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

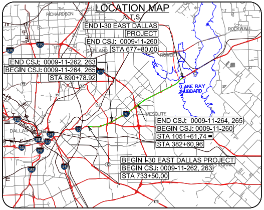
DESIGN SCHEMATIC
THE I-30 EAST DALLAS PROJECT
FERGUSON ROAD TO BASS PRO DRIVE
DALLAS COUNTY, TEXAS
CSJ'S: 0009-11-260, 262, 263, 264, 265

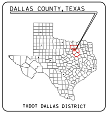
APRIL 2023
ROLL 1 OF 11

LENGTH:	11.61 MILES
FUNCTIONAL CLASS:	URBAN INTERSTATE
AVERAGE DAILY TRAFFIC:	XXX,XXX (XXXX), XXX,XXX (XXXX)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS:	60 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES:	40 MPH
LOCAL STREETS:	30 MPH
FRONTAGE ROAD CONNECTORS:	30 MPH
TURNAROUNDS:	15 MPH

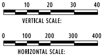
LOCAL STREETS

NAME	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
HUNNICUT	30 MPH	MAJOR COLLECTOR
JIM MILLER	30 MPH	MINOR ARTERIAL
ST FRANCIS	30 MPH	MAJOR COLLECTOR
LOOP 12 FR	30 MPH	MAJOR COLLECTOR
BIG TOWN	30 MPH	MINOR ARTERIAL
MOTLEY	30 MPH	MAJOR COLLECTOR


LOCATION MAP
N.T.S.
RICHARDSON
ROCKWALL
END I-30 EAST DALLAS PROJECT
END CSJ: 0009-11-260
STA 677+80.00
GARLAND
ROWLETT
END CSJ: 0009-11-262, 263
BEGIN CSJ: 0009-11-264, 265
STA 890+78.92
LAKE RAY HUBBARD
MESQUITE
DALLAS
END CSJ: 0009-11-264, 265
BEGIN CSJ: 0009-11-260
STA 1051+61.74
STA 382+60.96
BEGIN I-30 EAST DALLAS PROJECT
BEGIN CSJ: 0009-11-262, 263
STA 733+50.00
635
30
80
12
175
45
35E
20


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.



PRELIMINARY
FOR INTERIM REVIEW ONLY

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

NAME	P.E. NO.	DATE
JEREMY W. MCGAHAN	103650	04/21/2023
ARTURO BENITEZ	131960	04/21/2023

HALFF ASSOCIATES, INC.
TBPELS FIRM #F-312

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

DATE SUBMITTED:

DATE APPROVED:

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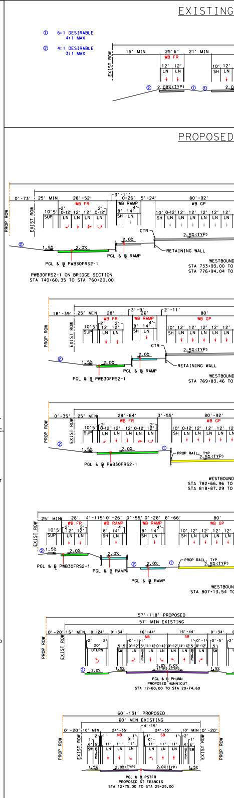
LEGEND:

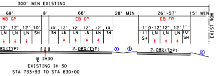
— - - —	EXISTING ROW
───	EXISTING PROPERTY LIMITS
═ ═ ═	EXISTING CULVERT
───	EXISTING PLANIMETRIC FEATURES
— FOC — — T —	EXISTING TELEPHONE / CABLE / FIBER LINE
— W —	EXISTING WATER LINE
— E —	EXISTING ELECTRIC LINE
— WW —	EXISTING SANITARY SEWER LINE
— G —	EXISTING GAS / PETROLEUM LINE
───	FEMA 100 YR FLOODPLAIN LIMITS
— — —	PROPOSED CENTERLINE/BASELINE
— - - —	PROPOSED ROW
───	PROPOSED EDGE OF PAVEMENT
───	PROPOSED TRAFFIC BARRIER
───	PROPOSED BRIDGE ABUTMENT
- - - -	PROPOSED BRIDGE BENT
→	DIRECTION OF TRAVEL
⬛	EXISTING BRIDGE TO REMAIN
🟫	PROPOSED BRIDGE
🟨	PROPOSED MAIN LANES
🟥	PROPOSED MANAGED LANES
🟦	PROPOSED RAMP
🟩	PROPOSED FRONTAGE ROAD/BYPASSES
🟪	PROPOSED CROSS STREET
▬	PROPOSED SHARED USE PATH (SUP)
▬	PROPOSED SIDEWALK
▭	PROPOSED PROJECT BY OTHERS
🟧	POTENTIAL DISPLACEMENTS
▩	PAVEMENT / BRIDGE TO BE REMOVED
▩	PAVEMENT / BRIDGE REMOVED BY OTHERS
2000	PARCEL ID
100	CURVE ID

GENERAL NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED MARCH 7, 2015 AND RECORD PLANS.
2. TRAFFIC IN PROGRESS. FORECASTS AND OPERATIONS WILL BE SUBMITTED FOR TXDOT REVIEW AND APPROVAL WITH 90% SCHEMATIC.
3. SIDEWALK INTERSECTION ADA RAMP LOCATIONS WILL BE SHOWN ON 90% SCHEMATIC. FINAL LOCATIONS TO BE DETERMINED DURING FINAL DESIGN.
4. DRIVEWAY LOCATIONS ARE PRELIMINARY. FRONTAGE ROAD DRIVEWAY RETURN RADII ARE R=15' MINIMUM OR R=25' DESIRABLE UNLESS NOTED OTHERWISE. FINAL DRIVEWAY DESIGN TO BE DETERMINED DURING PS&E DEVELOPMENT.
5. ACCESS ALONG THE PROPOSED FRONTAGE ROADS WILL BE CONTROLLED BY PERMIT ONLY IN ACCORDANCE WITH THE TXDOT ACCESS MANAGEMENT MANUAL. ACCESS DENIAL LIMITS ARE DETERMINED BY PROVIDING SAFETY TO THE TRAVELING PUBLIC, MAINTAINING LEVEL OF SERVICE ON THE FRONTAGE ROADS, AND MAINTAINING SAFE ACCESS TO ADJACENT PROPERTIES. ACCESS DENIAL LIMITS MAY BE ADJUSTED BY PROVIDING A TRAFFIC IMPACT ANALYSIS (TIA) BY THE ADJACENT PROPERTY OWNERS AND TO AVOID LANDLOCK ISSUES AS LONG AS THE SAFETY TO THE TRAVELING PUBLIC IS NOT COMPROMISED.
6. EXISTING PAVEMENT/BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
7. 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.
8. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
9. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
10. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS 48113C0355K (DALLAS CO. 2014) and 48113C0345J (DALLAS CO. 2001).
11. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
12. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
13. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DALLAS COUNTY APPRAISAL DISTRICT (MAY 2021).
14. 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.
15. LOW SPEED ROADWAYS HAVE A NC OF +/-2% AND HIGH SPEED MAIN LANES HAVE A NC OF +/-2.5% UNLESS NOTED OTHERWISE ON EACH ROLL IN THE SUPERELEVATION TABLES.
16. MINOR CROSS STREET CORNER RADII ARE R=25' AND MAJOR CROSS STREET CORNER RADII ARE R=50' UNLESS NOTED OTHERWISE.
17. U-TURNS WERE DESIGNED TO ACCOMMODATE A WB-67 DESIGN VEHICLE. CORNER RADII VARY PER INTERSECTION DUE TO THE DIFFERENCES IN SKEW.
18. RAMP CROSS SLOPE TRANSITIONS BETWEEN MAIN LANES AND FRONTAGE ROADS WILL OCCUR OVER A LENGTH OF 50 FT UNLESS STATED OTHERWISE.
19. RETAINING WALL AND NOISE WALL LOCATIONS NOT YET SHOWN. PENDING FURTHER DESIGN AND ANALYSIS.
20. PROPOSED DRAINAGE EASEMENTS AND DRAINAGE DESIGN ARE PRELIMINARY. WILL CONTINUE TO DEVELOP IN FUTURE SUBMITTALS.


