Roll 3 of 13

Texas Department of Transportation

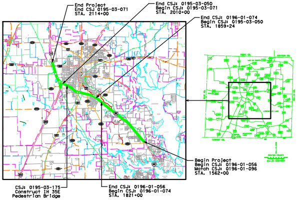
Dallas District Design Schematic

William L. Hale, P.E., District Engineer

IH 35E

From: FM 2181 S. in Corinth
To: US 380
Denton County
Functional Class: Interstate
Project Length: 10.45 Miles
CSJ's: 0196-01-056
0196-01-074
0195-03-050
0195-03-071
0195-03-075

Design Speed:
Mainlanes 70 mph
Managed Lanes 70 mph
Ramps 40 mph
IH 35W Connections to IH 35 60 mph
Direct Connecting Ramps PDCNWSE & PDCNESW 40 mph
U-Turns 20 mph
Frontage Roads 40 mph
Cross Streets 30 mph


End Project
End CSJ 0195-03-071
STA. 2114+00
End CSJ: 0195-03-050
Begin CSJ: 0195-03-071
STA. 2010+00
End CSJ: 0196-01-074
Begin CSJ: 0195-03-050
STA. 1859+24
Begin Project
Begin CSJ: 0196-01-056
Match CSJ: 0196-01-096
STA. 1562+00
CSJ: 0195-03-175
Construct IH 35E
Pedestrian Bridge
End CSJ: 0196-01-056
Begin CSJ: 0196-01-074
STA. 1821+00
DENTON COUNTY
DALLAS DISTRICT

Scale:
Horizontal 1"=200'
Vertical 1"=20'

November 2010
Roll 3 of 13

SCHEMATIC PREPARED BY:

HALFF ASSOCIATES, INC.
REGISTRATION NUMBER 312

FOR INTERIM REVIEW ONLY
NOT FOR PERMITTING, BIDDING
OR CONSTRUCTION.

Prepared by or under the
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11-24-2010
DATE

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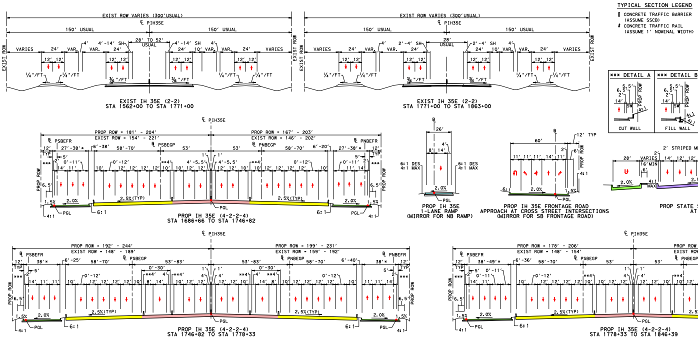
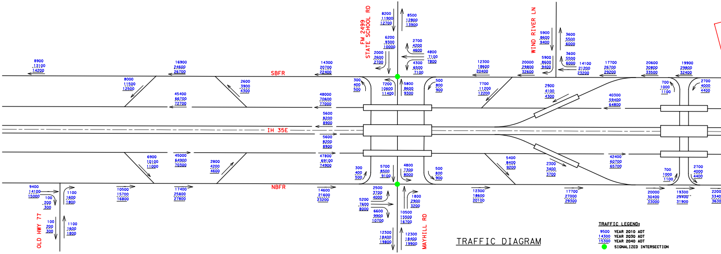

TYPICAL SECTION LEGEND:
CONCRETE TRAFFIC BARRIER (ASSUME SSCB)
CONCRETE TRAFFIC RAIL (ASSUME 1' NOMINAL WIDTH)
EXIST ROW VARIES (300' USUAL)
℄ PIH35E
150' USUAL
EXIST ROW
EXIST IH 35E (2-2)
STA 1562+00 TO STA 1771+00
EXIST IH 35E (2-2)
STA 1771+00 TO STA 1863+00
PROP ROW = 181' - 204'
EXIST ROW = 154' - 221'
PROP ROW = 167' - 203'
EXIST ROW = 146' - 202'
℄ PSBEFR
℄ PSBEGP
℄ PNBEGP
℄ PNBEFR
PROP ROW
PGL
2.5% (TYP)
2.0%
1.5%
6:1
4:1
PROP IH 35E (4-2-2-4)
STA 1686+66 TO STA 1746+82
PROP IH 35E
1-LANE RAMP
(MIRROR FOR NB RAMP)
PROP IH 35E FRONTAGE ROAD
APPROACH AT CROSS STREET INTERSECTIONS
(MIRROR FOR SB FRONTAGE ROAD)
*** DETAIL A
*** DETAIL B
CUT WALL
FILL WALL
PROP STATE
PROP ROW = 192' - 244'
EXIST ROW = 148' - 189'
PROP ROW = 199' - 231'
EXIST ROW = 159' - 192'
PROP IH 35E (4-2-2-4)
STA 1746+82 TO STA 1778+33
PROP ROW = 178' - 206'
EXIST ROW = 148' - 154'
PROP IH 35E (4-2-2-4)
STA 1778+33 TO STA 1846+39

TYPICAL SECTIONS


FM 2499
STATE SCHOOL RD
WIND RIVER LN
OLD HWY 77
MAYHILL RD
SBFR
IH 35E
NBFR
TRAFFIC LEGEND:
9500 YEAR 2010 ADT
14300 YEAR 2030 ADT
15300 YEAR 2040 ADT
SIGNALIZED INTERSECTION

TRAFFIC DIAGRAM

LEGEND:

🟨	GENERAL PURPOSE LANES
🟥	MANAGED LANES
🟩	FRONTAGE ROADS
🟦	RAMPS
🟪	LOCAL STREETS
🟧	BRIDGES
▨	PAVEMENT TO BE REMOVED (SEE NOTE 8)
▨	POTENTIAL DISPLACEMENT
═	EXISTING CULVERT
═	PROPOSED CULVERT
─	PROPOSED BRIDGE BENT
─	PROPOSED RETAINING WALL
─	PROPOSED NOISE WALL
- - -	EXISTING TRANSMISSION LINE
- - -	EXISTING GAS LINE
●─●	PROPOSED OVERHEAD SIGN BRIDGE (OSB)
┃	PROPOSED CANTILEVERED SIGN STRUCTURE (COSS)
⁝	PROPOSED GROUND MOUNT
- - -	EXISTING ROW
- - -	PROPOSED ROW (PRELIMINARY - SUBJECT TO CHANGE)
- - -	PROPOSED DRAINAGE EASEMENT (PRELIMINARY - SUBJECT TO CHANGE)
╫─╫	CONTROL OF ACCESS
─	EXISTING PROPERTY LINE
- - -	EXISTING DRAINAGE EASEMENT
─	100 YR FLOODPLAIN BOUNDARY
→	LANE ARROW (TRAFFIC DIRECTION)
⇨	MAJOR DRAINAGE FLOW ARROW
(54)	PROPERTY PARCEL ID # (SEE TABLE)
PIH35E-1	HORIZONTAL CURVE LABEL

