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 8 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

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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 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

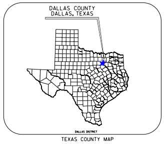
THIS PRINT IS FURNISHED FOR INFORMATION ONLY. THE PLAN INFORMATION OR OTHER DATA SHOWN HEREIN IS SUBJECT TO CHANGE AND MUST NOT BE CONSTRUED AS FINAL.

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-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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TRINITY PARKWAY TO IH 35E NB

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
TPN35-1	1148+32.30	6,983,787.86	2,470,983.63	14° 53′ 42.31" LT	261.44′	519.94′	2,000.00′	1145+70.86	1150+90.79	N 27° 27′ 05.75" W	N 42° 20′ 48.06" W
TPN35-2	1157+81.25	6,984,491.39	2,470,342.42	18° 08′ 04.68" RT	482.60′	957.12′	3,024.00′	1152+98.65	1162+55.77	N 42° 20′ 48.06" W	N 24° 12′ 43.38" W
TPN35-3	1165+78.45	6,985,225.83	2,470,012.16	4° 28′ 45.72" RT	157.38′	314.60′	4,024.00′	1164+21.07	1167+35.67	N 24° 12′ 43.38" W	N 19° 43′ 57.67" W
TPN35-4	1184+85.51	6,987,021.05	2,469,368.22	4° 16′ 07.69" LT	61.31′	122.56′	1,645.00′	1184+24.20	1185+46.76	N 19° 43′ 57.67" W	N 24° 00′ 05.36" W
TPN35-5	1185+57.11	6,987,086.51	2,469,339.08	0° 43′ 39.64" LT	10.35′	20.70′	1,629.85′	1185+46.76	1185+67.46	N 24° 00′ 05.36" W	N 24° 43′ 45.00" W

IH 35E SB TO TRINITY PARKWAY

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
35STP-1	2143+94.35	6,983,364.17	2,471,012.54	4° 22′ 33.60" LT	77.33′	154.58′	2,024.00′	2143+17.02	2144+71.60	N 43° 48′ 20.84" W	N 48° 10′ 54.44" W
35STP-2	2157+05.87	6,984,238.70	2,470,035.05	39° 02′ 40.39" RT	354.56′	681.46′	1,000.00′	2153+51.31	2160+32.77	N 48° 10′ 54.44" W	N 9° 08′ 14.05" W
35STP-3	2166+45.19	6,985,193.41	2,469,881.50	11° 26′ 42.97" LT	150.32′	299.64′	1,500.00′	2164+94.87	2167+94.51	N 9° 08′ 14.05" W	N 20° 34′ 57.03" W
35STP-4	2173+60.08	6,985,863.60	2,469,629.82	2° 09′ 10.78" RT	225.04′	450.02′	11,976.00′	2171+35.04	2175+85.06	N 20° 34′ 57.03" W	N 18° 25′ 46.25" W
35STP-5	2177+38.76	6,986,222.91	2,469,510.09	1° 17′ 58.33" LT	113.68′	227.36′	10,024.00′	2176+25.08	2178+52.44	N 18° 25′ 46.25" W	N 19° 43′ 44.58" W
35STP-6	2183+19.10	6,986,769.19	2,469,314.18	2° 21′ 25.22" LT	21.07′	42.12′	1,024.00′	2182+98.04	2183+40.16	N 19° 43′ 44.58" W	N 22° 05′ 09.80" W
35STP-7	2185+39.74	6,986,973.65	2,469,231.22	6° 55′ 51.82" RT	59.11′	118.07′	976.00′	2184+80.64	2185+98.70	N 22° 05′ 09.80" W	N 15° 09′ 17.98" W

TRINITY PARKWAY TO 183 WB

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
TPW183-1	596+56.08	6,984,852.49	2,469,940.74	24° 33′ 26.84" LT	326.47′	642.91′	1,500.00′	593+29.61	599+72.53	N 27° 57′ 07.94" W	N 52° 30′ 34.79" W
TPW183-2	614+83.06	6,985,970.55	2,468,483.16	5° 13′ 03.20" LT	318.94′	637.44′	7,000.00′	611+64.12	618+01.56	N 52° 30′ 34.79" W	N 57° 43′ 37.98" W

183 EB TO TRINITY PARKWAY

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
183ETP-1	663+99.39	6,983,421.91	2,470,969.00	7° 39′ 17.26" LT	149.39′	298.33′	2,233.00′	662+50.00	665+48.33	N 40° 31′ 36.99" W	N 48° 10′ 54.25" W
183ETP-2	669+87.33	6,983,814.23	2,470,530.49	6° 33′ 41.00" RT	289.36′	578.09′	5,048.00′	666+97.97	672+76.06	N 48° 10′ 54.25" W	N 41° 37′ 13.25" W
183ETP-3	680+27.80	6,984,592.52	2,469,839.00	12° 26′ 47.91" LT	436.19′	868.94′	4,000.00′	675+91.62	684+60.56	N 41° 37′ 13.25" W	N 54° 04′ 01.16" W
183ETP-4	692+47.83	6,985,310.49	2,468,848.36	5° 42′ 41.62" RT	249.42′	498.43′	5,000.00′	689+98.41	694+96.83	N 54° 04′ 01.16" W	N 48° 21′ 19.54" W
183ETP-5	697+93.28	6,985,673.22	2,468,440.45	4° 09′ 13.27" LT	217.58′	434.97′	6,000.00′	695+75.70	700+10.67	N 48° 21′ 19.54" W	N 52° 30′ 32.81" W

TRINITY PARKWAY TO HOV WB

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
TPWHOV-1	243+02.25	6,983,292.83	2,471,218.25	20° 43′ 47.76" LT	421.22′	833.24′	2,303.00′	238+81.02	247+14.26	N 27° 27′ 06.38" W	N 48° 10′ 54.13" W
TPWHOV-2	253+42.93	6,983,992.87	2,470,435.81	14° 43′ 55.51" RT	261.65′	520.42′	2,024.00′	250+81.27	256+01.69	N 48° 10′ 54.13" W	N 33° 26′ 58.62" W
TPWHOV-3	261+01.81	6,984,628.47	2,470,015.92	19° 03′ 36.15" LT	251.82′	498.99′	1,500.00′	258+49.99	263+48.98	N 33° 26′ 58.62" W	N 52° 30′ 34.78" W

HOV EB TO TRINITY PARKWAY

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
HOVETP-1	679+72.68	6,984,568.48	2,469,892.46	6° 43′ 36.74" LT	233.67′	466.81′	3,976.00′	677+39.01	682+05.82	N 41° 37′ 14.42" W	N 48° 20′ 51.15" W
HOVETP-2	686+29.87	6,985,005.61	2,469,401.01	4° 09′ 43.33" LT	72.67′	145.28′	2,000.00′	685+57.20	687+02.48	N 48° 20′ 51.15" W	N 52° 30′ 34.48" W
HOVETP-3	695+87.62	6,985,588.57	2,468,641.03	3° 56′ 38.62" RT	69.69′	139.33′	2,024.00′	695+17.93	696+57.26	N 52° 30′ 34.48" W	N 48° 33′ 55.86" W
HOVETP-4	699+51.06	6,985,829.11	2,468,368.52	3° 56′ 39.08" LT	68.87′	137.68′	2,000.00′	698+82.19	700+19.87	N 48° 33′ 55.86" W	N 52° 30′ 34.94" W

REGAL ROW TO SH 183 EB

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
RRE183-1	17+82.67	6,985,617.06	2,468,493.63	1° 41′ 49.79" RT	103.68′	207.35′	7,000.00′	16+78.99	18+86.33	N 54° 34′ 45.67" W	N 52° 52′ 55.89" W
RRE183-2	21+28.57	6,985,825.81	2,468,217.79	3° 30′ 47.43" RT	61.34′	122.63′	2,000.00′	20+67.24	21+89.87	N 52° 52′ 55.89" W	N 49° 22′ 08.46" W

COMMONWEALTH DR

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
COM-1	16+06.68	6,982,947.76	2,471,719.82	14° 56′ 12.78" LT	127.03′	252.62′	969.00′	14+79.65	17+32.27	S 46° 22′ 35.77" W	S 31° 26′ 22.99" W
COM-2	20+12.09	6,982,600.65	2,471,507.60	17° 41′ 57.24" RT	162.39′	322.19′	1,043.00′	18+49.70	21+71.89	S 31° 26′ 22.99" W	S 49° 08′ 20.23" W

MOCKINGBIRD LN

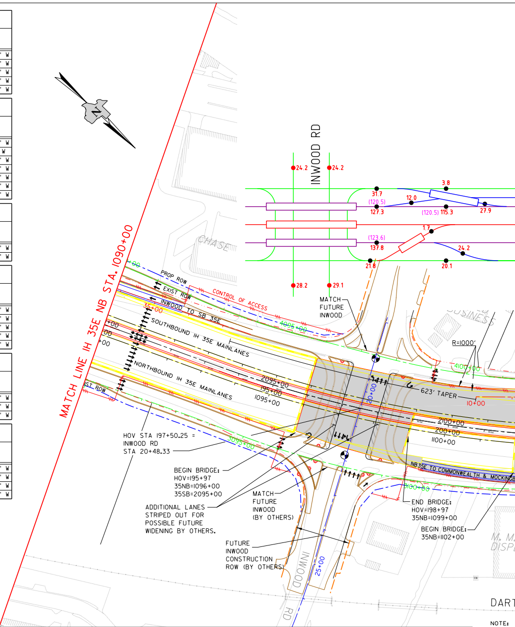
CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
MK-1	19+68.90	6,985,438.08	2,469,447.07	12° 35′ 39.36" RT	66.21′	131.89′	600.00′	19+02.69	20+34.57	N 37° 54′ 19.44" E	N 50° 29′ 58.80" E

