TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

WILLIAM L. HALE, DISTRICT ENGINEER

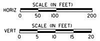
DESIGN SCHEMATIC

CSJ: 0009-11-181 IH 30 FROM IH 45 TO IH 35E (2.256 MILES)
0196-03-199 IH 35E FROM IH 30 TO SH 183 (5.96 MILES)
0196-03-205 IH 35E AT IH 30 (0.52 MILES)
0442-02-132 IH 35E FROM EIGHTH STREET TO IH 30 (1.2 MILES)
1068-04-116 IH 30 FROM SYLVAN AVENUE TO IH 35E (1.056 MILES)

ROLL 15 OF 16

DALLAS COUNTY

DATE: DECEMBER 2004



SCALE (IN FEET)
HORIZ
0
50
100
200
SCALE (IN FEET)
VERT
0
5
10
15
20

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

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

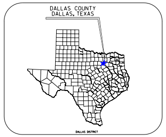
DOUGLAS CRAIG BOWEN

87638
TEXAS REGISTRATION NUMBER

12/20/04
DATE

TABLE OF CONTENTS:

ROLL 1 = IH 30 PLAN/PROFILE FROM SYLVAN AVENUE TO EAST OF UP RR
ROLL 2 = IH 30 PLAN/PROFILE FROM EAST OF UP RR TO IH 45
ROLL 3 = IH 30 FRONTAGE ROAD & RAMP PROFILES
ROLL 4 = IH 45 DIRECT CONNECTIONS PROFILES
ROLL 5 = IH 35E PLAN/PROFILE FROM EIGHTH STREET TO REUNION
ROLL 6 = IH 35E PLAN/PROFILE FROM REUNION TO OAK LAWN
ROLL 7 = IH 35E PLAN/PROFILE FROM OAK LAWN TO SOUTH OF INWOOD
ROLL 8 = IH 35E PLAN/PROFILE FROM SOUTH OF INWOOD TO SH 183
ROLL 9 = IH 35E FRONTAGE ROAD, COLLECTOR-DISTRIBUTOR, AND RAMP PROFILES FROM EIGHTH STREET TO DALLAS NORTH TOLLWAY
ROLL 10 = IH 30 AND IH 35E HOV/M LANE PROFILES FROM EIGHTH STREET TO CONTINENTAL
ROLL 11 = IH 30/IH 35E DIRECT CONNECTION PROFILES
ROLL 12 = IH 30 AND IH 35E FRONTAGE ROAD, COLLECTOR-DISTRIBUTOR, AND RAMP PROFILES
ROLL 13 = IH 35E CROSS STREET AND RAMP PROFILES
ROLL 14 = IH 35E FRONTAGE ROAD PROFILES AND TYPICAL SECTIONS FROM OAK LAWN TO SOUTH OF INWOOD
ROLL 15 = IH 35E FRONTAGE ROAD PROFILES AND TYPICAL SECTIONS FROM SOUTH OF INWOOD TO SH 183
ROLL 16 = TRINITY PARKWAY AND TRINITY RAIL EXPRESS PROFILES



DALLAS COUNTY
DALLAS, TEXAS
DALLAS DISTRICT

TEXAS COUNTY MAP

LEGEND	EXISTING	PROPOSED
HORIZONTAL CURVE DATA	NOT SHOWN	R20-H1
EXISTING BUILDING TO BE REMOVED	NOT APPLICABLE	▨
EXISTING BUILDING TO REMAIN	NOT APPLICABLE	▨
ADA RAMP	NOT SHOWN	△
BRIDGES	▭	▬
DRAINAGE FLOW INDICATOR	→ → →	
PGL/BASELINE	NOT SHOWN	— - — - —
RETAINING WALL	NOT SHOWN	━━━━
RIGHT-OF-WAY	— · — · —	— · — · —
ROADWAY FRONTAGE ROAD/CROSS STREET	— — — — —	———
ROADWAY HOV/M LANES/MAINLANES/RAMPS	NOT APPLICABLE	———
HOV/M TRAFFIC LANE DIRECTIONAL INDICATOR	NOT APPLICABLE	◆⟷◆
MAINLANE/FRONTAGE/RAMP TRAFFIC LANE DIRECTIONAL INDICATOR	NOT SHOWN	←
TRAFFIC SIGNAL	NOT SHOWN	◐
100 YEAR FLOODWAY ELEVATION	NOT SHOWN	▽
EXISTING PAVEMENT TO BE REMOVED	▨	
TRAFFIC VOLUMES (SEE NOTES 1, 2)	(EXISTING ADT/1000)	2026 ADT/1000

Note 1: Traffic analysis for highway design as supplied by Texas Transportation Institute and approved by TxDOT, Transportation & Programming Division.