NOTES:

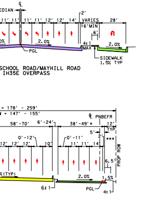
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED FEBRUARY 9, 2006 AND RECORD PLANS.
2. TRAFFIC VOLUMES APPROVED BY TP&P ON FEBRUARY 10, 2009.
3. ADA RAMPS ARE NOT DEPICTED ON THE PLAN. SIDEWALKS ARE NOT SHOWN ALONG FRONTAGE ROADS, BUT WILL BE CONSTRUCTED IN VARIOUS LOCATIONS. THE EXACT LOCATIONS OF THESE SIDEWALKS WILL BE DETERMINED DURING THE PS&E DESIGN THROUGH COORDINATION BETWEEN TXDOT AND LOCAL GOVERNMENTS. THE FRONTAGE ROAD TYPICAL SECTION RESERVES A 6' WIDE CORRIDOR ADJACENT TO THE OUTSIDE CURB FOR FUTURE SIDEWALK LOCATIONS.
4. EXISTING DRIVEWAY LOCATIONS ARE NOT SHOWN IN PLAN. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN AND COORDINATION WITH THE CITIES; THE DRIVEWAY WILL BE A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS AS SHOWN.
5. ACCESS DENIAL LIMITS ARE DETERMINED BY PROVIDING SAFETY TO THE TRAVELING PUBLIC, MAINTAINING LEVEL OF SERVICE ON THE FRONTAGE ROADS AND MAINTAINING SAFE ACCESS TO ADJACENT PROPERTY OWNERS. ACCESS DENIAL LIMITS MAY BE ADJUSTED BY PROVIDING TRAFFIC IMPACT ANALYSIS (TIA) BY THE ADJACENT PROPERTY OWNERS AND AVOIDING LANDLOCK ISSUES AS LONG AS THE SAFETY TO THE TRAVELING PUBLIC IS NOT COMPROMISED.
6. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
7. UNLESS OTHERWISE NOTED EXISTING PAVEMENT AND BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED.
8. SUPER ELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
9. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II UNLESS NOTED OTHERWISE.
10. DIMENSIONS ARE TO FACE OF CURB, FACE OF RAIL/BARRIER, OR TO THE EDGE OF UNCURBED PAVEMENT (UNLESS NOTED OTHERWISE).
11. PROPOSED CROSS STREET SECTIONS ARE BASED ON CITY THOROUGHFARE PLANS.
12. TYPICAL CROSS STREET TURNOUT RADIUS EQUALS 75' TYPICAL, 50' MIN. UNLESS NOTED OTHERWISE.
13. RAMP HORIZONTAL CURVATURE BETWEEN PHYSICAL GORES IS SHOWN IN TABLE. TYPICAL FRONTAGE ROAD GORES UTILIZE A MINIMUM 1055' RADIUS. TYPICAL MAINLANE GORES UTILIZE A MINIMUM RADIUS OF 3405'. VARIATIONS FROM TYPICAL RADIUS' ARE NECESSARY IN LOCATIONS WITH OPERATIONAL WEAVING CONSTRAINTS OR WHEN THE RAMP GORE IS LOCATED WITHIN A HORIZONTAL CURVE ON THE CONTROLLING ROADWAY.
14. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS.
15. PROPOSED CULVERT SIZES SHOWN IN THE SCHEMATIC ARE SIZED BASED ON PRELIMINARY DRAINAGE ANALYSIS OF UPSTREAM DRAINAGE AREAS. A DETAILED DRAINAGE STUDY WILL BE PERFORMED PRIOR TO CONSTRUCTION TO FINALIZE THE PROPOSED CULVERT SIZES AND DESIGN. COORDINATION BETWEEN TXDOT, LOCAL GOVERNMENTS, AND ADJACENT PROPERTY OWNERS WILL BE PERFORMED DURING THIS DETAILED DESIGN PHASE. FOR PROPOSED CULVERTS THAT CONNECT TO EXISTING, ENCLOSED DOWNSTREAM DRAINAGE SYSTEMS LOCATED OFF OF TXDOT ROW; THE DETAILED DESIGN PHASE AND COORDINATION EFFORT WILL DETERMINE IF DOWNSTREAM ENCLOSED DRAINAGE SYSTEMS WILL BE IMPROVED AND IF ANY DRAINAGE EASEMENTS WILL NEED TO BE OBTAINED BY THE LOCAL GOVERNMENTS FOR IMPROVEMENT OF THESE SYSTEMS.

TYPICAL SECTION NOTES

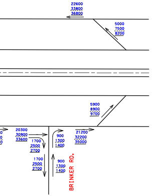
* MAINLANE SECTIONS DO NOT INCLUDE FRONTAGE ROAD VARIATIONS AT APPROACHES TO CROSS STREET INTERSECTIONS. A SEPERATE FRONTAGE ROAD SECTION IS PROVIDED FOR CROSS STREET APPROACHES.

** THE 4' WIDTH BETWEEN GENERAL PURPOSE LANES AND MANAGED LANES IS PROVIDED TO FACILITATE BARRIER WIDENING AT STRUCTURES SUCH AS GUIDE SIGN SUPPORTS AND TOLL GANTRIES. A 10' MINIMUM WIDTH IS PROVIDED ALONG THE INSIDE GENERAL PURPOSE SHOULDER AND OUTSIDE MANAGED LANE SHOULDER.

*** FOR SHORT DISTANCES AT VARIOUS LOCATIONS ALONG THE CORRIDOR, THE ROW BORDER ALONG FRONTAGE ROADS AND CROSS STREETS DOES NOT FACILITATE GRADING WITHIN THE ROW FOOTPRINT. IN THESE LOCATIONS, A SHORT WALL ADJACENT TO THE SIDEWALK WILL BE UTILIZED TO MAINTAIN GRADING WITHIN THE ROW BORDER WIDTH. THESE LOCATIONS ARE DEPICTED IN THE PROPOSED IH 35E CROSS SECTIONS. DETAILS A AND B DEPICT THE APPLICATION OF THESE WALLS FOR BOTH CUT AND FILL CONDITIONS. WALLS MAY BE MINIMIZED OR ELIMINATED DURING PS&E DEVELOPMENT.

