$$$SYTIME$$$
$$$JOBNUM$$$
$USER$
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 13 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.

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 11 = IH 30/IH 35E DIRECT CONNECTION PROFILES
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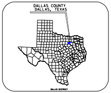
ROLL 14 = IH 35E FRONTAGE ROAD PROFILES AND TYPICAL SECTIONS FROM OAK LAWN TO SOUTH OF INWOOD
ROLL 15 = IH 35E FRONTAGE ROAD PROFILES AND TYPICAL SECTIONS FROM SOUTH OF INWOOD TO SH 183
ROLL 16 = TRINITY PARKWAY AND TRINITY RAIL EXPRESS PROFILES


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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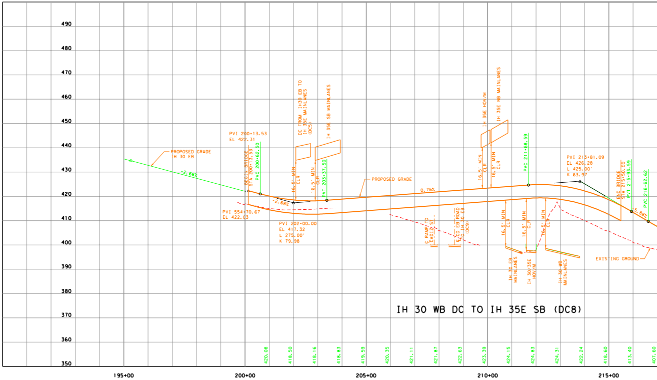
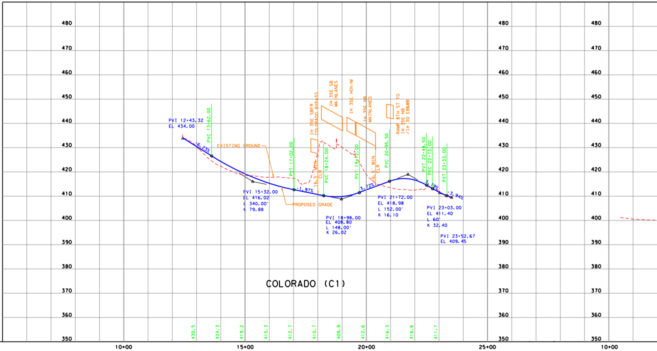
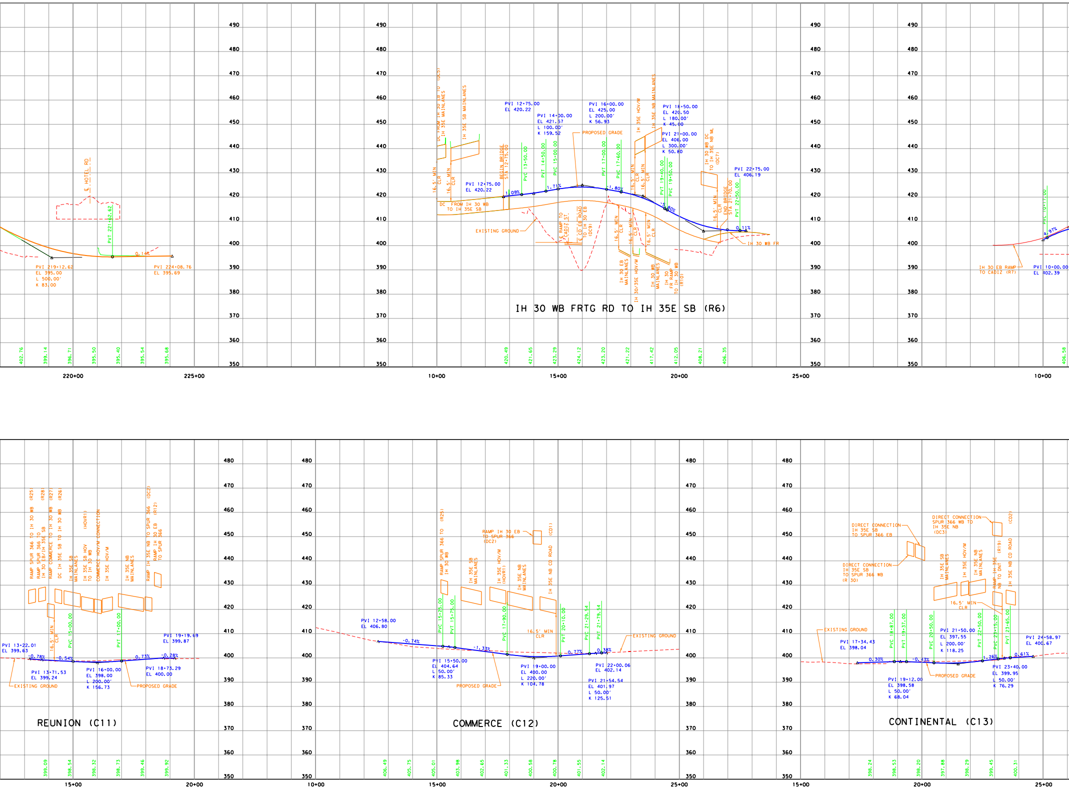
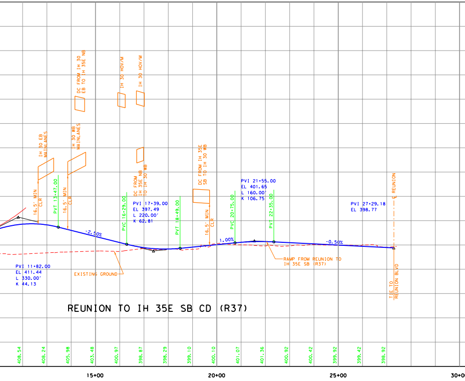

