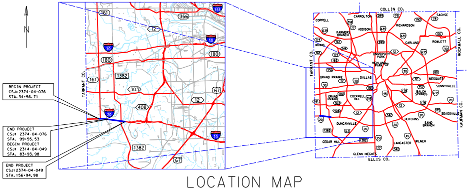
Texas Department of Transportation ®

DALLAS DISTRICT
DESIGN SCHEMATIC

KELLY SELMAN, P.E., DISTRICT ENGINEER
DALLAS COUNTY
INTERSTATE HIGHWAY 20 FRONTAGE ROADS
PROJECT LIMIT: FROM SH 161 TO
FM 1382 (BELT LINE ROAD)
CONTROL: 2374-04-049 & 2374-04-076
FUNCTIONAL CLASS: INTERSTATE
DESIGN SPEED: 70 mph MAINLANES
40 mph FRONTAGE ROADS
45 mph RAMPS
30 mph CROSS STREETS
PROJECT LENGTH = 2.318 MI.


N
BEGIN PROJECT
CSJ: 2374-04-076
STA. 34+56.71
END PROJECT
CSJ: 2374-04-076
STA. 99+55.53
BEGIN PROJECT
CSJ: 2314-04-049
STA. 83+93.98
END PROJECT
CSJ: 2374-04-049
STA. 156+94.98
TARRANT CO.
161
356
12
30
180
1382
303
408
67
20
35E
COLLIN CO.
ELLIS CO.
ROCKWALL CO.
KAUFMAN CO.
COPPELL
CARROLLTON
RICHARDSON
SACHSE
FARMERS BRANCH
ADDISON
GARLAND
ROWLETT
IRVING
UNIVERSITY PARK
HIGHLAND PARK
GRAND PRAIRIE
DALLAS
MESQUITE
SUNNYVALE
BALCH SPRINGS
COCKRELL HILL
SEAGOVILLE
HUTCHINS
SAND BRANCH
DUNCANVILLE
CEDAR HILL
LANCASTER
WILMER
GLENN HEIGHTS

LOCATION MAP

NOT TO SCALE

MARCH 09, 2015
SCALE: 1"=200′ H, 1"=20′V
ROLL 3 OF 3

PRELIMINARY

FOR INTERIM REVIEW ONLY

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NAME	P.E. NO.	DATE
MATTHEW G. CRAIG	69910	3-09-15
THUC Q. PHAM	91115	3-09-15

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200

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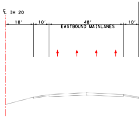
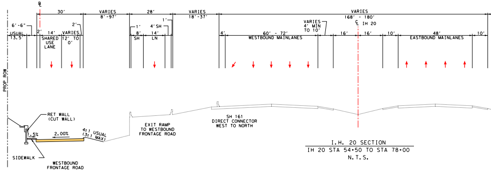
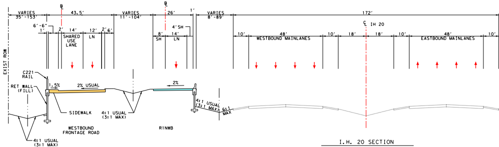

℄ IH 20
18′
10′
48′
EASTBOUND MAINLANES
10′

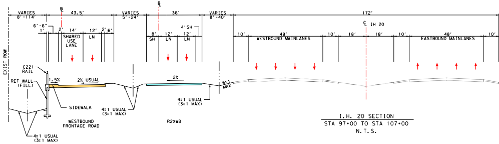
I.H. 20 SECTION
BEGIN TO STA 54+50
N.T.S.


PROP ROW
℄
30′
VARIES 8′-97′
28′
VARIES 18′-37′
VARIES 168′ - 180′
6′-6"
USUAL 13.5′
2′
14′
SHARED USE LANE
VARIES 12′ TO 0′
2′
1′
8′ SH
4′ SH
14′ LN
1′
4′
60′ - 72′
WESTBOUND MAINLANES
VARIES 4′ MIN TO 10′
16′
16′
℄ IH 20
10′
48′
EASTBOUND MAINLANES
10′
RET WALL (CUT WALL)
1.5%
2.00%
4:1 USUAL (3:1 MAX)
SIDEWALK
WESTBOUND FRONTAGE ROAD
EXIT RAMP TO WESTBOUND FRONTAGE ROAD
SH 161 DIRECT CONNECTOR WEST TO NORTH

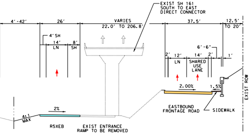
I.H. 20 SECTION
IH 20 STA 54+50 TO STA 78+00
N.T.S.


EXIST ROW
VARIES 35′-153′
℄
43.5′
VARIES 11′-104′
℄
26′
1′
VARIES 8′-89′
172′
6′-6"
1′
2′
14′
SHARED USE LANE
12′ LN
2′
6′
8′ SH
14′ LN
4′ SH
10′
48′
WESTBOUND MAINLANES
10′
18′
℄ IH 20
18′
10′
48′
EASTBOUND MAINLANES
10′
C221 RAIL
RET WALL (FILL)
1.5%
2% USUAL
2%
SIDEWALK
4:1 USUAL (3:1 MAX)
4:1 USUAL (3:1 MAX)
6:1 MAX
WESTBOUND FRONTAGE ROAD
R1NWB
4:1 USUAL (3:1 MAX)

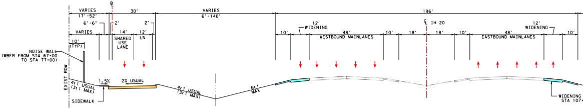
I.H. 20 SECTION
STA 78+00 TO STA 97+00
N.T.S.


EXIST ROW
VARIES 8′-114′
℄
43.5′
VARIES 5′-24′
℄
36′
VARIES 8′-40′
172′
6′-6"
1′
2′
14′
SHARED USE LANE
12′ LN
2′
6′
8′ SH
12′ LN
12′ LN
4′ SH
10′
48′
WESTBOUND MAINLANES
10′
18′
℄ IH 20
18′
10′
48′
EASTBOUND MAINLANES
10′
C221 RAIL
RET WALL (FILL)
1.5%
2% USUAL
2%
SIDEWALK
4:1 USUAL (3:1 MAX)
4:1 USUAL (3:1 MAX)
6:1 MAX
WESTBOUND FRONTAGE ROAD
R2XWB
4:1 USUAL (3:1 MAX)

I.H. 20 SECTION
STA 97+00 TO STA 107+00
N.T.S.