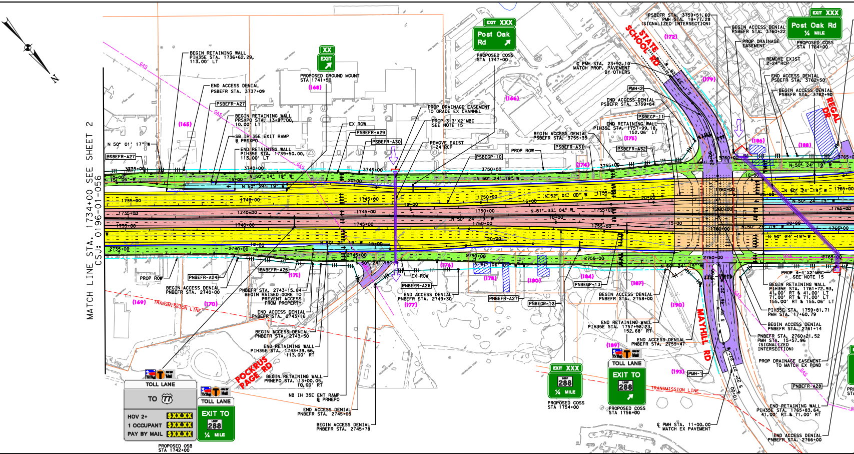

EDIAN
℄
11' 11' 11' 11' 12' 12' 14'
2'
VARIES
16' MIN
6'
28'
2.0%
4:1 MAX
2.0%
PGL
SIDEWALK 1.5% TYP
SCHOOL ROAD/MAYHILL ROAD
IH35E OVERPASS
= 178' - 259'
= 147' - 155'
℄ PNBEFR
58'-70'
6'-24'
38'-49' *
12'
TYP
5'
0'-12'
0'-11'
12' 12' 12' 10'
11' 11' 14'
2'
***
6.5'
PROP ROW
(TYP)
2.0%
1.5%
6:1
PGL
4:1

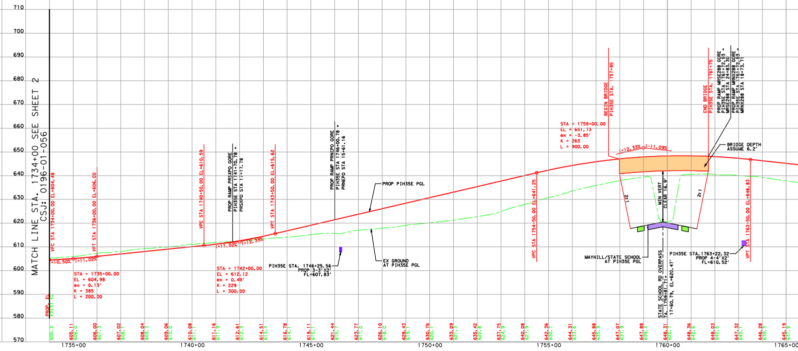
PRELIMINARY
SUBJECT TO CHANGE

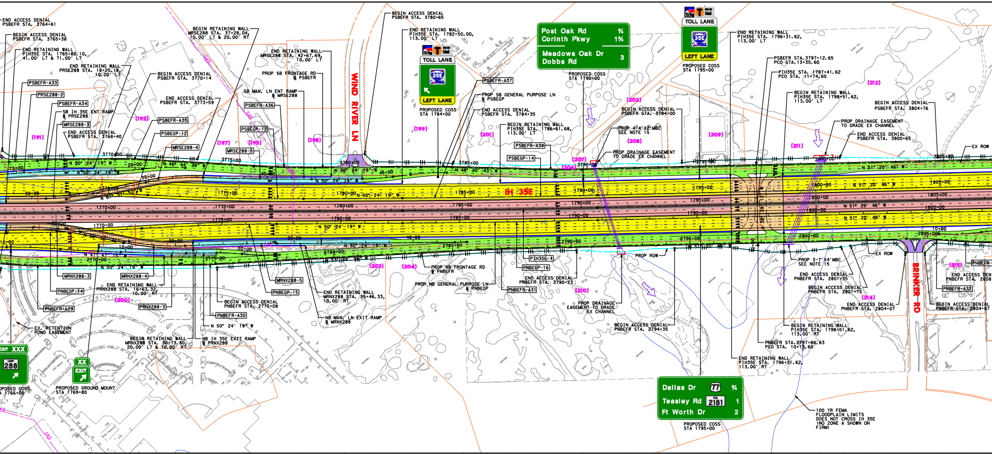

22600
33800
36800
5000
7500
8200
5900
8900
9700
20300
30900
33600
1700
2500
2700
900
1300
1400
21200
32200
35000
1700
2500
2700
900
1300
1400
BRINKER RD.

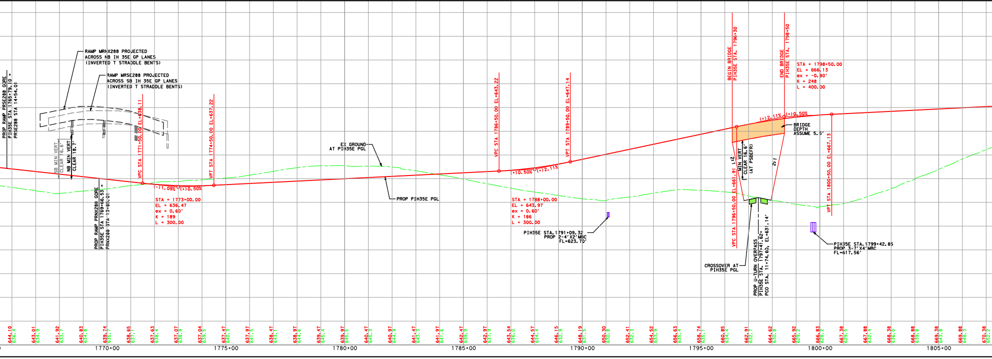
ROLL INDEX

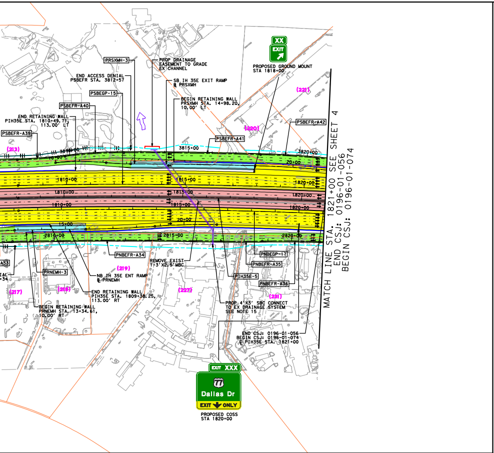
ROLL 1 - STA 1562+00 TO 1648+00 PLAN/PROFILE
ROLL 2 - STA 1648+00 TO 1734+00 PLAN/PROFILE
ROLL 3 - STA 1734+00 TO 1821+00 PLAN/PROFILE
ROLL 4 - STA 1821+00 TO 1916+00 PLAN/PROFILE
ROLL 5 - STA 1916+00 TO 2016+00 PLAN/PROFILE
ROLL 6 - STA 2016+00 TO 2114+00 PLAN/PROFILE
ROLL 7 - IH 35W INTERCHANGE PLAN/PROFILE
ROLL 8 - FRONTAGE ROAD PROFILES
ROLL 9 - FRONTAGE ROAD PROFILES
ROLL 10 - FRONTAGE ROAD PROFILES
ROLL 11 - FRONTAGE ROAD PROFILES
ROLL 12 - CROSS STREET AND RAMP PROFILES
ROLL 13 - RAMP PROFILES

