FUNCTIONAL CLASS
"PRINCIPAL ARTERIAL INTERSTATE"
MAIN LANE DESIGN CRITERIA - FREEWAY
DESIGN SPEED
MAIN LANES - 70 MPH
RAMPS - 45 MPH
FRONTAGE ROAD DESIGN CRITERIA - LOW SPEED URBAN STREETS
DESIGN SPEED - 45 MPH (DESIRED)
- 35 MPH (MIN)

SCHEMATIC LAYOUT
GALVESTON COUNTY
I 45 GULF FRWY
FROM: NORTH OF F.M. 518
TO: NORTH OF F.M. 646
HOUSTON DISTRICT
DATE: April 2014
APPROVED:

NOT A BIDDING DOCUMENT
________________ P.E.
TEXAS REGISTRATION NUMBER
____
DATE

LEGEND

SYMBOLOGY		LINE WT	COLOR	CODE
MAIN LANES	▬	5	BLACK	0
FRONTAGE ROADS AND RAMPS	—	1	BLUE	1
TURNAROUNDS	▬	5	BLUE	1
EXISTING RDWY TO BE REMOVED	// //	0	BLACK	0
EXISTING RDWY TO REMAIN	—	2	GREEN	2
EMBANKMENT	—	3	RED	3
CONTROL OF ACCESS	▬	5	PURPLE	13
PROP ROW	— —	5	BLACK	0
EXISTING ROW	— —	3	BLACK	0
ACCESS ROAD	······	1	BLUE	1
PLANIMETRIC		2	GREEN	2
TRAFFIC COUNT YEAR (2035) DHV		0	BLACK	0
EXISTING LANE DIRECTIONAL INDICATOR	⇨	0	BLACK	0
PROPOSED LANE DIRECTIONAL INDICATOR	➡	0	BLACK	0
DIRECT CONNECTOR	▬	4	ORANGE	6
DEPRESSED	—	3	RED	3
FUTURE	— —	1	BLUE	1
RETAINING WALL	▬	6	RED	3
STRIPING		0	ORANGE	6
HIGH OCCUPANCY VEHICLE (HOV)	▬	5	TURQUOISE	65
DIAMOND LANE	▬	5	BROWN	137
MANAGED LANES	▬	9	LT PURPLE	42
TEMPORARY CONNECTIONS	▬	10	PURPLE	37
RDWY. UNDER CONSTRUCTION	▬	5	LT GREEN	197
RECOMMENDED NOISE ABATEMENT WALL	▬	10	PURPLE	203
SIDE WALK	—	2	COFFEE	7

SCALE: 0 100 200 300 400

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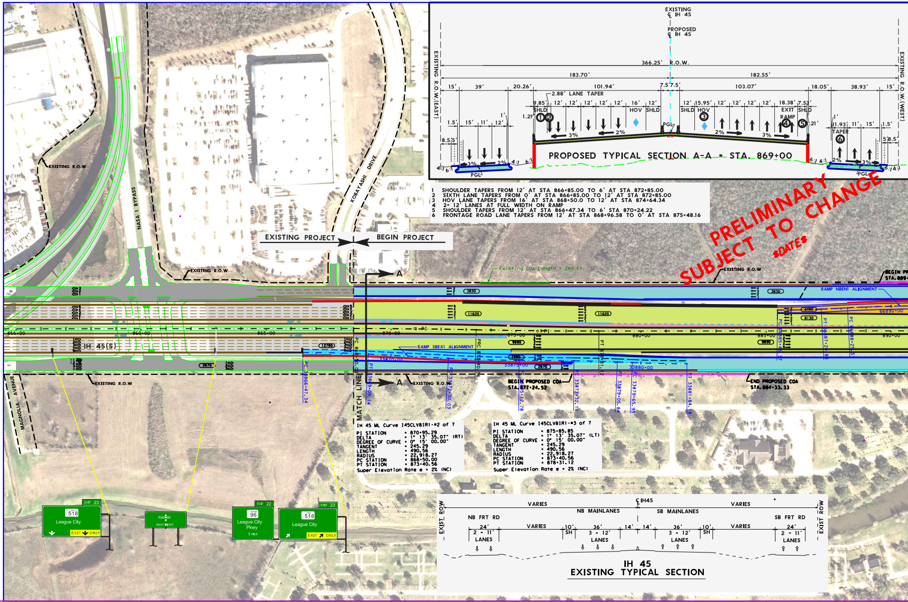
Planimetric files>> 200534dg.dgn, 200617av8.dgn 2desh96Dummy.dgn;
Row files>> 3545ExRow.dgn, Rdwyfrtg&row+R1.dgn; 12135024+ve.dgn
Construction files>> RdwyI45.dgn, Balign.dgn, 12135020VE.dgn;
Profile file>> Prof+IH455.dgn >>

COLOR FILL LEGEND

PROPOSED MAINLANES	🟩
PROPOSED FRONTAGE ROADS	🟦
PROPOSED RAMPS	🟦
PROPOSED BRIDGES & STRUCTURES	☐
PROPOSED DIRECT CONNECTOR	🟧
MANAGED LANES	🟪
EXISTING ROADWAY	⬜

