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 9 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
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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
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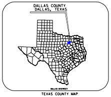
ROLL 14 = IH 35E FRONTAGE ROAD PROFILES AND TYPICAL SECTIONS FROM OAK LAWN TO SOUTH OF INWOOD
ROLL 15 = IH 35E FRONTAGE ROAD PROFILES AND TYPICAL SECTIONS FROM SOUTH OF INWOOD TO SH 183
ROLL 16 = TRINITY PARKWAY AND TRINITY RAIL EXPRESS PROFILES



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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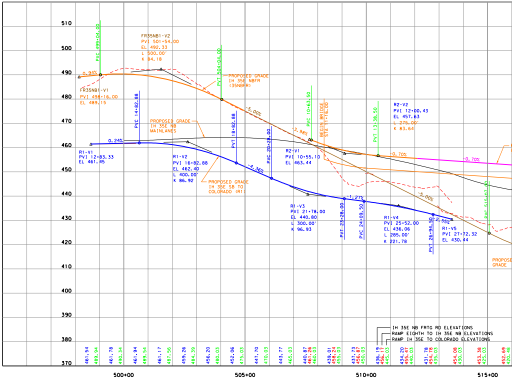
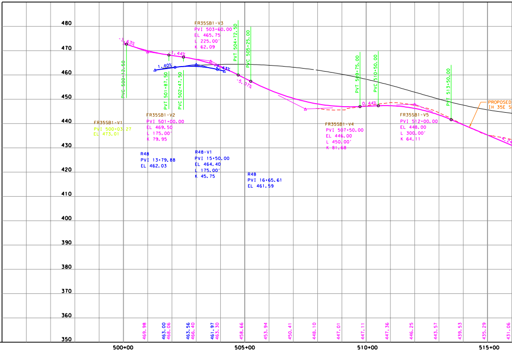
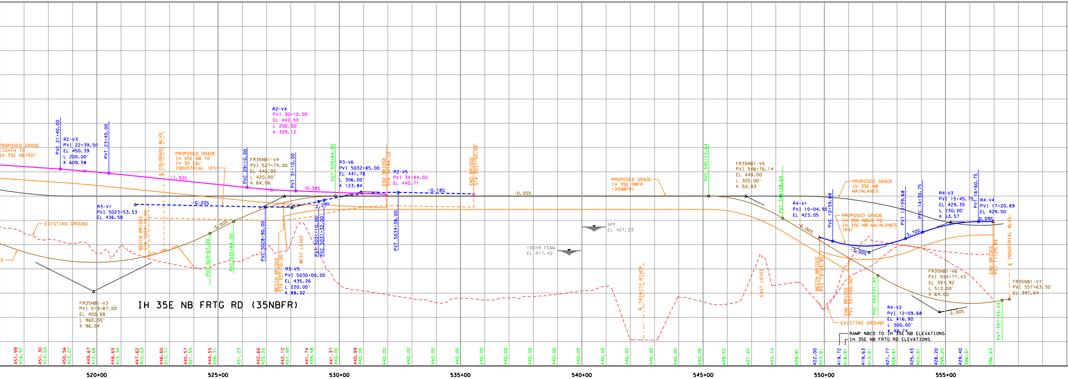
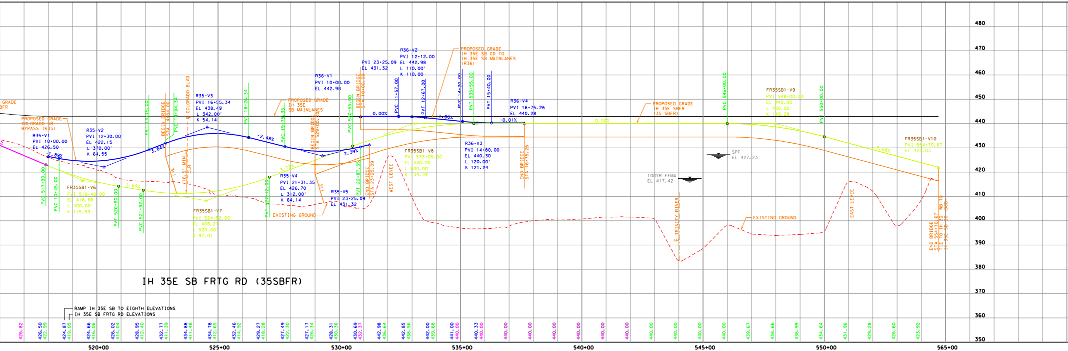





IH 35E NB FRTG RD (35NBFR)
PROPOSED GRADE EIGHTH TO IH 35E NB (R2)
PVC 21+40.00
R2-V3 PVI 22+39.50 EL 450.39 L 200.00' K 609.58
PVT 23+40.00
℄ COLORADO BLVD
PROPOSED GRADE IH 35E NB TO IH 30 EB/ INDUSTRIAL (R3)
-1.02%
R2-V4 PVI 30+10.00 EL 442.50 L 200.00' K 309.12
PVC 29+10.00
PVT 31+10.00
FR35NB1-V4 PVI 527+74.00 EL 440.00 L 420.00' K 84.06
-0.38%
PVT 529+84.00
R3-V6 PVI 5032+85.00 EL 441.78 L 306.00' K 123.84
END BRIDGE STA 5434+84.02
R2-V5 PVI 34+84.02 EL 440.71
-0.18%
END BRIDGE STA 5037+50.00
-0.00%
R3-V1 PVI 5023+53.53 EL 436.58
-0.20%
2.29%
5.00%
EXISTING GROUND
BEGIN BRIDGE STA 5024+10.00
PVT 524+67.00
PVC 525+64.00
