$$$SYTIME$$$
$$$JOBNUM$$$
$USER$
PENSPECIFICATION
$$$REFLOG$$$24 $$$REFLOG$$$21 $$$REFLOG$$$18 $$$REFLOG$$$15 $$$REFLOG$$$12 $$$REFLOG$$$09 $$$REFLOG$$$06 $$$REFLOG$$$03
$PRF$SPEC$ROT$SCAL
$$$REFLOG$$$23 $$$REFLOG$$$20 $$$REFLOG$$$17 $$$REFLOG$$$14 $$$REFLOG$$$11 $$$REFLOG$$$08 $$$REFLOG$$$05 $$$REFLOG$$$02
$DGN$SPEC$LEV
$$$REFLOG$$$22 $$$REFLOG$$$19 $$$REFLOG$$$16 $$$REFLOG$$$13 $$$REFLOG$$$10 $$$REFLOG$$$07 $$$REFLOG$$$04 $$$REFLOG$$$01

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 5 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	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

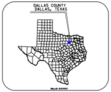
BRYAN D. COPELAND

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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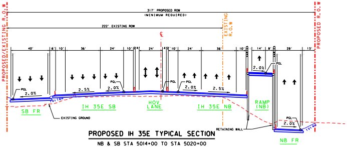
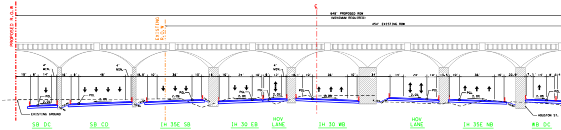

PROPOSED/EXISTING R.O.W
PROPOSED R.O.W
317' PROPOSED ROW (MINIMUM REQUIRED)
222' EXISTING ROW
EXISTING R.O.W
℄
40'
6'
10'
36'
24'
10'
2'
4'
24'
4'
2'
10'
24'
36'
10'
14'
8'
28'
13'
PGL
2.0%
2.5%
2.0%
2.0%
2.5%
2.0%
2.0%
1V:10H
1V:4H
SB FR
IH 35E SB
HOV LANE
IH 35E NB
RAMP (NB)
NB FR
EXISTING GROUND
RETAINING WALL

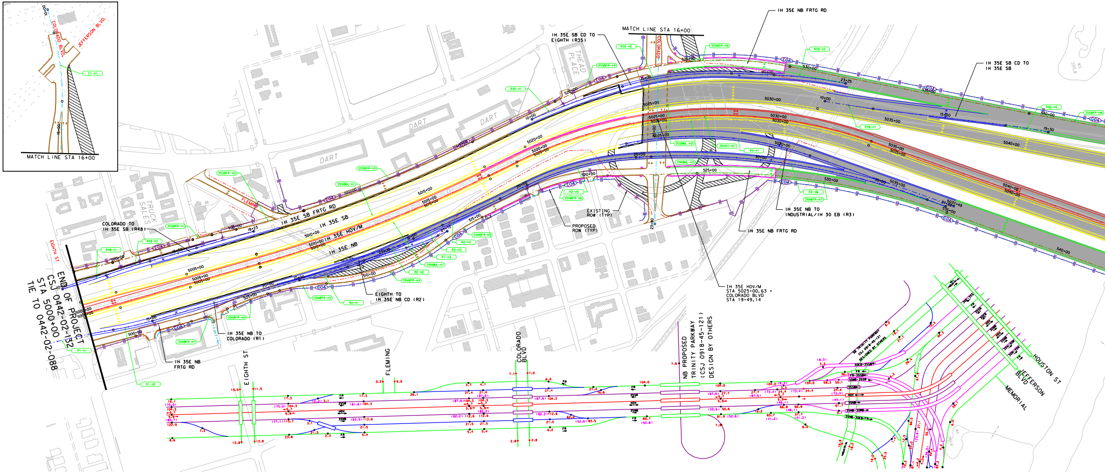
PROPOSED IH 35E TYPICAL SECTION

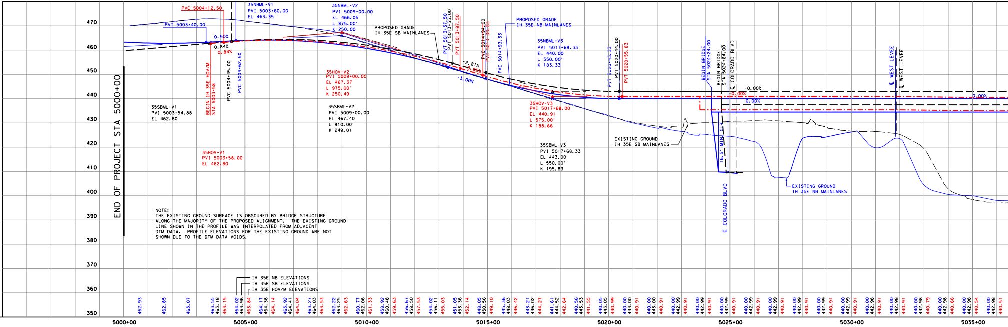
NB & SB STA 5014+00 TO STA 5020+00
NOT TO SCALE


