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: DECEMBER 2004

FUNCTIONAL CLASSIFICATION: INTERSTATE

ROADWAY TYPE	CSJ # 0009-11-181 0196-03-199 0442-02-132	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
LOOPS	25 MPH	25 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

12/20/04
DATE

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ROLL 1 = IH 30 PLAN/PROFILE FROM SYLVAN AVENUE TO EAST OF UP RR
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ROLL 4 = IH 45 DIRECT CONNECTIONS PROFILES
ROLL 5 = IH 35E PLAN/PROFILE FROM EIGHTH STREET TO REUNION
ROLL 6 = IH 35E PLAN/PROFILE FROM REUNION TO OAK LAWN
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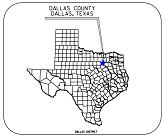
ROLL 15 = IH 35E FRONTAGE ROAD PROFILES AND TYPICAL SECTIONS FROM SOUTH OF INWOOD TO SH 183
ROLL 16 = TRINITY PARKWAY AND TRINITY RAIL EXPRESS PROFILES



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.

JACOBS

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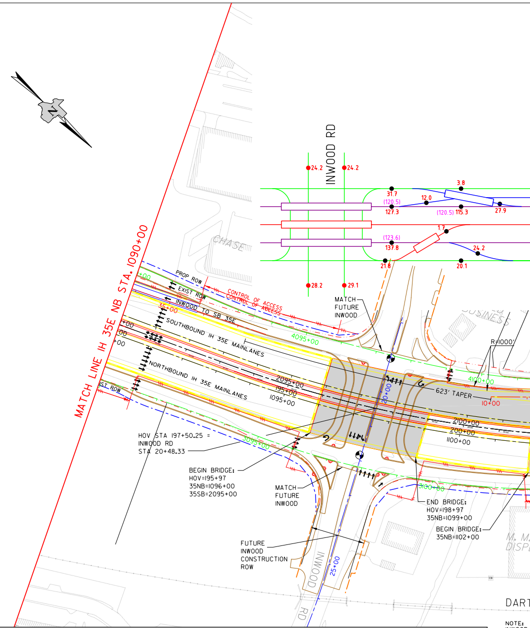
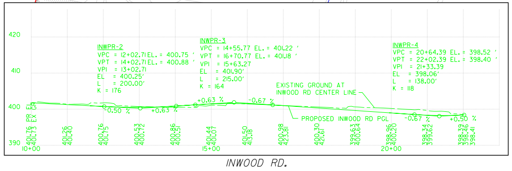


N
INWOOD RD
24.2
24.2
31.7
(120.5)
127.3
12.0
3.8
(120.5) 115.3
27.9
1.7
(123.6)
137.8
24.2
21.8
20.1
28.2
29.1
CHASE
MATCH LINE IH 35E NB STA. 1090+00
PROP ROW
EXIST ROW
CONTROL OF ACCESS
CONTROL OF ACCESS
INWOOD TO SB 35E
35+00
SOUTHBOUND IH 35E MAINLANES
NORTHBOUND IH 35E MAINLANES
EXIST ROW
4095+00
MATCH FUTURE INWOOD
BUSINESS
R=1000'
4100+00
623' TAPER
10+00
2095+00
195+00
1095+00
20+00
2100+00
200+00
1100+00
3095+00
3100+00
HOV STA 197+50.25 = INWOOD RD STA 20+48.33
BEGIN BRIDGE: HOV=195+97 35NB=1096+00 35SB=2095+00
MATCH FUTURE INWOOD
END BRIDGE: HOV=198+97 35NB=1099+00
BEGIN BRIDGE: 35NB=1102+00
FUTURE INWOOD CONSTRUCTION ROW
INWOOD RD
25+00
M. M. DISP
DART
NOTE: INWOOD SCHEDU CSJ 019 LANES IN TACT

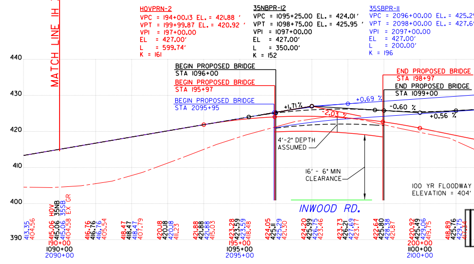


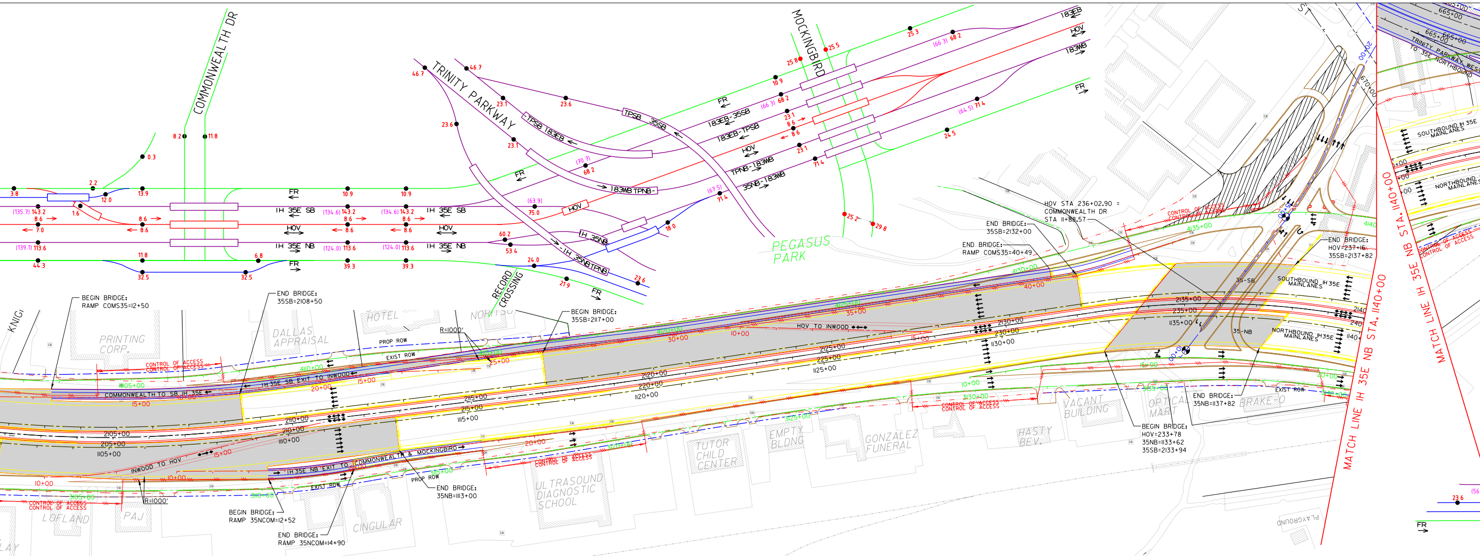
INWOOD RD.