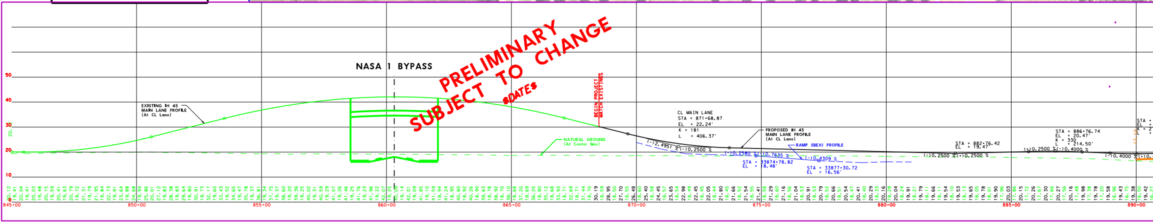

EXISTING ℄ IH 45
PROPOSED ℄ IH 45
EXISTING R.O.W. (EAST)
EXISTING R.O.W. (WEST)
366.25' R.O.W.
183.70'
182.55'
2.88' LANE TAPER
HOV
SHLD
EXIT RAMP
TAPER
PGL
PROPOSED TYPICAL SECTION A-A * STA. 869+00
EXISTING PROJECT
BEGIN PROJECT
NASA 1 BYPASS
KOBAYASHI DRIVE
MAGNOLIA AVENUE
IH 45(S)
EXISTING R.O.W
MATCH LINE
RAMP SBEX1 ALIGNMENT
RAMP NBEN1 ALIGNMENT
Existing COA Length = 280 Ft.
BEGIN PROPOSED COA STA. 877+24.52
END PROPOSED COA STA. 884+33.33
League City
EXIT ONLY
Kemah
NEXT RIGHT
League City Pkwy
1 MILE
PRELIMINARY SUBJECT TO CHANGE
$DATE$

1 SHOULDER TAPERS FROM 12' AT STA 866+85.00 TO 6' AT STA 872+85.00
2 SIXTH LANE TAPERS FROM 0' AT STA 866+85.00 TO 12' AT STA 872+85.00
3 HOV LANE TAPERS FROM 16' AT STA 868+50.0 TO 12' AT STA 874+64.34
4 2- 12' LANES AT FULL WIDTH ON RAMP
5 SHOULDER TAPERS FROM 12' AT STA 866+47.34 TO 6' STA 870+24.22
6 FRONTAGE ROAD LANE TAPERS FROM 12' AT STA 868+96.58 TO 0' AT STA 875+48.16

IH 45 ML Curve I45CLV8IR1-#2 of 7
PI STATION = 870+95.29
DELTA = 1° 13' 35.07" (RT)
DEGREE OF CURVE = 0° 15' 00.00"
TANGENT = 245.29
LENGTH = 490.56
RADIUS = 22,918.27
PC STATION = 868+50.00
PT STATION = 873+40.56
Super Elevation Rate e = 2% (NC)

IH 45 ML Curve I45CLV8IR1-#3 of 7
PI STATION = 875+85.85
DELTA = 1° 13' 35.07" (LT)
DEGREE OF CURVE = 0° 15' 00.00"
TANGENT = 245.29
LENGTH = 490.56
RADIUS = 22,918.27
PC STATION = 873+40.56
PT STATION = 878+31.12
Super Elevation Rate e = 2% (NC)

IH 45
EXISTING TYPICAL SECTION



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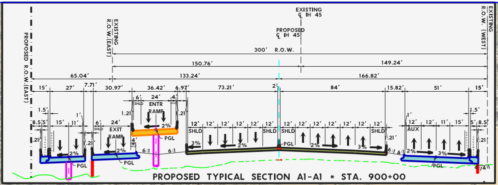
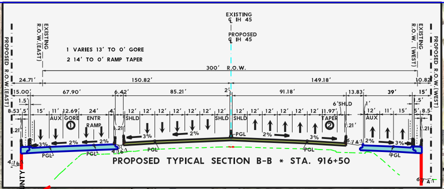
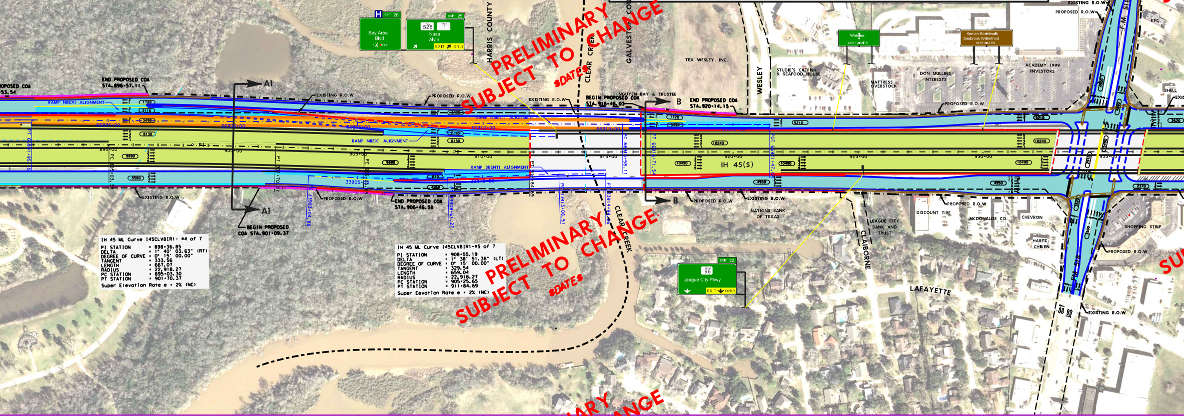

