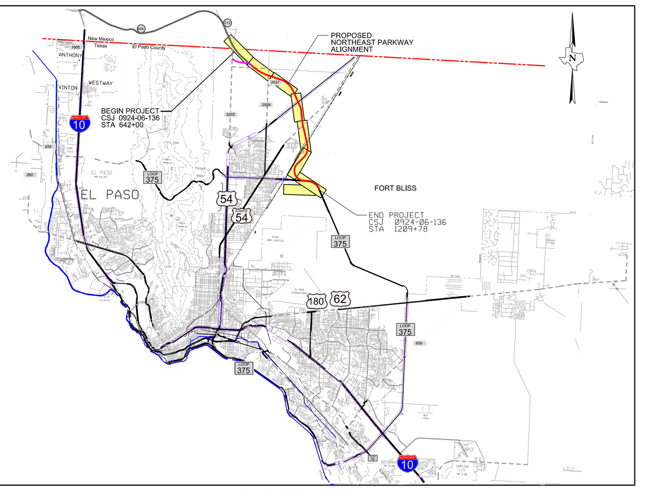
TEXAS DEPARTMENT OF TRANSPORTATION
EL PASO DISTRICT
ROBERT BIELEK, P.E. DISTRICT ENGINEER

New Mexico DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
TRENT DOOLITTLE, P.E. DISTRICT ONE ENGINEER

DESIGN SCHEMATIC FOR NORTHEAST PARKWAY EL PASO, TEXAS

ROLL 7 OF 11

DATE: $DATE$	STATE DISTRICT	COUNTY	CONTROL NO.	SEC. NO.	JOB NO.
REVISION DATE: $DATE$	ELP	EL PASO	0924	06	136



VICINITY MAP
NTS

SURVEY CONTROL POINTS

POINT NAME	NORTHING	EASTING	ELEVATION	STATION AND OFFSET (FEET)
H-36	10705112.588	425575.193	3952.862	OUTSIDE PROJECT LIMITS
H-37	10715903.952	405537.696	4027.436	OUTSIDE PROJECT LIMITS
H-39	10729334.124	395060.836	4398.537	OUTSIDE PROJECT LIMITS
H-45	10748739.224	418784.588	4037.561	OUTSIDE PROJECT LIMITS
H-46	10736552.350	436702.302	4003.651	OUTSIDE PROJECT LIMITS

LEGEND — EXISTING — PROPOSED

MAIN LANE
RAMP
FRONTAGE ROAD
CROSS STREETS
BRIDGES
PAVED BIKE PATH
A.D.A. RAMP

SCALE
PLAN: SCALE (IN FEET) 0 100 200 400
PROFILE: HORIZ SCALE (IN FEET) 0 50 100 200
VERT SCALE (IN FEET) 0 5 10 15 20

DESIGN SPEEDS
MAIN LANES:
FRONTAGE ROADS:
ON/OFF RAMPS:
DIRECT CONNECT RAMPS:
CROSS STREETS:

FUNCTIONAL CLASSIFICATION: RURAL FREEWAY
PROJECT LENGTH: 10.75 MILES

GENERAL NOTES

1.) COORDINATES SHOWN ARE SURFACE COORDINATES BASED ON THE TEXAS STATE PLANE SURFACE COORDINATE SYSTEM OF 1983 (NAD 83 STATE PLANE COORDINATES) CENTRAL ZONE (4203). THESE HAVE AN ADJUSTMENT FACTOR OF 1.00023100 (GRID X 1.00023100 = SURFACE COORDINATES) AND ARE BASED UPON AERIAL PANELL POINTS H-36, H-37, H-39, H-45, H-46 PROVIDED BY TxDOT.

2.) BEARINGS SHOWN ARE BASED ON THE TEXAS COORDINATE SYSTEM OF 1983 (CENTRAL ZONE (4203) USING HORIZONTAL CONTROL POINTS H-36, H-37, H-39, H-45, H-46 PROVIDED BY TxDOT.

