$$$SYTIME$$$
$$$JOBNUM$$$
$USER$
PENSPECIFICATION
$PRF$SPEC$ROT$SCAL
$DGN$SPEC$LEV

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

WILLIAM L. HALE, DISTRICT ENGINEER

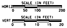
DESIGN SCHEMATIC

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)
1068-04-023 IH 30 FROM SYLVAN AVENUE TO IH 35E (1.056 MILES)

DALLAS COUNTY

ROLL 6 OF 16

DATE: MARCH 2004



FUNCTIONAL CLASSIFICATION: INTERSTATE

ROADWAY TYPE	CSJ # 0009-11-181 0196-03-199 0442-02-132	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	40 MPH	40 MPH
FRONTAGE ROAD	40 MPH	40 MPH
RAMP	40 MPH	40 MPH
LOOPS	25 MPH	25 MPH

PRELIMINARY

THIS PRINT IS FURNISHED FOR INFORMATION ONLY. THE PLAN INFORMATION OR OTHER DATA SHOWN HEREIN IS SUBJECT TO CHANGE AND MUST NOT BE CONSTRUED AS FINAL.

NOT A BIDDING DOCUMENT

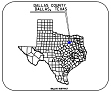
BRYAN D. COPELAND

87423
TEXAS REGISTRATION NUMBER

03/02/04
DATE

TABLE OF CONTENTS:

ROLL 1 = IH 30 PLAN/PROFILE FROM SYLVAN AVENUE TO EAST OF UP RR
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
ROLL 11 = IH 30/IH 35E DIRECT CONNECTION PROFILES
ROLL 12 = IH 30 AND IH 35E FRONTAGE ROAD, COLLECTOR-DISTRIBUTOR, AND RAMP PROFILES
ROLL 13 = IH 35E CROSS STREET AND RAMP PROFILES
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-H1
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.

Carter::Burgess

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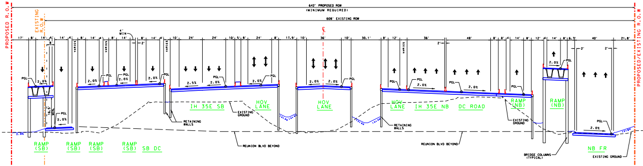
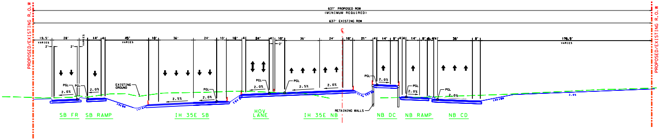

642' PROPOSED ROW
(MINIMUM REQUIRED)
608' EXISTING ROW
PROPOSED R.O.W
EXISTING R.O.W
PROPOSED/EXISTING R.O.W
4' MIN
VARIES
PGL
2.0%
2.5%
16.5' MIN.
RAMP (SB)
RAMP (SB)
RAMP (SB)
RAMP (SB)
SB DC
IH 35E SB
HOV LANE
HOV LANE
HOV LANE
IH 35E NB
DC ROAD
RAMP (NB)
RAMP (NB)
NB FR
EXISTING GROUND
RETAINING WALLS
REUNION BLVD BEYOND
BRIDGE COLUMNS (TYPICAL)

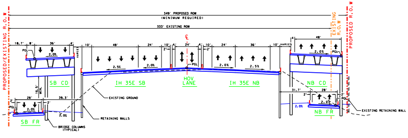
PROPOSED IH 35E TYPICAL SECTION

NB ML STA 5094+00 TO STA 5100+00
SB ML STA 5090+00 TO STA 5096+00
NOT TO SCALE


637' PROPOSED ROW
(MINIMUM REQUIRED)
637' EXISTING ROW
PROPOSED/EXISTING R.O.W
VARIES
PGL
2.0%
2.5%
EXISTING GROUND
RETAINING WALLS
SB FR
SB RAMP
IH 35E SB
HOV LANE
IH 35E NB
NB DC
NB RAMP
NB CD

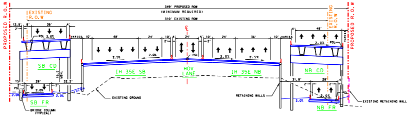
PROPOSED IH 35E TYPICAL SECTION

NB ML STA 5119+00 TO STA 5126+00
SB ML STA 5115+00 TO STA 5121+00
NOT TO SCALE


349' PROPOSED ROW
(MINIMUM REQUIRED)
333' EXISTING ROW
PROPOSED/EXISTING R.O.W
EXISTING R.O.W
PROPOSED R.O.W
PGL
2.0%
2.5%
16.5' MIN.
SB CD
IH 35E SB
HOV LANE
IH 35E NB
NB CD
SB FR
NB FR
EXISTING GROUND
RETAINING WALLS
BRIDGE COLUMNS (TYPICAL)
EXISTING RETAINING WALL

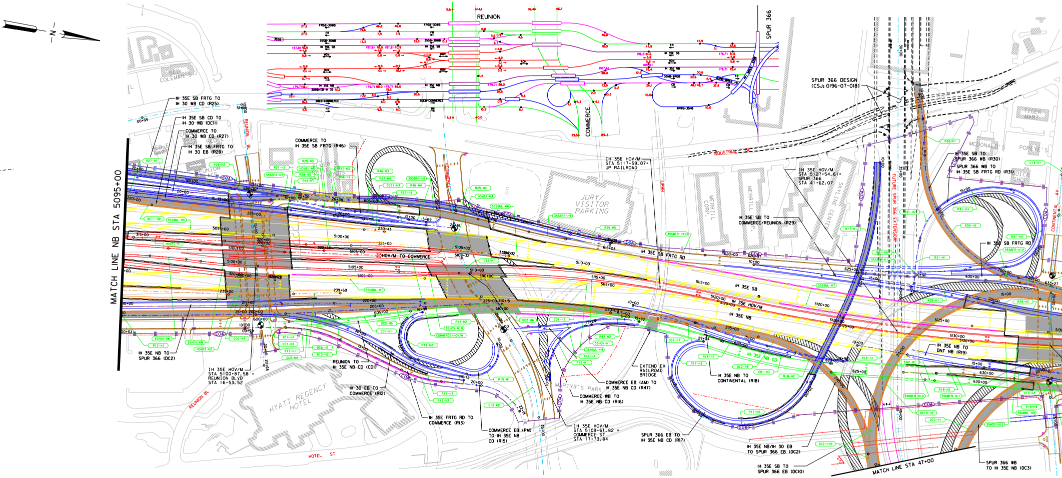
PROPOSED IH 35E TYPICAL SECTION

CL ML STA 5145+00 TO STA 5156+00
NOT TO SCALE

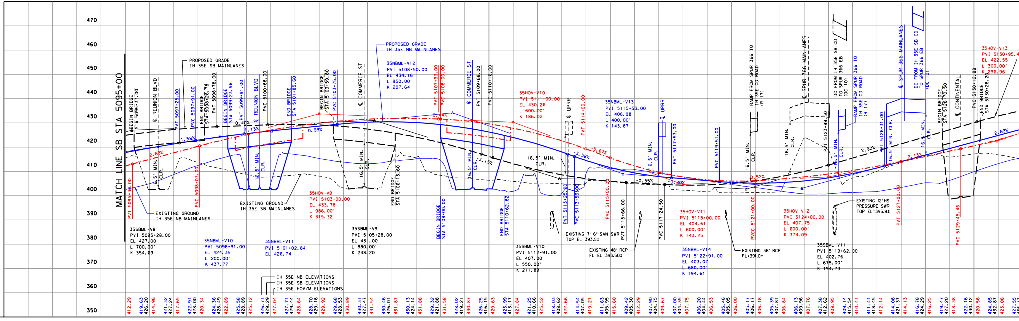

349' PROPOSED ROW
(MINIMUM REQUIRED)
310' EXISTING ROW
PROPOSED R.O.W
EXISTING R.O.W
PGL
2.0%
2.5%
16.5' MIN.
SB CD
IH 35E SB
HOV LANE
IH 35E NB
NB CD
SB FR
NB FR
EXISTING GROUND
RETAINING WALLS
BRIDGE COLUMN (TYPICAL)
EXISTING RETAINING WALL

