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 16 OF 16 DALLAS COUNTY

DATE: DECEMBER 2004

HORIZ SCALE (IN FEET) 0 50 100 200
VERT SCALE (IN FEET) 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

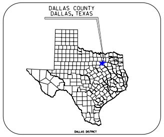
DOUGLAS CRAIG BOWEN

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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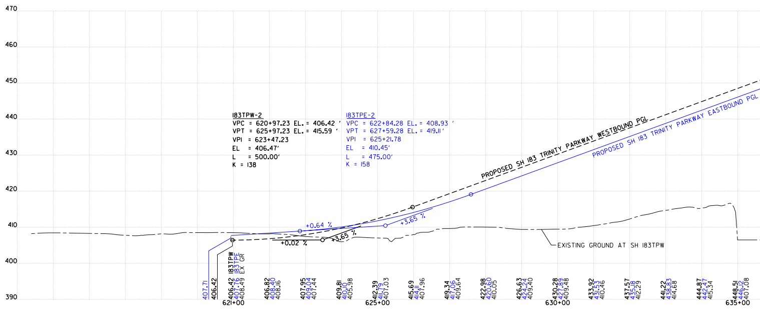
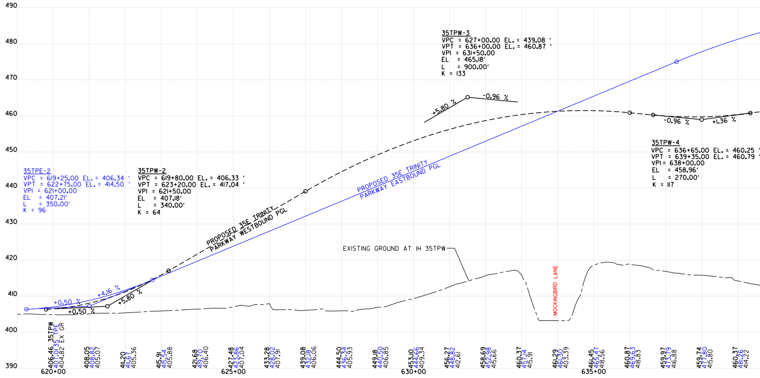
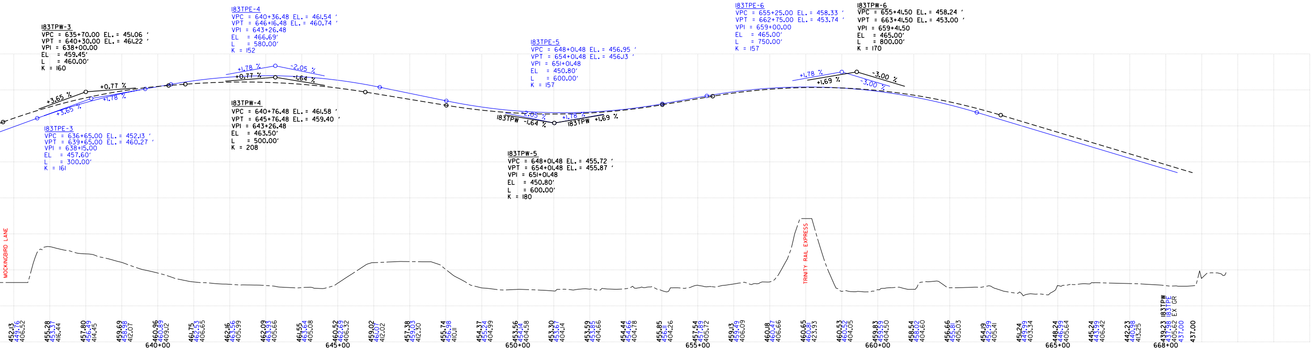

