

VOLUME 4 - ROADWAY PLAN SHEETS

Table with columns: DRAWING NO., DRAWING DESCRIPTIONS. Includes sections 4-3 IH-45 SEGMENT and 4-4 NAVARRO WEST SEGMENT.

Table with columns: DRAWING NO., DRAWING DESCRIPTIONS. Includes sections 4-5 NAVARRO EAST SEGMENT, 4-6 ELLIS WEST SEGMENT, and 4-7 ELLIS EAST SEGMENT.

VOLUME 5 - WILDLIFE CROSSING SHEETS

Table with columns: DRAWING NO., DRAWING DESCRIPTIONS. Includes section 5-1 WILDLIFE CROSSING TYPICAL SECTIONS.

Revision table with columns: REV, DATE, BY, CHK, APP, DESCRIPTION.

DESIGNED BY: D. THOMPSON
DRAWN BY: D. THOMPSON
CHECKED BY: R. BURNS
IN CHARGE: C. TAYLOR
DATE: 09/15/2017



Client: 1409 South Lamar Street, Suite 1022, Dallas, Texas 75215
Drawing Title: GENERAL INDEX SHEET 5 OF 5
Scale: NO SCALE
Drawing Status: FINAL DRAFT
Job No: 234180
Drawing No: GEN-00-00007
Rev: 01

GENERAL NOTES:

1. THESE DRAWINGS ACCOMPANY FINAL DRAFT CONCEPTUAL ENGINEERING REPORT (FCER) V7 REPORT DATED SEPTEMBER 15, 2017.
2. DRAWING SET INCLUDES FIVE (5) VOLUMES.
3. CONCEPTUAL ENGINEERING WAS DEVELOPED TO IDENTIFY PROJECT LIMIT OF DISTURBANCE (LOD), OR PROJECT FOOTPRINT. CONCEPTUAL ENGINEERING DRAWINGS AND FCER REPORT ARE ISSUED TO PROVIDE PROJECT DEFINITION FOR ENVIRONMENTAL ANALYSES ONLY. FINAL DESIGN WOULD BE DEVELOPED TO MITIGATE ANY IMPACTS IDENTIFIED THROUGH ENVIRONMENTAL ANALYSES. NOT FOR CONSTRUCTION.
4. FOR STANDARD GENERAL ABBREVIATIONS, SEE DRAWING GEN-00-0009.
5. FOR STANDARD GENERAL SYMBOLS, SEE DRAWINGS GEN-00-0009.
6. "ORIGINAL GROUND" SHOWN ON PROFILES REFERS TO THE APPROXIMATE EXISTING GROUND LINE AT HSR CENTERLINE AS SHOWN ON PLAN AND PROFILE DRAWINGS.
7. ALL HORIZONTAL AND VERTICAL DISTANCES ARE IN US CUSTOMARY UNITS EXCEPT AS NOTED OTHERWISE.
8. GENERAL NOTES FOR PROJECT ELEMENTS INCLUDED ON GENERAL NOTES PAGES. REFER TO INDIVIDUAL DISCIPLINE DRAWINGS FOR ADDITIONAL NOTES.

BASEMAPPING NOTES:

1. DTM DATA SHOWN ON THE DRAWINGS WAS OBTAINED FROM THE TEXAS NATURAL RESOURCES INFORMATION SYSTEM (TNRIS) AND HOUSTON-GALVESTON AREA COUNCIL (HGAC).
DALLAS COUNTY LIDAR, 2009. SOURCED FROM TNRIS.
HGAC LIDAR, 2008.
TNRIS LIDAR, 2009-2013.
TNRIS STRATMAP CONTOURS, 1997.
2. LIDAR SOURCES WERE FILTERED TO SHOW ONLY BARE EARTH, AND SUPPLEMENTED BY CONTOUR DATA WHERE LIDAR SOURCES WERE NOT AVAILABLE.
3. NAD 83 HORIZONTAL CONTROL DATUM WAS USED FOR HORIZONTAL COORDINATE VALUES.
4. NAVD 88 VERTICAL DATUM WAS USED FOR ELEVATION VALUES.
5. ALL DATA HAS BEEN REPROJECTED TO TEXAS STATE PLANE, SOUTH CENTRAL, CENTRAL, AND NORTH CENTRAL ZONES, US SURVEY FEET.
6. AERIAL IMAGERY WAS OBTAINED FROM ARCGIS ONLINE SERVICES. SOURCE: ESRI, DIGITALGLOBE, GEOEYE, EARTHSTAR GEOGRAPHICS, CNES/AIRBUS DS, USDA, USGS, AEX, GETMAPPING, AERODIG, IGN, IGP, SWISSTOPO, AND THE GIS USER COMMUNITY.
7. THE BACKGROUND IMAGERY ON THE PLAN SHEETS MAY SHOW BUILDINGS AND OTHER INFRASTRUCTURE FEATURES THAT HAVE SUBSEQUENTLY BEEN REMOVED AND/OR DEMOLISHED, WHERE IT HAS BEEN VERIFIED THAT BUILDINGS HAVE BEEN REMOVED, THE AERIAL IMAGERY ON THE PLAN SHEET IS MARKED WITH HATCHING.

LOD NOTES:

1. THE PROJECT LOD WAS DEVELOPED TO DEFINE A CONSERVATIVE ESTIMATE OF THE POTENTIAL "PROJECT FOOTPRINT" FOR ENVIRONMENTAL ANALYSIS AND DOES NOT REPRESENT THE FINAL HSR RIGHT-OF-WAY (ROW). PROPERTY WITHIN THE LOD MAY BE RETURNED TO ADJACENT LANDOWNERS OR OTHER PRIVATE PARTIES FOLLOWING PROJECT CONSTRUCTION OR MAY BE TRANSFERRED TO ROADWAY OR UTILITY AUTHORITY AS APPROPRIATE. PROPOSED PROJECT WORKS WITHIN PRIVATE PROPERTIES WOULD BE SUBJECT TO NEGOTIATION WITH LANDOWNERS. ANY TEMPORARY OR PERMANENT USE OF LAND OWNED BY TXDOT, COUNTY, MUNICIPAL, OR OTHER PUBLIC ENTITIES WOULD REQUIRE APPROPRIATE APPROVALS.
2. LOD USED FOR EIS ANALYSIS FOOTPRINT.

TRACK NOTES:

1. THE ALIGNMENT SHOWN ON THE PLAN AND PROFILE DRAWINGS REPRESENTS THE CENTERLINE OF THE TWO-TRACK HSR MAINLINE TRACKS.
2. THE PROFILE SHOWN ON THE PLAN AND PROFILE DRAWINGS REPRESENTS THE TOP OF THE LOWER RAIL THROUGH HORIZONTAL CURVES AND SPIRALS FOR THE TWO-TRACK HSR SYSTEM.
3. THE PROPOSED HSR SYSTEM INCLUDES TWO TRACKS WITH ADDITIONAL TRACKS AT STATIONS, MAINTENANCE OF WAY, AND TRANSET MAINTENANCE FACILITIES, AS SHOWN ON DRAWINGS.
4. MAINLINE CROSSOVERS ARE PROVIDED AT THE ENTRANCE AND EXIT OF ALL STATIONS, MAINTENANCE OF WAY (MOW) FACILITIES, AND TRANSET MAINTENANCE FACILITIES (TMFS).

PLAN AND PROFILE GENERAL NOTES:

1. SECTION TYPE DETAIL SHOWN ON PROFILE SHEETS REPRESENT A SIMPLIFIED SUMMARY OF THE MAJOR STRUCTURAL TYPE OF THE PROPOSED HSR. THE ACTUAL PLAN DIMENSIONS TAKE PRECEDENCE OVER THE SECTION TYPE IDENTIFIED IN PROFILE.
2. ALL EXISTING AND PROPOSED STRUCTURAL ELEMENTS SHOWN ARE BASED ON CONCEPTUAL ENGINEERING DESIGN AND AERIAL IMAGERY AND MAY BE REVISED BASED ON MORE ADVANCED SURVEY AND DESIGNS.
3. SEE SHEET GEN-00-00010 FOR A KEY TO INFORMATION SHOWN ON PLAN AND PROFILE DRAWINGS.
4. LIMITS OF SPECIAL TRACK WORK ARE INDICATED ON THE PLAN SHEETS. ADDITIONAL DETAILS FOR MAINTENANCE OF WAY FACILITIES AND TRANSET MAINTENANCE FACILITIES ARE SHOWN ON THE VOLUME 3 DRAWINGS.

ROADWAY NOTES:

1. EXISTING ROADWAY LOCATIONS ARE APPROXIMATE BASED ON AERIAL MAPS.
2. PROPOSED ROADWAY WORKS, INCLUDING NEW ROADWAYS, RECONFIGURATION AND REALIGNMENTS OF EXISTING ROADWAYS, AND ROADWAY REMOVALS ARE CONCEPTUAL IN NATURE AND WERE DEVELOPED TO IDENTIFY GENERAL CONFIGURATION AND LOCATION FOR ENVIRONMENTAL IMPACT ANALYSES. ROADWAY WORKS WOULD BE DETAILED DURING FINAL DESIGN AND WOULD COMPLY WITH APPLICABLE STATE, CITY, COUNTY, OR LOCAL REQUIREMENTS.
3. SEE SHEET GEN-00-00011 FOR A KEY TO INFORMATION SHOWN ON ROADWAY PLAN DRAWINGS.
4. ROADWAY GEOMETRY IS BASED ON TXDOT ROADWAY DESIGN MANUAL. ROAD DESIGN SPEEDS MATCH EXISTING POSTED SPEED LIMITS OR MATCH DESIGN SPEED DETERMINED FROM TXDOT ROADWAY FUNCTIONAL CLASSIFICATION SPEED GUIDELINES, WHICHEVER IS GREATER.
5. SUPERELEVATION TRANSITION LENGTHS WERE NOT DETAILED IN ROADWAY APPROACH DESIGN.
6. SEE DRAWINGS CVL-00-03030 TO CVL-00-03036 FOR TYPICAL ROADWAY CROSS SECTIONS.
7. ROADWAY REMOVALS ARE NOT SHOWN ON RAIL PLAN AND PROFILE SHEETS. REFER TO ROADWAY PLAN SHEETS IN VOLUME 3 FOR ALL ROADWAY REMOVALS.
8. NOT ALL PRIVATE ROADS AND DRIVEWAYS ARE REPRESENTED ON THE RAIL PLAN AND PROFILE SHEETS.
9. THE CLEARANCE ENVELOPES SHOWN ON THE RAIL PLAN AND PROFILE SHEETS REPRESENT THE APPROXIMATE ROADWAY CLEARANCE ENVELOPE. THE BOTTOM OF THE CLEARANCE ENVELOPE REPRESENTS THE TOP OF THE ROADWAY PAVEMENT. CLEARANCE ENVELOPE DOES NOT INCLUDE ROADWAY STRUCTURAL ELEMENTS.
10. ROADWAY ELEVATIONS FOR ROADWAY OVER RAILWAY CROSSING DO NOT REPRESENT THE PROPOSED ROADWAY ELEVATION, BUT RATHER THE MINIMUM HEIGHT REQUIRED FOR CLEARANCES, INCLUDING ALLOWANCES FOR ROADWAY STRUCTURAL ELEMENTS. SEE FCER REPORT FOR ADDITIONAL INFORMATION.
11. ROADWAY TYPICAL SECTIONS ACCOUNT FOR THE NECESSARY SPACE TO CONSTRUCT TEMPORARY ROADWAYS DURING CONSTRUCTION. CLOSE COORDINATION WITH ROADWAY AUTHORITIES, COMMUNITIES, AND EMERGENCY RESPONSE ENTITIES WOULD BE UNDERTAKEN DURING FINAL DESIGN AND CONSTRUCTION TO ENSURE ACCESS DURING THE CONSTRUCTION PHASE.
12. USE OF TXDOT RIGHT-OF-WAY FOR PERMANENT IMPROVEMENTS WILL REQUIRE THE APPROPRIATE APPROVAL FROM TXDOT.

TYPICAL SECTIONS NOTES:

1. SECTIONS ILLUSTRATE TYPICAL REQUIREMENTS TO GUIDE CONCEPTUAL ENGINEERING DESIGN DEVELOPMENT. LOCATION SPECIFIC CONDITIONS WOULD ESTABLISH REQUIREMENTS AT EACH LOCATION AND OVERALL WIDTH OR LIMIT OF DISTURBANCE WOULD VARY AS IDENTIFIED ON DIMENSION LINES AND IN NOTES.
2. OFFSET BETWEEN INFRASTRUCTURE ELEMENTS SUCH AS DISTANCE BETWEEN EMBANKMENT, FENCES, DRAINAGE SWALE, ACCESS ROAD, ETC. WOULD VARY BASED ON LOCAL REQUIREMENTS AND SITE SPECIFIC CONDITIONS.
3. TYPICAL ROADWAY DRAINAGE SYSTEM PROVIDED AS SHOWN IN TYPICAL SECTIONS. LOCATION SPECIFIC CONFIGURATION AND SIZE WOULD BE ADVANCED DURING MORE DETAILED DESIGN.
4. LOCATION SPECIFIC CONDITIONS WOULD DICTATE FENCING REQUIREMENTS.
5. EMBANKMENT HEIGHTS AND CUT DEPTHS VARY WITH SURROUNDING GRADE AND RAIL PROFILE ELEVATION.
6. CRASH BARRIERS NOT SHOWN. LOCATION SPECIFIC CONDITIONS WILL DICTATE CRASH BARRIER REQUIREMENTS TO ENSURE SAFETY AND TO SATISFY APPLICABLE REGULATORY REQUIREMENTS.
7. SUBSURFACE GROUND IMPROVEMENTS ARE NOT SHOWN AND WILL BE BASED ON SITE SPECIFIC REQUIREMENTS.
8. RAIL HEIGHT VARIES WITH SURROUNDING GRADE AND RAIL PROFILE. THE BOTTOM OF SUBBALLAST SHALL BE NO LESS THAN 2FT ABOVE 100 YEAR FLOODPLAIN.