490
480
470
460
450
440
430
420
410
400
390
380
370
360
350
PROPOSED GRADE
IH 30 EB
-2.68%
PVI 200+13.53
EL 422.31
BEGIN BRIDGE
STA 200+13.53
PVC 200+62.50
PVI 554+70.67
EL 422.03
-2.68%
PVI 202+00.00
EL 417.32
L 275.00'
K 79.98
DC FROM IH30 EB TO IH 35E MAINLANES (DC5)
IH 35E SB MAINLANES
16.5' MIN CLR
16.5' MIN CLR
PVT 203+37.50
PROPOSED GRADE
0.76%
℄ RAMP TO CADIZ ST
℄ CD EB ROAD TO IH 30 EB (DC9)
IH 35E HOV/M
IH 35E NB MAINLANES
16.5' MIN CLR
16.5' MIN CLR
PVC 211+68.59
16.5' MIN CLR
16.5' MIN CLR
16.5' MIN CLR
IH 30 EB MAINLANES
IH 30/35E HOV/M
IH 30 WB MAINLANES
PVI 213+81.09
EL 426.28
L 425.00'
K 63.97
END BRIDGE
STA 215+50.00
PVT 215+93.59
PVC 216+62.62
-5.88%
EXISTING GROUND
420.08
418.50
418.16
418.83
419.59
420.35
421.11
421.87
422.63
423.39
424.15
424.83
424.31
422.24
418.60
413.40
407.60
195+00
200+00
205+00
210+00
215+00

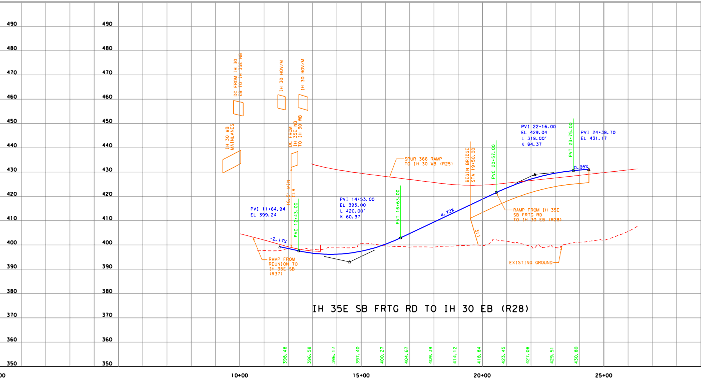
IH 30 WB DC TO IH 35E SB (DC8)

