Roll 2 of 13

Texas Department of Transportation®

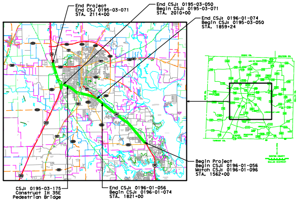
Dallas District Design Schematic

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

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

November 2010
Roll 2 of 13

SCHEMATIC PREPARED BY:
HALFF ASSOCIATES, INC.
REGISTRATION NUMBER 312
FOR INTERIM REVIEW ONLY
NOT FOR PERMITTING, BIDDING
OR CONSTRUCTION.
Prepared by or under the
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11-24-2010
DATE

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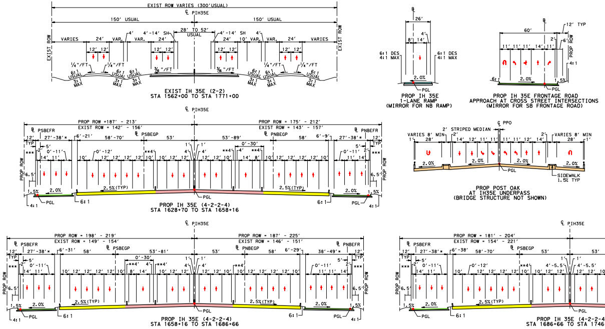

EXIST ROW VARIES (300' USUAL)
℄ PIH35E
150' USUAL
150' USUAL
EXIST ROW
VARIES
24'
VAR.
4'-14' SH
28' TO 52' USUAL
10' VAR.
12' 12'
6:1 USUAL
3:1 MAX
PGL
PROP ROW = 187' - 213'
EXIST ROW = 142' - 156'
PROP ROW = 175' - 212'
EXIST ROW = 143' - 157'
℄ PSBEFR
℄ PSBEGP
℄ PNBEGP
℄ PNBEFR
2.5%(TYP)
2.0%
1.5%
4:1
6:1
6.5'
PROP ROW = 198' - 219'
EXIST ROW = 149' - 154'
PROP ROW = 187' - 225'
EXIST ROW = 146' - 151'
PROP ROW = 181' - 204'
EXIST ROW = 154' - 221'
PROP ROW = 167' - 203'
EXIST ROW = 146' - 202'
6:1 DES
4:1 MAX
PROP IH 35E
1-LANE RAMP
(MIRROR FOR NB RAMP)
PROP IH 35E FRONTAGE ROAD
APPROACH AT CROSS STREET INTERSECTIONS
(MIRROR FOR SB FRONTAGE ROAD)
℄ PPO
2' STRIPED MEDIAN
VARIES 8' MIN
28'
SIDEWALK
1.5% TYP
PROP POST OAK
AT IH35E UNDERPASS
(BRIDGE STRUCTURE NOT SHOWN)

EXIST IH 35E (2-2)
STA 1562+00 TO STA 1771+00

PROP IH 35E (4-2-2-4)
STA 1628+70 TO STA 1658+16

PROP IH 35E (4-2-2-4)
STA 1658+16 TO STA 1686+66

PROP IH 35E (4-2-2-4)
STA 1686+66 TO STA 1746+82

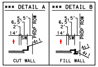
TYPICAL SECTIONS

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.

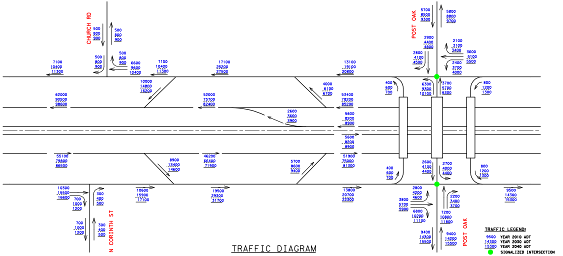
** THE 4' WIDTH BETWEEN GENERAL PURPOSE LANES AND MANAGED LANES IS PROVIDED TO FACILITATE BARRIER WIDENING AT STRUCTURES SUCH AS GUIDE SIGN SUPPORTS AND TOLL GANTRIES. A 10' MINIMUM WIDTH IS PROVIDED ALONG THE INSIDE GENERAL PURPOSE SHOULDER AND OUTSIDE MANAGED LANE SHOULDER.

*** 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.


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

TYPICAL SECTION LEGEND

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


CHURCH RD
N CORINTH ST
POST OAK
500
800
900
7100
10400
11300
62000
90500
98600
10000
14800
16200
52000
75700
82400
17100
25200
27500
13100
19100
20800
53400
78200
85200
5700
8500
9300
5800
8800
9700
55100
79800
86500
46200
66400
71900
51900
75000
81300
9500
14300
15300

TRAFFIC DIAGRAM

TRAFFIC LEGEND:

9500	YEAR 2010 ADT
14300	YEAR 2030 ADT
15300	YEAR 2040 ADT
●	SIGNALIZED INTERSECTION

PRELIMINARY
SUBJECT TO CHANG

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:

