Roll 6 of 13

Texas Department of Transportation

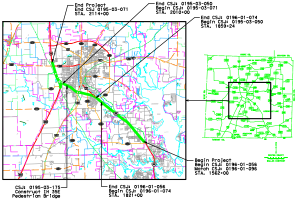
Dallas District Design Schematic

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'

August 2011
Roll 6 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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DATE

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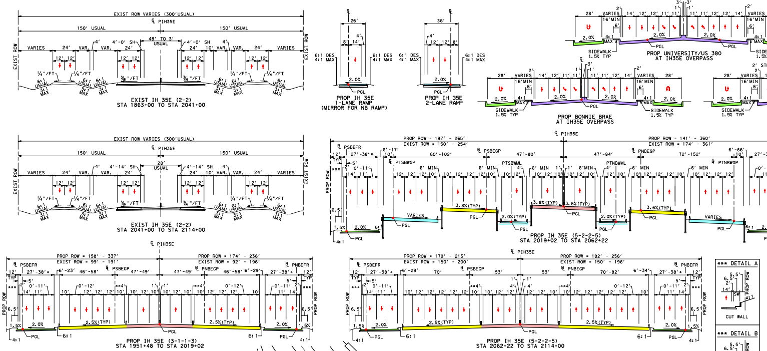
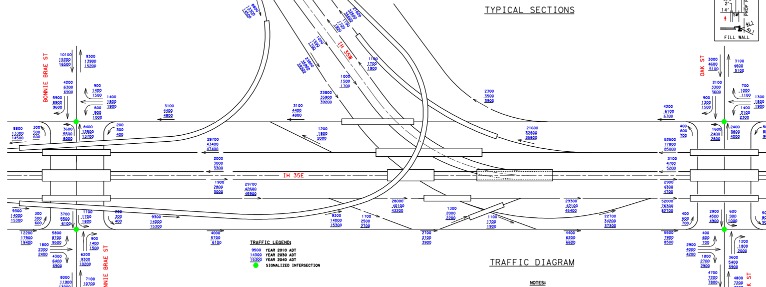

EXIST IH 35E (2-2)
STA 1863+00 TO STA 2041+00
EXIST IH 35E (2-2)
STA 2041+00 TO STA 2114+00
PROP IH 35E
1-LANE RAMP
(MIRROR FOR NB RAMP)
PROP IH 35E
2-LANE RAMP
PROP UNIVERSITY/US 380
AT IH35E OVERPASS
PROP BONNIE BRAE
AT IH35E OVERPASS
PROP IH 35E (5-2-2-5)
STA 2019+02 TO STA 2062+22
PROP IH 35E (3-1-1-3)
STA 1951+48 TO STA 2019+02
PROP IH 35E (5-2-2-5)
STA 2062+22 TO STA 2114+00
*** DETAIL A
CUT WALL
*** DETAIL B
FILL WALL

TYPICAL SECTIONS


BONNIE BRAE ST
IH 35W
IH 35E
OAK ST
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.

ROLL
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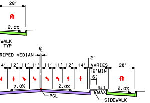
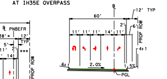


28'
2.0%
WALK
TYP
RIPED MEDIAN
4' 12' 11' 11' 11' 11' 12' 14' VARIES 28'
16' MIN
6'
4:1
MAX
2.0%
2.0%
2.0%
PGL
SIDEWALK
1.5% TYP

PROP OAK STREET
AT IH35E OVERPASS



PNBEFR
B
12' TYP
60'
11' 11' 11' 14' 11'
2'
6'
PROP ROW
PROP ROW
4:1
6:1
2.0%
1.5%
PGL
6.5'
1.5%
4:1

PROP IH 35E FRONTAGE ROAD
APPROACH AT CROSS STREET INTERSECTIONS
(MIRROR FOR SB FRONTAGE ROAD)

TYPICAL SECTION LEGEND

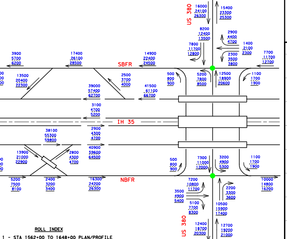
- ▯ CONCRETE TRAFFIC BARRIER (ASSUME SSCB)
- ▮ CONCRETE TRAFFIC RAIL (ASSUME 1' NOMINAL WIDTH)

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.

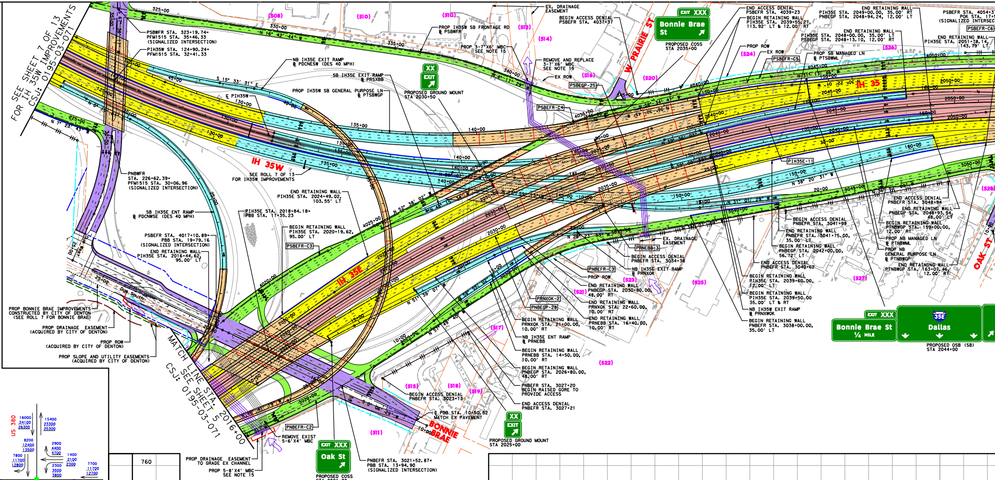


US 380
US 380
16000 24100 26300
15400 23300 25300
8200 12400 13500
2900 4400 4700
7800 11700 12800
1400 2100 2300
2300 3500 3800
7700 11700 12700
3900 5700 6200
17400 26100 28500
14900 22400 24500
SBFR
13500 20400 22300
2500 3700 4000
39000 57400 62700
41500 61100 66700
500 800 900
5200 7800 8500
12500 18800 20600
1100 1700 1900
3100 4700 5200
IH 35
38100 55300 59800
2900 4300 4700
13900 21000 22900
2800 4300 4700
40900 59600 64500
500 800 900
7300 11000 12000
3200 4900 5300
1100 1700 1900
5200 7500 8100
2400 3200 3400
16300 24200 26300
NBFR
7200 10800 11700
3500 4900 5400
2200 3300 3600
5100 7700 8300
10500 15900 17400
12400 18700 20300
12700 19200 21000
10000 14800 16200

