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 15 OF 16

DALLAS COUNTY

DATE: SEPTEMBER 2006

HORIZ SCALE (IN FEET) 0 50 100 200

VERT SCALE (IN FEET) 0 5 10 15 20

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

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

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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
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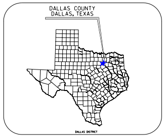
ROLL 14 = IH 35E FRONTAGE ROAD PROFILES AND TYPICAL SECTIONS FROM OAK LAWN TO SOUTH OF INWOOD
ROLL 15 = IH 35E FRONTAGE ROAD PROFILES AND TYPICAL SECTIONS FROM SOUTH OF INWOOD TO SH 183
ROLL 16 = TRINITY PARKWAY AND TRINITY RAIL EXPRESS PROFILES



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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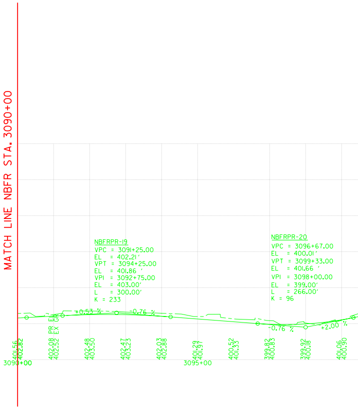
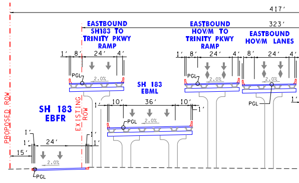
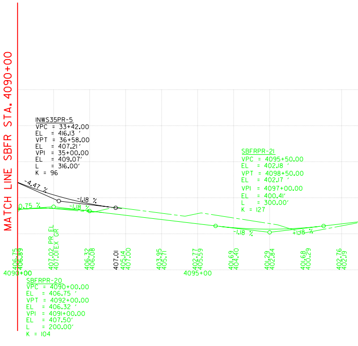


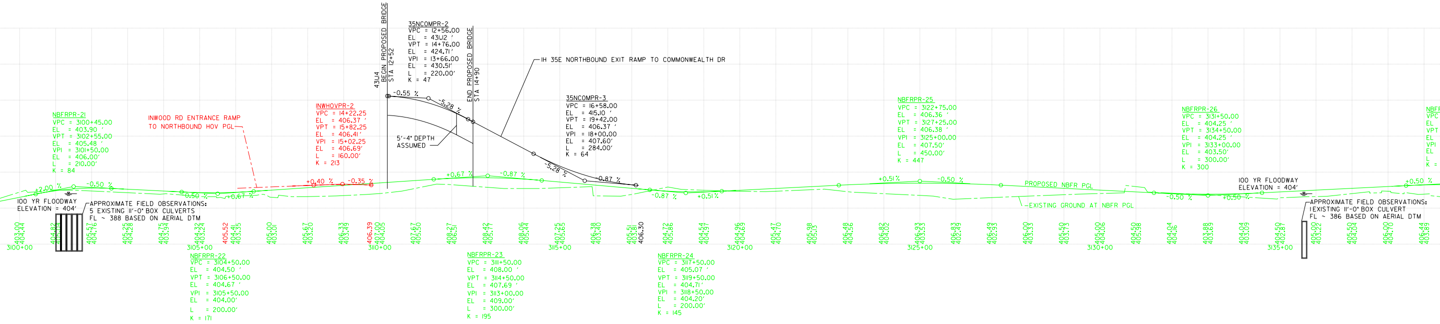
MATCH LINE NBFR STA. 3090+00
NBFRPR-19
VPC = 3091+25.00
EL = 402.21'
VPT = 3094+25.00
EL = 401.86'
VPI = 3092+75.00
EL = 403.00'
L = 300.00'
K = 233
NBFRPR-20
VPC = 3096+67.00
EL = 400.01'
VPT = 3099+33.00
EL = 401.66'
VPI = 3098+00.00
EL = 399.00'
L = 266.00'
K = 96
+0.53 %
-0.76 %
-0.76 %
+2.00 %
PR EL
EX GR
401.56 402.82
402.08 402.52
402.48 403.50
402.47 403.23
402.03 402.88
401.29 401.97
400.52 401.33
399.82 400.83
399.92 400.18
401.06 400.90
3090+00
3095+00