EXISTING
① 6:1 DESIRABLE 4:1 MAX
② 4:1 DESIRABLE 3:1 MAX
EXIST ROW
WB FR
2.08%(TYP)
PROPOSED
PROP ROW
EXIST ROW
SUP
WB FR
WB RAMP
WB GP
SH
LN
CTR
2.5%(TYP)
RETAINING WALL
PGL & ℄ PWB30FRS2-1
PGL & ℄ RAMP
PWB30FRS2-1 ON BRIDGE SECTION
STA 740+60.35 TO STA 760+20.00
WESTBOUND
STA 733+93.00 TO
STA 776+94.04 TO
STA 769+83.46 TO
PROP RAIL, TYP
STA 782+66.96 TO
STA 818+87.29 TO
STA 807+13.54 TO
57'-118' PROPOSED
57' MIN EXISTING
UTURN
NB
SB
PGL & ℄ PHUNN
PROPOSED HUNNICUT
STA 12+60.00 TO STA 20+74.60
60'-131' PROPOSED
60' MIN EXISTING
PGL & ℄ PSTFR
PROPOSED ST FRANCIS
STA 12+75.00 TO STA 25+25.00

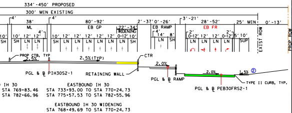
TYPICAL SECTIONS



300' MIN EXISTING
68'
8'
68'
28' MIN
26'-57'
15' MIN
WB GP
EB GP
EB FR
EXIST ROW
2.08%(TYP)
2.08%(TYP)
2.08%(TYP)
℄ IH30

EXISTING IH 30
STA 733+93 TO STA 830+00

TYPICAL SECTIONS

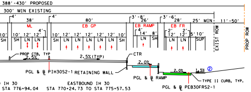


334'-450' PROPOSED
300' MIN EXISTING
38'
ML
80'-92'
EB GP
22'-34' WIDENING
2'-37'
0'-26'
EB RAMP
3'-21'
28'-52'
EB FR
25' MIN
0'-13'
EXIST ROW
PROP ROW
PROP CTB, TYP
2.5%
2.5%(TYP)
CTR
2.0%
2.0%
1.5%
RETAINING WALL
TYPE II CURB, TYP.
PGL & ℄ PIH30S2-1
PGL & ℄ RAMP
PGL & ℄ PEB30FRS2-1

IH 30
STA 769+83.46
STA 782+66.96

EASTBOUND IH 30
STA 733+93.00 TO STA 770+24.73
STA 775+57.53 TO STA 782+55.96

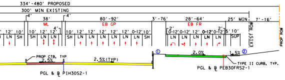
EASTBOUND IH 30 WIDENING
STA 768+49.69 TO STA 770+24.73



388'-430' PROPOSED
300' MIN EXISTING
38'
ML
80'
EB GP
3'-8'
26'
EB RAMP
3'-6'
28'
EB FR
25' MIN
11'-50'
EXIST ROW
PROP ROW
PROP CTB, TYP
2.5%
2.5%(TYP)
CTR
2.0%
2.0%
1.5%
RETAINING WALL
TYPE II CURB, TYP.
PGL & ℄ PIH30S2-1
PGL & ℄ RAMP
PGL & ℄ PEB30FRS2-1

IH 30
STA 776+94.04

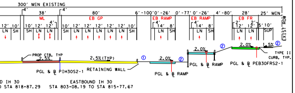
EASTBOUND IH 30
STA 770+24.73 TO STA 775+57.53



334'-480' PROPOSED
300' MIN EXISTING
38'
ML
80'-92'
EB GP
3'-76'
28'-64'
EB FR
25' MIN
7'-16'
EXIST ROW
PROP ROW
PROP CTB, TYP
2.5%
2.5%(TYP)
2.0%
1.5%
TYPE II CURB, TYP.
PGL & ℄ PIH30S2-1
PGL & ℄ PEB30FRS2-1

IH 30
STA 807+13.54
STA 830+00.00

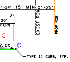
EASTBOUND IH 30
STA 775+57.53 TO STA 803+08.19
STA 815+77.67 TO STA 830+00.00



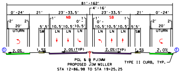
300' MIN EXISTING
38'
ML
80'
EB GP
6'-100'
0'-26'
EB RAMP
0'-77'
0'-26'
EB RAMP
4'-80'
28'
EB FR
25' MIN
EXIST ROW
PROP CTB, TYP
2.5%
2.5%(TYP)
2.0%
2.0%
2.0%
1.5%
RETAINING WALL
TYPE II CURB, TYP.
PGL & ℄ PIH30S2-1
PGL & ℄ RAMP
PGL & ℄ RAMP
PGL & ℄ PEB30FRS2-1

IH 30
STA 818+87.29

EASTBOUND IH 30
STA 803+08.19 TO STA 815+77.67

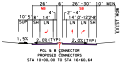


15' MIN
0'-25'
20'
UTURN
EXIST ROW
PROP ROW
2.0%
TYPE II CURB, TYP.



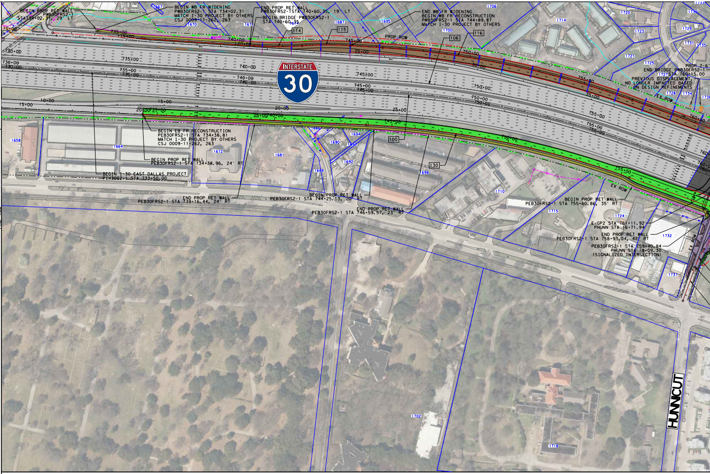
81'-162'
0'-24'
21'
23'-33.5'
4'-16'
23'-33.5'
21'
0'-24'
NB
SB
20'
UTURN
SW
LN
20'
UTURN
2.0%
1.5%
2.0%(TYP)
2.0%(TYP)
1.5%
2.0%
TYPE II CURB, TYP.

PGL & ℄ PJIMM
PROPOSED JIM MILLER
STA 12+86.98 TO STA 19+25.25



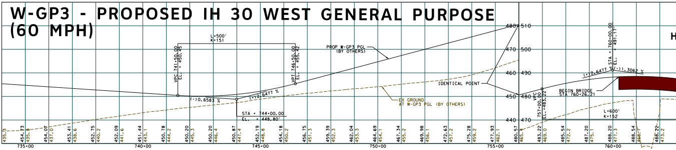
26'
6'
26'-30'
10' MIN
NB
SB
SUP
SH
LN
EXIST ROW
1.5%
2.0%(TYP)
2.0%(TYP)

