$$SYTIME$$ $$$JOBNUM$$$ $USER$ PENSPECIFICATION $PRF$SPEC$ROT$SCAL $DGN$SPEC$LEV

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 11 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

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

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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
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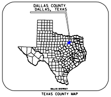
ROLL 13 = IH 35E CROSS STREET AND RAMP PROFILES
ROLL 14 = IH 35E FRONTAGE ROAD PROFILES AND TYPICAL SECTIONS FROM OAK LAWN TO SOUTH OF INWOOD
ROLL 15 = IH 35E FRONTAGE ROAD PROFILES AND TYPICAL SECTIONS FROM SOUTH OF INWOOD TO SH 183
ROLL 16 = TRINITY PARKWAY AND TRINITY RAIL EXPRESS PROFILES



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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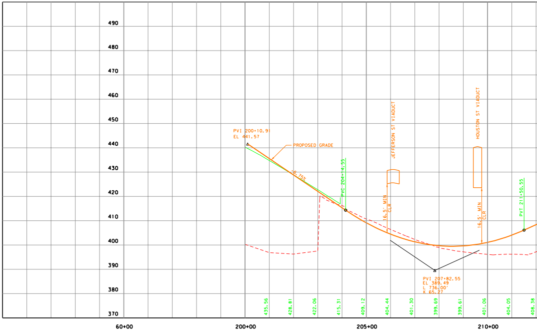
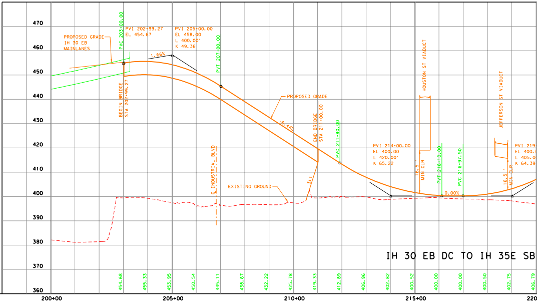
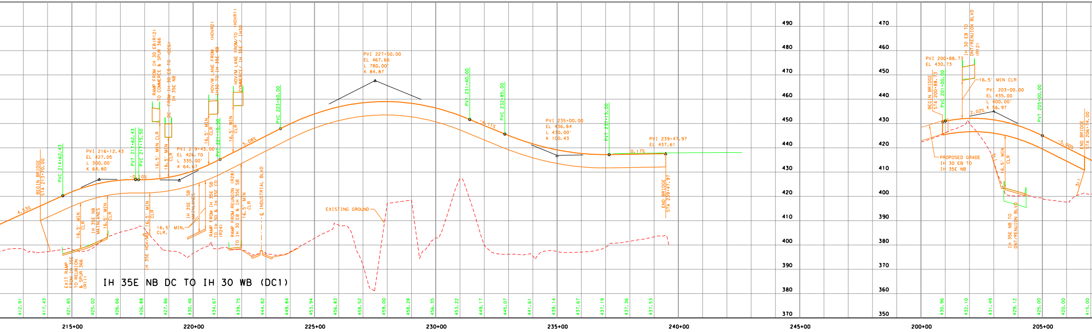
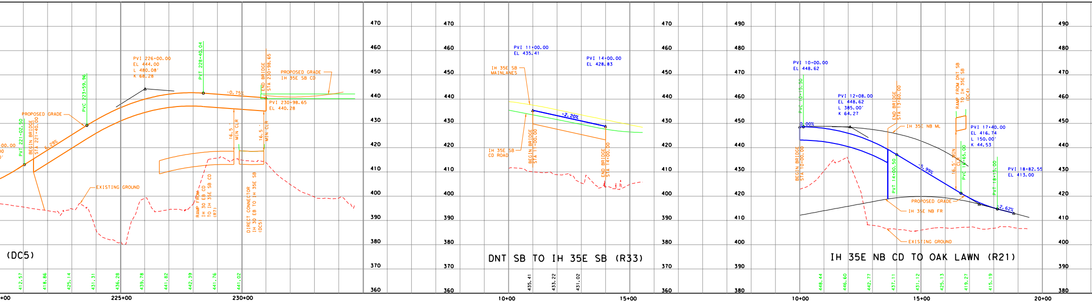


