Texas Department of Transportation

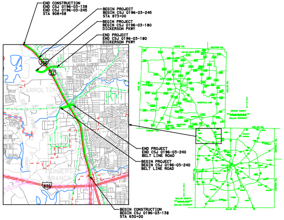
Dallas District Design Schematic
William L. Hale, P.E., District Engineer

IH 35E

From: North of IH 635
To: PGBT
Dallas County
Functional Class: Urban Freeway
Project Length: 5.53 Miles

CSJ: 0196-03-138
CSJ: 0196-03-245
CSJ: 0196-03-240
CSJ: 0196-03-180

Design Speeds:
Mainlanes 70 mph
Managed Lanes 70 mph
Ramps 40 mph
Turnaround Ramps 20 mph
Frontage Roads 40 mph
Cross Streets 30 mph
Collector Distributor 50 mph
Direct Connectors 50 mph


END CONSTRUCTION
END CSJ 0196-03-138
END CSJ 0196-03-245
STA 908+58
BEGIN PROJECT
BEGIN CSJ 0196-03-245
STA 873+00
BEGIN PROJECT
BEGIN CSJ 0196-03-180
DICKERSON PKWY
END PROJECT
END CSJ 0196-03-180
DICKERSON PKWY
END PROJECT
END CSJ 0196-03-240
BELT LINE ROAD
BEGIN PROJECT
BEGIN CSJ 0196-03-240
BELT LINE ROAD
BEGIN CONSTRUCTION
BEGIN CSJ 0196-03-138
STA 630+00
CARROLLTON
FARMERS BRANCH

Scale:
Horizontal 1"=200'
Vertical 1"=20'

November 2010

SOUTH SEGMENT - GENERAL PURPOSE LANES
COLLECTOR DISTRIBUTORS AND CROSS STREETS
Roll 4 of 5

SCHEMATIC PREPARED BY:
HDR ENGINEERING, INC.
REGISTRATION NUMBER 754
FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.
Prepared by or under the Direct Supervision of:

NAME	P.E. NUMBER
PHILLIP WAYNE ULLMAN	71426
M. SHANE WALTERS	100195

11-10-2010
DATE

HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

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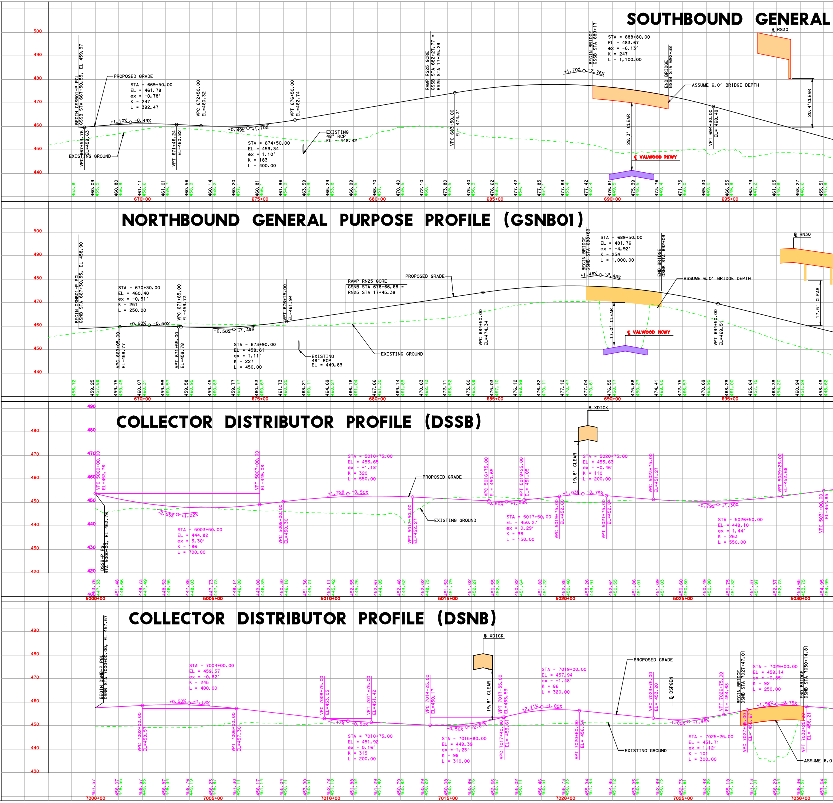
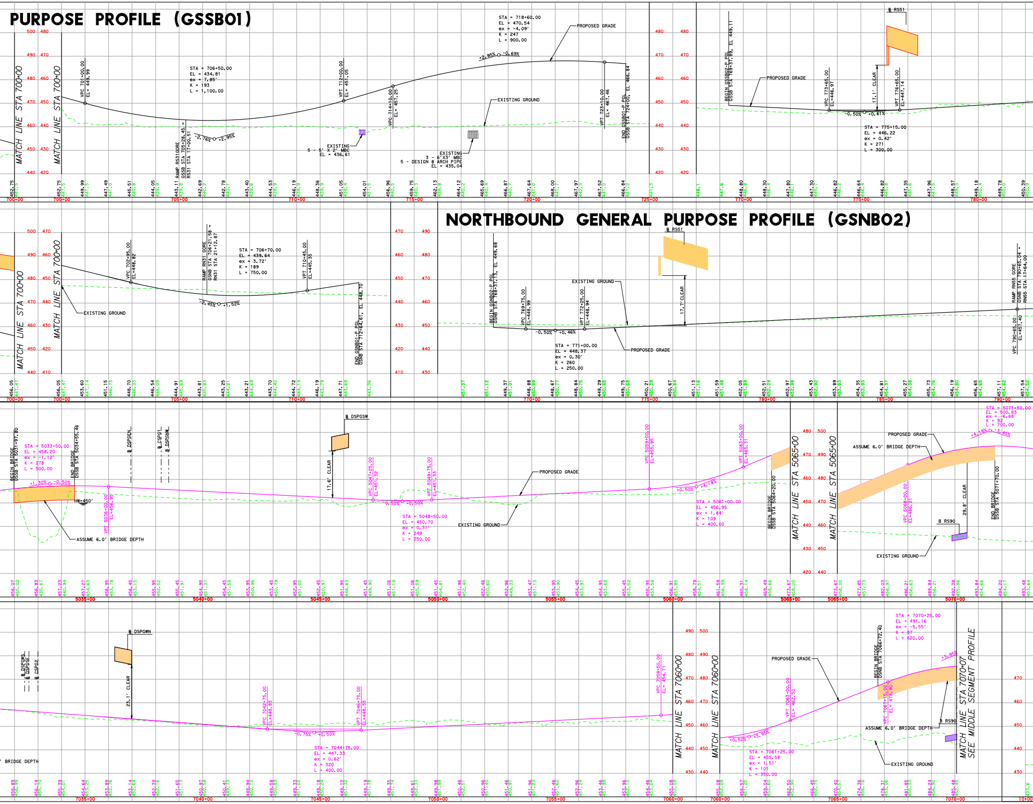

