TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

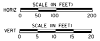
WILLIAM L. HALE, DISTRICT ENGINEER

DESIGN SCHEMATIC

CSJ: 0009-11-181 IH 30 FROM IH 45 TO IH 35E (2.256 MILES)
0196-03-199 IH 35E FROM IH 30 TO SH 183 (5.96 MILES)
0196-03-205 IH 35E AT IH 30 (0.52 MILES)
0442-02-132 IH 35E FROM EIGHTH STREET TO IH 30 (1.2 MILES)
1068-04-116 IH 30 FROM SYLVAN AVENUE TO IH 35E (1.056 MILES)

ROLL 16 OF 16 DALLAS COUNTY

DATE: SEPTEMBER 2006



FUNCTIONAL CLASSIFICATION: INTERSTATE

ROADWAY TYPE	CSJ # 0009-11-181 0196-03-199 0442-02-132 1068-04-116	0196-03-205
MAIN LANE	60 MPH	50 MPH
HOV/M MAIN LANE	60 MPH	50 MPH
DIRECT CONNECTORS	40 MPH	40 MPH
COLLECTOR-DISTRIBUTOR	45 MPH	40 MPH
FRONTAGE ROAD	40 MPH	40 MPH
RAMP	40 MPH	40 MPH
LOOP RAMPS	25 MPH	25 MPH
CROSS STREET	35 MPH	35 MPH

PRELIMINARY

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NOT A BIDDING DOCUMENT

DOUGLAS CRAIG BOWEN

87638
TEXAS REGISTRATION NUMBER

11/13/06
DATE

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ROLL 2 = IH 30 PLAN/PROFILE FROM EAST OF UP RR TO IH 45
ROLL 3 = IH 30 FRONTAGE ROAD & RAMP PROFILES
ROLL 4 = IH 45 DIRECT CONNECTIONS PROFILES
ROLL 5 = IH 35E PLAN/PROFILE FROM EIGHTH STREET TO REUNION
ROLL 6 = IH 35E PLAN/PROFILE FROM REUNION TO OAK LAWN
ROLL 7 = IH 35E PLAN/PROFILE FROM OAK LAWN TO SOUTH OF INWOOD
ROLL 8 = IH 35E PLAN/PROFILE FROM SOUTH OF INWOOD TO SH 183
ROLL 9 = IH 35E FRONTAGE ROAD, COLLECTOR-DISTRIBUTOR, AND RAMP PROFILES FROM EIGHTH STREET TO DALLAS NORTH TOLLWAY
ROLL 10 = IH 30 AND IH 35E HOV/M LANE PROFILES FROM EIGHTH STREET TO CONTINENTAL
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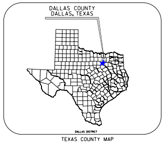
ROLL 14 = IH 35E FRONTAGE ROAD PROFILES AND TYPICAL SECTIONS FROM OAK LAWN TO SOUTH OF INWOOD
ROLL 15 = IH 35E FRONTAGE ROAD PROFILES AND TYPICAL SECTIONS FROM SOUTH OF INWOOD TO SH 183
ROLL 16 = TRINITY PARKWAY AND TRINITY RAIL EXPRESS PROFILES


DALLAS COUNTY
DALLAS, TEXAS
DALLAS DISTRICT

TEXAS COUNTY MAP

LEGEND	EXISTING	PROPOSED
HORIZONTAL CURVE DATA	NOT SHOWN	R20-HI
EXISTING BUILDING TO BE REMOVED	NOT APPLICABLE	▨
EXISTING BUILDING TO REMAIN	NOT APPLICABLE	▨
ADA RAMP	NOT SHOWN	△
BRIDGES	☐	▭
DRAINAGE FLOW INDICATOR	→ → →	
PGL/BASELINE	NOT SHOWN	— - — - —
RETAINING WALL	NOT SHOWN	━━━
RIGHT-OF-WAY	- · - · - · -	- · - · - · -
ROADWAY FRONTAGE ROAD/CROSS STREET	- - - - - - -	———
ROADWAY HOV/M LANES/MAINLANES/RAMPS	NOT APPLICABLE	———
HOV/M TRAFFIC LANE DIRECTIONAL INDICATOR	NOT APPLICABLE	◆⟷◆
MAINLANE/FRONTAGE/RAMP TRAFFIC LANE DIRECTIONAL INDICATOR	NOT SHOWN	←
TRAFFIC SIGNAL	NOT SHOWN	◐
100 YEAR FLOODWAY ELEVATION	NOT SHOWN	▽
EXISTING PAVEMENT TO BE REMOVED	▨	
TRAFFIC VOLUMES (SEE NOTES 1, 2)	(EXISTING ADT/1000)	2026 ADT/1000