EXISTING ℄ IH 45
PROPOSED ℄ IH 45
PROPOSED R.O.W. (EAST)
EXISTING R.O.W. (EAST)
EXISTING R.O.W. (WEST)
300' R.O.W.
150.76'
149.24'
65.04'
133.24'
166.82'
15'
27'
7.71'
30.97'
36.42'
6.97'
73.21'
2'
84'
15.82'
51'
15'
EXIT RAMP
ENTR RAMP
SHLD
AUX
PGL
2%
3%
6:1
4:1

PROPOSED TYPICAL SECTION A1-A1 * STA. 900+00


EXISTING ℄ IH 45
PROPOSED ℄ IH 45
PROPOSED R.O.W. (EAST)
EXISTING R.O.W. (EAST)
EXISTING R.O.W. (WEST)
PROPOSED R.O.W. (WEST)
1 VARIES 13' TO 0' GORE
2 14' TO 0' RAMP TAPER
300' R.O.W.
24.71'
150.82'
149.18'
10.82'
15.00
67.90'
6.42'
85.21'
2'
91.18'
13.83'
39'
15'
AUX GORE ①
ENTR RAMP
6' SHLD
TAPER ②
SHLD
AUX
PGL
2%
3%
4:1
6:1

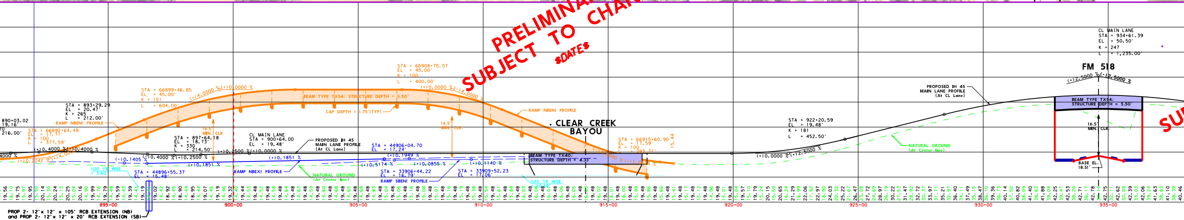
PROPOSED TYPICAL SECTION B-B * STA. 916+50


HARRIS COUNTY
GALVESTON COUNTY
CLEAR CREEK
EXIT 26
Bay Area Blvd
1¼ MILE
EXIT 25
528
NASA 1
Nasa
Alvin
EXIT ONLY
Webster
NEXT 2 EXITS
Kemah Boardwalk
Seabrook Waterfront
NEXT 2 EXITS
EXIT 22
TEXAS 96
League City Pkwy
EXIT ONLY
END PROPOSED COA STA. 896+57.11
RAMP NBEX1 ALIGNMENT
EXISTING R.O.W
PROPOSED R.O.W
A1
B
BEGIN PROPOSED COA STA. 916+48.09
END PROPOSED COA STA. 920+14.15
NGUYEN BAY & TRUSTEE
RAMP SBENT1 ALIGNMENT
IH 45(S)
END PROPOSED COA STA. 906+46.58
BEGIN PROPOSED COA STA. 901+09.37
895+00
900+00
905+00
910+00
915+00
920+00
925+00
930+00
935+00
66900+00
66905+00
66910+00
66915+00
33905+00
33910+00
33903+04.88
33908+61.27
TEX WESLEY, INC.
WESLEY
STUDIE'S CATFISH & SEAFOOD HOUSE
MATTRESS OVERSTOCK
DON MULLINS INTERESTS
ACADEMY 1999 INVESTORS
NATIONS BANK OF TEXAS
LEAGUE CITY BANK AND TRUST
CLAIBORNE
DISCOUNT TIRE
MCDONALDS CO.
CHEVRON
HARTZ CHIKEN
SHOPPING STRIP
LAFAYETTE
JIFFY LUBE
MOLLY'S PUB
JACK IN THE BOX
KFC
SHELL
F.M. 518
EXISTING R.O.W
PROPOSED R.O.W

