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 12 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.

TABLE OF CONTENTS:

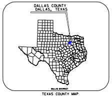
ROLL 1 = IH 30 PLAN/PROFILE FROM SYLVAN AVENUE TO EAST OF UP RR
ROLL 2 = IH 30 PLAN/PROFILE FROM EAST OF UP RR TO IH 45
ROLL 3 = IH 30 FRONTAGE ROAD & RAMP PROFILES
ROLL 4 = IH 45 DIRECT CONNECTIONS PROFILES
ROLL 5 = IH 35E PLAN/PROFILE FROM EIGHTH STREET TO REUNION
ROLL 6 = IH 35E PLAN/PROFILE FROM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

NOT A BIDDING DOCUMENT

BRYAN D. COPELAND

87423
TEXAS REGISTRATION NUMBER

03/02/04
DATE


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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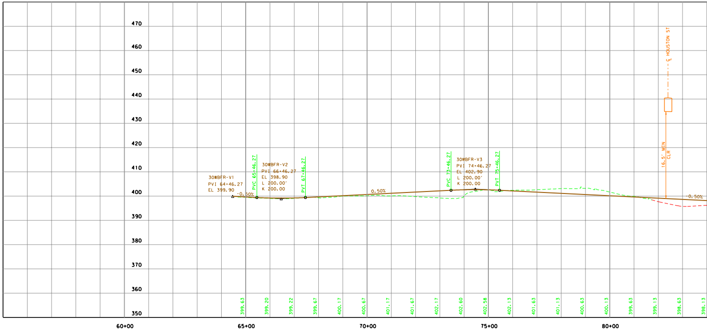
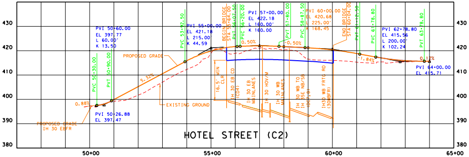
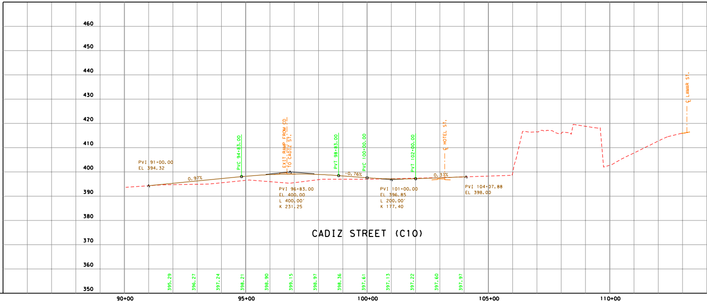

470
460
450
440
430
420
410
400
390
380
370
360
350
30WBFR-V1
PVI 64+46.27
EL 399.90
-0.50%
PVC 65+46.27
30WBFR-V2
PVI 66+46.27
EL 398.90
L 200.00'
K 200.00
PVT 67+46.27
0.50%
PVC 73+46.27
30WBFR-V3
PVI 74+46.27
EL 402.90
L 200.00'
K 200.00
PVT 75+46.27
-0.50%
16.5' MIN CLR
℄ HOUSTON ST
399.63
399.20
399.22
399.67
400.17
400.67
401.17
401.67
402.17
402.60
402.58
402.13
401.63
401.13
400.63
400.13
399.63
399.13
398.63
398.13
60+00
65+00
70+00
75+00
80+00