PROPOSED IH 35E TYPICAL SECTION

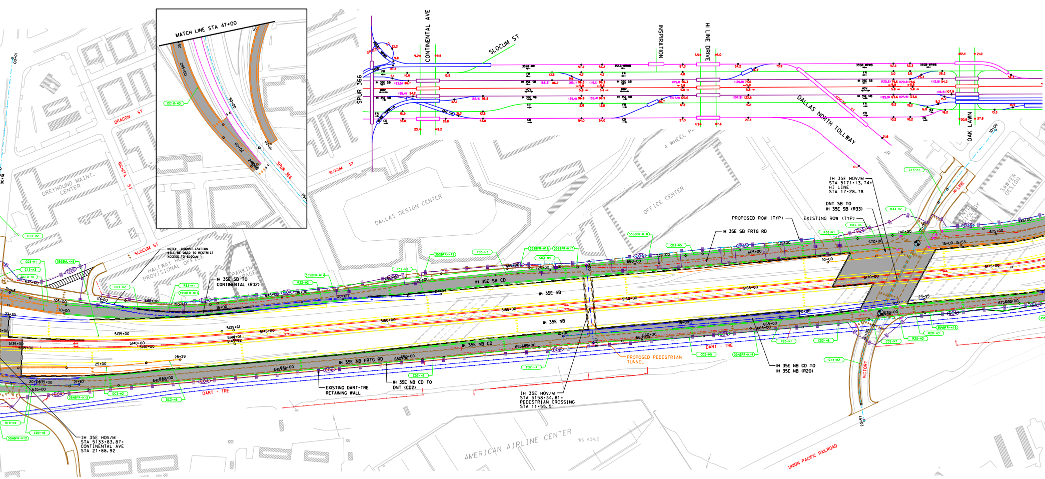
CL ML STA 5157+00 TO STA 5160+00
NOT TO SCALE



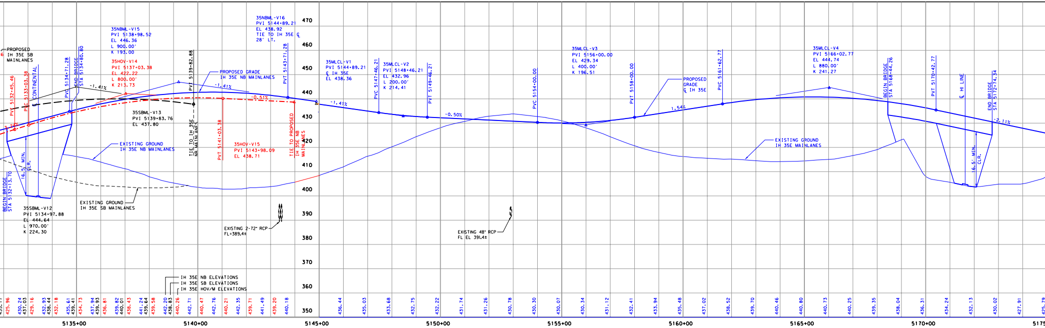
MATCH LINE NB STA 5095+00
MATCH LINE STA 47+00
N
REUNION
SPUR 366
COMMERCE
SPUR 366 DESIGN (CSJ: 0196-07-018)
IH 35E SB FRTG TO IH 30 WB CD (R25)
IH 35E SB CD TO IH 30 WB (DC11)
COMMERCE TO IH 30 WB CD (R27)
IH 35E SB FRTG TO IH 30 EB (R28)
COMMERCE TO IH 35E SB FRTG (R46)
IH 35E HOV/M STA 5117+59.07= UP RAILROAD
IH 35E HOV/M STA 5127+54.61= SPUR 366 STA 41+62.07
IH 35E SB TO SPUR 366 WB (R30)
SPUR 366 WB TO IH 35E SB FRTG RD (R31)
IH 35E SB TO COMMERCE/REUNION (R29)
IH 35E SB FRTG RD
IH 35E SB
IH 35E HOV/M
IH 35E NB
IH 35E NB CD
HOV/M TO COMMERCE
JURY/ VISITOR PARKING
MERRILL CORP.
SKYLINE CENTER
FUTURE SPUR 366 EXTENSION
INDUSTRIAL
UPRR
IH 35E NB TO SPUR 366 (DC2)
IH 35E HOV/M STA 5100+87.58 = REUNION BLVD STA 16+53.52
REUNION TO IH 35E NB CD (CD1)
IH 30 EB TO COMMERCE (R12)
IH 35E FRTG RD TO COMMERCE (R13)
COMMERCE EB (PM) TO IH 35E NB CD (R15)
IH 35E HOV/M STA 5109+61.82 = COMMERCE ST STA 17+73.84
EXTEND EX RAILROAD BRIDGE
COMMERCE EB (AM) TO IH 35E NB CD (R47)
COMMERCE WB TO IH 35E NB CD (R16)
IH 35E NB TO CONTINENTAL (R18)
SPUR 366 EB TO IH 35E NB CD (R17)
IH 35E NB/IH 30 EB TO SPUR 366 EB (DC2)
IH 35E SB TO SPUR 366 EB (DC10)
SPUR 366 WB TO IH 35E NB (DC3)
IH 35E NB TO DNT NB (R19)
MARTYR'S PARK
HYATT REGENCY HOTEL
REUNION BL
HOTEL ST
MCDONALD'S
CONTINENTAL AV