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH
INWOOD RD TO NB IH 35E HO						
INWHOV-1	11+32.63	6,983,224.56	2,475,196.14	15° 06' 37.28" LT	132.63'	263.73'

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH
COMMONWEALTH DR TO SB IH 3						
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'

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH
IH 35E SB TO INWOOD R						
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'

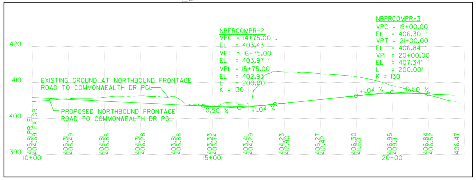



COMMONWEALTH DR
MOCKINGBIRD
TRINITY PARKWAY
RECORD CROSSING
PEGASUS PARK
IH 35E SB
IH 35E NB
HOV
FR
TPSB 35SB
TPSB 183EB
183EB-35SB
183EB-TPSB
183EB
183WB
183WB TPNB
TPNB 183WB
35NB 183WB
IH 35NB
IH 35NBTPNB
BEGIN BRIDGE: RAMP COMS35=12+50
END BRIDGE: 35SB=2108+50
BEGIN BRIDGE: 35SB=2117+00
END BRIDGE: 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
BEGIN BRIDGE: RAMP 35NCOM=12+52
END BRIDGE: RAMP 35NCOM=14+90
END BRIDGE: 35NB=1113+00
COMMONWEALTH TO SB IH 35E
IH 35E SB EXIT TO INWOOD
HOV TO INWOOD
INWOOD TO HOV
IH 35E NB EXIT TO COMMONWEALTH & MOCKINGBIRD
SOUTHBOUND IH 35E MAINLANES
NORTHBOUND IH 35E MAINLANES
35-SB
35-NB
PROP ROW
EXIST ROW
CONTROL OF ACCESS
R=1000'
PRINTING CORP.
DALLAS APPRAISAL
HOTEL
LOFLAND
PAJ
CINGULAR
ULTRASOUND DIAGNOSTIC SCHOOL
TUTOR CHILD CENTER
EMPTY BLDG
GONZALEZ FUNERAL
HASTY BEV.
VACANT BUILDING
OPTICAL MART
BRAKE-O
PLAYGROUND
MATCH LINE IH 35E NB STA. 1140+00
MATCH LINE IH 35E NB STA. 1140+00

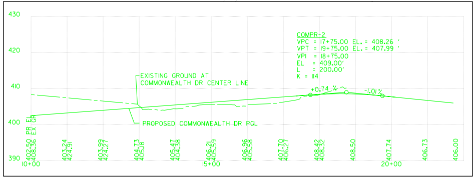
RECONSTRUCTION CURRENTLY
LED FOR LATE 2003-EARLY 2004.
6-03-199 WILL REBUILD U-TURN
BUT LEAVE ALL OTHER CONSTRUCTION
.MATCHING FRONTAGE ROADS AS SHOWN.

INWOOD RD.

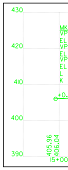
STATION	NORTHING	EASTING	BEARING
10+00.00	6,981,980.21	2,475,388.32	N 25° 41′ 45.18" E
20+00.00	6,982,881.32	2,475,821.92	



NORTHBOUND FRONTAGE ROAD TO COMMONWEALTH DR.



COMMONWEALTH DR.



CURVE NAME	P.I.			DELTA
	STATION	NORTHING	EASTING	
MK-1	19+68.90	6,985,438.08	2,469,447.07	12° 35′ 39.36

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

5E (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)