PVC 5028+90.00
BEGIN BRIDGE STA 527+70.00
WEST LEVEE
PVT 5031+10.00
PVC 5031+32.00
PVT 5034+38.00
R3-V5 PVI 5030+00.00 EL 435.26 L 220.00' K 88.32
FR35NB1-V3 PVI 519+87.00 EL 400.68 L 960.00' K 96.04
PROPOSED GRADE IH 35E NBFR (35NBFR)
SPF EL 427.23
100YR FEMA EL 417.42
℄ TRINITY RIVER
PVC 545+23.64
FR35NB1-V5 PVI 546+76.14 EL 440.00 L 305.00' K 50.83
PVT 548+28.64
EAST LEVEE
-6.00%
R4-V1 PVI 10+04.90 EL 423.05
PVC 10+59.68
PROPOSED GRADE IH 35E NB MAINLANES
PROPOSED GRADE IH 35E NBCD TO IH 35E NB MAINLANES (R4)
PVT 13+59.68
PVC 14+30.75
3.70%
-3.00%
R4-V3 PVI 15+45.75 EL 429.35 L 230.00' K 63.57
PVT 16+60.75
R4-V4 PVI 17+20.89 EL 429.50
0.09%
℄ INDUSTRIAL BLVD.
BEGIN BRIDGE PVT 10+04.90
END BRIDGE PVT 551+00.00
PVC 552+21.43
END BRIDGE PVT 17+20.89
FR35NB1-V6 PVI 554+77.43 EL 391.92 L 512.00' K 64.00
FR35NB1-V7 PVI 557+63.30 EL 397.64
2.00%
R4-V2 PVI 12+09.68 EL 416.90 L 300.00' K 44.74
EXISTING GROUND
RAMP NBCD TO IH 35E NB ELEVATIONS
IH 35E NB FRTG RD ELEVATIONS
PVT 557+33.43
451.99 416.97
451.30 414.50
450.56 413.07
449.67 412.68
448.65 413.54
447.62 415.03
446.60 417.77
445.57 421.55
444.55 426.31
431.23
442.66 435.20
442.12 437.99
441.74 439.58
441.37 440.00
440.99 440.00
440.00
440.00
440.00
440.00
440.00
440.00
440.00
440.00
440.00
440.00
440.00
440.00
440.00
439.52
437.45
433.74
428.81
422.00 423.81
419.72 418.81
419.63 413.81
421.77 408.81
425.43 403.81
428.20 399.25
429.40 396.81
396.63
520+00
525+00
530+00
535+00
540+00
545+00
550+00
555+00


