Texas Department of Transportation®

Dallas District Design Schematic

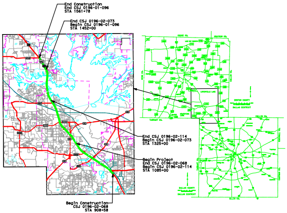
William L. Hale, P.E., District Engineer

IH 35E

From: PGBT
To: FM 2181 S. in Corinth
Dallas & Denton County
Functional Class: Urban Freeway
Project Length: 12.27 Miles

CSJ's: 0196-01-096
0196-02-073
0196-02-114
0196-02-068

Design Speeds:
Mainlanes 70 mph
Managed Lanes 70 mph
Ramps 40 mph
Turnaround Ramps 20 mph
Frontage Roads 40 mph
Cross Streets 30 mph
Collector Distributor 50 mph
Direct Connectors 50 mph


End Construction
End CSJ 0196-01-096
STA 1561+78
End CSJ 0196-02-073
Begin CSJ 0196-01-096
STA 1452+00
End CSJ 0196-02-114
Begin CSJ 0196-02-073
STA 1325+00
Begin Project
End CSJ 0196-02-068
Begin CSJ 0196-02-114
STA 1085+00
Begin Construction
CSJ 0196-02-068
STA 908+58
COOKE CO.
GRAYSON CO.
DENTON COUNTY
DALLAS DISTRICT
TARRANT CO.
COLLIN CO.
ROCKWALL CO.
KAUFMAN CO.
ELLIS CO.
DALLAS COUNTY
DALLAS DISTRICT
DALLAS

Scale:
Horizontal 1"=100'
Vertical 1"=10'

October 2010

MIDDLE SEGMENT - FRONTAGE ROADS
Roll 5 of 9

SCHEMATIC PREPARED BY:
HDR ENGINEERING, INC.
REGISTRATION NUMBER 754

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

Prepared by or under the Direct Supervision of:

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DATE: 10-18-2010

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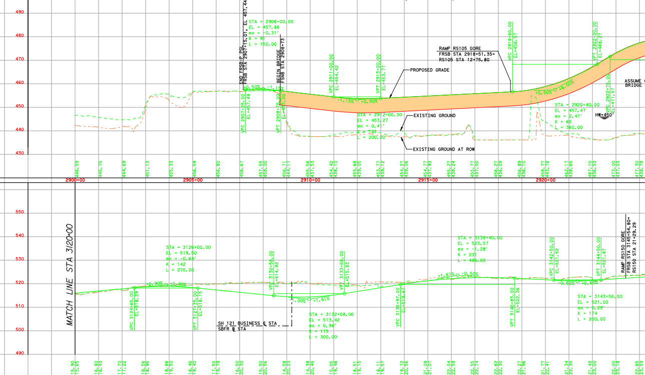
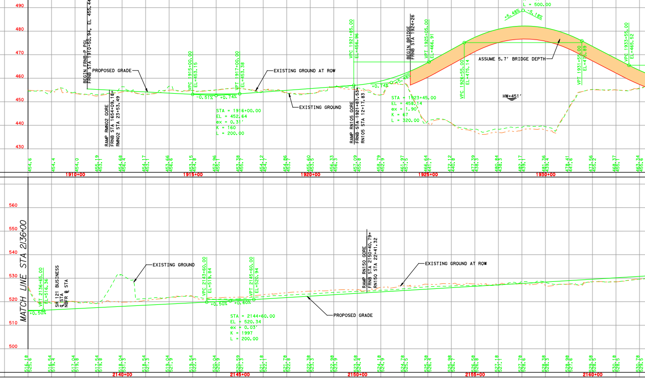
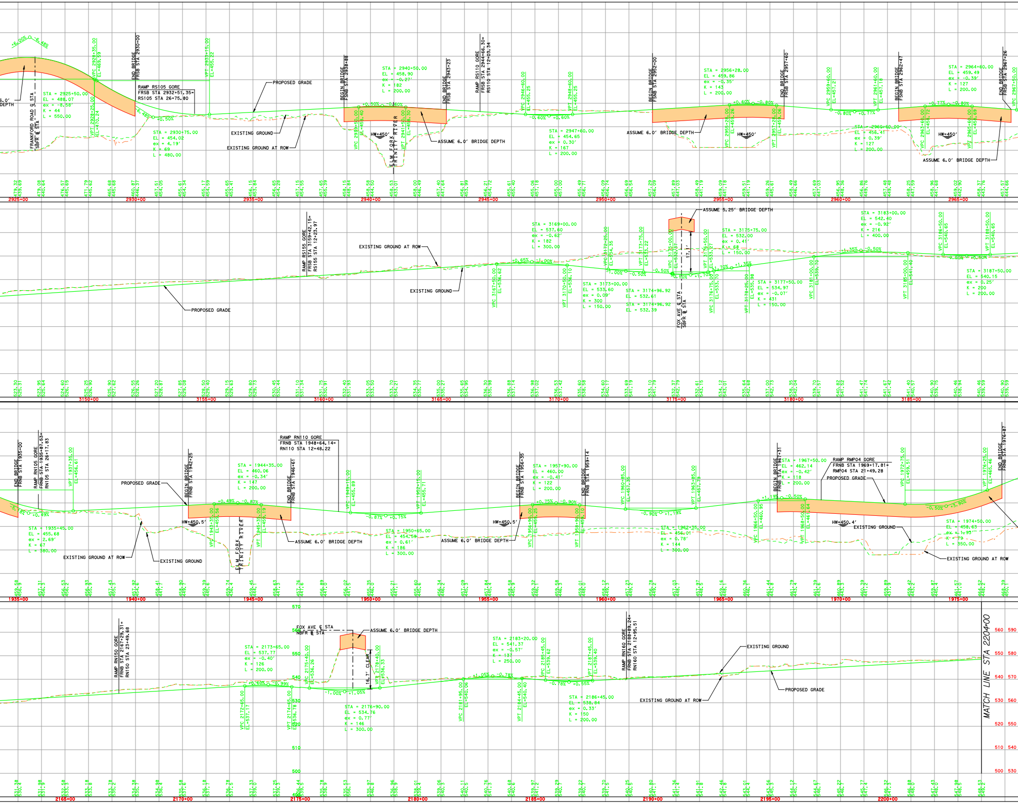
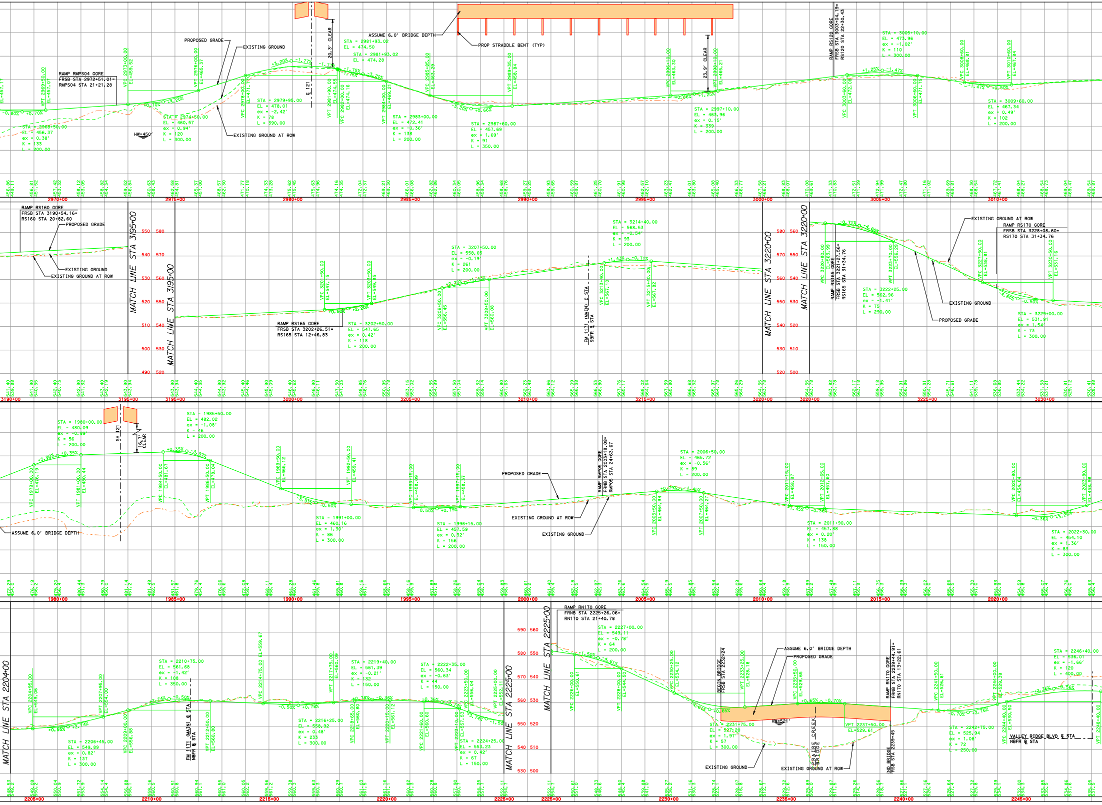
SOUTHBOUND FRONTAGE ROAD PROFILE (FRSB)


