Roll 7 of 13

Texas Department of Transportation

Dallas District Design Schematic

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

IH 35E

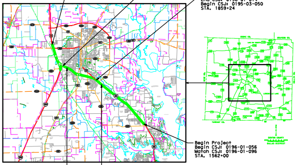
From: FM 2181 S. in Corinth
To: US 380
Denton County
Functional Class: Interstate
Project Length: 10.45 Miles
CSJ's: 0196-01-056
0196-01-074
0195-03-050
0195-03-071
0195-03-075

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


DENTON COUNTY
DALLAS DISTRICT
TARRANT CO.
GRAYSON CO.
COOKE CO.

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 7 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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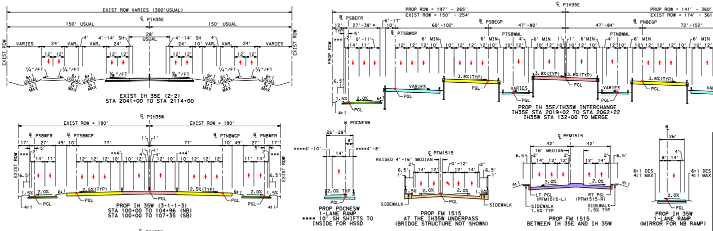
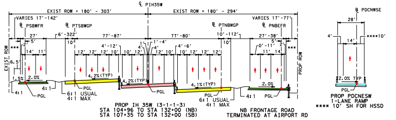
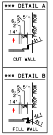

EXIST ROW VARIES (300' USUAL)
℄ PIH35E
150' USUAL
EXIST IH 35E (2-2)
STA 2041+00 TO STA 2114+00
PROP ROW = 197' - 265'
EXIST ROW = 150' - 254'
PROP ROW = 141' - 360'
EXIST ROW = 174' - 361'
PROP IH 35E/IH35W INTERCHANGE
IH35E STA 2019+02 TO STA 2062+22
IH35W STA 132+00 TO MERGE
EXIST ROW = 180'
℄ PIH35W
PROP IH 35W (3-1-1-3)
STA 100+00 TO 104+96 (NB)
STA 100+00 TO 107+35 (SB)
℄ PDCNESW
PROP PDCNESW
1-LANE RAMP
**** 10' SH SHIFTS TO
INSIDE FOR HSSD
℄ PFM1515
PROP FM 1515
AT THE IH35W UNDERPASS
(BRIDGE STRUCTURE NOT SHOWN)
PROP FM 1515
BETWEEN IH 35E AND IH 35W
PROP IH 35W
1-LANE RAMP
(MIRROR FOR NB RAMP)
PGL
SIDEWALK


EXIST ROW = 180' - 303'
EXIST ROW = 180' - 294'
℄ PIH35W
PROP IH 35W (3-1-1-3)
STA 104+96 TO STA 132+00 (NB)
STA 107+35 TO STA 132+00 (SB)
NB FRONTAGE ROAD
TERMINATED AT AIRPORT RD
℄ PDCNWSE
PROP PDCNESW
1-LANE RAMP
**** 10' SH FOR HSSD


*** DETAIL A
5.5'
6.5'
2'
14'
SW
PROP ROW
4:1
CUT WALL
*** DETAIL B
FILL WALL

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.

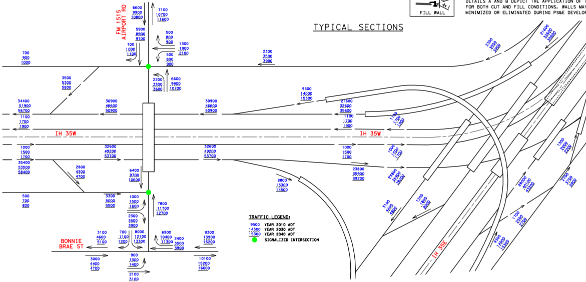
** THE 4' WIDTH BETWEEN GENERAL PURPOSE LANES AND MANAGED LANES IS PROVIDED TO FACILITATE BARRIER WIDENING AT STRUCTURES SUCH AS GUIDE SIGN SUPPORTS AND TOLL GANTRIES. A 10' MINIMUM WIDTH IS PROVIDED ALONG THE INSIDE GENERAL PURPOSE SHOULDER AND OUTSIDE MANAGED LANE SHOULDER.

*** 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.

TYPICAL SECTION LEGEND

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

TYPICAL SECTIONS


FM 1515 AIRPORT RD
IH 35W
IH 35W
IH 35E
BONNIE BRAE ST
TRAFFIC LEGEND:
9500 YEAR 2010 ADT
14300 YEAR 2030 ADT
15300 YEAR 2040 ADT
SIGNALIZED INTERSECTION