SOUTHBOUND GENERAL
NORTHBOUND GENERAL PURPOSE PROFILE (GSNB01)
COLLECTOR DISTRIBUTOR PROFILE (DSSB)
COLLECTOR DISTRIBUTOR PROFILE (DSNB)
PROPOSED GRADE
EXISTING GROUND
EXISTING 48" RCP EL = 448.42
EXISTING 48" RCP EL = 449.89
ASSUME 6.0' BRIDGE DEPTH
℄ VALWOOD PKWY
℄ RS30
℄ RN30
℄ XDICK
STA = 669+50.00 EL = 461.78 ex = -0.78' K = 247 L = 392.47
STA = 674+50.00 EL = 459.34 ex = 1.10' K = 183 L = 400.00
STA = 688+80.00 EL = 483.67 ex = -6.13' K = 247 L = 1,100.00
STA = 670+30.00 EL = 460.40 ex = -0.31' K = 251 L = 250.00
STA = 673+90.00 EL = 458.61 ex = 1.11' K = 227 L = 450.00
STA = 689+50.00 EL = 481.76 ex = -4.92' K = 254 L = 1,000.00
RAMP RN25 GORE GSNB STA 678+66.68 = RN25 STA 17+45.39
STA = 5003+50.00 EL = 444.82 ex = 3.30' K = 186 L = 700.00
STA = 5010+75.00 EL = 453.65 ex = -1.18' K = 320 L = 550.00
STA = 5017+50.00 EL = 450.27 ex = 0.29' K = 98 L = 150.00
STA = 5020+75.00 EL = 453.63 ex = -0.46' K = 110 L = 200.00
STA = 5026+50.00 EL = 449.10 ex = 1.44' K = 263 L = 550.00
STA = 7004+00.00 EL = 459.57 ex = -0.82' K = 245 L = 400.00
STA = 7010+75.00 EL = 451.92 ex = 0.16' K = 315 L = 200.00
STA = 7015+80.00 EL = 449.39 ex = 1.23' K = 98 L = 310.00
STA = 7019+00.00 EL = 457.94 ex = -1.48' K = 86 L = 320.00
STA = 7025+25.00 EL = 451.71 ex = 1.12' K = 101 L = 300.00
STA = 7029+00.00 EL = 459.14 ex = -0.85' K = 92 L = 250.00
28.3' CLEAR
20.4' CLEAR
17.0' CLEAR
17.5' CLEAR
19.8' CLEAR
670+00
675+00
680+00
685+00
690+00
695+00
5000+00
5005+00
5010+00
5015+00
5020+00
5025+00
5030+00
7000+00
7005+00
7010+00
7015+00
7020+00
7025+00
7030+00