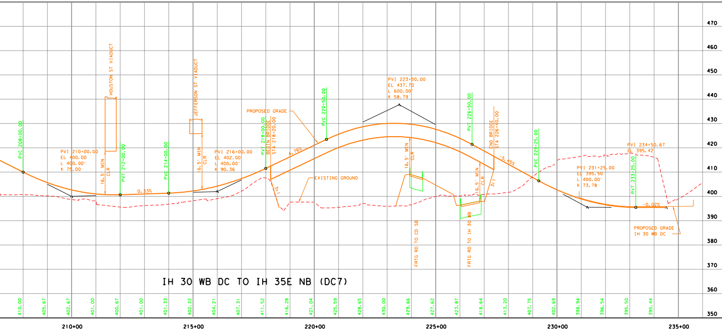
490
480
470
460
450
440
430
420
410
400
390
380
370
PVI 200+10.91
EL 441.57
PROPOSED GRADE
-6.75%
PVC 204+14.55
JEFFERSON ST VIADUCT
16.5' MIN CLR
HOUSTON ST VIADUCT
16.5' MIN CLR
PVT 211+50.55
PVI 207+82.55
EL 389.49
L 736.00'
K 65.27
435.56
428.81
422.06
415.31
409.12
404.44
401.30
399.69
399.61
401.06
404.05
408.38
60+00
200+00
205+00
210+00



470
460
450
440
430
420
410
400
390
380
370
360
PROPOSED GRADE
IH 30 EB
MAINLANES
PVC 203+00.00
PVI 202+99.27
EL 454.67
PVI 205+00.00
EL 458.00
L 400.00'
K 49.36
1.66%
PVT 207+00.00
BEGIN BRIDGE
STA 202+99.27
PROPOSED GRADE
-6.44%
END BRIDGE
STA 211+00.00
PVC 211+90.00
℄ INDUSTRIAL BLVD
EXISTING GROUND
3:1
PVI 214+00.00
EL 400.00
L 420.00'
K 65.22
HOUSTON ST VIADUCT
16.5' MIN CLR
PVT 216+10.00
PVC 216+97.50
0.00%
JEFFERSON ST VIADUCT
16.5' MIN CLR
PVI 219
EL 400.0
L 405.0
K 64.39
IH 30 EB DC TO IH 35E SB
454.68
455.33
453.95
450.54
445.11
438.67
432.22
425.78
419.33
412.89
406.96
402.82
400.52
400.00
400.00
400.50
402.75
406.79
200+00
205+00
210+00
215+00
220

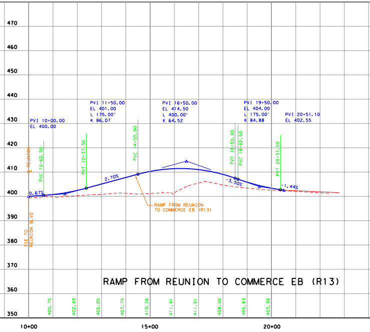

IH 35E NB DC TO IH 30 WB (DC1)
4.53%
BEGIN BRIDGE STA 213+70.00
PVC 214+62.43
PVI 216+12.43
EL 427.05
L 300.00'
K 64.80
PVT 217+62.43
PVC 217+75.50
-0.10%
16.5' MIN CLR
IH 35E NB MAINLANES
16.5' MIN CLR
EXIT RAMP FROM IH 35E TO REUNION & SPUR 366 (R11)
IH 35E HOV/M
16.5' MIN CLR
RAMP FROM IH 30 EB(R12) TO COMMERCE & SPUR 366
16.5' MIN CLR
DC FROM IH 30 EB TO (DC6) IH 35E NB
16.5' MIN CLR
16.5' MIN. CLR.
IH 35E SB MAINLANES
PVI 219+43.00
EL 426.70
L 335.00'
K 64.67
HOV/M LANE FROM (HOVR2) IH30 TO IH 35E NB
16.5' MIN CLR
PVT 221+10.50
RAMP FROM IH 35E SB TO IH 30 & IH 35E CD (R24)
HOV/M LANE FROM/TO (HOVR1) COMMERCE/ IH 35E / IH30
16.5' MIN CLR
RAMP FROM REUNION (R28) TO IH 30 EB & IH 35E SB
16.5' MIN CLR
℄ INDUSTRIAL BLVD
5.08%
PVC 223+60.00
PVI 227+50.00
EL 467.66
L 780.00'
K 84.87
EXISTING GROUND
PVT 231+40.00
-4.11%
PVC 232+85.00
PVI 235+00.00
EL 436.84
L 430.00'
K 100.43
PVT 237+15.00
0.17%
PVI 239+47.97
EL 437.61
END BRIDGE STA 239+47.97
412.91
417.43
421.85
425.02
426.66
426.88
427.86
430.46
434.67
439.75
444.82
449.84
453.94
456.83
458.52
459.00
458.28
456.35
453.22
449.17
445.07
441.61
439.14
437.67
437.19
437.36
437.53
215+00
220+00
225+00
230+00
235+00
240+00
245+00
490
480
470
460
450
440
430
420
410
400
390
380
370
PVI 200+88.73
EL 430.73
BEGIN BRIDGE STA 200+88.73
PVC 201+00.00
IH 30 EB TO DNT/RENUION BLVD (R12)
16.5' MIN CLR
2.02%
PVI 203+00.00
EL 435.00
L 400.00'
K 56.97
PROPOSED GRADE IH 30 EB TO IH 35E NB
3:1
16.5' MIN CLR
IH 35E NB TO DNT/RENUION BLVD
PVT 205+00.00
-5.00%
END BRIDGE STA 206+74.00
3:1
430.96
432.10
431.49
428.12
425.00
420.00
415.00
200+00
205+00
470
460
450
440
430
420
410
400
390
380
370
360
350