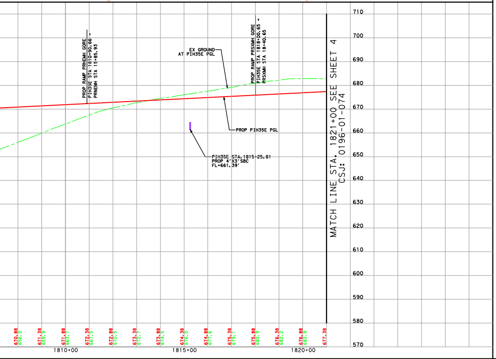

N
MATCH LINE STA. 1734+00 SEE SHEET 2
CSJ: 0196-01-056
GAS
BEGIN RETAINING WALL PIH35E STA. 1736+62.29, 113.00' LT
END ACCESS DENIAL PSBEFR STA. 3737+09
PSBEFR-A27
BEGIN RETAINING WALL PRSXPO STA. 13+97.00, 10.00' LT
SB IH 35E EXIT RAMP ℄ PRSXPO
END RETAINING WALL PIH35E STA. 1739+50.00, 113.00' LT
EX ROW
PSBEFR-A29
PSBEFR-A30
PROPOSED GROUND MOUNT STA 1741+50
XX
EXIT
(165)
(168)
(166)
PROP DRAINAGE EASEMENT TO GRADE EX CHANNEL
PROP 3-3'X2' MBC SEE NOTE 15
REMOVE EXIST 1-24"RCP
PSBEGP-10
PROP ROW
EXIT XXX
Post Oak Rd
PROPOSED COSS STA 1747+00
℄ PMH STA. 23+92.10 MATCH PROP. PAVEMENT BY OTHERS
STATE SCHOOL RD
PSBEFR STA. 3759+51.60 PMH STA. 19+77.28 (SIGNALIZED INTERSECTION)
(172)
(179)
PMH-2
END ACCESS DENIAL PSBEFR STA. 3759+64
PSBEGP-11
END RETAINING WALL PIH35E STA. 1757+99.18, 152.06' LT
(175)
BEGIN ACCESS DENIAL PSBEFR STA. 3755+35
PSBEFR-A31
PSBEFR-A32
(174)
BEGIN ACCESS DENIAL PSBEFR STA. 3760+22
PROP DRAINAGE EASEMENT
REMOVE EXIST 2-24"RCP
END ACCESS DENIAL PSBEFR STA. 3762+50
BEGIN ACCESS DENIAL PSBEFR STA. 3762+90
EXIT XXX
Post Oak Rd
¼ MILE
PROPOSED COSS STA 1764+00
REGAL DR
(186)
(188)
N 50° 01' 17" W
PSBEFR-A27
3735+00
3740+00
3745+00
3750+00
3755+00
3760+00
3765+00
N 50° 24' 19" W
N 52° 01' 00" W
N 51° 33' 04" W
N 50° 24' 19" W
1735+00
1740+00
1745+00
1750+00
1755+00
1760+00
1765+00
10+00
15+00
20+00
25+00
2735+00
2740+00
2745+00
2750+00
2755+00
2760+00
2765+00
PROP ROW
PNBEFR-A24
BEGIN ACCESS DENIAL PNBEFR STA. 2740+00
(169)
TRANSMISSION LINE
(170)
PNBEFR-A25
(171)
PNBEFR STA. 2743+15.84 BEGIN RAISED GORE TO PREVENT ACCESS FROM PROPERTY
END ACCESS DENIAL PNBEFR STA. 2743+16
BEGIN ACCESS DENIAL PNBEFR STA. 2743+50
END RETAINING WALL PIH35E STA. 1743+39.66, 113.00' RT
POCKRUS PAGE RD
BEGIN RETAINING WALL PRNEPO STA. 13+00.05, 10.00' RT
NB IH 35E ENT RAMP ℄ PRNEPO
END ACCESS DENIAL PNBEFR STA. 2745+05
BEGIN ACCESS DENIAL PNBEFR STA. 2745+78
EX ROW
PNBEFR-A26
END ACCESS DENIAL PNBEFR STA. 2749+30
(176)
(177)
(178)
(180)
PNBEFR-A27
PNBEGP-12
PNBEGP-13
(184)
(187)
BEGIN ACCESS DENIAL PNBEFR STA. 2758+00
END RETAINING WALL PIH35E STA. 1757+98.23, 152.68' RT
END ACCESS DENIAL PNBEFR STA. 2759+47
(189)
(190)
(193)
PMH-1
MAYHILL RD
TOLL LANE
TO 77
HOV 2+ $XXXX
1 OCCUPANT $XXXX
PAY BY MAIL $XXXX
PROPOSED OSB STA 1742+00
TOLL LANE
EXIT TO
LOOP 288
¼ MILE
EXIT XXX
288
¼ MILE
PROPOSED COSS STA 1754+00
TOLL LANE
EXIT TO
LOOP 288
PROPOSED COSS STA 1756+00
PROP 4-4'X2' MBC SEE NOTE 15
BEGIN RETAINING WALL PIH35E STA. 1761+72.93, 41.00' LT & 41.00' LT 71.00' RT & 71.00' LT 155.00' RT & 155.06' LT
PIH35E STA. 1759+81.71 PMH STA. 17+60.79
BEGIN ACCESS DENIAL PNBEFR STA. 2761+14
PNBEFR STA. 2760+21.52 PMH STA. 15+57.96 (SIGNALIZED INTERSECTION)
PROP DRAINAGE EASEMENT TO MATCH EX POND
PNBEFR-A28
END RETAINING WALL PIH35E STA. 1765+83.64, 41.00' RT & 71.00' RT
END ACCESS DENIAL PNBEFR STA. 2766+00
℄ PMH STA. 11+00.00 MATCH EX PAVEMENT
TRANSMISSION LINE