UTILITIES NOTES:

1. REFER TO THE FCER REPORT FOR A LIST OF MAJOR UTILITY CROSSINGS, THEIR ASSUMED SIZE, AND ASSOCIATED LOCATIONS ALONG THE ALIGNMENT.
2. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE ONLY AND ARE BASED ON INFORMATION RECEIVED, AS DOCUMENTED IN THE FINAL DRAFT CONCEPTUAL ENGINEERING REPORT.
3. NO FIELD SURVEYS HAVE BEEN CONDUCTED TO LOCATE AND VERIFY UTILITY LOCATIONS.
4. NOT ALL EXISTING UNDERGROUND UTILITIES HAVE BEEN SHOWN. REFER TO THE FCER REPORT FOR MAJOR UTILITIES INCLUDED IN PROJECT MAPPING.
5. LOD NOT SHOWN FOR UTILITIES THAT ARE NOT IMPACTED BY THE ALIGNMENT. ONLY MAJOR UTILITIES THAT ARE PROTECTED, RELOCATED OR ELEVATED ARE SHOWN ON THE PLAN AND PROFILE VIEW. REFER TO DRAWING NO. CUT-00-100 FOR TYPICAL UTILITY CROSSING DETAILS. UTILITY LODS FOR FUTURE PROPOSED CONNECTIONS TO TPSS FACILITY ARE SHOWN.
6. FOR PARALLEL TRANSMISSION LINE CROSSINGS OVER NEW ELEVATED ROADWAYS, A LOD IS SHOWN ON THE PLAN ONLY. REFER TO DRAWING NO. CUT-00-100 FOR TYPICAL UTILITY CROSSING DETAILS.
7. MANY UTILITY CONFLICTS ALONG THE HEMPSTEAD ROAD CORRIDOR IN HOUSTON WOULD BE RESOLVED DURING FINAL DESIGN. A CONTINUOUS LOD IS SHOWN ON THE DRAWINGS TO REPRESENT THAT UTILITIES WOULD BE RELOCATED ON ONE OR BOTH SIDES OF THE ROADWAY AS REQUIRED. ALL WORK WOULD BE COORDINATED WITH UTILITY PROVIDERS TO MINIMIZE IMPACTS AND COORDINATE WITH OTHER PLANNED UTILITY PROJECTS ALONG CORRIDOR.
8. FOR UTILITY WORK REQUIRED BY UTILITY COMPANIES, EACH UTILITY OWNER WOULD DEVELOP THE DESIGN IN ACCORDANCE WITH APPLICABLE DESIGN STANDARDS AND REGULATORY AGENCY REVIEW PROCESSES.

DRAINAGE NOTES:

1. PROPOSED DETENTION BASIN LOCATIONS AND DIMENSIONS SHOWN ARE APPROXIMATE AND ARE INTENDED FOR PRELIMINARY PLANNING AND ENVIRONMENTAL IMPACT ANALYSIS PURPOSES ONLY. SITE SPECIFIC CONFIGURATIONS WOULD BE DEVELOPED DURING FINAL DESIGN IN ACCORDANCE WITH APPLICABLE REQUIREMENTS.
2. EXISTING CULVERTS ARE NOT SHOWN.
3. PROPOSED TRACK AND ROADWAY STORMWATER DRAINAGE WOULD BE DEVELOPED DURING FINAL DESIGN IN ACCORDANCE WITH APPLICABLE REQUIREMENTS. REFER TO TYPICAL SECTION DRAWINGS FOR PROPOSED CONFIGURATIONS.
4. EXISTING STORMWATER FACILITIES ARE NOT SHOWN.
5. TEXAS COMMISSION ON ENVIRONMENTAL QUALITY (TCEQ) WATER QUALITY CRITERIA WOULD BE MET FOR STORMWATER RUNOFF AND PROTECTION OF EXISTING WATER RESOURCES.
6. CONSTRUCTION OF THE RAIL MAY REQUIRE THE RECONFIGURATION OF PONDS OR STOCK TANKS IMMEDIATELY ADJACENT TO THE RAIL CORRIDOR. IN CASES WHERE THE CURRENT DESIGN NECESSITATES A FULL RELOCATION OF THE POND, ALLOWANCES HAVE BEEN MADE WITHIN THE LOD. IN CASES WHERE THE FULL RELOCATION OF THE POND IS NOT REQUIRED UNDER THE CURRENT DESIGN, ADDITIONAL LANDOWNER NEGOTIATIONS WILL BE REQUIRED TO DETERMINE LAND OWNER PREFERENCES.

STRUCTURES GENERAL NOTES:

1. TYPICAL SECTIONS WERE DEVELOPED TO IDENTIFY GENERAL ARRANGEMENTS AND ALLOWANCES FOR STRUCTURAL ELEMENTS. TYPICAL SECTIONS WERE USED AS THE BASIS FOR DEVELOPMENT OF LOD FOR ENVIRONMENTAL ANALYSIS.
2. APPROXIMATE HSR VIADUCT AND BRIDGE STRUCTURE LIMITS AND DEPTHS ARE SHOWN ON THE PROFILES TO SUPPORT ENVIRONMENTAL IMPACT ANALYSIS. LIMITS OF STRUCTURES AND EMBANKMENTS WOULD BE REFINED DURING FINAL DESIGN.
3. PLAN AND PROFILE DRAWINGS DO NOT SHOW LIMITS OF STRUCTURES IN PLAN VIEW. SITE SPECIFIC STRUCTURAL DESIGN WOULD BE DEVELOPED DURING FINAL ENGINEERING IN ACCORDANCE WITH APPLICABLE REQUIREMENTS. DESIGN OF FOUNDATIONS, ABUTMENTS, PIERS AND OTHER STRUCTURES WOULD BE DEVELOPED TO MITIGATE ANY IMPACTS IDENTIFIED THROUGH ENVIRONMENTAL ANALYSIS.
4. HSR PROFILE WAS DEVELOPED TO PROVIDE A MINIMUM 3FT VERTICAL CLEAR DISTANCE FROM ESTIMATED 100 YEAR FLOOD LEVEL TO BRIDGE SOFFIT FOR RIVER AND FLOODPLAIN CROSSINGS. FINAL DESIGN WOULD BE DEVELOPED TO MEET OR EXCEED THIS REQUIREMENT.
5. SPECIAL STRUCTURES WOULD BE REQUIRED TO MITIGATE IMPACTS OR ADDRESS UNIQUE SITE SPECIFIC ISSUES SUCH AS LONG SPANS, CROSSOVER STRUCTURES, AND STRADDLE BENTS TO AVOID OR MITIGATE IMPACTS. THE CONSTRUCTIBILITY REPORT IDENTIFIES SPECIAL STRUCTURE LOCATIONS. PLAN AND PROFILE DRAWINGS IDENTIFY ADDITIONAL LOD EXPECTED FOR CONSTRUCTION STAGING AND WORKING AREAS FOR SPECIAL STRUCTURES.

SYSTEMS GENERAL NOTES:

1. SYSTEMS SCHEMATICS, SHOWN ON SHEETS SYS-00-02000 THROUGH SYS-00-02005, SHOW LOCATIONS OF SYSTEMS FACILITIES THAT HAVE BEEN INCLUDED FOR EACH END-TO-END ALTERNATIVE.
2. AREA FOR SYSTEMS FACILITY SITES HAVE BEEN INCLUDED WITHIN THE PROJECT LOD. THESE AREAS ARE GENERICALLY CALLED OUT AS "RAIL SYSTEMS SITES" ON THE PLAN AND PROFILE SHEETS. REFER TO FCER REPORT TO DETERMINE THE SPECIFIC FACILITY TYPE AT EACH INDIVIDUAL LOCATION.
3. TYPICAL LAYOUT PLANS FOR EACH OF THE SYSTEMS FACILITIES ARE INCLUDED IN SHEETS SYS-00-1000 THROUGH SYS-00-1002.
4. LOD DEVELOPED FOR ENVIRONMENTAL IMPACT ANALYSIS OF SYSTEMS SITES INCLUDED SPACE FOR A DRIVEWAY AND SPACE TO PARK A LIMITED NUMBER OF MAINTENANCE VEHICLES.
5. SYSTEMS BUILDINGS WOULD BE DETAILED DURING FINAL DESIGN TO CONSIDER SITE SPECIFIC CONDITIONS, BE CONTEXT SENSITIVE, AND MINIMIZE VISUAL IMPACT. THE RADIO MAST AT COMMUNICATION FACILITIES WOULD BE APPROXIMATELY 50FT (15M) ABOVE THE TOP OF RAIL ELEVATION.
6. TPSS WOULD BE CONNECTED TO THE NEAREST 138KV TRANSMISSION LINES DESIGNED BY UTILITY PROVIDER AND SUBJECT TO ENVIRONMENTAL REVIEW.

FACILITY NOTES:

1. PROPOSED HSR FACILITIES WOULD INCLUDE STATIONS AND ASSOCIATED PARKING GARAGES, MAINTENANCE OF WAY (MOW) FACILITIES, TRANSET MAINTENANCE FACILITIES (TMF), AND RAILWAY SYSTEMS SITES, INCLUDING TRACTION POWER SUPPLY FACILITIES, SIGNAL HOUSES, AND COMMUNICATIONS HOUSES. LOCATIONS, LIMITS OF DISTURBANCE, AND AREAS SHOWN FOR THE VARIOUS PROPOSED FACILITIES ARE FOR PRELIMINARY PLANNING PURPOSES ONLY.
2. ALL FACILITIES WOULD BE POWERED FROM THE LOCAL UTILITY GRID.
3. ACCESS, SECURITY, AND UTILITY PROVISION REQUIREMENTS FOR ALL FACILITIES WOULD BE DETAILED DURING FINAL DESIGN.

CONSTRUCTION CONSIDERATION NOTES:

1. CONSTRUCTION REQUIREMENTS WERE CONSIDERED DURING DEVELOPMENT OF THE CONCEPTUAL ENGINEERING AND ARE DOCUMENTED IN THE PROJECT CONSTRUCTIBILITY REPORT.
2. TEMPORARY CONSTRUCTION AREAS REQUIRED FOR CONSTRUCTION ACCESS, CONSTRUCTION STAGING, AND PRECASTING FACILITIES WERE IDENTIFIED DURING DEVELOPMENT OF THE CONCEPTUAL ENGINEERING. CONSTRUCTION STAGING AREAS AND PRECAST FACILITIES ARE INCLUDED IN THE PROJECT LOD.
3. SPECIAL STRUCTURES REQUIRED TO MITIGATE IMPACTS OR ADDRESS UNIQUE SITE SPECIFIC ISSUES SUCH AS LONG SPANS, CROSSOVER STRUCTURES, AND STRADDLE BENTS ARE IDENTIFIED IN THE CONSTRUCTIBILITY REPORT.
4. MEASURES REQUIRED TO MITIGATE NOISE, TRAFFIC, AND OTHER ENVIRONMENTAL IMPACTS WOULD BE IDENTIFIED THROUGH THE ENVIRONMENTAL ANALYSES. MORE DETAILED DESIGN INCLUDING DEVELOPMENT OF MAINTENANCE AND PROTECTION OF TRAFFIC AND OTHER CONSTRUCTION SPECIFIC PLANS AND PROCEDURES WOULD BE REQUIRED TO SECURE APPLICABLE PERMITS PRIOR TO COMMENCEMENT OF CONSTRUCTION WORKS.

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY D. THOMPSON
DRAWN BY D. THOMPSON
CHECKED BY R. BURNS
IN CHARGE C. TAYLOR
DATE 09/15/2017



Arup Texas, Inc.
10370 Richmond Ave., Suite 475
Houston, Texas 77042 USA
Tel (713) 753 2787 Fax (713) 343 1467
www.arup.com
Texas Registered Engineering Firm: F-1990



2711 North Haskell Ave., Suite 3300
Dallas, Texas 75204
Tel (214) 217 2200 Fax (214) 217 2201
www.freese.com
Texas Registered Engineering Firm: F-2144

Client



1409 South Lamar Street, Suite 1022, Dallas, Texas 75215

Drawing Title

GENERAL NOTES

Scale
NO SCALE

Drawing Status
FINAL DRAFT

Job No 234180	Drawing No GEN-00-00008	Rev 01
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ABBREVIATIONS

ALT	ALTERNATE	TBD	TO BE DETERMINED
ALIGN	ALIGNMENT	TCEQ	TEXAS COMMISSION ON ENVIRONMENTAL QUALITY
APPROX	APPROXIMATE	TEMP	TEMPORARY
ATP	AUTOTRANSFORMER POST	TMF	TRAINSET MAINTENANCE FACILITY
AVE	AVENUE	TPSS	TRACTION POWER SUBSTATION
BLVD	BOULEVARD	TS	TANGENT SPIRAL
BNFS	BURLINGTON NORTH SANTE FE RAILROAD	TYP	TYPICAL
BOT	BOTTOM	TOR	TOP OF RAIL
CH	COMMUNICATION HOUSE	US	UNITED STATES, UNITED STATES HIGHWAY
CO RD	COUNTY ROAD	UPRR	UNION PACIFIC RAILROAD
CL	CENTERLINE	VAR	VARIABLE
C	CENTERLINE	VERT, V	VERTICAL
CO	COUNTY	WB	WESTBOUND
CR	COUNTY ROAD	WT	WEST OF TEAGUE
CS	CURVE TO SPIRAL	XING	CROSSING
CVL	CIVIL	YR	YEAR
DIA	DIAMETER		
DIST	DISTANCE, DISTRICT		
DR	DRIVE		
DRG	DRAWING		
DS	DALLAS SEGMENT		
DSN	DALLAS SEGMENT NORTH		
DSS	DALLAS SEGMENT SOUTH		
DT	DALLAS TERMINUS SEGMENT		
DWY	DRIVEWAY		
Ea	ACTUAL SUPERELEVATION		
EE	ELLIS EAST SEGMENT		
ELECT	ELECTRIC		
ELEV	ELEVATION		
EMB	EMBANKMENT		
ENGR	ENGINEER		
EPA	ENVIRONMENTAL PROTECTION AGENCY		
Eu	UNBALANCED SUPERELEVATION		
EW	ELLIS WEST SEGMENT		
EXIST, EX.	EXISTING		
EXT	EXTERIOR		
FDN	FOUNDATION		
FEMA	FEDERAL EMERGENCY MANAGEMENT AGENCY		
FG	FINISHED GRADE		
FIG	FIGURE		
FL	FLOW LINE		
FM	FARM TO MARKET ROAD		
FPS	FREIGHT RAIL SIDING		
FTG	FOOTING		
FWY	FREEWAY		
G	GRADIENT		
GEN	GENERAL		
H	HEIGHT, HIGHWAY BRIDGE		
HN	HOUSTON SEGMENT		
HNN	HOUSTON SEGMENT NORTH		
HNS	HOUSTON SEGMENT SOUTH		
HORIZ, H	HORIZONTAL		
HRW	HIGHWAY RETAINING WALL		
HSR	HIGH SPEED RAIL		
HT	HOUSTON TERMINUS SEGMENT		
HWY	HIGHWAY		
IH	INTERSTATE HIGHWAY		
ISH	INTERMEDIATE SIGNAL HOUSE		
KV	KILOVOLT		
L	LENGTH		
LN	LANE		
LOD	LIMITS OF DISTURBANCE		
LVC	LENGTH OF VERTICAL CURVE		
MAINT	MAINTENANCE		
MAX	MAXIMUM		
MCOW	MAINTENANCE-OF-WAY		
MIN	MINIMUM		
MISC	MISCELLANEOUS		
MPH	MILES PER HOUR		
MSH	MAIN SIGNAL HOUSE		
NB	NORTHBOUND		
NE	NAVARRO EAST SEGMENT		
NED	NATIONAL ELEVATION DATASET		
NHD	NATIONAL HYDROGRAPHY DATASET		
NLCD	NATIONAL LAND COVER DATASET		
NO.	NUMBER		
NTS	NOT TO SCALE		
N/A	NOT APPLICABLE		
NW	NAVARRO WEST SEGMENT, NOISE WALL		
NWI	NATIONAL WETLANDS INVENTORY		
NWIH	PORTION OF NAVARRO WEST ASSOCIATED WITH IH-45 SEGMENT		
OCS	OVERHEAD CATENARY SYSTEM		
OD	OUTSIDE DIAMETER		
OG	ORIGINAL GRADE		
OH	OVERHEAD		
OPP	OPPOSITE		
PKWY	PARKWAY		
POB	POINT OF BEGINNING		
POE	POINT OF END		
PVMT	PAVEMENT		
PVC	POINT VERTICAL CURVATURE		
PVI	POINT VERTICAL INTERSECTION		
PVT	POINT VERTICAL TANGENT		
R	RADIUS, RAIL BRIDGE		
RD	ROAD		
RDWY	ROADWAY		
RM	RANCH TO MARKET ROAD		
ROW	RIGHT OF WAY		
RR, R/R	RAILROAD		
RTE	ROUTE		
RWY	RAILWAY		
SC	SPIRAL CURVE		
SH	STATE HIGHWAY		
SO	SIDING OFF		
SP	SECTIONING POST		
SSH	SUB-SIGNAL HOUSE		
SSP	SUB-SECTIONING POST		
ST	STREET, SPIRAL TO TANGENT		
STA	STATION		
STD	STANDARD		
SYM	SYMMETRICAL		