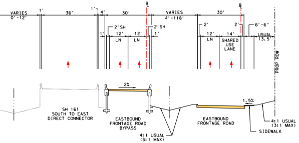


4'-42'
26'
VARIES
22.0' TO 206.8'
EXIST SH 161
SOUTH TO EAST
DIRECT CONNECTOR
37.5'
12.5'
TO 20'
4' SH
14'
LN
8'
SH
6'-6"
2'
12'
LN
14'
SHARED
USE
LANE
2'
1'
2.00%
1.5%
EXIST ROW
2%
4:1
MAX
R5XEB
EXIST ENTRANCE
RAMP TO BE REMOVED
EASTBOUND
FRONTAGE ROAD
SIDEWALK

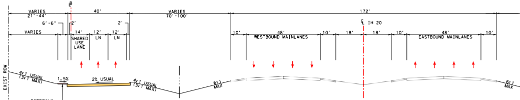


VARIES
17'-52'
℄
30'
VARIES
6'-146'
196'
6'-6"
2'
2'
VARIES
14'
SHARED
USE
LANE
12'
LN
10'
(TYP)
NOISE WALL
(WBFR FROM STA 67+00
TO STA 77+00)
EXIST ROW
12'
WIDENING
10'
48'
WESTBOUND MAINLANES
10'
18'
℄ IH 20
18'
10'
48'
EASTBOUND MAINLANES
12'
WIDENING
10'
1.5%
2% USUAL
4:1 USUAL
(3:1 MAX)
4:1 USUAL
(3:1 MAX)
6:1
MAX
SIDEWALK
WESTBOUND
FRONTAGE ROAD
WIDENING
STA 107+

I.H. 20 SECTION
STA 107+00 TO STA 132+00
N.T.S.

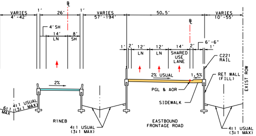


VARIES
0'-12'
1'
36'
1'
4'
30'
℄
VARIES
4'-118'
30'
℄
2' SH
2' SH
1'
12'
12'
1'
LN
LN
2'
2'
6'-6"
12'
LN
14'
SHARED
USE
LANE
USUAL
13.5'
PROP ROW
2%
1.5%
SH 161
SOUTH TO EAST
DIRECT CONNECTOR
EASTBOUND
FRONTAGE ROAD
BYPASS
EASTBOUND
FRONTAGE ROAD
4:1 USUAL
(3:1 MAX)
4:1 USUAL
(3:1 MAX)
SIDEWALK

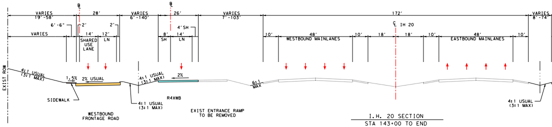


VARIES
21'-44'
℄
40'
VARIES
70'-100'
172'
6'-6"
2'
2'
VARIES
14'
SHARED
USE
LANE
12'
LN
12'
LN
℄ IH 20
10'
48'
WESTBOUND MAINLANES
10'
18'
18'
10'
48'
EASTBOUND MAINLANES
10'
EXIST ROW
4:1 USUAL
(3:1 MAX)
1.5%
2% USUAL
4:1 USUAL
(3:1 MAX)
6:1
MAX
6:1
MAX
SIDEWALK
WESTBOUND
FRONTAGE ROAD

I.H. 20 SECTION
STA 132+00 TO STA 143+00
N.T.S.

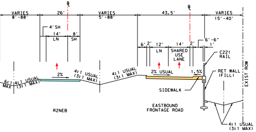


VARIES
4'-42'
1'
℄
26'
1'
VARIES
57'-194'
50.5'
VARIES
10'-55'
4' SH
14'
LN
8'
SH
℄
1'
2'
12'
LN
12'
LN
14'
SHARED
USE
LANE
2'
6'-6"
1'
C221
RAIL
2%
2% USUAL
1.5%
RET WALL
(FILL)
EXIST ROW
PGL & AOR
SIDEWALK
6:1
MAX
4:1 USUAL
(3:1 MAX)
R1NEB
4:1 USUAL
(3:1 MAX)
EASTBOUND
FRONTAGE ROAD
4:1 USUAL
(3:1 MAX)

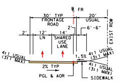


VARIES
19'-58'
℄
28'
VARIES
6'-140'
℄
26'
VARIES
7'-103'
172'
VARIES
8'-74'
6'-6"
2'
2'
VARIES
14'
SHARED
USE
LANE
12'
LN
4' SH
8'
SH
14'
LN
℄ IH 20
10'
48'
WESTBOUND MAINLANES
10'
18'
18'
10'
48'
EASTBOUND MAINLANES
10'
EXIST ROW
4:1 USUAL
(3:1 MAX)
1.5%
2% USUAL
4:1 USUAL
(3:1 MAX)
2%
6:1
MAX
R4XWB
SIDEWALK
4:1 USUAL
(3:1 MAX)
WESTBOUND
FRONTAGE ROAD
EXIST ENTRANCE RAMP
TO BE REMOVED
4:1 USUAL
(3:1 MAX)

I.H. 20 SECTION
STA 143+00 TO END
N.T.S.

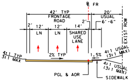


VARIES
8'-88'
℄
26'
VARIES
5'-88'
℄
43.5'
VARIES
15'-40'
4' SH
14'
LN
8'
SH
6'
2'
12'
LN
14'
SHARED
USE
LANE
2'
6'-6"
1'
C221
RAIL
2%
4:1 USUAL
(3:1 MAX)
4:1 USUAL
(3:1 MAX)
2% USUAL
1.5%
RET WALL
(FILL)
EXIST ROW
6:1
MAX
4:1 USUAL
(3:1 MAX)
SIDEWALK
R2NEB
EASTBOUND
FRONTAGE ROAD
4:1 USUAL
(3:1 MAX)



℄ FR
30' TYP
FRONTAGE
ROAD
20'
USUAL
EXIST ROW
2'
6'-6"
2'
12'
LN
14'
SHARED
USE
LANE
4:1 USUAL
(3:1 MAX)
1.5%
4:1 USUAL
(3:1 MAX)
2% TYP
4:1 USUAL
(3:1 MAX)
PGL & AOR
SIDEWALK

PROPOSED IH 20 FRONTAGE ROAD
2-LANE SECTION
EBFR STA 37+98 TO STA 45+00
EBFR STA 53+12 TO STA 71+00
EBFR STA 96+72 TO STA 132+15
WBFR STA 52+37 TO STA 85+70
WBFR STA 99+11 TO STA 133+00
WBFR STA 145+50 TO END



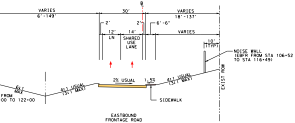
℄ FR
42' TYP
FRONTAGE
ROAD
20'
USUAL
2'
6'-6"
EXIST ROW
2'
12'
LN
12'
LN
14'
SHARED
USE
LANE
4:1 TYP
3:1 MAX
2% TYP
1.5%
4:1 USUAL
(3:1 MAX)
4:1 USUAL
(3:1 MAX)
PGL & AOR
SIDEWALK

PROPOSED IH 20 FRONTAGE ROAD
3-LANE SECTION
EBFR STA 45+00 TO STA 53+12
EBFR STA 79+00 TO STA 96+72
EBFR STA 132+15 TO END
WBFR STA 85+70 TO STA 95+70
WBFR STA 133+00 TO STA 145+50

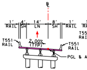
119
FRO
4:1 USUAL
(3:1 MAX)

TYPICAL SECTIONS

N.T.S.