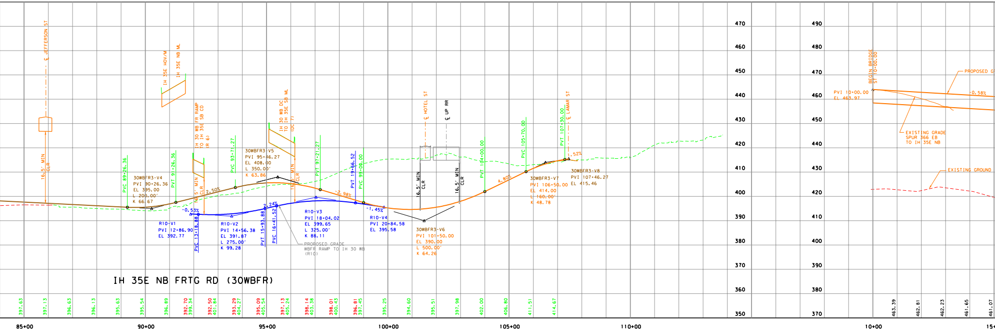

430
420
410
400
390
380
PVI 50+60.00
EL 397.77
L 60.00'
K 13.50
PVC 50+30.00
PVT 50+90.00
0.88%
PVI 50+26.88
EL 397.47
PROPOSED GRADE IH 30 EBFR
5.32%
PROPOSED GRADE
EXISTING GROUND
PVC 53+92.50
PVI 55+00.00
EL 421.18
L 215.00'
K 44.59
BEGIN BRIDGE STA 55+64.00
PVT 56+07.50
PVC 56+20.00
0.50%
PVI 57+00.00
EL 422.18
L 160.00'
K 160.00
PVT 57+80.00
-0.50%
PVC 58+87.50
PVI 60+00.00
EL 420.68
L 225.00'
K 168.45
END BRIDGE STA 60+04.00
PVT 61+12.50
PVC 61+78.80
-1.84%
PVI 62+78.80
EL 415.56
L 200.00'
K 102.24
PVT 63+78.80
0.12%
PVI 64+00.00
EL 415.71
16.5' MIN CLR
IH 30 EB CD (CD4)
IH 30 EB MAINLANES
IH 30 HOV/M
IH 30 WB MAINLANES
IH 30 WB TO IH 35E NB/SB (DC7,8)
IH30 WB FRTG RD (30WBFR)
50+00
55+00
60+00
65+00

HOTEL STREET (C2)

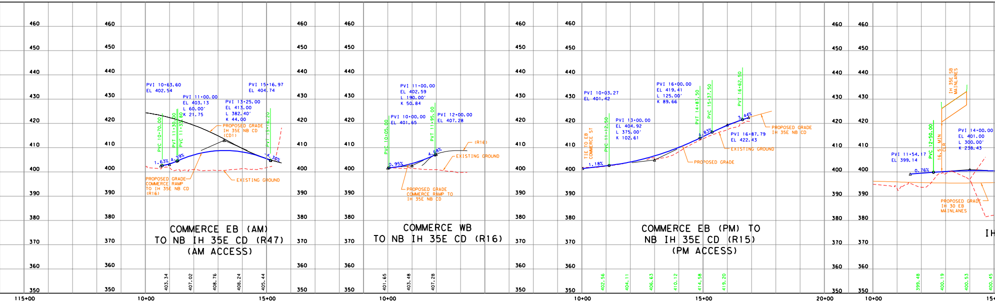

460
450
440
430
420
410
400
390
380
370
360
350
PVI 91+00.00
EL 394.32
0.97%
PVC 94+83.00
EXIT RAMP FROM CD TO CADIZ ST.
PVI 96+83.00
EL 400.00
L 400.00'
K 231.25
PVT 98+83.00
-0.76%
PVC 100+00.00
PVI 101+00.00
EL 396.85
L 200.00'
K 177.40
PVT 102+00.00
℄ HOTEL ST.
0.37%
PVI 104+07.88
EL 398.00
℄ LAMAR ST.
395.29
396.27
397.24
398.21
398.90
399.15
398.97
398.36
397.61
397.13
397.22
397.60
397.97
90+00
95+00
100+00
105+00
110+00

CADIZ STREET (C10)

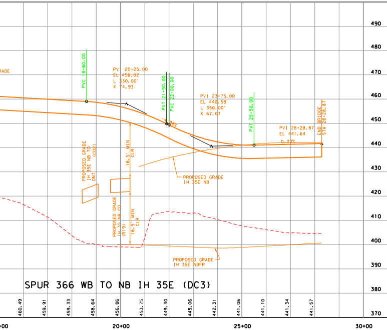
$$$SYTIME$$$
$$$JOBNUM$$$
$USER$
PENSPECIFICATION
$PRF$SPEC$ROT$SCAL
$DGN$SPEC$LEV

