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

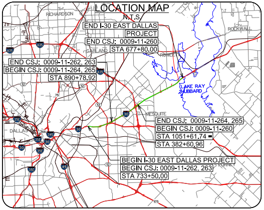
CSJ'S: 0009-11-260, 262,
263, 264, 265

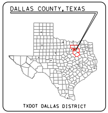
APRIL 2023
ROLL 10 OF 11

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
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:

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PRELIMINARY
FOR INTERIM REVIEW ONLY

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HALFF ASSOCIATES, INC.
TBPELS FIRM #F-312

halff

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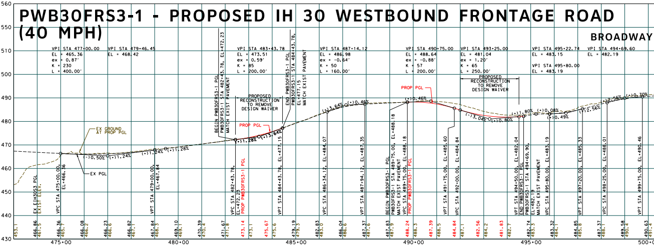
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

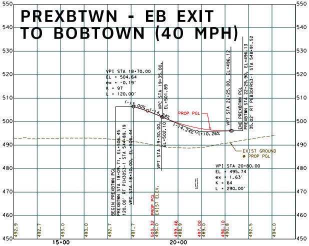
DATE SUBMITTED:

DATE APPROVED:

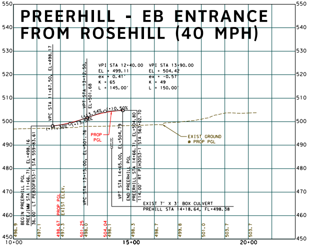
PWB30FRS3-1 - PROPOSED IH 30 WESTBOUND FRONTAGE ROAD (40 MPH)


BROADWAY
VPI STA 477+00.00
EL = 465.36
ex = 0.87'
K = 230
L = 400.00'
VPI STA 479+46.45
EL = 468.42
VPI STA 483+43.78
EL = 473.51
ex = 0.59'
K = 85
L = 200.00'
VPI STA 487+14.12
EL = 486.98
ex = -0.64'
K = 50
L = 160.00'
VPI STA 490+75.00
EL = 488.64
ex = -0.88'
K = 57
L = 200.00'
VPI STA 493+25.00
EL = 481.04
ex = 1.20'
K = 65
L = 250.00'
VPI STA 495+22.74
EL = 483.15
VPI STA 495+80.00
EL = 483.19
VPI STA 494+69.60
EL = 482.19
PROPOSED RECONSTRUCTION TO REMOVE DESIGN WAIVER
PROP PGL
EX GROUND AT PROP PGL
EX PGL
475+00
480+00
485+00
490+00
495+00
500+00

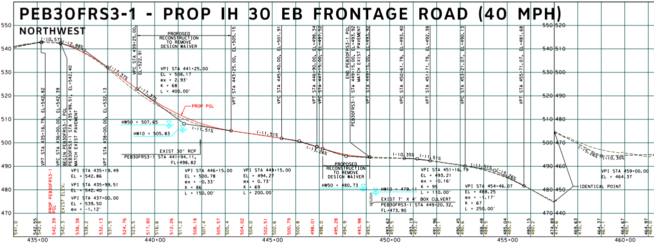
PREXBTWN - EB EXIT TO BOBTOWN (40 MPH)

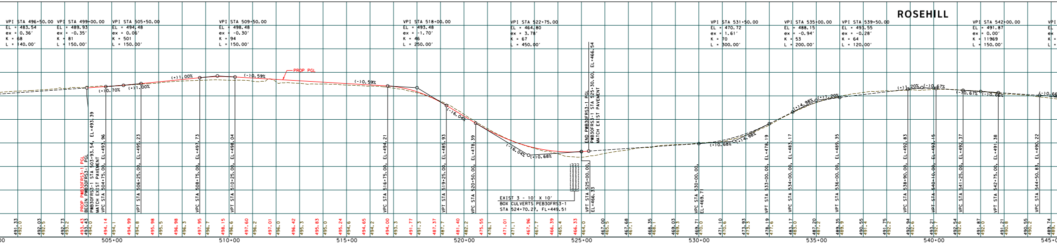

VPI STA 18+70.00
EL = 504.64
ex = -0.19'
K = 97
L = 120.00'
VPI STA 20+80.00
EL = 495.74
ex = 1.63'
K = 64
L = 290.00'
PROP PGL
EXIST GROUND
PROP PGL
15+00
20+00

PREERHILL - EB ENTRANCE FROM ROSEHILL (40 MPH)

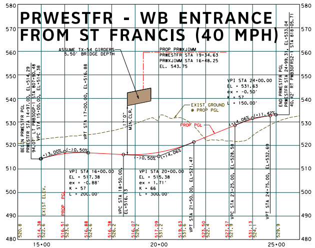

VPI STA 12+40.00
EL = 499.11
ex = 0.41'
K = 65
L = 145.00'
VPI STA 13+90.00
EL = 504.42
ex = -0.57'
K = 49
L = 150.00'
PROP PGL
EXIST GROUND
PROP PGL
EXIST 7' X 3' BOX CULVERT
PREEHILL STA 14+18.64, FL=498.38
10+00
15+00
20+00