TRAFFIC DIAGRAM

ROLL INDEX

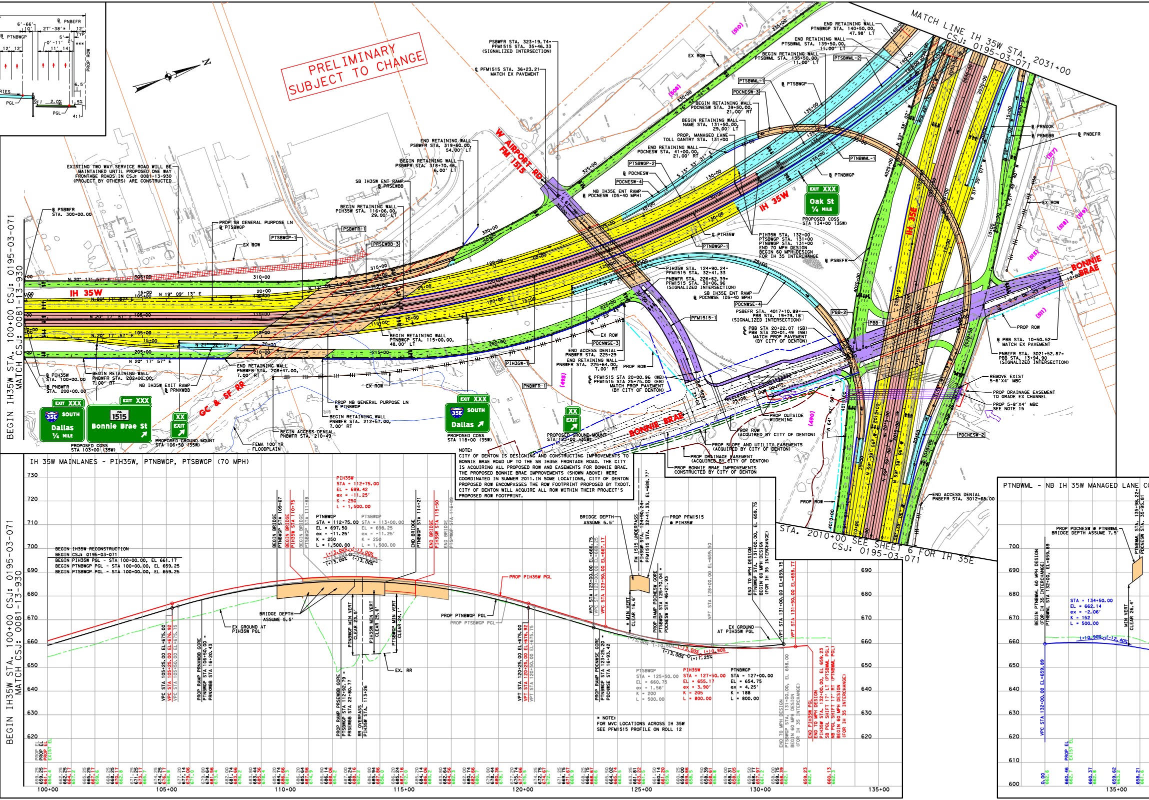
ROLL 1 - STA 1562+00 TO 1648+00 PLAN/PROFILE
ROLL 2 - STA 1648+00 TO 1734+00 PLAN/PROFILE
ROLL 3 - STA 1734+00 TO 1821+00 PLAN/PROFILE
ROLL 4 - STA 1821+00 TO 1916+00 PLAN/PROFILE
ROLL 5 - STA 1916+00 TO 2016+00 PLAN/PROFILE
ROLL 6 - STA 2016+00 TO 2114+00 PLAN/PROFILE
ROLL 7 - IH 35W INTERCHANGE PLAN/PROFILE
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

LEGEND:

🟨	GENERAL PURPOSE LANES	— - —	EXISTING ROW
🟥	MANAGED LANES	— - —	PROPOSED ROW (PRELIMINARY - SUBJECT TO CHANGE)
🟩	FRONTAGE ROADS	— —	PROPOSED DRAINAGE EASEMENT (PRELIMINARY - SUBJECT TO CHANGE)
🟦	RAMPS	┼┼┼—┼┼┼	CONTROL OF ACCESS
🟪	LOCAL STREETS	—	EXISTING PROPERTY LINE
🟧	BRIDGES	— —	EXISTING DRAINAGE EASEMENT
▨	PAVEMENT TO BE REMOVED (SEE NOTE 8)	—	100 YR FLOODPLAIN BOUNDARY
▨	POTENTIAL DISPLACEMENT	➡	LANE ARROW (TRAFFIC DIRECTION)
═	EXISTING CULVERT	⇨	MAJOR DRAINAGE FLOW ARROW
═	PROPOSED CULVERT	(54)	PROPERTY PARCEL ID # (SEE TABLE)
—	PROPOSED BRIDGE BENT	PIH35E-1	HORIZONTAL CURVE LABEL
—	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		

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.