470
460
450
440
430
420
410
400
390
183TPW-2
VPC = 620+97.23 EL. = 406.42 '
VPT = 625+97.23 EL. = 415.59 '
VPI = 623+47.23
EL = 406.47'
L = 500.00'
K = 138
183TPE-2
VPC = 622+84.28 EL. = 408.93 '
VPT = 627+59.28 EL. = 419.11'
VPI = 625+21.78
EL = 410.45'
L = 475.00'
K = 158
PROPOSED SH 183 TRINITY PARKWAY WESTBOUND PGL
PROPOSED SH 183 TRINITY PARKWAY EASTBOUND PGL
+0.64 %
+3.65 %
+0.02 %
+3.65 %
EXISTING GROUND AT SH 183TPW
183TPW 183TPE EX GR
407.71
406.42
406.42 407.76 408.49
406.82 408.40 408.16
407.95 409.04 407.44
409.81 410.10 405.98
412.39 411.79 407.03
415.69 414.11 407.96
419.34 417.06 409.64
422.98 420.60 410.05
426.63 424.24 409.40
430.28 427.89 409.48
433.92 431.53 410.46
437.57 435.18 412.29
441.22 438.83 414.68
444.87 442.47 415.34
448.51 446.12 407.08
621+00
625+00
630+00
635+00

SH 183

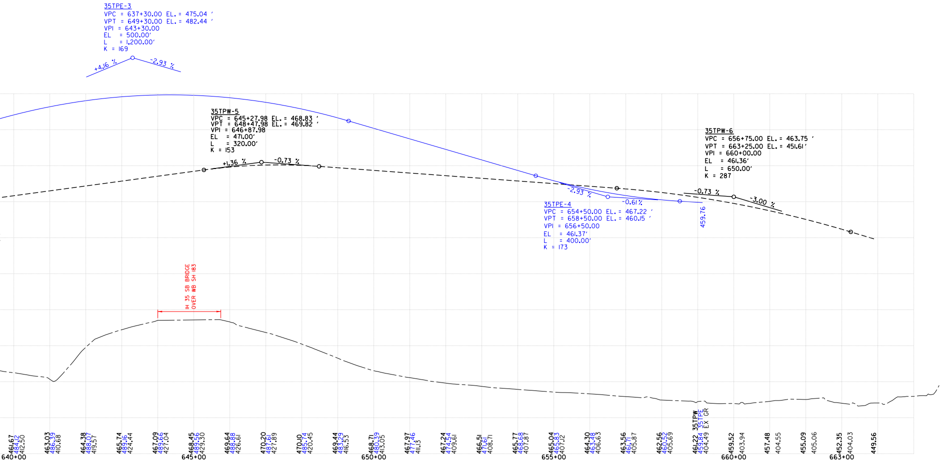

490
480
470
460
450
440
430
420
410
400
390
35TPW-3
VPC = 627+00.00 EL. = 439.08 '
VPT = 636+00.00 EL. = 460.87 '
VPI = 631+50.00
EL = 465.18'
L = 900.00'
K = 133
35TPE-2
VPC = 619+25.00 EL. = 406.34 '
VPT = 622+75.00 EL. = 414.50 '
VPI = 621+00.00
EL = 407.21'
L = 350.00'
K = 96
35TPW-2
VPC = 619+80.00 EL. = 406.33 '
VPT = 623+20.00 EL. = 417.04 '
VPI = 621+50.00
EL = 407.18'
L = 340.00'
K = 64
35TPW-4
VPC = 636+65.00 EL. = 460.25
VPT = 639+35.00 EL. = 460.79
VPI = 638+00.00
EL = 458.96'
L = 270.00'
K = 117
+5.80 %
-0.96 %
-0.96 %
+1.36 %
+0.50 %
+4.16 %
+5.80 %
+0.50 %
PROPOSED 35E TRINITY PARKWAY WESTBOUND PGL
PROPOSED 35E TRINITY PARKWAY EASTBOUND PGL
EXISTING GROUND AT IH 35TPW
MOCKINGBIRD LANE
35TPW 35TPE EX GR
406.46 407.01 404.82
408.05 408.82 405.07
411.20 411.67 405.36
415.91 415.54 405.88
421.68 419.70 406.40
427.48 423.86 407.04
433.28 428.02 407.91
439.08 432.18 406.06
444.50 436.34 405.93
449.18 440.50 406.85
453.10 444.66 409.34
456.27 448.82 412.61
458.69 452.98 415.66
460.37 457.14 415.91
461.29 461.30 403.39
461.45 465.47 418.56
460.87 469.63 418.83
459.97 473.79 416.88
459.74 477.80 415.80
460.37 481.26 414.22
620+00
625+00
630+00
635+00

