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)
0196-03-189 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 7 OF 16 DALLAS COUNTY

DATE: DECEMBER 2004

HI LINE DR TO NB IH 35E (ENTRANCE 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)
SIN35-1	10+65.46	6,978,156.17	2,486,194.29	7° 50′ 32.90" LT	65.46′	130.66′	955.04′	10+00.00	11+30.66	N 53° 18′ 52.18" W	N 61° 09′ 25.08" W
SIN35-2	11+88.55	6,978,215.68	2,486,086.24	6° 37′ 32.72" RT	57.89′	115.60′	1,000.06′	11+30.66	12+46.26	N 61° 09′ 25.08" W	N 54° 31′ 52.36" W
SIN35-3	15+37.91	6,978,418.50	2,485,801.56	3° 16′ 30.92" RT	57.18′	114.32′	2,000.00′	14+80.73	15+95.05	N 54° 31′ 52.36" W	N 51° 15′ 21.44" W
SIN35-4	20+61.62	6,978,746.29	2,485,393.07	13° 22′ 02.18" LT	234.37′	466.56′	2,000.00′	18+27.25	22+93.81	N 51° 15′ 21.44" W	N 64° 37′ 23.62" W
SIN35-5	24+50.34	6,978,913.82	2,485,039.88	7° 16′ 40.01" RT	127.19′	254.02′	2,000.00′	23+23.15	25+77.17	N 64° 37′ 23.62" W	N 57° 20′ 43.61" W
SIN35-6	39+26.19	6,979,710.34	2,483,797.00	31° 09′ 38.92" LT	825.08′	1,609.20′	2,959.00′	31+01.12	47+10.32	N 57° 20′ 43.61" W	N 88° 30′ 22.53" W

IH 35E NB TO MARKET CENTER BLVD (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)
35NMKC-1	13+07.62	6,978,645.04	2,485,470.46	7° 24′ 53.20" LT	64.80′	129.36′	1,000.00′	12+42.82	13+72.18	N 50° 54′ 12.80" W	N 58° 19′ 05.99" W
35NMKC-2	14+86.37	6,978,739.04	2,485,318.15	0° 58′ 22.57" RT	25.66′	51.31′	3,022.00′	14+60.71	15+12.02	N 58° 19′ 05.99" W	N 57° 20′ 43.43" W
35NMKC-3	22+04.15	6,979,126.34	2,484,713.82	7° 33′ 19.74" RT	66.95′	133.66′	1,014.00′	21+37.19	22+70.85	N 57° 20′ 43.43" W	N 49° 47′ 23.69" W
35NMKC-4	23+97.67	6,979,251.44	2,484,565.84	5° 00′ 05.70" LT	43.06′	86.04′	986.00′	23+54.61	24+40.64	N 49° 47′ 23.69" W	N 54° 47′ 29.39" W

OAK LAWN AVE 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)
OAKN35-1	11+44.48	6,978,919.02	2,485,096.63	6° 05′ 49.88" RT	54.00′	107.86′	1,014.00′	10+90.48	11+98.34	N 63° 26′ 33.34" W	N 57° 20′ 43.46" W
OAKN35-2	18+64.77	6,979,307.75	2,484,490.07	7° 16′ 33.14" LT	63.58′	126.93′	1,000.00′	18+01.19	19+28.13	N 57° 20′ 43.46" W	N 64° 37′ 16.60" W

IH 35E HOV NB TO MARKET CENTER BLVD (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)
HOVMKC-1	14+25.40	6,979,474.16	2,484,071.80	14° 42′ 58.15" LT	181.30′	360.61′	1,404.00′	12+44.10	16+04.71	N 51° 34′ 51.74" W	N 66° 17′ 49.89" W
HOVMKC-2	18+49.65	6,979,645.50	2,483,681.51	7° 25′ 03.13" LT	64.82′	129.46′	1,000.00′	17+84.83	19+14.29	N 66° 17′ 49.89" W	N 73° 42′ 53.02" W

