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

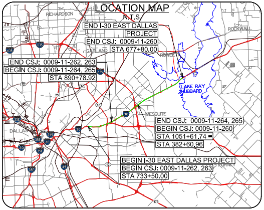
DESIGN SCHEMATIC
THE I-30 EAST DALLAS PROJECT
FERGUSON ROAD TO BASS PRO DRIVE
DALLAS COUNTY, TEXAS
CSJ'S: 0009-11-260, 262,
263, 264, 265

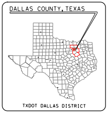
APRIL 2024
ROLL 10 OF 11

LENGTH:	11.61 MILES
FUNCTIONAL CLASS:	URBAN INTERSTATE
AVERAGE DAILY TRAFFIC:	204,100 (2022) 314,750 (2050)
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	40 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
LAKE RAY HUBBARD
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
MESQUITE
DALLAS
175


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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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TBPELS FIRM #F-312

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DATE SUBMITTED: April 30, 2024

DATE APPROVED: April 30, 2024

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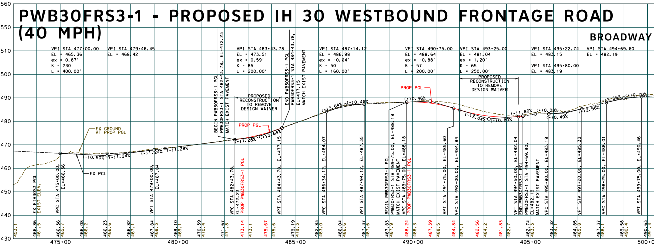
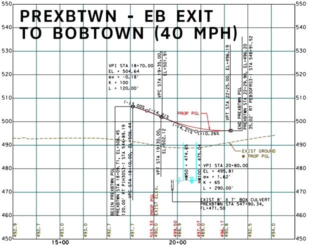
PWB30FRS3-1 - PROPOSED IH 30 WESTBOUND FRONTAGE ROAD (40 MPH)

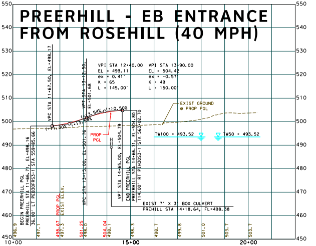
BROADWAY


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
BEGIN PWB30FRS3-1 PGL
PWB30FRS3-1 STA 482+43.78, EL=472.23
MATCH EXIST PAVEMENT
END PWB30FRS3-1 PGL
PWB30FRS3-1 STA 484+43.78,
EL=477.15
MATCH EXIST PAVEMENT
PROPOSED RECONSTRUCTION TO REMOVE DESIGN WAIVER
PROP PGL
EX GROUND AT PROP PGL
EX PGL
(-)0.50%
(+)1.24%
(+)1.28%
(+)3.64%
(+)0.46%
(-)3.04%
(+)0.80%
(+)1.80%
(+)0.08%
(+)0.49%
(+)2.56%
(+)0.70%
475+00
480+00
485+00
490+00
495+00
500+00

PREXBTWN - EB EXIT TO BOBTOWN (40 MPH)

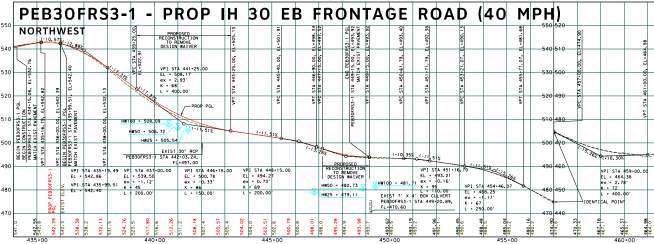

VPI STA 18+70.00
EL = 504.64
ex = -0.18'
K = 100
L = 120.00'
VPI STA 20+80.00
EL = 495.81
ex = 1.62'
K = 65
L = 290.00'
(-)3.00%
(-)4.21%
(-)0.26%
PROP PGL
EXIST GROUND @ PROP PGL
HW50 = 474.95
HW100 = 475.04
EXIST 8' X 7' BOX CULVERT
PREXBTWN STA 547+90.34,
FL=471.50
BEGIN PREXBTWN PGL
END PREXBTWN PGL
PROP PGL
EXIST ELEV.
15+00
20+00