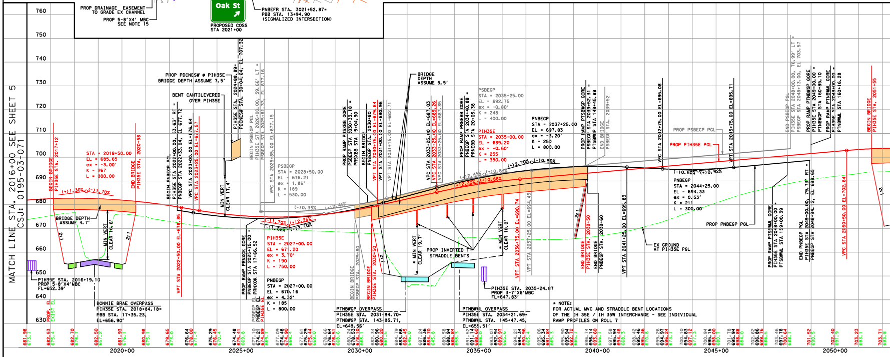
ROLL INDEX

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

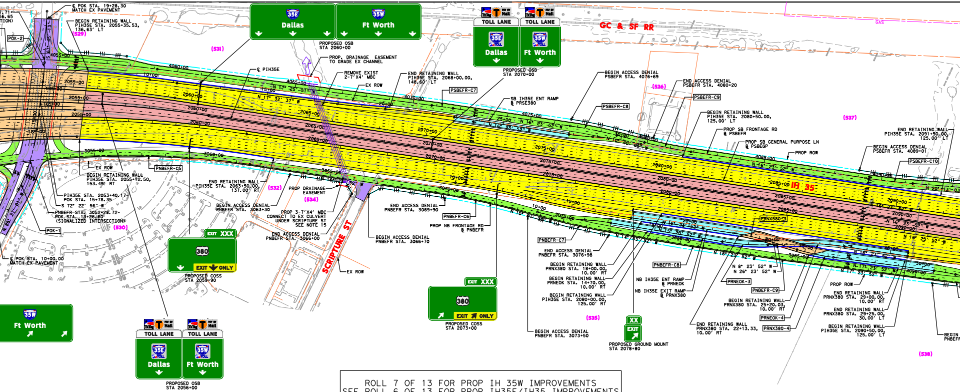
PRELIMINARY
SUBJECT TO CHANGE



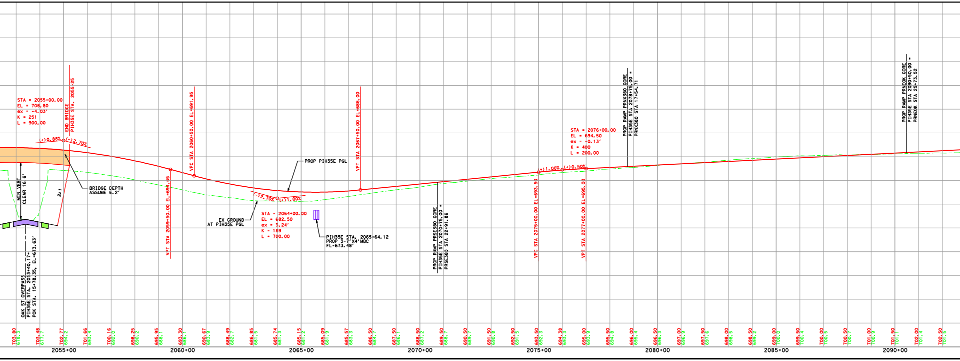
SEE SHEET 7 OF 13 FOR IH 35W IMPROVEMENTS CSJ: 0195-03-071
MATCH LINE STA. 2016+00 SEE SHEET 5 CSJ: 0195-03-071
IH 35W
SEE ROLL 7 OF 13 FOR IH35W IMPROVEMENTS
IH 35E
IH 35
W PRAIRIE ST
BONNIE BRAE
OAK ST
PSBWFR STA. 323+19.74= PFM1515 STA. 35+46.33 (SIGNALIZED INTERSECTION)
PIH35W STA. 124+90.24= PFM1515 STA. 32+41.33
℄ PIH35W
NB IH35E EXIT RAMP ℄ PDCNESW (DES 40 MPH)
SB IH35E EXIT RAMP ℄ PRSXBB
PROP IH35W SB GENERAL PURPOSE LN ℄ PTSBWGP
PROP IH35W SB FRONTAGE RD ℄ PSBWFR
PROP 3-7'X6' MBC SEE NOTE 15
REMOVE AND REPLACE 3-7'X6' MBC SEE NOTE 15
EX. DRAINAGE EASEMENT
EX ROW
PROPOSED GROUND MOUNT STA 2030+50
PNBWFR STA. 226+62.39= PFM1515 STA. 30+06.96 (SIGNALIZED INTERSECTION)
SB IH35E ENT RAMP ℄ PDCNWSE (DES 40 MPH)
END RETAINING WALL PIH35E STA. 2024+49.02, 103.55' LT
PIH35E STA. 2018+84.18= PBB STA. 17+35.23
BEGIN RETAINING WALL PIH35E STA. 2020+19.62, 95.00' LT
PSBEFR STA. 4017+10.89= PBB STA. 19+79.16 (SIGNALIZED INTERSECTION)
END RETAINING WALL PIH35E STA. 2016+44.62, 95.00' LT
PSBEFR-C3
PROP BONNIE BRAE IMPROVEMENTS CONSTRUCTED BY CITY OF DENTON (SEE ROLL 7 FOR BONNIE BRAE)
PROP DRAINAGE EASEMENT (ACQUIRED BY CITY OF DENTON)
PROP ROW (ACQUIRED BY CITY OF DENTON)
PROP SLOPE AND UTILITY EASEMENTS (ACQUIRED BY CITY OF DENTON)
PNBEFR-C2
REMOVE EXIST 5-6'X4' MBC
PROP DRAINAGE EASEMENT TO GRADE EX CHANNEL
PROP 5-8'X4' MBC SEE NOTE 15
EXIT XXX Oak St
PROPOSED COSS STA 2021+00
PNBEFR STA. 3021+52.87= PBB STA. 13+94.90 (SIGNALIZED INTERSECTION)
℄ PBB STA. 10+50.52 MATCH EX PAVEMENT
XX EXIT
PROPOSED GROUND MOUNT STA 2025+00
BEGIN ACCESS DENIAL PNBEFR STA. 3023+13
END ACCESS DENIAL PNBEFR STA. 3027+21
PNBEFR STA. 3027+20 BEGIN RAISED GORE TO PROVIDE ACCESS
BEGIN RETAINING WALL PNBEGP STA. 2026+80.00, 48.00' RT
BEGIN RETAINING WALL PRENBB STA. 14+50.00, 10.00' RT
NB IH35E ENT RAMP ℄ PRENBB
BEGIN RETAINING WALL PRNXOK STA. 21+00.00, 10.00' RT