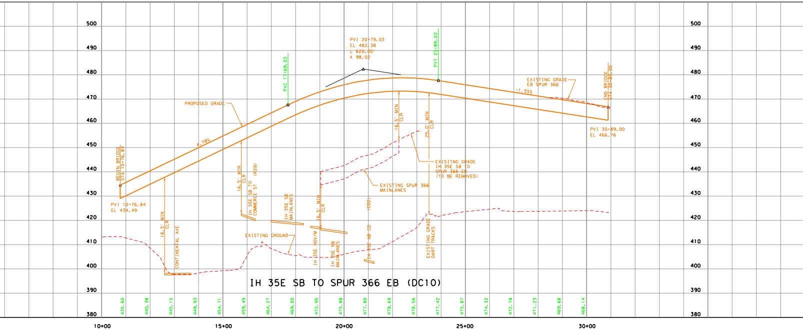


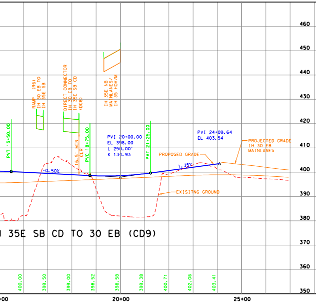
IH 35E NB FRTG RD (30WBFR)
℄ JEFFERSON ST
16.5' MIN CLR
IH 35E HOV/M
IH 35E NB ML
IH 30 WB FR RAMP TO IH 35E SB CD (R 6)
IH 30 WB DC TO IH 35E SB ML (DC 7)
℄ HOTEL ST
℄ UP RR
℄ LAMAR ST
30WBFR3-V4
PVI 90+26.36
EL 395.00
L 200.00'
K 66.67
PVC 89+26.36
PVT 91+26.36
2.50%
-0.53%
R10-V1
PVI 12+86.90
EL 392.77
PVC 13+18.88
PVC 93+71.27
30WBFR3-V5
PVI 95+46.27
EL 408.00
L 350.00'
K 63.86
R10-V2
PVI 14+56.38
EL 391.87
L 275.00'
K 99.28
PVT 15+93.88
2.24%
PVC 16+41.52
PROPOSED GRADE WBFR RAMP TO IH 30 WB (R10)
PVT 97+21.27
-2.98%
R10-V3
PVI 18+04.02
EL 399.65
L 325.00'
K 88.11
PVT 19+66.52
PVC 99+00.00
-1.45%
R10-V4
PVI 20+84.58
EL 395.58
16.5' MIN CLR
30WBFR3-V6
PVI 101+50.00
EL 390.00
L 500.00'
K 64.26
PVT 104+00.00
4.80%
PVC 105+70.00
30WBFR3-V7
PVI 106+50.00
EL 414.00
L 160.00'
K 48.78
PVT 107+30.00
1.52%
30WBFR3-V8
PVI 107+46.27
EL 415.46
397.63
397.13
396.63
396.13
395.63
395.54
396.89
392.70
399.34
392.50
401.84
393.29
404.27
395.09
405.54
397.13
405.24
398.14
403.38
398.01
400.43
396.81
397.45
395.25
394.60
395.51
397.98
402.00
406.80
411.51
414.67
85+00
90+00
95+00
100+00
105+00
110+00
350
360
370
380
390
400
410
420
430
440
450
460
470
480
490
BEGIN BRIDGE ST 10+00.00
PVI 10+00.00
EL 463.97
PROPOSED G
-0.58%
EXISTING GRADE SPUR 366 EB TO IH 35E NB
EXISTING GROUND
463.39
462.81
462.23
461.65
461.07
10+00
15+

