TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

WILLIAM L. HALE, DISTRICT ENGINEER

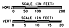
DESIGN SCHEMATIC

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)
1068-04-023 IH 30 FROM SYLVAN AVENUE TO IH 35E (1.056 MILES)

DALLAS COUNTY

ROLL 2 OF 16

DATE: MARCH 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	40 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

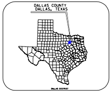
BRYAN D. COPELAND

87423
TEXAS REGISTRATION NUMBER

03/02/04
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.

Carter::Burgess

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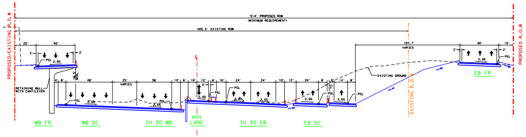
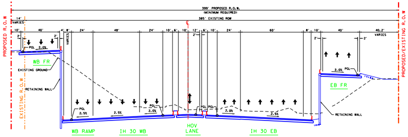

514' PROPOSED ROW (MINIMUM REQUIREMENT)
405.5' EXISTING ROW
PROPOSED/EXISTING R.O.W
PROPOSED R.O.W
EXISTING R.O.W
RETAINING WALL WITH CANTILEVER
EXISTING GROUND
PGL
2.0%
2.5%
HOV LANE
WB FR
WB DC
IH 30 WB
IH 30 EB
EB DC
EB FR

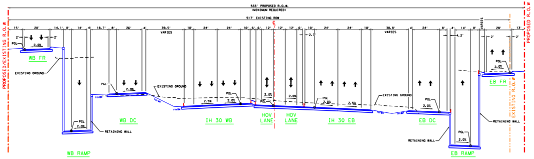
PROPOSED IH 30 TYPICAL SECTION

EB & WB STA 1130+00 TO STA 1138+00
NOT TO SCALE


399' PROPOSED R.O.W. (MINIMUM REQUIRED)
385' EXISTING ROW
PROPOSED R.O.W
EXISTING R.O.W
PROPOSED/EXISTING R.O.W
EXISTING GROUND
RETAINING WALL
PGL
2.0%
2.5%
HOV LANE
WB FR
WB RAMP
IH 30 WB
IH 30 EB
EB FR

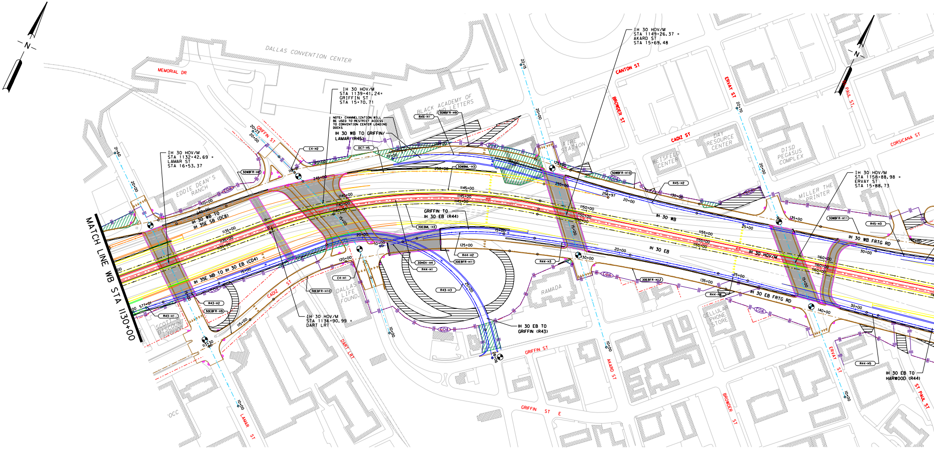
PROPOSED IH 30 TYPICAL SECTION

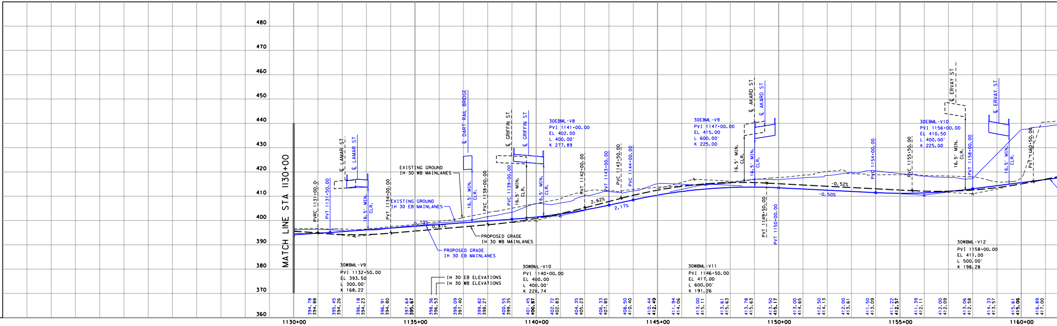
EB & WB STA 1150+00 TO STA 1160+00
NOT TO SCALE