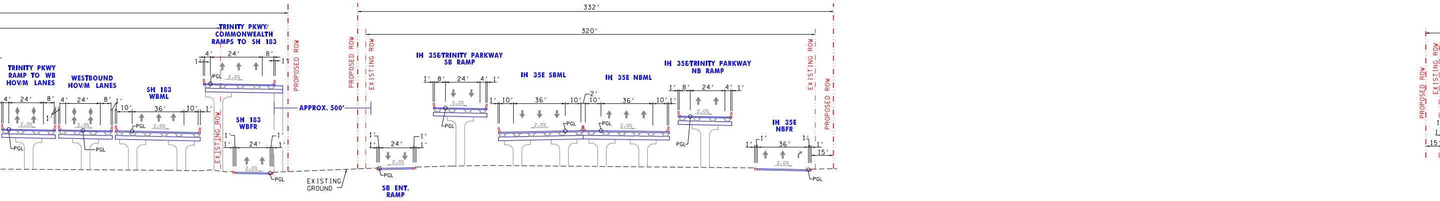


417'
323'
EASTBOUND SH183 TO TRINITY PKWY RAMP
EASTBOUND HOV/M TO TRINITY PKWY RAMP
EASTBOUND HOV/M LANES
SH 183 EBML
SH 183 EBFR
PROPOSED ROW
EXISTING ROW
PGL
2.0%
1'
8'
24'
4'
10'
36'
15'



MATCH LINE SBFR STA. 4090+00
INWS35PR-5
VPC = 33+42.00
EL = 416.13'
VPT = 36+58.00
EL = 407.21'
VPI = 35+00.00
EL = 409.07'
L = 316.00'
K = 96
SBFRPR-21
VPC = 4095+50.00
EL = 402.18'
VPT = 4098+50.00
EL = 402.17'
VPI = 4097+00.00
EL = 400.41'
L = 300.00'
K = 127
-4.47 %
-1.18 %
0.75 %
-1.18 %
-1.18 %
+1.18 %
PR EL
EX GR
406.75 406.89
407.02 407.01
406.32 406.08
407.01
405.14 407.00
403.95 405.71
402.77 405.59
401.69 404.40
401.29 402.84
401.68 400.29
402.76 402.19
4090+00
4095+00
SBFRPR-20
VPC = 4090+00.00
EL = 406.75'
VPT = 4092+00.00
EL = 406.32'
VPI = 4091+00.00
EL = 407.50'
L = 200.00'
K = 104