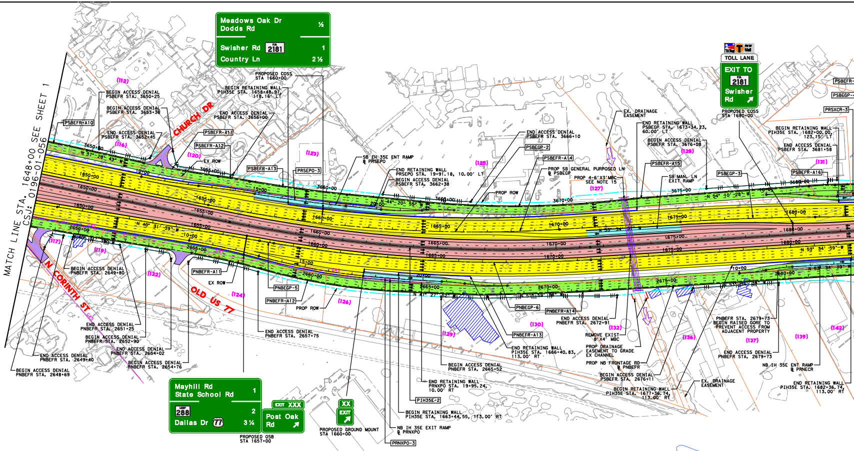
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED FEBRUARY 9, 2006 AND RECORD PLANS.
2. TRAFFIC VOLUMES APPROVED BY TP&P ON FEBRUARY 10, 2009.
3. ADA RAMPS ARE NOT DEPICTED ON THE PLAN. SIDEWALKS ARE NOT SHOWN ALONG FRONTAGE ROADS, BUT WILL BE CONSTRUCTED IN VARIOUS 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.

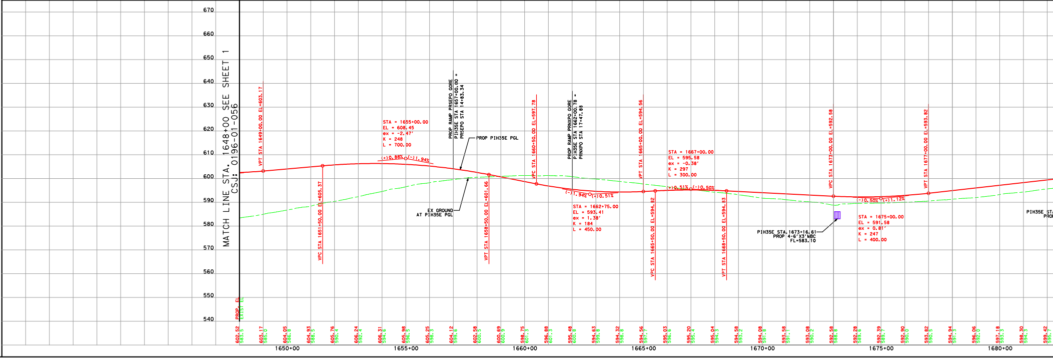
ROLL INDEX

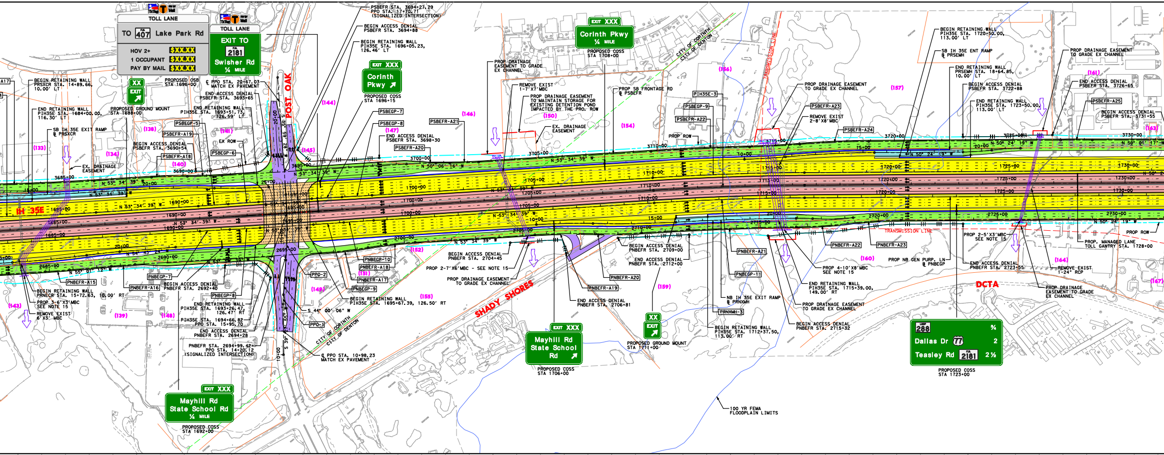
ROLL 1 - STA 1562+00 TO 1648+00
ROLL 2 - STA 1648+00 TO 1734+00
ROLL 3 - STA 1734+00 TO 1821+00
ROLL 4 - STA 1821+00 TO 1916+00
ROLL 5 - STA 1916+00 TO 2016+00
ROLL 6 - STA 2016+00 TO 2114+00
ROLL 7 - IH 35W INTERCHANGE PLAN
ROLL 8 - FRONTAGE ROAD PROFILES
ROLL 9 - FRONTAGE ROAD PROFILES
ROLL 10 - FRONTAGE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