PLAN



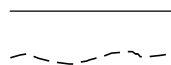
FOR CONTINUATION SEE SHEET XXX

10+00

420

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PROFILE



FEMA 100 YR FLOOD LEVEL

VADUCT ABUTMENT AND STRUCTURE SOFFIT

UTILITY CROSSING

UTILITY / PIPELINE

LEGEND

NORTH ARROW

CITY / COUNTY BOUNDARY LINE

MATCH LINE

CONCEPTUAL ENGINEERING LIMITS OF DISTURBANCE (LOD)

PROPOSED CENTERLINE OF HIGH-SPEED RAIL WITH STATIONING

EDGE OF VIADUCT

PROPOSED ROADWAY EDGE OF PAVEMENT

CONTOURS

EXISTING TRANSMISSION LINE

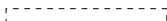
FENCE

RETAINING WALL

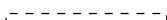
CULVERT



TEMPORARY CONSTRUCTION AREA



UTILITY LIMIT OF DISTURBANCE (LOD)



RAIL SYSTEMS SITE



DETENTION BASIN



BUILDING TO BE DEMOLISHED



RAIL ON EMBANKMENT (FILL)



RAIL IN CUT

NOTE:

1. FOR ADDITIONAL DETAIL REGARDING INFORMATION SHOWN ON DRAWINGS, SEE RAIL ANNOTATION TO CLARIFY DESIGN INTENT. DRAWING GEN-00-0010; SEE ROAD ANNOTATION TO CLARIFY DESIGN INTENT, DRAWING GEN-00-00011.

DESIGNED BY	D. THOMPSON
DRAWN BY	D. THOMPSON
CHECKED BY	R. BURNS
IN CHARGE	C. TAYLOR
DATE	09/15/2017

ARUP
 Arup Texas, Inc.
 10370 Richmond Ave., Suite 475
 Houston, Texas 77042 USA
 Tel (713) 783 2787 Fax (713) 343 1467
 www.arup.com
 Texas Registered Engineering Firm: F-1990

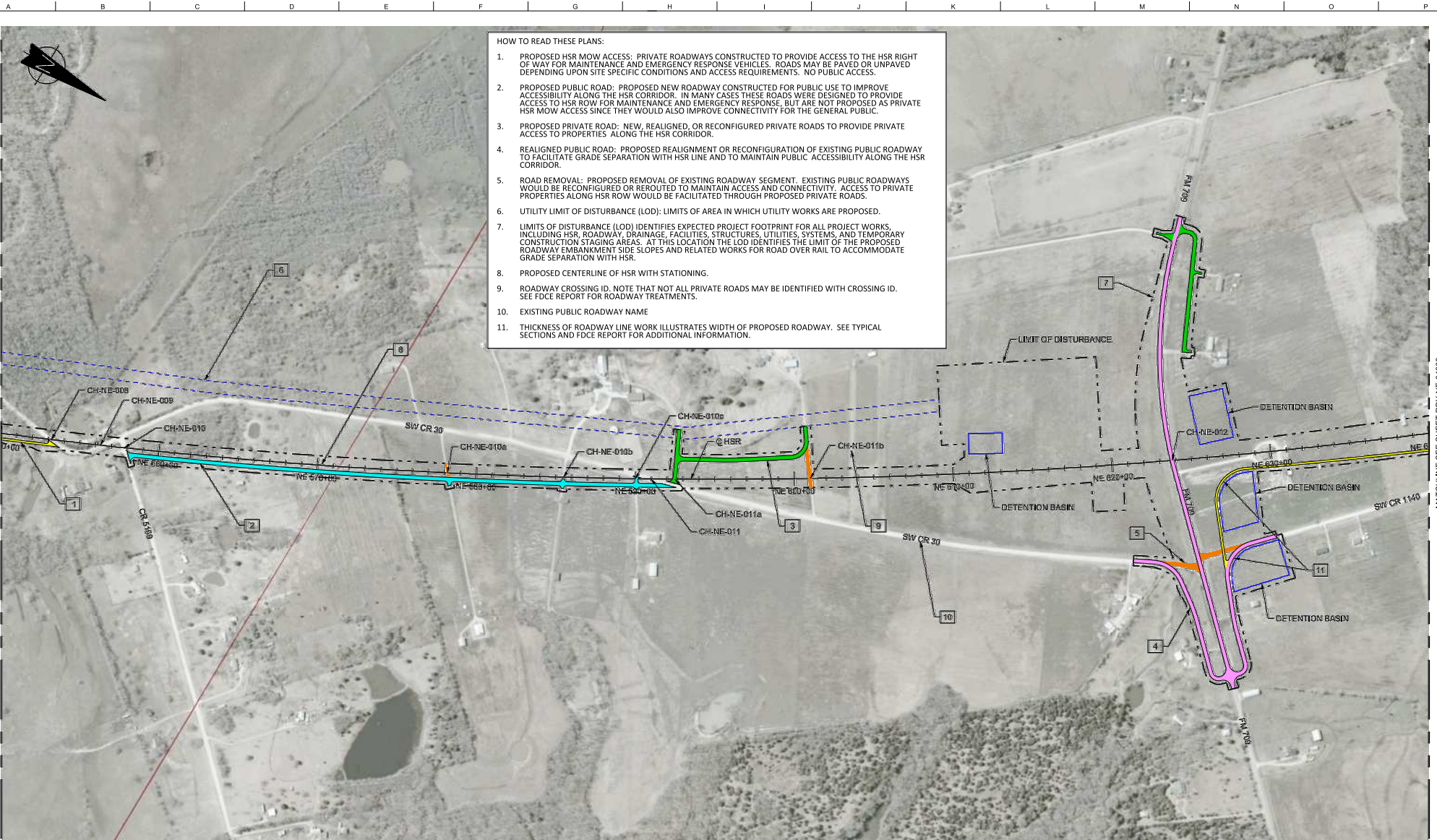
FRESE NICHOLS
 2711 North Haskell Ave., Suite 3300
 Dallas, Texas 75204
 Tel (214) 217 2200 Fax (214) 217 2201
 www.freese.com
 Texas Registered Engineering Firm: F-2144

Client

 1409 South Lamar Street, Suite 1022, Dallas, Texas 75215

Drawing Title
GENERAL ABBREVIATIONS AND LEGEND

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Drawing No	GEN-00-00009
Rev	01



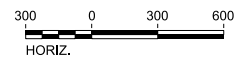
HOW TO READ THESE PLANS:

1. PROPOSED HSR MOW ACCESS: PRIVATE ROADWAYS CONSTRUCTED TO PROVIDE ACCESS TO THE HSR RIGHT OF WAY FOR MAINTENANCE AND EMERGENCY RESPONSE VEHICLES. ROADS MAY BE PAVED OR UNPAVED DEPENDING UPON SITE SPECIFIC CONDITIONS AND ACCESS REQUIREMENTS. NO PUBLIC ACCESS.
2. PROPOSED PUBLIC ROAD: PROPOSED NEW ROADWAY CONSTRUCTED FOR PUBLIC USE TO IMPROVE ACCESSIBILITY ALONG THE HSR CORRIDOR. IN MANY CASES THESE ROADS WERE DESIGNED TO PROVIDE ACCESS TO HSR ROW FOR MAINTENANCE AND EMERGENCY RESPONSE, BUT ARE NOT PROPOSED AS PRIVATE HSR MOW ACCESS SINCE THEY WOULD ALSO IMPROVE CONNECTIVITY FOR THE GENERAL PUBLIC.
3. PROPOSED PRIVATE ROAD: NEW, REALIGNED, OR RECONFIGURED PRIVATE ROADS TO PROVIDE PRIVATE ACCESS TO PROPERTIES ALONG THE HSR CORRIDOR.
4. REALIGNED PUBLIC ROAD: PROPOSED REALIGNMENT OR RECONFIGURATION OF EXISTING PUBLIC ROADWAY TO FACILITATE GRADE SEPARATION WITH HSR LINE AND TO MAINTAIN PUBLIC ACCESSIBILITY ALONG THE HSR CORRIDOR.
5. ROAD REMOVAL: PROPOSED REMOVAL OF EXISTING ROADWAY SEGMENT. EXISTING PUBLIC ROADWAYS WOULD BE RECONFIGURED OR ROUTED TO MAINTAIN ACCESS AND CONNECTIVITY. ACCESS TO PRIVATE PROPERTIES ALONG HSR ROW WOULD BE FACILITATED THROUGH PROPOSED PRIVATE ROADS.
6. UTILITY LIMIT OF DISTURBANCE (LOD): LIMITS OF AREA IN WHICH UTILITY WORKS ARE PROPOSED.
7. LIMITS OF DISTURBANCE (LOD) IDENTIFIES EXPECTED PROJECT FOOTPRINT FOR ALL PROJECT WORKS, INCLUDING HSR, ROADWAY, DRAINAGE, FACILITIES, STRUCTURES, UTILITIES, SYSTEMS, AND TEMPORARY CONSTRUCTION STAGING AREAS. AT THIS LOCATION THE LOD IDENTIFIES THE LIMIT OF THE PROPOSED ROADWAY EMBANKMENT SIDE SLOPES AND RELATED WORKS FOR ROAD OVER RAIL TO ACCOMMODATE GRADE SEPARATION WITH HSR.
8. PROPOSED CENTERLINE OF HSR WITH STATIONING.
9. ROADWAY CROSSING ID. NOTE THAT NOT ALL PRIVATE ROADS MAY BE IDENTIFIED WITH CROSSING ID. SEE FDCE REPORT FOR ROADWAY TREATMENTS.
10. EXISTING PUBLIC ROADWAY NAME
11. THICKNESS OF ROADWAY LINE WORK ILLUSTRATES WIDTH OF PROPOSED ROADWAY. SEE TYPICAL SECTIONS AND FDCE REPORT FOR ADDITIONAL INFORMATION.

LEGEND

	PROPOSED HSR MOW ACCESS		ROAD REMOVAL
	PROPOSED PUBLIC ROAD		UTILITY LIMIT OF DISTURBANCE
	PROPOSED PRIVATE ROAD		ELECTRICAL TRANS. LINE
	REALIGNED PUBLIC ROAD		

PLAN



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
J. ALMAGUER

DRAWN BY
P. TONKIN

CHECKED BY
G. VOWELS

IN CHARGE
C. TAYLOR

DATE
09/15/2017

ARUP

Arup Texas, Inc.
10370 Richmond Ave., Suite 475
Houston, Texas 77042 USA
Tel (713) 783 2787 Fax (713) 343 1467
www.arup.com
Texas Registered Engineering Firm: F-1990

FREESTON NICHOLS

2711 North Haskell Ave., Suite 3300
Dallas, Texas 75204
Tel (214) 217 2200 Fax (214) 217 2201
www.freeston.com
Texas Registered Engineering Firm: F-2144

Client

1409 South Lamar Street, Suite 1022, Dallas, Texas 75215

Drawing Title
GENERAL

ROADWAY ANNOTATION TO CLARIFY DESIGN INTENT

Scale
AS SHOWN

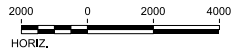
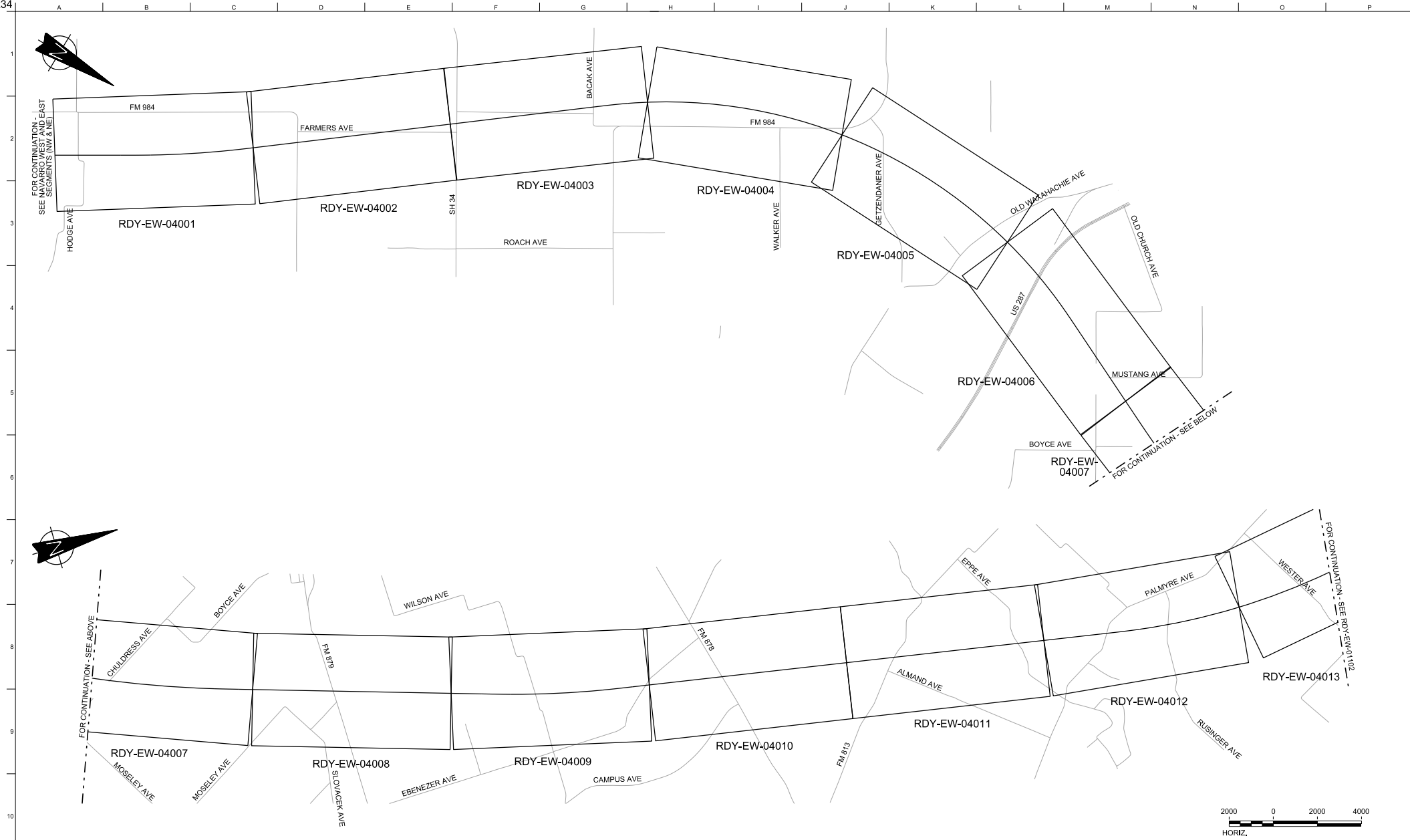
Drawing Status
FINAL DRAFT