END ACCESS DENIAL PSBEFR STA. 3764+61
BEGIN ACCESS DENIAL PSBEFR STA. 3765+38
END RETAINING WALL PIH35E STA. 1765+80.10, 41.00' LT & 71.00' LT
END RETAINING WALL PRSE288 STA. 18+25.18, 10.00' LT
BEGIN RETAINING WALL MRSE288 STA. 37+28.04, 10.00' LT & 20.00' RT
END RETAINING WALL MRSE288 STA. 42+67.69, 10.00' LT
PROP SB FRONTAGE RD ℄ PSBEFR
SB MAN. LN ENT RAMP ℄ MRSE288
BEGIN ACCESS DENIAL PSBEFR STA. 3770+14
END ACCESS DENIAL PSBEFR STA. 3773+59
END ACCESS DENIAL PSBEFR STA. 3768+40
SB IH 35E ENT RAMP ℄ PRSE288
PSBEFR-A33
PRSE288-2
PSBEFR-A34
MRSE288-3
PSBEFR-A35
PSBEGP-12
MRSE288-4
MRSE288-5
PSBEFR-A36
PSBEGP-13
(191)
(192)
(195)
(197)
(198)
(199)
WIND RIVER LN
BEGIN ACCESS DENIAL PSBEFR STA. 3780+65
END RETAINING WALL PIH35E STA. 1782+50.00, 113.00' LT
TOLL LANE
35E TOLL
LEFT LANE
PROPOSED COSS STA 1784+00
PSBEFR-A37
PROP SB GENERAL PURPOSE LN ℄ PSBEGP
END ACCESS DENIAL PSBEFR STA. 3784+35
BEGIN RETAINING WALL PIH35E STA. 1786+61.68, 113.00' LT
Post Oak Rd ¾
Corinth Pkwy 1¾
Meadows Oak Dr 3
Dobbs Rd
PROPOSED COSS STA 1790+00
(201)
(202)
PSBEFR-A38
PSBEGP-14
BEGIN ACCESS DENIAL PSBEFR STA. 3794+00
PROP 4-4'X2' MBC SEE NOTE 15
(206)
(207)
(204)
PROP DRAINAGE EASEMENT TO GRADE EX CHANNEL
TOLL LANE
35E TOLL
LEFT LANE
PROPOSED COSS STA 1795+00
(209)
END RETAINING WALL PIH35E STA. 1796+31.62, 113.00' LT
PSBEFR STA. 3797+12.65 PCO STA. 13+35.60
PIH35E STA. 1797+41.62 PCO STA. 11+74.60
(212)
BEGIN RETAINING WALL PIH35E STA. 1798+51.62, 113.00' LT
BEGIN ACCESS DENIAL PSBEFR STA. 3804+76
PROP DRAINAGE EASEMENT TO GRADE EX CHANNEL
END ACCESS DENIAL PSBEFR STA. 3800+65
(211)
EX ROW
3770+00
3775+00
3780+00
3785+00
3790+00
3795+00
3800+00
3805+00
N 50° 24' 19" W
N 46° 41' 29" W
N 48° 30' 43" W
N 51° 20' 46" W
IH 35E
1770+00
1775+00
1780+00
1785+00
1790+00
1795+00
1800+00
1805+00
2770+00
2775+00
2780+00
2785+00
2790+00
2795+00
2800+00
2805+00
15+00
20+00
25+00
30+00
35+00
40+00
45+00
MRNX288-3
MRNX288-4
MRNX288-5
PNBEGP-14
PNBEGP-15
PNBEFR-A29
PRNX288-3
PNBEFR-A30
END RETAINING WALL PRNX288 STA. 16+63.32, 10.00' RT
BEGIN ACCESS DENIAL PNBEFR STA. 2775+08
END RETAINING WALL MRNX288 STA. 35+46.33, 10.00' RT
NB MAN. LN EXIT RAMP ℄ MRNX288
N 50° 24' 19" W
BEGIN RETAINING WALL MRNX288 STA. 30+73.80, 20.00' LT & 10.00' RT
NB IH 35E EXIT RAMP ℄ PRNX288
EX. RETENTION POND EASEMENT
(200)
(203)
(204)
PROP NB FRONTAGE RD ℄ PNBEFR
PROP NB GENERAL PURPOSE LN ℄ PNBEGP
PIH35E-4
PNBEGP-16
PNBEFR-A31
END ACCESS DENIAL PNBEFR STA. 2790+23
(210)
PROP DRAINAGE EASEMENT TO GRADE EX CHANNEL
BEGIN ACCESS DENIAL PNBEFR STA. 2794+35
PROP ROW
PROP 3-7'X4' MBC SEE NOTE 15
END ACCESS DENIAL PNBEFR STA. 2801+35
BEGIN ACCESS DENIAL PNBEFR STA. 2801+75
(214)
END ACCESS DENIAL PNBEFR STA. 2804+07
BEGIN RETAINING WALL PIH35E STA. 1798+51.62, 113.00' RT
PNBEFR STA. 2797+86.63 PCO STA. 10+13.60
END RETAINING WALL PIH35E STA. 1796+31.62, 113.00' RT
EX ROW
BRINKER RD
(215)
PNBEFR
END ACCESS DENIAL PNBEFR STA. 2808
PNBEFR-A32
BEGIN ACCESS DENIAL PNBEFR STA. 2804+87
EXIT XXX
LOOP 288
XX EXIT
PROPOSED COSS STA 1766+00
PROPOSED GROUND MOUNT STA 1769+80
Dallas Dr 77 ¾
Teasley Rd F.M. 2181 1
Ft Worth Dr 2
PROPOSED COSS STA 1795+00
100 YR FEMA FLOODPLAIN LIMITS DOES NOT CROSS IH 35E (NO ZONE A SHOWN ON FIRM)
GAS


PROP RAMP PRSE288 GORE PIH35E STA 1765+79.10 = PRSE288 STA 14+54.01
RAMP MRNX288 PROJECTED ACROSS NB IH 35E GP LANES (INVERTED T STRADDLE BENTS)
RAMP MRSE288 PROJECTED ACROSS SB IH 35E GP LANES (INVERTED T STRADDLE BENTS)
SB MIN VERT CLEAR 16.6'
NB MIN VERT CLEAR 18.7'
PROP RAMP PRNX288 GORE PIH35E STA 1769+66.53 = PRNX288 STA 13+85.01
VPC STA 1771+50.00 EL=638.11
VPT STA 1774+50.00 EL=637.22
(-)1.09%
(+)0.50%
STA = 1773+00.00
EL = 636.47
ex = 0.60'
K = 189
L = 300.00
EX GROUND AT PIH35E PGL
PROP PIH35E PGL
VPC STA 1786+50.00 EL=643.22
VPT STA 1789+50.00 EL=647.14
(+)0.50%
(+)2.11%
STA = 1788+00.00
EL = 643.97
ex = 0.60'
K = 186
L = 300.00
PIH35E STA.1791+09.32 PROP 2-4'X2' MBC FL=623.70'
BEGIN BRIDGE PIH35E STA. 1796+30
END BRIDGE PIH35E STA. 1798+50
STA = 1798+50.00
EL = 666.13
ex = -0.80'
K = 248
L = 400.00
(+)2.11%
(+)0.50%
BRIDGE DEPTH ASSUME 5.5'
MIN VERT CLEAR 16.6' (AT PSBEFR)
2:1
VPC STA 1796+50.00 EL=661.91
VPT STA 1800+50.00 EL=667.13
CROSSOVER AT PIH35E PGL
PROP U-TURN OVERPASS PIH35E STA. 1797+41.62= PCO STA. 11+74.60, EL=631.14'
PIH35E STA.1799+42.85 PROP 3-7'X4' MBC FL=617.56'
644.10
643.01
641.92
640.83
639.74
638.65
637.63
637.07
637.04
637.47
637.97
638.47
638.97
639.47
639.97
640.47
640.97
641.47
641.97
642.47
642.97
643.54
644.57
646.15
648.19
650.30
652.41
654.52
656.63
658.74
660.85
662.91
664.62
665.92
666.83
667.38
667.88
668.38
668.88
669.38
669.88
670.38
1770+00
1775+00
1780+00
1785+00
1790+00
1795+00
1800+00
1805+00


