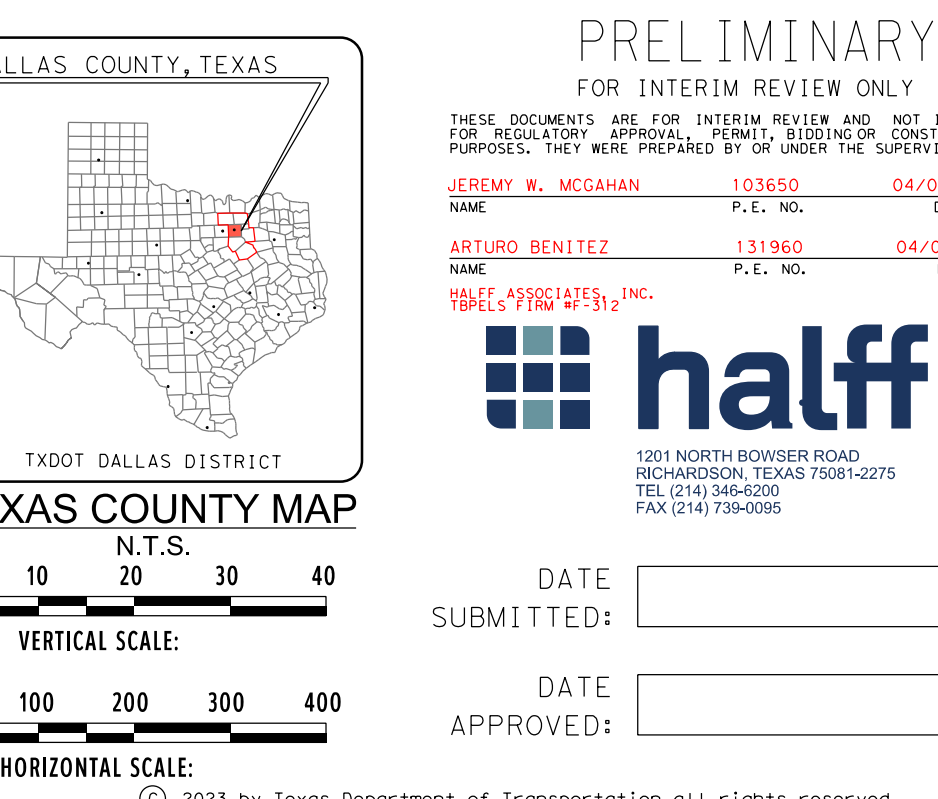
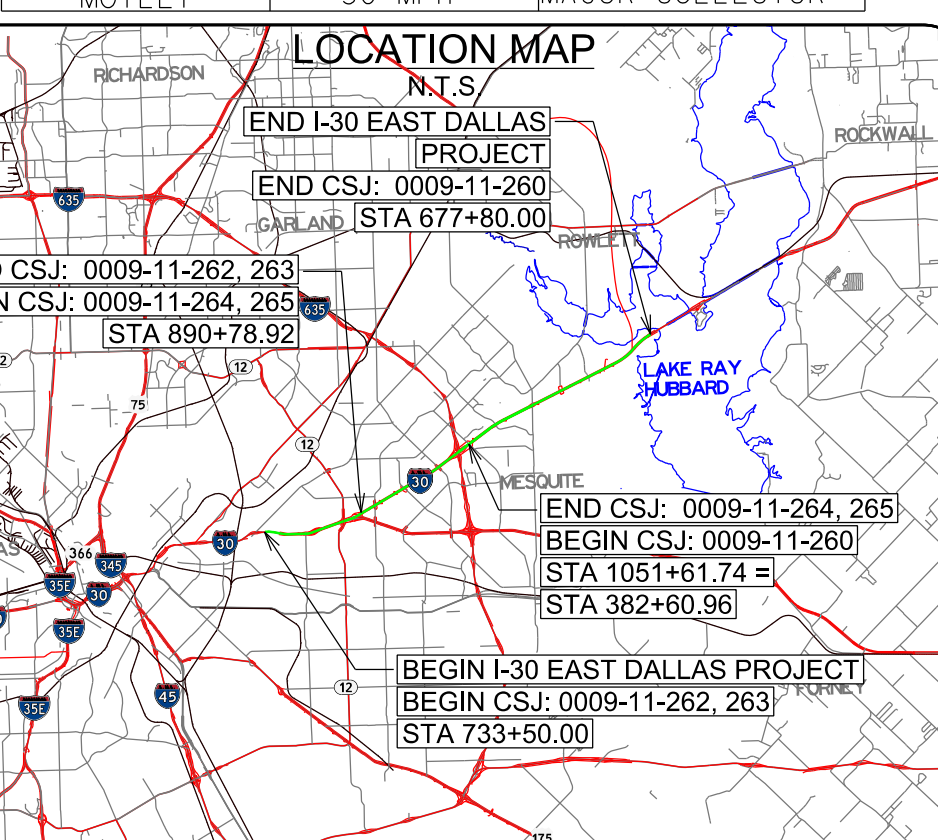