PROPOSED R.O.W
EXISTING R.O.W
℄
648' PROPOSED ROW (MINIMUM REQUIRED)
454' EXISTING ROW
4' MIN.
15'
8'
14'
16'
8'
48'
18.8'
10'
36'
10'
18'
10'
24'
10'
6'
12'
18.1'
10'
36'
10'
34'
14'
24'
10'
13.5'
10'
36'
10'
22.9'
7.1'
14'
8'
PGL
2.0%
4.0%
EXISTING GROUND
HOUSTON ST.
SB DC
SB CD
IH 35E SB
IH 30 EB
HOV LANE
IH 30 WB
HOV LANE
IH 35E NB
WB DC

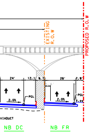
PROPOSED IH30/IH 35E TYPICAL SECTION @ EXISTING HOUSTON ST VIADUCT

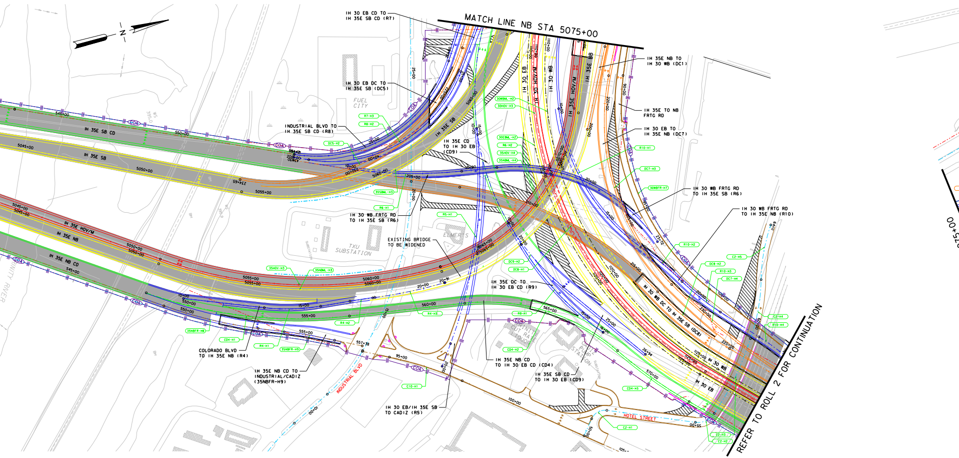
NB ML STA 5080+00 TO STA 5082+00
SB ML STA 5074+00 TO STA 5077+00
MINIMUM VERTICAL CLEARANCE 16.5'
NOT TO SCALE

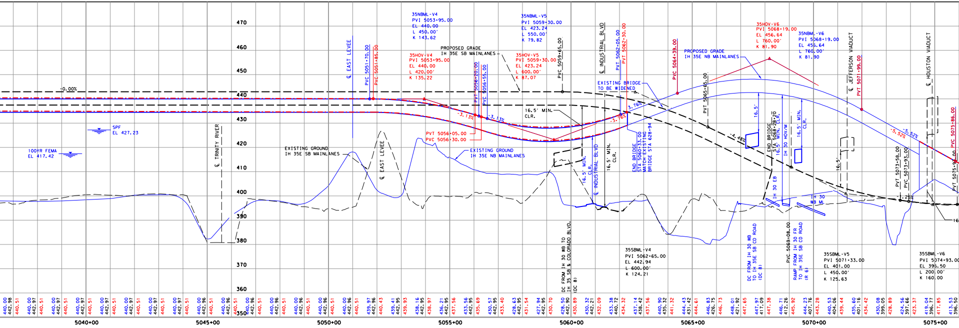

MATCH LINE STA 16+00
COLORADO BLVD.
JEFFERSON BLVD.
IH 35E NB FRTG RD
IH 35E SB CD TO EIGHTH (R35)
MATCH LINE STA 16+00
THEAD PLACE
IH 35E SB CD TO IH 35E SB
DART
TRUCK SALES
FLEMING
IH 35E SB FRTG RD
IH 35E SB
IH 35E HOV/M
IH 35E NB
COLORADO TO IH 35E SB (R48)
EIGHTH ST
END OF PROJECT
CSJ 0442-02-132
STA 5000+00
TIE TO 0442-02-088
EXISTING ROW (TYP)
PROPOSED ROW (TYP)
IH 35E NB TO INDUSTRIAL/IH 30 EB (R3)
IH 35E NB FRTG RD
EIGHTH TO IH 35E NB CD (R2)
IH 35E NB TO COLORADO (R1)
IH 35E NB FRTG RD
IH 35E HOV/M STA 5025+00.63 = COLORADO BLVD STA 19+49.14
EIGHTH ST
FLEMING
COLORADO BLVD
NB PROPOSED TRINITY PARKWAY (CSJ 0918-45-121) DESIGN BY OTHERS
HOUSTON ST
JEFFERSON BLVD
MEMORIAL
5005+00
5010+00
5015+00
5020+00
5025+00
5030+00
5035+00
5040+00



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.