(DC5)
-00.00
PVT 221+02.50
BEGIN BRIDGE STA 221+40.00
6.29%
PROPOSED GRADE
PVC 223+59.96
EXISTING GROUND
PVI 226+00.00
EL 444.00
L 480.08'
K 68.28
PVT 228+40.04
-0.75%
END BRIDGE STA 230+98.65
PVI 230+98.65
EL 440.28
PROPOSED GRADE IH 35E SB CD
16.5' MIN CLR
16.5' MIN CLR
RAMP FROM IH 30 EB CD TO IH 35E SB CD (R7)
DIRECT CONNECTOR IH 30 EB TO IH 35E SB (DC5)
412.57
418.86
425.14
431.31
436.28
439.78
441.82
442.39
441.76
441.02
+00
225+00
230+00
470
460
450
440
430
420
410
400
390
380
370
360
DNT SB TO IH 35E SB (R33)
PVI 11+00.00
EL 435.41
PVI 14+00.00
EL 428.83
IH 35E SB MAINLANES
-2.20%
IH 35E SB CD ROAD
BEGIN BRIDGE STA 11+00.00
END BRIDGE STA 14+00.00
435.41
433.22
431.02
10+00
15+00
470
460
450
440
430
420
410
400
390
380
370
360
IH 35E NB CD TO OAK LAWN (R21)
PVI 10+00.00
EL 448.62
PVC 10+15.50
0.00%
BEGIN BRIDGE STA 10+00.00
PVI 12+08.00
EL 448.62
L 385.00'
K 64.27
END BRIDGE STA 13+60.00
IH 35E NB ML
PVT 14+00.50
-5.99%
RAMP FROM DNT SB TO IH 35E SB (DC4)
16.5' MIN CLR
PVC 16+65.00
PVI 17+40.00
EL 416.74
L 150.00'
K 44.53
PROPOSED GRADE
IH 35E NB FR
EXISTING GROUND
PVT 18+15.00
-2.62%
PVI 18+82.55
EL 413.00
448.44
446.60
442.77
437.11
431.12
425.13
419.27
415.19
10+00
15+00
20+00
490
480
470
460
450
440
430
420
410
400
390
380



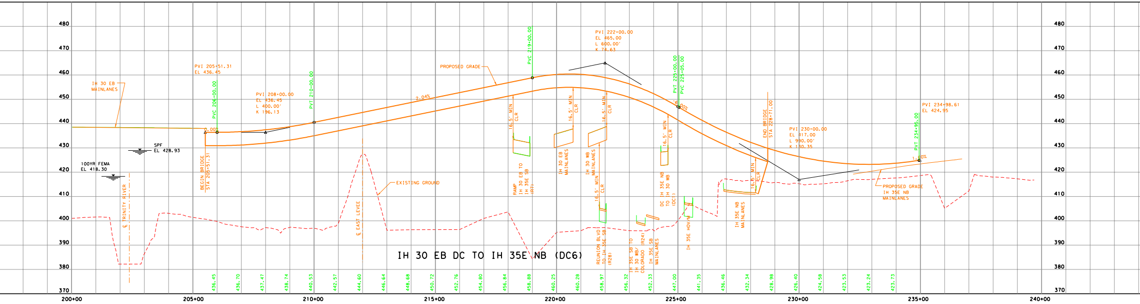
IH 30 WB DC TO IH 35E NB (DC7)