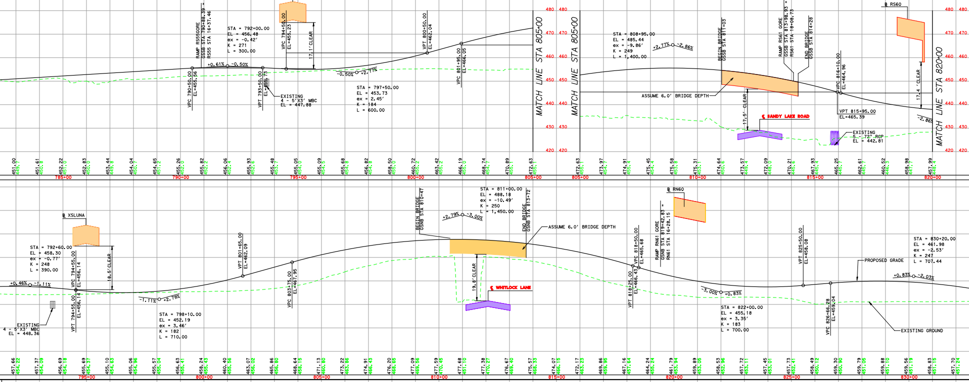
PURPOSE PROFILE (GSSB01)

NORTHBOUND GENERAL PURPOSE PROFILE (GSNB02)

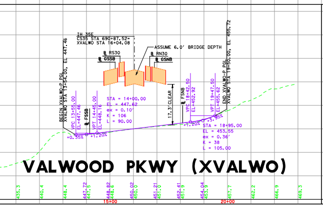


MATCH LINE STA 700+00
VPC 701+00.00 EL= 449.99
STA = 706+50.00
EL = 434.81
ex = 7.85'
K = 193
L = 1,100.00
RAMP RS31GORE GSSB STA 705+28.45 = RS31 STA 17+00.51
-2.76%
+2.95%
EXISTING 5 - 5' X 2' MBC EL = 436.61
VPT 712+00.00 EL= 451.05
VPC 714+10.00 EL= 457.25
STA = 718+60.00
EL = 470.54
ex = -4.09'
K = 247
L = 900.00
+2.95%
-0.69%
PROPOSED GRADE
EXISTING GROUND
EXISTING 3 - 6'X3' MBC
5 - DESIGN ℄ ARCH PIPE EL = 435.04
VPT 723+10.00 EL= 467.46
END GSSB01-P PGL GSSB STA 724+00, EL 466.84
BEGIN GSSB02-P PGL GSSB STA 769+37.89, EL 449.11
PROPOSED GRADE
℄ RS51
VPC 773+65.00 EL=446.97
17.1' CLEAR
VPT 776+65.00 EL=447.14
-0.50%
+0.61%
STA = 775+15.00
EL = 446.22
ex = 0.42'
K = 271
L = 300.00
700+00
705+00
710+00
715+00
720+00
725+00
770+00
775+00
780+00
MATCH LINE STA 700+00
VPC 702+95.00 EL=448.82
RAMP RN31 GORE GSNB STA 706+21.58 = RN31 STA 21+12.87
STA = 706+70.00
EL = 439.64
ex = 3.72'
K = 189
L = 750.00
-2.45%
+1.52%
VPT 710+45.00 EL=445.35
EXISTING GROUND
END GSNB01-P PGL GSNB STA 712+64.61, EL 448.70
BEGIN GSNB02-P PGL GSNB STA 768+37.13, EL 449.68
℄ RS51
EXISTING GROUND
VPC 769+75.00 EL=448.99
VPT 772+25.00 EL=448.94
17.7' CLEAR
-0.50%
+0.46%
STA = 771+00.00
EL = 448.37
ex = 0.30'
K = 260
L = 250.00
PROPOSED GRADE
RAMP RN55 GORE GSNB STA 790+65.04 = RN55 STA 17+64.00
VPC 790+65.00 EL=457.40
770+00
775+00
780+00
785+00
790+00
BEGIN BRIDGE DSSB STA 5031+97.80
STA = 5033+50.00
EL = 458.20
ex = -1.12'
K = 278
L = 500.00
+1.30%
-0.50%
END BRIDGE DSSB STA 5034+55.46
HW=450'
ASSUME 6.0' BRIDGE DEPTH
VPT 5036+00.00 EL=456.95
℄ DSPGEN
℄ CSPG1
℄ DSPGWL
℄ DSPGSW
17.6' CLEAR
VPC 5047+25.00 EL=451.32
VPT 5049+75.00 EL=451.33
-0.50%
+0.50%
STA = 5048+50.00
EL = 450.70
ex = 0.31'
K = 249
L = 250.00
PROPOSED GRADE
EXISTING GROUND
VPC 5059+00.00 EL=455.95
VPT 5063+00.00 EL=465.31
+0.50%
+4.18%
STA = 5061+00.00
EL = 456.95
ex = 1.84'
K = 109
L = 400.00
BEGIN BRIDGE DSSB STA 5064+20.00
MATCH LINE STA 5065+00
PROPOSED GRADE
ASSUME 6.0' BRIDGE DEPTH
STA = 5071+50.00
EL = 500.83
ex = -6.68'
K = 92
L = 700.00
+4.18%
-3.45%
VPC 5068+00.00 EL=486.21
℄ RS90
29.8' CLEAR
END BRIDGE DSSB STA 5071+70.00
EXISTING GROUND
5035+00
5040+00
5045+00
5050+00
5055+00
5060+00
5065+00
5070+00
℄ DSPGWS
℄ DSPGE
℄ CSPG2
℄ DSPGWN
23.1' CLEAR
' BRIDGE DEPTH
VPC 7042+75.00 EL=448.85
VPT 7046+75.00 EL=448.35
-0.75%
+0.50%
STA = 7044+75.00
EL = 447.33
ex = 0.62'
K = 320
L = 400.00
VPC 7059+50.00 EL= 454.71
MATCH LINE STA 7060+00
PROPOSED GRADE
VPT 7063+00.00 EL= 462.50
-0.50%
+3.95%
STA = 7061+25.00
EL = 455.58
ex = 1.51'
K = 101
L = 350.00
BEGIN BRIDGE DSNB STA 7066+72.40
VPC 7067+15.00 EL= 478.90
STA = 7070+25.00
EL = 491.16
ex = -5.55'
K = 87
L = 620.00
+3.95%
ASSUME 6.0' BRIDGE DEPTH
℄ RS90
EXISTING GROUND
MATCH LINE STA 7070+07 SEE MIDDLE SEGMENT PROFILE
7035+00
7040+00
7045+00
7050+00
7055+00
7060+00
7065+00
7070+00

