Roll 12 of 13

Texas Department of Transportation

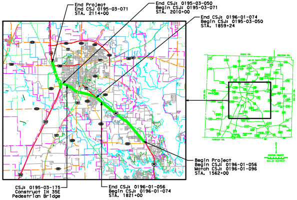
Dallas District Design Schematic

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 12 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

HALFF

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

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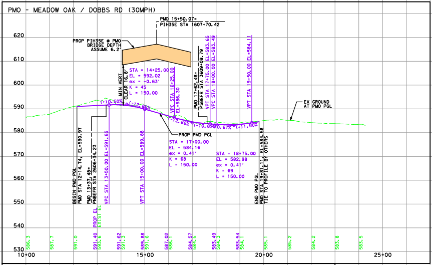
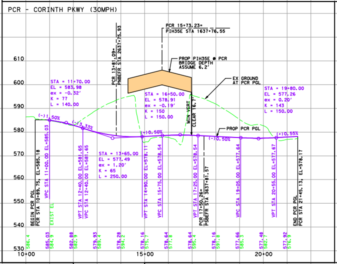
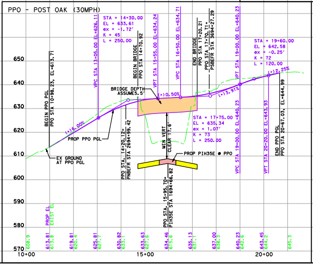
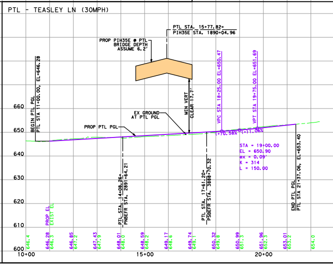
PRELIMINARY
SUBJECT TO CHANGE

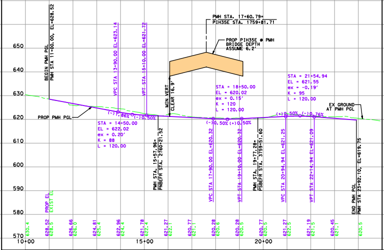

PMO - MEADOW OAK / DOBBS RD (30MPH)
PMO 15+50.07=
PIH35E STA 1607+70.42
PROP PIH35E @ PMO
BRIDGE DEPTH
ASSUME 6.2'
MIN VERT
CLEAR 16.8'
STA = 14+25.00
EL = 592.02
ex = -0.63'
K = 45
L = 150.00
VPC STA 16+25.00
EL=586.30
PMO 17+62.48=
PSBEFR STA 3609+09.79
VPT STA 17+75.00 EL=583.65
VPC STA 18+00.00 EL=583.49
VPT STA 19+50.00 EL=584.11
EX GROUND
AT PMO PGL
(+)0.50%
(-)2.86%
(-)0.60%
(-)0.67%
(+)1.50%
PROP PMO PGL
STA = 17+00.00
EL = 584.16
ex = 0.41'
K = 68
L = 150.00
STA = 18+75.00
EL = 582.98
ex = 0.41'
K = 69
L = 150.00
BEGIN PMO PGL
PMO STA 12+14.74, EL=590.97
PMO 13+37.48=
PNBEFR STA 2606+34.23
VPC STA 13+50.00 EL=591.65
VPT STA 15+00.00 EL=589.88
END PMO PGL
PMO STA 19+81.11, EL=584.58
TIE TO PROFILE BY OTHERS
PROP EL
EXIST EL
620
610
600
590
580
570
560
550
540
530
586.3
587.7
591.0
591.40 593.6
591.62 591.3
589.88 591.6
587.02 586.1
584.57 584.5
583.49 584.3
583.54 584.1
585.1
585.2
584.2
583.8
583.5
10+00
15+00
20+00
25+00


PCR - CORINTH PKWY (30MPH)
PCR 15+73.23=
PIH35E STA 1637+76.55
PCR 13+81.09=
PNBEFR STA 2637+75.93
PROP PIH35E @ PCR
BRIDGE DEPTH
ASSUME 6.2'
EX GROUND
AT PCR PGL
STA = 11+70.00
EL = 583.98
ex = -0.32'
K = 77
L = 140.00
STA = 16+50.00
EL = 578.91
ex = -0.19'
K = 150
L = 150.00
STA = 19+80.00
EL = 577.26
ex = 0.20'
K = 143
L = 150.00
MIN VERT
CLEAR 16.7'
PROP PCR PGL
(-)1.50%
(-)3.33%
(+)0.50%
(-)0.50%
(+)0.55%
STA = 13+65.00
EL = 577.49
ex = 1.20'
K = 65
L = 250.00
BEGIN PCR PGL
PCR STA 10+89.75, EL=585.18
VPC STA 11+00.00 EL=585.03
EXIST EL
VPT STA 12+40.00 EL=581.65
VPC STA 12+40.00 EL=581.65
VPT STA 14+90.00 EL=578.11
VPC STA 15+75.00 EL=578.54
VPT STA 17+25.00 EL=578.54
PCR 17+50.26=
PSBEFR STA 3637+81.57
VPC STA 19+05.00 EL=577.64
VPT STA 20+55.00 EL=577.67
END PCR PGL
PCR STA 21+45.13, EL=578.17
610
600
590
580
570
560
550
540
530
586.4
585.03 584.9
582.88 582.9
579.93 589.4
578.28 594.2
578.16 575.7
578.64 577.8
578.64 595.4
578.16 591.8
577.66 585.3
577.48 582.7
577.92 576.9
10+00
15+00
20+00

