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

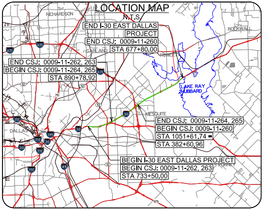
# DESIGN SCHEMATIC
# THE I-30 EAST DALLAS PROJECT
# FERGUSON ROAD TO BASS PRO DRIVE
# DALLAS COUNTY, TEXAS
CSJ'S: 0009-11-260, 262,
263, 264, 265

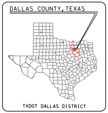
APRIL 2023
ROLL 8 OF 11

| | |
|---|---|
| LENGTH: | 11.61 MILES |
| FUNCTIONAL CLASS: | URBAN INTERSTATE |
| AVERAGE DAILY TRAFFIC: | XXX,XXX (XXXX),<br>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 |

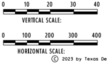
LOCAL STREETS

| 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
GARLAND
ROWLETT
LAKE RAY HUBBARD
MESQUITE
DALLAS
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


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 | 04/03/2023 |
| ARTURO BENITEZ | 131960 | 04/03/2023 |

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halff
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DATE SUBMITTED:

DATE APPROVED:

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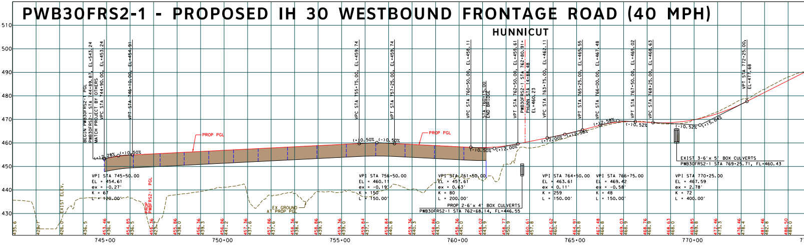
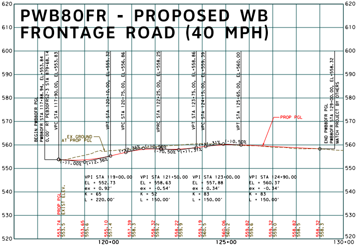
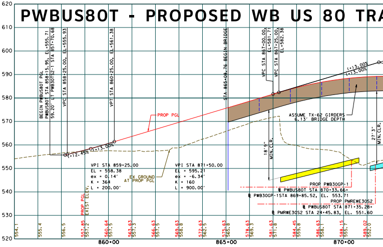
## PWB30FRS2-1 - PROPOSED IH 30 WESTBOUND FRONTAGE ROAD (40 MPH)


HUNNICUT
510
500
490
480
470
460
450
440
430
BEGIN PWB30FRS2-1 PGL
PWB30FRS2-1 STA 744+89.87, EL=453.24
MATCH PROJECT BY OTHERS
VPC STA 744+90.00, EL=453.24
VPT STA 746+10.00, EL=454.91
VPC STA 755+75.00, EL=459.74
VPT STA 757+25.00, EL=459.74
VPC STA 760+50.00, EL=458.11
STA 762+15.00 END BRIDGE
VPT STA 762+50.00, EL=459.61
PWB30FRS2-1 STA 762+80.91= PHUNN STA 14+88.48 EL=460.23
VPC STA 763+75.00, EL=462.11
VPT STA 765+25.00, EL=465.55
VPC STA 766+00.00, EL=467.48
VPT STA 767+50.00, EL=469.02
VPC STA 768+25.00, EL=468.63
VPT STA 772+25.00, EL=477.68
PROP PGL
(+)2.28%
(+)0.50%
(+)0.50%
(-)0.50%
(-)0.50%
(+)2.00%
(+)2.00%
(+)2.58%
(+)2.58%
(-)0.52%
(-)0.52%
(+)5.04%
VPI STA 745+50.00
EL = 454.61
ex = -0.27'
K = 67
L = 120.00'
VPI STA 756+50.00
EL = 460.11
ex = -0.19'
K = 150
L = 150.00'
VPI STA 761+50.00
EL = 457.61
ex = 0.63'
K = 80
L = 200.00'
VPI STA 764+50.00
EL = 463.61
ex = 0.11'
K = 259
L = 150.00'
VPI STA 766+75.00
EL = 469.42
ex = -0.58'
K = 48
L = 150.00'
VPI STA 770+25.00
EL = 467.59
ex = 2.78'
K = 72
L = 400.00'
EX GROUND AT PROP PGL
PROP PWBFRS2-1 PGL
EXIST ELEV.
PROP 2-6'x 4' BOX CULVERTS
PWB30FRS2-1 STA 762+68.14, FL=446.55
EXIST 3-6'x 5' BOX CULVERTS
PWB30FRS2-1 STA 769+25.71, FL=460.43
745+00
750+00
755+00
760+00
765+00
770+00

