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 4 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	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

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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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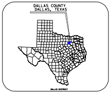
ROLL 15 = IH 35E FRONTAGE ROAD PROFILES AND TYPICAL SECTIONS FROM SOUTH OF INWOOD TO SH 183
ROLL 16 = TRINITY PARKWAY AND TRINITY RAIL EXPRESS PROFILES


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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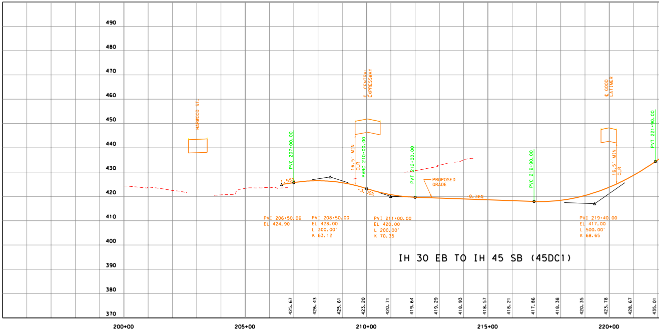
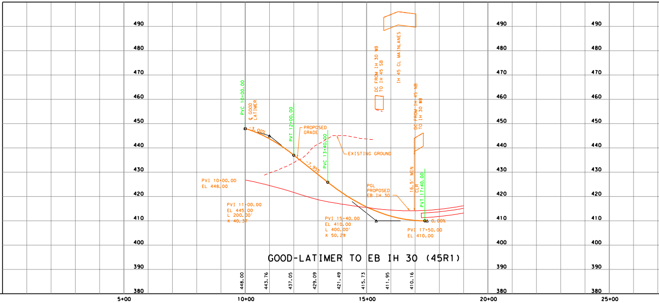
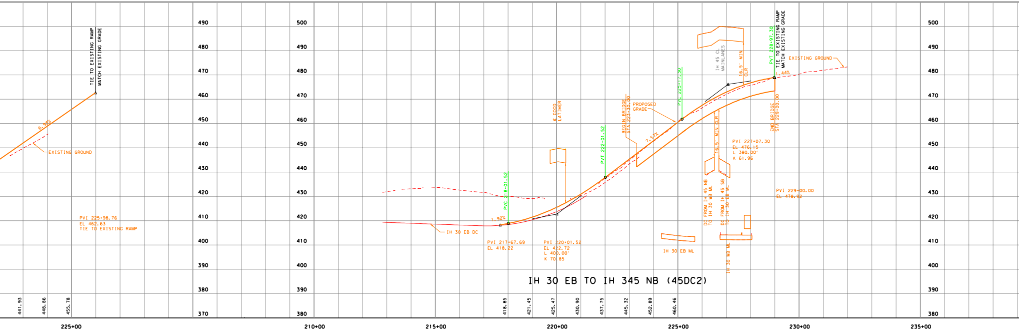

490
480
470
460
450
440
430
420
410
400
390
380
370
HARWOOD ST.
€ CENTRAL EXPRESSWAY
€ GOOD LATIMER
PVC 207+00.00
16.5' MIN CLR
PVRC 210+00.00
PVT 212+00.00
PVC 216+90.00
16.5' MIN CLR
PVT 221+90.00
1.55%
-3.00%
-0.36%
PROPOSED GRADE
PVI 206+50.06
EL 424.90
PVI 208+50.00
EL 428.00
L 300.00'
K 63.12
PVI 211+00.00
EL 420.00
L 200.00'
K 70.35
PVI 219+40.00
EL 417.00
L 500.00'
K 68.65
425.67
426.43
425.61
423.20
420.71
419.64
419.29
418.93
418.57
418.21
417.86
418.38
420.35
423.78
428.67
435.01
200+00
205+00
210+00
215+00
220+00

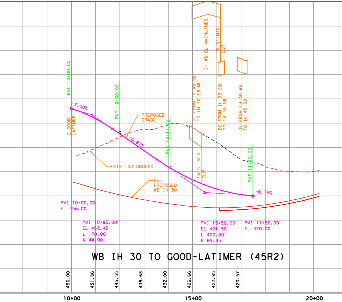
IH 30 EB TO IH 45 SB (45DC1)