COMMONWEALTH DR TO WB SH 183 (ENTRANCE RAMP)

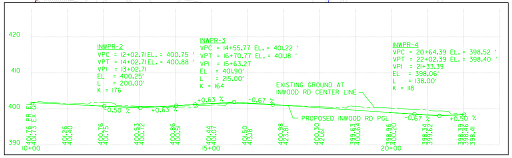
CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
COM183-1	594+75.07	6,984,823.80	2,470,140.32	15° 10′ 56.54" LT	266.54′	529.96′	2,000.00′	592+08.52	597+38.49	N 43° 11′ 44.14" W	N 58° 22′ 40.68" W
COM183-2	601+77.14	6,985,193.54	2,469,539.82	3° 18′ 53.55" RT	58.28′	116.52′	2,014.00′	601+18.87	602+35.39	N 58° 22′ 42.79" W	N 55° 03′ 49.24" W

COMMONWEALTH DR TO NB IH 35E (ENTRANCE RAMP)

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
COM35-1	592+69.29	6,984,690.21	2,470,298.67	20° 24′ 08.91" RT	629.83′	1,246.32	3,500.00′	586+39.46	598+85.78	N 43° 11′ 45.51" W	N 22° 47′ 36.59" W



MATCH LINE IH 35E NB STA. 1090+00
INWOOD RD
CHASE
PROP ROW
EXIST ROW
CONTROL OF ACCESS
INWOOD TO SB 35E
SOUTHBOUND IH 35E MAINLANES
NORTHBOUND IH 35E MAINLANES
MATCH FUTURE INWOOD
R=1000'
623' TAPER
HOV STA 197+50.25 = INWOOD RD STA 20+48.33
BEGIN BRIDGE: HOV=195+97 35NB=1096+00 35SB=2095+00
ADDITIONAL LANES STRIPED OUT FOR POSSIBLE FUTURE WIDENING BY OTHERS.
MATCH FUTURE INWOOD (BY OTHERS)
FUTURE INWOOD CONSTRUCTION ROW (BY OTHERS)
END BRIDGE: HOV=198+97 35NB=1099+00
BEGIN BRIDGE: 35NB=1102+00
NB35E TO COMMONWEALTH & MOCKINGBIRD
INWOOD
DART
NOTE: INWOOD CSJ 019 LANES IN TACT



INWPR-2
VPC = 12+02.71 EL. = 400.75 '
VPT = 14+02.71 EL. = 400.88 '
VPI = 13+02.71
EL = 400.25'
L = 200.00'
K = 176
INWPR-3
VPC = 14+55.77 EL. = 401.22 '
VPT = 16+70.77 EL. = 401.18 '
VPI = 15+63.27
EL = 401.90'
L = 215.00'
K = 164
INWPR-4
VPC = 20+64.39 EL. = 398.52 '
VPT = 22+02.39 EL. = 398.40 '
VPI = 21+33.39
EL = 398.06'
L = 138.00'
K = 118
EXISTING GROUND AT INWOOD RD CENTER LINE
PROPOSED INWOOD RD PGL
-0.50 %
+0.63 %
-0.67 %
+0.50 %
420
410
400
390
10+00
15+00
20+00

INWOOD RD.

INWOOD RD TO NB IH 35E HO

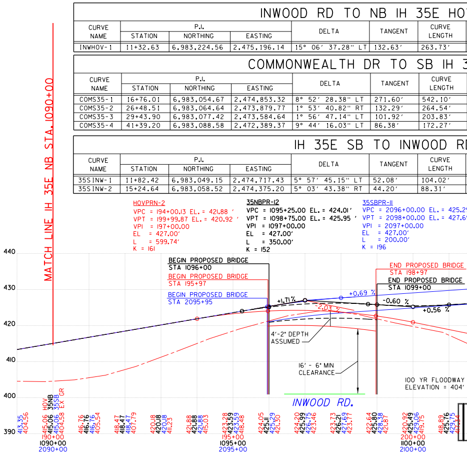
CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH
INWHOV-1	11+32.63	6,983,224.56	2,475,196.14	15° 06′ 37.28" LT	132.63′	263.73′

COMMONWEALTH DR TO SB IH 3

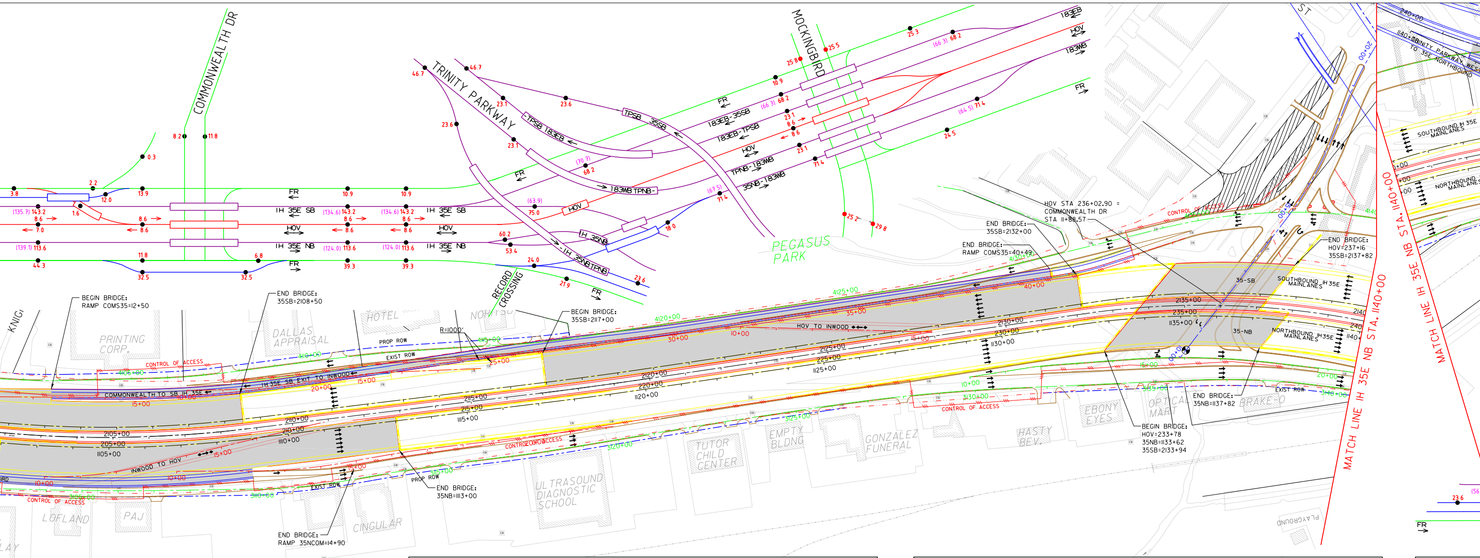
CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH
COMS35-1	16+76.01	6,983,054.67	2,474,853.32	8° 52′ 28.38" LT	271.60′	542.10′
COMS35-2	26+48.51	6,983,064.64	2,473,879.77	1° 53′ 40.82" RT	132.29′	264.54′
COMS35-3	29+43.90	6,983,077.42	2,473,584.64	1° 56′ 47.14" LT	101.92′	203.83′
COMS35-4	41+39.20	6,983,088.58	2,472,389.37	9° 44′ 16.03" LT	86.38′	172.27′

IH 35E SB TO INWOOD R

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH
35SINW-1	11+82.42	6,983,049.15	2,474,717.43	5° 57′ 45.15" LT	52.08′	104.02′
35SINW-2	15+24.64	6,983,058.52	2,474,375.20	5° 03′ 43.38" RT	44.20′	88.31′



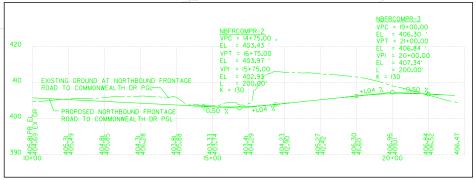
MATCH LINE IH 35E NB STA. 1090+00
HOVPRN-2
VPC = 194+00.13 EL. = 421.88 '
VPT = 199+99.87 EL. = 420.92 '
VPI = 197+00.00
EL = 427.00'
L = 599.74'
K = 161
35NBPR-12
VPC = 1095+25.00 EL. = 424.01'
VPT = 1098+75.00 EL. = 425.95 '
VPI = 1097+00.00
EL = 427.00'
L = 350.00'
K = 152
35SBPR-11
VPC = 2096+00.00
VPT = 2098+00.00
VPI = 2097+00.00
EL = 427.00'
L = 200.00'
K = 196
BEGIN PROPOSED BRIDGE STA 1096+00
BEGIN PROPOSED BRIDGE STA 195+97
BEGIN PROPOSED BRIDGE STA 2095+95
END PROPOSED BRIDGE STA 198+97
END PROPOSED BRIDGE STA 1099+00
+1.71 %
+0.69 %
-0.60 %
+0.56 %
4'-2" DEPTH ASSUMED
16' - 6" MIN CLEARANCE
100 YR FLOODWAY ELEVATION = 404'
INWOOD RD.
440
430
420
410
400
390
1090+00
2090+00
1095+00
2095+00
1100+00
2100+00