PRSXMH-3
PROP DRAINAGE EASEMENT TO GRADE EX CHANNEL
XX
EXIT
PROPOSED GROUND MOUNT STA 1818+00
END ACCESS DENIAL PSBEFR STA. 3812+57
SB IH 35E EXIT RAMP ℄ PRSXMH
PSBEGP-15
BEGIN RETAINING WALL PRSXMH STA. 14+98.20, 10.00' LT
PSBEFR-A40
(221)
END RETAINING WALL PIH35E STA. 1810+49.71, 113.00' LT
(220)
PSBEFR-A42
PSBEFR-A39
PSBEFR-A41
(213)
3815+00
3820+00
20+00
1810+00
1815+00
1820+00
15+00
2810+00
2815+00
2820+00
PNBEFR-A34
REMOVE EXIST 1-3'X2.5' MBC
PNBEGP-17
PNBEFR-A35
A33
(219)
PRNEMH-3
NB IH 35E ENT RAMP ℄ PRNEMH
PIH35E-5
PNBEFR-A36
(217)
(218)
END RETAINING WALL PIH35E STA. 1809+38.25, 113.00' RT
(227)
(231)
BEGIN RETAINING WALL PRNEMH STA. 13+34.61, 10.00' RT
PROP 4'X3' SBC CONNECT TO EX DRAINAGE SYSTEM SEE NOTE 15
END CSJ: 0196-01-056
BEGIN CSJ: 0196-01-074
℄ PIH35E STA. 1821+00
EXIT XXX
77
Dallas Dr
EXIT ONLY
PROPOSED COSS STA 1820+00
MATCH LINE STA. 1821+00 SEE SHEET 4
END CSJ: 0196-01-056
BEGIN CSJ: 0196-01-074



PARCEL ID (165-251)

PARCEL	OWNER NAME	PARCEL ADDRESS	OCCUPANT
165	52241 L P	4000 S I35E	MCNATT CLEARANCE LOT
166	J&S WOOD LP P/S	3800 S I35E	JAMES WOOD DEALERSHIP
168	J&S WOOD LP P/S	3906 S I35E	JAMES WOOD DEALERSHIP
169	MAHOGANY RUN INV LP	3939 S I35E	EXPLORE USA RV DEALERSHIP
170	ACCESSORY SUPERSTORE INC	3939 S I35E	ACCESORY SUPERSTORE
171	HOLLINGSWORTH REAL EST HOLDINGS LP	3550 POCKRUS PAIGE/I35E	UNITED RENTALS
172	DENTON/NORTH TEXAS SDI PORTFOLIO LLC	2910 STATE SCHOOL RD	SONIC
174	J&S WOOD LP P/S	I35E	BILLBOARD
175	FIRST UNITED LEASING CORP	3720 S I35E	TEXAS ONCOLOGY
176	MAYHILL DENTON LP	I35E PAGE	PARKING LOT
177	MAYHILL DENTON LP	I35E MAYHILL	VACANT UNDEVELOPED
178	ECKERT, MICHAEL W ETAL	3811A I35E	ECKERT HUNDAI.
179	CARUTHERS, PATRICIA A	2009 STATE SCHOOL RD	TEXACO GAS STATION
180	SAKS ENTERPRISES INC	3809 S I35E	ECKERT HUNDAI LOT
184	CN DENTON INVESTORS LP	I35	CARE NOW
186	CARUTHERS, TOMMY L, SR	3628 S I35E	EXXON GAS STATION
187	KADOS MANAGEMENT INC	3803 S I35E TX	DICKEY'S BARBECUE
188	MAYHILL CROSSING LTD	3606 S I35E	SHOGUN; MAYHILL DONUTS
189	SUNSTONE INVESTMENTS LLC	MAYHILL RD	VACANT UNDEVELOPED
190	RAZOOK-ANDEEL HIWAY PS ETAL	3701 S I35E	QT GAS STATION
191	JOSTEN'S INC	3500 S I35E	VACANT UNDEVELOPED
192	JOSTEN'S INC	3500 S I35E	JOSTEN'S
193	REGIONS BANK	I35E MAYHILL	VACANT UNDEVELOPED
195	DENTON SECURITY INV INC	S I35E	VACANT UNDEVELOPED
197	JOSTEN'S INC	3500 S I35E	VACANT UNDEVELOPED
198	CARROLL FAMILY INVESTMENTS, LTD	WIND RIVER LN	WASHINGTON FEDERAL SAVINGS
199	CNMK TEXAS PROPERTIES LTD	IH 35 E @ WIND RIVER LN	TOWN CENTER BANK; CINEMARK
200	COLUMBIA MEDICAL CENT OF DENTON	COLORADO BLVD	DENTON REGIONAL MEDICAL CENTER
201	DENTON COMMONS LL		VACANT UNDEVELOPED
202	HEIDARY, DARUISH H, MD		VACANT UNDEVELOPED
203	COLUMBIA MEDICAL CENT OF DENTON	3535 S I35E	VACANT UNDEVELOPED
204	COLUMBIA MEDICAL CENT OF DENTON	3536 S I35E	VACANT UNDEVELOPED
206	LODGE CONSTRUCTION CO		VACANT UNDEVELOPED
207	HEIDARY, DARUISH H, MD		VACANT UNDEVELOPED
208	F&J PARTNERS LTD P/S	3014 S I35E	ACHIEVER'S GYMNASTICS
209	FREDERICK ENTERPRISES LLC	3008 S I35E	FLOORING AMERICA
210	COLUMBIA MEDICAL CENT OF DENTON	3335 S I35E	DENTON MEDICAL CENTER
211	MAYHILL PARTNERS LP	I35E	VACANT UNDEVELOPED
212	ERI-DENTON 38 LAND LP	2706 S I35	RESIDENTIAL
213	ERI-DENTON 38 LAND LP	2707 S I35	VACANT UNDEVELOPED
214	COLUMBIA MEDICAL CENT OF DENTON	3235 S I35E	BLDG UNDER CONSTRUCTION
215	QUADRANT SOUTHERN HILLS PARTNERS LTD	2829 S I35E	ON THE BORDER
217	TEXAS ROADHOUSE OF DENTON LTD	2817 S I35E	TEXAS ROADHOUSE
218	GMRI TEXAS LP	2809 I35E	OLIVE GARDEN
219	GMRI TEXAS LP	I35E	RED LOBSTER
220	LUBYS RESTAURANTS LTD	2440 S I35E	LUBY'S
221	SOUTHRIDGE VLG SHOPPING	2436 S I35E	BACK AND NECK PAIN CENTER; WORKER'S COMP PAIN MANAGEMENT; WOL MED MEDICAL; PLANNED PARENTHOOD; CHOICE MEDICAL; CURL UP & DYE; AT&T; SOUTHRIDGE PET HOSPITAL; POSTNET; EDWARD JONES
227	STUDENT HOUSING CORP	2700 COLORADO BLVD	THE RIDGE AT NORTH TEXAS
231	DENTON PCR LTD	2411 S I35E	PACE'S CROSSING