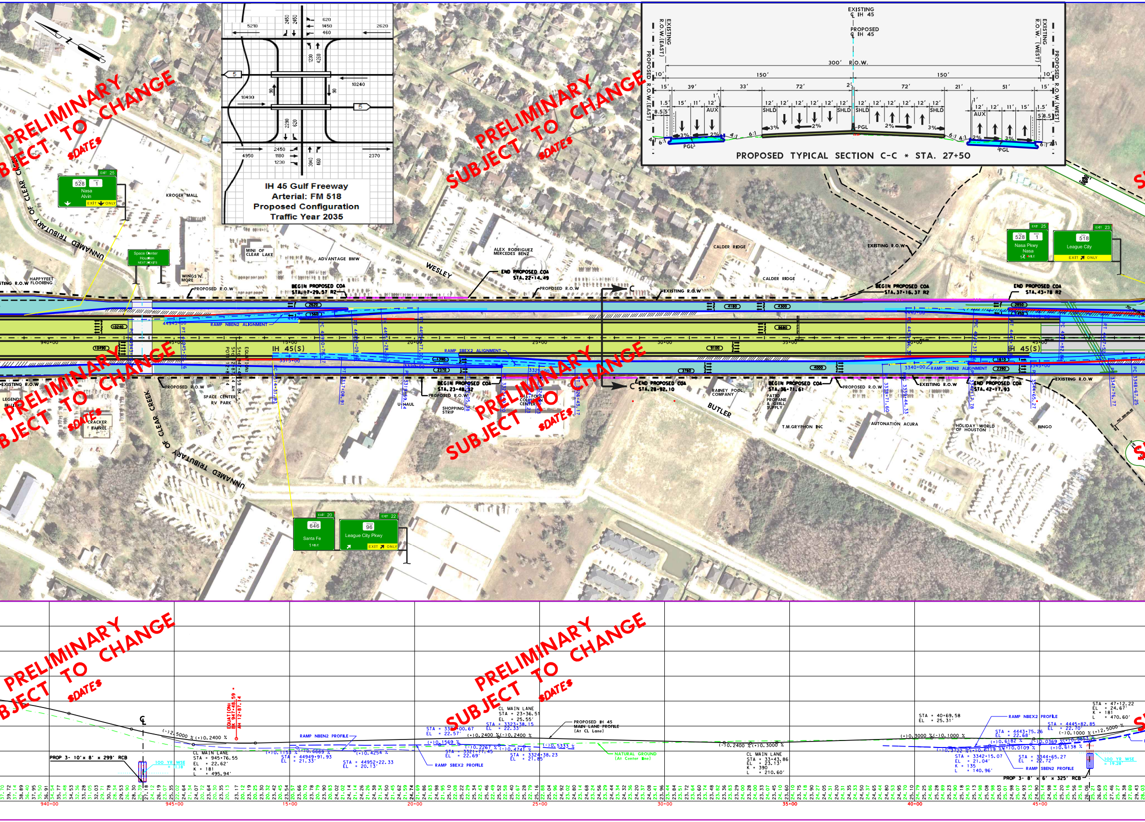
IH 45 ML Curve I45CLV8IR1- #4 of 7
PI STATION = 898+36.85
DELTA = 1° 40' 03.63" (RT)
DEGREE OF CURVE = 0° 15' 00.00"
TANGENT = 333.56
LENGTH = 667.07
RADIUS = 22,918.27
PC STATION = 895+03.30
PT STATION = 901+70.37
Super Elevation Rate e = 2% (NC)

IH 45 ML Curve I45CLV8IR1-#5 of 7
PI STATION = 908+55.19
DELTA = 1° 38' 51.36" (LT)
DEGREE OF CURVE = 0° 15' 00.00"
TANGENT = 329.54
LENGTH = 659.04
RADIUS = 22,918.27
PC STATION = 905+25.65
PT STATION = 911+84.69
Super Eevation Rate e = 2% (NC)