Note 2: Existing ADT is not shown in all cases because the proposed design involves reconfiguration of the existing roadways and ramps.

JACOBS

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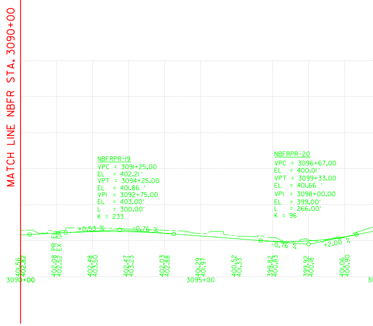
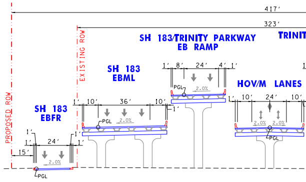
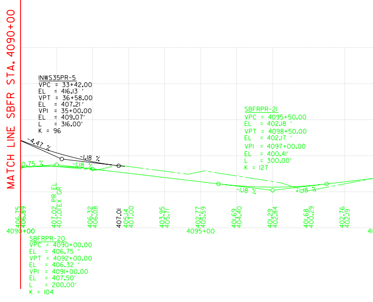
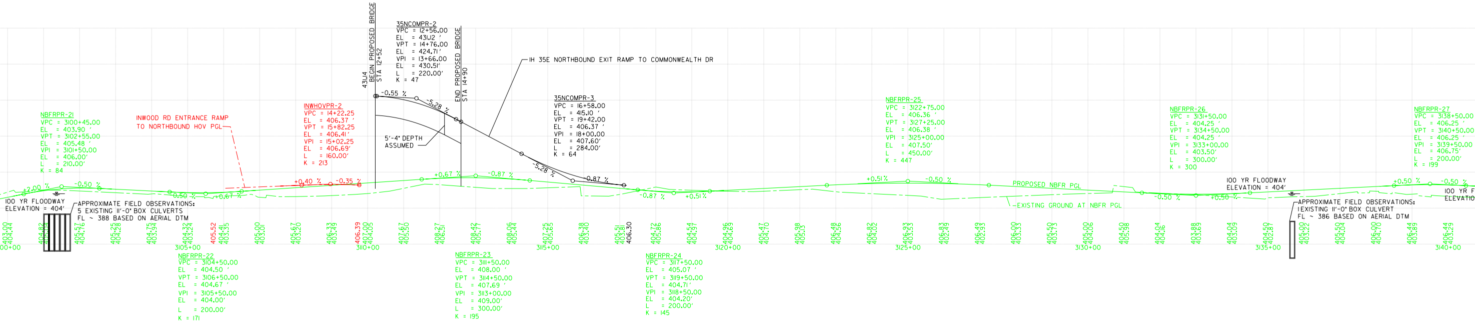


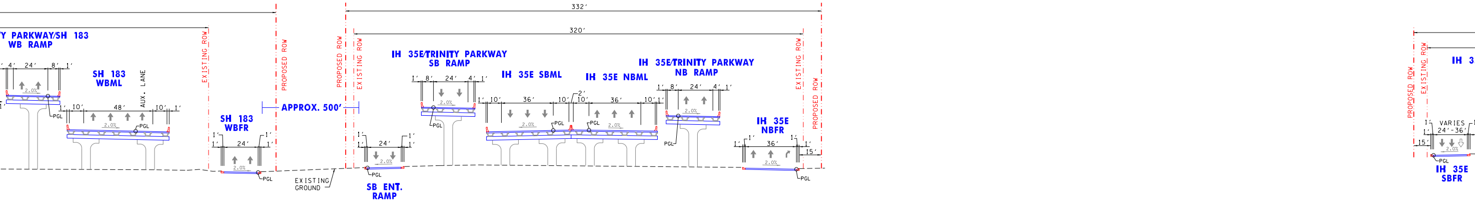


417'
323'
PROPOSED ROW
EXISTING ROW
SH 183/TRINITY PARKWAY
EB RAMP
TRINIT
SH 183
EBML
SH 183
EBFR
HOV/M LANES
1'
8'
24'
4'
1'
10'
36'
10'
1'
24'
15'
2.0%
PGL