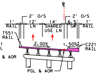


VARIES
6'-149'
30'
VARIES
18'-137'
2'
2'
6'-6"
12' LN
14' SHARED USE LANE
VARIES
10' (TYP)
NOISE WALL (EBFR FROM STA 106+52 TO STA 116+49)
EXIST ROW
6:1 MAX
FROM
00 TO 122+00
4:1 USUAL (3:1 MAX)
2% USUAL
1.5%
4:1 USUAL (3:1 MAX)
SIDEWALK
EASTBOUND FRONTAGE ROAD



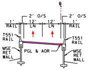
1' RAIL
4' SH
14' LN
8' SH
1' RAIL
T551 RAIL
2.00% (TYP)
T551 RAIL
PGL & AOR

PROPOSED EASTBOUND
ENTRANCE RAMP
BRIDGE SECTION (R1NEB)
R1NEB STA 12+20
TO STA 14+82



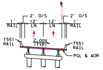
2' O/S
2' O/S
1' RAIL
12' LN
14' SHARED USE LN
6.5' SW
1' RAIL
T551 RAIL
2.00%
1.50%
C221 RAIL
PGL & AOR

PROPOSED EASTBOUND
FRONTAGE ROAD
2-LANE BRIDGE
EBFR STA 65+83.00
TO STA 68+83.00



2' O/S
2' O/S
1' RAIL
12' LN
12' LN
1' RAIL
T551 RAIL
T551 RAIL
MSE RET WALL
PGL & AOR
MSE RET WALL

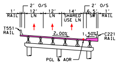
PROPOSED EASTBOUND FRONTAGE
ROAD BYPASS
RETAINING WALL SECTION
STA 53+71 TO STA 58+40



2' O/S
2' O/S
1' RAIL
12' LN
12' LN
1' RAIL
T551 RAIL
2.00% (TYP)
T551 RAIL
PGL & AOR

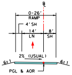
PROPOSED EASTBOUND FRONTAGE
ROAD BYPASS
BRIDGE SECTION
STA 58+40 TO STA 65+60

6' FUTURE S
TO BE BUILT
4:1 USUA
(3:1 MAX
EXIST CITY ROW



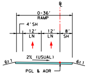
2' O/S
2' O/S
1' RAIL
12' LN
12' LN
14' SHARED USE LN
6.5' SW
1' RAIL
T551 RAIL
2.00%
1.50%
C221 RAIL
PGL & AOR

PROPOSED EASTBOUND FRONTAGE ROAD
3-LANE BRIDGE
EBFR STA 79+95.00 TO STA 82+11.00



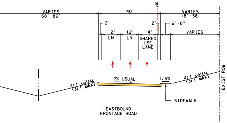
0-26'
RAMP
4' SH
14' LN
8' SH
2% (USUAL)
6:1
6:1
PGL & AOR

PROPOSED IH 20 SINGLE-LANE ENTRANCE
& EXIT RAMPS
R5XEB STA 16+00 TO STA 21+85
R1NEB STA 12+04 TO STA 18+35
R2NEB STA 12+70 TO STA 18+08
R3XEB STA 15+14 TO STA 19+83
R4NEB STA 13+00 TO STA 16+70
R1NWB STA 13+35 TO STA 17+55
R3NWB STA 15+13 TO STA 21+21
R4XWB STA 12+12 TO STA 17+37

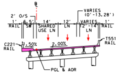


0-36'
RAMP
4' SH
12' LN
12' LN
8' SH
2% (USUAL)
6:1
6:1
PGL & AOR

PROPOSED IH 20 2-LANE EXIT
R2XWB STA 13+24 TO STA 15+30

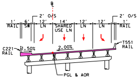


VARIES
68'-86'
40'
VARIES
18'-38'
2'
2'
6'-6"
12' LN
12' LN
14' SHARED USE LANE
VARIES
EXIST ROW
4:1 USUAL (3:1 MAX)
2% USUAL
1.5%
4:1 USUAL (3:1 MAX)
SIDEWALK
EASTBOUND FRONTAGE ROAD



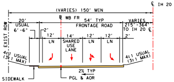
2' O/S
VARIES (0'-13.28')
1' RAIL
6.5' SW
14' SHARED USE LN
12' LN
VARIES 12'-14' LN
1' RAIL
T551 RAIL
C221 RAIL
1.50%
2.00%
PGL & AOR

PROPOSED WESTBOUND FRONTAGE ROAD
BRIDGE SECTION
STA 84+64 TO STA 87+11



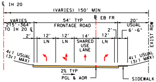
2' O/S
2' O/S
1' RAIL
6' SW
12' LN
14' SHARED USE LN
12' LN
12' LN
1' RAIL
T551 RAIL
C221 RAIL
1.50%
2.00%
PGL & AOR

PROPOSED WESTBOUND FRONTAGE ROAD
BRIDGE SECTION
WBFR STA 60+22 TO STA 61+22



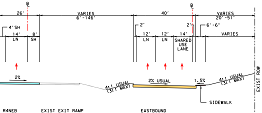
℄ IH 20
(VARIES) 150' MIN
WB FR
20' USUAL
6'-6"
54' TYP FRONTAGE ROAD
VARIES 215'-364' TO IH 20 ℄
2'
2'
14' SHARED USE LANE
12' LN
12' LN
12' LN
EXIST ROW
4:1 USUAL (3:1 MAX)
4:1 USUAL (3:1 MAX)
2% TYP
PGL & AOR
SIDEWALK

PROPOSED IH 20 FRONTAGE ROADS
AT CROSS STREET INTERSECTION
AT ROBINSON ROAD
WBFR STA 59+25 TO STA 65+00

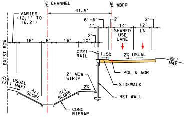


℄ IH 20
(VARIES) 150' MIN
VARIES 215'-364' TO IH 20 ℄
EB FR
54' TYP FRONTAGE ROAD
20' USUAL
6'-6"
2'
2'
12' LN
12' LN
14' SHARED USE LANE
12' LN
EXIST ROW
4:1 USUAL (3:1 MAX)
4:1 USUAL (3:1 MAX)
2% TYP
PGL & AOR
SIDEWALK

PROPOSED IH 20 FRONTAGE ROADS
AT CROSS STREET INTERSECTION
AT ROBINSON ROAD
EBFR STA 57+02 TO STA 61+25

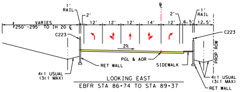


26'
4' SH
14' LN
8' SH
VARIES
6'-146'
40'
VARIES
20'-51'
2'
2'
6'-6"
12' LN
12' LN
14' SHARED USE LANE
VARIES
2%
4:1 USUAL (3:1 MAX)
2% USUAL
1.5%
4:1 USUAL (3:1 MAX)
EXIST ROW
SIDEWALK
R4NEB
EXIST EXIT RAMP TO BE REMOVED
EASTBOUND FRONTAGE ROAD