IH 35E SB FRTG RD (35SBFR)
GRADE BFR
PROPOSED GRADE COLORADO SB BYPASS (R35)
R35-V1 PVI 10+00.00 EL 426.50
-1.89%
R35-V2 PVI 12+30.00 EL 422.15 L 370.00' K 64.55
PVT 14+15.00
BEGIN BRIDGE STA 14+84.00
PVC 17+84.34
℄ COLORADO BLVD
R35-V3 PVI 16+55.34 EL 438.49 L 342.00' K 54.14
3.84%
PVT 18+26.34
-2.48%
PROPOSED GRADE IH 35E SB MAINLANES
PVC 19+75.35
BEGIN BRIDGE STA 529+00.00
R36-V1 PVI 10+00.00 EL 442.98
BEGIN BRIDGE STA 10+00.00
PVC 530+55.00
PVI 23+25.09 EL 431.32
R36-V2 PVI 12+12.00 EL 442.98 L 110.00' K 110.00
PVC 11+57.00
PVT 12+67.00
0.00%
-1.00%
2.39%
PROPOSED GRADE IH 35E SB CD TO IH 35E SB MAINLANES (R36)
PVC 14+20.00
PVT 535+55.00
PVT 15+40.00
R36-V4 PVI 16+75.26 EL 440.28
-0.01%
R36-V3 PVI 14+80.00 EL 440.30 L 120.00' K 121.24
END BRIDGE STA 16+75.26
FR35SB1-V8 PVI 533+05.00 EL 440.00 L 500.00' K 34.39
WEST LEVEE
END BRIDGE STA 23+25.09
PVT 22+87.35
R35-V5 PVI 23+25.09 EL 431.32
R35-V4 PVI 21+31.35 EL 426.70 L 312.00' K 64.14
PVT 521+12.00
EXISTING GROUND
3.12%
16.5' MIN CLR
FR35SB1-V7 PVI 524+02.00 EL 408.27 L 520.00' K 97.01
FR35SB1-V6 PVI 519+40.00 EL 416.66 L 300.00' K 115.59
-1.64%
PVC 517+90.00
PVC 10+45.00
PVT 520+90.00
PVC 521+92.00
0.00%
PROPOSED GRADE IH 35E SBFR (35 SBFR)
PVC 546+00.00
FR35SB1-V9 PVI 548+00.00 EL 440.00 L 400.00' K 139.29
PVT 550+00.00
SPF EL 427.23
100YR FEMA EL 417.42
℄ TRINITY RIVER
EXISTING GROUND
EAST LEVEE
-2.68%
FR35SB1-V10 PVI 554+70.67 EL 422.03
END BRIDGE STA 554+70.67
TIE TO IH 30 WB TO IH 35E SB (BCD)