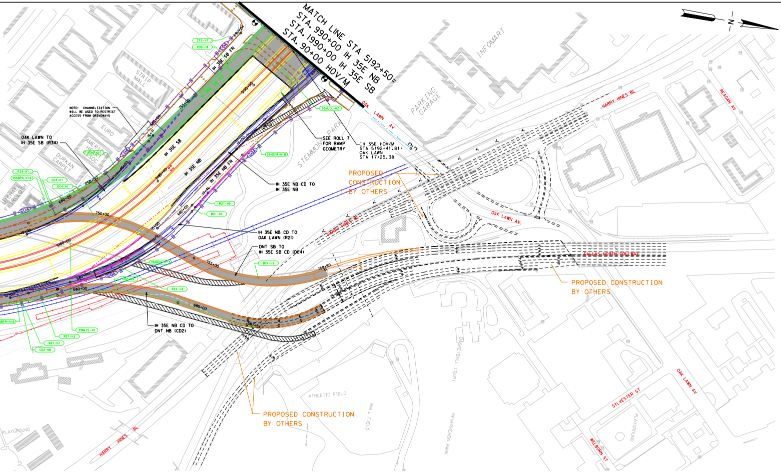


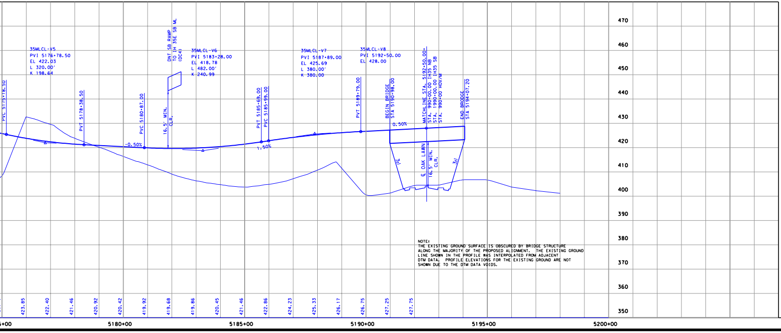
MATCH LINE SB STA 5095+00
470
460
450
440
430
420
410
400
390
380
370
360
350
5090+00
5095+00
5100+00
5105+00
5110+00
5115+00
5120+00
5125+00
5130+00
PROPOSED GRADE IH 35E SB MAINLANES
PROPOSED GRADE IH 35E NB MAINLANES
EXISTING GROUND IH 35E NB MAINLANES
EXISTING GROUND IH 35E SB MAINLANES
35SBML-V8 PVI 5095+28.00 EL 427.00 L 700.00' K 354.69
35NBML-V10 PVI 5098+91.00 EL 424.35 L 200.00' K 437.77
35NBML-V11 PVI 5101+02.84 EL 426.74
35HOV-V9 PVI 5103+00.00 EL 433.78 L 986.00' K 315.32
35SBML-V9 PVI 5105+28.00 EL 431.00 L 880.00' K 248.20
35NBML-V12 PVI 5108+50.00 EL 434.16 L 950.00' K 207.64
35HOV-V10 PVI 5111+00.00 EL 430.26 L 600.00' K 186.02
35SBML-V10 PVI 5112+91.00 EL 407.00 L 550.00' K 211.89
35NBML-V13 PVI 5115+53.00 EL 408.98 L 400.00' K 143.87
35HOV-V11 PVI 5118+00.00 EL 404.61 L 600.00' K 143.25
35NBML-V14 PVI 5122+91.00 EL 403.07 L 680.00' K 194.61
35HOV-V12 PVI 5124+00.00 EL 407.75 L 600.00' K 374.09
35SBML-V11 PVI 5119+62.00 EL 402.76 L 675.00' K 194.73
35HOV-V13 PVI 5130+95.4 EL 422.55 L 300.00' K 296.96
BEGIN BRIDGE STA 5095+37.00
℄ REUNION BLVD
END BRIDGE STA 5098+26.78
BEGIN BRIDGE STA 5099+23.56
℄ REUNION BLVD
END BRIDGE STA 5101+85.60
BEGIN BRIDGE STA 5103+59.80
℄ COMMERCE ST
END BRIDGE STA 5106+13.60
BEGIN BRIDGE STA 5108+00.00
℄ COMMERCE ST
END BRIDGE STA 5110+62.82
℄ UPRR
℄ UPRR
RAMP FROM SPUR 366 TO IH 35E CD ROAD (R 17)
℄ SPUR 366 MAINLANES
DC FROM IH 35E SB CD TO SPUR 366 EB (DC 10)
RAMP FROM SPUR 366 TO IH 35E CD ROAD (R 17)
℄ SPUR 366 MAINLANES
DC FROM IH 35E SB CD TO SPUR 366 EB (DC 10)
BEGIN BRIDGE STA 5128+70.50
℄ CONTINENTAL
END BRIDGE STA 5130+28.00
16.5' MIN. CLR.
EXISTING 7'-6" SAN SWR TOP EL 393.5±
EXISTING 48" RCP FL EL 393.50±
EXISTING 36" RCP FL=391.0±
EXISTING 12" HS PRESSURE SWR TOP EL=395.9±
IH 35E NB ELEVATIONS
IH 35E SB ELEVATIONS
IH 35E HOV/M ELEVATIONS
1.58%
2.69%
0.40%
1.13%
0.99%
0.44%
3.67%
3.15%
3.58%
0.55%
0.80%
0.52%
2.92%
2.13%
2.69%



MATCH LINE STA 47+00
SPUR 366
CONTINENTAL AVE
SLOCUM ST
INSPIRATION
HI LINE DRIVE
DALLAS NORTH TOLLWAY
OAK LAWN
DRAGON ST
WICHITA ST
GREYHOUND MAINT. CENTER
DALLAS DESIGN CENTER
OFFICE CENTER
4 WHEEL PARKING
HALFWAY HOUSE PROVISIONAL OFFICE
SAWYER DESIGN
AMERICAN AIRLINE CENTER
UNION PACIFIC RAILROAD
DART - TRE
VICTORY
HI LINE
NOTE: CHANNELIZATION WILL BE USED TO RESTRICT ACCESS TO SLOCUM
IH 35E SB TO CONTINENTAL (R32)
IH 35E SB FRTG RD
IH 35E SB CD
IH 35E SB
IH 35E NB
IH 35E NB CD
IH 35E NB FRTG RD
PROPOSED ROW (TYP)
EXISTING ROW (TYP)
DNT SB TO IH 35E SB (R33)
IH 35E HOV/M STA 5171+13.74= HI LINE STA 17+28.78
PROPOSED PEDESTRIAN TUNNEL
IH 35E NB CD TO IH 35E NB (R20)
EXISTING DART-TRE RETAINING WALL
IH 35E NB CD TO DNT (CD2)
IH 35E HOV/M STA 5158+34.81= PEDESTRIAN CROSSING STA 11+55.51
IH 35E HOV/M STA 5133+83.87= CONTINENTAL AVE STA 21+88.92
5135+00
5140+00
5145+00
5150+00
5155+00
5160+00
5165+00
5170+00
5175+00




MATCH LINE STA 5192+50=
STA. 990+00 IH 35E NB
STA. 1990+00 IH 35E SB
STA. 90+00 HOV/M
NOTE: CHANNELIZATION WILL BE USED TO RESTRICT ACCESS FROM DRIVEWAYS
OAK LAWN TO IH 35E SB (R34)
SEE ROLL 7 FOR RAMP GEOMETRY
IH 35E HOV/M STA 5192+41.81= OAK LAWN STA 17+25.38
IH 35E NB CD TO IH 35E NB
IH 35E NB CD TO OAK LAWN (R21)
DNT SB TO IH 35E SB CD (DC4)
IH 35E NB CD TO DNT NB (CD2)
PROPOSED CONSTRUCTION BY OTHERS
PROPOSED CONSTRUCTION BY OTHERS
PROPOSED CONSTRUCTION BY OTHERS
IH 35E SB
IH 35E NB
IH 35E NB FR
IH 35E SB FR
OAK LAWN AV
HARRY HINES BL
REAGAN AV
DALLAS NORTH TOLLWAY
SYLVESTER ST
WELBORN ST
INFOMART
PARKING GARAGE
STRIP MALL
STEMMONS PARK
ATHLETIC FIELD
BALL FIELD
BASKETBALL COURT
REVERCHON PARK
PLAYGROUND
N
750+00
755+00
680+00
685+00
690+00
5180+00
5185+00
5190+00
159+80