Job No
234180

Drawing No
GEN-00-00011

Rev
01

4-6
ELLIS WEST SEGMENT



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. SASSER

DRAWN BY
D. THOMPSON

CHECKED BY
G. VOWELS

IN CHARGE
C. TAYLOR

DATE
09/15/2017

ARUP

Arup Texas, Inc.
10370 Richmond Ave., Suite 475
Houston, Texas 77042 USA
Tel (713) 783 2287 Fax (713) 343 1467
www.arup.com
Texas Registered Engineering Firm: F-1990

FRESE NICHOLS

2711 North Haskell Ave., Suite 3300
Dallas, Texas 75204
Tel (214) 217 2200 Fax (214) 217 2201
www.freese.com
Texas Registered Engineering Firm: F-2144

Client

1409 South Lamar Street, Suite 1022, Dallas, Texas 75215

Drawing Title
**ELLIS WEST SEGMENT
CIVIL HIGHWAY
KEY MAP - SHEET 1 OF 2
EW 10+00 TO EW 1120+00**

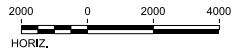
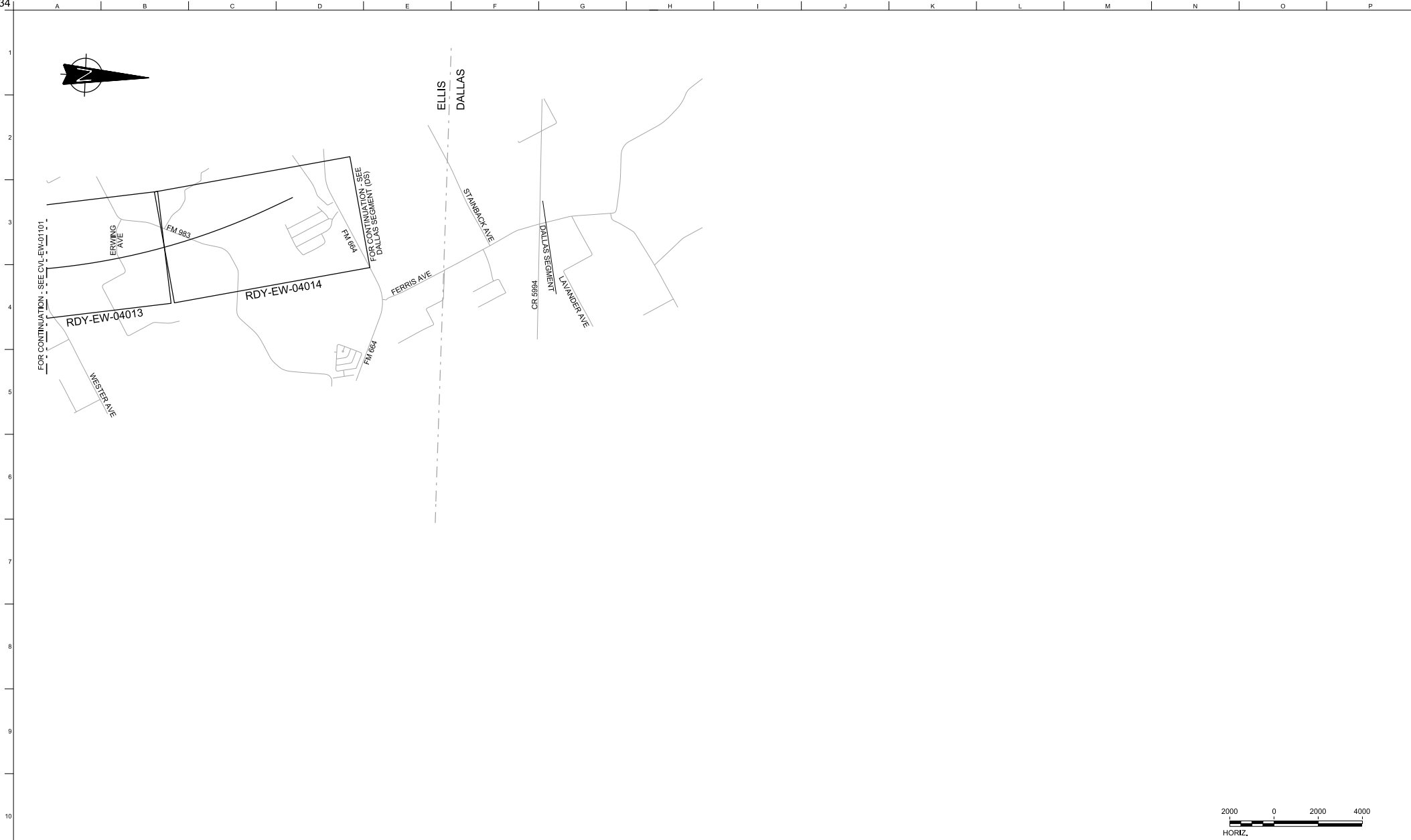
Scale
AS SHOWN

Drawing Status
FINAL DRAFT

Job No
234180

Drawing No
RDY-EW-01101

Rev
01



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. SASSER

DRAWN BY
D. THOMPSON

CHECKED BY
G. VOWELS

IN CHARGE
C. TAYLOR

DATE
09/15/2017



Arup Texas, Inc.
10370 Richmond Ave., Suite 475
Houston, Texas 77042 USA
Tel (713) 783 2287 Fax (713) 343 1467
www.arup.com
Texas Registered Engineering Firm: F-1990



2711 North Haskell Ave., Suite 3300
Dallas, Texas 75204
Tel (214) 217 2200 Fax (214) 217 2201
www.freese.com
Texas Registered Engineering Firm: F-2144



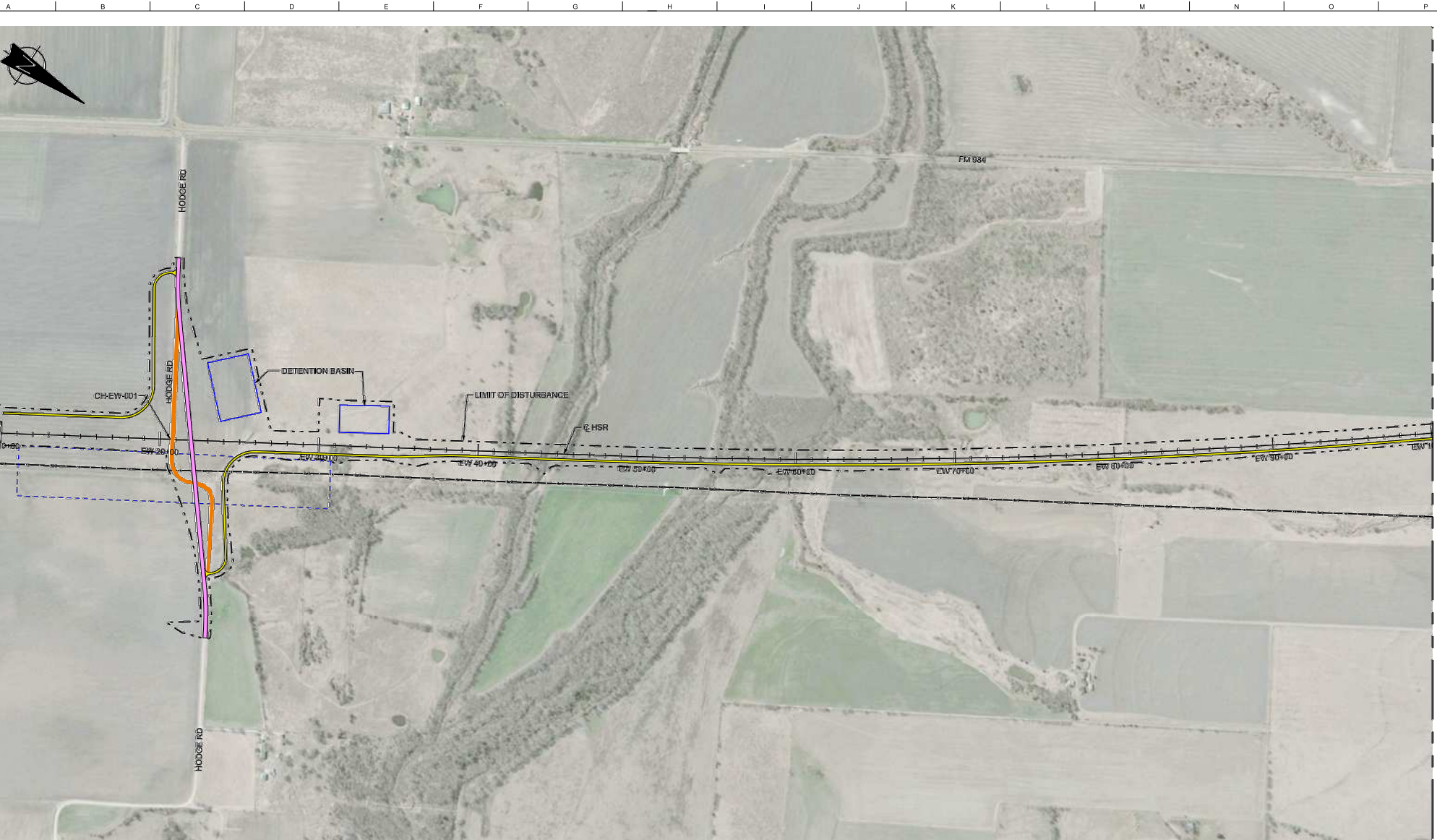
1409 South Lamar Street, Suite 1022, Dallas, Texas 75215

Drawing Title
**ELLIS WEST SEGMENT
CIVIL HIGHWAY
KEY MAP - SHEET 2 OF 2
EW 1120+00 TO EW 1242+50**

Scale
AS SHOWN

Drawing Status
FINAL DRAFT

Job No 234180	Drawing No RDY-EW-01102	Rev 01
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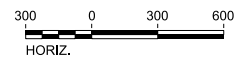


FOR CONTINUATION -
SEE NAVARRO WEST AND EAST SEGMENTS (NW & NE)

MATCHLINE SEE SHEET RDY-EW-04002

LEGEND

	PROPOSED HSR MOW ACCESS		ROAD REMOVAL
	PROPOSED PUBLIC ROAD		UTILITY LIMIT OF DISTURBANCE
	PROPOSED PRIVATE ROAD		ELECTRICAL TRANS. LINE
	REALIGNED PUBLIC ROAD		



PLAN

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. SASSER

DRAWN BY
J. ALMAGUER

CHECKED BY
G. VOWELS

IN CHARGE
C. TAYLOR

DATE
09/15/2017



Arup Texas, Inc.
10370 Richmond Ave., Suite 475
Houston, Texas 77042 USA
Tel (713) 783 2787 Fax (713) 343 1467
www.arup.com
Texas Registered Engineering Firm: F-1990



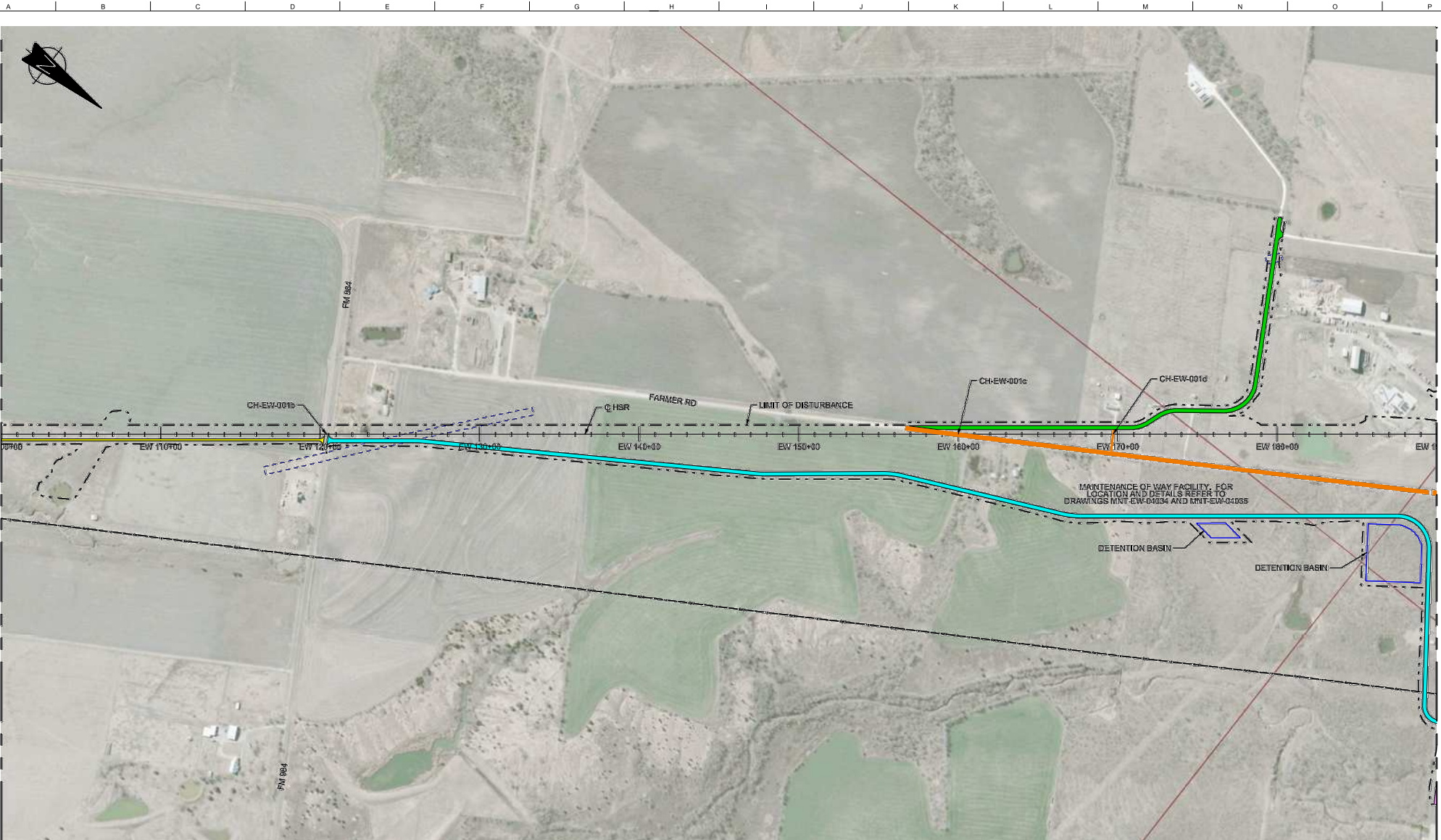
2711 North Haskell Ave., Suite 3300
Dallas, Texas 75204
Tel (214) 217 2200 Fax (214) 217 2201
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1409 South Lamar Street, Suite 1022, Dallas, Texas 75215

