TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

WILLIAM L. HALE, DISTRICT ENGINEER

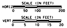
DESIGN SCHEMATIC

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 3 OF 16

DATE: MARCH 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	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

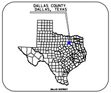
BRYAN D. COPELAND

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 NOTE 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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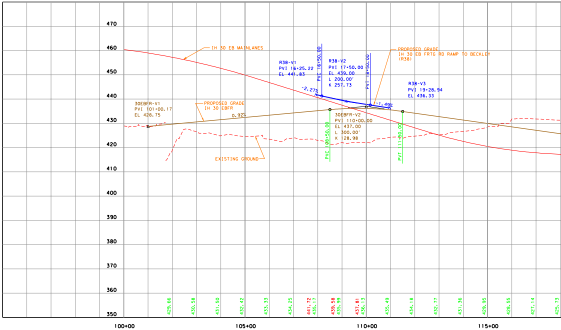
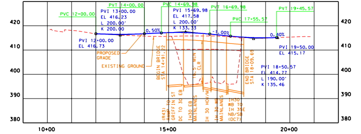
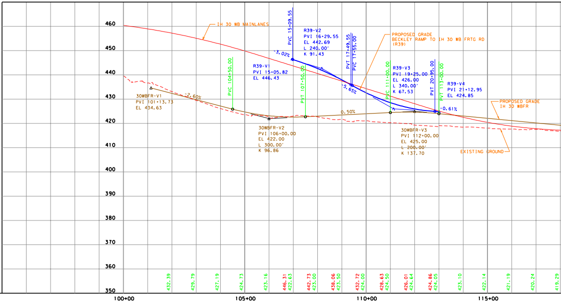
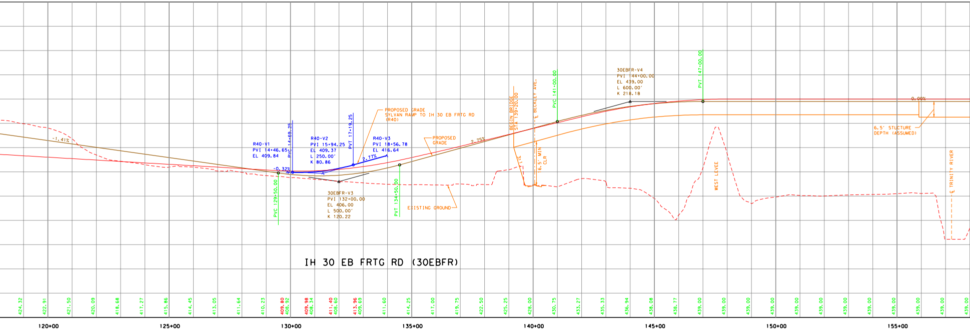

IH 30 EB MAINLANES
PROPOSED GRADE
IH 30 EB FRTG RD RAMP TO BECKLEY (R38)
R38-V1
PVI 16+25.22
EL 441.83
R38-V2
PVI 17+50.00
EL 439.00
L 200.00'
K 257.73
R38-V3
PVI 19+28.94
EL 436.33
PVC 16+50.00
PVT 18+50.00
-2.27%
-1.49%
30EBFR-V1
PVI 101+00.17
EL 428.75
PROPOSED GRADE
IH 30 EBFR
0.92%
30EBFR-V2
PVI 110+00.00
EL 437.00
L 300.00'
K 128.98
PVC 108+50.00
PVT 111+50.00
EXISTING GROUND
470
460
450
440
430
420
410
400
390
380
370
360
350
429.66
430.58
431.50
432.42
433.33
434.25
441.72
435.17
439.58
435.99
437.81
436.13
435.49
434.18
432.77
431.36
429.95
428.55
427.14
425.73
100+00
105+00
110+00
115+00

LAMAR STREET (C3)


