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

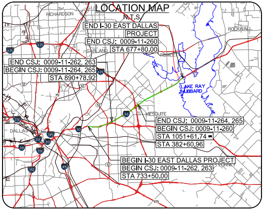
CSJ'S: 0009-11-260, 262, 263, 264, 265

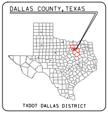
APRIL 2024
ROLL 5 OF 11

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
END I-30 EAST DALLAS PROJECT
END CSJ: 0009-11-260
GARLAND
STA 677+80.00
ROCKWALL
ROWLETT
END CSJ: 0009-11-262, 263
BEGIN CSJ: 0009-11-264, 265
STA 890+78.92
LAKE RAY HUBBARD
MESQUITE
DALLAS
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
635
30
12
80
20
45
175
635


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:

NAME	P.E. NO.	DATE
JEREMY W. MCGAHAN	103650	04/30/2024
ARTURO BENITEZ	131960	04/30/2024

HALFF ASSOCIATES, INC.
TBPELS FIRM #F-312

halff
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

DATE SUBMITTED: April 30, 2024

DATE APPROVED: April 30, 2024

© 2024 by Texas Department of Transportation all rights reserved

LEGEND:

— — —	EXISTING ROW / EASEMENT
———	EXISTING PROPERTY LIMITS
═══	EXISTING CULVERT
———	EXISTING PLANIMETRIC FEATURES
— FOC — T —	EXISTING TELEPHONE / CABLE / FIBER LINE
— W —	EXISTING WATER LINE
— E —	EXISTING ELECTRIC LINE
— WW —	EXISTING SANITARY SEWER LINE
— G —	EXISTING GAS / PETROLEUM LINE
———	FEMA 100 YR FLOODPLAIN LIMITS
— — —	PROPOSED CENTERLINE/BASELINE
— — —	PROPOSED ROW
— — —	PROPOSED DRAINAGE EASEMENT
———	PROPOSED EDGE OF PAVEMENT
———	PROPOSED TRAFFIC BARRIER
—◆—	PROPOSED RAMP DELINEATIONS
———	PROPOSED BRIDGE ABUTMENT
- - - -	PROPOSED BRIDGE BENT
———	PROPOSED RETAINING WALL
———	POTENTIAL NOISE WALL
→	DIRECTION OF TRAVEL
⬛	EXISTING BRIDGE/ PROPOSED BRIDGE BY OTHERS
🟫	PROPOSED BRIDGE
🟨	PROPOSED MAIN LANES
🟥	PROPOSED MANAGED LANES
🟦	PROPOSED RAMP
🟩	PROPOSED FRONTAGE ROAD/BYPASSES
🟪	PROPOSED CROSS STREET
🟫	PROPOSED SHARED USE PATH (SUP)
🟪	PROPOSED SIDEWALK
⬜	PROPOSED PAVEMENT BY OTHERS
🟧	POTENTIAL DISPLACEMENTS
▨	PAVEMENT / BRIDGE TO BE REMOVED
▨	PAVEMENT / BRIDGE REMOVED BY OTHERS
2000	PARCEL ID
100	CURVE ID
☒	MVC

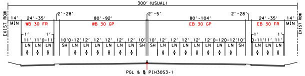
GENERAL NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED MARCH 7, 2015 AND RECORD PLANS.
2. TRAFFIC PROJECTIONS APPROVED BY TXDOT'S DALLAS DISTRICT ON JULY 20TH 2023.
3. DRIVEWAY LOCATIONS ARE PRELIMINARY. FRONTAGE ROAD DRIVEWAY RETURN RADII ARE R=15' MINIMUM OR R=25' DESIRABLE UNLESS NOTED OTHERWISE. FINAL DRIVEWAY DESIGN TO BE DETERMINED DURING PS&E DEVELOPMENT.
4. ACCESS ALONG THE PROPOSED FRONTAGE ROADS WILL BE CONTROLLED BY PERMIT ONLY IN ACCORDANCE WITH THE TXDOT ACCESS MANAGEMENT MANUAL. ACCESS DENIAL LIMITS ARE DETERMINED BY PROVIDING SAFETY TO THE TRAVELING PUBLIC, MAINTAINING LEVEL OF SERVICE ON THE FRONTAGE ROADS, AND MAINTAINING SAFE ACCESS TO ADJACENT PROPERTIES. ACCESS DENIAL LIMITS MAY BE ADJUSTED BY PROVIDING A TRAFFIC IMPACT ANALYSIS (TIA) BY THE ADJACENT PROPERTY OWNERS AND TO AVOID LANDLOCK ISSUES AS LONG AS THE SAFETY TO THE TRAVELING PUBLIC IS NOT COMPROMISED.
5. EXISTING PAVEMENT/BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
6. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL AND IS ASSUMED LINEAR. ALL SUPERELEVATION RATES WERE CALCULATED BASED ON USING A MAXIMUM SUPERELEVATION RATE OF 6%. SEE CHAPTER 2, SECTION 4 OF THE TXDOT ROADWAY DESIGN MANUAL FOR REFERENCE.
7. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
8. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
9. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS 48113C0355K (DALLAS CO. 2014) and 48113C0345J (DALLAS CO. 2001).
10. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
11. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
12. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DALLAS COUNTY APPRAISAL DISTRICT (MAY 2021).
13. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE. ACTUAL DAMAGES TO THE BUILDING AND PROPERTY TO BE DETERMINED DURING THE ROW ACQUISITION PROCESS.
14. LOW SPEED ROADWAYS HAVE A NC OF +/-2% AND HIGH SPEED MAIN LANES HAVE A NC OF +/-2.5% UNLESS NOTED OTHERWISE ON EACH ROLL IN THE SUPERELEVATION TABLES.
15. MINOR CROSS STREET CORNER RADII ARE R=25' AND MAJOR CROSS STREET CORNER RADII ARE R=50' UNLESS NOTED OTHERWISE.
16. U-TURNS WERE DESIGNED TO ACCOMMODATE A WB-67 DESIGN VEHICLE. CORNER RADII VARY PER INTERSECTION DUE TO THE DIFFERENCES IN SKEW.
17. RAMP CROSS SLOPE TRANSITIONS BETWEEN MAIN LANES AND FRONTAGE ROADS WILL OCCUR OVER A LENGTH OF 50 FT UNLESS STATED OTHERWISE.
18. RETAINING WALL AND NOISE WALL LOCATIONS NOT YET SHOWN. PENDING FURTHER DESIGN AND ANALYSIS.
19. PROPOSED DRAINAGE EASEMENTS AND DRAINAGE DESIGN ARE PRELIMINARY. WILL CONTINUE TO DEVELOP IN FUTURE SUBMITTALS.
20. ALL EXISTING GUIDE SIGNS ARE TO BE REMOVED, UNLESS SHOWN IN THE PLAN VIEW TO REMAIN OR BE RELOCATED.