IH 35E / TR

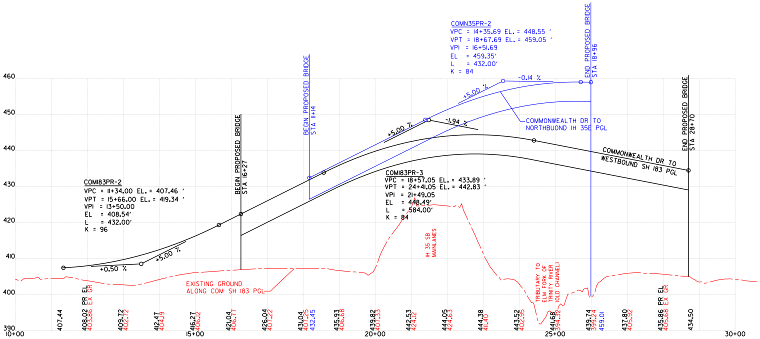

183TPW-3
VPC = 635+70.00 EL. = 451.06 '
VPT = 640+30.00 EL. = 461.22 '
VPI = 638+00.00
EL = 459.45'
L = 460.00'
K = 160
183TPE-4
VPC = 640+36.48 EL. = 461.54 '
VPT = 646+16.48 EL. = 460.74 '
VPI = 643+26.48
EL = 466.69'
L = 580.00'
K = 152
183TPE-5
VPC = 648+01.48 EL. = 456.95 '
VPT = 654+01.48 EL. = 456.13 '
VPI = 651+01.48
EL = 450.80'
L = 600.00'
K = 157
183TPE-6
VPC = 655+25.00 EL. = 458.33 '
VPT = 662+75.00 EL. = 453.74 '
VPI = 659+00.00
EL = 465.00'
L = 750.00'
K = 157
183TPW-6
VPC = 655+41.50 EL. = 458.24 '
VPT = 663+41.50 EL. = 453.00 '
VPI = 659+41.50
EL = 465.00'
L = 800.00'
K = 170
183TPE-3
VPC = 636+65.00 EL. = 452.13 '
VPT = 639+65.00 EL. = 460.27 '
VPI = 638+15.00
EL = 457.60'
L = 300.00'
K = 161
183TPW-4
VPC = 640+76.48 EL. = 461.58 '
VPT = 645+76.48 EL. = 459.40 '
VPI = 643+26.48
EL = 463.50'
L = 500.00'
K = 208
183TPW-5
VPC = 648+01.48 EL. = 455.72 '
VPT = 654+01.48 EL. = 455.87 '
VPI = 651+01.48
EL = 450.80'
L = 600.00'
K = 180
+3.65 %
+3.65 %
+0.77 %
+1.78 %
+1.78 %
-2.05 %
+0.77 %
-1.64 %
-2.05 %
183TPW -1.64 %
+1.78 %
183TPW +1.69 %
+1.78 %
+1.69 %
-3.00 %
-3.00 %
MOCKINGBIRD LANE
TRINITY RAIL EXPRESS
183TPW
183TPE
EX GR
640+00
645+00
650+00
655+00
660+00
665+00
668+00