PGL & ℄ CONNECTOR
PROPOSED CONNECTORS
STA 10+00.00 TO STA 16+60.64

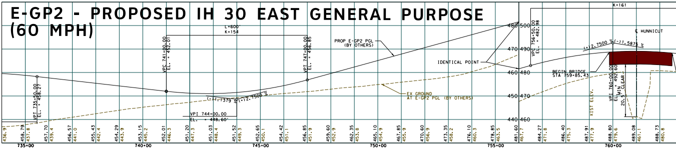


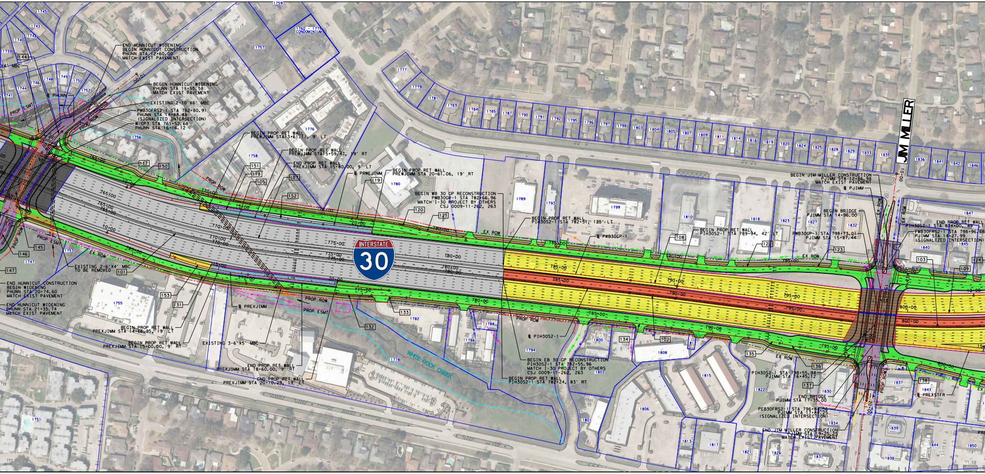
BEGIN PROP RET WALL PWB30FRS2-1 STA 734+02.31, 29' LT
BEGIN WB FR WIDENING PWB30FRS2-1 STA 734+02.31 MATCH I-30 PROJECT BY OTHERS CSJ 0009-11-262, 263
END PROP RET WALL PWB30FRS2-1 STA 740+60.35, 19' LT
BEGIN BRIDGE PWB30FRS2-1 STA 740+60.35
END WB FR WIDENING BEGIN WB FR RECONSTRUCTION PWB30FRS2-1 STA 744+89.87 MATCH I-30 PROJECT BY OTHERS
PROP ROW
INTERSTATE
30
EX ROW
PROP 2-6'
END BRIDGE PWB30FRS2-1 STA 760+15.00
PREVIOUS DISPLACEMENT, NO LONGER IMPACTED BASED ON DESIGN REFINEMENTS
BEGIN EB FR RECONSTRUCTION PEB30FRS2-1 STA 734+38.81 MATCH I-30 PROJECT BY OTHERS CSJ 0009-11-262, 263
BEGIN PROP RET WALL PEB30FRS2-1 STA 734+38.96, 24' RT
BEGIN I-30 EAST DALLAS PROJECT PIH30S2-1 STA 733+50.00
END PROP RET WALL PEB30FRS2-1 STA 739+16.44, 24' RT
BEGIN PROP RET WALL PEB30FRS2-1 STA 744+25.13, 20' RT
END PROP RET WALL PEB30FRS2-1 STA 746+59.57, 23' RT
BEGIN PROP RET WALL PEB30FRS2-1 STA 755+60.86, 35' RT
E-GP2 STA 761+11.92 PHUNN STA 16+71.94
END PROP RET WALL PEB30FRS2-1 STA 758+93.04, 42' RT
PEB30FRS2-1 STA 759+40.84 PHUNN STA 18+09.30 (SIGNALIZED INTERSECTION)
HUNNCUT

W-GP3 - PROPOSED IH 30 WEST GENERAL PURPOSE (60 MPH)



E-GP2 - PROPOSED IH 30 EAST GENERAL PURPOSE (60 MPH)




END HUNNICUT WIDENING
BEGIN HUNNICUT CONSTRUCTION
PHUNN STA 12+60.00
MATCH EXIST PAVEMENT
BEGIN HUNNICUT WIDENING
PHUNN STA 11+55.58
MATCH EXIST PAVEMENT
EXISTING 2-10'X6' MBC
PWB30FRS2-1 STA 762+80.91
PHUNN STA 14+88.48
(SIGNALIZED INTERSECTION)
W-GP3 STA 761+52.68
PHUNN STA 16+16.12
℄ PHUNN
PROP ESMT
PROP ROW
EX ROW
EXISTING 2-6'X4' MBC
TO BE REMOVED
END HUNNICUT CONSTRUCTION
BEGIN WIDENING
PHUNN STA 20+74.60
MATCH EXIST PAVEMENT
END HUNNICUT WIDENING
PHUNN STA 21+35.74
MATCH EXIST PAVEMENT
BEGIN PROP RET WALL
PREWJIMM STA13+61.11, 9' LT
BEGIN PROP RET WALL
PREWJIMM STA15+59.47, 19' RT
END PROP RET WALL
PREXJIMM STA 15+80.00, 9' LT
℄ PRWEJIMM
BEGIN PROP RET WALL
PREWJIMM STA 20+61.06, 19' RT
BEGIN WB 30 GP RECONSTRUCTION
PWB30GP-1 STA 782+66.96
MATCH I-30 PROJECT BY OTHERS
CSJ 0009-11-262, 263
BEGIN PROP RET WALL
PREXJIMM STA 14+66.95, 19' LT
BEGIN PROP RET WALL
PREXJIMM STA 15+00.00, 9' RT
EXISTING 3-6'X5' MBC
℄ PREXJIMM
PROP ESMT
END PROP RET WALL
PREXJIMM STA 18+60.00, 9' RT
END PROP RET WALL
PREXJIMM STA 20+10.29, 19' LT
WHITE ROCK CREEK
INTERSTATE
30
JIM MILLER
BEGIN PROP RET WALL
PIH30S2-1 STA 782+51, 125' LT
℄ PWB30GP-1
BEGIN PROP RET WALL
PIH30S2-1 STA 789+94, 42' LT
BEGIN EB 30 GP RECONSTRUCTION
PIH30S2-1 STA 782+55.96
MATCH I-30 PROJECT BY OTHERS
CSJ 0009-11-262, 263
BEGIN PROP RET WALL
PIH30S2-1 STA 782+24, 83' RT
℄ PIH30S2-1
BEGIN JIM MILLER CONSTRUCTION
PJIMM STA 12+86.98
MATCH EXIST PAVEMENT
℄ PJIMM
BEGIN BRIDGE
PJIMM STA 14+96.00
PWB30GP-1 STA 798+73.01
PJIMM STA 15+87.44
END PROP RET WALL
PIH30S2-1 STA 804+00, 49' LT
PWB30FRS2-1 STA 798+96.66
PJIMM STA 14+27.99
(SIGNALIZED INTERSECTION)
PIH30S2-1 STA 798+55.94
PJIMM STA 16+45.12
END BRIDGE
PJIMM STA 17+35.00
PEB30FRS2-1 STA 796+84.56
PJIMM STA 17+84.25
(SIGNALIZED INTERSECTION)
END JIM MILLER CONSTRUCTION
PJIMM STA 19+25.25
MATCH EXIST PAVEMENT
℄ PREXSTFR
765+00
770+00
775+00
780+00
785+00
790+00
795+00
800+00
10+00
15+00
20+00
101
102
103
105
107
108
109
117
118
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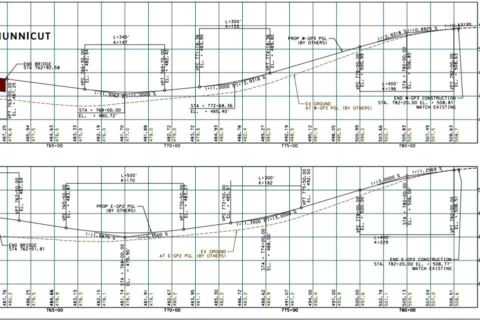
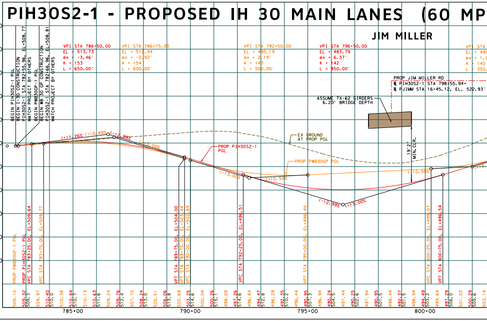
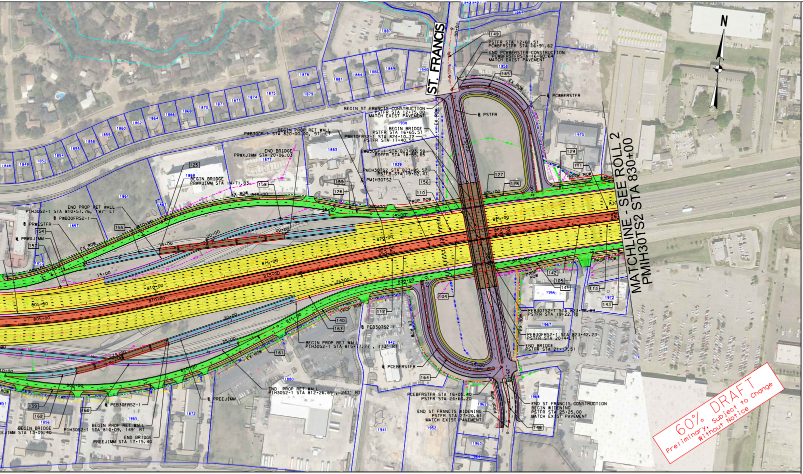