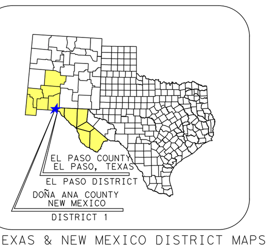
3.) ELEVATIONS ARE NAVD-88 DATUM BASED ON THE FOLLOWING BENCHMARKS H-36 ELEV 3952.862 (FEET), H-37 ELEV 4027.436 (FEET), H-39 ELEV 4398.537 (FEET), H-45 ELEV 4037.561 (FEET), H-46 ELEV 4003.651 (FEET) FROM TxDOT AERIAL PANEL POINTS H-36, H-37, H-39, H-45, H-46.

4.) TEMPORARY CONSTRUCTION EASEMENTS WILL BE NECESSARY FOR SLOPE TREATMENT BEYOND LIMITS OF ROW.

5.) ALL PROPERTY LINES SHOWN ON THIS SCHEMATIC ARE APPARENT LINES ONLY AND ARE NOT BASED ON A DETAILED ON GROUND PROPERTY SURVEY.

NOT A BIDDING DOCUMENT
SPENTA FAROKH IRANI
81977
TEXAS REGISTRATION NUMBER
$DATE$
DATE

NORTHEAST PARKWAY



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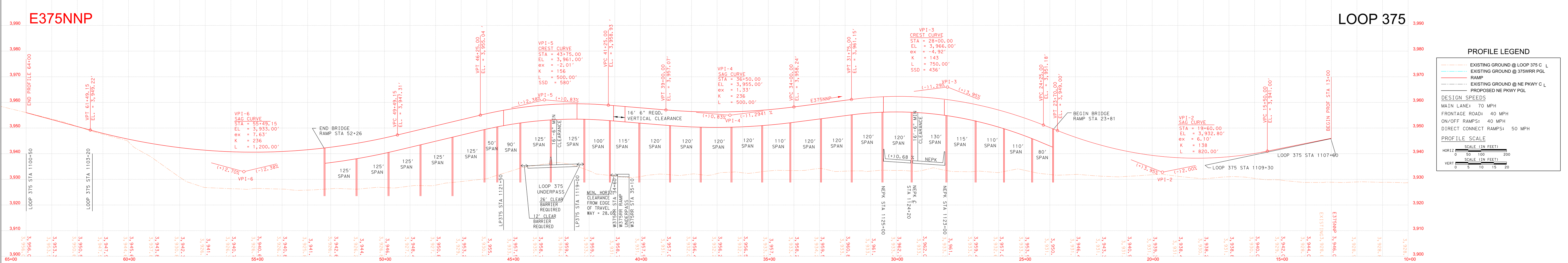
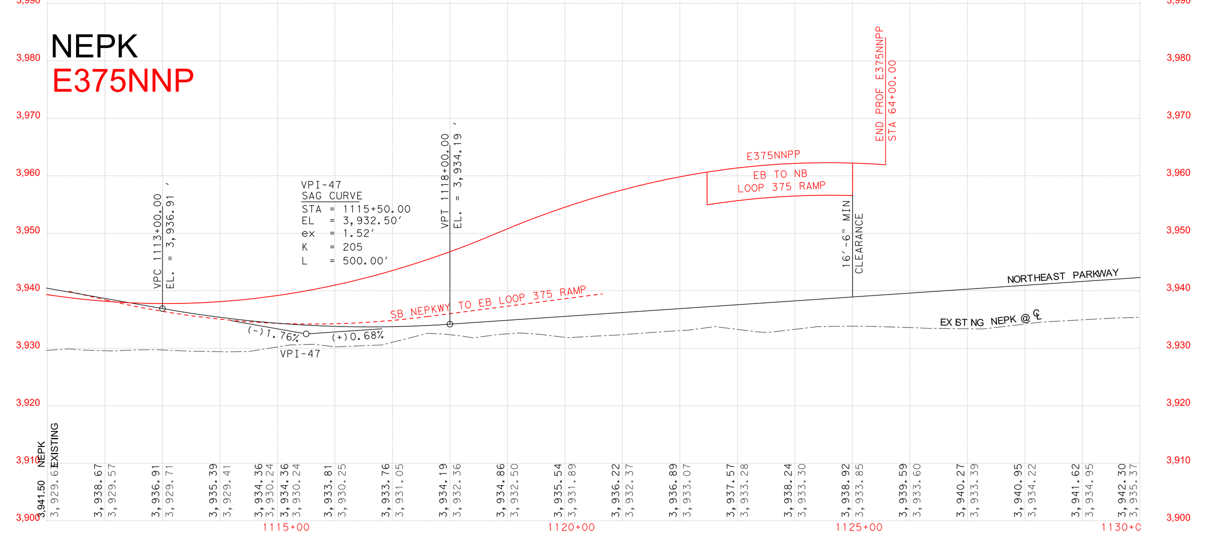
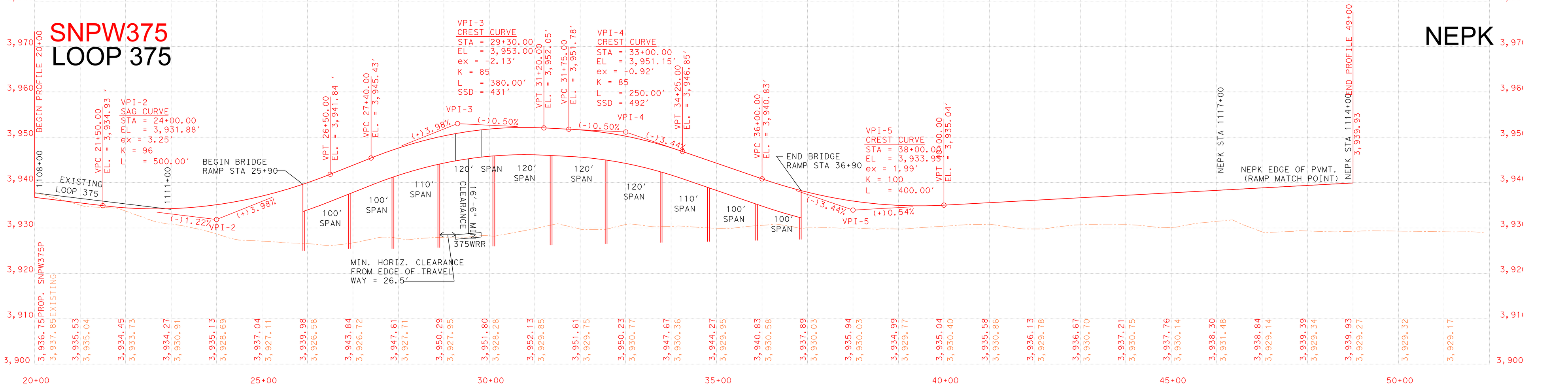