430
420
410
400
390
380
PVC 12+00.00
PVT 14+00.00
PVI 13+00.00
EL 416.23
L 200.00'
K 200.00
PVI 12+00.00
EL 416.73
PVC 14+69.98
PVI 15+69.98
EL 417.58
L 200.00'
K 133.33
PVT 16+69.98
PVC 17+55.57
PVT 19+45.57
0.50%
-1.00%
0.40%
PVI 19+50.00
EL 415.17
PVI 18+50.57
EL 414.77
L 190.00'
K 135.46
PROPOSED GRADE
EXISTING GROUND
BEGIN BRIDGE STA 14+91.22
END BRIDGE STA 18+09.69
(R43) RAMP TO GRIFFIN ST
DC TO 30 EB
IH30 EB MAINLANES
IH 30 HOV/M
IH 30 WB MAINLANES
IH30 WB TO IH 35E NB/SB (DC7)
16.5' MIN CLR
10+00
15+00
20+00


IH 30 WB MAINLANES
R39-V2
PVI 16+29.55
EL 442.69
L 240.00'
K 91.43
PVC 15+09.55
PVT 17+49.55
PVC 17+55.00
-3.02%
-5.65%
R39-V1
PVI 15+05.82
EL 446.43
PROPOSED GRADE
BECKLEY RAMP TO IH 30 WB FRTG RD (R39)
R39-V3
PVI 19+25.00
EL 426.00
L 340.00'
K 67.53
PVC 111+00.00
PVT 20+95.00
PVT 113+00.00
R39-V4
PVI 21+12.95
EL 424.85
-0.61%
30WBFR-V1
PVI 101+13.73
EL 434.63
-2.60%
PVC 104+50.00
PVT 107+50.00
0.50%
30WBFR-V2
PVI 106+00.00
EL 422.00
L 300.00'
K 96.86
30WBFR-V3
PVI 112+00.00
EL 425.00
L 200.00'
K 137.70
PROPOSED GRADE
IH 30 WBFR
EXISTING GROUND
460
450
440
430
420
410
400
390
380
370
360
350
432.39
429.79
427.19
424.73
423.16
446.31
422.63
442.73
423.00
438.06
423.50
432.72
424.00
428.63
424.50
426.01
424.64
424.86
424.05
423.10
422.14
421.19
420.24
419.29
100+00
105+00
110+00
115+00


IH 30 EB FRTG RD (30EBFR)
-1.41%
R40-V1
PVI 14+46.65
EL 409.84
PVC 14+69.25
R40-V2
PVI 15+94.25
EL 409.37
L 250.00'
K 80.86
PVT 17+19.25
R40-V3
PVI 18+56.78
EL 416.64
-0.32%
2.77%
PROPOSED GRADE
SYLVAN RAMP TO IH 30 EB FRTG RD
(R40)
PROPOSED
GRADE
2.75%
30EBFR-V3
PVI 132+00.00
EL 406.00
L 500.00'
K 120.22
PVC 129+50.00
PVT 134+50.00
EXISTING GROUND
BEGIN BRIDGE
STA 139+20.00
℄ BECKLEY AVE.
PVC 141+00.00
6.5' MIN
CLR
3:1
30EBFR-V4
PVI 144+00.00
EL 439.00
L 600.00'
K 218.18
PVT 147+00.00
0.00%
6.5' STUCTURE
DEPTH (ASSUMED)
WEST LEVEE
℄ TRINITY RIVER
424.32
422.91
421.50
420.09
418.68
417.27
415.86
414.45
413.05
411.64
410.23
409.80
408.92
409.98
408.34
411.40
408.60
413.96
409.69
411.60
414.25
417.00
419.75
422.50
425.25
428.00
430.75
433.27
435.33
436.94
438.08
438.77
439.00
439.00
439.00
439.00
439.00
439.00
439.00
439.00
439.00
439.00
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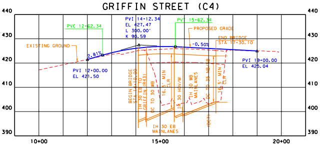
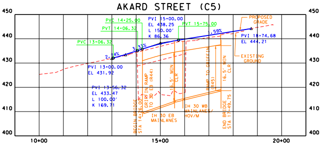
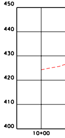
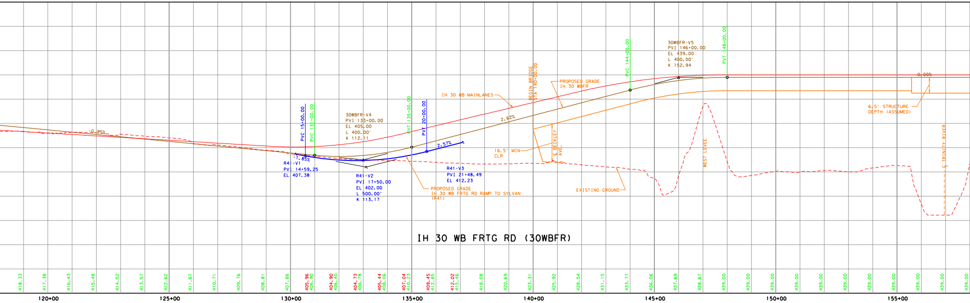
439.00
120+00
125+00
130+00
135+00
140+00
145+00
150+00
155+00