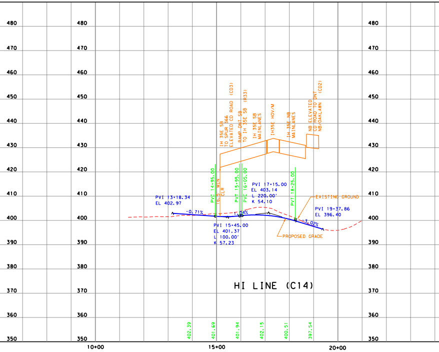

480
470
460
450
440
430
420
410
400
390
380
370
360
350
PVI 12+43.32
EL 434.00
-6.23%
PVC 13+62.00
EXISTING GROUND
PVI 15+32.00
EL 416.02
L 340.00'
K 79.88
PVT 17+02.00
-1.97%
PROPOSED GRADE
IH 35E SBFR COLORADO BYPASS
16.5' MIN CLR
PVC 18+24.00
IH 35E SB MAINLANES
PVI 18+98.00
EL 408.80
L 148.00'
K 26.02
IH 35E HOV/M
IH 35E NB MAINLANES
PVT 19+72.00
3.12%
16.5' MIN CLR
PVC 20+95.50
RAMP 8TH ST TO IH 35E NB /IH 30 EB&WB
PVI 21+72.00
EL 418.98
L 152.00'
K 16.10
PVT 22+48.50
PVC 22+73.00
-5.79%
PVT 23+33.00
-3.94%
PVI 23+03.00
EL 411.40
L 60'
K 32.40
PVI 23+52.67
EL 409.45
430.5
424.3
419.2
415.3
412.7
410.7
409.9
412.6
416.3
416.6
411.7
10+00
15+00
20+00
25+00
10+00

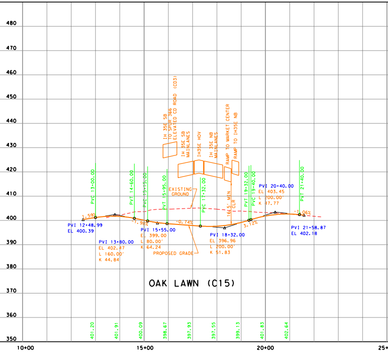
COLORADO (C1)

