TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

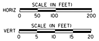
WILLIAM L. HALE, DISTRICT ENGINEER

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 14 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	CSJ # 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

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

DOUGLAS CRAIG BOWEN

87638
TEXAS REGISTRATION NUMBER

11/13/06
DATE

TABLE OF CONTENTS:

ROLL 1 = IH 30 PLAN/PROFILE FROM SYLVAN AVENUE TO EAST OF UP RR
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ROLL 4 = IH 45 DIRECT CONNECTIONS PROFILES
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ROLL 6 = IH 35E PLAN/PROFILE FROM REUNION TO OAK LAWN
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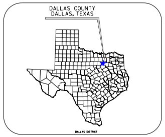
ROLL 14 = IH 35E FRONTAGE ROAD PROFILES AND TYPICAL SECTIONS FROM OAK LAWN TO SOUTH OF INWOOD
ROLL 15 = IH 35E FRONTAGE ROAD PROFILES AND TYPICAL SECTIONS FROM SOUTH OF INWOOD TO SH 183
ROLL 16 = TRINITY PARKWAY AND TRINITY RAIL EXPRESS PROFILES



DALLAS COUNTY
DALLAS, TEXAS
DALLAS DISTRICT

TEXAS COUNTY MAP

LEGEND	EXISTING	PROPOSED
HORIZONTAL CURVE DATA	NOT SHOWN	R20-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.

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.

Note 4: During final design, methods to control Total Suspended Solids (TSS) will be determined and incorporated into the construction plans after a detailed hydraulic analysis has been completed.

JACOBS

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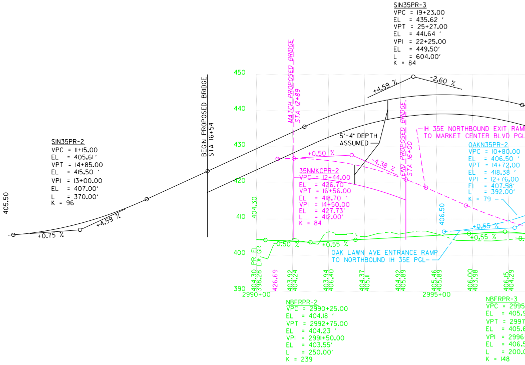
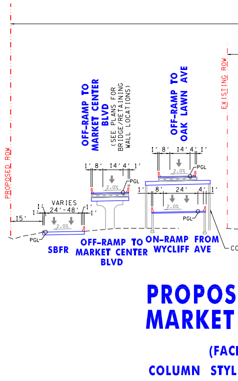
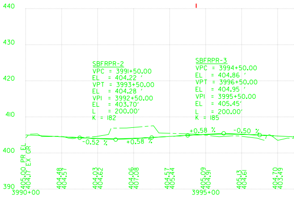


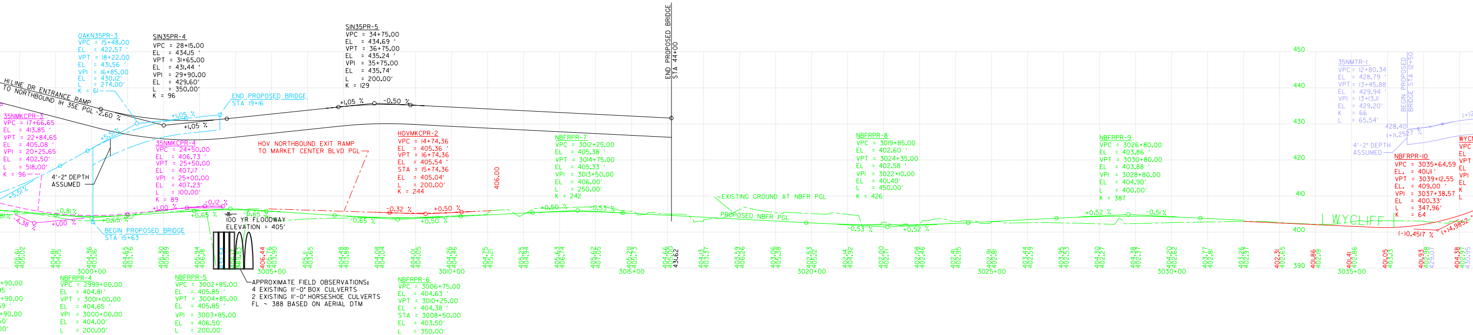
SIN35PR-2
VPC = 11+15.00
EL = 405.61'
VPT = 14+85.00
EL = 415.50'
VPI = 13+00.00
EL = 407.00'
L = 370.00'
K = 96
405.50
+0.75 %
+4.59 %
BEGIN PROPOSED BRIDGE
STA 16+54
MATCH PROPOSED BRIDGE
STA 12+89
SIN35PR-3
VPC = 19+23.00
EL = 435.62'
VPT = 25+27.00
EL = 441.64'
VPI = 22+25.00
EL = 449.50'
L = 604.00'
K = 84
+4.59 %
-2.60 %
5'-4" DEPTH
ASSUMED
+0.50 %
-4.38 %
35NMKCPR-2
VPC = 12+44.00
EL = 426.70
VPT = 16+56.00
EL = 418.70'
VPI = 14+50.00
EL = 427.73'
L = 412.00'
K = 84
END PROPOSED BRIDGE
STA 16+00
IH 35E NORTHBOUND EXIT RAMP
TO MARKET CENTER BLVD PGL
OAKN35PR-2
VPC = 10+80.00
EL = 406.50'
VPT = 14+72.00
EL = 418.38'
VPI = 12+76.00
EL = 407.58'
L = 392.00'
K = 79
406.50
+0.55 %
-0.50 %
+0.55 %
OAK LAWN AVE ENTRANCE RAMP
TO NORTHBOUND IH 35E PGL
450
440
430
420
410
400
390
404.30
PR EL
EX GR
404.30
398.28
426.69
403.92
404.24
403.94
406.40
404.37
405.11
404.92
405.89
405.46
405.89
406.00
403.98
406.15
404.29
2990+00
2995+00
NBFRPR-2
VPC = 2990+25.00
EL = 404.18'
VPT = 2992+75.00
EL = 404.23'
VPI = 2991+50.00
EL = 403.55'
L = 250.00'
K = 239
NBFRPR-3
K = 148