PEB30FRS3-1 - PROP IH 30 EB FRONTAGE ROAD (40 MPH)

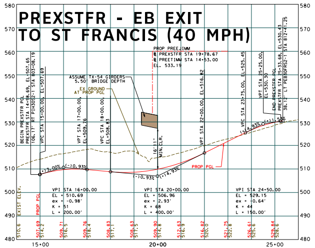

NORTHWEST
PROPOSED RECONSTRUCTION TO REMOVE DESIGN WAIVER
VPI STA 441+25.00
EL = 508.17
ex = 2.93'
K = 68
L = 400.00'
PROP PGL
HW50 = 507.65
HW10 = 505.83
EXIST 30" RCP
PEB30FRS3-1 STA 441+94.11, FL=498.82
VPI STA 435+19.49
EL = 542.86
VPI STA 435+99.51
EL = 542.40
VPI STA 437+00.00
EL = 539.50
ex = -1.12'
VPI STA 446+15.00
EL = 500.78
ex = -0.33'
K = 86
L = 150.00'
VPI STA 448+15.00
EL = 494.27
ex = 0.73'
K = 69
L = 200.00'
HW50 = 480.73
HW10 = 479.11
EXIST 7' X 4' BOX CULVERT
PEB30FRS3-1 STA 449+20.32, FL=473.90
VPI STA 451+16.79
EL = 493.21
ex = -0.16'
K = 95
L = 110.00'
VPI STA 454+46.07
EL = 488.25
ex = -1.17'
K = 67
L = 250.00'
VPI STA 459+00.00
EL = 464.37
IDENTICAL POINT
435+00
440+00
445+00
450+00
455+00
460+00


ROSEHILL
VPI STA 496+50.00 EL = 483.54 ex = 0.36' K = 68 L = 140.00'
VPI STA 499+00.00 EL = 489.93 ex = -0.35' K = 81 L = 150.00'
VPI STA 505+50.00 EL = 494.48 ex = 0.06' K = 501 L = 150.00'
VPI STA 509+50.00 EL = 498.48 ex = -0.30' K = 94 L = 150.00'
VPI STA 518+00.00 EL = 493.48 ex = -1.70' K = 46 L = 250.00'
VPI STA 522+75.00 EL = 464.80 ex = 3.78' K = 67 L = 450.00'
VPI STA 531+50.00 EL = 470.72 ex = 1.61' K = 70 L = 300.00'
VPI STA 535+00.00 EL = 488.15 ex = -0.94' K = 53 L = 200.00'
VPI STA 539+50.00 EL = 493.55 ex = -0.28' K = 64 L = 120.00'
VPI STA 542+00.00 EL = 491.87 ex = 0.00' K = 11969 L = 150.00'
PROP PGL
(+)0.70%
(+)1.00%
(+)1.00%
(-)0.59%
(-)0.59%
(-)16.04%
(-)16.04%
(+)0.68%
(+)0.68%
(+)4.98%
(+)4.98%
(+)1.20%
(+)1.20%
(-)0.67%
(-)0.67%
(-)0.66%
PROP PWB30FRS3-1 PGL
BEGIN PWB30FRS3-1 STA 503+93.54, EL=493.39
MATCH EXIST PAVEMENT
VPC STA 504+75.00, EL=493.96
VPT STA 506+25.00, EL=495.23
VPC STA 508+75.00, EL=497.73
VPT STA 510+25.00, EL=498.04
VPC STA 516+75.00, EL=494.21
VPT STA 519+25.00, EL=485.93
VPC STA 520+50.00, EL=478.39
END PWB30FRS3-1 PGL
PWB30FRS3-1 STA 525+30.60, EL=466.54
MATCH EXIST PAVEMENT
VPT STA 525+00.00, EL=466.33
EXIST 3 - 10' X 10' BOX CULVERTS PEB30FRS3-1 STA 524+70.27, FL=449.51
VPC STA 530+00.00, EL=469.71
VPT STA 533+00.00, EL=478.19
VPC STA 534+00.00, EL=483.17
VPT STA 536+00.00, EL=489.35
VPC STA 538+90.00, EL=492.83
VPT STA 540+10.00, EL=493.15
VPC STA 541+25.00, EL=492.37
VPT STA 542+75.00, EL=491.38
VPC STA 544+50.83, EL=490.22
505+00
510+00
515+00
520+00
525+00
530+00
535+00
540+00
545+00

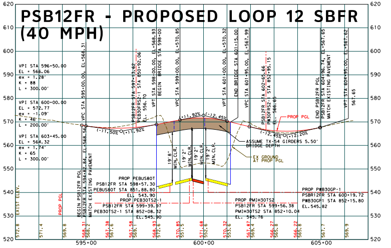
PRWESTFR - WB ENTRANCE FROM ST FRANCIS (40 MPH)