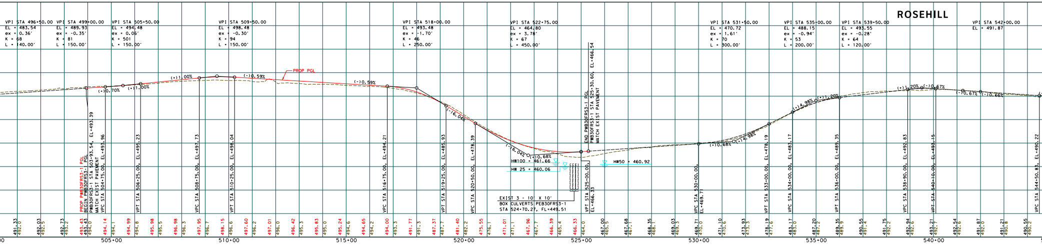
PREERHILL - EB ENTRANCE FROM ROSEHILL (40 MPH)


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'
(+)3.54%
(+)0.50%
PROP PGL
EXIST GROUND @ PROP PGL
TW100 = 493.52
TW50 = 493.52
EXIST 7' X 3' BOX CULVERT
PREHILL STA 14+18.64, FL=498.38
BEGIN PREERHILL PGL
END PREERHILL PGL
PROP PGL
EXIST ELEV.
10+00
15+00
20+00

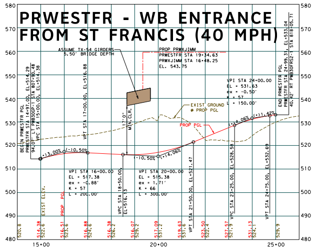
PEB30FRS3-1 - PROP IH 30 EB FRONTAGE ROAD (40 MPH)

NORTHWEST

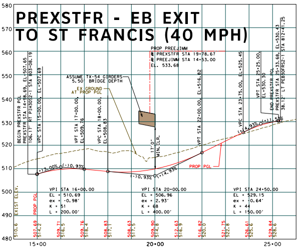

VPI STA 435+19.49
EL = 542.86
VPI STA 435+99.51
EL = 542.40
VPI STA 437+00.00
EL = 539.50
ex = -1.12'
K = 45
L = 200.00'
VPI STA 441+25.00
EL = 508.17
ex = 2.93'
K = 68
L = 400.00'
VPI STA 446+15.00
EL = 500.78
ex = -0.33'
K = 86
L = 150.00'
VPI STA 448+15.00
EL = 494.27
ex = 0.73'
K = 69
L = 200.00'
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 = 464.38
ex = 2.78'
K = 72
L = 400.00'
BEGIN PEB30FRS3-1 PGL
BEGIN CONSTRUCTION
PROPOSED RECONSTRUCTION TO REMOVE DESIGN WAIVER
PROP PGL
HW100 = 508.09
HW50 = 506.72
HW25 = 505.54
EXIST 30" RCP
PEB30FRS3-1 STA 442+03.24,
FL=497.00
HW50 = 480.73
HW25 = 479.11
HW100 = 481.71
EXIST 7' X 4' BOX CULVERT
PEB30FRS3-1 STA 449+20.89,
FL=470.60
IDENTICAL POINT
(-)0.57%
(-)2.88%
(-)7.37%
(-)1.51%
(-)3.26%
(-)0.35%
(-)5.26%
(+)0.30%
PROP PEB30FRS3-1 PGL
EXIST ELEV.
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
PROP PGL
(+)1.00%
(-)0.59%
(-)0.70%
(+)1.00%
(-)6.04%
(+)0.68%
(+)4.98%
(+)1.20%
(-)0.67%
(-)0.66%
HW100 = 461.66
HW 25 = 460.06
HW50 = 460.92
EXIST 3 - 10' X 10' BOX CULVERTS PEB30FRS3-1 STA 524+70.27, FL=449.51
END PWB30FRS3-1 PGL PWB30FRS3-1 STA 525+30.60, EL=466.54 MATCH EXIST PAVEMENT
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
VPT STA 525+00.00, EL=466.33
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 544+50.83, EL=490.22
505+00
510+00
515+00
520+00
525+00
530+00
535+00
540+00