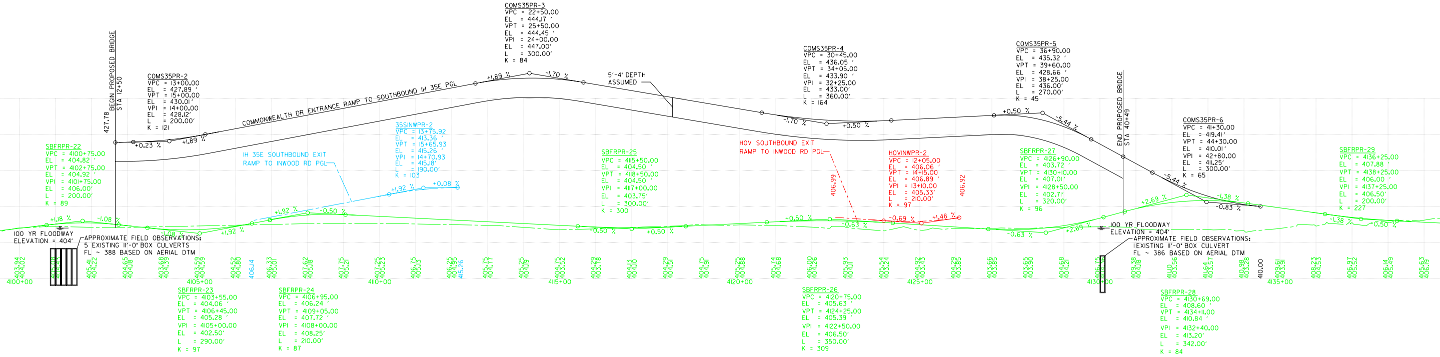

35NCOMPR-2
VPC = 12+56.00
EL = 431.12 '
VPT = 14+76.00
EL = 424.71'
VPI = 13+66.00
EL = 430.51'
L = 220.00'
K = 47
431.14
BEGIN PROPOSED BRIDGE
STA 12+52
END PROPOSED BRIDGE
STA 14+90
IH 35E NORTHBOUND EXIT RAMP TO COMMONWEALTH DR
35NCOMPR-3
VPC = 16+58.00
EL = 415.10 '
VPT = 19+42.00
EL = 406.37 '
VPI = 18+00.00
EL = 407.60'
L = 284.00'
K = 64
5'-4" DEPTH
ASSUMED
NBFRPR-21
VPC = 3100+45.00
EL = 403.90 '
VPT = 3102+55.00
EL = 405.48 '
VPI = 3101+50.00
EL = 406.00'
L = 210.00'
K = 84
INWOOD RD ENTRANCE RAMP
TO NORTHBOUND HOV PGL
INWHOVPR-2
VPC = 14+22.25
EL = 406.37 '
VPT = 15+82.25
EL = 406.41'
VPI = 15+02.25
EL = 406.69'
L = 160.00'
K = 213
NBFRPR-25
VPC = 3122+75.00
EL = 406.36 '
VPT = 3127+25.00
EL = 406.38 '
VPI = 3125+00.00
EL = 407.50'
L = 450.00'
K = 447
NBFRPR-26
VPC = 3131+50.00
EL = 404.25 '
VPT = 3134+50.00
EL = 404.25 '
VPI = 3133+00.00
EL = 403.50'
L = 300.00'
K = 300
+2.00 %
-0.50 %
-0.50 %
+0.67 %
+0.40 %
-0.35 %
-0.55 %
-5.28 %
-5.28 %
-0.87 %
+0.67 %
-0.87 %
-0.87 %
+0.51 %
+0.51 %
-0.50 %
PROPOSED NBFR PGL
-EXISTING GROUND AT NBFR PGL
-0.50 %
+0.50 %
+0.50 %
100 YR FLOODWAY
ELEVATION = 404'
APPROXIMATE FIELD OBSERVATIONS:
5 EXISTING 11'-0" BOX CULVERTS
FL ~ 388 BASED ON AERIAL DTM
100 YR FLOODWAY
ELEVATION = 404'
APPROXIMATE FIELD OBSERVATIONS:
1 EXISTING 11'-0" BOX CULVERT
FL ~ 386 BASED ON AERIAL DTM
3100+00
3105+00
3110+00
3115+00
3120+00
3125+00
3130+00
3135+00
NBFRPR-22
VPC = 3104+50.00
EL = 404.50 '
VPT = 3106+50.00
EL = 404.67 '
VPI = 3105+50.00
EL = 404.00'
L = 200.00'
K = 171
NBFRPR-23
VPC = 3111+50.00
EL = 408.00 '
VPT = 3114+50.00
EL = 407.69 '
VPI = 3113+00.00
EL = 409.00'
L = 300.00'
K = 195
NBFRPR-24
VPC = 3117+50.00
EL = 405.07 '
VPT = 3119+50.00
EL = 404.71'
VPI = 3118+50.00
EL = 404.20'
L = 200.00'
K = 145
405.52
406.39
406.30