THE I-30 EAST DALLAS PROJECT  
FERGUSON ROAD TO BASS PRO DRIVE  
DALLAS COUNTY, TEXAS  
CSJ'S: 0009-11-260, 262,  
263, 264, 265

APRIL 2023  
ROLL 4 OF 11

| FUNCTIONAL CLASS          |              | 11.61 MILES                       |
|---------------------------|--------------|-----------------------------------|
| AVERAGE DAILY TRAFFIC:    |              | XXX,XXX (XXXX),<br>XXX,XXX (XXXX) |
| DESIGN SPEEDS             |              |                                   |
| MAIN LANE:                | 60 MPH       |                                   |
| MANAGED LANE:             | 60 MPH       |                                   |
| DIRECT CONNECTOR:         | 60 MPH       |                                   |
| RAMP:                     | 40 MPH       |                                   |
| FRONTAGE ROADS/BYPASSES:  | 40 MPH       |                                   |
| LOCAL STREET/ST:          | 30 MPH       |                                   |
| FRONTAGE ROAD CONNECTORS: | 30 MPH       |                                   |
| TURNAROUNDS:              | 15 MPH       |                                   |
| LOCAL STREETS             |              |                                   |
| NAME                      | DESIGN SPEED | FUNCTIONAL CLASSIFICATION         |
| MUNNICT                   | 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                    |
|                           |              | MAJOR COLLECTOR                   |