① 6:1 DESIRABLE
4:1 MAX

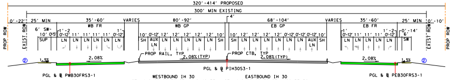
② 4:1 DESIRABLE
3:1 MAX

EXISTING TYPICAL SECTIONS


300' (USUAL)
EXIST ROW
14' MIN
24'-35' WB 30 FR
2'-28'
80'-92' WB 30 GP
2'-5'
80'-104' EB 30 GP
2'-28'
24'-35' EB 30 FR
14' MIN
SH
LN

PGL & ℄ PIH30S3-1
EXISTING I-30
STA 410+00 TO STA 512+00

PROPOSED TYPICAL SECTIONS


320'-414' PROPOSED
300' MIN EXISTING
PROP ROW
EXIST ROW
WB FR
WB GP
EB GP
EB FR
SUP
AUX LN
SH
LN
SW
PROP RAIL, TYP
PROP CTB, TYP
2.08%(TYP)
1.5%
2.08%

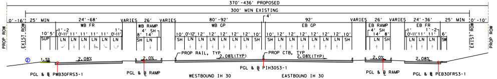
PGL & ℄ PWB30FRS3-1
PGL & ℄ PIH30S3-1
PGL & ℄ PEB30FRS3-1

WESTBOUND WIDENING FRONTAGE ROAD
STA 430+44.66 TO 443+32.68
WESTBOUND RECONSTRUCTION FRONTAGE ROAD
STA 434+48.10 TO 437+25.09

WESTBOUND IH 30
STA 410+00.00 TO STA 419+49.75
STA 427+23.45 TO STA 443+32.35
STA 455+42.26 TO STA 463+83.91
STA 472+97.19 TO STA 482+16.61
STA 484+16.57 TO STA 489+47.12

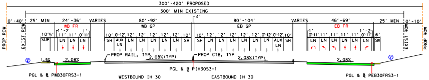
EASTBOUND IH 30
STA 410+00.00 TO STA 420+37.50
STA 423+92.71 TO STA 436+10.70
STA 455+45.55 TO STA 463+83.91
STA 472+97.19 TO STA 488+50.47

WESTBOUND WIDENING FRONTAGE ROAD
STA 430+00.46 TO 434+15.08
WESTBOUND RECONSTRUCTION FRONTAGE ROAD
STA 434+15.08 TO 449+15.00


370'-436' PROPOSED
300' MIN EXISTING
PROP ROW
EXIST ROW
WB FR
WB RAMP
WB GP
EB GP
EB RAMP
EB FR
PROP RAIL, TYP
PROP CTB, TYP
2.08%(TYP)
2.0%
PGL & ℄ PWB30FRS3-1
PGL & ℄ RAMP
PGL & ℄ PIH30S3-1
PGL & ℄ RAMP
PGL & ℄ PEB30FRS3-1

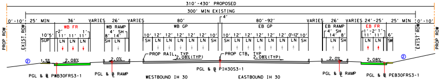
WESTBOUND IH 30
STA 419+49.75 TO STA 427+23.45
STA 453+22.90 TO STA 455+42.26
STA 466+52.28 TO STA 469+47.90
STA 495+76.40 TO STA 503+62.32

EASTBOUND IH 30
STA 420+37.50 TO STA 423+92.71
STA 449+44.23 TO STA 455+45.55
STA 466+52.28 TO STA 469+47.90


300'-420' PROPOSED
300' MIN EXISTING
PROP ROW
EXIST ROW
WB FR
WB GP
EB GP
EB FR
PROP RAIL, TYP
PROP CTB, TYP
2.08%(TYP)
PGL & ℄ PWB30FRS3-1
PGL & ℄ PIH30S3-1
PGL & ℄ PEB30FRS3-1

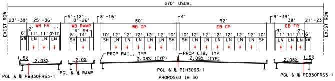
WESTBOUND IH 30
STA 443+32.35 TO STA 451+76.31
STA 482+16.61 TO STA 484+16.57
STA 489+47.12 TO STA 492+32.29
STA 503+62.32 TO STA 512+00.00

EASTBOUND IH 30
STA 436+10.70 TO STA 448+43.41
STA 488+50.47 TO STA 492+32.29
STA 502+19.54 TO STA 512+00.00

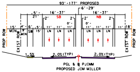

310'-430' PROPOSED
300' MIN EXISTING
PROP ROW
EXIST ROW
WB FR
WB RAMP
WB GP
EB GP
EB RAMP
EB FR
PROP RAIL, TYP
PROP CTB, TYP
2.08%(TYP)
2.0%
PGL & ℄ PWB30FRS3-1
PGL & ℄ RAMP
PGL & ℄ PIH30S3-1
PGL & ℄ RAMP
PGL & ℄ PEB30FRS3-1

WESTBOUND IH 30
STA 451+76.31 TO STA 453+22.90

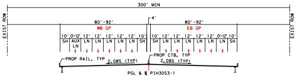
EASTBOUND IH 30
STA 448+43.41 TO STA 449+44.23
STA 495+76.40 TO STA 502+19.54


370' USUAL
EXIST ROW
WB FR
WB RAMP
WB GP
EB GP
EB FR
PROP RAIL, TYP
PROP CTB, TYP
2.08% (TYP)
PGL & ℄ PWB30FRS3-1
PGL & ℄ RAMP
PGL & ℄ PIH30S3-1
PGL & ℄ PEB30FRS3-1

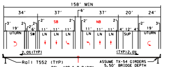
PROPOSED IH 30
STA 463+83.91 TO STA 466+52.28
STA 469+47.90 TO STA 472+97.19