END FRSB-P PGL
FRSB STA 2907+15.01, EL 457.44
STA = 2908+00.00
EL = 457.86
ex = -0.31'
K = 91
L = 150.00
BEGIN BRIDGE
FSNB STA 2908+73
VPC 2907+25.00
EL=457.49
VPT 2908+75.00
+0.50%
-1.15%
VPC 2911+00.00
EL=454.42
VPT 2913+00.00
EL=453.77
+0.50%
PROPOSED GRADE
STA = 2912+00.00
EL = 453.27
ex = 0.41'
K = 121
L = 200.00
EXISTING GROUND
EXISTING GROUND AT ROW
RAMP RS105 GORE
FRSB STA 2918+51.35=
RS105 STA 12+75.80
VPC 2918+60.00
EL=456.57
VPT 2922+20.00
EL=468.27
+6.00%
STA = 2920+40.00
EL = 457.47
ex = 2.47'
K = 65
L = 360.00
VPC 2922+75.00
EL=471.57
HW=450'
ASSUME
BRIDGE
2900+00
2905+00
2910+00
2915+00
2920+00
MATCH LINE STA 3120+00
STA = 3126+00.00
EL = 519.50
ex = -0.64'
K = 142
L = 270.00
+0.90%
-1.00%
VPC 3124+65.00
EL=518.29
VPT 3127+35.00
EL=518.15
VPC 3130+58.00
EL=514.92
VPT 3133+58.00
EL=515.83
+1.61%
SH 121 BUSINESS ℄ STA
SBFR ℄ STA
STA = 3132+08.00
EL = 513.42
ex = 0.98'
K = 115
L = 300.00
VPC 3135+97.00
EL=519.67
STA = 3138+40.00
EL = 523.57
ex = -1.28'
K = 231
L = 486.00
-0.50%
VPT 3140+83.00
EL=522.36
VPC 3142+50.00
EL=521.52
VPT 3144+50.00
EL=521.67
-0.60%
+0.65%
STA = 3143+50.00
EL = 521.02
ex = 0.29'
K = 174
L = 200.00
RAMP RS150 GORE
FRSB STA 3145+54.80=
RS150 STA 21+29.29
3125+00
3130+00
3135+00
3140+00
3145+00

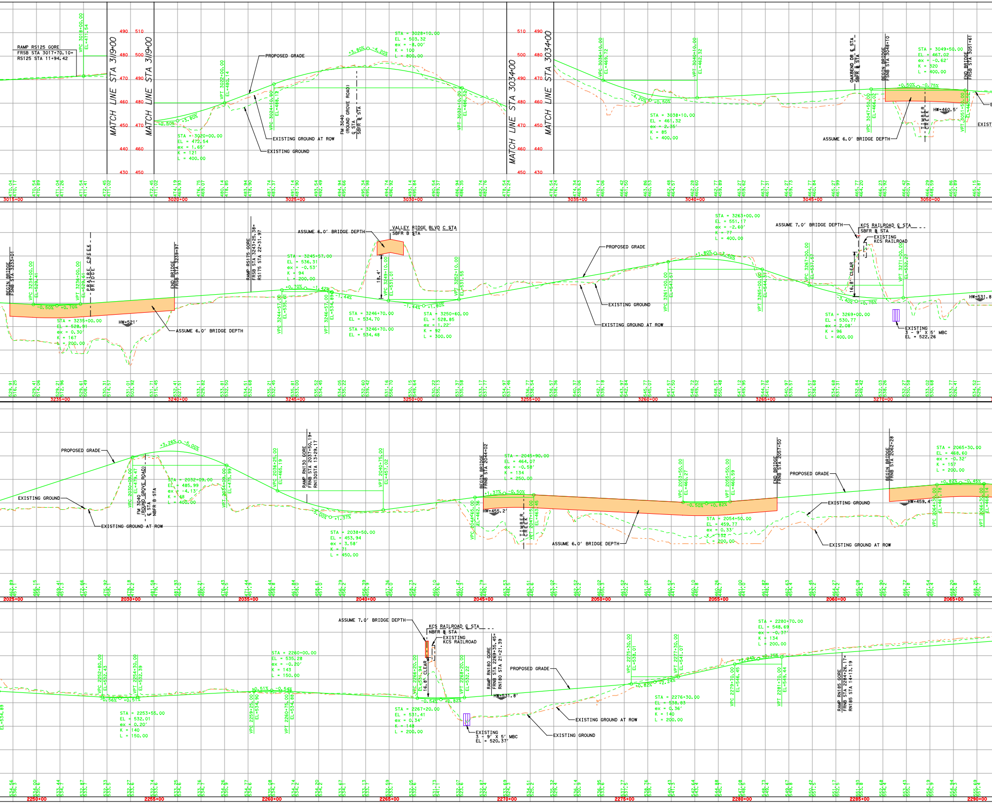
NORTHBOUND FRONTAGE ROAD PROFILE (FRNB)