GRIFFIN STREET (C4)
440
430
420
410
400
390
PVC 12+62.34
PVI 14+12.34
EL 427.47
L 300.00'
K 90.59
PVT 15+62.34
PROPOSED GRADE
END BRIDGE
STA 17+30.10
-0.50%
2.81%
EXISTING GROUND
PVI 12+00.00
EL 421.50
PVI 19+00.00
EL 425.04
BEGIN BRIDGE
STA 14+10.00
IH 30 EB TO
GRIFFIN (R43)
OC TO 30 WB
16.5' MIN
CLR
IH 30 HOV/M
IH 30 WB
MAINLANES
OC TO 35 NB/S
16.5' MIN
CLR
(OC7)
IH 30 EB
MAINLANES
10+00
15+00
20+00


AKARD STREET (C5)
450
440
430
420
410
400
PVC 14+25.00
PVT 14+06.32
PVC 13+06.32
PVI 15+00.00
EL 438.25
L 150.00'
K 86.36
PVT 15+75.00
1.59%
3.37%
2.74%
PROPOSED
GRADE
PVI 18+74.68
EL 444.21
EXISTING
GROUND
PVI 13+00.00
EL 431.92
PVI 13+56.32
EL 433.47
L 100.00'
K 169.71
BEGIN BRIDGE
STA 14+06.05
GRIFFIN RAMP
TO 30 EB (R44)
16.5' MIN
CLR
IH 30 EB
MAINLANES
IH 30 WB
MAINLANES/
HOV/M
RAMP TO GRIFFIN
(R45)
16.5' MIN
CLR
END BRIDGE
STA 17+49.75
10+00
15+00
20+00


450
440
430
420
410
400
10+00


IH 30 WB FRTG RD (30WBFR)
-0.96%
PVC 15+00.00
PVC 131+00.00
-1.85%
R41-V1
PVI 14+59.25
EL 407.38
30WBFR-V4
PVI 133+00.00
EL 405.00
L 400.00'
K 112.11
R41-V2
PVI 17+50.00
EL 402.00
L 500.00'
K 113.17
PVT 135+00.00
PVT 20+00.00
2.57%
R41-V3
PVI 21+48.49
EL 412.23
PROPOSED GRADE
IH 30 WB FRTG RD RAMP TO SYLVAN
(R41)
IH 30 WB MAINLANES
2.62%
BEGIN BRIDGE
STA 140+00.00
PROPOSED GRADE
IH 30 WBFR
16.5' MIN
CLR
℄ BECKLEY
AVE.
PVC 144+00.00
30WBFR-V5
PVI 146+00.00
EL 439.00
L 400.00'
K 152.94
PVT 148+00.00
0.00%
6.5' STRUCTURE
DEPTH (ASSUMED)
WEST LEVEE
EXISTING GROUND
℄ TRINITY RIVER
418.33
417.38
416.43
415.48
414.52
413.57
412.62
411.67
410.71
409.76
408.81
407.86
405.96
406.90
404.90
406.40
404.73
406.78
405.44
408.06
407.04
410.23
409.45
412.85
412.02
415.46
418.08
420.69
423.31
425.92
428.54
431.15
433.77
436.06
437.69
438.67
439.00
439.00
439.00
439.00
439.00
439.00
439.00
439.00
439.00
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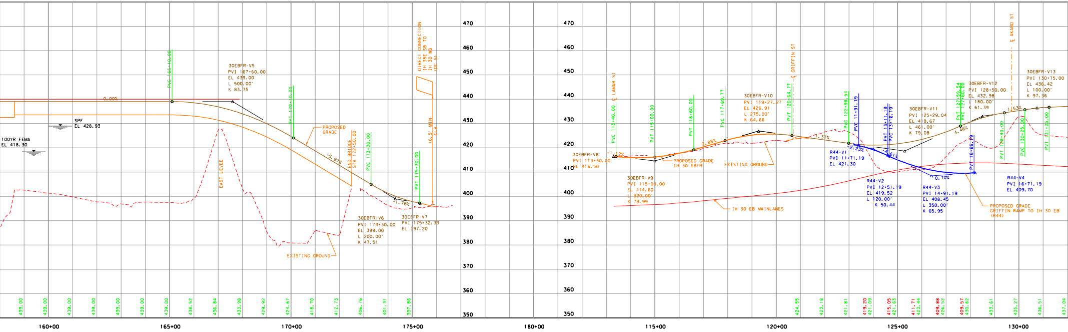
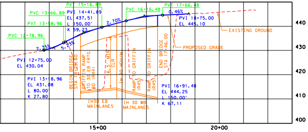
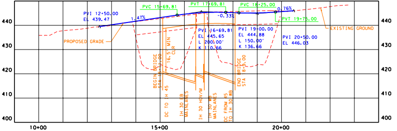
439.00
120+00
125+00
130+00
135+00
140+00
145+00
150+00
155+00