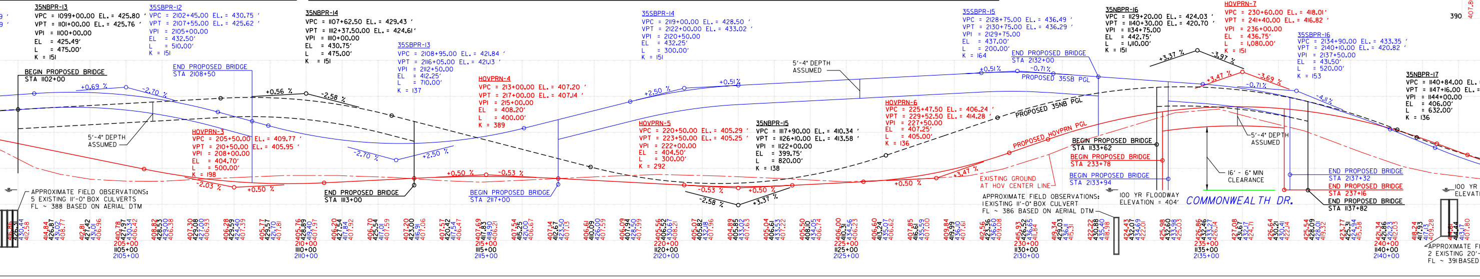
CURVE NAME	P.I.			DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
	STATION	NORTHING	EASTING								
35NCOM-1	13+39.85	6,983,294.29	2,474,625.27	9° 50′ 56.35" LT	129.24′	257.80′	1,500.00′	12+10.61	14+68.41	N 81° 15′ 11.66" W	S 88° 53′ 51.99" W
35NCOM-2	16+48.74	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

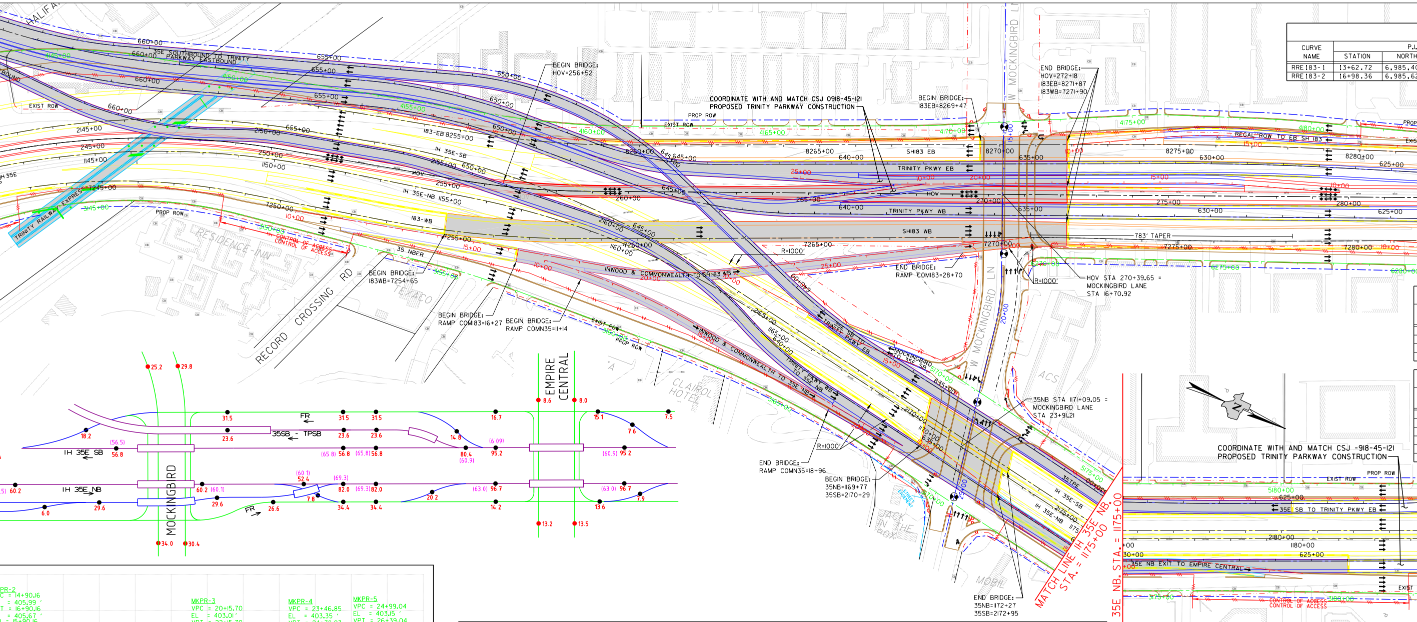
COMMONWEALTH DR

CURVE NAME	P.I.			DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
	STATION	NORTHING	EASTING								
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

IH 35E NB FRONTAGE RD TO COMMONWEALTH DR

CURVE NAME	P.I.			DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
	STATION	NORTHING	EASTING								
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