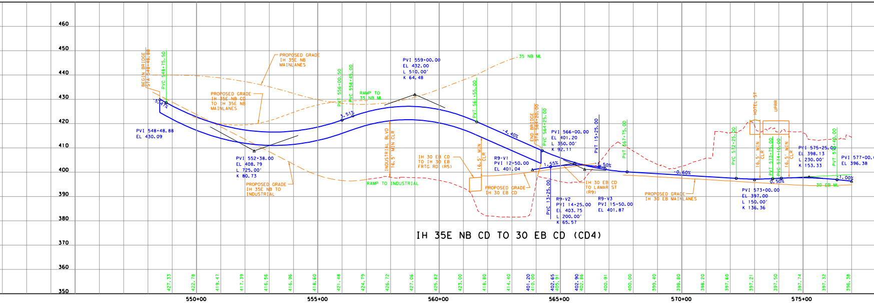


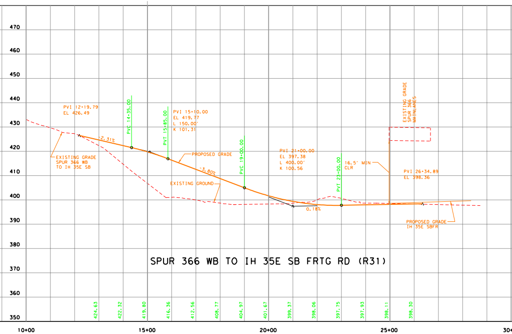
COMMERCE EB (AM) TO NB IH 35E CD (R47) (AM ACCESS)
PVI 10+63.60
EL 402.54
PVI 11+00.00
EL 403.13
L 60.00'
K 21.75
PVI 13+25.00
EL 413.00
L 382.40'
K 44.00
PVI 15+16.97
EL 404.74
PVC 10+70.00
PVT 11+30.00
PVC 11+35.80
PVT 15+16.20
1.63%
4.39%
-4.30%
PROPOSED GRADE IH 35E NB CD (CD1)
PROPOSED GRADE COMMERCE RAMP TO IH 35E NB CD (R16)
EXISTING GROUND
403.34
407.02
408.76
408.24
405.44
COMMERCE WB TO NB IH 35E CD (R16)
PVI 11+00.00
EL 402.59
L 190.00'
K 50.84
PVI 10+00.00
EL 401.65
PVI 12+00.00
EL 407.28
PVC 10+05.00
PVT 11+95.00
0.95%
4.68%
(R16)
EXISTING GROUND
PROPOSED GRADE COMMERCE RAMP TO IH 35E NB CD
401.65
403.48
407.28
COMMERCE EB (PM) TO NB IH 35E CD (R15) (PM ACCESS)
PVI 10+03.27
EL 401.42
TIE TO EB COMMERCE ST
1.18%
PVC 11+12.50
PVI 13+00.00
EL 404.92
L 375.00'
K 102.61
PVI 16+00.00
EL 419.41
L 125.00'
K 89.66
PVT 14+87.50
PVC 15+37.50
PVT 16+62.50
4.83%
3.44%
PVI 16+87.79
EL 422.43
PROPOSED GRADE IH 35E NB CD
EXISTING GROUND
PROPOSED GRADE
402.56
404.11
406.63
410.12
414.58
419.20
IH 35E SB MAINLANES
PVI 11+54.17
EL 399.14
0.76%
PVC 12+50.00
16.5' MIN CLR
PVI 14+00.00
EL 401.00
L 300.00'
K 238.43
PROPOSED GRADE IH 30 EB MAINLANES
IH
399.48
400.19
400.53
400.45
115+00
10+00
15+00
20+00
350
360
370
380
390
400
410
420
430
440
450
460


SPUR 366 WB TO NB IH 35E (DC3)
RADE
PVC 18+60.00
PVI 20+25.00
EL 458.02
L 330.00'
K 74.93
PVT 21+90.00
PVC 22+00.00
-4.98%
PVI 23+75.00
EL 440.58
L 350.00'
K 67.07
PVT 25+50.00
PVI 28+28.87
EL 441.64
0.23%
END BRIDGE
STA 28+28.87
PROPOSED GRADE
IH 35E NB TO
DNT (CD2)
16.5' MIN
CLR
PROPOSED GRADE
IH 35E NB
PROPOSED GRADE
IH 35 NB CD
(R19)
16.5' MIN
CLR
PROPOSED GRADE
IH 35E NBFR
490
480
470
460
450
440
430
420
410
400
390
380
370
460.49
459.91
459.33
458.64
456.86
453.75
449.30
445.06
442.31
441.06
441.10
441.34
441.57
+00
20+00
25+00
30+00