IH 35E SB TO OAK LAWN AVE (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)
35SOAK-1	19+33.90	6,979,427.96	2,483,879.42	29° 28′ 09.17" LT	719.81′	1,407.66′	2,737.00′	12+14.10	26+21.75	N 54° 53′ 46.77" W	N 84° 21′ 55.94" W
35SOAK-2	33+64.28	6,979,571.53	2,482,424.15	3° 00′ 59.43" RT	157.98′	315.88′	6,000.00′	32+06.30	35+22.18	N 84° 21′ 55.94" W	N 81° 20′ 56.51" W
35SOAK-3	42+51.70	6,979,705.02	2,481,546.75	19° 22′ 25.09" RT	360.68′	714.41′	2,113.00′	38+91.02	46+05.43	N 81° 20′ 56.51" W	N 61° 58′ 31.42" W
35SOAK-4	50+35.87	6,980,076.73	2,480,848.40	4° 33′ 46.65" RT	119.52′	238.90′	3,000.00′	49+16.34	51+55.25	N 61° 58′ 31.42" W	N 57° 24′ 44.77" W

MARKET CENTER BLVD.

IH 35E SB TO MARKET CENTER BLVD (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)
35SMKC-1	10+93.37	6,979,577.08	2,482,145.28	7° 27′ 20.85" LT	65.16′	130.07′	1,000.00′	10+28.21	11+58.29	N 76° 53′ 13.28" W	N 84° 20′ 34.14" W
35SMKC-2	15+61.60	6,979,623.26	2,481,679.10	22° 22′ 00.95" RT	194.94′	384.75′	986.00′	13+66.66	17+51.41	N 84° 20′ 34.14" W	N 61° 58′ 33.19" W

WYCLIFF AVE 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)
WYCS35-1	12+50.69	6,979,613.37	2,482,225.37	3° 33′ 12.01" RT	62.04′	124.02′	2,000.00′	11+88.66	13+12.68	N 87° 53′ 48.31" W	N 84° 20′ 36.30" W
WYCS35-2	16+22.61	6,979,650.03	2,481,855.22	6° 02′ 08.57" LT	105.44′	210.66′	2,000.00′	15+17.17	17+27.83	N 84° 20′ 36.30" W	S 89° 37′ 15.13" W
WYCS35-3	18+26.41	6,979,648.68	2,481,651.20	17° 50′ 01.42" RT	80.02′	158.49′	510.00′	17+46.39	19+04.88	S 89° 37′ 15.13" W	N 72° 32′ 43.45" W

MARKET CENTER BLVD TO SB IH 35E HOV (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)
MKCHOV-1	12+84.13	6,979,356.62	2,484,053.65	17° 48′ 13.52" LT	284.13′	563.60′	1,814.00′	10+00.00	15+63.60	N 65° 15′ 07.05" W	N 83° 03′ 20.57" W

WYCLIFF AVE

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)
WYC-1	15+74.58	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible] 33.85" E	N 42° 22′ 09.17" E

MOTOR STREET

WYCLIFF AVE 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)
WYCN35-1	10+34.47	6,980,363.56	2,480,809.81	2° 37′ 59.42" LT	34.47′	68.92′	1,500.00′	10+00.00	10+68.92	N 64° 55′ 35.32" W	N 67° 33′ 34.74" W
WYCN35-2	12+71.68	6,980,454.12	2,480,590.54	5° 23′ 10.88" RT	94.08′	188.00′	2,000.00′	11+77.60	13+65.60	N 67° 33′ 34.74" W	N 62° 10′ 23.86" W
WYCN35-3	15+64.56	6,980,590.91	2,480,331.39	3° 56′ 42.47" LT	68.88′	137.70′	2,000.00′	14+95.67	16+33.37	N 62° 10′ 23.86" W	N 66° 07′ 06.33" W