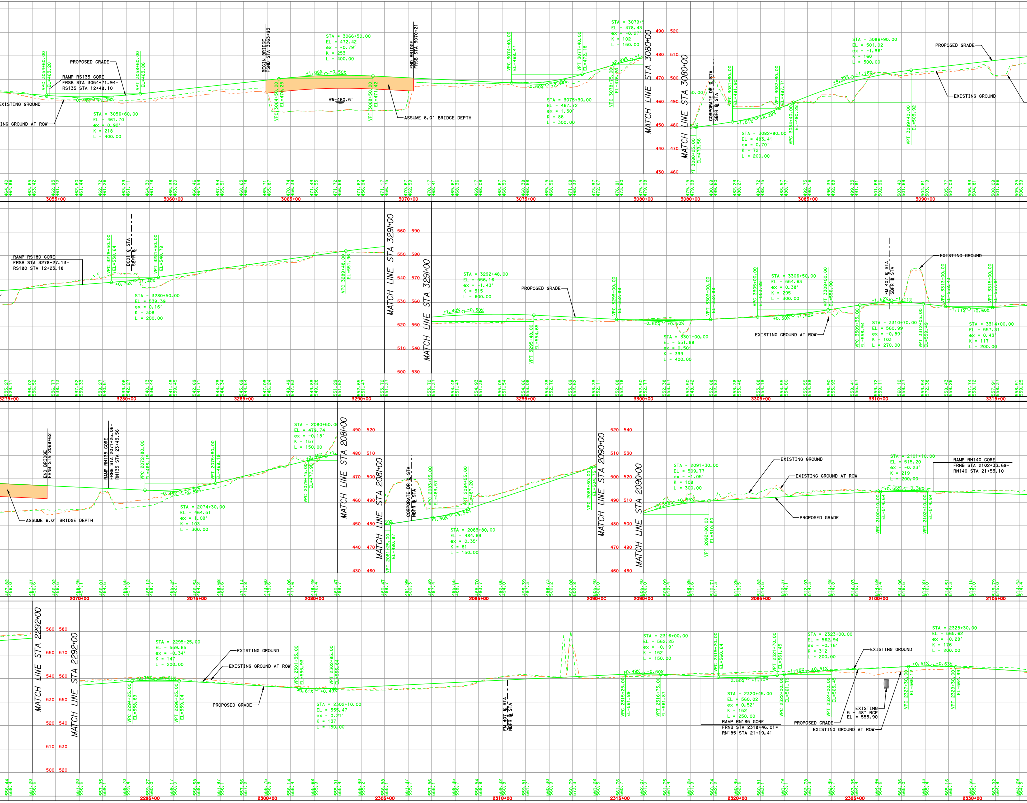

BEGIN FRNB-P PGL
FRNB STA 1910+50.94, EL 455.44
PROPOSED GRADE
RAMP RMN02 GORE
FRNB STA 1654+09.18=
RMN02 STA 23+53.49
VPC 1915+00.00
EL=453.15
VPT 1917+00.00
EL=453.38
-0.51%
+0.74%
STA = 1916+00.00
EL = 452.64
ex = 0.31'
K = 160
L = 200.00
EXISTING GROUND AT ROW
EXISTING GROUND
VPC 1921+85.00
EL=456.96
RAMP RN105 GORE
FRNB STA 1921+87.53=
RN105 STA 12+17.83
BEGIN BRIDGE
FRNB STA 1924+26
VPT 1925+05.00
EL=466.91
+5.48%
STA = 1923+45.00
EL = 458.14
ex = 1.90'
K = 67
L = 320.00
STA = 1929+05.00
EL = 488.84
ex = -6.66'
K = 47
L = 500.00
-5.18%
VPC 1926+55.00
EL=475.14
ASSUME 5.7' BRIDGE DEPTH
HW=451'
VPT 1931+55.00
EL=475.89
VPC 1933+55.00
EL=465.52
1910+00
1915+00
1920+00
1925+00
1930+00
MATCH LINE STA 2136+00
VPT 2136+65.00
EL=516.36
+0.50%
SH 121 BUSINESS
℄ STA
NBFR ℄ STA
EXISTING GROUND
VPC 2143+60.00
EL=519.84
VPT 2145+60.00
EL=520.94
+0.60%
STA = 2144+60.00
EL = 520.34
ex = 0.03'
K = 1997
L = 200.00
PROPOSED GRADE
RAMP RN150 GORE
FRNB STA 2150+40.79=
RN150 STA 22+41.32
EXISTING GROUND AT ROW
2140+00
2145+00
2150+00
2155+00
2160+00