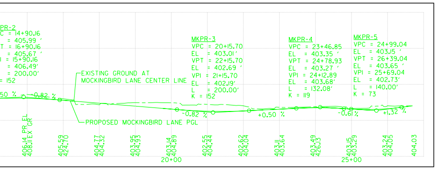

COORDINATE WITH AND MATCH CSJ 0918-45-121
PROPOSED TRINITY PARKWAY CONSTRUCTION
BEGIN BRIDGE:
HOV=256+52
BEGIN BRIDGE:
183EB=8269+47
END BRIDGE:
HOV=272+18
183EB=8271+87
183WB=7271+90
MOCKINGBIRD LN
METROMEDIA
REGAL ROW TO EB SH 183
SH183 EB
TRINITY PKWY EB
TRINITY PKWY WB
SH183 WB
HOV
783' TAPER
HOV STA 270+39.65 =
MOCKINGBIRD LANE
STA 16+70.92
END BRIDGE:
RAMP COMI83=28+70
BEGIN BRIDGE:
183WB=7254+65
BEGIN BRIDGE:
RAMP COMI83=16+27
BEGIN BRIDGE:
RAMP COMN35=11+14
INWOOD & COMMONWEALTH TO SH183 WB
INWOOD & COMMONWEALTH TO 35E NB
35NB STA 1171+09.05 =
MOCKINGBIRD LANE
STA 23+91.21
END BRIDGE:
RAMP COMN35=18+96
BEGIN BRIDGE:
35NB=1169+77
35SB=2170+29
END BRIDGE:
35NB=1172+27
35SB=2172+95
MATCH LINE IH 35E NB, STA. = 1175+00
MATCH LINE IH 35E NB. STA. = 1175+00
COORDINATE WITH AND MATCH CSJ -918-45-121
PROPOSED TRINITY PARKWAY CONSTRUCTION
35E SB TO TRINITY PKWY EB
35E NB EXIT TO EMPIRE CENTRAL
TRINITY PKWY, INWOOD & COMMONWEALTH TO 35E NB
SH 183 EXIT
RECORD CROSSING RD
RESIDENCE INN
TEXACO
CLAIROL HOTEL
ACS
JACK IN THE BOX
MOBIL
TRINITY RAILWAY EXPRESS
IH 35E-SB
IH 35E-NB
35 NBFR
PROP ROW
EXIST ROW
CONTROL OF ACCESS
R=1000'
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 LEN
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	8257+53.00	6,984,337.67	2,470,184.83	9° 32′ 30.70"
183EB-2	8275+81.78	6,985,436.85	2,468,722.07	2° 15′ 53.61"
183EB-3	8282+45.42	6,985,856.22	2,468,207.63	0° 51′ 03.96"
183EB-4	8289+89.93	6,986,335.17	2,467,637.63	3° 53′ 02.12"

CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA
183WB-1	7245+91.48	6,983,702.19	2,471,153.01	19° 15′ 12.48"
183WB-2	7255+67.03	6,984,430.40	2,470,495.34	11° 06′ 04.72"
183WB-3	7271+33.51	6,985,370.12	2,469,239.78	1° 35′ 57.85"
183WB-4	7276+34.48	6,985,681.38	2,468,847.23	1° 45′ 17.51"
183WB-5	7283+26.83	6,986,094.75	2,468,291.79	1° 33′ 03.46"
183WB-6	7289+79.20	6,986,469.94	2,467,758.08	2° 41′ 40.48"


MKPR-2
MKPR-3
VPC = 20+15.70
VPT = 22+15.70
EL = 403.01'
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
-0.82 %
+0.50 %
-0.81 %
+1.32 %
20+00
25+00

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	14+18.41	6,984,363.45	2,470,572.55	0° 35′ 59.45" RT	41.88′	83.75′	8,000.00′	13+76.53	14+60.28	N 43° 11′ 42.93" W	N 42° 35′ 43.49" W
COM183-2	20+41.51	6,984,822.15	2,470,150.82	16° 35′ 30.52" LT	174.97′	347.40′	1,200.00′	18+66.54	22+13.94	N 42° 35′ 43.49" W	N 59° 11′ 14.00" 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)
COMN35-1	12+22.39	6,984,759.39	2,470,253.58	15° 15′ 39.91" RT	222.39′	442.08′	1,660.00′	10+00.00	14+42.08	N 37° 50′ 40.81" W	N 22° 35′ 00.90" W

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
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
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
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

MOCKINGBIRD LN TO SB IH 35E (ENTRANCE RAM

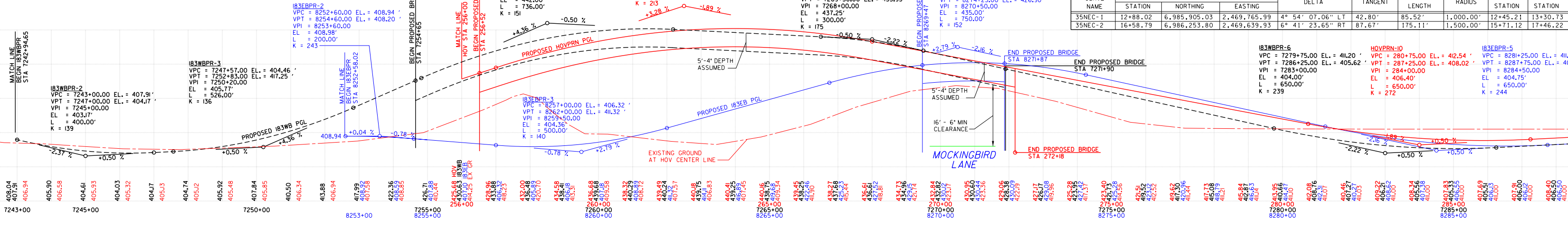
CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION
MKS35-1	12+34.11	6,985,143.38	2,469,892.69	2° 33′ 42.90" RT	22.36′	44.70′	1,000.00′	12+11.75	12+56.44
MKS35-2	14+00.29	6,985,297.42	2,469,830.26	10° 19′ 35.86" LT	90.36′	180.16′	1,000.00′	13+09.93	14+90.09
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

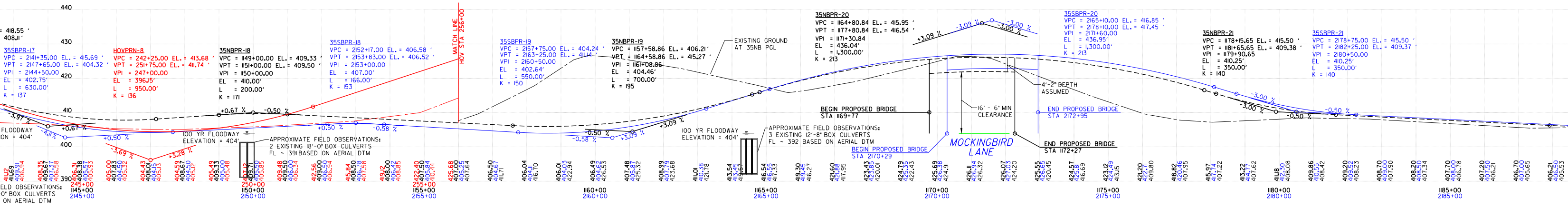
IH 35E NB TO EMPIRE CENTRAL DR (EXIT RAM