BEGIN PROPOSED BRIDGE
STA 12+52
431.14
35NCOMPR-2
VPC = 12+56.00
EL = 431.12'
VPT = 14+76.00
EL = 424.71'
VPI = 13+66.00
EL = 430.51'
L = 220.00'
K = 47
END PROPOSED BRIDGE
STA 14+90
IH 35E NORTHBOUND EXIT RAMP TO COMMONWEALTH DR
35NCOMPR-3
VPC = 16+58.00
EL = 415.10'
VPT = 19+42.00
EL = 406.37'
VPI = 18+00.00
EL = 407.60'
L = 284.00'
K = 64
5'-4" DEPTH
ASSUMED
-0.55 %
-5.28 %
-5.28 %
-0.87 %
NBFRPR-21
VPC = 3100+45.00
EL = 403.90'
VPT = 3102+55.00
EL = 405.48'
VPI = 3101+50.00
EL = 406.00'
L = 210.00'
K = 84
INWOOD RD ENTRANCE RAMP
TO NORTHBOUND HOV PGL
INWHOVPR-2
VPC = 14+22.25
EL = 406.37'
VPT = 15+82.25
EL = 406.41'
VPI = 15+02.25
EL = 406.69'
L = 160.00'
K = 213
+0.40 %
-0.35 %
+2.00 %
-0.50 %
-0.50 %
+0.67 %
+0.67 %
-0.87 %
-0.87 %
+0.51 %
100 YR FLOODWAY
ELEVATION = 404'
APPROXIMATE FIELD OBSERVATIONS:
5 EXISTING 11'-0" BOX CULVERTS
FL ~ 388 BASED ON AERIAL DTM
NBFRPR-25
VPC = 3122+75.00
EL = 406.36'
VPT = 3127+25.00
EL = 406.38'
VPI = 3125+00.00
EL = 407.50'
L = 450.00'
K = 447
+0.51%
-0.50 %
PROPOSED NBFR PGL
EXISTING GROUND AT NBFR PGL
NBFRPR-26
VPC = 3131+50.00
EL = 404.25'
VPT = 3134+50.00
EL = 404.25'
VPI = 3133+00.00
EL = 403.50'
L = 300.00'
K = 300
-0.50 %
+0.50 %
100 YR FLOODWAY
ELEVATION = 404'
APPROXIMATE FIELD OBSERVATIONS:
1 EXISTING 11'-0" BOX CULVERT
FL ~ 386 BASED ON AERIAL DTM
NBFRPR-27
VPC = 3138+50.00
EL = 406.25'
VPT = 3140+50.00
EL = 406.25'
VPI = 3139+50.00
EL = 406.75'
L = 200.00'
K = 199
+0.50 %
-0.50 %
100 YR F
ELEVATIO
3100+00
3105+00
3110+00
3115+00
3120+00
3125+00
3130+00
3135+00
3140+00
NBFRPR-22
VPC = 3104+50.00
EL = 404.50'
VPT = 3106+50.00
EL = 404.67'
VPI = 3105+50.00
EL = 404.00'
L = 200.00'
K = 171
NBFRPR-23
VPC = 3111+50.00
EL = 408.00'
VPT = 3114+50.00
EL = 407.69'
VPI = 3113+00.00
EL = 409.00'
L = 300.00'
K = 195
NBFRPR-24
VPC = 3117+50.00
EL = 405.07'
VPT = 3119+50.00
EL = 404.71'
VPI = 3118+50.00
EL = 404.20'
L = 200.00'
K = 145

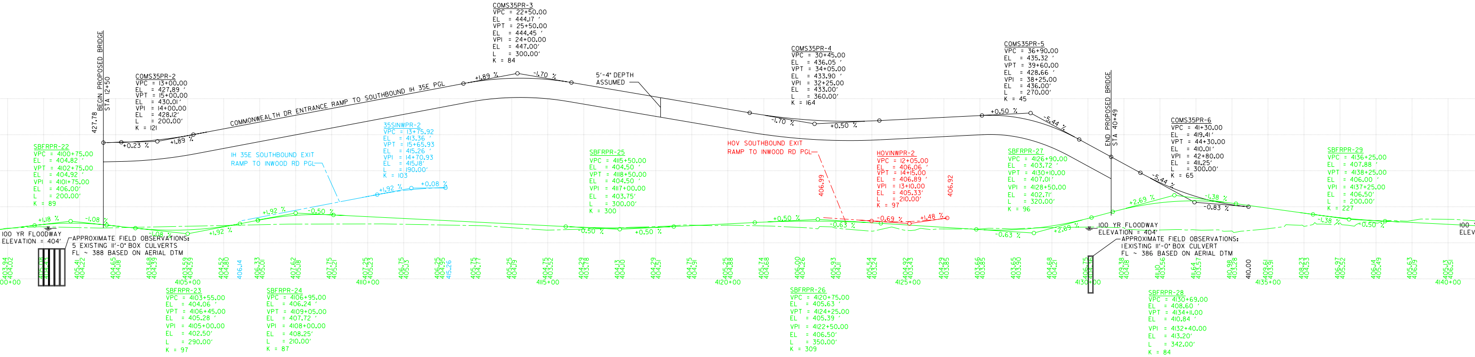


Y PARKWAY/SH 183
WB RAMP
SH 183
WBML
AUX. LANE
EXISTING ROW
PROPOSED ROW
SH 183
WBFR
APPROX. 500'
EXISTING
GROUND
332'
320'
PROPOSED ROW
EXISTING ROW
IH 35E/TRINITY PARKWAY
SB RAMP
IH 35E SBML
IH 35E NBML
IH 35E/TRINITY PARKWAY
NB RAMP
IH 35E
NBFR
SB ENT.
RAMP
EXISTING ROW
PROPOSED ROW
PGL
2.0%
VARIES
24'-36'
IH 35E
SBFR