Note 1: Traffic analysis for highway design as supplied by Texas Transportation Institute and approved by TxDOT, Transportation & Programming Division.

Note 2: Existing ADT is not shown in all cases because the proposed design involves reconfiguration of the existing roadways and ramps.

Note 3: Improvements outside TxDOT ROW are for illustration and coordination purposes only and are subject to change. The cost-sharing/funding for the right-of-way and improvements on local streets and intersections will be coordinated during final design.

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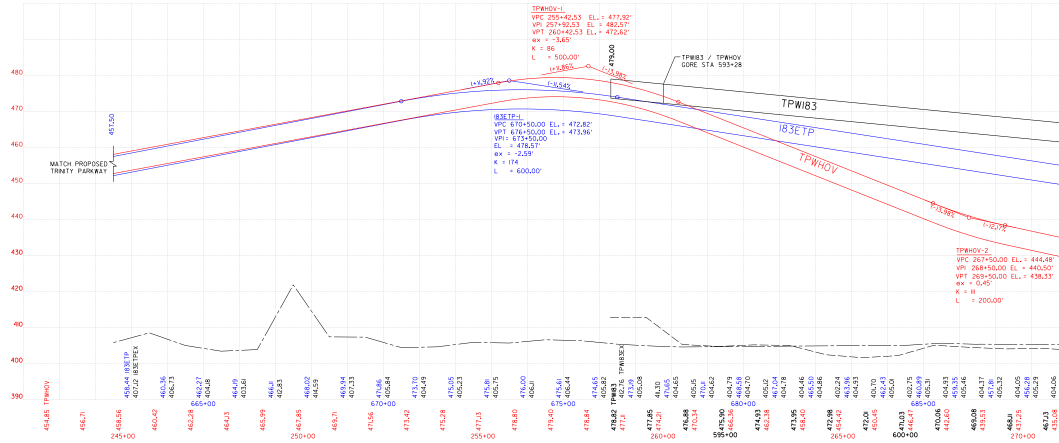
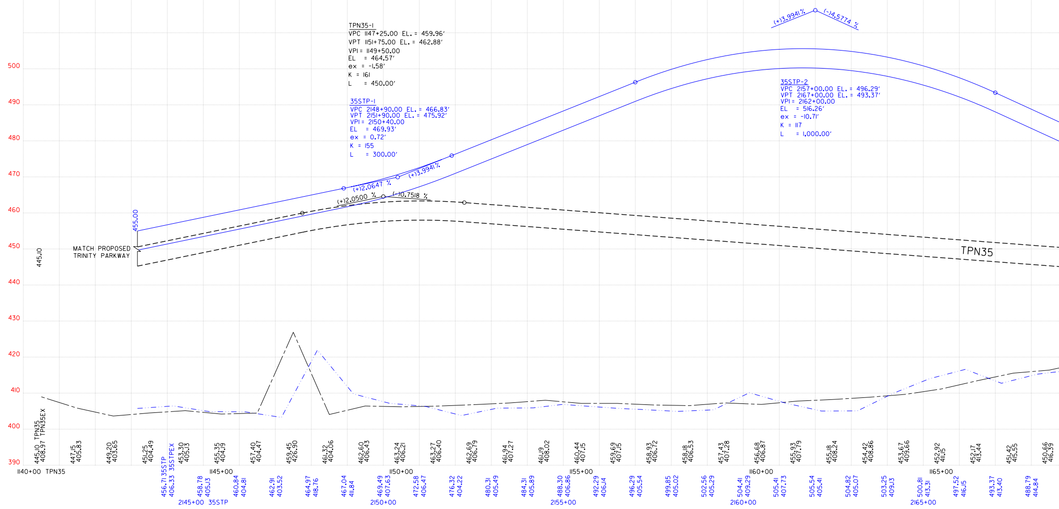
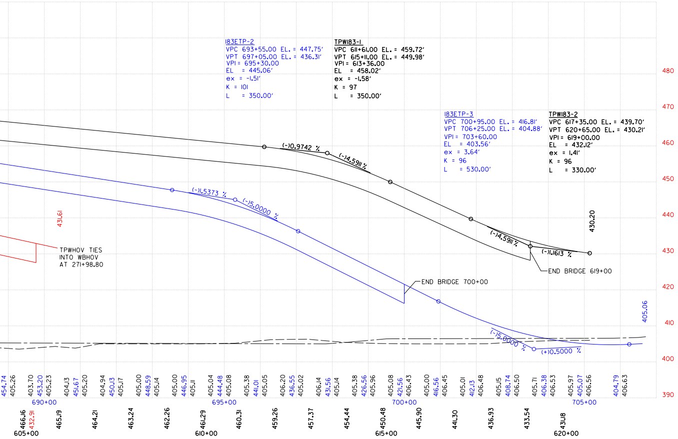