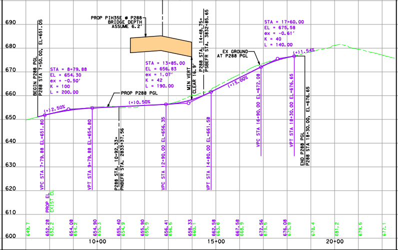

PPO - POST OAK (30MPH)
VPC STA 13+05.00 EL=626.11
STA = 14+30.00
EL = 633.61
ex = -1.72'
K = 45
L = 250.00
BEGIN BRIDGE
PPO STA 14+70.92
VPT STA 15+55.00 EL=634.24
VPC STA 16+50.00 EL=634.71
END BRIDGE
PPO STA 17+20.21
PPO STA 17+70.71=
PSBEFR STA 3694+27.29
VPT STA 19+00.00 EL=640.23
STA = 19+60.00
EL = 642.58
ex = -0.25'
K = 72
L = 120.00
(+)2.25%
BEGIN PPO PGL
PPO STA 10+98.23, EL=613.71
BRIDGE DEPTH
ASSUME5.5'
(+)0.50%
(+)3.91%
(+)6.00%
PROP PPO PGL
STA = 17+75.00
EL = 635.34
ex = 1.07'
K = 73
L = 250.00
PPO STA. 14+20.12=
PNBEFR STA 2694+99.42
MIN VERT
CLEAR 17.6'
EX GROUND
AT PPO PGL
PROP PIH35E @ PPO
VPC STA 19+00.00 EL=640.23
VPT STA 20+20.00 EL=643.93
END PPO PGL
PPO STA 20+67.03, EL=644.99
PPO STA. 15+95.70=
PIH35E STA 1694+66.82
PROP EL
EXIST EL
650
640
630
620
610
600
590
580
570
608.9
613.81 613.8
619.81 620.4
625.81 627.7
630.82 633.1
633.63 627.6
634.46 615.6
635.13 631.1
637.00 638.3
640.23 642.6
643.45 644.2
645.3
10+00
15+00
20+00


PTL - TEASLEY LN (30MPH)
PTL STA. 15+77.82=
PIH35E STA. 1890+04.96
PROP PIH35E @ PTL
BRIDGE DEPTH
ASSUME 6.2'
BEGIN PTL PGL
PTL STA 11+00.00, EL=646.28
VPC STA 18+25.00 EL=650.47
VPT STA 19+75.00 EL=651.69
MIN VERT
CLEAR 17.7'
EX GROUND
AT PTL PGL
PROP PTL PGL
(+)0.58%
(+)1.06%
STA = 19+00.00
EL = 650.90
ex = 0.09'
K = 314
L = 150.00
PTL STA. 14+08.26=
PNBEFR STA. 2891+64.21
PTL STA. 17+61.20=
PSBEFR STA. 3888+70.32
END PTL PGL
PTL STA 21+37.06, EL=653.40
PROP EL
EXIST EL
660
650
640
630
620
610
600
646.4
646.28 646.3
646.85 647.2
647.43 647.9
648.01 648.0
648.59 648.2
649.17 648.6
649.74 649.1
650.32 649.8
650.99 651.3
651.96 652.3
653.01 653.2
654.0
10+00
15+00
20+00

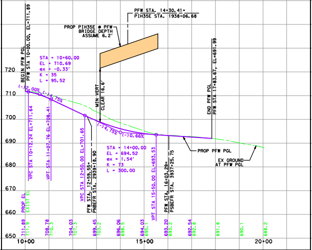
PMH - MAYHILL / STATE SCHOOL RD (30MPH)


BEGIN PMH PGL
PMH STA 11+00.00, EL=628.52
VPC STA 13+90.00 EL=623.14
VPT STA 15+10.00 EL=621.72
PMH STA. 17+60.79=
PIH35E STA. 1759+81.71
PROP PIH35E @ PMH
BRIDGE DEPTH
ASSUME 6.2'
MIN VERT
CLEAR 16.9'
STA = 18+50.00
EL = 620.02
ex = 0.15'
K = 120
L = 120.00
STA = 21+54.94
EL = 621.55
ex = -0.19'
K = 95
L = 120.00
EX GROUND
AT PMH PGL
PROP PMH PGL
(-)1.86%
(-)0.50%
(-)0.50%
(+)0.50%
(+)0.50%
(-)0.76%
STA = 14+50.00
EL = 622.02
ex = 0.20'
K = 88
L = 120.00
PMH STA. 15+57.96=
PNBEFR STA. 2760+21.52
VPC STA 17+90.00 EL=620.32
VPT STA 19+10.00 EL=620.32
PMH STA. 19+77.28=
PSBEFR STA. 3759+51.60
VPC STA 20+94.94 EL=621.25
VPT STA 22+14.94 EL=621.09
END PMH PGL
PMH STA 23+92.10, EL=619.75
PROP EL
EXIST EL
650
640
630
620
610
600
590
580
570
630.4
628.52
628.5
626.66
626.0
624.81
625.4
622.96
624.4
621.78
622.4
621.27
622.1
620.77
621.1
620.28
620.6
620.28
620.5
620.77
620.5
621.27
622.5
621.19
621.5
620.45
621.1
620.5
10+00
15+00
20+00

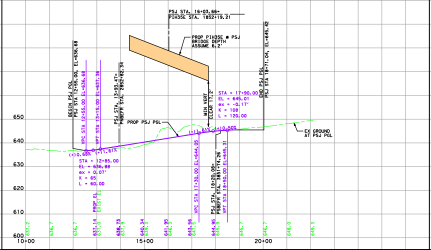
P288 - LOOP 288 (30MPH)


P288 STA. 12+75.70=
PIH35E STA. 1833+02.13
PROP PIH35E @ P288
BRIDGE DEPTH
ASSUME 6.2'
BEGIN P288 PGL
P288 STA 7+50.00, EL=651.05
STA = 8+79.88
EL = 654.30
ex = -0.50'
K = 100
L = 200.00
STA = 13+85.00
EL = 656.83
ex = 1.07'
K = 42
L = 190.00
MIN VERT
CLEAR 16.9'
P288 STA. 14+48.75=
PSBEFR STA. 3832+85.65
STA = 17+60.00
EL = 675.58
ex = -0.61'
K = 40
L = 140.00
EX GROUND
AT P288 PGL
PROP P288 PGL
(+)2.50%
(+)0.50%
(+)5.00%
(+)1.54%
VPC STA 7+79.88 EL=651.80
VPT STA 9+79.88 EL=654.80
P288 STA. 10+92.33=
PNBEFR STA. 2833+37.56
VPC STA 12+90.00 EL=656.35
VPT STA 14+80.00 EL=661.58
VPC STA 16+90.00 EL=672.08
VPT STA 18+30.00 EL=676.65
END P288 PGL
P288 STA 18+30.00, EL=676.65
PROP EL
EXIST EL
690
680
670
660
650
640
630
620
610
600
649.7
652.28
652.2
654.08
654.2
654.90
655.3
655.40
654.9
655.90
655.9
656.41
656.5
658.33
660.1
662.58
663.8
667.58
668.9
672.56
673.5
676.08
675.9
678.4
681.2
679.5
677.1
10+00
15+00
20+00