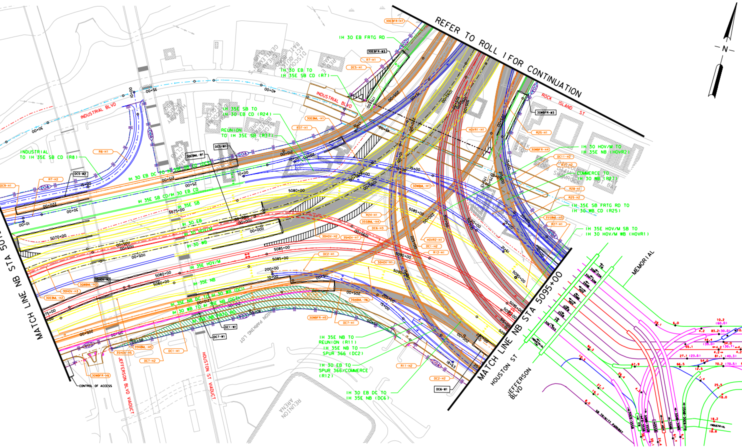

EXISTING R.O.W.
PROPOSED R.O.W.
24'
28'
2.0%
2.0%
PGL
VIADUCT
NB DC
NB FR

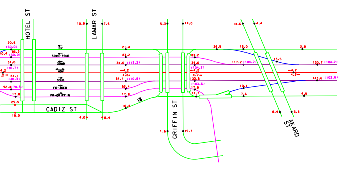

MATCH LINE NB STA 5075+00
REFER TO ROLL 2 FOR CONTINUATION
N
IH 30 EB CD TO IH 35E SB CD (R7)
IH 30 EB DC TO IH 35E SB (DC5)
INDUSTRIAL BLVD TO IH 35E SB CD (R8)
IH 35E CD TO IH 30 EB (CD9)
IH 30 WB FRTG RD TO IH 35E SB (R6)
EXISTING BRIDGE TO BE WIDENED
IH 35E DC TO IH 30 EB CD (R9)
IH 35E NB CD TO IH 30 EB CD (CD4)
IH 35E SB CD TO IH 30 EB (CD9)
IH 30 EB/IH 35E SB TO CADIZ (R5)
COLORADO BLVD TO IH 35E NB (R4)
IH 35E NB CD TO INDUSTRIAL/CADIZ (35NBFR-H9)
IH 35E NB TO IH 30 WB (DC1)
IH 35E TO NB FRTG RD
IH 30 EB TO IH 35E NB (DC7)
IH 30 WB FRTG RD TO IH 35E SB (R6)
IH 30 WB FRTG RD TO IH 35E NB (R10)
IH 30 WB DC TO IH 35E SB (DC8)
IH 35E SB CD
IH 35E SB
IH 35E HOV/M
IH 35E NB
IH 35E NB CD
IH 30 EB
IH 30 HOV/M
IH 30 WB
IH 35E HOV/M
IH 35E NB
IH 35E SB
IH 30 WB
IH 30 EB
FUEL CITY
TXU SUBSTATION
ELMER'S
INDUSTRIAL BLVD
HOTEL STREET
TRINITY RIVER
5045+00
5050+00
5055+00
5060+00
5065+00
545+00
550+00
555+00
560+00
565+00
570+00
20+00
95+00
100+00
210+00
215+00
220+00
1120+00
1125+00
COA