COMMONWEALTH DR
TRINITY PARKWAY
MOCKINGBIRD
PEGASUS PARK
RECORD CROSSING
IH 35E SB
IH 35E NB
HOV
FR
TPSB 35SB
TPSB 183EB
183EB-35SB
183EB-TPSB
183WB TPNB
TPNB-183WB
35NB-183WB
IH 35NB
IH 35NBTPNB
183EB
183WB
BEGIN BRIDGE:
RAMP COMS35=12+50
END BRIDGE:
35SB=2108+50
BEGIN BRIDGE:
35SB=2117+00
END BRIDGE:
35NB=1113+00
END BRIDGE:
RAMP 35NCOM=14+90
END BRIDGE:
35SB=2132+00
END BRIDGE:
RAMP COMS35=40+49
HOV STA 236+02.90 = COMMONWEALTH DR STA 11+88.57
END BRIDGE:
HOV=237+16
35SB=2137+82
END BRIDGE:
35NB=1137+82
BEGIN BRIDGE:
HOV=233+78
35NB=1133+62
35SB=2133+94
COMMONWEALTH TO SB IH 35E
IH 35E SB EXIT TO INWOOD
INWOOD TO HOV
HOV TO INWOOD
SOUTHBOUND IH 35E MAINLANES
NORTHBOUND IH35E MAINLANES
35-SB
35-NB
R=1000'
PROP ROW
EXIST ROW
CONTROL OF ACCESS
KNIGHT
PRINTING CORP.
DALLAS APPRAISAL
HOTEL
NORTISO
LOFLAND
PAJ
CINGULAR
ULTRASOUND DIAGNOSTIC SCHOOL
TUTOR CHILD CENTER
EMPTY BLDG
GONZALEZ FUNERAL
HASTY BEV.
EBONY EYES
OPTICAL MART
BRAKE-O
PLAYGROUND
MATCH LINE IH 35E NB STA. 1140+00
MATCH LINE IH 35E STA. 1140+00
1140+00 BINITY PARKWAY WEST TO 35E NORTHBOUND
SOUTHBOUND IH 35E MAINLANES
NORTHBOUND IH 35E MAINLANES
2105+00
205+00
1105+00
2110+00
210+00
1110+00
2115+00
215+00
1115+00
2120+00
220+00
1120+00
2125+00
225+00
1125+00
2130+00
230+00
1130+00
2135+00
235+00
1135+00
10+00
15+00
20+00
25+00
30+00
35+00
40+00
4125+00
4120+00
13.9
12.0
10.9
2.2
1.6
0.3
8.2
11.8
46.7
23.1
23.6
25.8
25.5
25.3
10.9
24.5
71.4
(135.7) 143.2
(139.1) 113.6
(134.6) 143.2
(124.0) 113.6
8.6
7.0
44.3
32.5
39.3
6.8
60.2
53.4
75.0
24.0
21.9
23.6
18.0
25.2
29.8
(63.9)
(70.7) 68.2
(66.3) 68.2
(64.5) 71.4
(67.5) 71.4

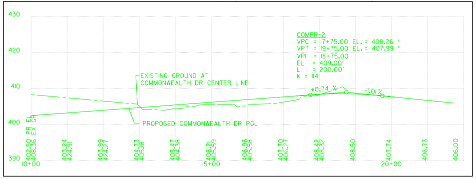
RECONSTRUCTION:
6-03-199 WILL REBUILD U-TURN
BUT LEAVE ALL OTHER CONSTRUCTION
, MATCHING FRONTAGE ROADS AS SHOWN.

INWOOD RD.

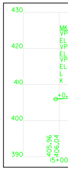
STATION	NORTHING	EASTING	BEARING
10+00.00	6,981,980.21	2,475,388.32	N 25° 41′ 45.18" E
20+00.00	6,982,881.32	2,475,821.92	



NORTHBOUND FRONTAGE ROAD TO COMMONWEALTH DR.



COMMONWEALTH DR.



V (ENTRANCE RAMP)

RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
1,000.00′	10+00.00	12+63.73	N 79° 29′ 01.80" W	S 85° 24′ 20.92" W

35E (ENTRANCE RAMP)

RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
3,500.00′	14+04.41	19+46.51	N 80° 32′ 20.92" W	N 89° 24′ 49.30" W
8,000.00′	25+16.23	27+80.77	N 89° 24′ 49.30" W	N 87° 31′ 08.48" W
6,000.00′	28+41.97	30+45.80	N 87° 31′ 08.48" W	N 89° 27′ 55.62" W
1,014.00′	40+52.82	42+25.09	N 89° 27′ 55.62" W	S 80° 47′ 48.35" W

D (EXIT RAMP)

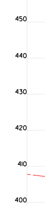
RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
1,000.00′	11+30.34	12+34.36	N 82° 28′ 07.16" W	N 88° 25′ 52.31" W
1,000.00′	14+80.44	15+68.75	N 88° 25′ 52.31" W	N 83° 22′ 08.93" W

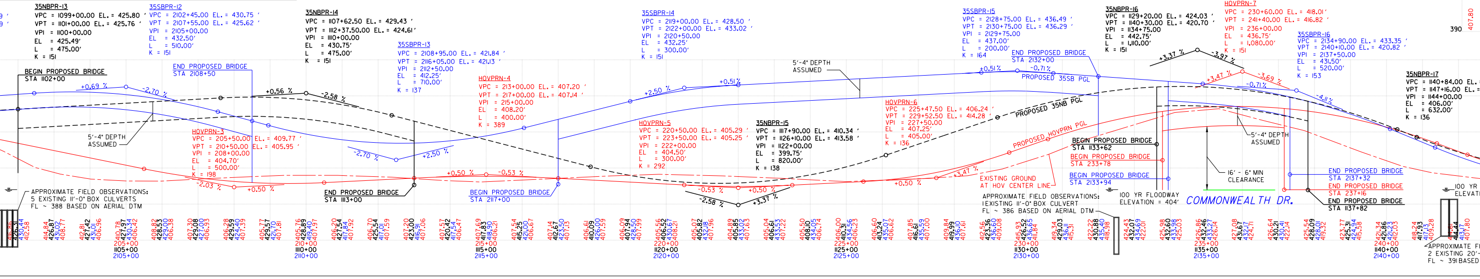
IH 35E NB TO COMMONWEALTH DR (EXIT RAMP)

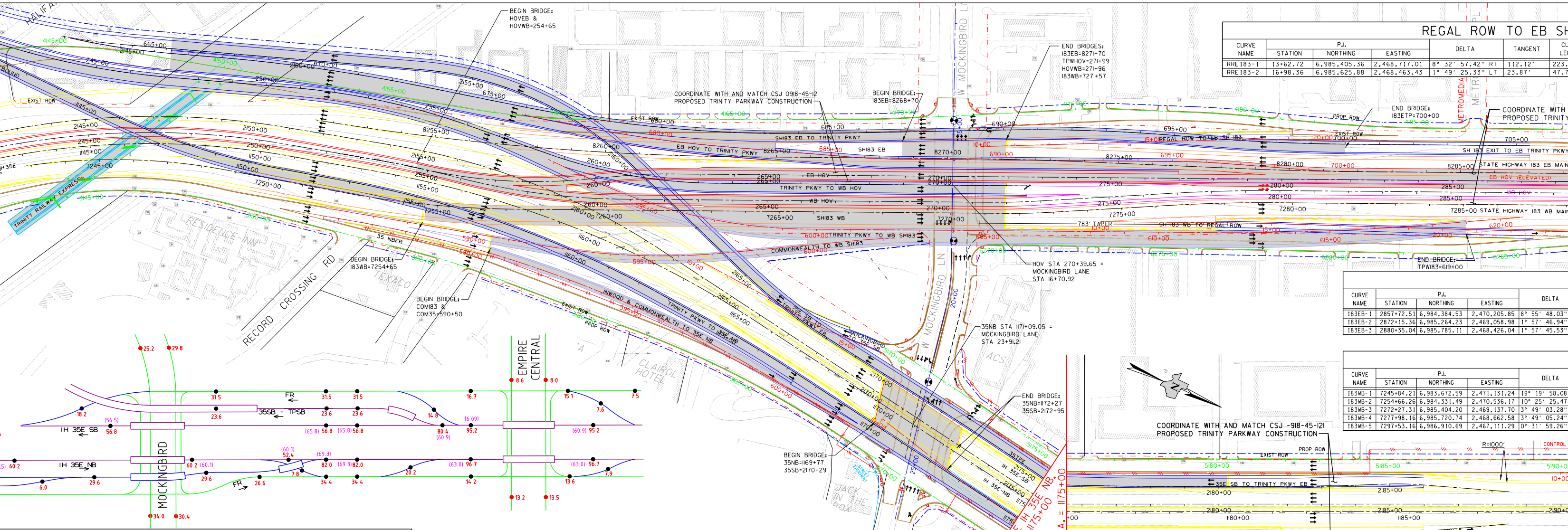
CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
35NCOM-1	13+39.85	6,983,294.29	2,474,625.27	9° 50′ 56.35" LT	129.24′	257.80′	1,500.00′	12+10.61	14+68.41	N 81° 15′ 11.66" W	S 88° 53′ 51.99" W
35NCOM-2	16+48.74	6,983,288.33	2,474,315.75	3° 09′ 30.67" RT	55.14′	110.24′	2,000.00′	15+93.60	17+03.84	S 88° 53′ 51.99" W	N 87° 56′ 37.34" W