IH 35E NB TO MOTOR ST (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)
35NMTR-1	13+44.82	6,980,280.15	2,480,916.72	4° 21′ 09.07" LT	76.00′	151.92′	2,000.00′	12+68.81	14+20.73	N 57° 42′ 30.66" W	N 62° 03′ 39.73" W
35NMTR-2	15+97.93	6,980,398.78	2,480,693.03	7° 09′ 14.35" RT	125.02′	249.70′	2,000.00′	14+72.91	17+22.60	N 62° 03′ 39.73" W	N 54° 54′ 25.38" W
35NMTR-3	19+58.26	6,980,606.14	2,480,397.91	10° 04′ 57.16" LT	176.43′	351.91′	2,000.00′	17+81.83	21+33.74	N 54° 54′ 25.38" W	N 64° 59′ 22.54" W
35NMTR-4	24+76.18	6,980,825.51	2,479,927.70	4° 00′ 56.27" RT	140.23′	280.34′	4,000.00′	23+35.95	26+16.28	N 64° 59′ 22.54" W	N 60° 58′ 26.27" W

MOTOR ST

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)
MTR-1	14+44.98	6,981,192.35	2,478,668.74	6° 34′ 14.49" LT	287.02′	573.40′	5,000.00′	11+57.97	17+31.37	N 29° 56′ 38.88" E	N 23° 22′ 24.39" E
MTR-2	18+67.87	6,981,581.11	2,478,836.76	30° 32′ 23.58" RT	136.50′	266.51′	500.00′	17+31.37	19+97.88	N 23° 22′ 24.39" E	N 53° 54′ 47.97" E

IH 35E NB TO INWOOD RD (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)
35NINW-1	13+16.21	6,981,689.37	2,478,342.33	4° 24′ 09.38" LT	63.42′	126.77′	1,650.00′	12+52.78	13+79.55	N 56° 38′ 34.79" W	N 61° 02′ 44.17" W
35NINW-2	19+11.23	6,981,977.47	2,477,821.61	5° 13′ 17.33" RT	182.39′	364.52′	4,000.00′	17+28.84	20+93.36	N 61° 02′ 44.17" W	N 55° 49′ 26.84" W
35NINW-3	23+51.66	6,982,225.03	2,477,457.02	7° 15′ 43.23" LT	190.37′	380.22′	3,000.00′	21+61.29	25+41.51	N 55° 49′ 26.84" W	N 63° 05′ 10.07" W
35NINW-4	29+49.81	6,982,496.02	2,476,923.19	2° 39′ 09.91" RT	138.92′	277.79′	6,000.00′	28+10.89	30+88.68	N 63° 05′ 10.07" W	N 60° 26′ 00.16" W

MOTOR ST 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)
MTRN35-1	12+87.26	6,982,066.13	2,477,732.95	7° 03′ 22.44" LT	61.66′	123.10′	1,000.00′	12+25.60	13+48.71	N 59° 36′ 13.05" W	N 66° 39′ 35.49" W
MTRN35-2	15+30.44	6,982,162.56	2,477,509.48	2° 06′ 17.58" RT	110.22′	220.42′	6,000.00′	14+20.22	16+40.64	N 66° 39′ 35.49" W	N 64° 33′ 17.91" W

INWOOD RD 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)
INWS35-1	12+91.62	6,981,476.48	2,478,292.21	4° 06′ 45.99" RT	53.86′	107.65′	1,500.00′	12+37.76	13+45.42	N 64° 58′ 26.48" W	N 60° 51′ 40.49" W
INWS35-2	18+74.10	6,981,760.13	2,477,783.39	3° 06′ 36.99" LT	54.30′	108.56′	2,000.00′	18+19.80	19+28.36	N 60° 51′ 40.49" W	N 63° 58′ 17.48" W
INWS35-3	22+90.54	6,981,942.89	2,477,409.16	3° 59′ 50.91" RT	69.80′	139.52′	2,000.00′	22+20.74	23+60.27	N 63° 58′ 17.48" W	N 59° 58′ 26.57" W
INWS35-4	33+80.46	6,982,488.31	2,476,465.44	2° 15′ 11.05" LT	78.66′	157.29′	4,000.00′	33+01.80	34+59.09	N 59° 58′ 26.57" W	N 62° 13′ 37.62" W