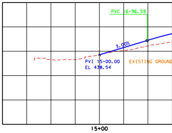

30EBFR-V5
PVI 167+60.00
EL 439.00
L 500.00'
K 83.75
PVC 165+10.00
PVT 170+10.00
0.00%
-5.97%
-1.76%
SPF
EL 428.93
100YR FEMA
EL 418.30
PROPOSED GRADE
EXISTING GROUND
EAST LEVEE
END BRIDGE STA 172+50.00
PVC 173+30.00
PVT 175+30.00
DIRECT CONNECTION IH 35E SB TO IH 30 WB (DC 5)
16.5' MIN CLR
30EBFR-V6
PVI 174+30.00
EL 399.00
L 200.00'
K 47.51
30EBFR-V7
PVI 175+32.33
EL 397.20
30EBFR-V8
PVI 113+30.00
EL 416.50
30EBFR-V9
PVI 115+00.00
EL 414.60
L 320.00'
K 79.99
PVC 113+40.00
PVT 115+00.00
PVC 116+60.00
PVT 116+60.00
PVC 117+89.77
℄ LAMAR ST
℄ GRIFFIN ST
℄ AKARD ST
30EBFR-V10
PVI 119+27.27
EL 426.91
L 275.00'
K 64.66
PVT 120+64.77
-0.12%
2.88%
-1.37%
PROPOSED GRADE IH 30 EBFR
EXISTING GROUND
IH 30 EB MAINLANES
PVC 122+98.54
PVC 11+91.19
R44-V1
PVI 11+71.19
EL 421.30
-2.23%
-5.61%
0.70%
R44-V2
PVI 12+51.19
EL 419.52
L 120.00'
K 50.44
PVT 13+11.19
PVC 13+16.19
R44-V3
PVI 14+91.19
EL 408.45
L 350.00'
K 65.95
PVT 16+66.19
30EBFR-V11
PVI 125+29.04
EL 418.67
L 461.00'
K 79.08
4.46%
PVT 127+59.54
PVC 127+60.00
30EBFR-V12
PVI 128+50.00
EL 432.98
L 180.00'
K 61.39
1.53%
PVT 129+40.00
PVC 130+25.00
PVT 131+25.00
30EBFR-V13
PVI 130+75.00
EL 436.42
L 100.00'
K 97.36
R44-V4
PVI 16+71.19
EL 409.70
PROPOSED GRADE GRIFFIN RAMP TO IH 30 EB (R44)
470
460
450
440
430
420
410
400
390
380
370
360
350
439.00
439.00
439.00
439.00
439.00
439.00
439.00
438.52
436.84
433.98
429.92
424.67
418.70
412.73
406.76
401.31
397.86
424.55
423.18
421.81
419.20
421.09
415.05
421.63
411.71
423.44
409.88
426.52
409.57
430.62
433.61
435.27
436.51
437.04
160+00
165+00
170+00
175+00
180+00
115+00
120+00
125+00
130+00