℄ CHANNEL
WBFR
VARIES (12.1' TO 16.2')
41.5'
6'-6"
2'
2'
1'
14' SHARED USE LANE
12' LN
16'
8'
16'
10'
2'
C221 RAIL
1.5%
2% USUAL
6:1 MAX
PGL & AOR
SIDEWALK
2' MOW STRIP
RET WALL
EXIST ROW
4:1 USUAL (3:1 MAX)
4:1 SLOPE
4:1 SLOPE
2%
CONC RIPRAP

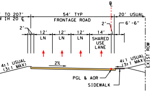
FRONTAGE WITH RETAINING WALL
AND CONCRETE CHANNEL
WBFR STA 98+50 TO STA 101+70



1' RAIL
2'
1' RAIL
2'
VARIES
250'-295' TO IH 20 ℄
12'
12'
12'
14'
12'
6.5'
12.5'
C223
C223
2%
PGL & AOR
RET WALL
SIDEWALK
4:1 USUAL (3:1 MAX)
4:1 USUAL (3:1 MAX)
PROP ROW
RET WALL

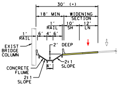
LOOKING EAST
EBFR STA 86+74 TO STA 89+37

TYPICAL SECTION @ CARRIER PARKWAY
& FRONTAGE ROAD INTERSECTIONS



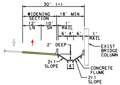
TO 207'
IH 20 ℄
54' TYP FRONTAGE ROAD
20' USUAL
2'
6'-6"
2'
12' LN
12' LN
12' LN
14' SHARED USE LANE
4:1 USUAL (3:1 MAX)
2%
4:1 USUAL (3:1 MAX)
EXIST ROW
PGL & AOR
SIDEWALK

PROPOSED IH 20 FRONTAGE ROAD
4 LANE SECTION
EBFR STA 71+00 TO STA 79+00
WBFR STA 95+70 TO STA 99+11



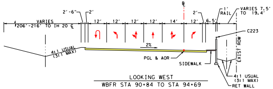
30' (+)
18' MIN
WIDENING SECTION
1' RAIL
10' SH
12' LN
1' RAIL
6'
4'
6'
EXIST BRIDGE COLUMN
2' DEEP
CONCRETE FLUME
4'
2:1 SLOPE
2:1 SLOPE

WIDENING IH 20 SECTION UNDER
DECHMAN DRIVE BRIDGE
IH 20 WBML STA 116+31 TO STA 116+88



30' (+)
WIDENING SECTION
18' MIN
12' LN
10' SH
1' RAIL
6'
4'
6'
1' RAIL
2' DEEP
EXIST BRIDGE COLUMN
2:1 SLOPE
4'
CONCRETE FLUME
2:1 SLOPE

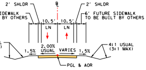
WIDENING IH 20 SECTION UNDER
DECHMAN DRIVE BRIDGE
IH 20 EBML STA 116+66 TO STA 117+24



2'-6"
2'
2'
1' RAIL
VARIES 7.5' TO 19.4'
VARIES
206'-216' TO IH 20 ℄
12'
12'
12'
12'
14'
12'
6.5'
C223
2%
4:1 USUAL (3:1 MAX)
PGL & AOR
SIDEWALK
EXIST ROW
4:1 USUAL (3:1 MAX)
RET WALL

LOOKING WEST
WBFR STA 90+84 TO STA 94+69

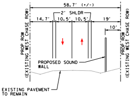
TYPICAL SECTION @ CARRIER PARKWAY
& FRONTAGE ROAD INTERSECTIONS


2' SHLDR
℄
2' SHLDR
IDEWALK BY OTHERS
6' FUTURE SIDEWALK TO BE BUILT BY OTHERS
10.5'
10.5'
LN
LN
2.00% USUAL
VARIES
1.5%
1.5%
4:1 USUAL (3:1 MAX)
PGL & AOR

WEST CHASE DR TYPICAL SECTION

PROPOSED

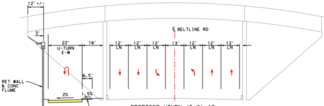
STA 9+55 TO STA 11+92


58.7' (+/-)
2' SHLDR
14.7'
10.5'
10.5'
19'
10'
PROP ROW (EXISTING WEST CHASE ROW)
PROP ROW (EXISTING WEST CHASE ROW)
PROPOSED SOUND WALL
EXISTING PAVEMENT TO REMAIN

WEST CHASE DRIVE

EXISTING WITH PROPOSED SOUND WALL

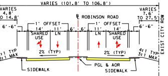
STA 6+80 TO STA 9+55


12' +/-
3'
22'
U-TURN E-W
16'
℄ BELTLINE RD
12' LN
12' LN
12' LN
13'
12' LN
12' LN
12' LN
6.5'
2%
1.5%
RET WALL & CONC FLUME
SIDEWALK

PROPOSED UTURN (E-W) AT

BELT LINE ROAD (LOOKING NORTH)

BELT LINE ROAD STA 227+82 TO STA 282+87

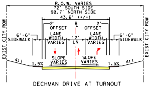

VARIES (101.8' TO 106.8')
VARIES 4.8' TO 14.8'
℄ ROBINSON ROAD
VARIES 7.6' TO 27.5'
6'-6"
1' OFFSET
1' OFFSET
6'-6"
14' SHARED USE
11' LN
6'
6'
11' LN
14' SHARED USE
EXIST CITY ROW
4:1 TYP 3:1 MAX
2% (TYP)
2% (TYP)
4:1 TYP 3:1 MAX
SIDEWALK
PGL & AOR
SIDEWALK

PROPOSED ROBINSON ROAD TYPICAL SECTION

STA 10+00 TO 14+65 ✱

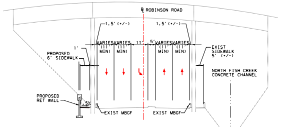
STA 16+80 TO 20+97 ✱

✱LANE WIDTH TRANSITION TO MATCH EXISTING UNDER BRIDGE
FROM STA 12+50 TO 14+65
AND FROM STA 16+80 TO 18+10


R.O.W. VARIES
72' SOUTH SIDE
99.7' NORTH SIDE
43.6' (+/-)
2' OFFSET
℄
2' OFFSET
6'-6" SIDEWALK
LANE WIDTH VARIES
12' LN
LANE WIDTH VARIES
6'-6" SIDEWALK
EXIST CITY ROW
EXIST CITY ROW
4:1
1.5%
SLOPE VARIES
SLOPE VARIES
1.5%
4:1

DECHMAN DRIVE AT TURNOUT

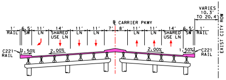
N.T.S


℄ ROBINSON ROAD
1.5' (+/-)
1.5' (+/-)
1'
VARIES (11' MIN)
VARIES (11' MIN)
11'
5'
VARIES (11' MIN)
VARIES (11' MIN)
PROPOSED 6' SIDEWALK
EXIST SIDEWALK 5' (+/-)
NORTH FISH CREEK CONCRETE CHANNEL
PROPOSED RET WALL
1.5%
EXIST MBGF
EXIST MBGF