PVC 208+00.00
PVI 210+00.00
EL 400.00
L 400.00'
K 75.00
HOUSTON ST VIADUCT
16.5' MIN CLR
PVT 212+00.00
0.33%
PVC 214+00.00
JEFFERSON ST VIADUCT
16.5' MIN CLR
PVI 216+00.00
EL 402.00
L 400.00'
K 90.36
PROPOSED GRADE
PVT 218+00.00
BEGIN BRIDGE
STA 218+20.00
4.76%
3:1
EXISTING GROUND
PVC 220+50.00
PVI 223+50.00
EL 437.70
L 600.00'
K 58.79
16.5' MIN CLR
FRTG RD TO CD SB
PVT 226+50.00
16.5' MIN CLR
FRTG RD TO IH 30 WB
END BRIDGE
STA 226+40.00
3:1
-5.45%
PVC 229+25.00
PVI 231+25.00
EL 395.50
L 400.00'
K 73.78
PVT 233+25.00
PVI 234+50.67
EL 395.42
-0.02%
PROPOSED GRADE
IH 30 WB DC
470
460
450
440
430
420
410
400
390
380
370
360
350
410.00
405.67
402.67
401.00
400.67
401.00
401.33
402.22
404.21
407.31
411.52
416.28
421.04
425.59
428.65
430.00
429.66
427.62
423.87
418.64
413.20
407.75
402.69
398.94
396.54
395.50
395.44
210+00
215+00
220+00
225+00
230+00
235+00



RAMP FROM REUNION TO COMMERCE EB (R13)

470
460
450
440
430
420
410
400
390
380
370
360
350
℄ REUNION
TIE TO
REUNION BLVD
PVI 10+00.00
EL 400.00
0.67%
PVC 10+62.50
PVI 11+50.00
EL 401.00
L 175.00'
K 86.07
PVT 12+37.50
2.70%
PVC 14+50.00
PVI 16+50.00
EL 414.50
L 400.00'
K 64.52
RAMP FROM REUNION
TO COMMERCE EB (R13)
PVT 18+50.00
PVC 18+62.50
-3.50%
PVI 19+50.00
EL 404.00
L 175.00'
K 84.88
PVT 20+37.50
PVI 20+51.10
EL 402.55
-1.44%
400.75
402.43
405.05
407.75
410.26
411.41
411.01
409.06
405.83
403.36
10+00
15+00
20+00



IH 30 EB DC TO IH 35E NB (DC6)