490
480
470
460
450
440
430
420
410
400
390
380
PVC 10+00.00
€ GOOD LATIMER
-3.00%
PVT 12+00.00
PROPOSED GRADE
PVC 13+40.00
-7.95%
EXISTING GROUND
DC FROM IH 30 WB TO IH 45 SB
IH 45 CL MAINLANES
DC FROM IH 45 NB TO IH 30 WB
16.5' MIN CLR
PVT 17+40.00
0.00%
PGL PROPOSED EB IH 30
PVI 10+00.00
EL 448.00
PVI 11+00.00
EL 445.00
L 200.00'
K 40.37
PVI 15+40.00
EL 410.00
L 400.00'
K 50.29
PVI 17+50.00
EL 410.00
448.00
443.76
437.05
429.09
421.49
415.73
411.95
410.16
5+00
10+00
15+00
20+00
25+00

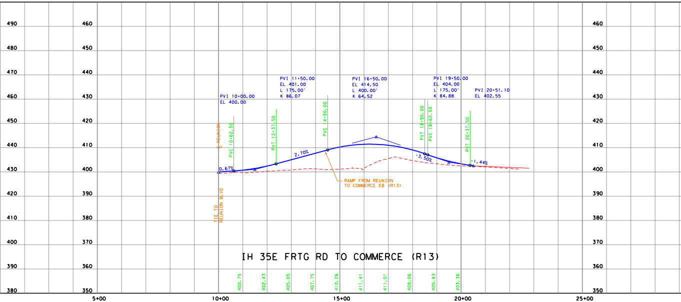
GOOD-LATIMER TO EB IH 30 (45R1)



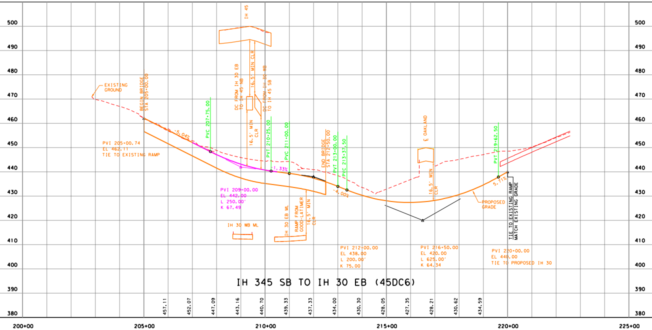
TIE TO EXISTING RAMP
MATCH EXISTING GRADE
6.93%
EXISTING GROUND
PVI 225+98.76
EL 462.63
TIE TO EXISTING RAMP
€ GOOD LATIMER
PROPOSED GRADE
BEGIN BRIDGE STA 223+30.00
IH 45 CL MAINLANES
16.5' MIN CLR
PVT 228+97.30
TIE TO EXISTING RAMP
MATCH EXISTING GRADE
EXISTING GROUND
.44%
PVC 225+17.30
PVT 222+01.52
7.57%
16.5' MIN CLR
END BRIDGE STA 229+00.00
PVI 227+07.30
EL 476.15
L 380.00'
K 61.96
PVC 218+01.52
1.92%
IH 30 EB DC
DC FROM IH 45 NB TO IH 30 WB ML
DC FROM IH 45 SB TO IH 30 EB ML
PVI 229+00.00
EL 478.92
PVI 217+67.69
EL 418.22
PVI 220+01.52
EL 422.72
L 400.00'
K 70.85
IH 30 EB ML
IH 30 WB ML
IH 30 EB TO IH 345 NB (45DC2)
441.93
448.86
455.78
418.85
421.45
425.47
430.90
437.75
445.32
452.89
460.46
490 480 470 460 450 440 430 420 410 400 390 380 370
500 490 480 470 460 450 440 430 420 410 400 390 380
500 490 480 470 460 450 440 430 420 410 400 390 380
225+00
210+00
215+00
220+00
225+00
230+00
235+00