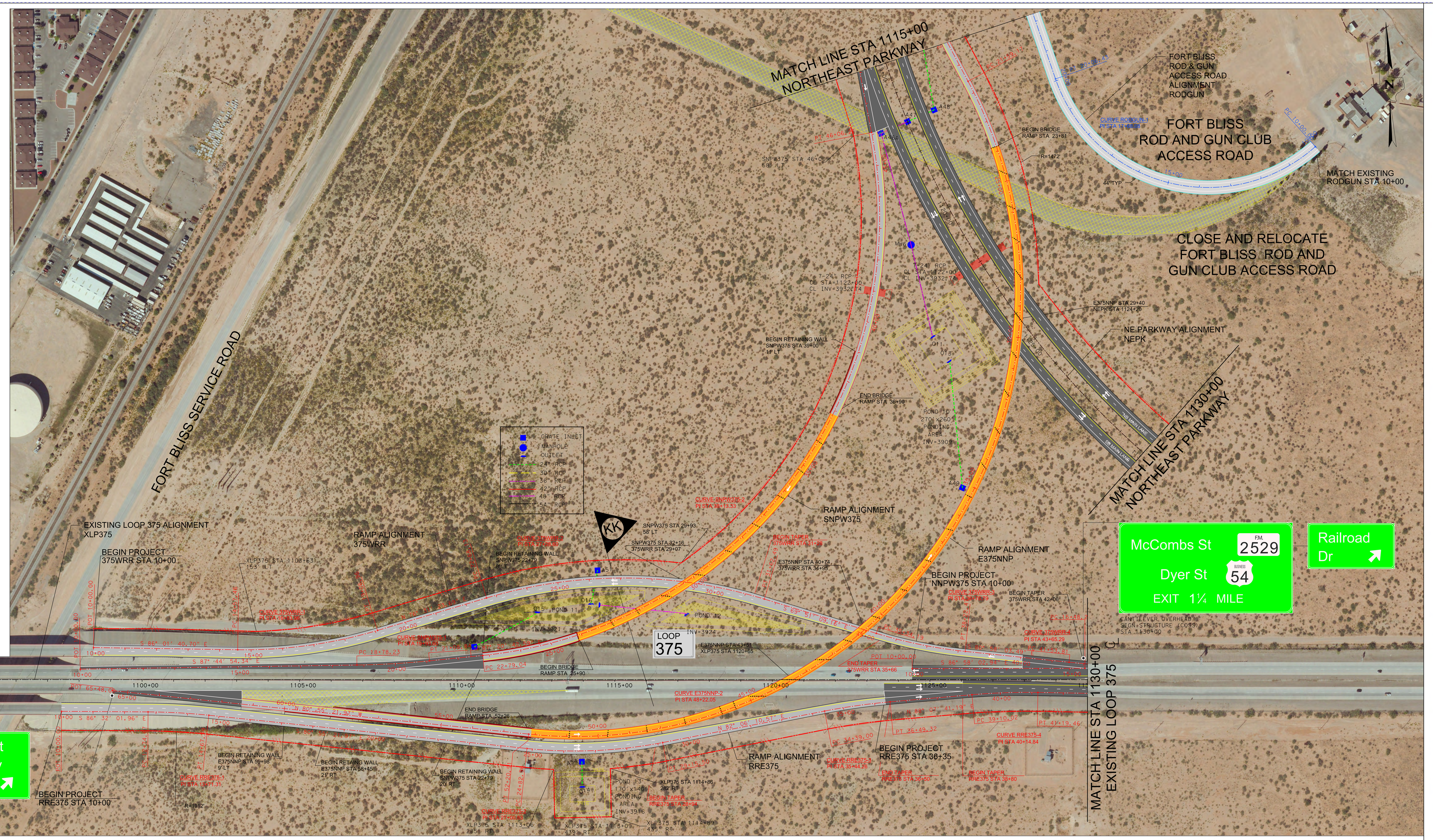


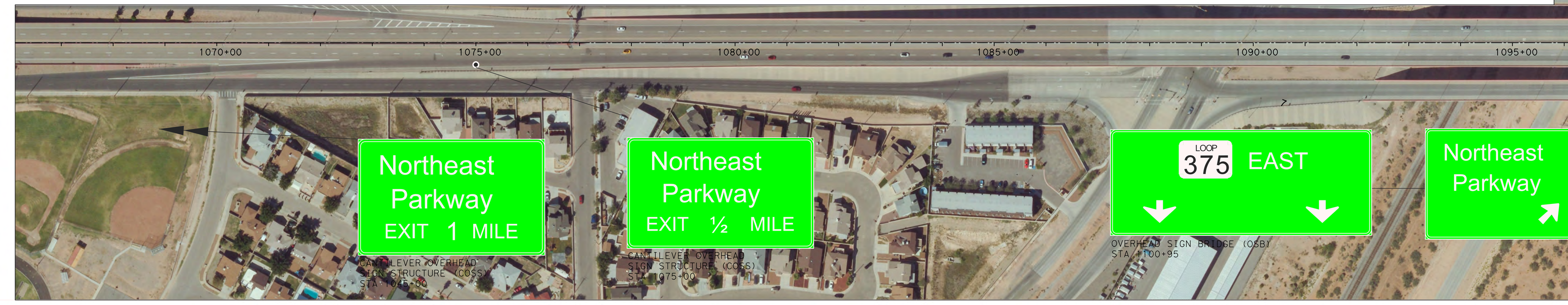
LOOP 375 / NORTHEAST PARKWAY INTERCHANGE/RAIL ROAD, DESIGN SPEED 40 / 50 MPH

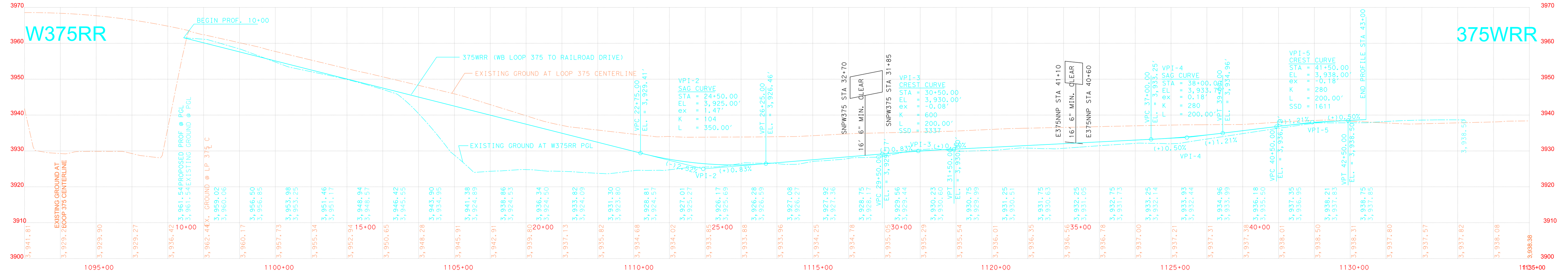
CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
EB LOOP 375 TO NB NORTHEAST PARKWAY, DESIGN SPEED 50 MPH											
E375NNP-2	48+22.05	10,707,408.23	422,768.67	124° 03′ 46.94" RT	2,662.88′	3,061.75′	1,414.00′	21+59.17	52+20.91	S 24° 59′ 08.91" E	N 80° 55′ 21.97" W
RAILROAD EXIT EB LOOP 375, DESIGN SPEED 40 MPH											
RRE375-1	13+71.31	10,707,958.42	419,033.40	5° 36′ 39.99" RT	96.64′	193.12′	1,972.00′	12+74.67	14+67.79	S 86° 32′ 01.96" E	S 80° 55′ 21.97" E
RRE375-2	27+00.83	10,707,748.64	420,346.43	16° 58′ 27.45" LT	217.86′	432.54′	1,460.00′	24+82.96	29+15.50	S 80° 55′ 21.97" E	N 82° 06′ 10.57" E
RRE375-3	35+44.26	10,707,864.96	421,185.02	6° 01′ 30.61" RT	105.26′	210.32′	2,000.00′	34+39.00	36+49.32	N 82° 06′ 10.57" E	N 88° 07′ 41.19" E
RRE375-4	40+14.84	10,707,880.34	421,655.54	5° 59′ 59.59" RT	104.81′	209.44′	2,000.00′	39+10.02	41+19.46	N 88° 07′ 41.19" E	S 85° 52′ 19.22" E