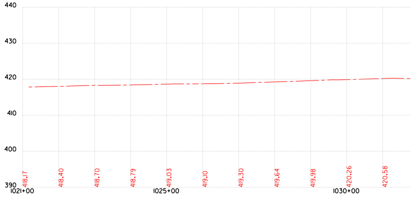
/ TRINITY PARKWAY RAMP PROFILES

CO

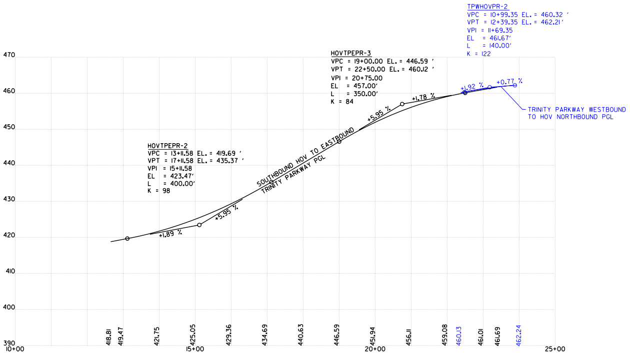

35TPE-3
VPC = 637+30.00 EL. = 475.04 '
VPT = 649+30.00 EL. = 482.44 '
VPI = 643+30.00
EL = 500.00'
L = 1,200.00'
K = 169
+4.16 %
-2.93 %
35TPW-5
VPC = 645+27.98 EL. = 468.83 '
VPT = 648+47.98 EL. = 469.82 '
VPI = 646+87.98
EL = 471.00'
L = 320.00'
K = 153
+1.36 %
-0.73 %
35TPW-6
VPC = 656+75.00 EL. = 463.75 '
VPT = 663+25.00 EL. = 451.61'
VPI = 660+00.00
EL = 461.36'
L = 650.00'
K = 287
-0.73 %
-3.00 %
-2.93 %
-0.61 %
35TPE-4
VPC = 654+50.00 EL. = 467.22 '
VPT = 658+50.00 EL. = 460.15 '
VPI = 656+50.00
EL = 461.37'
L = 400.00'
K = 173
459.76
IH 35 SB BRIDGE
OVER WB SH 183
35TPW
35TPE
EX GR
640+00
645+00
650+00
655+00
660+00
663+00

INITY PARKWAY RAMP PROFILES

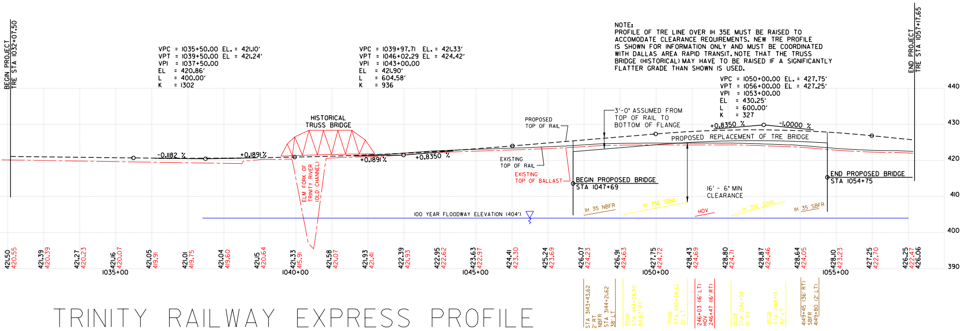

COMN35PR-2
VPC = 14+35.69 EL. = 448.55 '
VPT = 18+67.69 EL. = 459.05 '
VPI = 16+51.69
EL = 459.35'
L = 432.00'
K = 84
END PROPOSED BRIDGE STA 18+96
-0.14 %
+5.00 %
BEGIN PROPOSED BRIDGE STA 11+14
+5.00 %
-1.94 %
COMMONWEALTH DR TO NORTHBUOND IH 35E PGL
END PROPOSED BRIDGE STA 28+70
COMMONWEALTH DR TO WESTBOUND SH 183 PGL
BEGIN PROPOSED BRIDGE STA 16+27
COM183PR-2
VPC = 11+34.00 EL. = 407.46 '
VPT = 15+66.00 EL. = 419.34 '
VPI = 13+50.00
EL = 408.54'
L = 432.00'
K = 96
COM183PR-3
VPC = 18+57.05 EL. = 433.89 '
VPT = 24+41.05 EL. = 442.83 '
VPI = 21+49.05
EL = 448.49'
L = 584.00'
K = 84
IH 35 SB MAINLANES
+5.00 %
+0.50 %
EXISTING GROUND ALONG COM SH 183 PGL
TRIBUTARY TO ELM FORK OF TRINITY RIVER (OLD CHANNEL)
PR EL
EX GR
460
450
440
430
420
410
400
390
10+00
15+00
20+00
25+00
30+00
407.44
408.02
403.86
409.72
402.72
412.47
404.19
416.27
406.12
421.04
406.77
426.04
407.22
431.04
407.25
432.45
435.93
406.68
439.82
407.33
442.53
424.12
444.05
424.63
444.38
411.40
443.52
402.95
441.68
394.32
439.74
399.24
459.01
437.80
405.92
435.86
405.68
434.50