93'-177' PROPOSED
PROP ROW
EXIST ROW
SB
NB
SW
LN
2.0%(TYP)
1.5%

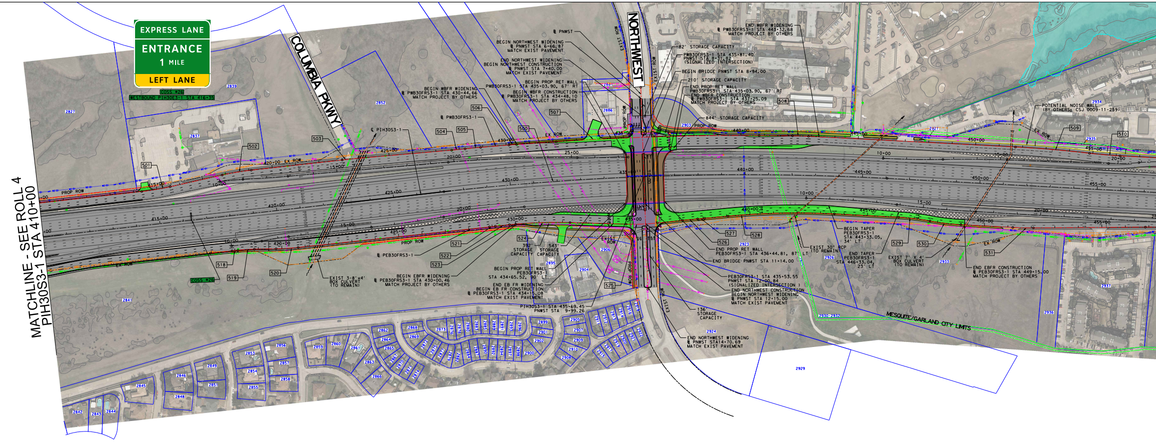
PGL & ℄ PJIMM
PROPOSED JIM MILLER
STA 6+18.15 TO 8+31.82
STA 12+00.84-12+05.00


300' MIN
EXIST ROW
WB GP
EB GP
PROP RAIL, TYP
PROP CTB, TYP
2.08% (TYP)

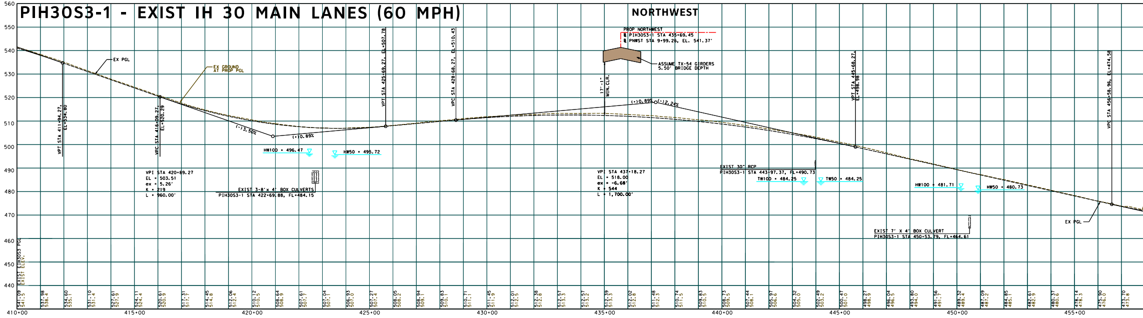
PGL & ℄ PIH30S3-1
PROPOSED IH 30
STA 492+32.29 TO STA 495+76.40

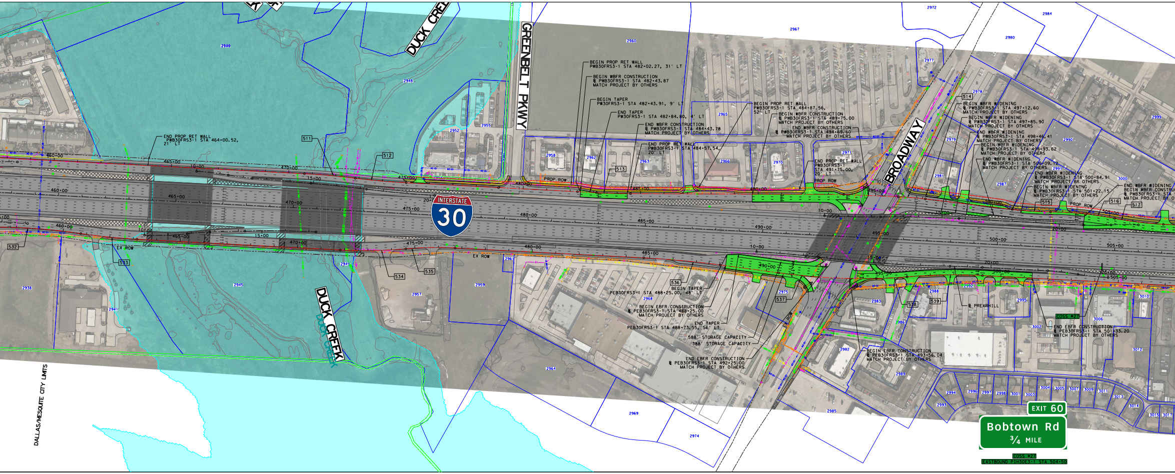

158' MIN
SB
NB
UTURN
SW
SUP
2.0%(TYP)
Rail T552 (TYP)
ASSUME TX-54 GIRDERS 5.50' BRIDGE DEPTH

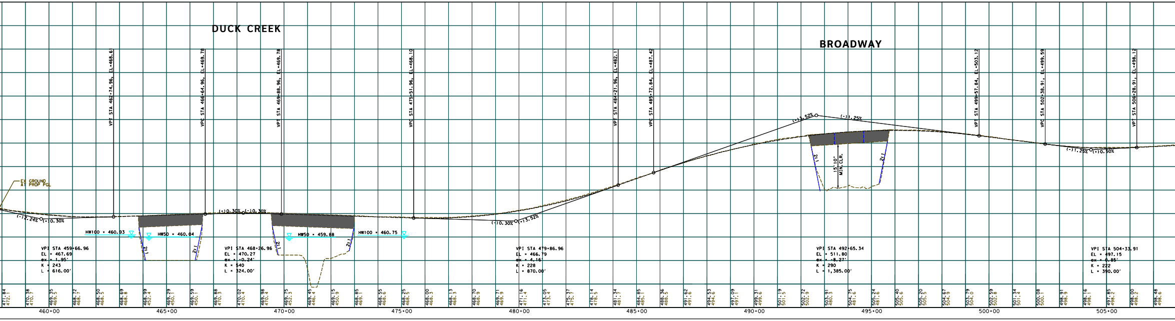
PGL, AOR & ℄ PJIMM
PROPOSED NORTHWEST
STA 7+40.00 TO STA 12+15.00