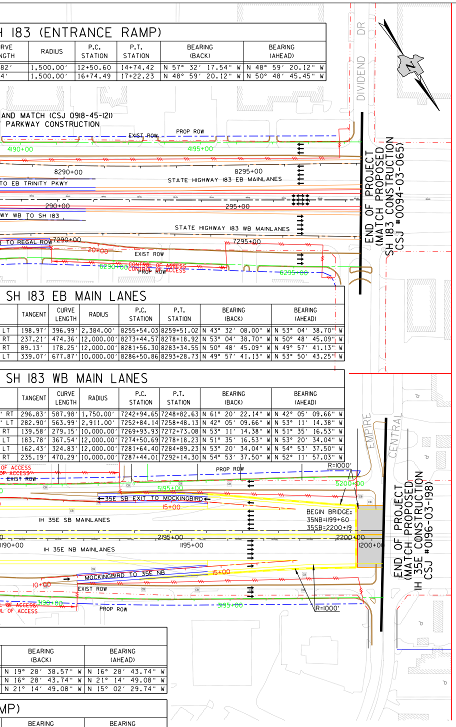
CURVE NAME	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION
35NEC-1	12+88.02	6,985,905.03	2,469,765.99	4° 54′ 07.06" LT	42.80′	85.52′	1,000.00′	12+45.21	13+30.73
35NEC-2	16+58.79	6,986,253.80	2,469,639.93	6° 41′ 23.65" RT	87.67′	175.11′	1,500.00′	15+71.12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

MOCKINGBIRD LN

	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
' 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


MATCH LINE
BEGIN 183WBPR
STA 7242+94.65
183WBPR-2
VPC = 7243+00.00 EL. = 407.91'
VPT = 7247+00.00 EL. = 404.17'
VPI = 7245+00.00
EL = 403.17'
L = 400.00'
K = 139
183WBPR-3
VPC = 7247+57.00 EL. = 404.46'
VPT = 7252+83.00 EL. = 417.25'
VPI = 7250+20.00
EL = 405.77'
L = 526.00'
K = 136
183EBPR-2
VPC = 8252+60.00 EL. = 408.94'
VPT = 8254+60.00 EL. = 408.20'
VPI = 8253+60.00
EL = 408.98'
L = 200.00'
K = 243
BEGIN PROPOSED BRIDGE
STA 7254+65
MATCH LINE
HOV STA 256+00
BEGIN PROPOSED BRIDGE
STA 256+52
183WBPR-4
VPC = 7254+82.00 EL. = 425.94'
VPT = 7262+18.00 EL. = 440.16'
VPI = 7258+50.00
EL = 442.00'
L = 736.00'
K = 151
HOVPRN-9
VPC = 257+00.00 EL. = 428.96'
VPT = 268+00.00 EL. = 436.61'
STA = 262+50.00
EL = 447.00'
L = 1,100.00'
K = 213
183EBPR-3
VPC = 8257+00.00 EL. = 406.32'
VPT = 8262+00.00 EL. = 411.32'
VPI = 8259+50.00
EL = 404.36'
L = 500.00'
K = 140
183WBPR-5
VPC = 7266+50.00 EL. = 438.00'
VPT = 7269+50.00 EL. = 433.93'
VPI = 7268+00.00
EL = 437.25'
L = 300.00'
K = 175
183EBPR-4
VPC = 8266+75.00 EL. = 424.55'
VPT = 8274+25.00 EL. = 426.90'
VPI = 8270+50.00
EL = 435.00'
L = 750.00'
K = 152
BEGIN PROPOSED BRIDGE
STA 8269+47
END PROPOSED BRIDGE
STA 8271+87
END PROPOSED BRIDGE
STA 7271+90
END PROPOSED BRIDGE
STA 272+18
183WBPR-6
VPC = 7279+75.00 EL. = 411.20'
VPT = 7286+25.00 EL. = 405.62'
VPI = 7283+00.00
EL = 404.00'
L = 650.00'
K = 239
HOVPRN-10
VPC = 280+75.00 EL. = 412.54'
VPT = 287+25.00 EL. = 408.02'
VPI = 284+00.00
EL = 406.40'
L = 650.00'
K = 272
183EBPR-5
VPC = 8281+25.00 EL. = 41
VPT = 8287+75.00 EL. = 4
VPI = 8284+50.00
EL = 404.75'
L = 650.00'
K = 244
PROPOSED 183WB PGL
PROPOSED HOVPRN PGL
PROPOSED 183EB PGL
EXISTING GROUND
AT HOV CENTER LINE
5'-4" DEPTH
ASSUMED
16' - 6" MIN
CLEARANCE
MOCKINGBIRD LANE
7243+00
7245+00
7250+00
8253+00
7255+00
8255+00
7260+00
8260+00
7265+00
8265+00
7270+00
8270+00
7275+00
8275+00
7280+00
8280+00
7285+00
8285+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
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
BEGIN PROPOSED BRIDGE
STA 1169+77
BEGIN PROPOSED BRIDGE
STA 2170+29
16' - 6" MIN
CLEARANCE
4'-2" DEPTH
ASSUMED
END PROPOSED BRIDGE
STA 2172+95
END PROPOSED BRIDGE
STA 1172+27
MOCKINGBIRD LANE
1145+00
2145+00
1150+00
2150+00
1155+00
2155+00
1160+00
2160+00
1165+00
2165+00
1170+00
2170+00
1175+00
2175+00
1180+00
2180+00
1185+00
2185+00