+6.00%
-6.48%
6.0'
DEPTH
FRANKFORD ROAD ℄ STA
SBFR ℄ STA
STA = 2925+50.00
EL = 488.07
ex = -8.58'
K = 44
L = 550.00
VPC 2928+35.00
EL=469.59
VPT 2928+25.00
EL=470.24
END BRIDGE
FRSB STA 2930+00
RAMP RS105 GORE
FRSB STA 2932+51.35=
RS105 STA 26+75.80
STA = 2930+75.00
EL = 454.02
ex = 4.19'
K = 69
L = 480.00
+0.50%
VPT 2933+15.00
EL=455.22
PROPOSED GRADE
EXISTING GROUND
EXISTING GROUND AT ROW
BEGIN BRIDGE
FSNB STA 2938+88
STA = 2940+50.00
EL = 458.90
ex = -0.27'
K = 182
L = 200.00
+0.60%
-0.50%
VPC 2939+50.00
EL=456.40
VPT 2941+50.00
EL=458.90
HW=450'
ELM FORK TRINITY RIVER
ASSUME 6.0' BRIDGE DEPTH
END BRIDGE
FRSB STA 2943+23
RAMP RS110 GORE
FRSB STA 2944+66.30=
RS110 STA 12+03.34
VPC 2946+60.00
EL=455.25
VPT 2948+60.00
EL=455.25
-0.60%
+0.60%
STA = 2947+60.00
EL = 454.65
ex = 0.30'
K = 167
L = 200.00
BEGIN BRIDGE
FSNB STA 2952+00
ASSUME 6.0' BRIDGE DEPTH
STA = 2956+28.00
EL = 459.86
ex = -0.35'
K = 143
L = 200.00
+0.60%
-0.80%
VPC 2955+28.00
EL=454.26
VPT 2957+28.00
EL=458.06
HW=450'
END BRIDGE
FRSB STA 2957+60
VPC 2959+60.00
EL=457.21
VPT 2961+60.00
EL=457.18
-0.80%
+0.77%
STA = 2960+60.00
EL = 456.41
ex = 0.39'
K = 127
L = 200.00
BEGIN BRIDGE
FSNB STA 2962+47
STA = 2964+60.00
EL = 459.49
ex = -0.39'
K = 127
L = 200.00
+0.77%
-0.80%
VPC 2963+60.00
EL=454.72
VPT 2965+60.00
EL=454.69
HW=450'
ASSUME 6.0' BRIDGE DEPTH
END BRIDGE
FRSB STA 2967+26
VPT 2967+00
2925+00
2930+00
2935+00
2940+00
2945+00
2950+00
2955+00
2960+00
2965+00
RAMP RS155 GORE
FRSB STA 3159+42.15=
RS155 STA 12+23.97
EXISTING GROUND AT ROW
PROPOSED GRADE
EXISTING GROUND
STA = 3169+00.00
EL = 537.60
ex = -0.62'
K = 182
L = 300.00
+0.65%
-1.00%
VPC 3167+50.00
EL=536.62
VPT 3170+50.00
EL=536.10
VPC 3172+25.00
EL=534.35
VPT 3173+75.00
EL=533.22
-1.00%
-0.50%
STA = 3173+00.00
EL = 533.60
ex = 0.09'
K = 300
L = 150.00
STA = 3174+96.92
EL = 532.61
STA = 3174+96.92
EL = 532.39
ASSUME 5.25' BRIDGE DEPTH
17.1'
FOX AVE ℄ STA
SBFR ℄ STA
VPC 3175+00
VPT 3176+50.00
EL=533.27
STA = 3175+75.00
EL = 532.00
ex = 0.41'
K = 68
L = 150.00
+1.70%
+1.35%
VPC 3176+75.00
EL=533.70
VPT 3178+25.00
EL=535.98
STA = 3177+50.00
EL = 534.97
ex = -0.07'
K = 431
L = 150.00
VPC 3181+00.00
EL=539.70
STA = 3183+00.00
EL = 542.40
ex = -0.92'
K = 216
L = 400.00
+1.35%
-0.50%
VPT 3185+00.00
EL=541.40
VPC 3186+50.00
EL=540.65
VPT 3188+50.00
EL=540.65
-0.50%
+0.50%
STA = 3187+50.00
EL = 540.15
ex = 0.25'
K = 200
L = 200.00
3150+00
3155+00
3160+00
3165+00
3170+00
3175+00
3180+00
3185+00
END BRIDGE
FRNB STA 1935+00
RAMP RN105 GORE
FRNB STA 1936+87.53=
RN105 STA 26+17.83
VPT 1937+35.00
EL=456.61
+0.49%
STA = 1935+45.00
EL = 455.68
ex = 2.69'
K = 67
L = 380.00
PROPOSED GRADE
BEGIN BRIDGE
FRNB STA 1942+25
HW=450.5'
EXISTING GROUND AT ROW
EXISTING GROUND
STA = 1944+35.00
EL = 460.06
ex = -0.34'
K = 147
L = 200.00
+0.49%
-0.87%
VPC 1943+35.00
EL=459.56
VPT 1945+35.00
EL=459.19
ELM FORK TRINITY RIVER
END BRIDGE
FRNB STA 1946+61
ASSUME 6.0' BRIDGE DEPTH
RAMP RN110 GORE
FRNB STA 1948+64.14=
RN110 STA 12+48.22
VPC 1949+15.00
EL=455.89
-0.87%
+0.75%
VPT 1952+15.00
EL=455.71
STA = 1950+65.00
EL = 454.59
ex = 0.61'
K = 186
L = 300.00
ASSUME 6.0' BRIDGE DEPTH
HW=450.5'
BEGIN BRIDGE
FRNB STA 1956+35
STA = 1957+90.00
EL = 460.00
ex = -0.41'
K = 122
L = 200.00
+0.75%
-0.90%
VPC 1956+90.00
EL=459.24
VPT 1958+90.00
EL=459.10
END BRIDGE
FRNB STA 1959+14
VPC 1960+85.00
EL=457.35
-0.90%
+1.19%
VPT 1963+85.00
EL=457.39
STA = 1962+35.00
EL = 456.01
ex = 0.78'
K = 144
L = 300.00
VPC 1966+50.00
EL=460.95
+1.19%
-0.50%
VPT 1968+50.00
EL=461.64
BEGIN BRIDGE
FRNB STA 1967+31
STA = 1967+50.00
EL = 462.14
ex = -0.42'
K = 118
L = 200.00
RAMP RMP04 GORE
FRNB STA 1969+17.81=
RMP04 STA 21+49.28
PROPOSED GRADE
HW=450.4'
EXISTING GROUND
VPC 1972+75.00
EL=459.51
-0.50%
+3.30%
VPT 1976+25.00
EL=465.46
STA = 1974+50.00
EL = 458.63
ex = 1.93'
K = 79
L = 350.00
EXISTING GROUND AT ROW
END BRIDGE
FRNB STA 1976+87
1935+00
1940+00
1945+00
1950+00
1955+00
1960+00
1965+00
1970+00
1975+00
RAMP RN150 GORE
FRNB STA 2167+29.31=
RN150 STA 23+49.68
STA = 2173+65.00
EL = 537.77
ex = -0.40'
K = 126
L = 200.00
+0.60%
-0.99%
VPC 2172+65.00
EL=537.17
VPT 2174+65.00
EL=536.78
FOX AVE ℄ STA
NBFR ℄ STA
ASSUME 6.0' BRIDGE DEPTH
VPC 2175+40.00
EL=536.26
-1.00%
+1.05%
16.7' CLEAR
VPT 2178+40.00
EL=536.33
STA = 2176+90.00
EL = 534.76
ex = 0.77'
K = 146
L = 300.00
VPC 2181+95.00
EL=540.06
+1.05%
-0.78%
STA = 2183+20.00
EL = 541.37
ex = -0.57'
K = 137
L = 250.00
VPT 2184+45.00
EL=540.40
VPC 2185+45.00
EL=539.62
-0.78%
+0.55%
VPT 2187+45.00
EL=539.40
STA = 2186+45.00
EL = 538.84
ex = 0.33'
K = 150
L = 200.00
RAMP RN160 GORE
FRNB STA 2188+89.24=
RN160 STA 12+95.51
EXISTING GROUND
EXISTING GROUND AT ROW
PROPOSED GRADE
MATCH LINE STA 2204+00
570
560
550
540
530
520
510
500
590
580
570
560
550
540
530
2165+00
2170+00
2175+00
2180+00
2185+00
2190+00
2195+00
2200+00