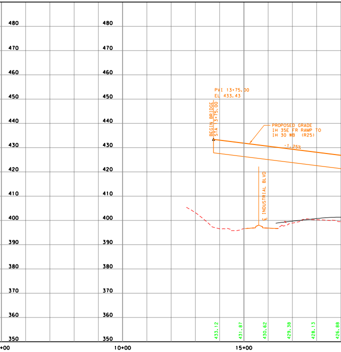

IH 30 WB FRTG RD TO IH 35E SB (R6)
REUNION (C11)
COMMERCE (C12)
CONTINENTAL (C13)
℄ HOTEL RD
PVI 219+12.62
EL 395.00
L 500.00'
K 83.00
PVT 221+62.62
0.14%
PVI 224+08.76
EL 395.69
PVI 12+75.00
EL 420.22
PVI 14+00.00
EL 421.57
L 100.00'
K 159.52
PVI 16+00.00
EL 425.00
L 200.00'
K 56.93
PVI 18+50.00
EL 420.50
L 180.00'
K 45.00
PVI 21+00.00
EL 406.00
L 300.00'
K 50.80
PVI 22+75.00
EL 406.19
PROPOSED GRADE
EXISTING GROUND
BEGIN BRIDGE STA 12+75.00
END BRIDGE STA 21+70.00
DC FROM IH 30 WB TO IH 35E SB
IH 30 WB FR
16.5' MIN CLR
1.09%
1.71%
-1.80%
-5.80%
0.11%
IH 30 EB RAMP TO CADIZ (R7)
PVI 10+00.00
EL 402.39
4.97%
PVI 13+22.01
EL 399.63
PVI 13+71.53
EL 399.24
PVI 16+00.00
EL 398.00
L 200.00'
K 156.73
PVI 18+73.29
EL 400.00
PVI 19+19.69
EL 399.87
-0.78%
-0.54%
0.73%
-0.28%
PVI 12+58.00
EL 406.80
-0.74%
-1.33%
PVI 15+50.00
EL 404.64
L 50.00'
K 85.33
PVI 19+00.00
EL 400.00
L 220.00'
K 104.78
PVI 21+54.54
EL 401.97
L 50.00'
K 125.51
PVI 22+00.06
EL 402.14
0.77%
0.38%
PVI 17+34.43
EL 398.04
0.30%
-0.43%
PVI 19+12.00
EL 398.58
L 50.00'
K 68.04
PVI 21+50.00
EL 397.55
L 200.00'
K 118.25
1.26%
PVI 23+40.00
EL 399.95
L 50.00'
K 76.29
0.61%
PVI 24+58.97
EL 400.67
DIRECT CONNECTION IH 35E SB TO SPUR 366 EB
DIRECT CONNECTION SPUR 366 WB TO IH 35E NB (DC3)
DIRECT CONNECTION IH 35E SB TO SPUR 366 WB (R 30)
RAMP IH 30 EB TO SPUR 366 (DC2)
IH 35E NB CD ROAD (CD1)
220+00
225+00
10+00
15+00
20+00
25+00
350
360
370
380
390
400
410
420
430
440
450
460
470
480
490

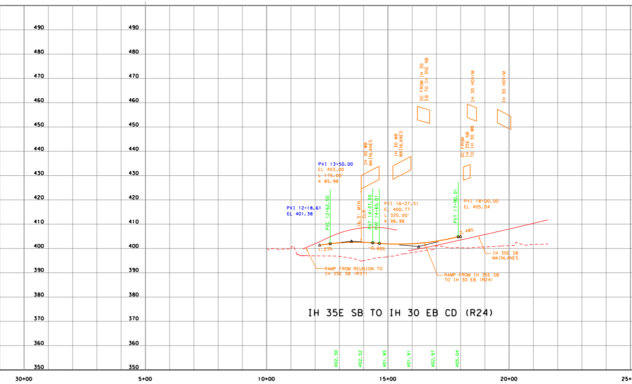

REUNION TO IH 35E SB CD (R37)
PVI 11+82.00 EL 411.44 L 330.00' K 44.13
PVI 13+47.00
PVC 16+29.00
PVI 17+39.00 EL 397.49 L 220.00' K 62.81
PVT 18+49.00
PVC 20+75.00
PVI 21+55.00 EL 401.65 L 160.00' K 106.75
PVT 22+35.00
PVI 27+29.18 EL 398.77
-2.50%
1.00%
-0.50%
IH 30 EB MAINLANES
IH 30 WB MAINLANES
DC FROM IH 30 EB TO IH 35E NB
IH 30 HOV/M
IH 30 HOV/M
DC FROM IH 35E NB TO IH 30 WB
DC FROM IH 35E SB TO IH 30 WB
16.5' MIN CLR
EXISTING GROUND
RAMP FROM REUNION TO IH 35E SB (R37)
TIE TO REUNION BLVD
℄ REUNION
490 480 470 460 450 440 430 420 410 400 390 380 370 360 350
408.54 408.24 405.98 403.48 400.97 398.87 398.29 399.10 400.10 401.07 401.36 400.92 400.42 399.92 399.42 398.92
15+00 20+00 25+00 30+00