RAMP IH 35E SB TO EIGHTH ELEVATIONS
IH 35E SB FRTG RD ELEVATIONS
426.82
426.50 422.99
424.87 419.05
424.66 416.06
426.02 414.04
428.95 412.40
432.77 411.39
434.88 411.48
434.78 412.65
432.46 414.92
429.27 418.28
427.49 422.30
427.17 426.34
428.31 430.36
430.69 432.37
442.98 436.64
442.85 438.56
442.00 439.68
441.00 440.00
440.33 440.00
440.00
440.00
440.00
440.00
440.00
440.00
440.00
440.00
440.00
439.67
438.66
436.99
434.64
431.96
429.28
426.60
423.92
480
470
460
450
440
430
420
410
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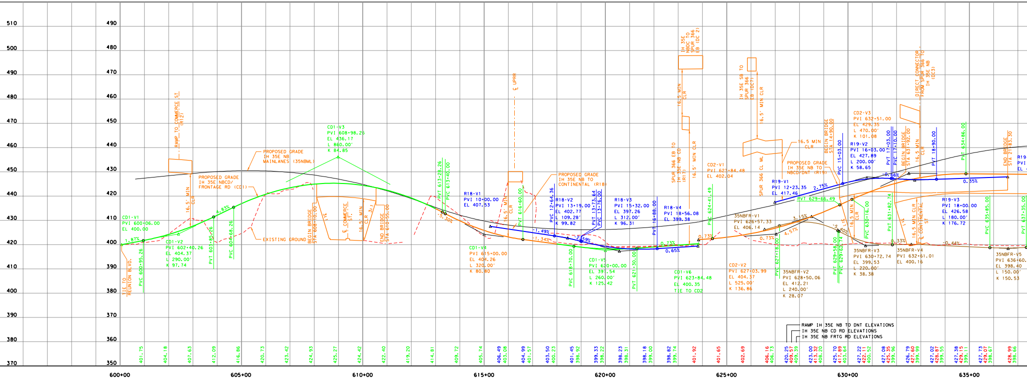
545+00
550+00
565+00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500
490
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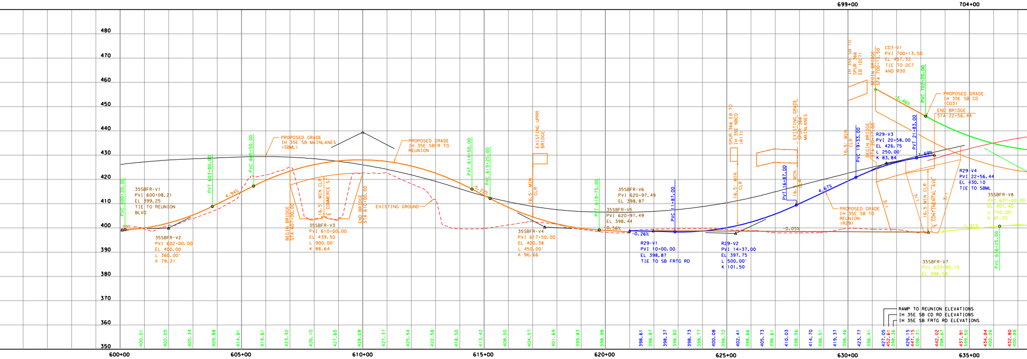
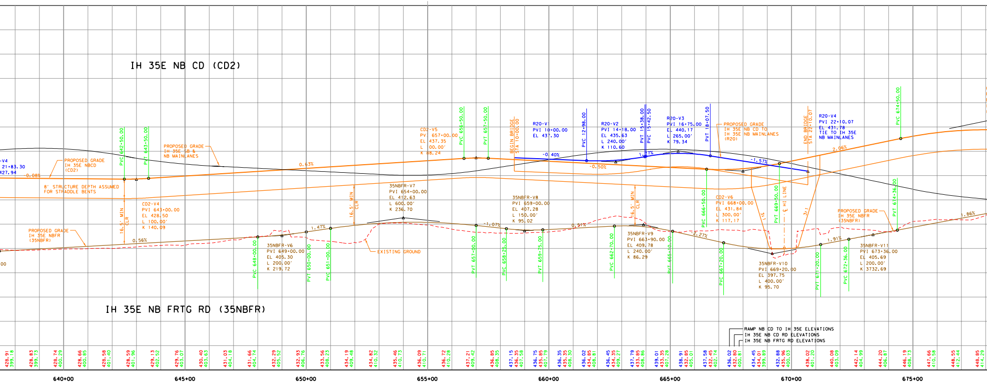
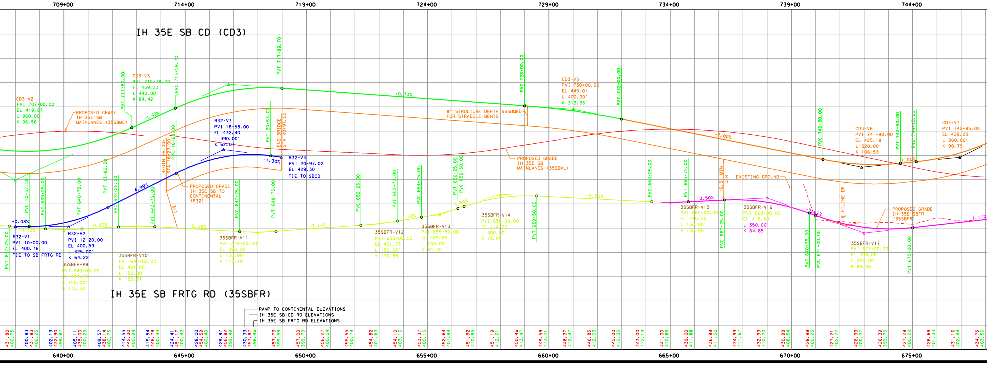
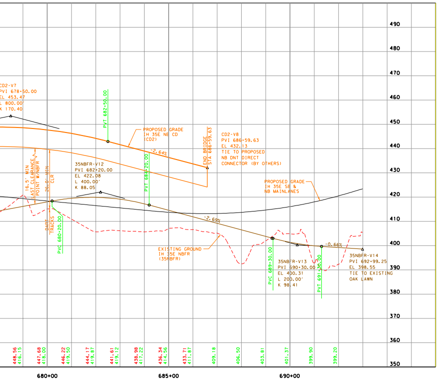
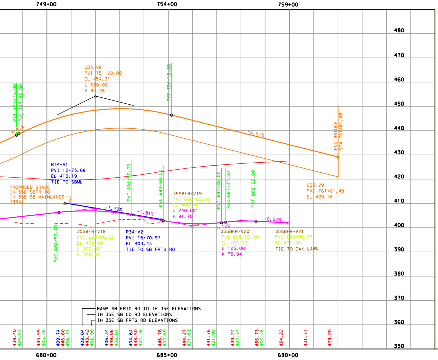
470
460
450
440
430
420
410
400
390
380
370
490
480
470
460
450
440
430
420
410
400
390
380
370
360
350
600+00
605+00
610+00
615+00
620+00
625+00
630+00
635+00
RAMP TO COMMERCE ST (R12)
16.5' MIN CLR
PROPOSED GRADE IH 35E NB MAINLANES (35NBML)
PROPOSED GRADE IH 35E NB NBCD/ FRONTAGE RD (CD1)
EXISTING GROUND
CD1-V1 PVI 600+06.00 EL 400.00
1.87%
PVC 600+95.26
TIE TO REUNION BLVD.
CD1-V2 PVI 602+40.26 EL 404.37 L 290.00' K 97.74
PVT 603+85.26
PVC 604+68.26
4.83%
CD1-V3 PVI 608+98.26 EL 436.17 L 860.00' K 84.85
BEGIN BRIDGE STA 608+05.00
℄ COMMERCE ST.
