Roll 4 of 13

Texas Department of Transportation

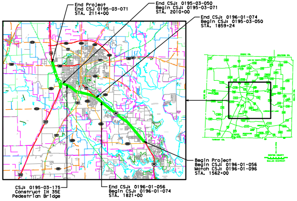
Dallas District Design Schematic

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

IH 35E

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

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


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

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

November 2010
Roll 4 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:

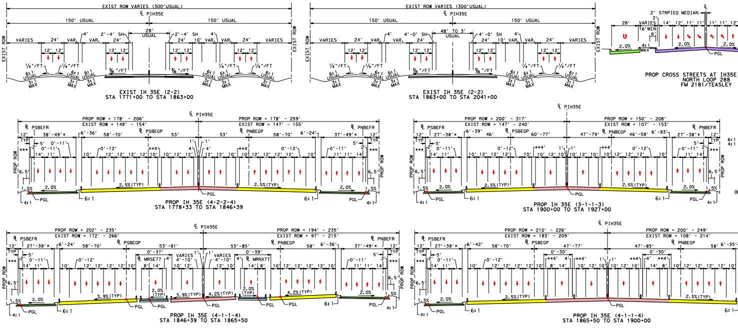
NAME	P.E. NUMBER
Matthew G. Craig	69910
Chad R. Gardiner	93793
Jeremy W McGahan	103650

11-24-2010
DATE

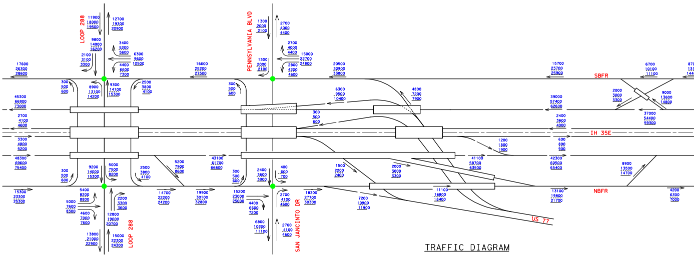
HALFF

1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

© 2010 by Texas Department of Transportation all rights reserved


EXIST ROW VARIES (300' USUAL)
℄ PIH35E
150' USUAL
EXIST ROW
EXIST IH 35E (2-2)
STA 1771+00 TO STA 1863+00
EXIST IH 35E (2-2)
STA 1863+00 TO STA 2041+00
2' STRIPED MEDIAN
PGL
PROP CROSS STREETS AT IH35E
NORTH LOOP 288
FM 2181/TEASLEY
℄ PSBEFR
℄ PSBEGP
℄ PNBEGP
℄ PNBEFR
PROP ROW
PROP IH 35E (4-2-2-4)
STA 1778+33 TO STA 1846+39
PROP IH 35E (3-1-1-3)
STA 1900+00 TO STA 1927+00
℄ MRSE77
℄ MRNX77
PROP IH 35E (4-1-1-4)
STA 1846+39 TO STA 1865+50
PROP IH 35E (4-1-1-4)
STA 1865+50 TO STA 1900+00
2.5% (TYP)
6:1
4:1

TYPICAL SECTIONS


LOOP 288
PENNSYLVANIA BLVD
SBFR
IH 35E
NBFR
US 77
LOOP 288
SAN JANCINTO DR

TRAFFIC DIAGRAM

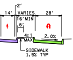
LEGEND:

🟨	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

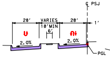
NOTES:

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.

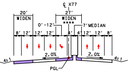
STA 100+00 TO 107+00


2'
14'
VARIES
16'MIN
6'
28'
4:1
MAX
2.0%
SIDEWALK
1.5% TYP

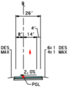
OVERPASS


℄ PSJ
28'
VARIES
18'MIN
6'
28'
1'
2.0%
2.0%
PGL

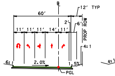
PROP SAN JACINTO/PENNSYLVANIA
AT IH35E OVERPASS


℄ X77
20'
WIDEN
27'
WIDEN
****
0'-12'
7'MEDIAN
8' 12' 12' 12' 4' 4' 12' 12' 8'
4:1
2.0%
2.0%
4:1
PGL

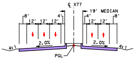
PROP US 77 WIDENING
STA 100+00 TO 107+00
**** WITHIN PRO. 27' WIDENING
LT BAY SHIFTS BETWEEN
NB & SB US 77


B
26'
4'
8' 14'
DES
MAX
6:1 DES
4:1 MAX
2.0%
PGL

PROP IH 35E
1-LANE RAMP
(MIRROR FOR NB RAMP)


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

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


℄ X77
19' MEDIAN
8'
4'
12' 12' 12'
4'
12' 12'
8'
4:1
2.0%
2.0%
4:1
PGL

PROP US 77
STA 100+00

TYPICAL SECTION LEGEND

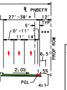
- ▯ CONCRETE TRAFFIC BARRIER (ASSUME SSCB)
- ▮ CONCRETE TRAFFIC RAIL (ASSUME 1' NOMINAL WIDTH)

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.


℄ PNBEFR
27'-38' *
12'
TYP
5'
0'-11'
2'
***
11' 14'
6.5'
PROP ROW
2.0%
1.5%
PGL
4:1

*** DETAIL A

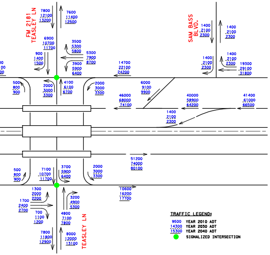
5.5'
6.5'
2'
14'
SW
PROP ROW
4:1

CUT WALL

*** DETAIL B

5.5'
6.5'
2'
14'
SW
PROP ROW
4:1
4:1

FILL WALL


FM 2181
TEASLEY LN
SAM BASS BLVD.
TEASLEY LN
7800
12100
13200
7600
11400
12500
6900
10700
11700
3500
5300
5800
5300
7900
8700
3900
5900
6400
14700
22100
24200
1400
2100
2300
19300
29100
31800
2000
3000
3300
4100
6100
6700
6000
9100
9900
46000
68000
74100
40000
59900
64200
41400
61000
66500
51200
74000
80100
10600
16200
17700
3700
5900
6400
7100
10700
11700
4800
7100
7800
8000
12000
13100
7800
11800
12900