35MLCL-V5
PVI 5176+78.50
EL 422.03
L 320.00'
K 198.64
35MLCL-V6
PVI 5183+28.00
EL 418.78
L 482.00'
K 240.99
35MLCL-V7
PVI 5187+89.00
EL 425.69
L 380.00'
K 380.00
35MLCL-V8
PVI 5192+50.00
EL 428.00
PVC 5175+18.50
PVT 5178+38.50
PVC 5180+87.00
DNT SB RAMP TO IH 35E SB ML (DC4)
16.5' MIN. CLR.
PVT 5185+69.00
PVC 5185+99.00
PVT 5189+79.00
BEGIN BRIDGE STA 5190+98.00
MATCHLINE STA. 5192+50.00=
STA. 990+00.00 IH35 NB
STA. 1990+00.00 IH35 SB
STA. 990+00 HOV/M
END BRIDGE STA 5194+07.20
-0.50%
1.50%
0.50%
3:1
3:1
℄ OAK LAWN
16.5' MIN. CLR.
470
460
450
440
430
420
410
400
390
380
370
360
350
423.85
422.40
421.46
420.92
420.42
419.92
419.68
419.86
420.45
421.46
422.86
424.23
425.33
426.17
426.75
427.25
427.75
5180+00
5185+00
5190+00
5195+00
5200+00

NOTE:
THE EXISTING GROUND SURFACE IS OBSCURED BY BRIDGE STRUCTURE ALONG THE MAJORITY OF THE PROPOSED ALIGNMENT. THE EXISTING GROUND LINE SHOWN IN THE PROFILE WAS INTERPOLATED FROM ADJACENT DTM DATA. PROFILE ELEVATIONS FOR THE EXISTING GROUND ARE NOT SHOWN DUE TO THE DTM DATA VOIDS.