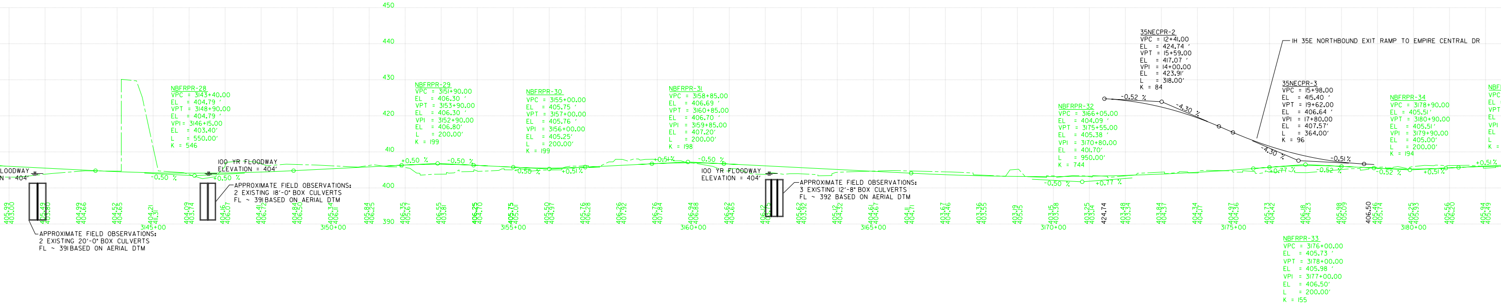
PROPOSED TYPICAL SECTION AT MOCKINGBIRD LANE

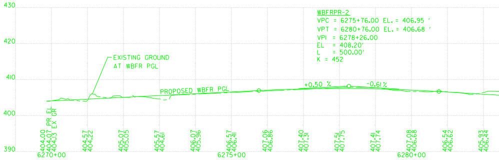
(FACING NORTH)

