 454.56' ex = -0.62' K = 29 L = 120.00'
STA = 17+30.00 EL. = 452.51' ex = -0.82' K = 22 L = 120.00'
VPC 18+80.00 EL. = 443.60
VPT 20+30.00 EL. = 437.73
(+)3.6309 %
(-)0.5000 %
(-)5.9365 %
(-)1.8944 %
(-)1.0016 %
0.5000 %
STA = 11+00.00 EL. = 446.57' ex = 0.83' K = 39 L = 160.00'
END HARWOOD CONSTRUCTION STA. 20+33.86 EL. = 437.65' MATCH EXISTING PAVEMENT
BEGIN BRIDGE STA. 12+47.81
VPC 12+60.00 EL. = 452.38
VPT 13+80.00 EL. = 454.26
28.6' CLEAR
VPC 16+70.00 EL. = 452.81
26.1' CLEAR
17.1' MIN CLEAR
VPT 17+90.00 EL. = 448.95
STA = 19+55.00 EL. = 439.15' ex = 0.76' K = 37 L = 150.00'
EXISTING GROUND
EXISTING 9'x5' RCB TO BE REMOVED
END BRIDGE STA. 18+01.84
PROPOSED 2-11'x4' RCB
128' 49' 149' 147' 81'
TX54 66" DEPTH BOTH SPANS
TX62 74" DEPTH BOTH SPANS
TX54 66" DEPTH
HGL - 100 YR
HGL - 50 YR
PROPOSED 2-7'x7' RCB
EXISTING 8' HORSESHOE
PROPOSED 7'x7' RCB
480 470 460 450 440 430 420 410 400 390
447.1 447.40 446.0 450.20 434.2 453.56 423.7 454.16 427.2 453.66 445.0 453.16 421.1 452.45 421.6 448.35 440.4 442.47 439.2 438.42 438.1 437.0 436.4
0+00 15+00 20+00

X-CC-PROPOSED
CESAR CHAVEZ BLVD (30 MPH)

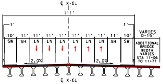

℄ W-FR2 FRONTAGE ROAD
℄ W-DC-EN-45 DIRECT CONNECT
℄ W-GP MAIN LANES
℄ E-GP MAIN LANES
℄ E-DC-EX-45 DIRECT CONNECT
℄ E-FR FRONTAGE ROAD
BEGIN CESAR CHAVEZ CONSTRUCTION STA. 8+09.08 EL. = 452.92' MATCH EXISTING PAVEMENT
EXISTING GRADE
VPC 11+96.19 EL. = 448.26
VPT 13+16.19 EL. = 448.15
(-)1.2523 %
(+)1.0789 %
STA = 12+56.19 EL. = 447.50' ex = 0.35' K = 51 L = 120.00'
PROPOSED PGL
BEGIN BRIDGE STA. 16+57.77
END BRIDGE STA. 18+55.15
BEGIN BRIDGE STA. 18+97.73
STA = 19+00.00 EL. = 454.45' ex = -0.31' K = 58 L = 120.00'
20.4' MIN CLEAR
20.6' CLEAR
VPC 18+40.00 EL. = 453.80
VPT 19+60.00 EL. = 453.86
18.5' MIN CLEAR
END BRIDGE STA. 20+60.05
EXISTING GROUND
STA = 24+00.00 EL. = 449.56' ex = -0.59' K = 31 L = 120.00'
(-)0.9780 %
(-)4.8799 %
VPC 23+40.00 EL. = 450.15
VPT 24+60.00 EL. = 446.63
VPC 25+55.00 EL. = 442.00
VPT 27+35.00 EL. = 437.07
(-)0.5888 %
(-)0.0663 %
STA = 26+45.00 EL. = 437.60' ex = 0.97' K = 42 L = 180.00'
END CESAR CHAVEZ CONSTRUCTION STA. 27+81.14 EL. = 436.80' MATCH EXISTING PAVEMENT
PROPOSED 2-11'x4' RCB
82' 116' 108' 54'
TX54 66" DEPTH ALL SPANS
TX54 66" DEPTH ALL SPANS
PROPOSED 2-11'x4' RCB
PROPOSED 6'x6' RCB
EXISTING 8' HORSESHOE TO BE REMOVED
PROPOSED 2-6'x6' RCB
HGL - 100 YR
HGL - 50 YR
490 480 470 460 450 440 430 420 410 400
PROPOSED
EXISTING
453.2 451.96 451.7 450.71 448.9 449.46 449.0 448.21 448.4 448.00 449.2 449.06 450.1 450.13 452.2 451.21 450.3 452.29 428.0 453.37 448.8 454.14 447.8 453.47 427.9 452.49 443.0 451.52 458.9 450.54 454.6 448.97 449.7 444.68 444.7 440.04 440.1 437.43 437.4 436.7 437.0 439.4 440.5
10+00 15+00 20+00 25+00 30+00