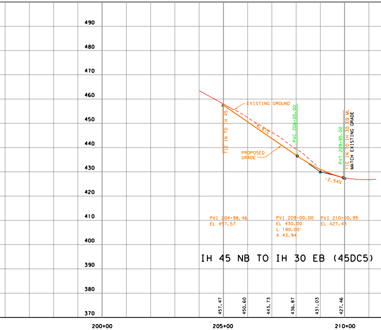


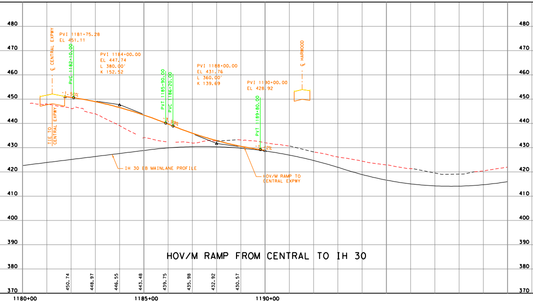
PVC 10+00.00
-3.00%
€ GOOD LATIMER
PVT 12+00.00
PROPOSED GRADE
-6.87%
PVC 14+11.90
EXISTING GROUND
IH 45 CL MAINLANES
16.5' MIN CLR
DC FROM IH 45 SB TO IH 30 EB ML
DC FROM IH 30 EB TO IH 45 NB
DC FROM IH 30 WB TO IH 45 SB
16.5' MIN CLR
PVT 17+49.00
-0.75%
PGL PROPOSED WB IH 30
PVI 10+00.00
EL 456.00
PVI 10+85.00
EL 453.45
L 170.00'
K 44.00
PVI 15+50.00
EL 421.50
L 400.00'
K 65.35
PVI 17+50.00
EL 420.00
WB IH 30 TO GOOD-LATIMER (45R2)
456.00
451.86
445.55
438.68
432.00
426.66
422.85
420.57
490 480 470 460 450 440 430 420 410 400 390 380
10+00
15+00
20+00

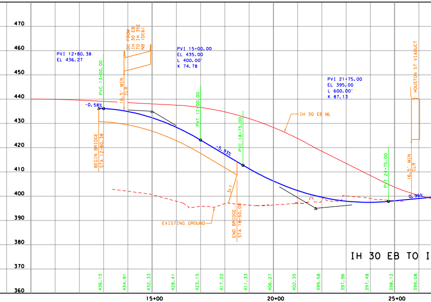


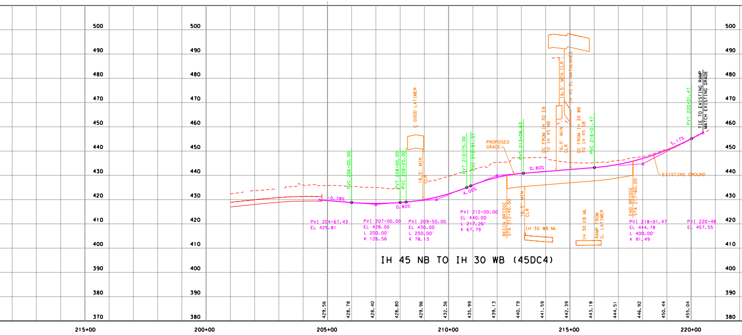
PVI 10+00.00
EL 400.00
PVI 11+50.00
EL 401.00
L 175.00'
K 86.07
PVI 16+50.00
EL 414.50
L 400.00'
K 64.52
PVI 19+50.00
EL 404.00
L 175.00'
K 84.88
PVI 20+51.10
EL 402.55
€ REUNION
PVC 10+62.50
PVT 12+37.50
PVC 14+50.00
PVT 18+50.00
PVC 18+62.50
PVT 20+37.50
0.67%
2.70%
-3.50%
-1.44%
RAMP FROM REUNION TO COMMERCE EB (R13)
TIE TO REUNION BLVD
IH 35E FRTG RD TO COMMERCE (R13)
400.75
402.43
405.05
407.75
410.26
411.41
411.01
409.06
405.83
403.36
460 450 440 430 420 410 400 390 380 370 360 350
5+00
10+00
15+00
20+00
25+00


IH 345 SB TO IH 30 EB (45DC6)
500
490
480
470
460
450
440
430
420
410
400
390
380
EXISTING GROUND
BEGIN BRIDGE STA 205+00.00
PVI 205+00.74
EL 462.11
TIE TO EXISTING RAMP
-5.04%
PVC 207+75.00
IH 45
DC FROM IH 30 EB TO IH 45 NB
16.5' MIN CLR
DC FROM IH 30 WB TO IH 45 SB
16.5' MIN CLR
PVT 210+25.00
PVC 211+00.00
-1.33%
PVI 209+00.00
EL 442.00
L 250.00'
K 67.49
IH 30 WB ML
IH 30 EB ML
RAMP FROM GOOD-LATIMER
16.5' MIN CLR
END BRIDGE STA 212+50.00
PVT 213+00.00
PVC 213+37.50
-4.00%
PVI 212+00.00
EL 438.00
L 200.00'
K 75.00
℄ OAKLAND
16.5' MIN CLR
PVI 216+50.00
EL 420.00
L 625.00'
K 64.34
PVT 219+62.50
5.71%
PROPOSED GRADE
TIE TO EXISTING RAMP
MATCH EXISTING GRADE
PVI 220+00.00
EL 440.00
TIE TO PROPOSED IH 30
457.11
452.07
447.09
443.16
440.70
439.33
437.33
434.00
430.30
428.05
427.35
428.21
430.62
434.59
200+00
205+00
210+00
215+00
220+00
225+00