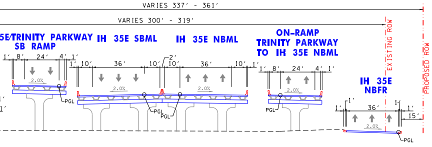
COLUMN STYLE/LOCATIONS INDICATED ARE FOR VISUAL PURPOSES ONLY



BEGIN PROPOSED BRIDGE
STA 12+50
427.78
COMS35PR-2
VPC = 13+00.00
EL = 427.89'
VPT = 15+00.00
EL = 430.01'
VPI = 14+00.00
EL = 428.12'
L = 200.00'
K = 121
COMS35PR-3
VPC = 22+50.00
EL = 444.17'
VPT = 25+50.00
EL = 444.45'
VPI = 24+00.00
EL = 447.00'
L = 300.00'
K = 84
COMMONWEALTH DR ENTRANCE RAMP TO SOUTHBOUND IH 35E PGL
5'-4" DEPTH
ASSUMED
+1.89 %
-1.70 %
COMS35PR-4
VPC = 30+45.00
EL = 436.05'
VPT = 34+05.00
EL = 433.90'
VPI = 32+25.00
EL = 433.00'
L = 360.00'
K = 164
COMS35PR-5
VPC = 36+90.00
EL = 435.32'
VPT = 39+60.00
EL = 428.66'
VPI = 38+25.00
EL = 436.00'
L = 270.00'
K = 45
+0.50 %
-5.44 %
BEGIN PROPOSED BRIDGE
STA 40+49
COMS35PR-6
VPC = 41+30.00
EL = 419.41'
VPT = 44+30.00
EL = 410.01'
VPI = 42+80.00
EL = 411.25'
L = 300.00'
K = 65
SBFRPR-22
VPC = 4100+75.00
EL = 404.82'
VPT = 4102+75.00
EL = 404.92'
VPI = 4101+75.00
EL = 406.00'
L = 200.00'
K = 89
IH 35E SOUTHBOUND EXIT
RAMP TO INWOOD RD PGL
35SINWPR-2
VPC = 13+75.92
EL = 413.36'
VPT = 15+65.93
EL = 415.26'
VPI = 14+70.93
EL = 415.18'
L = 190.00'
K = 103
+1.92 %
+0.08 %
SBFRPR-25
VPC = 4115+50.00
EL = 404.50'
VPT = 4118+50.00
EL = 404.50'
VPI = 4117+00.00
EL = 403.75'
L = 300.00'
K = 300
HOV SOUTHBOUND EXIT
RAMP TO INWOOD RD PGL
HOVINWPR-2
VPC = 12+05.00
EL = 406.06'
VPT = 14+15.00
EL = 406.89'
VPI = 13+10.00
EL = 405.33'
L = 210.00'
K = 97
-0.69 %
+1.48 %
SBFRPR-27
VPC = 4126+90.00
EL = 403.72'
VPT = 4130+10.00
EL = 407.01'
VPI = 4128+50.00
EL = 402.71'
L = 320.00'
K = 96
SBFRPR-29
VPC = 4136+25.00
EL = 407.88'
VPT = 4138+25.00
EL = 406.00'
VPI = 4137+25.00
EL = 406.50'
L = 200.00'
K = 227
100 YR FLOODWAY
ELEVATION = 404'
APPROXIMATE FIELD OBSERVATIONS:
5 EXISTING 11'-0" BOX CULVERTS
FL ~ 388 BASED ON AERIAL DTM
100 YR FLOODWAY
ELEVATION = 404'
APPROXIMATE FIELD OBSERVATIONS:
1 EXISTING 11'-0" BOX CULVERT
FL ~ 386 BASED ON AERIAL DTM
4105+00
4110+00
4115+00
4120+00
4125+00
4130+00
4135+00
4140+00
SBFRPR-23
VPC = 4103+55.00
EL = 404.06'
VPT = 4106+45.00
EL = 405.28'
VPI = 4105+00.00
EL = 402.50'
L = 290.00'
K = 97
SBFRPR-24
VPC = 4106+95.00
EL = 406.24'
VPT = 4109+05.00
EL = 407.72'
VPI = 4108+00.00
EL = 408.25'
L = 210.00'
K = 87
SBFRPR-26
VPC = 4120+75.00
EL = 405.63'
VPT = 4124+25.00
EL = 405.39'
VPI = 4122+50.00
EL = 406.50'
L = 350.00'
K = 309
SBFRPR-28
VPC = 4130+69.00
EL = 408.60'
VPT = 4134+11.00
EL = 410.84'
VPI = 4132+40.00
EL = 413.20'
L = 342.00'
K = 84

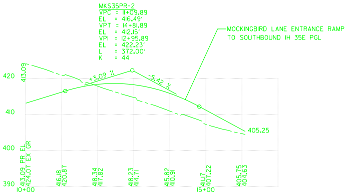

450
440
430
420
410
400
390
NBFRPR-28
VPC = 3143+40.00
EL = 404.79 '
VPT = 3148+90.00
EL = 404.79 '
VPI = 3146+15.00
EL = 403.40'
L = 550.00'
K = 546
NBFRPR-29
VPC = 3151+90.00
EL = 406.30 '
VPT = 3153+90.00
EL = 406.30 '
VPI = 3152+90.00
EL = 406.80'
L = 200.00'
K = 199
NBFRPR-30
VPC = 3155+00.00
EL = 405.75 '
VPT = 3157+00.00
EL = 405.76 '
VPI = 3156+00.00
EL = 405.25'
L = 200.00'
K = 199
NBFRPR-31
VPC = 3158+85.00
EL = 406.69 '
VPT = 3160+85.00
EL = 406.70 '
VPI = 3159+85.00
EL = 407.20'
L = 200.00'
K = 198
NBFRPR-32
VPC = 3166+05.00
EL = 404.09 '
VPT = 3175+55.00
EL = 405.38 '
VPI = 3170+80.00
EL = 401.70'
L = 950.00'
K = 744
35NECPR-2
VPC = 12+41.00
EL = 424.74 '
VPT = 15+59.00
EL = 417.07 '
VPI = 14+00.00
EL = 423.91'
L = 318.00'
K = 84
35NECPR-3
VPC = 15+98.00
EL = 415.40 '
VPT = 19+62.00
EL = 406.64 '
VPI = 17+80.00
EL = 407.57'
L = 364.00'
K = 96
IH 35E NORTHBOUND EXIT RAMP TO EMPIRE CENTRAL DR
NBFRPR-34
VPC = 3178+90.00
EL = 405.51'
VPT = 3180+90.00
EL = 405.51'
VPI = 3179+90.00
EL = 405.00'
L = 200.00'
K = 194
NBFRPR-33
VPC = 3176+00.00
EL = 405.73 '
VPT = 3178+00.00
EL = 405.98 '
VPI = 3177+00.00
EL = 406.50'
L = 200.00'
K = 155
LOODWAY
N = 404'
100 YR FLOODWAY
ELEVATION = 404'
100 YR FLOODWAY
ELEVATION = 404'
APPROXIMATE FIELD OBSERVATIONS:
2 EXISTING 20'-0" BOX CULVERTS
FL ~ 391 BASED ON AERIAL DTM
APPROXIMATE FIELD OBSERVATIONS:
2 EXISTING 18'-0" BOX CULVERTS
FL ~ 391 BASED ON AERIAL DTM
APPROXIMATE FIELD OBSERVATIONS:
3 EXISTING 12'-8" BOX CULVERTS
FL ~ 392 BASED ON AERIAL DTM
+0.50 %
-0.50 %
-0.50 %
+0.50 %
-0.50 %
+0.51 %
+0.51 %
-0.50 %
-0.50 %
+0.77 %
-0.52 %
-4.30 %
-4.30 %
-0.51 %
-0.17 %
-0.52 %
+0.51 %
+0.51 %
424.74
406.50
3145+00
3150+00
3155+00
3160+00
3165+00
3170+00
3175+00
3180+00