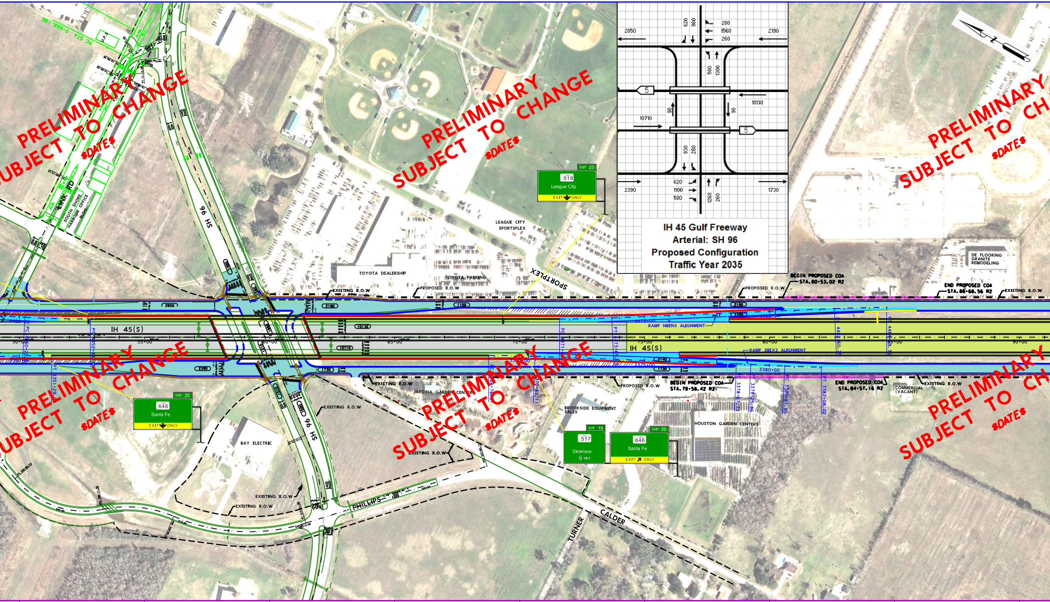
PRELIMINARY SUBJECT TO CHANGE $DATE$

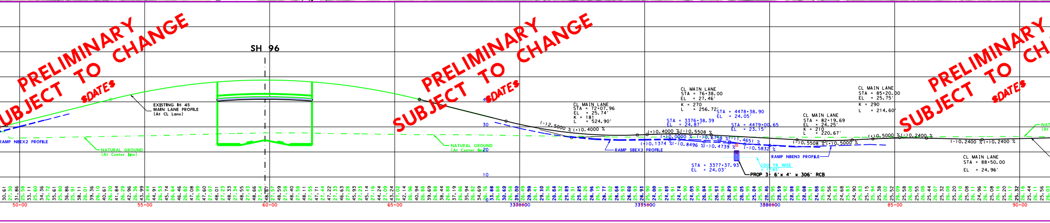

STA = 893+29.29
EL = 20.47'
K = 265
L = 212.00'
890+03.02
19.16'
216.00'
RAMP NBEN1 PROFILE
STA = 66892+64.49
EL = 17.71'
K = 100
L = 377.59'
STA = 66899+46.85
EL = 45.00'
K = 151
L = 604.00'
(+)4.0000 %
(+)0.0000 %
BEAM TYPE TX54; STRUCTURE DEPTH = 5.50'
CAP DEPTH = 1.75'(TYP)
STA = 66908+75.57
EL = 45.00'
K = 100
L = 400.00'
(-)4.0000 %
16.5' MIN. CLR.
STA = 897+64.18
EL = 18.73'
K = 330
L = 214.50'
CL MAIN LANE
STA = 900+64.00
EL = 19.48'
PROPOSED IH 45 MAIN LANE PROFILE (At CL Lane)
(+)0.4000 %
(-)0.4000 %
(+)0.2500 %
(+)0.0000 %
(+)0.2242 %
(-)0.1405 %
(+)0.1851 %
100 YR WSE = 5.60
STA = 44896+55.37
EL = 15.48'
RAMP NBEX1 PROFILE
NATURAL GROUND (At Center line)
STA = 44906+04.70
EL = 17.24'
(+)0.1949 %
(+)0.5174 %
(+)0.0855 %
(+)0.1140 %
STA = 33906+44.22
EL = 16.79'
RAMP SBEN1 PROFILE
STA = 33909+52.23
EL = 17.06'
CLEAR CREEK BAYOU
BEAM TYPE TX40; STRUCTURE DEPTH = 4.33'
STA = 66915+60.90
EL = 17.59'
K = 100
L = 293.71'
(-)1.0628 %
100 YR WSE = 10.69
15.44
STA = 922+20.59
EL = 19.48'
K = 181
L = 452.50'
(+)0.0000 %
(+)2.5000 %
(-)2.5000 %
PROPOSED IH 45 MAIN LANE PROFILE (At CL Lane)
NATURAL GROUND (At Center line)
CL MAIN LANE
STA = 934+61.39
EL = 50.50'
K = 247
L = 1,235.00'
FM 518
BEAM TYPE TX54; STRUCTURE DEPTH = 5.50'
16.5' MIN. CLR.
BASE EL = 18.51'
895+00
900+00
905+00
910+00
915+00
920+00
925+00
930+00
935+00

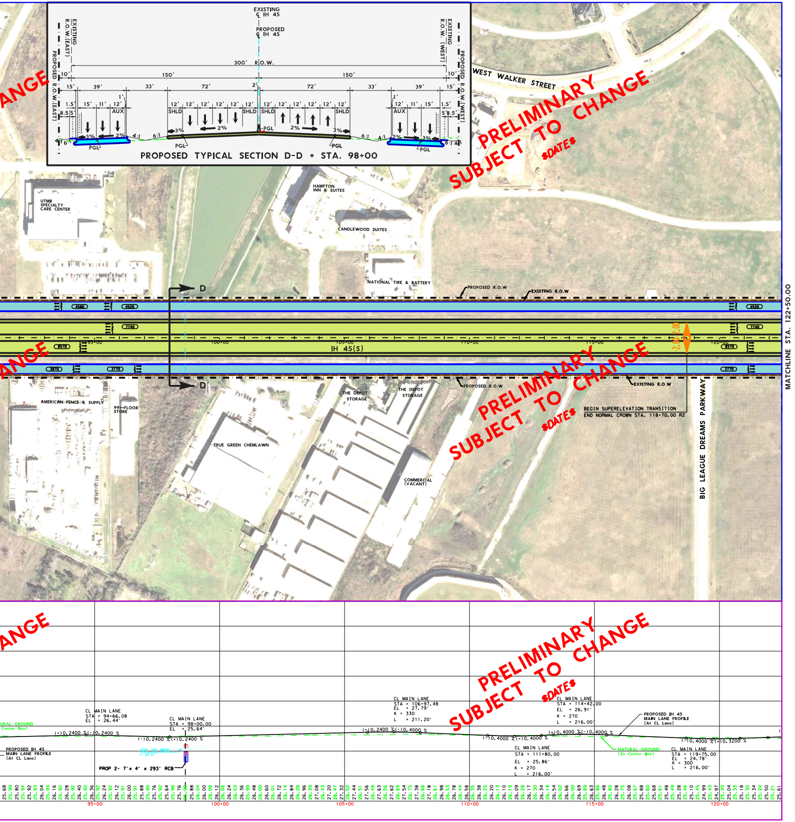
PROP 2- 12'x 12' x 105' RCB EXTENSION (NB) and PROP 2- 12'x 12' x 20' RCB EXTENSION (SB)