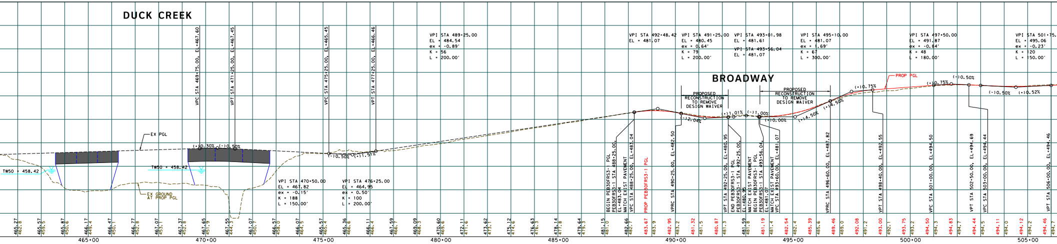

ASSUME TX-54 GIRDERS 5.50' BRIDGE DEPTH
PROP PRWXJIMM
PRWESTFR STA 19+34.63
PRWXJIMM STA 16+48.25
EL. 543.75
EXIST GROUND
PROP PGL
PROP PGL
17'0" MIN. CLR.
VPI STA 24+00.00 EL = 531.63 ex = -0.57 K = 57 L = 150.00'
VPI STA 16+00.00 EL = 517.38 ex = -0.88' K = 57 L = 200.00'
VPI STA 20+00.00 EL = 515.38 ex = 1.71' K = 66 L = 300.00'
(+)3.00%
(-)0.50%
(-)0.50%
(+)4.06%
(+)4.06%
(+)1.42%
BEGIN PRWESTFR PGL
PRWESTFR STA 14+37.00, EL=514.29
94.07' LT PWB30GP-1 STA 807+90.48
VPC STA 15+00.00, EL=514.38
VPT STA 17+00.00, EL=516.88
VPC STA 18+50.00, EL=516.15
VPT STA 21+50.00, EL=521.47
VPC STA 23+25.00, EL=528.58
VPT STA 24+75.00, EL=532.69
END PRWESTFR PGL
PRWESTFR STA 24+99.31, EL=533.04
40.42' RT PWB30FRS2-1 STA 818+05.71
EXIST ELEV.
PROP PGL
15+00
20+00
25+00
480
490
500
510
520
530
540
550
560
570
580

PREXSTFR - EB EXIT TO ST FRANCIS (40 MPH)

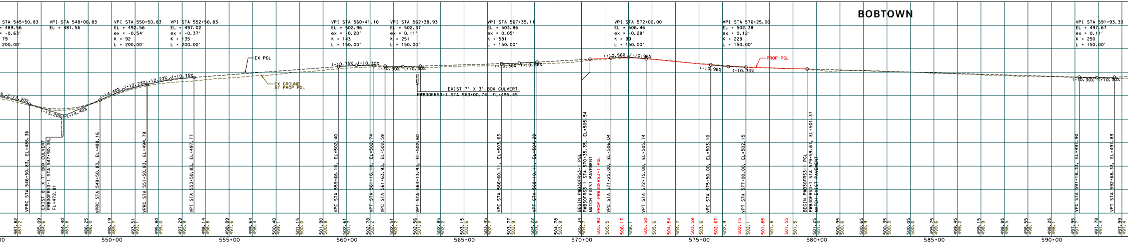

PROP PREEJIMM
PREXSTFR STA 19+78.67
PREETIMM STA 14+53.00
EL. 533.19
ASSUME TX-54 GIRDERS 5.50' BRIDGE DEPTH
EX GROUND AT PROP PGL
16'11" MIN. CLR.
PROP PGL
(+)3.00%
(-)0.93%
(-)0.93%
(+)4.93%
(+)4.93%
VPI STA 16+00.00 EL = 510.69 ex = -0.98' K = 51 L = 200.00'
VPI STA 20+00.00 EL = 506.96 ex = 2.93' K = 68 L = 400.00'
VPI STA 24+50.00 EL = 529.15 ex = -0.64' K = 44 L = 150.00'
BEGIN PREXSTFR PGL
PREXSTFR STA 14+98.69, EL=507.65
106.17' RT PIH30S2-1 STA 803+08.19
VPC STA 15+00.00, EL=507.69
VPT STA 17+00.00, EL=509.76
VPC STA 18+00.00, EL=508.83
VPT STA 22+00.00, EL=516.82
VPC STA 23+75.00, EL=525.45
VPT STA 25+25.00, EL=530.30
END PREXSTFR PGL
PREXSTFR STA 25+33.68, EL=530.43
38.12' LT PWB30FRS2-1 STA 812+41.25
EXIST ELEV.
PROP PGL
15+00
20+00
25+00
480
490
500
510
520
530
540
550
560
570
580

PSB12FR - PROPOSED LOOP 12 SBFR (40 MPH)