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-1	2991+27.46	6,978,717.59	2,485,510.60	2° 26′ 02.02" LT	127.46′	254.87′	6,000.00′	2990+00.00	2992+54.87	N 55° 00′ 32.65" W	N 57° 26′ 34.67" W
NBFR-2	3007+32.64	6,979,581.43	2,484,157.62	19° 52′ 16.66" LT	437.92′	866.99′	2,500.00′	3002+94.72	3011+61.71	N 57° 26′ 34.67" W	N 77° 18′ 51.34" W
NBFR-3	3016+05.15	6,979,774.97	2,483,297.78	7° 03′ 11.26" LT	184.88′	369.28′	3,000.00′	3014+20.26	3017+89.55	N 77° 18′ 51.34" W	N 84° 22′ 02.60" W
NBFR-4	3028+08.23	6,979,893.10	2,482,100.03	6° 08′ 10.69" RT	214.40′	428.38′	4,000.00′	3025+93.83	3030+22.21	N 84° 22′ 02.60" W	N 78° 13′ 51.90" W
NBFR-5	3035+00.08	6,980,034.30	2,481,422.31	20° 56′ 02.17" RT	343.62′	679.50′	1,860.00′	3031+56.46	3038+35.96	N 78° 13′ 51.90" W	N 57° 17′ 49.73" W
NBFR-6	3044+60.11	6,980,557.18	2,480,607.94	6° 34′ 36.36" LT	459.65′	918.28′	8,000.00′	3040+00.46	3049+18.75	N 57° 17′ 49.73" W	N 63° 52′ 26.09" W
NBFR-7	3056+33.50	6,981,074.32	2,479,553.53	2° 53′ 56.94" RT	75.92′	151.79′	3,000.00′	3055+57.59	3057+09.38	N 63° 52′ 26.09" W	N 60° 58′ 29.15" W
NBFR-8	3072+32.75	6,981,850.29	2,478,155.10	4° 38′ 12.95" RT	64.86′	129.63′	1,602.00′	3071+67.89	3072+97.51	N 60° 58′ 29.15" W	N 56° 20′ 16.20" W
NBFR-9	3077+88.25	6,982,158.25	2,477,692.67	5° 49′ 07.74" LT	102.86′	205.53′	2,024.00′	3076+85.38	3078+90.91	N 56° 20′ 16.20" W	N 62° 09′ 23.94" W
NBFR-10	3084+31.48	6,982,458.76	2,477,123.74	1° 53′ 40.79" LT	132.28′	264.54′	8,000.00′	3082+99.19	3085+63.73	N 62° 09′ 23.94" W	N 64° 03′ 04.73" W
NBFR-11	3089+34.37	6,982,678.83	2,476,671.51	2° 15′ 53.13" RT	59.30′	118.58′	3,000.00′	3088+75.08	3089+93.65	N 64° 03′ 04.73" W	N 61° 47′ 11.60" W