UNNICUT
END BRIDGE
STA 762+92.58
VPT 763+00.00
EL. = 487.25
VPC 766+30.00
EL. = 482.94
L=340'
K=147
VPT 769+70.00
EL. = 482.42
(-)1.3062 %
(+)1.0000 %
STA = 768+00.00
EL. = 480.72'
VPC 771+18.36
EL. = 483.90
L=300'
K=155
VPT 774+18.36
EL. = 489.80
(+)1.0000 %
(+)2.9318 %
STA = 772+68.36
EL. = 485.40'
PROP W-GP3 PGL
(BY OTHERS)
EX GROUND
AT W-GP3 PGL (BY OTHERS)
VPC 778+00.00
EL. = 500.99
L=400'
K=196
STA = 780+00.00
EL. = 506.85'
VPT 782+00.00
EL. = 508.63
(+)2.9318 %
(+)0.8925 %
(+)0.6319%
END W-GP3 CONSTRUCTION
STA. 782+20.00 EL. = 508.81'
MATCH EXISTING
510 560
500 550
490 540
480 530
470 520
487.25 478.6
485.94 477.5
484.63 476.5
483.33 475.8
482.19 476.0
481.70 477.0
481.88 478.0
482.72 479.0
483.72 479.8
484.93 480.9
486.78 482.4
489.27 485.0
492.19 488.5
495.12 491.9
498.05 495.5
500.99 499.2
503.66 502.7
505.83 505.5
507.49 507.5
508.63 508.7
765+00
770+00
775+00
780+00
VPT 763+50.00
EL. = 487.04
VPC 765+50.00
EL. = 483.87
L=500'
K=170
VPT 770+50.00
EL. = 483.27
PROP E-GP2 PGL
(BY OTHERS)
(-)1.5875 %
(+)1.3500 %
END BRIDGE
STA 762+51.81
STA = 768+00.00
EL. = 479.90'
VPC 772+50.00
EL. = 485.97
L=300'
K=182
VPT 775+50.00
EL. = 492.50
(+)1.3500 %
(+)3.0000 %
STA = 774+00.00
EL. = 488.00'
EX GROUND
AT E-GP2 PGL (BY OTHERS)
VPC 778+00.00
EL. = 500.00
L=400'
K=229
STA = 780+00.00
EL. = 506.00'
VPT 782+00.00
EL. = 508.51
(+)3.0000 %
(+)1.2569 %
END E-GP2 CONSTRUCTION
STA. 782+20.00 EL. = 508.77'
MATCH EXISTING
500 490
490 480
480 470
470 460
460
487.76 480.2
486.25 479.5
484.66 478.9
483.15 478.3
482.15 478.1
481.74 478.5
481.91 479.1
482.67 480.2
483.95 481.1
485.30 482.2
486.72 483.2
488.62 484.9
491.07 487.2
494.00 490.4
497.00 493.9
500.00 497.6
502.78 501.1
505.13 504.5
507.04 507.0
508.51 508.6

PIH30S2-1 - PROPOSED IH 30 MAIN LANES (60 MP

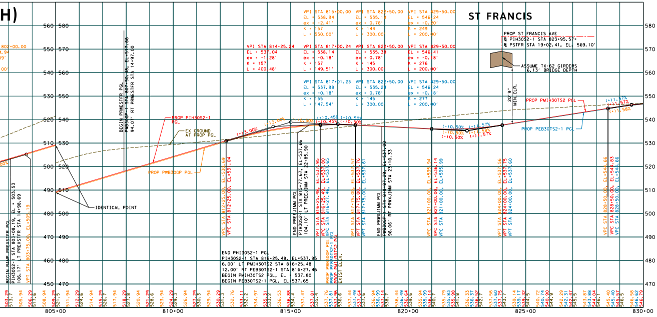

JIM MILLER
BEGIN PIH30S2-1 PGL
BEGIN I-30 CONSTRUCTION
PIH30S2-1 STA 782+55.96, EL=508.77
MATCH PROJECT BY OTHERS
BEGIN PWB30GP-1 PGL
BEGIN WB 30 GP CONSTRUCTION
PIH30S2-1 STA 782+66.96, EL=508.81
MATCH PROJECT BY OTHERS
VPI STA 786+50.00
EL = 513.73
ex = -3.46'
K = 153
L = 650.00'
VPI STA 786+75.00
EL = 512.44
ex = -2.92'
K = 154
L = 600.00'
VPI STA 792+50.00
EL = 495.19
ex = 2.19'
K = 143
L = 500.00'
VPI STA 796+50.00
EL = 483.79
ex = 6.37'
K = 142
L = 850.00'
VPI STA
EL = 499
ex = 1.0
K = 140
L = 350.
PROP JIM MILLER RD
℄ PIH30S2-1 STA 798+55.94=
℄ PJIMM STA 16+45.12, EL. 522.93'
ASSUME TX-62 GIRDERS
6.20' BRIDGE DEPTH
19'2"
MIN. CLR.
EX GROUND
AT PROP PGL
PROP PIH30S2-1
PGL
PROP PWB30GP PGL
(+)1.26%
(+)0.89%
(-)2.99%
(-)3.00%
(-)3.00%
(+)0.50%
(-)2.99%
(+)3.00%
(+)0.50%
PROP PWB30GP-1 PGL
PROP PIH30S2-1 PGL
VPC STA 783+25.00, EL=509.64
VPC STA 783+75.00, EL=509.77
VPT STA 789+75.00, EL=504.00
VPT STA 789+75.00, EL=503.44
VPC STA 790+00.00, EL=502.69
VPC STA 792+25.00, EL=496.51
VPT STA 795+00.00, EL=496.44
VPC STA 800+25.00, EL=499.07
VPT STA 800+75.00, EL=496.54
510 560
500 550
490 540
480 530
470 520
510
500
490
480
470
460
509.10
509.32 509.3
509.97
510.40 510.0
510.38
510.84 510.7
510.13
510.63 511.6
509.24
509.76 512.4
507.70
508.24 513.0
505.51
506.06 513.8
502.69
503.25 514.6
500.04
500.26 515.1
498.09
497.26 514.6
496.84
494.47 512.8
496.29
492.35 510.2
496.44
490.95 507.3
496.94
490.24 504.5
497.44
490.25 502.6
497.94
490.95 501.5
498.44
492.37 501.5
498.94
494.49 503.2
499.64
497.29 506.0
501.03
500.29 509.6
503.14
785+00
790+00
795+00
800+00


ST. FRANCIS
N
MATCHLINE - SEE ROLL 2
PMIH30TS2 STA 830+00
PSTFR STA 12+61.51
PCWBFRSTFR STA 16+91.62
END PCWBFRSTFR CONSTRUCTION
PCWBFRSTFRSTA 16+60.64
MATCH EXIST PAVEMENT
PCWBFRSTFR
PSTFR
BEGIN ST FRANCIS CONSTRUCTION
PSTFR STA 12+75.00
MATCH EXIST PAVEMENT
BEGIN PROP RET WALL
PWB30GP-1 STA 820+00.00, 97' LT
BEGIN BRIDGE
PWB30FRS2-1 STA 824+10.72
PSTFR STA 17+40.50
END BRIDGE
PRWXJIMM STA 20+06.03
PWB30GP-1 STA 823+93.58
PSTFR STA 18+55.65
PMIH30TS2 STA 823+95.57
PSTFR STA 19+02.41
PMIH30TS2
BEGIN BRIDGE
PRWXJIMM STA 14+71.03
END PROP RET WALL
PIH30S2-1 STA 810+57.76, 187' LT
PWB30FRS2-1
PRWESTFR
PRWXJIMM
EX ROW
PROP ROW
PEB30FRS2-1 STA 823+96.89
PSTFR STA 19+22.10
PEB30FRS2-1 STA 823+42.23
PSTFR STA 20+44.71
END BRIDGE
PSTFR STA 21+17.51
PEB30TS2-1
BEGIN PROP RET WALL
PIH30S2-1 STA 815+77.77, 113' RT
PCEBFRSTFR
END PROP RET WALL
PIH30S2-1 STA 812+26.65, 247' RT
PREEJIMM
PEB30FRS2-1
BEGIN PROP RET WALL
PIH30S2-1 STA 810+09, 149' RT
END BRIDGE
PREEJIMM STA 17+15.40
BEGIN BRIDGE
PREEJIMM STA 13+05.40
PCEBFRSTFR STA 16+05.40
PSTFR STA 24+60.20
END ST FRANCIS WIDENING
PSTFR STA 27+20.61
MATCH EXIST PAVEMENT
END ST FRANCIS CONSTRUCTION
BEGIN WIDENING
PSTFR STA 25+25.00
MATCH EXIST PAVEMENT
805+00
810+00
815+00
820+00
825+00
830