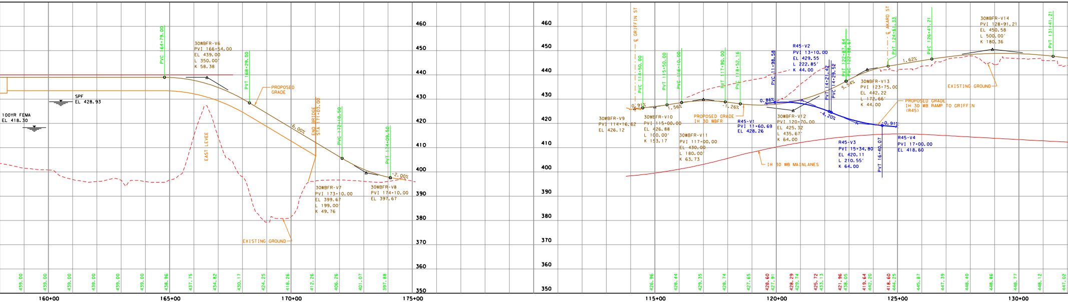
ERVAY STREET (C6)

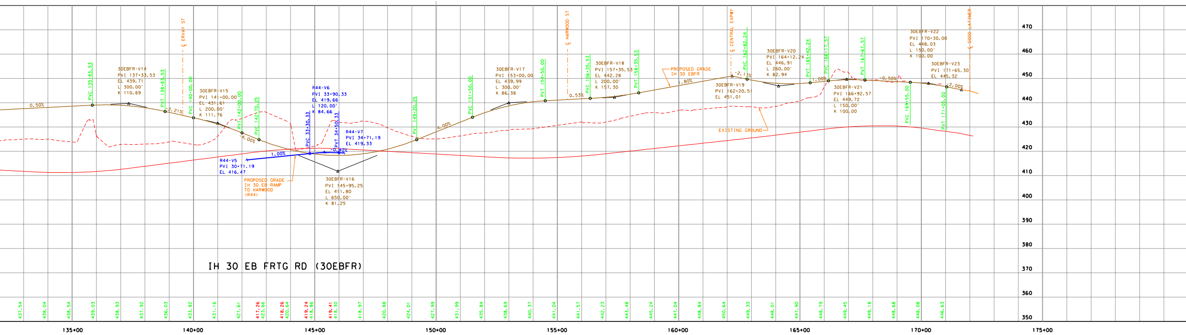

PVC 13+66.89
PVT 13+58.96
PVC 12+78.96
PVT 15+16.89
PVI 14+41.89
EL 437.51
L 150.00'
K 59.23
PVC 16+16.48
PVT 17+66.48
0.46%
2.70%
5.23%
2.55%
PVI 18+75.00
EL 445.10
EXISTING GROUND
PROPOSED GRADE
PVI 12+75.00
EL 430.04
PVI 13+18.96
EL 431.08
L 80.00'
K 27.80
BEGIN BRIDGE STA 14+28.00
GRIFFIN RAMP TO 30 EB FRTG RD (R44)
6.5' MIN CLR
IH 30 HOV/M
RAMP TO GRIFFIN (R45)
RAMP TO GRIFFIN (R45)
END BRIDGE STA 17+46.00
IH30 EB MAINLANES
IH 30 WB MAINLANES
PVI 16+91.48
EL 444.25
L 150.00'
K 67.11
450
440
430
420
410
400
15+00
20+00

HARWOOD STREET (C7)


PVI 12+50.00
EL 439.47
PVC 15+69.81
PVT 17+69.81
PVC 18+25.00
1.47%
-0.33%
0.76%
PVT 19+75.00
PVI 16+69.81
EL 445.65
L 200.00'
K 110.66
PVI 19+00.00
EL 444.88
L 150.00'
K 136.66
PVI 20+50.00
EL 446.03
EXISTING GROUND
PROPOSED GRADE
16.5' MIN CLR
BEGIN BRIDGE STA 15+13.00
DC TO IH 45
IH 30 EB MAINLANES
IH 30 HOV/M
IH 30 WB MAINLANES
DC FROM 45 TO IH 30 WB
END BRIDGE STA 18+5.00
450
440
430
420
410
400
10+00
15+00
20+00