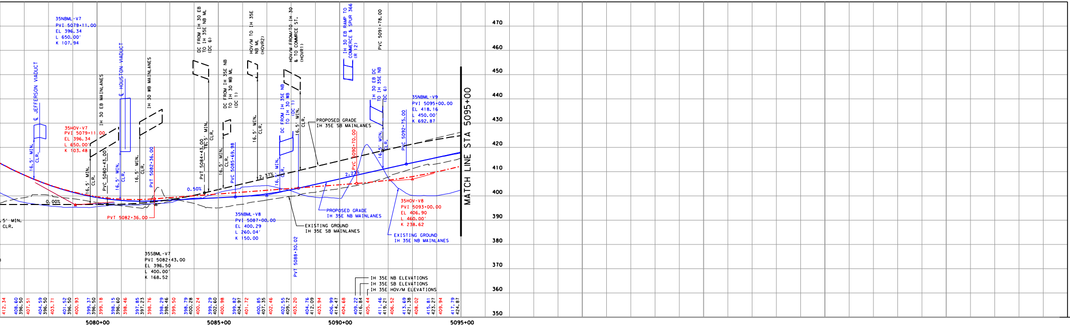

470
460
450
440
430
420
410
400
390
380
370
360
350
-0.00%
SPF EL 427.23
100YR FEMA EL 417.42
℄ TRINITY RIVER
EXISTING GROUND IH 35E SB MAINLANES
℄ EAST LEVEE
℄ EAST LEVEE
PVC 5051+70.00
PVC 5051+85.00
35NBML-V4
PVI 5053+95.00
EL 440.00
L 450.00'
K 143.62
PROPOSED GRADE IH 35E SB MAINLANES
35HOV-V4
PVI 5053+95.00
EL 440.00
L 420.00'
K 135.22
-3.13%
-3.13%
PVT 5056+20.00
PVC 5056+55.00
PVT 5056+05.00
PVC 5056+30.00
EXISTING GROUND IH 35E NB MAINLANES
35NBML-V5
PVI 5059+30.00
EL 423.24
L 550.00'
K 79.82
35HOV-V5
PVI 5059+30.00
EL 423.24
L 600.00'
K 87.07
PVC 5059+65.00
16.5' MIN. CLR.
16.5' MIN. CLR.
℄ INDUSTRIAL BLVD
16.5' MIN. CLR.
DC FROM IH 30 WB TO IH 35 SB & COLORADO BLVD. (DC 8)
℄ INDUSTRIAL BLVD
EXISTING BRIDGE TO BE WIDENED
PVT 5062+05.00
PVT 5062+30.00
3.76%
3.76%
END BRIDGE STA 5060+33.00 MATCH EXISTING BRIDGE STA 628+94
35SBML-V4
PVI 5062+65.00
EL 442.94
L 600.00'
K 124.21
PVC 5064+39.00
PVT 5065+65.00
PROPOSED GRADE IH 35E NB MAINLANES
-4.48%
35HOV-V6
PVI 5068+19.00
EL 456.64
L 760.00'
K 81.90
35NBML-V6
PVI 5068+19.00
EL 456.64
L 760.00'
K 81.90
16.5'
END BRIDGE STA 5068+28.20
16.5' MIN. CLR.
IH 30 HOV/M
16.5' MIN. CLR.
IH 30 EB
IH 30 WB ML
DC FROM IH 30 WB TO IH 35E SB CD ROAD (DC 8)
PVC 5069+08.00
RAMP FROM IH 30 FR TO IH 35E SB CD ROAD (R 6)
16.5'
℄ JEFFERSON VIADUCT
PVT 5071+99.00
35SBML-V5
PVI 5071+33.00
EL 401.00
L 450.00'
K 125.63
-5.52%
-5.52%
PVT 5073+58.00
PVC 5073+93.00
-1.26%
℄ HOUSTON VIADUCT
PVC 5075+86.00
PVT 5075+
35SBML-V6
PVI 5074+93.00
EL 396.50
L 200.00'
K 160.00
5040+00
5045+00
5050+00
5055+00
5060+00
5065+00
5070+00
5075+00

SUPERELEVATION DATA

ROADWAY	BEGIN TRANSITION		END TRANSITION		BEGIN TRANSITION		END TRANSITION	
	Sta	e	Sta	e	Sta	e	Sta	e
35NBML	5003+92	NC	5009+32	2.00	5012+78	2.00	5021+90	-5.60
	5033+02	-5.60	5035+25	NC				
	5047+67	NC	5052+71	4.50	5061+45	4.50	5063+61	6.00
	5068+97	6.00	5078+09	-3.50	5082+23	-3.50	5084+39	-5.60
	5092+87	-5.60	5095+10	NC	5105+73	NC	5108+31	-2.70
	5115+82	-2.70	5125+20	2.10	5141+19	2.10	5148+55	NC
	5163+22	NC	5180+22	6.00	5180+26	6.00	5197+26	NC
35SBML	5012+78	NC	5021+90	5.60	5029+88	5.60	5041+55	NC
	5051+93	NC	5055+19	-5.90	5067+20	-5.90	5069+65	NC
	5114+40	NC	5119+80	2.00				
35SBFR	532+17	NC	527+70	5.20	520+71	5.20	516+24	NC
35NBFR	545+30	NC	550+89	3.40	552+30	3.40	555+12	3.40
CD4	545+30	NC	550+89	3.40	555+83	3.40	558+42	NC
	560+49	NC	561+85	-5.30	565+56	-5.30	570+96	3.40
	570+96	3.40	574+30	NC				
DC7	238+77	-0.50	236+85	-2.50	229+29	-2.50	227+66	-5.90
	219+47	-5.90	217+60	NC	208+98	NC	207+49	-5.90
	201+62	-5.90	199+75	NC				
DC8	220+13	2.50	218+96	4.20	218+96	4.20	213+12	-5.20
	208+44	-5.20	203+97	NC				
DC9	5+30	NC	12+10	5.60				
R1	24+61	NC	26+54	6.00	26+67	6.00	28+60	NC
R2	10+00	NC	11+17	2.50	12+40	2.50	16+54	-2.50
	18+87	-2.50	20+04	-4.60	23+91	-4.60	25+08	NC
R4	14+00	3.40	15+50	4.50				
R5	11+78	5.60	13+61	NC				
R7					18+61	-5.40	19+78	NC
	33+21	NC	35+63	-5.90	42+27	-5.90	43+44	NC
R8	10+57	0.00	13+01	-5.90	14+39	-5.90	16+01	NC
	19+54	NC	20+71	-5.90	27+25	-5.90	28+42	NC
R9	12+03	5.60	14+83	-6.00				


