$$$YTIME$$$
$$$JOBNUM$$$
$USER$
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 10 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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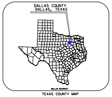
ROLL 4 = IH 45 DIRECT CONNECTIONS PROFILES
ROLL 5 = IH 35E PLAN/PROFILE FROM EIGHTH STREET TO REUNION
ROLL 6 = IH 35E PLAN/PROFILE FROM REUNION TO OAK LAWN
ROLL 7 = IH 35E PLAN/PROFILE FROM OAK LAWN TO SOUTH OF INWOOD
ROLL 8 = IH 35E PLAN/PROFILE FROM SOUTH OF INWOOD TO SH 183
ROLL 9 = IH 35E FRONTAGE 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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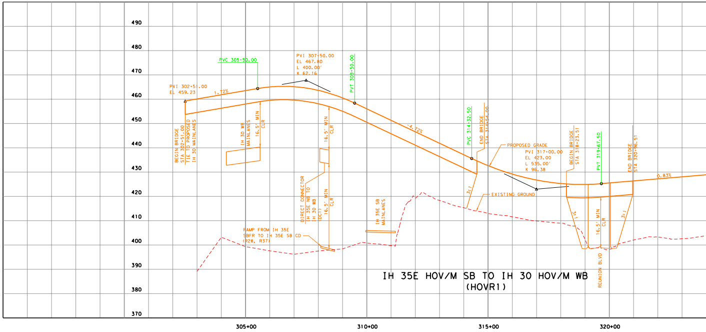
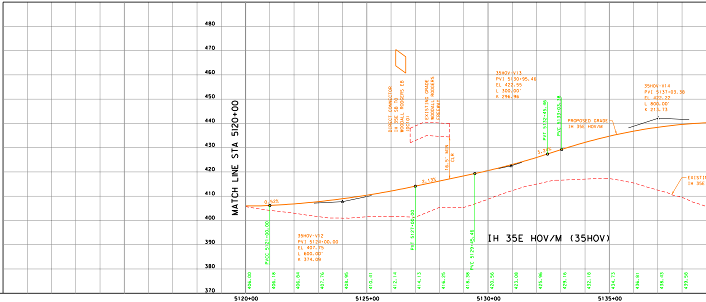
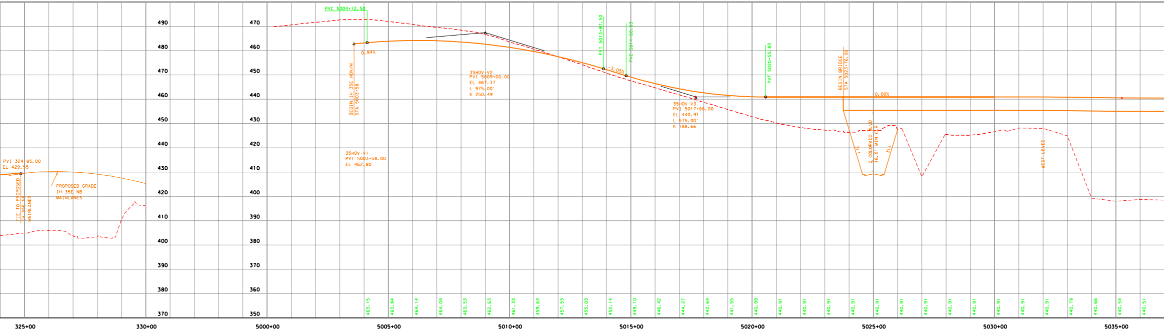
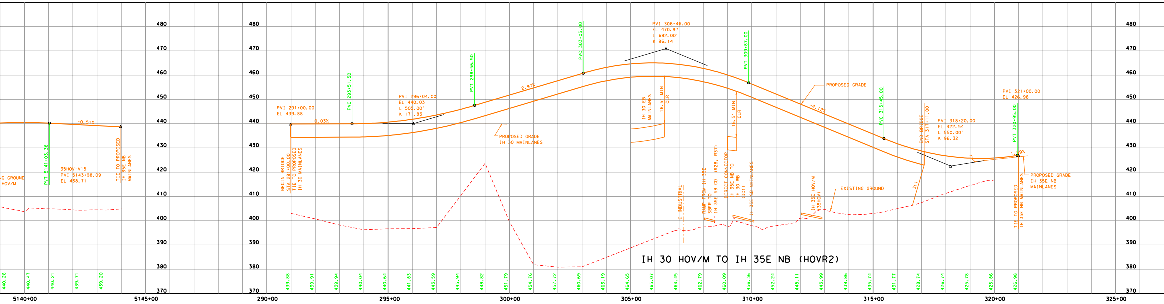
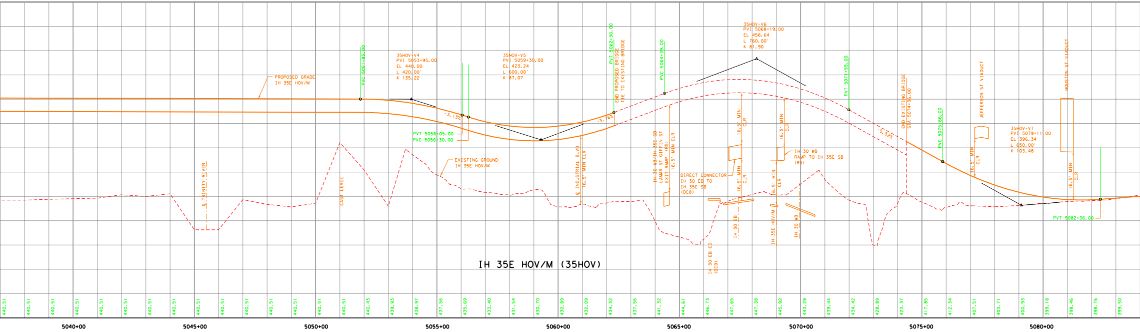