IH 35E NB FRONTAGE RD TO COMMONWEALTH DR

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
NBFRCOM-1	11+99.67	6,983,328.51	2,472,545.63	4° 43′ 46.88" RT	41.30′	82.51′	1,000.00′	11+58.37	12+40.89	N 89° 56′ 17.30" W	N 85° 12′ 30.41" W
NBFRCOM-2	16+42.53	6,983,365.51	2,472,104.24	10° 53′ 04.39" RT	207.46′	413.64′	2,177.56′	14+35.07	18+48.71	N 85° 12′ 30.41" W	N 74° 19′ 26.03" W
NBFRCOM-3	20+77.61	6,983,483.42	2,471,684.10	7° 15′ 09.47" RT	52.92′	105.63′	835.00′	20+24.69	21+30.33	N 74° 19′ 26.03" W	N 67° 04′ 16.55" W





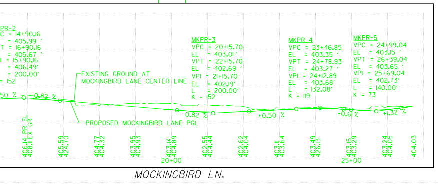

HALIFA
BEGIN BRIDGE: HOVEB & HOVWB=254+65
END BRIDGES: 183EB=8271+70 TPWHOV=271+99 HOVWB=271+96 183WB=7271+57
COORDINATE WITH AND MATCH CSJ 0918-45-121 PROPOSED TRINITY PARKWAY CONSTRUCTION
BEGIN BRIDGE: 183EB=8268+70
W MOCKINGBIRD LN
METROMEDIA
METRO
END BRIDGE: 183ETP=700+00
COORDINATE WITH PROPOSED TRINITY
SHI83 EB TO TRINITY PKWY
SHI83 EB
EB HOV TO TRINITY PKWY
EB HOV
TRINITY PKWY TO WB HOV
WB HOV
SHI83 WB
TRINITY PKWY TO WB SHI83
COMMONWEALTH TO WB SHI83
REGAL ROW TO EB SH 183
SH 183 EXIT TO EB TRINITY PKWY
STATE HIGHWAY 183 EB MAIN
EB HOV (ELEVATED)
STATE HIGHWAY 183 WB MAIN
SH 183 WB TO REGAL ROW
783' TAPER
END BRIDGE: TPWI83=619+00
HOV STA 270+39.65 = MOCKINGBIRD LANE STA 16+70.92
35NB STA 1171+09.05 = MOCKINGBIRD LANE STA 23+94.21
END BRIDGE: 35NB=1172+27 35SB=2172+95
BEGIN BRIDGE: 35NB=1169+77 35SB=2170+29
BEGIN BRIDGE: 183WB=7254+65
BEGIN BRIDGE: COMI83 & COM35=590+50
EXIST ROW
PROP ROW
TRINITY RAILWAY EXPRESS
RESIDENCE INN
TEXACO
RECORD CROSSING RD
35 NBFR
INWOOD & COMMONWEALTH TO 35E NB
TRINITY PKWY TO 35E NB
CLAIROL HOTEL
ACS
JACK IN THE BOX
MOBIL
MOCKINGBIRD LN
MATCH LINE IH 35E NB, STA. = 1175+00
MATCH LINE IH 35E NB, STA. = 1175+00
COORDINATE WITH AND MATCH CSJ 0918-45-121 PROPOSED TRINITY PARKWAY CONSTRUCTION
35E SB TO TRINITY PKWY EB
35E NB EXIT TO EMPIRE CENTRAL
TRINITY PKWY, INWOOD & COMMONWEALTH TO 35E NB
R=1000'
CONTROL OF ACCESS
EMPIRE CENTRAL
MOCKINGBIRD
IH 35E SB
IH 35E NB
35SB - TPSB
FR

REGAL ROW TO EB SH

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CU LE
RRE183-1	13+62.72	6,985,405.36	2,468,717.01	8° 32′ 57.42" RT	112.12′	223.
RRE183-2	16+98.36	6,985,625.88	2,468,463.43	1° 49′ 25.33" LT	23.87′	47.7

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA
183EB-1	2857+72.51	6,984,384.53	2,470,205.85	8° 55′ 48.03"
183EB-2	2872+15.36	6,985,264.23	2,469,058.98	1° 57′ 46.94"
183EB-3	2880+35.04	6,985,785.11	2,468,426.04	1° 57′ 45.53"

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA
183WB-1	7245+84.21	6,983,672.59	2,471,131.24	19° 19′ 58.08
183WB-2	7254+66.26	6,984,331.49	2,470,536.17	10° 25′ 25.47
183WB-3	7272+27.31	6,985,404.20	2,469,137.70	3° 49′ 03.28"
183WB-4	7277+98.16	6,985,720.74	2,468,662.58	3° 49′ 05.24"
183WB-5	7297+53.16	6,986,910.69	2,467,111.29	0° 31′ 59.26"


MKPR-3
VPC = 20+15.70
EL = 403.01'
VPT = 22+15.70
EL = 402.69'
VPI = 21+15.70
EL = 402.19'
L = 200.00'
K = 152
MKPR-4
VPC = 23+46.85
EL = 403.35'
VPT = 24+78.93
EL = 403.27'
VPI = 24+12.89
EL = 403.68'
L = 132.08'
K = 119
MKPR-5
VPC = 24+99.04
EL = 403.15'
VPT = 26+39.04
EL = 403.65'
VPI = 25+69.04
EL = 402.73'
L = 140.00'
K = 73
EXISTING GROUND AT MOCKINGBIRD LANE CENTER LINE
PROPOSED MOCKINGBIRD LANE PGL
20+00
25+00

MOCKINGBIRD LN.

IH 35E SB TO MOCKINGBIRD LN (EXIT RAMP)

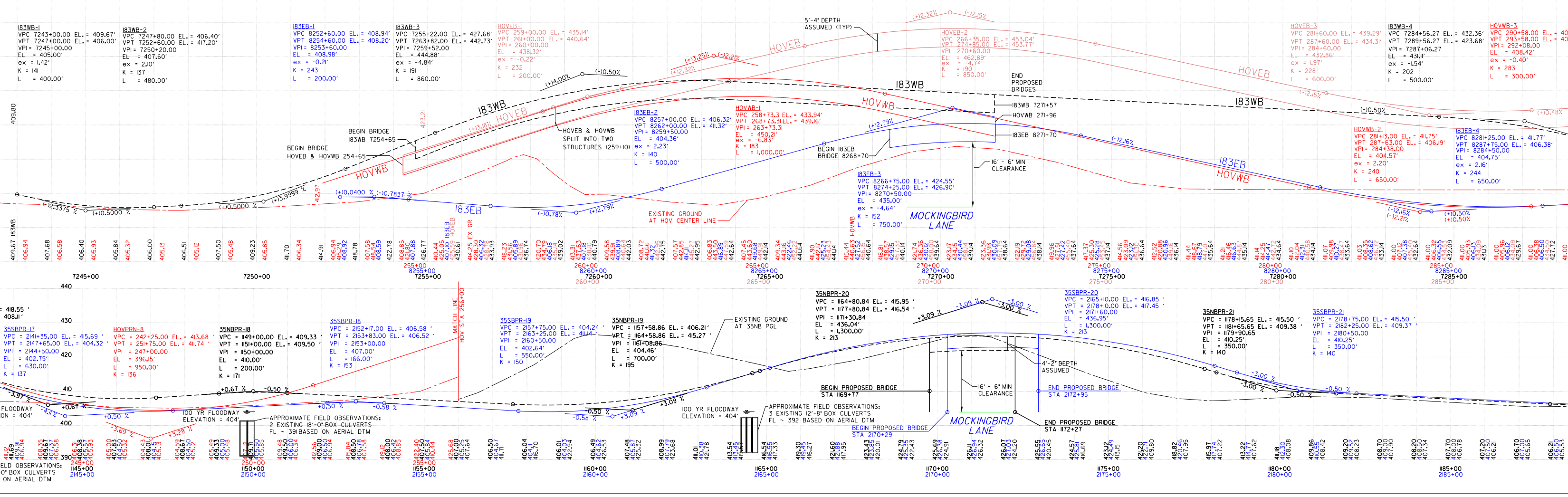
CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
35SMK-1	10+75.04	6,987,466.65	2,469,020.73	2° 59′ 54.83" RT	75.04′	150.04′	2,867.00′	10+00.00	11+50.04	N 19° 28′ 38.57" W	N 16° 28′ 43.74" W
35SMK-2	12+90.11	6,987,672.93	2,468,959.71	4° 46′ 05.34" LT	83.27′	166.44′	2,000.00′	12+06.84	13+73.28	N 16° 28′ 43.74" W	N 21° 14′ 49.08" W
35SMK-3	15+22.02	6,987,889.15	2,468,875.64	6° 12′ 19.34" RT	107.65′	215.09′	1,986.00′	14+14.36	16+29.46	N 21° 14′ 49.08" W	N 15° 02′ 29.74" W