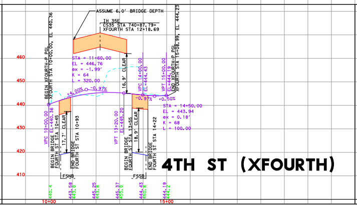
SOUTHBOUND GENERAL PURPOSE PROFILE (GSSB02)


℄ XSLUNA
RAMP RS55GORE
GSSB STA 790+88.39 =
RS55 STA 16+37.46
STA = 792+00.00
EL = 456.48
ex = -0.42'
K = 271
L = 300.00
+0.61%
-0.50%
VPC 790+50.00
EL=455.56
VPT 793+50.00
EL=455.73
EXISTING
4 - 5'X3' MBC
EL = 447.88
VPC 794+50.00
EL=455.23
17.1' CLEAR
-0.50%
+2.77%
STA = 797+50.00
EL = 453.73
ex = 2.45'
K = 184
L = 600.00
VPT 800+50.00
EL=462.04
VPC 801+95.00
EL=466.05
MATCH LINE STA 805+00
MATCH LINE STA 805+00
STA = 808+95.00
EL = 485.44
ex = -9.86'
K = 249
L = 1,400.00
+2.77%
-2.86%
BEGIN BRIDGE
GSSB STA 811+03
RAMP RS61 GORE
GSSB STA 813+98.93 =
RS61 STA 18+08.73
END BRIDGE
GSSB STA 814+28
ASSUME 6.0' BRIDGE DEPTH
17.5' CLEAR
℄ SANDY LAKE ROAD
VPC 816+10.00
EL=464.96
VPT 815+95.00
EL=465.39
EXISTING
5 - 72" RCP
EL = 442.81
℄ RS60
17.4 'CLEAR
-2.86%
MATCH LINE STA 820+00
480 470 460 450 440 430 420
451.00 449.7
451.61 450.8
452.22 451.0
452.83 450.0
453.44 449.8
454.04 450.7
454.65 451.2
455.26 452.0
455.82 452.2
456.06 452.4
455.93 452.6
455.48 453.7
455.05 454.0
455.09 454.5
455.68 454.8
456.82 454.8
458.50 455.0
460.72 455.2
463.42 455.2
466.19 455.0
468.74 454.7
470.89 455.1
472.63 455.1
472.63 455.1
473.97 454.7
474.91 455.4
475.45 454.4
475.58 453.8
475.31 453.1
474.64 450.6
473.57 449.4
472.09 448.0
470.21 445.6
467.93 445.4
465.25 445.7
462.61 445.7
460.52 446.3
458.98 447.7
457.99 448.4
785+00
790+00
795+00
800+00
805+00
805+00
810+00
815+00
820+00
℄ XSLUNA
STA = 792+60.00
EL = 458.30
ex = -0.77'
K = 248
L = 390.00
+0.46%
-1.11%
VPC 794+55.00
EL=456.14
VPT 794+55.00
EL=456.14
18.5' CLEAR
EXISTING
4 - 5'X3' MBC
EL = 448.36
-1.11%
+2.79%
STA = 798+10.00
EL = 452.19
ex = 3.46'
K = 182
L = 710.00
VPT 801+65.00
EL=462.09
VPC 803+75.00
EL=467.95
BEGIN BRIDGE
GSNB STA 810+47
+2.79%
-3.00%
STA = 811+00.00
EL = 488.18
ex = -10.49'
K = 250
L = 1,450.00
END BRIDGE
GSNB STA 813+72
ASSUME 6.0' BRIDGE DEPTH
19.8' CLEAR
℄ WHITLOCK LANE
VPT 818+25.00
EL=466.43
VPC 818+50.00
EL=465.68
RAMP RN61 GORE
GSNB STA 819+42.83 =
RN61 STA 16+28.15
℄ RN60
-3.00%
+0.83%
STA = 822+00.00
EL = 455.18
ex = 3.35'
K = 183
L = 700.00
VPT 825+50.00
EL=458.08
VPC 826+66.28
EL=459.04
PROPOSED GRADE
EXISTING GROUND
+0.83%
-2.03%
STA = 830+20.00
EL = 461.98
ex = -2.53'
K = 247
L = 707.44
457.66 454.22
457.37 454.09
456.69 454.18
455.69 454.37
455.10 454.63
455.06 454.96
455.57 455.04
456.63 455.41
458.24 455.43
460.40 455.56
463.07 456.02
465.86 456.80
468.64 458.15
471.13 460.80
473.22 463.86
474.91 466.43
476.20 468.65
477.09 469.56
477.59 470.45
477.68 451.10
477.38 470.27
476.67 469.40
475.57 468.33
474.07 466.15
472.17 463.23
469.86 459.95
467.16 457.64
464.24 455.24
461.79 453.94
459.89 453.05
458.53 452.96
457.72 453.11
457.45 453.01
457.73 452.41
458.49 450.12
459.30 450.90
459.79 451.05
459.88 451.10
459.56 451.19
458.83 451.15
457.70 451.24
795+00
800+00
805+00
810+00
815+00
820+00
825+00
830+00

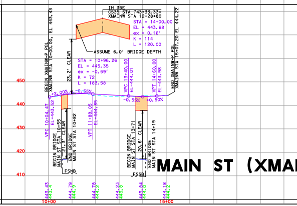
MATCH LINE STA 507+39.48
SEE MIDDLE SEGMENT PROFILE


IH 35E
CS35 STA 690+87.52=
XVALWO STA 16+04.08
ASSUME 6.0' BRIDGE DEPTH
℄ RS30
℄ GSSB
℄ RN30
℄ GSNB
BEGIN XVALWO-P PGL
XVALWO STA 13+54.00, EL 447.46
VPC 13+55.00
EL=447.46
℄ FSSB
VPT 14+45.00
EL=448.16
STA = 14+00.00
EL = 447.62
ex = 0.10'
K = 106
L = 90.00
+0.35%
+1.20%
17.3' CLEAR
℄ FSNB
VPC 18+42.50
EL=452.92
VPT 19+47.50
EL=455.62
+1.20%
+3.35%
STA = 18+95.00
EL = 453.55
ex = 0.36'
K = 38
L = 105.00
END XVALWO-P PGL
XVALWO STA 19+50.00, EL 455.72
435.3
440.4
448.4
447.72 447.5
448.82 448.6
450.02 450.0
451.21 451.0
452.41 451.9
454.04 453.9
457.7
462.2
466.9
469.3
15+00
20+00

VALWOOD PKWY (XVALWO)