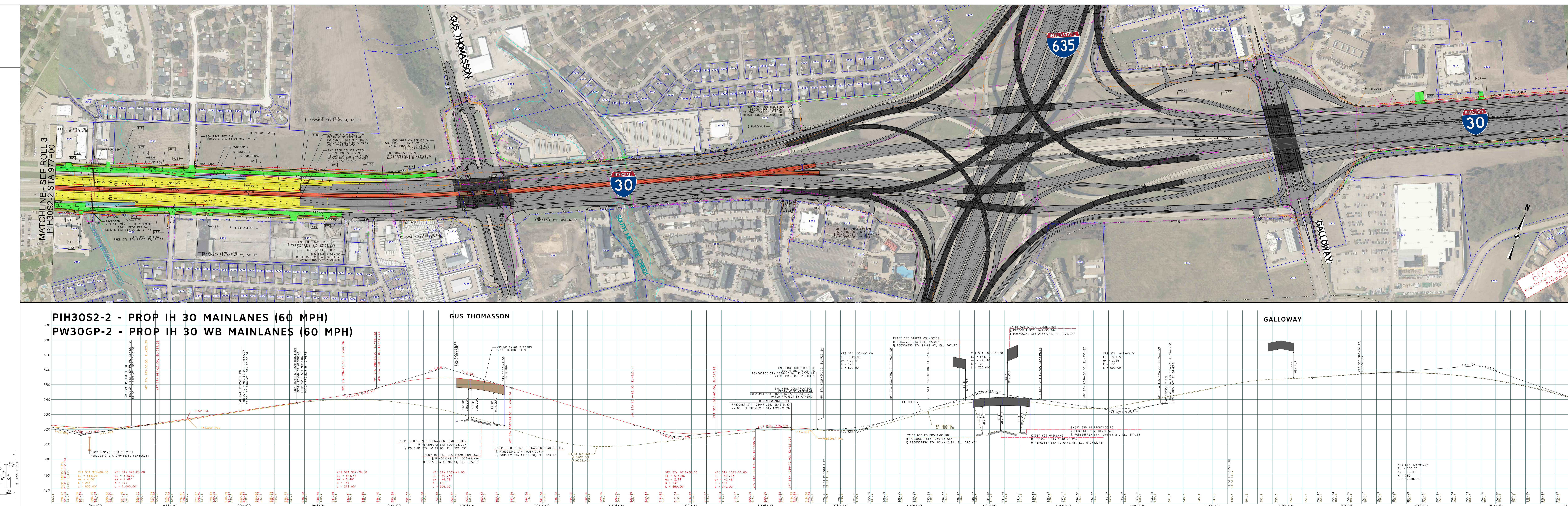
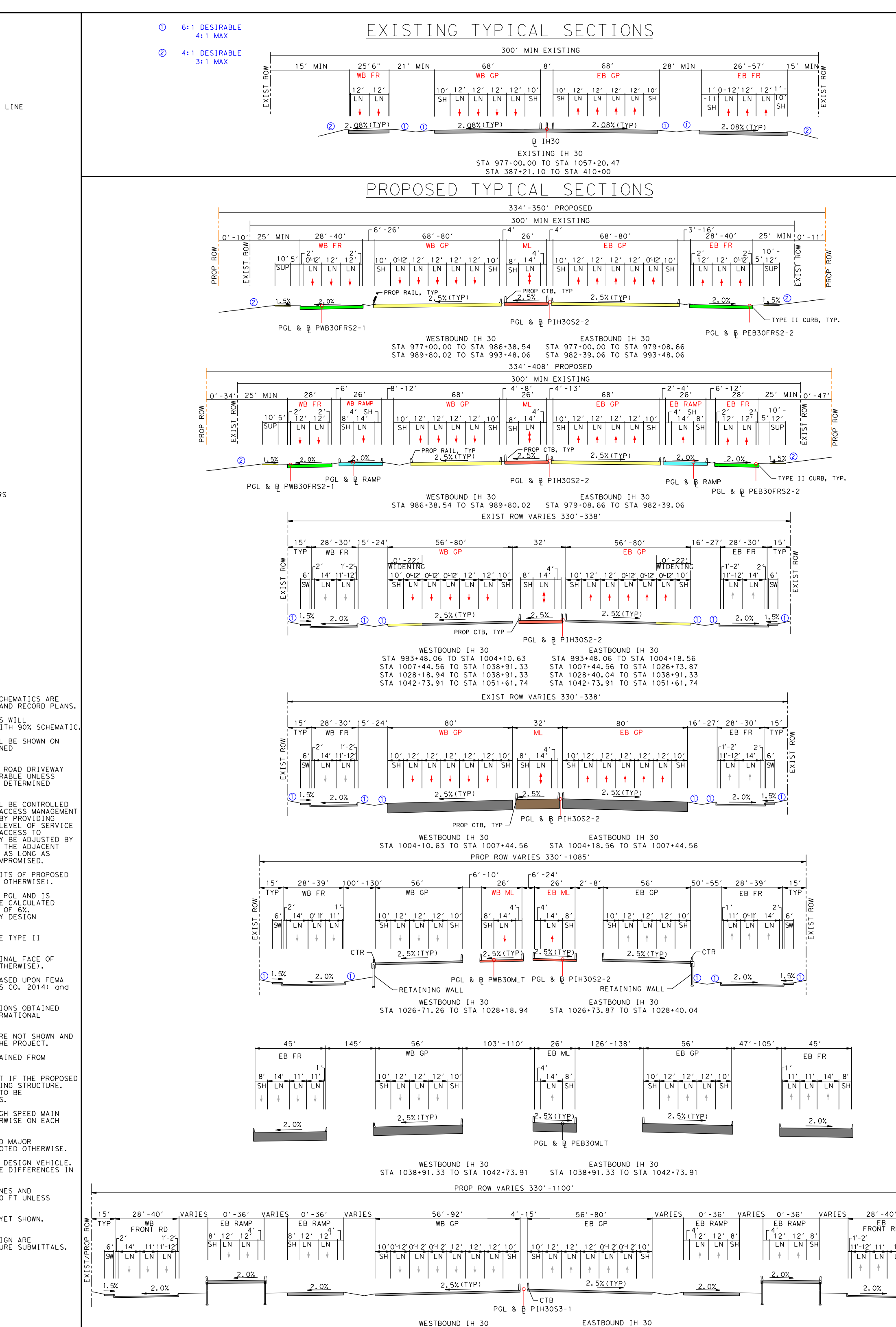