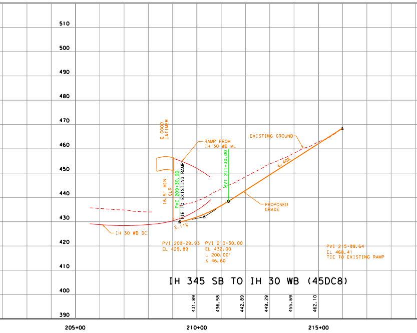

IH 45 NB TO IH 30 EB (45DC5)
490
480
470
460
450
440
430
420
410
400
390
380
370
TIE IN TO IH 45
EXISTING GROUND
-6.81%
PROPOSED GRADE
PVC 208+05.00
PVT 209+95.00
TIE IN TO IH 30 EB ML
MATCH EXISTING GRADE
-2.54%
PVI 204+98.46
EL 457.57
PVI 209+00.00
EL 430.00
L 190.00'
K 43.94
PVI 210+00.95
EL 427.43
457.47
450.60
443.73
436.87
431.03
427.46
200+00
205+00
210+00


HOV/M RAMP FROM CENTRAL TO IH 30
480
470
460
450
440
430
420
410
400
390
380
370
℄ CENTRAL EXPWY
TIE TO CENTRAL EXPWY
PVI 1181+75.28
EL 451.11
-1.50%
PVC 1182+10.00
PVI 1184+00.00
EL 447.74
L 380.00'
K 152.52
PVT 1185+90.00
PVC 1186+20.00
-4.50%
PVI 1188+00.00
EL 431.76
L 360.00'
K 139.69
PVI 1190+00.00
EL 428.92
PVT 1189+80.00
-1.42%
℄ HARWOOD
IH 30 EB MAINLANE PROFILE
HOV/M RAMP TO CENTRAL EXPWY
450.74
448.97
446.55
443.48
439.75
435.98
432.92
430.57
1180+00
1185+00
1190+00

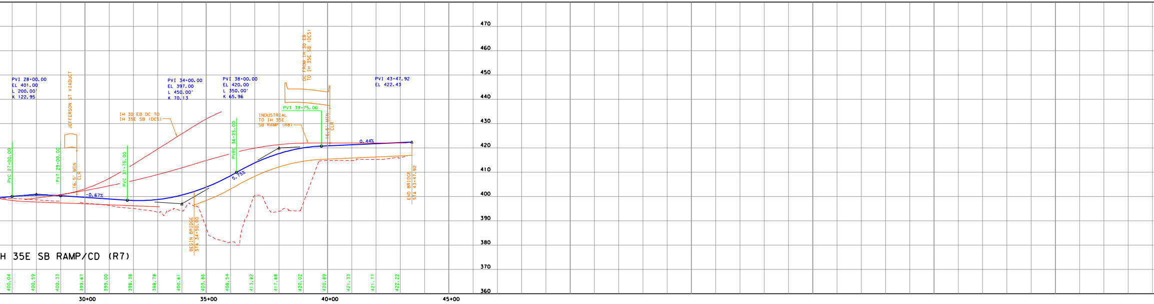

IH 30 EB TO I
470
460
450
440
430
420
410
400
390
380
370
360
PVI 12+80.38
EL 436.27
-0.58%
PVC 13+00.00
BEGIN BRIDGE STA 12+80.38
DC FROM IH 30 EB TO IH 35E NB (DC6)
16.5' MIN CLR
PVI 15+00.00
EL 435.00
L 400.00'
K 74.78
PVT 17+00.00
-5.93%
PVC 18+75.00
3:1
END BRIDGE STA 18+50.00
EXISTING GROUND
IH 30 EB ML
PVI 21+75.00
EL 395.00
L 600.00'
K 87.13
PVT 24+75.00
HOUSTON ST VIADUCT
16.5' MIN CLR
0.96%
436.15
434.91
432.33
428.41
423.15
417.22
411.33
406.27
402.35
399.58
397.96
397.48
398.12
399.08
15+00
20+00
25+00