114'
2' OFFSET TO CURB
0'-8'
2'
15'-16'
10' 6' 11' 11' 11' 11' 11' 6' 10'
SW LN LN LN MEDIAN LN LN SW
2.0%
℄ X-CC

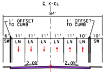
PROPOSED CESAR CHAVEZ BLVD
STA 20+60 TO 27+81


℄ X-GL
86'
4' SW 6'
11' 11' 11' 11' 11' 11'
LN LN LN LN LN LN
6' 4' SW
℄ X-GL

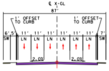
EXISTING GOOD LATIMER EXPY
BRIDGE STRUCTURE NOT SHOWN


℄ X-GL
111'
1'
10' 11' 11' 11' 11' 11' 11' 11' 11' 10'
SW SH LN LN LN LN LN LN SH SW
2.0%
VARIES 0-15'
ADDITIONAL BRIDGE WIDTH VARIES STA 11+06 TO 11+77
℄ X-GL

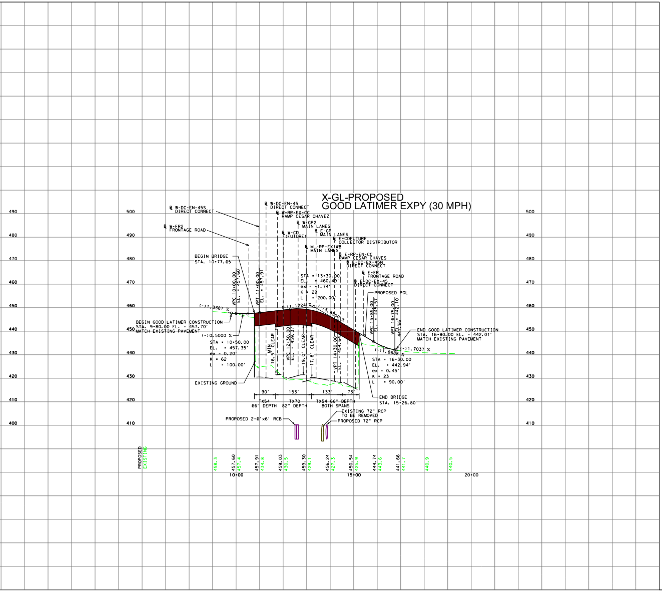
PROPOSED GOOD LATIMER EXPY
STA 10+78 TO 15+27