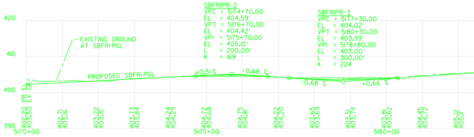

430
420
410
400
390
WBFRPR-2
VPC = 6275+76.00 EL. = 406.95 '
VPT = 6280+76.00 EL. = 406.68 '
VPI = 6278+26.00
EL = 408.20'
L = 500.00'
K = 452
EXISTING GROUND
AT WBFR PGL
PROPOSED WBFR PGL
+0.50 %
-0.61 %
PR EL
EX GR
6270+00
6275+00
6280+00

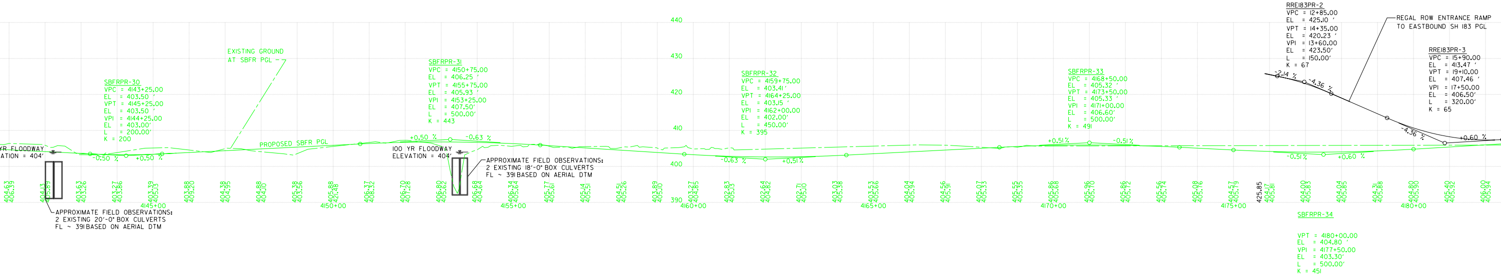

VARIES 337' - 361'
VARIES 300' - 319'
35E/TRINITY PARKWAY
SB RAMP
IH 35E SBML
IH 35E NBML
ON-RAMP
TRINITY PARKWAY
TO IH 35E NBML
IH 35E
NBFR
EXISTING ROW
PROPOSED ROW
1' 8' 24' 4' 1'
1' 10' 36' 10' 2' 10' 36' 10' 1'
1' 8' 24' 4' 1'
1' 36' 1' 15'
2.0%
2.0%
2.0%
2.0%
2.0%
PGL
PGL
PGL
PGL
PGL

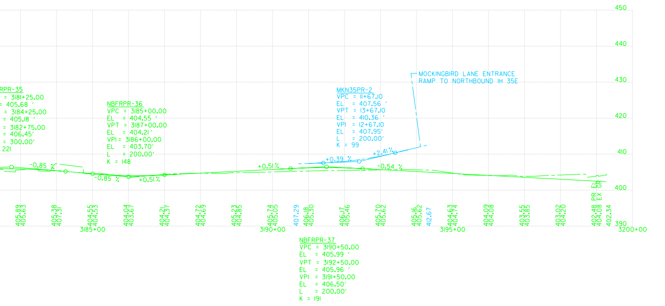
PROPOSED TYPICAL SECTION AT IH 35E

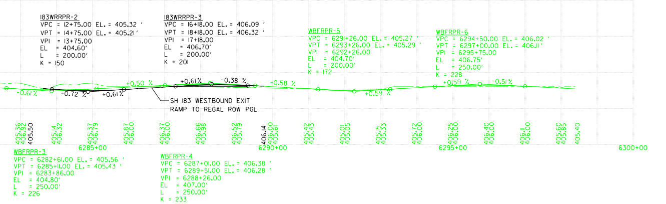
(FACING NORTH)