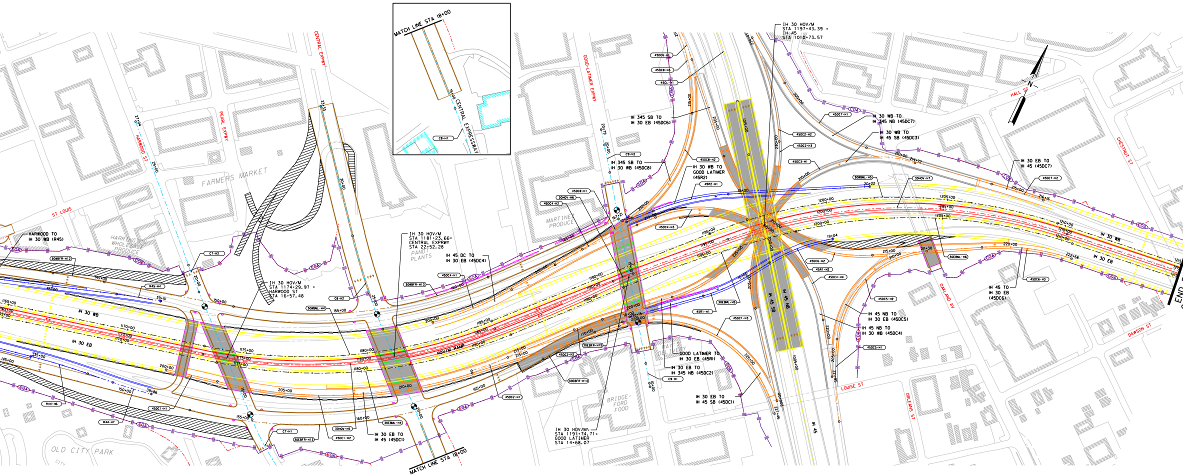

533' PROPOSED R.O.W. (MINIMUM REQUIRED)
517' EXISTING ROW
PROPOSED/EXISTING R.O.W
PROPOSED R.O.W
EXISTING R.O.W
EXISTING GROUND
RETAINING WALL
PGL
2.0%
2.5%
HOV LANE
WB FR
WB DC
WB RAMP
IH 30 WB
IH 30 EB
EB DC
EB FR
EB RAMP