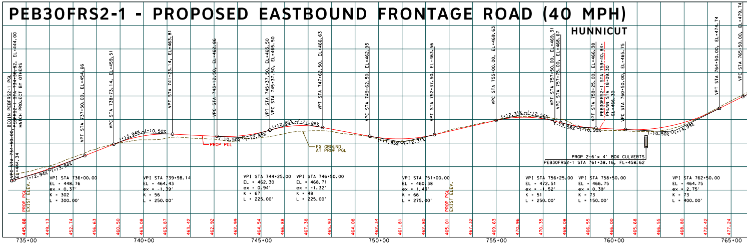
## PWB80FR - PROPOSED WB FRONTAGE ROAD (40 MPH)

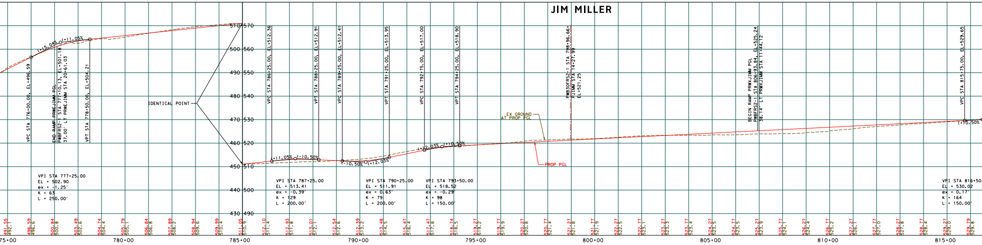

620
610
600
590
580
570
560
550
540
530
520
BEGIN PWB80FR PGL
PWB80FR STA 117+88.94, EL=553.84
0.00' RT PEB30FRS2-3 STA 879+68.14
VPC STA 117+90.00, EL=553.83
VPT STA 120+10.00, EL=555.32
VPC STA 120+75.00, EL=556.86
VPRC STA 122+25.00, EL=558.25
VPT STA 123+75.00, EL=558.86
VPC STA 124+15.00, EL=559.39
VPT STA 125+65.00, EL=560.00
END PWB80FR PGL
PWB80FR STA 129+00.00, EL=558.32
MATCH PROJECT BY OTHERS
PROP PGL
EX GROUND AT PROP PGL
(-)1.00%
(+)2.36%
(+)2.36%
(-)0.50%
(-)0.50%
(+)1.31%
(+)1.31%
(-)0.50%
VPI STA 119+00.00
EL = 552.73
ex = 0.92'
K = 65
L = 220.00'
VPI STA 121+50.00
EL = 558.63
ex = -0.54'
K = 52
L = 150.00'
VPI STA 123+00.00
EL = 557.88
ex = 0.34'
K = 83
L = 150.00'
VPI STA 124+90.00
EL = 560.37
ex = -0.34'
K = 83
L = 150.00'
PROP PGL
EXIST ELEV.
120+00
125+00
130+00

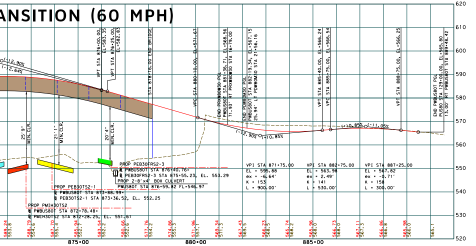
## PWBUS80T - PROPOSED WB US 80 TRA

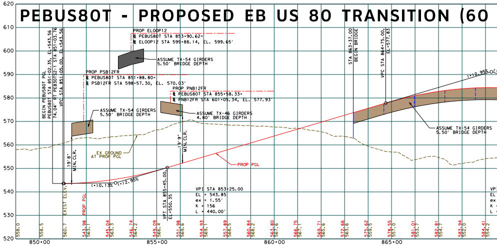

620
610
600
590
580
570
560
550
540
530
520
BEGIN PWBUS80T PGL
PWBUS80T STA 858+15.95, EL=555.71
59.20' LT PWB30FS2-1 STA 857+70.68
VPC STA 858+25.00, EL=555.93
VPT STA 860+25.00, EL=561.38
STA 865+08.76 BEGIN BRIDGE
VPC STA 867+00.00, EL=581.71
VPC STA 867+25.00, EL=582.38
PROP PGL
(+)2.45%
(+)3.00%
(+)3.00%
(+)3.00%
VPI STA 859+25.00
EL = 558.38
ex = 0.14'
K = 364
L = 200.00'
VPI STA 871+50.00
EL = 595.21
ex = -6.34'
K = 160
L = 900.00'
EX GROUND AT PROP PGL
ASSUME TX-62 GIRDERS 6.13' BRIDGE DEPTH
18'9" MIN. CLR.
27'3" MIN. CLR.
PROP PWB30GP-1
℄ PWBUS80T STA 870+33.66=
℄ PWB30GP-1STA 869+85.52, EL. 553.71
PROP PMREWE30S2
℄ PWBUS80T STA 871+35.28=
℄ PMRWE30S2 STA 24+45.83, EL. 551.60
PROP PGL
EXIST ELEV.
860+00
865+00
870+00