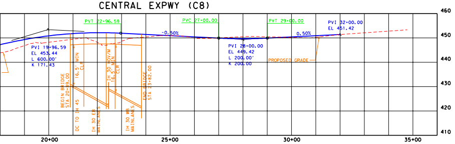

PVC 16+96.59
3.00%
PVI 15+00.00
EL 438.54
EXISTING GROUND
460
450
440
430
420
410
15+00


PVC 164+79.00
30WBFR-V6
PVI 166+54.00
EL 439.00
L 350.00'
K 58.38
PVT 168+29.00
PROPOSED GRADE
SPF
EL 428.93
100YR FEMA
EL 418.30
EAST LEVEE
-6.00%
-2.00%
END BRIDGE STA 171+03.00
PVC 172+10.50
PVT 174+09.50
30WBFR-V7
PVI 173+10.00
EL 399.67
L 199.00'
K 49.76
30WBFR-V8
PVI 174+10.00
EL 397.67
EXISTING GROUND
℄ GRIFFIN ST
℄ AKARD ST
PVC 114+50.00
PVT 115+50.00
PVC 116+10.00
PVT 117+90.00
PVC 118+52.16
0.91%
1.56%
-1.26%
0.86%
30WBFR-V9
PVI 114+16.62
EL 426.12
30WBFR-V10
PVI 115+00.00
EL 426.88
L 100.00'
K 153.17
30WBFR-V11
PVI 117+00.00
EL 430.00
L 180.00'
K 63.73
PROPOSED GRADE IH 30 WBFR
R45-V1
PVI 11+60.69
EL 428.26
PVC 11+98.58
R45-V2
PVI 13+10.00
EL 429.55
L 222.85'
K 44.00
PVT 14+21.42
PVC 14+29.52
PVT 122+87.84
PVC 122+88.67
-4.20%
5.34%
30WBFR-V12
PVI 120+70.00
EL 425.32
L 435.67'
K 64.00
30WBFR-V13
PVI 123+75.00
EL 442.22
L 172.66'
K 44.00
PVT 124+61.33
1.62%
PVC 126+41.21
30WBFR-V14
PVI 128+91.21
EL 450.58
L 500.00'
K 180.36
PVT 131+41.21
EXISTING GROUND
PROPOSED GRADE IH 30 WB RAMP TO GRIFFIN (R45)
-0.91%
R45-V3
PVI 15+34.80
EL 420.11
L 210.55'
K 64.00
PVT 16+40.07
R45-V4
PVI 17+00.00
EL 418.60
IH 30 WB MAINLANES
460
450
440
430
420
410
400
390
380
370
360
350
439.00
439.00
439.00
439.00
439.00
439.00
438.96
437.75
434.82
430.17
424.25
418.26
412.26
406.26
401.07
397.88
426.96
428.44
429.35
428.74
427.65
428.60
427.91
428.29
429.74
425.72
433.13
421.96
438.05
419.64
442.20
418.60
444.25
445.87
447.39
448.40
448.86
448.77
448.12
447.02
160+00
165+00
170+00
175+00
115+00
120+00
125+00
130+00



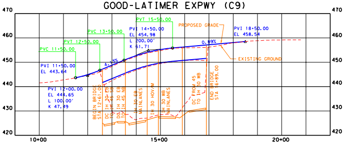
IH 30 EB FRTG RD (30EBFR)