DIVIDEND DR
AND MATCH (CSJ 0918-45-121)
PARKWAY CONSTRUCTION
EXIST ROW
PROP ROW
4190+00
4195+00
8290+00
8295+00
TO EB TRINITY PKWY
STATE HIGHWAY 183 EB MAINLANES
290+00
295+00
WY WB TO SH 183
STATE HIGHWAY 183 WB MAINLANES
TO REGAL ROW
7290+00
7295+00
20+00
CONTROL OF ACCESS
6290+00
6295+00
END OF PROJECT
(MATCH PROPOSED
SH 183 CONSTRUCTION
CSJ #0094-03-065)
EMPIRE
CENTRAL
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
1195+00
1200+00
IH 35E NB MAINLANES
MOCKINGBIRD TO 35E NB
10+00
3190+00
3195+00
END OF PROJECT
(MATCH PROPOSED
IH 35E CONSTRUCTION
CSJ #0196-03-198)

H 183 (ENTRANCE RAMP)

RVE NGTH	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	198.97'	396.99'	2,384.00'	8255+54.03	8259+51.02	N 43° 32' 08.00" W	N 53° 04' 38.70" W
RT	237.21'	474.36'	12,000.00'	8273+44.57	8278+18.92	N 53° 04' 38.70" W	N 50° 48' 45.09" W
RT	89.13'	178.25'	12,000.00'	8281+56.30	8283+34.55	N 50° 48' 45.09" W	N 49° 57' 41.13" W
LT	339.07'	677.87'	10,000.00'	8286+50.86	8293+28.73	N 49° 57' 41.13" W	N 53° 50' 43.25" W

SH 183 WB MAIN LANES

	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
" RT	296.83'	587.98'	1,750.00'	7242+94.65	7248+82.63	N 61° 20' 22.14" W	N 42° 05' 09.66" W
" LT	282.90'	563.99'	2,911.00'	7252+84.14	7258+48.13	N 42° 05' 09.66" W	N 53° 11' 14.38" W
RT	139.58'	279.15'	10,000.00'	7269+93.93	7272+73.08	N 53° 11' 14.38" W	N 51° 35' 16.53" W
LT	183.78'	367.54'	12,000.00'	7274+50.69	7278+18.23	N 51° 35' 16.53" W	N 53° 20' 34.04" W
LT	162.43'	324.83'	12,000.00'	7281+64.40	7284+89.23	N 53° 20' 34.04" W	N 54° 53' 37.50" W
RT	235.19'	470.29'	10,000.00'	7287+44.01	7292+14.30	N 54° 53' 37.50" W	N 52° 11' 57.03" W

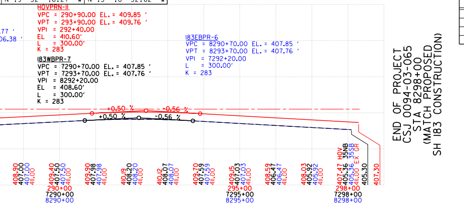
BEARING (BACK)	BEARING (AHEAD)
N 19° 28' 38.57" W	N 16° 28' 43.74" W
N 16° 28' 43.74" W	N 21° 14' 49.08" W
N 21° 14' 49.08" W	N 15° 02' 29.74" W

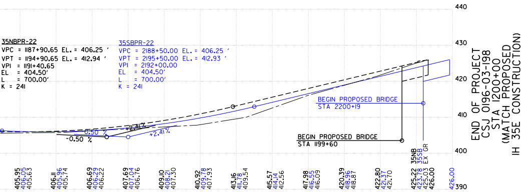
MP)

BEARING (BACK)	BEARING (AHEAD)
N 24° 37' 21.07" W	N 22° 03' 38.17" W
N 22° 03' 38.17" W	N 32° 23' 14.03" W
N 32° 23' 14.03" W	N 26° 05' 20.17" W

P)

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


.77 '
06.38 '
HOVPRN-11
VPC = 290+90.00 EL. = 409.85 '
VPT = 293+90.00 EL. = 409.76 '
VPI = 292+40.00
EL = 410.60'
L = 300.00'
K = 283
183WBPR-7
VPC = 7290+70.00 EL. = 407.85 '
VPT = 7293+70.00 EL. = 407.76 '
VPI = 8292+20.00
EL = 408.60'
L = 300.00'
K = 283
183EBPR-6
VPC = 8290+70.00 EL. = 407.85 '
VPT = 8293+70.00 EL. = 407.76 '
VPI = 7292+20.00
L = 300.00'
K = 283
+0.50 %
-0.56 %
+0.50 %
-0.56 %
408.90 407.00 407.00 411.00
409.40 407.50 407.50 411.00
409.90 407.98 407.98 411.00
410.19 408.20 408.20 411.00
410.12 408.07 408.07 411.00
409.70 407.59 407.59 411.00
409.15 407.03 407.03 411.00
408.59 406.47 406.47 411.00
408.03 405.92 405.92 411.00
407.47 HOV 405.36 35NB 405.36 35SB 411.00 EX GR
405.30
407.30
290+00
7290+00
8290+00
295+00
7295+00
8295+00
298+00
7298+00
8298+00
END OF PROJECT
CSJ 0094-03-065
STA 8298+00
(MATCH PROPOSED
SH 183 CONSTRUCTION)