## LEGEND:

|   |                                     |
|---|-------------------------------------|
| — | EXISTING ROW                        |
| — | EXISTING PROPERTY LINES             |
| — | EXISTING CULVERT                    |
| — | EXISTING PLANIMETRIC FEATURES       |
| — | EXISTING TELEPHONE / CABLE / FIBER  |
| — | EXISTING WATER LINE                 |
| — | EXISTING ELECTRIC LINE              |
| — | EXISTING SANITARY SEWER LINE        |
| — | EXISTING GAS / PETROLEUM LINE       |
| — | TYPE 150 IN. RADIUS ROW LIMITS      |
| — | PROPOSED CENTERLINE-BASELINE        |
| — | PROPOSED ROW                        |
| — | PROPOSED EDGE OF PAVEMENT           |
| — | PROPOSED TRAFFIC BARRIER            |
| — | PROPOSED BRIDGE ALIGNMENT           |
| — | PROPOSED BRIDGE BENT                |
| — | DIRECTION OF TRAVEL                 |
| — | EXISTING BRIDGE TO REMAIN           |
| — | PROPOSED BRIDGE                     |
| — | PROPOSED MAIN LINES                 |
| — | PROPOSED MANHOLES LINES             |
| — | PROPOSED PAVEMENT                   |
| — | PROPOSED SIDEWALK                   |
| — | PROPOSED SIDEWALK SHOULDER/BIKESSES |
| — | PROPOSED CROSS STREET               |
| — | PROPOSED DRIVE WAY PATH (DWP)       |
| — | PROPOSED SIDEWALK                   |
| — | PROPOSED PAVEMENT BY OTHERS         |
| — | POTENTIAL IMPROVEMENTS              |
| — | PAVEMENT / BRIDGE TO BE REMOVED     |
| — | PAVEMENT / BRIDGE MOVED BY OTHER    |
| — | PARCEL ID                           |
| — | CURVE ID                            |

GENERAL NOTES:

- [illegible]