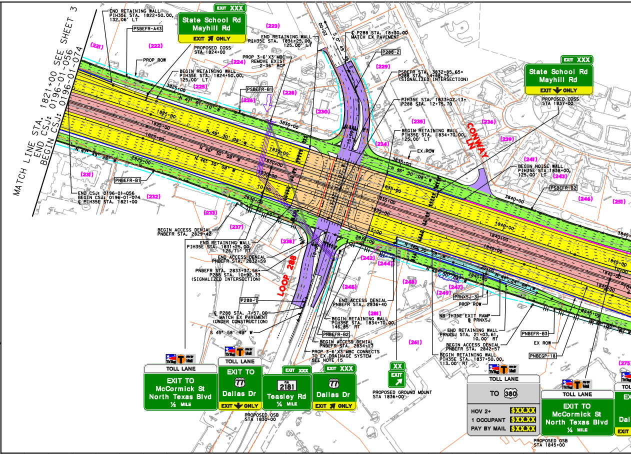
TRAFFIC LEGEND:

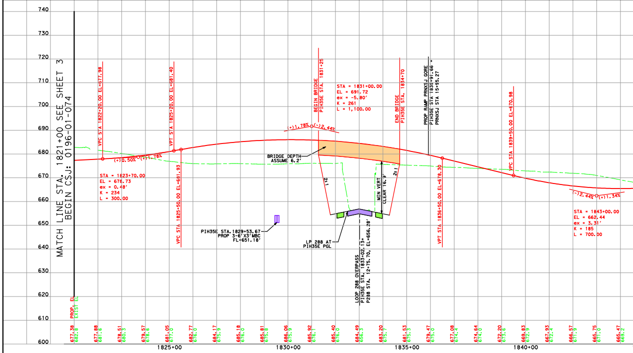
9500	YEAR 2010 ADT
14300	YEAR 2030 ADT
15300	YEAR 2040 ADT
●	SIGNALIZED INTERSECTION

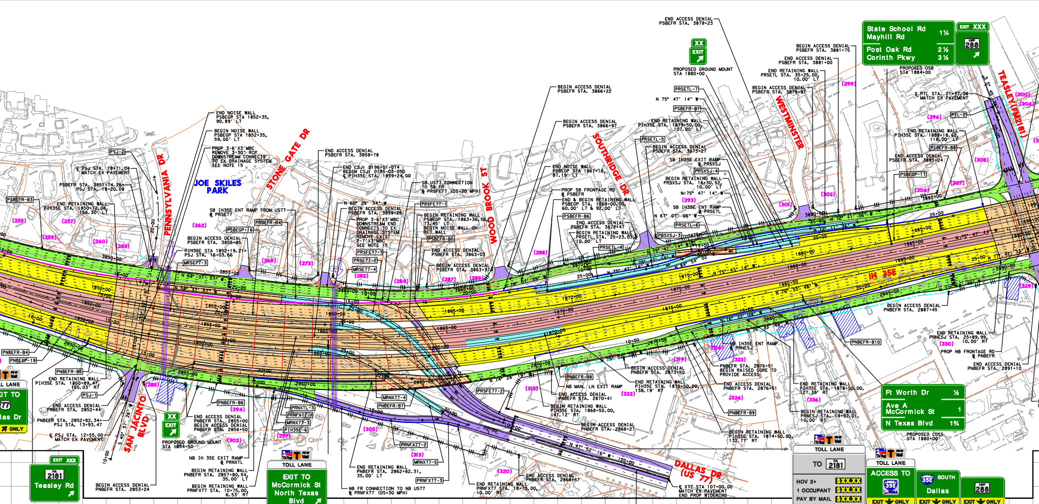
ROLL INDEX

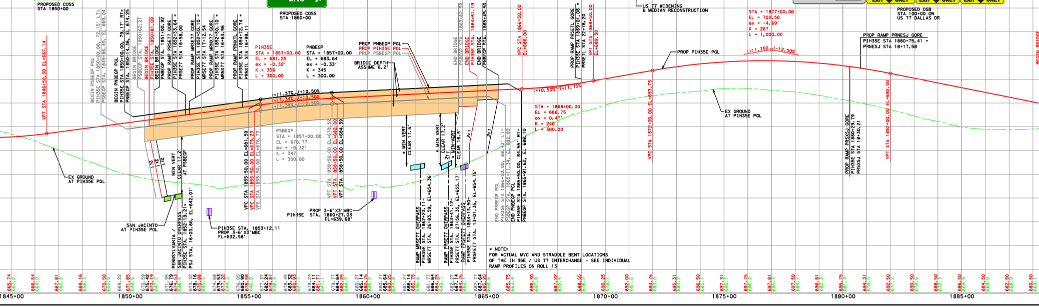
ROLL 1 - STA 1562+00 TO 1648+00 PLAN/PROFILE
ROLL 2 - STA 1648+00 TO 1734+00 PLAN/PROFILE
ROLL 3 - STA 1734+00 TO 1821+00 PLAN/PROFILE
ROLL 4 - STA 1821+00 TO 1916+00 PLAN/PROFILE
ROLL 5 - STA 1916+00 TO 2016+00 PLAN/PROFILE
ROLL 6 - STA 2016+00 TO 2114+00 PLAN/PROFILE
ROLL 7 - IH 35W INTERCHANGE PLAN/PROFILE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