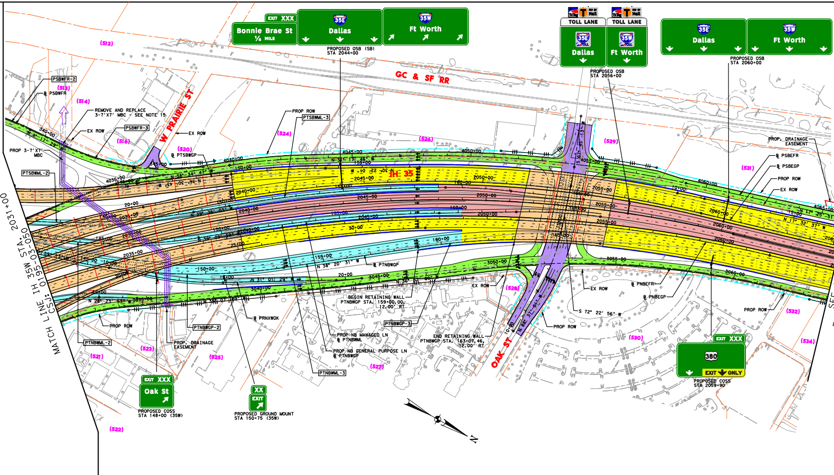

PRELIMINARY SUBJECT TO CHANGE
MATCH LINE IH 35W STA. 2031+00 CSJ: 0195-03-071
BEGIN IH35W STA. 100+00.00 CSJ: 0195-03-071
MATCH CSJ: 0081-13-930
IH 35W
IH 35E
W AIRPORT RD FM 1515
BONNIE BRAE
GC & SF RR
STA. 2010+00 SEE SHEET 6 FOR IH 35E CSJ: 0195-03-071
PSBWFR STA. 323+19.74= PFM1515 STA. 35+46.33 (SIGNALIZED INTERSECTION)
℄ PFM1515 STA. 36+23.21 MATCH EX PAVEMENT
EXISTING TWO WAY SERVICE ROAD WILL BE MAINTAINED UNTIL PROPOSED ONE WAY FRONTAGE ROADS IN CSJ: 0081-13-930 (PROJECT BY OTHERS) ARE CONSTRUCTED
END RETAINING WALL PSBWFR STA. 319+60.00, 54.00' LT
BEGIN RETAINING WALL PSBWFR STA. 318+70.46, 6.00' LT
SB IH35W ENT RAMP ℄ PRSEWBB
BEGIN RETAINING WALL PIH35W STA. 116+06.00, 29.00' LT
PROP SB GENERAL PURPOSE LN ℄ PTSBWGP
℄ PSBWFR STA. 300+00.00
EX ROW
PTSBWGP-1
PSBWFR-1
PRSEWBB-3
END RETAINING WALL PTNBWGP STA. 140+50.00, 47.98' LT
END RETAINING WALL PTSBWML STA. 139+50.00, 11.00' LT
BEGIN RETAINING WALL PTSBWML STA. 135+50.00, 11.00' LT
PTSBWML-2
PTSBWML-1
℄ PTSBWGP
PDCNESW-3
BEGIN RETAINING WALL PDCNESW STA. 39+50.00, 21.00' RT
BEGIN RETAINING WALL NAME STA. 131+50.00, 29.00' LT
PROP. MANAGED LANE TOLL GANTRY STA. 131+00
END RETAINING WALL PDCNESW STA. 41+00.00, 21.00' RT
PTSBWGP-2
℄ PDCNESW
PDCNESW-4
NB IH35E ENT RAMP ℄ PDCNESW (DS=40 MPH)
℄ PRNXOK
℄ PRNEBB
℄ PNBEFR
PTNBWML-1
℄ PTNBWGP
EXIT XXX Oak St ¼ MILE
PROPOSED COSS STA 134+00 (35W)
℄ PIH35W
PTNBWGP-1
PIH35W STA. 132+00 PTSBWGP STA. 131+00 PTNBWGP STA. 131+00 END 70 MPH DESIGN BEGIN 60 MPH DESIGN FOR IH 35 INTERCHANGE
℄ PSBEFR
PIH35W STA. 124+90.24= PFM1515 STA. 32+41.33
PNBWFR STA. 226+62.39= PFM1515 STA. 30+06.96 (SIGNALIZED INTERSECTION)
SB IH35E ENT RAMP ℄ PDCNWSE (DS=40 MPH)
PDCNWSE-4
PSBEFR STA. 4017+10.89= PBB STA. 19+79.16 (SIGNALIZED INTERSECTION)
℄ PBB STA 20+22.07 (SB) ℄ PBB STA 20+01.49 (NB) MATCH PROP PAVEMENT (BY CITY OF DENTON)
PBB-2
PBB-1
PFM1515-1
PDCNWSE-3
EX ROW
END ACCESS DENIAL PNBWFR STA. 225+29
END RETAINING WALL PNBWFR STA. 225+64.00, 7.00' RT
PROP ROW
℄ PFM1515 STA 20+00.96 (WB) ℄ PFM1515 STA 25+75.00 (EB) MATCH PROP PAVEMENT (BY CITY OF DENTON)
PIH35W-1
PNBWFR-1
BEGIN RETAINING WALL PTNBWGP STA. 115+00.00, 48.00' LT
END RETAINING WALL PNBWFR STA. 208+47.00, 7.00' RT
℄ PIH35W STA. 100+00.00
℄ PNBWFR STA. 200+00.00
BEGIN RETAINING WALL PNBWFR STA. 202+00.00, 7.00' RT
NB IH35W EXIT RAMP ℄ PRNXWBB
EX ROW
PROP NB GENERAL PURPOSE LN ℄ PTNBWGP
BEGIN RETAINING WALL PNBWFR STA. 212+57.00, 7.00' RT
BEGIN ACCESS DENIAL PNBWFR STA. 210+49
FEMA 100 YR FLOODPLAIN
EXIT XXX 35E SOUTH Dallas ¼ MILE
EXIT XXX FM 1515 Bonnie Brae St
XX EXIT
PROPOSED COSS STA 103+00 (35W)
PROPOSED GROUND MOUNT STA 106+50 (35W)
EXIT XXX 35E SOUTH Dallas
PROPOSED COSS STA 118+00 (35W)
XX EXIT
PROPOSED GROUND MOUNT STA 123+00 (35W)
PROP OUTSIDE WIDENING
PROP ROW (ACQUIRED BY CITY OF DENTON)
PROP SLOPE AND UTILITY EASEMENTS (ACQUIRED BY CITY OF DENTON)
PROP DRAINAGE EASEMENT (ACQUIRED BY CITY OF DENTON)
PROP BONNIE BRAE IMPROVEMENTS CONSTRUCTED BY CITY OF DENTON
PROP ROW
℄ PBB STA. 10+50.52 MATCH EX PAVEMENT
PNBEFR STA. 3021+52.87= PBB STA. 13+94.90 (SIGNALIZED INTERSECTION)
REMOVE EXIST 5-6'X4' MBC
PROP DRAINAGE EASEMENT TO GRADE EX CHANNEL
PROP 5-8'X4' MBC SEE NOTE 15
PDCNESW-2
END ACCESS DENIAL PNBEFR STA. 3012+68.00
PROP ROW
IH 35W MAINLANES - PIH35W, PTNBWGP, PTSBWGP (70 MPH)
BEGIN IH35W RECONSTRUCTION
BEGIN CSJ: 0195-03-071
BEGIN PIH35W PGL - STA 100+00.00, EL 661.17
BEGIN PTNBWGP PGL - STA 100+00.00, EL 659.25
BEGIN PTSBWGP PGL - STA 100+00.00, EL 659.25
PIH35W STA = 112+75.00 EL = 699.42 ex = -11.25' K = 250 L = 1,500.00
PTNBWGP STA = 112+75.00 EL = 697.50 ex = -11.25' K = 250 L = 1,500.00
PTSBWGP STA = 113+00.00 EL = 698.25 ex = -11.25' K = 250 L = 1,500.00
(+)3.00% (-)3.00%
BRIDGE DEPTH ASSUME 5.5'
EX GROUND AT PIH35W PGL
EX. RR
PROP PIH35W PGL
PROP PTNBWGP PGL
PROP PTSBWGP PGL
PTNBWGP MIN VERT CLEAR 23.5'
PIH35W MIN VERT CLEAR 25.6'
PTSBWGP MIN VERT CLEAR 24.1'
BRIDGE DEPTH ASSUME 5.5'
PROP PFM1515 ● PIH35W
* MIN VERT CLEAR 16.6'
FM 1515 UNDERPASS PIH35W STA. 124+90.24= PFM1515 STA. 32+41.33, EL=688.77'
PTSBWGP STA = 125+50.00 EL = 660.75 ex = 1.56' K = 200 L = 500.00
PIH35W STA = 127+50.00 EL = 655.17 ex = 3.90' K = 205 L = 800.00
PTNBWGP STA = 127+00.00 EL = 654.75 ex = 4.25' K = 188 L = 800.00
EX GROUND AT PIH35W PGL
* NOTE: FOR MVC LOCATIONS ACROSS IH 35W SEE PFM1515 PROFILE ON ROLL 12
END 70 MPH DESIGN PTNBWGP STA. 131+00.00, EL 659.75 BEGIN 60 MPH DESIGN (FOR IH 35 INTERCHANGE)
END 70 MPH DESIGN PTSBWGP STA. 131+00.00, EL 658.00 BEGIN 60 MPH DESIGN (FOR IH 35 INTERCHANGE)
END PIH35W PGL END 70 MPH DESIGN PIH35W STA. 132+00.00, EL 659.23 SB PGL SHIFT 17' LT (PTSBWML PGL) NB PGL SHIFT 17' RT (PTNBWML PGL) BEGIN 60 MPH DESIGN (FOR IH 35 INTERCHANGE)
PROP EL
PROP EL
EXIST EL
100+00
105+00
110+00
115+00
120+00
125+00
130+00
135+00
PTNBWML - NB IH 35W MANAGED LANE
PROP PDCNESW ● PTNBWML BRIDGE DEPTH ASSUME 7.5'
BEGIN PTNBWML 60 MPH DESIGN (FOR IH 35 INTERCHANGE) PTNBWML STA. 132.00, EL=659.89
STA = 134+50.00 EL = 662.14 ex = -2.06' K = 152 L = 500.00
(+)0.90% (-)2.40%
MIN VERT CLEAR 26.4'
VPC STA 132+00.00 EL=659.89