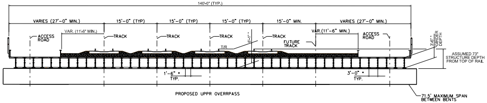

℄ X-GL
84'
1' OFFSET TO CURB
6' 11' 11' 11' 11' 11' 10' 10'
SW LN LN LN LN LN LN SW
2.0%
℄ X-GL

PROPOSED GOOD LATIMER EXPY
STA 9+80 TO 10+78

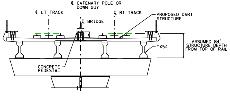

℄ X-GL
87'
1' OFFSET TO CURB
6' 5' 11' 11' 11' 11' 11' 11' 7'
SW LN LN LN LN LN LN SW
2.0%
℄ X-GL

PROPOSED GOOD LATIMER EXPY
STA 15+27 TO 16+80


X-GL-PROPOSED
GOOD LATIMER EXPY (30 MPH)
℄ W-DC-EN-45S DIRECT CONNECT
℄ W-FR2 FRONTAGE ROAD
℄ W-DC-EN-45 DIRECT CONNECT
℄ W-RP-EX-CC RAMP CESAR CHAVEZ
℄ W-GP2 MAIN LANES
℄ W-CD (FUTURE)
℄ E-GP MAIN LANES
℄ E-CDFUTURE COLLECTOR DISTRIBUTOR
℄ ML-RP-EX-WB MAIN LANES
℄ E-RP-EN-CC RAMP CESAR CHAVES
℄ E-DC-EX-45N DIRECT CONNECT
℄ E-FR FRONTAGE ROAD
℄ E-DC-EX-45 DIRECT CONNECT
BEGIN BRIDGE STA. 10+77.65
VPC 10+00.00 EL. = 457.60
VPT 11+00.00 EL. = 457.91
STA = 13+30.00 EL. = 460.49' ex = -1.74' K = 29 L = 200.00'
PROPOSED PGL
VPC 15+85.00 EL. = 445.57
VPT 16+75.00 EL. = 442.10
441.66
(-)1.3387 %
(+)1.1224 %
(-)5.8900 %
BEGIN GOOD LATIMER CONSTRUCTION STA. 9+80.00 EL. = 457.70' MATCH EXISTING PAVEMENT
(-)0.5000 %
STA = 10+50.00 EL. = 457.35' ex = 0.20' K = 62 L = 100.00'
MIN 16.5' CLEAR
VPC 12+30.00 EL. = 459.37
19.0' CLEAR
17.8' CLEAR
VPT 14+30.00 EL. = 454.64
END GOOD LATIMER CONSTRUCTION STA. 16+80.00 EL. = 442.01' MATCH EXISTING PAVEMENT
(-)1.7037 %
(-)1.8688 %
STA = 16+30.00 EL. = 442.94' ex = 0.45' K = 23 L = 90.00'
EXISTING GROUND
90' 153' 133' 73'
TX54 66" DEPTH
TX70 82" DEPTH
TX54 66" DEPTH BOTH SPANS
END BRIDGE STA. 15+26.80
EXISTING 72" RCP TO BE REMOVED
PROPOSED 72" RCP
PROPOSED 2-6'x6' RCB
PROPOSED
EXISTING
458.3
457.60 457.4
457.91 434.8
459.03 430.5
459.30 429.1
456.24 427.3
450.54 425.9
444.74 443.6
441.66 441.7
440.9
440.5
10+00
15+00
20+00
400 410 420 430 440 450 460 470 480 490 500


140'-0" (TYP.)
VARIES (27'-0" MIN.)
15'-0" (TYP)
15'-0" (TYP)
15'-0" (TYP)
15'-0" MIN.
VARIES (27'-0" MIN.)
VAR. (11'-6" MIN.)
ACCESS ROAD
TRACK
TRACK
TRACK
TRACK
T/R
6'-1" ±
FUTURE TRACK
VAR.(11'-6" MIN.)
ACCESS ROAD
3'-6" ± GIRDER DEPTH
ASSUMED 73" STRUCTURE DEPTH FROM TOP OF RAIL
1'-6" ± TYP.
3'-0" ± TYP.
71.5' MAXIMUM SPAN BETWEEN BENTS

PROPOSED UPPR OVERRPASS


℄ CATENARY POLE OR DOWN GUY
℄ LT TRACK
℄ RT TRACK
PROPOSED DART STRUCTURE
℄ BRIDGE
ASSUMED 84" STRUCTURE DEPTH FROM TOP OF RAIL
TX54
CONCRETE PEDESTAL