REFER TO ROLL 1 FOR CONTINUATION
MATCH LINE NB STA 5095+00
MATCH LINE NB STA 50
N
INDUSTRIAL BLVD
ROCK ISLAND ST
JEFFERSON BLVD VIADUCT
HOUSTON ST VIADUCT
REUNION PARKING LOT
REUNION ARENA
CONTROL OF ACCESS
IH 30 EB FRTG RD
IH 30 EB TO IH 35E SB CD (R7)
IH 35E SB TO IH 30 EB CD (R24)
REUNION TO IH 35E SB (R37)
INDUSTRIAL TO IH 35E SB CD (R8)
IH 30 EB DC TO IH 35E SB CD (DC5)
IH 35E SB CD/IH 30 EB CD
IH 35E SB
IH 30 EB
IH 30 HOV/M
IH 30 WB
IH 35E HOV/M
IH 35E NB
IH 35E NB DC TO IH 30 WB (DC1)
IH 30 WB TO IH 35E NB (DC7)
IH 35E NB FRTG RD
IH 30 HOV/M TO IH 35E NB (HOVR2)
COMMERCE TO IH 30 WB (R27)
IH 35E SB FRTG RD TO IH 30 WB CD (R25)
IH 35E HOV/M SB TO IH 30 HOV/M WB (HOVR1)
IH 35E NB TO REUNION (R11)
IH 35E NB TO SPUR 366 (DC2)
IH 30 EB TO SPUR 366/COMMERCE (R12)
IH 30 EB DC TO IH 35E NB (DC6)
COA
30EBFR-H7
30EBFR-W3
R7-H1
DC5-H1
30EBML-H1
R37-H1
DC5-W1
30EBML-W1
R8-H1
DC5-W2
R7-H2
DC9-H1
HOVR1-H1
30WBFR-W3
R25-H1
30WBFR-H4
DC11-H2
R37-H2
R28-H1
R25-H2
35SBML-H5
R27-H1
30WBML-H1
R24-H1
35SBML-H4
DC6-H3
30HOV-H2
35HOV-H7
HOVR2-H1
DC1-H2
R12-H1
DC2-H1
30HOV-H1
35HOV-W2
30BBML-H2
30HOV-H3
30EBML-H2
R11-H1
35NBML-H6
30WBFR-H5
DC7-H1
DC1-W1
DC7-W1
35NBML-H5
35HOV-H5
DC1-H1
DC7-H2
30WBFR-H6
R11-H2
DC2-H2
DC6-W1
5070+00
5075+00
5080+00
5085+00
5090+00
5095+00
1100+00
1105+00
200+00
205+00
210+00
215+00
220+00
225+00
10+00
15+00
20+00
25+00
30+00
35+00
40+00
45+00
21+61
18+63
HOUSTON ST
JEFFERSON BLVD
MEMORIAL


HOTEL ST
LAMAR ST
GRIFFIN ST
AKARD ST
CADIZ ST
SB TRINITY PARKWAY
INDUSTRIAL
FR
30WB-35NB
HOV
30EB
FR-30EB
FR-GRIFFIN
10.9
7.5
5.3
14.0
14.6
4.4
10.2 (60.0)
20.6 (60.0)
83.2 (30.0)
10.4
34.0 (30.7)
81.1 (40.3)
52.4 (70.5)
21.4
83.2
34.0 (113.2)
81.1 (110.8)
26.5
13.0
2.8
117.2 (104.2)
130.7 (104.2)
143.6 (103.6)
13.5
4.2
17.8
25.5
18.0
4.0
8.4
1.6
15.7
10.4
7.6
4.6
8.4
3.3
18.2
18.8