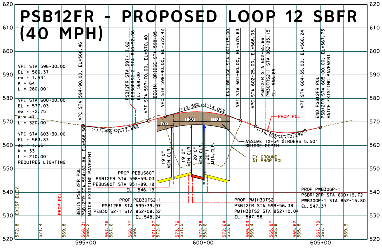
PRWESTFR - WB ENTRANCE FROM ST FRANCIS (40 MPH)

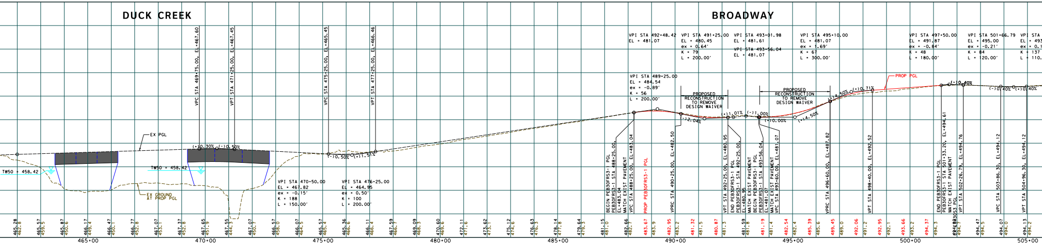

ASSUME TX-54 GIRDERS 5.50' BRIDGE DEPTH
PROP PRWXJIMM PRWESTFR STA 19+34.63 PRWXJIMM STA 16+48.25 EL. 543.75
EXIST GROUND
PROP PGL
17'0" MIN.CLR.
VPI STA 16+00.00 EL = 517.38 ex = -0.88' K = 57 L = 200.00'
VPI STA 20+00.00 EL = 515.38 ex = 1.71' K = 66 L = 300.00'
VPI STA 24+00.00 EL = 531.63 ex = -0.57 K = 57 L = 150.00'
(+)3.00%
(-)0.50%
(+)4.06%
(+)1.42%
BEGIN PRWESTFR PGL PRWESTFR STA 14+97.00, EL=514.29 94.00' 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=516.13
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

PREXSTFR - EB EXIT TO ST FRANCIS (40 MPH)


PROP PREEJIMM PREXSTFR STA 19+78.67 PREEJIMM STA 14+53.00 EL. 533.68
ASSUME TX-54 GIRDERS 5.50' BRIDGE DEPTH
EX GROUND AT PROP PGL
17'0" MIN.CLR.
(+)3.00%
(-)0.93%
(+)4.93%
PROP PGL
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=509.16
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+53.68, EL=530.43 38.12' LT PEB30FRS2-1 STA 812+41.25
EXIST ELEV.
PROP PGL
15+00
20+00
25+00

PSB12FR - PROPOSED LOOP 12 SBFR (40 MPH)