16.5' MIN CLR
END BRIDGE STA 610+55.00
PVT 613+28.26
PVC 613+40.00
-5.30%
℄ UPRR
16.5' MIN CLR
PVT 616+60.00
PROPOSED GRADE IH 35E NB TO CONTINENTAL (R18)
R18-V1 PVI 10+00.00 EL 407.53
CD1-V4 PVI 615+00.00 EL 404.26 L 320.00' K 80.80
R18-V2 PVI 13+19.00 EL 402.77 L 109.28' K 99.82
PVC 12+64.36
-1.49%
-1.34%
PVT 13+73.64
PVC 13+76.00
R18-V3 PVI 15+32.00 EL 397.26 L 312.00' K 96.31
PVC 618+70.00
CD1-V5 PVI 620+00.00 EL 397.54 L 260.00' K 125.42
PVT 621+30.00
PVT 16+88.00
0.65%
0.73%
R18-V4 PVI 18+56.08 EL 399.38
CD1-V6 PVI 623+84.48 EL 400.35 TIE TO CD2
SPUR 366 EB TO IH 35E NB CD (R17)
IH 35E NBDC TO SPUR 366 EB (DC 2)
16.5' MIN CLR
CD2-V1 PVI 623+84.48 EL 402.04
PVC 624+41.49
0.73%
IH 35E SB TO SPUR 366 EB (DC7)
16.5' MIN CLR
SPUR 366 CL ML
16.5 MIN CLR
PROPOSED GRADE IH 35E NB TO NBCD/DNT (R19)
R19-V1 PVI 12+23.35 EL 417.46
2.75%
35NBFR-V1 PVI 626+57.33 EL 406.14
0.73%
4.57%
CD2-V2 PVI 627+03.99 EL 404.37 L 525.00' K 136.86
PVT 627+18.00
35NBFR-V2 PVI 628+50.06 EL 412.21 L 240.00' K 28.07
PVT 629+66.49
3.15%
-5.40%
BEGIN BRIDGE STA 14+90.00
PVC 15+03.00
R19-V2 PVI 16+03.00 EL 427.89 L 200.00' K 58.65
CD2-V3 PVI 632+51.00 EL 429.35 L 470.00' K 101.08
PVT 629+59.00
PVC 629+65.74
16.5 MIN CLR
PVC 630+16.00
35NBFR-V3 PVI 630+72.74 EL 399.53 L 220.00' K 38.38
-0.66%
PVC 17+03.00
PVT 631+82.74
BEGIN BRIDGE STA 631+92.00
16.5 MIN CLR
DIRECT CONNECTOR FROM SPUR 366 TO IH 35E NB (DC3)
0.33%
35NBFR-V4 PVI 632+61.01 EL 400.16
16.5 MIN CLR
℄ CONTINENTAL ST
PVT 18+90.00
R19-V3 PVI 18+00.00 EL 426.58 L 180.00' K 176.72
0.35%
-0.44%
PVT 634+86.00
PVC 635+85.00
END BRIDGE STA 21+83.30
35NBFR-V5 PVI 636+60. EL 398.40 L 150.00' K 150.53
PVT 637+35.00
R19 PVI EL
RAMP IH 35E NB TO DNT ELEVATIONS
IH 35E NB CD RD ELEVATIONS
IH 35E NB FRTG RD ELEVATIONS
401.75
404.16
407.63
412.09
416.86
420.73
423.42
424.93
425.27
424.42
422.40
419.20
414.81
409.72
405.74
406.49 403.06
404.99 401.57
403.50 400.23
401.45 398.92
399.33 398.22
398.23 398.31
398.18 399.00
398.82 399.74
401.92
401.65
402.69
406.16 406.73
420.25 409.57 409.39
423.00 413.32 408.20
425.70 417.89 403.64
427.22 422.11 400.52
427.08 425.35 399.96
426.79 427.60 399.99
427.02 428.87 399.55
427.38 429.15 399.11
427.73 429.07 398.67
428.99 398.66


699+00
704+00
480
470
460
450
440
430
420
410
400
390
380
370
360
350
600+00
605+00
610+00
615+00
620+00
625+00
630+00
635+00
PVC 600+20.00
35SBFR-V1 PVI 600+08.21 EL 399.25 TIE TO REUNION BLVD
35SBFR-V2 PVI 602+00.00 EL 400.00 L 360.00' K 79.21
PVT 603+80.00
4.94%
PVC 605+50.00
PROPOSED GRADE IH 35E SB MAINLANES (SBML)
BEGIN BRIDGE STA 607+00.00
16.5' MIN CLR
℄ COMMERCE ST
35SBFR-V3 PVI 610+00.00 EL 439.50 L 900.00' K 88.64
END BRIDGE STA 610+00.00
EXISTING GROUND
PROPOSED GRADE IH 35E SBFR TO REUNION
PVT 614+50.00
PVC 615+25.00
-5.20%
16.5' MIN CLR
EXISTING UPRR BRIDGE