END RETAINING WALL PNBEGP STA. 2030+80.00, 48.00' RT
END RETAINING WALL PRNXOK STA. 22+60.00, 10.00' RT
END RETAINING WALL PRENBB STA. 16+40.00, 10.00' RT
PROP ROW
PNBEFR-C3
PRNXOK-2
PNBEGP-2B
PRENBB-3
BEGIN ACCESS DENIAL PNBEFR STA. 3034+38
EX. DRAINAGE EASEMENT
NB IH35E EXIT RAMP ℄ PRNXOK
NB IH35W EXIT RAMP ℄ PRNXWOK
BEGIN RETAINING WALL PIH35E STA. 2039+60.00, 12.00' LT
BEGIN RETAINING WALL PIH35E STA. 2039+50.00 35.00' LT & RT
BEGIN RETAINING WALL PNBEFR STA. 3038+00.00, 35.00' LT
END ACCESS DENIAL PNBEFR STA. 3040+62
BEGIN RETAINING WALL PNBEGP STA. 2042+00.00, 56.72' LT
END RETAINING WALL PNBEFR STA. 3041+75.00, 35.00' LT
BEGIN ACCESS DENIAL PNBEFR STA. 3041+99
PROP NB MANAGED LN ℄ PTNBWML
PROP NB GENERAL PURPOSE LN ℄ PTNBWGP
END RETAINING WALL PTNBWGP STA. 163+07.46, 12.00' RT
BEGIN RETAINING WALL PTNBWGP STA. 159+00.00, 12.00' RT
END RETAINING WALL PNBEGP STA. 2048+93.54, 48.00' LT
END ACCESS DENIAL PNBEFR STA. 3048+94
EXIT XXX Bonnie Brae St ¼ MILE
35E Dallas
PROPOSED OSB (SB) STA 2044+00
EXIT XXX Bonnie Brae St
PROPOSED COSS STA 2035+00
END ACCESS DENIAL PSBEFR STA. 4039+23
BEGIN ACCESS DENIAL PSBEFR STA. 4037+37
BEGIN RETAINING WALL PIH35E STA. 2039+55.27, 113.92' LT & 12.00' RT
END RETAINING WALL PIH35E STA. 2049+00.00, 35.00' RT PNBEGP STA. 2048+94.24, 12.00' LT
END RETAINING WALL PIH35E STA. 2048+00.00, 35.00' LT PSBEGP STA. 2048+13.10, 12.00' RT
END RETAINING WALL PIH35E STA. 2051+78.14, 143.79' LT
PSBEFR STA. 4054+3 POK STA. 17+ (SIGNALIZED INTERSEC
PROP ROW
EX ROW
PROP SB MANAGED LN ℄ PTSBWML
PSBEFR-C5
PSBEFR-C6
PSBEGP-25
PSBEFR-C4
PIH35E-11
(508) (510) (510) (513) (514) (516) (520) (524) (526) (511) (515) (518) (519) (517) (521) (522) (523) (525) (527) (528)
325+00 330+00 335+00 340+00 120+00 125+00 130+00 135+00 140+00 145+00 150+00 155+00 160+00 180+00
225+00 25+00 10+00
2020+00 2025+00 2030+00 2035+00 2040+00 2045+00 2050+00
3020+00 3025+00 3030+00 3035+00 3040+00 3045+00 3050+00
4020+00 4025+00 4030+00 4035+00 4040+00 4045+00 4050+00
N 16° 42' 44" W
S 15° 33' 31" E
N 7° 23' 43" E
N 52° 38' 02" W
N 38° 20' 31" W
N 31° 39' 07" W
N 28° 21' 30" W