HORIZONTAL ALIGNMENT DATA

| CURVE | BASILINE   | CURVE      | P.I. STATION | P.I. STATION - N | P.I. STATION - E | DELTA              | RADIUS    | TANGENT | LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT       | AHEAD TANGENT      |
|-------|------------|------------|--------------|------------------|------------------|--------------------|-----------|---------|--------|--------------|--------------|--------------------|--------------------|
| 400   | PIH3052-1  | PIH3052-1  | 102571.42    | N 6,989,158.79   | E 2,528,466.74   | 17° 12' 32.84" (E) | 12,000.00 | 121.84  | 252.84 | 981,029.24   | 981,029.24   | N 54° 01' 55.55" E | N 54° 01' 55.55" E |
| 401   | PIH3052-2  | PIH3052-2  | 102571.42    | N 6,989,158.79   | E 2,528,466.74   | 17° 12' 32.84" (E) | 12,000.00 | 121.84  | 252.84 | 981,029.24   | 981,029.24   | N 54° 01' 55.55" E | N 54° 01' 55.55" E |
| 402   | PIH3052-3  | PIH3052-3  | 102571.42    | N 6,989,158.79   | E 2,528,466.74   | 17° 12' 32.84" (E) | 12,000.00 | 121.84  | 252.84 | 981,029.24   | 981,029.24   | N 54° 01' 55.55" E | N 54° 01' 55.55" E |
| 403   | PIH3052-4  | PIH3052-4  | 102571.42    | N 6,989,158.79   | E 2,528,466.74   | 17° 12' 32.84" (E) | 12,000.00 | 121.84  | 252.84 | 981,029.24   | 981,029.24   | N 54° 01' 55.55" E | N 54° 01' 55.55" E |
| 404   | PIH3052-5  | PIH3052-5  | 102571.42    | N 6,989,158.79   | E 2,528,466.74   | 17° 12' 32.84" (E) | 12,000.00 | 121.84  | 252.84 | 981,029.24   | 981,029.24   | N 54° 01' 55.55" E | N 54° 01' 55.55" E |
| 405   | PIH3052-6  | PIH3052-6  | 102571.42    | N 6,989,158.79   | E 2,528,466.74   | 17° 12' 32.84" (E) | 12,000.00 | 121.84  | 252.84 | 981,029.24   | 981,029.24   | N 54° 01' 55.55" E | N 54° 01' 55.55" E |
| 406   | PIH3052-7  | PIH3052-7  | 102571.42    | N 6,989,158.79   | E 2,528,466.74   | 17° 12' 32.84" (E) | 12,000.00 | 121.84  | 252.84 | 981,029.24   | 981,029.24   | N 54° 01' 55.55" E | N 54° 01' 55.55" E |
| 407   | PIH3052-8  | PIH3052-8  | 102571.42    | N 6,989,158.79   | E 2,528,466.74   | 17° 12' 32.84" (E) | 12,000.00 | 121.84  | 252.84 | 981,029.24   | 981,029.24   | N 54° 01' 55.55" E | N 54° 01' 55.55" E |
| 408   | PIH3052-9  | PIH3052-9  | 102571.42    | N 6,989,158.79   | E 2,528,466.74   | 17° 12' 32.84" (E) | 12,000.00 | 121.84  | 252.84 | 981,029.24   | 981,029.24   | N 54° 01' 55.55" E | N 54° 01' 55.55" E |
| 409   | PIH3052-10 | PIH3052-10 | 102571.42    | N 6,989,158.79   | E 2,528,466.74   | 17° 12' 32.84" (E) | 12,000.00 | 121.84  | 252.84 | 981,029.24   | 981,029.24   | N 54° 01' 55.55" E | N 54° 01' 55.55" E |
| 410   | PIH3052-11 | PIH3052-11 | 102571.42    | N 6,989,158.79   | E 2,528,466.74   | 17° 12' 32.84" (E) | 12,000.00 | 121.84  | 252.84 | 981,029.24   | 981,029.24   | N 54° 01' 55.55" E | N 54° 01' 55.55" E |