HORIZONTAL CURVE DATA

ROADWAY	CURVE ID	PI STATION	DELTA	D	T	L	R	PC STATION	PT STATION	ADJACENT TANGENT	
										BEARING	LENGTH
IH 35E NB (35NBML)											
35NBML	35NBML-H7	5104+37.22	3°05'15"	0°30'00"	308.83	617.51	11459.16	5101+28.39	5107+45.90	PRC	
35NBML	35NBML-H8	5114+01.25	13°03'02"	1°00'00"	655.36	1305.04	5729.58	5107+45.90	5120+50.94	PRC	
35NBML	35NBML-H9	5132+15.24	17°16'07"	0°44'50"	1164.29	2310.94	7667.44	5120+50.94	5143+61.84	POE	
IH 35E SB (35SBML)											
35SBML										N 1°42'54" W	1.97
35SBML	35SBML-H1	5093+34.14	5°06'57"	0°45'00"	341.28	682.12	7639.44	5089+92.86	5096+74.98	N 6°49'51" W	44.90
35SBML	35SBML-H2	5107+30.13	8°04'07"	0°24'00"	1010.26	2017.18	14323.95	5097+19.87	5117+37.05	N 1°14'16" E	1.37
35SBML	35SBML-H3	5121+82.17	6°38'55"	0°45'00"	443.74	886.49	7639.44	5117+38.42	5126+24.91	N 5°24'39" W	315.25
35SBML	35SBML-H4	5134+27.40	9°43'17"	1°00'00"	487.24	972.14	5729.58	5129+40.16	5139+12.31	N 15°07'57" W	48.20
IH 35E CL (35MLCL)											
35MLCL										N 15°07'57" W	3,217.82
35MLCL	35MLCL-H1	5180+42.89	39°58'52"	4°30'00"	463.18	888.47	1273.24	5175+79.70	5184+68.17	N 55°06'48" W	559.58
35MLCL	35MLCL-H2	5192+50.98	2°13'55"	0°30'00"	223.23	446.41	11459.16	5190+27.75	5194+74.16	N 57°20'43" W	740.54
IH 35E HOV/M (35HOV)											
35HOV										N 5°52'35" W	185.95
35HOV	35HOV-H8	5097+24.42	3°00'35"	1°59'52"	75.34	150.64	2867.79	5096+49.08	5097+99.73	N 2°52'00" W	60.06
35HOV	35HOV-H9	5099+78.24	4°44'08"	2°00'00"	118.46	236.78	2864.79	5098+59.78	5100+96.56	N 7°36'09" W	581.32
35HOV	35HOV-H10	5108+02.12	2°28'45"	0°59'52"	124.23	248.42	5741.58	5106+77.89	5109+26.31	N 10°04'53" W	46.96
35HOV	35HOV-H11	5114+90.31	12°54'19"	1°15'12"	517.04	1029.71	4571.66	5109+73.27	5120+02.98	PRC	
35HOV	35HOV-H12	5132+11.85	17°57'22"	0°44'56"	1208.86	2397.91	7651.44	5120+02.98	5144+00.89	N 15°07'55" W	0.00
IH 35E HOV/M SB TO IH 30 HOV/M WB (HOVR1)											
HOVR1	HOVR1-H1	309+92.68	83°12'47"	6°51'42"	741.52	1212.71	835.00	302+51.16	314+63.87	N 7°35'17" W	712.07
HOVR1	HOVR1-H2	322+69.01	1°51'40"	1°00'00"	93.07	186.12	5729.58	321+75.94	323+62.06	PRC	
HOVR1	HOVR1-H3	326+87.54	6°30'10"	1°00'00"	325.49	650.27	5729.58	323+62.06	330+12.33	POE	
IH 30 HOV/M TO IH 35E NB (HOVR2)											
HOVR2										N 75°37'45" E	1,392.33
HOVR2	HOVR2-H1	310+61.14	79°18'50"	7°00'00"	678.50	1133.06	818.51	303+82.64	315+15.69	N 3°41'05" W	440.00
HOVR2	HOVR2-H2	320+59.29	4°08'31"	2°00'00"	103.59	207.09	2864.79	319+55.70	321+62.79	POE	
IH 35E/IH 30 HOV/M TO COMMERCE (HOVR3)											
HOVR3										N 5°52'35" W	259.37
HOVR3	HOVR3-H1	5097+87.43	2°38'35"	2°00'00"	66.09	132.15	2864.79	5097+21.34	5098+53.49	N 8°31'10" W	346.62
HOVR3	HOVR3-H2	5102+12.47	0°29'39"	2°00'00"	12.36	24.71	2864.79	5102+00.11	5102+24.82	N 8°01'31" W	707.09
COMMERCE TO IH 30 HOV/M (HOVR4)											
HOVR4										N 2°56'24" W	157.55
HOVR4	HOVR4-H1	321+24.77	5°05'07"	2°00'00"	127.21	254.26	2864.79	319+97.55	322+51.81	POE	
REUNION TO IH 35E NB CD (CD1)											
CD1										N 10°23'44" W	117.32
CD1	CD1-H1	602+95.11	7°06'08"	2°00'00"	177.79	355.12	2864.79	601+17.32	604+72.44	N 17°29'53" W	148.30
CD1	CD1-H2	612+80.29	25°55'51"	2°00'00"	659.55	1296.51	2864.70	606+20.74	619+17.25	N 8°25'59" E	7.92
CD1	CD1-H3	621+52.65	13°50'35"	3°03'27"	227.47	452.73	1873.86	619+25.17	623+77.91	N 5°24'36" W	6.99
IH 35E NB CD (CD2)											
CD2										N 5°24'36" W	388.05
CD2	CD2-H1	627+92.23	0°47'18"	2°00'00"	19.71	39.41	2864.79	627+72.53	628+11.94	N 4°37'18" W	365.05
CD2	CD2-H2	634+40.59	10°30'52"	2°00'00"	263.60	525.73	2864.79	631+76.99	637+02.71	N 15°08'10" W	2,038.45
CD2	CD2-H3	658+09.10	2°43'01"	2°00'00"	67.94	135.85	2864.79	657+41.16	658+77.02	N 12°25'09" W	264.02
CD2	CD2-H4	664+76.69	6°42'20"	1°00'00"	335.66	670.56	5729.58	661+41.03	668+11.59	PRC	
CD2	CD2-H5	669+89.85	3°33'50"	1°00'00"	178.26	356.40	5729.58	668+11.59	671+67.99	N 15°33'39" W	429.88
CD2	CD2-H6	677+51.17	6°07'34"	2°00'00"	153.30	306.31	2864.79	675+97.87	679+04.18	PRC	
CD2	CD2-H7	681+62.18	30°14'18"	6°00'00"	258.00	503.97	954.93	679+04.18	684+08.15	N 8°33'05" E	326.54
IH 35E SB CD (CD3)											
CD3										N 5°03'54" E	377.05
CD3	CD3-H1	704+52.34	9°00'58"	6°00'00"	75.29	150.27	954.93	703+77.05	705+27.32	PCC	
CD3	CD3-H2	708+26.57	12°01'37"	2°01'01"	299.25	596.31	2840.79	705+27.32	711+23.62	N 15°58'40" W	1,178.92
CD3	CD3-H3	723+49.68	0°56'13"	0°59'38"	47.14	94.28	5765.58	723+02.54	723+96.82	N 15°02'27" W	132.71
CD3	CD3-H4	725+87.02	1°08'59"	1°00'00"	57.49	114.97	5729.58	725+29.53	726+44.50	N 16°11'26" W	447.93
CD3	CD3-H5	731+27.60	0°42'12"	1°00'00"	35.17	70.34	5729.58	730+92.43	731+62.77	N 15°39'03" W	642.07
CD3	CD3-H6	738+77.15	1°26'46"	1°00'00"	72.31	144.60	5729.58	738+04.85	739+49.45	N 14°12'17" W	375.59
CD3	CD3-H7	748+25.83	38°32'29"	4°00'00"	500.79	963.53	1432.39	743+25.04	752+88.57	PCC	
CD3	CD3-H8	757+44.85	4°35'57"	0°30'15"	456.27	912.06	11362.16	752+88.57	762+00.63	POE	
IH 35E NB/IH 30 EB TO SPUR 366 EB (DC2)											
DC2	DC2-H1	202+37.07	40°16'07"	8°51'39"	237.07	454.46	646.62	200+00.00	204+54.46	N 12°31'46" W	311.60
DC2	DC2-H2	208+69.33	2°03'55"	1°00'00"	103.28	206.53	5729.58	207+66.05	209+72.58	N 10°27'51" W	520.32
DC2	DC2-H3	215+66.14	2°55'44"	2°00'00"	73.24	146.44	2864.79	214+92.91	216+39.35	PRC	
DC2	DC2-H4	217+46.79	4°20'18"	2°01'11"	107.45	214.79	2836.79	216+39.35	218+54.14	PRC	
DC2	DC2-H5	220+41.75	1°51'34"	0°29'44"	187.61	375.19	11561.16	218+54.14	222+29.33	PRC	
DC2	DC2-H6	226+12.80	7°47'47"	1°01'05"	383.47	765.75	5627.58	222+29.33	229+95.08	N 3°07'04" W	197.81
DC2	DC2-H7	233+10.86	4°42'58"	2°00'00"	117.97	235.81	2864.79	231+92.89	234+28.70	N 1°35'54" E	184.09
DC2	DC2-H8	240+17.97	70°32'02"	10°00'00"	405.18	705.34	572.96	236+12.79	243+18.13	N 72°07'56" E	0.62
DC2	DC2-H9	245+83.13	36°09'14"	7°04'25"	264.39	511.11	810.00	243+18.75	248+29.86	N 35°58'43" E	165.25
SPUR 366 WB TO IH 35E NB (DC3)											
DC3	DC3-H1	19+82.35	121°58'09"	10°30'56"	982.34	1159.90	544.87	10+00.00	21+59.90	N 10°13'08" W	199.19
DC3	DC3-H2	25+23.82	6°38'14"	2°01'01"	164.72	329.08	2840.79	23+59.09	26+88.17	N 16°51'16" W	0.00
DC3	DC3-H3	27+58.53	2°47'26"	1°59'00"	70.36	140.70	2888.79	26+88.17	28+28.87	POE	
DNT SB TO IH 35E SB CD (DC4)											
DC4	DC4-H1	749+84.07	49°15'29"	9°00'00"	291.86	547.31	636.62	746+92.21	752+39.52	N 20°21'59" E	179.55
DC4	DC4-H2	757+19.49	50°31'33"	9°00'00"	300.42	561.40	636.62	754+19.07	759+80.47	POE	
IH 35E SB TO SPUR 366 EB (DC10)											