60% DRAFT
Preliminary, Subject to Change
Without Notice

CURVE ID	BASELINE	CURVE	P.I. STATION	P.I. STATION - N
100	PIH30S2-1 (60 MPH)	PIH30S2-1-1	751+70.96	N 6,977,783.11
101		PIH30S2-1-2	769+49.39	N 6,977,403.30
102		PIH30S2-1-3	788+95.93	N 6,977,447.18
103		PIH30S2-1-4	803+21.51	N 6,977,453.90
104	PMIH30TS2 (60 MPH)	PMIH30TS2-1	822+77.83	N 6,978,128.84
105		PMIH30TS2-2	830+98.51	N 6,978,337.23
106	PWB30GP-1 (60 MPH)	PWB30GP-1-1	751+91.74	N 6,977,837.51
107		PWB30GP-1-2	769+71.33	N 6,977,457.43
108		PWB30GP-1-3	789+11.98	N 6,977,501.18
109		PWB30GP-1-4	803+28.71	N 6,977,507.85
110		PWB30GP-1-5	822+59.86	N 6,978,169.08
111		PWB30GP-1-6	830+92.44	N 6,978,379.71
112	PEB30TS2-1 (60 MPH)	PEB30TS2-1-1	822+49.26	N 6,978,101.53
113		PEB30TS2-1-2	831+44.52	N 6,978,335.88
114	PWB30FRS2-1 (40 MPH)	PWB30FRS2-1-1	741+81.12	N 6,977,875.36
115		PWB30FRS2-1-2	743+86.22	N 6,977,917.24
116		PWB30FRS2-1-3	751+75.00	N 6,977,971.32
117		PWB30FRS2-1-4	765+32.55	N 6,977,681.01
118		PWB30FRS2-1-5	769+98.74	N 6,977,603.80
119		PWB30FRS2-1-6	776+41.34	N 6,977,600.19
120		PWB30FRS2-1-7	778+10.98	N 6,977,604.01
121		PWB30FRS2-1-8	780+12.38	N 6,977,581.51
122		PWB30FRS2-1-9	792+56.62	N 6,977,609.51
123		PWB30FRS2-1-10	795+64.50	N 6,977,663.90
124		PWB30FRS2-1-11	803+91.56	N 6,977,683.83
125		PWB30FRS2-1-12	814+57.49	N 6,978,237.19
126		PWB30FRS2-1-13	820+17.95	N 6,978,187.88
127		PWB30FRS2-1-14	823+61.17	N 6,978,293.20
128		PWB30FRS2-1-15	825+70.90	N 6,978,351.27
129		PWB30FRS2-1-16	830+31.89	N 6,978,461.19
130	PEB30FRS2-1 (40 MPH)	PEB30FRS2-1-1	749+68.27	N 6,977,650.43
131		PEB30FRS2-1-2	767+79.32	N 6,977,263.35
132		PEB30FRS2-1-3	774+63.59	N 6,977,278.79
133		PEB30FRS2-1-4	776+13.65	N 6,977,297.15
134		PEB30FRS2-1-5	787+26.28	N 6,977,322.19
135		PEB30FRS2-1-6	792+22.56	N 6,977,324.52
136		PEB30FRS2-1-7	793+33.43	N 6,977,315.17
137		PEB30FRS2-1-8	795+70.44	N 6,977,309.07
138		PEB30FRS2-1-9	798+14.74	N 6,977,321.40
139		PEB30FRS2-1-10	807+25.12	N 6,977,214.73
140		PEB30FRS2-1-11	817+49.72	N 6,977,835.93
141	PEB30FRS2-2 (40 MPH)	PEB30FRS2-2-1	825+13.87	N 6,978,066.39
142		PEB30FRS2-2-2	826+98.17	N 6,978,127.73
143		PEB30FRS2-2-3	830+86.96	N 6,978,229.46
144	PHUNN (30 MPH)	PHUNN-1	14+63.50	N 6,977,758.51
145		PHUNN-2	17+62.56	N 6,977,491.04
146		PHUNN-3	19+16.84	N 6,977,334.30
147		PHUNN-4	20+31.87	N 6,977,229.09
148	PSTFR (30 MPH)	PSTFR-1	11+56.91	N 6,978,862.28
149		PSTFR-2	26+53.06	N 6,977,438.48
150	PRWEJIMM (40 MPH)	PRWEJIMM-1	11+76.59	N 6,977,567.14
151		PRWEJIMM-2	14+76.45	N 6,977,568.15
152		PRWEJIMM-3	17+26.74	N 6,977,557.23
153	PREXJIMM (40 MPH)	PREXJIMM-1	14+68.84	N 6,977,301.88
154	PRWESTFR (40 MPH)	PRWESTFR-1	14+33.94	N 6,977,702.31
155		PRWESTFR-2	21+70.35	N 6,978,085.64
156		PRWESTFR-3	25+90.32	N 6,978,187.24
157	PRWXJIMM (40 MPH)	PRWXJIMM-1	10+72.17	N 6,977,786.87
158		PRWXJIMM-2	14+18.42	N 6,977,906.32
159		PRWXJIMM-3	27+00.01	N 6,978,231.05
160	PREXSTFR (40 MPH)	PREXSTFR-1	21+93.81	N 6,977,425.54
161		PREXSTFR-2	26+26.40	N 6,977,612.82
162	PREEJIMM (40 MPH)	PREEJIMM-1	12+19.42	N 6,977,311.15
163		PREEJIMM-2	24+70.56	N 6,977,869.23
164	PCEBFRSTFR (30 MPH)	PCEBFRSTFR-1	14+21.78	N 6,977,534.79
165	PCWBFRSTFR (30 MPH)	PCWBFRSTFR-1	14+93.34	N 6,978,857.55

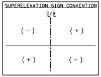
MAP	OWNER	PROPERTY ADDRESS
1664	GVS TEXAS HOLDINGS II LLC	4311 SAMUELL BLVD
1671	SHELTER TECHNOLOGIES LLC	7306 FERGUSON RD
1672	HUGHES RONALD W JR	4419 SAMUELL BLVD
1674	SUNBELT BUILDING SERVICES LLC	7318 FERGUSON RD
1681	PERSONAL TOUCH PROPERTIES LLC	4523 SAMUELL BLVD
1686	JONES RENA M ET AL	2351 GROVE HILL RD
1687	MORGAN PARK LTD &	2370 LITTLE POCKET RD
1690	GARDEA OMAR &	7310 RENA RD
1692	PERSONAL TOUCH PROPERTIES LLC	4601 SAMUELL BLVD
1693	DALE RW	2431 GROVE HILL RD
1694	JONES RENA M	7306 RENA RD
1695	PRUETT LAURA KAY MALONE	2371 LITTLE POCKET RD
1698	VILLA EVITA LLC	4611 SAMUELL BLVD
1700	DALLAS CITY OF	7406 AVE Q
1706	MMGCR HOLDINGS LLC	2410 LAUGHLIN DR
1710	SAM WEST PARTNERS LLC	4645 SAMUELL BLVD
1714	MASIRAH LLC	2468 LAUGHLIN DR
1715	RS TEXAS INV LP	4721 SAMUELL BLVD
1721	RIVERA MARIA HILDA	7763 CLAREMONT DR
1724	RS TEXAS INV LP	4803 SAMUELL BLVD
1725	RAMIREZ ANTONIO RAMON	7759 CLAREMONT DR
1726	WILLMS PRESTON T &	7829 CLAREMONT DR
1727	PACHECO RUBY	7753 CLAREMONT DR
1728	SANCHEZ MANUEL &	7749 CLAREMONT DR
1732	RS TEXAS INVESTMENTS LP	7677 HUNNICUT RD
1734	OROZCO GILBERT JR & SARA M	7743 CLAREMONT DR
1737	THAI THU NGA T	4835 SAMUELL BLVD
1738	MILAN SANTOS & GRACIELA	7739 CLAREMONT DR
1741	HERTEL LINDSEY & TERRIE	7735 CLAREMONT DR
1744	SUPREME MARKETING GROUP LLC	7731 CLAREMONT DR
1745	LEARMONTH MITCHELL	7809 MILLSTONE DR
1746	HANNAH COMPANY SERIES LLC	7725 CLAREMONT DR
1747	DALLAS ISD	4901 SAMUELL BLVD
1748	C & N JOINT VENTURE LLC	7721 CLAREMONT DR
1749	TOVAR MARTIN	7715 CLAREMONT DR