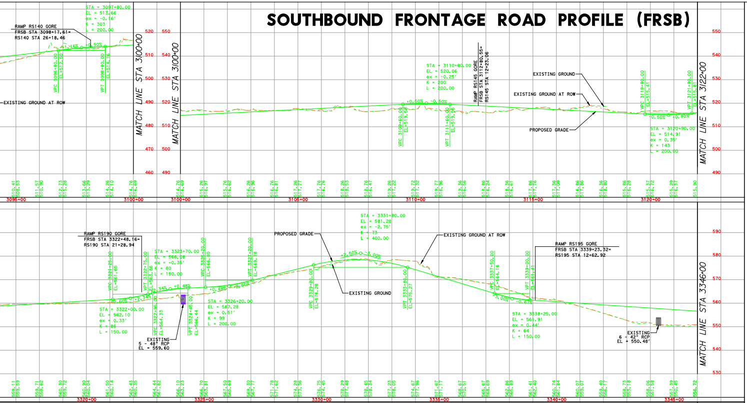


ASSUME 6.0' BRIDGE DEPTH
PROP STRADDLE BENT (TYP)
PROPOSED GRADE
EXISTING GROUND
EXISTING GROUND AT ROW
20.3' CLEAR
23.9' CLEAR
℄ 121
RAMP RMPS04 GORE
FRSB STA 2972+51.01=
RMPS04 STA 21+21.28
RAMP RS120 GORE
FRSB STA 3003+04.19=
RS120 STA 22+30.43
STA = 2969+50.00
EL = 456.37
ex = 0.38'
K = 133
L = 200.00
STA = 2974+50.00
EL = 460.57
ex = 0.94'
K = 120
L = 300.00
STA = 2979+95.00
EL = 478.01
ex = -2.42'
K = 78
L = 390.00
STA = 2981+93.02
EL = 474.50
STA = 2981+93.02
EL = 474.28
STA = 2983+00.00
EL = 472.41
ex = -0.36'
K = 138
L = 200.00
STA = 2987+60.00
EL = 457.69
ex = 1.69'
K = 91
L = 350.00
STA = 2997+10.00
EL = 463.96
ex = 0.15'
K = 339
L = 200.00
STA = 3005+10.00
EL = 473.96
ex = -1.02'
K = 110
L = 300.00
STA = 3009+60.00
EL = 467.34
ex = 0.49'
K = 102
L = 200.00
HW=450'
2970+00
2975+00
2980+00
2985+00
2990+00
2995+00
3000+00
3005+00
3010+00
RAMP RS160 GORE
FRSB STA 3190+54.16=
RS160 STA 20+82.60
MATCH LINE STA 3195+00
RAMP RS165 GORE
FRSB STA 3202+26.51=
RS165 STA 12+46.83
STA = 3202+50.00
EL = 547.65
ex = 0.42'
K = 118
L = 200.00
STA = 3207+50.00
EL = 558.65
ex = -0.19'
K = 261
L = 200.00
STA = 3214+40.00
EL = 568.53
ex = -0.94'
K = 93
L = 200.00
FM 1171 (MAIN) ℄ STA
SBFR ℄ STA
MATCH LINE STA 3220+00
RAMP RS165 GORE
FRSB STA 3221+27.56=
RS165 STA 31+34.76
RAMP RS170 GORE
FRSB STA 3228+08.60=
RS170 STA 31+34.76
STA = 3222+25.00
EL = 562.96
ex = -1.41'
K = 75
L = 290.00
STA = 3229+00.00
EL = 531.91
ex = 1.54'
K = 73
L = 300.00
3190+00
3195+00
3200+00
3205+00
3210+00
3215+00
3220+00
3225+00
3230+00
SH 121
16.7' CLEAR
STA = 1980+00.00
EL = 480.09
ex = -0.89'
K = 56
L = 200.00
STA = 1985+50.00
EL = 482.02
ex = -1.08'
K = 46
L = 200.00
STA = 1991+00.00
EL = 460.16
ex = -1.30'
K = 86
L = 300.00
STA = 1996+15.00
EL = 457.59
ex = 0.32'
K = 156
L = 200.00
RAMP RMP05 GORE
FRNB STA 2003+19.08=
RMP05 STA 24+63.67
STA = 2006+50.00
EL = 465.72
ex = -0.56'
K = 89
L = 200.00
STA = 2011+90.00
EL = 457.88
ex = 0.20'
K = 138
L = 150.00
STA = 2022+30.00
EL = 454.10
ex = 1.36'
K = 83
L = 300.00
1980+00
1985+00
1990+00
1995+00
2000+00
2005+00
2010+00
2015+00
2020+00
MATCH LINE STA 2204+00
STA = 2206+45.00
EL = 549.89
ex = 0.82'
K = 137
L = 300.00
STA = 2210+75.00
EL = 561.68
ex = -1.42'
K = 108
L = 350.00
FM 1171 (MAIN) ℄ STA
NBFR ℄ STA
STA = 2216+25.00
EL = 558.92
ex = 0.48'
K = 235
L = 300.00
STA = 2219+40.00
EL = 561.39
ex = -0.21'
K = 132
L = 150.00
STA = 2222+35.00
EL = 560.34
ex = -0.63'
K = 44
L = 150.00
STA = 2224+25.00
EL = 553.23
ex = 0.42'
K = 67
L = 150.00
MATCH LINE STA 2225+00
RAMP RN170 GORE
FRNB STA 2225+26.06=
RN170 STA 21+40.78
STA = 2227+00.00
EL = 549.11
ex = -0.78'
K = 64
L = 200.00
BEGIN BRIDGE
FRSB STA 2232+24
STA = 2231+75.00
EL = 527.20
ex = 1.97'
K = 57
L = 300.00
HW=521'
PRAIRIE CREEK
VPT 2237+50.00
EL=529.61
END BRIDGE
FRSB STA 2239+45
RAMP RN170 GORE
FRNB STA 2239+44.91=
RN170 STA 13+22.61
STA = 2242+75.00
EL = 525.94
ex = 1.08'
K = 72
L = 250.00
STA = 2246+40.00
EL = 536.01
ex = -1.66'
K = 120
L = 400.00
VALLEY RIDGE BLVD ℄ STA
NBFR ℄ STA
2205+00
2210+00
2215+00
2220+00
2225+00
2230+00
2235+00
2240+00
2245+00