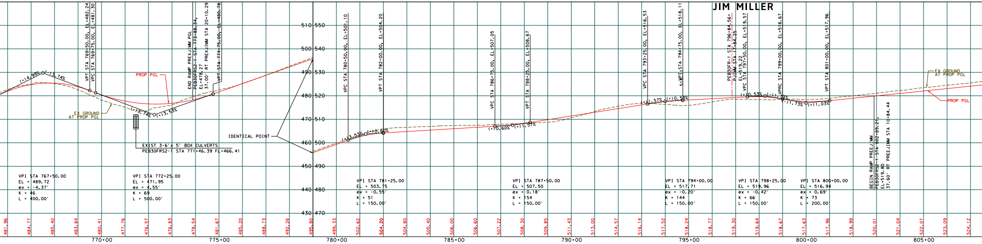
## PEB30FRS2-1 - PROPOSED EASTBOUND FRONTAGE ROAD (40 MPH)

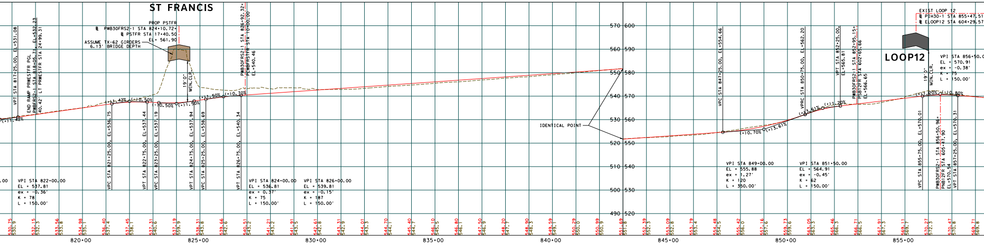

HUNNICUT
510
500
490
480
470
460
450
440
430
BEGIN PEBFRS2-1 PGL
PEBFRS2-1 STA 734+50.00, EL=444.34
VPC STA 734+50.00, EL=444.00
MATCH PROJECT BY OTHERS
VPT STA 737+50.00, EL=454.66
VPC STA 738+73.14, EL=459.51
VPT STA 741+23.14, EL=463.81
VPC STA 743+12.50, EL=462.86
VPT STA 745+37.50, EL=465.50
VPC STA 745+37.50, EL=465.50
VPT STA 747+62.50, EL=466.63
VPC STA 749+62.50, EL=462.93
VPT STA 752+37.50, EL=463.56
VPC STA 755+00.00, EL=469.63
VPT STA 757+50.00, EL=469.31
VPC STA 757+75.00, EL=468.67
VPT STA 759+25.00, EL=466.38
PEB30FRS2-1 STA 759+40.84= PHUNN STA 18+09.30 EL=466.30
VPC STA 760+50.00, EL=465.75
VPT STA 764+50.00, EL=474.74
VPC STA 765+50.00, EL=479.74
(+)2.94%
(+)3.94%
(+)3.94%
(-)0.50%
(-)0.50%
(+)2.85%
(+)2.85%
(-)1.85%
(-)1.85%
(+)2.31%
(+)2.31%
(-)2.56%
(-)2.56%
(-)0.50%
(-)0.50%
(+)4.99%
PROP PGL
EX GROUND AT PROP PGL
VPI STA 736+00.00
EL = 448.76
ex = 0.37'
K = 302
L = 300.00'
VPI STA 739+98.14
EL = 464.43
ex = -1.39'
K = 56
L = 250.00'
VPI STA 744+25.00
EL = 462.30
ex = 0.94'
K = 67
L = 225.00'
VPI STA 746+50.00
EL = 468.71
ex = -1.32'
K = 48
L = 225.00'
VPI STA 751+00.00
EL = 460.38
ex = 1.43'
K = 66
L = 275.00'
VPI STA 756+25.00
EL = 472.51
ex = -1.52'
K = 51
L = 250.00'
VPI STA 758+50.00
EL = 466.75
ex = 0.39'
K = 73
L = 150.00'
VPI STA 762+50.00
EL = 464.75
ex = 2.75'
K = 73
L = 400.00'
PROP 2-6'x 4' BOX CULVERTS
PEB30FRS2-1 STA 761+38.16, FL=458.62
PROP PGL
EXIST ELEV.
735+00
740+00
745+00
750+00
755+00
760+00
765+00