| 411   | PIH3052-12 | PIH3052-12 | 102571.42    | N 6,989,158.79   | E 2,528,466.74   | 17° 12' 32.84" (E) | 12,000.00 | 121.84  | 252.84 | 981,029.24   | 981,029.24   | N 54° 01' 55.55" E | N 54° 01' 55.55" E |
| 412   | PIH3052-13 | PIH3052-13 | 102571.42    | N 6,989,158.79   | E 2,528,466.74   | 17° 12' 32.84" (E) | 12,000.00 | 121.84  | 252.84 | 981,029.24   | 981,029.24   | N 54° 01' 55.55" E | N 54° 01' 55.55" E |
| 413   | PIH3052-14 | PIH3052-14 | 102571.42    | N 6,989,158.79   | E 2,528,466.74   | 17° 12' 32.84" (E) | 12,000.00 | 121.84  | 252.84 | 981,029.24   | 981,029.24   | N 54° 01' 55.55" E | N 54° 01' 55.55" E |
| 414   | PIH3052-15 | PIH3052-15 | 102571.42    | N 6,989,158.79   | E 2,528,466.74   | 17° 12' 32.84" (E) | 12,000.00 | 121.84  | 252.84 | 981,029.24   | 981,029.24   | N 54° 01' 55.55" E | N 54° 01' 55.55" E |
| 415   | PIH3052-16 | PIH3052-16 | 102571.42    | N 6,989,158.79   | E 2,528,466.74   | 17° 12' 32.84" (E) | 12,000.00 | 121.84  | 252.84 | 981,029.24   | 981,029.24   | N 54° 01' 55.55" E | N 54° 01' 55.55" E |
| 416   | PIH3052-17 | PIH3052-17 | 102571.42    | N 6,989,158.79   | E 2,528,466.74   | 17° 12' 32.84" (E) | 12,000.00 | 121.84  | 252.84 | 981,029.24   | 981,029.24   | N 54° 01' 55.55" E | N 54° 01' 55.55" E |
| 417   | PIH3052-18 | PIH3052-18 | 102571.42    | N 6,989,158.79   | E 2,528,466.74   | 17° 12' 32.84" (E) | 12,000.00 | 121.84  | 252.84 | 981,029.24   | 981,029.24   | N 54° 01' 55.55" E | N 54° 01' 55.55" E |
| 418   | PIH3052-19 | PIH3052-19 | 102571.42    | N 6,989,158.79   | E 2,528,466.74   | 17° 12' 32.84" (E) | 12,000.00 | 121.84  | 252.84 | 981,029.24   | 981,029.24   | N 54° 01' 55.55" E | N 54° 01' 55.55" E |
| 419   | PIH3052-20 | PIH3052-20 | 102571.42    | N 6,989,158.79   | E 2,528,466.74   | 17° 12' 32.84" (E) | 12,000.00 | 121.84  | 252.84 | 981,029.24   | 981,029.24   | N 54° 01' 55.55" E | N 54° 01' 55.55" E |
| 420   | PIH3052-21 | PIH3052-21 | 102571.42    | N 6,989,158.79   | E 2,528,466.74   | 17° 12' 32.84" (E) | 12,000.00 | 121.84  | 252.84 | 981,029.24   | 981,029.24   | N 54° 01' 55.55" E | N 54° 01' 55.55" E |
| 421   | PIH3052-22 | PIH3052-22 | 102571.42    | N 6,989,158.79   | E 2,528,466.74   | 17° 12' 32.84" (E) | 12,000.00 | 121.84  | 252.84 | 981,029.24   | 981,029.24   | N 54° 01' 55.55" E | N 54° 01' 55.55" E |
| 422   | PIH3052-23 | PIH3052-23 | 102571.42    | N 6,989,158.79   | E 2,528,466.74   | 17° 12' 32.84" (E) | 12,000.00 | 121.84  | 252.84 | 981,029.24   | 981,029.24   | N 54° 01' 55.55" E | N 54° 01' 55.55" E |
| 423   | PIH3052-24 | PIH3052-24 | 102571.42    | N 6,989,158.79   | E 2,528,466.74   | 17° 12' 32.84" (E) | 12,000.00 | 121.84  | 252.84 | 981,029.24   | 981,029.24   | N 54° 01' 55.55" E | N 54° 01' 55.55" E |
| 424   | PIH3052-25 | PIH3052-25 | 102571.42    | N 6,989,158.79   | E 2,528,466.74   | 17° 12' 32.84" (E) | 12,000.00 | 121.84  | 252.84 | 981,029.24   | 981,029.24   | N 54° 01' 55.55" E | N 54° 01' 55.55" E |