440
430
420
410
400
390
35NBPR-22
VPC = 1187+90.65 EL. = 406.25 '
VPT = 1194+90.65 EL. = 412.94 '
VPI = 1191+40.65
EL = 404.50'
L = 700.00'
K = 241
35SBPR-22
VPC = 2188+50.00 EL. = 406.25 '
VPT = 2195+50.00 EL. = 412.93 '
VPI = 2192+00.00
EL = 404.50'
L = 700.00'
K = 241
BEGIN PROPOSED BRIDGE
STA 2200+19
BEGIN PROPOSED BRIDGE
STA 1199+60
-0.50 %
+2.41%
1190+00
2190+00
1195+00
2195+00
1200+00
2200+00
END OF PROJECT
CSJ 0196-03-198
STA 1200+00
(MATCH PROPOSED
IH 35E CONSTRUCTION)

IH 35E NB FRONTAGE RD

CURVE NAME	P.I.			DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
	STATION	NORTHING	EASTING								
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.			DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
	STATION	NORTHING	EASTING								
SBFR-12	4093+66.21	6,982,634.32	2,476,121.34	9° 36' 20.45" LT	168.04'	335.30'	2,000.00'	4091+98.16	4095+33.46	N 56° 36' 44.84" W	N 66° 13' 05.30" W
SBFR-13	4100+43.88	6,982,907.92	2,475,500.48	16° 01' 27.19" LT	283.20'	562.71'	2,012.00'	4097+60.68	4103+23.39	N 66° 13' 05.30" W	N 82° 14' 32.48" W
SBFR-14	4106+50.02	6,982,990.23	2,474,896.23	6° 11' 20.09" LT	108.12'	216.03'	2,000.00'	4105+41.90	4107+57.93	N 82° 14' 32.48" W	N 88° 25' 52.57" W
SBFR-15	4111+80.68	6,983,004.77	2,474,365.56	3° 47' 42.51" RT	132.52'	264.95'	4,000.00'	4110+48.15	4113+13.10	N 88° 25' 52.57" W	N 84° 38' 10.06" W
SBFR-16	4116+48.23	6,983,048.48	2,473,899.96	4° 49' 46.74" LT	84.34'	168.59'	2,000.00'	4115+63.89	4117+32.48	N 84° 38' 10.06" W	N 89° 27' 56.81" W
SBFR-17	4127+53.02	6,983,058.78	2,472,795.12	5° 24' 41.92" LT	94.52'	188.90'	2,000.00'	4126+58.50	4128+47.40	N 89° 27' 56.81" W	S 85° 07' 21.27" W
SBFR-18	4141+22.36	6,982,942.34	2,471,430.59	51° 20' 30.59" RT	720.96'	1,344.13'	1,500.00'	4134+01.40	4147+45.53	S 85° 07' 21.27" W	N 43° 32' 08.14" W
SBFR-19	4159+25.54	6,984,320.45	2,470,121.19	9° 32' 30.31" LT	195.21'	389.53'	2,339.00'	4157+30.32	4161+19.85	N 43° 32' 08.14" W	N 53° 04' 38.45" W
SBFR-20	4169+27.17	6,984,922.71	2,469,319.71	2° 43' 20.50" LT	47.52'	95.03'	2,000.00'	4168+79.65	4169+74.68	N 53° 04' 38.45" W	N 55° 47' 58.94" W
SBFR-21	4175+73.13	6,985,285.81	2,468,785.44	5° 05' 46.33" RT	44.50'	88.95'	1,000.00'	4175+28.63	4176+17.58	N 55° 47' 58.94" W	N 50° 42' 12.61" W
SBFR-22	4179+28.85	6,985,511.13	2,468,510.11	3° 15' 41.84" RT	86.10'	172.14'	3,024.00'	4178+42.75	4180+14.90	N 50° 42' 12.61" W	N 47° 26' 30.77" W
SBFR-23	4183+80.37	6,985,816.54	2,468,177.49	3° 15' 09.88" LT	198.75'	397.40'	7,000.00'	4181+81.62	4185+79.02	N 47° 26' 30.77" W	N 50° 41' 40.65" W
SBFR-24	4188+93.55	6,986,141.69	2,467,780.32	2° 26' 37.57" LT	127.97'	255.91'	6,000.00'	4187+65.58	4190+21.49	N 50° 41' 40.65" W	N 53° 08' 18.22" W

IH 35E SB FRONTAGE RD-I

CURVE NAME	P.I.			DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
	STATION	NORTHING	EASTING								
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.			DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
	STATION	NORTHING	EASTING								
35NB-7	1090+48.13	6,982,630.64	2,476,482.97	0° 59' 59.87" RT	87.27'	174.53'	10,000.00'	1089+60.87	1091+35.39	N 61° 58' 27.06" W	N 60° 58' 27.19" W
35NB-8	1101+31.89	6,983,156.49	2,475,535.32	26° 58' 09.98" LT	786.05'	1,542.91'	3,278.00'	1093+45.83	1108+88.75	N 60° 58' 27.19" W	N 87° 56' 37.17" W
35NB-9	1118+62.83	6,983,219.64	2,473,776.32	1° 31' 18.69" LT	159.38'	318.74'	12,000.00'	1117+03.45	1120+22.19	N 87° 56' 37.17" W	N 89° 27' 55.86" W
35NB-10	1142+32.94	6,983,241.75	2,471,406.29	47° 55' 16.81" RT	1,022.13'	1,923.53'	2,300.00'	1132+10.81	1151+34.34	N 89° 27' 55.86" W	N 41° 32' 39.05" W
35NB-11	1160+08.98	6,984,661.38	2,470,148.36	21° 48' 53.85" RT	443.22'	875.64'	2,300.00'	1155+65.75	1164+41.39	N 41° 32' 39.05" W	N 19° 43' 45.21" W

