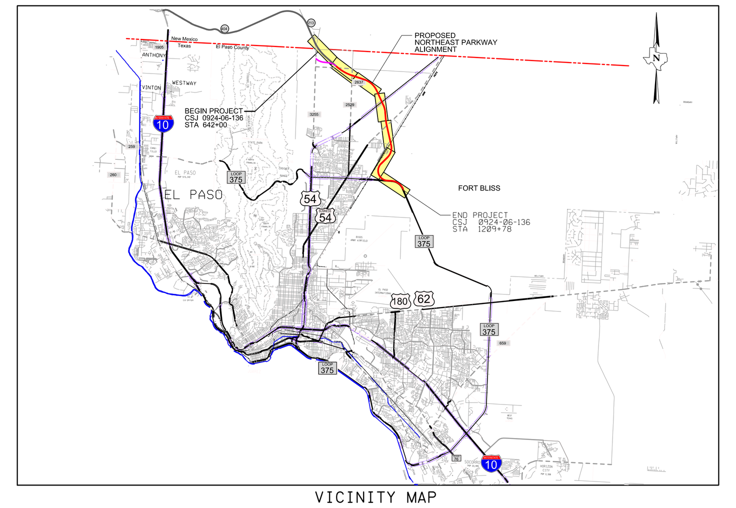
TEXAS DEPARTMENT OF TRANSPORTATION
EL PASO DISTRICT
ROBERT BIELEK, P.E. DISTRICT ENGINEER

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

DESIGN SCHEMATIC FOR NORTHEAST PARKWAY EL PASO, TEXAS

ROLL 2 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		
RIGHT-OF-WAY/PROPERTY LINES		
CONTROL-OF-ACCESS		
MAINLANE/FRONTAGE/RAMP TRAFFIC LANE DIRECTIONAL INDICATOR		
PAVEMENT TO BE REMOVED		
RETAINING WALLS	NOT SHOWN	
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 LANE: 70 MPH
FRONTAGE ROAD: 40 MPH
ON/OFF RAMPS: 40 MPH
DIRECT CONNECT RAMPS: 50 MPH
CROSS STREETS: 40 MPH

PROPOSED ALIGNMENTS
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 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.

NORTHEAST PARKWAY

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

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.			ROLL NO.
				2
STATE	DIST.	COUNTY	DRAWN BY:	CHECK BY:
TEXAS	ELP	EL PASO	JCO	SFI
CONT.	SECT.	JOB	HIGHWAY NO.	
0924	06	136	NORTHEAST PARKWAY	

FINAL SUBMITTAL
JACOBS

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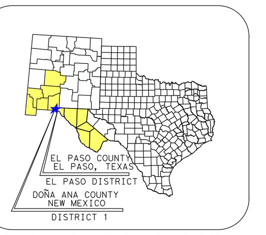

TEXAS & NEW MEXICO DISTRICT MAPS

NORTHEAST PARKWAY, DESIGN SPEED 70 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)
NEPK-10	741+37.60	10,739,153.54	411,149.17	23° 29′ 27.63" LT	2,598.98′	5,124.94′	12,500.00′	715+38.62	766+63.57	S 48° 01′ 01.58" E	S 71° 30′ 29.21" E

MARTIN LUTHER KING / NORTHEAST PARKWAY RAMPS, DESIGN SPEED 40 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)
MARTIN LUTHER KING EXIT TO EB NORTHEAST PARKWAY, DESIGN SPEED 40 MPH											
MKSNP-3	43+92.17	10,742,535.55	407,333.77	7° 41′ 54.45" RT	201.85′	403.09′	3,000.00′	41+90.32	45+93.41	S 55° 45′ 26.52" E	S 48° 03′ 32.07" E