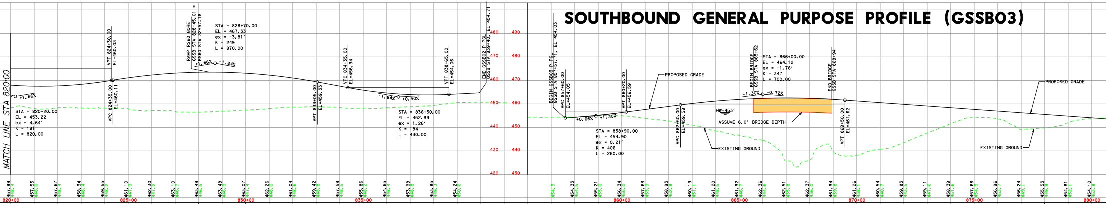

ASSUME 6.0' BRIDGE DEPTH
IH 35E
CS35 STA 740+87.79=
XFOURTH STA 12+18.69
BEGIN XFOURTH-P PGL
XFOURTH STA 10+00.00, EL 440.36
STA = 11+60.00
EL = 446.76
ex = -1.99'
K = 64
L = 320.00
+4.00%
-0.97%
16.9' CLEAR
VPC 14+00.00
EL=444.43
VPT 15+00.00
EL=444.19
END XFOURTH-P PGL
XFOURTH STA 15+08.99, EL 444.23
-0.97%
+0.50%
STA = 14+50.00
EL = 443.94
ex = 0.18'
K = 68
L = 100.00
VPC 10+00.00
EL=440.36
BEGIN BRIDGE
FOURTH ST STA 10+45
17.7' CLEAR
END BRIDGE
FOURTH ST STA 10+93
VPT 13+20.00
EL=445.20
BEGIN BRIDGE
FOURTH ST STA 13+55
18.9' CLEAR
END BRIDGE
FOURTH ST STA 14+22
FSNB
FSSB
460 450 440 430 420 410
440.4
443.58 443.8
445.25 443.8
445.37 455.8
444.43 450.8
444.19 444.2
10+00
15+00

4TH ST (XFOURTH)

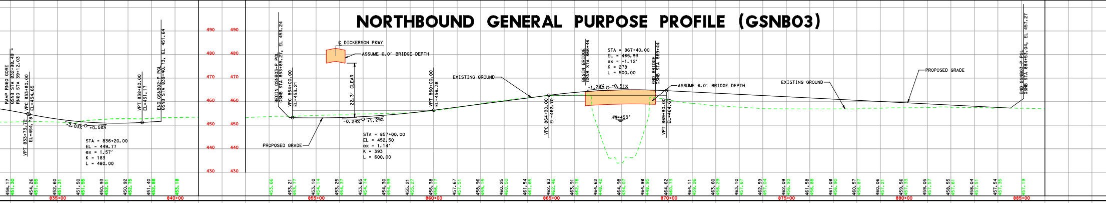

IH 35E
CS35 STA 743+33.33=
XMAINW STA 12+28+80
STA = 14+00.00
EL = 443.68
ex = 0.16'
K = 114
L = 120.00
ASSUME 6.0' BRIDGE DEPTH
BEGIN XMAINW-P PGL
XMAINW STA 10+00.00, EL 443.43
23.2' CLEAR
STA = 10+96.26
EL = 445.35
ex = -0.59'
K = 72
L = 183.58
+2.00%
-0.55%
VPC 13+40.00
EL=444.01
VPT 14+60.00
EL=443.98
END XMAINW-P PGL
XMAINW STA 15+07.20 EL 444.22
-0.55%
+0.50%
VPC 10+04.47
EL=443.52
BEGIN BRIDGE
MAIN ST STA 10+55
21.3' CLEAR
END BRIDGE
MAIN ST STA 10+82
VPT 11+88.05
EL=444.85
BEGIN BRIDGE
MAIN ST STA 13+71
20.6' CLEAR
END BRIDGE
MAIN ST STA 14+19
FSNB
FSSB
450 440 430 420 410
443.43 443.4
444.79 444.9
444.78 444.2
444.23 443.8
443.84 444.0
444.18 444.2
10+00
15+00