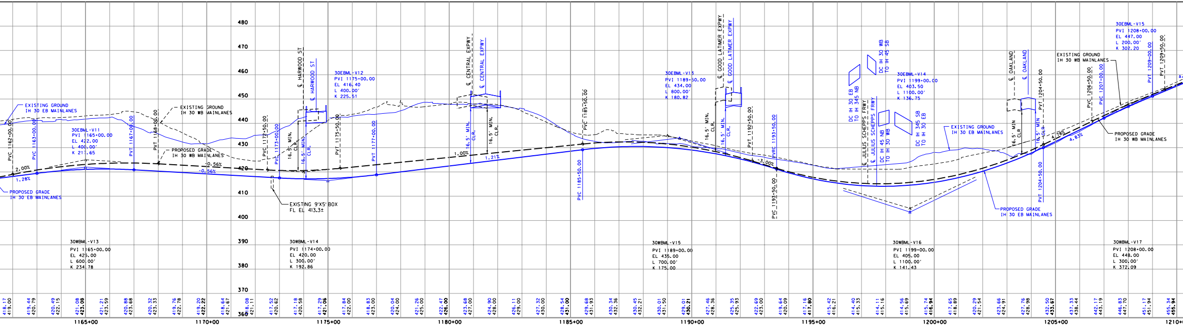
PROPOSED IH 30 TYPICAL SECTION

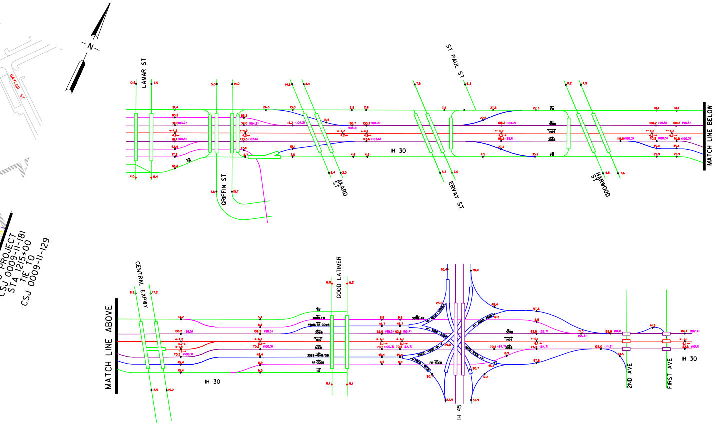
EB & WB STA 1185+00 TO STA 1192+00
NOT TO SCALE

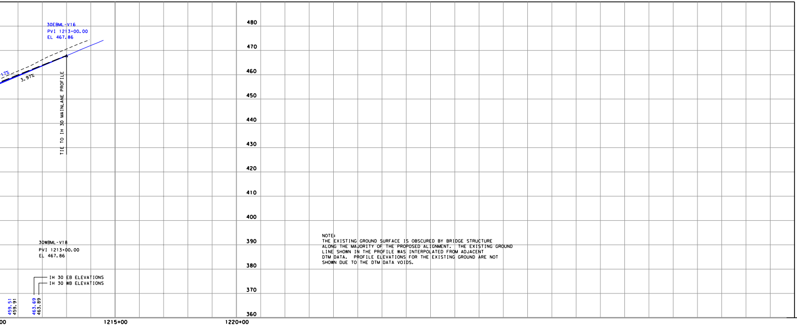

N
DALLAS CONVENTION CENTER
MEMORIAL DR
BLACK ACADEMY OF ARTS AND LETTERS
EDDIE DEAN'S RANCH
IH 30 HOV/M STA 1132+42.69 = LAMAR ST STA 16+53.37
IH 30 HOV/M STA 1139+41.24= GRIFFIN ST STA 15+70.71
NOTE: CHANNELIZATION WILL BE USED TO RESTRICT ACCESS TO CONVENTION CENTER LOADING DOCKS
IH 30 WB TO GRIFFIN/LAMAR (R45)
IH 30 HOV/M STA 1149+26.37 = AKARD ST STA 15+69.48
IH 30 HOV/M STA 1158+88.98 = ERVAY ST STA 15+88.73
IH 30 HOV/M STA 1136+90.99 = DART LRT
IH 30 WB TO IH 35E SB (DC8)
IH 35E NB TO IH 30 EB (CD4)
GRIFFIN TO IH 30 EB (R44)
IH 30 EB TO GRIFFIN (R43)
IH 30 EB TO HARWOOD (R44)
IH 30 WB
IH 30 EB
IH 30 HOV/M
IH 30 WB FRTG RD
IH 30 EB FRTG RD
CANTON ST
CADIZ ST
GRIFFIN ST
LAMAR ST
AKARD ST
ERVAY ST
BRONDER ST
ST PAUL ST
CORSICANA ST
DART LRT
FIRE STATION
DAY RESOURCE CENTER
WEISFELD CENTER
DISD PEGASUS COMPLEX
MILLER THE PRINTER
DALLAS LIFE FOUNDATION
RAMADA
CELLULAR PHONE STORE
SCOTTISH RITE
OCC
COA
R45-H1
30WBFR-H9
30WBFR-H8
C4-H2
DC7-H5
30WBML-H3
30WBFR-H10
R45-H2
30WBFR-H11
R45-H3
30EBML-H3
30HOV-H4
R44-H1
R44-H2
30EBFR-H11
R44-H3
R43-H3
C4-H1
30EBFR-H10
R43-H2
30EBFR-H9
R43-H1
30EBFR-H12
R44-H4
R44-H5
1135+00
1140+00
1145+00
1150+00
1155+00
1160+00
MATCH LINE WB STA 1130+00