ROBINSON ROAD TYPICAL SECTION

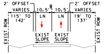
UNDER IH-20 BRIDGE (LOOKING NORTH)

STA 14+65 TO STA 16+80


VARIES 10.3' TO 20.4'
℄ CARRIER PKWY
1' RAIL
6.5' SW
11' LN
14' SHARED USE LN
11' LN
11' LN
7'
8'
11' LN
11' LN
14' SHARED USE LN
6.5' SW
1' RAIL
EXIST CITY ROW
C221 RAIL
1.50%
2.00%
2.00%
1.50%
C221 RAIL

PROPOSED CARRIER PARKWAY BRIDGE (LOOKING NORTH)

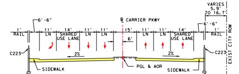
STA 12+00 TO STA 13+20


2' OFFSET
VARIES 115' TO 142'
10.5'
℄
10.5'
2' OFFSET
VARIES 19' TO 137'
LN
LN
EXIST ROW
EXIST ROW
EXIST SLOPE
EXIST SLOPE

WEST CHASE DR TYPICAL SECTION

EXISTING

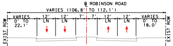
STA 10+00 TO STA 12+30


VARIES 5.9' TO 16.7'
℄ CARRIER PKWY
6'-6"
6'-6"
1' RAIL
11' LN
14' SHARED USE LANE
11' LN
11' LN
15'
11' LN
11' LN
14' SHARED USE LANE
1' RAIL
6'
EXIST CITY ROW
C223
2%
2%
C223
SIDEWALK
PGL & AOR
SIDEWALK
RET WALL
RET WALL

PROPOSED CARRIER PARKWAY (LOOKING NORTH)

NORTH OF WESTBOUND FRONTAGE ROAD

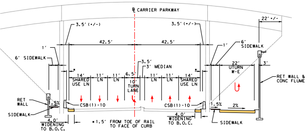
9+00 TO STA 13+69


℄ ROBINSON ROAD
VARIES (106.8' TO 112.1')
VARIES 0' TO 22.1'
12' LN
12' LN
7'
7'
12' LN
12' LN
VARIES 0' TO 18.0'
EXIST ROW
EXIST ROW

ROBINSON ROAD TYPICAL SECTION

EXISTING

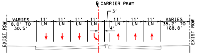
STA 10+00 TO STA 21+00


℄ CARRIER PARKWAY
22' +/-
3.5' (+/-)
3.5' (+/-)
42.5'
42.5'
1'
1'
6' SIDEWALK
6' SIDEWALK
3.5'
3' MEDIAN
22' UTURN W-E
3'
RET WALL & CONC FLUME
14' SHARED USE LN
11' LN
11' LN
6.5'
10' TURN LANE
11' LN
11' LN
14' SHARED USE LN
RET WALL
SIDEWALK
1.5%
CSB(1)-10
CSB(1)-10
1.5%
2%
4.0' WIDENING TO B.O.C.
4.0' WIDENING TO B.O.C.
✱1.5' FROM TOE OF RAIL TO FACE OF CURB
SIDEWALK

PROPOSED CARRIER PKWY WIDENING AND UTURN (LOOKING NORTH)

UNDER IH-20 OVERPASS BRIDGE

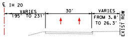
STA 15+65 TO STA 17+59


℄ CARRIER PKWY
3'
VARIES 8.0' TO 30.5'
11' LN
11' LN
11' LN
11' LN
4'
11' LN
11' LN
11' LN
VARIES 35.2' TO 168.8'
EXIST ROW
EXIST ROW

CARRIER PARKWAY TYPICAL SECTION

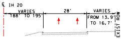
EXISTING

STA 9+00 TO STA 20+93


℄ IH 20
VARIES 195' TO 231'
30'
VARIES FROM 3.8' TO 26.3'
EXIST ROW

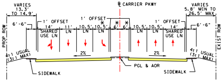
EXIST EBFR

STA 38+00 TO STA 55+70


℄ IH 20
VARIES 188' TO 195'
28'
VARIES FROM 13.9' TO 16.7'
EXIST ROW

EXIST EBFR

STA 55+70 TO STA 60+00 (+/-)

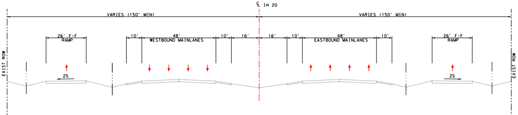

℄ CARRIER PKWY
VARIES 13.3' TO 14.9'
VARIES 5.8' MIN TO 26.5' MAX
1' OFFSET
6'-6"
1' OFFSET
1' OFFSET
6'-6"
14' SHARED USE LN
11' LN
10.5'
10.5'
6'
6'
10.5'
10.5'
14' SHARED USE LN
PROP ROW
EXIST ROW
4:1 USUAL (3:1 MAX)
2%
2%
4:1 USUAL (3:1 MAX)
SIDEWALK
PGL & AOR
SIDEWALK

PROPOSED CARRIER PARKWAY (LOOKING NORTH)

SOUTH OF EASTBOUND FRONTAGE ROAD

STA 20+17 TO STA 23+00

✱TAPER TO MATCH
EXISTING WIDTH
AT STA 23+00


℄ IH 20
VARIES (150' MIN)
VARIES (150' MIN)
26' F-F RAMP
10'
48' WESTBOUND MAINLANES
10'
16'
16'
10'
48' EASTBOUND MAINLANES
10'
26' F-F RAMP
EXIST ROW
EXIST ROW
2%
2%

I.H. 20 SECTION

EXISTING

N.T.S.

	CURVE	P.I. STATION
C1	IH20-1	73+17.02

	CURVE	P.I. STATION
C2	EBFR-1	39+16.11
C3	EBFR-2	42+98.20
C4	EBFR-3	46+71.50
C5	EBFR-4	54+67.11
C6	EBFR-5	59+74.83
C7	EBFR-6	69+98.29
C8	EBFR-7	84+77.29
C9	EBFR-8	91+01.48
C10	EBFR-9	96+56.26
C11	EBFR-10	109+27.97
C12	EBFR-11	114+71.03
C13	EBFR-12	127+79.91
C14	EBFR-13	132+41.93
C15	EBFR-14	149+65.61
C16	EBFR-15	154+74.00
C17	EBFRBYPASS-1	68+31.70

	CURVE	P.I. STATION
C18	WBFR-1	53+92.73
C19	WBFR-2	57+36.29
C20	WBFR-3	75+63.92
C21	WBFR-4	85+75.71
C22	WBFR-5	88+35.85
C23	WBFR-6	94+22.78
C24	WBFR-7	101+33.24
C25	WBFR-8	108+33.45
C26	WBFR-9	121+01.00
C27	WBFR-10	130+45.34
C28	WBFR-11	146+94.64
C29	WBFR-12	152+25.81