IH 45 Gulf Freeway
Arterial: FM 518
Proposed Configuration
Traffic Year 2035
PROPOSED TYPICAL SECTION C-C * STA. 27+50
EXISTING Ȼ IH 45
PROPOSED Ȼ IH 45
300' R.O.W.
EXISTING R.O.W. (EAST)
PROPOSED R.O.W. (EAST)
EXISTING R.O.W. (WEST)
PROPOSED R.O.W. (WEST)
SHLD
AUX
PGL
KROGER MALL
MINI OF CLEAR LAKE
ADVANTAGE BMW
ALEX RODRIGUEZ MERCEDES BENZ
WESLEY
CALDER RIDGE
HAPPYFEET FLOORING
WINGS 'N' MORE
UNNAMED TRIBUTARY OF CLEAR CREEK
SPACE CENTER RV PARK
CRACKER BARREL
U-HAUL
SHOPPING STRIP
RAINEY POOL COMPANY
BUTLER
PATIO PROPANE & GRILL SUPPLY
T.M.GRYPHON INC
AUTONATION ACURA
HOLIDAY WORLD OF HOUSTON
BINGO
IH 45(S)
RAMP NBEN2 ALIGNMENT
RAMP SBEX2 ALIGNMENT
RAMP SBEN2 ALIGNMENT
BEGIN PROPOSED COA STA. 17+29.57 R2
END PROPOSED COA STA. 22+14.49
BEGIN PROPOSED COA STA. 37+16.37 R2
END PROPOSED COA STA. 43+78 R2
BEGIN PROPOSED COA STA. 23+48.32
END PROPOSED COA STA. 28+92.10
BEGIN PROPOSED COA STA. 36+71.61
END PROPOSED COA STA. 42+17.93
PROPOSED R.O.W
EXISTING R.O.W
EXIT 25 528 Nasa 1 Alvin EXIT ONLY
Space Center Houston NEXT 3 EXITS
EXIT 20 646 Santa Fe 1 MILE
EXIT 22 96 League City Pkwy EXIT ONLY
EXIT 25 528 Nasa Pkwy 1 Nasa 1½ MILE
EXIT 23 518 League City EXIT ONLY
EQUATION: BK 947+48.59 = AH 12+87.14
PROP 3- 10' x 8' x 299' RCB
100 YR WSE
CL MAIN LANE STA = 945+76.55 EL = 22.62' K = 181 L = 495.94'
RAMP NBEN2 PROFILE
RAMP SBEX2 PROFILE
CL MAIN LANE STA = 23+36.51 EL = 25.55'
PROPOSED IH 45 MAIN LANE PROFILE (At CL Lane)
NATURAL GROUND (At Center line)
CL MAIN LANE STA = 33+43.86 EL = 23.13' K = 390 L = 210.60'
STA = 40+69.58 EL = 25.31'
RAMP NBEX2 PROFILE
RAMP SBEN2 PROFILE
STA = 47+12.22 EL = 24.67' K = 181 L = 470.60'
PROP 3- 8' x 6' x 325' RCB
940+00
945+00
15+00
20+00
25+00
30+00
35+00
40+00
45+00

PRELIMINARY SUBJECT TO CHANGE $DATE$


IH 45 Gulf Freeway
Arterial: SH 96
Proposed Configuration
Traffic Year 2035
2850
2190
620
960
280
1560
260
580
1300
5
10130
10710
90
90
930
280
620
1100
580
1260
260
2390
1730
IH 45(S)
SH 96
PHILLIPS
CALDER
TURNER
SPORTSPLEX
LEAGUE CITY SPORTSPLEX
TOYOTA DEALERSHIP
TOYOTA PARKING
JARDINA GARDEN CENTER
BROOKSIDE EQUIPMENT SALES
HOUSTON GARDEN CENTERS
BAY ELECTRIC
DE FLOORING GRANITE REMODELING
COMMERCIAL (VACANT)
SOUTH SHORE HARBOUR OFFICE BLDG
LINK RD
U.P.S.
EXISTING R.O.W
PROPOSED R.O.W
BEGIN PROPOSED COA STA. 80+53.02 R2
END PROPOSED COA STA. 86+68.56 R2
BEGIN PROPOSED COA STA. 78+58.42 R2
END PROPOSED COA STA. 84+57.16 R2
RAMP NBEN3 ALIGNMENT
RAMP SBEX3 ALIGNMENT
EXIT 23
518
League City
EXIT ONLY
EXIT 20
646
Santa Fe
EXIT ONLY
EXIT 19
517
Dickinson
1 1/4 MILE
EXIT 20
646
Santa Fe
EXIT ONLY
50+00
55+00
60+00
65+00
70+00
75+00
80+00
90+00
3380+00
PRELIMINARY SUBJECT TO CHANGE $DATE$