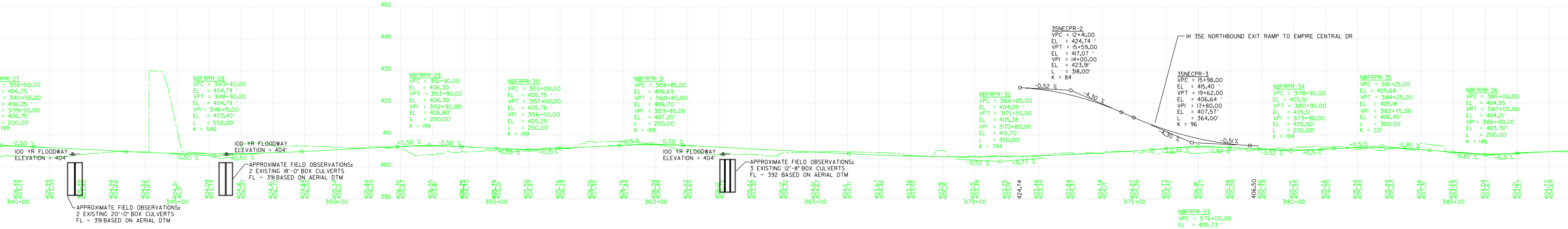

332'
320'
TRINITY PKWY/
COMMONWEALTH
RAMPS TO SH 183
TRINITY PKWY
RAMP TO WB
HOV/M LANES
WESTBOUND
HOV/M LANES
SH 183
WBML
SH 183
WBFR
PROPOSED ROW
EXISTING ROW
APPROX. 500'
IH 35E/TRINITY PARKWAY
SB RAMP
IH 35E SBML
IH 35E NBML
IH 35E/TRINITY PARKWAY
NB RAMP
IH 35E
NBFR
SB ENT.
RAMP
EXISTING
GROUND
PGL
2.0%
4'
24'
8'
1'
10'
36'
2'
15'

PROPOSED TYPICAL SECTION AT MOCKINGBIRD LANE

(FACING NORTH)

COLUMN STYLE/LOCATIONS INDICATED ARE FOR VISUAL PURPOSES ONLY


COMS35PR-3
VPC = 22+50.00
EL = 444.17 '
VPT = 25+50.00
EL = 444.45 '
VPI = 24+00.00
EL = 447.00'
L = 300.00'
K = 84
BEGIN PROPOSED BRIDGE
STA 12+50
427.78
COMS35PR-2
VPC = 13+00.00
EL = 427.89 '
VPT = 15+00.00
EL = 430.01'
VPI = 14+00.00
EL = 428.12'
L = 200.00'
K = 121
COMMONWEALTH DR ENTRANCE RAMP TO SOUTHBOUND IH 35E PGL
5'-4" DEPTH
ASSUMED
COMS35PR-4
VPC = 30+45.00
EL = 436.05 '
VPT = 34+05.00
EL = 433.90 '
VPI = 32+25.00
EL = 433.00'
L = 360.00'
K = 164
COMS35PR-5
VPC = 36+90.00
EL = 435.32 '
VPT = 39+60.00
EL = 428.66 '
VPI = 38+25.00
EL = 436.00'
L = 270.00'
K = 45
END PROPOSED BRIDGE
STA 40+49
COMS35PR-6
VPC = 41+30.00
EL = 419.41'
VPT = 44+30.00
EL = 410.01'
VPI = 42+80.00
EL = 411.25'
L = 300.00'
K = 65
SBFRPR-22
VPC = 4100+75.00
EL = 404.82 '
VPT = 4102+75.00
EL = 404.92 '
VPI = 4101+75.00
EL = 406.00'
L = 200.00'
K = 89
IH 35E SOUTHBOUND EXIT
RAMP TO INWOOD RD PGL
35SINWPR-2
VPC = 13+75.92
EL = 413.36 '
VPT = 15+65.93
EL = 415.26 '
VPI = 14+70.93
EL = 415.18'
L = 190.00'
K = 103
SBFRPR-25
VPC = 4115+50.00
EL = 404.50 '
VPT = 4118+50.00
EL = 404.50 '
VPI = 4117+00.00
EL = 403.75'
L = 300.00'
K = 300
HOV SOUTHBOUND EXIT
RAMP TO INWOOD RD PGL
HOVINWPR-2
VPC = 12+05.00
EL = 406.06 '
VPT = 14+15.00
EL = 406.89 '
VPI = 13+10.00
EL = 405.33'
L = 210.00'
K = 97
406.99
406.92
SBFRPR-27
VPC = 4126+90.00
EL = 403.72 '
VPT = 4130+10.00
EL = 407.01'
VPI = 4128+50.00
EL = 402.71'
L = 320.00'
K = 96
SBFRPR-29
VPC = 4136+25.00
EL = 407.88 '
VPT = 4138+25.00
EL = 406.00 '
VPI = 4137+25.00
EL = 406.50'
L = 200.00'
K = 227
+0.23 %
+1.89 %
+1.89 %
-1.70 %
-1.70 %
+0.50 %
+0.50 %
-5.44 %
-5.44 %
-0.83 %
+1.18 %
-1.08 %
-1.08 %
+1.92 %
+1.92 %
-0.50 %
+1.92 %
+0.08 %
-0.50 %
+0.50 %
+0.50 %
-0.63 %
-0.69 %
+1.48 %
-0.63 %
+2.69 %
+2.69 %
-1.38 %
-1.38 %
-0.50 %
100 YR FLOODWAY
ELEVATION = 404'
APPROXIMATE FIELD OBSERVATIONS:
5 EXISTING 11'-0" BOX CULVERTS
FL ~ 388 BASED ON AERIAL DTM
100 YR FLOODWAY
ELEVATION = 404'
APPROXIMATE FIELD OBSERVATIONS:
1 EXISTING 11'-0" BOX CULVERT
FL ~ 386 BASED ON AERIAL DTM
4100+00
4105+00
4110+00
4115+00
4120+00
4125+00
4130+00
4135+00
406.14
415.26
410.00
SBFRPR-23
VPC = 4103+55.00
EL = 404.06 '
VPT = 4106+45.00
EL = 405.28 '
VPI = 4105+00.00
EL = 402.50'
L = 290.00'
K = 97
SBFRPR-24
VPC = 4106+95.00
EL = 406.24 '
VPT = 4109+05.00
EL = 407.72 '
VPI = 4108+00.00
EL = 408.25'
L = 210.00'
K = 87
SBFRPR-26
VPC = 4120+75.00
EL = 405.63 '
VPT = 4124+25.00
EL = 405.39 '
VPI = 4122+50.00
EL = 406.50'
L = 350.00'
K = 309
SBFRPR-28
VPC = 4130+69.00
EL = 408.60 '
VPT = 4134+11.00
EL = 410.84 '
VPI = 4132+40.00
EL = 413.20'
L = 342.00'
K = 84