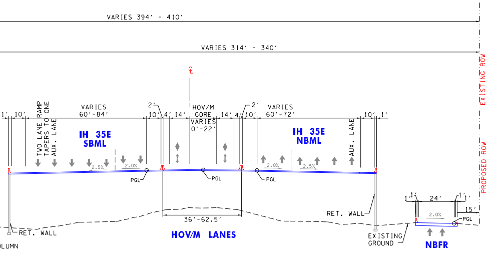


PROPOSED ROW
EXISTING ROW
OFF-RAMP TO
MARKET CENTER
BLVD
(SEE PLANS FOR
BRIDGE/RETAINING
WALL LOCATIONS)
OFF-RAMP TO
OAK LAWN AVE
15'
1'
1'
VARIES
24'-48'
1'
1'
2.0%
PGL
1' 8' 14' 4' 1'
2.0%
PGL
1' 8' 24' 4' 1'
2.0%
PGL
1' 8' 14' 4' 1'
2.0%
PGL
SBFR
OFF-RAMP TO
MARKET CENTER
BLVD
ON-RAMP FROM
WYCLIFF AVE
PROPOS
MARKET
(FAC
COLUMN STYL



440
430
420
410
400
390
SBFRPR-2
VPC = 3991+50.00
EL = 404.22'
VPT = 3993+50.00
EL = 404.28'
VPI = 3992+50.00
EL = 403.70'
L = 200.00'
K = 182
SBFRPR-3
VPC = 3994+50.00
EL = 404.86'
VPT = 3996+50.00
EL = 404.95'
VPI = 3995+50.00
EL = 405.45'
L = 200.00'
K = 185
-0.52 %
+0.58 %
+0.58 %
-0.50 %
PR EL
EX GR
405.00
404.17
404.48
404.57
404.03
404.62
404.06
407.08
404.57
405.44
405.09
404.91
405.13
404.61
404.70
403.49
3990+00
3995+00