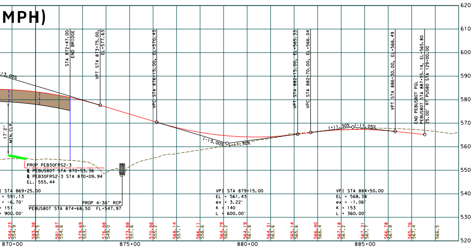

JIM MILLER
IDENTICAL POINT
VPC STA 776+00.00, EL=496.59
END RAMP PRWEJIMM PGL
PWBFRS2-1 STA 777+10.13, EL=501.18
37.00' LT PRWEJIMM STA 20+61.03
VPT STA 778+50.00, EL=504.21
(+)5.04%
(+)1.05%
VPI STA 777+25.00
EL = 502.90
ex = -1.25'
K = 63
L = 250.00'
VPC STA 786+25.00, EL=512.36
VPT STA 788+25.00, EL=512.91
VPC STA 789+25.00, EL=512.41
VPT STA 791+25.00, EL=513.95
VPC STA 792+75.00, EL=517.00
VPT STA 794+25.00, EL=518.90
(+)1.05%
(-)0.50%
(-)0.50%
(+)2.03%
(+)2.03%
(+)0.50%
VPI STA 787+25.00
EL = 513.41
ex = -0.39'
K = 129
L = 200.00'
VPI STA 790+25.00
EL = 511.91
ex = 0.63'
K = 79
L = 200.00'
VPI STA 793+50.00
EL = 518.52
ex = -0.29'
K = 98
L = 150.00'
PWB30FRS2-1 STA 798+96.66=
PJIMM STA 14+27.99
EL=521.25
EX GROUND
AT PROP PGL
PROP PGL
BEGIN RAMP PRWXJIMM PGL
PWBFRS2-1 STA 806+93.84, EL=525.24
38.14' LT PRWXJIMM STA 11+44.12
VPC STA 815+75.00, EL=529.65
(+)0.50%
VPI STA 816+50.
EL = 530.02
ex = 0.17'
K = 164
L = 150.00'
510 570
500 560
490 550
480 540
470 530
460 520
450 510
440 500
430 490
491.55 492.1
496.59 496.6
500.84 500.8
503.49 502.6
504.74 504.4
505.79 505.1
506.84 506.8
507.89 508.2
508.94 509.6
509.99 510.4
511.05 510.9
512.10 511.4
512.93 511.8
513.01 512.1
512.54 512.6
512.39 513.2
513.48 514.5
515.47 516.4
517.47 517.8
518.74 518.5
519.27 519.2
519.77 519.9
520.27 520.8
520.77 521.4
521.27 521.8
521.77 521.9
522.27 522.5
522.77 523.1
523.27 523.3
523.77 523.4
524.27 523.5
524.77 523.5
525.27 523.9
525.77 524.1
526.27 524.4
526.77 525.2
527.27 526.1
527.77 527.0
528.27 527.8
528.77 528.4
529.27 529.0
529.79 529.8
75+00
780+00
785+00
790+00
795+00
800+00
805+00
810+00
815+00


ANSITION (60 MPH)
(-)2.90%
(-)2.64%
VPT STA 876+00.00, EL=583.35
VPT STA 876+25.00, EL=582.83
STA 878+16.00 END BRIDGE
25'9" MIN.CLR.
21'1" MIN.CLR.
20'4" MIN.CLR.
VPC STA 880+10.00, EL=571.67
END PRXW80W30 PGL
PWBUS80T STA 881+36.71, EL=568.56
71.93' RT PRXW80W30 STA 16+79.00
END PDW80M30 PGL
PWBUS80T STA 882+19.34, EL=567.15
25.94' LT PDW80M30 STA 21+56.16
VPT STA 885+40.00, EL=566.24
VPC STA 885+75.00, EL=566.54
VPT STA 888+75.00, EL=566.25
END PWBUS80T PGL
PUS80 STA 129+00.00, EL=565.80
13.00' RT PWBUS80T STA 889+48.42
(-)2.90%
(+)0.85%
(+)0.85%
(-)1.05%
PROP PEB30FRS2-3
℄ PWBUS80T STA 876+40.76=
℄ PEB30FRS2-3 STA 875+55.23, EL. 553.29
PROP 2-8'x4' BOX CULVERT
PWUS80T STA 876+59.82 FL=546.97
PROP PEB30TS2-1
℄ PWBUS80T STA 873+88.99=
℄ PEB30TS2-1 STA 873+36.52, EL. 552.25
PROP PMIH30TS2
℄ PWBUS80T STA 872+78.48=
℄ PMIH30TS2 STA 872+28.25, EL. 551.61
VPI STA 871+75.00
EL = 595.88
ex = -6.64'
K = 153
L = 900.00'
VPI STA 882+75.00
EL = 563.98
ex = 2.49'
K = 141
L = 530.00'
VPI STA 887+25.00
EL = 567.82
ex = -0.71'
K = 158
L = 300.00'
620
610
600
590
580
570
560
550
540
530
520
589.24 553.8
588.79 554.6
587.70 555.4
585.94 552.7
583.54 552.2
580.66 552.6
577.76 554.2
574.86 555.3
571.96 557.1
569.34 571.3
567.43 569.5
566.23 568.5
565.74 568.2
565.96 568.0
566.73 568.0
567.11 567.3
566.86 566.8
565.98 566.0
565.1
875+00
880+00
885+00