	CURVE	P.I. STATION
C30	R1NEB-1	11+86.34
C31	R1NEB-2	17+90.02

	CURVE	P.I. STATION
C32	R1NWB-1	13+32.05
C33	R1NWB-2	17+73.45

	CURVE	P.I. STATION
C34	R2NEB-1	17+95.76

	CURVE	P.I. STATION
C35	R2XWB-1	17+40.96

	CURVE	P.I. STATION
C36	R3NWB-1	12+56.75
C37	R3NWB-2	23+45.71

	CURVE	P.I. STATION
C38	R3XEB-1	14+53.33
C39	R3XEB-2	20+39.16

	CURVE	P.I. STATION
C40	R4NEB-1	11+56.66
C41	R4NEB-2	16+81.69

	CURVE	P.I. STATION
C42	R4XWB-1	11+66.12
C43	R4XWB-2	18+32.24

	CURVE	P.I. STATION
C44	R5XEB-1	14+78.69
C45	R5XEB-2	21+44.79

	CURVE	P.I. STATION
C46	ROBIN-1	10+33.78
C47	ROBIN-2	12+16.97
C48	ROBIN-3	19+28.36

	CURVE	P.I. STATION
C49	CARRIER-1	21+12.30

	CURVE	P.I. STATION
C50	WEST-1	11+28.09

	CURVE	P.I. STATION
C51	UT*CP-1	10+85.67
C52	UT*CP-2	16+01.29

	CURVE	P.I. STATION
C53	UT*BL-1	10+75.64
C54	UT*BL-2	15+49.15

	CURVE	P.I. STATION
C55	DECH-1	10+71.32
C56	DECH-2	11+93.78
C57	DECH-3	20+74.71

IH 20 CURVE DATA TABLE

P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
6,933,054.92	2,426,585.70	8° 47′ 15.13"	5729.58	440.2401	878.7535	S 86° 11′ 23.41" E	877.8925	68+76.78	77+55.54	N 89° 24′ 59.03" E	S 81° 47′ 45.84" E

EASTBOUND FRONTAGE ROAD CURVE DATA TABLE

P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
N 6,932,672.0770	E 2,423,279.0846	18° 46′ 15.19" (LT)	762.00	125.95	249.64	N 80° 13′ 48.85" E	248.53	37+90.16	40+39.80	N 89° 36′ 56.44" E	N 70° 50′ 41.25" E
N 6,932,798.1916	E 2,423,642.1499	18° 38′ 16.29" (RT)	1500.00	246.14	487.94	N 80° 09′ 49.40" E	485.7895	40+52.06	45+40.00	N 70° 50′ 41.25" E	N 89° 28′ 57.54" E
N 6,932,801.6014	E 2,424,019.7757	0° 39′ 59.47" (LT)	6000.00	34.899	69.798	N 89° 08′ 57.81" E	69.7973	46+36.60	47+06.39	N 89° 28′ 57.54" E	N 88° 48′ 58.07" E
N 6,932,818.0396	E 2,424,815.2215	27° 26′ 18.97" (RT)	1000.00	244.13	478.89	S 77° 27′ 52.44" E	474.3308	52+22.98	57+01.87	N 88° 48′ 58.07" E	S 63° 44′ 42.96" E
N 6,932,589.2992	E 2,425,278.9645	44° 02′ 05.75" (LT)	675.00	272.96	518.77	S 85° 45′ 45.83" E	506.1004	57+01.87	62+20.65	S 63° 44′ 42.96" E	N 72° 13′ 11.29" E
N 6,932,910.1180	E 2,426,279.3860	29° 24′ 53.51" (RT)	1000.00	262.48	513.39	N 86° 55′ 38.04" E	507.7668	67+35.81	72+49.20	N 72° 13′ 11.29" E	S 78° 21′ 55.20" E
N 6,932,609.5130	E 2,427,739.3345	6° 11′ 52.73" (RT)	3000.00	162.42	324.53	S 75° 15′ 58.84" E	324.3673	83+14.87	86+39.39	S 78° 21′ 55.20" E	S 72° 10′ 02.47" E
N 6,932,418.2647	E 2,428,333.8391	25° 13′ 14.54" (LT)	1400.00	313.2	616.26	S 84° 46′ 39.75" E	611.2948	87+88.28	94+04.54	S 72° 10′ 02.47" E	N 82° 36′ 42.98" E
N 6,932,490.9078	E 2,428,894.0742	14° 20′ 49.34" (RT)	2000.02	251.72	500.81	N 89° 47′ 07.65" E	499.5041	94+04.54	99+05.35	N 82° 36′ 42.98" E	S 83° 02′ 27.68" E
N 6,932,336.5094	E 2,430,159.0348	10° 01′ 05.87" (RT)	3000.00	262.95	524.56	S 78° 01′ 54.74" E	523.8889	106+65.02	111+89.58	S 83° 02′ 27.68" E	S 73° 01′ 21.80" E
N 6,932,177.5484	E 2,430,679.7115	10° 43′ 09.57" (LT)	3000.00	281.45	561.26	S 78° 22′ 56.59" E	560.4443	111+89.58	117+50.84	S 73° 01′ 21.80" E	S 83° 44′ 31.37" E
N 6,932,034.6952	E 2,431,982.4232	4° 01′ 31.54" (LT)	3000.00	105.43	210.77	S 85° 45′ 17.14" E	210.7276	126+74.48	128+85.25	S 83° 44′ 31.37" E	S 87° 46′ 02.92" E
N 6,932,016.6938	E 2,432,444.1796	7° 21′ 45.47" (RT)	3000.00	193.02	385.51	S 84° 05′ 10.18" E	385.2412	130+48.91	134+34.42	S 87° 46′ 02.92" E	S 80° 24′ 17.45" E
N 6,931,729.2937	E 2,434,144.2658	5° 46′ 22.01" (RT)	6000.00	302.52	604.52	S 77° 31′ 06.45" E	604.2684	146+63.09	152+67.61	S 80° 24′ 17.45" E	S 74° 37′ 55.44" E
N 6,931,594.4256	E 2,434,634.9740	11° 02′ 16.47" (LT)	2136.00	206.39	411.5	S 80° 09′ 03.67" E	410.8597	152+67.61	156+79.11	S 74° 37′ 55.44" E	S 85° 40′ 11.91" E
N 6,932,912.8801	E 2,426,182.8369	5° 48′ 09.97" (RT)	3000.00	152.05	303.83	S 89° 57′ 47.09" E	303.70	66+79.65	69+83.48	N 87° 08′ 07.93" E	S 87° 03′ 42.10" E