SH 96
EXISTING IH 45 MAIN LANE PROFILE (At CL Lane)
RAMP NBEX2 PROFILE
NATURAL GROUND (At Center line)
CL MAIN LANE STA = 72+07.96 EL = 25.74' K = 181 L = 524.90'
CL MAIN LANE STA = 76+38.00 EL = 27.46' K = 270 L = 256.72'
CL MAIN LANE STA = 82+19.69 EL = 24.25' K = 210 L = 220.67'
CL MAIN LANE STA = 85+20.00 EL = 25.75' K = 290 L = 214.60'
CL MAIN LANE STA = 88+50.00 EL = 24.96'
STA = 3376+38.39 EL = 24.87'
STA = 4478+38.90 EL = 24.05'
STA = 4479+00.65 EL = 23.15'
STA = 3377+37.93 EL = 24.03'
(-)2.5000 % (+)0.4000 %
(+)0.4000 % (-)0.5508 %
(+)0.0000 % (-)0.6758 % (-)1.4651 %
(+)0.1374 % (-)0.8496 % (-)0.4739 %
(-)0.5832 %
(-)0.5508 % (+)0.5000 %
(+)0.5000 % (-)0.2400 %
(-)0.2400 % (+)0.2400 %
RAMP SBEX3 PROFILE
RAMP NBEN3 PROFILE
100 YR WSE = 17.85'
PROP 3- 6'x 4' x 306' RCB
40
30
20
10
50+00
55+00
60+00
65+00
3300+00
3350+00
3380+00
85+00
90+00
PRELIMINARY SUBJECT TO CHANGE $DATE$


EXISTING ℄ IH 45
PROPOSED ℄ IH 45
EXISTING R.O.W. (EAST)
PROPOSED R.O.W. (EAST)
EXISTING R.O.W. (WEST)
PROPOSED R.O.W. (WEST)
300' R.O.W.
150'
150'
10'
10'
15'
39'
33'
72'
2'
72'
33'
39'
15'
1.5'
15'
11'
12'
1'
AUX
8.5'
5'
12'
SHLD
AUX
5'
8.5'
3%
2%
4:1
6:1
3%
2%
PGL
PGL
PGL
PGL
PGL
6:1
4:1
6'
PROPOSED TYPICAL SECTION D-D * STA. 98+00
WEST WALKER STREET
PRELIMINARY SUBJECT TO CHANGE $DATE$
HAMPTON INN & SUITES
UTMB SPECIALTY CARE CENTER
CANDLEWOOD SUITES
NATIONAL TIRE & BATTERY
PROPOSED R.O.W
EXISTING R.O.W
D
D
4580
4520
4520
7740
7740
8570
8570
3870
3770
3770
95+00
100+00
105+00
110+00
115+00
120+00
IH 45(S)
2.00%
MATCHLINE STA. 122+50.00
AMERICAN FENCE & SUPPLY
99¢ FLOOR STORE
THE DEPOT STORAGE
THE DEPOT STORAGE
TRUE GREEN CHEMLAWN
COMMERCIAL (VACANT)
BEGIN SUPERELEVATION TRANSITION
END NORMAL CROWN STA. 118+70.00 R2
BIG LEAGUE DREAMS PARKWAY
ANGE
CL MAIN LANE STA = 94+66.08 EL = 26.44'
URAL GROUND (At Center line)
(+)0.2400 % (-)0.2400 %
CL MAIN LANE STA = 98+00.00 EL = 25.64'
(-)0.2400 % (+)0.2400 %
PROPOSED IH 45 MAIN LANE PROFILE (At CL Lane)
100 YR WSE = 21.11'
PROP 2- 7'x 4' x 293' RCB
CL MAIN LANE STA = 106+97.48 EL = 27.79' K = 330 L = 211.20'
(+)0.2400 % (-)0.4000 %
CL MAIN LANE STA = 111+80.00 EL = 25.86' K = 270 L = 216.00'
(-)0.4000 % (+)0.4000 %
CL MAIN LANE STA = 114+42.00 EL = 26.91' K = 270 L = 216.00'
(+)0.4000 % (-)0.4000 %
PROPOSED IH 45 MAIN LANE PROFILE (At CL Lane)
NATURAL GROUND (At Center line)
CL MAIN LANE STA = 119+75.00 EL = 24.78' K = 300 L = 216.00'
(-)0.4000 % (+)0.3200 %
25.68 25.99 25.80 25.94 25.92 25.93 26.04 25.93 26.16 25.92 26.28 25.92 26.40 25.92 26.36 25.92 26.24 25.92 26.12 25.91 26.00 25.91 25.88 25.90 25.76 25.92 25.64 25.96 25.76 25.99 25.88 26.04 26.00 26.08 26.12 26.08 26.24 26.03 26.36 25.99 26.48 26.00 26.60 26.01 26.72 26.14 26.84 26.28 26.96 26.39 27.08 26.43 27.20 26.47 27.32 26.52 27.44 26.51 27.56 26.48 27.63 26.56 27.62 26.69 27.54 26.75 27.38 26.68 27.18 26.61 26.98 26.53 26.78 26.44 26.58 26.35 26.38 26.25 26.20 26.13 26.10 26.19 26.09 26.28 26.17 26.30 26.34 26.18 26.54 26.02 26.66 26.00 26.69 25.89 26.63 25.86 26.48 25.80 26.28 25.75 26.08 25.67 25.88 25.60 25.68 25.61 25.48 25.49 25.28 25.46 25.10 25.45 24.99 25.43 24.97 25.40 25.04 25.33 25.18 25.30 25.34 25.24 25.50 25.21 25.61
95+00
100+00
105+00
110+00
115+00
120+00