ERVAY ST
HARWOOD ST
CENTRAL EXPWY
GOOD-LATIMER
0.50%
PVC 135+83.53
30EBFR-V14
PVI 137+33.53
EL 439.71
L 300.00'
K 110.69
PVT 138+83.53
-2.21%
PVC 140+00.00
30EBFR-V15
PVI 141+00.00
EL 431.61
L 200.00'
K 111.76
PVT 142+00.00
PVC 142+70.25
-4.00%
R44-V5
PVI 30+71.19
EL 416.47
1.00%
PROPOSED GRADE
IH 30 EB RAMP
TO HARWOOD
(R44)
R44-V6
PVI 33+90.33
EL 419.66
L 120.00'
K 84.66
PVC 33+30.33
PVT 34+50.33
-0.42%
R44-V7
PVI 34+71.19
EL 419.33
30EBFR-V16
PVI 145+95.25
EL 411.80
L 650.00'
K 81.25
PVT 149+20.25
4.00%
PVC 151+50.00
30EBFR-V17
PVI 153+00.00
EL 439.99
L 300.00'
K 86.38
PVT 154+50.00
0.53%
PVC 156+35.53
30EBFR-V18
PVI 157+35.53
EL 442.28
L 200.00'
K 157.30
PVT 158+35.53
PROPOSED GRADE
IH 30 EBFR
1.80%
30EBFR-V19
PVI 162+20.51
EL 451.01
-2.13%
PVC 162+82.24
30EBFR-V20
PVI 164+12.24
EL 446.91
L 260.00'
K 82.94
PVT 165+42.24
1.00%
PVC 166+17.57
30EBFR-V21
PVI 166+92.57
EL 449.72
L 150.00'
K 100.00
PVT 167+67.57
-0.50%
30EBFR-V22
PVI 170+30.00
EL 448.03
L 150.00'
K 100.00
PVC 169+55.00
PVT 171+05.00
30EBFR-V23
PVI 171+65.30
EL 445.32
-2.00%
EXISTING GROUND
470
460
450
440
430
420
410
400
390
380
370
360
350
437.54
438.04
438.54
439.03
438.93
437.92
436.03
433.82
431.16
427.61
417.26
425.66
418.26
420.64
419.24
418.86
419.41
418.30
418.97
420.88
424.01
427.99
431.99
435.84
438.69
440.37
441.04
441.57
442.23
443.48
445.24
447.04
448.84
450.64
449.35
448.01
447.90
448.79
449.45
449.18
448.68
448.08
446.63
135+00
140+00
145+00
150+00
155+00
160+00
165+00
170+00
175+00



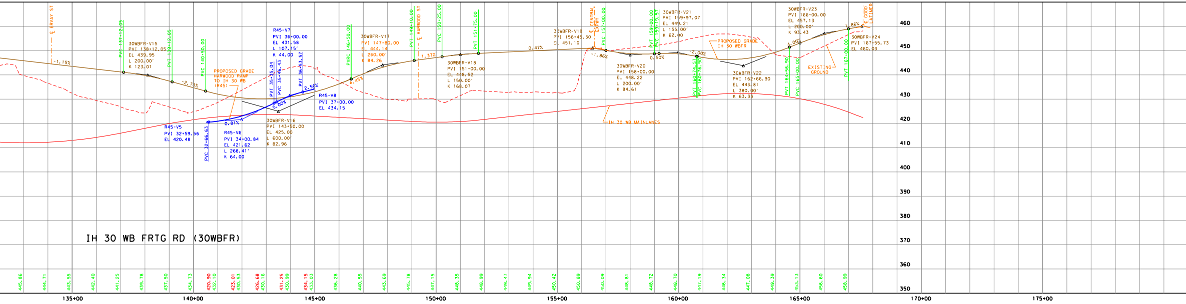
CENTRAL EXPWY (C8)

PVT 22+96.59
PVI 19+96.59
EL 453.44
L 600.00'
K 171.43
-0.50%
PVC 27+00.00
PVI 28+00.00
EL 449.42
L 200.00'
K 200.00
PVT 29+00.00
0.50%
PVI 32+00.00
EL 451.42
PROPOSED GRADE
BEGIN BRIDGE
STA 20+99.00
16.5' MIN
CLR
DC TO IH 45
IH 30 EB
MAINLANES
IH 30 HOV/M
16.5' MIN
CLR
IH 30 WB
MAINLANES
END BRIDGE
STA 23+82.00
460
450
440
430
420
410
20+00
25+00
30+00
35+00



GOOD-LATIMER EXPWY (C9)