480
470
460
450
440
430
420
410
400
390
380
370
360
MATCH LINE STA 1130+00
1130+00
1135+00
1140+00
1145+00
1150+00
1155+00
1160+00
℄ LAMAR ST
℄ LAMAR ST
℄ DART RAIL BRIDGE
℄ GRIFFIN ST
℄ GRIFFIN ST
℄ AKARD ST
℄ AKARD ST
℄ ERVAY ST
℄ ERVAY ST
16.5' MIN. CLR.
PVRC 1131+00.0
PVT 1131+50.00
PVT 1134+00.00
PVC 1138+00.00
PVC 1139+00.00
PVT 1142+00.00
PVT 1143+00.00
PVC 1143+50.00
PVC 1144+00.00
PVT 1149+50.00
PVT 1150+00.00
PVC 1154+00.00
PVC 1155+50.00
PVT 1158+00.00
PVT 1160+50.00
EXISTING GROUND IH 30 WB MAINLANES
EXISTING GROUND IH 30 EB MAINLANES
PROPOSED GRADE IH 30 WB MAINLANES
PROPOSED GRADE IH 30 EB MAINLANES
0.73%
0.87%
2.62%
2.17%
-0.52%
-0.50%
30EBML-V8 PVI 1141+00.00 EL 402.00 L 400.00' K 277.89
30EBML-V9 PVI 1147+00.00 EL 415.00 L 600.00' K 225.00
30EBML-V10 PVI 1156+00.00 EL 410.50 L 400.00' K 225.00
30WBML-V9 PVI 1132+50.00 EL 393.50 L 300.00' K 168.22
30WBML-V10 PVI 1140+00.00 EL 400.00 L 400.00' K 228.74
30WBML-V11 PVI 1146+50.00 EL 417.00 L 600.00' K 191.26
30WBML-V12 PVI 1158+00.00 EL 411.00 L 500.00' K 198.28
IH 30 EB ELEVATIONS
IH 30 WB ELEVATIONS
394.78 394.88
395.45 394.26
396.18 394.23
396.91 394.80
397.64 395.67
398.36 396.53
399.09 397.40
399.82 398.27
400.55 399.35
401.45 400.87
402.72 402.83
404.35 405.23
406.33 407.85
408.50 410.40
410.44 412.49
411.94 414.06
413.00 415.11
413.61 415.63
413.78 415.63
413.50 415.17
413.00 414.65
412.50 414.13
412.00 413.61
411.50 413.09
411.22 412.57
411.39 412.11
412.00 412.09
413.06 412.58
414.33 413.57
415.61 415.06
416.89 417.00


MATCH LINE STA 18+00
CENTRAL EXPRESSWAY
C8-H1
CENTRAL EXPWY
PEARL EXPWY
HARWOOD ST
ST LOUIS
FARMERS MARKET
HARRINGTON WHOLESALE PRODUCE
HARWOOD TO IH 30 WB (R45)
30WBFR-H12
R45-H4
C7-H2
IH 30 WB
IH 30 EB
IH 30 HOV/M STA 1174+29.97 = HARWOOD ST STA 16+57.48
IH 30 HOV/M STA 1181+23.66 = CENTRAL EXPRWY STA 22+52.28
PANDI PLANTS
IH 45 DC TO IH 30 EB (45DC4)
45DC4-H1
30WBFR-H13
C8-H2
30WBML-H4
HOV/M RAMP
MARTINEZ PRODUCE
GOOD-LATIMER EXPWY
45DC8-H1
30HOV-H6
45DC4-H2
IH 345 SB TO IH 30 EB (45DC6)
IH 345 SB TO IH 30 WB (45DC8)
IH 30 WB TO GOOD LATIMER (45R2)
45R2-H1
45DC8-H2
C9-H2
45DC6-H1
45DC8-H3
45CL-H1
IH 30 HOV/M STA 1197+43.39 = IH 45 STA 1010+73.57
45DC7-H1
45DC2-H2
45DC2-H3
45DC3-H1
IH 30 WB TO IH 345 NB (45DC7)
IH 30 WB TO IH 45 SB (45DC3)
30WBML-H5
30HOV-H7
IH 30 EB TO IH 45 (45DC7)
45DC7-H2
HALL ST
CHESTNUT ST
IH 45 SB
IH 45 NB
IH 45
45DC6-H2
45R1-H2
45DC4-H4
45DC5-H2
30EBML-H6
45DC6-H3
IH 45 TO IH 30 EB (45DC6)
IH 45 NB TO IH 30 EB (45DC5)
IH 45 NB TO IH 30 WB (45DC4)
45DC5-H1
OAKLAND AV
DAWSON ST
LOUISE ST
ORLEANS ST
END
30EBML-H5
45R1-H1
45DC1-H3
GOOD LATIMER TO IH 30 EB (45R1)
IH 30 EB TO IH 345 NB (45DC2)
IH 30 EB TO IH 45 SB (45DC1)
C9-H1
BRIDGE-FORD FOOD
IH 30 HOV/M STA 1191+74.71 = GOOD LATIMER STA 14+68.07
30EBFR-H14
30EBFR-H15
45DC2-H2
45DC2-H1
30EBML-H4
30HOV-H5
45DC1-H2
IH 30 EB TO IH 45 (45DC1)
30EBFR-H13
C7-H1
45DC1-H1
R44-H6
R44-H7
OLD CITY PARK
COA
1165+00
1170+00
1175+00
1180+00
1185+00
1190+00
1195+00
1200+00
1205+00
1210+00