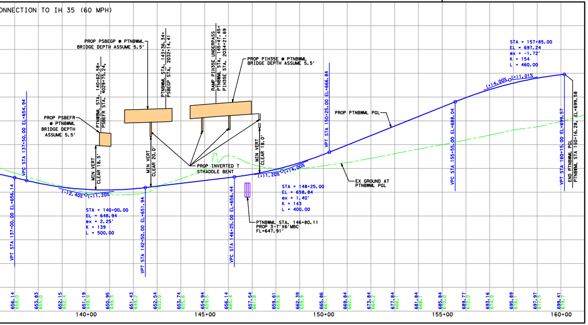
NOTE:
CITY OF DENTON IS DESIGNING AND CONSTRUCTING IMPROVEMENTS TO BONNIE BRAE ROAD UP TO THE SB IH35E FRONTAGE ROAD. THE CITY IS ACQUIRING ALL PROPOSED ROW AND EASEMENTS FOR BONNIE BRAE. THE PROPOSED BONNIE BRAE IMPROVEMENTS (SHOWN ABOVE) WERE COORDINATED IN SUMMER 2011. IN SOME LOCATIONS, CITY OF DENTON PROPOSED ROW ENCOMPASSES THE ROW FOOTPRINT PROPOSED BY TXDOT. CITY OF DENTON WILL ACQUIRE ALL ROW WITHIN THEIR PROJECT'S PROPOSED ROW FOOTPRINT.