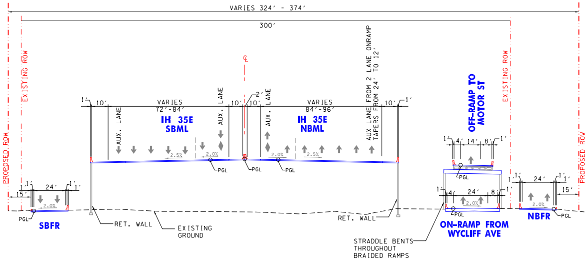

OAKN35PR-3
VPC = 15+48.00
EL = 422.57 '
VPT = 18+22.00
EL = 431.56 '
VPI = 16+85.00
EL = 430.12'
L = 274.00'
K = 61
SIN35PR-4
VPC = 28+15.00
EL = 434.15 '
VPT = 31+65.00
EL = 431.44 '
VPI = 29+90.00
EL = 429.60'
L = 350.00'
K = 96
SIN35PR-5
VPC = 34+75.00
EL = 434.69 '
VPT = 36+75.00
EL = 435.24 '
VPI = 35+75.00
EL = 435.74'
L = 200.00'
K = 129
END PROPOSED BRIDGE
STA 44+00
HILINE DR ENTRANCE RAMP
TO NORTHBOUND IH 35E PGL
END PROPOSED BRIDGE
STA 19+16
35NMKCPR-3
VPC = 17+66.65
EL = 413.85 '
VPT = 22+84.65
EL = 405.08 '
VPI = 20+25.65
EL = 402.50'
L = 518.00'
K = 96
4'-2" DEPTH
ASSUMED
35NMKCPR-4
VPC = 24+50.00
EL = 406.73 '
VPT = 25+50.00
EL = 407.17 '
VPI = 25+00.00
EL = 407.23'
L = 100.00'
K = 89
HOV NORTHBOUND EXIT RAMP
TO MARKET CENTER BLVD PGL
HOVMKCPR-2
VPC = 14+74.36
EL = 405.36 '
VPT = 16+74.36
EL = 405.54 '
STA = 15+74.36
EL = 405.04'
L = 200.00'
K = 244
NBFRPR-7
VPC = 3012+25.00
EL = 405.38 '
VPT = 3014+75.00
EL = 405.33 '
VPI = 3013+50.00
EL = 406.00'
L = 250.00'
K = 242
NBFRPR-8
VPC = 3019+85.00
EL = 402.60 '
VPT = 3024+35.00
EL = 402.58 '
VPI = 3022+10.00
EL = 401.40'
L = 450.00'
K = 426
NBFRPR-9
VPC = 3026+80.00
EL = 403.86 '
VPT = 3030+80.00
EL = 403.88 '
VPI = 3028+80.00
EL = 404.90'
L = 400.00'
K = 387
35NMTR-1
VPC = 12+80.34
EL = 428.79 '
VPT = 13+45.88
EL = 429.94 '
VPI = 13+13.11
EL = 429.20'
K = 66
L = 65.54'
BEGIN PROPOSED BRIDGE STA 12+50
4'-2" DEPTH
ASSUMED
NBFRPR-10
VPC = 3035+64.59
EL = 401.11 '
VPT = 3039+12.55
EL = 409.00 '
VPI = 3037+38.57
EL = 400.33'
L = 347.96'
K = 64
EXISTING GROUND AT NBFR PGL
PROPOSED NBFR PGL
WYCLIFF
100 YR FLOODWAY
ELEVATION = 405'
BEGIN PROPOSED BRIDGE
STA 15+63
NBFRPR-4
VPC = 2999+00.00
EL = 404.81'
VPT = 3001+00.00
EL = 404.65 '
VPI = 3000+00.00
EL = 404.00'
L = 200.00'
K = 137
NBFRPR-5
VPC = 3002+85.00
EL = 405.85 '
VPT = 3004+85.00
EL = 405.85 '
VPI = 3003+85.00
EL = 406.50'
L = 200.00'
K = 154
APPROXIMATE FIELD OBSERVATIONS:
4 EXISTING 11'-0" BOX CULVERTS
2 EXISTING 11'-0" HORSESHOE CULVERTS
FL ~ 388 BASED ON AERIAL DTM
NBFRPR-6
VPC = 3006+75.00
EL = 404.83 '
VPT = 3010+25.00
EL = 404.38 '
STA = 3008+50.00
EL = 403.50'
L = 350.00'
K = 306
3000+00
3005+00
3010+00
3015+00
3020+00
3025+00
3030+00
3035+00
450
440
430
420
410
400
390


VARIES 394' - 410'
VARIES 314' - 340'
EXISTING ROW
PROPOSED ROW
TWO LANE RAMP TAPERS TO ONE AUX. LANE
VARIES 60'-84'
IH 35E SBML
HOV/M GORE VARIES 0'-22'
VARIES 60'-72'
IH 35E NBML
AUX. LANE
2.5%
2.0%
PGL
36'-62.5'
HOV/M LANES
RET. WALL
EXISTING GROUND
24'
15'
NBFR
COLUMN

ED TYPICAL SECTION BETWEEN CENTER BLVD & WYCLIFF AVE

ING NORTH, IH 35NB STA 1020+00 TO 1035+00)

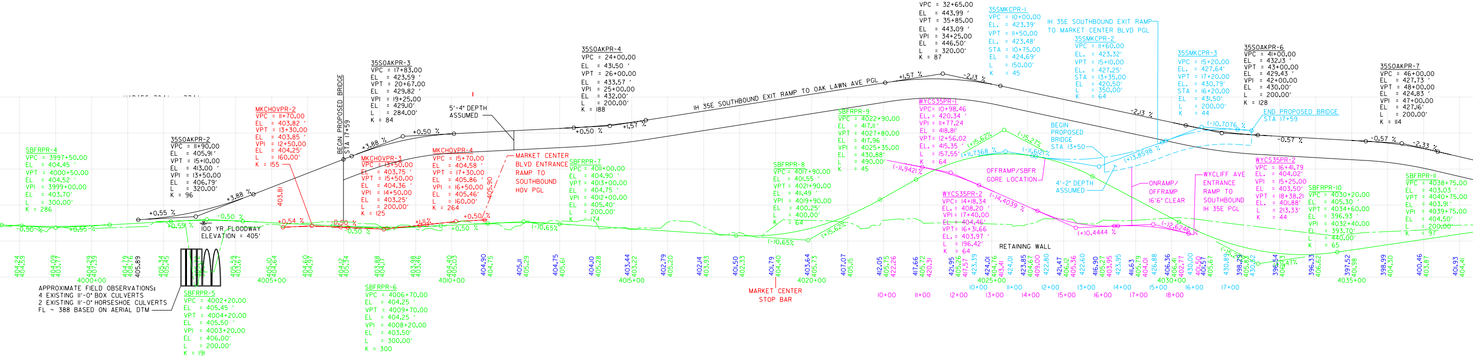
E/LOCATIONS INDICATED ARE FOR VISUAL PURPOSES ONLY