MAIN ST (XMAI

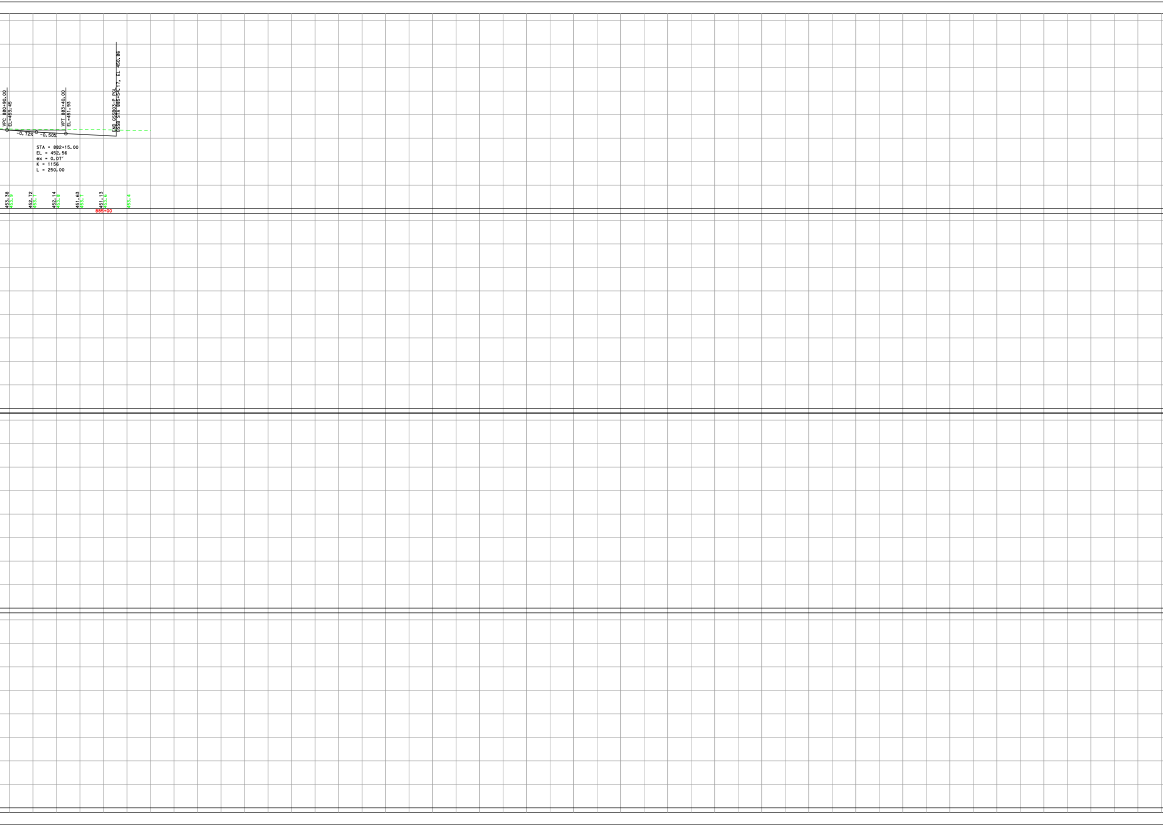
SOUTHBOUND GENERAL PURPOSE PROFILE (GSSB03)


MATCH LINE STA 820+00
+1.66%
STA = 820+20.00
EL = 453.22
ex = 4.64'
K = 181
L = 820.00
VPT 824+30.00
EL=460.03
VPC 824+35.00
EL=460.11
RAMP RS60 GORE
GSSB STA 828+45.01 =
RS60 STA 32+57.18
+1.66%
-1.84%
STA = 828+70.00
EL = 467.33
ex = -3.81'
K = 249
L = 870.00
VPT 833+05.00
EL=459.33
VPC 834+35.00
EL=456.94
-1.84%
+0.50%
STA = 836+50.00
EL = 452.99
ex = 1.26'
K = 184
L = 430.00
VPT 838+65.00
EL=454.06
END GSSB02-P PGL
GSSB STA 839+40, EL 454.71
480 490
470 480
460 470
450 460
440 450
430 440
420 430
457.99 448.4
457.55 448.0
457.67 448.4
458.34 448.4
459.55 448.2
461.10 447.9
462.30 447.2
463.10 446.7
463.49 446.5
463.48 446.9
463.07 447.4
462.26 448.0
461.04 448.6
459.42 448.8
457.59 448.5
455.86 448.2
454.65 448.4
453.98 448.8
453.85 449.3
454.24 450.6
820+00
825+00
830+00
835+00
490
480
470
460
450
440
430
BEGIN GSSB03-P PGL
GSSB STA 857+57.71, EL 454.03
VPC 857+60.00
EL=454.05
+0.66%
+1.30%
STA = 858+90.00
EL = 454.90
ex = 0.21'
K = 406
L = 260.00
VPT 860+20.00
EL=456.59
PROPOSED GRADE
VPC 862+50.00
EL=459.58
EXISTING GROUND
HW=453'
BEGIN BRIDGE
GSSB STA 865+62
+1.30%
-0.72%
STA = 866+00.00
EL = 464.12
ex = -1.76'
K = 347
L = 700.00
ASSUME 6.0' BRIDGE DEPTH
END BRIDGE
GSSB STA 868+94
VPT 869+50.00
EL=461.62
PROPOSED GRADE
EXISTING GROUND
454.3
454.33 454.5
455.21 455.0
456.34 455.0
457.63 453.9
458.93 452.8
460.19 451.1
461.20 448.5
461.92 446.7
462.36 444.6
462.51 435.8
462.37 436.0
461.94 439.8
461.26 438.1
460.54 440.7
459.83 443.5
459.11 447.6
458.39 451.6
457.68 454.3
456.96 453.7
456.24 449.1
455.53 449.9
454.81 452.1
454.10 453.8
860+00
865+00
870+00
875+00
880+00

NORTHBOUND GENERAL PURPOSE PROFILE (GSNB03)