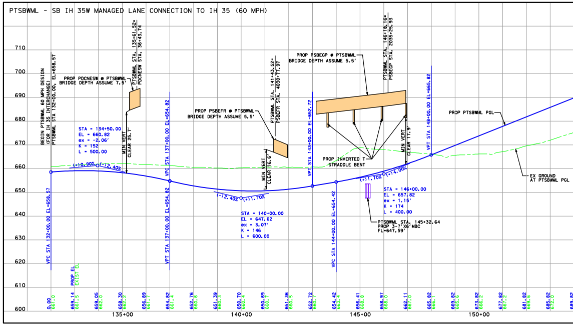
ROLL 7 OF 13 FOR PROP IH 35W IMPROVEMENTS
SEE ROLL 6 OF 13 FOR PROP IH35E IMPROVEMENTS

PARCEL ID (490-534)

PARCEL	OWNER NAME	PARCEL ADDRESS	OCCUPANT
490	UNIVERSITY OF NORTH TEXAS	BONNIE BRAE ST & I35	VACANT BLDG
495	RAYZOR INV LTD	AIRPORT RD & I35W	VACANT UNDEVELOPED
508	FISHER, CLYDE D INC	2421 N I35W #A	MILLER OF DENTON
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	BONNIE BRAE & PRAIRIE	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	2622 W PRAIRIE ST	TXDOT
524	BEN E KEITH CO	2505 I35	VACANT UNDEVELOPED
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

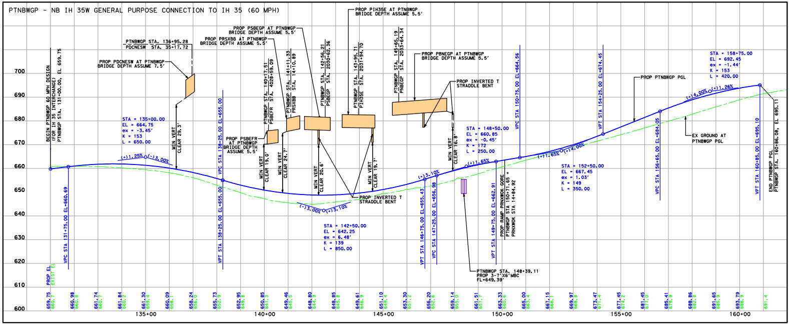

MATCH LINE IH 35W STA. 2031+00
CSJ: 0195-03-050
EXIT XXX
Bonnie Brae St
¼ MILE
35E
Dallas
35W
Ft Worth
PROPOSED OSB (SB)
STA 2044+00
TOLL LANE
Dallas
TOLL LANE
Ft Worth
PROPOSED OSB
STA 2056+00
PROPOSED OSB
STA 2060+00
GC & SF RR
W PRAIRIE ST
IH 35
OAK ST
(512)
(513)
(514)
(516)
(520)
(524)
(526)
(529)
(531)
(521)
(522)
(523)
(525)
(527)
(528)
(530)
(532)
(534)
PSBWFR-2
℄ PSBWFR
REMOVE AND REPLACE
3-7'X7' MBC - SEE NOTE 15
EX ROW
PSBWFR-3
PROP 3-7'X7' MBC
PTSBWML-2
℄ PTSBWGP
PROP ROW
PTSBWML-3
PROP. DRAINAGE EASEMENT
℄ PSBEFR
℄ PSBEGP
PROP ROW
EX ROW
℄ PTNBWGP
℄ PRNXWOK
PTNBWGP-2
PTNBWML-2
PROP. DRAINAGE EASEMENT
BEGIN RETAINING WALL
PTNBWGP STA. 159+00.00,
12.00' RT
PTNBWGP-3
PROP NB MANAGED LN
℄ PTNBWML
PROP NB GENERAL PURPOSE LN
℄ PTNBWGP
PTNBWML-3
END RETAINING WALL
PTNBWGP STA. 163+07.46,
12.00' RT
EX ROW
PROP ROW
℄ PNBEFR
℄ PNBEGP
S 72° 22' 56" W
EXIT XXX
Oak St
PROPOSED COSS
STA 148+00 (35W)
XX
EXIT
PROPOSED GROUND MOUNT
STA 150+75 (35W)
EXIT XXX
380
EXIT ONLY
PROPOSED COSS
STA 2059+90
N