IH 35E SB FRTG RD TO IH 30 EB (R28)
PVI 11+64.94 EL 399.24
PVC 12+43.00
PVI 14+53.00 EL 393.00 L 420.00' K 60.97
PVT 16+63.00
PVC 20+57.00
PVI 22+16.00 EL 429.04 L 318.00' K 84.37
PVT 23+75.00
PVI 24+38.70 EL 431.17
-2.17%
4.72%
0.95%
IH 30 WB MAINLANES
DC FROM IH 30 EB TO IH 35E NB
IH 30 HOV/M
IH 30 HOV/M
DC FROM IH 35E NB TO IH 30 WB
16.5' MIN CLR
SPUR 366 RAMP TO IH 30 WB (R25)
BEGIN BRIDGE STA 19+50.00
RAMP FROM IH 35E SB FRTG RD TO IH 30 EB (R28)
RAMP FROM REUNION TO IH 35E SB (R37)
EXISTING GROUND
3:1
490 480 470 460 450 440 430 420 410 400 390 380 370 360 350
398.48 396.58 396.17 397.40 400.27 404.67 409.39 414.12 418.84 423.45 427.08 429.51 430.80
10+00 15+00 20+00 25+00

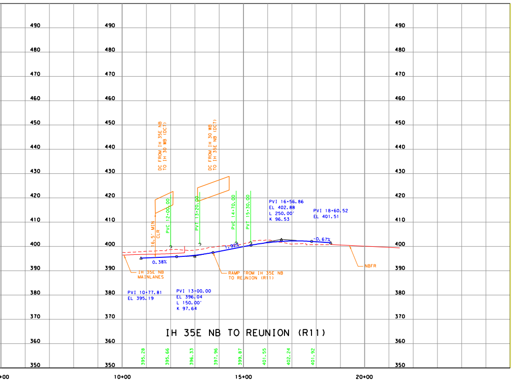

HI LINE (C14)
PVI 13+18.34 EL 402.97
PVC 14+95.00
PVI 15+45.00 EL 401.37 L 100.00' K 57.23
PVT 15+95.00
PVC 16+05.00
PVI 17+15.00 EL 403.14 L 220.00' K 54.10
PVT 18+25.00
PVI 19+37.86 EL 396.40
-0.71%
1.54%
-3.02%
16.5' MIN CLR
IH 35E SB TO SPUR 366 ELEVATED CD ROAD (CD3)
RAMP DNT SB TO IH 35E SB (R33)
IH 35E SB MAINLANES
IH35E HOV/M
IH 35E NB MAINLANES
NB ELEVATED CD ROAD TO DNT NB/OAKLAWN (CD2)
EXISTING GROUND
PROPOSED GRADE
480 470 460 450 440 430 420 410 400 390 380 370 360 350
402.39 401.69 401.94 402.15 400.51 397.54
10+00 15+00 20+00


OAK LAWN (C15)
PVI 12+48.99 EL 400.39
PVC 13+00.00
PVI 13+80.00 EL 402.47 L 160.00' K 44.84
PVT 14+60.00
PVC 15+15.00
PVI 15+55.00 EL 399.00 L 80.00' K 64.24
PVT 15+95.00
PVC 17+32.00
PVI 18+32.00 EL 396.96 L 200.00' K 51.83
PVT 19+32.00
PVC 19+40.00
PVI 20+40.00 EL 403.45 L 200.00' K 47.77
PVT 21+40.00
PVI 21+58.87 EL 402.18
1.59%
-1.98%
-0.74%
3.12%
-1.06%
IH 35E SB TO SPUR 366 ELEVATED CD ROAD (CD3)
IH 35E SB MAINLANES
IH35E HOV
IH 35E NB MAINLANES
RAMP TO MARKET CENTER RAMP TO IH35E NB
16.5' MIN CLR
EXISTING GROUND
PROPOSED GRADE
480 470 460 450 440 430 420 410 400 390 380 370 360 350
401.20 401.91 400.09 398.67 397.93 397.55 399.13 401.83 402.64
10+00 15+00 20+00