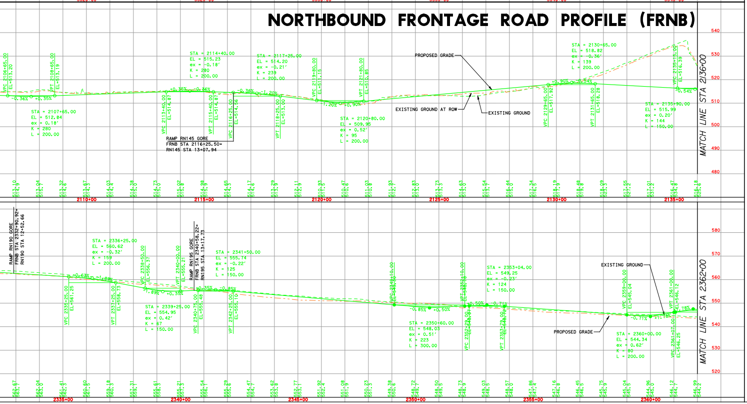

RAMP RS125 GORE
FRSB STA 3017+70.10=
RS125 STA 11+94.42
VPC 3018+00.00
EL=471.54
MATCH LINE STA 3019+00
PROPOSED GRADE
EXISTING GROUND AT ROW
EXISTING GROUND
STA = 3020+00.00
EL = 472.54
ex = 1.65'
K = 121
L = 400.00
-0.50%
+3.80%
VPT 3022+00.00
EL=480.14
VPC 3024+10.00
EL=488.12
FM 3040
(ROUND GROVE ROAD)
℄ STA
SBFR ℄ STA
STA = 3028+10.00
EL = 503.32
ex = -8.00'
K = 100
L = 800.00
+3.80%
-4.20%
VPT 3032+10.00
EL=486.52
MATCH LINE STA 3034+00
VPC 3035+10.00
EL=469.72
VPT 3040+10.00
EL=462.32
STA = 3038+10.00
EL = 461.32
ex = 2.35'
K = 85
L = 400.00
-4.20%
+0.50%
OAKBEND DR ℄ STA
SBFR ℄ STA
BEGIN BRIDGE
FRSB STA 3048+10
STA = 3049+50.00
EL = 467.02
ex = -0.62'
K = 320
L = 400.00
END BRIDGE
FRSB STA 3051+61
+0.50%
-0.75%
VPC 3047+50.00
EL=466.32
TIMBER CREEK
HW=460.5'
ASSUME 6.0' BRIDGE DEPTH
VPT 3051+50.00
EXIST
3015+00
3020+00
3025+00
3030+00
3035+00
3040+00
3045+00
3050+00
BEGIN BRIDGE
FSNB STA 3233+01
VPC 3234+00.00
EL=529.41
VPT 3236+00.00
EL=528.61
PRAIRIE CREEK BRIDGE
END BRIDGE
FRSB STA 3239+97
-0.50%
+0.70%
STA = 3235+00.00
EL = 528.31
ex = 0.30'
K = 167
L = 200.00
HW=521'
ASSUME 6.0' BRIDGE DEPTH
RAMP RS175 GORE
FRSB STA 3243+25.38=
RS175 STA 22+31.97
STA = 3245+57.00
EL = 536.31
ex = -0.53'
K = 94
L = 200.00
+0.70%
-1.42%
VPC 3244+57.00
EL=535.61
VPT 3246+57.00
EL=534.89
ASSUME 6.0' BRIDGE DEPTH
VALLEY RIDGE BLVD ℄ STA
SBFR ℄ STA
18.4'
VPC 3249+10.00
EL=531.01
-1.44%
-1.44%
+1.80%
STA = 3246+70.00
EL = 534.70
STA = 3246+70.00
EL = 534.48
STA = 3250+60.00
EL = 528.85
ex = 1.22'
K = 92
L = 300.00
VPT 3252+10.00
EL=531.55
PROPOSED GRADE
EXISTING GROUND
EXISTING GROUND AT ROW
STA = 3263+00.00
EL = 551.17
ex = -2.60'
K = 77
L = 400.00
+1.80%
-3.40%
VPC 3261+00.00
EL=547.57
VPT 3265+00.00
EL=544.37
ASSUME 7.0' BRIDGE DEPTH
KCS RAILROAD ℄ STA
SBFR ℄ STA
EXISTING
KCS RAILROAD
VPC 3267+00.00
EL=537.57
16.8' CLEAR
VPT 3271+00.00
EL=532.27
-3.40%
-0.75%
STA = 3269+00.00
EL = 530.77
ex = 2.08'
K = 96
L = 400.00
EXISTING
3 - 9' X 5' MBC
EL = 522.26
HW=531.8
3235+00
3240+00
3245+00
3250+00
3255+00
3260+00
3265+00
3270+00
PROPOSED GRADE
EXISTING GROUND
EXISTING GROUND AT ROW
+3.26%
-5.00%
VPC 2030+00.00
EL=479.47
FM 3040
(ROUND GROVE ROAD)
℄ STA
NBFR ℄ STA
STA = 2032+00.00
EL = 485.99
ex = -4.13'
K = 48
L = 400.00
VPT 2034+00.00
EL=475.99
RAMP RN130 GORE
FRNB STA 2037+50.19=
RN130STA 13+29.17
VPC 2036+25.00
EL=465.19
VPT 2040+75.00
EL=457.02
-5.00%
+1.37%
STA = 2038+50.00
EL = 453.94
ex = 3.58'
K = 71
L = 450.00
BEGIN BRIDGE
FRNB STA 2044+02
STA = 2045+90.00
EL = 464.07
ex = -0.59'
K = 134
L = 250.00
+1.37%
-0.50%
VPC 2044+65.00
EL=462.36
HW=455.2'
TIMBER CREEK
VPT 2047+15.00
EL=463.45
ASSUME 6.0' BRIDGE DEPTH
VPC 2053+50.00
EL=460.27
VPT 2055+50.00
EL=460.59
-0.50%
+0.82%
STA = 2054+50.00
EL = 459.77
ex = 0.33'
K = 152
L = 200.00
END BRIDGE
FRNB STA 2057+50
PROPOSED GRADE
EXISTING GROUND
EXISTING GROUND AT ROW
BEGIN BRIDGE
FRNB STA 2062+28
STA = 2065+30.00
EL = 468.60
ex = -0.32'
K = 157
L = 200.00
+0.82%
-0.46%
HW=459.4'
VPC 2064+30.00
EL=467.78
VPT 2066+30.00
2025+00
2030+00
2035+00
2040+00
2045+00
2050+00
2055+00
2060+00
2065+00
VPC 2252+80.00
EL=532.43
VPT 2254+30.00
EL=532.39
-0.56%
+0.51%
STA = 2253+55.00
EL = 532.01
ex = 0.20'
K = 140
L = 150.00
STA = 2260+00.00
EL = 535.28
ex = -0.20'
K = 143
L = 150.00
+0.51%
-0.54%
VPC 2259+25.00
EL=534.90
VPT 2260+75.00
EL=534.88
ASSUME 7.0' BRIDGE DEPTH
KCS RAILROAD ℄ STA
NBFR ℄ STA
EXISTING
KCS RAILROAD
16.8' CLEAR
VPC 2266+20.00
VPT 2268+20.00
EL=532.22
-0.54%
+0.82%
STA = 2267+20.00
EL = 531.41
ex = 0.34'
K = 148
L = 200.00
EXISTING
3 - 9' X 5' MBC
EL = 520.37'
RAMP RN180 GORE
FRNB STA 2269+35.45=
RN180 STA 21+21.39
HW=531.8'
PROPOSED GRADE
EXISTING GROUND AT ROW
EXISTING GROUND
VPC 2275+30.00
EL=538.01
VPT 2277+30.00
EL=541.07
+0.82%
+2.24%
STA = 2276+30.00
EL = 538.63
ex = 0.36'
K = 140
L = 200.00
STA = 2280+70.00
EL = 548.69
ex = -0.37'
K = 134
L = 200.00
VPC 2279+70.00
EL=546.45
VPT 2281+70.00
EL=549.44
RAMP RN185 GORE
FRNB STA 2284+26.17=
RN185 STA 14+13.19
2250+00
2255+00
2260+00
2265+00
2270+00
2275+00
2280+00
2285+00
2290+00