IH 35E SB TO SPUR 366 EB (DC10)
500
490
480
470
460
450
440
430
420
410
400
390
380
PVI 20+79.03
EL 482.38
L 620.00'
K 98.02
PVC 17+69.03
PVT 23+89.03
PROPOSED GRADE
4.78%
BEGIN BRIDGE
STA 10+76.84
PVI 10+76.84
EL 434.49
EXISTING GRADE
EB SPUR 366
-1.55%
END BRIDGE
STA 30+89.00
PVI 30+89.00
EL 466.76
16.5' MIN
CLR
25.0' MIN
CLR
EXISITNG GRADE
IH 35E SB TO
SPUR 366 EB
(TO BE REMOVED)
EXISTING SPUR 366
MAINLANES
16.5' MIN
CLR
IH 35E SB TO
COMMERCE ST (R29)
IH 35E SB
MAINLANES
16.5' MIN
CLR
(CD2)
16.5' MIN
CLR
CONTINENTAL AVE
EXISTING GROUND
IH 35E HOV/M
IH 35E NB
MAINLANES
IH 35E NB CD
EXISTING GRADE
DART TRACKS
435.60
440.38
445.15
449.93
454.71
459.49
464.27
469.00
472.95
475.88
477.80
478.69
478.56
477.42
475.87
474.32
472.78
471.23
469.68
468.14
10+00
15+00
20+00
25+00
30+00

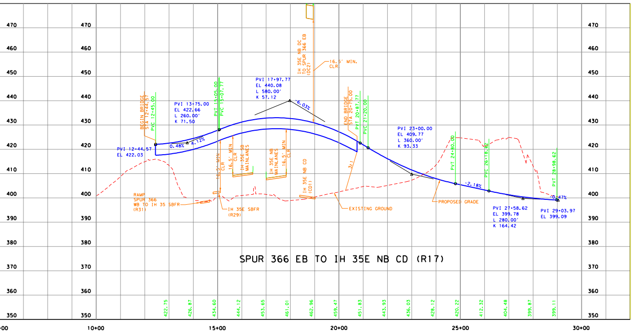

H 35E SB CD TO 30 EB (CD9)
460
450
440
430
420
410
400
390
380
370
360
350
RAMP (R6)
IH 30 EB TO
IH 35E SB
DIRECT CONNECTOR
IH 30 EB TO
IH 35E SB CD
(DC8)
IH 35E NB
MAINLANES/
IH 35 HOV/M
PVT 15+50.00
16.5' MIN
CLR
PVC 18+75.00
PVI 20+00.00
EL 398.00
L 250.00'
K 134.93
PVT 21+25.00
PVI 24+09.64
EL 403.54
PROJECTED GRADE
IH 30 EB
MAINLANES
PROPOSED GRADE
-0.50%
1.35%
EXISITNG GROUND
400.00
399.50
399.00
398.52
398.58
399.38
400.71
402.06
403.41
+00
20+00
25+00