NBFRPR-28
VPC = 3143+40.00
EL = 404.79'
VPT = 3148+90.00
EL = 404.79'
VPI = 3146+15.00
EL = 403.40'
L = 550.00'
K = 546
100 YR FLOODWAY ELEVATION = 404'
APPROXIMATE FIELD OBSERVATIONS: 2 EXISTING 20'-0" BOX CULVERTS FL ~ 391 BASED ON AERIAL DTM
APPROXIMATE FIELD OBSERVATIONS: 2 EXISTING 18'-0" BOX CULVERTS FL ~ 391 BASED ON AERIAL DTM
NBFRPR-29
VPC = 3151+90.00
EL = 406.30'
VPT = 3153+90.00
EL = 406.30'
VPI = 3152+90.00
EL = 406.80'
L = 200.00'
K = 199
NBFRPR-30
VPC = 3155+00.00
EL = 405.75
VPT = 3157+00.00
EL = 405.76'
VPI = 3156+00.00
EL = 408.25'
L = 200.00'
K = 199
NBFRPR-31
VPC = 3158+85.00
EL = 406.69'
VPT = 3160+85.00
EL = 406.70'
VPI = 3159+85.00
EL = 407.20'
L = 200.00'
K = 198
APPROXIMATE FIELD OBSERVATIONS: 3 EXISTING 12'-8" BOX CULVERTS FL ~ 392 BASED ON AERIAL DTM
35NECPR-2
VPC = 12+41.00
EL = 424.74'
VPT = 15+59.00
EL = 417.07'
VPI = 14+00.00
EL = 423.91'
L = 318.00'
K = 84
IH 35E NORTHBOUND EXIT RAMP TO EMPIRE CENTRAL DR
35NECPR-3
VPC = 15+98.00
EL = 415.40'
VPT = 19+62.00
EL = 406.64'
VPI = 17+80.00
EL = 407.57'
L = 364.00'
K = 96
NBFRPR-32
VPC = 3166+05.00
EL = 404.09'
VPT = 3175+55.00
EL = 405.38'
VPI = 3170+80.00
EL = 401.70'
L = 950.00'
K = 744
NBFRPR-34
VPC = 3178+90.00
EL = 405.51'
VPT = 3180+90.00
EL = 405.51'
VPI = 3179+90.00
EL = 405.00'
L = 200.00'
K = 194
NBFRPR-35
VPC = 3181+25.00
EL = 405.86'
VPT = 3184+25.00
EL = 405.18'
VPI = 3182+75.00
EL = 406.45'
L = 300.00'
K = 221
NBFRPR-36
VPC = 3185+00.00
EL = 404.55'
VPT = 3187+00.00
EL = 404.21'
VPI = 3186+00.00
EL = 403.70'
L = 200.00'
K = 148
3140+00
3145+00
3150+00
3155+00
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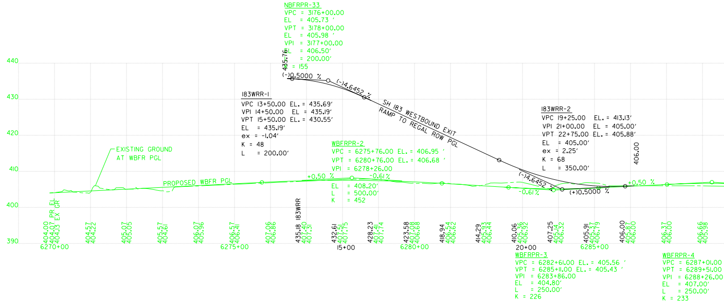
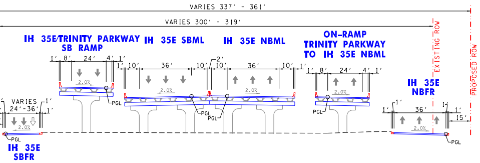
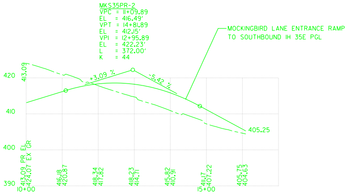
3170+00
3175+00
3180+00
3185+00