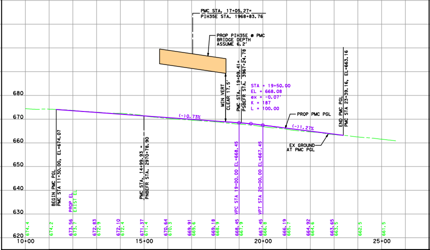
PFW - FORT WORTH (30MPH)


PFW STA. 14+30.41=
PIH35E STA. 1938+06.68
PROP PIH35E @ PFW
BRIDGE DEPTH
ASSUME 6.2'
BEGIN PFW PGL
PFW STA 10+00.00, EL=711.89
STA = 10+60.00
EL = 710.69
ex = -0.33'
K = 35
L = 95.52
MIN VERT
CLEAR 16.6'
END PFW PGL
PFW STA 17+83.67, EL=691.99
(-)2.00%
(-)4.75%
(-)4.75%
(-)0.66%
STA = 14+00.00
EL = 694.52
ex = 1.54'
K = 73
L = 300.00
PROP PFW PGL
EX GROUND
AT PFW PGL
VPC STA 10+12.24 EL=711.64
VPT STA 11+07.76 EL=708.41
VPC STA 12+50.00 EL=701.65
PFW STA. 12+59.55=
PNBEFR STA. 2939+18.90
VPT STA 15+50.00 EL=693.53
PFW STA. 16+03.29=
PSBEFR STA. 3937+25.75
PROP EL
EXIST EL
720
710
700
690
680
670
660
650
711.89
711.9
708.78
710.3
704.03
707.3
699.45
703.2
696.06
698.5
694.03
695.1
693.20
693.2
692.54
692.8
691.8
690.1
688.2
10+00
15+00
20+00

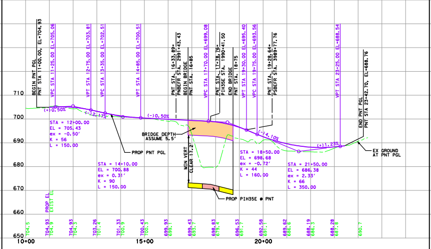
PSJ - PENNSYLVANIA / SAN JACINTO (30MPH)


PSJ STA. 16+03.66=
PIH35E STA. 1852+19.21
PROP PIH35E @ PSJ
BRIDGE DEPTH
ASSUME 6.2'
BEGIN PSJ PGL
PSJ STA 12+55.00, EL=636.68
VPC STA 12+55.00 EL=636.68
VPT STA 13+15.00 EL=637.36
PSJ STA. 13+93.47=
PNBEFR STA. 2852+82.34
PROP PSJ PGL
MIN VERT
CLEAR 17.2'
STA = 17+90.00
EL = 645.01
ex = -0.17'
K = 108
L = 120.00
END PSJ PGL
PSJ STA 18+71.04, EL=645.42
EX GROUND
AT PSJ PGL
(+)0.68%
(+)1.61%
(+)1.61%
(+)0.50%
STA = 12+85.00
EL = 636.88
ex = 0.07'
K = 65
L = 60.00
VPC STA 17+30.00 EL=644.05
PSJ STA. 18+20.08=
PSBEFR STA. 3851+74.26
VPT STA 18+50.00 EL=645.31
PROP EL
EXIST EL
650
640
630
620
610
600
637.2
636.7
636.7
637.14
637.0
638.73
637.9
640.34
639.3
641.95
646.3
643.56
647.5
644.95
645.9
645.7
646.7
648.0
649.3
10+00
15+00
20+00

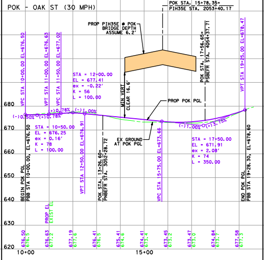
PMC - McCORMICK (30MPH)


PMC STA. 17+05.27=
PIH35E STA. 1968+83.76
PROP PIH35E @ PMC
BRIDGE DEPTH
ASSUME 6.2'
MIN VERT
CLEAR 17.5'
PMC STA. 19+09.41=
PSBEFR STA. 3967+24.78
STA = 19+50.00
EL = 668.08
ex = -0.07'
K = 187
L = 100.00
PROP PMC PGL
END PMC PGL
PMC STA 23+39.16, EL=663.16
(-)0.73%
(-)1.27%
EX GROUND
AT PMC PGL
BEGIN PMC PGL
PMC STA 11+30.00, EL=674.07
PMC STA. 14+99.93 =
PNBEFR STA. 2970+78.90
VPC STA 19+00.00 EL=668.45
VPT STA 20+00.00 EL=667.45
PROP EL
EXIST EL
680
670
660
650
640
630
620
674.4
674.2
673.56
673.7
672.83
672.9
672.10
672.4
671.37
671.4
670.64
670.3
669.91
669.6
669.18
668.9
668.45
667.9
667.45
666.8
666.19
665.7
664.92
664.6
663.65
663.5
662.5
661.5
10+00
15+00
20+00
25+00

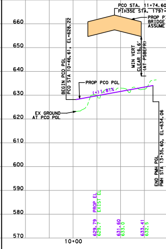
PNT - NORTH TEXAS BLVD (30MPH)