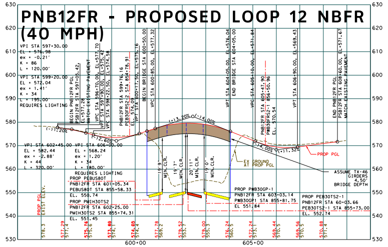

VPI STA 596+50.00 EL = 566.06 ex = 1.28' K = 88 L = 300.00'
VPI STA 600+00.00 EL = 572.77 ex = -1.09' K = 46 L = 200.00'
VPI STA 603+45.00 EL = 564.32 ex = 1.74' K = 65 L = 300.00'
(-)1.50%
(+)1.92%
(+)1.92%
(-)2.45%
(-)2.45%
(+)2.20%
PROP PGL
ASSUME TX-54 GIRDERS 5.50' BRIDGE DEPTH
EX GROUND AT PROP PGL
19'8" MIN. CLR.
19'2" MIN. CLR.
19'2" MIN. CLR.
MIN. CLR.
PROP PEBUS8OT
PSB12FR STA 598+57.30
PEBUS8OT STA 851+88.80
EL. 543.90
PROP PEB30TS2-1
PSB12FR STA 599+39.97
PEB30TS2-1 STA 852+08.32
EL. 545.90
PROP PMIH30TS2
PSB12FR STA 599+56.38
PMIH30TS2 STA 852+10.04
EL. 545.76
PROP PWB30GP-1
PSB12FR STA 600+19.72
PWB30GP1 STA 852+15.80
EL. 545.82
BEGIN PSB12FR PGL
PSB12FR STA 594+82.84, EL=568.56
MATCH EXISTING PAVEMENT
VPC STA 595+00.00, EL=566.31
BEGIN PSB12FR STA 597+13.62
PEB30FRS2-1 STA 850+92.06
EL. 556.70
BEGIN BRIDGE STA 598+00.00, EL=568.93
VPC STA 599+00.00, EL=570.85
VPT STA 601+00.00, EL=570.32
END BRIDGE STA 601+15.00
VPC STA 601+95.00, EL=567.99
PSB12FR STA 602+66.66
PWB30FRS2-1 STA 852+95.15
EL. 566.65
END PSB12FR PGL
PSB12FR STA 604+96.74, EL=567.65
MATCH EXISTING PAVEMENT
VPT STA 604+95.00, EL=567.62
567.65
EXIST ELEV.
PROP PGL
595+00
600+00
605+00
520
530
540
550
560
570
580
590
600
610
620


DUCK CREEK
BROADWAY
EX PGL
TW50 = 458.42
TW50 = 458.42
EX GROUND AT PROP PGL
(+)0.30%
(-)0.50%
(-)0.50%
(+)1.51%
VPC STA 469+75.00, EL=467.60
VPT STA 471+25.00, EL=467.45
VPC STA 475+25.00, EL=465.45
VPT STA 477+25.00, EL=466.46
VPI STA 470+50.00 EL = 467.82 ex = -0.15' K = 188 L = 150.00'
VPI STA 476+25.00 EL = 464.95 ex = 0.50' K = 100 L = 200.00'
VPI STA 489+25.00 EL = 484.54 ex = -0.89' K = 56 L = 200.00'
VPI STA 492+48.42 EL = 481.07
VPI STA 491+25.00 EL = 480.45 ex = 0.64' K = 79 L = 200.00'
VPI STA 493+01.98 EL = 481.61
VPI STA 493+56.04 EL = 481.07
VPI STA 495+10.00 EL = 481.07 ex = 1.69' K = 67 L = 300.00'
VPI STA 497+50.00 EL = 491.87 ex = -0.84' K = 48 L = 180.00'
VPI STA 501+75. EL = 495.06 ex = -0.23' K = 120 L = 150.00'
PROPOSED RECONSTRUCTION TO REMOVE DESIGN WAIVER
PROPOSED RECONSTRUCTION TO REMOVE DESIGN WAIVER
PROP PGL
(-)2.04%
(+)1.01%
(-)1.00%
(-)0.00%
(+)4.50%
(+)4.50%
(+)0.75%
(+)0.75%
(-)0.50%
(-)0.50%
(+)0.52%
BEGIN PEB30FRS3-1 PGL
PEB30FRS3-1 STA 488+25.00
EL=483.04
MATCH EXIST PAVEMENT
VPC STA 488+25.00, EL=483.04
PROP PEB30FRS3-1 PGL
VPRC STA 490+25.00, EL=482.50
VPT STA 492+25.00, EL=480.95
END PEB30FRS3-1 PGL
PEB30FRS3-1 STA 492+25.00
EL=480.95
MATCH EXIST PAVEMENT
BEGIN PEB30FRS3-1 PGL
PEB30FRS3-1 STA 493+56.04
EL=481.07
MATCH EXIST PAVEMENT
VPC STA 493+60.00, EL=481.07
VPC STA 496+60.00, EL=487.82
VPT STA 498+40.00, EL=492.55
VPC STA 501+00.00, EL=494.50
VPT STA 502+50.00, EL=494.69
VPC STA 503+00.00, EL=494.44
VPT STA 506+00.00, EL=494.46
465+00
470+00
475+00
480+00
485+00
490+00
495+00
500+00
505+00