35SBFR-V4 PVI 617+50.00 EL 400.38 L 450.00' K 96.66
PVT 619+75.00
35SBFR-V5 PVI 620+97.49 EL 398.44
0.56%
35SBFR-V6 PVI 620+97.49 EL 398.87
-0.26%
R29-V1 PVI 10+00.00 EL 398.87 TIE TO SB FRTG RD
PVC 11+87.00
SPUR 366 EB TO IH 35E NBCD (R17)
16.5' MIN CLR
R29-V2 PVI 14+37.00 EL 397.75 L 500.00' K 101.50
PVT 16+87.00
16.5' MIN CLR
EXISTING GRADE SPUR 366 MAINLANES
-0.05%
4.67%
IH 35E SB TO SPUR 366 EB (DC7)
16.5' MIN CLR
PVC 19+33.00
PROPOSED GRADE IH 35E SB TO REUNION (R29)
BEGIN BRIDGE STA 700+13.50
BEGIN BRIDGE STA 20+17.00
CD3-V1 PVI 700+13.50 EL 457.32 TIE TO DC7 AND R30
-5.46%
PVC 702+20.00
R29-V3 PVI 20+58.00 EL 426.75 L 250.00' K 83.84
PVT 21+83.00
1.69%
16.5 MIN CLR
℄ CONTINENTAL AVE
PROPOSED GRADE IH 35E SB CD (CD3)
END BRIDGE STA 22+56.44
R29-V4 PVI 22+56.44 EL 430.10 TIE TO SBML
0.31%
35SBFR-V7 PVI 633+90.15 EL 396.58
35SBFR-V8 PVI 637+00.00 EL 401.40 L 150.00' K 91.35
PVC 636+25.00
RAMP TO REUNION ELEVATIONS
IH 35E SB CD RD ELEVATIONS
IH 35E SB FRTG RD ELEVATIONS
400.01
402.05
405.34
409.88
414.81
419.61
423.42
426.10
427.65
428.08
427.37
425.54
422.58
418.50
413.42
408.50
404.57
401.69
399.83
398.98
398.61 398.87
398.37 398.82
398.73 398.77
400.08 398.72
402.41 398.66
405.73 398.61
410.03 398.56
414.70 398.51
419.37 398.46
423.77 398.41
427.05 452.61 398.36
429.15 447.15 398.31
442.02 398.67
437.91 399.90
434.84 400.26
432.80 400.88


IH 35E NB CD (CD2)
IH 35E NB FRTG RD (35NBFR)
PROPOSED GRADE IH 35E NBCD (CD2)
PROPOSED GRADE IH 35E SB & NB MAINLANES
PROPOSED GRADE IH 35E NB CD TO IH 35E NB MAINLANES (R20)
PROPOSED GRADE IH 35E NBFR (35NBFR)
8' STRUCTURE DEPTH ASSUMED FOR STRADDLE BENTS
EXISTING GROUND
-V4 21+83.30 427.94
-0.08%
0.03%
0.56%
1.47%
-1.07%
0.51%
-2.27%
1.91%
1.86%
-0.40%
-0.50%
1.77%
-1.57%
2.06%
16.5' MIN CLR
CD2-V4 PVI 643+00.00 EL 428.50 L 100.00' K 140.09
CD2-V5 PVI 657+00.00 EL 437.35 L 100.00' K 48.24
CD2-V6 PVI 668+00.00 EL 431.84 L 300.00' K 117.17
R20-V1 PVI 10+00.00 EL 437.30
R20-V2 PVI 14+18.00 EL 435.63 L 240.00' K 110.60
R20-V3 PVI 16+75.00 EL 440.17 L 265.00' K 79.34
R20-V4 PVI 22+10.07 EL 431.78 TIE TO IH 35E NB MAINLANES
BEGIN BRIDGE STA 10+00.00
END BRIDGE STA 22+10.07
35NBFR-V6 PVI 649+00.00 EL 405.30 L 200.00' K 219.72
35NBFR-V7 PVI 654+00.00 EL 412.63 L 600.00' K 236.70
35NBFR-V8 PVI 659+00.00 EL 407.28 L 150.00' K 95.02
35NBFR-V9 PVI 663+90.00 EL 409.78 L 240.00' K 86.29
35NBFR-V10 PVI 669+20.00 EL 397.75 L 400.00' K 95.70
35NBFR-V11 PVI 673+36.00 EL 405.69 L 200.00' K 3732.69
PVC 642+50.00
PVT 643+50.00
PVC 656+50.00
PVT 657+50.00
PVC 12+98.00
PVT 15+38.00
PVC 15+42.50
PVT 18+07.50
PVC 666+50.00
PVT 669+50.00
PVC 674+50.00
PVT 674+36.00
PVC 648+00.00
PVT 650+00.00
PVC 651+00.00
PVT 657+00.00
PVC 658+25.00
PVT 659+75.00
PVC 662+70.00
PVT 665+10.00
PVC 667+20.00
PVT 671+20.00
PVC 672+36.00
3:1
3:1
℄ HI LINE
RAMP NB CD TO IH 35E ELEVATIONS