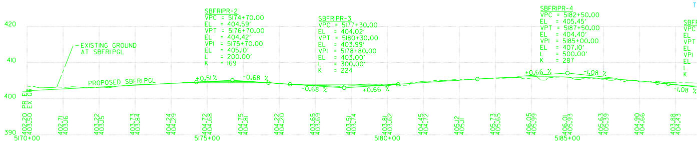

NBFRPR-33
VPC = 3176+00.00
EL = 405.73'
VPT = 3178+00.00
EL = 405.98'
VPI = 3177+00.00
EL = 406.50'
L = 200.00'
K = 155
183WRR-1
VPC 13+50.00 EL. = 435.69'
VPI 14+50.00 EL = 435.19'
VPT 15+50.00 EL. = 430.55'
EL = 435.19'
ex = -1.04'
K = 48
L = 200.00'
SH 183 WESTBOUND EXIT RAMP TO REGAL ROW PGL
183WRR-2
VPC 19+25.00 EL. = 413.13'
VPI 21+00.00 EL = 405.00'
VPT 22+75.00 EL. = 405.88'
EL = 405.00'
ex = 2.25'
K = 68
L = 350.00'
EXISTING GROUND AT WBFR PGL
PROPOSED WBFR PGL
WBFRPR-2
VPC = 6275+76.00 EL. = 406.96'
VPT = 6280+76.00 EL. = 406.68'
VPI = 6278+26.00
EL = 408.20'
L = 500.00'
K = 452
WBFRPR-3
VPC = 6282+61.00 EL. = 405.56'
VPT = 6285+11.00 EL. = 405.43'
VPI = 6283+86.00
EL = 404.80'
L = 250.00'
K = 226
WBFRPR-4
VPC = 6287+01.00
VPT = 6289+51.00
VPI = 6288+26.00
EL = 407.00'
L = 250.00'
K = 233
6270+00
6275+00
6280+00
6285+00
15+00
20+00

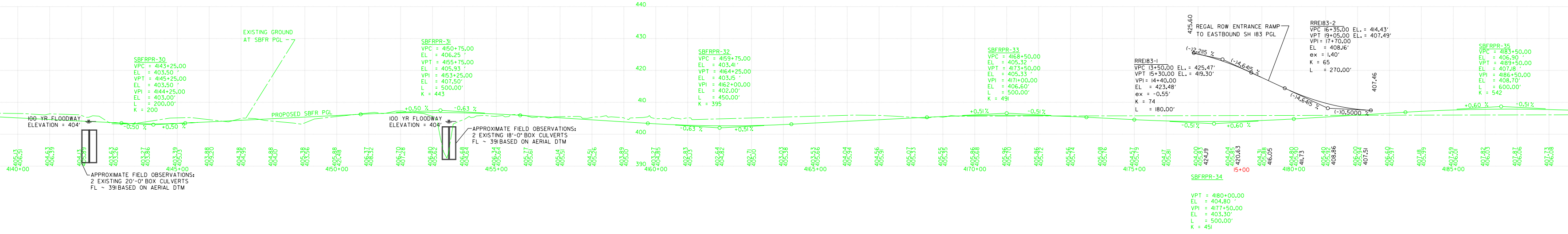

VARIES 337' - 361'
VARIES 300' - 319'
IH 35E/TRINITY PARKWAY SB RAMP
IH 35E SBML
IH 35E NBML
ON-RAMP TRINITY PARKWAY TO IH 35E NBML
IH 35E NBFR
IH 35E SBFR
EXISTING ROW
PROPOSED ROW
VARIES 24'-36'
PGL
2.0%