McCOMBS / NORTHEAST PARKWAY RAMPS, DESIGN SPEED 40 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)
NORTHEAST PARKWAY NB EXIT TO McCOMBS, DESIGN SPEED 40 MPH											
NPNMC-1	11+93.71	10,738,482.62	413,926.16	11° 03′ 51.99" RT	193.71′	386.22′	2,000.00′	10+00.00	13+86.22	S 70° 37′ 38.63" E	S 59° 33′ 46.64" E
NPNMC-2	18+63.31	10,738,142.80	414,504.52	7° 56′ 43.04" LT	138.89′	277.34′	2,000.00′	17+24.42	20+01.76	S 59° 33′ 46.64" E	S 67° 30′ 29.69" E
NPNMC-3	24+88.86	10,737,903.33	415,082.89	3° 59′ 58.99" LT	100.04′	200.00′	2,865.00′	23+88.81	25+88.82	S 67° 30′ 29.69" E	S 71° 30′ 28.67" E
McCOMBS NB ENTRANCE TO NORTHEAST PARKWAY, DESIGN SPEED 40 MPH											
MCNNP-1	11+39.83	10,738,879.26	412,422.68	5° 35′ 18.55" LT	139.83′	279.44′	2,865.00′	10+00.00	12+79.44	S 65° 05′ 31.78" E	S 70° 40′ 50.33" E
MCNNP-2	16+74.20	10,738,702.40	412,927.17	13° 25′ 04.44" LT	188.21′	374.70′	1,600.00′	14+85.99	18+60.69	S 70° 40′ 50.33" E	S 84° 05′ 54.77" E
MCNNP-3	21+84.62	10,738,649.75	413,436.60	12° 35′ 33.56" RT	167.60′	333.85′	1,519.00′	20+17.02	23+50.87	S 84° 05′ 54.77" E	S 71° 30′ 21.20" E
McCOMBS SB ENTRANCE TO NORTHEAST PARKWAY, DESIGN SPEED 40 MPH											
MCSNP-1	11+05.33	10,738,012.84	413,834.97	5° 58′ 21.44" LT	105.33′	210.46′	2,019.00′	10+00.00	12+10.46	S 76° 43′ 48.42" E	S 82° 42′ 09.86" E
MCSNP-2	16+81.56	10,737,939.62	414,406.73	7° 11′ 40.90" RT	189.48′	378.47′	3,014.00′	14+92.08	18+70.55	S 82° 42′ 09.86" E	S 75° 30′ 28.95" E
MCSNP-3	22+83.67	10,737,788.83	414,990.16	3° 44′ 42.65" RT	93.67′	187.27′	2,865.00′	21+90.00	23+77.27	S 75° 30′ 28.95" E	S 71° 45′ 46.30" E
NORTHEAST PARKWAY SB EXIT TO McCOMBS, DESIGN SPEED 40 MPH											
NPSMC-1	11+25.04	10,738,803.49	412,258.11	4° 59′ 53.57" RT	125.04′	249.93′	2,865.00′	10+00.00	12+49.93	S 64° 22′ 22.91" E	S 59° 22′ 29.34" E
NPSMC-2	24+63.93	10,738,121.36	413,410.38	15° 40′ 12.42" LT	277.83′	552.19′	2,019.00′	21+86.10	27+38.29	S 59° 22′ 29.34" E	S 75° 02′ 41.76" 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
MCNNP-2	14+50	2.0%	14+95	3.8%	18+50	3.8%	18+95	2.0%
NPSMC-2	20+85	2.0%	22+15	-3.3%	CARRY -3.3% TO INTERSECTION & MATCH MCSNP			
MCSNP-1	BEGIN @ -3.3% TO MATCH NPSMC				11+85	-3.3%	13+15	2.0%
MCSNP-2	14+85	2.0%	14+95	2.4%	18+65	2.4%	18+80	2.0%
NPNMC-2	17+05	2.0%	17+30	3.0%	19+75	3.0%	21+00	-2.0%

PROFILE LEGEND
EXISTING GROUND @ NE PKWY ℄
PROPOSED NE PKWY PGL
RAMP
RAMP

DESIGN SPEEDS
MAIN LANE: 70 MPH
FRONTAGE ROAD: 40 MPH
ON/OFF RAMPS: 40 MPH
DIRECT CONNECT RAMPS: 50 MPH
CROSS STREETS: 40 MPH

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

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10.75 MILES
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