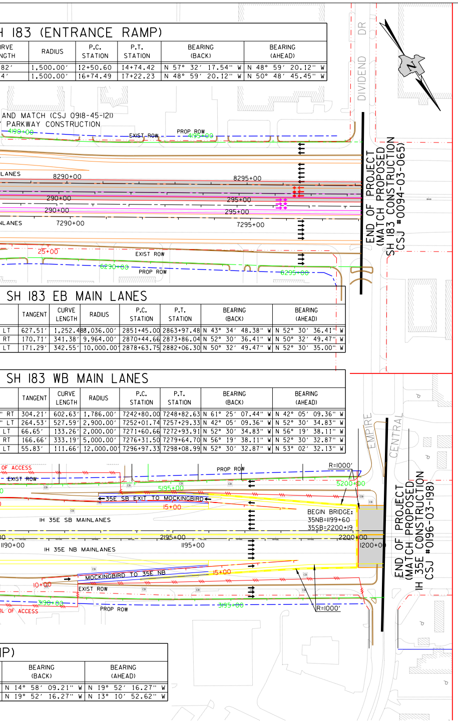
MOCKINGBIRD LN TO SB IH 35E (ENTRANCE RAMP)

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
MKS35-1	12+34.11	6,985,143.38	2,469,892.69	2° 33′ 42.90" RT	22.36′	44.70′	1,000.00′	12+11.75	12+56.44	N 24° 37′ 21.07" W	N 22° 03′ 38.17" W
MKS35-2	14+00.29	6,985,297.42	2,469,830.26	10° 19′ 35.86" LT	90.36′	180.16′	1,000.00′	13+09.93	14+90.09	N 22° 03′ 38.17" W	N 32° 23′ 14.03" W
MKS35-3	15+66.67	6,985,438.40	2,469,740.84	6° 17′ 53.86" RT	42.69′	85.24′	776.00′	15+23.98	16+09.22	N 32° 23′ 14.03" W	N 26° 05′ 20.17" W

IH 35E NB TO EMPIRE CENTRAL DR (EXIT RAM

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION
35NEC-1	12+88.02	6,985,905.03	2,469,765.99	4° 54′ 07.06" LT	42.80′	85.52′	1,000.00′	12+45.21	13+30.73
35NEC-2	16+58.79	6,986,253.80	2,469,639.93	6° 41′ 23.65" RT	87.67′	175.11′	1,500.00′	15+71.12	17+46.22


183WB-1
VPC 7243+00.00 EL. = 409.67′
VPT 7247+00.00 EL. = 406.00′
VPI = 7245+00.00
EL = 405.00′
ex = 1.42′
K = 141
L = 400.00′
183WB-2
VPC 7247+80.00 EL. = 406.40′
VPT 7252+60.00 EL. = 417.20′
VPI = 7250+20.00
EL = 407.60′
ex = 2.10′
K = 137
L = 480.00′
183EB-1
VPC 8252+60.00 EL. = 408.94′
VPT 8254+60.00 EL. = 408.20′
VPI = 8253+60.00
EL = 408.98′
ex = -0.21′
K = 243
L = 200.00′
183WB-3
VPC 7255+22.00 EL. = 427.68′
VPT 7263+82.00 EL. = 442.73′
VPI = 7259+52.00
EL = 444.88′
ex = -4.84′
K = 191
L = 860.00′
HOVEB-1
VPC 259+00.00 EL. = 435.14′
VPT 261+00.00 EL. = 440.64′
VPI = 260+00.00
EL = 438.32′
ex = -0.22′
K = 232
L = 200.00′
5′-4" DEPTH ASSUMED (TYP)
HOVEB-2
VPC 266+35.00 EL. = 453.04′
VPT 274+85.00 EL. = 453.77′
VPI 270+60.00
EL = 462.89′
ex = -4.74′
K = 190
L = 850.00′
END PROPOSED BRIDGES
183WB 7271+57
HOVWB 271+96
183EB 8271+70
183WB
HOVEB
HOVWB
183EB
BEGIN BRIDGE 183WB 7254+65
BEGIN BRIDGE HOVEB & HOVWB 254+65
HOVEB & HOVWB SPLIT INTO TWO STRUCTURES (259+10)
183EB-2
VPC 8257+00.00 EL. = 406.32′
VPT 8262+00.00 EL. = 411.32′
VPI = 8259+50.00
EL = 404.36′
ex = 2.23′
K = 140
L = 500.00′
HOVWB-1
VPC 258+73.31 EL. = 433.94′
VPT 268+73.31 EL. = 439.16′
VPI = 263+73.31
EL = 450.21′
ex = -6.83′
K = 183
L = 1,000.00′
BEGIN 183EB BRIDGE 8268+70
16′ - 6" MIN CLEARANCE
183EB-3
VPC 8266+75.00 EL. = 424.55′
VPT 8274+25.00 EL. = 426.90′
VPI = 8270+50.00
EL = 435.00′
ex = -4.64′
K = 152
L = 750.00′
MOCKINGBIRD LANE
EXISTING GROUND AT HOV CENTER LINE
HOVEB-3
VPC 281+60.00 EL. = 439.29′
VPT 287+60.00 EL. = 434.31′
VPI = 284+60.00
EL = 432.86′
ex = 1.97′
K = 228
L = 600.00′
183WB-4
VPC 7284+56.27 EL. = 432.36′
VPT 7289+56.27 EL. = 423.68′
VPI = 7287+06.27
EL = 431.11′
ex = -1.54′
K = 202
L = 500.00′
HOVWB-3
VPC 290+58.00 EL. = 40
VPT 293+58.00 EL. = 40
VPI = 292+08.00
EL = 408.42′
ex = -0.40′
K = 283
L = 300.00′
HOVWB-2
VPC 281+13.00 EL. = 411.75′
VPT 287+63.00 EL. = 406.19′
VPI = 284+38.00
EL = 404.57′
ex = 2.20′
K = 240
L = 650.00′
183EB-4
VPC 8281+25.00 EL. = 411.77′
VPT 8287+75.00 EL. = 406.38′
VPI = 8284+50.00
EL = 404.75′
ex = 2.16′
K = 244
L = 650.00′
(+)4.00%
(-)0.50%
(+)3.18%
(+)3.25%
(-)2.21%
(+)2.32%
(-)2.15%
(+)2.79%
(+)0.48%
(-)2.16%
(+)0.50%
7245+00
7250+00
7255+00
7260+00
7265+00
7270+00
7275+00
7280+00
7285+00
35SBPR-17
VPC = 2141+35.00 EL. = 415.69′
VPT = 2147+65.00 EL. = 404.32′
VPI = 2144+50.00
EL = 402.75′
L = 630.00′
K = 137
HOVPRN-8
VPC = 242+25.00 EL. = 413.68′
VPT = 251+75.00 EL. = 411.74′
VPI = 247+00.00
EL = 396.15′
L = 950.00′
K = 136
35NBPR-18
VPC = 1149+00.00 EL. = 409.33′
VPT = 1151+00.00 EL. = 409.50′
VPI = 1150+00.00
EL = 410.00′
L = 200.00′
K = 171
35SBPR-18
VPC = 2152+17.00 EL. = 406.58′
VPT = 2153+83.00 EL. = 406.52′
VPI = 2153+00.00
EL = 407.00′
L = 166.00′
K = 153
MATCH LINE HOV STA 256+00
35SBPR-19
VPC = 2157+75.00 EL. = 404.24′
VPT = 2163+25.00 EL. = 411.14′
VPI = 2160+50.00
EL = 402.64′
L = 550.00′
K = 150
35NBPR-19
VPC = 1157+58.86 EL. = 406.21′
VPT = 1164+58.86 EL. = 415.27′
VPI = 1161+08.86
EL = 404.46′
L = 700.00′
K = 195
EXISTING GROUND AT 35NB PGL
35NBPR-20
VPC = 1164+80.84 EL. = 415.95′
VPT = 1177+80.84 EL. = 416.54′
VPI = 1171+30.84
EL = 436.04′
L = 1,300.00′
K = 213
35SBPR-20
VPC = 2165+10.00 EL. = 416.85′
VPT = 2178+10.00 EL. = 417.45′
VPI = 2171+60.00
EL = 436.95′
L = 1,300.00′
K = 213
35NBPR-21
VPC = 1178+15.65 EL. = 415.50′
VPT = 1181+65.65 EL. = 409.38′
VPI = 1179+90.65
EL = 410.25′
L = 350.00′
K = 140
35SBPR-21
VPC = 2178+75.00 EL. = 415.50′
VPT = 2182+25.00 EL. = 409.37′
VPI = 2180+50.00
EL = 410.25′
L = 350.00′
K = 140
4′-2" DEPTH ASSUMED
BEGIN PROPOSED BRIDGE STA 1169+77
END PROPOSED BRIDGE STA 2172+95
BEGIN PROPOSED BRIDGE STA 2170+29
END PROPOSED BRIDGE STA 1172+27
16′ - 6" MIN CLEARANCE
MOCKINGBIRD LANE
100 YR FLOODWAY ELEVATION = 404′
APPROXIMATE FIELD OBSERVATIONS: 2 EXISTING 18′-0" BOX CULVERTS FL ~ 391 BASED ON AERIAL DTM
APPROXIMATE FIELD OBSERVATIONS: 3 EXISTING 12′-8" BOX CULVERTS FL ~ 392 BASED ON AERIAL DTM
+0.67 %
-0.50 %
+0.50 %
-0.58 %
+3.09 %
-3.09 %
-3.00 %
-3.97 %
-4.11 %
-3.69 %
+3.28 %
440
430
420
410
400
1145+00
1150+00
1155+00
1160+00
1165+00
1170+00
1175+00
1180+00
1185+00
2145+00
2150+00
2155+00
2160+00
2165+00
2170+00
2175+00
2180+00
2185+00