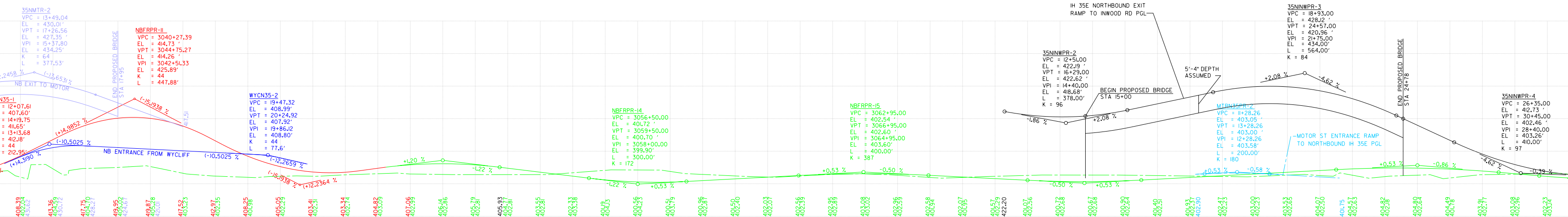

VARIES 324' - 374'
300'
EXISTING ROW
PROPOSED ROW
VARIES 72'-84'
IH 35E SBML
AUX. LANE
VARIES 84'-96'
IH 35E NBML
AUX. LANE FROM 2 LANE ONRAMP TAPERS FROM 24' TO 12'
OFF-RAMP TO MOTOR ST
PGL
2.5%
2.0%
24'
15'
SBFR
RET. WALL
EXISTING GROUND
STRADDLE BENTS THROUGHOUT BRAIDED RAMPS
ON-RAMP FROM WYCLIFF AVE
NBFR

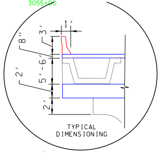
PROPOSED TYPICAL SECTION BETWEEN WYCLIFF AVE & MOTOR ST

(FACING NORTH, IH 35NB STA 1035+00 TO 1065+00)