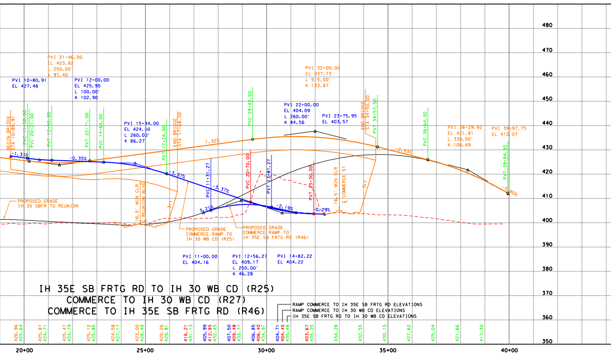

PVI 13+75.00 EL 433.43
BEGIN BRIDGE STA 13+75.00
PROPOSED GRADE IH 35E FR RAMP TO IH 30 WB (R25)
-1.25%
℄ INDUSTRIAL BLVD
480 470 460 450 440 430 420 410 400 390 380 370 360 350
433.12 431.87 430.62 429.38 428.13 426.88
25+00 10+00 15+00


IH 35E SB TO IH 30 EB CD (R24)

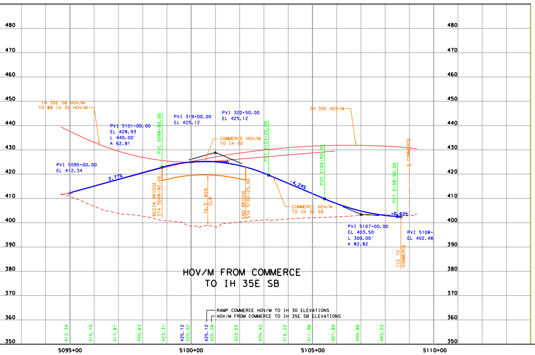
490
480
470
460
450
440
430
420
410
400
390
380
370
360
350
PVI 13+50.00
EL 403.00
L 175.00'
K 85.98
PVI 12+18.61
EL 401.38
PVI 16+27.51
EL 400.77
L 325.00'
K 98.98
PVI 18+00.00
EL 405.04
PVC 12+62.50
PVT 14+37.50
PVC 14+65.01
PVT 17+90.01
16.5' MIN CLR
1.23%
-0.80%
2.48%
IH 30 WB MAINLANES
IH 30 WB MAINLANES
DC FROM IH 30 EB TO IH 35E NB
IH 30 HOV/M
IH 30 HOV/M
DC FROM IH 35E NB TO IH 30 WB
RAMP FROM REUNION TO IH 35E SB (R37)
RAMP FROM IH 35E SB TO IH 30 EB (R24)
IH 35E SB MAINLANES
402.30
402.52
401.85
401.91
402.97
405.04
30+00
5+00
10+00
15+00
20+00
25+00


IH 35E NB TO REUNION (R11)

490
480
470
460
450
440
430
420
410
400
390
380
370
360
350
DC FROM IH 35E NB TO IH 30 WB (DC7)
DC FROM IH 30 WB TO IH 35E NB (DC7)
16.5' MIN CLR
PVC 12+00.00
PVT 13+20.00
PVC 14+70.00
PVT 15+30.00
PVI 16+56.86
EL 402.88
L 250.00'
K 96.53
PVI 18+60.52
EL 401.51
-0.67%
1.92%
0.38%
IH 35E NB MAINLANES
RAMP FROM IH 35E NB TO REUNION (R11)
NBFR
PVI 10+77.81
EL 395.19
PVI 13+00.00
EL 396.04
L 150.00'
K 97.64
395.28
395.66
396.33
397.96
399.87
401.56
402.24
401.92
10+00
15+00
20+00


IH 35E SB FRTG RD TO IH 30 WB CD (R25)
COMMERCE TO IH 30 WB CD (R27)
COMMERCE TO IH 35E SB FRTG RD (R46)