TPWHOV-1
VPC 255+42.53 EL. = 477.92'
VPI 257+92.53 EL = 482.57'
VPT 260+42.53 EL. = 472.62'
ex = -3.65'
K = 86
L = 500.00'
(+)1.86%
(-)3.98%
479.00
(+)1.92%
(-)1.54%
TPW183 / TPWHOV
GORE STA 593+28
TPW183
183ETP-1
VPC 670+50.00 EL. = 472.82'
VPT 676+50.00 EL. = 473.96'
VPI = 673+50.00
EL = 478.57'
ex = -2.59'
K = 174
L = 600.00'
183ETP
TPWHOV
(-)3.98%
(-)2.17%
TPWHOV-2
VPC 267+50.00 EL. = 444.48'
VPI 268+50.00 EL. = 440.50'
VPT 269+50.00 EL. = 438.33'
ex = 0.45'
K = 111
L = 200.00'
457.50
MATCH PROPOSED
TRINITY PARKWAY
183ETP
183ETPEX
TPW183
TPW183EX
TPWHOV
665+00
670+00
675+00
680+00
685+00
245+00
250+00
255+00
260+00
265+00
270+00
595+00
600+00
480
470
460
450
440
430
420
410
400
390

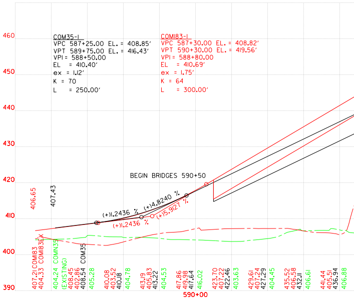
SH 183 / TRINITY PARKWAY


TPN35-1
VPC 1147+25.00 EL. = 459.96'
VPT 1151+75.00 EL. = 462.88'
VPI = 1149+50.00
EL = 464.57'
ex = -1.58'
K = 161
L = 450.00'
35STP-1
VPC 2148+90.00 EL. = 466.83'
VPT 2151+90.00 EL. = 475.92'
VPI = 2150+40.00
EL = 469.93'
ex = 0.72'
K = 155
L = 300.00'
(+)2.0647 %
(+)3.9941 %
(+)2.0500 %
(-)0.7518 %
(+)3.9941 %
(-)4.5774 %
35STP-2
VPC 2157+00.00 EL. = 496.29'
VPT 2167+00.00 EL. = 493.37'
VPI = 2162+00.00
EL = 516.26'
ex = -10.71'
K = 117
L = 1,000.00'
455.00
445.10
MATCH PROPOSED
TRINITY PARKWAY
TPN35
TPN35EX
35STP
35STPEX
1140+00 TPN35
1145+00
1150+00
1155+00
1160+00
1165+00
2145+00 35STP
2150+00
2155+00
2160+00
2165+00
500
490
480
470
460
450
440
430
420
410
400
390