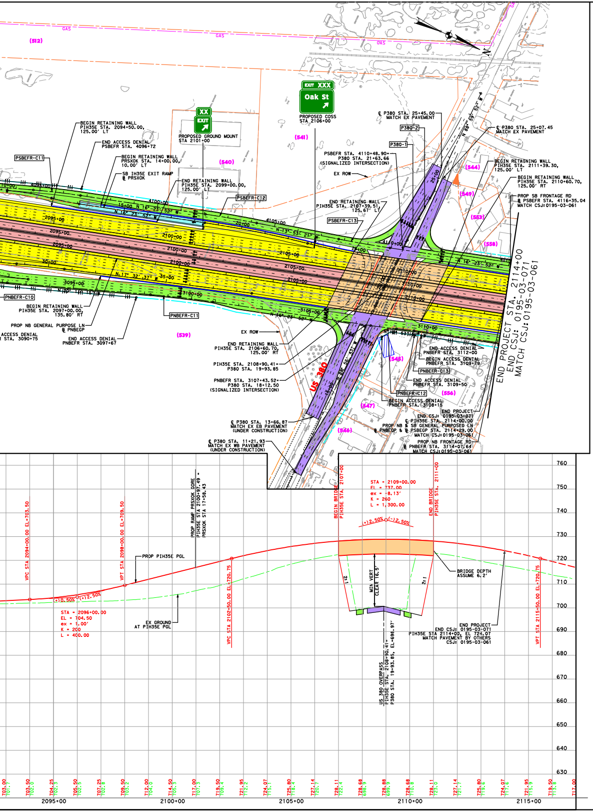


760 750 740 730 720 710 700 690 680 670 660 650 640 630
MATCH LINE STA. 2016+00 SEE SHEET 5 CSJ: 0195-03-071
BEGIN BRIDGE PIH35E STA. 2017+12
(+)1.30% (-)1.70%
STA = 2018+50.00 EL = 685.65 ex = -3.00' K = 267 L = 300.00
END BRIDGE PIH35E STA. 2020+58
BRIDGE DEPTH ASSUME 4.7'
MIN VERT CLEAR 16.6'
2:1
2:1
PIH35E STA. 2016+19.10 PROP 5-8'X4' MBC FL=652.39'
PROP. EL EXIST EL
BONNIE BRAE OVERPASS PIH35E STA. 2018+84.18= PBB STA. 17+35.23, EL=656.90'
VPT STA 2022+50.00 EL=678.85
BEGIN PNBEGP PGL PIH35E STA 2022+00.00, 53.63' RT = PNBEGP STA 2022+33.04, EL 677.72
VPC STA 2023+00.00 EL=676.64
VPC STA 2023+25.00 EL=677.57
PROP PDCNESW @ PIH35E BRIDGE DEPTH ASSUME 7.5'
BENT CANTILEVERED OVER PIH35E
MIN VERT CLEAR 17.4'
PIH35E STA. 2024+88.89= PDCNESW STA. 30+04.64, EL=707.32
BEGIN PSBEGP PGL PIH35E STA 2026+00.00, 59.66' LT = PSBEGP STA 2025+85.00 EL=677.15
VPC STA 2025+85.00 EL=677.15
PSBEGP STA = 2028+50.00 EL = 676.21 ex = -1.86' K = 189 L = 530.00
PROP RAMP PRNXOK GORE PIH35E STA 2025+75.00 = PNBEGP STA 2025+75.00 = PRNXOK STA 17+66.52
PIH35E STA = 2027+00.00 EL = 671.20 ex = 3.70' K = 190 L = 750.00
PNBEGP STA = 2027+00.00 EL = 670.16 ex = 4.32' K = 185 L = 800.00
(-)1.70% (+)2.25%
(-)1.62% (+)2.70%
(-)0.35% (+)2.45%
PROP RAMP PRSXBB GORE PSBEGP STA 2030+33.18 = PRSXBB STA 15+04.30
BEGIN BRIDGE PSBEGP STA 2029+80
BEGIN BRIDGE PIH35E STA 2030+50
BEGIN BRIDGE PNBEGP STA 2030+80
VPT STA 2030+75.00 EL=679.64
VPT STA 2031+00.00 EL=680.96
VPT STA 2031+15.00 EL=682.71
BRIDGE DEPTH ASSUME 5.5'
MIN VERT CLEAR
PTNBWGP OVERPASS PIH35E STA. 2031+94.70= PTNBWGP STA. 143+95.71, EL=649.56'
PROP INVERTED T STRADDLE BENTS
VPC STA 2033+25.00 EL=687.03
VPC STA 2033+25.00 EL=686.26
VPC STA 2033+25.00 EL=687.85
PROP RAMP PRENBB GORE PNBEGP STA 2034+40.88 = PRENBB STA 20+05.38
PSBEGP STA = 2035+25.00 EL = 692.75 ex = -0.80' K = 248 L = 400.00
PIH35E STA = 2035+00.00 EL = 689.20 ex = -0.60' K = 255 L = 350.00
PNBEGP STA = 2037+25.00 EL = 697.83 ex = -3.20' K = 250 L = 800.00
(+)2.45% (+)0.84%
(+)2.25% (+)0.88%
(+)2.70% (-)0.50%
MIN VERT CLEAR 16.0'
PTNBWML OVERPASS PIH35E STA. 2034+21.69= PTNBWML STA. 145+47.45, EL=655.51'
PIH35E STA. 2035+24.87 PROP 3-7'X6' MBC FL=647.83'
VPT STA 2036+75.00 EL=690.74
VPT STA 2037+25.00 EL=694.43
END BRIDGE PIH35E STA. 2039+50
END BRIDGE PSBEGP STA. 2039+60
PROP RAMP PTSBWGP GORE PSBEGP STA 2039+52.31 = PTSBWGP STA 149+45.88
END BRIDGE PSBEGP STA. 2039+52
VPT STA 2041+25.00 EL=695.83
VPC STA 2042+75.00 EL=695.08
PROP PSBEGP PGL
PROP PIH35E PGL
EX GROUND AT PIH35E PGL
(-)0.50% (+)0.92%
PNBEGP STA = 2044+25.00 EL = 694.33 ex = 0.53' K = 211 L = 300.00
VPT STA 2045+75.00 EL=695.71
PROP PNBEGP PGL
PROP RAMP PTSBWML GORE PIH35E STA 2048+00.00 = PTSBWML STA 159+00.39
END PSBEGP PGL PIH35E STA 2048+00.00, 76.99' LT = PSBEGP STA 2048+13.00, EL 703.57
PROP RAMP PTNBWGP GORE PIH35E STA 2049+30.00 = PTNBWGP STA 160+35.10
PROP RAMP PTNBWML GORE PIH35E STA 2049+00.00 = PTNBWML STA 160+16.28
END PNBEGP PGL PIH35E STA 2049+00.00, 79.73' RT = PNBEGP STA 2048+94.12, EL 698.65
VPC STA 2050+00.00 EL=702.84
BEGIN BRIDGE PIH35E STA. 2051+55
* NOTE: FOR ACTUAL MVC AND STRADDLE BENT LOCATIONS OF THE IH 35E / IH 35W INTERCHANGE - SEE INDIVIDUAL RAMP PROFILES ON ROLL 7
2020+00 2025+00 2030+00 2035+00 2040+00 2045+00 2050+00