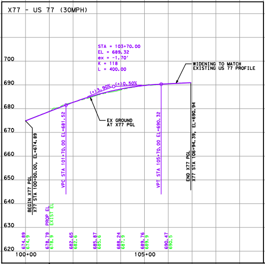

BEGIN PNT PGL
PNT STA 11+00.00, EL=704.93
VPC STA 11+25.00 EL=705.06
VPT STA 12+75.00 EL=703.81
VPC STA 13+35.00 EL=702.51
VPT STA 14+85.00 EL=700.51
PNT STA. 16+33.89=
PNBEFR STA. 2991+43.43
BEGIN BRIDGE
PNT STA. 16+85
VPC STA 17+70.00 EL=699.08
PNT STA. 17+78.76=
PIH35E STA. 1990+41.50
END BRIDGE
PNT STA. 18+75
VPT STA 19+30.00 EL=695.40
VPC STA 19+75.00 EL=693.56
PNT STA. 19+28.64=
PSBEFR STA. 3989+77.76
VPT STA 23+25.00 EL=688.54
END PNT PGL
PNT STA 23+42.70, EL=688.76
(+)0.50%
(-)2.17%
(-)0.50%
(-)4.10%
(+)1.23%
STA = 12+00.00
EL = 705.43
ex = -0.50'
K = 56
L = 150.00
PROP PNT PGL
BRIDGE DEPTH
ASSUME 5.5'
MIN VERT
CLEAR 17.2'
STA = 14+10.00
EL = 700.88
ex = 0.31'
K = 90
L = 150.00
STA = 18+50.00
EL = 698.68
ex = -0.72'
K = 44
L = 160.00
STA = 21+50.00
EL = 686.38
ex = 2.33'
K = 66
L = 350.00
EX GROUND
AT PNT PGL
PROP PIH35E @ PNT
PROP EL
EXIST EL
710
700
690
680
670
660
650
704.5
704.93
704.9
704.93
704.3
703.26
701.4
701.33
700.9
700.43
700.3
699.93
699.1
699.43
693.7
698.83
679.4
696.53
691.7
692.58
691.1
689.62
686.6
688.19
686.3
688.28
687.8
690.7
10+00
15+00
20+00

POK - OAK ST (30 MPH)

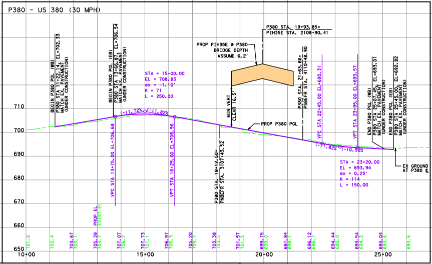

POK STA. 15+78.35=
PIH35E STA. 2053+40.17
PROP PIH35E @ POK
BRIDGE DEPTH
ASSUME 6.2'
VPC STA 10+00.00 EL=676.50
VPT STA 11+00.00 EL=676.63
VPC STA 11+50.00 EL=677.02
STA = 12+00.00
EL = 677.41
ex = -0.22'
K = 56
L = 100.00
MIN VERT
CLEAR 16.6'
PROP POK PGL
POK STA. 17+56.65=
PSBEFR STA. 4054+37.71
VPT STA 19+25.00 EL=678.47
(-)0.50%
(+)0.78%
(+)0.78%
(-)1.00%
(-)1.00%
(+)3.75%
STA = 10+50.00
EL = 676.25
ex = 0.16'
K = 78
L = 100.00
VPT STA 12+50.00 EL=676.91
POK STA. 13+26.60=
PNBEFR STA. 3052+28.72
EX GROUND
AT POK PGL
VPC STA 15+75.00 EL=673.66
STA = 17+50.00
EL = 671.91
ex = 2.08'
K = 74
L = 350.00
BEGIN POK PGL
PBB STA 10+00.00, EL=676.50
END POK PGL
PBB STA 19+28.30, EL=678.60
PROP EL
EXIST EL
680
670
660
650
640
630
620
676.50
676.5
676.63
677.2
677.19
677.6
676.41
676.5
675.41
674.6
674.41
673.4
673.45
673.2
673.47
673.0
674.84
673.7
677.58
677.3
10+00
15+00

PCO - PROPOSED CROSS-OVER

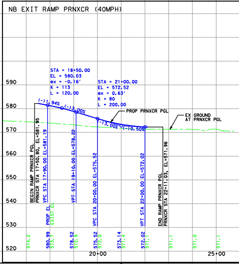

PCO STA. 11+74.60
PIH35E STA. 1797+
PROP P
BRIDGE
ASSUME
BEGIN PCO PGL
PCO STA 10+46.61, EL=628.22
MIN VERT
CLEAR 16.6'
(AT PSBEFR)
PROP PCO PGL
(+)1.81%
EX GROUND
AT PCO PGL
END PMH PGL
PMH STA 13+35.60, EL=634.06
PROP EL
EXIST EL
660
650
640
630
620
610
600
590
580
570
629.79
629.7
631.60
633.0
633.41
632.5
10+00


X77 - US 77 (30MPH)

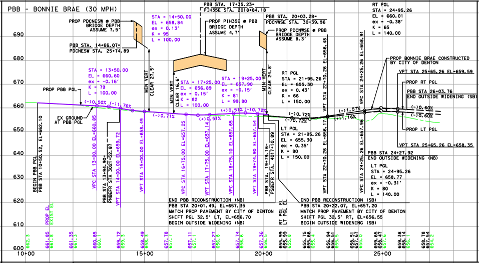
STA = 103+70.00
EL = 689.32
ex = -1.70'
K = 118
L = 400.00
WIDENING TO MATCH EXISTING US 77 PROFILE
(+)3.90%
(+)0.50%
EX GROUND AT X77 PGL
BEGIN X77 PGL X77 STA 100+00.00, EL=674.89
VPC STA 101+70.00 EL=681.52
VPT STA 105+70.00 EL=690.32
END X77 PGL X77 STA 106+94.39, EL=690.94
PROP EL
EXIST EL
700
690
680
670
660
650
640
630
620
100+00
105+00


P380 - US 380 (30 MPH)

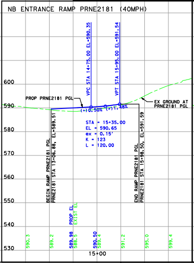
P380 STA. 19+93.85=
PIH35E STA. 2108+90.41
PROP PIH35E @ P380
BRIDGE DEPTH
ASSUME 6.2'
BEGIN P380 PGL (WB)
P380 STA 11+22.14, EL=702.33
MATCH EX. PAVEMENT
(UNDER CONSTRUCTION)
BEGIN P380 PGL (EB)
P380 STA 13+66.87, EL=706.54
MATCH EX. PAVEMENT
(UNDER CONSTRUCTION)
STA = 15+00.00
EL = 708.83
ex = -1.10'
K = 71
L = 250.00
(+)1.72%
(-)1.82%
MIN VERT CLEAR 16.5'
PROP P380 PGL
P380 STA. 21+63.66=
PSBEFR STA. 4110+48.90
VPC STA 22+45.00 EL=695.31
VPT STA 23+95.00 EL=693.57
END P380 PGL (WB)
P380 STA 25+07.45, EL=693.01
MATCH EX. PAVEMENT
(UNDER CONSTRUCTION)
END P380 PGL (EB)
P380 STA 25+45.00, EL=692.82
MATCH EX. PAVEMENT
(UNDER CONSTRUCTION)
(-)1.82%
(-)0.50%
EX GROUND AT P380 ℄
STA = 23+20.00
EL = 693.94
ex = 0.25'
K = 114
L = 150.00
VPC STA 13+75.00 EL=706.68
VPT STA 16+25.00 EL=706.56
P380 STA. 18+12.50=
PNBEFR STA. 3107+43.52
PROP EL
EXIST EL
710
700
690
680
670
660
650
10+00
15+00
20+00
25+00