IH 35E NB CD RD ELEVATIONS
IH 35E NB FRTG RD ELEVATIONS
428.91 399.18
428.83 399.75
428.74 400.29
428.66 400.85
428.58 401.40
428.59 401.96
429.13 402.52
429.76 403.07
430.40 403.63
431.03 404.18
431.66 404.74
432.29 405.52
432.93 406.76
433.56 408.23
434.19 409.48
434.82 410.32
435.46 410.75
436.09 410.71
436.72 410.28
437.21 409.42
436.85 408.35
437.15 435.76 407.58
436.75 435.85 407.19
436.35 435.35 408.30
436.02 434.85 408.81
436.45 435.45 409.27
437.79 433.85 409.86
439.01 433.35 407.28
438.91 432.85 405.01
437.58 432.45 402.74
436.02 432.80 400.81
434.45 434.01 399.89
432.88 435.96 400.03
438.02 401.20
440.08 403.09
442.14 404.99
444.20 406.87
446.19 408.73
447.66 410.58
448.55 412.44
448.85 414.29
640+00
645+00
650+00
655+00
660+00
665+00
670+00
675+00


709+00
714+00
719+00
724+00
729+00
734+00
739+00
744+00
IH 35E SB CD (CD3)
IH 35E SB FRTG RD (35SBFR)
PROPOSED GRADE IH 35E SB MAINLANES (35SBML)
PROPOSED GRADE IH 35E SB TO CONTINENTAL (R32)
PROPOSED GRADE IH 35E SB MAINLANES (35SBML)
PROPOSED GRADE IH 35E SBFR (35SBFR)
8' STRUCTURE DEPTH ASSUMED FOR STRADDLE BENTS
EXISTING GROUND
CD3-V2 PVI 707+00.00 EL 419.87 L 960.00' K 96.56
CD3-V3 PVI 715+79.70 EL 459.33 L 440.00' K 84.42
CD3-V5 PVI 730+00.00 EL 449.01 L 400.00' K 313.36
CD3-V6 PVI 741+90.00 EL 425.18 L 320.00' K 106.53
CD3-V7 PVI 745+95.00 EL 429.23 L 360.00' K 90.79
PVT 711+80.00
PVC 713+59.70
PVT 717+99.70
PVC 728+00.00
PVT 732+00.00
PVC 740+30.00
PVT 743+50.00
PVC 744+15.00
4.49%
-0.73%
-2.00%
1.00%
R32-V1 PVI 10+00.00 EL 400.76 TIE TO SB FRTG RD
R32-V2 PVI 12+20.00 EL 400.59 L 325.00' K 64.22
R32-V3 PVI 18+58.00 EL 432.40 L 390.00' K 62.07
R32-V4 PVI 20+97.02 EL 429.30 TIE TO SBCD
BEGIN BRIDGE STA 16+21.00
PVC 16+63.00
PVT 20+53.00
END BRIDGE STA 20+97.02
PVC 10+57.50
PVT 13+82.50
4.99%
-1.30%
-0.08%
3:1
35SBFR-V9 PVI 640+00.00 EL 399.20 L 150.00' K 112.50
35SBFR-V10 PVI 645+00.00 EL 401.00 L 150.00' K 129.31
35SBFR-V11 PVI 648+00.00 EL 398.20 L 150.00' K 116.10
35SBFR-V12 PVI 653+00.00 EL 401.75 L 150.00' K 176.88
35SBFR-V13 PVI 655+50.00 EL 405.65 L 150.00' K 84.10
35SBFR-V14 PVI 658+00.00 EL 414.00 L 300.00' K 78.09
35SBFR-V15 PVI 665+00.00 EL 410.50 L 150.00' K 150.00
35SBFR-V16 PVI 669+00.00 EL 412.50 L 350.00' K 84.85
35SBFR-V17 PVI 673+00.00 EL 398.00 L 400.00' K 84.46
PVT 637+75.00
PVC 639+25.00
PVT 640+75.00
PVC 642+25.00
PVT 643+75.00
PVC 647+25.00
PVT 648+75.00
PVC 652+25.00
PVT 653+75.00
PVC 654+75.00
PVT 656+25.00
PVC 656+50.00
PVT 659+50.00
PVC 664+25.00
PVT 665+75.00
PVC 667+25.00
PVT 670+75.00
PVC 671+00.00
PVT 675+00.00
0.60%
-0.56%
0.71%
1.58%
-0.50%
0.50%
-3.52%
1.11%
16.5' MIN CLR
℄ HI LINE
RAMP TO CONTINENTAL ELEVATIONS
IH 35E SB CD RD ELEVATIONS
IH 35E SB FRTG RD ELEVATIONS
431.80 400.75
400.83 431.83 400.25
402.19 432.90 399.87
405.11 435.00 400.29
409.57 438.14 400.75