HORIZONTAL CURVE DATA - ROLL 3										
CHAIN	CURVE	PI STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	PC STATION	PT STATION
PIH35E	PIH35E-4	1786+59.12	0° 56′ 26.78"	50,000.00	410.50	820.98	N 50° 52′ 32.83" W	820.97	1782+48.63	1790+69.60
	PIH35E-5	1816+27.74	4° 50′ 38.64"	19,400.00	820.57	1,640.17	N 48° 55′ 26.90" W	1639.68	1808+07.17	1824+47.34
PNBEGP	PNBEGP-12	1752+29.75	3° 01′ 37.63"	10,750.00	284.04	567.96	N 48° 53′ 30.63" W	567.89	1749+45.70	1755+13.66
	PNBEGP-13	1757+97.70	3° 01′ 37.63"	10,750.00	284.04	567.96	N 48° 53′ 30.63" W	567.89	1755+13.66	1760+81.62
	PNBEGP-14	1768+78.55	3° 01′ 37.63"	10,750.00	284.04	567.96	N 51° 55′ 08.26" W	567.89	1765+94.51	1771+62.47
	PNBEGP-15	1774+46.51	3° 01′ 37.63"	10,750.00	284.04	567.96	N 51° 55′ 08.26" W	567.89	1771+62.47	1777+30.42
	PNBEGP-16	1786+70.95	0° 56′ 26.78"	50,053.00	410.93	821.85	N 50° 52′ 32.83" W	821.84	1782+60.02	1790+81.87
	PNBEGP-17	1816+37.76	4° 50′ 38.64"	19,347.00	818.33	1,635.69	N 48° 55′ 26.90" W	1635.20	1808+19.43	1824+55.12
PSBEGP	PSBEGP-10	1748+21.24	1° 36′ 40.84"	10,750.00	151.17	302.33	N 51° 12′ 39.86" W	302.32	1746+70.06	1749+72.39
	PSBEGP-11	1758+88.09	1° 36′ 40.84"	10,750.00	151.17	302.33	N 51° 12′ 39.86" W	302.32	1757+36.92	1760+39.24
	PSBEGP-12	1770+01.61	3° 29′ 43.99"	5,375.00	164.01	327.92	N 48° 39′ 27.45" W	327.87	1768+37.60	1771+65.52
	PSBEGP-13	1774+93.55	3° 29′ 43.99"	10,750.00	328.02	655.85	N 48° 39′ 27.45" W	655.74	1771+65.52	1778+21.37
	PSBEGP-14	1786+47.39	0° 56′ 26.78"	49,947.00	410.06	820.11	N 50° 52′ 32.83" W	820.10	1782+37.33	1790+57.43
	PSBEGP-15	1816+17.81	4° 50′ 38.64"	19,453.00	822.82	1,644.65	N 48° 55′ 26.90" W	1644.16	1807+95.00	1824+39.65
PNBEFR	PNBEFR-A24	2740+26.84	7° 15′ 08.09"	2,002.00	126.87	253.40	N 46° 46′ 45.40" W	253.24	2738+99.96	2741+53.37
	PNBEFR-A25	2742+79.99	7° 15′ 08.09"	1,998.00	126.62	252.90	N 46° 46′ 45.40" W	252.73	2741+53.37	2744+06.27
	PNBEFR-A26	2748+77.63	3° 18′ 18.75"	3,967.00	114.45	228.84	N 48° 45′ 10.07" W	228.81	2747+63.17	2749+92.02
	PNBEFR-A27	2752+38.92	3° 18′ 18.75"	2,000.00	57.70	115.37	N 48° 45′ 10.07" W	115.36	2751+81.22	2752+96.60
	PNBEFR-A28	2765+33.42	5° 18′ 22.43"	1,967.00	91.15	182.17	N 47° 45′ 08.22" W	182.10	2764+42.27	2766+24.44
	PNBEFR-A29	2767+17.11	5° 18′ 22.43"	2,000.00	92.68	185.22	N 47° 45′ 08.22" W	185.16	2766+24.44	2768+09.66
	PNBEFR-A30	2774+53.49	2° 44′ 36.77"	2,006.00	48.04	96.06	N 51° 46′ 37.83" W	96.05	2774+05.45	2775+01.51
	PNBEFR-A31	2786+72.09	1° 48′ 09.99"	4,000.00	62.93	125.86	N 52° 14′ 51.21" W	125.85	2786+09.15	2787+35.01
	PNBEFR-A32	2805+14.34	5° 52′ 36.47"	2,000.00	102.66	205.14	N 48° 24′ 27.98" W	205.05	2804+11.68	2806+16.82
	PNBEFR-A33	2807+20.94	5° 57′ 37.15"	2,000.00	104.12	208.05	N 48° 26′ 58.33" W	207.96	2806+16.82	2808+24.88
	PNBEFR-A34	2812+64.20	2° 37′ 08.69"	19,218.00	439.32	878.49	N 50° 07′ 12.55" W	878.41	2808+24.88	2817+03.36
	PNBEFR-A35	2817+89.70	2° 28′ 23.31"	4,000.00	86.34	172.66	N 50° 02′ 49.86" W	172.64	2817+03.36	2818+76.02
	PNBEFR-A36	2820+43.03	4° 46′ 53.94"	4,000.00	167.01	333.82	N 48° 53′ 34.55" W	333.73	2818+76.02	2822+09.84
PSBEFR	PSBEFR-A27	3735+12.70	3° 13′ 48.20"	2,000.00	56.39	112.75	N 51° 38′ 10.79" W	112.74	3734+56.31	3735+69.06
	PSBEFR-A28	3738+11.03	0° 23′ 02.75"	19,989.00	67.00	134.00	N 50° 12′ 48.06" W	134.00	3737+44.03	3738+78.03
	PSBEFR-A29	3743+43.10	4° 15′ 00.52"	2,000.00	74.21	148.36	N 48° 16′ 49.18" W	148.32	3742+68.89	3744+17.25
	PSBEFR-A30	3744+91.46	4° 15′ 00.52"	2,000.00	74.21	148.36	N 48° 16′ 49.18" W	148.32	3744+17.25	3745+65.61
	PSBEFR-A31	3754+13.73	6° 44′ 01.57"	4,000.00	235.32	470.11	N 53° 46′ 20.23" W	469.84	3751+78.41	3756+48.52
	PSBEFR-A32	3757+66.18	6° 44′ 01.57"	2,000.00	117.66	235.05	N 53° 46′ 20.23" W	234.92	3756+48.52	3758+83.57
	PSBEFR-A33	3766+26.95	3° 23′ 24.51"	2,000.00	59.19	118.34	N 52° 06′ 01.70" W	118.32	3765+67.76	3766+86.10
	PSBEFR-A34	3767+45.28	3° 23′ 24.51"	2,000.00	59.19	118.34	N 52° 06′ 01.70" W	118.32	3766+86.10	3768+04.44
	PSBEFR-A35	3770+77.80	3° 39′ 50.73"	2,011.00	64.32	128.60	N 48° 34′ 24.08" W	128.58	3770+13.48	3771+42.08
	PSBEFR-A36	3777+25.42	3° 39′ 50.64"	4,000.00	127.94	255.80	N 48° 34′ 24.04" W	255.76	3775+97.47	3778+53.27
	PSBEFR-A37	3783+68.12	1° 53′ 36.30"	4,000.00	66.10	132.19	N 49° 27′ 31.21" W	132.18	3783+02.02	3784+34.21
	PSBEFR-A38	3788+80.13	2° 50′ 03.16"	4,000.00	98.95	197.87	N 49° 55′ 44.64" W	197.85	3787+81.17	3789+79.04
	PSBEFR-A39	3808+79.27	5° 47′ 08.57"	2,000.00	101.07	201.96	N 54° 14′ 20.50" W	201.87	3807+78.20	3809+80.16
	PSBEFR-A40	3811+04.23	7° 05′ 58.47"	2,000.00	124.07	247.82	N 53° 34′ 55.55" W	247.66	3809+80.16	3812+27.98
	PSBEFR-A41	3815+15.87	1° 41′ 03.18"	19,586.00	287.89	575.73	N 49° 11′ 24.73" W	575.71	3812+27.98	3818+03.72
	PSBEFR-A42	3819+65.32	4° 33′ 51.79"	4,055.00	161.60	323.04	N 46° 03′ 57.25" W	322.95	3818+03.72	3821+26.75
PRNX288	PRNX288-3	16+18.41	2° 37′ 04.01"	6,014.00	137.41	274.77	N 49° 05′ 47.44" W	274.75	14+81.00	17+55.77
MRNX288	MRNX288-3	24+94.63	11° 27′ 33.04"	1,000.00	100.33	200.00	N 44° 40′ 32.92" W	199.67	23+94.29	25+94.29
	MRNX288-4	29+23.19	13° 31′ 56.66"	1,000.00	118.64	236.19	N 45° 42′ 44.72" W	235.64	28+04.55	30+40.73
	MRNX288-5	32+33.76	2° 04′ 23.69"	10,668.00	193.03	386.02	N 51° 26′ 31.20" W	386.00	30+40.73	34+26.75
PRNEMH	PRNEMH-3	14+35.93	0° 53′ 32.06"	19,265.00	150.01	300.00	N 50° 57′ 18.12" W	300.00	12+85.93	15+85.93
PRSE288	PRSE288-2	15+80.98	4° 56′ 26.68"	4,500.00	194.14	388.05	N 52° 52′ 32.78" W	387.92	13+86.84	17+74.88
MRSE288	MRSE288-3	31+59.88	11° 27′ 32.88"	1,000.00	100.33	200.00	N 56° 08′ 05.88" W	199.67	30+59.55	32+59.55
	MRSE288-4	36+07.23	13° 54′ 47.18"	1,000.00	122.01	242.83	N 54° 54′ 28.73" W	242.23	34+85.21	37+28.04
	MRSE288-5	39+56.53	2° 27′ 14.22"	10,668.00	228.49	456.91	N 49° 10′ 42.25" W	456.87	37+28.04	41+84.95
PRSXMH	PRSXMH-3	15+78.85	1° 32′ 07.71"	19,539.00	261.83	523.63	N 49° 10′ 47.17" W	523.61	13+17.03	18+40.65
PMH	PMH-1	12+91.24	17° 18′ 52.74"	500.00	76.13	151.10	S 31° 06′ 53.47" W	150.52	12+15.11	13+66.21
	PMH-2	20+94.39	37° 46′ 51.59"	500.00	171.10	329.70	S 20° 52′ 54.04" W	323.76	19+23.30	22+53.00