℄ POK STA. 19+28.30
MATCH EX PAVEMENT
BEGIN RETAINING WALL
PIH35E STA. 2055+35.53,
136.63' LT
(529)
POK-2
(531)
35E Dallas
35W Ft Worth
PROPOSED OSB
STA 2060+00
PROP. DRAINAGE EASEMENT
TO GRADE EX CHANNEL
℄ PIH35E
REMOVE EXIST
2-7'X4' MBC
EX ROW
END RETAINING WALL
PIH35E STA. 2068+00.00,
148.60' LT
TOLL LANE
PROPOSED OSB
STA 2070+00
PSBEFR-C7
SB IH35E ENT RAMP
℄ PRSE380
PSBEFR-C8
GC & SF RR
GAS
BEGIN ACCESS DENIAL
PSBEFR STA. 4076+69
(536)
END ACCESS DENIAL
PSBEFR STA. 4080+20
PSBEFR-C9
BEGIN RETAINING WALL
PIH35E STA. 2080+50.00,
125.00' LT
PROP SB FRONTAGE RD
℄ PSBEFR
PROP SB GENERAL PURPOSE LN
℄ PSBEGP
PROP ROW
(537)
END RETAINING WALL
PIH35E STA. 2091+50.00,
125.00' LT
BEGIN ACCESS DENIAL
PSBEFR STA. 4089+01
PSBEFR-C10
IH 35
N 17° 25' 51" W
N 17° 32' 37" W
N 10° 40' 08" W
N 16° 23' 52" W
N 20° 13' 03"
N 14° 53' 52" W
N 15° 23' 52" W
N 8° 23' 52" W
N 26° 23' 52" W
N 17° 23' 52" W
N 10° 02' 14" W
S 72° 22' 56" W
EX ROW
BEGIN RETAINING WALL
PIH35E STA. 2055+12.50,
153.49' RT
PIH35E STA. 2053+40.17=
POK STA. 15+78.35
PNBEFR STA. 3052+28.72=
POK STA. 13+26.60
(SIGNALIZED INTERSECTION)
POK-1
(530)
℄ POK STA. 10+00.00
MATCH EX PAVEMENT
PNBEFR-C5
END RETAINING WALL
PIH35E STA. 2063+50.00,
137.00' RT
(532)
PROP DRAINAGE
EASEMENT
(534)
BEGIN ACCESS DENIAL
PNBEFR STA. 3063+30
PROP 3-7'X4' MBC
CONNECT TO EX CULVERT
UNDER SCRIPTURE ST
SEE NOTE 15
END ACCESS DENIAL
PNBEFR STA. 3066+00
SCRIPTURE ST
EX ROW
EXIT XXX
380
EXIT ONLY
PROPOSED COSS
STA 2059+90
35W Ft Worth
PROPOSED OSB
STA 2056+00
END ACCESS DENIAL
PNBEFR STA. 3069+90
PNBEFR-C6
PROP NB FRONTAGE RD
℄ PNBEFR
BEGIN ACCESS DENIAL
PNBEFR STA. 3066+70
PROPOSED COSS
STA 2073+00
PNBEFR-C7
END ACCESS DENIAL
PNBEFR STA. 3076+98
BEGIN RETAINING WALL
PRNX380 STA. 18+00.00,
10.00' RT
BEGIN RETAINING WALL
PRNEOK STA. 14+70.00,
10.00' RT
BEGIN RETAINING WALL
PIH35E STA. 2080+00.00,
125.00' RT
PNBEFR-C8
NB IH35E ENT RAMP
℄ PRNEOK
NB IH35E EXIT RAMP
℄ PRNX380
(535)
BEGIN ACCESS DENIAL
PNBEFR STA. 3073+50
XX
EXIT
PROPOSED GROUND MOUNT
STA 2078+80
PRNX380-3
PRNEOK-3
PNBEFR-C9
BEGIN RETAINING WALL
PRNX380 STA. 25+20.03,
10.00' RT
PRNEOK-4
END RETAINING WALL
PRNX380 STA. 22+13.33,
10.00' RT
PRNX380-4
PROP ROW
END RETAINING WALL
PRNX380 STA. 29+00.00,
10.00' RT
END RETAINING WALL
PRNEOK STA. 29+25.00,
30.00' LT
BEGIN RETAINING WALL
PIH35E STA. 2090+50.00,
125.00' LT
BEGIN
PNBEFF
(538)