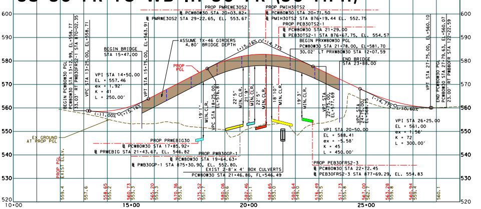

PEBUS80T - PROPOSED EB US 80 TRANSITION (60
BEGIN PEBUS80T PGL
PEBUS80T STA 851+02.35, EL=543.56
74.04' RT PEB30TS2-1 STA 851+03.76
VPC STA 851+05.00, EL=543.56
PROP ELOOP12
℄ PEBUS80T STA 853+90.62=
℄ ELOOP12 STA 599+88.14, EL. 599.65'
ASSUME TX-54 GIRDERS
5.50' BRIDGE DEPTH
PROP PSB12FR
℄ PEBUS80T STA 851+88.80=
℄ PSB12FR STA 598+57.30, EL. 570.03'
PROP PNB12FR
℄ PEBUS80T STA 855+58.33=
℄ PNB12FR STA 601+05.34, EL. 577.93'
ASSUME TX-54 GIRDERS
5.50' BRIDGE DEPTH
ASSUME TX-46 GIRDERS
4.80' BRIDGE DEPTH
STA 863+37.00 BEGIN BRIDGE
VPC STA 864+75.00, EL=577.83
(+)2.95%
ASSUME TX-54 GIRDERS
5.50' BRIDGE DEPTH
19'8" MIN.CLR.
19'9" MIN.CLR.
EX GROUND
AT PROP PGL
PROP PGL
(+)0.13%
(+)2.95%
VPT STA 855+45.00, EL=550.35
EXIST ELEV.
PROP PGL
VPI STA 853+25.00
EL = 543.85
ex = 1.55'
K = 156
L = 440.00'
VPI
EL
ex
K
L
620
610
600
590
580
570
560
550
540
530
520
558.0
558.5
560.7
543.98 563.1
545.04 563.3
546.74 564.2
549.09 566.4
551.98 569.6
554.93 569.1
557.89 568.5
560.84 568.2
563.80 567.6
566.75 567.1
569.71 565.6
572.66 563.6
575.62 559.5
578.55 557.0
581.01 553.7
582.81 554.7
583.94 552.0
584.41 554.2
850+00
855+00
860+00
865+00