480
470
460
450
440
430
420
410
400
390
380
370
360
350
PVI 21+46.00
EL 423.82
L 250.00'
K 97.40
PVI 10+80.91
EL 427.48
PVI 12+00.00
EL 425.90
L 100.00'
K 102.90
PVI 32+00.00
EL 437.73
L 515.00'
K 133.87
PVI 15+34.00
EL 424.50
L 260.00'
K 86.27
PVI 22+00.00
EL 404.09
L 260.00'
K 84.56
PVI 23+75.95
EL 403.57
PVI 38+29.92
EL 421.81
L 330.00'
K 100.69
PVI 39+97.75
EL 412.07
BEGIN BRIDGE STA 10+80.91
PVC 11+50.00
PVC 20+21.00
PVT 12+50.00
PVC 22+71.00
PVC 14+64.00
PVT 17+24.00
END BRIDGE STA 17+68.00
PVC 29+42.50
END BRIDGE STA 34+50.00
PVT 34+57.50
PVC 36+64.92
PVT 39+94.92
PVC 11+31.27
PVC 20+70.00
PVT 13+81.27
PVT 23+30.00
16.5' MIN CLR
℄ COMMERCE ST
16.5' MIN CLR
℄ REUNION BLVD
3:1
3:1
-1.33%
-0.35%
1.32%
-3.37%
-3.37%
3.21%
-2.19%
-0.29%
-2.53%
-5.80%
PROPOSED GRADE IH 35 SBFR TO REUNION
PROPOSED GRADE COMMERCE RAMP TO IH 30 WB CD (R25)
PROPOSED GRADE COMMERCE RAMP TO IH 35E SB FRTG RD (R46)
PVI 11+00.00
EL 404.16
PVI 12+56.27
EL 409.17
L 250.00'
K 46.28
PVI 14+82.22
EL 404.22
RAMP COMMERCE TO IH 35E SB FRTG RD ELEVATIONS
RAMP COMMERCE TO IH 30 WB CD ELEVATIONS
IH 35E SB FRTG RD TO IH 30 WB CD ELEVATIONS
426.96
425.64
425.87
424.71
425.47
424.79
425.12
425.85
424.58
427.17
423.00
428.49
420.26
429.81
416.21
431.13
405.99
412.85
432.45
407.50
409.48
433.77
406.85
406.40
434.97
404.71
404.45
435.48
403.67
435.25
434.28
432.55
430.15
427.62
425.04
421.66
417.30
20+00
25+00
30+00
35+00
40+00


HOV/M FROM COMMERCE TO IH 35E SB

480
470
460
450
440
430
420
410
400
390
380
370
360
350
IH 35E SB HOV/M TO WB IH 30 HOV/M
PVI 5101+00.00
EL 428.93
L 440.00'
K 62.81
PVI 319+00.00
EL 425.12
PVI 320+50.00
EL 425.12
IH 35E HOV/M
COMMERCE HOV/M TO IH 30
PVI 5095+00.00
EL 412.34
2.77%
-4.24%
-0.62%
PVC 5098+80.00
PVT 5103+20.00
PVC 5105+50.00
PVT 5108+50.00
℄ COMMERCE
BEGIN BRIDGE STA 5098+80.00
16.5' MIN CLR
END BRIDGE STA 5102+25.00
COMMERCE HOV/M TO IH 35 SB
PVI 5107+00.00
EL 403.50
L 300.00'
K 82.82
PVI 5108+
EL 402.48
TIE TO COMMERCE
RAMP COMMERCE HOV/M TO IH 30 ELEVATIONS
HOV/M FROM COMMERCE TO IH 35E SB ELEVATIONS
412.34
415.10
417.87
420.63
423.37
425.12
429.02
425.12
425.08
423.55
420.42
416.22
411.98
407.89
404.86
403.05
5095+00
5100+00
5105+00
5110+00

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

WILLIAM L. HALE, DISTRICT ENGINEER

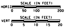
DESIGN SCHEMATIC

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 13 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

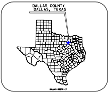
BRYAN D. COPELAND

87423
TEXAS REGISTRATION NUMBER

03/02/04
DATE

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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