ROLL 7 OF 13 FOR PROP IH 35W IMPROVEMENTS
SEE ROLL 6 OF 13 FOR PROP IH35E/IH35 IMPROVEMENTS




GAS
(512)
EXIT XXX
Oak St
PROPOSED COSS STA 2106+00
XX
EXIT
PROPOSED GROUND MOUNT STA 2101+00
(541)
(540)
BEGIN RETAINING WALL PIH35E STA. 2094+50.00, 125.00' LT
END ACCESS DENIAL PSBEFR STA. 4096+72
PSBEFR-C11
BEGIN RETAINING WALL PRSXOK STA. 14+00.00, 10.00' LT
SB IH35E EXIT RAMP ℄ PRSXOK
END RETAINING WALL PIH35E STA. 2099+00.00, 125.00' LT
PSBEFR-C12
PSBEFR STA. 4110+48.90= P380 STA. 21+63.66 (SIGNALIZED INTERSECTION)
EX ROW
END RETAINING WALL PIH35E STA. 2107+39.51, 125.67' LT
PSBEFR-C13
℄ P380 STA. 25+45.00 MATCH EX PAVEMENT
P380-2
P380-1
℄ P380 STA. 25+07.45 MATCH EX PAVEMENT
N 88° 59' 52" W
BEGIN RETAINING WALL PIH35E STA. 2111+39.30, 125.00' LT
BEGIN RETAINING WALL PIH35E STA. 2110+60.70, 125.00' RT
PROP SB FRONTAGE RD ℄ PSBEFR STA. 4116+35.04 MATCH CSJ:0195-03-061
(544)
(549)
(553)
(558)
4100+00
4105+00
15+00
20+00
N 16° 23' 52" W
N-13° 53' 21" W
2095+00
2100+00
2105+00
2110+00
30+00
35+00
N 17° 32' 37" W
3095+00
3100+00
3105+00
3110+00
N 20° 11' 15" W
PNBEFR-C10
BEGIN RETAINING WALL PIH35E STA. 2097+00.00, 135.80' RT
PROP NB GENERAL PURPOSE LN ℄ PNBEGP
ACCESS DENIAL STA. 3090+75
END ACCESS DENIAL PNBEFR STA. 3097+67
PNBEFR-C11
(539)
END RETAINING WALL PIH35E STA. 2106+60.70, 125.00' RT
PIH35E STA. 2108+90.41= P380 STA. 19+93.85
PNBEFR STA. 3107+43.52= P380 STA. 18+12.50 (SIGNALIZED INTERSECTION)
US 380
N 88° 56' 43" W
END ACCESS DENIAL PNBEFR STA. 3112+00
BEGIN ACCESS DENIAL PNBEFR STA. 3109+79
PNBEFR-C13
END ACCESS DENIAL PNBEFR STA. 3109+50
PNBEFR-C12
BEGIN ACCESS DENIAL PNBEFR STA. 3108+15
(545)
(556)
(547)
(546)
END PROJECT STA. 2114+00
END CSJ: 0195-03-071
MATCH CSJ: 0195-03-061
END PROJECT
END CSJ: 0195-03-071
℄ PIH35E STA. 2114+00.00
PROP NB & SB GENERAL PURPOSED LN ℄ PNBEGP & ℄ PSBEGP STA. 2114+29.00 MATCH CSJ:0195-03-061
PROP NB FRONTAGE RD ℄ PNBEFR STA. 3114+07.64 MATCH CSJ:0195-03-061
℄ P380 STA. 13+66.87 MATCH EX EB PAVEMENT (UNDER CONSTRUCTION)
℄ P380 STA. 11+21.93 MATCH EX WB PAVEMENT (UNDER CONSTRUCTION)
VPC STA 2094+00.00 EL=703.50
VPT STA 2098+00.00 EL=709.50
PROP RAMP PRSXOK GORE PIH35E STA 2100+97.49 = PRSXOK STA 17+58.43
PROP PIH35E PGL
VPC STA 2102+50.00 EL=720.75
BEGIN BRIDGE PIH35E STA. 2107+00
END BRIDGE PIH35E STA. 2111+00
STA = 2109+00.00
EL = 737.00
ex = -8.13'
K = 260
L = 1,300.00
(+)2.50%
(-)2.50%
(+)0.50%
(+)2.50%
STA = 2096+00.00
EL = 704.50
ex = 1.00'
K = 200
L = 400.00
EX GROUND AT PIH35E PGL
2:1
MIN VERT CLEAR 16.5'
BRIDGE DEPTH ASSUME 6.2'
US 380 OVERPASS PIH35E STA. 2108+90.41= P380 STA. 19+93.85, EL=698.97'
END PROJECT
END CSJ: 0195-03-071
PIH35E STA 2114+00, EL 724.07
MATCH PAVEMENT BY OTHERS
CSJ: 0195-03-061
VPT STA 2115+50.00 EL=720.75
760
750
740
730
720
710
700
690
680
670
660
650
640
630
703.00 701.7
703.50 702.0
704.25 702.3
705.50 702.5
707.25 702.8
709.50 703.2
712.00 704.0
714.50 705.3
717.00 707.3
719.50 709.4
721.95 712.2
724.07 715.1
725.80 718.4
727.14 720.7
728.11 722.4
728.68 698.9
728.88 699.9
728.68 710.8
728.11 723.0
727.14 721.7
725.80 719.6
724.07 717.6
721.95 715.9
719.50 713.8
717.00
2095+00
2100+00
2105+00
2110+00
2115+00

PARCEL ID (490-558)

PARCEL	OWNER NAME	PARCEL ADDRESS	OCCUPANT
490	UNIVERSITY OF NORTH TEXAS	2211 N I35E	VACANT BLDG
495	RAYZOR INV LTD	BONNIE BRAE ST & I35	VACANT UNDEVELOPED
508	FISHER, CLYDE D INC	2421 N I35W #A	MILLER OF DENTON
510	FISHER FAMILY PS	2421 W I35W #B	MILLER OF DENTON
511	UNIVERSITY OF NORTH TEXAS	2211 N I35E	UNT FOOTBALL STADIUM
512	BNSF RAILWAY CO		BNSF RAILWAY
513	CITY OF DENTON	IH 35W @ PRAIRIE ST	VACANT UNDEVELOPED
514	CITY OF DENTON	IH 35W @ PRAIRIE ST	VACANT UNDEVELOPED
515	TEXAS, STATE OF	2624 W PRAIRIE ST	TXDOT
516	DENTON, COUNTY OF	IH 35W @ W PRAIRIE ST	NATIONAL GUARD RECRUITING
517	TEXAS, STATE OF	2624 W PRAIRIE ST	TXDOT
518	TEXAS, STATE OF	2624 W PRAIRIE ST	TXDOT
519	TEXAS, STATE OF	2624 W PRAIRIE ST	TXDOT
520	BEN E KEITH CO	2501 I35E	VACANT UNDEVELOPED
521	STRUGA PARTNERS LTD P/S	2500 N I35	PRAIRIE HOLLOW
522	TEXAS, STATE OF	2624 W PRAIRIE ST	TXDOT
523	STRUGA PARTNERS LTD P/S	2500 N I35	VACANT BLDG
524	BEN E KEITH CO	2505 I35	VACANT UNDEVELOPED
525	2600 I-35 LIMITED LP	2600 N I35	UPTOWN
526	BEN E KEITH CO	2801 N I35E	BEN E. KEITH BUDWEISER
527	DENTON ASSOCIATES LLC	I35 & OAK ST (SE CORNER)	UPTOWN
528	ELK RIVER-OAK-STREET LP	2701 W OAK	BLUE BONNET HOSPICE; DR LINDA YEATTS
529	BEN E KEITH CO	I35E	VACANT UNDEVELOPED
530	TTHR LIMITED PARTNERSHIP	3000 N I35 E	PRESBYTERIAN MEDICAL CENTER
531	TEXAS BLUE HORSESHOE LTD	I35E	VACANT UNDEVELOPED
532	TTHR LIMITED PARTNERSHIP	- SCRIPTURE ST	VACANT UNDEVELOPED
534	TTHR LIMITED PARTNERSHIP	SCRIPTURE ST	VACANT UNDEVELOPED
535	ALLEGIANCE HILLVIEW, LP	2520 SCRIPTURE	SELECT REHABILITATION CENTER
536	ERI-HQ LP	3311 N I35	DENTON ORTHOPEDIC THERAPY CENTER; PRECISE EQUIPMENT; VISIONS OF LOVE; LONE STAR; ELK RIVER
537	TEXAS BLUE HORSESHOE LTD	3101 W UNIVERSITY DR	VACANT UNDEVELOPED
538	ALLEGIANCE HILLVIEW, LP	2401 UNIVERSITY DR W & I35	VACANT UNDEVELOPED
539	ALLEGIANCE HILLVIEW, LP	I35 & UNIVERSITY	VACANT UNDEVELOPED
540	TEXAS BLUE HORSESHOE LTD	3801 N I35	ALLIANCE; TEXONICS; ESSENTIAL
541	TEXAS BLUE SADDLE LTD	3801 N I35	VACANT UNDEVELOPED
544	CHAUDHARY, ZAHIR W & MIAN, MUNZOOR A & CHAUDHARY, SAFIA	3114 W UNIVERSITY DR	SHELL GAS STATION
545	VICTRON STORES LP	3000 UNIVERSTIY & I35	CHEVRON GAS STATION
546	RETAIL BLDG INC	2922 W UNIVERSITY DR	BRAUM'S
547	GOLDEN ARCH LTD P/S	2930 W UNIVERSITY DR	MCDONALD'S
549	WOLF RIDGE LP P/S	3112 W UNIVERSITY DR	VALERO
553	STROUD, J LAYTHAN	3110 W UNIVERSITY DR	DAIRY QUEEN
556	CBOCS TEXAS LTD P/S	4008 N I35	CRACKER BARREL
558	MINIT MARKIT INC	4005 N I35	SHELL GAS STATION