490
480
470
460
450
440
430
420
410
400
390
380
370
PVI 302+51.00
EL 459.23
1.72%
PVC 305+50.00
PVI 307+50.00
EL 467.80
L 400.00'
K 62.16
PVT 309+50.00
-4.72%
BEGIN BRIDGE
STA 302+51.00
TIE TO PROPOSED
IH 30 MAINLANES
IH 30 WB
MAINLANES
16.5' MIN
CLR
DIRECT CONNECTOR
IH 35E NB TO
IH 30 WB
(DC1)
RAMP FROM IH 35E
SBFR TO IH 35E SB CD
(R28, R37)
IH 35E SB
MAINLANES
PVC 314+32.50
END BRIDGE
STA 314+54.00
PROPOSED GRADE
PVI 317+00.00
EL 423.00
L 535.00'
K 96.38
EXISTING GROUND
3:1
BEGIN BRIDGE
STA 318+23.51
PVT 319+67.50
END BRIDGE
STA 320+96.51
0.83%
REUNION BLVD
IH 35E HOV/M SB TO IH 30 HOV/M WB
(HOVR1)
305+00
310+00
315+00
320+00

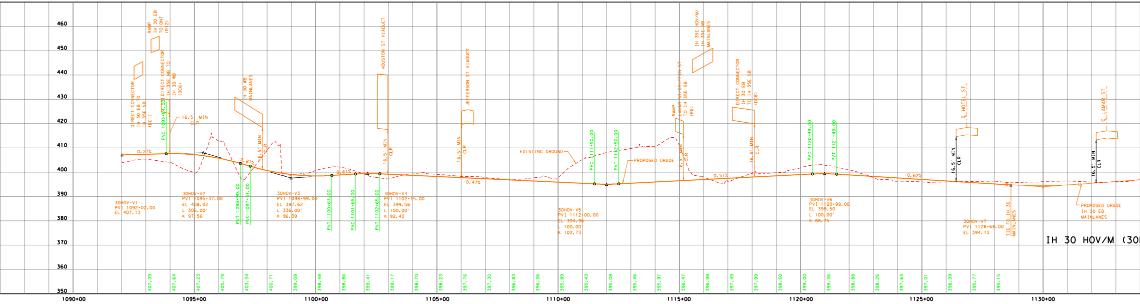

480
470
460
450
440
430
420
410
400
390
380
370
MATCH LINE STA 5120+00
0.52%
PVCC 5121+00.00
35HOV-V12
PVI 5124+00.00
EL 407.75
L 600.00'
K 374.09
DIRECT CONNECTOR
IH 35E SB TO
WOODALL RODGERS EB
(DC10)
EXISTING GRADE
WOODALL RODGERS
FREEWAY
16.5' MIN
CLR
2.13%
PVT 5127+00.00
PVC 5129+45.46
35HOV-V13
PVI 5130+95.46
EL 422.55
L 300.00'
K 296.96
3.24%
PVT 5132+45.46
PVC 5133+03.38
PROPOSED GRADE
IH 35E HOV/M
35HOV-V14
PVI 5137+03.38
EL 422.22
L 800.00'
K 213.73
EXISTI
IH 35E
IH 35E HOV/M (35HOV)
406.00
406.18
406.84
407.76
408.95
410.41
412.14
414.13
416.25
418.38
420.56
423.08
425.96
429.16
432.18
434.73
436.81
438.43
439.58
5120+00
5125+00
5130+00
5135+00