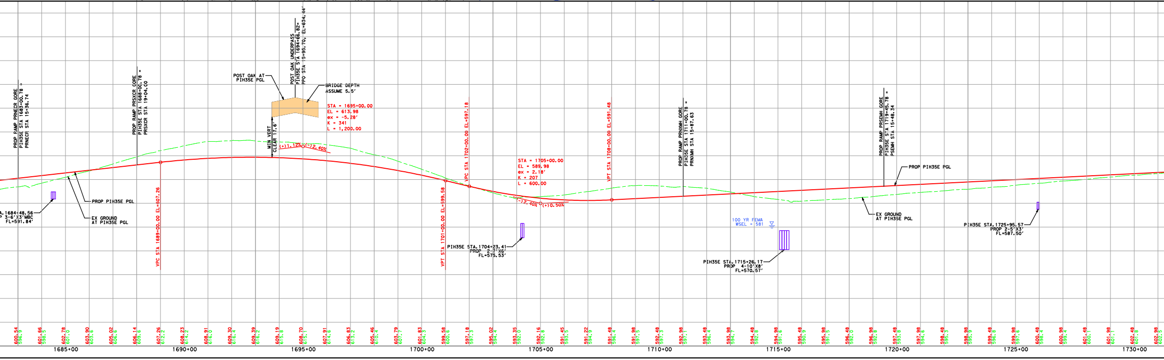
E

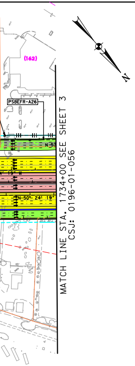
PLAN/PROFILE
PLAN/PROFILE
PLAN/PROFILE
PLAN/PROFILE
PLAN/PROFILE
PLAN/PROFILE
/PROFILE
S
S
PROFILES

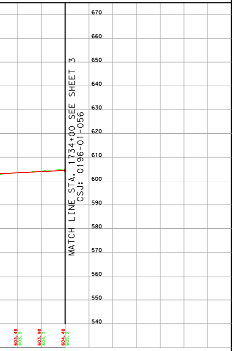

MATCH LINE STA. 1648+00 SEE SHEET 1
CSJ: 0196-01-056
Meadows Oak Dr
Dodds Rd ½
Swisher Rd F.M. 2181 1
Country Ln 2½
PROPOSED COSS
STA 1660+00
BEGIN RETAINING WALL
PIH35E STA. 1658+48.97,
118.16' LT
BEGIN ACCESS DENIAL
PSBEFR STA. 3650+25
BEGIN ACCESS DENIAL
PSBEFR STA. 3653+36
END ACCESS DENIAL
PSBEFR STA. 3656+00
END ACCESS DENIAL
PSBEFR STA. 3652+45
PSBEFR-A10
PSBEFR-A11
PSBEFR-A12
PSBEFR-A13
PRSEPO-3
CHURCH DR
EX ROW
(112)
(116)
(120)
(123)
3650+00
N 37° 28' 43" W
3655+00
10+00
1650+00
1655+00
15+00
3660+00
1660+00
SB IH 35E ENT RAMP
℄ PRSEPO
END RETAINING WALL
PRSEPO STA. 19+91.18, 10.00' LT
BEGIN ACCESS DENIAL
PSBEFR STA. 3662+38
END ACCESS DENIAL
PSBEFR STA. 3666+10
PSBEGP-2
PSBEFR-A14
PROP SB GENERAL PURPOSED LN
℄ PSBEGP
PROP 4-6'X3' MBC
SEE NOTE 15
PROP ROW
(125)
(127)
20+00
N 44° 20' 55" W
3665+00
3670+00
1665+00
1670+00
N 53° 34' 39" W
EX. DRAINAGE
EASEMENT
END RETAINING WALL
PSBEGP STA. 1673+34.23,
60.00' LT
BEGIN ACCESS DENIAL
PSBEFR STA. 3676+08
PSBEFR-A15
SB MAN. LN
EXIT RAMP
PSBEGP-3
(128)
TOLL LANE
EXIT TO
F.M. 2181
Swisher
Rd
PROPOSED COSS
STA 1680+00
BEGIN RETAINING WALL
PIH35E STA. 1682+00.00,
123.15' LT
END ACCESS DENIAL
PSBEFR STA. 3681+58
PSBEFR-A16
PRSXCR-3
PSBEGP-4
PSBEFR-
(131)
3675+00
N 54° 10' 28" W
3680+00
1675+00
1680+00
N 40° 31' 39" W
2650+00
2655+00
2660+00
2665+00
2670+00
2675+00
2680+00
N 47° 27' 52" W
N 51° 59' 58" W
N 53° 34' 39" W
GAS
(117)
(119)
(122)
(124)
(126)
N CORINTH ST
OLD US 77
BEGIN ACCESS DENIAL
PNBEFR STA. 2649+80
PNBEFR-A11
EX ROW
PNBEGP-5
PNBEFR-A12
PROP ROW
END ACCESS DENIAL
PNBEFR STA. 2651+25
BEGIN ACCESS DENIAL
PNBEFR STA. 2652+90
END ACCESS DENIAL
PNBEFR STA. 2654+02
BEGIN ACCESS DENIAL
PNBEFR STA. 2654+76
END ACCESS DENIAL
PNBEFR STA. 2649+40
BEGIN ACCESS DENIAL
PNBEFR STA. 2648+69
END ACCESS DENIAL
PNBEFR STA. 2657+75
Mayhill Rd
State School Rd 1
LOOP 288 2
Dallas Dr 77 3¼
EXIT XXX
Post Oak
Rd
PROPOSED OSB
STA 1657+00
XX
EXIT
PROPOSED GROUND MOUNT
STA 1660+00
PRNXPO-3
NB IH 35E EXIT RAMP
℄ PRNXPO
BEGIN RETAINING WALL
PIH35E STA. 1663+44.55, 113.00' RT
PIH35E-2
END RETAINING WALL
PRNXPO STA. 19+95.24,
10.00' RT
BEGIN ACCESS DENIAL
PNBEFR STA. 2665+52
END RETAINING WALL
PIH35E STA. 1666+40.83,
113.00' RT
PNBEFR-A13
PNBEGP-6
PNBEFR-A14
END ACCESS DENIAL
PNBEFR STA. 2672+91
(129)
(130)
(132)
REMOVE EXIST
8'X4' MBC
PROP DRAINAGE
EASEMENT TO GRADE
EX CHANNEL
PROP NB FRONTAGE RD
℄ PNBEFR
BEGIN ACCESS DENIAL
PSBEFR STA. 2676+11
BEGIN RETAINING WALL
PIH35E STA. 1677+36.74,
113.00' RT
EX. DRAINAGE
EASEMENT
PNBEFR STA. 2679+73
BEGIN RAISED GORE TO
PREVENT ACCESS FROM
ADJACENT PROPERTY
END ACCESS DENIAL
PNBEFR STA. 2679+73
NB IH 35E ENT RAMP
℄ PRNECR
END RETAINING WALL
PIH35E STA. 1682+36.74,
113.00' RT
(136)
(137)
(139)
(142)