PROPERTY OWNER

| MAP  | OWNER  | PROPERTY ADDRESS |
|------|--------|------------------|
| 1380 | WILSON | 1380 WILSON      |
| 1381 | WILSON | 1381 WILSON      |
| 1382 | WILSON | 1382 WILSON      |
| 1383 | WILSON | 1383 WILSON      |
| 1384 | WILSON | 1384 WILSON      |
| 1385 | WILSON | 1385 WILSON      |
| 1386 | WILSON | 1386 WILSON      |
| 1387 | WILSON | 1387 WILSON      |
| 1388 | WILSON | 1388 WILSON      |
| 1389 | WILSON | 1389 WILSON      |
| 1390 | WILSON | 1390 WILSON      |
| 1391 | WILSON | 1391 WILSON      |
| 1392 | WILSON | 1392 WILSON      |
| 1393 | WILSON | 1393 WILSON      |
| 1394 | WILSON | 1394 WILSON      |
| 1395 | WILSON | 1395 WILSON      |
| 1396 | WILSON | 1396 WILSON      |
| 1397 | WILSON | 1397 WILSON      |
| 1398 | WILSON | 1398 WILSON      |
| 1399 | WILSON | 1399 WILSON      |
| 1400 | WILSON | 1400 WILSON      |
| 1401 | WILSON | 1401 WILSON      |
| 1402 | WILSON | 1402 WILSON      |
| 1403 | WILSON | 1403 WILSON      |
| 1404 | WILSON | 1404 WILSON      |
| 1405 | WILSON | 1405 WILSON      |
| 1406 | WILSON | 1406 WILSON      |
| 1407 | WILSON | 1407 WILSON      |
| 1408 | WILSON | 1408 WILSON      |
| 1409 | WILSON | 1409 WILSON      |
| 1410 | WILSON | 1410 WILSON      |
| 1411 | WILSON | 1411 WILSON      |
| 1412 | WILSON | 1412 WILSON      |
| 1413 | WILSON | 1413 WILSON      |
| 1414 | WILSON | 1414 WILSON      |
| 1415 | WILSON | 1415 WILSON      |
| 1416 | WILSON | 1416 WILSON      |
| 1417 | WILSON | 1417 WILSON      |
| 1418 | WILSON | 1418 WILSON      |
| 1419 | WILSON | 1419 WILSON      |
| 1420 | WILSON | 1420 WILSON      |
| 1421 | WILSON | 1421 WILSON      |
| 1422 | WILSON | 1422 WILSON      |
| 1423 | WILSON | 1423 WILSON      |
| 1424 | WILSON | 1424 WILSON      |
| 1425 | WILSON | 1425 WILSON      |
| 1426 | WILSON | 1426 WILSON      |
| 1427 | WILSON | 1427 WILSON      |
| 1428 | WILSON | 1428 WILSON      |
| 1429 | WILSON | 1429 WILSON      |
| 1430 | WILSON | 1430 WILSON      |
| 1431 | WILSON | 1431 WILSON      |
| 1432 | WILSON | 1432 WILSON      |
| 1433 | WILSON | 1433 WILSON      |
| 1434 | WILSON | 1434 WILSON      |
| 1435 | WILSON | 1435 WILSON      |
| 1436 | WILSON | 1436 WILSON      |
| 1437 | WILSON | 1437 WILSON      |
| 1438 | WILSON | 1438 WILSON      |
| 1439 | WILSON | 1439 WILSON      |
| 1440 | WILSON | 1440 WILSON      |
| 1441 | WILSON | 1441 WILSON      |
| 1442 | WILSON | 1442 WILSON      |
| 1443 | WILSON | 1443 WILSON      |
| 1444 | WILSON | 1444 WILSON      |
| 1445 | WILSON | 1445 WILSON      |
| 1446 | WILSON | 1446 WILSON      |
| 1447 | WILSON | 1447 WILSON      |
| 1448 | WILSON | 1448 WILSON      |
| 1449 | WILSON | 1449 WILSON      |
| 1450 | WILSON | 1450 WILSON      |
| 1451 | WILSON | 1451 WILSON      |
| 1452 | WILSON | 1452 WILSON      |
| 1453 | WILSON | 1453 WILSON      |
| 1454 | WILSON | 1454 WILSON      |
| 1455 | WILSON | 1455 WILSON      |
| 1456 | WILSON | 1456 WILSON      |
| 1457 | WILSON | 1457 WILSON      |
| 1458 | WILSON | 1458 WILSON      |
| 1459 | WILSON | 1459 WILSON      |
| 1460 | WILSON | 1460 WILSON      |
| 1461 | WILSON | 1461 WILSON      |
| 1462 | WILSON | 1462 WILSON      |
| 1463 | WILSON | 1463 WILSON      |
| 1464 | WILSON | 1464 WILSON      |
| 1465 | WILSON | 1465 WILSON      |
| 1466 | WILSON | 1466 WILSON      |
| 1467 | WILSON | 1467 WILSON      |
| 1468 | WILSON | 1468 WILSON      |
| 1469 | WILSON | 1469 WILSON      |
| 1470 | WILSON | 1470 WILSON      |
| 1471 | WILSON | 1471 WILSON      |
| 1472 | WILSON | 1472 WILSON      |
| 1473 | WILSON | 1473 WILSON      |
| 1474 | WILSON | 1474 WILSON      |
| 1475 | WILSON | 1475 WILSON      |
| 1476 | WILSON | 1476 WILSON      |
| 1477 | WILSON | 1477 WILSON      |
| 1478 | WILSON | 1478 WILSON      |
| 1479 | WILSON | 1479 WILSON      |
| 1480 | WILSON | 1480 WILSON      |
| 1481 | WILSON | 1481 WILSON      |
| 1482 | WILSON | 1482 WILSON      |
| 1483 | WILSON | 1483 WILSON      |
| 1484 | WILSON | 1484 WILSON      |
| 1485 | WILSON | 1485 WILSON      |
| 1486 | WILSON | 1486 WILSON      |
| 1487 | WILSON | 1487 WILSON      |
| 1488 | WILSON | 1488 WILSON      |
| 1489 | WILSON | 1489 WILSON      |
| 1490 | WILSON | 1490 WILSON      |
| 1491 | WILSON | 1491 WILSON      |
| 1492 | WILSON | 1492 WILSON      |
| 1493 | WILSON | 1493 WILSON      |
| 1494 | WILSON | 1494 WILSON      |
| 1495 | WILSON | 1495 WILSON      |
| 1496 | WILSON | 1496 WILSON      |
| 1497 | WILSON | 1497 WILSON      |
| 1498 | WILSON | 1498 WILSON      |
| 1499 | WILSON | 1499 WILSON      |
| 1500 | WILSON | 1500 WILSON      |