VPI STA 596+30.00 EL = 566.37 ex = 1.53' K = 64 L = 280.00'
VPI STA 600+00.00 EL = 577.03 ex = -2.75' K = 47 L = 320.00'
VPI STA 603+30.00 EL = 563.83 ex = 1.65' K = 33 L = 210.00' REQUIRES LIGHTING
(-)1.49%
(+)2.88%
(-)4.00%
(+)2.29%
PROP PGL
ASSUME TX-54 GIRDERS 5.50' BRIDGE DEPTH
EX GROUND AT PROP PGL
19'0" MIN.CLR.
19'2" MIN.CLR.
20'0" MIN.CLR.
20'1" MIN.CLR.
PROP PEBUSBOT PSB12FR STA 598+59.03 PEBUSBOT STA 851+89.19 EL. 546.19
PROP PEB30TS2-1 PSB12FR STA 599+39.97 PEB30TS2-1 STA 852+08.32 EL. 548.24
PROP PMIH30TS2 PSB12FR STA 599+56.38 PMIH30TS2 STA 852+10.04 EL. 547.58
PROP PWB30GP-1 PSB12FR STA 600+19.72 PWB30GP-1 STA 852+15.80 EL. 547.37
BEGIN PSB12FR PGL PSB12FR STA 594+82.84, EL=568.50 MATCH EXISTING PAVEMENT
VPC STA 594+90.00, EL=568.46
PSB12FR STA 597+13.62 PEB30FRS2-2 STA 850+92.06 EL. 569.00
VPT STA 597+70.00, EL=570.40
BEGIN BRIDGE STA 598+05 VPC STA 598+40.00, EL=572.42
END BRIDGE STA 601+15.00
VPT STA 601+60.00, EL=570.63
VPC STA 602+25.00, EL=568.03
PSB12FR STA 602+65.66 PWB30FRS2-1 STA 852+95.15 EL. 566.65
VPT STA 604+35.00, EL=566.24
END PSB12FR PGL PSB12FR STA 605+00.00, EL=567.73 MATCH EXISTING PAVEMENT
EXIST ELEV.
PROP PGL
595+00
600+00
605+00


DUCK CREEK
BROADWAY
EX PGL
TW50 = 458.42
EX GROUND AT PROP PGL
(+)0.30%
(-)0.50%
(-)0.50%
(+)1.51%
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'
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 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+66.79 EL = 495.00 ex = -0.21' K = 84 L = 120.00'
PROPOSED RECONSTRUCTION TO REMOVE DESIGN WAIVER
PROP PGL
(-)2.04%
(+)1.01%
(-)1.00%
(-)0.00%
(+)4.50%
(+)0.71%
(-)0.40%
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
VPRC STA 496+60.00, EL=487.82
VPT STA 498+40.00, EL=492.52
END PEB30FRS3-1 PGL PEB30FRS3-1 STA 501+33.20, EL=494.61 MATCH EXIST PAVEMENT
VPT STA 502+26.79, EL=494.76
VPC STA 503+86.30, EL=494.12
VPT STA 504+96.30, EL=494.12
465+00
470+00
475+00
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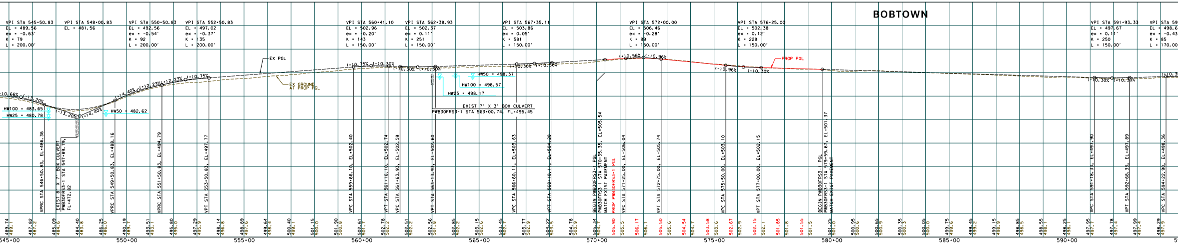
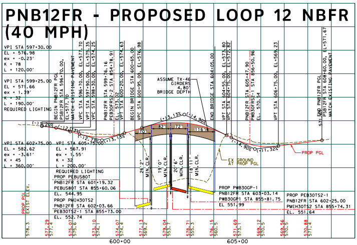
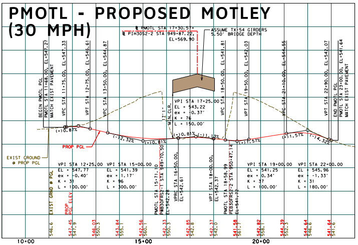
490+00
495+00
500+00
505+00