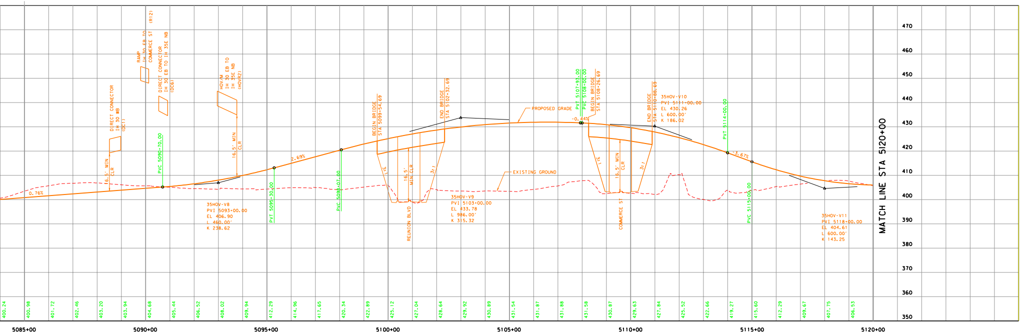

490
480
470
460
450
440
430
420
410
400
390
380
370
470
460
450
440
430
420
410
400
390
380
370
360
350
PVI 324+85.00
EL 429.55
TIE TO PROPOSED
IH 35E NB
MAINLANES
PROPOSED GRADE
IH 35E NB
MAINLANES
PVC 5004+12.50
0.84%
BEGIN IH 35E HOV/M
STA 5003+58
35HOV-V1
PVI 5003+58.00
EL 462.80
35HOV-V2
PVI 5009+00.00
EL 467.37
L 975.00'
K 250.49
PVT 5013+87.50
-3.05%
PVC 5014+80.83
35HOV-V3
PVI 5017+68.00
EL 440.91
L 575.00'
K 188.66
PVT 5020+55.83
BEGIN BRIDGE
STA 5023+76.00
0.00%
3:1
℄ COLORADO BLVD
16.5' MIN CLR
3:1
WEST LEVEE
463.15
463.84
464.14
464.04
463.53
462.63
461.33
459.63
457.53
455.05
452.14
449.10
446.42
444.27
442.64
441.55
440.99
440.91
440.91
440.91
440.91
440.91
440.91
440.91
440.91
440.91
440.91
440.91
440.79
440.66
440.54
440.51
325+00
330+00
5000+00
5005+00
5010+00
5015+00
5020+00
5025+00
5030+00
5035+00