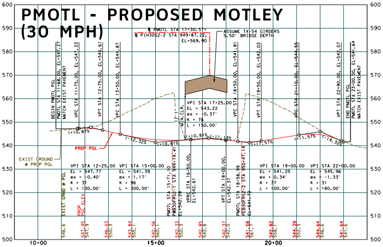
BOBTOWN


STA 545+50.83 = 489.56 = -0.63' 79 200.00'
VPI STA 548+00.83 EL = 481.56
VPI STA 550+50.83 EL = 492.56 ex = -0.54' K = 92 L = 200.00'
VPI STA 552+50.83 EL = 497.02 ex = -0.37' K = 135 L = 200.00'
VPI STA 560+41.10 EL = 502.96 ex = -0.20' K = 143 L = 150.00'
VPI STA 562+38.93 EL = 502.37 ex = 0.11' K = 251 L = 150.00'
VPI STA 567+35.11 EL = 503.86 ex = 0.05' K = 581 L = 150.00'
VPI STA 572+00.00 EL = 506.46 ex = -0.28' K = 99 L = 150.00'
VPI STA 576+25.00 EL = 502.38 ex = 0.12' K = 228 L = 150.00'
VPI STA 591+93.33 EL = 497.67 ex = 0.11' K = 250 L = 150.00'
EX PGL
EX GROUND AT PROP PGL
PROP PGL
EXIST 7' X 3' BOX CULVERT PWB30FRS3-1 STA 563+00.74, FL=495.45
(-)3.20% (+)14.40% (+)12.23% (+)0.75% (+)0.75% (-)0.30% (+)0.56% (-)0.96% (-)0.30%
VPRC STA 546+50.83, EL=486.36
EXIST 8' X 7' BOX CULVERT PWB30FRS3-1 STA 547+90.34, FL=472.81
VPRC STA 549+50.83, EL=488.16
VPRC STA 551+50.83, EL=494.79
VPT STA 553+50.83, EL=497.77
VPC STA 559+66.10, EL=502.40
VPT STA 561+16.10, EL=502.74
VPC STA 561+63.93, EL=502.59
VPT STA 563+13.93, EL=502.60
VPC STA 566+60.11, EL=503.63
VPT STA 568+10.11, EL=504.28
BEGIN PWB30FRS3-1 PGL PWB30FRS3-1 STA 570+35.35, EL=505.54 MATCH EXIST PAVEMENT PROP PWB30FRS3-1 PGL
VPC STA 571+25.00, EL=506.04
VPT STA 572+75.00, EL=505.74
VPC STA 575+50.00, EL=503.10
VPT STA 577+00.00, EL=502.15
BEGIN PWB30FRS3-1 PGL PWB30FRS3-1 STA 579+59.67, EL=501.37 MATCH EXIST PAVEMENT
VPC STA 591+18.33, EL=497.90
VPT STA 592+68.33, EL=497.89
550+00 555+00 560+00 565+00 570+00 575+00 580+00 585+00 590+00

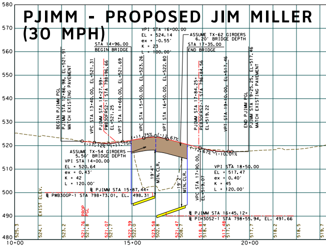
PNB12FR - PROPOSED LOOP 12 NBFR (40 MPH)


VPI STA 597+30.00 EL = 576.98 ex = -0.21' K = 86 L = 120.00'
VPI STA 599+20.00 EL = 572.04 ex = 1.41' K = 34 L = 195.00' REQUIRES LIGHTING
VPI STA 602+45.00 EL = 582.44 ex = -2.88' K = 44 L = 320.00'
VPI STA 606+00.00 EL = 568.24 ex = 1.20' K = 34 L = 180.00' REQUIRES LIGHTING
BEGIN PNB12FR PGL PSB12FR STA 597+05.42, EL=577.28 MATCH EXISTING PAVEMENT
VPC STA 596+70.00, EL=577.70
VPT STA 597+90.00, EL=575.42
VPC STA 598+22.50, EL=574.58
PNB12FR STA 599+76.16 PEB30FRS2-2 STA 854+78.91 EL. 574.09
VPT STA 600+17.50, EL=575.16
BEGIN BRIDGE STA 600+50.00
VPC STA 600+85.00, EL=577.32
VPT STA 604+05.00, EL=576.04
END BRIDGE STA 604+05.00
VPC STA 605+10.00, EL=571.84
PNB12FR STA 605+47.90 PSB12FR STA 856+50.96 EL. 570.54
VPT STA 606+90.00, EL=569.43
END PNB12FR PGL PNB12FR STA 608+60.00, EL=571.67 MATCH EXISTING PAVEMENT
(-)1.20% (+)2.60% (+)13.20% (-)14.00% (-)14.00% (+)1.32%
19' MIN.CLR. 19'7" MIN.CLR. 20'11" MIN.CLR. 19'0" MIN.CLR.
PROP PGL
EX GROUND AT PROP PGL
ASSUME TX-46 GIRDERS 4.50' BRIDGE DEPTH
PROP PEBUS80T PNB12FR STA 601+05.34 PEBUS80T STA 855+58.33 EL. 550.74
PROP PMIH30TS2 PNB12FR STA 602+25.00 PMIH30TS2 STA 855+74.31 EL. 551.45
PROP PWB30GP-1 PNB12FR STA 603+03.14 PWB30GP1 STA 855+81.75 EL. 551.84
PROP PEB30TS2-1 PNB12FR STA 60+03.66 PEB30TS2-1 STA 855+73.00 EL. 552.74
PROP PGL EXIST ELEV.
530 540 550 560 570 580 590 600 610 620 630
600+00 605+00