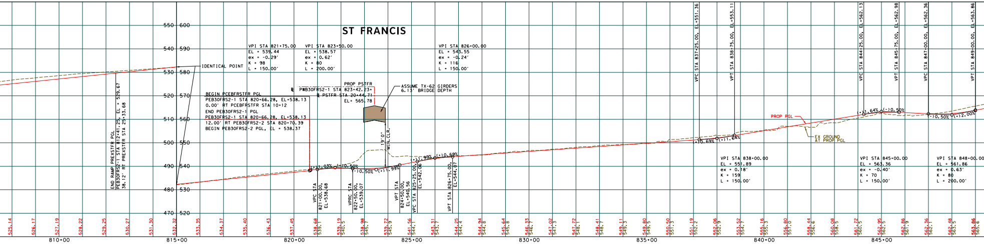

JIM MILLER
(+)4.99%
(-)3.74%
VPT STA 769+50.00, EL=482.24
VPC STA 769+75.00, EL=481.30
PROP PGL
END RAMP PREXJIMM PGL
PEB30FRS2-1 STA 773+88.34,
EL=478.27
37.00' RT PREXJIMM STA 20+10.29
VPT STA 774+75.00, EL=480.78
EX GROUND
AT PROP PGL
(-)3.74%
(+)3.53%
EXIST 3-6'x 5' BOX CULVERTS
PEB30FRS2-1 STA 771+46.39 FL=466.41
VPI STA 767+50.00
EL = 489.72
ex = -4.37'
K = 46
L = 400.00'
VPI STA 772+25.00
EL = 471.95
ex = 4.55'
K = 69
L = 500.00'
IDENTICAL POINT
510 550
500 540
490 530
480 520
470 510
460 500
450 490
440 480
430 470
VPC STA 780+50.00, EL=501.10
VPT STA 782+00.00, EL=504.20
(+)3.53%
(+)0.60%
VPI STA 781+25.00
EL = 503.75
ex = -0.55'
K = 51
L = 150.00'
VPC STA 786+75.00, EL=507.05
VPT STA 788+25.00, EL=508.67
(+)0.60%
(+)1.57%
VPI STA 787+50.00
EL = 507.50
ex = 0.18'
K = 154
L = 150.00'
VPC STA 793+25.00, EL=516.53
VPT STA 794+75.00, EL=518.11
(+)1.57%
(+)0.50%
VPI STA 794+00.00
EL = 517.71
ex = -0.20'
K = 144
L = 150.00'
PEB30FR-1 STA 796+84.56=
PJIMM STA 17+84.25
EL=519.22
VPC STA 797+50.00, EL=519.57
VPRC STA 799+00.00, EL=518.67
VPT STA 801+00.00, EL=517.96
(+)0.53%
(-)1.73%
(-)1.73%
(+)1.03%
VPI STA 798+25.00
EL = 519.96
ex = -0.42'
K = 66
L = 150.00'
VPI STA 800+00.00
EL = 516.94
ex = 0.69'
K = 73
L = 200.00'
BEGIN RAMP PREEJIMM
PEB30FRS2-1 STA 802+89.21,
EL=519.80
37.60' RT PREEJIMM STA 10+84.44
EX GROUND
AT PROP PGL
PROP PGL
481.96
484.77
485.40
483.84
480.41
477.76
476.57
476.83
478.54
481.67
485.20
488.73
492.26
495.80
499.33
502.62
504.20
504.80
505.40
506.00
506.60
507.22
508.30
509.85
511.43
513.00
514.57
516.14
517.52
518.24
518.77
519.30
519.64
518.67
517.63
517.96
518.99
520.01
521.04
522.07
523.09
524.12
770+00
775+00
780+00
785+00
790+00
795+00
800+00
805+00

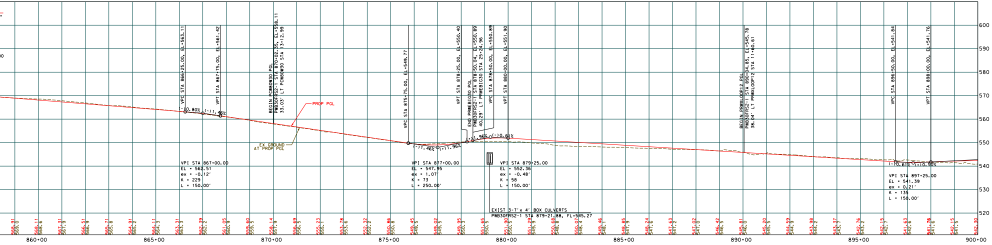

ST FRANCIS
PROP PSTFR
℄ PWB30FRS2-1 STA 824+10.72=
℄ PSTFR STA 17+40.50
EL= 561.90
ASSUME TX-62 GIRDERS
6.13' BRIDGE DEPTH
19'0" MIN. CLR.
VPI STA 822+00.00
EL = 537.81
ex = -0.36'
K = 78
L = 150.00'
VPI STA 824+00.00
EL = 536.81
ex = 0.37'
K = 75
L = 150.00'
VPI STA 826+00.00
EL = 539.81
ex = -0.15'
K = 187
L = 150.00'
IDENTICAL POINT
VPI STA 849+00.00
EL = 555.88
ex = 1.27'
K = 120
L = 350.00'
VPI STA 851+50.00
EL = 564.91
ex = -0.45'
K = 62
L = 150.00'
EXIST LOOP 12
℄ PIH30-1 STA 855+47.51
℄ ELOOP12 STA 604+29.57
LOOP12
VPI STA 856+50.0
EL = 570.91
ex = -0.38'
K = 75
L = 150.00'
820+00
825+00
830+00
835+00
840+00
845+00
850+00
855+00

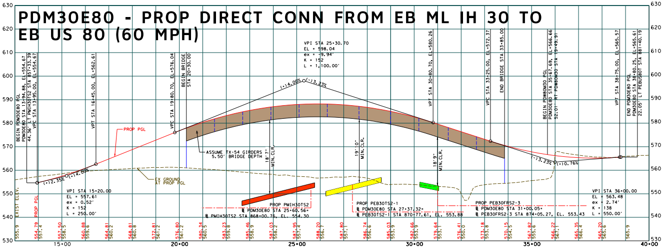

MPH)
STA 872+47.00 END BRIDGE
VPT STA 873+75.00, EL=577.63
VPC STA 876+15.00, EL=570.43
17'2" MIN. CLR.
PROP PEB30FRS2-3
℄ PEBUS80T STA 870+53.36
℄ PEB30FRS2-3 STA 870+09.94
EL. 555.44
PROP 4-30" RCP
PEBUS80T STA 874+68.50 FL=547.97
VPI STA 879+15.00
EL = 561.43
ex = 3.22'
K = 140
L = 600.00'
VPI STA 884+50.00
EL = 568.38
ex = -1.06'
K = 153
L = 360.00'
870+00
875+00
880+00
885+00