TOLL LANE
TO 407 Lake Park Rd
HOV 2+ $XX.XX
1 OCCUPANT $XX.XX
PAY BY MAIL $XX.XX
TOLL LANE
EXIT TO 2181 Swisher Rd ¼ MILE
EXIT XXX Corinth Pkwy
EXIT XXX Corinth Pkwy ¼ MILE
PROPOSED COSS STA 1708+00
PROPOSED COSS STA 1696+15
XX EXIT
PROPOSED OSB STA 1696+00
PROPOSED GROUND MOUNT STA 1688+00
BEGIN RETAINING WALL PRSXCR STA. 14+89.66, 10.00' LT
END RETAINING WALL PIH35E STA. 1684+00.00, 116.30' LT
SB IH 35E EXIT RAMP ℄ PRSXCR
PSBFR STA. 3694+27.29 PPO STA. 17+70.71 (SIGNALIZED INTERSECTION)
BEGIN ACCESS DENIAL PSBEFR STA. 3694+88
BEGIN RETAINING WALL PIH35E STA. 1696+05.23, 126.46' LT
℄ PPO STA. 20+67.03 MATCH EX PAVEMENT
END ACCESS DENIAL PSBEFR STA. 3693+65
END RETAINING WALL PIH35E STA. 1693+51.73, 126.59' LT
BEGIN ACCESS DENIAL PSBEFR STA. 3690+54
EX. DRAINAGE EASEMENT
EX ROW
POST OAK
END ACCESS DENIAL PSBEFR STA. 3698+30
PROP DRAINAGE EASEMENT TO GRADE EX CHANNEL
REMOVE EXIST 1-7'X7' MBC
PROP DRAINAGE EASEMENT TO MAINTAIN STORAGE FOR EXISTING DETENTION POND IMPACTED BY THE PRO. ROW
EX. DRAINAGE EASEMENT
PROP SB FRONTAGE RD ℄ PSBEFR
PROP ROW
CITY OF CORINTH
CITY OF DENTON
TRANSMISSION LINE
PROP DRAINAGE EASEMENT TO GRADE EX CHANNEL
REMOVE EXIST 2-8'X8' MBC
BEGIN RETAINING WALL PIH35E STA. 1720+50.00, 113.00' LT
SB IH 35E ENT RAMP ℄ PRSEMH
END RETAINING WALL PRSEMH STA. 18+64.85, 10.00' LT
BEGIN ACCESS DENIAL PSBEFR STA. 3722+88
END RETAINING WALL PIH35E STA. 1723+50.00, 113.00' LT
PROP DRAINAGE EASEMENT TO GRADE EX CHANNEL
END ACCESS DENIAL PSBEFR STA. 3726+65
BEGIN ACCESS DENIAL PSBEFR STA. 3731+55
IH 35E
PSBEFR-A17 PSBEFR-A18 PSBEFR-A19 PSBEFR-A20 PSBEFR-A21 PSBEFR-A22 PSBEFR-A23 PSBEFR-A24 PSBEFR-A25
PSBEGP-5 PSBEGP-6 PSBEGP-7 PSBEGP-8 PSBEGP-9 PIH35E-3
PNBEFR-A15 PNBEFR-A16 PNBEFR-A17 PNBEFR-A18 PNBEFR-A19 PNBEFR-A20 PNBEFR-A21 PNBEFR-A22 PNBEFR-A23
PNBEGP-7 PNBEGP-8 PNBEGP-9 PNBEGP-10 PNBEGP-11 PRNXMH-3 PPO-1 PPO-2
(133) (134) (138) (139) (140) (141) (143) (144) (145) (146) (147) (148) (149) (150) (151) (152) (154) (155) (156) (157) (159) (160) (161) (163) (164) (167)
1685+00 1690+00 1695+00 1700+00 1705+00 1710+00 1715+00 1720+00 1725+00 1730+00
3685+00 3690+00 3695+00 3700+00 3705+00 3710+00 3715+00 3720+00 3725+00 3730+00
2685+00 2690+00 2695+00 2700+00 2705+00 2710+00 2715+00 2720+00 2725+00 2730+00
N 53° 34' 39" W
N 50° 06' 16" W
N 50° 24' 19" W
N 50° 01' 17" W
N 55° 01' 12" W
S 44° 00' 06" W
BEGIN RETAINING WALL PRNECR STA. 15+72.63, 10.00' RT
PROP 3-6'X3' MBC SEE NOTE 15
REMOVE EXIST 6'X3' MBC
BEGIN ACCESS DENIAL PNBEFR STA. 2692+40
END RETAINING WALL PIH35E STA. 1693+26.47, 126.47' RT
PIH35E STA. 1694+66.82 PPO STA. 15+95.70
END ACCESS DENIAL PNBEFR STA. 2694+28
PNBEFR STA. 2694+99.42 PPO STA. 14+20.12 (SIGNALIZED INTERSECTION)
℄ PPO STA. 10+98.23 MATCH EX PAVEMENT
BEGIN RETAINING WALL PIH35E STA. 1695+67.39, 126.50' RT
BEGIN ACCESS DENIAL PNBEFR STA. 2704+45
PROP 2-7'X6' MBC - SEE NOTE 15
PROP DRAINAGE EASEMENT TO GRADE EX CHANNEL
SHADY SHORES
BEGIN ACCESS DENIAL PNBEFR STA. 2709+00
END ACCESS DENIAL PNBEFR STA. 2712+00
END ACCESS DENIAL PNBEFR STA. 2706+81
EXIT XXX Mayhill Rd State School Rd
PROPOSED COSS STA 1706+00
XX EXIT
PROPOSED GROUND MOUNT STA 1711+00
NB IH 35E EXIT RAMP ℄ PRNXMH
BEGIN RETAINING WALL PIH35E STA. 1712+37.50, 113.00' RT
PROP 4-10'X8' MBC SEE NOTE 15
END RETAINING WALL PIH35E STA. 1715+39.00, 149.00' RT
PROP DRAINAGE EASEMENT TO GRADE EX CHANNEL
BEGIN ACCESS DENIAL PNBEFR STA. 2715+32
PROP NB GEN PURP. LN ℄ PNBEGP
TRANSMISSION LINE
PROP 2-5'X3' MBC SEE NOTE 15
END ACCESS DENIAL PNBEFR STA. 2723+55
DCTA
288 Dallas Dr 77 Teasley Rd 2181 ¾ 2 2½
PROPOSED COSS STA 1723+00
PROP ROW
PROP. MANAGED LANE TOLL GANTRY STA. 1728+00
REMOVE EXIST 1-24" RCP
PROP DRAINAGE EASEMENT TO GRADE EX CHANNEL
EXIT XXX Mayhill Rd State School Rd ¼ MILE
PROPOSED COSS STA 1692+00
100 YR FEMA FLOODPLAIN LIMITS