BOBTOWN
VPI STA 545+50.83 EL = 489.56 ex = -0.63' K = 79 L = 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
HW100 = 483.65
HW25 = 480.78
HW50 = 482.62
HW50 = 498.37
HW100 = 498.57
HW25 = 498.17
EXIST 7' X 3' BOX CULVERT PWB30FRS3-1 STA 563+00.74, FL=495.45
EXIST 8' X 7' BOX CULVERT PWB30FRS3-1 STA 547+89.79, FL=472.82
BEGIN PWB30FRS3-1 PGL PWB30FRS3-1 STA 570+35.35, EL=505.54 MATCH EXIST PAVEMENT
BEGIN PWB30FRS3-1 PGL PWB30FRS3-1 STA 579+59.67, EL=501.37 MATCH EXIST PAVEMENT
545+00
550+00
555+00
560+00
565+00
570+00
575+00
580+00
585+00
590+00

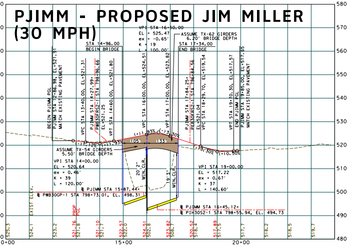
PNB12FR - PROPOSED LOOP 12 NBFR (40 MPH)

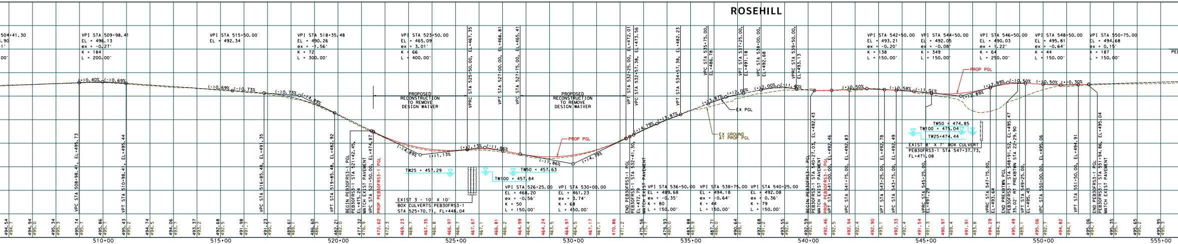

VPI STA 597+30.00 EL = 576.98 ex = -0.23' K = 78 L = 120.00'
VPI STA 599+25.00 EL = 571.66 ex = 1.39' K = 32 L = 190.00' REQUIRED LIGHTING
VPI STA 602+75.00 EL = 582.62 ex = -3.61' K = 45 L = 360.00'
VPI STA 605+75.00 EL = 567.91 ex = 1.55' K = 32 L = 200.00'
ASSUME TX-46 GIRDERS 4.80' BRIDGE DEPTH
REQUIRED LIGHTING
PROP PEBUS80T PNB12FR STA 601+19.32 PEBUS80T STA 855+60.06 EL. 544.95
PROP PWIH30TS2 PNB12FR STA 602+03.66 PEB30TS2-1 STA 855+73.00 EL. 552.74
PROP PWB30GP-1 PNB12FR STA 603+03.14 PWB30GP1 STA 855+81.75 EL 551.99
PROP PEB30TS2-1 PNB12FR STA 602+25.00 PWIH30TS2 STA 855+74.31 EL. 551.64
EX GROUND AT PROP PGL
PROP PGL
26'2" MIN. CLR.
19'0" MIN. CLR.
20'6" MIN. CLR.
18'11" MIN. CLR.
600+00
605+00