PROJECT
CSJ 0009-11-181
STA 1215+00
TIE TO
CSJ 0009-11-129
N
BAYLOR ST
LAMAR ST
GRIFFIN ST
ST PAUL ST
AKARD ST
ERVAY ST
HARWOOD ST
IH 30
MATCH LINE BELOW
MATCH LINE ABOVE
CENTRAL EXPWY
GOOD LATIMER
IH 45
2ND AVE
FIRST AVE
IH 30
IH 30



NOTE:
THE EXISTING GROUND SURFACE IS OBSCURED BY BRIDGE STRUCTURE ALONG THE MAJORITY OF THE PROPOSED ALIGNMENT. THE EXISTING GROUND LINE SHOWN IN THE PROFILE WAS INTERPOLATED FROM ADJACENT DTM DATA. PROFILE ELEVATIONS FOR THE EXISTING GROUND ARE NOT SHOWN DUE TO THE DTM DATA VOIDS.

HORIZONTAL CURVE DATA

ROADWAY	CURVE ID	PI STATION	DELTA	D	T	L	R	PC STATION	PT STATION	ADJACENT TANGENT	
										BEARING	LENGTH
IH 30 EB (30EBML)											
30EBML	30EBML-H3	1142+12.04	31°44'53"	2°50'20"	573.93	1118.34	2018.28	1136+38.10	1148+16.45	N 76°55'33" E	2,583.05
30EBML	30EBML-H4	1180+38.58	34°38'52"	2°48'00"	638.28	1237.42	2046.28	1174+00.30	1186+37.72	N 42°16'42" E	504.17
30EBML	30EBML-H5	1195+17.13	9°21'37"	1°15'00"	375.24	748.81	4583.66	1191+41.89	1198+90.70	PCC	
30EBML	30EBML-H6	1204+83.62	31°46'15"	2°45'00"	592.92	1155.30	2083.48	1198+90.70	1210+46.00	N 83°25'48" E	1,159.02
IH 30 WB (30WBML)											
30WBML	30WBML-H3	1142+44.91	31°44'53"	2°45'44"	589.86	1149.37	2074.28	1136+55.05	1148+04.43	N 76°55'33" E	2,521.18
30WBML	30WBML-H4	1179+46.73	33°46'13"	2°48'00"	621.12	1206.08	2046.28	1173+25.61	1185+31.69	N 43°09'20" E	968.96
30WBML	30WBML-H5	1202+64.63	40°16'28"	2°45'00"	763.98	1464.52	2083.48	1195+00.65	1209+65.17	N 83°25'48" E	1,243.52
IH 30 HOV/M (30HOV)											
30HOV	30HOV-H4	1142+58.45	31°44'53"	2°48'30"	580.19	1130.54	2040.28	1136+78.26	1148+08.80	N 76°55'33" E	2,521.18
30HOV	30HOV-H5	1179+61.42	33°46'13"	2°45'15"	631.45	1226.12	2080.28	1173+29.98	1185+56.10	N 43°09'20" E	526.18
30HOV	30HOV-H6	1191+26.42	1°45'56"	2°00'00"	44.14	88.28	2864.79	1190+82.28	1191+70.56	N 44°55'16" E	415.20
30HOV	30HOV-H7	1203+26.98	38°30'32"	2°42'00"	741.22	1426.21	2122.00	1195+85.76	1210+11.97	N 83°25'48" E	1,191.87
IH 30 EB FRTG RD (30EBFR)											
30EBFR										N 39°17'47" E	9.92
30EBFR	30EBFR-H9	114+36.52	15°21'47"	8°00'00"	96.60	192.04	716.20	113+39.92	115+31.96	N 23°55'58" E	127.80
30EBFR	30EBFR-H10	118+32.96	27°11'29"	8°00'00"	173.21	339.89	716.20	116+59.76	119+99.65	PCC	
30EBFR	30EBFR-H11	123+43.15	20°23'33"	3°00'00"	343.51	679.75	1909.86	119+99.65	126+79.39	N 71°31'00" E	115.57
30EBFR	30EBFR-H12	131+90.88	7°54'21"	1°00'00"	395.91	790.57	5729.58	127+94.96	135+85.54	N 79°25'21" E	1,692.96
30EBFR	30EBFR-H13	160+76.03	45°19'46"	3°00'00"	797.53	1510.98	1909.86	152+78.50	167+89.48	PRC	
30EBFR	30EBFR-H14	169+09.92	7°13'01"	3°00'00"	120.44	240.57	1909.86	167+89.48	170+30.05	PCC	