PROP RAMP PRNECR GORE PIH35E STA 1683+00.78 = PRNECR STA 15+36.74
PROP RAMP PRSXCR GORE PIH35E STA 1688+06.78 = PRSXCR STA 19+04.00
POST OAK AT PIH35E PGL
POST OAK UNDERPASS PIH35E STA 1694+66.82= PPO STA 15+95.70, EL=634.44'
BRIDGE DEPTH ASSUME 5.5'
STA = 1695+00.00
EL = 613.98
ex = -5.28'
K = 341
L = 1,200.00
MIN VERT CLEAR 17.6'
(+)1.12% (-)2.40%
VPC STA 1702+00.00 EL=597.18
VPT STA 1708+00.00 EL=591.48
STA = 1705+00.00
EL = 589.98
ex = 2.18'
K = 207
L = 600.00
(-)2.40% (+)0.50%
PROP RAMP PRNXMH GORE PIH35E STA 1711+00.78 = PRNXMH STA 15+87.63
PROP RAMP PRSEMH GORE PIH35E STA 1719+45.78 = PSEMH STA 15+48.34
PROP PIH35E PGL
A. 1684+48.56 P 3-6'X3' MBC FL=591.84'
PROP PIH35E PGL
EX GROUND AT PIH35E PGL
VPC STA 1689+00.00 EL=607.26
VPT STA 1701+00.00 EL=599.58
PIH35E STA. 1704+23.41 PROP 2-7'X6' FL=575.53'
100 YR FEMA WSEL = 581
PIH35E STA. 1715+26.17 PROP 4-10'X8' FL=570.57'
EX GROUND AT PIH35E PGL
PIH35E STA. 1725+95.57 PROP 2-5'X3' FL=587.50'
600.54 601.66 602.78 603.90 605.02 606.14 607.26 608.23 608.91 609.30 609.39 609.19 608.70 607.91 606.83 605.46 603.79 601.83 599.58 597.18 595.02 593.35 592.16 591.45 591.22 591.48 591.98 592.48 592.98 593.48 593.98 594.48 594.98 595.48 595.98 596.48 596.98 597.48 597.98 598.48 598.98 599.48 599.98 600.48 600.98 601.48 601.98 602.48 602.98
1685+00 1690+00 1695+00 1700+00 1705+00 1710+00 1715+00 1720+00 1725+00 1730+00


(162)
PSBEFR-A26
N 53
N 50° 24' 19"
N
MATCH LINE STA. 1734+00 SEE SHEET 3
CSJ: 0196-01-056



PARCEL ID (112-167)