NB EXIT RAMP PRNXCR (40MPH)

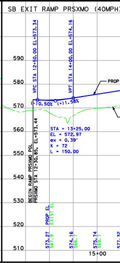
STA = 18+50.00
EL = 580.03
ex = -0.16'
K = 113
L = 120.00
STA = 21+00.00
EL = 572.52
ex = 0.63'
K = 80
L = 200.00
(-)1.94%
(-)3.00%
(-)3.00%
(-)0.50%
PROP PRNXCR PGL
EX GROUND AT PRNXCR PGL
BEGIN RAMP PRNXCR PGL
PRNXCR STA 17+50.80, EL=581.95
VPC STA 17+90.00 EL=581.19
VPT STA 19+10.00 EL=578.22
VPC STA 20+00.00 EL=575.52
VPT STA 22+00.00 EL=572.02
END RAMP PRNXCR PGL
PRNXCR STA 22+11.03, EL=571.96
PROP EL
EXIST EL
590
580
570
560
550
540
530
520
20+00
25+00


PBB - BONNIE BRAE (30 MPH)

PBB STA. 17+35.23=
PIH35E STA. 2018+84.18
PROP PDCNESW @ PBB
BRIDGE DEPTH
ASSUME 7.5'
PBB STA. 14+66.07=
PDCNESW STA. 25+74.89
STA = 14+50.00
EL = 658.84
ex = 0.13'
K = 95
L = 100.00
PROP PIH35E @ PBB
BRIDGE DEPTH
ASSUME 4.7'
PBB STA. 20+03.28=
PDCNWSE STA. 30+39.96
PROP PDCNWSE @ PBB
BRIDGE DEPTH
ASSUME 8.3'
RT PGL
STA = 24+95.26
EL = 660.01
ex = -0.38'
K = 65
L = 140.00
PROP BONNIE BRAE CONSTRUCTED BY CITY OF DENTON
VPT STA 25+65.26 EL=659.59
PROP RT PGL
PBB STA 26+03.76
END OUTSIDE WIDENING (SB)
STA = 13+50.00
EL = 660.60
ex = -0.16'
K = 79
L = 100.00
PROP PBB PGL
MIN VERT CLEAR 27.5'
MIN VERT CLEAR 16.6'
STA = 17+25.00
EL = 656.89
ex = 0.15'
K = 82
L = 100.00
STA = 19+25.00
EL = 657.90
ex = -0.15'
K = 81
L = 99.80
MIN VERT CLEAR 24.8'
RT PGL
STA = 21+95.26
EL = 655.30
ex = 0.43'
K = 66
L = 150.00
(-)0.50%
(-)1.76%
(-)0.71%
(+)0.51%
(+)0.51%
(-)0.72%
(-)0.72%
(-)0.72%
(+)1.57%
(+)1.16%
(-)0.60%
(-)0.60%
EX GROUND AT PBB PGL
LT PGL
STA = 21+95.26
EL = 655.30
ex = 0.35'
K = 80
L = 150.00
PROP LT PGL
VPT STA 25+65.26 EL=658.35
PBB STA 24+27.92
END OUTSIDE WIDENING (NB)
LT PGL
STA = 24+95.26
EL = 658.77
ex = -0.31'
K = 80
L = 140.00
BEGIN PBB PGL
PBB STA 10+50.52, EL=662.10
VPC STA 13+00.00 EL=660.85
PBB STA 13+94.90=
PNBEFR STA 3021+52.87
VPT STA 14+00.00 EL=659.72
VPT STA 15+00.00 EL=658.49
VPC STA 16+75.00 EL=657.25
VPT STA 17+75.00 EL=657.14
VPC STA 18+75.10 EL=657.65
VPT STA 19+74.90 EL=657.54
PBB STA. 19+79.16=
PSBEFR STA. 4017+10.89
VPT STA 22+70.26 EL=656.48
VPT STA 22+70.26 EL=656.17
VPC STA 24+25.26 EL=658.91
VPC STA 24+25.26 EL=657.96
END PBB RECONSTRUCTION (NB)
PBB STA 20+01.49, EL=657.35
MATCH PROP PAVEMENT BY CITY OF DENTON
SHIFT PGL 32.5' LT, EL=656.70
BEGIN OUTSIDE WIDENING (NB)
END PBB RECONSTRUCTION (SB)
PBB STA 20+22.07, EL=657.20
MATCH PROP PAVEMENT BY CITY OF DENTON
SHIFT PGL 32.5' RT, EL=656.55
BEGIN OUTSIDE WIDENING (SB)
PROP EL
EXIST EL
RT PGL EL
LT PGL EL
690
680
670
660
650
640
630
620
610
600
10+00
15+00
20+00
25+00


NB ENTRANCE RAMP PRNE2181 (40MPH)

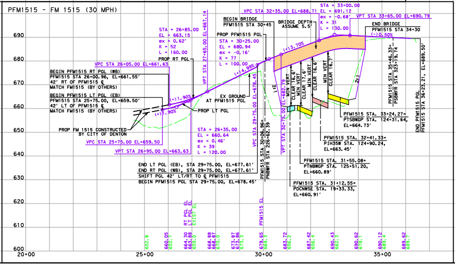
VPC STA 14+75.00 EL=590.35
VPT STA 15+95.00 EL=591.54
PROP PRNE2181 PGL
EX GROUND AT PRNE2181 PGL
(+)0.50%
(+)1.48%
STA = 15+35.00
EL = 590.65
ex = 0.15'
K = 123
L = 120.00
BEGIN RAMP PRNE2181 PGL
PRNE2181 STA 13+06.88, EL=589.51
END RAMP PRNE2181 PGL
PRNE2181 STA 15+98.50, EL=591.59
PROP EL
EXIST EL
600
590
580
570
560
550
540
530
15+00