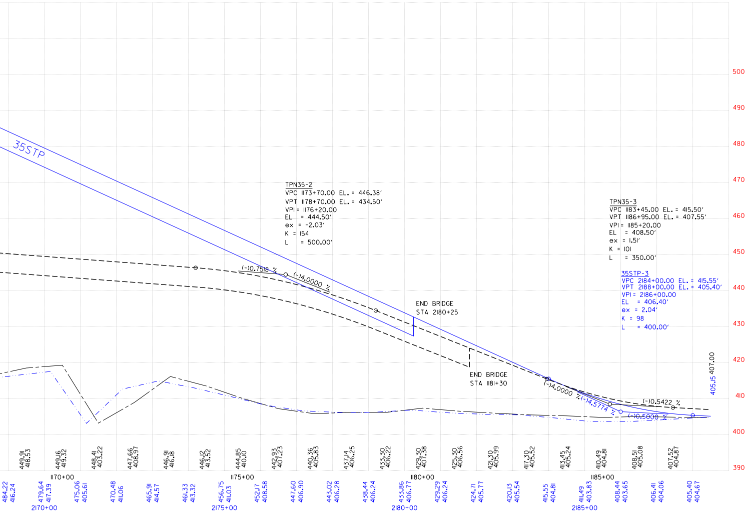
IH 35E / TRINITY PARKWAY RAMP


183ETP-2
VPC 693+55.00 EL. = 447.75'
VPT 697+05.00 EL. = 436.31'
VPI = 695+30.00
EL = 445.06'
ex = -1.51'
K = 101
L = 350.00'
TPW183-1
VPC 611+61.00 EL. = 459.72'
VPT 615+11.00 EL. = 449.98'
VPI = 613+36.00
EL = 458.02'
ex = -1.58'
K = 97
L = 350.00'
183ETP-3
VPC 700+95.00 EL. = 416.81'
VPT 706+25.00 EL. = 404.88'
VPI = 703+60.00
EL = 403.56'
ex = 3.64'
K = 96
L = 530.00'
TPW183-2
VPC 617+35.00 EL. = 439.70'
VPT 620+65.00 EL. = 430.21'
VPI = 619+00.00
EL = 432.12'
ex = 1.41'
K = 96
L = 330.00'
(-)0.9742 %
(-)4.5911 %
(-)1.5373 %
(-)5.0000 %
(-)4.5911 %
(-)1.1613 %
(-)5.0000 %
(+)0.5000 %
431.61
430.20
405.06
TPWHOV TIES
INTO WBHOV
AT 271+98.80
END BRIDGE 700+00
END BRIDGE 619+00
690+00
695+00
700+00
705+00
605+00
610+00
615+00
620+00
480
470
460
450
440
430
420
410
400
390

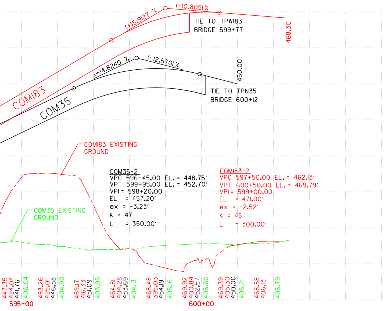
RAMP PROFILES


COM35-1
VPC 587+25.00 EL. = 408.85'
VPT 589+75.00 EL. = 416.43'
VPI = 588+50.00
EL = 410.40'
ex = 1.12'
K = 70
L = 250.00'
COM183-1
VPC 587+30.00 EL. = 408.82'
VPT 590+30.00 EL. = 419.56'
VPI = 588+80.00
EL = 410.69'
ex = 1.75'
K = 64
L = 300.00'
BEGIN BRIDGES 590+50
(+)1.2436 %
(+)4.8240 %
(+)1.2436 %
(+)5.9127 %
406.65
407.43
COM183
COM183EX
COMN35
(EXISTING)
COM35
590+00
460
450
440
430
420
410
400
390