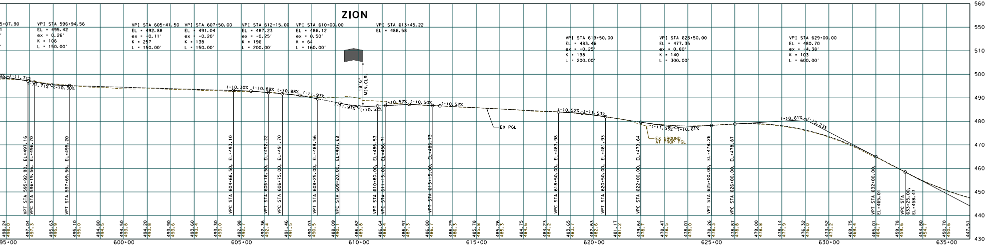
PMOTL - PROPOSED MOTLEY (30 MPH)

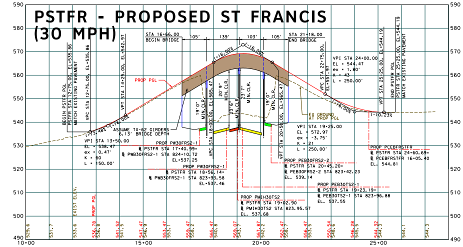

@ PMOTL STA 17+30.57= @ PIH30S2-2 STA 949+87.22, EL=569.90
ASSUME TX-54 GIRDERS 5.50' BRIDGE DEPTH
VPI STA 17+25.00 EL = 543.22 ex = -0.37' K = 76 L = 150.00'
VPI STA 12+25.00 EL = 547.77 ex = -0.40' K = 31 L = 100.00'
VPI STA 15+00.00 EL = 541.39 ex = 1.17' K = 96 L = 300.00'
VPI STA 19+00.00 EL = 541.25 ex = 0.34' K = 37 L = 100.00'
VPI STA 22+00.00 EL = 545.96 ex = -1.33' K = 31 L = 180.00'
EXIST GROUND @ PROP PGL
PROP PGL
17'1" MIN. CLR.
10+00
15+00
20+00

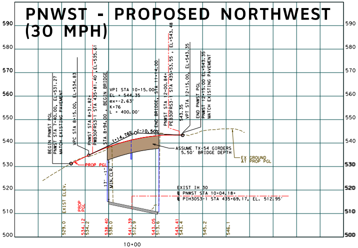
PJIMM - PROPOSED JIM MILLER (30 MPH)

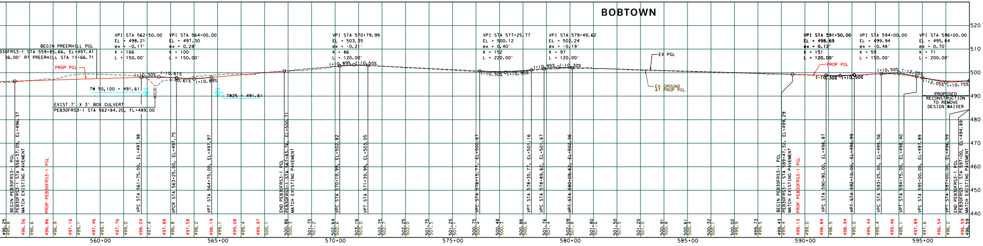

VPI STA 16+50.00 EL = 525.47 ex = -0.65' K = 19 L = 100.00'
ASSUME TX-62 GIRDERS 6.20' BRIDGE DEPTH
STA 17+34.00 END BRIDGE
STA 14+96.00 BEGIN BRIDGE
ASSUME TX-54 GIRDERS 5.50' BRIDGE DEPTH
VPI STA 14+00.00 EL = 520.64 ex = 0.46' K = 39 L = 120.00'
VPI STA 19+00.00 EL = 517.22 ex = 0.67' K = 37 L = 140.60'
@ 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. 494.73
20'2" MIN. CLR.
19'3" MIN. CLR.
10+00
15+00
20+00