DC10	DC10-H1	11+16.17	4°37'30"	1°59'30"	116.17	232.22	2876.79	10+00.00	12+32.22	S 0°40'27" W	126.74
DC10	DC10-H2	22+23.14	0+00.00	10°01'00"	864.18	1128.10	572.00	13+58.96	24+87.06	N 67°40'29" E	8.99
DC10	DC10-H3	26+94.83	28°30'30"	7°19'21"	198.78	389.33	782.47	24+96.05	28+85.38	N 39°10'00" E	215.44
IH 35E SB DC TO IH 30 WB (DC11)											
DC11										N 75°37'30" E	612.42
DC11	DC11-H1	207+70.71	6°16'22"	1°59'00"	158.29	316.26	2888.79	206+12.42	209+28.69	PCC	
DC11	DC11-H2	215+94.96	72°41'37"	6°19'40"	666.27	1148.81	905.47	209+28.69	220+77.50	N 3°20'29" W	880.70
DC11	DC11-H3	230+00.38	1°40'43"	1°59'25"	42.18	84.35	2878.79	229+58.20	230+42.55	POE	
IH 35E NB FRTG RD (35NBFR)											
35NBFR	35NBFR-H10	627+25.49	5°26'56"	4°00'00"	68.16	136.22	1432.39	626+57.33	627+93.55	N 10°51'34" W	0.00
35NBFR	35NBFR-H11	628+71.97	6°16'03"	4°00'00"	78.42	156.69	1432.39	627+93.55	629+50.24	N 4°35'29" W	164.80
35NBFR	35NBFR-H12	632+36.76	2°26'03"	1°00'00"	121.73	243.42	5729.58	631+15.03	633+58.45	N 7°01'32" W	241.29
35NBFR	35NBFR-H13	637+01.26	8°06'39"	4°00'04"	101.53	202.71	1432.00	635+99.74	638+02.45	N 15°08'10" W	2,615.40
35NBFR	35NBFR-H14	664+31.04	0°15'49"	1°00'00"	13.19	26.37	5729.58	664+17.85	664+44.23	N 15°24'00" W	687.84
35NBFR	35NBFR-H15	671+58.83	0°16'03"	0°30'00"	26.76	53.53	11459.16	671+32.07	671+85.59	N 15°07'56" W	345.35
35NBFR	35NBFR-H16	677+06.57	13°58'52"	4°00'00"	175.64	349.53	1432.39	675+30.94	678+80.47	N 29°06'49" W	2.94
35NBFR	35NBFR-H17	682+18.43	25°54'34"	3°56'03"	335.02	658.59	1456.39	678+83.41	685+42.00	N 55°01'22" W	292.30
35NBFR	35NBFR-H18	689+19.80	3°21'45"	1°58'01"	85.50	170.95	2913.00	688+34.30	690+05.25	N 58°23'07" W	294.48
IH 35E SB FRTG RD (35SBFR)											
35SBFR										N 1°56'11" W	113.68
35SBFR	35SBFR-H7	601+60.33	3°43'51"	4°00'00"	46.65	93.27	1432.39	601+13.68	602+06.95	N 5°40'01" W	408.81
35SBFR	35SBFR-H8	607+82.68	9°59'23"	3°00'00"	166.92	332.99	1909.86	606+15.76	609+48.75	N 4°19'22" E	214.51
35SBFR	35SBFR-H9	612+41.05	6°13'00"	4°00'00"	77.78	155.42	1432.39	611+63.27	613+18.68	N 1°53'38" W	184.21
35SBFR										N 1°56'11" W	210.41
35SBFR	35SBFR-H10	618+01.95	3°39'38"	2°00'00"	91.54	183.02	2864.79	617+10.41	618+93.43	N 5°35'48" W	204.05
35SBFR										N 5°35'48" W	499.59
35SBFR	35SBFR-H11	626+64.39	1°20'46"	1°00'00"	67.31	134.61	5729.58	625+97.08	627+31.69	N 6°56'34" W	325.23
35SBFR	35SBFR-H12	631+27.09	2°48'24"	2°00'00"	70.18	140.33	2864.79	630+56.92	631+97.24	N 4°08'11" W	129.60
35SBFR										N 0°38'07" W	565.59
35SBFR	35SBFR-H13	640+84.57	15°16'49"	4°00'00"	192.14	382.00	1432.39	638+92.43	642+74.43	N 15°54'56" W	266.05
35SBFR	35SBFR-H14	647+55.84	4°18'19"	1°00'00"	215.36	430.53	5729.58	645+40.48	649+71.01	N 20°13'15" W	87.94
35SBFR	35SBFR-H15	651+31.90	5°49'54"	4°00'00"	72.96	145.79	1432.39	650+58.94	652+04.73	N 14°23'21" W	272.81
35SBFR	35SBFR-H16	655+22.86	2°43'07"	3°00'00"	45.32	90.62	1909.86	654+77.54	655+68.16	N 11°40'13" W	120.32
35SBFR	35SBFR-H17	656+91.64	0°11'21"	3°00'00"	3.15	6.30	1909.86	656+88.49	656+94.79	N 11°51'34" W	309.32
35SBFR	35SBFR-H18	660+54.03	2°59'40"	3°00'00"	49.92	99.82	1909.86	660+04.11	661+03.92	N 14°51'14" W	1,393.39
35SBFR	35SBFR-H19	679+37.49	42°01'36"	5°00'00"	440.18	840.53	1145.92	674+97.31	683+37.85	N 56°52'50" W	665.70
IH 30 EB TO COMMERCE (R12)											
R12										N 62°07'40" E	100.91
R12	R12-H1	15+63.19	72°35'32"	6°51'42"	613.28	1057.92	835.00	9+49.91	20+07.83	N 10°27'51" W	576.93
R12	R12-H2	28+81.03	34°28'23"	6°00'00"	296.27	574.55	954.93	25+84.76	31+59.31	PRC	
R12	R12-H2	33+18.99	27°34'39"	8°48'23"	159.67	313.16	650.62	31+59.31	34+72.47	POE	
IH 35E NB FRTG RD TO COMMERCE (R13)											
R13										N 10°23'44" W	170.20
R13	R13-H1	12+87.15	26°19'49"	11°27'33"	116.95	229.77	500.00	11+70.20	13+99.97	N 15°56'05" E	282.24
R13	R13-H2	17+69.18	19°44'00"	11°27'33"	86.96	172.21	500.00	16+82.21	18+54.42	N 3°47'55" W	165.69
R13	R13-H3	21+27.29	55°12'05"	27°56'57"	107.17	197.51	205.00	20+20.11	22+17.62	POE	
IH 30 EB TO SPUR 366 EB (R14)											
R14	R14-H1	200+61.67	2°27'59"	2°00'00"	61.67	123.32	2864.79	200+00.00	201+23.32	N 12°55'50" W	761.07
R14	R14-H2	209+49.84	5°13'58"	4°00'00"	65.46	130.82	1432.39	208+84.39	210+15.21	POE	
COMMERCE EB TO IH 35E NB (PM)(R15)											
R15	R15-H1	11+84.40	122°41'36"	56°51'46"	184.40	215.77	100.76	10+00.00	12+15.77	S 6°33'17" W	208.23
R15	R15-H2	19+13.65	156°54'53"	57°17'45"	489.64	273.87	100.00	14+24.00	16+97.87	POE	
COMMERCE WB TO IH 35E NB CD (R16)											
R16										S 75°10'24" W	36.21
R16	R16-H1	11+93.84	84°01'11"	32°44'26"	157.62	256.62	175.00	10+36.21	12+92.83	N 20°48'25" W	34.56
SPUR 366 EB TO IH 35E NB CD (R17)											
R17	R17-H1	13+37.87	26°17'47"	3°57'41"	337.87	663.84	1446.39	10+00.00	16+63.84	S 73°25'59" E	297.31
R17	R17-H2	25+63.97	124°58'17"	18°14'49"	602.82	684.88	314.00	19+61.15	26+46.03	PCC	
R17	R17-H3	28+67.42	123°01'57"	47°41'53"	221.39	257.94	120.12	26+46.03	29+03.97	POE	
IH 35E NB TO CONTINENTAL (R18)											
R18										N 0°22'24" E	0.13
R18	R18-H1	11+33.94	10°34'53"	3°57'54"	133.81	266.86	1445.00	10+00.13	12+66.99	N 10°57'17" E	0.35
R18	R18-H2	14+23.51	6°16'01"	2°00'30"	156.17	312.03	2852.79	12+67.34	15+79.37	N 4°41'16" E	116.94
R18	R18-H3	17+97.56	10°05'52"	5°00'00"	101.24	201.96	1145.92	16+96.32	18+98.28	POE	
IH 35E NB TO DNT NB (R19)											
R19	R19-H1	11+04.90	4°11'39"	2°00'00"	104.90	209.71	2864.79	10+00.00	12+09.71	PRC	
R19	R19-H2	13+70.05	6°21'14"	1°59'00"	160.34	320.35	2888.79	12+09.71	15+30.06	PRC	
R19	R19-H3	16+71.70	5°42'31"	2°01'01"	141.63	283.03	2840.79	15+30.06	18+13.10	PRC	
R19	R19-H4	19+99.47	16°21'05"	4°25'00"	186.37	310.22	1297.24	18+13.10	21+83.32	POE	
IH 35E NB CD TO IH 35E NB (R20)											
R20										N 15°07'57" W	896.42
R20	R20-H1	20+22.21	2°30'56"	1°00'00"	125.79	251.54	5729.58	18+96.42	21+47.96	N 17°38'52" W	221.44
R20	R20-H2	23+78.89	0°22'46"	2°00'00"	9.49	18.98	2864.79	23+69.40	23+88.38	PCC	
R20	R20-H3	24+41.78	2°08'09"	2°00'00"	53.40	106.79	2864.79	23+88.38	24+95.17	POE	
IH 35E NB CD TO OAK LAWN (R21)											
R21	R21-H1	10+39.01	5°14'34"	6°43'29"	39.01	77.96	852.00	10+00.00	10+77.96	PRC	
R21	R21-H2	11+66.59	3°32'38"	2°00'00"	88.63	177.20	2864.79	10+77.96	12+55.16	PRC	
R21	R21-H3	15+59.28	34°51'04"	5°54'48"	304.12	589.37	968.93	12+55.16	18+44.53	PCC	
R21	R21-H4	18+55.93	1°20'55"	5°54'48"	11.40	22.81	968.93	18+44.53	18+67.33	PRC	
R21	R21-H5	19+06.73	4°30'45"	5°43'46"	39.40	78.76	1000.00	18+67.33	19+46.09	POE	