WESTBOUND FRONTAGE ROAD CURVE DATA TABLE

P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
N 6,933,244.2631	E 2,424,677.2282	11° 50′ 30.35" (LT)	1500.00	155.56	310.02	N 83° 29′ 11.13" E	309.4652	52+37.17	55+47.19	N 89° 24′ 26.30" E	N 77° 33′ 55.95" E
N 6,933,318.4783	E 2,425,013.8130	14° 22′ 15.29" (RT)	1500.00	189.11	376.23	N 84° 45′ 03.60" E	375.2443	55+47.19	59+23.42	N 77° 33′ 55.95" E	S 88° 03′ 48.76" E
N 6,933,256.6536	E 2,426,842.3829	6° 16′ 03.27" (RT)	6000.00	328.5	656.34	S 84° 55′ 47.12" E	656.0118	72+35.43	78+91.77	S 88° 03′ 48.76" E	S 81° 47′ 45.48" E
N 6,933,112.1793	E 2,427,844.4659	9° 56′ 10.97" (LT)	1500.00	130.39	260.13	S 86° 45′ 50.97" E	259.808	84+45.32	87+05.45	S 81° 47′ 45.48" E	N 88° 16′ 03.54" E
N 6,933,120.0631	E 2,428,105.1361	9° 56′ 11.39" (RT)	1500.00	130.4	260.14	S 86° 45′ 50.77" E	259.811	87+05.45	89+65.59	N 88° 16′ 03.54" E	S 81° 47′ 45.07" E
N 6,933,036.2147	E 2,428,686.7055	8° 31′ 54.98" (RT)	3000.00	223.78	446.73	S 77° 31′ 47.58" E	446.3186	91+99.00	96+45.73	S 81° 47′ 45.07" E	S 73° 15′ 50.10" E
N 6,932,831.3899	E 2,429,367.8630	16° 53′ 19.54" (LT)	1500.00	222.69	442.15	S 81° 42′ 29.86" E	440.5478	99+10.55	103+52.70	S 73° 15′ 50.10" E	N 89° 50′ 50.37" E
N 6,932,833.2644	E 2,430,071.3064	9° 09′ 44.01" (RT)	6000.00	480.76	959.47	S 85° 34′ 17.63" E	958.4439	103+52.70	113+12.16	N 89° 50′ 50.37" E	S 80° 59′ 25.62" E
N 6,932,634.4461	E 2,431,325.2430	2° 52′ 39.05" (RT)	6000.00	150.7	301.33	S 79° 33′ 06.10" E	301.3008	119+50.31	122+51.64	S 80° 59′ 25.62" E	S 78° 06′ 46.58" E
N 6,932,439.9160	E 2,432,249.3888	4° 52′ 12.25" (LT)	6000.00	255.15	509.99	S 80° 32′ 52.70" E	509.8388	127+90.19	133+00.18	S 78° 06′ 46.58" E	S 82° 58′ 58.82" E
N 6,932,238.3940	E 2,433,886.6394	3° 42′ 53.62" (LT)	6000.00	194.58	389.02	S 84° 50′ 25.63" E	388.9546	145+00.06	148+89.08	S 82° 58′ 58.82" E	S 86° 41′ 52.44" E
N 6,932,207.7903	E 2,434,417.0659	6° 25′ 27.53" (RT)	6000.00	336.73	672.75	S 83° 29′ 08.68" E	672.4001	148+89.08	155+61.83	S 86° 41′ 52.44" E	S 80° 16′ 24.91" E

EASTBOUND ENTRANCE RAMP R1NEB CURVE DATA TABLE

P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
N 6,932,740.8430	E 2,427,280.0129	14° 09′ 44.91" (LT)	1500.00	186.34	370.77	S 85° 26′ 47.66" E	369.8295	10+00.00	13+70.77	S 78° 21′ 55.20" E	N 87° 28′ 19.89" E
N 6,932,767.5517	E 2,427,885.0053	9° 35′ 09.52" (RT)	5000.00	419.25	836.53	S 87° 44′ 05.35" E	835.559	13+70.77	22+07.31	N 87° 28′ 19.89" E	S 82° 56′ 30.59" E

WESTBOUND ENTRANCE RAMP R1NWB CURVE DATA TABLE

P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
N 6,933,047.2898	E 2,427,283.5732	13° 20′ 15.26" (LT)	2840.00	332.05	661.11	S 89° 15′ 25.66" E	659.6164	10+00.00	16+61.11	S 82° 35′ 18.04" E	N 84° 04′ 26.71" E
N 6,933,093.1708	E 2,427,725.5995	6° 25′ 48.75" (RT)	2000.00	112.35	224.46	N 87° 17′ 21.08" E	224.3389	16+61.11	18+85.56	N 84° 04′ 26.71" E	S 89° 29′ 44.54" E

EASTBOUND ENTRANCE RAMP R2NEB CURVE DATA TABLE

P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
N 6,932,529.0102	E 2,429,616.7744	10° 28′ 07.69" (RT)	6000.00	549.68	1,096.29	S 87° 01′ 49.69" E	1,094.77	12+46.09	23+42.38	N 87° 44′ 06.47" E	S 81° 47′ 45.84" E

WESTBOUND EXIT RAMP R2XWB CURVE DATA TABLE

P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
N 6,932,686.0489	E 2,429,760.9146	8° 31′ 55.75" (LT)	6000.00	447.57	893.48	S 77° 31′ 47.97" E	892.6596	12+93.39	21+86.88	S 73° 15′ 50.10" E	S 81° 47′ 45.84" E

WESTBOUND ENTRANCE RAMP R3NWB CURVE DATA TABLE

P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
N 6,932,446.0343	E 2,431,425.6911	4° 54′ 02.40" (LT)	6000.00	256.75	513.2	S 84° 14′ 47.05" E	513.0403	10+00.00	15+13.20	S 81° 47′ 45.84" E	S 86° 41′ 48.25" E
N 6,932,383.2697	E 2,432,513.1501	3° 42′ 49.43" (RT)	3000.00	97.259	194.45	S 84° 50′ 23.54" E	194.4164	22+48.45	24+42.90	S 86° 41′ 48.25" E	S 82° 58′ 58.82" E

EASTBOUND EXIT RAMP R3XEB CURVE DATA TABLE

P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
N 6,932,216.0696	E 2,431,787.3767	8° 38′ 29.76" (RT)	6000.00	453.33	904.95	S 77° 28′ 30.96" E	904.0888	10+00.00	19+04.95	S 81° 47′ 45.84" E	S 73° 09′ 16.08" E
N 6,932,045.8026	E 2,432,349.7128	10° 13′ 33.80" (LT)	1500.00	134.22	267.72	S 78° 16′ 02.98" E	267.3623	19+04.95	21+72.66	S 73° 09′ 16.08" E	S 83° 22′ 49.88" E

EASTBOUND ENTRANCE RAMP R4NEB CURVE DATA TABLE

P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
N 6,931,876.0110	E 2,433,420.3584	11° 55′ 30.05" (LT)	1500.00	156.66	312.2	S 86° 22′ 02.47" E	311.6329	10+00.00	13+12.20	S 80° 24′ 17.45" E	N 87° 40′ 12.50" E
N 6,931,897.4007	E 2,433,946.0815	9° 23′ 16.91" (RT)	4500.00	369.49	737.33	S 87° 38′ 09.04" E	736.5096	13+12.20	20+49.53	N 87° 40′ 12.50" E	S 82° 56′ 30.59" E