440
430
420
410
400
390
1021+00
1025+00
1030+00
418.17
418.40
418.70
418.79
419.03
419.10
419.30
419.64
419.98
420.26
420.58

MMONWEALTH DR TO WB SH 183 AND NB IH 35E RAMP PROFILES


TPWHOVPR-2
VPC = 10+99.35 EL. = 460.32 '
VPT = 12+39.35 EL. = 462.21'
VPI = 11+69.35
EL = 461.67'
L = 140.00'
K = 122
HOVTPEPR-3
VPC = 19+00.00 EL. = 446.59 '
VPT = 22+50.00 EL. = 460.12 '
VPI = 20+75.00
EL = 457.00'
L = 350.00'
K = 84
+1.92 %
+0.77 %
+1.78 %
+5.95 %
TRINITY PARKWAY WESTBOUND TO HOV NORTHBOUND PGL
SOUTHBOUND HOV TO EASTBOUND TRINITY PARKWAY PGL
HOVTPEPR-2
VPC = 13+11.58 EL. = 419.69 '
VPT = 17+11.58 EL. = 435.37 '
VPI = 15+11.58
EL = 423.47'
L = 400.00'
K = 98
+5.95 %
+1.89 %
470
460
450
440
430
420
410
400
390
10+00
15+00
20+00
25+00
418.81
419.47
421.75
425.05
429.36
434.69
440.63
446.59
451.94
456.11
459.08
460.13
461.01
461.69
462.24

HOV TO SH 183 / TRINITY PARKWAY RAMP PROFILES


BEGIN PROJECT
TRE STA 1032+07.50
VPC = 1035+50.00 EL. = 421.10'
VPT = 1039+50.00 EL = 421.24'
VPI = 1037+50.00
EL = 420.86'
L = 400.00'
K = 1302
VPC = 1039+97.71 EL. = 421.33'
VPT = 1046+02.29 EL = 424.42'
VPI = 1043+00.00
EL = 421.90'
L = 604.58'
K = 936
NOTE:
PROFILE OF TRE LINE OVER IH 35E MUST BE RAISED TO ACCOMODATE CLEARANCE REQUIREMENTS. NEW TRE PROFILE IS SHOWN FOR INFORMATION ONLY AND MUST BE COORDINATED WITH DALLAS AREA RAPID TRANSIT. NOTE THAT THE TRUSS BRIDGE (HISTORICAL) MAY HAVE TO BE RAISED IF A SIGNIFICANTLY FLATTER GRADE THAN SHOWN IS USED.
VPC = 1050+00.00 EL. = 427.75'
VPT = 1056+00.00 EL = 427.25'
VPI = 1053+00.00
EL = 430.25'
L = 600.00'
K = 327
END PROJECT
TRE STA 1057+17.65
HISTORICAL TRUSS BRIDGE
-0.1182 %
+0.1891 %
+0.1891 %
+0.8350 %
+0.8350 %
-1.0000 %
ELM FORK OF TRINITY RIVER (OLD CHANNEL)
PROPOSED TOP OF RAIL
3'-0" ASSUMED FROM TOP OF RAIL TO BOTTOM OF FLANGE
PROPOSED REPLACEMENT OF TRE BRIDGE
EXISTING TOP OF RAIL
EXISTING TOP OF BALLAST
BEGIN PROPOSED BRIDGE
STA 1047+69
END PROPOSED BRIDGE
STA 1054+75
16' - 6" MIN CLEARANCE
100 YEAR FLOODWAY ELEVATION (404')
IH 35 NBFR
IH 35E SBML
HOV
IH 35E SBML
IH 35 SBFR
440
430
420
410
400
390
421.50 420.55
421.39 420.39
421.27 420.23
421.16 420.07
421.05 419.91
421.01 419.75
421.04 419.60
421.15 420.64
421.33 415.91
421.58 421.07
421.93 421.41
422.39 421.93
422.95 422.62
423.63 422.97
424.41 423.30
425.24 423.69
426.07 424.23
426.91 424.63
427.75 424.72
428.43 424.69
428.80 424.71
428.87 424.46
428.64 424.05
428.10 423.23
427.25 422.70
426.25 422.47 426.06
1035+00
1040+00
1045+00
1050+00
1055+00
STA 3143+43.62 2' RT NBFR STA 3144+21.62 38' LT
35NB STA 1144+24.80 84.82' RT
35NB STA 1145+78.62 10' LT
246+03 (16' LT) HOV 246+47 (16' RT)
35SB STA 2146+94 10' RT
35SB STA 2148+13 82' LT
4149+45 (36' RT) SBFR 4149+80 (2' LT)