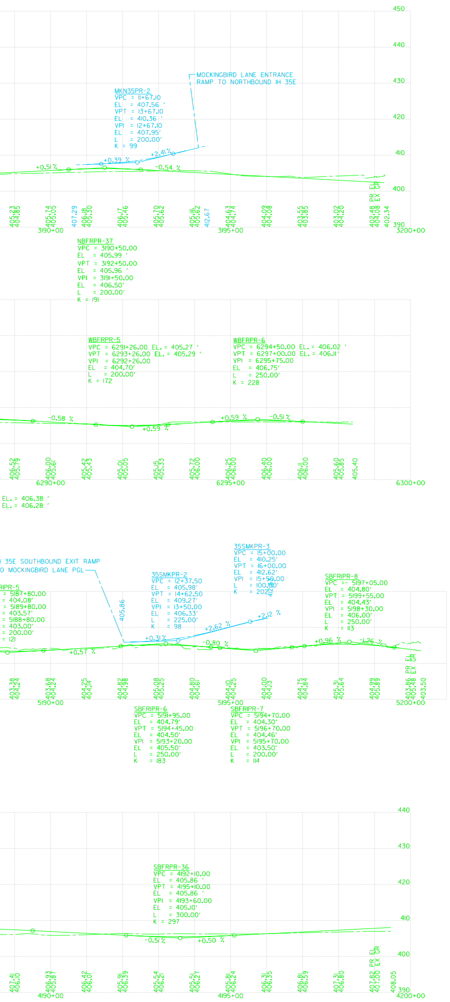
PROPOSED TYPICAL SECTION AT IH 35E

(FACING NORTH)


MKS35PR-2
VPC = 11+09.89
EL = 416.49'
VPT = 14+81.89
EL = 412.15'
VPI = 12+95.89
EL = 422.23'
L = 372.00'
K = 44
MOCKINGBIRD LANE ENTRANCE RAMP TO SOUTHBOUND IH 35E PGL
405.25
10+00
15+00


EXISTING GROUND AT SBFR PGL
PROPOSED SBFR PGL
SBFRIPR-2
VPC = 5174+70.00
EL = 404.59'
VPT = 5176+70.00
EL = 404.42'
VPI = 5175+70.00
EL = 405.10'
L = 200.00'
K = 169
SBFRIPR-3
VPC = 5177+30.00
EL = 404.02'
VPT = 5180+30.00
EL = 403.99'
VPI = 5178+80.00
EL = 403.00'
L = 300.00'
K = 224
SBFRIPR-4
VPC = 5182+50.00
EL = 405.45'
VPT = 5187+50.00
EL = 404.40'
VPI = 5185+00.00
EL = 407.10'
L = 500.00'
K = 287
5170+00
5175+00
5180+00
5185+00


SBFRPR-30
VPC = 4143+25.00
EL = 403.50
VPT = 4145+25.00
EL = 403.50'
VPI = 4144+25.00
EL = 403.00'
L = 200.00'
K = 200
EXISTING GROUND AT SBFR PGL
PROPOSED SBFR PGL
100 YR FLOODWAY ELEVATION = 404'
APPROXIMATE FIELD OBSERVATIONS: 2 EXISTING 20'-0" BOX CULVERTS FL ~ 391 BASED ON AERIAL DTM
SBFRPR-31
VPC = 4150+75.00
EL = 406.25'
VPT = 4155+75.00
EL = 405.93'
VPI = 4153+25.00
EL = 407.50'
L = 500.00'
K = 443
APPROXIMATE FIELD OBSERVATIONS: 2 EXISTING 18'-0" BOX CULVERTS FL ~ 391 BASED ON AERIAL DTM
SBFRPR-32
VPC = 4159+75.00
EL = 403.41'
VPT = 4164+25.00
EL = 403.15'
VPI = 4162+00.00
EL = 402.00'
L = 450.00'
K = 395
SBFRPR-33
VPC = 4168+50.00
EL = 405.32'
VPT = 4173+50.00
EL = 405.33'
VPI = 4171+00.00
EL = 406.60'
L = 500.00'
K = 491
RRE183-1
VPC 13+50.00 EL. = 425.47'
VPT 15+30.00 EL. = 419.30'
VPI = 14+40.00
EL = 423.48'
ex = -0.55'
K = 74
L = 180.00'
REGAL ROW ENTRANCE RAMP TO EASTBOUND SH 183 PGL
RRE183-2
VPC 16+35.00 EL. = 414.43'
VPT 19+05.00 EL. = 407.49'
VPI = 17+70.00
EL = 408.16'
ex = 1.40'
K = 65
L = 270.00'
SBFRPR-35
VPC = 4183+50.00
EL = 406.90'
VPT = 4189+50.00
EL = 407.18'
VPI = 4186+50.00
EL = 408.70'
L = 600.00'
K = 542
SBFRPR-34
VPT = 4180+00.00
EL = 404.80'
VPI = 4177+50.00
EL = 403.30'
L = 500.00'
K = 451
4140+00
4145+00
4150+00
4155+00
4160+00
4165+00
4170+00
4175+00
15+00
4180+00
4185+00