LE SHEET 6 OF 13
FOR IH 35W IMPROVEMENTS
CSJ: 0195-03-071

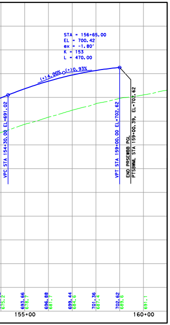
PTNBWGP - NB IH 35W GENERAL PURPOSE CONNECTION TO IH 35 (60 MPH)


BEGIN PTNBWGP 60 MPH DESIGN (FOR IH 35 INTERCHANGE) PTNBWGP STA. 131+00.00, EL 659.75
VPC STA 131+75.00 EL=660.69
STA = 135+00.00
EL = 664.75
ex = -3.45'
K = 153
L = 650.00
(+)1.25%
(-)3.00%
PTNBWGP STA. 136+95.28
PDCNESW STA. 35+17.72
PROP PDCNESW AT PTNBWGP
BRIDGE DEPTH ASSUME 7.5'
MIN VERT CLEAR 29.3'
VPC STA 138+25.00 EL=655.00
VPT STA 138+25.00 EL=655.00
PROP PSBEGP AT PTNBWGP
BRIDGE DEPTH ASSUME 5.5'
PROP PRSXBB AT PTNBWGP
BRIDGE DEPTH ASSUME 5.5'
PROP PSBEFR AT PTNBWGP BRIDGE DEPTH ASSUME 5.5'
PTNBWGP STA. 140+17.51
PSBEFR STA. 4028+59.09
MIN VERT CLEAR 19.0'
PTNBWGP STA. 141+11.33
PRSXBB STA. 14+10.89
MIN VERT CLEAR 24.7'
PTNBWGP STA. 142+56.21
PSBEGP STA. 2030+62.36
MIN VERT CLEAR 20.6'
(-)3.00%
(+)3.10%
STA = 142+50.00
EL = 642.25
ex = 6.48'
K = 139
L = 850.00
PROP PIH35E AT PTNBWGP
BRIDGE DEPTH ASSUME 5.5'
PTNBWGP STA. 143+95.71
PIH35E STA. 2031+94.70
MIN VERT CLEAR 19.7'
PROP INVERTED T STRADDLE BENT
PTNBWGP STA. 145+65.19
PNBEGP STA. 2033+64.34
PROP PBNEGP AT PTNBWGP
BRIDGE DEPTH ASSUME 5.5'
PROP INVERTED T STRADDLE BENT
MIN VERT CLEAR 16.8'
(+)3.10%
VPT STA 146+75.00 EL=655.43
VPC STA 147+25.00 EL=656.98
PTNBWGP STA. 148+39.11
PROP 3-7'X6'MBC
FL=649.39'
STA = 148+50.00
EL = 660.85
ex = -0.45'
K = 172
L = 250.00
(+)1.65%
VPT STA 149+75.00 EL=662.91
PROP RAMP PRNXWOK GORE
PTNBWGP STA 150+71.65 =
PRNXWOK STA 14+84.92
VPC STA 150+75.00 EL=664.56
(+)1.65%
(+)4.00%
STA = 152+50.00
EL = 667.45
ex = 1.03'
K = 149
L = 350.00
VPT STA 154+25.00 EL=674.45
PROP PTNBWGP PGL
VPC STA 156+65.00 EL=684.05
EX GROUND AT PTNBWGP PGL
(+)4.00%
(+)1.26%
STA = 158+75.00
EL = 692.45
ex = -1.44'
K = 153
L = 420.00
VPT STA 160+85.00 EL=695.10
END PTNBWGP PGL
PTNBWGP STA. 160+86.08, EL 695.11
PROP EL
EXIST EL
700
690
680
670
660
650
640
630
620
610
600
659.75 660.7
660.98 660.8
661.74 660.7
661.84 660.2
661.30 659.4
660.09 658.1
658.24 656.0
655.73 652.9
652.95 649.8
650.85 647.3
649.46 645.5
648.80 644.9
648.85 645.8
649.61 646.9
651.10 649.4
653.30 651.2
656.20 652.6
659.14 655.0
661.51 657.7
663.33 660.6
665.00 663.4
667.15 666.1
669.97 668.8
673.47 671.4
677.45 674.2
681.45 677.0
685.41 679.9
688.86 682.8
691.65 685.9
693.79 688.9
691.4
135+00
140+00
145+00
150+00
155+00
160+00

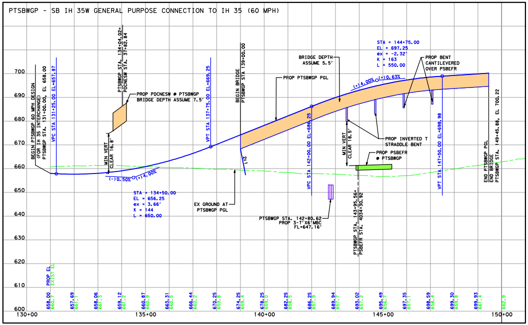
CHAIN	CURVE
PIH35W	PIH35W-1
PTNBWGP	PTNBWGP-1
	PTNBWGP-2
	PTNBWGP-3
PTSBWGP	PTSBWGP-1
	PTSBWGP-2
PTNBWML	PTNBWML-1
	PTNBWML-2
	PTNBWML-3
PTSBWML	PTSBWML-1
	PTSBWML-2
	PTSBWML-3
PNBWFR	PNBWFR-1
PSBWFR	PSBWFR-1
	PSBWFR-2
	PSBWFR-3
PDCNWSE	PDCNWSE-3
	PDCNWSE-4
PDCNESW	PDCNESW-2
	PDCNESW-3
	PDCNESW-4
PRSEWBB	PRSEWBB-3
PBB	PBB-1
PBB	PBB-2
PFM1515	PFM1515-1