SUPERELEVATION

BASELINE	BEGIN TRANSITION		END TRANSITION	
	STA		STA	
PIH30S2 (EB) (60 MPH)	790+00.00	-2.50%	798+51.00	3.88%
	807+19.00	3.88%	815+70.00	-2.50%
PIH30S2 (WB) (60 MPH)	794+94.00	2.50%	796+67.00	3.58%
	809+82.00	3.58%	811+26.00	2.50%
PWB30FRS2 (40 MPH)	760+42.00	2.00%	761+05.00	0.50%
	764+06.00	0.50%	765+00.00	2.00%
	797+17.00	2.00%	797+60.00	0.98%
	800+25.00	0.98%	801+10.00	2.00%
PEB30FRS2 (40 MPH)	753+18.00	-2.00%	758+00.00	5.76%
	761+00.00	5.76%	764+22.00	-2.00%
	795+00.00	-2.00%	795+56.00	-2.67%
	798+20.00	-2.67%	798+48.00	-2.00%
PRWEJIMM (40 MPH)	13+61.00	4.20%	14+15.00	2.00%
PREXJIMM (40 MPH)	14+67.00	4.20%	15+98.00	4.20%
	15+98.00	4.20%	17+48.00	-2.00%
PREXSTFR (40 MPH)	19+47.00	3.88%	19+87.00	5.50%
	23+48.00	5.50%	25+30.00	-2.00%
PRWXJIMM (40 MPH)	12+01.00	2.00%	13+22.00	-3.00%
	15+14.00	-3.00%	16+35.00	2.00%
PRWESTFR (40 MPH)	14+97.00	3.58%	18+14.00	3.58%
	18+14.00	3.58%	20+24.00	-5.10%
	23+13.00	-5.10%	24+85.00	2.00%
PCWBFRSTFR (NB) (30 MPH)	10+00.00	0.70%	10+60.00	0.70%
	10+60.00	0.70%	11+79.00	-2.00%
	15+56.00	-2.00%	16+30.00	-3.48%
	16+30.00	-3.48%	16+60.00	-3.48%
PCWBFRSTFR (SB) (30 MPH)	10+00.00	0.70%	10+60.00	0.70%
	10+60.00	0.70%	11+18.00	2.00%
	13+89.00	2.00%	16+30.00	-3.48%
	16+30.00	-3.48%	16+60.00	-3.48%
PCEBFRSTFR (NB) (30 MPH)	10+00.00	-1.03%	10+65.00	-1.03%
	10+65.00	-1.03%	11+99.00	2.00%
	13+64.00	2.00%	15+28.00	-1.72%
	15+28.00	-1.72%	16+05.00	-1.72%
PCEBFRSTFR (SB) (30 MPH)	10+00.00	-1.03%	10+65.00	-1.03%
	10+65.00	-1.03%	11+08.00	-2.00%
	15+14.00	-2.00%	15+28.00	-1.72%
	15+28.00	-1.72%	16+05.00	-1.72%
PHUNN (NB) (30 MPH)	12+81.00	2.00%	13+78.00	-2.00%
	15+50.00	-2.00%	17+10.00	0.50%
	18+70.00	0.50%	20+37.00	2.00%
PHUNN (SB) (30 MPH)	15+50.00	-2.00%	17+10.00	0.50%
	18+70.00	0.50%	20+37.00	-2.00%
PJIMM (NB) (30 MPH)	12+87.00	2.00%	14+25.00	-0.53%
	17+87.00	-0.53%	19+25.00	2.00%
PJIMM (SB) (30 MPH)	12+99.00	-2.00%	13+80.00	-0.53%
	18+27.00	-0.53%	19+25.00	-2.00%