PROPOSED DART OVERPASS

CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH	TANGENT	RADIUS
		NORTHING	EASTING		(FT)	(FT)	(FT)
℄ X-HO (DESIGN SPEED: 30 MPH)							
X-HO-01	P.C. 12+97.13	6968472.5659	2490445.3181	S 56°00'27.67" E			
	P.I. 13+15.74	6968462.1651	2490460.7425	3°33'06.73" RT	37.2	18.6	600
	P.T. 13+34.33	6968450.8286	2490475.4929	S 52°27'20.95" E			
X-HO-02	P.C. 13+73.82	6968426.7658	2490506.8022	S 52°27'20.95" E			
	P.I. 13+85.02	6968419.9376	2490515.6866	2°08'23.24" LT	22.41	11.21	600
	P.T. 13+96.22	6968413.4460	2490524.8198	S 54°35'44.18" E			
X-HO-03	P.C. 14+74.94	6968367.8441	2490588.9773	S 54°35'44.18" E			
	P.I. 15+85.45	6968303.8183	2490679.0558	6°01'29.73" RT	220.83	110.51	2100
	P.C.C 16+95.76	6968230.6915	2490761.9164	S 48°34'14.45" E			
X-HO-04	P.C.C 16+95.76	6968230.6915	2490761.9164	S 49°11'17.05" E			
	P.I. 19+01.75	6968096.0598	2490917.8231	74°04'21.52" RT	352.94	205.99	273
	P.T. 20+48.70	6967909.1929	2490831.1435	S 24°53'04.47" W			
℄ X-LA (DESIGN SPEED: 30 MPH)							
TANGENT	P.O.B. 9+51.09	6968993.3632	2490815.5490	BEARING	LENGTH		
	P.O.E. 18+57.06	6968419.3058	2491516.4418	S 50° 40' 52.47" E	905.98		
℄ X-GR (DESIGN SPEED: 30 MPH)							
X-GR-01	P.C. 12+97.96	6969262.1934	2491452.2234	S 73°27'00.31" E			
	P.I. 13+23.30	6969254.9743	2491476.5172	5°48'12.19" RT	50.64	25.34	500
	P.T. 13+48.60	6969245.3356	2491499.9565	S 67°38'48.12" E			
X-GR-02	P.C. 16+44.13	6969132.9397	2491773.2815	S 67°38'48.12" E			
	P.I. 17+50.48	6969092.4956	2491871.6336	24°00'51.16" RT	209.56	106.34	500
	P.T. 18+53.70	6969015.5266	2491945.0135	S 43°37'56.96" E			
℄ X-AK (DESIGN SPEED: 30 MPH)							
TANGENT	P.O.B. 9+00.00	6969832.6006	2492346.2349	BEARING	LENGTH		
	P.O.E. 16+47.07	6969274.7623	2492843.1604	S 41° 41' 41.39" E	747.07		
℄ X-BRO (DESIGN SPEED: 30 MPH)							
X-BRO-01	P.C. 15+48.95	6969499.5211	2493152.6247	S 44°44'05.25" E			
	P.I. 15+63.13	6969489.4483	2493162.6046	1°37'29.08" LT	28.36	14.18	1000
	P.T. 15+77.31	6969479.6626	2493172.8661	S 46°21'34.33" E			
℄ X-ER (DESIGN SPEED: 30 MPH)							
TANGENT	P.O.B. 9+00.00	6970039.8067	2493271.9299	BEARING	LENGTH		
	P.O.E. 17+00.00	6969478.7741	2493842.2301	S 45° 28' 09.62" E	800		
℄ X-SP (DESIGN SPEED: 30 MPH)							
X-SP-01	P.C. 10+50.00	6970150.6232	2493800.7762	S 45°39'19.11" E			
	P.I. 11+04.99	6970112.1856	2493840.1032	40°16'00.74" RT	105.42	54.99	150
	P.T. 11+55.42	6970057.4371	2493845.2673	S 5°23'18.36" E			
℄ X-PA (DESIGN SPEED: 30 MPH)							
X-PA-01	P.C. 11+01.15	6970304.7560	2494256.5830	S 45°36'39.46" E			
	P.I. 11+55.31	6970266.8746	2494295.2810	15°25'11.67" RT	107.65	54.15	400
	P.T. 12+08.80	6970220.0674	2494322.5137	S 30°11'27.79" E			
℄ X-HW (DESIGN SPEED: 30 MPH)							
X-HW-01	P.C. 10+28.75	6970423.1447	2494715.8787	S 45°51'46.74" E			
	P.I. 10+35.07	6970418.7469	2494720.4110	2°04'02.67" LT	12.63	6.32	350
	P.T. 10+41.38	6970414.5155	2494725.0990	S 47°55'49.41" E			
X-HW-02	P.C. 18+77.00	6969854.6268	2495345.4013	S 47°55'49.41" E			
	P.I. 19+18.36	6969826.9081	2495376.1108	11°48'33.80" LT	82.45	41.37	400
	P.T. 19+59.44	6969806.0611	2495411.8432	S 59°44'23.21" E			
℄ X-CC (DESIGN SPEED: 30 MPH)							
X-CC-01	P.C. 9+55.24	6971110.3905	2495096.7801	S 37°09'28.09" E			
	P.I. 9+97.88	6971076.4091	2495122.5340	6°06'06.04" RT	85.2	42.64	800
	P.T. 10+40.44	6971039.8827	2495144.5300	S 31°03'22.05" E			
X-CC-02	P.C. 13+96.26	6970735.0580	2495328.0938	S 31°03'22.05" E			
	P.I. 14+51.71	6970687.5552	2495356.6997	10°33'37.28" LT	110.59	55.45	600
	P.T. 15+06.85	6970646.0997	2495393.5270	S 41°36'59.33" E			
X-CC-03	P.C. 21+76.51	6970145.4551	2495838.2776	S 41°36'59.33" E			
	P.I. 22+68.66	6970076.5636	2495899.4778	13°08'29.44" LT	183.49	92.15	800
	P.T. 23+60.00	6970023.3905	2495974.7383	S 54°45'28.77" E			
X-CC-04	P.C. 27+51.14	6969797.6907	2496294.1906	S 54°45'28.77" E			
	P.I. 29+02.21	6969710.5215	2496417.5688	21°23'11.95" RT	298.61	151.07	800
	P.T. 30+49.76	6969584.3635	2496500.6641	S 33°22'16.82" E			
℄ X-GL (DESIGN SPEED: 30 MPH)							
X-GL-01	P.C. 9+79.00	6971402.7030	2496204.5851	S 36°39'25.07" E			
	P.I. 10+01.29	6971384.8215	2496217.8927	6°58'12.65" RT	44.52	22.29	366
	P.R.C. 10+23.52	6971365.4572	2496228.9319	S 29°41'12.42" E			
X-GL-02	P.R.C. 10+23.52	6971365.4572	2496228.9319	S 29°41'12.42" E			
	P.I. 10+42.37	6971349.0855	2496238.2652	5°53'42.33" LT	37.66	18.85	366
	P.T. 10+61.18	6971333.7589	2496249.2306	S 35°34'54.74" E			