AND MATCH (CSJ 0918-45-121)
PARKWAY CONSTRUCTION
4190+00
EXIST ROW
PROP ROW
4195+00
LANES
8290+00
8295+00
290+00
295+00
290+00
295+00
LANES
7290+00
7295+00
25+00
EXIST ROW
6290+00
PROP ROW
6295+00
DIVIDEND DR
END OF PROJECT
(MATCH PROPOSED
SH 183 CONSTRUCTION)
CSJ #0094-03-065)
EMPIRE
CENTRAL
OF ACCESS
EXIST ROW
PROP ROW
R=1000′
5195+00
5200+00
35E SB EXIT TO MOCKINGBIRD
15+00
IH 35E SB MAINLANES
BEGIN BRIDGE:
35NB=1199+60
35SB=2200+19
2195+00
2200+00
1190+00
IH 35E NB MAINLANES
1195+00
1200+00
MOCKINGBIRD TO 35E NB
15+00
10+00
EXIST ROW
3190+00
OL OF ACCESS
PROP ROW
3195+00
R=1000′
END OF PROJECT
(MATCH PROPOSED
IH 35E CONSTRUCTION)
CSJ #0196-03-198)

H 183 (ENTRANCE RAMP)

CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
82′	1,500.00′	12+50.60	14+74.42	N 57° 32′ 17.54" W	N 48° 59′ 20.12" W
4′	1,500.00′	16+74.49	17+22.23	N 48° 59′ 20.12" W	N 50° 48′ 45.45" W

SH 183 EB MAIN LANES

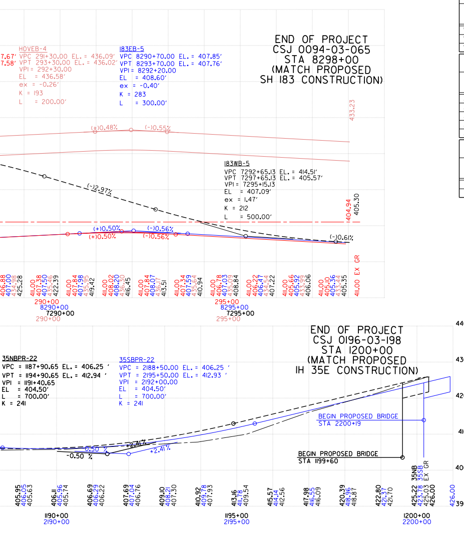
	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
LT	627.51′	1,252.48	8,036.00′	2851+45.00	2863+97.48	N 43° 34′ 48.38" W	N 52° 30′ 36.41" W
RT	170.71′	341.38′	9,964.00′	2870+44.66	2873+86.04	N 52° 30′ 36.41" W	N 50° 32′ 49.47" W
LT	171.29′	342.55′	10,000.00′	2878+63.75	2882+06.30	N 50° 32′ 49.47" W	N 52° 30′ 35.00" W

SH 183 WB MAIN LANES

	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
" RT	304.21′	602.63′	1,786.00′	7242+80.00	7248+82.63	N 61° 25′ 07.44" W	N 42° 05′ 09.36" W
" LT	264.53′	527.59′	2,900.00′	7252+01.74	7257+29.33	N 42° 05′ 09.36" W	N 52° 30′ 34.83" W
LT	66.65′	133.26′	2,000.00′	7271+60.66	7272+93.91	N 52° 30′ 34.83" W	N 56° 19′ 38.11" W
RT	166.66′	333.19′	5,000.00′	7276+31.50	7279+64.70	N 56° 19′ 38.11" W	N 52° 30′ 32.87" W
LT	55.83′	111.66′	12,000.00′	7296+97.33	7298+08.99	N 52° 30′ 32.87" W	N 53° 02′ 32.13" W

IP)

BEARING (BACK)	BEARING (AHEAD)
N 14° 58′ 09.21" W	N 19° 52′ 16.27" W
N 19° 52′ 16.27" W	N 13° 10′ 52.62" W



END OF PROJECT
CSJ 0094-03-065
STA 8298+00
(MATCH PROPOSED
SH 183 CONSTRUCTION)

END OF PROJECT
CSJ 0196-03-198
STA 1200+00
(MATCH PROPOSED
IH 35E CONSTRUCTION)

IH 35E NB FRONTAGE RD

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
NBFR-12	3093+45.16	6,982,873.04	2,476,309.52	2° 15′ 06.90" RT	117.93′	235.82′	6,000.00′	3092+27.23	3094+63.05	N 61° 47′ 11.60" W	N 59° 32′ 04.70" W
NBFR-13	3098+68.01	6,983,138.15	2,475,858.82	19° 56′ 54.68" LT	404.96′	801.67′	2,302.71′	3094+63.05	3102+64.71	N 59° 32′ 04.70" W	N 79° 28′ 59.38" W
NBFR-14	3105+65.60	6,983,266.99	2,475,164.82	2° 27′ 55.51" LT	172.15′	344.24′	8,000.00′	3103+93.46	3107+37.69	N 79° 28′ 59.38" W	N 81° 56′ 54.89" W
NBFR-15	3111+14.71	6,983,343.90	2,474,621.08	9° 00′ 34.82" LT	122.12′	243.69′	1,550.00′	3109+92.59	3112+36.28	N 81° 56′ 54.89" W	S 89° 02′ 30.29" W
NBFR-16	3114+65.79	6,983,338.02	2,474,269.49	3° 00′ 54.24" RT	157.90′	315.73′	6,000.00′	3113+07.89	3116+23.62	S 89° 02′ 30.29" W	N 87° 56′ 35.47" W
NBFR-17	3117+65.18	6,983,348.77	2,473,970.22	2° 32′ 35.89" LT	66.59′	133.16′	3,000.00′	3116+98.59	3118+31.75	N 87° 56′ 35.47" W	S 89° 30′ 48.63" W
NBFR-18	3122+88.47	6,983,344.33	2,473,446.92	0° 53′ 17.11" RT	46.50′	93.00′	6,000.00′	3122+41.97	3123+34.97	S 89° 30′ 48.63" W	N 89° 35′ 54.25" W
NBFR-19	3128+47.92	6,983,348.25	2,472,887.48	6° 07′ 58.12" RT	267.85′	535.18′	5,000.00′	3125+80.07	3131+15.25	N 89° 35′ 54.25" W	N 83° 27′ 56.14" W
NBFR-20	3132+26.82	6,983,391.43	2,472,510.54	0° 07′ 12.41" LT	8.39′	16.77′	8,000.00′	3132+18.43	3132+35.20	N 83° 27′ 56.14" W	N 83° 35′ 08.54" W
NBFR-21	3137+68.96	6,983,451.99	2,471,971.79	9° 21′ 14.33" RT	163.62′	326.48′	2,000.00′	3136+05.33	3139+31.82	N 83° 35′ 08.54" W	N 74° 13′ 54.22" W
NBFR-22	3145+30.74	6,983,659.21	2,471,237.94	35° 42′ 50.93" RT	402.71′	778.95′	1,250.00′	3141+28.04	3149+06.99	N 74° 13′ 54.22" W	N 38° 31′ 03.28" W
NBFR-23	3155+73.12	6,984,495.49	2,470,572.32	6° 03′ 42.17" RT	105.90′	211.57′	2,000.00′	3154+67.23	3156+78.80	N 38° 31′ 03.28" W	N 32° 27′ 21.11" W
NBFR-24	3164+76.52	6,985,257.97	2,470,087.39	12° 43′ 36.20" RT	318.95′	635.24′	2,860.00′	3161+57.57	3167+92.81	N 32° 27′ 21.11" W	N 19° 43′ 44.91" W
NBFR-25	3177+35.26	6,986,445.32	2,469,661.57	1° 05′ 06.16" RT	56.81′	113.62′	6,000.00′	3176+78.45	3177+92.07	N 19° 43′ 44.91" W	N 18° 38′ 38.75" W
NBFR-26	3183+14.95	6,986,994.59	2,469,476.25	1° 32′ 31.40" LT	107.66′	215.31′	8,000.00′	3182+07.29	3184+22.60	N 18° 38′ 38.75" W	N 20° 11′ 10.15" W
NBFR-27	3187+26.26	6,987,380.65	2,469,334.32	2° 18′ 11.30" RT	120.61′	241.18′	6,000.00′	3186+05.65	3188+46.83	N 20° 11′ 10.15" W	N 17° 52′ 58.85" W
NBFR-28	3192+55.75	6,987,884.59	2,469,171.71	2° 18′ 11.85" LT	160.82′	321.60′	8,000.00′	3190+94.92	3194+16.52	N 17° 52′ 58.85" W	N 20° 11′ 10.70" W