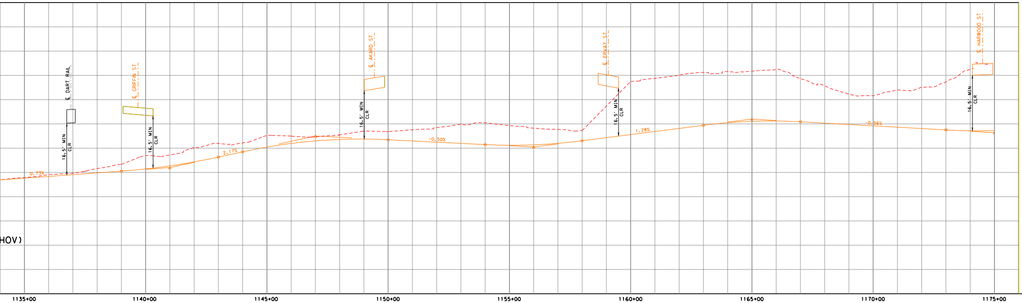

480
470
460
450
440
430
420
410
400
390
380
370
NG GROUND
HOV/M
-0.51%
PVT 5141+03.38
35HOV-V15
PVI 5143+98.09
EL 438.71
TIE TO PROPOSED
IH 35E NB
MAINLANES
PVI 291+00.00
EL 439.88
0.03%
BEGIN BRIDGE
STA 291+00.00
TIE TO PROPOSED
IH 30 MAINLANES
PVC 293+51.50
PVI 296+04.00
EL 440.03
L 505.00'
K 171.83
PROPOSED GRADE
IH 30 MAINLANES
PVT 298+56.50
2.97%
PVC 303+05.00
PVI 306+46.00
EL 470.97
L 682.00'
K 96.14
IH 30 EB
MAINLANES
16.5' MIN
CLR
PVT 309+87.00
16.5' MIN
CLR
PROPOSED GRADE
-4.12%
℄ INDUSTRIAL
RAMP FROM IH 35E
SBFR TO
IH 35E SB CD (R28, R37)
DIRECT CONNECTOR
IH 35E NB TO
IH 30 WB
(DC1)
IH 35E SB MAINLANES
IH 35E HOV/M
(35HOV)
EXISTING GROUND
PVC 315+45.00
3:1
END BRIDGE
STA 317+11.00
PVI 318+20.00
EL 422.54
L 550.00'
K 96.32
PVI 321+00.00
EL 426.98
PVT 320+95.00
1.59%
PROPOSED GRADE
IH 35E NB
MAINLANES
TIE TO PROPOSED
IH 35E NB MAINLANES
440.26
440.47
440.21
439.71
439.20
439.88
439.91
439.94
440.04
440.64
441.83
443.59
445.94
448.82
451.79
454.76
457.72
460.69
463.19
464.65
465.07
464.45
462.79
460.09
456.36
452.24
448.11
443.99
439.86
435.74
431.77
428.74
426.74
425.78
425.86
426.98
5140+00
5145+00
290+00
295+00
300+00
305+00
310+00
315+00
320+00
325+00

IH 30 HOV/M TO IH 35E NB (HOVR2)


IH 35E HOV/M (35HOV)
PROPOSED GRADE
IH 35E HOV/M
PVC 5051+85.00
35HOV-V4
PVI 5053+95.00
EL 440.00
L 420.00'
K 135.22
-3.13%
PVT 5056+05.00
PVC 5056+30.00
35HOV-V5
PVI 5059+30.00
EL 423.24
L 600.00'
K 87.07
PVT 5062+30.00
END PROPOSED BRIDGE
TIE TO EXISTING BRIDGE
-3.76%
PVC 5064+39.00
35HOV-V6
PVI 5068+19.00
EL 456.64
L 760.00'
K 81.90
PVT 5071+99.00
-5.52%
END EXISTING BRIDGE
STA 5074+36.00
PVC 5075+86.00
JEFFERSON ST VIADUCT
35HOV-V7
PVI 5079+11.00
EL 396.34
L 650.00'
K 103.48
HOUSTON ST VIADUCT
PVT 5082+36.00
EXISTING GROUND
IH 35E HOV/M
℄ TRINITY RIVER
EAST LEVEE
℄ INDUSTRIAL BLVD
16.5' MIN CLR
IH 30 WB/IH 35E SB
LAMAR ST GIFFIN ST
EXIT RAMP (R5)
16.5' MIN CLR
DIRECT CONNECTOR
IH 30 EB TO
IH 35E SB
(DC8)
16.5' MIN
CLR
16.5' MIN
CLR
IH 30 WB
RAMP TO IH 35E SB
(R6)
16.5' MIN
CLR
16.5' MIN
CLR
IH 30 EB CD
(DC9)
IH 30 EB
IH 35E HOV/M
IH 30 WB
16.5' MIN
CLR
16.5' MIN
CLR
440.51
440.51
440.51
440.51
440.51
440.51
440.51
440.51
440.51
440.51
440.51
440.51
440.51
440.51
440.51
440.43
439.93
438.97
437.56
435.69
433.40
431.54
430.70
430.89
432.09
434.32
437.56
441.32
444.61
446.73
447.65
447.30
445.92
443.28
439.44
434.42
428.89
423.37
417.85
412.34
407.51
403.71
400.93
399.18
398.46
398.76
399.50
5040+00
5045+00
5050+00
5055+00
5060+00
5065+00
5070+00
5075+00
5080+00