HORIZONTAL CURVE DATA

ROADWAY	CURVE ID	PI STATION	DELTA	D	T	L	R	PC STATION	PT STATION	ADJACENT TANGENT	
										BEARING	LENGTH
IH 35E NB (35NBML)											
35NBML										N 0°53'45" W	151.73
35NBML										N 1°16'41" W	300.01
35NBML										N 0°53'45" W	300.00
35NBML	35NBML-H1	5012+57.00	10°07'36"	0°59'42"	510.14	1017.62	5757.58	5007+46.86	5017+64.48	N 11°01'21" W	122.17
35NBML	35NBML-H2	5026+73.20	45°21'58"	3°02'41"	786.55	1490.04	1881.86	5018+86.65	5033+76.69	N 34°20'37" E	1,726.16
35NBML	35NBML-H3	5057+15.88	35°35'29"	3°00'00"	613.03	1186.38	1909.86	5051+02.85	5062+89.23	PCC	
35NBML	35NBML-H4	5068+03.19	65°55'44"	7°13'47"	513.96	911.92	792.51	5062+89.23	5072+01.15	N 67°10'36" W	361.23
35NBML	35NBML-H5	5078+07.58	9°47'02"	2°00'00"	245.19	489.19	2864.79	5075+62.39	5080+51.58	N 57°23'34" W	315.52
35NBML	35NBML-H6	5088+97.90	49°42'29"	5°00'00"	530.80	994.16	1145.92	5083+67.10	5093+61.26	N 7°41'05" W	767.13
IH 35E SB (35SBML)											
35SBML										N 0°53'45" W	151.91
35SBML										N 0°37'56" E	300.11
35SBML										N 0°53'45" W	300.00
35SBML	35SBML-H1	5012+57.00	10°07'36"	0°59'42"	510.14	1017.62	5757.58	5007+46.86	5017+64.48	N 11°01'21" W	186.18
35SBML	35SBML-H2	5025+91.72	37°06'35"	3°00'00"	641.06	1236.99	1909.86	5019+50.66	5031+87.65	N 26°05'14" E	2,222.91
35SBML	35SBML-H3	5062+62.56	83°28'48"	6°00'00"	852.01	1391.33	954.93	5054+10.55	5068+01.89	N 57°23'34" W	951.72
35SBML	35SBML-H4	5084+26.02	55°40'40"	4°30'00"	672.41	1237.29	1273.24	5077+53.61	5089+90.89	N 1°42'54" W	1.97
IH 35E HOV/M (35HOV)											
35HOV										N 0°53'45" W	751.81
35HOV	35HOV-H1	5012+58.41	10°07'36"	0°59'52"	508.72	1014.80	5741.58	5007+49.69	5017+64.48	N 11°01'21" W	127.79
35HOV	35HOV-H2	5026+85.50	45°21'58"	3°01'08"	793.23	1502.71	1897.86	5018+92.27	5033+94.98	N 34°20'37" E	1,722.21
35HOV	35HOV-H3	5057+23.80	35°35'29"	3°01'54"	606.61	1173.96	1889.86	5051+17.19	5062+91.15	N 1°14'54" W	0.00
35HOV	35HOV-H4	5068+03.87	67°08'44"	7°25'01"	512.72	905.31	772.51	5062+91.15	5071+96.46	N 68°23'35" W	393.84
35HOV	35HOV-H5	5077+10.46	7°12'02"	3°00'00"	120.17	240.02	1909.86	5075+90.30	5078+30.31	N 61°11'33" W	20.73
35HOV	35HOV-H6	5079+59.39	3°50'23"	1°46'22"	108.34	216.60	3232.06	5078+51.05	5080+67.65	N 57°21'10" W	366.78
35HOV	35HOV-H7	5089+86.42	51°28'35"	5°00'14"	551.99	1028.71	1145.00	5084+34.43	5094+63.13	N 5°52'35" W	185.95
IH 35E NB CD TO IH 30 EB CD (CD4)											
CD4	CD4-H1	552+51.10	25°40'50"	3°01'10"	432.52	850.52	1897.59	548+18.58	556+69.10	N 8°39'48" E	478.25
CD4	CD4-H2	565+07.42	47°09'28"	6°56'42"	360.07	679.02	825.00	561+47.35	568+26.37	PRC	
CD4	CD4-H3	570+08.22	10°52'40"	3°00'00"	181.84	362.59	1909.86	568+26.37	571+88.97	N 44°56'36" E	511.61
IH 30 EB DC TO IH 35E SB (DC5)											
DC5										N 80°13'04" E	895.72
DC5	DC5-H1	206+73.52	42°23'22"	6°00'00"	370.29	706.49	954.93	203+03.23	210+09.72	S 57°23'34" E	1,289.95
DC5	DC5-H2	230+13.45	83°28'48"	7°09'43"	713.77	1165.60	800.00	222+99.67	234+65.27	POE	
IH 30 WB DC TO IH 35E NB (DC7)											
DC7	DC7-H1	204+24.32	47°54'55"	6°00'00"	424.32	798.59	954.93	200+00.00	207+98.59	PCC	
DC7	DC7-H2	213+42.50	8°10'14"	0°45'09"	543.91	1085.99	7615.44	207+98.59	218+84.58	PCC	
DC7	DC7-H3	223+93.74	56°07'56"	6°00'00"	509.16	935.54	954.93	218+84.58	228+20.11	PCC	
DC7	DC7-H4	231+95.22	14°55'10"	2°00'00"	375.11	745.97	2864.79	228+20.11	235+66.08	N 45°10'41" E	530.71
DC7	DC7-H5	247+79.26	31°44'56"	2°23'15"	682.47	1329.84	2399.90	240+96.79	254+26.63	N 76°54'47" E	269.91
IH 30 WB DC TO IH 35E SB (DC8)											
DC8										N 24°11'35" E	695.26
DC8	DC8-H1	211+82.19	37°16'08"	3°58'04"	486.92	939.27	1444.00	206+95.26	216+34.53	PRC	