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC
IH 30 CANYON
FROM IH 35E TO IH 345/IH 45

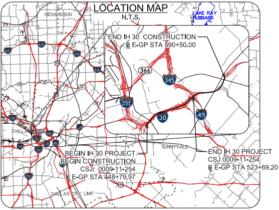
DALLAS COUNTY, TEXAS
CSJ: 0009-11-254

DECEMBER 2020
ROLL 4 OF 4

LENGTH:	1.5 MILES
FUNCTIONAL CLASS:	INTERSTATE
AVERAGE DAILY TRAFFIC:	244,800(2025) 288,400(2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS*:	35/40 MPH
COLLECTOR-DISTRIBUTOR:	40 MPH
FRONTAGE ROADS**:	40 MPH
LOCAL STREETS:	30 MPH
LOOP RAMPS:	25 MPH

* ALL RAMPS ARE DESIGNED TO MEET 40 MPH DESIGN SPEED EXCEPT FOR W-RP-EN-35S, E-RP-EX-GR, E-RP-EX-CZ, AND E-RP-EX-35N-GR WHICH REQUIRE 35 MPH AND E-RP-EN-GR REQUIRES 30 MPH DESIGN SPEED.

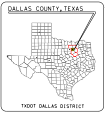
** SECTIONS OF FRONTAGE ROADS REQUIRED 30 MPH DESIGN SPEED AS SHOWN ON PROFILES.


LOCATION MAP
N.T.S.
RICHARDSON
LAKE RAY HUBBARD
635
635
635
635
75
12
12
12
366
345
35E
30
45
DALLAS
SUNNYVALE
175
DALLAS CITY LIMIT

END IH 30 CONSTRUCTION
℄ E-GP STA 590+50.00

BEGIN IH 30 PROJECT
BEGIN CONSTRUCTION
CSJ: 0009-11-254
℄ E-GP STA 448+79.97

END IH 30 PROJECT
CSJ 0009-11-254
℄ E-GP STA 523+69.20


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:

DATE: DECEMBER 2, 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE M. CARRILLO, P.E.
Nicole Carrillo
SERIAL NO. 101321

JOSIAH F. BELVEAL, P.E.
Josiah F. Belveal
SERIAL NO. 122828

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE FIRM #F-420

DATE SUBMITTED: ☐

DATE APPROVED: ☐