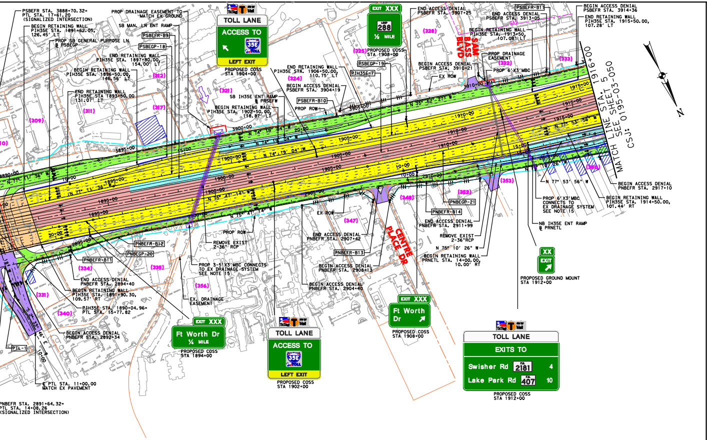
PRELIMINARY
SUBJECT TO CHANGE

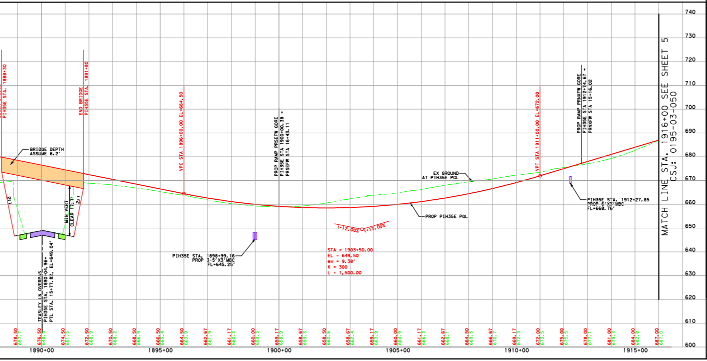

MATCH LINE STA. 1821+00 SEE SHEET 3
END CSJ: 0196-01-056
BEGIN CSJ: 0196-01-074
END RETAINING WALL PIH35E STA. 1822+50.00, 132.06' LT
PSBEFR-A43
EXIT XXX
State School Rd
Mayhill Rd
EXIT ONLY
PROPOSED COSS STA 1824+00
PROP ROW
BEGIN RETAINING WALL PIH35E STA. 1824+50.00, 125.00' LT
END RETAINING WALL PIH35E STA. 1831+25.00, 125.00' LT
PROP 3-6'X3' MBC REMOVE EXIST 2-36" RCP
PSBEFR-B1
P288-2
℄ P288 STA. 18+30.00 MATCH EX PAVEMENT
PSBEFR STA. 3832+85.65= P288 STA. 14+48.75 (SIGNALIZED INTERSECTION)
PIH35E STA. 1833+02.13= P288 STA. 12+75.70
BEGIN RETAINING WALL PIH35E STA. 1834+70.00, 125.00' LT
EX ROW
CONWAY LN
BEGIN NOISE WALL PIH35E STA 1838+00, 125.00' LT
PSBEFR-B2
PROPOSED COSS STA 1837+00
N 46° 30' 08" W
END CSJ: 0196-01-056
BEGIN CSJ: 0196-01-074
℄ PIH35E STA. 1821+00
PNBEFR-B1
BEGIN ACCESS DENIAL PNBEFR STA. 2829+42
END RETAINING WALL PIH35E STA. 1831+25.00, 126.71' RT
END ACCESS DENIAL PNBEFR STA. 2832+59
PNBEFR STA. 2833+37.56= P288 STA. 10+92.33 (SIGNALIZED INTERSECTION)
LOOP 288
P288-1
℄ P288 STA. 7+57.00 MATCH EX PAVEMENT (UNDER CONSTRUCTION)
S 45° 58' 49" W
END ACCESS DENIAL PNBEFR STA. 2836+40
BEGIN RETAINING WALL PIH35E STA. 1834+70.00, 146.85' RT
PNBEFR-B2
BEGIN ACCESS DENIAL PNBEFR STA. 2834+17
PROP 3-6'X3' MBC CONNECTS TO EX DRAINAGE SYSTEM SEE NOTE 15
PRNXSJ-3
PROP ROW
NB IH35E EXIT RAMP ℄ PRNXSJ
END RETAINING WALL PRNXSJ STA. 21+03.61, 10.00' RT
END ACCESS DENIAL PNBEFR STA. 2842+57
BEGIN RETAINING WALL PIH35E STA. 1837+50.00, 113.00' RT
PNBEFR-B3
EX ROW
PNBEGP-18
PROPOSED GROUND MOUNT STA 1836+00
TOLL LANE
EXIT TO McCormick St North Texas Blvd ½ MILE
TOLL LANE
EXIT TO 77 Dallas Dr
EXIT ONLY
EXIT XXX
2181 Teasley Rd ½ MILE
EXIT XXX
77 Dallas Dr
EXIT ONLY
XX
EXIT
PROPOSED OSB STA 1830+00
TOLL LANE
TO 380
HOV 2+ $XX.XX
1 OCCUPANT $XX.XX
PAY BY MAIL $XX.XX
TOLL LANE
EXIT TO McCormick St North Texas Blvd ½ MILE
PROPOSED OSB STA 1845+00
(221) (222) (223) (224) (225) (226) (228) (229) (230) (231) (232) (233) (234) (235) (236) (237) (238) (239) (241) (242) (243) (244) (245) (246) (247) (248) (249) (251) (261) (275) (281)
1825+00
1830+00
1835+00
1840+00
1845+00
2825+00
2830+00
2835+00
2840+00
2845+00
3825+00
3830+00
3835+00
3840+00
3845+00




IH 35E
PENNSYLVANIA DR
JOE SKILES PARK
STONE GATE DR
WOOD BROOK ST
SOUTHRIDGE DR
WESTMINSTER
TEASLEY(FM2181)
SAN JACINTO BLVD
DALLAS DR (US 77)
State School Rd 1¼
Mayhill Rd
Post Oak Rd 2½
Corinth Pkwy 3½
EXIT XXX
LOOP 288
XX EXIT
Ft Worth Dr ½
Ave A McCormick St 1
N Texas Blvd 1¾
TOLL LANE
TO 2181
HOV 2+ $XX.XX
1 OCCUPANT $XX.XX
PAY BY MAIL $XX.XX
ACCESS TO 35E
SOUTH 35E Dallas
EXIT ONLY
EXIT TO McCormick St North Texas Blvd
EXIT XXX 2181 Teasley Rd
PROPOSED COSS STA 1850+00
PROPOSED COSS STA 1860+00
PROPOSED COSS STA 1880+00
PROPOSED OSB STA 1884+00
PROPOSED OSB STA 100+00 ON US 77 DALLAS DR
PROPOSED GROUND MOUNT STA 1854+50
PROPOSED GROUND MOUNT STA 1880+00
US 77 WIDENING & MEDIAN RECONSTRUCTION
NB FR CONNECTION TO NB US77 & PRNFX77 (DS=30 MPH)
SB US77 CONNECTION TO SB FR & PRSFE77 (DS=30 MPH)
END CSJ: 0196-01-074 BEGIN CSJ: 0195-03-050 & PIH35E STA. 1859+24.00
C PSJ STA. 12+55.00 MATCH EX PAVEMENT
C PTL STA. 21+37.06 MATCH EX PAVEMENT
C X77 STA 107+00.00 MATCH EX PAVEMENT END PROP WIDENING