IH 35E SB/SH 183 EB FRONTAGE RD

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
SBFR-12	4093+66.21	6,982,634.32	2,476,121.34	9° 36′ 21.80" LT	168.05′	335.31′	2,000.00′	4091+98.15	4095+33.47	N 56° 36′ 43.90" W	N 66° 13′ 05.70" W
SBFR-13	4100+43.88	6,982,907.92	2,475,500.48	16° 01′ 26.92" LT	282.92′	562.14′	2,010.00′	4097+60.96	4103+23.11	N 66° 13′ 05.70" W	N 82° 14′ 32.62" W
SBFR-14	4106+50.03	6,982,990.23	2,474,896.22	6° 11′ 20.05" LT	108.12′	216.03′	2,000.00′	4105+41.91	4107+57.94	N 82° 14′ 32.62" W	N 88° 25′ 52.67" W
SBFR-15	4111+80.68	6,983,004.77	2,474,365.56	3° 47′ 42.79" RT	132.53′	264.96′	4,000.00′	4110+48.16	4113+13.11	N 88° 25′ 52.67" W	N 84° 38′ 09.88" W
SBFR-16	4116+48.24	6,983,048.48	2,473,899.95	4° 49′ 46.93" LT	84.34′	168.59′	2,000.00′	4115+63.89	4117+32.48	N 84° 38′ 09.88" W	N 89° 27′ 56.81" W
SBFR-17	4127+53.03	6,983,058.78	2,472,795.11	5° 24′ 42.26" LT	94.52′	188.91′	2,000.00′	4126+58.51	4128+47.41	N 89° 27′ 56.81" W	S 85° 07′ 20.93" W
SBFR-18	4141+22.37	6,982,942.34	2,471,430.59	51° 20′ 30.93" RT	720.97′	1,344.13	1,500.00′	4134+01.40	4147+45.53	S 85° 07′ 20.93" W	N 43° 32′ 08.14" W
SBFR-19	4159+25.54	6,984,320.45	2,470,121.19	9° 32′ 30.20" LT	195.21′	389.52′	2,339.00′	4157+30.32	4161+19.85	N 43° 32′ 08.14" W	N 53° 04′ 38.34" W
SBFR-20	4169+27.18	6,984,922.71	2,469,319.71	2° 43′ 20.58" LT	47.52′	95.03′	2,000.00′	4168+79.65	4169+74.68	N 53° 04′ 38.34" W	N 55° 47′ 58.92" W
SBFR-21	4175+73.14	6,985,285.81	2,468,785.44	5° 05′ 46.44" RT	44.50′	88.95′	1,000.00′	4175+28.64	4176+17.58	N 55° 47′ 58.92" W	N 50° 42′ 12.48" W
SBFR-22	4179+28.84	6,985,511.12	2,468,510.12	3° 15′ 40.60" RT	86.09′	172.13′	3,024.00′	4178+42.76	4180+14.88	N 50° 42′ 12.48" W	N 47° 26′ 31.89" W
SBFR-23	4183+61.43	6,985,803.73	2,468,191.44	5° 04′ 00.43" LT	199.10′	397.94′	4,500.00′	4181+62.33	4185+60.28	N 47° 26′ 31.89" W	N 52° 30′ 32.32" W
SBFR-24	4189+27.56	6,986,148.45	2,467,742.04	2° 45′ 22.72" RT	73.04′	146.05′	3,036.00′	4188+54.52	4190+00.57	N 52° 30′ 32.32" W	N 49° 45′ 09.61" W
SBFR-25	4192+24.63	6,986,340.41	2,467,515.28	3° 23′ 08.38" LT	87.60′	175.15′	2,964.00′	4191+37.03	4193+12.18	N 49° 45′ 09.61" W	N 53° 08′ 17.99" W

IH 35E SB FRONTAGE RD-1

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
SBFR1-1	5192+37.02	6,987,602.46	2,468,933.95	1° 49′ 52.55" LT	159.82′	319.61′	10,000.00′	5190+77.20	5193+96.81	N 19° 36′ 37.94" W	N 21° 26′ 30.48" W
SBFR1-2	5199+42.96	6,988,259.57	2,468,675.88	1° 43′ 40.18" RT	45.24′	90.46′	3,000.00′	5198+97.72	5199+88.18	N 21° 26′ 30.48" W	N 19° 42′ 50.30" W

IH 35E NB MAIN LANES

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
35NB-7	1090+48.30	6,982,630.65	2,476,482.96	0° 59′ 59.57" RT	87.26′	174.51′	10,000.00′	1089+61.04	1091+35.55	N 61° 58′ 26.86" W	N 60° 58′ 27.29" W
35NB-8	1101+32.04	6,983,156.49	2,475,535.32	26° 58′ 09.99" LT	786.05′	1,542.97′	3,278.00′	1093+45.99	1108+88.96	N 60° 58′ 27.29" W	N 87° 56′ 37.28" W
35NB-9	1118+63.09	6,983,219.64	2,473,776.28	1° 31′ 18.52" LT	159.37′	318.73′	12,000.00′	1117+03.71	1120+22.44	N 87° 56′ 37.28" W	N 89° 27′ 55.79" W
35NB-10	1141+97.66	6,983,241.42	2,471,441.79	46° 26′ 09.65" RT	986.64′	1,864.06′	2,300.00′	1132+11.02	1150+75.08	N 89° 27′ 55.79" W	N 43° 01′ 46.15" W
35NB-11	1159+54.61	6,984,605.60	2,470,168.36	23° 18′ 01.19" RT	618.55′	1,220.00′	3,000.00′	1153+36.07	1165+56.07	N 43° 01′ 46.15" W	N 19° 43′ 44.95" W

IH 35E HOV LANES

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
HOV-5	201+23.93	6,983,128.74	2,475,527.61	26° 58′ 11.08" LT	779.35′	1,529.81′	3,250.00′	193+44.58	208+74.39	N 60° 58′ 26.38" W	N 87° 56′ 37.46" W
HOV-6	218+48.23	6,983,191.65	2,473,775.56	1° 31′ 18.49" LT	159.00′	317.98′	11,972.00′	216+89.23	220+07.21	N 87° 56′ 37.46" W	N 89° 27′ 55.95" W
HOV-7	241+96.77	6,983,213.56	2,471,427.10	46° 16′ 43.39" RT	988.03′	1,867.44′	2,312.00′	232+08.74	250+76.18	N 89° 27′ 55.95" W	N 43° 11′ 12.56" W

IH 35E EB HOV LANES

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
HOVEB-1	255+55.97	6,984,283.78	2,470,422.56	9° 19′ 22.45" LT	327.13′	652.81′	4,012.00′	252+28.84	258+81.65	N 43° 11′ 12.22" W	N 52° 30′ 34.67" W
HOVEB-2	297+81.18	6,986,856.24	2,467,068.90	0° 31′ 57.78" LT	55.73′	111.46′	11,988.00′	297+25.44	298+36.90	N 52° 30′ 34.67" W	N 53° 02′ 32.45" W

IH 35E WB HOV LANES

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
HOVWB-1	254+36.71	6,984,197.00	2,470,504.36	3° 25′ 20.59" RT	90.62′	181.18′	3,033.20′	253+46.10	255+27.28	N 43° 01′ 48.09" W	N 39° 36′ 27.50" W
HOVWB-2	258+57.97	6,984,521.59	2,470,235.76	12° 54′ 07.04" LT	170.96′	340.47′	1,512.00′	256+87.01	260+27.48	N 39° 36′ 27.50" W	N 52° 30′ 34.54" W
HOVWB-3	272+19.64	6,985,351.22	2,469,154.19	3° 49′ 03.27" LT	66.25′	132.46′	1,988.00′	271+53.39	272+85.84	N 52° 30′ 34.54" W	N 56° 19′ 37.81" W
HOVWB-4	278+43.50	6,985,697.15	2,468,634.96	3° 49′ 05.27" RT	167.06′	333.99′	5,012.00′	276+76.44	280+10.44	N 56° 19′ 37.81" W	N 52° 30′ 32.54" W