PROPOSED GRADE
RAMP RS135 GORE
FRSB STA 3054+71.94=
RS135 STA 12+48.10
EXISTING GROUND
ING GROUND AT ROW
VPC 3054+60.00
EL=463.20
VPT 3058+60.00
EL=463.86
STA = 3056+60.00
EL = 461.70
ex = 0.92'
K = 218
L = 400.00
BEGIN BRIDGE
FSNB STA 3063+93
STA = 3066+50.00
EL = 472.42
ex = -0.79'
K = 253
L = 400.00
+1.08%
-0.50%
HW=460.5'
VPC 3064+50.00
EL=470.25
VPT 3068+50.00
EL=471.42
END BRIDGE
FRSB STA 3070+27
ASSUME 6.0' BRIDGE DEPTH
VPC 3074+40.00
EL=468.47
VPT 3077+40.00
EL=472.18
STA = 3075+90.00
EL = 467.72
ex = 1.30'
K = 86
L = 300.00
STA = 3079+
EL = 478.43
ex = -0.27'
K = 102
L = 150.00
VPC 3078+75.00
MATCH LINE STA 3080+00
CORPORATE DR ℄ STA
SBFR ℄ STA
VPT 3081+00.00
EL=481.80
STA = 3082+80.00
EL = 483.41
ex = 0.70'
K = 72
L = 200.00
+1.51%
+4.29%
VPT 3083+80.00
VPC 3084+40.00
EL=490.28
STA = 3086+90.00
EL = 501.02
ex = -1.98'
K = 160
L = 500.00
+4.39%
+1.16%
VPT 3089+40.00
EL=503.92
PROPOSED GRADE
EXISTING GROUND
3055+00
3060+00
3065+00
3070+00
3075+00
3080+00
3085+00
3090+00
RAMP RS180 GORE
FRSB STA 3278+27.13=
RS180 STA 12+23.18
VPC 3279+50.00
EL=538.64
DCDT ℄ STA
SBFR ℄
VPT 3281+50.00
EL=540.79
+0.75%
STA = 3280+50.00
EL = 539.39
ex = 0.16'
K = 308
L = 200.00
VPC 3289+48.00
EL=551.98
MATCH LINE STA 3291+00
STA = 3292+48.00
EL = 556.16
ex = -1.43'
K = 315
L = 600.00
+1.40%
-0.50%
PROPOSED GRADE
VPT 3295+48.00
EL=554.65
VPC 3299+00.00
VPT 3303+00.00
STA = 3301+00.00
EL = 551.88
ex = 0.50'
K = 399
L = 400.00
-0.50%
+0.50%
VPC 3305+00.00
STA = 3306+50.00
EL = 564.63
ex = 0.38'
K = 295
L = 300.00
+0.50%
+1.52%
VPT 3308+00.00
EXISTING GROUND AT ROW
FM 407 ℄ STA
SBFR ℄ STA
EXISTING GROUND
VPC 3309+35.00
EL=558.94
STA = 3310+70.00
EL = 560.99
ex = -0.89'
K = 103
L = 270.00
VPT 3312+05.00
VPC 3313+00.00
VPT 3315+00.00
STA = 3314+00.00
EL = 557.31
ex = 0.43'
K = 117
L = 200.00
-1.11%
+0.60%
3275+00
3280+00
3285+00
3290+00
3295+00
3300+00
3305+00
3310+00
3315+00
END BRIDGE
FRNB STA 2068+62
RAMP RN135 GORE
FRNB STA 2071+25.06=
RN135 STA 23+43.56
ASSUME 6.0' BRIDGE DEPTH
VPC 2072+80.00
EL=465.19
VPT 2075+80.00
EL=468.18
STA = 2074+30.00
EL = 464.51
ex = 1.09'
K = 103
L = 300.00
-0.45%
+2.46%
STA = 2080+60.00
EL = 479.74
ex = -0.18'
K = 157
L = 150.00
VPC 2079+75.00
EL=477.90
MATCH LINE STA 2081+00
CORPORATE DR ℄ STA
NBFR ℄ STA
VPT 2081+25.00
EL=480.87
VPC 2083+05.00
EL=483.57
VPT 2084+55.00
EL=487.20
STA = 2083+80.00
EL = 484.69
ex = 0.35'
K = 81
L = 150.00
+1.50%
+3.34%
VPC 2089+60.00
MATCH LINE STA 2090+00
STA = 2091+30.00
EL = 509.77
ex = -1.06'
K = 108
L = 300.00
+3.34%
+0.55%
VPT 2092+80.00
EL=510.60
EXISTING GROUND
EXISTING GROUND AT ROW
PROPOSED GRADE
STA = 2101+10.00
EL = 515.20
ex = -0.23'
K = 219
L = 200.00
+0.55%
-0.36%
VPC 2100+10.00
EL=514.64
VPT 2102+10.00
EL=514.84
RAMP RN140 GORE
FRNB STA 2102+33.69=
RN140 STA 21+53.10
2070+00
2075+00
2080+00
2085+00
2090+00
2095+00
2100+00
2105+00
MATCH LINE STA 2292+00
STA = 2295+25.00
EL = 559.65
ex = -0.34'
K = 147
L = 200.00
+0.76%
-0.61%
VPC 2294+25.00
EL=558.89
VPT 2296+25.00
EL=559.04
EXISTING GROUND
EXISTING GROUND AT ROW
PROPOSED GRADE
VPC 2301+35.00
EL=555.93
VPT 2302+85.00
EL=556.84
STA = 2302+10.00
EL = 555.47
ex = 0.21'
K = 137
L = 150.00
-0.61%
+0.49%
FM 407 ℄ STA
NBFR ℄ STA
STA = 2316+00.00
EL = 562.25
ex = -0.19'
K = 152
L = 150.00
+0.49%
-0.50%
VPC 2315+25.00
EL=561.89
VPT 2316+75.00
EL=561.87
VPC 2319+20.00
EL=560.64
STA = 2320+45.00
EL = 560.02
ex = 0.52'
K = 152
L = 250.00
-0.50%
+1.15%
VPT 2321+70.00
EL=561.45
RAMP RN185 GORE
FRNB STA 2318+46.01=
RN185 STA 21+19.41
STA = 2323+00.00
EL = 562.94
ex = -0.16'
K = 312
L = 200.00
+1.15%
+0.51%
VPC 2322+00.00
EL=561.79
VPT 2324+00.00
EL=563.45
EXISTING GROUND
PROPOSED GRADE
EXISTING
5 - 48" RCP
EL = 555.90
EXISTING GROUND AT ROW
STA = 2328+30.00
EL = 565.82
ex = -0.28'
K = 176
L = 200.00
+0.51%
-0.63%
VPC 2327+30.00
EL=566.12
VPT 2329+30.00
EL=564.91
2295+00
2300+00
2305+00
2310+00
2315+00
2320+00
2325+00
2330+00