PROP PIH35E PGL
EX GROUND AT PIH35E PGL
PIH35E STA = 1857+00.00 EL = 681.25 ex = -0.32' K = 356 L = 300.00
PNBEGP STA = 1857+00.00 EL = 683.64 ex = -0.33' K = 345 L = 300.00
PSBEGP STA = 1857+00.00 EL = 678.77 ex = -0.32' K = 347 L = 300.00
STA = 1868+00.00 EL = 686.75 ex = 0.47' K = 240 L = 300.00
STA = 1877+00.00 EL = 702.50 ex = -4.69' K = 267 L = 1,000.00
(+)1.37% (+)0.50%
(+)1.34% (+)0.50%
(+)1.36% (+)0.50%
(+)0.50% (+)1.75%
(+)1.75% (-)2.00%
BRIDGE DEPTH ASSUME 6.2'
PROP PNBEGP PGL
PROP PIH35E PGL
PROP PSBEGP PGL
SAN JACINTO AT PIH35E PGL
PROP 3-6'X3' MBC PIH35E STA. 1860+27.03 FL=639.68'
PIH35E STA. 1853+12.11 PROP 3-6'X3' MBC FL=632.58'
MIN VERT CLEAR 17.2' AT PSBEGP
PROP RAMP PRNESJ GORE PIH35E STA 1880+75.41 = PRNESJ STA 18+17.58
* NOTE: FOR ACTUAL MVC AND STRADDLE BENT LOCATIONS OF THE IH 35E / US 77 INTERCHANGE - SEE INDIVIDUAL RAMP PROFILES ON ROLL 13
1845+00
1850+00
1855+00
1860+00
1865+00
1870+00
1875+00
1880+00
1885+00


PSBEFR STA. 3888+70.32=
PTL STA. 17+61.20
(SIGNALIZED INTERSECTION)
BEGIN RETAINING WALL
PIH35E STA. 1891+62.05,
126.45' LT
PROP SB GENERAL PURPOSE LN
PSBEGP
PROP DRAINAGE EASEMENT TO
MATCH EX GROUND
SB MAN. LN ENT RAMP
PSBEFR-B9
PSBEGP-18
END RETAINING WALL
PIH35E STA. 1897+80.00,
154.00' LT
BEGIN RETAINING WALL
PIH35E STA. 1896+50.00,
146.56' LT
END RETAINING WALL
PIH35E STA 1893+50.00
131.07' LT
(309)
(311)
(312)
(317)
(321)
(324)
(325)
(328)
(332)
(333)
TOLL LANE
ACCESS TO
35E TOLL
LEFT EXIT
PROPOSED COSS
STA 1904+00
EXIT XXX
LOOP 288
½ MILE
PROPOSED COSS
STA 1908+00
END RETAINING WALL
PIH35E STA. 1906+50.00,
110.75' LT
BEGIN ACCESS DENIAL
PSBEFR STA. 3904+19
SB IH35E ENT RAMP
PRSEFW
BEGIN RETAINING WALL
PIH35E STA. 1902+50.00,
118.87' LT
PSBEFR-B10
PROP ROW
PSBEGP-19
PIH35E-7
END ACCESS DENIAL
PSBEFR STA. 3907+25
SAM BASS BLVD
BEGIN ACCESS DENIAL
PSBEFR STA. 3910+21
EX ROW
PSBEFR-B11
END ACCESS DENIAL
PSBEFR STA. 3913+05
BEGIN RETAINING WALL
PIH35E STA. 1913+50,
107.08' LT
PROP DRAINAGE
EASEMENT
PROP 6'X3'MBC
GAS
BEGIN ACCESS DENIAL
PSBEFR STA. 3914+36
END RETAINING WALL
PIH35E STA. 1915+50.00,
107.28' LT
MATCH LINE STA. 1916+00
SEE SHEET 5
CSJ: 0195-03-050
N
3890+00
3895+00
3900+00
3905+00
3910+00
N 77° 11' 36" W
N 74° 19' 04" W
N 75° 52' 27" W
N 75° 47' 14" W
N 77° 53' 56" W
N 75° 10' 26" W
10+00
15+00
20+00
30+00
1890+00
1895+00
1900+00
1905+00
1910+00
1915+00
2895+00
2900+00
2905+00
2910+00
2915+00
EX ROW
PROP ROW
REMOVE EXIST
2-36" RCP
PNBEFR-B12
PNBEGP-20
PNBEFR-BT1
PNBEFR-B13
PNBEFR-B14
PNBEGP-21
(331)
(334)
(335)
(340)
(347)
(348)
(352)
(353)
(356)
(360)
END ACCESS DENIAL
PNBEFR STA. 2907+42
BEGIN ACCESS DENIAL
PNBEFR STA. 2908+13
BEGIN ACCESS DENIAL
PNBEFR STA. 2904+40
CENTRE PLACE DR
END ACCESS DENIAL
PNBEFR STA. 2911+99
REMOVE EXIST
2-36"RCP
BEGIN RETAINING WALL
PRNETL STA. 14+00.00,
10.00' RT
PROP 6'X3'MBC
CONNECTS TO
EX DRAINAGE SYSTEM
SEE NOTE 15
NB IH35E ENT RAMP
PRNETL
BEGIN ACCESS DENIAL
PNBEFR STA. 2917+10
BEGIN RETAINING WALL
PIH35E STA. 1914+50.00,
101.44' RT
XX
EXIT
PROPOSED GROUND MOUNT
STA 1912+00
PROP 3-5'X3'MBC CONNECTS
TO EX DRAINAGE SYSTEM
SEE NOTE 15
EX. DRAINAGE
EASEMENT
END ACCESS DENIAL
PNBEFR STA. 2894+40
BEGIN RETAINING WALL
PIH35E STA. 1891+90.30,
109.57' RT
PIH35E STA. 1890+04.96=
PTL STA. 15+77.82
BEGIN ACCESS DENIAL
PNBEFR STA. 2892+34
PTL-1
PTL STA. 11+00.00
MATCH EX PAVEMENT
PNBEFR STA. 2891+64.32=
PTL STA. 14+08.26
(SIGNALIZED INTERSECTION)
EXIT XXX
Ft Worth Dr
¼ MILE
PROPOSED COSS
STA 1894+00
TOLL LANE
ACCESS TO
35E TOLL
LEFT EXIT
PROPOSED COSS
STA 1902+00
EXIT XXX
Ft Worth Dr
PROPOSED COSS
STA 1908+00
TOLL LANE
EXITS TO
Swisher Rd 2181 4
Lake Park Rd 407 10
PROPOSED COSS
STA 1912+00