PARCEL	OWNER NAME	PARCEL ADDRESS	OCCUPANT
112	VINSON, TAYLOR, JR	2816 CHURCH DR	GRAND TRADITIONS
116	TERRY'S TREEHOUSE LEARNING	5900 S I35E	TERRY'S TREEHOUSE LEARNING CENTER
117	MCDONALD, GARY EUGENE & CHERYL	5855 N STEMMONS	GEICO INSURANCE
119	MCDONALD, GARY EUGENE & CHERYL	5857 N STEMMONS	VACANT UNDEVELOPED
120	LIAO, HENRY C	I35	VACANT UNDEVELOPED
122	CLARDY, SYBLE	5759 S STEMMONS	CLARDY ENTERPRISES INC.
123	GREAT TEXAS FOODS INC	5790 S I35	VACANT BLDG
124	MCCLAIN, NATHAN W	S STEMMONS	MCCLAIN'S RV SUPER STORE
125	CMC LAND INC	I35	NORTH TEXAS NISSAN
126	MCCLAIN, LARRY W & NATHAN	5601 S I35	MCCLAIN'S RV SUPER STORE
127	CMC LAND INC	I35	VACANT UNDEVELOPED
128	ROBINSON, THOMAS M ETAL	5400 S I35E	VACANT BLDG
129	DTMAC LTD	5601 I35	MCCLAIN'S RV SUPER STORE
130	DTMAC LTD	5601 S I35	MCCLAIN'S RV SUPER STORE
131	LRR ASSOC P/S	5150 N STEMMONS	HUFFINES
132	PKR PROPERTIES LP	5491 S STEMMONS	VACANT BLDG
133	LRR ASSOC P/S	I35	HUFFINES
134	LAKE CITIES STATE BANK	5100 S I35E	NORTH STAR BANK OF TEXAS
136	PALM HARBOR HOMES I L P		PALM HARBOR
137	PALM HARBOR HOMES I LP	I35E	PALM HARBOR
138	CORINTH CROSSING AT 35 LTD	I35	VACANT UNDEVELOPED
139	AKP STILLWATER P/S	I35E	FORD DEALERSHIP
140	CHRISTIAN BROTHERS AUTOMOTIVE CORP	5050 S I35E TX	CHRISTIAN BROTHERS AUTOMOTIVE
141	STATE FARM MUTUAL AUTO INS CO	1251 POST OAK DR	STATE FARM
142	STREETWERKS INC	5401 S I35E	CALIBER COLLISION CENTER
143	WOOD, DEE ANN	I35E	VACANT UNDEVELOPED
144	OAKMONT PARTNERS JV, LP	POST OAK DR	VACANT UNDEVELOPED
145	OAKMONT PARTNERS JV, LP	I35 & POST OAK (SWC)	VACANT UNDEVELOPED
146	OAKMONT PARTNERS JV, LP	5000 S I35E	VACANT UNDEVELOPED
147	OAKMONT PARTNERS JV, LP	5000 S I35E	VACANT UNDEVELOPED
148	UTTER PROPERTIES LLC	4901 S I35	BILL UTTER FORD
149	GARFIELD PLAZA APARTMENTS	I35E	R1 MED CARE; DR. S. DHARMA; DR. JEFFREY E. LEWIS; DR. J.R. GERSHON JR.; CORINTH PET IMAGINING; THE REIB FIRM
150	4984 PARTNERS LTD	5000 S I35E CORINTH,	CLASSIC MAZDA
151	SUN DBP 46, LLC, ETAL	4853 S I35E CORINTH,,	INTEGRATED CONSTRUCTION LLC; CORINTH CHIROPRACTIC; STATE FARM; CORINTH MEDICAL GROUP; WIDE OPEN MRI; PARAMOUNT MORTGAGE; DR. JACCI WALDEN; OGILVIE LAW OFFICE; THERAMEDICS; QUEST DIAGNOSTIC; SPINAL DECOMPRESSION
152	SHADY SHORES I35 J/V	STEMMONS	VACANT UNDEVELOPED
154	4984 PARTNERS LTD	5000 I35E DENTON,	CLASSIC MAZDA
155	42046 LP	STEMMONS & OLD HWY 77	VACANT UNDEVELOPED
156	4984 PARTNERS LTD	4984 S I35	CLASSIC LINCOLN DEALERSHIP
157	JIM/HERITAGE LP		VACANT UNDEVELOPED
159	KARVOUNIARIS, JOHN	4991 S I35E	RESIDENTIAL
160	DINARI, NAHID, TR OF FLETCHER, JOSEPH & SORAYA IRREV GIFT TRUST	I35E	VACANT UNDEVELOPED
161	MCNATT T/D LP	4100 S I35	JIM MCNATT TOYOTA DEALERSHIP
162	52241 L P	4050 I35	JIM MCNATT HONDA DEALERSHIP
163	MCNATT, AL FAMILY P/S LT ETAL	4100 S I35	BILLBOARD
164	LISSBERGER AE III TRUST	4145 S I35E	ANIMAL EMERGENCY; ADVANCED PHYSICAL THERAPY; MARSHALLS ATA KARATE
167	ECKERT, MICHAEL W & MARK E	4011 S I35E	VACANT UNDEVELOPED