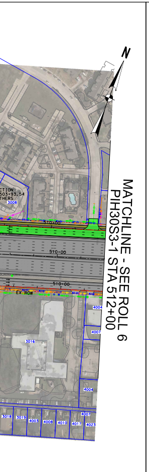

MATCHLINE - SEE ROLL 4
PIH30S3-1 STA 410+00
EXPRESS LANE
ENTRANCE
1 MILE
LEFT LANE
COSS #26
WESTBOUND PIH30E3-1 STA 416+35
COSS #26
COLUMBIA PKWY
NORTHWEST
PROP ROW
EX ROW
EXIST ROW
420+00
415+00
425+00
430+00
435+00
440+00
445+00
450+00
455+00
10+00
15+00
20+00
25+00
501
502
503
504
505
506
507
508
509
510
518
519
520
521
522
523
524
525
526
527
528
529
530
531
2827
2837
2839
2841
2852
2886
2895
2903
2904
2906
2923
2924
2926
2927
2929
2930-2932
2933
2934
2935
2936
℄ PIH30S3-1
℄ PWB30FRS3-1
℄ PEB30FRS3-1
℄ PNWST
BEGIN NORTHWEST WIDENING
℄ PNWST STA 6+66.87
MATCH EXIST PAVEMENT
END NORTHWEST WIDENING
BEGIN NORTHWEST CONSTRUCTION
℄ PNWST STA 7+40.00
MATCH EXIST PAVEMENT
BEGIN PROP RET WALL
PWB30FRS3-1 STA 435+03.90, 67' RT
BEGIN WBFR WIDENING
℄ PWB30FRS3-1 STA 430+44.66
MATCH PROJECT BY OTHERS
BEGIN WBFR CONSTRUCTION
℄ PWB30FRS3-1 STA 434+48.10
MATCH PROJECT BY OTHERS
END WBFR WIDENING
℄ PWB30FRS3-1 STA 443+32.68
MATCH PROJECT BY OTHERS
82' STORAGE CAPACITY
PWB30FRS3-1 STA 435+81.40
PNWST STA 8+31.82
(SIGNALIZED INTERSECTION)
BEGIN BRIDGE PNWST STA 8+94.00
210' STORAGE CAPACITY
END PROP RET WALL
PWB30FRS3-1 STA 435+03.90, 67' RT
END WBFR CONSTRUCTION
℄ PWB30FRS3-1 STA 437+25.09
MATCH PROJECT BY OTHERS
844' STORAGE CAPACITY
POTENTIAL NOISE WALL
(BY OTHERS; CSJ 0009-11-259)
EXIST 3-8'x4'
BOX CULVERT
(TO REMAIN)
BEGIN EBFR WIDENING
℄ PEB30FRS3-1 STA 430+00.46
MATCH PROJECT BY OTHERS
392'
STORAGE
CAPACITY
543'
STORAGE
CAPACITY
BEGIN PROP RET WALL
PEB30FRS3-1
STA 434+65.52, 90' LT
END EB FR WIDENING
BEGIN EB FR CONSTRUCTION
℄ PEB30FRS3-1 STA 434+15.08
MATCH EXIST PAVEMENT
PIH30S3-1 STA 435+69.45
PNWST STA 9+99.26
END PROP RET WALL
PEB30FRS3-1 STA 436+44.81, 87' LT
END BRIDGE PNWST STA 11+14.00
PEB30FRS3-1 STA 435+53.55
PNWST STA 12+00.84
(SIGNALIZED INTERSECTION)
END NORTHWEST CONSTRUCTION
BEGIN NORTHWEST WIDENING
℄ PNWST STA 12+15.00
MATCH EXIST PAVEMENT
136'
STORAGE
CAPACITY
END NORTHWEST WIDENING
℄ PNWST STA14+70.69
MATCH EXIST PAVEMENT
EXIST 30" RCP
(TO REMAIN)
BEGIN TAPER
PEB30FRS3-1
STA 443+33.05,
34' LT
END TAPER
PEB30FRS3-1
STA 446+33.04,
23' LT
EXIST 7' X 4'
BOX CULVERT
(TO REMAIN)
END EBFR CONSTRUCTION
℄ PEB30FRS3-1 STA 449+15.00
MATCH PROJECT BY OTHERS
MESQUITE/GARLAND CITY LIMITS

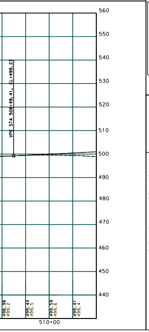
PIH30S3-1 - EXIST IH 30 MAIN LANES (60 MPH)


NORTHWEST
560
550
540
530
520
510
500
490
480
470
460
450
440
EX PGL
EX GROUND
AT PROP PGL
VPT STA 411+94.27,
EL=534.80
VPC STA 416+09.27,
EL=520.29
(-)3.50%
(+)0.89%
VPT STA 425+69.27, EL=507.78
VPC STA 428+68.27, EL=510.43
VPI STA 420+89.27
EL = 503.51
ex = 5.26'
K = 219
L = 960.00'
HW100 = 496.47
HW50 = 495.72
EXIST 3-8'x 4' BOX CULVERTS
PIH30S3-1 STA 422+69.88, FL=484.15
PROP NORTHWEST
℄ PIH30S3-1 STA 435+69.45
℄ PNWST STA 9+99.26, EL. 541.37'
ASSUME TX-54 GIRDERS
5.50' BRIDGE DEPTH
17'-1"
MIN.CLR.
(+)0.89%
(-)2.24%
VPI STA 437+18.27
EL = 518.00
ex = -6.68'
K = 544
L = 1,700.00'
EXIST 30" RCP
PIH30S3-1 STA 443+97.37, FL=490.73
TW100 = 484.25
TW50 = 484.25
VPT STA 445+68.27,
EL=498.98
HW100 = 481.71
HW50 = 480.73
EXIST 7' X 4' BOX CULVERT
PIH30S3-1 STA 450+53.79, FL=464.61
VPC STA 456+58.96, EL=474.58
EX PGL
EXIST EIH30S3 PGL
EXIST ELEV.
541.09
541.5
537.98
538.4
534.60
535.1
531.10
531.4
527.61
527.9
524.11
524.4
520.61
520.9
517.31
517.7
514.45
514.8
512.06
512.4
510.12
510.5
508.64
508.9
507.61
507.7
507.04
507.1
506.93
507.0
507.27
507.4
508.05
508.2
508.94
509.1
509.83
510.1
510.71
511.1
511.45
511.9
512.01
512.5
512.38
512.8
512.57
513.3
512.57
513.2
512.39
513.3
512.02
512.8
511.48
512.3
510.74
511.5
509.83
510.5
508.73
509.5
507.44
508.1
505.97
506.6
504.32
505.0
502.49
503.2
500.47
501.0
498.27
498.9
496.04
496.5
493.80
494.0
491.56
491.7
489.32
489.4
487.09
487.2
484.85
485.1
482.61
482.9
480.37
480.6
478.14
478.3
475.90
476.0
473.70
473.8
410+00
415+00
420+00
425+00
430+00
435+00
440+00
445+00
450+00
455+00