# PCW80W30 - PROP CONNECTOR FROM WB US 80 FR TO WB IH 30 FR (30 MPH)


PROP PMWEWE30S2
℄ PCW80W30 STA 20+03.82=
℄ PMWE30S2 STA 29+22.65, EL. 553.67
PROP PMIH30TS2
℄ PCW80W30 STA 20+71.50
℄ PMIH30TS2 STA 876+19.44 EL. 552.75
PROP PEB30TS2-1
℄ PCW80W30 STA 21+29.00
℄ PEB30TS2-1 STA 876+67.75, EL. 554.57
BEGIN PRXW80W30 PGL
PCW80W30 STA 21+78.00, EL=581.70
30.02' LT PRXW80W30 STA 12+07.59
END BRIDGE
STA 23+88.00
BEGIN BRIDGE
STA 15+47.00
ASSUME TX-46 GIRDERS
4.80' BRIDGE DEPTH
VPI STA 14+50.00
EL = 557.46
ex = 1.92'
K = 41
L = 250.00'
PROP PGL
EX GROUND AT PROP PGL
PROP PRWEBIG30
℄ PCW80W30 STA 17+85.92=
℄ PRWEBIG STA 21+43.67, EL. 546.82
PROP PWB30GP-1
℄ PCW80W30 STA 19+64.63=
℄ PWB30GP-1 STA 875+30.90, EL. 552.80
EXIST 2-8' x 4' BOX CULVERTS
PCW80W30 STA 21+46.86, FL=546.49
VPI STA 20+50.00
EL = 588.41
ex = -5.58'
K = 45
L = 450.00'
VPI STA 26+25.00
EL = 561.00
ex = 1.56'
K = 72
L = 300.00'
PROP PEB30FRS2-3
℄ PCW80W30 STA 22+72.45
℄ PEB30FRS2-3 STA 877+69.29, EL. 554.83
10+00
15+00
20+00
25+00

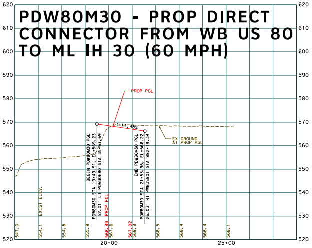

ST FRANCIS
VPI STA 821+75.00
EL = 539.44
ex = -0.29'
K = 98
L = 150.00'
VPI STA 823+50.00
EL = 538.57
ex = 0.62'
K = 80
L = 200.00'
VPI STA 826+00.00
EL = 543.55
ex = -0.24'
K = 116
L = 150.00'
IDENTICAL POINT
BEGIN PCEBFRSTFR PGL
PEB30FRS2-1 STA 820+66.28, EL=538.13
0.00' RT PCEBFRSTFR STA 10+12
END PEB30FRS2-1 PGL
PEB30FRS2-1 STA 820+66.28, EL=538.13
12.00' RT PEB30FRS2-2 STA 820+70.39
BEGIN PEB30FRS2-2 PGL, EL = 538.37
PROP PSTFR
℄ PWB30FRS2-1 STA 823+42.23=
℄ PSTFR STA 20+44.71
EL= 565.78
ASSUME TX-62 GIRDERS
6.13' BRIDGE DEPTH
19'0" MIN. CLR.
PROP PGL
EX GROUND AT PROP PGL
VPI STA 838+00.00
EL = 551.89
ex = 0.18'
K = 159
L = 150.00'
VPI STA 845+00.00
EL = 563.36
ex = -0.40'
K = 70
L = 150.00'
VPI STA 848+00.00
EL = 561.86
ex = 0.63'
K = 80
L = 200.00'
810+00
815+00
820+00
825+00
830+00
835+00
840+00
845+00


PROP PGL
EX GROUND AT PROP PGL
VPI STA 867+00.00
EL = 562.51
ex = -0.12'
K = 229
L = 150.00'
VPI STA 877+00.00
EL = 547.95
ex = 1.07'
K = 73
L = 250.00'
VPI STA 879+25.00
EL = 552.36
ex = -0.48'
K = 58
L = 150.00'
VPI STA 897+25.00
EL = 541.39
ex = 0.21'
K = 135
L = 150.00'
EXIST 3-7' x 4' BOX CULVERTS
PWB30FRS2-1 STA 879+21.88, FL=545.27
(-)0.80%
(-)1.46%
(-)1.96%
(-)0.61%
(-)0.50%
860+00
865+00
870+00
875+00
880+00
885+00
890+00
895+00
900+00