SB EXIT RAMP PRSXMO (40MPH)

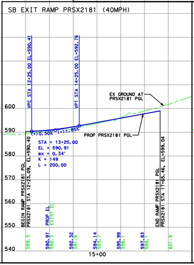
VPC STA 12+50.00 EL=573.34
VPT STA 14+00.00 EL=574.16
PROP
(-)0.50%
(+)1.58%
STA = 13+25.00
EL = 572.97
ex = 0.39'
K = 72
L = 150.00
BEGIN RAMP PRSXMO PGL
PRSXMO STA 12+30.85, EL=573.44
PROP EL
EXIST EL
590
580
570
560
550
540
530
520
510
15+00

(30 MPH)

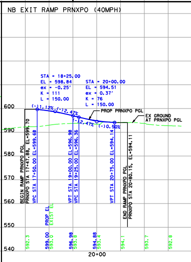
41.62
IH35E @ PCO
DEPTH
5.5'
15+00


PFM1515 - FM 1515 (30 MPH)

VPC STA 32+35.00 EL=688.71
STA = 33+00.00
EL = 691.12
ex = -0.68'
K = 31
L = 130.00
VPT STA 33+65.00 EL=690.79
BEGIN BRIDGE
PFM1515 STA 30+45
BRIDGE DEPTH
ASSUME 5.5'
END BRIDGE
PFM1515 STA 34+30
(-)0.50%
STA = 26+85.00
EL = 663.15
ex = 0.62'
K = 52
L = 160.00
PROP PFM1515 PGL
STA = 30+25.00
EL = 680.94
ex = -0.16'
K = 77
L = 100.00
PROP RT PGL
(+)3.70%
(+)4.99%
VPC STA 26+05.00 EL=661.63
BEGIN PFM1515 RT PGL (WB)
PFM1515 STA 26+00.96, EL=661.55'
42' RT OF PFM1515 ℄
MATCH FM1515 (BY OTHERS)
BEGIN PFM1515 LT PGL (EB)
PFM1515 STA 25+75.00, EL=659.50'
42' LT OF PFM1515 ℄
MATCH FM1515 (BY OTHERS)
(+)1.90%
(+)1.90%
EX GROUND AT PFM1515 PGL
PROP LT PGL
PROP FM 1515 CONSTRUCTED BY CITY OF DENTON
VPC STA 25+75.00 EL=659.50
VPT STA 26+95.00 EL=663.63
STA = 26+35.00
EL = 660.64
ex = 0.46'
K = 39
L = 120.00
VPT STA 27+65.00 EL=667.14
VPC STA 29+75.00 EL=678.45
MIN VERT CLEAR 16.6'
MIN VERT CLEAR 17.6'
MIN VERT CLEAR 16.6'
MIN VERT CLEAR 16.7'
2:1
2:1
PFM1515 STA 35+46.33=
PSBWFR STA 323+19.74
END PFM1515 PGL
PFM1515 STA 36+23.21, EL=689.50'
PFM1515 STA. 33+24.27=
PTSBWGP STA. 124+31.64,
EL=664.73'
PFM1515 STA. 32+41.33=
PIH35W STA. 124+90.24,
EL=663.45'
PFM1515 STA. 31+55.08=
PTNBWGP STA. 125+51.20,
EL=660.89'
PFM1515 STA. 31+12.55=
PDCNWSE STA. 19+33.33,
EL=660.91'
PFM1515 STA 30+06.96=
PNBWFR STA 226+62.39
VPT STA 30+75.00 EL=682.79
END LT PGL (EB), STA 29+75.00, EL=677.61'
END RT PGL (WB), STA 29+75.00, EL=677.61'
SHIFT PGL 42' LT/RT TO ℄ PFM1515
BEGIN PFM1515 PGL STA 29+75.00, EL=678.45'
RT PGL EL
LT PGL EL
EXIST EL
PFM1515 EL
690
680
670
660
650
640
630
620
610
600
20+00
25+00
30+00
35+00

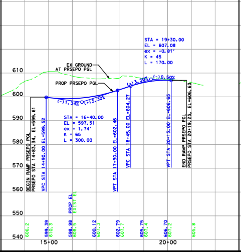

SB EXIT RAMP PRSX2181 (40MPH)

VPC STA 12+25.00 EL=590.41
VPT STA 14+25.00 EL=592.76
EX GROUND AT PRSX2181 PGL
(+)0.50%
(+)1.85%
PROP PRSX2181 PGL
STA = 13+25.00
EL = 590.91
ex = 0.34'
K = 149
L = 200.00
BEGIN RAMP PRSX2181 PGL
PRSX2181 STA 12+23.09, EL=590.40
END RAMP PRSX2181 PGL
PRSX2181 STA 17+65.46, EL=599.04
PROP EL
EXIST EL
600
590
580
570
560
550
540
15+00

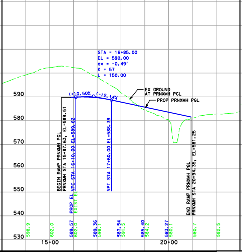

NB EXIT RAMP PRNXPO (40MPH)

STA = 18+25.00
EL = 598.84
ex = -0.25'
K = 111
L = 150.00
STA = 20+00.00
EL = 594.51
ex = 0.37'
K = 76
L = 150.00
(-)1.12%
(-)2.47%
(-)2.47%
(-)0.50%
PROP PRNXPO PGL
EX GROUND AT PRNXPO PGL
BEGIN RAMP PRNXPO PGL
PRNXPO STA 17+47.88, EL=599.70
VPC STA 17+50.00 EL=599.68
VPT STA 19+00.00 EL=596.98
VPC STA 19+25.00 EL=596.36
VPT STA 20+75.00 EL=594.14
END RAMP PRNXPO PGL
PRNXPO STA 20+80.15, EL=594.11
PROP EL
EXIST EL
600
590
580
570
560
550
540
20+00

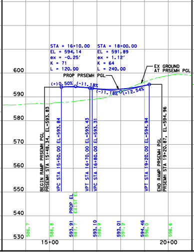
SB ENTRANCE RAMP PRSEPO (40MPH)