DUCK CREEK
GREENBELT PKWY
BROADWAY
INTERSTATE 30
DALLAS/MESQUITE CITY LIMITS
END PROP RET WALL
PWB30FRS3-1 STA 464+00.52,
21' LT
BEGIN PROP RET WALL
PWB30FRS3-1 STA 482+02.27, 31' LT
BEGIN WBFR CONSTRUCTION
℄ PWB30FRS3-1 STA 482+43.87
MATCH PROJECT BY OTHERS
BEGIN TAPER
PW30FRS3-1 STA 482+43.91, 9' LT
END TAPER
PW30FRS3-1 STA 482+84.80, 4' LT
END WBFR CONSTRUCTION
℄ PWB30FRS3-1 STA 484+43.78
MATCH PROJECT BY OTHERS
END PROP RET WALL
PWB30FRS3-1 STA 484+57.54,
20' LT
BEGIN PROP RET WALL
PWB30FRS3-1 STA 484+87.56,
52' LT
BEGIN WBFR CONSTRUCTION
℄ PWB30FRS3-1 STA 489+75.00
MATCH PROJECT BY OTHERS
END WBFR CONSTRUCTION
℄ PWB30FRS3-1 STA 494+69.60
MATCH PROJECT BY OTHERS
END PROP RET WALL
PWB30FRS3-1
STA 491+75.00,
20' LT
BEGIN WBFR WIDENING
℄ PWB30FRS3-1 STA 497+12.60
MATCH PROJECT BY OTHERS
BEGIN WBFR WIDENING
℄ PWB30FRS3-1 STA 497+85.90
MATCH PROJECT BY OTHERS
END WBFR WIDENING
℄ PWB30FRS3-1 STA 498+46.41
MATCH PROJECT BY OTHERS
BEGIN WBFR WIDENING
℄ PWB30FRS3-1 STA 498+93.62
MATCH PROJECT BY OTHERS
END WBFR WIDENING
℄ PWB30FRS3-1 STA 500+09.12
MATCH PROJECT BY OTHERS
END WBFR WIDENING
℄ PWB30FRS3-1 STA 500+84.91
MATCH PROJECT BY OTHERS
BEGIN WBFR WIDENING
℄ PWB30FRS3-1 STA 501+22.15
MATCH PROJECT BY OTHERS
END WBFR WIDENING
BEGIN WBFR CONSTRU
℄ PWB30FRS3-1 STA
MATCH PROJECT BY OT
536
BEGIN TAPER
PEB30FRS3-1 STA 488+25.00, 48' LT
BEGIN EBFR CONSTRUCTION
℄ PEB30FRS3-1 STA 488+25.00
MATCH PROJECT BY OTHERS
END TAPER
PEB30FRS3-1 STA 488+73.55, 56' LT
588' STORAGE CAPACITY
388' STORAGE CAPACITY
END EBFR CONSTRUCTION
℄ PEB30FRS3-1 STA 492+25.00
MATCH PROJECT BY OTHERS
537
538
539
℄ PREXRHILL
BEGIN EBFR CONSTRUCTION
℄ PEB30FRS3-1 STA 493+56.04
MATCH PROJECT BY OTHERS
COSS #27
END EBFR CONSTRUCTION
℄ PEB30FRS3-1 STA 501+33.20
MATCH PROJECT BY OTHERS
EXIT 60
Bobtown Rd
¾ MILE
COSS #27
EASTBOUND PIH30E3-1 STA 504+50
511
512
513
514
515
516
517
532
533
534
535
PROP ROW
EX ROW
460+00
465+00
470+00
475+00
480+00
485+00
490+00
495+00
500+00
505+00
10+00
15+00
20+00
25+00
2938
2940
2941
2945
2948
2949
2952
2955
2957
2958
2959
2960
2961
2962
2963
2964
2965
2966
2967
2968
2969
2970
2971
2972
2974
2975
2977
2978
2979
2980
2981
2982
2983
2984
2985
2986
2987
2988
2989
2990
2991
2992
2993
2994
2995
2996
2997
2998
2999
3000
3001
3002
3003
3004
3005
3006
3007
3009
3010
3011
3012
3013
3014
3015
3017


DUCK CREEK
BROADWAY
EX GROUND
AT PROP PGL
VPI STA 462+74.96, EL=468.61
VPC STA 466+64.96, EL=469.78
VPI STA 469+88.96, EL=469.78
VPC STA 475+51.96, EL=468.10
VPI STA 484+21.96, EL=482.11
VPC STA 485+72.84, EL=487.42
VPI STA 499+57.84, EL=503.12
VPC STA 502+38.91, EL=499.59
VPI STA 506+28.91, EL=498.12
(-)2.24%
(+)0.30%
(+)0.30%
(-)0.30%
(-)0.30%
(+)3.52%
(+)3.52%
(-)1.25%
(-)1.25%
(+)0.50%
HW100 = 460.93
HW50 = 460.04
HW50 = 459.88
HW100 = 460.75
2:1
2:1
2:1
2:1
2:1
2:1
15'-10"
MIN. CLR.
VPI STA 459+66.96
EL = 467.69
ex = 1.95'
K = 243
L = 616.00'
VPI STA 468+26.96
EL = 470.27
ex = -0.24'
K = 540
L = 324.00'
VPI STA 479+86.96
EL = 466.79
ex = 4.16'
K = 228
L = 870.00'
VPI STA 492+65.34
EL = 511.80
ex = -8.27'
K = 290
L = 1,385.00'
VPI STA 504+33.91
EL = 497.15
ex = 0.85'
K = 222
L = 390.00'
471.84 472.1
470.38 470.7
469.35 469.5
468.72 468.7
468.50 468.5
468.69 468.8
468.99 452.4
469.29 450.1
469.59 450.1
469.88 470.3
470.02 470.4
469.98 470.4
469.75 452.3
469.45 446.4
469.15 450.9
468.85 469.1
468.55 468.6
468.25 468.5
468.00 468.3
468.13 468.3
468.70 468.9
469.71 469.9
471.16 471.4
473.05 473.4
475.37 475.7
478.14 478.5
481.34 481.7
484.85 485.1
488.36 488.5
491.62 491.6
494.53 494.6
497.09 497.1
499.31 499.6
501.19 501.5
502.72 502.9
503.91 480.3
504.75 481.6
505.24 481.6
505.40 505.6
505.20 505.5
504.67 504.9
503.79 504.0
502.59 502.8
501.34 501.4
500.08 500.1
498.91 498.9
498.16 498.1
497.85 498.2
498.00 498.2
498.48 498.6
460+00
465+00
470+00
475+00
480+00
485+00
490+00
495+00
500+00
505+00