COMMONWEALTH DR TO WB SH


35STP
TPN35-2
VPC 1173+70.00 EL. = 446.38'
VPT 1178+70.00 EL. = 434.50'
VPI = 1176+20.00
EL = 444.50'
ex = -2.03'
K = 154
L = 500.00'
TPN35-3
VPC 1183+45.00 EL. = 415.50'
VPT 1186+95.00 EL. = 407.55'
VPI = 1185+20.00
EL = 408.50'
ex = 1.51'
K = 101
L = 350.00'
35STP-3
VPC 2184+00.00 EL. = 415.55'
VPT 2188+00.00 EL. = 405.40'
VPI = 2186+00.00
EL = 406.40'
ex = 2.04'
K = 98
L = 400.00'
(-)0.7518 %
(-)4.0000 %
(-)4.0000 %
(-)4.5774 %
(-)0.5422 %
(+)0.5800 %
END BRIDGE
STA 2180+25
END BRIDGE
STA 1181+30
407.00
405.15
1170+00
1175+00
1180+00
1185+00
2170+00
2175+00
2180+00
2185+00
500
490
480
470
460
450
440
430
420
410
400
390

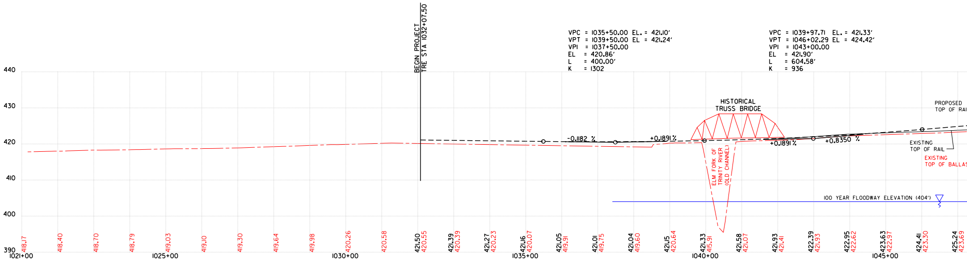
PROFILES


(+)5.9127 %
(-)0.8051 %
TIE TO TPW183
BRIDGE 599+77
468.30
(+)4.8240 %
(-)2.5701 %
450.00
TIE TO TPN35
BRIDGE 600+12
COM183
COM35
COM183 EXISTING
GROUND
COM35 EXISTING
GROUND
447.35
424.04
441.76
406.04
453.26
425.01
446.58
404.90
459.17
416.33
451.09
403.95
464.81
404.28
453.69
404.13
468.48
395.03
454.19
405.16
469.92
400.84
452.57
405.60
469.39
405.30
450.00
405.21
468.58
406.13
405.79
595+00
600+00

COM35-2
VPC 596+45.00 EL. = 448.75'
VPT 599+95.00 EL. = 452.70'
VPI = 598+20.00
EL = 457.20'
ex = -3.23'
K = 47
L = 350.00'

COM183-2
VPC 597+50.00 EL. = 462.13'
VPT 600+50.00 EL. = 469.79'
VPI = 599+00.00
EL = 471.00'
ex = -2.52'
K = 45
L = 300.00'

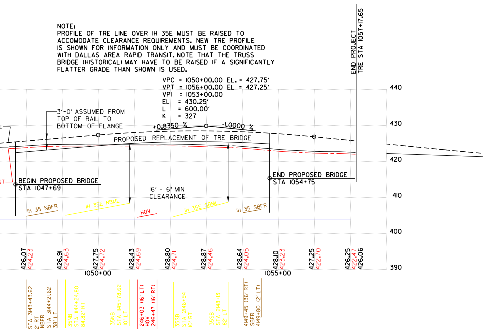
183 AND NB IH 35E RAMP PROFILES


BEGIN PROJECT
TRE STA 1032+07.50
440
430
420
410
400
390
HISTORICAL
TRUSS BRIDGE
PROPOSED
TOP OF RAI
-0.1182 %
+0.1891 %
+0.1891 %
+0.8350 %
EXISTING
TOP OF RAIL
EXISTING
TOP OF BALLAS
ELM FORK OF
TRINITY RIVER
(OLD CHANNEL)
100 YEAR FLOODWAY ELEVATION (404')
418.17
418.40
418.70
418.79
419.03
419.10
419.30
419.64
419.98
420.26
420.58
421.50
420.55
421.39
420.39
421.27
420.23
421.16
420.07
421.05
419.91
421.01
419.75
421.04
419.60
421.15
420.64
421.33
415.91
421.58
421.07
421.93
421.41
422.39
421.93
422.95
422.62
423.63
422.97
424.41
423.30
425.24
423.69
1021+00
1025+00
1030+00
1035+00
1040+00
1045+00