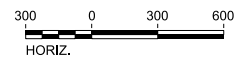
Drawing Title
**ELLIS WEST SEGMENT
CIVIL HIGHWAY
PLAN VIEW - STA.
EW 10+00 TO EW 100+00**

Scale AS SHOWN	Drawing Status FINAL DRAFT
Job No 234180	Drawing No RDY-EW-04001
Rev 01	



LEGEND	
	PROPOSED HSR MOW ACCESS
	PROPOSED PUBLIC ROAD
	PROPOSED PRIVATE ROAD
	REALIGNED PUBLIC ROAD
	ROAD REMOVAL
	UTILITY LIMIT OF DISTURBANCE
	ELECTRICAL TRANS. LINE

PLAN



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. SASSER

DRAWN BY
J. ALMAGUER

CHECKED BY
G. VOWELS

IN CHARGE
C. TAYLOR

DATE
09/15/2017

ARUP

Arup Texas, Inc.
10370 Richmond Ave., Suite 475
Houston, Texas 77042 USA
Tel (713) 783 2787 Fax (713) 343 1467
www.arup.com
Texas Registered Engineering Firm: F-1990

FREES NICHOLS

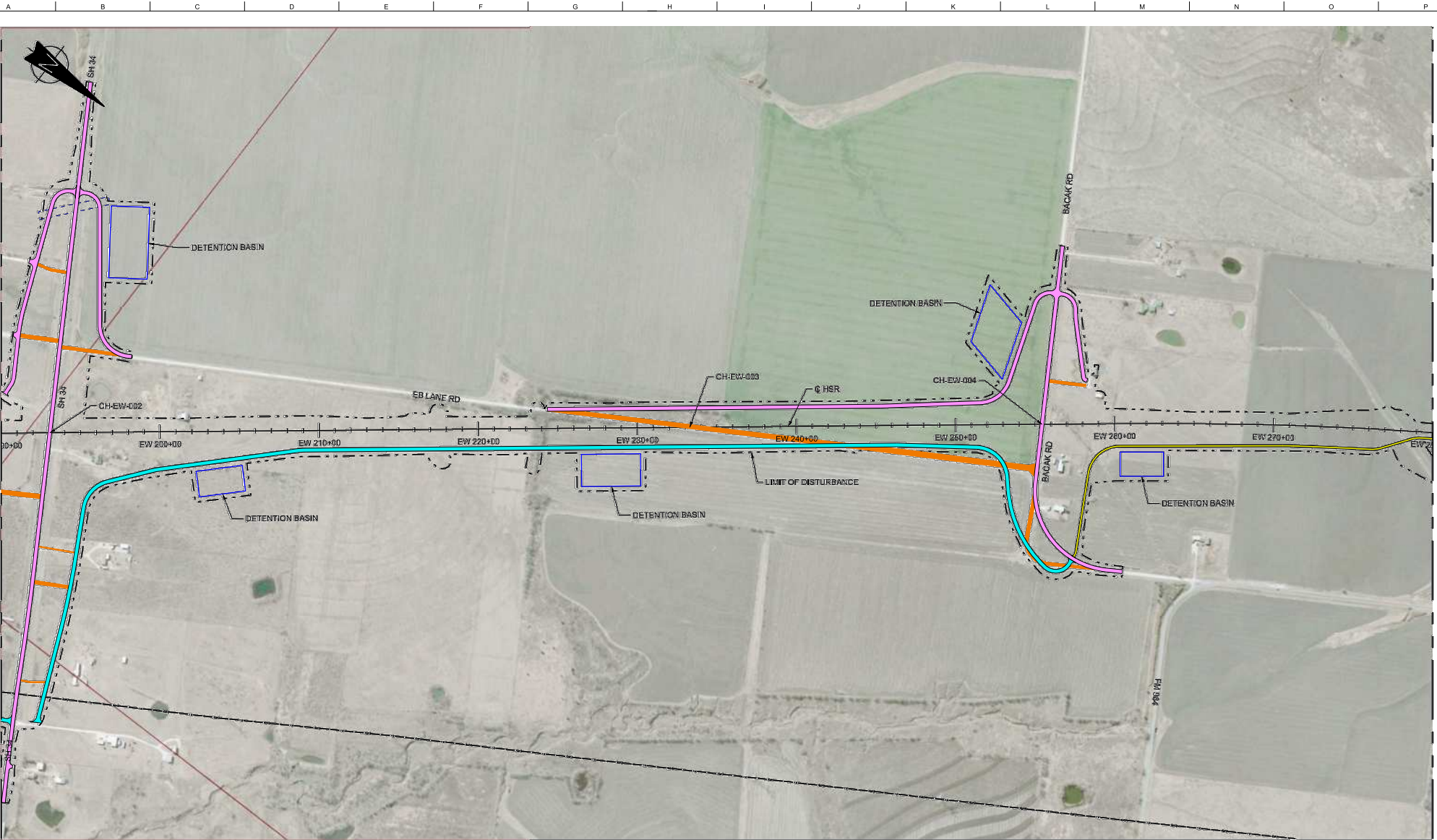
2711 North Haskell Ave., Suite 3300
Dallas, Texas 75204
Tel (214) 217 2200 Fax (214) 217 2201
www.freese.com
Texas Registered Engineering Firm: F-2144

Client

1409 South Lamar Street, Suite 1022, Dallas, Texas 75215

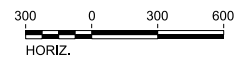
Drawing Title
**ELLIS WEST SEGMENT
CIVIL HIGHWAY
PLAN VIEW - STA.
EW 100+00 TO EW 190+00**

Scale: AS SHOWN	Drawing Status: FINAL DRAFT
Job No: 234180	Drawing No: RDY-EW-04002
Rev: 01	



LEGEND

	PROPOSED HSR MOW ACCESS		ROAD REMOVAL
	PROPOSED PUBLIC ROAD		UTILITY LIMIT OF DISTURBANCE
	PROPOSED PRIVATE ROAD		ELECTRICAL TRANS. LINE
	REALIGNED PUBLIC ROAD		



PLAN

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. SASSER
DRAWN BY
J. ALMAGUER
CHECKED BY
G. VOWELS
IN CHARGE
C. TAYLOR
DATE
09/15/2017



Arup Texas, Inc.
10370 Richmond Ave., Suite 475
Houston, Texas 77042 USA
Tel (713) 783 2787 Fax (713) 343 1467
www.arup.com
Texas Registered Engineering Firm: F-1990



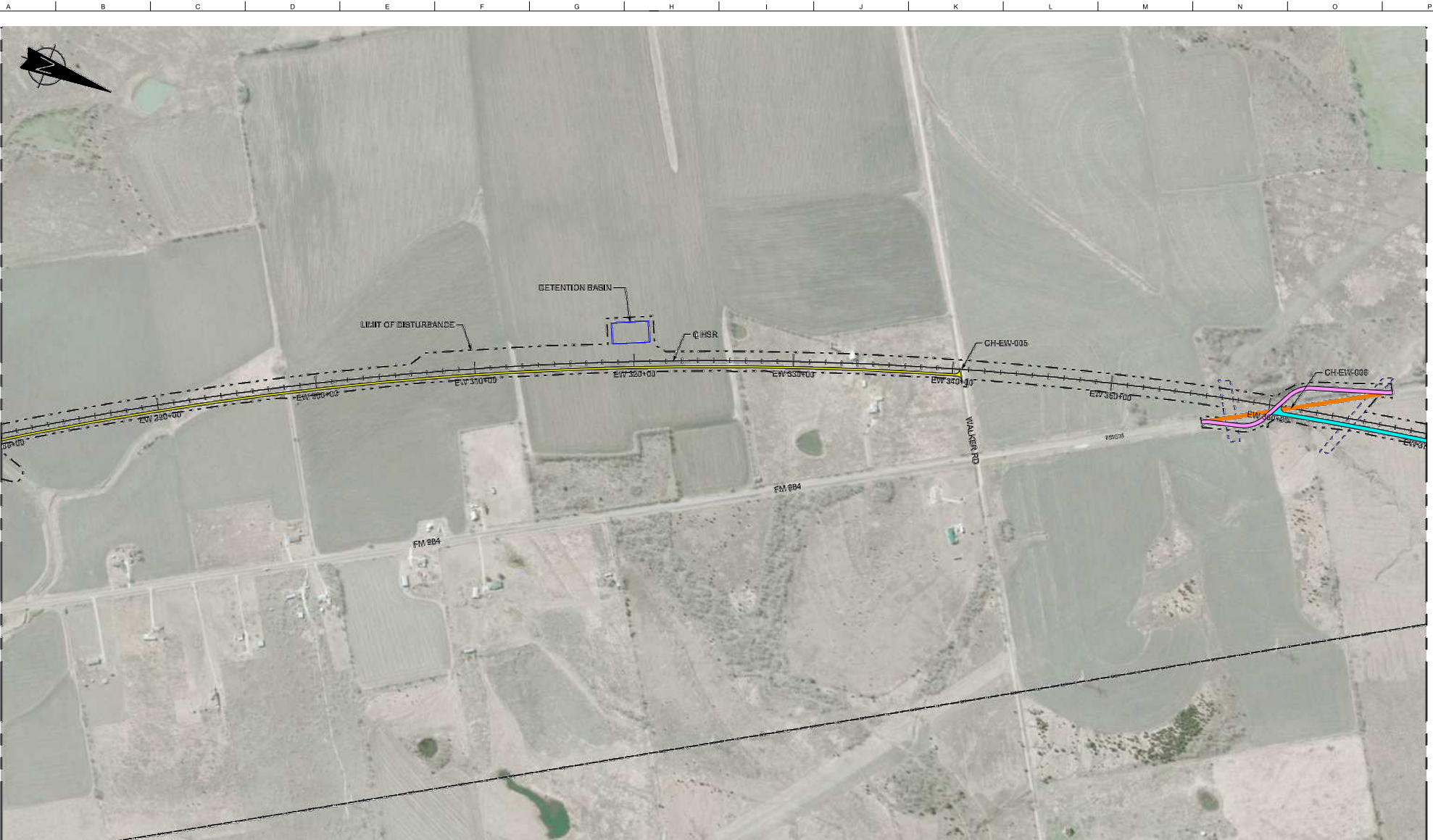
2711 North Haskell Ave., Suite 3300
Dallas, Texas 75204
Tel (214) 217 2200 Fax (214) 217 2201
www.freese.com
Texas Registered Engineering Firm: F-2144



Client
1409 South Lamar Street, Suite 1022, Dallas, Texas 75215

Drawing Title
**ELLIS WEST SEGMENT
CIVIL HIGHWAY
PLAN VIEW - STA.
EW 190+00 TO EW 280+00**

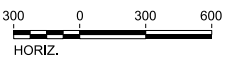
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Job No 234180	Drawing No RDY-EW-04003
Rev 01	



MATCHLINE SEE SHEET RDY-EW-04003

MATCHLINE SEE SHEET RDY-EW-04005

LEGEND	
	PROPOSED HSR MOW ACCESS
	PROPOSED PUBLIC ROAD
	PROPOSED PRIVATE ROAD
	REALIGNED PUBLIC ROAD
	ROAD REMOVAL
	UTILITY LIMIT OF DISTURBANCE
	ELECTRICAL TRANS. LINE



PLAN

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. SASSER
DRAWN BY
J. ALMAGUER
CHECKED BY
G. VOWELS
IN CHARGE
C. TAYLOR
DATE
09/15/2017

ARUP
Arup Texas, Inc.
 10370 Richmond Ave., Suite 475
 Houston, Texas 77042 USA
 Tel (713) 783 2787 Fax (713) 343 1467
 www.arup.com
 Texas Registered Engineering Firm: F-1990

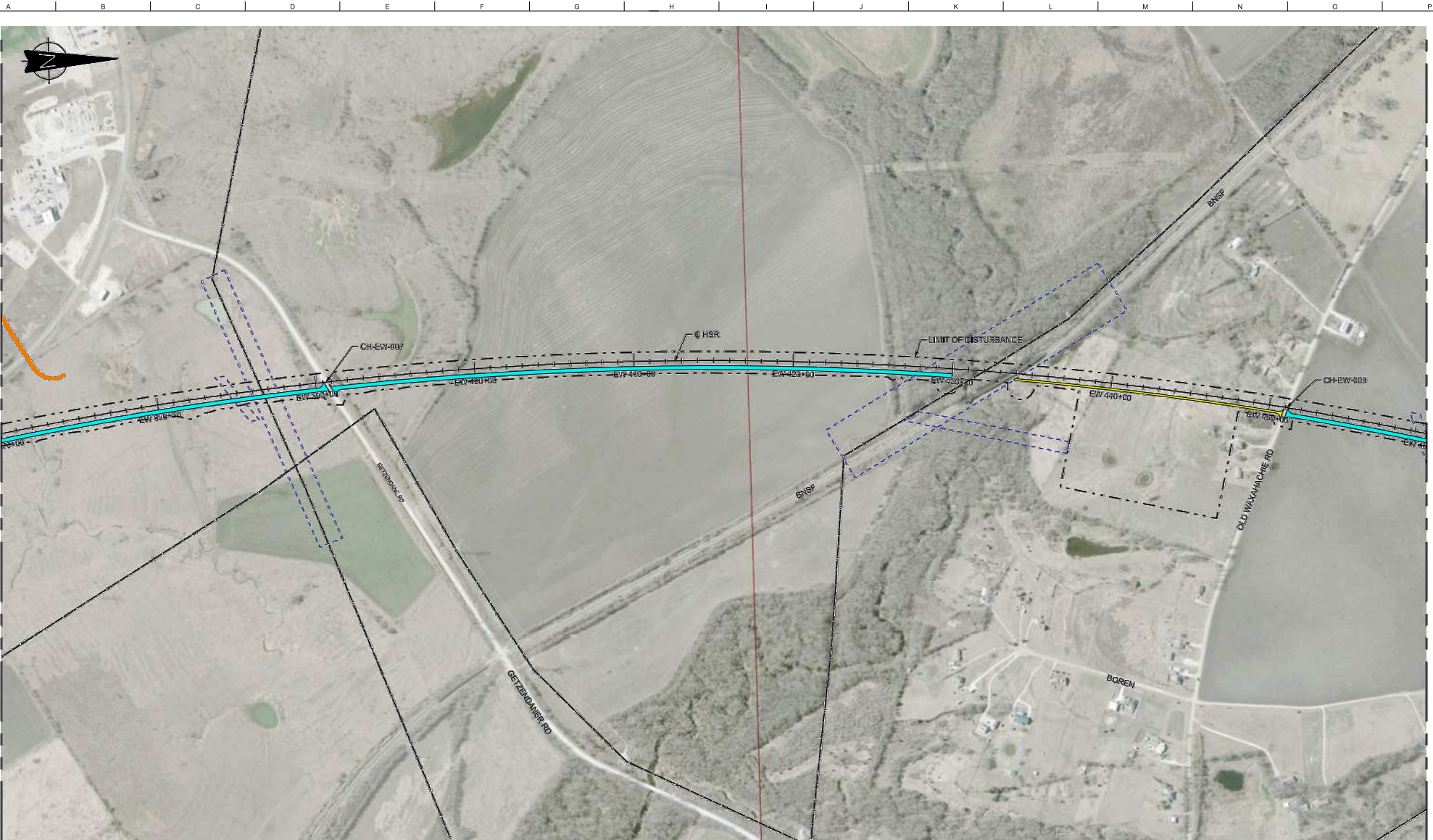
FREES NICHOLS
2711 North Haskell Ave., Suite 3300
 Dallas, Texas 75204
 Tel (214) 217 2200 Fax (214) 217 2201
 www.freese.com
 Texas Registered Engineering Firm: F-2144