740
730
720
710
700
690
680
670
660
650
640
630
620
610
600
PIH35E STA. 1888+30
END BRIDGE
PIH35E STA. 1891+80
BRIDGE DEPTH
ASSUME 6.2'
2:1
MIN VERT CLEAR 17.7'
TEASLEY LN OVERPASS
PIH35E STA. 1890+04.96=
PTL STA. 15+77.82, EL=649.04'
VPC STA 1896+00.00 EL=664.50
PIH35E STA. 1898+99.16
PROP 3-5'X3'MBC
FL=645.25'
PROP RAMP PRSEFW GORE
PIH35E STA 1900+00.38 =
PRSEFW STA 16+43.11
(-)2.00% (+)3.00%
STA = 1903+50.00
EL = 649.50
ex = 9.38'
K = 300
L = 1,500.00
PROP PIH35E PGL
EX GROUND
AT PIH35E PGL
VPT STA 1911+00.00 EL=672.00
PROP RAMP PRNXFW GORE
PIH35E STA 1912+74.67 =
PRNXFW STA 15+16.02
PIH35E STA. 1912+27.85
PROP 6'X3'MBC
FL=668.76'
MATCH LINE STA. 1916+00 SEE SHEET 5
CSJ: 0195-03-050
678.50
676.50
674.50
672.50
670.50
668.50
666.50
664.50
662.67
661.17
660.00
659.17
658.67
658.50
658.67
659.17
660.00
661.17
662.67
664.50
666.67
669.17
672.00
675.00
678.00
681.00
684.00
687.00
1890+00
1895+00
1900+00
1905+00
1910+00
1915+00

PARCEL ID (222-285)

PARCEL	OWNER NAME	PARCEL ADDRESS	OCCUPANT
222	ABS TX INVESTOR LP	2434 S I35E	ALBERTSONS
223	SOUTHRIDGE PARTNERS LTD	2430 S I35E	MUSIC ACADEMY; MAX TAN; BOCHY'S; THE LITTLE GYM; STUDIO J; KUMON; J.T. CLOTHIERS; FLORISTS; MERLE NORMAN; TOTAL EYE CARE; THE STUDIO; RG, FED EX KINKOS; STONECREEK DENTAL; CAHRTER; CITI FINANCIAL; PAPA JOHN'S; CLEANERS; DONUTS; WING STOP; LILLIAN MILLER DENTAL; TRAVEL AND TOURS; ALLSTATE; PREMIERE; AVOCADO CALIFORNIA ROLL AND SUSHI*
224	BLACK-EYED PEA USA INC	2420 I35E	BLACK EYED PEA
225	SOUTHRIDGE LOT 1D PS LTD	2420 I35E S & LILLIAN MILLER PKWY	BLACK EYED PEA
226	LIM'S PROPERTY GROUP INC	2410-2412 S I35E	RED PEPPER'S/SCHLOTSKIS
228	NET LEASE FUNDING 2005 LP	2406 S I35E	CHILI'S
229	SOUTHRIDGE PLAZA PARTNERS LTD	2428 LILLIAN MILLER PKWY	VACANT BLDG
230	TETCO STORES LP P/S	2400 S I35E STORE #401,	CHEVRON GAS STATION
231	DENTON PCR LTD	2411 S I35E	PACE'S CROSSING
232	PIC'N'SAV STORES INC #96	2249 LOOP 288	HANCOCK FABRICS; BIG LOTS; FITNESS EVOLUTION
233	KLUTZ, STEPHEN B	2311-2315 I35E	USA LUBE & TUNE AUTP SOUND SERVICES; MIDAS
234	WELLS FARGO & COMPANY	2500 LILLIAN MILLER PARKWAY	JACK IN THE BOX
235	SOUTHRIDGE PLAZA PARTNERS LTD	2416 LILLIAN MILLER PKWY	SPA PEDICURES; THE EXCHANGE THE BICYCLE PATH
236	THIBODEAUX, ALTON	1501 RIDGECREST CIR	RESIDENTIAL
237	SANTANDER DENTON LTD P/S	2307 S I35E	PETCO; FRILLY'S
238	HALLE-VON VOIGTLANDER P/S	2245 S LOOP 288	DISCOUNT TIRE
239	MILLS, RUSSEL S	1429 RIDGECREST CIR	RESIDENTIAL
241	HANSEN, WILLIAM P	1427 RIDGECREST CIR	RESIDENTIAL
242	COLTERS BBQ	2229 I35E	MI CASITA
243	HATFIELD, MARILYN R & DAVID B	1425 RIDGECREST CIR	RESIDENTIAL
244	FMP DENTON	2221 S I35E	MI CASITA
245	FMP DENTON	2229 S I35E	COLTER'S; PAYLESS; STARBUCKS
246	NELSON, BILL M	1419 RIDGECREST CIR	RESIDENTIAL
247	WENDY'S INTERNATIONAL	2213 S I35E	WENDY'S
248	FMP DENTON	2217 S I35E	GRANDY'S
249	FMP DENTON	2213 S I35E	WENDY'S
251	SHOOPMAN, HENRY	1407 RIDGECREST CIR	RESIDENTIAL
255	SHOOPMAN, HENRY		RESIDENTIAL
257	ALLEN, CHARLOTTE F & DALTON E	111 LEXINGTON LN	RESIDENTIAL
259	ALLEN, CHARLOTTE F & DALTON E	111 LEXINGTON LN	RESIDENTIAL
260	WAAGE, EILEEN B	107 LEXINGTON LN	RESIDENTIAL
261	JC PENNEY CO INC	2201 S I35E	JC PENNY
262	CITY OF DENTON	JOE SKILES PARK	JOE SKILES PARK
263	SMITH, S R	101 PENNSYLVANIA	RESIDENTIAL
269	COLEMAN, ROYCE & JEAN	1716-1718 STONEGATE DR	RESIDENTIAL
273	WAKEFIELD, DERAL	2303 BIRCHBROOK CIR	RESIDENTIAL
275	SEARS ROEBUCK & CO	2201 S I35E	SEARS
281	FMP DENTON	2201 S I35E	MALL PARKING LOT
282	RIFE, BETHANY	2300 BIRCHBROOK CT	RESIDENTIAL
284	QUILLIN, ANNA W	2201 CANTERBURY CT	RESIDENTIAL
285	BANK OF AMERICA TX NA	1851 S I35E	BANK OF AMERICA

PARCEL ID (287-360)