FUNCTIONAL CLASS
"PRINCIPAL ARTERIAL INTERSTATE"
MAIN LANE DESIGN CRITERIA - FREEWAY
DESIGN SPEED
MAIN LANES - 70 MPH
RAMPS - 45 MPH
FRONTAGE ROAD DESIGN CRITERIA - LOW SPEED URBAN STREETS
DESIGN SPEED - 45 MPH (DESIRED)
- 35 MPH (MIN)

Texas Department of Transportation

SCHEMATIC LAYOUT
GALVESTON COUNTY
I 45 GULF FRWY

FROM: NORTH OF F.M. 518
TO: NORTH OF F.M. 646

HOUSTON DISTRICT
DATE: April 2014
APPROVED:

NOT A BIDDING DOCUMENT

______________ P.E.
TEXAS REGISTRATION NUMBER
______________ DATE

LEGEND

SYMBOLOGY		LINE WT	COLOR CODE	
MAIN LANES	▬	5	BLACK	0
FRONTAGE ROADS AND RAMPS	—	1	BLUE	1
TURNAROUNDS	▬	5	BLUE	1
EXISTING RDWY TO BE REMOVED	// //	0	BLACK	0
EXISTING RDWY TO REMAIN	—	2	GREEN	2
EMBANKMENT		3	RED	3
CONTROL OF ACCESS		5	PURPLE	13
PROP ROW		5	BLACK	0
EXISTING ROW	— —	3	BLACK	0
ACCESS ROAD	······	1	BLUE	1
PLANIMETRIC		2	GREEN	2
TRAFFIC COUNT YEAR (2035) DHV		0	BLACK	0
EXISTING LANE DIRECTIONAL INDICATOR	⇨	0	BLACK	0
PROPOSED LANE DIRECTIONAL INDICATOR	➡	0	BLACK	0
DIRECT CONNECTOR	▬	4	ORANGE	6
DEPRESSED		3	RED	3
FUTURE	— — —	1	BLUE	1
RETAINING WALL	▬	6	RED	3
STRIPING		0	ORANGE	6
HIGH OCCUPANCY VEHICLE (HOV)		5	TURQUOISE	65
DIAMOND LANE		5	BROWN	137
MANAGED LANES	▬	9	LT PURPLE	42
TEMPORARY CONNECTIONS	▬	10	PURPLE	37
RDWY. UNDER CONSTRUCTION	▬	5	LT GREEN	197
RECOMMENDED NOISE ABATEMENT WALL		10	PURPLE	203
SIDE WALK	—	2	COFFEE	7

SCALE: 0 100 200 300 400

FILE: H:\ProjDev2004096-Ih45s\AustinR1+082009\Plot1R2+IH45S.dgn
PEN TABLE: Date.tbl
COLOR TABLE: V8I+020513.tbl from C:\ProgramData\Bentley\WorkSpace\System\data
REFERENCE FILES: Design files>> S45+Clk31764R8.dgn, Exhb+Arrow.dgn;
Alignment files>> AlignWBR1.dgn; 12135021.dgn;
Planimetric files>> 200534dg.dgn, 200617av8.dgn 2desh96Dummy.dgn;
Row files>> 3S45ExRow.dgn, Rdwyfrtg&row+R1.dgn; 12135024+ve.dgn
Construction files>> RdwyI45.dgn, Balign.dgn, 12135020VE.dgn;
Profile file>> Prof+IH45S.dgn >>

COLOR FILL LEGEND

PROPOSED MAINLANES	🟩
PROPOSED FRONTAGE ROADS	🟦
PROPOSED RAMPS	🟦
PROPOSED BRIDGES & STRUCTURES	⬜
PROPOSED DIRECT CONNECTOR	🟨
MANAGED LANES	🟥
EXISTING ROADWAY	⬜