STA = 19+30.00
EL = 607.08
ex = -0.81'
K = 45
L = 170.00
EX GROUND AT PRSEPO PGL
PROP PRSEPO PGL
(+)3.30%
(-)0.50%
(-)1.34%
(+)3.30%
STA = 16+40.00
EL = 597.51
ex = 1.74'
K = 65
L = 300.00
BEGIN RAMP PRSEPO PGL PRSEPO STA 14+83.34, EL=599.61
VPC STA 14+90.00 EL=599.52
VPT STA 17+90.00 EL=602.46
VPC STA 18+45.00 EL=604.27
VPT STA 20+15.00 EL=606.65
END RAMP PRSEPO PGL PRSEPO STA 20+19.23, EL=606.63
PROP EL
EXIST EL
15+00
20+00

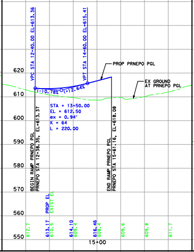
NB EXIT RAMP PRNXMH (40MPH)


STA = 16+85.00
EL = 590.00
ex = -0.49'
K = 57
L = 150.00
(+)0.50%
(-)2.14%
EX GROUND AT PRNXMH PGL
PROP PRNXMH PGL
BEGIN RAMP PRNXMH PGL PRNXMH STA 15+87.63, EL=589.51
VPC STA 16+10.00 EL=589.62
VPT STA 17+60.00 EL=588.39
END RAMP PRNXMH PGL PRNXMH STA 20+94.35, EL=581.25
PROP EL
EXIST EL
15+00
20+00

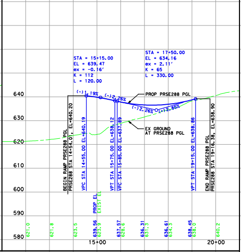
SB ENTRANCE RAMP PRSEMH (40MPH)

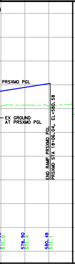

STA = 16+10.00
EL = 594.14
ex = -0.25'
K = 71
L = 120.00
STA = 18+00.00
EL = 591.89
ex = 1.12'
K = 64
L = 240.00
EX GROUND AT PRSEMH PGL
PROP PRSEMH PGL
(+)0.50%
(-)1.18%
(-)1.18%
(+)2.54%
BEGIN RAMP PRSEMH PGL PRSEMH STA 15+48.34, EL=593.83
VPC STA 15+50.00 EL=593.84
VPT STA 16+70.00 EL=593.43
VPC STA 16+80.00 EL=593.31
VPT STA 19+20.00 EL=594.94
END RAMP PRSEMH PGL PRSEMH STA 19+20.87, EL=594.96
PROP EL
EXIST EL
15+00
20+00

NB ENTRANCE RAMP PRNEPO (40MPH)

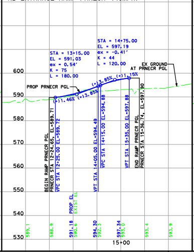

VPC STA 12+40.00 EL=613.36
VPT STA 14+60.00 EL=615.41
PROP PRNEPO PGL
EX GROUND AT PRNEPO PGL
(-)0.78%
(+)2.64%
STA = 13+50.00
EL = 612.50
ex = 0.94'
K = 64
L = 220.00
BEGIN RAMP PRNEPO PGL PRNEPO STA 12+38.35, EL=613.37
END RAMP PRNEPO PGL PRNEPO STA 15+61.16, EL=618.08
PROP EL
EXIST EL
15+00

SB ENTRANCE RAMP PRSE288 (40MPH)

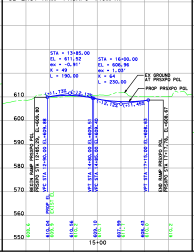

STA = 15+15.00
EL = 639.47
ex = -0.16'
K = 112
L = 120.00
STA = 17+50.00
EL = 634.16
ex = 2.11'
K = 65
L = 330.00
(-)1.19%
(-)2.26%
(-)2.26%
(+)2.85%
PROP PRSE288 PGL
EX GROUND AT PRSE288 PGL
BEGIN RAMP PRSE288 PGL PRSE288 STA 14+54.01, EL=640.20
VPC STA 14+55.00 EL=640.19
VPT STA 15+75.00 EL=638.12
VPC STA 15+85.00 EL=637.89
VPT STA 19+15.00 EL=638.86
END RAMP PRSE288 PGL PRSE288 STA 19+16.38, EL=638.90
PROP EL
EXIST EL
15+00
20+00


PRSXMO PGL
EX GROUND AT PRSXMO PGL
END RAMP PRSXMO PGL PRSXMO STA 18+06.04, EL=580.58

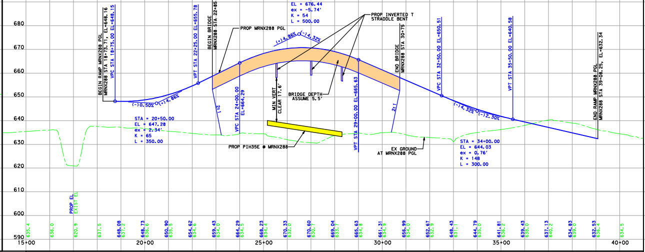
NB ENTRANCE RAMP PRNECR (40MPH)


STA = 13+15.00
EL = 591.03
ex = 0.54'
K = 75
L = 180.00
STA = 14+75.00
EL = 597.19
ex = -0.41'
K = 44
L = 120.00
EX GROUND AT PRNECR PGL
PROP PRNECR PGL
(+)1.46%
(+)3.85%
(+)3.85%
(+)1.15%
BEGIN RAMP PRNECR PGL PRNECR STA 12+24.65, EL=589.71
VPC STA 12+25.00 EL=589.72
VPT STA 14+05.00 EL=594.49
VPC STA 14+15.00 EL=594.88
VPT STA 15+35.00 EL=597.88
END RAMP PRNECR PGL PRNECR STA 15+36.74, EL=597.90
PROP EL
EXIST EL
15+00

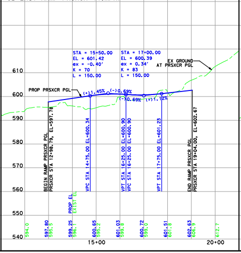
SB EXIT RAMP PRSXPO (40MPH)