N
MATCHLINE - SEE ROLL 6
PIH30S3-1 STA 512+00
510+00
510+00
EX ROW
3008
3016
4004
4007
4004
3018
3019
4003
4008
4010
4017
4023
4007



HORIZONTAL ALIGNMENT DATA

CURVE ID	BASELINE	CURVE	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
500	PIH30S3-1 (60 MPH)	PIH30S3-1-5	436+62.46	N 6,992,253.57	E 2,548,559.61	9° 26′ 32.65" (RT)	11,459.16	946.38	1,888.48	427+16.08	446+04.56	N 54° 01′ 24.20" E	N 63° 27′ 56.85" E
501	PWB30FRS3-1 (40 MPH)	PWB30FRS3-1-1	414+96.60	N 6,991,100.45	E 2,546,724.16	6° 11′ 16.26" (LT)	1,135.92	61.40	122.68	414+35.20	415+57.88	N 54° 01′ 38.34" E	N 47° 50′ 22.08" E
502		PWB30FRS3-1-2	418+47.60	N 6,991,336.12	E 2,546,984.43	6° 12′ 01.03" (RT)	1,155.92	62.61	125.09	417+84.99	419+10.08	N 47° 50′ 22.08" E	N 54° 02′ 23.11" E
503		PWB30FRS3-1-3	423+35.84	N 6,991,622.90	E 2,547,379.72	1° 26′ 43.20" (RT)	2,874.79	36.26	72.52	422+99.58	423+72.10	N 54° 02′ 23.11" E	N 55° 29′ 6.32" E
504		PWB30FRS3-1-4	427+96.17	N 6,991,883.74	E 2,547,759.03	1° 06′ 04.85" (LT)	3,000.00	28.83	57.67	427+67.34	428+25.01	N 55° 29′ 6.32" E	N 54° 23′ 1.46" E
505		PWB30FRS3-1-5	428+58.21	N 6,991,919.87	E 2,547,809.47	1° 16′ 06.09" (RT)	3,000.00	33.21	66.41	428+25.01	428+91.42	N 54° 23′ 1.46" E	N 55° 39′ 7.56" E
506		PWB30FRS3-1-6	430+28.25	N 6,992,015.81	E 2,547,949.85	0° 56′ 26.71" (RT)	2,000.00	16.42	32.84	430+11.83	430+44.66	N 55° 39′ 7.56" E	N 56° 35′ 34.27" E
507		PWB30FRS3-1-7	436+45.80	N 6,992,355.82	E 2,548,465.37	4° 15′ 33.80" (RT)	11,626.74	432.37	864.34	432+13.43	440+77.77	N 56° 35′ 34.27" E	N 60° 51′ 8.08" E
508		PWB30FRS3-1-8	442+53.67	N 6,992,652.09	E 2,548,996.62	2° 36′ 09.85" (RT)	1,500.00	34.08	68.14	442+19.60	442+87.74	N 60° 51′ 8.08" E	N 63° 27′ 17.94" E
509		PWB30FRS3-1-9	453+27.86	N 6,993,132.15	E 2,549,957.58	3° 44′ 19.04" (RT)	4,848.00	158.23	316.34	451+69.63	454+85.97	N 63° 27′ 17.94" E	N 67° 11′ 36.98" E
510		PWB30FRS3-1-10	455+51.06	N 6,993,218.71	E 2,550,163.43	3° 43′ 40.13" (LT)	2,000.00	65.09	130.13	454+85.97	456+16.10	N 67° 11′ 36.98" E	N 63° 27′ 56.85" E
511		PWB30FRS3-1-11	471+75.54	N 6,993,944.43	E 2,551,616.84	4° 09′ 13.41" (RT)	2,997.00	108.68	217.27	470+66.85	472+84.12	N 63° 27′ 56.85" E	N 67° 37′ 10.27" E
512		PWB30FRS3-1-12	473+92.92	N 6,994,027.24	E 2,551,817.94	4° 09′ 13.41" (LT)	3,000.00	108.79	217.49	472+84.12	475+01.61	N 67° 37′ 10.27" E	N 63° 27′ 56.85" E
513		PWB30FRS3-1-13	483+85.21	N 6,994,470.57	E 2,552,705.79	2° 46′ 25.13" (LT)	2,989.00	72.36	144.70	483+12.85	484+57.54	N 63° 27′ 56.85" E	N 60° 41′ 31.71" E
514		PWB30FRS3-1-14	496+54.77	N 6,995,082.23	E 2,553,818.14	4° 25′ 13.46" (RT)	1,500.00	57.89	115.73	495+96.88	497+12.60	N 62° 53′ 12.53" E	N 67° 18′ 26.00" E
515		PWB30FRS3-1-15	501+66.59	N 6,995,279.70	E 2,554,290.39	6° 16′ 55.12" (LT)	1,489.00	81.71	163.26	500+84.88	502+48.13	N 67° 18′ 26.00" E	N 61° 01′ 30.88" E
516		PWB30FRS3-1-16	503+85.84	N 6,995,385.99	E 2,554,482.34	10° 24′ 52.20" (RT)	1,511.00	137.70	274.65	502+48.13	505+22.78	N 61° 01′ 30.88" E	N 71° 26′ 23.08" E
517		PWB30FRS3-1-17	506+27.33	N 6,995,463.10	E 2,554,711.99	7° 58′ 26.22" (LT)	1,500.00	104.55	208.76	505+22.78	507+31.54	N 71° 26′ 23.08" E	N 63° 27′ 56.85" E
518	PEB30FRS3-1 (40 MPH)	PEB30FRS3-1-1	418+00.39	N 6,991,041.41	E 2,547,143.47	1° 26′ 23.53" (RT)	1,000.00	12.57	25.13	417+87.83	418+12.96	N 54° 00′ 26.60" E	N 55° 26′ 50.14" E
519		PEB30FRS3-1-2	418+48.06	N 6,991,068.86	E 2,547,182.44	4° 01′ 04.52" (RT)	1,000.81	35.11	70.18	418+12.96	418+83.14	N 54° 37′ 53.74" E	N 58° 38′ 58.26" E
520		PEB30FRS3-1-3	420+22.59	N 6,991,157.97	E 2,547,332.54	5° 07′ 36.18" (LT)	1,050.00	47.01	93.95	419+75.58	420+69.54	N 59° 28′ 0.55" E	N 54° 20′ 24.37" E
521		PEB30FRS3-1-4	429+00.76	N 6,991,669.96	E 2,548,046.09	0° 43′ 27.64" (LT)	2,000.00	12.64	25.28	428+88.12	429+13.40	N 54° 20′ 24.37" E	N 53° 36′ 56.72" E
522		PEB30FRS3-1-5	429+43.65	N 6,991,695.40	E 2,548,080.62	1° 43′ 57.38" (RT)	2,000.00	30.24	60.48	429+13.40	429+73.88	N 53° 36′ 56.72" E	N 55° 20′ 54.10" E
523		PEB30FRS3-1-6	429+87.17	N 6,991,720.15	E 2,548,116.43	0° 08′ 05.55" (RT)	11,291.16	13.29	26.58	429+73.88	430+00.46	N 55° 20′ 54.10" E	N 55° 28′ 59.66" E
524		PEB30FRS3-1-7	431+16.25	N 6,991,793.29	E 2,548,222.78	6° 37′ 35.13" (RT)	2,000.00	115.78	231.31	430+00.46	432+31.77	N 55° 28′ 59.66" E	N 62° 06′ 34.79" E
525		PEB30FRS3-1-8	435+37.54	N 6,991,990.48	E 2,548,595.37	7° 40′ 29.86" (LT)	1,000.00	67.08	133.95	434+70.47	436+04.42	N 62° 06′ 34.79" E	N 54° 26′ 4.92" E
526		PEB30FRS3-1-9	437+44.01	N 6,992,110.69	E 2,548,763.49	1° 13′ 36.66" (RT)	3,000.00	32.12	64.24	437+11.89	437+76.13	N 54° 26′ 4.92" E	N 55° 39′ 41.58" E
527		PEB30FRS3-1-10	437+91.26	N 6,992,137.34	E 2,548,802.50	0° 34′ 40.57" (LT)	3,000.00	15.13	30.26	437+76.13	438+06.39	N 55° 39′ 41.58" E	N 55° 05′ 1.01" E
528		PEB30FRS3-1-11	441+32.87	N 6,992,332.87	E 2,549,082.61	8° 22′ 16.93" (RT)	3,100.00	226.87	452.93	439+05.99	443+58.93	N 55° 05′ 1.01" E	N 63° 27′ 17.94" E
529		PEB30FRS3-1-12	447+00.22	N 6,992,586.78	E 2,549,590.88	7° 41′ 17.03" (RT)	1,000.00	67.19	134.18	446+33.03	447+67.21	N 63° 27′ 17.94" E	N 71° 08′ 34.97" E
530		PEB30FRS3-1-13	448+33.76	N 6,992,630.01	E 2,549,717.45	7° 36′ 55.00" (LT)	1,000.00	66.55	132.91	447+67.21	449+00.12	N 71° 08′ 34.97" E	N 63° 31′ 39.97" E
531		PEB30FRS3-1-14	451+64.86	N 6,992,777.68	E 2,550,014.00	3° 28′ 26.10" (LT)	1,443.00	43.76	87.49	451+21.10	452+08.59	N 63° 31′ 39.97" E	N 60° 03′ 13.86" E
532		PEB30FRS3-1-15	458+80.94	N 6,993,135.16	E 2,550,634.51	8° 56′ 46.10" (RT)	2,503.00	195.81	390.82	456+85.13	460+75.95	N 60° 03′ 13.86" E	N 68° 59′ 59.96" E
533		PEB30FRS3-1-16	461+96.15	N 6,993,248.40	E 2,550,929.53	5° 30′ 43.09" (LT)	2,497.00	120.20	240.22	460+75.95	463+16.17	N 68° 59′ 59.96" E	N 63° 29′ 16.86" E
534		PEB30FRS3-1-17	473+22.04	N 6,993,751.07	E 2,551,937.18	8° 01′ 29.15" (LT)	1,997.00	140.08	279.70	471+81.96	474+61.66	N 63° 29′ 16.86" E	N 55° 27′ 47.71" E
535		PEB30FRS3-1-18	475+66.58	N 6,993,889.97	E 2,552,139.01	8° 00′ 09.14" (RT)	1,500.00	104.92	209.51	474+61.66	476+71.17	N 55° 27′ 47.71" E	N 63° 27′ 56.85" E
536		PEB30FRS3-1-19	486+38.41	N 6,994,368.94	E 2,553,098.24	4° 40′ 24.09" (RT)	4,000.00	163.22	326.26	484+75.19	488+01.45	N 63° 27′ 56.85" E	N 68° 08′ 20.95" E
537		PEB30FRS3-1-20	492+61.80	N 6,994,601.13	E 2,553,676.97	8° 42′ 36.51" (LT)	2,740.00	208.67	416.54	490+53.13	494+69.66	N 68° 08′ 20.95" E	N 59° 25′ 44.44" E
538		PEB30FRS3-1-21	495+35.33	N 6,994,740.65	E 2,553,913.17	3° 57′ 31.76" (LT)	1,900.00	65.67	131.28	494+69.66	496+00.94	N 59° 25′ 44.44" E	N 55° 28′ 12.67" E
539		PEB30FRS3-1-22	497+61.69	N 6,994,868.99	E 2,554,099.69	7° 59′ 44.18" (RT)	2,300.00	160.74	320.96	496+00.94	499+21.91	N 55° 28′ 12.67" E	N 63° 27′ 56.85" E