TRAFFIC LEGEND

- ◆ SIGNALIZED INTERSECTION
- ⊙ NUMBER OF TRAVEL LANES
- ⊖ NUMBER OF EXISTING TRAVEL LANES

TRAFFIC DIAGRAM  
(TRAFFIC VOLUMES UNDER DEVELOPMENT)

THE I-30 EAST DALLAS PRO  
FERGUSON ROAD TO BASS PRO  
DALLAS COUNTY, TEXAS  
CSJ'S: 0009-11-260, 261,  
263, 264, 265

APRIL 2023  
ROLL 4 OF 11

|                          |                                        |
|--------------------------|----------------------------------------|
| LENGTH:                  | 11.61 MILES                            |
| FUNCTIONAL CLASS:        | URBAN INTER                            |
| AVERAGE DAILY TRAFFIC:   | xxx,xxx xxx<br>xxx,xxx xxx             |
| DESIGN SPEEDS            |                                        |
| MAIN LANE:               | 60 MPH                                 |
| MANAGED LANE:            | 60 MPH                                 |
| DIRECT CONNECTOR:        | 60 MPH                                 |
| RAMP:                    | 40 MPH                                 |
| FRONTAGE ROAD/BYPASS:    | 40 MPH                                 |
| LOCAL STREET:            | 30 MPH                                 |
| FRONTAGE ROAD/CONNECTOR: | 30 MPH                                 |
| TURNAROUND:              | 15 MPH                                 |
| LOCAL STREET:            |                                        |
| NAME                     | DESIGN SPEED FUNCTIONAL CLASSIFICATION |
| HUNNICUTT                | 30 MPH MAJOR COLLECTOR                 |
| JIM MILLER               | 30 MPH MAJOR COLLECTOR                 |
| ST FRANCIS               | 30 MPH MAJOR COLLECTOR                 |
| LOOP 12 FR               | 30 MPH MAJOR COLLECTOR                 |
| BIG TOWN                 | 30 MPH MAJOR COLLECTOR                 |
|                          | MAJOR COLLECTOR                        |