VPC = 1035+50.00 EL. = 421.10'
VPT = 1039+50.00 EL = 421.24'
VPI = 1037+50.00
EL = 420.86'
L = 400.00'
K = 1302

VPC = 1039+97.71 EL. = 421.33'
VPT = 1046+02.29 EL = 424.42'
VPI = 1043+00.00
EL = 421.90'
L = 604.58'
K = 936

TRINITY RAILWAY EXPRESS PROFILE


END PROJECT
TRE STA 1057+17.65
VPC = 1050+00.00 EL. = 427.75'
VPT = 1056+00.00 EL. = 427.25'
VPI = 1053+00.00
EL = 430.25'
L = 600.00'
K = 327
3'-0" ASSUMED FROM
TOP OF RAIL TO
BOTTOM OF FLANGE
+0.8350 %
-1.0000 %
PROPOSED REPLACEMENT OF TRE BRIDGE
BEGIN PROPOSED BRIDGE
STA 1047+69
END PROPOSED BRIDGE
STA 1054+75
16' - 6" MIN
CLEARANCE
IH 35 NBFR
IH 35E NBML
HOV
IH 35E SBML
IH 35 SBFR
440
430
420
410
400
390
426.07
424.23
426.91
424.63
427.75
424.72
428.43
424.69
428.80
424.71
428.87
424.46
428.64
424.05
428.10
423.23
427.25
422.70
426.25
422.47
426.06
1050+00
1055+00
STA 3143+43.62
2' RT
NBFR
STA 3144+21.62
38' LT
35NB
STA 1144+24.80
84.82' RT
35NB
STA 1145+78.62
10' LT
246+03 (16' LT)
HOV
246+47 (16' RT)
35SB
STA 2146+94
10' RT
35SB
STA 2148+13
82' LT
4149+45 (36' RT)
SBFR
4149+80 (2' LT)

NOTE:
PROFILE OF TRE LINE OVER IH 35E MUST BE RAISED TO ACCOMODATE CLEARANCE REQUIREMENTS. NEW TRE PROFILE IS SHOWN FOR INFORMATION ONLY AND MUST BE COORDINATED WITH DALLAS AREA RAPID TRANSIT. NOTE THAT THE TRUSS BRIDGE (HISTORICAL) MAY HAVE TO BE RAISED IF A SIGNIFICANTLY FLATTER GRADE THAN SHOWN IS USED.

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

WILLIAM L. HALE, DISTRICT ENGINEER

DESIGN SCHEMATIC

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ROLL 16 OF 16 DALLAS COUNTY

DATE: SEPTEMBER 2006

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

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FRONTAGE ROAD	40 MPH	40 MPH
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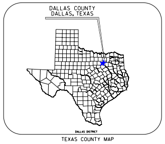
DALLAS COUNTY
DALLAS, TEXAS
DALLAS DISTRICT

TEXAS COUNTY MAP

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EXISTING BUILDING TO REMAIN	NOT APPLICABLE	▨
ADA RAMP	NOT SHOWN	△
BRIDGES	▭	▭
DRAINAGE FLOW INDICATOR	→ → →	
PGL/BASELINE	NOT SHOWN	— - — - —
RETAINING WALL	NOT SHOWN	▬
RIGHT-OF-WAY	- · - · - · -	- · - · - · -
ROADWAY FRONTAGE ROAD/CROSS STREET	- - - - - - -	———
ROADWAY HOV/M LANES/MAINLANES/RAMPS	NOT APPLICABLE	———
HOV/M TRAFFIC LANE DIRECTIONAL INDICATOR	NOT APPLICABLE	◆↔◆
MAINLANE/FRONTAGE/RAMP TRAFFIC LANE DIRECTIONAL INDICATOR	NOT SHOWN	←
TRAFFIC SIGNAL	NOT SHOWN	◐
100 YEAR FLOODWAY ELEVATION	NOT SHOWN	▽
EXISTING PAVEMENT TO BE REMOVED	▨	
TRAFFIC VOLUMES (SEE NOTES 1, 2)	(EXISTING ADT/1000)	2026 ADT/1000

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