Client

1409 South Lamar Street, Suite 1022, Dallas, Texas 75215

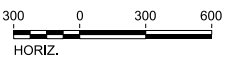
Drawing Title
**ELLIS WEST SEGMENT
 CIVIL HIGHWAY
 PLAN VIEW - STA.
 EW 280+00 TO EW 370+00**

Scale
 AS SHOWN
 Drawing Status
FINAL DRAFT
 Job No
 234180
 Drawing No
 RDY-EW-04004
 Rev
 01



LEGEND

	PROPOSED HSR MOW ACCESS		ROAD REMOVAL
	PROPOSED PUBLIC ROAD		UTILITY LIMIT OF DISTURBANCE
	PROPOSED PRIVATE ROAD		ELECTRICAL TRANS. LINE
	REALIGNED PUBLIC ROAD		



PLAN

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. SASSER
DRAWN BY
J. ALMAGUER
CHECKED BY
G. VOWELS
IN CHARGE
C. TAYLOR
DATE
09/15/2017

ARUP
Arup Texas, Inc.
 10370 Richmond Ave., Suite 475
 Houston, Texas 77042 USA
 Tel (713) 783 2787 Fax (713) 343 1467
 www.arup.com
 Texas Registered Engineering Firm: F-1990

FREESE NICHOLS
2711 North Haskell Ave., Suite 3300
 Dallas, Texas 75204
 Tel (214) 217 2200 Fax (214) 217 2201
 www.freese.com
 Texas Registered Engineering Firm: F-2144

Client

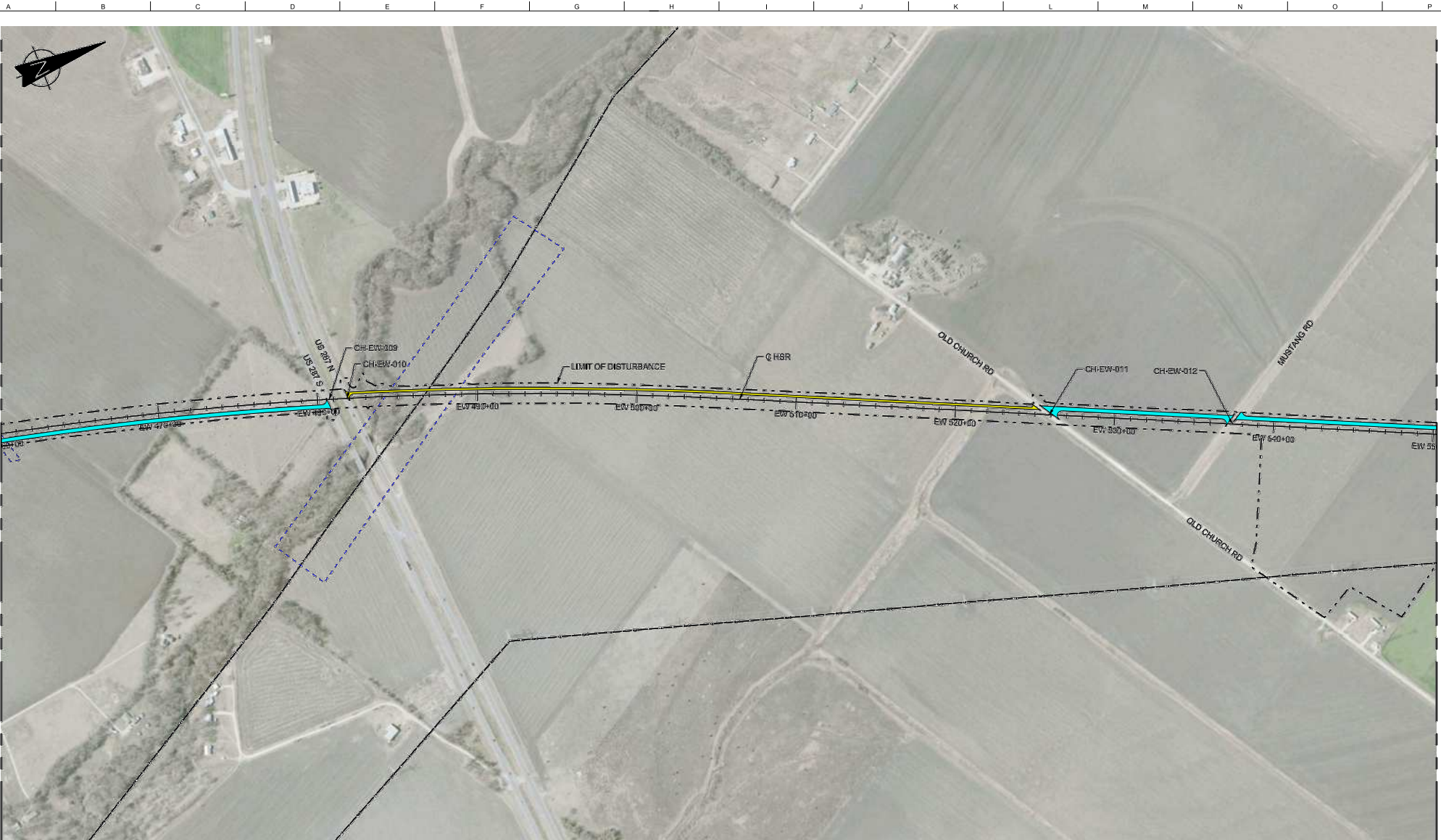
1409 South Lamar Street, Suite 1022, Dallas, Texas 75215

Drawing Title
**ELLIS WEST SEGMENT
 CIVIL HIGHWAY
 PLAN VIEW - STA.
 EW 370+00 TO EW 460+00**

Scale: AS SHOWN

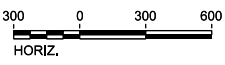
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Job No 234180	Drawing No RDY-EW-04005	Rev 01
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LEGEND

	PROPOSED HSR MOW ACCESS		ROAD REMOVAL
	PROPOSED PUBLIC ROAD		UTILITY LIMIT OF DISTURBANCE
	PROPOSED PRIVATE ROAD		ELECTRICAL TRANS. LINE
	REALIGNED PUBLIC ROAD		



PLAN

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. SASSER
DRAWN BY
J. ALMAGUER
CHECKED BY
G. VOWELS
IN CHARGE
C. TAYLOR
DATE
09/15/2017

ARUP
Arup Texas, Inc.
 10370 Richmond Ave., Suite 475
 Houston, Texas 77042 USA
 Tel (713) 783 2787 Fax (713) 343 1467
 www.arup.com
 Texas Registered Engineering Firm: F-1990

FREES NICHOLS
2711 North Haskell Ave., Suite 3300
 Dallas, Texas 75204
 Tel (214) 217 2200 Fax (214) 217 2201
 www.frees.com
 Texas Registered Engineering Firm: F-2144

Client

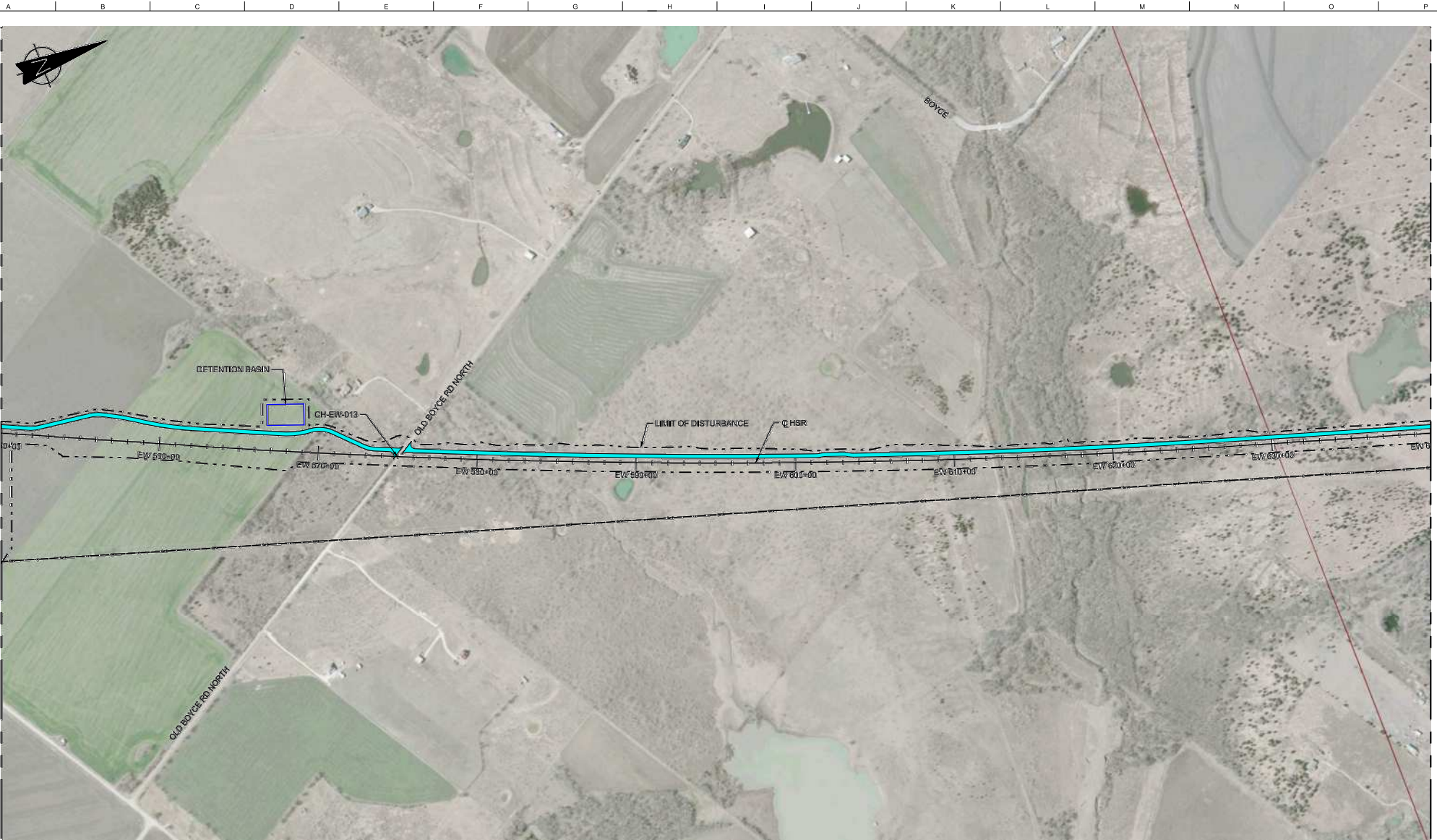
1409 South Lamar Street, Suite 1022, Dallas, Texas 75215

Drawing Title
**ELLIS WEST SEGMENT
 CIVIL HIGHWAY
 PLAN VIEW - STA.
 EW 460+00 TO EW 550+00**

Scale: AS SHOWN

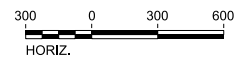
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Job No. 234180	Drawing No. RDY-EW-04006	Rev. 01
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LEGEND

	PROPOSED HSR MOW ACCESS		ROAD REMOVAL
	PROPOSED PUBLIC ROAD		UTILITY LIMIT OF DISTURBANCE
	PROPOSED PRIVATE ROAD		ELECTRICAL TRANS. LINE
	REALIGNED PUBLIC ROAD		



PLAN

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. SASSER
DRAWN BY
J. ALMAGUER
CHECKED BY
G. VOWELS
IN CHARGE
C. TAYLOR
DATE
09/15/2017

ARUP
Arup Texas, Inc.
 10370 Richmond Ave., Suite 475
 Houston, Texas 77042 USA
 Tel (713) 783 2787 Fax (713) 343 1467
 www.arup.com
 Texas Registered Engineering Firm: F-1990

FREEST NICHOLS
2711 North Haskell Ave., Suite 3300
 Dallas, Texas 75204
 Tel (214) 217 2200 Fax (214) 217 2201
 www.freest.com
 Texas Registered Engineering Firm: F-2144

Client

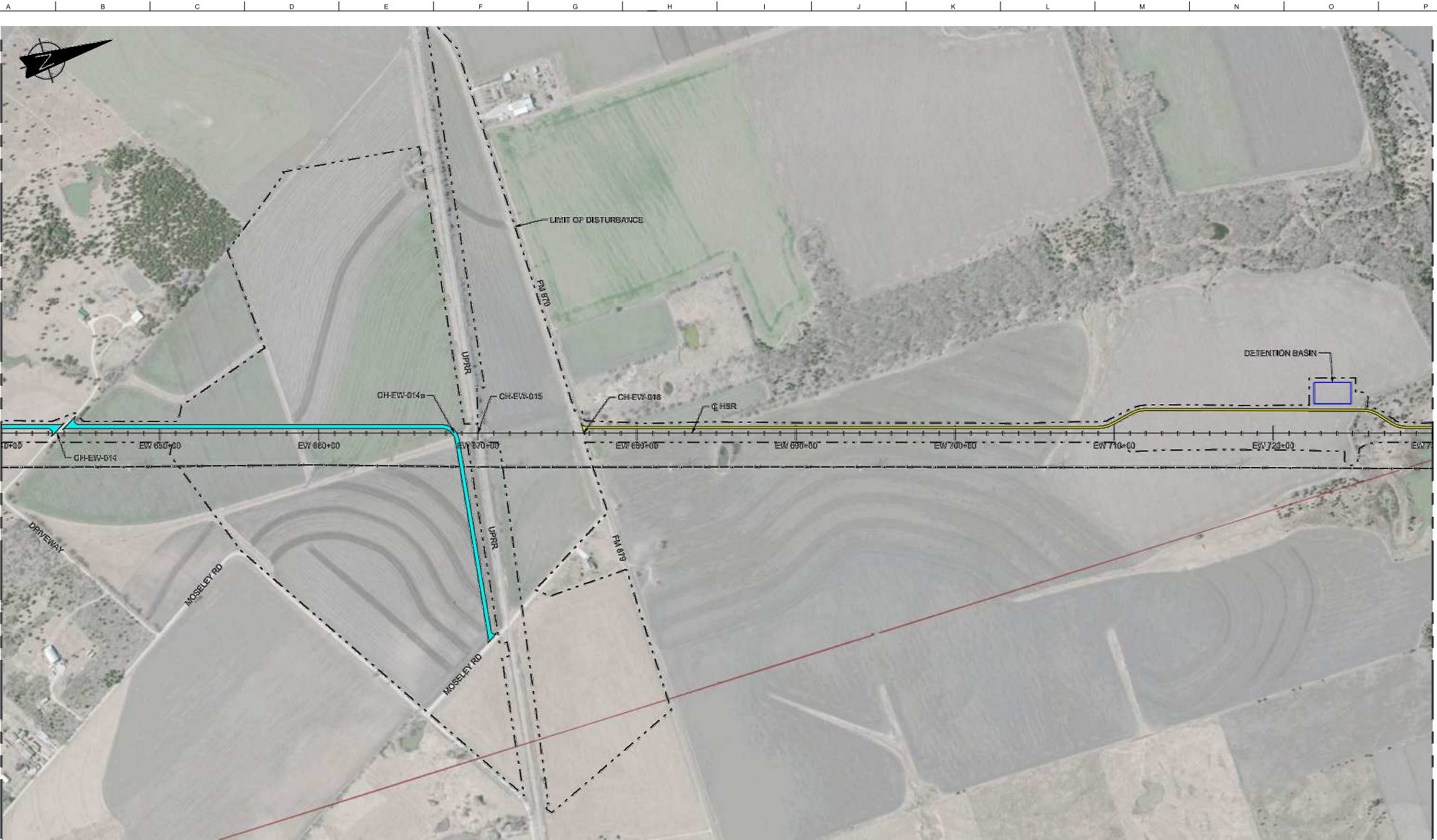
1409 South Lamar Street, Suite 1022, Dallas, Texas 75215