SOUTHBOUND FRONTAGE ROAD PROFILE (FRSB)


STA = 3097+80.00
EL = 513.66
ex = -0.16'
K = 303
L = 200.00
RAMP RS140 GORE
FRSB STA 3098+17.61=
RS140 STA 26+18.46
EXISTING GROUND AT ROW
MATCH LINE STA 3100+00
STA = 3110+60.00
EL = 520.06
ex = -0.25'
K = 200
L = 200.00
RAMP RS145 GORE
FRSB STA 3112+80.55=
RS145 STA 12+23.06
EXISTING GROUND
EXISTING GROUND AT ROW
PROPOSED GRADE
STA = 3120+90.00
EL = 514.91
ex = -0.35'
K = 143
L = 200.00
MATCH LINE STA 3122+00
3095+00
3100+00
3105+00
3110+00
3115+00
3120+00
STA = 3331+80.00
EL = 581.28
ex = -2.75'
K = 73
L = 400.00
RAMP RS190 GORE
FRSB STA 3322+48.16=
RS190 STA 21+28.94
PROPOSED GRADE
EXISTING GROUND AT ROW
STA = 3323+70.00
EL = 566.08
ex = -0.35'
K = 80
L = 150.00
RAMP RS195 GORE
FRSB STA 3339+23.32=
RS195 STA 12+62.92
STA = 3322+00.00
EL = 562.10
ex = 0.33'
K = 86
L = 150.00
STA = 3326+20.00
EL = 567.28
ex = 0.51'
K = 99
L = 200.00
EXISTING GROUND
EXISTING
5 - 48" RCP
EL = 559.60
STA = 3338+25.00
EL = 561.91
ex = 0.44'
K = 64
L = 150.00
EXISTING
6 - 42" RCP
EL = 550.48'
MATCH LINE STA 3346+00
3320+00
3325+00
3330+00
3335+00
3340+00
3345+00

NORTHBOUND FRONTAGE ROAD PROFILE (FRNB)


STA = 2114+40.00
EL = 515.23
ex = -0.18'
K = 280
L = 200.00
STA = 2117+25.00
EL = 514.20
ex = -0.21'
K = 239
L = 200.00
PROPOSED GRADE
STA = 2130+65.00
EL = 518.82
ex = -0.36'
K = 139
L = 200.00
STA = 2107+65.00
EL = 512.84
ex = 0.18'
K = 280
L = 200.00
RAMP RN145 GORE
FRNB STA 2116+25.50=
RN145 STA 13+07.94
STA = 2120+80.00
EL = 509.95
ex = 0.52'
K = 95
L = 200.00
EXISTING GROUND AT ROW
EXISTING GROUND
STA = 2135+90.00
EL = 516.99
ex = 0.20'
K = 144
L = 150.00
MATCH LINE STA 2136+00
2110+00
2115+00
2120+00
2125+00
2130+00
2135+00
RAMP RN190 GORE
FRNB STA 2332+90.92=
RN190 STA 12+52.66
STA = 2336+25.00
EL = 560.62
ex = -0.32'
K = 159
L = 200.00
RAMP RN195 GORE
FRNB STA 2340+58.22=
RN195 STA 13+17.73
STA = 2341+50.00
EL = 555.74
ex = -0.22'
K = 125
L = 150.00
STA = 2339+25.00
EL = 554.95
ex = 0.42'
K = 67
L = 150.00
STA = 2353+04.00
EL = 549.25
ex = -0.23'
K = 124
L = 150.00
STA = 2350+60.00
EL = 548.03
ex = 0.51'
K = 223
L = 300.00
EXISTING GROUND
PROPOSED GRADE
STA = 2360+00.00
EL = 544.34
ex = 0.62'
K = 80
L = 200.00
MATCH LINE STA 2362+00
2335+00
2340+00
2345+00
2350+00
2355+00
2360+00

Texas Department of Transportation ®

Dallas District Design Schematic

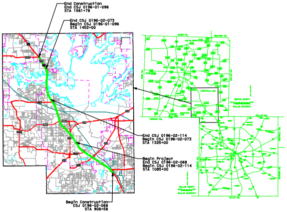
William L. Hale, P.E., District Engineer

IH 35E

From: PGBT
To: FM 2181 S. in Corinth
Dallas & Denton County
Functional Class: Urban Freeway
Project Length: 12.27 Miles

CSJ's: 0196-01-096
0196-02-073
0196-02-114
0196-02-068

Design Speeds:
Mainlanes 70 mph
Managed Lanes 70 mph
Ramps 40 mph
Turnaround Ramps 20 mph
Frontage Roads 40 mph
Cross Streets 30 mph
Collector Distributor 50 mph
Direct Connectors 50 mph


End Construction
End CSJ 0196-01-096
STA 1561+78
End CSJ 0196-02-073
Begin CSJ 0196-01-096
STA 1452+00
End CSJ 0196-02-114
Begin CSJ 0196-02-073
STA 1325+00
Begin Project
End CSJ 0196-02-068
Begin CSJ 0196-02-114
STA 1085+00
Begin Construction
CSJ 0196-02-068
STA 908+58

Scale:
Horizontal 1"=100'
Vertical 1"=10'

October 2010

MIDDLE SEGMENT - FRONTAGE ROADS
Roll 5 of 9

SCHEMATIC PREPARED BY:
HDR ENGINEERING, INC.
REGISTRATION NUMBER 754
FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.
Prepared by or under the Direct Supervision of:

NAME	P.E. NUMBER
PHILLIP WAYNE ULLMAN	71426
M. SHANE WALTERS	100195

10-18-2010
DATE

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Dallas, Texas 75248-1229

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