414.55 442.30 400.94
419.54 446.78 400.44
424.41 451.17 400.42
428.00 454.59 400.40
429.97 456.82 399.49
430.33 457.87 398.96
457.73 399.58
457.00 399.79
456.27 400.04
455.55 400.79
454.82 401.63
454.10 403.16
453.37 405.15
452.64 407.99
451.92 410.85
451.19 412.61
450.46 413.47
449.58 413.21
448.37 412.47
446.85 412.59
445.00 412.35
443.00 412.14
441.00 410.80
439.00 411.00
436.99 411.50
434.99 411.67
432.99 410.70
430.98 408.54
428.98 405.25
427.21 402.22
426.33 400.31
426.39 399.70
427.28 400.22
428.68 401.33
431.16 402.44
434.75 403.56
640+00
645+00
650+00
655+00
660+00
665+00
670+00
675+00


490
480
470
460
450
440
430
420
410
400
390
380
370
360
350
CD2-V7
PVI 678+50.00
EL 453.47
L 800.00'
K 170.40
PVT 682+50.00
PROPOSED GRADE
IH 35E NB CD
(CD2)
-2.64%
END BRIDGE
STA 686+59.63
CD2-V8
PVI 686+59.63
EL 432.13
TIE TO PROPOSED
NB DNT DIRECT
CONNECTOR (BY OTHERS)
16.5' MIN
LAST CLEARANCE
POINT W/NBFR
26.0' MIN
CLR
35NBFR-V12
PVI 682+20.00
EL 422.08
L 400.00'
K 88.05
PVT 684+20.00
PROPOSED GRADE
IH 35E SB &
NB MAINLANES
DART
TRACKS
PVC 680+20.00
-2.69%
EXISTING GROUND
IH 35E NBFR
(35NBFR)
PVC 689+30.00
35NBFR-V13
PVI 690+30.00
EL 400.31
L 200.00'
K 98.41
PVT 691+30.00
-0.66%
35NBFR-V14
PVI 692+99.25
EL 398.55
TIE TO EXISTING
OAK LAWN
448.56
416.15
447.68
418.00
446.22
419.50
444.17
419.87
441.61
419.12
438.98
417.22
436.34
414.56
433.71
411.87
409.18
406.50
403.81
401.37
399.90
399.20
680+00
685+00
690+00


749+00
754+00
759+00
480
470
460
450
440
430
420
410
400
390
380
370
360
350
CD3-V8
PVI 751+00.00
EL 454.31
L 630.00'
K 84.26
PVT 747+75.00
PVC 747+85.00
4.97%
PVT 754+15.00
-2.51%
END BRIDGE
STA 761+01.48
CD3-V9
PVI 761+01.48
EL 429.16
R34-V1
PVI 12+73.68
EL 410.19
TIE TO SBML
PROPOSED GRADE
IH 35E SBFR TO
IH 35E SB MAINLANES
(R34)
-1.70%
-1.81%
PVT 683+50.00
PVC 684+80.00
35SBFR-V19
PVI 686+00.00
EL 400.75
L 240.00'
K 81.70
PVT 687+20.00
PVC 687+37.50
PVT 688+62.50
1.12%
-0.52%
PVC 680+50.00
35SBFR-V18
PVI 682+00.00
EL 408.00
L 300.00'
K 102.61
R34-V2
PVI 16+70.97
EL 403.43
TIE TO SB FRTG RD
35SBFR-V20
PVI 688+00.00
EL 403.00
L 125.00'
K 75.94
35SBFR-V21
PVI 689+95.77
EL 401.98
TIE TO OAK LAWN
RAMP SB FRTG RD TO IH 35E ELEVATIONS
IH 35E SB CD RD ELEVATIONS
IH 35E SB FRTG RD ELEVATIONS
439.40
404.67
443.59
405.78
409.74
446.60
406.77
408.04
448.42
406.90
406.34
449.06
406.07
404.64
448.50
404.38
446.76
402.59
444.27
401.63
441.76
401.90
439.24
402.74
436.73
402.48
434.22
431.71
429.20
680+00
685+00
690+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 9 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

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NOT A BIDDING DOCUMENT

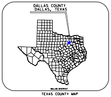
BRYAN D. COPELAND

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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