TRINITY RAILWAY EXPRESS PROFILE

SH 183 TPE

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)
183TPE-1	620+81.68	6,986,069.25	2,468,043.08	3° 05' 43.29" RT	53.39'	106.74'	1,976.00'	620+28.29	621+35.03	S 52° 58' 30.62" E	S 49° 52' 47.33" E
183TPE-2	628+64.71	6,985,564.64	2,468,641.89	3° 11' 51.67" LT	223.30'	446.48'	8,000.00'	626+41.41	630+87.89	S 49° 52' 47.33" E	S 53° 04' 39.00" E
183TPE-3	645+52.33	6,984,550.76	2,469,991.15	20° 24' 59.15" RT	175.75'	347.63'	976.00'	643+76.58	647+24.21	S 53° 04' 39.00" E	S 32° 39' 39.85" E
183TPE-4	651+66.16	6,984,030.72	2,470,324.51	15° 31' 14.42" LT	227.86'	452.86'	1,672.00'	649+38.31	653+91.16	S 32° 39' 39.85" E	S 48° 10' 54.27" E
183TPE-5	663+12.98	6,983,264.15	2,471,181.32	20° 43' 49.16" RT	412.82'	816.54'	2,257.00'	659+00.16	667+16.70	S 48° 10' 54.27" E	S 27° 27' 05.11" E

SH 183 TPW

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)
183TPW-1	620+83.58	6,986,155.41	2,468,111.39	0° 38' 36.97" LT	56.03'	112.06'	9,976.00'	620+27.55	621+39.61	S 52° 29' 03.70" E	S 53° 07' 40.66" E
183TPW-2	623+22.23	6,986,012.22	2,468,302.30	0° 33' 45.22" RT	59.03'	118.06'	12,024.00'	622+63.21	623+81.26	S 53° 07' 40.66" E	S 52° 33' 55.44" E
183TPW-3	643+87.44	6,984,756.87	2,469,942.17	19° 54' 15.43" RT	257.41'	509.53'	1,467.00'	641+30.03	646+39.56	S 52° 33' 55.44" E	S 32° 39' 40.01" E
183TPW-4	651+90.27	6,984,076.53	2,470,378.29	15° 31' 14.20" LT	218.32'	433.89'	1,602.00'	649+71.96	654+05.84	S 32° 39' 40.01" E	S 48° 10' 54.21" E
183TPW-5	663+40.47	6,983,307.79	2,471,237.53	20° 43' 49.10" RT	425.62'	841.87'	2,327.00'	659+14.85	667+56.72	S 48° 10' 54.21" E	S 27° 27' 05.11" E