SH 183 WB FRONTAGE RD

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
WBFR-1	6283+63.71	6,986,256.13	2,468,202.67	5° 35′ 05.55" LT	75.60′	151.09′	1,550.00′	6282+88.10	6284+39.19	N 51° 49′ 31.04" W	N 57° 24′ 36.59" W
WBFR-2	6287+36.39	6,986,456.93	2,467,888.56	6° 26′ 57.11" RT	82.48′	164.79′	1,464.00′	6286+53.91	6288+18.70	N 57° 24′ 36.59" W	N 50° 57′ 39.48" W
WBFR-3	6294+50.59	6,986,906.88	2,467,333.70	1° 31′ 28.35" LT	66.52′	133.04′	5,000.00′	6293+84.06	6295+17.11	N 50° 57′ 39.48" W	N 52° 29′ 07.83" W

IH 35E SB MAIN LANES

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
35SB-7	2090+46.43	6,982,581.79	2,476,455.59	0° 59′ 58.49" LT	87.23′	174.46′	10,000.00′	2089+59.20	2091+33.66	N 59° 58′ 26.63" W	N 60° 58′ 25.12" W
35SB-8	2101+16.50	6,983,101.00	2,475,519.92	26° 58′ 12.14" LT	772.64′	1,516.65′	3,222.00′	2093+43.86	2108+60.50	N 60° 58′ 25.12" W	N 87° 56′ 37.26" W
35SB-9	2118+33.94	6,983,163.65	2,473,774.96	1° 31′ 18.61" LT	158.63′	317.25′	11,944.00′	2116+75.31	2119+92.56	N 87° 56′ 37.26" W	N 89° 27′ 55.87" W
35SB-10	2142+13.88	6,983,185.85	2,471,395.11	45° 55′ 45.61" RT	974.62′	1,843.72′	2,300.00′	2132+39.26	2150+82.98	N 89° 27′ 55.87" W	N 43° 32′ 10.26" W
35SB-11	2158+36.23	6,984,438.45	2,470,204.94	23° 48′ 24.38" RT	421.59′	831.01′	2,000.00′	2154+14.64	2162+45.65	N 43° 32′ 10.26" W	N 19° 43′ 45.88" W

SH 183 WB TO REGAL ROW (EXIT RAMP)

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
183WRR-1	14+46.12	6,985,821.60	2,468,629.69	1° 15′ 47.45" RT	110.24′	220.47′	10,000.00′	13+35.89	15+56.35	N 52° 30′ 34.30" W	N 51° 14′ 46.85" W
183WRR-2	20+80.61	6,986,218.78	2,468,134.88	0° 32′ 33.70" LT	47.36′	94.72′	10,000.00′	20+33.25	21+27.97	N 51° 14′ 46.85" W	N 51° 47′ 20.55" W

SUPERELEVATIONS

CHAIN NAME	BEGIN TRANSITION STA	BEGIN TRANSITION e	BEGIN FULL SUPER STA	BEGIN FULL SUPER e	BEGIN TRANSITION STA	BEGIN TRANSITION e	END TRANSITION STA	END TRANSITION e
35NB	1086+90	NC	1096+70	4.10%	1105+60	4.10%	1115+40	NC
	1128+80	NC	1133+60	-5.00%	1150+50	-5.00%	1152+90	NC
	1154+00	NC	1156+40	-5.00%	1163+60	-5.00%	1166+00	NC
35SB	2091+50	NC	2094+30	-4.10%	2107+40	-4.10%	2110+80	NC
	2116+70	NC	2136+30	5.00%	2161+30	5.00%	2166+90	NC
HOV	192+60	NC	193+90	-2.30%	208+70	-2.30%	208+80	NC
	231+60	NC	232+90	2.60%	250+00	2.60%	251+00	NC
	254+40	NC	255+70	-2.60%	258+80	-2.60%	258+90	NC
HOVEB	253+70	NC	255+40	-4.00%	259+40	-4.00%	259+90	NC
	259+80	NC	261+10	4.00%	261+60	4.00%	263+20	NC
HOVWB	254+70	NC	256+40	3.30%	260+30	3.30%	261+70	NC
	270+70	NC	272+00	3.30%	272+40	3.30%	273+80	NC
INW HOV	9+80	NC	10+10	3.30%	12+20	3.30%	13+50	NC
COMS35	13+40	NC	14+40	2.10%	19+10	2.10%	20+10	NC
	39+40	NC	41+10	4.90%	41+70	4.90%	43+40	NC
35SINW	10+20	NC	11+80	4.90%	11+80	4.90%	13+50	NC
	13+70	NC	15+30	4.90%	15+30	4.90%	16+80	NC
35NCOM	11+10	NC	12+60	4.00%	14+20	4.00%	15+60	NC
	15+70	NC	16+00	-3.30%	16+90	-3.30%	17+20	NC
NBFRCOM	11+10	NC	11+80	-4.90%	12+20	-4.90%	12+90	NC
	14+10	NC	14+50	-3.30%	18+40	-3.30%	18+70	NC
	19+70	NC	20+50	-5.40%	21+00	-5.40%	21+80	NC
COMI83	591+20	NC	592+50	3.30%	597+00	3.30%	598+20	NC
	601+00	NC	601+30	-3.30%	602+20	-3.30%	602+60	NC
COM35	586+40	NC	586+40	-2.10%	598+80	-2.10%	598+90	NC

CHAIN NAME	BEGIN TRANSITION STA	BEGIN TRANSITION e	BEGIN FULL SUPER STA	BEGIN FULL SUPER e	BEGIN TRANSITION STA	BEGIN TRANSITION e	END TRANSITION STA	END TRANSITION e
35SMK	11+90	NC	12+20	-3.30%	13+60	-3.30%	13+90	NC
	13+90	NC	14+60	3.30%	15+90	3.30%	17+10	NC
35SMK	11+90	NC	12+20	-3.30%	13+60	-3.30%	13+90	NC
	13+90	NC	14+60	3.30%	15+90	3.30%	17+10	NC
MKS35	12+60	NC	13+30	-4.90%	14+70	-4.90%	15+40	NC
35NEC	11+30	NC	12+90	4.90%	17+30	-4.00%	17+80	NC
183EB	8254+00	NC	8256+30	-3.00%	8259+30	-3.00%	8259+90	NC
183WB	7242+10	NC	7243+40	3.60%	7247+70	3.60%	7251+10	NC
	7252+00	NC	7253+30	-2.40%	7258+40	-2.40%	7258+60	NC
HOV	101+90	NC	103+20	-2.40%	115+50	-2.40%	115+60	NC
	127+80	NC	129+10	3.30%	135+70	3.30%	136+80	NC
	192+60	NC	193+90	-2.30%	208+70	-2.30%	208+80	NC
	231+60	NC	232+90	2.60%	250+00	2.60%	251+00	NC
	254+40	NC	255+70	-2.60%	258+80	-2.60%	258+90	NC
RREI83	19+80	NC	21+10	3.30%	21+50	3.30%	22+80	NC
HOVETP	684+40	NC	686+10	3.30%	686+80	3.30%	687+40	NC
	694+30	NC	695+60	-3.30%	695+80	-3.30%	698+00	NC
TPWHOV	237+30	NC	239+60	3.30%	246+70	3.30%	248+10	NC
	249+70	NC	251+40	-3.30%	255+30	-3.30%	257+50	NC
	257+60	NC	258+90	4.00%	263+20	4.00%	264+00	NC
TPWI83	591+80	NC	594+10	4.00%	598+90	4.00%	601+40	NC
35STP	2141+70	NC	2143+90	3.30%	2144+00	3.30%	2146+20	NC
	2152+40	NC	2154+10	4.90%	2159+40	4.90%	2162+20	NC
	2163+80	NC	2165+50	-4.00%	2167+70	-4.00%	2168+50	NC
TPN35	1144+20	NC	1146+50	3.30%	1150+00	3.30%	1152+20	NC
	1152+20	NC	1154+00	-2.40%	1162+50	-2.40%	1162+70	NC
	1163+30	NC	1164+60	-2.00%	1167+40	-2.00%	1167+40	NC
	1183+70	NC	1184+50	3.80%	1184+70	3.80%	1187+10	NC

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 8 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	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

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NOT A BIDDING DOCUMENT

DOUGLAS CRAIG BOWEN

87638
TEXAS REGISTRATION NUMBER

11/13/06
DATE

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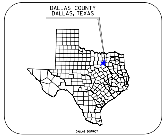
ROLL 1 = IH 30 PLAN/PROFILE FROM SYLVAN AVENUE TO EAST OF UP RR
ROLL 2 = IH 30 PLAN/PROFILE FROM EAST OF UP RR TO IH 45
ROLL 3 = IH 30 FRONTAGE ROAD & RAMP PROFILES
ROLL 4 = IH 45 DIRECT CONNECTIONS PROFILES
ROLL 5 = IH 35E PLAN/PROFILE FROM EIGHTH STREET TO REUNION
ROLL 6 = IH 35E PLAN/PROFILE FROM REUNION TO OAK LAWN
ROLL 7 = IH 35E PLAN/PROFILE FROM OAK LAWN TO SOUTH OF INWOOD
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-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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