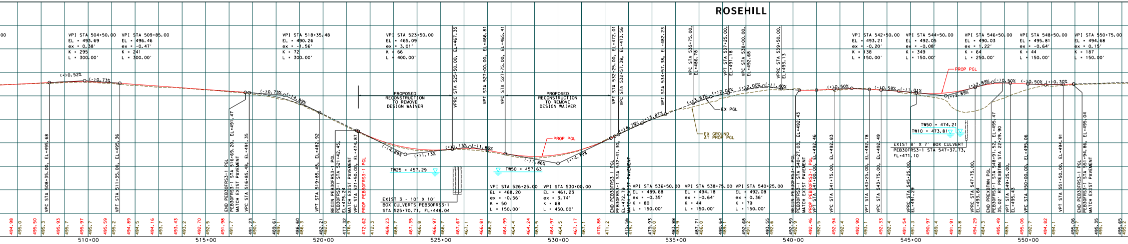
PMOTL - PROPOSED MOTLEY (30 MPH)

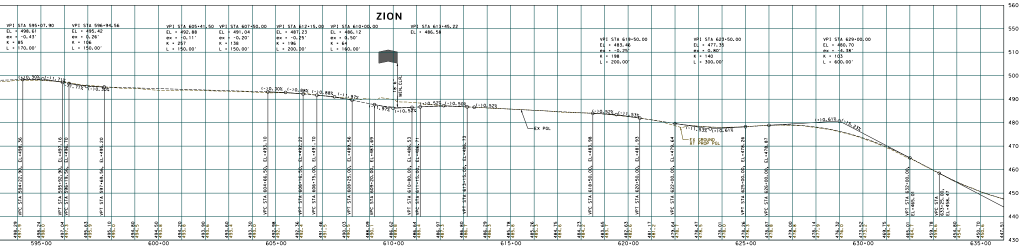

PMOTL STA 17+30.57= PIH30S2-2 STA 949+87.22, EL=569.90
ASSUME TX-54 GIRDERS 5.50' BRIDGE DEPTH
BEGIN PMOTL PGL PMOTL STA 11+68.00, EL=547.27 MATCH EXIST PAVEMENT
VPC STA 11+75.00, EL=547.33
VPT STA 12+75.00, EL=545.61
VPC STA 13+50.00, EL=544.87
VPI STA 17+25.00 EL = 543.22 ex = -0.37' K = 76 L = 150.00'
17'1" MIN. CLR.
VPC STA 18+50.00, EL=541.81
VPT STA 19+50.00, EL=542.03
VPC STA 21+10.00, EL=544.56
VPT STA 22+90.00, EL=542.07
END PMOTL PGL PMOTL STA 23+00.00, EL=541.64 MATCH EXIST PAVEMENT
(+)0.87% (-)2.32% (+)0.81% (+)0.81% (-)1.13% (+)1.57% (+)1.57% (-)4.32%
EXIST GROUND @ PROP PGL
PROP PGL
VPI STA 12+25.00 EL = 547.77 ex = -0.40' K = 31 L = 100.00'
VPI STA 15+00.00 EL = 541.39 ex = 1.17' K = 96 L = 300.00'
VPI STA 19+00.00 EL = 541.25 ex = 0.34' K = 37 L = 100.00'
VPI STA 22+00.00 EL = 545.96 ex = -1.33' K = 31 L = 180.00'
PMOTL STA 15+71.10 PWB30FRS2-1 STA 949+74.41 EL=542.28
VPRC STA 16+50.00, EL=542.61
VPT STA 18+00.00, EL=542.37
PMOTL STA 18+58.99 PEB30FRS2-2 STA 950+47.14 EL=541.72
EXIST GRND @ PGL
PROP PGL ELEV
500 510 520 530 540 550 560 570 580 590 600
10+00 15+00 20+00

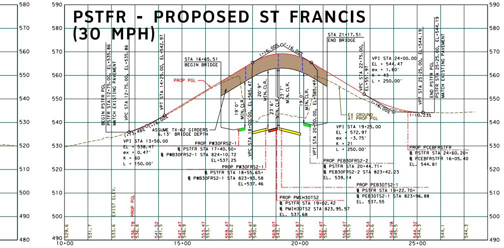
PJIMM - PROPOSED JIM MILLER (30 MPH)