Drawing Title
**ELLIS WEST SEGMENT
 CIVIL HIGHWAY
 PLAN VIEW - STA.
 EW 550+00 TO EW 640+00**

Scale: AS SHOWN

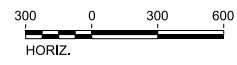
Drawing Status: **FINAL DRAFT**

Job No 234180	Drawing No RDY-EW-04007	Rev 01
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LEGEND

	PROPOSED HSR MOW ACCESS		ROAD REMOVAL
	PROPOSED PUBLIC ROAD		UTILITY LIMIT OF DISTURBANCE
	PROPOSED PRIVATE ROAD		ELECTRICAL TRANS. LINE
	REALIGNED PUBLIC ROAD		



PLAN

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. SASSER

DRAWN BY
J. ALMAGUER

CHECKED BY
G. VOWELS

IN CHARGE
C. TAYLOR

DATE
09/15/2017

ARUP

Arup Texas, Inc.
10370 Richmond Ave., Suite 475
Houston, Texas 77042 USA
Tel (713) 783 2787 Fax (713) 343 1467
www.arup.com
Texas Registered Engineering Firm: F-1990

FREESE NICHOLS

2711 North Haskell Ave., Suite 3300
Dallas, Texas 75204
Tel (214) 217 2200 Fax (214) 217 2201
www.freese.com
Texas Registered Engineering Firm: F-2144

Client

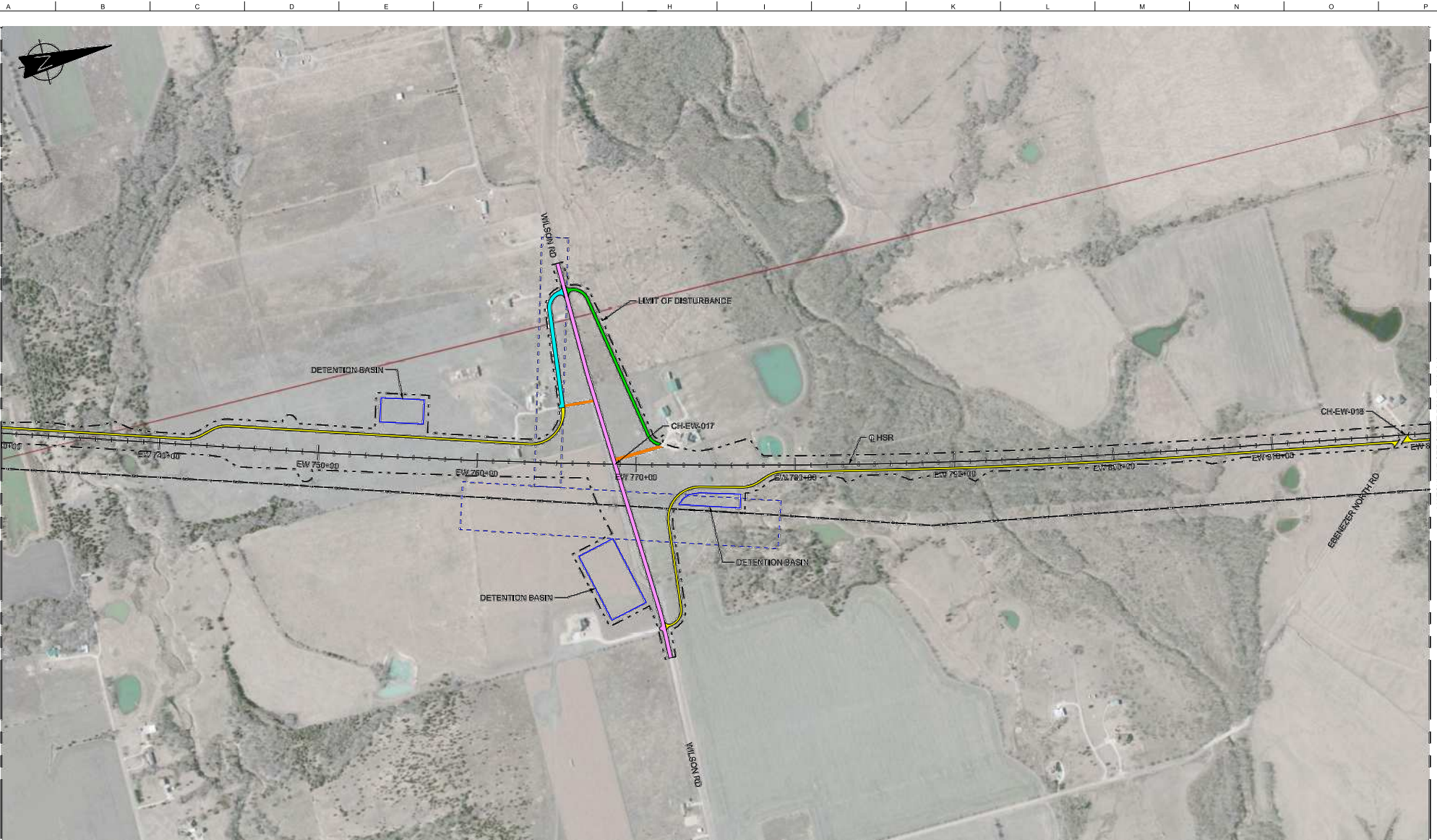
1409 South Lamar Street, Suite 1022, Dallas, Texas 75215

Drawing Title
**ELLIS WEST SEGMENT
CIVIL HIGHWAY
PLAN VIEW - STA.
EW 640+00 TO EW 730+00**

Scale: AS SHOWN

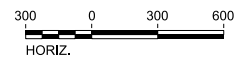
Drawing Status: **FINAL DRAFT**

Job No 234180	Drawing No RDY-EW-04008	Rev 01
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LEGEND

	PROPOSED HSR MOW ACCESS		ROAD REMOVAL
	PROPOSED PUBLIC ROAD		UTILITY LIMIT OF DISTURBANCE
	PROPOSED PRIVATE ROAD		ELECTRICAL TRANS. LINE
	REALIGNED PUBLIC ROAD		



PLAN

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. SASSER
DRAWN BY
J. ALMAGUER
CHECKED BY
G. VOWELS
IN CHARGE
C. TAYLOR
DATE
09/15/2017

ARUP
Arup Texas, Inc.
 10370 Richmond Ave., Suite 475
 Houston, Texas 77042 USA
 Tel (713) 783 2787 Fax (713) 343 1467
 www.arup.com
 Texas Registered Engineering Firm: F-1990

FREES NICHOLS
2711 North Haskell Ave., Suite 3300
 Dallas, Texas 75204
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 www.frees.com
 Texas Registered Engineering Firm: F-2144

Client

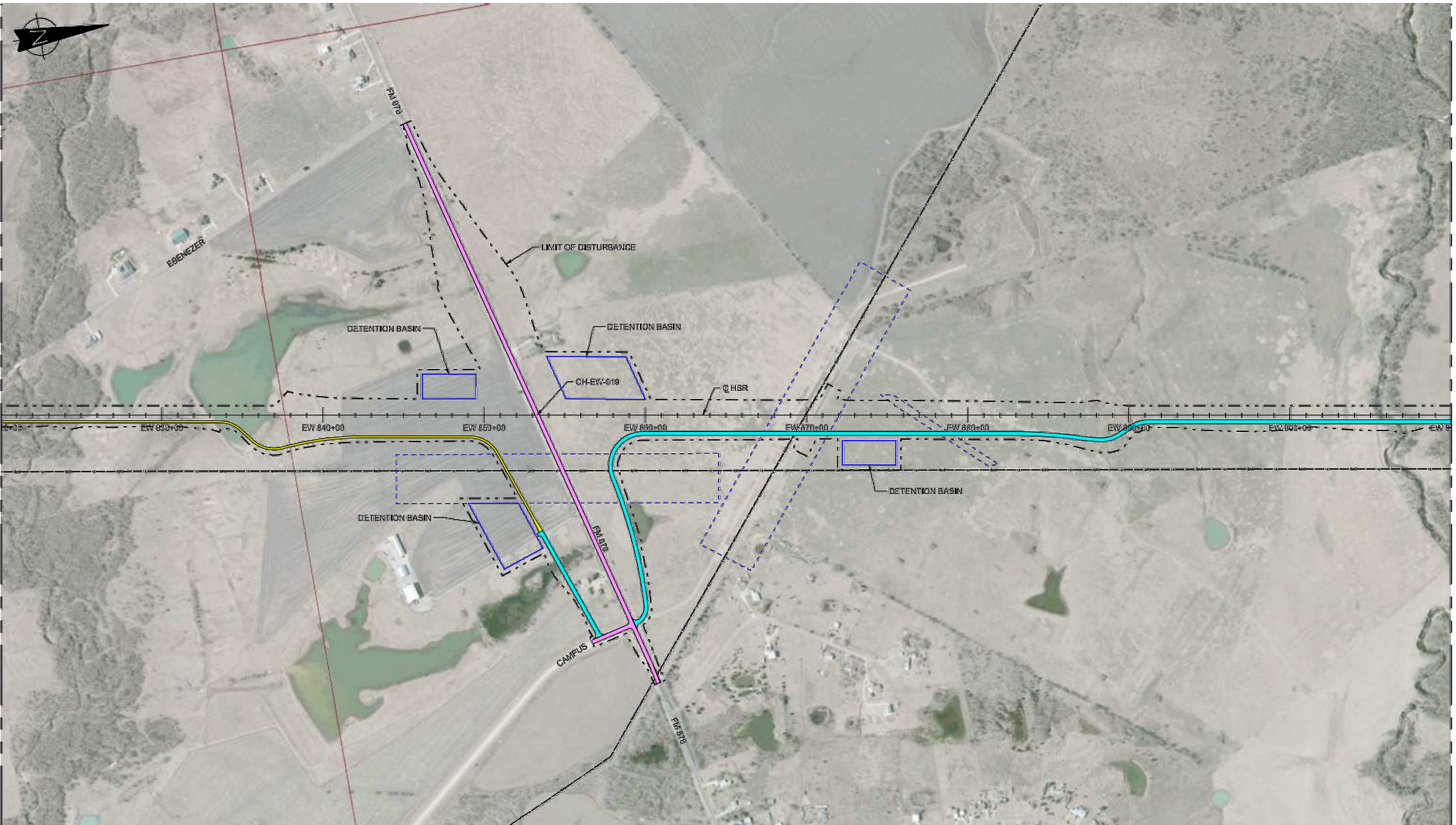
1409 South Lamar Street, Suite 1022, Dallas, Texas 75215

Drawing Title
**ELLIS WEST SEGMENT
 CIVIL HIGHWAY
 PLAN VIEW - STA.
 EW 730+00 TO EW 820+00**

Scale: AS SHOWN

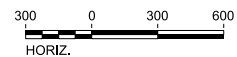
Drawing Status: **FINAL DRAFT**

Job No 234180	Drawing No RDY-EW-04009	Rev 01
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LEGEND

	PROPOSED HSR MOW ACCESS		ROAD REMOVAL
	PROPOSED PUBLIC ROAD		UTILITY LIMIT OF DISTURBANCE
	PROPOSED PRIVATE ROAD		ELECTRICAL TRANS. LINE
	REALIGNED PUBLIC ROAD		



PLAN

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. SASSER
DRAWN BY
J. ALMAGUER
CHECKED BY
G. VOWELS
IN CHARGE
C. TAYLOR
DATE
09/15/2017

ARUP
Arup Texas, Inc.
 10370 Richmond Ave., Suite 475
 Houston, Texas 77042 USA
 Tel (713) 783 2787 Fax (713) 343 1467
 www.arup.com
 Texas Registered Engineering Firm: F-1990

FREES NICHOLS
2711 North Haskell Ave., Suite 3300
 Dallas, Texas 75204
 Tel (214) 217 2200 Fax (214) 217 2201
 www.freese.com
 Texas Registered Engineering Firm: F-2144