IH 35E SB 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-1	3994+81.99	6,978,596.59	2,484,999.26	3° 20′ 13.40" RT	58.26′	116.49′	2,000.00′	3994+23.73	3995+40.21	N 57° 20′ 44.23" W	N 54° 00′ 30.83" W
SBFR-2	3998+67.01	6,978,822.88	2,484,687.71	4° 49′ 30.67" LT	252.80′	505.29′	6,000.00′	3996+14.21	4001+19.51	N 54° 00′ 30.83" W	N 58° 50′ 01.49" W
SBFR-3	4009+11.44	6,979,363.55	2,483,793.77	25° 30′ 33.25" LT	509.31′	1,001.75′	2,250.00′	4004+02.13	4014+03.87	N 58° 50′ 01.49" W	N 84° 20′ 34.74" W
SBFR-4	4030+65.96	6,979,577.59	2,481,632.94	22° 22′ 04.33" RT	237.26′	468.47′	1,200.00′	4028+28.70	4032+97.17	N 84° 20′ 34.74" W	N 61° 58′ 30.41" W
SBFR-5	4039+90.67	6,980,014.91	2,480,811.32	3° 57′ 25.70" RT	103.64′	207.20′	3,000.00′	4038+87.03	4040+94.23	N 61° 58′ 30.41" W	N 58° 01′ 04.71" W
SBFR-6	4044+95.58	6,980,282.38	2,480,382.98	2° 57′ 21.54" LT	77.40′	154.77′	3,000.00′	4044+18.17	4045+72.95	N 58° 01′ 04.71" W	N 60° 58′ 26.26" W
SBFR-7	4059+88.64	6,981,006.84	2,479,077.42	2° 06′ 12.75" LT	110.15′	220.28′	6,000.00′	4058+78.48	4060+98.77	N 60° 58′ 26.26" W	N 63° 04′ 39.01" W
SBFR-8	4068+54.29	6,981,398.80	2,478,305.57	1° 38′ 37.72" RT	114.77′	229.52′	8,000.00′	4067+39.52	4069+69.04	N 63° 04′ 39.01" W	N 61° 26′ 01.29" W
SBFR-9	4076+95.76	6,981,801.18	2,477,566.52	3° 00′ 23.05" RT	104.97′	209.89′	4,000.00′	4075+90.79	4078+00.68	N 61° 26′ 01.29" W	N 58° 25′ 38.24" W
SBFR-10	4084+36.12	6,982,188.84	2,476,935.71	7° 00′ 41.80" LT	122.53′	244.75′	2,000.00′	4083+13.59	4085+58.34	N 58° 25′ 38.24" W	N 65° 26′ 20.04" W
SBFR-11	4089+32.37	6,982,395.24	2,476,484.09	8° 49′ 35.20" RT	154.36′	308.10′	2,000.00′	4087+78.01	4090+86.11	N 65° 26′ 20.04" W	N 56° 36′ 44.84" W

IH 35E NB MAIN LANES

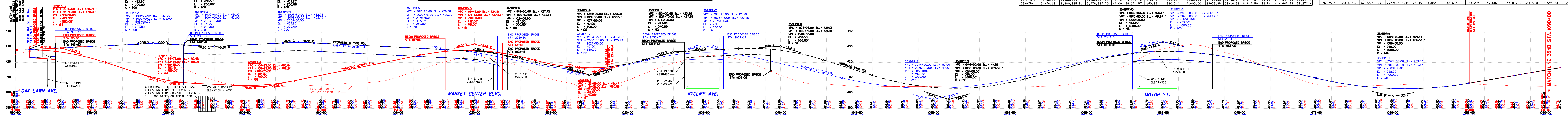
CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
35NB-1	991+63.18	6,978,599.84	2,485,387.09	1° 37′ 39.93" LT	163.18′	326.35′	11,487.16′	990+00.00	993+26.35	N 55° 43′ 03.65" W	N 57° 20′ 43.58" W
35NB-2	1009+20.09	6,979,547.83	2,483,907.87	25° 08′ 08.39" LT	642.28′	1,263.83′	2,881.00′	1002+77.80	1015+41.64	N 57° 20′ 43.58" W	N 82° 28′ 51.98" W
35NB-3	1033+10.39	6,979,863.33	2,481,517.56	20° 30′ 16.58" RT	359.39′	711.02′	1,987.00′	1029+51.00	1036+62.02	N 82° 28′ 51.98" W	N 61° 58′ 35.39" W
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

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-1	1991+6[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
35SB-2	2009+3[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
35SB-3	2031+7[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
35SB-4	2049+0[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
35SB-5	2074+8[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
35SB-6	2081+8[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

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-1	91+62.[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
HOV-2	109+27.[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
HOV-3	132+42.[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
HOV-4	149+06.[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]



IH 35E NORTH AND SOUTHBOUND MAINLANES AND HOV/M LANES

SUPERELEVATIONS

[illegible]

JACOBS

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
DESIGN SCHEMATIC
JACOBS