PARCEL	OWNER NAME	PARCEL ADDRESS	OCCUPANT
287	NELSON, TERENCE C & ALICIA L & VERN J & ANNE R	2200 CANTERBURY CT	RESIDENTIAL
288	PACCAR INC	1700 WOODBROOK	PETERBILT OFFICE
289	ANDERSON, REX A & BRENDA D	1715 WOODBROOK	RESIDENTIAL
293	PACCAR INC	920 S I35E	PETERBILT PARKING LOT
294	MERVYN'S #148	2322 SAN JACINTO	BURLINGTON COAT FACTORY
296	BEACH BOYS LLC	1721 TEASLEY LN	LONDONDERREY OAKS
297	SANTANDER SAN JACINTO LT	1725 S I35E	THE MATTRESS FIRM
299	HOSPITALITY INNS OF NEVADA	820 S I35 E STE 101	AMERICA BEST INN; LA MILPA
300	TEASLEY REALTY LTD	1714 TEASLEY LN	PARKING LOT
301	PHILLIPS, WILLIAM R	900 S I35E	BILL PHILLIPS; MICHAEL GEORGE
302	SANTANDER SAN JACINTO LT	2324 SAN JACINTO	OFFICE DEPOT
303	FRAZIER HERR & HORTON	830 S I35E	DENTON COUNTY MHMR CENTER
304	CANAM CARWASH LTD	1704 TEASLEY LN	CLUE WAVE LASER WASH
306	WUENSCHE, RANDY	800 S I35E	DENTON VETERINARY CENTER
307	SOUTHRIDGE CAR WASH INC	710 I35E	SOUTHRIDGE CAR WASH
308	DOUGLASS W DISTRIBUTING LTD P/S	700 I35E S & TEASLEY	EXXON GAS STATION
309	JAGRUTI LLC	620 S I35E	SUPER 8 MOTEL
310	TKALMAN LLC	1700 TEASLEY	SHELL GAS STATION
311	LONE OAK RESTAURANT GROUP - DENTON LLC	520 S I35E	RUDY'S BARBECUE
312	WESTOVER RESIDENTIAL CO	500 S I35E	COVENTRY APARTMENTS
313	PEP BOYS, MANNY, MOE, & JACK	TOWNSHIP 2 PH 2 BLK A LOT 4A	PEP BOYS
315	DVB FAMILY, LP	1600 DALLAS DR	EAGLE TRANSMISSION
316	KSB INV LP P/S	DALLAS DR	BILLBOARD
317	LORAMAR INC	516 S I35E	CYCLE CENTER OF DENTON
319	WELLS FARGO & COMPANY	1001 I35E	WELLS FARGO
320	SITZMARK INC	1601 DALLAS DR	CALLOWAYS
321	I35E PROPERTY LP	490 S I35	VACANT BLDG
322	SHIV OM HOTEL LTD	1500 DALLAS DR	QUALITY INN
323	FOURCORNERSTONES IV LTD	985 S I35E	HOOTERS
324	DEMT DENTON LLC	400 I35E	SUNBELT
325	DENTON SURGICARE REAL ESTATE LTD	350 S I35E	BAYLOR MEDICAL CENTER
326	FOURCORNERSTONES IV LTD	IH35	HOOTERS
328	PRIVATE RESTAURANT PROPERTIES LLC	300 S I35E	OUTBACK
329	APPLEBEES TEX INC	707 S I35E	APPLEBEE'S
330	DS PARTNERS LP P/S	721 S I35E	BLOCKBUSTER; GAMERUSH; BROOKSHIRES
331	THE SOUTHLAND CORP	1608-1610 TEASLEY LN	SEVEN ELEVEN
332	DENTON FJ INVESTMENTS INC	268 S I35E	LA AZTECA MEAT MARKET
333	ZIMBER PROP LTD	260-264 S I35E	STATE FARM; DIVINE MERCY; EHRHART'S; COOKIES BY DESIGN
334	RETAIL BUILDING INC	529 S I35E	BRAUM'S
335	PILOT POINT BANCORP INC	525 S I35E	POINT BANK
336	GEL RIDGECREST LP	1300 DALLAS DR RIDGECREST APTS,	RIDGE CREST APARTMENTS
340	CAMPBELL CAPITAL LTD P/S	1600 TEASLEY LN	PIZZA HUT
347	FIRST UNITED BANK AND TRUST COMPANY	1517 CENTRE PLACE DR	FIRST UNITED BANK
348	KONA RESTAURANT GROUP INC	1516 CENTRE PLACE DR	JOHNNY CARINO'S
352	CEC ENTERTAINMENT INC	341 S I35	CHUCK E. CHEESE'S
353	I-35 DENTON STATION LTD	301 I35	VACANT UNDEVELOPED
356	GEL WOODHILL LP	1408 TEASLEY LN	WOODHILL APARTMENTS
360	YSI IX LP	201 S I35E	U-STORE-IT SELF STORAGE