HORIZONTAL CURVE DATA - ROLL 6

CHAIN	CURVE	PI STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	PC STATION	PT STATION
PIH35E	PIH35E-11	2041+69.23	43° 15′ 14.11"	5,250.00	2,081.48	3,963.35	N 38° 01′ 29.00" W	3869.90	2020+87.75	2060+51.10
PNBEGP	PNBEGP-28	2041+75.90	43° 15′ 14.11"	5,650.00	2,240.07	4,265.32	N 38° 01′ 29.00" W	4164.75	2019+35.83	2062+01.15
PSBEGP	PSBEGP-25	2041+72.66	43° 15′ 14.11"	4,900.00	1,942.71	3,699.12	N 38° 01′ 29.00" W	3611.91	2022+29.94	2059+29.06
PNBEFR	PNBEFR-C2	3020+91.54	8° 23′ 18.58"	3,000.00	220.00	439.22	N 53° 38′ 00.21" W	438.83	3018+71.53	3023+10.75
	PNBEFR-C3	3032+26.64	22° 42′ 30.79"	1,000.00	200.81	396.34	N 46° 28′ 24.11" W	393.75	3030+25.84	3034+22.17
	PNBEFR-C4	3043+41.14	1° 45′ 00.00"	5,000.00	76.36	152.72	N 35° 59′ 38.72" W	152.71	3042+64.78	3044+17.50
	PNBEFR-C5	3055+38.37	20° 28′ 16.77"	3,500.00	632.00	1,250.52	N 26° 38′ 00.33" W	1243.88	3049+06.37	3061+56.89
	PNBEFR-C6	3071+11.91	6° 16′ 28.73"	3,000.00	164.43	328.54	N 13° 15′ 37.58" W	328.38	3069+47.48	3072+76.02
	PNBEFR-C7	3075+73.48	4° 46′ 28.73"	3,000.00	125.07	250.00	N 12° 30′ 37.58" W	249.93	3074+48.41	3076+98.41
	PNBEFR-C8	3080+13.32	1° 30′ 00.01"	5,000.00	65.45	130.90	N 15° 38′ 51.95" W	130.90	3079+47.87	3080+78.77
	PNBEFR-C9	3084+34.93	0° 59′ 59.99"	5,000.00	43.63	87.27	N 16° 53′ 51.95" W	87.27	3083+91.29	3084+78.56
	PNBEFR-C10	3091+48.05	2° 47′ 22.65"	3,000.00	73.05	146.06	N 18° 47′ 33.27" W	146.05	3090+75.01	3092+21.07
	PNBEFR-C11	3099+58.31	3° 47′ 22.65"	4,000.00	132.33	264.57	N 18° 17′ 33.27" W	264.52	3098+25.97	3100+90.54
	PNBEFR-C12	3108+17.15	2° 30′ 00.00"	2,500.00	54.55	109.08	N 17° 38′ 51.94" W	109.07	3107+62.60	3108+71.68
	PNBEFR-C13	3110+00.54	2° 30′ 00.00"	2,500.00	54.55	109.08	N 17° 38′ 51.94" W	109.07	3109+45.99	3110+55.07
PSBEFR	PSBEFR-C3	4020+17.42	12° 09′ 48.08"	2,500.00	266.36	530.73	N 58° 42′ 56.42" W	529.73	4017+51.05	4022+81.78
	PSBEFR-C4	4034+81.00	14° 03′ 15.73"	1,200.00	147.92	294.35	N 45° 36′ 24.52" W	293.62	4033+33.08	4036+27.43
	PSBEFR-C5	4041+43.96	7° 17′ 02.08"	2,538.00	161.54	322.65	N 34° 56′ 15.61" W	322.43	4039+82.42	4043+05.07
	PSBEFR-C6	4053+11.51	13° 51′ 53.37"	5,000.00	607.94	1,209.93	N 24° 21′ 47.88" W	1206.98	4047+03.57	4059+13.50
	PSBEFR-C7	4071+24.18	1° 01′ 59.25"	5,000.00	45.08	90.16	N 16° 54′ 51.57" W	90.16	4070+79.10	4071+69.25
	PSBEFR-C8	4077+68.69	5° 43′ 46.48"	2,000.00	100.08	200.00	N 13° 31′ 58.70" W	199.92	4076+68.60	4078+68.60
	PSBEFR-C9	4080+89.05	5° 43′ 46.48"	2,000.00	100.08	200.00	N 13° 31′ 58.70" W	199.92	4079+88.97	4081+88.97
	PSBEFR-C10	4090+32.04	3° 49′ 10.99"	3,000.00	100.04	200.00	N 18° 18′ 27.44" W	199.96	4089+32.00	4091+32.00
	PSBEFR-C11	4095+72.36	3° 49′ 10.99"	3,000.00	100.04	200.00	N 18° 18′ 27.44" W	199.96	4094+72.33	4096+72.33
	PSBEFR-C12	4103+13.82	2° 30′ 31.26"	5,000.00	109.48	218.92	N 15° 08′ 36.32" W	218.91	4102+04.34	4104+23.26
	PSBEFR-C13	4108+84.94	2° 30′ 31.26"	5,000.00	109.48	218.92	N 15° 08′ 36.32" W	218.91	4107+75.46	4109+94.39
PRNXOK	PRNXOK-2	23+21.06	23° 15′ 13.90"	900.00	185.18	365.27	N 40° 01′ 29.86" W	362.77	21+35.88	25+01.15
PRNEBB	PRNEBB-3	19+81.49	16° 19′ 15.55"	2,200.00	315.48	626.68	N 50° 45′ 24.40" W	624.56	16+66.02	22+92.70
PRNX380	PRNX380-3	22+60.49	8° 00′ 00.00"	1,000.00	69.93	139.63	N 12° 23′ 51.94" W	139.51	21+90.56	23+30.19
	PRNX380-4	25+45.23	9° 00′ 00.00"	1,000.00	78.70	157.08	N 12° 53′ 51.94" W	156.92	24+66.53	26+23.60
PRNEOK	PRNEOK-3	18+85.36	11° 00′ 00.00"	1,000.00	96.29	191.99	N 20° 53′ 51.94" W	191.69	17+89.07	19+81.05
	PRNEOK-4	22+17.36	10° 00′ 00.00"	1,000.00	87.49	174.53	N 21° 23′ 51.94" W	174.31	21+29.87	23+04.41
POK	POK-1	13+30.65	19° 00′ 02.48"	800.00	133.88	265.30	S 81° 52′ 57.71" W	264.09	11+96.77	14+62.07
	POK-2	17+04.64	4° 37′ 43.90"	1,000.00	40.42	80.79	S 70° 04′ 04.52" W	80.77	16+64.22	17+45.01
P380	P380-1	22+59.69	4° 18′ 21.74"	1,362.00	51.20	102.36	N 86° 47′ 31.91" W	102.34	22+08.49	23+10.85
	P380-2	23+60.32	4° 21′ 31.08"	1,300.00	49.47	98.89	N 86° 49′ 06.58" W	98.87	23+10.85	24+09.74