CHAIN
PTNBWGP
PTNBWGP
PTNBWGP
PIH35W NB
PIH35W SB
PTSBWGP
PTSBWGP
PTSBWML
PTSBWML
PTNBWML
PTNBWML
PTNBWML
PDCNESW
PDCNESW
PDCNESW
PDCNWSE
PDCNWSE
PRNXWBB
PRNXWOK
PRSEWBB

NOTE: CURVE NAMES


STA = 156+65.00
EL = 700.42
ex = -1.80'
K = 153
L = 470.00
(+)4.00%
(+)0.93%
VPC STA 154+30.00 EL=691.02
VPT STA 159+00.00 EL=702.62
END PRSEWBB PGL
PTSBWML STA 159+00.39, EL=702.62
675.2
693.66 678.7
696.88 681.7
699.44 684.6
701.36 687.4
702.62 689.6
691.1
155+00
160+00

PTSBWGP - SB IH 35W GENERAL PURPOSE CONNECTION TO IH 35 (60 MPH)


BEGIN PTSBWGP 60 MPH DESIGN (FOR IH 35 INTERCHANGE) PTSBWGP STA. 131+00.00, EL 658.00
VPC STA 131+25.00 EL=657.87
MIN VERT CLEAR 16.8'
PTSBWGP STA. 134+04.02=
PDCNESW STA. 37+82.84
PROP PDCNESW @ PTSBWGP
BRIDGE DEPTH ASSUME 7.5'
(-)0.50%
(+)4.00%
STA = 134+50.00
EL = 656.25
ex = 3.66'
K = 144
L = 650.00
VPT STA 137+75.00 EL=669.25
EX GROUND AT PTSBWGP PGL
BEGIN BRIDGE
PTSBWGP STA 139+00.00
2:1
PROP PTSBWGP PGL
BRIDGE DEPTH ASSUME 5.5'
VPC STA 142+00.00 EL=686.25
PTSBWGP STA. 142+80.62
PROP 3-7'X6'MBC
FL=647.16'
MIN VERT CLEAR 18.5'
PTSBWGP STA. 143+95.56=
PSBEFR STA. 4034+30.92
PROP INVERTED T STRADDLE BENT
PROP PSBEFR @ PTSBWGP
(+)4.00%
(+)0.63%
STA = 144+75.00
EL = 697.25
ex = -2.32'
K = 163
L = 550.00
PROP BENT CANTILEVERED OVER PSBEFR
VPT STA 147+50.00 EL=698.98
END PTSBWGP PGL
END BRIDGE
PTSBWGP STA. 149+45.88, EL 700.22
PROP EL
EXIST EL
700
690
680
670
660
650
640
630
620
610
600
658.00 660.7
657.69 661.1
658.06 661.3
659.12 661.2
660.87 660.9
663.31 660.5
666.44 660.2
670.25 659.8
674.25 659.4
678.25 659.0
682.25 658.5
686.25 657.9
689.94 657.7
693.02 657.2
695.49 656.7
697.35 657.1
698.59 658.4
699.30 659.8
699.93 661.4
662.9
130+00
135+00
140+00
145+00
150+00