WESTBOUND EXIT RAMP R4XWB CURVE DATA TABLE

P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
N 6,932,221.2677	E 2,433,829.3226	12° 38′ 20.03" (RT)	1500.00	166.12	330.89	S 76° 39′ 48.81" E	330.2151	10+00.00	13+30.89	S 82° 58′ 58.82" E	S 70° 20′ 38.80" E
N 6,931,996.7496	E 2,434,457.9018	11° 27′ 07.05" (LT)	5000.00	501.36	999.37	S 76° 04′ 12.32" E	997.7092	13+30.89	23+30.26	S 70° 20′ 38.80" E	S 81° 47′ 45.84" E

EASTBOUND EXIT RAMP R5XEB CURVE DATA TABLE

P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
N 6,932,943.1135	E 2,423,059.6543	10° 56′ 14.96" (RT)	5000.00	478.69	954.48	S 85° 06′ 53.49" E	953.0274	10+00.00	19+54.48	N 89° 24′ 59.03" E	S 79° 38′ 46.01" E
N 6,932,822.8753	E 2,423,717.7632	10° 52′ 16.45" (LT)	2000.00	190.31	379.48	S 85° 04′ 54.23" E	378.9087	19+54.48	23+33.95	S 79° 38′ 46.01" E	N 89° 28′ 57.54" E

ROBINSON ROAD CURVE DATA TABLE

P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
N 6,933,529.2846	E 2,425,071.8595	6° 08′ 52.84" (LT)	1560.00	83.777	167.39	S 28° 29′ 52.09" E	167.3124	9+50.00	11+17.39	S 25° 25′ 25.67" E	S 31° 34′ 18.51" E
N 6,933,373.0707	E 2,425,167.8570	7° 35′ 45.29" (RT)	1500.00	99.576	198.86	S 27° 46′ 25.86" E	198.715	11+17.39	13+16.25	S 31° 34′ 18.51" E	S 23° 58′ 33.22" E
N 6,932,722.7938	E 2,425,457.0512	3° 48′ 08.17" (RT)	1600.00	53.109	106.18	S 22° 04′ 29.13" E	106.1599	18+75.25	19+81.43	S 23° 58′ 33.22" E	S 20° 10′ 25.05" E

CARRIER PARKWAY CURVE DATA TABLE

P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
N 6,932,366.6455	E 2,428,246.1183	6° 35′ 17.63" (LT)	1000.00	57.557	114.99	S 4° 13′ 24.90" E	114.923	20+54.75	21+69.73	S 0° 55′ 46.09" E	S 7° 31′ 03.72" E

WEST CHASE DRIVE DATA TABLE

P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
N 6,932,152.2775	E 2,430,290.8093	52° 01′ 00.70" (LT)	300.00	146.37	272.36	N 62° 59′ 20.99" E	263.102	9+81.72	12+54.08	N 88° 59′ 51.34" E	N 36° 58′ 50.64" E

CARRIER PARKWAY UTURN CURVE DATA TABLE

P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
N 6,933,042.2927	E 2,428,294.1646	99° 08′ 01.02" (LT)	73.00	85.674	126.31	S 48° 38′ 14.42" W	111.1298	10+00.00	11+26.31	N 81° 47′ 45.07" W	S 0° 55′ 46.09" E
N 6,932,481.7124	E 2,428,303.2593	84° 08′ 39.60" (LT)	48.00	43.329	70.493	S 43° 00′ 05.89" E	64.3263	15+57.96	16+28.45	S 0° 55′ 46.09" E	S 85° 04′ 25.68" E

BELT LINE ROAD UTURN CURVE DATA TABLE

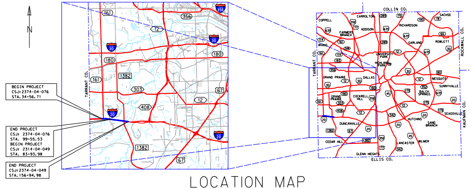
P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
N 6,931,603.2068	E 2,434,875.2002	96° 05′ 26.78" (LT)	68.00	75.642	114.04	N 47° 27′ 25.72" E	101.1398	10+00.00	11+14.04	S 84° 29′ 50.89" E	N 0° 35′ 17.67" W
N 6,932,113.9280	E 2,434,869.9565	79° 41′ 07.24" (LT)	68.00	56.741	94.573	N 40° 25′ 51.29" W	87.1327	14+92.41	15+86.98	N 0° 35′ 17.67" W	N 80° 16′ 24.91" W

DECHMAN DRIVE CURVE DATA TABLE

P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
N 6,933,045.3204	E 2,430,879.8227	5° 03′ 31.63" (LT)	1,500.00	66.2624	132.4387	S 3° 03′ 23.89" E	132.3957	10+05.06	11+37.50	S 0° 31′ 38.08" E	S 5° 35′ 09.70" E
N 6,932,923.3628	E 2,430,891.7507	4° 17′ 50.05" (RT)	1,500.00	56.2771	112.5014	S 3° 26′ 14.68" E	112.475	11+37.50	12+50.00	S 5° 35′ 09.70" E	S 1° 17′ 19.65" E
N 6,932,042.5962	E 2,430,911.5657	0° 50′ 12.33" (RT)	4,000.00	29.2089	58.4168	S 0° 52′ 13.48" E	58.4163	20+45.51	21+03.92	S 1° 17′ 19.65" E	S 0° 27′ 07.32" E

Texas Department of Transportation ®

DALLAS DISTRICT
DESIGN SCHEMATIC
KELLY SELMAN, P.E., DISTRICT ENGINEER
DALLAS COUNTY
INTERSTATE HIGHWAY 20 FRONTAGE ROADS
PROJECT LIMIT: FROM SH 161 TO
FM 1382 (BELT LINE ROAD)
CONTROL: 2374-04-049 & 2374-04-076
FUNCTIONAL CLASS: INTERSTATE
DESIGN SPEED: 70 mph MAINLANES
40 mph FRONTAGE ROADS
45 mph RAMPS
30 mph CROSS STREETS
PROJECT LENGTH = 2.318 MI.


N
BEGIN PROJECT
CSJ: 2374-04-076
STA. 34+56.71
END PROJECT
CSJ: 2374-04-076
STA. 99+55.53
BEGIN PROJECT
CSJ: 2314-04-049
STA. 83+93.98
END PROJECT
CSJ: 2374-04-049
STA. 156+94.98
TARRANT CO.
161
12
356
30
180
1382
303
408
67
20
35E
COLLIN CO.
COPPELL
CARROLTON
RICHARDSON
SACHSE
IRVING
FARMERS BRANCH
ADDISON
GARLAND
ROWLETT
UNIVERSITY PARK
HIGHLAND PARK
ROCKWALL CO.
GRAND PRAIRIE
DALLAS
MESQUITE
SUNNYVALE
BALCH SPRINGS
COCKRELL HILL
DUNCANVILLE
SEAGOVILLE
HUTCHINS
SAND BRANCH
CEDAR HILL
LANCASTER
WILMER
GLENN HEIGHTS
ELLIS CO.
KAUFMAN CO.

LOCATION MAP

NOT TO SCALE

MARCH 09, 2015
SCALE: 1"=200′ H, 1"=20′V
ROLL 3 OF 3

PRELIMINARY
FOR INTERIM REVIEW ONLY

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HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

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