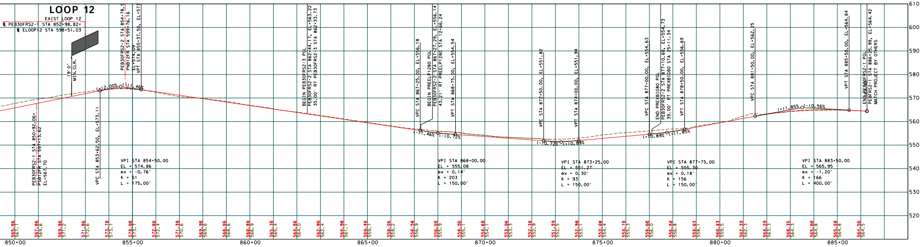
## PDM30E80 - PROP DIRECT CONN FROM EB ML IH 30 TO EB US 80 (60 MPH)

VPI STA 25+30.70
EL = 598.04
ex = -9.94'
K = 152
L = 1,100.00'
VPI STA 15+20.00
EL = 557.61
ex = 0.52'
K = 152
L = 250.00'
VPI STA 36+00.00
EL = 563.48
ex = 2.74'
K = 138
L = 550.00'
(+)14.00%
(-)13.23%
(+)4.00%
(-)12.35%
(-)0.76%
PROP PGL
EX GROUND AT PROP PGL
ASSUME TX-54 GIRDERS 5.50' BRIDGE DEPTH
18'-7" MIN. CLR.
19'-0" MIN. CLR.
18'-9" MIN. CLR.
PROP PWIH30TS2
PROP PEB30TS2-1
PROP PEB30FRS2-3
EXIST ELEV.
PROP PGL
15+00
20+00
25+00
30+00
35+00
40+00



## PDW80M30 - PROP DIRECT CONNECTOR FROM WB US 80 TO ML IH 30 (60 MPH)

PROP PGL
(-)1.48%
EX GROUND AT PROP PGL
BEGIN PDW80M30 PGL
END PDW80M30 PGL
EXIST ELEV.
PROP PGL
20+00
25+00



LOOP 12
EXIST LOOP 12
PEB30FRS2-1 STA 852+98.82
ELOOP12 STA 598+51.03
19'-0" MIN. CLR.
(+)2.00%
(-)1.46%
VPI STA 854+50.00
EL = 574.86
ex = -0.76'
K = 51
L = 175.00'
VPI STA 868+00.00
EL = 555.08
ex = 0.14'
K = 203
L = 150.00'
VPI STA 873+25.00
EL = 551.27
ex = 0.30'
K = 93
L = 150.00'
VPI STA 877+75.00
EL = 555.30
ex = 0.18'
K = 156
L = 150.00'
VPI STA 883+50.00
EL = 565.95
ex = -1.20'
K = 166
L = 400.00'
(-)1.46%
(-)0.72%
(-)0.72%
(+)0.89%
(+)0.89%
(+)1.85%
(+)1.85%
(-)0.56%
850+00
855+00
860+00
865+00
870+00
875+00
880+00
885+00

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

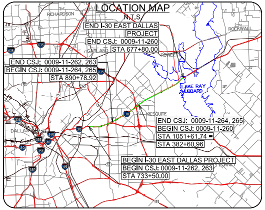
DESIGN SCHEMATIC
THE I-30 EAST DALLAS PROJECT
FERGUSON ROAD TO BASS PRO DRIVE
DALLAS COUNTY, TEXAS
CSJ'S: 0009-11-260, 262, 263, 264, 265

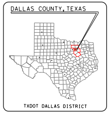
APRIL 2023
ROLL 8 OF 11

| | |
|---|---|
| LENGTH: | 11.61 MILES |
| FUNCTIONAL CLASS: | URBAN INTERSTATE |
| AVERAGE DAILY TRAFFIC: | XXX,XXX (XXXX),<br>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 |

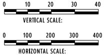
LOCAL STREETS

| 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
END CSJ: 0009-11-262, 263
BEGIN CSJ: 0009-11-264, 265
STA 890+78.92
LAKE RAY HUBBARD
MESQUITE
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


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.


0
10
20
30
40
VERTICAL SCALE:
0
100
200
300
400
HORIZONTAL SCALE:

PRELIMINARY
FOR INTERIM REVIEW ONLY

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| NAME | P.E. NO. | DATE |
|---|---|---|
| JEREMY W. MCGAHAN | 103650 | 04/03/2023 |
| ARTURO BENITEZ | 131960 | 04/03/2023 |

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DATE SUBMITTED:

DATE APPROVED:

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