HORIZONTAL CURVE DATA - ROLL 2

CHAIN	CURVE	PI STATION	DELTA	RADIUS	TANGENT	LENGTH
PIH35E	PIH35E-2	1663+85.34	15°04'44.11"	5800.00	767.65	1526.43
	PIH35E-3	1713+32.28	3°10'20.02"	11500.00	318.43	636.71
PNBEGP	PNBEGP-5	1657+86.57	0°04'11.85"	50000.00	30.52	61.05
	PNBEGP-6	1664+90.18	13°07'12.57"	5853.00	673.08	1340.28
	PNBEGP-7	1691+73.26	0°40'36.51"	10698.00	63.19	126.37
	PNBEGP-8	1693+00.25	0°40'36.51"	10802.00	63.80	127.60
	PNBEGP-9	1696+53.11	0°40'36.51"	10802.00	63.80	127.60
	PNBEGP-10	1697+80.10	0°40'36.51"	10698.00	63.19	126.37
	PNBEGP-11	1713+44.09	3°10'20.02"	11447.00	316.97	633.77
PSBEGP	PSBEGP-2	1662+64.90	15°04'41.57"	5648.00	747.50	1486.35
	PSBEGP-3	1677+98.24	3°01'37.49"	10750.00	284.04	567.95
	PSBEGP-4	1683+66.25	3°01'40.02"	10750.00	284.11	568.08
	PSBEGP-5	1691+45.01	0°40'36.51"	10698.00	63.19	126.37
	PSBEGP-6	1692+72.00	0°40'36.51"	10802.00	63.80	127.60
	PSBEGP-7	1696+24.35	0°40'36.51"	10802.00	63.80	127.60
	PSBEGP-8	1697+51.33	0°40'36.51"	10698.00	63.19	126.37
	PSBEGP-9	1713+18.52	3°10'20.02"	11553.00	319.90	639.64
PNBEFR	PNBEFR-A11	2656+33.24	6°11'44.78"	2761.00	149.43	298.57
	PNBEFR-A12	2660+85.46	13°07'57.92"	2633.00	303.08	603.51
	PNBEFR-A13	2667+22.76	4°31'46.60"	2000.00	79.10	158.11
	PNBEFR-A14	2671+49.99	1°35'00.99"	2000.00	27.64	55.28
	PNBEFR-A15	2685+33.77	1°26'32.73"	4033.00	50.77	101.53
	PNBEFR-A16	2688+11.85	1°26'32.73"	3967.00	49.94	99.87
	PNBEFR-A17	2697+45.40	5°43'49.92"	2002.00	100.20	200.23
	PNBEFR-A18	2699+45.54	5°43'49.92"	2000.00	100.10	200.03
	PNBEFR-A19	2706+78.29	5°16'29.36"	2768.00	127.51	254.83
	PNBEFR-A20	2709+03.12	5°34'55.35"	2000.00	97.50	194.85
	PNBEFR-A21	2713+26.28	3°17'44.87"	11325.00	325.81	651.44
	PNBEFR-A22	2717+60.82	6°14'03.59"	2000.00	108.92	217.62
	PNBEFR-A23	2719+81.66	6°25'04.73"	2000.00	112.13	224.03
PSBEFR	PSBEFR-A10	3648+87.87	1°01'12.84"	10000.00	89.03	178.06
	PSBEFR-A11	3653+81.57	4°33'13.20"	4000.00	159.04	317.91
	PSBEFR-A12	3656+07.61	1°55'27.24"	4000.00	67.17	134.34
	PSBEFR-A13	3658+81.63	4°14'26.01"	5587.27	206.86	413.52
	PSBEFR-A14	3668+32.83	12°26'53.65"	4000.00	436.24	869.05
	PSBEFR-A15	3673+11.42	2°37'20.21"	2000.00	45.78	91.53
	PSBEFR-A16	3680+93.96	3°10'04.99"	2000.00	55.31	110.59
	PSBEFR-A17	3683+87.51	2°34'16.51"	10617.00	238.27	476.46
	PSBEFR-A18	3689+43.53	4°15'00.52"	2033.00	75.44	150.81
	PSBEFR-A19	3690+91.89	4°15'00.52"	1967.00	72.99	145.91
	PSBEFR-A20	3700+04.85	3°28'23.65"	2044.00	61.97	123.91
	PSBEFR-A21	3701+86.39	3°28'23.65"	2000.00	60.64	121.24
	PSBEFR-A22	3711+82.38	2°02'37.84"	11664.00	208.06	416.08
	PSBEFR-A23	3714+96.11	3°01'39.77"	4000.00	105.71	211.37
	PSBEFR-A24	3717+46.91	4°09'21.95"	4000.00	145.14	290.15
	PSBEFR-A25	3727+66.62	0°23'02.75"	20000.00	67.04	134.08
	PSBEFR-A26	3733+17.50	3°13'48.20"	2000.00	56.39	112.75
PRNXPO	PRNXPO-3	19+14.06	3°12'20.12"	5939.00	166.18	332.28
PRNXMH	PRNXMH-3	18+41.03	2°33'19.68"	11361.00	253.40	506.72
PRSEPO	PRSEPO-3	16+76.76	3°55'56.34"	5634.27	193.42	386.69
PRSXCR	PRSXCR-3	15+33.92	2°31'34.38"	10664.00	235.13	470.18
PPO	PPO-1	12+32.95	4°32'11.20"	500.00	19.80	39.59
	PPO-2	15+36.53	8°00'38.15"	1977.00	138.43	276.41

SUPERELEVATION TABLE - ROL

CHAIN	CURVE NAME	BEGIN TRANSITION		END TRANSITION	
		STA	e	STA	e
PIH35E NB	PIH35E-2	1642+74.00	-2.50%	1662+90.00	3.30%
PIH35E SB	PIH35E-2	1654+42.00	2.50%	1657+06.00	3.30%
PRNECR	--	15+16.00	-2.00%	15+36.00	-1.96%
PRNXPO	--	17+48.00	3.04%	18+71.00	-2.00%
PRSEPO	--	14+84.00	3.28%	16+04.00	2.00%
PRNXMH	--	15+88.00	-2.50%	16+08.00	-2.00%
PRSEMH	--	15+49.00	2.50%	15+69.00	2.00%
PRSXCR	--	18+84.00	2.00%	19+04.00	2.50%