IH 35E NB CD TO 30 EB CD (CD4)
460
450
440
430
420
410
400
390
380
370
360
350
BEGIN BRIDGE
STA 548+48.88
PVC 548+75.50
-5.47%
PVI 548+48.88
EL 430.09
PROPOSED GRADE
IH 35E NB
MAINLANES
PROPOSED GRADE
IH 35E NB CD
TO IH 35E NB
MAINLANES
PVI 552+38.00
EL 408.79
L 725.00'
K 80.73
PROPOSED GRADE
IH 35E NB TO
INDUSTRIAL
PVT 556+00.50
PVC 556+45.00
3.51%
RAMP TO
35 NB ML
PVI 559+00.00
EL 432.00
L 510.00'
K 64.48
35 NB ML
PVT 561+55.00
-4.40%
INDUSTRIAL BLVD
16.5' MIN CLR
RAMP TO INDUSTRIAL
IH 30 EB CD
TO IH 30 EB
FRTG RD (R5)
16.5' MIN
CLR
R9-V1
PVI 12+50.00
EL 401.04
PROPOSED GRADE
IH 30 EB CD
END BRIDGE
STA 564+20.00
PVC 564+25.00
PVI 566+00.00
EL 401.20
L 350.00'
K 92.11
1.55%
PVC 13+25.00
R9-V2
PVI 14+25.00
EL 403.75
L 200.00'
K 65.57
PVT 15+25.00
-1.50%
R9-V3
PVI 15+50.00
EL 401.87
IH 30 EB CD
TO LAMAR ST
(R9)
PVT 567+75.00
-0.60%
PROPOSED GRADE
IH 30 EB MAINLANES
PVC 572+25.00
HOTEL ST
16.5' MIN
CLR
UPRR
PVT 573+75.00
PVC 574+10.00
16.5' MIN
CLR
0.50%
PVI 573+00.00
EL 397.00
L 150.00'
K 136.36
PVI 575+25.00
EL 398.13
L 230.00'
K 153.33
PVT 576+40.00
PVI 577+00.0
EL 396.38
-1.00%
30 EB ML
427.33
422.78
419.47
417.39
416.56
416.96
418.60
421.48
424.79
426.72
427.06
426.82
423.00
418.80
414.40
401.20
410.00
402.65
405.91
402.90
402.86
400.91
400.00
399.40
398.80
398.20
397.60
397.21
397.50
397.74
397.32
396.38
550+00
555+00
560+00
565+00
570+00
575+00



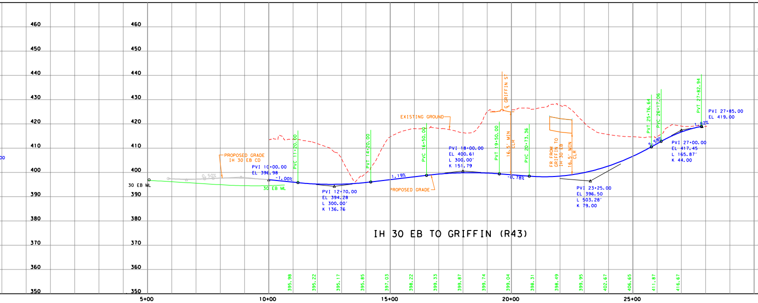
SPUR 366 WB TO IH 35E SB FRTG RD (R31)

PVI 12+19.79
EL 426.49
PVC 14+35.00
PVT 15+85.00
PVI 15+10.00
EL 419.77
L 150.00'
K 101.31
-2.31%
EXISTING GRADE
SPUR 366 WB
TO IH 35E SB
PROPOSED GRADE
-3.80%
EXISTING GROUND
PVC 19+00.00
PVI 21+00.00
EL 397.38
L 400.00'
K 100.56
PVT 23+00.00
16.5' MIN
CLR
0.18%
EXISTING GRADE
SPUR 366
MAINLANES
PVI 26+34.89
EL 398.36
PROPOSED GRADE
IH 35E SBFR
424.63
422.32
419.80
416.36
412.56
408.77
404.97
401.67
399.37
398.06
397.75
397.93
398.11
398.30
10+00
15+00
20+00
25+00
30+00



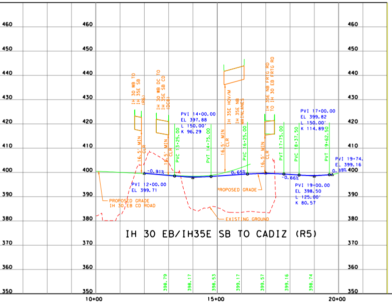
SPUR 366 EB TO IH 35E NB CD (R17)