HORIZONTAL CURVE DATA - ROLL 4

CHAIN	CURVE	PI STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	PC STATION	PT STATION
PIH35E	PIH35E-6	1857+92.92	29° 17' 06.24"	4730.00	1235.82	2417.60	N 61° 08' 40.70" W	2391.37	1845+57.10	1869+74.70
	PIH35E-7	1910+37.51	4° 03' 58.31"	12277.67	435.85	871.33	N 77° 49' 12.97" W	871.14	1906+01.66	1914+72.99
PNBEGP	PNBEGP-18	1843+43.40	2° 06' 00.91"	10750.00	197.05	394.06	N 45° 27' 07.13" W	394.03	1841+46.35	1845+40.41
	PNBEGP-19	1858+08.80	32° 09' 41.25"	4400.00	1268.39	2469.82	N 60° 28' 57.30" W	2437.53	1845+40.41	1870+10.23
	PNBEGP-20	1894+01.24	0° 46' 34.10"	10750.00	72.81	145.62	N 76° 10' 30.87" W	145.62	1893+28.42	1894+74.05
	PNBEGP-21	1908+78.06	2° 06' 41.99"	12324.67	227.14	454.23	N 76° 50' 34.82" W	454.21	1906+50.91	1911+05.15
PSBEGP	PSBEGP-16	1857+83.65	29° 17' 06.24"	5600.00	1463.13	2862.28	N 61° 08' 40.70" W	2831.22	1843+20.52	1871+82.79
	PSBEGP-17	1883+26.44	1° 24' 22.44"	10750.00	131.93	263.84	N 76° 29' 25.04" W	263.83	1881+94.51	1884+58.35
	PSBEGP-18	1897+62.60	2° 52' 32.71"	10750.00	269.84	539.56	N 75° 45' 19.90" W	539.50	1894+92.77	1900+32.32
	PSBEGP-19	1909+92.02	6° 26' 38.03"	10750.00	605.15	1209.02	N 77° 32' 22.56" W	1208.39	1903+86.87	1915+95.90
PNBEFR	PNBEFR-B1	2826+09.32	2° 56' 35.89"	4000.00	102.76	205.48	N 46° 21' 08.17" W	205.46	2825+06.56	2827+12.04
	PNBEFR-B2	2834+31.98	1° 37' 17.35"	4000.00	56.60	113.20	N 45° 41' 28.91" W	113.20	2833+75.37	2834+88.57
	PNBEFR-B3	2843+15.27	1° 39' 48.79"	4011.00	58.23	116.46	N 47° 20' 01.97" W	116.45	2842+57.04	2843+73.49
	PNBEFR-B4	2849+17.38	3° 19' 21.10"	3341.00	96.90	193.74	N 46° 30' 15.82" W	193.71	2848+20.48	2850+14.22
	PNBEFR-B5	2851+82.58	9° 34' 16.16"	2011.00	168.36	335.93	N 49° 37' 43.35" W	335.54	2850+14.22	2853+50.16
	PNBEFR-B6	2858+59.61	12° 49' 29.15"	4533.00	509.45	1014.64	N 60° 49' 36.00" W	1012.52	2853+50.16	2863+64.80
	PNBEFR-B7	2865+54.41	7° 13' 58.37"	3000.00	189.61	378.71	N 70° 51' 19.77" W	378.46	2863+64.80	2867+43.51
	PNBEFR-B8	2870+40.82	1° 24' 00.37"	4000.00	48.88	97.75	N 75° 10' 19.14" W	97.74	2869+91.94	2870+89.69
	PNBEFR-B9	2876+54.49	0° 41' 28.61"	10000.00	60.33	120.65	N 76° 13' 03.62" W	120.65	2875+94.16	2877+14.81
	PNBEFR-B10	2882+41.00	0° 45' 00.98"	4000.00	26.19	52.38	N 76° 56' 18.42" W	52.38	2882+14.81	2882+67.19
	PNBEFR-B11	2894+25.46	5° 41' 51.37"	2000.00	99.52	198.88	N 80° 09' 44.59" W	198.80	2893+25.93	2895+24.82
	PNBEFR-B12	2896+51.07	7° 13' 26.46"	2000.00	126.25	252.17	N 79° 23' 57.05" W	252.00	2895+24.82	2897+76.98
	PNBEFR-B13	2908+08.87	7° 52' 22.90"	2000.00	137.63	274.82	N 71° 51' 02.37" W	274.60	2906+71.24	2909+46.06
	PNBEFR-B14	2910+72.94	7° 15' 35.25"	2000.00	126.88	253.41	N 71° 32' 38.54" W	253.25	2909+46.06	2911+99.47
PSBEFR	PSBEFR-A43	3822+39.42	3° 14' 08.56"	3989.00	112.67	225.27	N 45° 24' 05.64" W	225.24	3821+26.75	3823+52.02
	PSBEFR-B1	3827+89.46	0° 31' 02.34"	4000.00	18.06	36.12	N 46° 45' 38.75" W	36.12	3827+71.40	3828+07.52
	PSBEFR-B2	3840+81.03	1° 13' 32.36"	4000.00	42.79	85.57	N 45° 53' 21.40" W	85.57	3840+38.25	3841+23.81
	PSBEFR-B3	3847+09.23	13° 21' 21.60"	5000.00	585.42	1165.53	N 51° 57' 16.02" W	1162.89	3841+23.81	3852+89.34
	PSBEFR-B4	3857+64.43	1° 51' 36.70"	2000.00	32.47	64.93	N 59° 33' 45.17" W	64.93	3857+31.96	3857+96.89
	PSBEFR-B5	3863+86.92	17° 38' 05.36"	2000.00	310.24	615.57	N 69° 18' 36.20" W	613.14	3860+76.69	3866+92.26
	PSBEFR-B6	3869+40.25	2° 20' 25.05"	4000.00	81.70	163.38	N 76° 57' 26.35" W	163.37	3868+58.55	3870+21.93
	PSBEFR-B7	3878+50.40	3° 35' 37.56"	4000.00	125.49	250.89	N 73° 59' 25.04" W	250.85	3877+24.92	3879+75.81
	PSBEFR-B8	3884+45.96	5° 00' 00.00"	4000.00	174.64	349.07	N 74° 41' 36.26" W	348.96	3882+71.32	3886+20.38
	PSBEFR-B9	3896+33.60	2° 52' 32.71"	10000.00	251.01	501.91	N 75° 45' 19.90" W	501.86	3893+82.59	3898+84.51
	PSBEFR-B10	3904+03.99	1° 33' 23.56"	4000.00	54.34	108.67	N 75° 05' 45.32" W	108.66	3903+49.65	3904+58.32
	PSBEFR-B11	3914+70.90	7° 23' 26.94"	4000.00	258.35	515.98	N 79° 34' 10.57" W	515.62	3912+12.55	3917+28.53
MRNX77	MRNX77-3	20+04.07	8° 07' 52.82"	4,785.00	340.11	679.08	N 58° 57' 44.42" W	678.51	16+63.96	23+43.04
	MRNX77-4	25+21.35	33° 06' 07.85"	600.00	178.31	346.65	N 46° 28' 36.90" W	341.84	23+43.04	26+89.69
	MRNX77-5	28+59.85	3° 14' 19.59"	4,010.00	113.37	226.67	N 31° 32' 42.77" W	226.64	27+46.48	29+73.16
MRSE77	MRSE77-3	20+76.68	8° 54' 26.92"	4,675.00	364.13	726.8	N 59° 21' 01.46" W	726.07	17+12.54	24+39.34
	MRSE77-4	26+95.02	46° 09' 39.80"	600.00	255.68	483.4	N 40° 43' 25.03" W	470.43	24+39.34	29+22.74
PRNXTL	PRNXTL-3	21+05.32	10° 20' 53.55"	4486.00	406.21	810.22	N 61° 42' 59.63" W	809.12	16+99.11	25+09.33
PRNFX77	PRNFX77-1	11+06.69	12° 10' 45.67"	1000.00	106.69	212.57	N 53° 57' 38.70" W	212.17	10+00.00	12+12.57
	PRNFX77-2	15+82.79	19° 04' 44.79"	800.00	134.44	266.39	N 57° 24' 38.26" W	265.17	14+48.35	17+14.75
	PRNFX77-3	17+92.89	19° 04' 44.79"	465.00	78.14	154.84	N 57° 24' 38.26" W	154.13	17+14.75	18+69.59
PRSE77	PRSE77-2	26+49.76	45° 41' 24.71"	600.00	252.77	478.47	N 35° 47' 14.46" W	465.89	23+96.98	28+75.45
PRSFE77	PRSFE77-1	11+45.78	51° 49' 55.38"	300.00	145.78	271.39	N 35° 02' 28.77" W	262.23	10+00.00	12+71.39
	PRSFE77-2	16+78.39	38° 44' 44.79"	465.00	163.51	314.45	N 28° 29' 53.47" W	308.49	15+14.89	18+29.34
PRSETL	PRSETL-4	24+38.01	3° 21' 33.40"	5,518.00	161.81	323.52	N 74° 06' 27.12" W	323.48	22+76.20	25+99.73
	PRSETL-5	28+27.95	9° 06' 47.90"	1,000.00	79.70	159.06	N 80° 20' 37.77" W	158.89	27+48.25	29+07.31
	PRSETL-6	31+05.41	9° 06' 47.90"	1,000.00	79.70	159.06	N 80° 20' 37.77" W	158.89	30+25.71	31+84.77
	PRSETL-7	33+39.13	3° 35' 37.56"	3,964.00	124.36	248.63	N 73° 59' 25.04" W	248.59	32+14.77	34+63.41
PRNXSJ	PRNXSJ-3	19+29.65	2° 05' 59.66"	4,016.00	73.60	147.19	N 45° 27' 07.75" W	147.18	18+56.05	20+03.23
PRSXSJ	PRSXSJ-3	14+09.61	8° 40' 08.19"	1,000.00	75.80	151.3	N 71° 27' 09.73" W	151.16	13+33.81	14+85.12
	PRSXSJ-4	16+74.70	8° 40' 08.19"	1,000.00	75.80	151.3	N 71° 27' 09.73" W	151.16	15+98.91	17+50.21
P288	P288-1	7+83.91	3° 47' 42.50"	500.00	16.57	33.12	S 44° 04' 57.83" W	33.11	7+67.34	8+00.46
	P288-2	16+50.96	43° 00' 52.08"	400.00	157.62	300.3	S 20° 40' 40.54" W	293.29	14+93.34	17+93.63
PSJ	PSJ-1	13+95.76	7° 00' 08.22"	700.00	42.83	85.55	S 37° 27' 21.69" W	85.50	13+52.93	14+38.48
	PSJ-2	20+82.67	21° 12' 45.52"	700.00	131.08	259.16	S 23° 20' 54.82" W	257.68	19+51.59	22+10.75
PTL	PTL-1	12+98.12	9° 57' 04.21"	500.00	43.53	86.84	S 2° 24' 45.65" W	86.73	12+54.59	13+41.43
	PTL-2	20+50.96	1° 37' 51.32"	500.00	7.12	14.23	S 6° 34' 22.09" W	14.23	20+43.85	20+58.08