PROPERTY OWNER

MAP	OWNER	PROPERTY ADDRESS
2827	CH REALTY VIII URBAN LOGISTICS	1650 REPUBLIC PKWY
2837	GRAND VIEW BAPTIST CHURCH	1401 IH 30
2839	GRAND VIEW BAPTIST CHURCH	1405 IH 30
2841	ABRA REALTY INC	1520 IH 30
2852	SMITH THOMAS M &	1202 IH 30
2881	AUDUBON PARTNERS LTD	5201 NORTHWEST DR
2886	BIG DIAMOND INC	1145 IH 30
2895	NET LEASE FUNDING 2005 LP	1212 IH 30
2903	CHARITABLE PROPERTIES INC	1000 WIGGINS PKWY
2904	BLUE SKY MK LLC	1202 IH 30
2906	TEXAS UTILITIES ELEC CO	1196 NORTHWEST DR
2918	KHAN MIR NIZAM ALI	4920 MORNINGSIDE DR
2922	KASPER ANNETTE	4855 PALOS VERDES DR
2923	IH 30 NORTHWEST GMD LTD	1100 IH 30
2924	LAKE RIDGE BIBLE CHURCH	1000 NORTHWEST DR
2925	IH 30 NORTHWEST GMD LTD	1000 IH 30
2926	IH 30 NORTHWEST GMD LTD	970 W IH 30
2927	IX MC 801 HIGHWAY LP	801 IH 30
2933	PALLADIUM GARLAND LTD	950 W IH 30
2934	IX MC 801 HIGHWAY LP	801 IH 30
2935	IX MC 801 HIGHWAY LP	801 IH 30
2936	PALLADIUM GARLAND 1.224 LLC	950 W IH 30
2937	930 HILLS OF PALOS VERDES LLC	880 IH 30
2938	BEST JAMES P	890 IH 30
2940	BYRNE DEVELOPMENT CO	1001 IH 30
2941	BEST JAMES P	870 IH 30
2943	BYRNE DEVELOPMENT CO	1000 IH 30
2945	BYRNE DEVELOPMENT CO	760 IH 30
2948	MESQUITE CITY OF	701 IH 30
2949	VALK PROPERTIES TWO LLC	720 W IH 30
2952	HALLE PROPERTIES LLC	701 IH 30
2954	HALLE PROPERTIES LLC	701 IH 30
2955	VR ENTERPRISES LTD	701 IH 30
2956	VR ENTERPRISES LTD	6127 BELTLINE RD
2957	VALK PROPERTIES TWO LLC	702 W IH 30