DC8	DC8-H2	218+25.30	16°17'03"	4°17'49"	190.77	378.97	1333.39	216+34.53	220+13.50	N 45°10'40" E	399.12
IH 35E SB DC TO IH 30 EB (DC9)											
DC9	DC9-H1	12+63.75	25°39'50"	4°56'53"	263.75	518.65	1157.92	10+00.00	15+18.65	PCC	
DC9	DC9-H2	19+05.68	42°40'05"	5°46'55"	387.03	737.95	990.93	15+18.65	22+56.60	N 54°16'31" E	437.65
IH 35E NB FRTG RD (35NBFR)											
35NBFR										N 0°24'30" E	237.54
35NBFR	35NBFR-H1	503+15.89	9°22'53"	6°00'00"	78.35	156.36	954.93	502+37.54	503+93.90	N 8°58'24" W	31.37
35NBFR	35NBFR-H2	504+98.19	8°44'04"	6°00'00"	72.93	145.58	954.93	504+25.26	505+70.84	N 0°14'19" W	51.38
35NBFR	35NBFR-H3	507+20.77	13°27'47"	6°51'42"	98.56	196.20	835.00	506+22.22	508+18.42	PRC	
35NBFR	35NBFR-H4	510+93.45	36°27'40"	6°51'42"	275.03	531.37	835.00	508+18.42	513+49.79	PRC	
35NBFR	35NBFR-H5	514+39.13	12°12'52"	6°51'42"	89.34	178.01	835.00	513+49.79	515+27.79	N 11°01'21" W	200.59
35NBFR	35NBFR-H6	519+05.81	24°29'35"	7°00'35"	177.42	349.42	817.37	517+28.39	520+77.80	N 13°28'15" E	369.10
35NBFR	35NBFR-H7	529+76.72	20°57'21"	2°00'00"	529.82	1047.80	2864.79	524+46.90	534+94.70	N 34°25'36" E	1,408.33
35NBFR	35NBFR-H8	551+03.84	12°00'17"	3°00'00"	200.82	400.16	1909.86	549+03.03	553+03.19	N 22°25'19" E	108.27
35NBFR	35NBFR-H9	555+17.03	4°13'16"	2°00'00"	105.58	211.06	2864.79	554+11.46	556+22.51	N 26°38'35" E	115.99
IH 35E SB FRTG RD (35SBFR)											
35SBFR										N 1°48'58" E	164.24
35SBFR										N 0°57'32" W	343.06
35SBFR	35SBFR-H1	503+59.50	3°24'16"	4°08'19"	41.14	82.26	1384.39	503+18.36	504+00.61	N 2°26'44" E	101.37
35SBFR	35SBFR-H2	506+46.43	5°46'23"	2°00'00"	144.45	288.65	2864.79	505+01.98	507+90.63	N 3°19'39" W	1.99
35SBFR	35SBFR-H3	511+68.39	7°41'41"	1°01'31"	375.77	750.41	5587.58	507+92.62	515+43.03	N 11°01'21" W	378.83
35SBFR	35SBFR-H4	520+60.26	8°17'22"	3°00'00"	138.40	276.31	1909.86	519+21.87	521+98.18	PCC	
35SBFR	35SBFR-H5	525+86.22	28°49'13"	4°00'00"	368.04	720.51	1432.39	521+98.18	529+18.68	N 28°05'14" E	1,005.29
35SBFR	35SBFR-H6	541+13.40	1°53'39"	0°30'00"	189.42	378.82	11459.16	539+23.98	543+02.79	N 24°11'35" E	1,167.87
IH 35E NB TO COLORADO (R1)											
R1	R1-H1	11+67.93	6°42'34"	2°00'00"	167.93	335.48	2864.79	10+00.00	13+35.48	PRC	
R1	R1-H2	14+18.40	8°37'35"	4°00'00"	82.92	165.66	1432.39	13+35.48	15+01.13	N 1°03'15" W	1,088.86
R1	R1-H3	26+60.46	9°38'53"	6°51'42"	70.47	140.60	835.00	25+89.99	27+30.60	N 10°42'08" W	41.73
EIGHT STREET TO IH 35E NB CD (R2)											
R2										N 2°09'09" W	0.03
R2	R2-H1	11+11.79	4°28'09"	2°00'02"	111.76	223.40	2864.00	10+00.03	12+23.43	N 6°37'18" W	0.03
R2	R2-H2	13+35.24	4°28'09"	2°00'00"	111.79	223.46	2864.79	12+23.46	14+46.92	PRC	
R2	R2-H3	15+12.64	2°37'43"	2°00'00"	65.72	131.42	2864.79	14+46.92	15+78.34	PRC	
R2	R2-H4	17+09.00	2°33'36"	0°58'47"	130.66	261.27	5847.58	15+78.34	18+39.61	N 11°01'21" W	125.57
R2	R2-H5	22+00.82	23°14'26"	5°00'00"	235.64	464.81	1145.92	19+65.18	24+29.99	N 12°13'05" E	54.80
R2	R2-H6	30+39.86	21°55'53"	2°00'00"	555.08	1096.57	2864.79	24+84.78	35+81.35	N 34°08'58" E	151.54
IH 35E NB TO INDUSTRIAL/IH 30 EB (R3)											
R3	R3-H1	5027+47.29	31°14'24"	4°04'05"	393.76	767.92	1408.39	5023+53.53	5031+21.45	N 34°20'37" E	627.92
COLORADO TO IH 35E NB (R4)											
R4										N 21°27'46" E	335.66
R4	R4-H1	14+53.23	16°01'46"	6°51'42"	117.57	233.61	835.00	13+35.66	15+69.26	N 5°26'00" E	121.86
R4	R4-H2	17+38.86	1°54'34"	2°00'00"	47.74	95.47	2864.79	16+91.12	17+86.59	N 7°20'33" E	8.52
R4	R4-H3	19+42.16	8°35'25"	2°55'35"	147.05	293.54	1957.86	17+95.12	20+88.66	N 1°14'52" W	2.45
IH 30 EB/IH 35E SB TO CADIZ (R5)											
R5	R5-H1	14+59.48	27°03'16"	3°00'00"	459.48	901.82	1909.86	10+00.00	19+01.82	S 54°31'38" E	99.58