480
470
460
450
440
430
420
410
400
390
380
370
IH 30 EB
MAINLANES
SPF
EL 428.93
100YR FEMA
EL 418.30
℄ TRINITY RIVER
PVI 205+51.31
EL 436.45
0.00%
BEGIN BRIDGE
STA 205+51.31
PVC 206+00.00
PVI 208+00.00
EL 436.45
L 400.00'
K 196.13
PVT 210+00.00
2.04%
℄ EAST LEVEE
EXISTING GROUND
PROPOSED GRADE
PVC 219+00.00
16.5' MIN CLR
RAMP
IH 30 EB TO
IH 35E SB
(R7)
16.5' MIN CLR
IH 30 EB
MAINLANES
PVI 222+00.00
EL 465.00
L 600.00'
K 74.63
16.5' MIN CLR
IH 30 WB
MAINLANES
16.5' MIN CLR
REUNION BLVD
TO IH 35E SB
(R28)
IH 35E SB TO
IH 30 WB/
COLORADO (R24)
IH 35E SB
MAINLANES
PVT 225+00.00
PVC 225+05.00
-6.00%
16.5' MIN CLR
DC IH 35E NB
TO IH 30 WB
(DC1)
IH 35E HOV/M
IH 35E NB
MAINLANES
16.5' MIN CLR
END BRIDGE
STA 228+71.00
PVI 230+00.00
EL 417.00
L 990.00'
K 130.35
PVI 234+98.61
EL 424.95
PVT 234+95.00
1.60%
PROPOSED GRADE
IH 35E NB
MAINLANES
436.45
436.70
437.47
438.74
440.53
442.57
444.60
446.64
448.68
450.72
452.76
454.80
456.84
458.88
460.25
460.28
458.97
456.32
452.33
447.00
441.35
436.46
432.34
428.98
426.40
424.58
423.53
423.24
423.73
200+00
205+00
210+00
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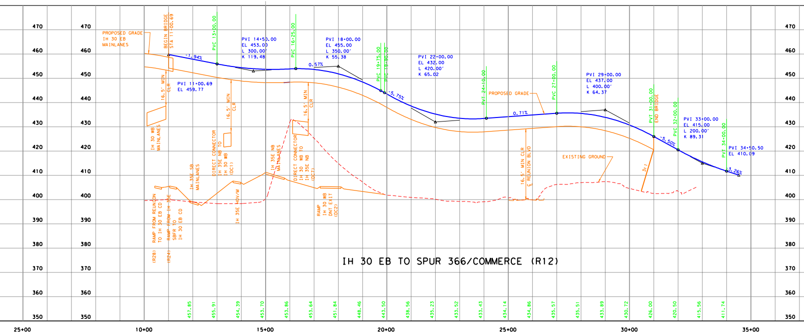
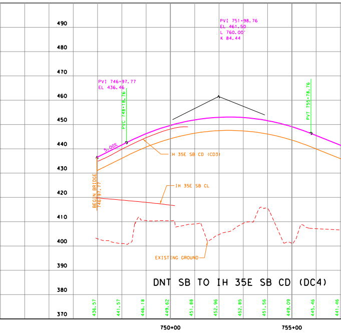
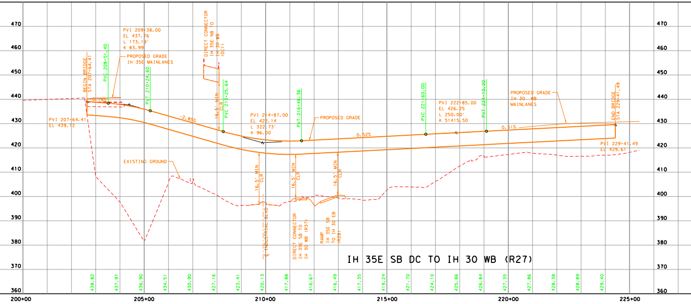
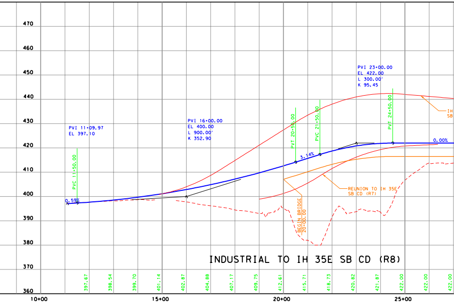
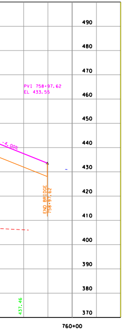
220+00
225+00
230+00
235+00
240+00

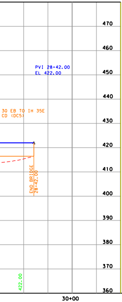

IH 30 EB TO SPUR 366/COMMERCE (R12)
PROPOSED GRADE IH 30 EB MAINLANES
BEGIN BRIDGE STA 11+00.69
PVC 13+00.00
PVI 11+00.69 EL 459.77
-1.94%
PVI 14+50.00 EL 453.00 L 300.00' K 119.48
PVC 16+25.00
0.57%
PVI 18+00.00 EL 455.00 L 350.00' K 55.38
PVC 19+75.00
-5.75%
PVI 22+00.00 EL 432.00 L 420.00' K 65.02
PVT 24+10.00
PROPOSED GRADE
0.71%
PVC 27+00.00
PVI 29+00.00 EL 437.00 L 400.00' K 64.37
PVT 31+00.00
END BRIDGE
PVC 32+00.00
-5.50%
PVI 33+00.00 EL 415.00 L 200.00' K 89.31
PVT 34+00.00
PVI 34+50.50 EL 410.09
-3.26%
EXISTING GROUND
3:1
16.5' MIN CLR
IH 30 WB MAINLANES
DIRECT CONNECTOR IH 35E NB TO IH 30 WB (DC1)
IH 35E SB MAINLANES
IH 35E HOV/M
IH 35E NB MAINLANES
DIRECT CONNECTOR IH 30 WB TO IH 35E NB (DC7)
RAMP IH 30 WB DNT EXIT (DC2)
RAMP FROM REUNION TO IH 30 EB CD (R28)
RAMP FROM IH 35E SBFR TO IH 30 EB CD (R24)
16.5' MIN CLR ℄ REUNION BLVD
470 460 450 440 430 420 410 400 390 380 370 360 350
457.85 455.91 454.39 453.70 453.86 453.64 451.84 448.46 443.50 438.56 435.23 433.52 433.43 434.14 434.86 435.57 435.51 433.89 430.72 426.00 420.50 415.56 411.74
25+00 10+00 15+00 20+00 25+00 30+00 35+00