SB NORTHEAST PARKWAY EXIT TO WB LOOP 375, DESIGN SPEED 50 MPH											
SNPW375-1	19+93.60	10,708,072.35	419,722.23	4° 54′ 23.07" LT	115.38′	230.61′	2,693.00′	18+78.23	21+08.84	S 87° 44′ 54.34" E	N 87° 20′ 42.59" E
SNPW375-2	38+13.33	10,708,156.64	421,540.15	95° 14′ 26.94" LT	1,534.29′	2,327.17′	1,400.00′	22+79.04	46+06.21	N 87° 20′ 42.59" E	N 7° 53′ 44.36" W
LOOP 375 TO WB RAIL ROAD, DESIGN SPEED 40 MPH											
375WRR-1	16+83.96	10,708,130.11	419,457.58	17° 26′ 55.62" LT	226.50′	449.50′	1,476.00′	14+57.46	19+06.96	S 86° 01′ 40.70" E	N 76° 31′ 23.69" E
375WRR-2	27+28.60	10,708,374.39	420,476.87	33° 37′ 27.15" RT	460.47′	894.36′	1,524.00′	22+68.13	31+62.49	N 76° 31′ 23.69" E	S 69° 51′ 09.16" E
375WRR-3	36+78.79	10,708,037.95	421,393.87	11° 06′ 54.33" LT	144.59′	288.28′	1,486.00′	35+34.19	38+22.47	S 69° 51′ 09.16" E	S 80° 58′ 03.49" E
375WRR-4	43+65.29	10,707,930.03	422,072.76	12° 04′ 19.28" LT	211.48′	421.39′	2,000.00′	41+53.81	45+75.20	S 80° 58′ 03.49" E	N 86° 57′ 37.23" E