SUPERELEVATION TABLE - ROLL 4

CHAIN	CURVE NAME	BEGIN TRANSITION		END TRANSITION		BEGIN TRANSITION		END TRANSITION	
		STA	e	STA	e	STA	e	STA	e
PIH35E NB	PIH35E-6	1825+67.00	-2.50%	1855+16.00	4.20%	1861+15.00	4.20%	1886+95.00	-2.50%
PIH35E SB	PIH35E-6	1840+14.00	2.50%	1844+85.00	3.90%	1871+01.00	3.90%	1874+79.00	2.50%
PNBEGP	PNBEGP-19	1850+14.36	3.03%	1855+39.00	4.20%	1861+49.00	4.20%	1865+91.62	3.07%
MRNX77	--	16+64.00	3.60%	18+02.00	-2.00%	--	--	--	--
MRNX77	MRNX77-4	22+63.00	-2.00%	23+83.00	-6.00%	26+50.00	-6.00%	27+70.00	-2.00%
MRSE77	--	17+13.00	3.90%	18+33.00	2.00%	--	--	--	--
MRSE77	MRSE77-4	23+09.00	2.00%	25+04.00	-6.00%	28+58.00	-6.00%	30+53.00	2.00%
PRNESJ	--	16+97.00	-2.00%	18+17.00	-0.89%	--	--	--	--
PRNETL	PRNETL-3	16+22.00	-2.00%	18+05.00	5.50%	18+84.00	5.50%	21+51.00	-5.50%
PRNETL	PRNETL-4	18+84.00	5.50%	21+51.00	-5.50%	21+79.00	-5.50%	22+99.00	-2.50%
PRNXFW	PRNXFW-3	17+41.00	-2.50%	18+61.00	-5.50%	19+02.00	-5.50%	21+69.00	5.50%
PRNXFW	PRNXFW-4	19+02.00	-5.50%	21+69.00	5.50%	22+34.00	5.50%	24+17.00	-2.00%
PRNXSJ	--	15+96.00	-0.17%	17+16.00	-2.00%	--	--	--	--
PRNXTL	--	17+00.00	4.05%	18+47.00	-2.00%	--	--	--	--
PRSE77	--	16+58.00	3.90%	17+78.00	2.00%	--	--	--	--
PRSE77	PRSE77-2	22+67.00	2.00%	24+62.00	-6.00%	28+10.00	-6.00%	30+05.00	2.00%
PRSETL	--	22+77.00	3.90%	23+97.00	2.00%	--	--	--	--
PRSETL	PRSETL-5	26+68.00	2.00%	27+88.00	5.50%	28+33.00	5.50%	31+00.00	-5.50%
PRSETL	PRSETL-6	28+33.00	5.50%	31+00.00	-5.50%	31+24.00	-5.50%	33+07.00	2.00%
PRSXSJ	PRSXSJ-3	12+12.00	2.00%	13+95.00	-5.50%	14+09.00	-5.50%	16+76.00	5.50%
PRSXSJ	PRSXSJ-4	14+09.00	-5.50%	16+76.00	5.50%	17+10.00	5.50%	18+30.00	2.50%
PRSEFW	--	16+44.00	2.50%	16+64.00	2.00%	--	--	--	--

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

PRELIMINARY
SUBJECT TO CHANGE

Texas Department of Transportation

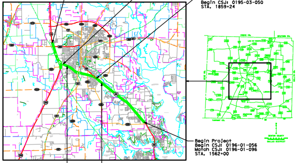
Dallas District Design Schematic

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

IH 35E

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

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


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

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

November 2010
Roll 4 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
Jeremy W McGahan	103650

11-24-2010
DATE

HALFF

1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

© 2010 by Texas Department of Transportation all rights reserved

Roll 4 of 13