HORIZONTAL CURVE DATA - ROLL 7

PI STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	PC STATION	PT STATION
120+64.07	30° 18′ 39.69"	4,400.00	1,191.79	2,327.72	N 5° 08′ 37.59" E	2300.67	108+72.28	132+00.00
124+26.36	38° 17′ 10.51"	4,420.00	1534.29	2,953.54	N 1° 09′ 22.18" E	2,898.89	108+92.07	138+45.60
148+90.71	20° 21′ 17.69"	2,500.00	448.81	888.15	N 28° 09′ 51.92" W	883.49	144+41.90	153+30.05
162+87.86	14° 40′ 35.27"	3,000.00	386.34	768.4578	N 31° 00′ 13.13" W	766.36	159+01.52	166+69.97
117+78.97	23° 41′ 00.68"	4,323.00	906.41	1,786.94	N 8° 27′ 27.10" E	1,774.24	108+72.56	126+59.49
136+11.26	33° 07′ 40.04"	3,200.00	951.77	1,850.20	N 19° 56′ 53.26" W	1,824.54	126+59.49	145+09.70
135+87.41	10° 01′ 29.77"	4,417.00	387.41	772.8343	N 15° 01′ 27.14" W	771.85	132+00.00	139+72.83
145+71.44	19° 07′ 47.34"	2,000.00	337.01	667.7566	N 29° 36′ 05.69" W	664.66	142+34.42	149+02.18
154+97.18	8° 28′ 50.23"	5,726.00	424.54	847.5325	N 34° 55′ 34.25" W	846.76	150+72.64	159+20.17
133+80.96	4° 43′ 41.99"	4,383.00	180.96	361.7068	N 12° 22′ 33.25" W	361.60	132+00.00	135+61.71
142+22.97	24° 51′ 38.96"	3,000.00	661.26	1,301.71	N 27° 10′ 13.73" W	1,291.52	135+61.71	148+63.42
154+74.69	9° 52′ 24.56"	5,302.00	457.97	913.6667	N 34° 39′ 50.93" W	912.54	150+16.73	159+30.39
220+79.45	27° 41′ 40.54"	2,000.00	493.00	966.72	N 6° 27′ 07.17" E	957.34	215+86.45	225+53.18
317+74.16	37° 00′ 41.00"	2,100.00	702.88	1,356.54	N 1° 47′ 36.94" E	1333.08	310+71.27	324+27.81
337+70.39	12° 25′ 14.95"	1,500.00	163.23	325.18	N 10° 30′ 06.09" W	324.54	336+07.16	339+32.34
344+01.49	34° 17′ 18.04"	1,000.00	308.48	598.44	N 21° 26′ 07.63" W	589.55	340+93.00	346+91.45
17+50.24	1° 32′ 04.58"	4,458.00	59.70	119.40	N 0° 56′ 52.87" E	119.40	16+90.54	18+09.94
31+34.16	117° 51′ 57.09"	675.00	1,120.42	1,388.57	N 59° 06′ 49.12" E	1156.36	20+13.75	34+02.32
20+17.07	9° 57′ 46.72"	1,500.00	130.74	260.83	N 51° 40′ 12.69" W	260.50	18+86.32	21+47.15
32+77.46	148° 52′11.38"	685.00	2,459.18	1,779.81	S 58° 52′ 34.98" W	1319.76	23+87.56	41+67.37
46+33.84	16° 32′ 46.84"	2,200.00	319.89	635.33	S 7°17′ 07.29"W	633.13	43+13.94	49+49.28
25+94.50	12° 02′ 26.97"	2,136.00	225.27	448.88	N 6° 03′ 59.96" E	448.06	23+69.22	28+18.11
19+34.80	1° 06′ 28.49"	1,500.00	14.50	29.01	S 0°26′ 45.73"E	29.00	19+20.30	19+49.30
19+62.39	0° 59′ 59.97"	1,500.00	13.09	26.18	S 0°29′ 59.99"E	26.18	19+49.30	19+75.48
28+26.91	22° 23′ 43.10"	800.00	158.37	312.70	S 78°48′ 08.45"W	310.71	26+68.54	29+81.24

SUPERELEVATION TABLE - ROLL 7

CURVE NAME	BEGIN TRANSITION		END TRANSITION		BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e	STA	e	STA	e
PTNBWGP-1	104+96	-2.50%	110+90	4.10%	138+05	4.40%	139+82	2.50%
PTNBWGP-2	143+18	2.50%	145+04	4.80%	151+35	4.80%	157+20	-2.50%
PTNBWGP-3	158+06	-2.50%	159+50	-4.30%	160+30	-4.30%	160+86	-3.60%
PIH35W-1	106+83	-2.50%	109+68	4.20%	--	--	--	--
PIH35W-1	107+35	2.50%	109+42	4.20%	--	--	--	--
PTSBWGP-1	107+35	2.50%	109+42	4.20%	--	--	--	--
PTSBWGP-2	125+21	4.20%	127+28	5.20%	142+25	5.20%	149+45	-3.80%
PTSBWML-2	--	--	--	--	134+44	4.20%	136+21	4.30%
PTSBWML-3	148+44	4.30%	150+36	-2.90%	157+23	-2.90%	159+00	-3.80%
PTNBWML-1	--	--	--	--	139+14	4.20%	140+91	2.50%
PTNBWML-2	141+16	2.50%	142+93	5.40%	148+77	5.40%	150+96	-2.80%
PTNBWML-3	148+77	5.40%	150+96	-2.80%	158+39	-2.80%	160+16	3.60%
PDCNESW-2	18+06	-2.50%	19+26	-4.50%	21+41	-4.50%	23+96	6.00%
PDCNESW-3	21+41	-4.50%	23+96	6.00%	41+17	6.00%	43+42	-3.30%
PDCNESW-4	41+17	6.00%	43+42	-3.30%	45+01	-3.30%	46+21	-4.44%
--	16+91	4.20%	18+41	-2.00%	--	--	--	--
PDCNWSE-4	19+34	-2.00%	20+54	-6.00%	33+62	-6.00%	34+82	-2.20%
--	16+21	-0.37%	17+41	-2.00%	--	--	--	--
--	14+86	4.80%	16+51	-2.00%	--	--	--	--
--	22+81	4.20%	24+01	3.36%	26+98	3.36%	28+18	2.00%

ARE NOT PROVIDED FOR RAMP SUPER ELEVATION TRANSITIONS TO MATCH THE MAINLANE CROSS SLOPE.

PRELIMINARY
SUBJECT TO CHANGE

Texas Department of Transportation®

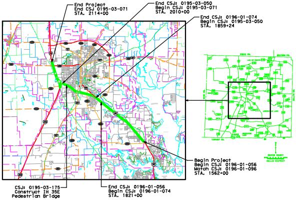
Dallas District Design Schematic

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 7 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

08-08-2011
DATE

HALFF

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

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Roll 7 of 13