30EBFR	30EBFR-H15	170+90.88	7°17'24"	6°00'00"	60.83	121.50	954.93	170+30.05	171+51.55	N 48°36'00" E	63.31
IH 30 WB FRTG RD (30WBFR)											
30WBFR										S 10°23'47" E	881.03
30WBFR	30WBFR-H5	76+95.88	48°29'05"	7°00'00"	368.58	692.64	818.51	73+27.30	80+19.94	S 58°52'52" E	504.22
30WBFR	30WBFR-H6	87+34.19	8°23'12"	2°00'00"	210.04	419.33	2864.79	85+24.15	89+43.48	PCC	
30WBFR	30WBFR-H7	94+89.70	59°32'20"	6°00'00"	546.21	992.31	954.93	89+43.48	99+35.79	N 53°11'37" E	850.21
30WBFR	30WBFR-H8	108+73.59	8°44'27"	5°00'00"	87.58	174.82	1145.92	107+86.01	109+60.82	N 44°27'10" E	420.32
30WBFR										N 55°17'35" E	473.51
30WBFR	30WBFR-H9	121+31.06	27°07'22"	5°00'00"	276.41	542.46	1145.92	118+54.65	123+97.10	N 82°24'57" E	151.46
30WBFR	30WBFR-H10	128+23.28	5°29'24"	1°00'00"	274.72	549.01	5729.58	125+48.56	130+97.57	N 76°55'33" E	335.74
30WBFR										N 76°55'33" E	188.50
30WBFR	30WBFR-H11	137+69.03	3°15'16"	1°00'00"	162.76	325.44	5729.58	136+06.26	139+31.71	N 73°40'18" E	369.38
30WBFR	30WBFR-H12	144+08.85	2°09'18"	1°00'00"	107.76	215.49	5729.58	143+01.09	145+16.58	N 75°49'35" E	542.05
30WBFR	30WBFR-H13	156+12.51	34°53'01"	3°15'00"	553.89	1073.34	1762.95	150+58.62	161+31.97	N 40°56'34" E	589.12
IH 30 EB TO GRIFFIN (R43)											
R43	R43-H1	10+67.31	2°41'31"	2°00'00"	67.31	134.60	2864.79	10+00.00	11+34.60	PRC	
R43	R43-H2	12+56.00	2°25'39"	1°00'00"	121.39	242.75	5729.58	11+34.60	13+77.35	N 45°12'20" E	471.44
R43	R43-H3	24+03.67	95°57'23"	11°27'33"	554.88	837.38	500.00	18+48.79	26+86.17	S 38°50'09" E	119.65
GRIFFIN TO IH 30 EB & IH 30 EB TO HARWOOD (R44)											
R44										N 56°22'45" E	10.03
R44	R44-H1	10+52.48	5°05'25"	6°00'00"	42.45	84.84	954.93	10+10.03	10+94.87	N 51°17'19" E	59.84
R44	R44-H2	13+37.65	21°41'28"	6°00'00"	182.95	361.52	954.93	11+54.71	15+16.22	N 72°55'33" E	128.09
R44	R44-H3	18+44.29	3°59'53"	1°00'00"	199.98	399.80	5729.58	16+44.32	20+44.11	N 76°55'25" E	370.34
R44	R44-H4	24+77.51	2°31'17"	1°59'58"	63.06	126.10	2865.59	24+14.45	25+40.56	N 79°54'33" E	507.13
R44	R44-H5	30+72.02	0°29'12"	1°00'00"	24.34	48.68	5729.58	30+47.68	30+96.36	N 79°25'21" E	368.61
R44	R44-H6	35+87.88	4°54'48"	2°00'00"	122.91	245.66	2864.79	34+64.97	37+10.63	N 84°20'08" E	109.38
R44	R44-H7	39+02.98	4°54'48"	2°57'46"	82.97	165.83	1933.86	38+20.02	39+85.85	POE	
HARWOOD TO IH 30 WB & IH 30 WB TO GRIFFIN (R45)											
R45	R45-H1	12+58.74	25°26'49"	5°00'00"	258.74	508.94	1145.92	10+00.00	15+08.94	N 80°44'25" E	394.91
R45	R45-H2	20+94.56	3°48'51"	1°00'01"	190.71	381.27	5727.58	19+03.85	22+85.13	N 76°55'33" E	753.35
R45	R45-H3	31+57.82	4°46'15"	2°00'00"	119.34	238.54	2864.79	30+38.48	32+77.02	N 72°09'18" E	489.68