RAMP RN60 GORE
GSNB STA 832+98.49 =
RN60 STA 39+12.03
VPC 833+80.00
EL=454.65
VPT 833+73.72
EL=454.78
-2.03%
+0.58%
STA = 836+20.00
EL = 449.77
ex = 1.57'
K = 183
L = 480.00
VPT 838+60.00
EL=451.17
END GSNB02-P PGL
GSNB STA 839+40.73, EL 451.64
456.17 451.30
454.26 451.55
452.60 451.31
451.50 451.55
450.93 452.51
450.92 452.75
451.40 452.88
453.18
835+00
840+00
490 490
480 480
470 470
460 460
450 450
440 440
430 430
BEGIN GSNB03-P PGL
GSNB STA 853+85.27, EL 453.24
VPC 854+00.00
EL=453.21
℄ DICKERSON PKWY
ASSUME 6.0' BRIDGE DEPTH
22.3' CLEAR
-0.24%
+1.29%
PROPOSED GRADE
STA = 857+00.00
EL = 452.50
ex = 1.14'
K = 393
L = 600.00
VPT 860+00.00
EL=456.38
EXISTING GROUND
VPC 864+90.00
EL=462.70
BEGIN BRIDGE
GSNB STA 866+46
+1.29%
-0.51%
STA = 867+40.00
EL = 465.93
ex = -1.12'
K = 278
L = 500.00
END BRIDGE
GSNB STA 869+44
ASSUME 6.0' BRIDGE DEPTH
HW=453'
VPT 869+90.00
EL=464.67
EXISTING GROUND
PROPOSED GRADE
END GSNB03-P PGL
GSNB STA 884+53.04, EL 457.27
453.66
453.21 453.77
453.10 454.14
453.25 454.37
453.65 454.74
454.30 454.99
455.21 455.27
456.38 456.17
457.67 457.51
458.96 459.15
460.25 460.50
461.54 461.65
462.83 462.46
463.91 462.78
464.62 448.42
464.98 434.07
464.98 448.95
464.62 460.73
464.11 459.26
463.60 458.29
463.10 457.67
462.59 457.04
462.09 456.93
461.58 456.88
461.08 456.90
460.57 456.87
460.06 457.21
459.56 457.33
459.05 457.57
458.55 457.61
458.04 457.51
457.54 457.35
457.19
855+00
860+00
865+00
870+00
875+00
880+00
885+00

IN)


VPC 880+90.00
EL=453.45
VPT 883+40.00
EL=451.93
END GSSB03-P PGL
GSSB STA 885+54.17, EL 450.86
-0.72%
-0.50%
STA = 882+15.00
EL = 452.56
ex = 0.07'
K = 1156
L = 250.00
453.38
453.9
452.72
453.7
452.14
453.8
451.63
453.7
451.13
453.6
453.4
885+00

Texas Department of Transportation®

Dallas District Design Schematic

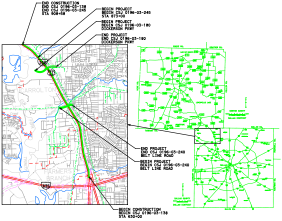
William L. Hale, P.E., District Engineer

IH 35E

From: North of IH 635
To: PGBT
Dallas County
Functional Class: Urban Freeway
Project Length: 5.53 Miles

CSJ: 0196-03-138
CSJ: 0196-03-245
CSJ: 0196-03-240
CSJ: 0196-03-180

Design Speeds:
Mainlanes 70 mph
Managed Lanes 70 mph
Ramps 40 mph
Turnaround Ramps 20 mph
Frontage Roads 40 mph
Cross Streets 30 mph
Collector Distributor 50 mph
Direct Connectors 50 mph


END CONSTRUCTION
END CSJ 0196-03-138
END CSJ 0196-03-245
STA 908+58
BEGIN PROJECT
BEGIN CSJ 0196-03-245
STA 873+00
BEGIN PROJECT
BEGIN CSJ 0196-03-180
DICKERSON PKWY
END PROJECT
END CSJ 0196-03-180
DICKERSON PKWY
CARROLLTON
FARMERS BRANCH
35E
77
635
END PROJECT
END CSJ 0196-03-240
BELT LINE ROAD
BEGIN PROJECT
BEGIN CSJ 0196-03-240
BELT LINE ROAD
BEGIN CONSTRUCTION
BEGIN CSJ 0196-03-138
STA 630+00
TARRANT CO.
DALLAS COUNTY
DALLAS DISTRICT

Scale:
Horizontal 1"=200'
Vertical 1"=20'

November 2010

SOUTH SEGMENT - GENERAL PURPOSE LANES
COLLECTOR DISTRIBUTORS AND CROSS STREETS
Roll 4 of 5

SCHEMATIC PREPARED BY:

HDR ENGINEERING, INC.
REGISTRATION NUMBER 754

FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.

Prepared by or under the Direct Supervision of:

NAME	P.E. NUMBER
PHILLIP WAYNE ULLMAN	71426
M. SHANE WALTERS	100195

11-10-2010
DATE

HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

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