IH 30 WB FRTG RD TO IH 35E SB (R6)											
R6	R6-H1	12+31.71	13°50'07"	3°00'00"	231.71	461.18	1909.86	10+00.00	14+61.18	N 9°08'14" E	145.97
R6	R6-H2	20+30.61	61°11'16"	8°00'00"	423.45	764.85	716.20	16+07.15	23+72.00	POE	
IH 30 EB CD TO IH 35E SB CD (R7)											
R7	R7-H1	16+22.56	46°58'56"	4°00'00"	622.56	1174.55	1432.39	10+00.00	21+74.55	S 57°23'34" E	952.44
R7	R7-H2	31+66.12	3°07'47"	4°00'00"	39.13	78.24	1432.39	31+26.99	32+05.23	S 54°15'47" E	276.95
R7	R7-H3	39+49.94	78°27'23"	10°00'00"	467.76	784.56	572.96	34+82.18	42+66.74	S 24°11'35" W	63.05
INDUSTRIAL TO IH 35E SB CD (R8)											
R8										N 35°19'31" E	92.15
R8	R8-H1	13+44.88	88°09'18"	21°57'09"	252.73	401.57	261.00	10+92.15	14+93.73	S 56°31'11" E	538.76
R8	R8-H2	25+21.10	80°42'46"	9°57'52"	488.61	810.01	575.00	20+32.49	28+42.50	POE	
IH 35E DC TO IH 30 EB CD (R9)											
R9										N 74°24'02" E	101.38
R9	R9-H1	13+54.92	24°58'18"	5°00'14"	253.54	499.03	1145.00	11+01.38	16+00.41	POE	
IH 30 WB FRTG RD TO IH 35E NB (R10)											
R10	R10-H1	13+62.69	47°47'48"	7°00'00"	362.69	682.81	818.51	10+00.00	16+82.81	PRC	
R10	R10-H2	17+94.00	8°52'37"	4°00'00"	111.18	221.92	1432.39	16+82.81	19+04.74	PRC	
R10	R10-H3	20+06.28	11°31'42"	5°41'45"	101.54	202.40	1005.93	19+04.74	21+07.14	N 47°44'04" E	188.58
R10	R10-H4	23+84.01	5°27'33"	4°00'00"	68.29	136.48	1432.39	22+95.71	24+32.19	POE	
IH 35E NB TO REUNION (R11)											
R11	R11-H1	13+18.38	53°08'23"	9°00'00"	318.38	590.44	636.62	10+00.00	15+90.44	PRC	
R11	R11-H2	17+27.07	8°07'29"	2°58'41"	136.63	272.81	1923.66	15+90.44	24+32.19	POE	
IH 35E SB CD TO EIGHT STREET (R35)											
R35	R35-H1	11+99.21	7°57'20"	2°00'00"	199.21	397.78	2864.79	10+00.00	13+97.78	PCC	
R35	R35-H2	16+26.85	18°10'19"	4°00'00"	229.07	454.30	1432.39	13+97.78	18+52.08	N 17°14'28" E	176.28
R35	R35-H3	21+77.11	8°50'46"	2°58'46"	148.75	296.90	1923.00	20+28.36	23+25.26	POE	
IH 35E SB CD TO IH 35E SB (R36)											
R36	R36-H1	11+00.85	4°00'00"	1°59'02"	100.85	201.62	2888.00	10+00.00	12+01.62	N 22°05'14" E	551.14
R36	R36-H2	18+41.35	3°32'33"	2°00'00"	88.59	177.12	2864.79	17+52.76	19+29.88	POE	
COLORADO TO IH 35E SB (R48)											
R48	R48-H1	10+94.45	3°46'36"	2°00'00"	94.45	188.84	2864.79	10+00.00	11+88.84	PRC	
R48	R48-H2	12+83.75	3°46'36"	1°59'25"	94.91	189.76	2878.79	11+88.84	13+78.60	N 0°53'45" W	199.93
R48										N 1°10'20" W	244.78
COLORADO BLVD (C1)											
C1										S 90°00'00" E	99.22
C1	C1-1	12+42.90	16°21'07"	5°43'46"	143.67	285.40	1000.00	10+99.22	13+84.62	S 73°38'53" E	995.84
HOTEL STREET (C2)											
C2										N 50°42'13" W	76.49
C2	C2-H1	50+98.23	73°25'33"	95°29'35"	44.74	76.89	60.00	50+53.49	51+30.38	N 22°43'20" E	367.64
C2	C2-H2	55+48.99	65°00'12"	71°37'11"	50.97	90.76	80.00	54+98.02	55+88.78	PCC	
C2	C2-H3	57+69.85	14°24'31"	4°00'00"	181.06	360.21	1432.39	55+88.78	59+49.00	PCC	
C2	C2-H4	60+65.59	17°14'32"	7°27'02"	116.59	231.42	769.00	59+49.00	61+80.41	PRC	
C2	C2-H5	62+96.35	18°01'25"	7°50'17"	115.93	229.95	731.00	61+80.41	64+10.36	POE	
CADIZ STREET (C10)											
C10										N 26°38'33" E	114.43
C10	C10-H1	96+10.43	12°39'12"	4°00'00"	158.81	316.34	1432.39	94+51.62	97+67.95	N 39°17'47" E	1,562.05

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 5 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	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 4 = IH 45 DIRECT CONNECTIONS PROFILES
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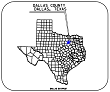
DALLAS COUNTY
DALLAS, TEXAS
DALLAS DISTRICT

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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