IH 35E TPE

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)
35TPE-1	619+83.55	6,986,965.97	2,469,208.43	6° 55' 47.47" LT	60.55'	120.90'	1,000.00'	619+23.00	620+43.90	S 15° 09' 21.77" E	S 22° 05' 09.24" E
35TPE-2	622+04.94	6,986,760.64	2,469,291.75	2° 21' 24.42" RT	20.57'	41.12'	1,000.00'	621+84.37	622+25.49	S 22° 05' 09.24" E	S 19° 43' 44.83" E
35TPE-3	627+84.50	6,986,215.08	2,469,487.40	1° 17' 58.64" RT	113.42'	226.83'	10,000.00'	626+71.08	628+97.91	S 19° 43' 44.83" E	S 18° 25' 46.19" E
35TPE-4	631+63.39	6,985,855.62	2,469,607.18	2° 09' 10.41" LT	225.48'	450.90'	12,000.00'	629+37.91	633+88.81	S 18° 25' 46.19" E	S 20° 34' 56.60" E
35TPE-5	638+77.31	6,985,187.22	2,469,858.18	11° 26' 42.53" RT	147.91'	294.78'	1,476.00'	637+29.40	640+24.18	S 20° 34' 56.60" E	S 9° 08' 14.07" E
35TPE-6	648+11.24	6,984,264.11	2,470,006.66	39° 02' 40.18" LT	347.11'	666.85'	979.00'	644+64.13	651+30.99	S 9° 08' 14.07" E	S 48° 10' 54.25" E
35TPE-7	661+94.81	6,983,323.33	2,471,058.18	10° 34' 13.37" RT	130.25'	259.70'	1,408.00'	660+64.57	663+24.27	S 48° 10' 54.25" E	S 37° 36' 40.88" E
35TPE-8	665+22.77	6,983,062.91	2,471,258.82	10° 09' 35.12" RT	198.50'	395.93'	2,233.00'	663+24.27	667+20.20	S 37° 36' 40.88" E	S 27° 27' 05.76" E

IH 35E TPW

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)
35TPW-1	620+30.88	6,987,030.80	2,469,364.72	4° 59' 47.31" RT	71.77'	143.43'	1,645.00'	619+59.11	621+02.54	S 24° 43' 45.00" E	S 19° 43' 57.69" E
35TPW-2	639+84.69	6,985,191.62	2,470,024.43	15° 08' 30.43" RT	140.22'	278.70'	1,055.00'	638+44.47	641+23.18	S 19° 43' 57.69" E	S 4° 35' 27.26" E
35TPW-3	643+93.47	6,984,782.42	2,470,057.29	29° 54' 28.31" LT	270.30'	528.04'	1,012.01'	641+23.18	646+51.22	S 4° 35' 27.26" E	S 34° 29' 55.57" E
35TPW-4	651+68.43	6,984,133.41	2,470,503.32	8° 52' 13.15" LT	78.49'	156.61'	1,012.00'	650+89.93	652+46.54	S 34° 29' 55.57" E	S 43° 22' 08.72" E
35TPW-5	655+91.71	6,983,825.43	2,470,794.25	8° 51' 47.34" LT	78.43'	156.48'	1,012.00'	655+13.28	656+69.77	S 43° 22' 08.72" E	S 52° 13' 56.06" E
35TPW-6	659+50.96	6,983,605.17	2,471,078.54	24° 46' 50.31" RT	217.05'	427.13'	988.00'	657+33.91	661+61.04	S 52° 13' 56.06" E	S 27° 27' 05.75" E

HOV TRINITY PKWY RAMPS

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)
HOVTPE-1	13+46.59	6,985,532.77	2,468,773.68	4° 39' 28.23" LT	81.34'	162.57'	2,000.00'	12+65.25	14+27.82	S 48° 33' 55.94" E	S 53° 13' 24.18" E
HOVTPE-2	22+90.49	6,984,967.59	2,469,529.81	4° 41' 46.38" RT	82.58'	165.06'	2,014.00'	22+07.90	23+72.96	S 53° 13' 24.18" E	S 48° 31' 37.80" E
TPWHOV-1	10+16.47	6,985,043.73	2,469,431.17	0° 56' 12.90" LT	16.47'	32.93'	2,014.00'	10+00.00	10+32.93	S 59° 58' 59.13" E	S 60° 55' 12.03" E

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 16 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

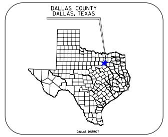
DOUGLAS CRAIG BOWEN

87638
TEXAS REGISTRATION NUMBER

12/20/04
DATE

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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