IH 35E HOV LANES

CURVE NAME	P.I.			DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
	STATION	NORTHING	EASTING								
HOV-5	201+23.79	6,983,128.74	2,475,527.62	26° 58' 10.98" LT	779.35'	1,529.75'	3,250.00'	193+44.45	208+74.19	N 60° 58' 26.36" W	N 87° 56' 37.34" W
HOV-6	218+48.01	6,983,191.65	2,473,775.59	1° 31' 18.54" LT	159.00'	317.98'	11,972.00'	216+89.00	220+06.99	N 87° 56' 37.34" W	N 89° 27' 55.89" W
HOV-7	241+93.80	6,983,213.53	2,471,429.87	46° 16' 43.40" RT	944.44'	1,784.90'	2,210.00'	232+49.36	250+34.26	N 89° 27' 55.89" W	N 43° 11' 12.49" W
HOV-8	257+04.83	6,984,391.08	2,470,324.59	9° 22' 42.94" LT	181.28'	361.72'	2,210.00'	255+23.55	258+85.27	N 43° 11' 12.49" W	N 52° 33' 55.42" W
HOV-9	287+69.73	6,986,254.61	2,467,890.25	0° 10' 59.81" LT	19.19'	38.39'	12,000.00'	287+50.54	287+88.93	N 52° 33' 55.42" W	N 52° 44' 55.23" W
HOV-10	293+43.19	6,986,601.73	2,467,433.78	0° 17' 38.34" LT	30.79'	61.57'	12,000.00'	293+12.41	293+73.98	N 52° 44' 55.23" W	N 53° 02' 33.58" W

SH 183 WB FRONTAGE RD

CURVE NAME	P.I.			DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
	STATION	NORTHING	EASTING								
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.			DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
	STATION	NORTHING	EASTING								
35SB-7	2090+46.26	6,982,581.77	2,476,455.61	0° 59' 58.15" LT	87.22'	174.44'	10,000.00'	2089+59.04	2091+33.48	N 59° 58' 26.59" W	N 60° 58' 24.74" W
35SB-8	2101+16.36	6,983,101.00	2,475,519.92	26° 58' 12.60" LT	772.65'	1,516.59'	3,222.00'	2093+43.71	2108+60.31	N 60° 58' 24.74" W	N 87° 56' 37.34" W
35SB-9	2118+33.72	6,983,163.65	2,473,774.99	1° 31' 18.58" LT	158.63'	317.24'	11,944.00'	2116+75.08	2119+92.33	N 87° 56' 37.34" W	N 89° 27' 55.93" W
35SB-10	2142+30.38	6,983,186.01	2,471,378.41	45° 55' 46.17" RT	971.23'	1,837.17'	2,292.00'	2132+59.15	2150+96.32	N 89° 27' 55.93" W	N 43° 32' 09.75" W
35SB-11	2158+14.14	6,984,410.48	2,470,214.97	23° 48' 24.71" RT	526.99'	1,038.70'	2,500.00'	2152+87.15	2163+25.85	N 43° 32' 09.75" W	N 19° 43' 45.05" W

SH 183 WB TO REGAL ROW (EXIT RAMP)

CURVE NAME	P.I.			DELTA	TANGENT	CURVE LENGTH	RADIUS	P.C. STATION	P.T. STATION	BEARING (BACK)	BEARING (AHEAD)
	STATION	NORTHING	EASTING								
183WRR-1	13+63.78	6,986,193.62	2,468,207.63	8° 38' 59.16" LT	113.44'	226.45'	1,500.00'	12+50.34	14+76.79	N 48° 45' 37.21" W	N 57° 24' 36.37" W
183WRR-2	17+77.58	6,986,416.73	2,467,858.62	6° 30' 24.68" RT	86.06'	171.94'	1,514.00'	16+91.52	18+63.46	N 57° 24' 36.37" W	N 50° 54' 11.69" W
183WRR-3	19+28.31	6,986,511.90	2,467,741.49	4° 54' 19.31" RT	64.85'	129.63'	1,514.07'	18+63.46	19+93.09	N 50° 54' 11.69" W	N 45° 59' 52.38" W
183WRR-4	20+89.74	6,986,624.10	2,467,625.32	4° 58' 10.97" LT	43.40'	86.74'	1,000.00'	20+46.34	21+33.08	N 45° 59' 52.38" W	N 50° 58' 03.35" W

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: DECEMBER 2004

FUNCTIONAL CLASSIFICATION: INTERSTATE

ROADWAY TYPE	CSJ #	
	0009-11-181 0196-03-199 0442-02-132	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
LOOPS	25 MPH	25 MPH

PRELIMINARY

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NOT A BIDDING DOCUMENT

DOUGLAS CRAIG BOWEN

87638
TEXAS REGISTRATION NUMBER

12/20/04
DATE

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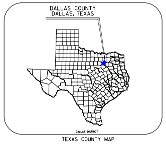
ROLL 1 = IH 30 PLAN/PROFILE FROM SYLVAN AVENUE TO EAST OF UP RR
ROLL 2 = IH 30 PLAN/PROFILE FROM EAST OF UP RR TO IH 45
ROLL 3 = IH 30 FRONTAGE ROAD & RAMP PROFILES
ROLL 4 = IH 45 DIRECT CONNECTIONS PROFILES
ROLL 5 = IH 35E PLAN/PROFILE FROM EIGHTH STREET TO REUNION
ROLL 6 = IH 35E PLAN/PROFILE FROM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

JACOBS

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