DNT SB TO IH 35E SB CD (DC4)
PVI 751+98.76 EL 461.50 L 760.00' K 84.44
PVI 746+97.77 EL 436.46
PVC 748+18.76
PVT 755+78.76
5.00%
IH 35E SB CD (CD3)
IH 35E SB CL
BEGIN BRIDGE 746+97.77
EXISTING GROUND
490 480 470 460 450 440 430 420 410 400 390 380 370
436.57 441.57 446.18 449.62 451.88 452.96 452.85 451.26 449.09 445.46 441.46
750+00 755+00


IH 35E SB DC TO IH 30 WB (R27)
PVI 209+38.00 EL 437.76 L 173.10' K 83.99
PROPOSED GRADE IH 35E MAINLANES
BEGIN BRIDGE STA 207+64.41
PVC 208+51.40
PVT 210+24.60
PVI 207+64.41 EL 439.12
-0.78%
-2.85%
DIRECT CONNECTOR IH 35E NB TO IH 30 WB (DC1)
16.5' MIN CLR
PVC 213+25.64
PVI 214+87.00 EL 422.14 L 322.73' K 96.00
PVT 216+48.36
PROPOSED GRADE
0.52%
PVC 221+60.00
PVI 222+85.00 EL 426.25 L 250.00' K 51415.50
PVT 224+10.00
0.51%
PROPOSED GRADE IH 30 WB MAINLANES
END BRIDGE STA 229+41.49
PVI 229+41.49 EL 429.61
EXISTING GROUND
℄ INDUSTRIAL BLVD
DIRECT CONNECTOR IH 35E SB TO IH 30 WB (R37)
RAMP IH 35E SB TO IH 30 EB (R28)
470 460 450 440 430 420 410 400 390 380 370 360
438.82 437.97 436.90 434.51 430.90 427.16 423.41 420.13 417.88 416.67 416.49 417.35 419.24 421.70 424.10 425.86 426.84 427.35 427.86 428.38 428.89 429.40
200+00 205+00 210+00 215+00 220+00 225+00


INDUSTRIAL TO IH 35E SB CD (R8)
PVI 23+00.00 EL 422.00 L 300.00' K 95.45
PVI 11+09.97 EL 397.10
PVT 11+50.00
0.59%
PVI 16+00.00 EL 400.00 L 900.00' K 352.90
PVT 20+50.00
PVC 21+50.00
3.14%
PVT 24+50.00
0.00%
REUNION TO IH 35E SB CD (R7)
BEGIN BRIDGE 20+00.00
470 460 450 440 430 420 410 400 390 380 370 360
397.67 398.54 399.70 401.14 402.87 404.88 407.17 409.75 412.61 415.71 418.73 420.82 421.87 422.00 422.00 422.00
10+00 15+00 20+00 25+00


490
480
470
PVI 758+97.62
EL 433.55
460
450
-4.00%
440
430
END BRIDGE
758+97.62
420
410
400
390
380
437.46
370
760+00


470
460
PVI 28+42.00
EL 422.00
450
440
30 EB TO IH 35E
CD (DC5)
430
420
END BRIDGE
28+42.00
410
400
390
380
422.00
370
360
30+00

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

WILLIAM L. HALE, DISTRICT ENGINEER

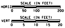
DESIGN SCHEMATIC

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 11 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.

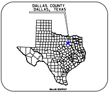
NOT A BIDDING DOCUMENT

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 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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