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)
1068-04-023 IH 30 FROM SYLVAN AVENUE TO IH 35E (1.056 MILES)

DALLAS COUNTY

ROLL 6 OF 16

DATE: MARCH 2004

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

FUNCTIONAL CLASSIFICATION: INTERSTATE

ROADWAY TYPE	CSJ # 0009-11-181 0196-03-199 0442-02-132	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	40 MPH	40 MPH
FRONTAGE ROAD	40 MPH	40 MPH
RAMP	40 MPH	40 MPH
LOOPS	25 MPH	25 MPH

PRELIMINARY

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NOT A BIDDING DOCUMENT

BRYAN D. COPELAND

87423
TEXAS REGISTRATION NUMBER
03/02/04
DATE

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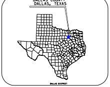
DALLAS COUNTY
DALLAS, TEXAS
DALLAS DISTRICT

TEXAS COUNTY MAP

HORIZONTAL CURVE DATA

ROADWAY	CURVE ID	PI STATION	DELTA	D	T	L	R	PC STATION	PT STATION	ADJACENT TANGENT	
										BEARING	LENGTH
IH 35E SB TO IH 30 EB CD (R24)											
R24	R24-H1	15+46.12	50°57'48"	5°00'00"	546.12	1019.26	1145.92	10+00.00	20+19.26	N 6°25'46" W	141.35
IH 35E SB FRTG RD TO IH 30 WB CD (R25)											
R25	R25-H1	11+93.62	29°06'30"	6°35'23"	193.62	381.02	869.47	10+00.00	13+81.02	PCC	
R25	R25-H2	16+26.82	46°26'18"	10°00'00"	245.80	464.38	572.96	13+81.02	18+45.41	N 2°11'40" W	833.52
R25	R25-H3	27+98.68	7°10'34"	3°00'00"	119.76	239.21	1909.86	26+78.92	29+18.13	N 9°22'14" W	58.66
R25	R25-H4	31+99.05	13°16'35"	3°00'00"	222.27	442.54	1909.86	29+76.78	34+19.33	N 3°54'21" E	389.05
R25	R25-H5	38+94.77	5°10'49"	3°00'00"	86.40	172.67	1909.86	38+08.38	39+81.05	POE	
COMMERCE TO IH 30 WB CD (R27)											
R27	R27-H1	9+75.00	27°02'02"	8°00'00"	172.17	337.92	716.20	8+02.83	11+40.76	N 3°39'44" W	616.29
R27	R27-H2	17+69.70	1°00'44"	4°00'00"	12.65	25.31	1432.39	17+57.04	17+82.35	N 2°39'00" W	180.23
R27	R27-H3	19+69.73	0°34'17"	4°00'00"	7.14	14.28	1432.39	19+62.59	19+76.87	N 3°13'16" W	106.81
R27	R27-H4	21+15.45	1°54'22"	3°00'00"	31.77	63.53	1909.86	20+83.68	21+47.21	PRC	
R27	R27-H5	22+44.37	0°46'21"	0°23'51"	97.15	194.31	14412.95	21+47.21	23+41.52	N 4°21'19" W	119.59
IH 35E SB FRTG RD TO IH 30 EB (R28)											
R28	R28-H1	12+46.46	29°21'21"	6°05'21"	246.46	482.09	940.93	10+00.00	14+82.09	N 3°39'44" W	645.36
R28	R28-H2	22+46.22	9°28'45"	4°00'00"	118.76	236.98	1432.39	21+27.45	23+64.44	PRC	
R28	R28-H3	25+01.69	10°56'50"	4°00'00"	137.26	273.68	1432.39	23+64.44	26+38.12	POE	
IH 35E SB TO COMMERCE/REUNION (R29)											
R29										N 2°08'27" W	652.06
R29	R29-H1	17+92.92	5°37'48"	2°00'00"	140.86	281.50	2864.79	16+52.06	19+33.55	N 3°29'21" E	67.06
R29	R29-H2	21+65.33	6°34'53"	2°00'00"	164.72	329.07	2864.79	20+00.61	23+29.68	POE	
IH 35E SB TO SPUR 366 WB (R30)											
R30										N 72°16'17" E	103.58
R30	R30-H1	11+70.35	7°59'59"	6°00'00"	66.77	133.33	954.93	11+03.58	12+36.91	N 80°16'17" E	16.27
R30	R30-H2	16+54.35	75°12'23"	11°00'00"	401.17	683.69	520.87	12+53.18	19+36.88	N 5°03'54" E	227.74
SPUR 366 WB TO IH 35E SB FRTG RD (R31)											
R31										S 81°42'35" W	33.33
R31	R31-H1	11+21.07	10°43'19"	6°07'40"	87.74	174.97	935.00	10+33.33	12+08.30	N 87°34'05" W	11.49
R31	R31-H2	12+92.64	35°52'39"	25°27'53"	72.84	140.89	225.00	12+19.79	13+60.68	PCC	
R31	R31-H3	15+37.50	53°47'01"	16°26'01"	176.82	327.28	348.65	13+60.68	16+87.96	PCC	
R31	R31-H4	27+94.87	163°28'16"	35°38'12"	1106.88	458.72	160.78	16+87.96	21+46.68	S 14°26'09" E	167.15
R31	R31-H5	25+29.06	8°33'06"	1°59'25"	215.24	429.67	2878.79	23+13.83	27+43.50	POE	
IH 35E SB TO CONTINENTAL (R32)											
R32										N 1°42'28" E	87.77
R32	R32-H1	12+72.77	17°31'42"	4°46'29"	185.00	367.11	1200.00	10+87.77	14+54.88	N 15°49'15" W	375.65
R32	R32-H2	19+15.10	3°22'53"	2°00'00"	84.56	169.08	2864.79	18+30.53	19+99.61	N 12°26'21" W	269.69
R32	R32-H3	23+36.64	2°41'35"	2°00'00"	67.34	134.66	2864.79	22+69.29	24+03.95	POE	
DNT SB TO IH 35E SB (R33)											
R33	R33-H1	11+00.88	4°00'00"	1°59'00"	100.88	201.68	2888.79	10+00.00	12+01.68	N 19°07'57" W	107.08
R33	R33-H2	14+30.99	4°55'39"	2°01'01"	122.23	244.31	2840.79	13+08.76	15+53.07	POE	
OAK LAWN TO IH 35E SB (R34)											
R34	R34-H1	11+30.90	15°36'37"	6°00'00"	130.90	260.17	954.93	10+00.00	12+60.17	PCC	
R34	R34-H2	13+91.07	15°36'37"	6°00'00"	130.90	260.17	954.93	12+60.17	759+80.47	POE	
COMMERCE TO IH 35E SB FRTG RD (R46)											
R46	R46-H1	10+36.17	8°04'55"	11°11'26"	36.17	72.22	512.00	10+00.00	10+72.22	N 2°24'35" E	65.27
R46	R46-H2	12+04.78	8°03'41"	6°00'00"	67.29	134.36	954.93	11+37.49	12+71.84	PRC	
R46	R46-H3	13+61.74	7°10'57"	4°00'00"	89.90	179.56	1432.39	12+71.84	14+51.41	N 1°31'51" E	43.61
R46	R46-H4	15+31.83	5°53'09"	8°00'00"	36.82	73.57	716.20	14+95.01	15+68.58	POE	
COMMERCE EB (AM) TO IH 35E NB CD (R47)											
R47										N 14°11'26" W	149.22
R47	R47-H1	12+64.40	4°36'16"	2°00'00"	115.17	230.23	2864.79	11+49.22	13+79.45	PRC	
R47	R47-H2	14+71.85	20°18'15"	11°06'14"	92.40	182.86	516.00	13+79.45	15+62.31	POE	
REUNION BLVD (C11)											
C11										N 74°41'10" E	1,064.93
COMMERCE STREET (C12)											
C12										N 73°52'52" E	558.47
C12	C12-H1	17+25.71	28°13'56"	8°36'57"	167.24	327.68	665.00	15+58.47	18+86.15	N 45°38'56" E	218.95
C12	C12-H2	22+79.07	29°19'15"	8°36'57"	173.97	340.31	665.00	21+05.10	24+45.41	N 74°58'11" E	265.26
CONTINENTAL AVE (C13)											
C13										N 86°14'45" E	457.49
C13	C13-H1	14+70.74	1°35'23"	6°00'00"	13.25	26.50	954.93	14+57.49	14+83.98	N 84°39'22" E	146.33
C13	C13-H2	16+41.56	1°20'56"	6°00'00"	11.24	22.48	954.93	16+30.32	16+52.80	N 86°00'17" E	242.03
C13	C13-H3	19+33.99	4°41'51"	6°00'00"	39.17	78.29	954.93	18+94.82	19+73.11	N 81°18'27" E	325.06
C13	C13-H4	23+51.64	6°24'32"	6°00'00"	53.46	106.82	954.93	22+98.17	24+04.99	N 74°53'55" E	382.85
HI LINE/VICTORY (C14)											
C14										S 60°47'51" E	315.44
C14	C14-H1	13+48.03	11°16'54"	17°21'44"	32.59	64.98	330.00	13+15.44	13+80.42	S 72°04'44" E	573.15
C14	C14-H2	21+27.05	37°59'45"	11°22'14"	173.48	334.16	503.89	19+53.57	22+87.73	N 69°55'31" E	68.84