MAP	OWNER	PROPERTY ADDRESS
2958	BLACH LLC TX	565 IH 30
2959	VALK PROPERTIES TWO LLC	658 W IH 30
2960	WAL MART STORES INC	6302 GREENBELT PKWY
2961	VALK PROPERTIES TWO LLC	648 W IH 30
2962	1482 EAST SND ST LLC	561 W IH 30
2963	CUSTER ROAD PS	535 W IH 30
2965	MURPHY USA REAL ESTATE LKE 7 LP	525 W IH 30
2966	STATE BANK OF TEXAS	517 W IH 30
2968	RP BELTLINE I 30 SC LP	510 W IH 30
2970	ARCHLAND PROPERTY II LP	509 IH 30
2971	WENDYS PROPERTIES LLC	6161 BELTLINE RD
2975	RP BELTLINE I 30 SC LP &	502 W IH 30
2977	BAUER RENTALS LLC	6075 BROADWAY BLVD
2978	BROADWAY VILLAGE LTD PRTS	6022 BROADWAY BLVD
2979	2444 LLC	6118 BELTLINE RD
2981	SEJ ASSET MGMT & INVESTMENT COMPANY	6122 BROADWAY BLVD
2982	RAVI RANDAL INVESTMENT GROUP LLC	6226 BROADWAY BLVD
2983	SRI REAL ESTATE PROPERTIES	6202 BROADWAY BLVD
2986	LOYD DOROTHY	494 W IH 30
2987	GOODWILL INDUSTRIES OF DALLAS INC	451 W I H 30
2988	BAKERS RIBS INC	488 W IH 30
2991	CHEE SW LP	457 W IH 30
2992	AMERICAN PAWN & JEWELRY	484 W IH 30
2995	DK LOYALTY LLC	480 W IH 30
3002	GARLAND HOTELS LP	436 W IH 30
3006	TEXAS DEPARTMENT OF PUBLIC	402 W IH 30
3008	BROADWAY VILLAGE LTD PRTS	349 W IH 30
3010	SINK CARLA D	360 W IH 30
3012	TEXAS DEPT OF PUBLIC SAFE	406 W IH 30
3016	TEXAS STATE OF	402 W IH 30
4002	BROADWAY CIMARRON	800 BROADWAY COMMONS DR
4004	JACKSON MARLENE B	336 W IH 30
4006	BROADWAY CIMARRON	200 W IH 30
4007	JACKSON MARLENE B	6109 ALDWICK DR

SUPERELEVATION

SUPERELEVATION SIGN CONVENTION

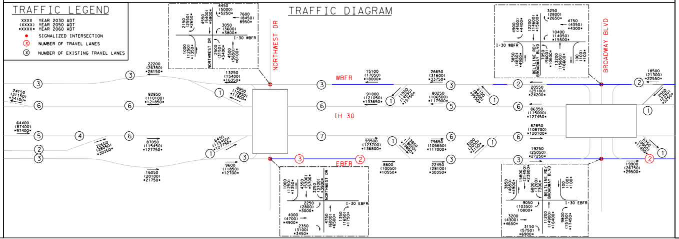
C/B ℄	
(-)	(+)
(+)	(-)

BASELINE	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
PIH30S3-1 (WB) (60 MPH)	423+14.00	2.08%	428+20.00	-2.08%
	443+86.00	-2.08%	449+40.00	2.08%

TRAFFIC LEGEND

XXXX YEAR 2030 ADT
(XXXX) YEAR 2050 ADT
•XXXX• YEAR 2060 ADT
● SIGNALIZED INTERSECTION
ⓧ NUMBER OF TRAVEL LANES
ⓧ NUMBER OF EXISTING TRAVEL LANES

TRAFFIC DIAGRAM


NORTHWEST DR
BROADWAY BLVD
WBFR
EBFR
IH 30
I-30 WBFR
I-30 EBFR
NORTHWEST DR
BELTLINE RD
24150 (31150) •34100•
22200 (26350) •28150•
82850 (110100) •121850•
64400 (87400) •97400•
22650 (28050) •30350•
87050 (115450) •127750•
16050 (20100) •21750•
13250 (15400) •16350•
15100 (17050) •18000•
91800 (121050) •133650•
93500 (123700) •136800•
26650 (31600) •33750•
80250 (106500) •117900•
79650 (105650) •117000•
22450 (28100) •30350•
8600 (10050) •10550•
9600 (11850) •12700•
20550 (23100) •24200•
86350 (115000) •127450•
82850 (108700) •120100•
19250 (25050) •27250•
18500 (21300) •22550•
19900 (26750) •29500•
4450 (5000) •5250•
7600 (8450) 8950•
3050 (3600) •3800•
3250 (2800) •2650•
4750 (4350) •4300•
10400 (14050) •15500•
2250 (2800) •3000•
4000 (4700) •4900•
2350 (3100) •3450•
9050 (10350) 10800•
3200 (4300) •4650•
3150 (5750) •6900•

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 5 OF 11

LENGTH:	11.61 MILES
FUNCTIONAL CLASS:	URBAN INTERSTATE
AVERAGE DAILY TRAFFIC:	204,100 (2022) 314,750 (2050)

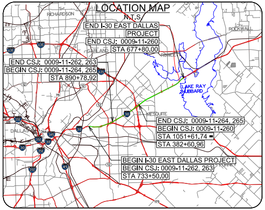
DESIGN SPEEDS

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
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
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:

NAME	P.E. NO.	DATE
JEREMY W. MCGAHAN	103650	04/30/2024
ARTURO BENITEZ	131960	04/30/2024

HALFF ASSOCIATES, INC.
TBPELS FIRM #F-312

halff
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

DATE SUBMITTED: April 30, 2024

DATE APPROVED: April 30, 2024

© 2024 by Texas Department of Transportation all rights reserved