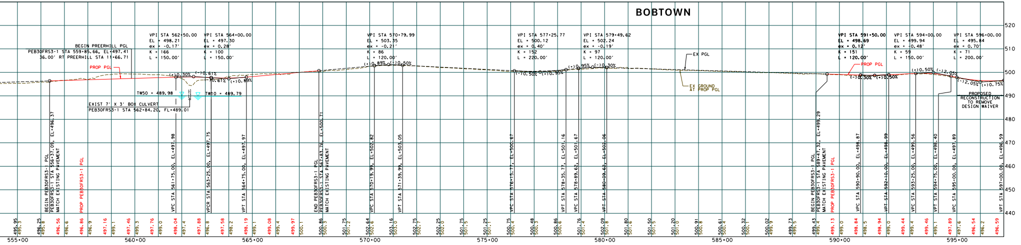

VPI STA 16+00.00 EL = 524.14 ex = -0.55' K = 23 L = 100.00'
ASSUME TX-62 GIRDERS 6.20' BRIDGE DEPTH
STA 14+96.00 BEGIN BRIDGE
STA 17+35.00 END BRIDGE
BEGIN PJIMM PGL PJIMM STA 12+86.98, EL=521.91 MATCH EXISTING PAVEMENT
VPC STA 13+40.00, EL=521.31
PJIMM STA 14+27.99= PWB30FRS2-1 STA 798+96.66 EL=521.25
VPT STA 14+60.00, EL=521.69
VPC STA 15+50.00, EL=523.26
VPT STA 16+50.00, EL=522.80
PJIMM STA 17+84.25= PEB30FRS2-1 STA 796+84.56 EL=519.22
VPT STA 19+10.00, EL=517.46
END PJIMM PGL PJIMM STA 19+25.25, EL=517.46 MATCH EXISTING PAVEMENT
ASSUME TX-54 GIRDERS 5.50' BRIDGE DEPTH
VPI STA 14+00.00 EL = 520.64 ex = 0.43' K = 42 L = 120.00'
(-)1.12% (+)1.75% (+)1.75% (-)1.67% (-)1.67% (-)0.01%
19'4" MIN. CLR. 19'2" MIN. CLR.
VPC STA 17+90.00, EL=519.07
VPI STA 18+50.00 EL = 517.47 ex = 0.40' K = 45 L = 120.00'
PJIMM STA 15+87.44= PWB30GP-1 STA 798+73.01, EL. 498.31
PJIMM STA 16+45.12= PIH30S2-1 STA 798+55.94, EL. 491.66
EXIST ELEV. PROP PGL
480 490 500 510 520 530 540 550 560 570 580
10+00 15+00 20+00

ROSEHILL


VPI STA 504+50.00 EL = 493.69 ex = 0.38' K = 295 L = 300.00'
VPI STA 509+85.00 EL = 496.46 ex = -0.47' K = 241 L = 300.00'
VPI STA 518+35.48 EL = 490.26 ex = -1.56' K = 72 L = 300.00'
VPI STA 523+50.00 EL = 465.09 ex = 3.01' K = 66 L = 400.00'
VPI STA 542+50.00 EL = 493.21 ex = -0.20' K = 138 L = 150.00'
VPI STA 544+50.00 EL = 492.05 ex = -0.08' K = 349 L = 150.00'
VPI STA 546+50.00 EL = 490.03 ex = 1.22' K = 64 L = 250.00'
VPI STA 548+50.00 EL = 495.81 ex = -0.64' K = 44 L = 150.00'
VPI STA 550+75.00 EL = 494.68 ex = 0.15' K = 187 L = 150.00'
(+)0.52% (-)0.73% (-)0.73% (-)4.89% (-)4.89% (+)1.13% (+)1.13% (-)1.86% (-)1.86% (+)4.79% (+)4.79% (+)3.87% (+)3.87% (+)2.00% (+)2.00% (-)1.40% (+)0.50% (+)0.58% (-)1.01% (+)2.89% (+)2.89% (-)0.50% (-)0.50% (+)0.30%
PROPOSED RECONSTRUCTION TO REMOVE DESIGN WAIVER
PROPOSED RECONSTRUCTION TO REMOVE DESIGN WAIVER
EX PGL
EX GROUND AT PROP PGL
PROP PGL
TW25 = 457.29
TW50 = 457.63
TW50 = 474.21
TW10 = 473.81
EXIST 3 - 10' X 10' BOX CULVERTS PEB30FRS3-1 STA 525+70.71, FL=448.04
EXIST 8' X 7' BOX CULVERT PEB30FRS3-1 STA 547+37.73, FL=471.10
VPI STA 526+25.00 EL = 468.20 ex = -0.56' K = 50 L = 150.00'
VPI STA 530+00.00 EL = 461.23 ex = 3.74' K = 68 L = 450.00'
VPI STA 536+50.00 EL = 489.68 ex = -0.35' K = 80 L = 150.00'
VPI STA 538+75.00 EL = 494.18 ex = -0.64' K = 44 L = 150.00'
VPI STA 540+25.00 EL = 492.08 ex = 0.36' K = 79 L = 150.00'
VPC STA 508+35.00, EL=495.68
VPT STA 511+35.00, EL=495.36
END PEB30FRS3-1 PGL PEB30FRS3-1 STA 516+69.20, EL=491.47 MATCH EXIST PAVEMENT
VPC STA 516+85.48, EL=491.35
VPT STA 519+85.48, EL=482.92
BEGIN PEB30FRS3-1 PGL PEB30FRS3-1 STA 521+42.45, EL=475.24 MATCH EXIST PAVEMENT
VPC STA 521+50.00, EL=474.87
PROP PEB30FRS3-1 PGL
VPRC STA 525+50.00, EL=467.35
VPT STA 527+00.00, EL=466.81
VPC STA 527+75.00, EL=465.41
END PEB30FRS3-1 PGL PEB30FRS3-1 STA 532+41.30, EL=472.79
VPT STA 532+25.00, EL=472.01
VPC STA 532+57.38, EL=473.56
MATCH EXIST PAVEMENT
VPT STA 534+57.38, EL=482.23
VPC STA 535+75.00, EL=486.78
VPT STA 537+25.00, EL=491.18
VPC STA 538+00.00, EL=492.68
VPRC STA 539+50.00, EL=493.13
BEGIN PEB30FRS3-1 PGL PEB30FRS3-1 STA 540+27.03, EL=492.43 MATCH EXIST PAVEMENT
PROP PEB30FRS3-1 PGL
VPT STA 541+00.00, EL=492.46
VPC STA 541+75.00, EL=492.83
VPT STA 543+25.00, EL=492.78
VPC STA 543+75.00, EL=492.49
VPRC STA 545+25.00, EL=491.29
VPRC STA 547+75.00, EL=493.64
END PREXBTWN PGL PEB30FRS3-1 STA 548+91.52, EL=493.47 RT PREXBTWN STA 22+29.90
VPT STA 549+25.00, EL=495.43
VPC STA 550+00.00, EL=495.06
VPT STA 551+50.00, EL=494.91
END PEB30FRS3-1 PGL PEB30FRS3-1 STA 551+94.86, EL=495.04 MATCH EXIST PAVEMENT
510+00 515+00 520+00 525+00 530+00 535+00 540+00 545+00 550+00