SUPERELEVATION TABLE - ROLL 6

CHAIN	CURVE NAME	BEGIN TRANSITION		END TRANSITION		BEGIN TRANSITION		END TRANSITION	
		STA	e	STA	e	STA	e	STA	e
PIH35E NB	PIH35E-11	2017+48.00	-2.50%	2019+79.00	-3.60%	2060+49.00	-3.60%	2064+03.00	-2.50%
PIH35E SB	PIH35E-11	2012+16.00	2.50%	2025+24.00	-3.80%	2053+73.00	-3.80%	2074+07.00	2.50%
PDCNESW	PDCNESW-2	18+06.00	-2.50%	19+26.00	-4.50%	21+41.00	-4.50%	23+96.00	6.00%
PDCNESW	PDCNESW-3	21+41.00	-4.50%	23+96.00	6.00%	41+17.00	6.00%	43+42.00	-3.30%
PDCNESW	PDCNESW-4	41+17.00	6.00%	43+42.00	-3.30%	45+01.00	-3.30%	46+21.00	-4.44%
PRNEBB	PRNEBB-3	15+86.00	-2.00%	17+06.00	-3.30%	20+04.00	-3.30%	20+24.00	-3.60%
PRNEOK	PRNEOK-3	16+67.00	-2.00%	18+50.00	5.50%	19+22.00	5.50%	21+89.00	-5.50%
PRNEOK	PRNEOK-4	19+22.00	5.50%	21+89.00	-5.50%	22+64.00	-5.50%	23+84.00	-2.00%
PRNEOK	--	25+53.00	-2.00%	25+73.00	-2.50%	--	--	--	--
PRNX380	--	17+55.00	-2.50%	17+75.00	-2.00%	--	--	--	--
PRNX380	PRNX380-2	21+11.00	-2.00%	22+31.00	-5.50%	22+65.00	-5.50%	25+32.00	5.50%
PRNX380	PRNX380-3	22+65.00	-5.50%	25+32.00	5.50%	25+63.00	5.50%	27+46.00	-2.00%
PRNXOK	PRNXOK-1	17+67.00	-0.96%	18+87.00	-2.00%	--	--	--	--
PRNXOK	PRNXOK-2	20+56.00	-2.00%	21+76.00	-6.00%	24+61.00	-6.00%	25+81.00	-2.00%
PRSE380	--	22+92.00	1.47%	24+12.00	2.00%	--	--	--	--
PRSXBB	--	13+63.00	2.00%	15+04.00	-3.80%	--	--	--	--
PRSXOK	--	18+23.00	2.00%	18+43.00	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

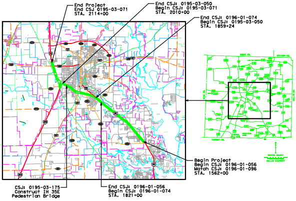
Dallas District Design Schematic

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
CSJ: 0195-03-175
Construct IH 35E
Pedestrian Bridge
End CSJ: 0196-01-056
Begin CSJ: 0196-01-074
STA. 1821+00

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

August 2011
Roll 6 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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08-08-2011
DATE

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