SUPERELEVATION TABLE - ROLL 3									
CHAIN	CURVE NAME	BEGIN TRANSITION		END TRANSITION		BEGIN TRANSITION		END TRANSITION	
		STA	e	STA	e	STA	e	STA	e
MRNX288	--	18+74	-2.50%	18+94	-2.00%	--	--	--	--
MRNX288	MRNX288-3	23+14	-2.00%	24+34	-5.50%	25+66	-5.50%	28+33	5.50%
MRNX288	MRNX288-4	25+66	-5.50%	28+33	5.50%	29+80	5.50%	31+63	-2.00%
MRSE288	--	24+84	2.50%	25+04	2.00%	--	--	--	--
MRSE288	MRSE288-2	29+80	2.00%	31+00	5.50%	32+39	5.50%	35+06	-5.50%
MRSE288	MRSE288-3	32+39	5.50%	35+06	-5.50%	36+67	-5.50%	38+50	2.00%
PRNEMH	--	15+65	-2.00%	15+85	-2.50%	--	--	--	--
PRNEPO	--	15+41	-2.00%	15+61	-2.50%	--	--	--	--
PRNX288	--	13+86	-2.50%	14+06	-2.00%	--	--	--	--
PRSE288	--	14+56	2.50%	14+76	2.00%	--	--	--	--
PRSXMH	--	18+20	2.00%	18+40	2.50%	--	--	--	--
PRSXPO	--	16+97	2.00%	17+17	2.50%	--	--	--	--

NOTE: CURVE NAMES ARE NOT PROVIDED FOR RAMP SUPER ELEVATION TRANSITIONS TO MATCH THE MAINLANE CROSS SLOPE.

PRELIMINARY
SUBJECT TO CHANGE

Texas Department of Transportation

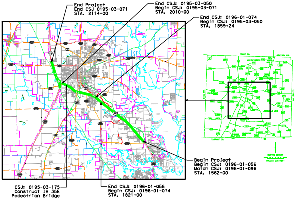
Dallas District Design Schematic

William L. Hale, P.E., District Engineer

IH 35E

From: FM 2181 S. in Corinth
To: US 380
Denton County
Functional Class: Interstate
Project Length: 10.45 Miles
CSJ's: 0196-01-056
0196-01-074
0195-03-050
0195-03-071
0195-03-075

Design Speed:
Mainlanes 70 mph
Managed Lanes 70 mph
Ramps 40 mph
IH 35W Connections to IH 35 60 mph
Direct Connecting Ramps PDCNWSE & PDCNESW 40 mph
U-Turns 20 mph
Frontage Roads 40 mph
Cross Streets 30 mph


End Project
End CSJ 0195-03-071
STA. 2114+00
End CSJ: 0195-03-050
Begin CSJ: 0195-03-071
STA. 2010+00
End CSJ: 0196-01-074
Begin CSJ: 0195-03-050
STA. 1859+24
Begin Project
Begin CSJ: 0196-01-056
Match CSJ: 0196-01-096
STA. 1562+00
End CSJ: 0196-01-056
Begin CSJ: 0196-01-074
STA. 1821+00
CSJ: 0195-03-175
Construct IH 35E
Pedestrian Bridge
DENTON COUNTY
DALLAS DISTRICT

Scale:
Horizontal 1"=200′
Vertical 1"=20′

November 2010
Roll 3 of 13

SCHEMATIC PREPARED BY:

HALFF ASSOCIATES, INC.
REGISTRATION NUMBER 312

FOR INTERIM REVIEW ONLY
NOT FOR PERMITTING, BIDDING
OR CONSTRUCTION.

Prepared by or under the
Direct Supervision of:

NAME	P.E. NUMBER
Matthew G. Craig	69910
Chad R. Gardiner	93793

11-24-2010
DATE

HALFF

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RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

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Roll 3 of 13