500
490
480
470
450
440
430
420
410
400
390
380
370
215+00
500
490
480
470
460
450
440
430
420
410
400
390
380
200+00
205+00
210+00
215+00
220+00
℄ GOOD LATIMER
16.5' MIN CLR
PVC 206+00.00
PVT 208+00.00
PVC 208+25.00
PVT 210+75.00
PVC 210+91.37
PVT 213+08.63
PVC 216+01.47
PVT 220+01.47
PROPOSED GRADE
DC FROM IH 30 EB TO IH 45 NB
16.5' MIN CLR
16.5' MIN CLR
IH 45 CL MAINLANES
DC FROM IH 30 WB TO IH 45 SB
TIE TO EXISTING RAMP
MATCH EXISTING GRADE
EXISTING GROUND
-0.78%
0.80%
4.00%
0.80%
5.17%
PVI 204+67.43
EL 429.81
PVI 207+00.00
EL 428.00
L 200.00'
K 126.56
PVI 209+50.00
EL 430.00
L 250.00'
K 78.13
PVI 212+00.00
EL 440.00
L 217.26'
K 67.79
BEGIN BRIDGE
STA 212+40.00
16.5' MIN CLR
IH 30 WB ML
IH 30 EB ML
RAMP FROM G. LATIMER
END BRIDGE
STA 217+60.00
PVI 218+01.47
EL 444.78
L 400.00'
K 91.49
PVI 220+48
EL 457.55
429.56
428.78
428.40
428.80
429.96
432.36
435.99
439.13
440.79
441.59
442.39
443.18
444.51
446.92
450.44
455.04
500
490
480
470
460
450
440
430
420
410
400
390
380

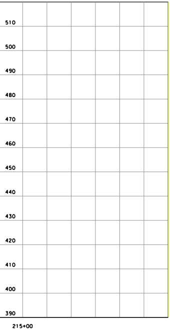
IH 45 NB TO IH 30 WB (45DC4)

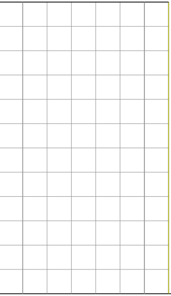

510
500
490
480
470
460
450
440
430
420
410
400
390
205+00
210+00
215+00
℄ GOOD LATIMER
RAMP FROM IH 30 WB ML
EXISTING GROUND
16.5' MIN CLR
PVC 209+30.00
TIE TO EXISTING RAMP
PVT 211+30.00
6.40%
2.11%
PROPOSED GRADE
IH 30 WB DC
PVI 209+29.93
EL 429.89
PVI 210+30.00
EL 432.00
L 200.00'
K 46.60
PVI 215+98.64
EL 468.41
TIE TO EXISTING RAMP
431.89
436.58
442.89
449.29
455.69
462.10

IH 345 SB TO IH 30 WB (45DC8)


470
460
450
440
430
420
410
400
390
380
370
360
PVI 28+00.00
EL 401.00
L 200.00'
K 122.95
JEFFERSON ST VIADUCT
PVI 34+00.00
EL 397.00
L 450.00'
K 70.13
PVI 38+00.00
EL 420.00
L 350.00'
K 65.96
DC FROM IH 30 EB TO IH 35E SB (DC5)
PVI 43+47.92
EL 422.43
IH 30 EB DC TO IH 35E SB (DC5)
PVT 39+75.00
INDUSTRIAL TO IH 35E SB RAMP (R8)
16.5' MIN CLR
0.44%
PVC 27+00.00
PVT 29+00.00
16.5' MIN CLR
PVC 31+75.00
-0.67%
PVRC 36+25.00
5.75%
END BRIDGE
STA 43+47.92
BEGIN BRIDGE
STA 34+50.00
400.04
400.59
400.33
399.67
399.00
398.38
398.78
400.61
403.86
408.54
413.82
417.68
420.02
420.89
421.33
421.77
422.22
30+00
35+00
40+00
45+00

H 35E SB RAMP/CD (R7)





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DALLAS DISTRICT

WILLIAM L. HALE, DISTRICT ENGINEER

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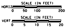
DALLAS COUNTY

ROLL 4 OF 16

DATE: MARCH 2004



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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
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ROLL 9 = IH 35E FRONTAGE ROAD, COLLECTOR-DISTRIBUTOR, AND RAMP PROFILES FROM EIGHTH STREET TO DALLAS NORTH TOLLWAY
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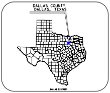
ROLL 14 = IH 35E FRONTAGE ROAD PROFILES AND TYPICAL SECTIONS FROM OAK LAWN TO SOUTH OF INWOOD
ROLL 15 = IH 35E FRONTAGE ROAD PROFILES AND TYPICAL SECTIONS FROM SOUTH OF INWOOD TO SH 183
ROLL 16 = TRINITY PARKWAY AND TRINITY RAIL EXPRESS PROFILES


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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