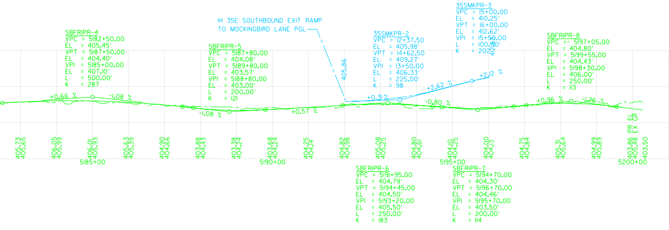

MKS35PR-2
VPC = 11+09.89
EL = 416.49'
VPT = 14+81.89
EL = 412.15'
VPI = 12+95.89
EL = 422.23'
L = 372.00'
K = 44
MOCKINGBIRD LANE ENTRANCE RAMP
TO SOUTHBOUND IH 35E PGL
+3.09 %
-5.42 %
405.25
420
410
400
390
PR EL
EX GR
10+00
15+00

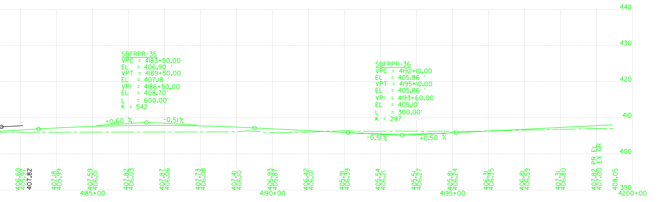

SBFRIPR-2
VPC = 5174+70.00
EL = 404.59'
VPT = 5176+70.00
EL = 404.42'
VPI = 5175+70.00
EL = 405.10'
L = 200.00'
K = 169
SBFRIPR-3
VPC = 5177+30.00
EL = 404.02'
VPT = 5180+30.00
EL = 403.99'
VPI = 5178+80.00
EL = 403.00'
L = 300.00'
K = 224
EXISTING GROUND
AT SBFRI PGL
PROPOSED SBFRI PGL
+0.51 %
-0.68 %
-0.68 %
+0.66 %
420
410
400
390
PR EL
EX GR
5170+00
5175+00
5180+00


440
430
420
410
400
390
SBFRPR-30
VPC = 4143+25.00
EL = 403.50 '
VPT = 4145+25.00
EL = 403.50 '
VPI = 4144+25.00
EL = 403.00'
L = 200.00'
K = 200
EXISTING GROUND
AT SBFR PGL
PROPOSED SBFR PGL
SBFRPR-31
VPC = 4150+75.00
EL = 406.25 '
VPT = 4155+75.00
EL = 405.93 '
VPI = 4153+25.00
EL = 407.50'
L = 500.00'
K = 443
SBFRPR-32
VPC = 4159+75.00
EL = 403.41'
VPT = 4164+25.00
EL = 403.15 '
VPI = 4162+00.00
EL = 402.00'
L = 450.00'
K = 395
SBFRPR-33
VPC = 4168+50.00
EL = 405.32 '
VPT = 4173+50.00
EL = 405.33 '
VPI = 4171+00.00
EL = 406.60'
L = 500.00'
K = 491
RREI183PR-2
VPC = 12+85.00
EL = 425.10 '
VPT = 14+35.00
EL = 420.23 '
VPI = 13+60.00
EL = 423.50'
L = 150.00'
K = 67
REGAL ROW ENTRANCE RAMP
TO EASTBOUND SH 183 PGL
RREI183PR-3
VPC = 15+90.00
EL = 413.47 '
VPT = 19+10.00
EL = 407.46 '
VPI = 17+50.00
EL = 406.50'
L = 320.00'
K = 65
SBFRPR-34
VPT = 4180+00.00
EL = 404.80 '
VPI = 4177+50.00
EL = 403.30'
L = 500.00'
K = 451
YR FLOODWAY
ATION = 404'
100 YR FLOODWAY
ELEVATION = 404'
APPROXIMATE FIELD OBSERVATIONS:
2 EXISTING 20'-0" BOX CULVERTS
FL ~ 391 BASED ON AERIAL DTM
APPROXIMATE FIELD OBSERVATIONS:
2 EXISTING 18'-0" BOX CULVERTS
FL ~ 391 BASED ON AERIAL DTM
-0.50 %
+0.50 %
+0.50 %
-0.63 %
-0.63 %
+0.51 %
+0.51 %
-0.51 %
-0.51 %
+0.60 %
-2.14 %
-4.36 %
-4.36 %
+0.60 %
425.85
4145+00
4150+00
4155+00
4160+00
4165+00
4170+00
4175+00
4180+00









TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

WILLIAM L. HALE, DISTRICT ENGINEER

DESIGN SCHEMATIC

CSJ: 0009-11-181 IH 30 FROM IH 45 TO IH 35E (2.256 MILES)
0196-03-199 IH 35E FROM IH 30 TO SH 183 (5.96 MILES)
0196-03-205 IH 35E AT IH 30 (0.52 MILES)
0442-02-132 IH 35E FROM EIGHTH STREET TO IH 30 (1.2 MILES)
1068-04-116 IH 30 FROM SYLVAN AVENUE TO IH 35E (1.056 MILES)

ROLL 15 OF 16

DALLAS COUNTY

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

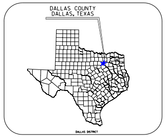
DOUGLAS CRAIG BOWEN

87638
TEXAS REGISTRATION NUMBER

12/20/04
DATE

TABLE OF CONTENTS:

ROLL 1 = IH 30 PLAN/PROFILE FROM SYLVAN AVENUE TO EAST OF UP RR
ROLL 2 = IH 30 PLAN/PROFILE FROM EAST OF UP RR TO IH 45
ROLL 3 = IH 30 FRONTAGE ROAD & RAMP PROFILES
ROLL 4 = IH 45 DIRECT CONNECTIONS PROFILES
ROLL 5 = IH 35E PLAN/PROFILE FROM EIGHTH STREET TO REUNION
ROLL 6 = IH 35E PLAN/PROFILE FROM REUNION TO OAK LAWN
ROLL 7 = IH 35E PLAN/PROFILE FROM OAK LAWN TO SOUTH OF INWOOD
ROLL 8 = IH 35E PLAN/PROFILE FROM SOUTH OF INWOOD TO SH 183
ROLL 9 = IH 35E FRONTAGE ROAD, COLLECTOR-DISTRIBUTOR, AND RAMP PROFILES FROM EIGHTH STREET TO DALLAS NORTH TOLLWAY
ROLL 10 = IH 30 AND IH 35E HOV/M LANE PROFILES FROM EIGHTH STREET TO CONTINENTAL
ROLL 11 = IH 30/IH 35E DIRECT CONNECTION PROFILES
ROLL 12 = IH 30 AND IH 35E FRONTAGE ROAD, COLLECTOR-DISTRIBUTOR, AND RAMP PROFILES
ROLL 13 = IH 35E CROSS STREET AND RAMP PROFILES
ROLL 14 = IH 35E FRONTAGE ROAD PROFILES AND TYPICAL SECTIONS FROM OAK LAWN TO SOUTH OF INWOOD
ROLL 15 = IH 35E FRONTAGE ROAD PROFILES AND TYPICAL SECTIONS FROM SOUTH OF INWOOD TO SH 183
ROLL 16 = TRINITY PARKWAY AND TRINITY RAIL EXPRESS PROFILES


DALLAS COUNTY
DALLAS, TEXAS
DALLAS DISTRICT
TEXAS COUNTY MAP

LEGEND	EXISTING	PROPOSED
HORIZONTAL CURVE DATA	NOT SHOWN	R20-H1
EXISTING BUILDING TO BE REMOVED	NOT APPLICABLE	▨
EXISTING BUILDING TO REMAIN	NOT APPLICABLE	▨
ADA RAMP	NOT SHOWN	△
BRIDGES	☐	▬
DRAINAGE FLOW INDICATOR	→ → →	
PGL/BASELINE	NOT SHOWN	— — - — —
RETAINING WALL	NOT SHOWN	━━━
RIGHT-OF-WAY	— · — · —	— · — · —
ROADWAY FRONTAGE ROAD/CROSS STREET	– – – – –	———
ROADWAY HOV/M LANES/MAINLANES/RAMPS	NOT APPLICABLE	———
HOV/M TRAFFIC LANE DIRECTIONAL INDICATOR	NOT APPLICABLE	◆⟷◆
MAINLANE/FRONTAGE/RAMP TRAFFIC LANE DIRECTIONAL INDICATOR	NOT SHOWN	←
TRAFFIC SIGNAL	NOT SHOWN	◐
100 YEAR FLOODWAY ELEVATION	NOT SHOWN	▽
EXISTING PAVEMENT TO BE REMOVED	▨	
TRAFFIC VOLUMES (SEE NOTES 1, 2)	(EXISTING ADT/1000)	2026 ADT/1000

Note 1: Traffic analysis for highway design as supplied by Texas Transportation Institute and approved by TxDOT, Transportation & Programming Division.

Note 2: Existing ADT is not shown in all cases because the proposed design involves reconfiguration of the existing roadways and ramps.

JACOBS

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