NOTE: CURVE NAMES ARE NOT PROVIDED FOR RAMP SUPER ELEVATION TRANSITIONS TO MATCH TH

PRELIMINARY
SUBJECT TO CHANGE

CHORD BEARING	CHORD LENGTH	PC STATION	PT STATION
N 46° 02′ 17.41" W	1522.02	1656+17.69	1671+44.11
N 51° 59′ 29.45" W	636.63	1710+13.85	1716+50.56
N 40° 29′ 32.81" W	61.05	1657+56.04	1658+17.09
N 47° 01′ 03.18" W	1337.35	1658+17.09	1671+57.37
N 53° 14′ 21.21" W	126.37	1691+10.07	1692+36.45
N 53° 14′ 21.21" W	127.60	1692+36.45	1693+64.04
N 53° 54′ 57.72" W	127.60	1695+89.31	1697+16.91
N 53° 54′ 57.72" W	126.37	1697+16.91	1698+43.28
N 51° 59′ 29.45" W	633.69	1710+27.12	1716+60.89
N 46° 02′ 16.14" W	1482.07	1655+17.40	1670+03.75
N 52° 03′ 48.19" W	567.88	1675+14.20	1680+82.14
N 52° 03′ 49.45" W	568.02	1680+82.14	1686+50.23
N 53° 54′ 57.72" W	126.37	1690+81.83	1692+08.20
N 53° 54′ 57.72" W	127.60	1692+08.20	1693+35.80
N 53° 14′ 21.21" W	127.60	1695+60.55	1696+88.15
N 53° 14′ 21.21" W	126.37	1696+88.15	1698+14.52
N 51° 59′ 29.45" W	639.56	1709+98.62	1716+38.26
N 37° 25′ 46.35" W	298.42	2654+83.81	2657+82.38
N 40° 53′ 52.92" W	602.19	2657+82.38	2663+85.89
N 49° 43′ 45.18" W	158.07	2666+43.66	2668+01.78
N 52° 47′ 08.97" W	55.28	2671+22.35	2671+77.63
N 54° 17′ 55.83" W	101.53	2684+83.00	2685+84.53
N 54° 17′ 55.83" W	99.87	2687+61.91	2688+61.78
N 56° 26′ 34.43" W	200.15	2696+45.20	2698+45.44
N 56° 26′ 34.43" W	199.95	2698+45.44	2700+45.47
N 50° 56′ 24.79" W	254.74	2705+50.78	2708+05.61
N 51° 05′ 37.78" W	194.77	2708+05.61	2710+00.46
N 52° 14′ 13.02" W	651.35	2710+00.46	2716+51.91
N 53° 42′ 22.38" W	217.51	2716+51.91	2718+69.53
N 53° 36′ 51.81" W	223.91	2718+69.53	2720+93.56
N 37° 59′ 18.94" W	178.06	3647+98.84	3649+76.90
N 39° 45′ 19.12" W	317.82	3652+22.53	3655+40.44
N 41° 04′ 12.11" W	134.33	3655+40.44	3656+74.78
N 42° 13′ 41.49" W	413.43	3656+74.78	3660+88.30
N 50° 34′ 21.33" W	867.34	3663+96.59	3672+65.64
N 55° 29′ 08.05" W	91.53	3672+65.64	3673+57.18
N 52° 35′ 25.45" W	110.57	3680+38.65	3681+49.24
N 52° 17′ 31.21" W	476.42	3681+49.24	3686+25.70
N 51° 27′ 09.21" W	150.77	3688+68.10	3690+18.90
N 51° 27′ 09.21" W	145.88	3690+18.90	3691+64.81
N 51° 50′ 27.64" W	123.89	3699+42.88	3700+66.79
N 51° 50′ 27.64" W	121.22	3701+25.75	3702+46.99
N 52° 33′ 20.55" W	416.05	3709+74.32	3713+90.40
N 53° 02′ 51.51" W	211.35	3713+90.40	3716+01.77
N 52° 29′ 00.42" W	290.09	3716+01.77	3718+91.92
N 50° 12′ 48.06" W	134.08	3726+99.58	3728+33.66
N 51° 38′ 10.79" W	112.74	3732+61.11	3733+73.86
N 45° 51′ 41.87" W	332.23	17+47.88	20+80.15
N 51° 52′ 00.42" W	506.67	15+87.63	20+94.35
N 42° 22′ 56.33" W	386.61	14+83.34	18+70.03
N 52° 18′ 52.28" W	470.15	12+98.79	17+68.97
S 41° 44′ 00.12" W	39.58	12+13.15	12+52.74
S 39° 59′ 46.65" W	276.18	13+98.10	16+74.51

L 2

BEGIN TRANSITION		END TRANSITION	
STA	e	STA	e
1664+72.00	3.30%	1684+88.00	-2.50%
1670+56.00	3.30%	1673+20.00	2.50%
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E MAINLANE CROSS SLOPE.

Texas Department of Transportation

Dallas District Design Schematic

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

IH 35E

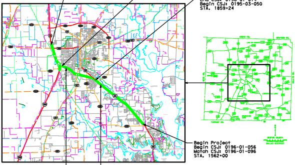
From: FM 2181 S. in Corinth
To: US 380
Denton County
Functional Class: Interstate
Project Length: 10.45 Miles
CSJ's: 0196-01-056
0196-01-074
0195-03-050
0195-03-071
0195-03-075

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′

November 2010
Roll 2 of 13

SCHEMATIC PREPARED BY:

HALFF ASSOCIATES, INC.
REGISTRATION NUMBER 312

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

Prepared by or under the
Direct Supervision of:

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

11-24-2010
DATE

HALFF

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

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Roll 2 of 13