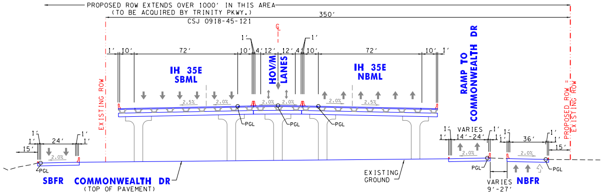
COLUMN STYLE/LOCATIONS INDICATED ARE FOR VISUAL PURPOSES ONLY


35SOAKPR-5
VPC = 32+65.00
EL = 443.99 '
VPT = 35+85.00
EL = 443.09 '
VPI = 34+25.00
EL = 446.50'
L = 320.00'
K = 87
35SMKCPR-1
VPC = 10+00.00
EL. = 423.39'
VPT = 11+50.00
EL. = 423.48'
STA = 10+75.00
EL = 424.69'
L = 150.00'
K = 45
IH 35E SOUTHBOUND EXIT RAMP TO MARKET CENTER BLVD PGL
35SMKCPR-2
VPC = 11+60.00
EL. = 423.32'
VPT = 15+10.00
EL. = 427.25'
STA = 13+35.00
EL = 420.50'
L = 350.00'
K = 64
35SMKCPR-3
VPC = 15+20.00
EL. = 427.64'
VPT = 17+20.00
EL. = 430.79'
STA = 16+20.00
EL = 431.50'
L = 200.00'
K = 44
35SOAKPR-6
VPC = 41+00.00
EL = 432.13 '
VPT = 43+00.00
EL = 429.43 '
VPI = 42+00.00
EL = 430.00'
L = 200.00'
K = 128
35SOAKPR-7
VPC = 46+00.00
EL = 427.73 '
VPT = 48+00.00
EL = 424.83 '
VPI = 47+00.00
EL = 427.16'
L = 200.00'
K = 114
35SOAKPR-4
VPC = 24+00.00
EL = 431.50 '
VPT = 26+00.00
EL = 433.57 '
VPI = 25+00.00
EL = 432.00'
L = 200.00'
K = 188
35SOAKPR-3
VPC = 17+83.00
EL = 423.59 '
VPT = 20+67.00
EL = 429.82 '
VPI = 19+25.00
EL = 429.10'
L = 284.00'
K = 84
35SOAKPR-2
VPC = 11+90.00
EL = 405.91'
VPT = 15+10.00
EL = 413.00 '
VPI = 13+50.00
EL = 406.79'
L = 320.00'
K = 96
MKCHOVPR-2
VPC = 11+70.00
EL = 403.82 '
VPT = 13+30.00
EL = 403.85 '
VPI = 12+50.00
EL = 404.25 '
L = 160.00'
K = 155
BEGIN PROPOSED BRIDGE
STA 17+59
5'-4" DEPTH
ASSUMED
IH 35E SOUTHBOUND EXIT RAMP TO OAK LAWN AVE PGL
SBFRPR-4
VPC = 3997+50.00
EL = 404.45 '
VPT = 4000+50.00
EL = 404.52 '
VPI = 3999+00.00
EL = 403.70'
L = 300.00'
K = 286
MKCHOVPR-3
VPC = 13+50.00
EL = 403.75 '
VPT = 15+50.00
EL = 404.36 '
VPI = 14+50.00
EL = 403.25'
L = 200.00'
K = 125
MKCHOVPR-4
VPC = 15+70.00
EL = 404.58 '
VPT = 17+30.00
EL = 405.86 '
VPI = 16+50.00
EL = 405.46'
L = 160.00'
K = 264
MARKET CENTER BLVD ENTRANCE RAMP TO SOUTHBOUND HOV PGL
SBFRPR-7
VPC = 4011+00.00
EL = 404.90 '
VPT = 4013+00.00
EL = 404.75 '
VPI = 4012+00.00
EL = 405.40'
L = 200.00'
K = 174
SBFRPR-8
VPC = 4017+90.00
EL = 401.55 '
VPT = 4021+90.00
EL = 401.49 '
VPI = 4019+90.00
EL = 400.25'
L = 400.00'
K = 64
SBFRPR-9
VPC = 4022+90.00
EL = 417.81 '
VPT = 4027+80.00
EL = 417.96 '
VPI = 4025+35.00
EL = 430.88'
L = 490.00'
K = 45
WYCS35PR-1
VPC= 10+98.46
EL = 420.34 '
VPI = 11+77.24
EL = 418.81'
VPT: 12+56.02
EL.= 415.35 '
L = 157.55'
K = 64
WYCS35PR-2
VPC= 14+18.34
EL = 408.20 '
VPI = 17+40.00
EL = 404.46'
VPT= 16+31.66
EL. = 403.97 '
L = 196.42'
K = 64
BEGIN PROPOSED BRIDGE
STA 13+50
OFFRAMP/SBFR GORE LOCATION
4'-2" DEPTH
ASSUMED
ONRAMP/OFFRAMP 16'6" CLEAR
WYCLIFF AVE ENTRANCE RAMP TO SOUTHBOUND IH 35E PGL
WYCS35PR-2
VPC = 16+41.79
EL. = 404.02'
VPI = 15+25.00
EL = 403.50'
VPT = 18+38.21
EL. = 401.88'
L = 213.33'
K = 44
END PROPOSED BRIDGE
STA 17+59
SBFRPR-10
VPC = 4030+20.00
EL = 405.30 '
VPT = 4034+60.00
EL = 396.93 '
VPI = 4032+40.00
EL = 393.70'
L = 440.00'
K = 65
SBFRPR-11
VPC = 4038+75.00
EL = 403.03 '
VPT = 4040+75.00
EL = 403.91 '
VPI = 4039+75.00
EL = 404.50'
L = 200.00'
K = 97
RETAINING WALL
100 YR FLOODWAY
ELEVATION = 405'
APPROXIMATE FIELD OBSERVATIONS:
4 EXISTING 11'-0" BOX CULVERTS
2 EXISTING 11'-0" HORSESHOE CULVERTS
FL ~ 388 BASED ON AERIAL DTM
SBFRPR-5
VPC = 4002+20.00
EL = 405.45 '
VPT = 4004+20.00
EL = 405.50 '
VPI = 4003+20.00
EL = 406.00'
L = 200.00'
K = 191
SBFRPR-6
VPC = 4006+70.00
EL = 404.25 '
VPT = 4009+70.00
EL = 404.25 '
VPI = 4008+20.00
EL = 403.50'
L = 300.00'
K = 300
MARKET CENTER
STOP BAR
4000+00
4005+00
4010+00
4015+00
4020+00
4025+00
4030+00
4035+00