SUPERELEVATION DATA

ROADWAY	BEGIN TRANSITION		END TRANSITION		BEGIN TRANSITION		END TRANSITION	
	Sta	e	Sta	e	Sta	e	Sta	e
35NBML	5003+92	NC	5009+32	2.00	5012+78	2.00	5021+90	-5.60
	5033+02	-5.60	5035+25	NC				
	5047+67	NC	5052+71	4.50	5061+45	4.50	5063+61	6.00
	5068+97	6.00	5078+09	-3.50	5082+23	-3.50	5084+39	-5.60
	5092+87	-5.60	5095+10	NC	5105+73	NC	5108+31	-2.70
	5115+82	-2.70	5125+20	2.10	5141+19	2.10	5148+55	NC
	5163+22	NC	5180+22	6.00	5180+26	6.00	5197+26	NC
35SBML	5012+78	NC	5021+90	5.60	5029+88	5.60	5041+55	NC
	5051+93	NC	5055+19	-5.90	5067+20	-5.90	5069+65	NC
	5114+40	NC	5119+80	2.00				
DC2	204+05	-5.60	205+52	NC				
	213+89	NC	215+43	3.50	215+43	3.50	217+37	-3.50
	218+05	-3.50	219+52	NC	230+95	NC	232+42	-3.50
	235+15	-3.50	236+62	-6.00	240+32	-6.00	243+68	6.00
DC3	8+72	NC	10+64	-6.00	20+32	-6.00	24+16	2.00
DC4	755+73	-5.90	750+85	5.90	749+36	5.90	746+92	0.00
	746+92	0.00	745+22	-4.10				
DC10	10+55	-3.50	15+11	6.00	26+08	6.00	31+84	NC
CD1	600+97	NC	602+51	3.50	604+52	3.50	606+48	-3.50
	616+65	-3.50	622+48	4.60	622+48	4.60	626+95	NC
CD2	630+00	NC	632+64	3.50	635+27	3.50	640+55	NC
	660+17	NC	662+65	2.00	666+88	2.00	669+36	NC
	673+69	NC	677+11	3.50	677+59	3.50	681+48	-5.90
	683+54	-5.90	685+16	NC				
CD3	712+21	NC	710+74	-3.50	704+26	-3.50	702+79	NC
	701+92	NC	699+04	-6.00				
R6	24+22	2.00	22+39	-5.60	17+10	-5.60	14+93	3.40
	13+19	3.40	12+02	NC				
R10	20+02	2.00	18+55	-4.10	17+82	-4.10	15+38	6.00
R12	19+44	6.00	21+37	NC	25+06	NC	26+23	-5.90
	30+17	-5.90	33+01	5.90	34+08	5.90	35+99	NC
R15	9+22	NC	10+39	-6.00	15+11	-6.00	16+38	NC
R16	9+22	NC	10+39	-6.00	12+61	-6.00	13+78	NC
R17	18+83	NC	20+00	-6.00	28+10	-6.00	29+31	-1.00
R18	12+36	-1.50	14+07	4.60				
R19	14+13	2.10	16+45	-3.50	16+68	-3.50	20+36	5.40
R21	9+02	1.00	10+49	5.90	14+48	5.90	20+16	-2.00
R24	10+99	5.20	8+01	NC				
R25	20+83	NC	19+36	-6.00				
R26	226+48	2.00	225+01	NC	222+69	NC	219+81	NC
	211+96	-6.00	209+08	NC				
R28	15+95	NC	14+26	5.00				
R31	11+22	NC	12+69	-6.00	20+97	-6.00	22+44	NC
R35	19+30	3.00	18+13	5.00				
	555+32	-3.40	556+49	NC				
R37	21+49	NC	19+72	5.30	16+16	5.30	14+99	2.00
	14+01	2.00	12+84	5.30	10+59	5.30	8+82	NC

LEGEND	EXISTING	PROPOSED
HORIZONTAL CURVE DATA	NOT SHOWN	R20-H1
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.

Carter::Burgess

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