MOCKINGBIRD LANE ENTRANCE RAMP TO NORTHBOUND IH 35E
MKN35PR-2
VPC = 11+67.10
EL = 407.56 '
VPT = 13+67.10
EL = 410.36 '
VPI = 12+67.10
EL = 407.95'
L = 200.00'
K = 99
+0.51 %
+0.39 %
+2.41 %
-0.54 %
3190+00
3195+00
3200+00
450
440
430
420
410
400
390
NBFRPR-37
VPC = 3190+50.00
EL = 405.99 '
VPT = 3192+50.00
EL = 405.96
VPI = 3191+50.00
EL = 406.50'
L = 200.00'
K = 191
WBFRPR-5
VPC = 6291+26.00 EL. = 405.27 '
VPT = 6293+26.00 EL. = 405.29 '
VPI = 6292+26.00
EL = 404.70'
L = 200.00'
K = 172
WBFRPR-6
VPC = 6294+50.00 EL. = 406.02 '
VPT = 6297+00.00 EL. = 406.11 '
VPI = 6295+75.00
EL = 406.75'
L = 250.00'
K = 228
-0.58 %
+0.59 %
+0.59 %
-0.51 %
6290+00
6295+00
6300+00
EL. = 406.38 '
EL. = 406.28 '
35E SOUTHBOUND EXIT RAMP
TO MOCKINGBIRD LANE PGL
35SMKPR-2
VPC = 12+37.50
EL = 405.98
VPT = 14+62.50
EL = 409.27'
VPI = 13+50.00
EL = 406.33'
L = 225.00'
K = 98
35SMKPR-3
VPC = 15+00.00
EL = 410.25'
VPT = 16+00.00
EL = 412.62'
VPI = 15+50.00
L = 100.00'
K = 20.29
SBFRPR-8
VPC = 5197+05.00
EL = 404.80'
VPT = 5199+55.00
EL = 404.43'
VPI = 5198+30.00
EL = 406.00'
L = 250.00'
K = 113
+0.57 %
+0.31 %
+2.62 %
+2.12 %
-0.80 %
+0.96 %
-1.26 %
5190+00
5195+00
5200+00
SBFRPR-6
VPC = 5191+95.00
EL = 404.79'
VPT = 5194+45.00
EL = 404.50'
VPI = 5193+20.00
EL = 405.60'
L = 250.00'
K = 183
SBFRPR-7
VPC = 5194+70.00
EL = 404.30'
VPT = 5196+70.00
EL = 404.46'
VPI = 5195+70.00
EL = 403.50'
L = 200.00'
K = 114
SBFRPR-36
VPC = 4192+10.00
EL = 405.86 '
VPT = 4195+10.00
EL = 405.86 '
VPI = 4193+60.00
EL = 405.10'
L = 300.00'
K = 297
-0.51 %
+0.50 %
4190+00
4195+00
4200+00
440
430
420
410
400
390

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 15 OF 16

DALLAS COUNTY

SCALE (IN FEET)
HORIZ 0 50 100 200

SCALE (IN FEET)
VERT 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

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

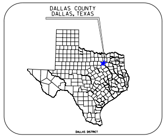
DOUGLAS CRAIG BOWEN

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
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.

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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