35NMTR-2
VPC = 13+49.04
EL = 430.01'
VPT = 17+26.56
EL = 427.35'
VPI = 15+37.80
EL = 434.25'
K = 64
L = 377.53'
NB EXIT TO MOTOR
(-)13.6531 %
END PROPOSED BRIDGE
STA 17+95
NBFRPR-11
VPC = 3040+27.39
EL = 414.73'
VPT = 3044+75.27
EL = 414.26'
VPI = 3042+51.33
EL = 425.89'
K = 44
L = 447.88'
N35-1
= 12+07.61
= 407.60'
= 14+19.75
= 411.65'
= 13+13.68
= 412.18'
= 44
= 212.95'
(+)4.9852 %
(-)5.1938 %
(+)4.3190 %
(-)0.5025 %
NB ENTRANCE FROM WYCLIFF
(-)0.5025 %
(-)2.2659 %
(-)5.1938 %
(+)2.2364 %
WYCN35-2
VPC = 19+47.32
EL = 408.99'
VPT = 20+24.92
EL = 407.92'
VPI = 19+86.12
EL = 408.80'
K = 44
L = 77.6'
+1.20 %
-1.22 %
-1.22 %
+0.53 %
NBFRPR-14
VPC = 3056+50.00
EL = 401.72'
VPT = 3059+50.00
EL = 400.70'
VPI = 3058+00.00
EL = 399.90'
L = 300.00'
K = 172
NBFRPR-15
VPC = 3062+95.00
EL = 402.54'
VPT = 3066+95.00
EL = 402.60'
VPI = 3064+95.00
EL = 403.60'
L = 400.00'
K = 387
+0.53 %
-0.50 %
IH 35E NORTHBOUND EXIT
RAMP TO INWOOD RD PGL
35NINWPR-2
VPC = 12+51.00
EL = 422.19'
VPT = 16+29.00
EL = 422.62'
VPI = 14+40.00
EL = 418.68'
L = 378.00'
K = 96
-1.86 %
+2.08 %
BEGIN PROPOSED BRIDGE
STA 15+00
5'-4" DEPTH
ASSUMED
35NINWPR-3
VPC = 18+93.00
EL = 428.12'
VPT = 24+57.00
EL = 420.96'
VPI = 21+75.00
EL = 434.00'
L = 564.00'
K = 84
+2.08 %
-4.62 %
END PROPOSED BRIDGE
STA 24+78
MTRN35PR-2
VPC = 11+28.26
EL = 403.05'
VPT = 13+28.26
EL = 403.00'
VPI = 12+28.26
EL = 403.58'
L = 200.00'
K = 180
MOTOR ST ENTRANCE RAMP
TO NORTHBOUND IH 35E PGL
+0.53 %
-0.58 %
-0.50 %
+0.53 %
+0.53 %
-0.86 %
-4.62 %
-0.39 %
35NINWPR-4
VPC = 26+35.00
EL = 412.73'
VPT = 30+45.00
EL = 402.46'
VPI = 28+40.00
EL = 403.26'
L = 410.00'
K = 97
3040+00
3045+00
3050+00
3055+00
3060+00
3065+00
3070+00
3075+00
3080+00
3085+00
NBFRPR-12
VPC = 3045+22.42
EL = 411.81'
VPT = 3049+97.96
EL = 404.78'
VPI = 3047+60.19
EL = 399.46'
K = 64
L = 475.54'
NBFRPR-13
VPC = 3050+25.00
EL = 405.10'
VPT = 3053+75.00
EL = 405.07'
VPI = 3052+00.00
EL = 407.20'
L = 350.00'
K = 145
NBFRPR-16
VPC = 3070+00.00
EL = 401.08'
VPT = 3073+50.00
EL = 401.13'
VPI = 3071+75.00
EL = 400.20'
L = 350.00'
K = 339
NBFRPR-17
VPC = 3079+50.00
EL = 404.33'
VPT = 3084+50.00
EL = 403.51'
VPI = 3082+00.00
EL = 405.67'
L = 500.00'
K = 359



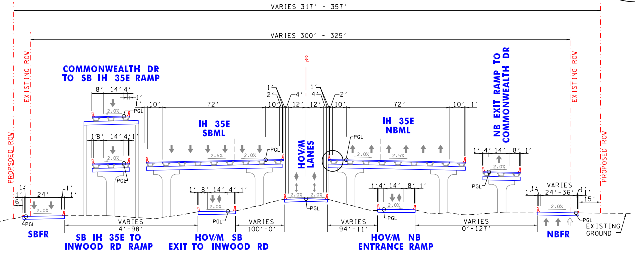
TYPICAL DIMENSIONING


PROPOSED ROW EXTENDS OVER 1000' IN THIS AREA
(TO BE ACQUIRED BY TRINITY PKWY.)
350'
CSJ 0918-45-121
℄
1' 10' 72' 10' 4' 12' 12' 4' 10' 72' 10' 1'
IH 35E
SBML
HOV/M
LANES
IH 35E
NBML
RAMP TO
COMMONWEALTH DR
EXISTING ROW
PROPOSED ROW = EXISTING ROW
2.5%
2.0%
PGL
15'
24'
VARIES
14'-24'
36'
15'
SBFR
COMMONWEALTH DR
(TOP OF PAVEMENT)
EXISTING
GROUND
VARIES
9'-27'
NBFR

PROPOSED TYPICAL SECTION AT COMMONWEALTH DR

(FACING NORTH)