IH 30 HOV/M (30
460
450
440
430
420
410
400
390
380
370
360
350
DIRECT CONNECTOR
IH 30 EB TO
IH 35E NB
(DC1)
RAMP
IH 30 EB
TO DNT
(R12)
DIRECT CONNECTOR
IH 35E NB TO
IH 30 WB
(DC6)
PVC 1093+84.00
16.5 MIN
CLR
0.27%
30HOV-V1
PVI 1092+02.00
EL 407.13
30HOV-V2
PVI 1095+37.00
EL 408.02
L 306.00'
K 97.56
-2.87%
PVT 1096+90.00
PVC 1097+31.00
IH 30 WB
MAINLANES
16.5' MIN
CLR
30HOV-V3
PVI 1098+99.00
EL 397.62
L 336.00'
K 96.39
PVT 1100+67.00
0.61%
PVC 1101+65.00
PVT 1102+65.00
30HOV-V4
PVI 1102+15.00
EL 399.56
L 100.00'
K 92.43
HOUSTON ST VIADUCT
16.5' MIN
CLR
JEFFERSON ST VIADUCT
16.5' MIN
CLR
-0.47%
EXISTING GROUND
PVC 1111+50.00
PVT 1112+50.00
PROPOSED GRADE
30HOV-V5
PVI 1112+00.00
EL 394.96
L 100.00'
K 102.73
RAMP
LAMAR ST/GRIFFIN ST
TO IH 35E SB
(R6)
16.5' MIN
CLR
IH 35E HOV/M/
IH 35E NB
MAINLANES
0.51%
DIRECT CONNECTOR
IH 30 EB
TO IH 35E SB
(DC8)
16.5' MIN
CLR
PVC 1120+49.00
PVT 1121+49.00
30HOV-V6
PVI 1120+99.00
EL 399.50
L 100.00'
K 88.75
-0.62%
℄ HOTEL ST
16.5' MIN
CLR
30HOV-V7
PVI 1128+68.00
EL 394.73
TIE TO IH 30
MAINLANES
℄ LAMAR ST
16.5' MIN
CLR
PROPOSED GRADE
IH 30 EB
MAINLANES
407.39
407.64
407.23
405.79
403.34
400.71
399.08
398.48
398.86
399.41
399.17
398.70
398.23
397.76
397.30
396.83
396.36
395.89
395.43
395.08
395.46
395.97
396.47
396.98
397.49
397.99
398.50
399.00
399.36
398.88
398.26
397.63
397.01
396.39
395.77
395.15
1090+00
1095+00
1100+00
1105+00
1110+00
1115+00
1120+00
1125+00
1130+00


RAMP
IH 30 EB TO
COMMERCE ST (R12)
DIRECT CONNECTOR
IH 30 EB TO IH 35E NB
(DC6)
HOV/M
IH 30 EB TO
IH 35E NB
(HOVR2)
DIRECT CONNECTOR
IH 30 WB
(DC1)
16.5' MIN
CLR
PVC 5090+70.00
16.5' MIN
CLR
0.76%
35HOV-V8
PVI 5093+00.00
EL 406.90
L 460.00'
K 238.62
PVT 5095+30.00
2.69%
PVC 5098+07.00
BEGIN BRIDGE
STA 5099+54.69
END BRIDGE
STA 5102+32.69
3:1
16.5'
MIN CLR
3:1
REUNION BLVD
35HOV-V9
PVI 5103+00.00
EL 433.78
L 986.00'
K 315.32
PROPOSED GRADE
EXISTING GROUND
-0.44%
PVT 5107+93.00
PVC 5108+00.00
BEGIN BRIDGE
STA 5108+26.69
END BRIDGE
STA 5110+88.69
35HOV-V10
PVI 5111+00.00
EL 430.26
L 600.00'
K 186.02
3:1
16.5' MIN
CLR
3:1
COMMERCE ST
PVT 5114+00.00
-3.67%
PVC 5115+00.00
35HOV-V11
PVI 5118+00.00
EL 404.61
L 600.00'
K 143.25
MATCH LINE STA 5120+00
470
460
450
440
430
420
410
400
390
380
370
360
350
400.24
400.98
401.72
402.46
403.20
403.94
404.68
405.44
406.52
408.02
409.94
412.29
414.96
417.65
420.34
422.89
425.12
427.04
428.64
429.92
430.89
431.54
431.87
431.88
431.58
430.87
429.63
427.84
425.52
422.66
419.27
415.60
412.29
409.67
407.75
406.53
5085+00
5090+00
5095+00
5100+00
5105+00
5110+00
5115+00
5120+00


℄ DART RAIL
16.5' MIN
CLR
℄ GRIFFIN ST
16.5' MIN
CLR
0.73%
2.17%
℄ AKARD ST
16.5' MIN
CLR
-0.50%
℄ ERVAY ST
16.5' MIN
CLR
1.28%
-0.56%
℄ HARWOOD ST
16.5' MIN
CLR
HOV)
1135+00
1140+00
1145+00
1150+00
1155+00
1160+00
1165+00
1170+00
1175+00

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

WILLIAM L. HALE, DISTRICT ENGINEER

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DALLAS COUNTY

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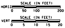

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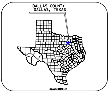
ROLL 8 = IH 35E PLAN/PROFILE FROM SOUTH OF INWOOD TO SH 183
ROLL 9 = IH 35E FRONTAGE ROAD, COLLECTOR-DISTRIBUTOR, AND RAMP PROFILES FROM EIGHTH STREET TO DALLAS NORTH TOLLWAY
ROLL 10 = IH 30 AND IH 35E HOV/M LANE PROFILES FROM EIGHTH STREET TO CONTINENTAL
ROLL 11 = IH 30/IH 35E DIRECT CONNECTION PROFILES
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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