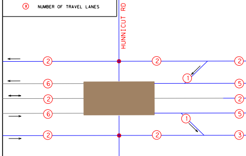
SUPERELEVATION SIGN CONVENTION



TRAFFIC LEGEND

● SIGNALIZED INTERSECTION

ⓧ NUMBER OF TRAVEL LANES


HUNNICUT RD
2
6
2
6
2
1
2
1
2
2
5
2
5
3

HORIZONTAL ALIGNMENT DATA

P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
E 2,517,281.08	16° 12′ 37.54″ (RT)	3,786.00	539.18	1,071.16	746+31.78	757+02.94	N 86° 04′ 12.73″ E	S 77° 43′ 9.72″ E
E 2,519,025.85	13° 34′ 11.46″ (LT)	3,176.00	377.87	752.20	765+71.52	773+23.72	S 77° 43′ 9.72″ E	N 88° 42′ 38.81″ E
E 2,520,975.43	1° 01′ 09.32″ (RT)	11,100.00	98.73	197.46	787+97.19	789+94.65	N 88° 42′ 38.81″ E	N 89° 43′ 48.13″ E
E 2,522,401.01	19° 36′ 32.84″ (LT)	3,550.00	613.48	1,214.97	797+08.02	809+22.99	N 89° 43′ 48.13″ E	N 70° 07′ 15.29″ E
E 2,524,250.00	5° 10′ 54.24″ (RT)	11,100.00	502.28	1,003.87	817+75.55	827+79.42	N 70° 07′ 15.29″ E	N 75° 18′ 9.54″ E
E 2,525,044.49	3° 16′ 46.82″ (LT)	11,146.00	319.09	638.01	827+79.42	834+17.43	N 75° 18′ 9.54″ E	N 72° 01′ 22.71″ E
E 2,517,285.05	16° 12′ 37.54″ (RT)	3,840.00	546.87	1,086.43	746+44.87	757+31.30	N 86° 04′ 12.73″ E	S 77° 43′ 9.72″ E
E 2,519,031.06	13° 34′ 11.46″ (LT)	3,122.00	371.44	739.41	765+99.89	773+39.30	S 77° 43′ 9.72″ E	N 88° 42′ 38.81″ E
E 2,520,974.70	1° 01′ 09.32″ (RT)	11,154.00	99.21	198.42	788+12.77	790+11.19	N 88° 42′ 38.81″ E	N 89° 43′ 48.13″ E
E 2,522,391.42	19° 36′ 32.84″ (LT)	3,980.00	687.79	1,362.13	796+40.92	810+03.05	N 89° 43′ 48.13″ E	N 70° 07′ 15.29″ E
E 2,524,220.14	5° 14′ 15.91″ (RT)	11,152.00	510.09	1,019.47	817+49.76	827+69.24	N 70° 07′ 15.29″ E	N 75° 21′ 31.20″ E
E 2,525,026.38	3° 20′ 08.49″ (LT)	11,100.00	323.21	646.23	827+69.24	834+15.46	N 75° 21′ 31.20″ E	N 72° 01′ 22.71″ E
E 2,524,227.40	4° 42′ 57.90″ (RT)	15,100.00	621.80	1,242.90	816+27.46	828+70.36	N 70° 07′ 15.29″ E	N 74° 50′ 13.20″ E
E 2,525,092.16	2° 48′ 50.48″ (LT)	11,162.00	274.16	548.21	828+70.36	834+18.57	N 74° 50′ 13.20″ E	N 72° 01′ 22.71″ E
E 2,516,260.25	7° 50′ 03.10″ (LT)	1,500.00	102.71	205.10	740+78.41	742+83.51	N 86° 04′ 12.73″ E	N 78° 14′ 9.63″ E
E 2,516,461.35	7° 50′ 03.10″ (RT)	1,500.00	102.71	205.10	742+83.51	744+88.61	N 78° 14′ 9.63″ E	N 86° 04′ 12.73″ E
E 2,517,248.60	16° 12′ 37.54″ (RT)	3,850.00	548.29	1,089.26	746+26.71	757+15.97	N 86° 04′ 12.73″ E	S 77° 43′ 9.72″ E
E 2,518,582.24	2° 44′ 51.35″ (LT)	3,500.00	83.94	167.84	764+48.61	766+16.45	S 77° 43′ 9.72″ E	S 80° 28′ 1.08″ E
E 2,519,042.02	9° 12′ 42.20″ (LT)	2,300.00	185.29	369.78	768+13.45	771+83.23	S 80° 28′ 1.08″ E	S 89° 40′ 43.28″ E
E 2,519,685.41	1° 36′ 37.90″ (LT)	1,500.00	21.08	42.16	776+20.25	776+62.42	S 89° 40′ 43.28″ E	N 88° 42′ 38.81″ E
E 2,519,855.01	7° 41′ 34.12″ (RT)	1,500.00	100.85	201.40	777+10.13	779+11.53	N 88° 42′ 38.81″ E	S 83° 35′ 47.07″ E
E 2,520,055.46	7° 41′ 34.12″ (LT)	1,500.00	100.85	201.40	779+11.53	781+12.93	S 83° 35′ 47.07″ E	N 88° 42′ 38.81″ E
E 2,521,299.68	8° 51′ 55.72″ (LT)	2,000.00	155.04	309.46	791+01.58	794+11.04	N 88° 42′ 38.81″ E	N 79° 50′ 43.08″ E
E 2,521,603.35	8° 46′ 30.44″ (RT)	2,000.00	153.45	306.31	794+11.04	797+17.35	N 79° 50′ 43.08″ E	N 88° 37′ 13.53″ E
E 2,522,430.77	29° 35′ 22.95″ (LT)	800.00	211.29	413.15	801+80.27	805+93.42	N 88° 37′ 13.53″ E	N 59° 01′ 50.58″ E
E 2,523,352.83	35° 47′ 52.77″ (RT)	1,200.00	387.57	749.75	810+69.92	818+19.68	N 59° 01′ 50.58″ E	S 85° 10′ 16.65″ E
E 2,523,936.59	22° 25′ 45.47″ (LT)	1,000.00	198.27	391.47	818+19.68	822+11.14	S 85° 10′ 16.65″ E	N 72° 23′ 57.88″ E
E 2,524,268.59	1° 31′ 32.86″ (RT)	11,267.12	150.03	300.05	822+11.14	825+11.19	N 72° 23′ 57.88″ E	N 73° 55′ 30.74″ E
E 2,524,470.13	2° 16′ 49.94″ (RT)	3,000.00	59.71	119.41	825+11.19	826+30.60	N 73° 55′ 30.74″ E	N 76° 12′ 20.69″ E
E 2,524,917.84	4° 10′ 57.97″ (LT)	10,989.00	401.29	802.23	826+30.60	834+32.83	N 76° 12′ 20.69″ E	N 72° 01′ 22.71″ E
E 2,517,251.20	17° 17′ 28.91″ (RT)	3,800.00	577.80	1,146.81	743+90.47	755+37.28	N 84° 59′ 21.36″ E	S 77° 43′ 9.72″ E
E 2,519,029.39	13° 34′ 11.46″ (LT)	1,900.00	226.05	449.99	765+53.27	770+03.26	S 77° 43′ 9.72″ E	N 88° 42′ 38.81″ E
E 2,519,715.60	5° 43′ 55.08″ (LT)	1,500.00	75.09	150.06	773+88.49	775+38.55	N 88° 42′ 38.81″ E	N 82° 58′ 43.72″ E
E 2,519,864.66	5° 43′ 55.08″ (RT)	1,500.00	75.09	150.06	775+38.55	776+88.62	N 82° 58′ 43.72″ E	N 88° 42′ 38.81″ E
E 2,520,977.14	1° 01′ 09.32″ (RT)	10,975.00	97.62	195.24	786+28.66	788+23.90	N 88° 42′ 38.81″ E	N 89° 43′ 48.13″ E
E 2,521,473.42	5° 06′ 26.86″ (RT)	1,500.00	66.90	133.71	791+55.66	792+89.38	N 89° 43′ 48.13″ E	S 85° 09′ 45.00″ E
E 2,521,583.98	3° 21′ 53.07″ (LT)	1,500.00	44.06	88.09	792+89.38	793+77.47	S 85° 09′ 45.00″ E	S 88° 31′ 38.08″ E
E 2,521,820.93	4° 21′ 48.23″ (LT)	2,000.00	76.19	152.31	794+94.25	796+46.56	S 88° 31′ 38.08″ E	N 87° 06′ 33.69″ E
E 2,522,065.00	9° 36′ 48.92″ (RT)	2,000.00	168.18	335.58	796+46.56	799+82.13	N 87° 06′ 33.69″ E	S 83° 16′ 37.38″ E
E 2,522,969.90	42° 01′ 25.69″ (LT)	1,450.00	556.95	1,063.51	801+68.17	812+31.67	S 83° 16′ 37.38″ E	N 54° 41′ 56.92″ E
E 2,523,847.23	18° 37′ 24.05″ (RT)	1,000.00	163.97	325.04	815+85.75	819+10.79	N 54° 41′ 56.92″ E	N 73° 19′ 20.97″ E
E 2,524,574.65	2° 45′ 43.04″ (LT)	3,000.00	72.32	144.62	824+41.55	825+86.16	N 73° 19′ 20.97″ E	N 70° 33′ 37.93″ E
E 2,524,748.47	4° 16′ 35.26″ (RT)	3,000.00	112.01	223.92	825+86.16	828+10.08	N 70° 33′ 37.93″ E	N 74° 50′ 13.20″ E
E 2,525,123.83	2° 48′ 50.48″ (LT)	11,273.00	276.89	553.66	828+10.08	833+63.74	N 74° 50′ 13.20″ E	N 72° 01′ 22.71″ E
E 2,518,346.67	17° 47′ 01.08″ (LT)	400.00	62.58	124.15	14+00.92	15+25.07	S 44° 44′ 30.12″ W	S 26° 57′ 29.03″ W
E 2,518,210.64	24° 47′ 58.64″ (LT)	375.00	82.45	162.31	16+80.12	18+42.43	S 26° 57′ 29.03″ W	S 2° 09′ 30.39″ W
E 2,518,204.73	24° 00′ 18.23″ (RT)	350.00	74.41	146.64	18+42.43	19+89.07	S 2° 09′ 30.39″ W	S 26° 09′ 48.63″ W
E 2,518,153.05	13° 56′ 40.54″ (LT)	350.00	42.80	85.18	19+89.07	20+74.25	S 26° 09′ 48.63″ W	S 12° 13′ 8.08″ W
E 2,524,136.01	17° 01′ 34.95″ (LT)	328.00	49.10	97.47	11+07.81	12+05.28	S 0° 57′ 1.02″ E	S 17° 58′ 35.98″ E
E 2,524,597.98	17° 01′ 27.59″ (RT)	275.00	41.16	81.71	26+11.90	26+93.61	S 17° 58′ 35.98″ E	S 0° 57′ 8.39″ E
E 2,518,869.43	12° 13′ 03.88″ (LT)	1,650.00	176.59	351.85	10+00.00	13+51.85	S 77° 58′ 28.43″ E	N 89° 48′ 27.68″ E
E 2,519,170.62	2° 41′ 36.53″ (RT)	5,300.00	124.60	249.15	13+51.85	16+01.00	N 89° 48′ 27.68″ E	S 87° 29′ 55.78″ E
E 2,519,420.72	3° 47′ 25.40″ (LT)	3,800.00	125.74	251.39	16+01.00	18+52.39	S 87° 29′ 55.78″ E	N 88° 42′ 38.81″ E
E 2,519,096.88	13° 34′ 11.46″ (LT)	1,350.00	160.62	319.73	13+08.22	16+27.95	S 77° 43′ 9.72″ E	N 88° 42′ 38.81″ E
E 2,522,759.75	21° 22′ 07.99″ (LT)	2,300.00	433.94	857.80	10+00.00	18+57.80	N 80° 28′ 18.14″ E	N 59° 06′ 10.14″ E
E 2,523,400.31	16° 59′ 10.37″ (RT)	1,200.00	179.19	355.76	19+91.16	23+46.92	N 59° 06′ 10.14″ E	N 76° 05′ 20.52″ E
E 2,523,810.51	9° 37′ 32.26″ (RT)	1,050.00	88.41	176.40	25+01.92	26+78.32	N 76° 05′ 20.52″ E	N 85° 42′ 52.78″ E
E 2,522,650.30	7° 51′ 50.60″ (RT)	1,050.00	72.17	144.12	10+00.00	11+44.12	N 61° 58′ 3.91″ E	N 69° 49′ 54.51″ E
E 2,522,975.53	5° 29′ 33.88″ (RT)	2,500.00	119.93	239.67	12+98.49	15+38.16	N 69° 49′ 54.51″ E	N 75° 19′ 28.40″ E
E 2,524,215.48	2° 08′ 58.85″ (LT)	3,800.00	71.29	142.57	26+28.71	27+71.28	N 75° 19′ 28.40″ E	N 73° 10′ 29.54″ E
E 2,523,097.60	23° 10′ 07.56″ (LT)	1,050.00	215.24	424.59	19+78.58	24+03.17	N 87° 52′ 58.90″ E	N 64° 42′ 51.34″ E
E 2,523,494.05	10° 00′ 54.41″ (LT)	1,050.00	92.00	183.54	25+34.39	27+17.93	N 64° 42′ 51.34″ E	N 54° 41′ 56.92″ E
E 2,522,667.71	23° 36′ 23.37″ (LT)	1,050.00	219.42	432.61	10+00.00	14+32.61	N 87° 15′ 25.12″ E	N 63° 39′ 1.74″ E
E 2,523,794.45	7° 45′ 49.22″ (RT)	3,000.00	203.56	406.50	22+67.00	26+73.50	N 63° 39′ 1.74″ E	N 71° 24′ 50.96″ E
E 2,524,269.92	91° 26′ 08.60″ (LT)	217.00	222.51	346.30	11+99.27	15+45.58	S 16° 32′ 27.38″ E	N 72° 01′ 24.02″ E
E 2,524,462.70	93° 14′ 05.35″ (LT)	227.00	240.19	369.39	12+53.14	16+22.53	N 14° 44′ 30.62″ W	S 72° 01′ 24.02″ W