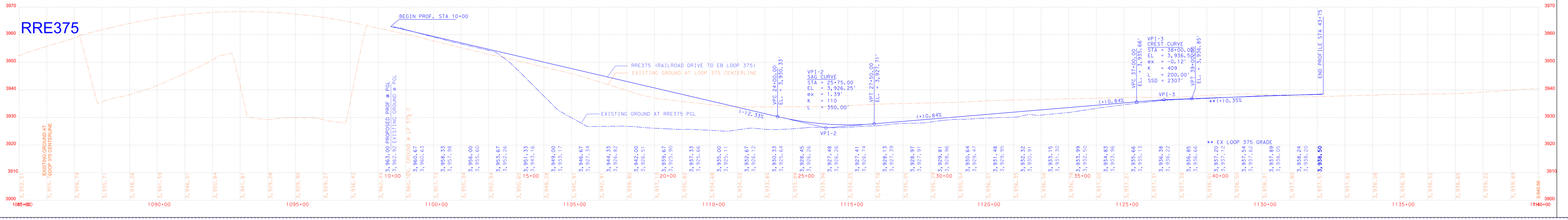
RAMP SUPERELEVATION TABLE

CURVE NUMBER	BEGIN TRANSITION STA	BEGIN TRANSITION e	BEGIN FULL SUPER STA	BEGIN FULL SUPER E	BEGIN TRANSITION STA	BEGIN TRANSITION E	END TRANSITION STA	END TRANSITION E
E375NNP-2	19+95	2.0%	22+00	-5.2%	51+80	-5.2%	53+85	2.0%
SNPW 375-2	22+05	2.0%	23+00	5.2%	45+85	5.2%	46+80	2.0%
375W RR-1	14+10	2.0%	14+70	4.1%	18+95	4.1%	19+55	2.0%
375W RR-2	21+30	2.0%	23+05	-4.0%	31+25	-4.0%	33+00	2.0%
375W RR-3	34+85	2.0%	35+45	4.0%	38+10	4.0%	38+70	2.0%
375W RR-4	41+25	2.0%	41+65	3.3%	MATCH NNPW375			
RRE375-1	12+45	2.0%	12+85	3.3%	14+60	3.3%	15+00	2.0%
RRE375-2	23+45	2.0%	25+20	-4.1%	28+80	-4.1%	30+55	2.0%
RRE375-3	34+10	2.0%	34+50	3.3%	36+40	3.3%	36+80	2.0%









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VICINITY MAP NTS
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