COLUMN STYLE/LOCATIONS INDICATED ARE FOR VISUAL PURPOSES ONLY

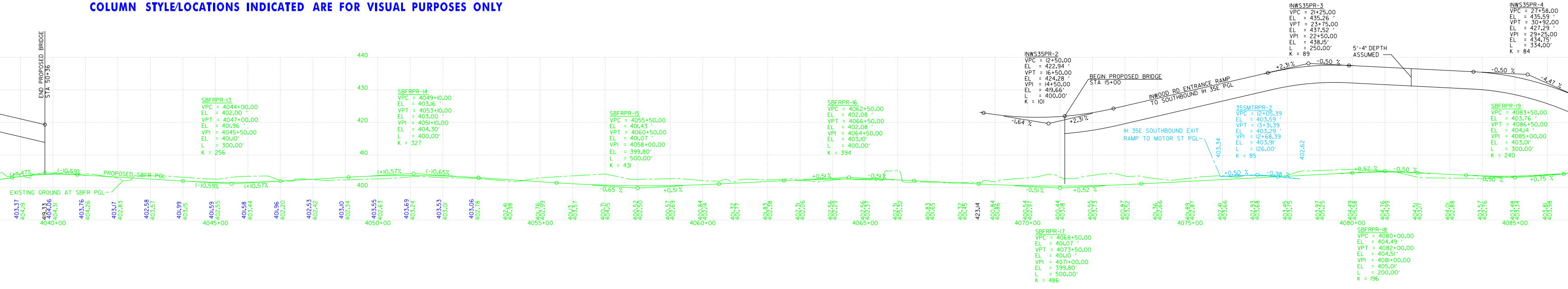

VARIES 317' - 357'
VARIES 300' - 325'
PROPOSED ROW
EXISTING ROW
COMMONWEALTH DR
TO SB IH 35E RAMP
℄
8' 14' 4'
1' 10' 72' 10' 12' 12' 10' 72' 10' 1'
IH 35E
SBML
HOV/M
LANES
IH 35E
NBML
NB EXIT RAMP TO
COMMONWEALTH DR
2.0%
2.5%
PGL
24'
VARIES
4'-98'
VARIES
100'-0'
VARIES
94'-11'
VARIES
0'-127'
VARIES
24'-36'
15'
SBFR
SB IH 35E TO
INWOOD RD RAMP
HOV/M SB
EXIT TO INWOOD RD
HOV/M NB
ENTRANCE RAMP
NBFR
EXISTING
GROUND

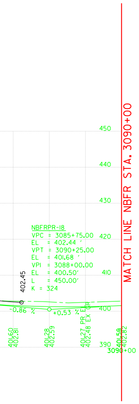
OTE: COMMONWEALTH TO SB IH 35E
S DECKED ON TOP OF SBFR USING
TRADDLE BENTS EXCEPT WHERE
XIT RAMP TO INWOOD PUSHES IT OUT

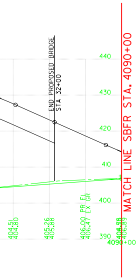
PROPOSED TYPICAL SECTION BETWEEN INWOOD RD & COMMONWEALTH DR

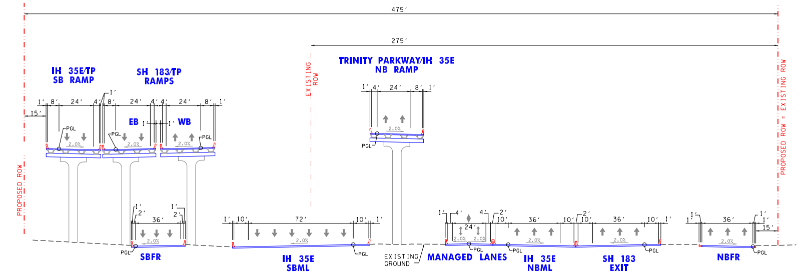
(FACING NORTH, IH 35 NB STA 1097+50 TO 1136+00)

COLUMN STYLE/LOCATIONS INDICATED ARE FOR VISUAL PURPOSES ONLY


END PROPOSED BRIDGE
STA 50+36
440
430
420
410
400
SBFRPR-13
VPC = 4044+00.00
EL = 402.00'
VPT = 4047+00.00
EL = 401.96'
VPI = 4045+50.00
EL = 401.10'
L = 300.00'
K = 256
SBFRPR-14
VPC = 4049+10.00
EL = 403.16'
VPT = 4053+10.00
EL = 403.00'
VPI = 4051+10.00
EL = 404.30'
L = 400.00'
K = 327
SBFRPR-15
VPC = 4055+50.00
EL = 401.43'
VPT = 4060+50.00
EL = 401.07'
VPI = 4058+00.00
EL = 399.80'
L = 500.00'
K = 431
SBFRPR-16
VPC = 4062+50.00
EL = 402.08'
VPT = 4066+50.00
EL = 402.08'
VPI = 4064+50.00
EL = 403.10'
L = 400.00'
K = 394
(+)1.47%
(-)0.59%
PROPOSED SBFR PGL
EXISTING GROUND AT SBFR PGL
(-)0.59%
(+)0.57%
(+)0.57%
(-)0.65%
-0.65 %
+0.51 %
+0.51 %
-0.51 %
-0.51 %
+0.52 %
INWS35PR-2
VPC = 12+50.00
EL = 422.94'
VPT = 16+50.00
EL = 424.28'
VPI = 14+50.00
EL = 419.66'
L = 400.00'
K = 101
-1.64 %
+2.31 %
BEGIN PROPOSED BRIDGE
STA 15+00
INWOOD RD ENTRANCE RAMP
TO SOUTHBOUND IH 35E PGL
IH 35E SOUTHBOUND EXIT
RAMP TO MOTOR ST PGL
35SMTRPR-2
VPC = 12+05.39
EL = 403.59'
VPT = 13+31.39
EL = 403.29'
VPI = 12+68.39
EL = 403.91'
L = 126.00'
K = 85
+0.50 %
-0.98 %
INWS35PR-3
VPC = 21+25.00
EL = 435.26'
VPT = 23+75.00
EL = 437.52'
VPI = 22+50.00
EL = 438.15'
L = 250.00'
K = 89
+2.31 %
-0.50 %
5'-4" DEPTH
ASSUMED
+0.52 %
-0.50 %
-0.50 %
+0.75 %
-0.50 %
-4.47 %
INWS35PR-4
VPC = 27+58.00
EL = 435.59'
VPT = 30+92.00
EL = 427.29'
VPI = 29+25.00
EL = 434.75'
L = 334.00'
K = 84
SBFRPR-19
VPC = 4083+50.00
EL = 403.76'
VPT = 4086+50.00
EL = 404.14'
VPI = 4085+00.00
EL = 403.01'
L = 300.00'
K = 240
4040+00
4045+00
4050+00
4055+00
4060+00
4065+00
4070+00
4075+00
4080+00
4085+00
SBFRPR-17
VPC = 4068+50.00
EL = 401.07'
VPT = 4073+50.00
EL = 401.10'
VPI = 4071+00.00
EL = 399.80'
L = 500.00'
K = 486
SBFRPR-18
VPC = 4080+00.00
EL = 404.49'
VPT = 4082+00.00
EL = 404.51'
VPI = 4081+00.00
EL = 405.01'
L = 200.00'
K = 196