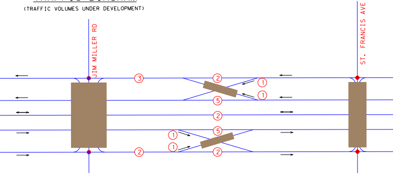
PROPERTY OWNERS

MAP	OWNER	PROPERTY ADDRESS
1750	HANNAH COMPANY SERIES LLC	7709 CLAREMONT DR
1751	MAYAN PALMS HLD LLC	5000 SAMUELL BLVD
1752	ABOVO CORPORATION	7703 CLAREMONT DR
1753	PRESCOTT INTERESTS BILLBOARDS LTD	4901 SAMUELL BLVD
1754	CLAREMONT KIWI LLC	2472 HIGHLAND RD
1755	DALLAS ISD	5151 SAMUELL BLVD
1756	GABERINO PPTIES LLC SERIES IX	7777 E R L THORNTON FWY
1757	GABERINO PPTIES LLC SERIES IX	7930 HUNNICUT RD
1758	RODRIGUEZ SULEMA Q	7807 E R L THORNTON FWY
1776	LOS ROBLES DE SEGURA LLC	2600 HIGHLAND RD
1778	DALLAS CHILDRENS ADVOCACY CENTER	5351 SAMUELL BLVD
1780	MOUNTAIN VIEW CHURCH OF CHRIST	7979 E R L THORNTON FWY
1782	CUELLAR LLC	7810 E R L THORNTON FWY
1786	PARNIAN PPTY INVESTMENTS	7820 E R L THORNTON FWY
1787	RODGERS KATHLEEN	2638 SHARPVIEW LN
1788	DEER CREEK LC	7830 E R L THORNTON FWY
1789	DALLAS BAPTIST ASSN INC	8001 E R L THORNTON FWY
1793	MORELAND JEFFREY K &	8021 E R L THORNTON FWY
1794	WHITHERSPOON NURU LATEEF	7900 E R L THORNTON FWY
1799	8035 EAST RLT LP	8035 E R L THORNTON FWY
1800	THORNTON INVESTORS	7900 E R L THORNTON FWY
1802	PACHECO BRISA RAYMUNDO	7940 E R L THORNTON FWY
1808	TSEGU RUSOM	8068 E R L THORNTON FWY
1810	CA55 LLC	8045 E R L THORNTON FWY
1812	PRESCOTT INTERESTS BILLBOARDS LTD	8068 E R L THORNTON FWY
1815	JIM MILLER HOSPITALITY LP	8108 E R L THORNTON FWY
1818	WILBANKS FRANCES YVONNE	8105 E R L THORNTON FWY
1822	POP HOLDINGS LP	8120 E R L THORNTON FWY
1823	WAFFLE HOUSE INC	8111 E R L THORNTON FWY
1827	MCDONALDS REAL ESTATE CO	8117 E R L THORNTON FWY
1830	RACETRAC PETROLEUM INC	8130 E R L THORNTON FWY
1832	HIGHLAND GROVE HOLDINGS LLC	8121 E R L THORNTON FWY
1834	SIDERIS BASIL K ET AL	5575 N JIM MILLER RD
1837		8200 E R L THORNTON FWY

MAP	OWNER	PROPERTY ADDRESS
1838	DAY MARIE L	5510 N JIM MILLER RD
1839	INTERSTATE VENTURES LLC	5514 N JIM MILLER RD
1840	SEJ ASST MGMT & INVESTMENT COMPANY	8201 E R L THORNTON FWY
1843	CANSPAN LLC	8228 E R L THORNTON FWY
1845	VESTAL FREDDY TRUSTEE	8233 E R L THORNTON FWY
1847	PCT HOSPITALITY INC	8303 E R L THORNTON FWY
1851	SIDERIS GEORGE TR	8238 E R L THORNTON FWY
1853	BUCKNER BAPTIST BENEVOLENCES	8705 E R L THORNTON FWY
1856	CITY CREDIT UNION	8344 E R L THORNTON FWY
1857	HAR BHOLE HOSPITALITY	8705 E R L THORNTON FWY
1861	JAI BHOLE SHIV SAI HOSPITALITY LLC	8709 E R L THORNTON FWY
1865	ICA PROPERTIES INC	6465 SAMUELL BLVD
1867	BUCKNER BAPTIST BENEVOLENCES	8705 E R L THORNTON FWY
1869	SM JIM MILLER LLC	8605 E R L THORNTON FWY
1872	KRUPALAXMI L P	8510 E R L THORNTON FWY
1877	DALLAS JSK HOSPITALITY	8687 E R L THORNTON FWY
1880	VAZQUEZ HOLDINGS GROUP LP	8630 E R L THORNTON FWY
1883	NILKHANTVARNI LLC	8703 E R L THORNTON FWY
1938	PALOMA ISABELA INVESTMENTS INC	3474 HIGHLAND RD
1939	SFR PPTIES LTD	8707 E R L THORNTON FWY
1940	SPRINGWOOD COMMERCIAL REAL	3453 ST FRANCIS AVE
1941	SHIV HOSPITALITY GROUP DALLAS II LLC	8640 E R L THORNTON FWY
1942	SIERRA HTZD LLC	8640 E R L THORNTON FWY
1952	SHIV HOSPITALITY GROUP DALLAS LLC	8640 E R L THORNTON FWY
1958	CASA BONITA APARTMENTS LLC	3550 ST FRANCIS AVE
1962	FIDELITY BANK NATL ASSOC	3939 ST FRANCIS AVE
1963	3949 ST FRANCIS LLC	3949 ST FRANCIS AVE
1964	INTERSTATE NATIONAL BANK	4020 ST FRANCIS AVE
1965	RAE STRATEGIES CORP	4025 ST FRANCIS AVE
1966	8930 RL THORNTON LLC &	8930 E R L THORNTON FWY
1967	WAL MART REAL EST BUS TR	3936 ST FRANCIS AVE
1968	SHOQUIST PROPERTIES LP	3940 ST FRANCIS AVE
1970	NORTHSTAR HOTELS LLC	8901 E R L THORNTON FWY
1972	CFT DEVELOPMENTS LLC	8950 E R L THORNTON FWY

TRAFFIC DIAGRAM

(TRAFFIC VOLUMES UNDER DEVELOPMENT)


JIM MILLER RD
ST. FRANCIS AVE
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TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON CLEMENS, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
THE I-30 EAST DALLAS PROJECT
FERGUSON ROAD TO BASS PRO DRIVE
DALLAS COUNTY, TEXAS
CSJ'S: 0009-11-260, 262, 263, 264, 265

APRIL 2023
ROLL 1 OF 11

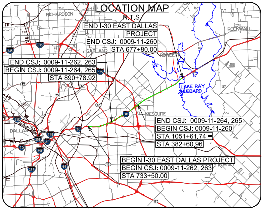
LENGTH:	11.61 MILES
FUNCTIONAL CLASS:	URBAN INTERSTATE
AVERAGE DAILY TRAFFIC:	XXX,XXX (XXXX), XXX,XXX (XXXX)

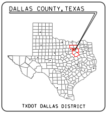
DESIGN SPEEDS

MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS:	60 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES:	40 MPH
LOCAL STREETS:	30 MPH
FRONTAGE ROAD CONNECTORS:	30 MPH
TURNAROUNDS:	15 MPH

LOCAL STREETS

NAME	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
HUNNICUT	30 MPH	MAJOR COLLECTOR
JIM MILLER	30 MPH	MINOR ARTERIAL
ST FRANCIS	30 MPH	MAJOR COLLECTOR
LOOP 12 FR	30 MPH	MAJOR COLLECTOR
BIG TOWN	30 MPH	MINOR ARTERIAL
MOTLEY	30 MPH	MAJOR COLLECTOR


LOCATION MAP
N.T.S.
RICHARDSON
GARLAND
ROWLETT
ROCKWALL
MESQUITE
DALLAS
LAKE RAY HUBBARD
END I-30 EAST DALLAS PROJECT
END CSJ: 0009-11-260
STA 677+80.00
END CSJ: 0009-11-262, 263
BEGIN CSJ: 0009-11-264, 265
STA 890+78.92
END CSJ: 0009-11-264, 265
BEGIN CSJ: 0009-11-260
STA 1051+61.74
STA 382+60.96
BEGIN I-30 EAST DALLAS PROJECT
BEGIN CSJ: 0009-11-262, 263
STA 733+50.00
635
30
35E
345
366
45
12
75
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:

PRELIMINARY
FOR INTERIM REVIEW ONLY

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

NAME	P.E. NO.	DATE
JEREMY W. MCGAHAN	103650	04/21/2023
ARTURO BENITEZ	131960	04/21/2023

HALFF ASSOCIATES, INC.
TBPELS FIRM #F-312

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

DATE SUBMITTED:

DATE APPROVED:

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