R45	R45-H4	38+58.51	3°40'17"	2°00'00"	91.81	183.57	2864.79	37+66.70	39+50.26	N 75°49'35" E	0.45
IH 45 NB & SB (45CL)											
45CL										36°59'18"	1,603.76
45CL	45CL-H1	1018+18.78	12°51'18"	3°00'05"	215.02	428.23	1909.00	1016+03.76	1020+31.93	POE	
IH 30 EB TO IH 45 SB (45DC1)											
45DC1	45DC1-H1	201+08.53	2°10'13"	1°00'00"	108.53	217.03	5729.58	200+00.00	202+17.03	PRC	
45DC1	45DC1-H2	207+63.90	31°57'26"	3°00'00"	546.87	1065.24	1909.86	202+17.03	212+82.26	N 47°08'28" E	637.03
45DC1	45DC1-H3	224+62.04	94°41'43"	11°27'33"	542.75	826.37	500.00	219+19.29	227+45.66	POE	
IH 30 EB TO IH 45 NB (45DC2)											
45DC2	45DC2-H1	213+62.04	4°48'32"	3°00'57"	79.77	159.46	1899.86	212+82.26	214+41.72	N 42°19'49" E	297.38
45DC2	45DC2-H2	218+00.83	4°56'18"	4°00'00"	61.74	123.40	1432.39	217+39.10	218+62.50	N 47°15'58" E	302.18
45DC2	45DC2-H3	226+56.24	75°20'40"	9°00'00"	491.56	837.18	636.62	221+64.68	230+01.86	PCC	
45DC2	45DC2-H4	232+27.62	23°06'26"	5°11'17"	225.76	445.38	1104.35	230+01.86	234+47.24	POE	
IH 30 WB TO IH 45 SB (45DC3)											
45DC3										N 38°09'56" W	309.90
45DC3	45DC3-H1	213+02.35	0+00.00	11°14'04"	912.45	1082.34	510.00	203+09.90	214+72.25	POE	
IH 45 NB TO IH 30 WB (45DC4)											
45DC4	45DC4-H1	201+77.49	14°09'27"	4°00'31"	177.49	353.18	1429.30	200+00.00	203+53.18	N 35°18'46" E	206.19
45DC4	45DC4-H2	207+47.20	7°30'09"	2°00'00"	187.83	375.13	2864.79	205+59.37	209+34.50	N 42°48'55" E	83.18
45DC4	45DC4-H3	212+23.61	46°52'39"	12°03'44"	205.93	388.63	475.00	210+17.68	214+06.31	PCC	
45DC4	45DC4-H4	217+01.24	56°24'14"	10°25'03"	294.93	541.44	550.00	214+06.31	219+47.75	S 33°54'12" E	236.82
45DC4	45DC4-H5	201+77.49	14°09'27"	4°00'31"	177.49	353.18	1429.30	200+00.00	203+53.18	N 35°18'46" E	206.19
45DC4	45DC4-H6	207+47.20	7°30'09"	2°00'00"	187.83	375.13	2864.79	205+59.37	226+05.00	POE	
IH 45 NB TO IH 30 EB (45DC5)											
45DC5	45DC5-H1	203+97.04	13°39'12"	4°00'00"	171.48	341.33	1432.39	202+25.56	205+66.89	PCC	
45DC5	45DC5-H2	209+06.23	80°37'07"	14°19'26"	339.33	562.82	400.00	205+66.89	211+29.71	POE	
IH 45 SB TO IH 30 EB (45DC6)											
45DC6	45DC6-H1	201+10.13	9°21'05"	4°15'10"	110.13	219.77	1346.56	200+00.00	202+19.77	S 43°29'51" E	419.41
45DC6	45DC6-H2	211+04.34	75°34'18"	9°32'57"	465.15	791.36	600.00	206+39.18	214+30.55	N 60°55'59" E	452.49
45DC6	45DC6-H3	220+72.95	22°29'49"	6°00'00"	189.92	374.95	954.93	218+83.03	222+57.98	POE	
IH 30 WB TO IH 45 NB (45DC7)											
45DC7										S 54°38'11" E	413.68
45DC7	45DC7-H1	206+45.75	44°18'01"	10°01'00"	232.07	440.93	572.00	204+13.68	208+54.61	N 81°11'48" E	537.64