STA = 13+85.00
EL = 611.52
ex = -0.91'
K = 49
L = 190.00
STA = 16+00.00
EL = 606.96
ex = -1.03'
K = 64
L = 230.00
EX GROUND AT PRSXPO PGL
PROP PRSXPO PGL
(+)1.73%
(-)2.12%
(-)2.12%
(+)1.45%
BEGIN RAMP PRSXPO PGL PRSXPO STA 12+85.29, EL=609.80
VPC STA 12+90.00 EL=609.88
VPT STA 14+80.00 EL=609.51
VPC STA 14+85.00 EL=609.40
VPT STA 17+15.00 EL=608.63
END RAMP PRSXPO PGL PRSXPO STA 17+17.78, EL=608.67
PROP EL
EXIST EL
15+00

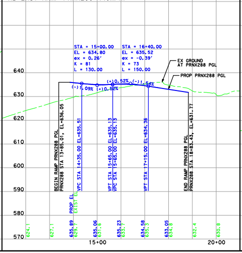
NB MANAGED LANE EXIT RAMP MRNX288 (40MPH)


STA = 26+50.00
EL = 676.44
ex = -5.74'
K = 54
L = 500.00
PROP INVERTED T STRADDLE BENT
PROP MRNX288 PGL
(+)4.86%
(-)4.32%
BEGIN RAMP MRNX288 PGL MRNX288 STA 18+73.71, EL=648.16
VPC STA 18+75.00 EL=648.15
VPT STA 22+25.00 EL=655.78
BEGIN BRIDGE MRNX288 STA 22+85
END BRIDGE MRNX288 STA 30+75
VPC STA 32+50.00 EL=650.51
VPT STA 35+50.00 EL=640.58
END RAMP MRNX288 PGL MRNX288 STA 39+08.25, EL=632.34
(-)0.50%
(+)4.86%
MIN VERT CLEAR 17.6'
BRIDGE DEPTH ASSUME 5.5'
VPC STA 24+00.00 EL=664.29
VPT STA 29+00.00 EL=665.63
2:1
STA = 20+50.00
EL = 647.28
ex = 2.34'
K = 65
L = 350.00
PROP PIH35E @ MRNX288
EX GROUND AT MRNX288 PGL
(-)4.32%
(-)2.30%
STA = 34+00.00
EL = 644.03
ex = 0.76'
K = 148
L = 300.00
PROP EL
EXIST EL
15+00
20+00
25+00
30+00
35+00
40+00

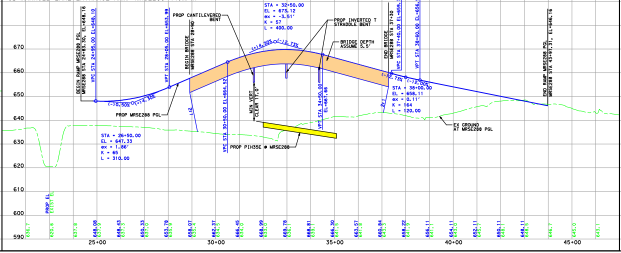
SB EXIT RAMP PRSXCR (40MPH)


STA = 15+50.00
EL = 601.42
ex = -0.40'
K = 70
L = 150.00
STA = 17+00.00
EL = 600.39
ex = 0.34'
K = 83
L = 150.00
EX GROUND AT PRSXCR PGL
PROP PRSXCR PGL
(+)1.45%
(-)0.69%
(-)0.69%
(+)1.12%
BEGIN RAMP PRSXCR PGL PRSXCR STA 12+98.79, EL=597.78
VPC STA 14+75.00 EL=600.34
VPT STA 16+25.00 EL=600.90
VPC STA 16+25.00 EL=600.90
VPT STA 17+75.00 EL=601.25
END RAMP PRSXCR PGL PRSXCR STA 19+04.00, EL=602.67
PROP EL
EXIST EL
15+00
20+00

NB EXIT RAMP PRNX288 (40MPH)


STA = 15+00.00
EL = 634.80
ex = 0.26'
K = 81
L = 130.00
STA = 16+40.00
EL = 635.52
ex = -0.39'
K = 73
L = 150.00
EX GROUND AT PRNX288 PGL
PROP PRNX288 PGL
(-)1.09%
(+)0.52%
(+)0.52%
(-)1.54%
BEGIN RAMP PRNX288 PGL PRNX288 STA 13+85.01, EL=636.05
VPC STA 14+35.00 EL=635.51
VPT STA 15+65.00 EL=635.13
VPC STA 15+65.00 EL=635.13
VPT STA 17+15.00 EL=634.36
END RAMP PRNX288 PGL PRNX288 STA 18+83.43, EL=631.77
PROP EL
EXIST EL
15+00
20+00

SB MANAGED LANE ENTRANCE RAMP MRSE288 (40MPH)


STA = 32+50.00
EL = 673.12
ex = -3.51'
K = 57
L = 400.00
PROP CANTILEVERED BENT
PROP INVERTED T STRADDLE BENT
BRIDGE DEPTH ASSUME 5.5'
(+)4.30%
(-)2.73%
BEGIN RAMP MRSE288 PGL MRSE288 STA 24+83.30, EL=648.16
VPC STA 24+95.00 EL=648.10
VPT STA 28+05.00 EL=653.99
BEGIN BRIDGE MRSE288 STA 28+90
END BRIDGE MRSE288 STA 37+30
VPC STA 37+40.00 EL=659.74
VPT STA 38+60.00 EL=656.91
END RAMP MRSE288 PGL MRSE288 STA 43+91.31, EL=646.16
(-)0.50%
(+)4.30%
PROP MRSE288 PGL
MIN VERT CLEAR 17.0'
VPC STA 30+50.00 EL=664.52
VPT STA 34+50.00 EL=667.66
2:1
(-)2.73%
(-)2.00%
STA = 38+00.00
EL = 658.11
ex = 0.11'
K = 164
L = 120.00
STA = 26+50.00
EL = 647.33
ex = 1.86'
K = 65
L = 310.00
PROP PIH35E @ MRSE288
EX GROUND AT MRSE288 PGL
PROP EL
EXIST EL
25+00
30+00
35+00
40+00
45+00

PRELIMINARY
SUBJECT TO CHANGE

Texas Department of Transportation®

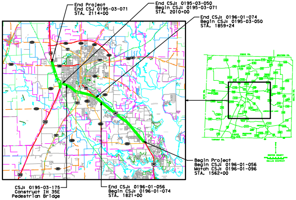
Dallas District Design Schematic

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

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

August 2011
Roll 12 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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