BEGIN BRIDGE
STA 12+44.57
PVC 12+45.00
PVI 12+44.57
EL 422.03
0.48%
4.12%
PVI 13+75.00
EL 422.66
L 260.00'
K 71.50
PVT 15+05.00
PVC 15+07.77
PVI 17+97.77
EL 440.08
L 580.00'
K 57.12
-6.03%
IH 35E NB DC
TO SPUR 366 EB
(DC2)
16.5' MIN.
CLR
RAMP
SPUR 366
WB TO IH 35 SBFR
(R31)
16.5' MIN
CLR
IH 35E SB
MAINLANES
IH 35E SBFR
(R29)
IH 35E NB
MAINLANES
16.5' MIN
CLR
IH 35E NB CD
(CD1)
3:1
END BRIDGE
STA 20+75.00
PVT 20+87.77
PVC 21+20.00
EXISTING GROUND
PVI 23+00.00
EL 409.77
L 360.00'
K 93.33
PVT 24+80.00
-2.18%
PROPOSED GRADE
PVC 26+18.62
PVI 27+58.62
EL 399.78
L 280.00'
K 164.42
PVT 28+98.62
-0.47%
PVI 29+03.97
EL 399.09
422.75
426.87
434.60
444.12
453.65
461.01
462.96
459.47
451.83
443.93
436.03
428.12
420.22
412.32
404.48
399.87
399.11
10+00
15+00
20+00
25+00
30+00



IH 30 EB TO GRIFFIN (R43)

30 EB ML
0.50%
PROPOSED GRADE
IH 30 EB CD
PVI 10+00.00
EL 396.98
30 EB ML
-1.00%
PVC 11+20.00
PVI 12+70.00
EL 394.28
L 300.00'
K 136.76
PVT 14+20.00
1.19%
EXISTING GROUND
PVC 16+50.00
PROPOSED GRADE
PVI 18+00.00
EL 400.61
L 300.00'
K 151.79
PVT 19+50.00
℄ GRIFFIN ST
16.5' MIN
CLR
-0.78%
PVC 20+73.36
FR FROM
GRIFFIN TO
IH 30 EB
16.5' MIN
CLR
PVI 23+25.00
EL 396.50
L 503.28'
K 79.00
PVT 25+76.64
5.58%
PVC 26+17.06
PVI 27+00.00
EL 417.45
L 165.87'
K 44.00
PVT 27+82.94
1.82%
PVI 27+85.00
EL 419.00
395.98
395.22
395.17
395.85
397.03
398.22
399.33
399.87
399.74
399.04
398.31
398.49
399.95
402.67
406.65
411.87
416.67
5+00
10+00
15+00
20+00
25+00



IH 30 EB/IH35E SB TO CADIZ (R5)

IH 30 WB TO
IH 35E SB
(R6)
16.5' MIN
CLR
IH 30 WB DC TO
IH 35E SB CD
(DC6)
16.5' MIN
CLR
-0.91%
PVI 12+00.00
EL 399.71
PROPOSED GRADE
IH 30 EB CD ROAD
PVC 13+25.00
PVI 14+00.00
EL 397.88
L 150.00'
K 96.29
PVT 14+75.00
IH 35E HOV/M
16.5' MIN
CLR
IH 35E NB
MAINLANES
PVC 16+25.00
0.65%
PROPOSED GRADE
EXISTING GROUND
IH 35E NB FRTG RD
TO IH 30 EB FRTG RD
16.5' MIN
CLR
PVT 17+75.00
-0.66%
PVC 18+37.50
PVI 17+00.00
EL 399.82
L 150.00'
K 114.89
PVI 19+00.00
EL 398.50
L 125.00'
K 80.57
PVT 19+62.50
0.39%
PVI 19+74.
EL 399.16
398.79
398.17
398.53
399.17
399.57
399.16
398.74
10+00
15+00
20+00

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

WILLIAM L. HALE, DISTRICT ENGINEER

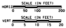
DESIGN SCHEMATIC

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 12 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

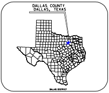
BRYAN D. COPELAND

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 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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