ROSEHILL
VPI STA 509+98.41 EL = 496.13 ex = -0.27' K = 184 L = 200.00'
VPI STA 515+50.00 EL = 492.34
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'
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'
PROPOSED RECONSTRUCTION TO REMOVE DESIGN WAIVER
PROPOSED RECONSTRUCTION TO REMOVE DESIGN WAIVER
EX PGL
EX GROUND AT PROP PGL
PROP PGL
TW25 = 457.29
TW100 = 457.84
TW50 = 457.63
TW50 = 474.85
TW100 = 475.04
TW25 = 474.44
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=471.08
510+00
515+00
520+00
525+00
530+00
535+00
540+00
545+00
550+00
555+00


ZION
VPI STA 596+94.56
VPI STA 605+41.50
VPI STA 607+50.00
VPI STA 612+15.00
VPI STA 610+00.00
VPI STA 613+45.22
VPI STA 619+50.00
VPI STA 623+50.00
VPI STA 629+00.00
18'6" MIN.CLR.
EX PGL
EX GROUND AT PROP PGL
600+00
605+00
610+00
615+00
620+00
625+00
630+00
635+00


PSTFR - PROPOSED ST FRANCIS (30 MPH)
STA 16+66.00 BEGIN BRIDGE
STA 21+18.00 END BRIDGE
105' 139' 103' 105'
PROP PGL
EX GROUND AT PROP PGL
ASSUME TX-62 GIRDERS 6.13' BRIDGE DEPTH
VPI STA 13+50.00
VPI STA 19+25.00
VPI STA 24+00.00
PROP PW30FRS2-1
PROP PEB30FRS2-2
PROP PCEBFRSTFR
PROP PMIH30TS2
PROP PEB30TS2-1
EXIST ELEV.
PROP PGL
10+00
15+00
20+00
25+00


PNWST - PROPOSED NORTHWEST (30 MPH)
VPI STA 10+15.00
PROP PGL
ASSUME TX-54 GIRDERS 5.50' BRIDGE DEPTH
EX GROUND AT PROP PGL
EXIST IH 30
EXIST ELEV.
PROP PGL
10+00


BOBTOWN
BEGIN PREERHILL PGL
PROP PGL
EX PGL
EX GROUND AT PROP PGL
EXIST 7' X 3' BOX CULVERT
PEB30FRS3-1 STA 562+84.20, FL=489.00
TW 50,100 = 491.61
TW25 = 491.61
PROPOSED RECONSTRUCTION TO REMOVE DESIGN WAIVER
VPI STA 562+50.00
VPI STA 564+00.00
VPI STA 570+79.99
VPI STA 577+25.77
VPI STA 579+49.62
VPI STA 591+50.00
VPI STA 594+00.00
VPI STA 596+00.00
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

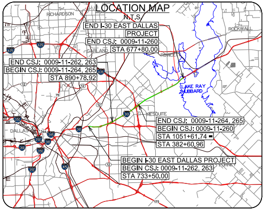
DESIGN SCHEMATIC
THE I-30 EAST DALLAS PROJECT
FERGUSON ROAD TO BASS PRO DRIVE
DALLAS COUNTY, TEXAS
CSJ'S: 0009-11-260, 262,
263, 264, 265

APRIL 2024
ROLL 10 OF 11

LENGTH:	11.61 MILES
FUNCTIONAL CLASS:	URBAN INTERSTATE
AVERAGE DAILY TRAFFIC:	204,100 (2022) 314,750 (2050)
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	40 MPH	MAJOR COLLECTOR
BIG TOWN	30 MPH	MINOR ARTERIAL
MOTLEY	30 MPH	MAJOR COLLECTOR


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

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:

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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	04/30/2024

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DATE SUBMITTED: April 30, 2024

DATE APPROVED: April 30, 2024

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