45DC7	45DC7-H2	215+03.93	2°14'00"	1°00'00"	111.69	223.34	5729.58	213+92.24	216+15.58	POE	
IH 45 SB TO IH 30 WB (45DC8)											
45DC8										N 35°18'46" E	129.04
45DC8	45DC8-H1	208+10.11	4°51'55"	2°00'00"	121.71	243.26	2864.79	206+88.41	209+31.67	PCC	
45DC8	45DC8-H2	212+07.54	51°29'44"	10°01'00"	275.87	514.09	572.00	209+31.67	214+45.76	PCC	
45DC8	45DC8-H3	216+26.70	28°21'25"	8°00'00"	180.94	354.46	716.20	214+45.76	218+00.22	POE	
GOOD LATIMER TO IH 30 EB (45R1)											
45R1										N 49°03'52" E	315.86
45R1	45R1-H1	14+15.64	15°51'46"	8°00'00"	99.78	198.28	716.20	13+15.86	15+14.14	N 33°12'06" E	109.03
45R1	45R1-H2	17+65.23	22°26'18"	8°00'00"	142.06	280.48	716.20	16+23.17	19+03.65	POE	
IH 30 WB TO GOOD LATIMER (45R2)											
45R2										N 42°48'55" E	119.92
45R2	45R2-H1	12+88.36	19°04'29"	6°00'00"	168.44	317.91	954.93	11+19.92	14+37.83	N 61°53'24" E	584.81
LAMAR STREET (C3)											
C3										N 50°58'25" W	1,159.55
GRIFFIN STREET (C4)											
C4										N 43°23'45" W	240.05
C4	C4-H1	13+95.40	24°28'37"	8°00'00"	155.35	305.96	716.20	12+40.05	15+46.01	N 67°52'22" W	185.20
C4	C4-H2	18+01.96	2°49'46"	2°00'00"	70.75	141.48	2864.79	17+31.21	18+72.69	N 70°42'08" W	150.00
AKARD STREET (C5)											
C5										N 41°50'50" W	1,215.41
ERVAY STREET (C6)											
C6										N 45°31'41" W	1,270.19
HARWOOD STREET (C7)											
C7										N 59°43'21" W	142.77
C7	C7-H1	12+64.27	12°06'16"	5°00'00"	121.50	242.09	1145.92	11+42.77	13+84.86	N 47°37'06" W	570.25
C7	C7-H2	20+14.42	2°22'21"	2°00'00"	59.32	118.62	2864.79	19+55.10	20+73.73	N 45°14'45" W	630.04
CENTRAL EXPRESSWAY (C8)											
C8										N 36°41'44" W	100.00
C8	C8-H1	12+71.43	10°15'31"	3°00'00"	171.43	341.95	1909.86	11+00.00	14+41.95	N 46°57'15" W	935.50
C8	C8-H2	25+80.31	8°06'02"	2°00'00"	202.85	405.03	2864.79	23+77.46	27+82.48	N 38°51'13" W	550.33
GOOD LATIMER EXPRESSWAY (C9)											
C9										N 34°50'44" W	15.00
C9	C9-H1	10+56.23	0°49'28"	1°00'00"	41.23	82.46	5729.58	10+15.00	10+97.46	N 35°40'13" W	801.60
C9	C9-H2	19+56.54	1°08'59"	1°00'00"	57.48	114.97	5729.58	18+99.06	20+14.03	N 36°49'11" W	65.00

SUPERELEVATION DATA

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)
1068-04-023 IH 30 FROM SYLVAN AVENUE TO IH 35E (1.056 MILES)

DALLAS COUNTY

ROLL 2 OF 16

DATE: MARCH 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	40 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

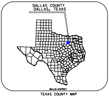
BRYAN D. COPELAND

87423
TEXAS REGISTRATION NUMBER

03/02/04
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.

Carter::Burgess

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