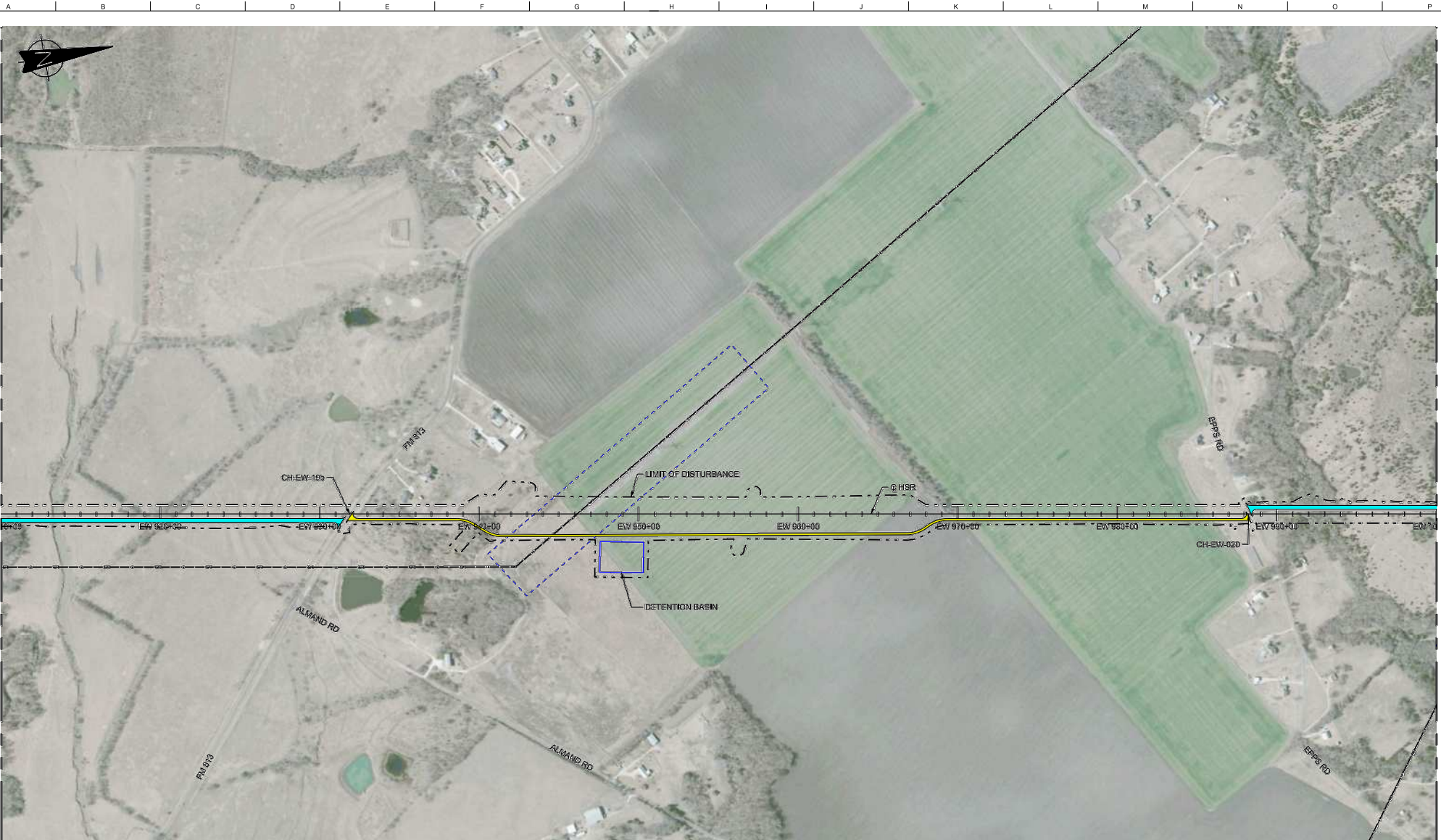
Client

1409 South Lamar Street, Suite 1022, Dallas, Texas 75215

Drawing Title
**ELLIS WEST SEGMENT
 CIVIL HIGHWAY
 PLAN VIEW - STA.
 EW 820+00 TO EW 910+00**

Scale: AS SHOWN
 Drawing Status: **FINAL DRAFT**

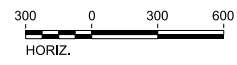
Job No 234180	Drawing No RDY-EW-04010	Rev 01
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MATCHLINE SEE SHEET ROY-EW-04010

MATCHLINE SEE SHEET ROY-EW-04012

LEGEND	
	PROPOSED HSR MOW ACCESS
	PROPOSED PUBLIC ROAD
	PROPOSED PRIVATE ROAD
	REALIGNED PUBLIC ROAD
	ROAD REMOVAL
	UTILITY LIMIT OF DISTURBANCE
	ELECTRICAL TRANS. LINE



PLAN

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. SASSER
DRAWN BY
J. ALMAGUER
CHECKED BY
G. VOWELS
IN CHARGE
C. TAYLOR
DATE
09/15/2017



Arup Texas, Inc.
10370 Richmond Ave., Suite 475
Houston, Texas 77042 USA
Tel (713) 783 2787 Fax (713) 343 1467
www.arup.com
Texas Registered Engineering Firm: F-1990



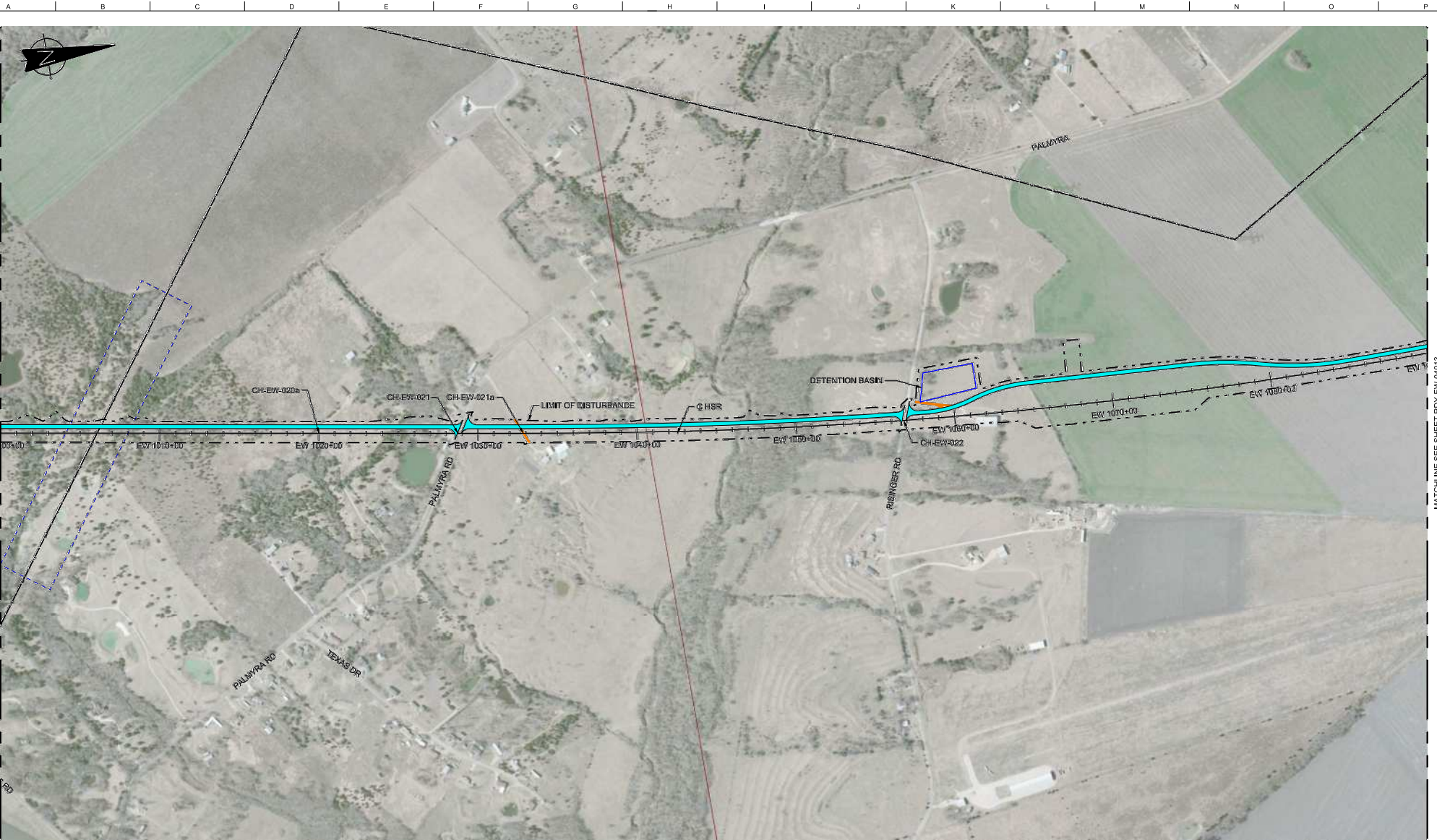
2711 North Haskell Ave., Suite 3300
Dallas, Texas 75204
Tel (214) 217 2200 Fax (214) 217 2201
www.freese.com
Texas Registered Engineering Firm: F-2144



1409 South Lamar Street, Suite 1022, Dallas, Texas 75215

Drawing Title
**ELLIS WEST SEGMENT
CIVIL HIGHWAY
PLAN VIEW - STA.
EW 910+00 TO EW 1000+00**

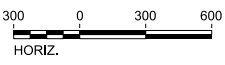
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Job No 234180	Drawing No RDY-EW-04011
Rev 01	



MATCHLINE SEE SHEET RDY-EW-04011

MATCHLINE SEE SHEET RDY-EW-04013

LEGEND	
	PROPOSED HSR MOW ACCESS
	PROPOSED PUBLIC ROAD
	PROPOSED PRIVATE ROAD
	REALIGNED PUBLIC ROAD
	ROAD REMOVAL
	UTILITY LIMIT OF DISTURBANCE
	ELECTRICAL TRANS. LINE



PLAN

REV	DATE	BY	CHK	APP	DESCRIPTION

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 10370 Richmond Ave., Suite 475
 Houston, Texas 77042 USA
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FREES NICHOLS
2711 North Haskell Ave., Suite 3300
 Dallas, Texas 75204
 Tel (214) 217 2200 Fax (214) 217 2201
 www.freese.com
 Texas Registered Engineering Firm: F-2144

Client

1409 South Lamar Street, Suite 1022, Dallas, Texas 75215

Drawing Title
**ELLIS WEST SEGMENT
 CIVIL HIGHWAY
 PLAN VIEW - STA.
 EW 1000+00 TO EW 1090+00**

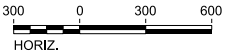
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FINAL DRAFT
 Job No
 234180
 Drawing No
 RDY-EW-04012
 Rev
 01



MATCHLINE SEE SHEET RDY-EW-04012

MATCHLINE SEE SHEET RDY-EW-04014

LEGEND	
 PROPOSED HSR MOW ACCESS	 ROAD REMOVAL
 PROPOSED PUBLIC ROAD	 UTILITY LIMIT OF DISTURBANCE
 PROPOSED PRIVATE ROAD	 ELECTRICAL TRANS. LINE
 REALIGNED PUBLIC ROAD	



PLAN

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. SASSER

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CHECKED BY
G. VOWELS

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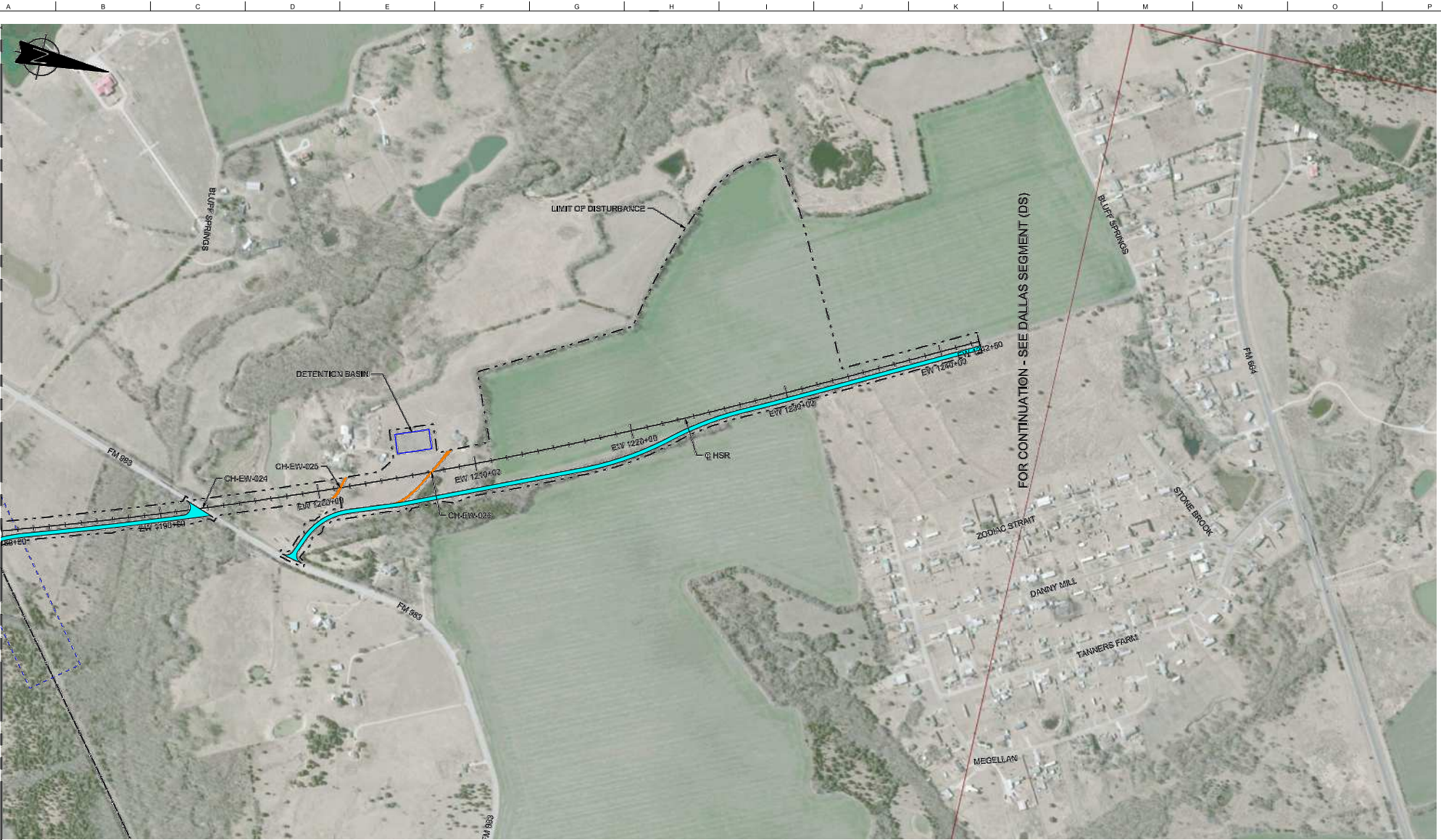
2711 North Haskell Ave., Suite 3300
Dallas, Texas 75204
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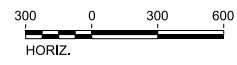
Drawing Title
**ELLIS WEST SEGMENT
CIVIL HIGHWAY -
PLAN VIEW - STA.
EW 1090+00 TO EW 1180+00**

Scale AS SHOWN	Drawing Status FINAL DRAFT
Job No 234180	Drawing No RDY-EW-04013
Rev 01	



LEGEND

	PROPOSED HSR MOW ACCESS		ROAD REMOVAL
	PROPOSED PUBLIC ROAD		UTILITY LIMIT OF DISTURBANCE
	PROPOSED PRIVATE ROAD		ELECTRICAL TRANS. LINE
	REALIGNED PUBLIC ROAD		



PLAN

REV	DATE	BY	CHK	APP	DESCRIPTION

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 Tel (214) 217 2200 Fax (214) 217 2201
 www.frees.com
 Texas Registered Engineering Firm: F-2144

Client

1409 South Lamar Street, Suite 1022, Dallas, Texas 75215

Drawing Title
**ELLIS WEST SEGMENT
 CIVIL HIGHWAY
 PLAN VIEW - STA.
 EW 1180+00 TO EW 1242+50**

Scale: AS SHOWN

Drawing Status: **FINAL DRAFT**

Job No 234180	Drawing No RDY-EW-04014	Rev 01
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