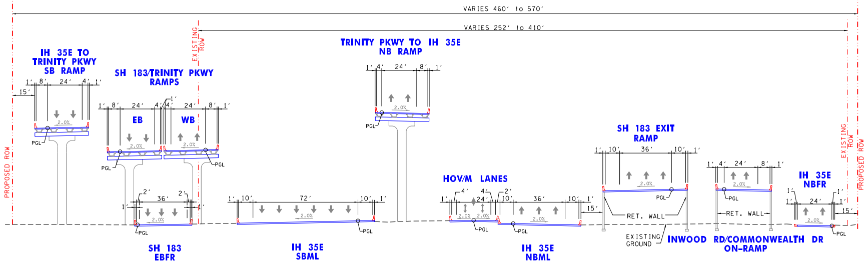



475'
275'
PROPOSED ROW
EXISTING ROW
PROPOSED ROW = EXISTING ROW
IH 35E/TP
SB RAMP
SH 183/TP
RAMPS
EB
WB
TRINITY PARKWAY/IH 35E
NB RAMP
15'
1'
8'
24'
4'
36'
2'
10'
72'
2.0%
PGL
SBFR
IH 35E
SBML
EXISTING
GROUND
MANAGED LANES
IH 35E
NBML
SH 183
EXIT
NBFR

PROPOSED TYPICAL SECTION AT TRE BRIDGE

(FACING NORTH)

COLUMN STYLE/LOCATIONS INDICATED ARE FOR VISUAL PURPOSES ONLY


VARIES 460' to 570'
VARIES 252' to 410'
PROPOSED ROW
EXISTING ROW
IH 35E TO
TRINITY PKWY
SB RAMP
SH 183/TRINITY PKWY
RAMPS
EB
WB
TRINITY PKWY TO IH 35E
NB RAMP
HOV/M LANES
SH 183 EXIT
RAMP
IH 35E
NBFR
15'
1'
8'
24'
4'
2'
36'
10'
72'
2.0%
PGL
RET. WALL
EXISTING
GROUND
SH 183
EBFR
IH 35E
SBML
IH 35E
NBML
INWOOD RD/COMMONWEALTH DR
ON-RAMP

PROPOSED TYPICAL SECTION BETWEEN TRE BRIDGE AND IH 35E - SH 183 MERGE

(FACING NORTH, 35NB STA 1145+00 TO 1155+00)

COLUMN STYLE/LOCATIONS INDICATED ARE FOR VISUAL PURPOSES ONLY

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 14 OF 16

DALLAS COUNTY

HORIZ SCALE (IN FEET) 0 50 100 200

VERT SCALE (IN FEET) 0 5 10 15 20

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

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

PRELIMINARY

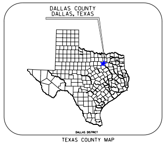
THIS PRINT IS FURNISHED FOR INFORMATION ONLY. THE PLAN INFORMATION OR OTHER DATA SHOWN HEREIN IS SUBJECT TO CHANGE AND MUST NOT BE CONSTRUED AS FINAL.

NOT A BIDDING DOCUMENT

DOUGLAS CRAIG BOWEN

87638
TEXAS REGISTRATION NUMBER

11/13/06
DATE


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.

Note 4: During final design, methods to control Total Suspended Solids (TSS) will be determined and incorporated into the construction plans after a detailed hydraulic analysis has been completed.

JACOBS

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