PVT 15+50.00
PVC 13+50.00
PVI 14+50.00
EL 454.98
L 200.00'
K 61.71
PROPOSED GRADE
PVI 18+50.00
EL 458.54
PVT 12+50.00
0.89%
PVC 11+50.00
PVI 11+50.00
EL 443.64
4.13%
EXISTING GROUND
PVI 12+00.00
EL 444.65
L 100.00'
K 47.49
BEGIN BRIDGE
STA 12+81.00
DC IH 30 EB
TO IH 45 SB
DC IH 45 NB
TO IH 30 EB
IH 30 EB
MAINLANES
IH 30 HOV/M
IH 30 WB
MAINLANES
DC FROM 45
TO IH 30 WB
END BRIDGE
STA 16+89.00
470
460
450
440
430
420
10+00
15+00
20+00



IH 30 WB FRTG RD (30WBFR)

ERVAY ST
HARWOOD ST
CENTRAL EXPWY
GOOD-LATIMER
-1.15%
PVC 137+12.05
30WBFR-V15
PVI 138+12.05
EL 439.95
L 200.00'
K 123.01
PVT 139+12.05
-2.79%
PVC 140+50.00
PROPOSED GRADE
HARWOOD RAMP
TO IH 30 WB
(R45)
R45-V5
PVI 32+59.56
EL 420.48
PVC 32+66.63
0.81%
R45-V6
PVI 34+00.84
EL 421.62
L 268.41'
K 64.00
R45-V7
PVI 36+00.00
EL 431.58
L 107.15'
K 44.00
PVT 35+35.04
PVC 35+46.43
PVT 36+53.57
5.00%
2.56%
R45-V8
PVI 37+00.00
EL 434.15
30WBFR-V16
PVI 143+50.00
EL 425.00
L 600.00'
K 82.96
PVT 146+50.00
4.45%
30WBFR-V17
PVI 147+80.00
EL 444.14
L 260.00'
K 84.26
PVT 149+10.00
1.37%
PVC 150+25.00
30WBFR-V18
PVI 151+00.00
EL 448.52
L 150.00'
K 168.07
PVT 151+75.00
0.47%
30WBFR-V19
PVI 156+45.30
EL 451.10
-1.86%
PVC 157+00.00
30WBFR-V20
PVI 158+00.00
EL 448.22
L 200.00'
K 84.61
PVT 159+00.00
PVC 159+19.57
0.50%
30WBFR-V21
PVI 159+97.07
EL 449.21
L 155.00'
K 62.00
-2.00%
PVT 160+74.57
PVC 160+76.90
PROPOSED GRADE
IH 30 WBFR
30WBFR-V22
PVI 162+66.90
EL 443.81
L 380.00'
K 63.33
PVT 164+56.90
PVC 165+00.00
4.00%
30WBFR-V23
PVI 166+00.00
EL 457.13
L 200.00'
K 93.43
1.86%
EXISTING GROUND
PVT 167+00.00
30WBFR-V24
PVI 167+55.73
EL 460.03
IH 30 WB MAINLANES
460
450
440
430
420
410
400
390
380
370
360
350
445.86
444.71
443.55
442.40
441.25
439.78
437.50
434.73
420.90
432.10
423.01
430.53
426.68
430.16
431.25
430.99
434.15
433.03
436.28
440.55
443.69
445.78
447.15
448.35
448.99
449.47
449.94
450.42
450.89
450.09
448.81
448.72
448.70
447.19
446.34
447.08
449.39
453.13
456.60
458.99
135+00
140+00
145+00
150+00
155+00
160+00
165+00
170+00
175+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)
1068-04-023 IH 30 FROM SYLVAN AVENUE TO IH 35E (1.056 MILES)

DALLAS COUNTY

ROLL 3 OF 16

DATE: MARCH 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	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	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

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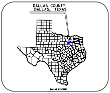
ROLL 1 = IH 30 PLAN/PROFILE FROM SYLVAN AVENUE TO EAST OF UP RR
ROLL 2 = IH 30 PLAN/PROFILE FROM EAST OF UP RR TO IH 45
ROLL 3 = IH 30 FRONTAGE ROAD & RAMP PROFILES
ROLL 4 = IH 45 DIRECT CONNECTIONS PROFILES
ROLL 5 = IH 35E PLAN/PROFILE FROM EIGHTH STREET TO REUNION
ROLL 6 = IH 35E PLAN/PROFILE FROM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