ZION
VPI STA 595+07.90 EL = 498.61 ex = -0.43' K = 85 L = 170.00'
VPI STA 596+94.56 EL = 495.42 ex = 0.26' K = 106 L = 150.00'
VPI STA 605+41.50 EL = 492.88 ex = -0.11' K = 257 L = 150.00'
VPI STA 607+50.00 EL = 491.04 ex = -0.20' K = 138 L = 150.00'
VPI STA 612+15.00 EL = 487.23 ex = -0.25' K = 196 L = 200.00'
VPI STA 610+00.00 EL = 486.12 ex = 0.50' K = 64 L = 160.00'
VPI STA 613+45.22 EL = 486.58
VPI STA 619+50.00 EL = 483.46 ex = -0.25' K = 198 L = 200.00'
VPI STA 623+50.00 EL = 477.35 ex = 0.80' K = 140 L = 300.00'
VPI STA 629+00.00 EL = 480.70 ex = -4.38' K = 103 L = 600.00'
18'-6" MIN. CLR.
EX PGL
EX GROUND AT PROP PGL
595+00
600+00
605+00
610+00
615+00
620+00
625+00
630+00
635+00


PSTFR - PROPOSED ST FRANCIS
(30 MPH)
STA 16+65.51 BEGIN BRIDGE
STA 21+17.51 END BRIDGE
PROP PGL
VPI STA 13+50.00 EL = 538.47 ex = 0.47' K = 60 L = 150.00'
VPI STA 19+25.00 EL = 572.97 ex = -3.75' K = 21 L = 250.00'
VPI STA 24+00.00 EL = 544.47 ex = 1.80' K = 43 L = 250.00'
ASSUME TX-62 GIRDERS 6.13' BRIDGE DEPTH
PROP PW30FRS2-1
PROP PW30FRS2-1
PROP PEB30FRS2-2
PROP PEB30TS2-1
PROP PMIH30TS2
PROP PCEBFRSTFR
EX GROUND AT PROP PGL
EXIST ELEV.
PROP PGL
10+00
15+00
20+00
25+00


BOBTOWN
BEGIN PREERHILL PGL
PEB30FRS3-1 STA 559+85.66, EL=497.41 36.00' RT PREERHILL STA 11+66.71
VPI STA 562+50.00 EL = 498.21 ex = -0.17' K = 166 L = 150.00'
VPI STA 564+00.00 EL = 497.30 ex = 0.28' K = 100 L = 150.00'
VPI STA 570+79.99 EL = 503.35 ex = -0.21' K = 86 L = 120.00'
VPI STA 577+25.77 EL = 500.12 ex = 0.40' K = 152 L = 220.00'
VPI STA 579+49.62 EL = 502.24 ex = -0.19' K = 97 L = 120.00'
VPI STA 591+50.00 EL = 498.69 ex = 0.12' K = 151 L = 120.00'
VPI STA 594+00.00 EL = 499.94 ex = -0.48' K = 59 L = 150.00'
VPI STA 596+00.00 EL = 495.84 ex = 0.70' K = 71 L = 200.00'
PROP PGL
TW50 = 489.98
TW10 = 489.79
EXIST 7' X 3' BOX CULVERT PEB30FRS3-1 STA 562+84.20, FL=489.01
EX PGL
EX GROUND AT PROP PGL
PROPOSED RECONSTRUCTION TO REMOVE DESIGN WAIVER
555+00
560+00
565+00
570+00
575+00
580+00
585+00
590+00
595+00

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

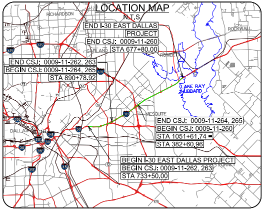
DESIGN SCHEMATIC
THE I-30 EAST DALLAS PROJECT
FERGUSON ROAD TO BASS PRO DRIVE
DALLAS COUNTY, TEXAS
CSJ'S: 0009-11-260, 262, 263, 264, 265

APRIL 2023
ROLL 10 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.
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
RICHARDSON
ROCKWALL
GARLAND
ROWLETT
LAKE RAY HUBBARD
MESQUITE
DALLAS

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:

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ARTURO BENITEZ	131960	04/03/2023

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DATE SUBMITTED:

DATE APPROVED:

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