Texas Department of Transportation®

Dallas District Design Schematic

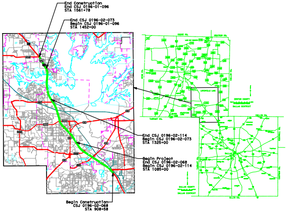
William L. Hale, P.E., District Engineer

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
DALLAS COUNTY
DALLAS DISTRICT

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

October 2010

MIDDLE SEGMENT - RAMPS
Roll 9 of 9

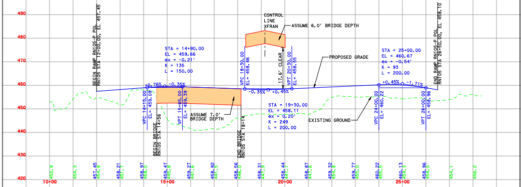
SCHEMATIC PREPARED BY:
HDR ENGINEERING, INC.
REGISTRATION NUMBER 754
FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.
Prepared by or under the Direct Supervision of:

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

DATE: 10-18-2010

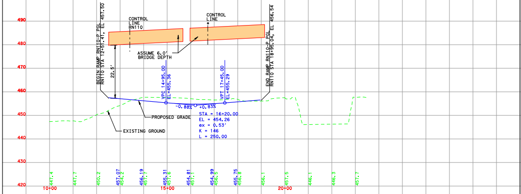
HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

© 2010 by Texas Department of Transportation all rights reserved


490
480
470
460
450
440
430
420
10+00
15+00
20+00
25+00
BEGIN RAMP RN105-P PGL
RN105 STA 12+00.00, EL 457.45
STA = 14+90.00
EL = 459.66
ex = -0.21'
K = 135
L = 150.00
+0.76%
-0.35%
VPC 14+15.00
EL= 459.09
VPT 15+65.00
EL= 459.39
ASSUME 7.0' BRIDGE DEPTH
BEGIN BRIDGE
RN105 STA 14+56
END BRIDGE
RN105 STA 18+14
CONTROL LINE XFRAN
ASSUME 6.0' BRIDGE DEPTH
VPC 18+30.00
EL= 458.46
17.6' CLEAR
VPT 20+30.00
EL= 458.55
-0.35%
+0.45%
STA = 19+30.00
EL = 458.11
ex = 0.20'
K = 249
L = 200.00
PROPOSED GRADE
EXISTING GROUND
STA = 25+00.00
EL = 460.67
ex = -0.54'
K = 93
L = 200.00
+0.45%
-1.71%
VPC 24+00.00
EL= 460.22
VPT 26+00.00
EL= 458.96
END RAMP RN105-P PGL
RN105 STA 26+50.00, EL 458.10
452.9
454.3
457.45
454.8
458.21
451.7
458.97
458.0
459.47
445.8
459.27
441.6
458.92
441.5
458.56
446.0
458.31
447.9
458.44
447.7
458.87
447.6
459.32
454.8
459.77
455.0
460.22
455.5
460.13
454.3
458.96
454.0
454.1
456.2

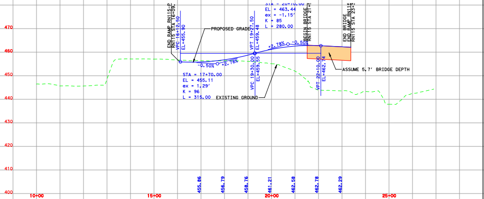
FLYOVER RN105

FRANKFORD RD FLYOVER


490
480
470
460
450
440
430
420
10+00
15+00
20+00
BEGIN RAMP RN110-P PGL
RN110 STA 12+51.41, EL 457.50
CONTROL LINE RN110
CONTROL LINE
ASSUME 6.0' BRIDGE DEPTH
22.5'
VPC 14+95.00
EL=455.36
VPT 17+45.00
EL=455.29
-0.88%
+0.83%
STA = 16+20.00
EL = 454.26
ex = 0.53'
K = 146
L = 250.00
PROPOSED GRADE
EXISTING GROUND
END RAMP RN110-P PGL
RN110 STA 18+95.04, EL 456.54
447.4
447.7
450.2
457.07
454.2
456.19
457.7
455.31
457.6
454.81
457.1
454.99
456.5
455.75
456.8
456.1
457.5
446.1
446.3
457.7

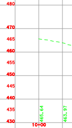
ENTRANCE RAMP RN110

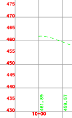
NB IH35E ENTRANCE RAMP
FROM FRANKFORD RD


470
460
450
440
430
420
410
400
10+00
15+00
20+00
25+00
END RAMP RN115-P
RN115 STA 16+09.
VPC 16+12.50
EL=455.90
PROPOSED GRADE
-0.50%
+2.78%
STA = 17+70.00
EL = 455.11
ex = 1.29'
K = 96
L = 315.00
EXISTING GROUND
VPT 19+27.50
EL=459.48
VPC 19+30.00
EL=459.55
STA = 20+10.00
EL = 463.44
ex = -1.15'
K = 85
L = 280.00
+2.78%
-0.50%
BEGIN BRIDGE
RN115 STA 21+
END BRIDGE
END RAMP RN115
RN115 STA 23+
VPT 22+10.00
EL=462.74
ASSUME 5.7' BRIDGE DEPTH
455.86
456.79
458.76
461.21
462.58
462.78
462.29

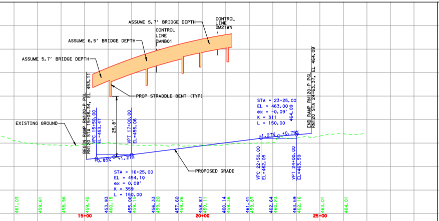
EXIT RAMP RN115

NB IH35E EXIT RAMP
TO 121 TOLL


480
470
465
460
455
450
445
440
435
430
10+00
465.64
463.97

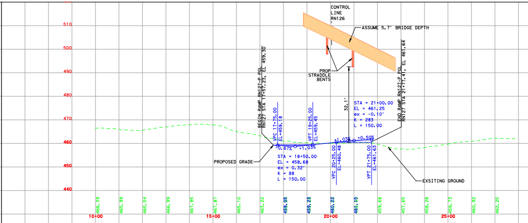

475
470
465
460
455
450
445
440
435
430
10+00
461.89
459.57

500
490
480
470
460
450
440
430
10+00
BEGIN RAMP RN126-P PGL
RN126 STA 10+00.00, EL 463.81
463.81
457.2
464.72
455.9


ASSUME 5.7' BRIDGE DEPTH
CONTROL LINE DM21WN
CONTROL LINE DMNB01
ASSUME 6.5' BRIDGE DEPTH
ASSUME 5.7' BRIDGE DEPTH
PROP STRADDLE BENT (TYP)
25.8'
EXISTING GROUND
BEGIN RAMP RN120-P PGL RN120 STA 15+08.34, EL 453.11
VPC 15+50.00 EL=453.47
VPT 17+00.00 EL=455.06
+0.85%
+1.21%
STA = 16+25.00
EL = 454.10
ex = 0.08'
K = 359
L = 150.00
PROPOSED GRADE
STA = 23+25.00
EL = 463.00
ex = -0.09'
K = 311
L = 150.00
+1.27%
+0.79%
VPC 22+50.00 EL=462.05
VPT 24+00.00 EL=463.59
END RAMP RN120-P PGL RN120 STA 24+63.37, EL 464.09
15+00
20+00
25+00

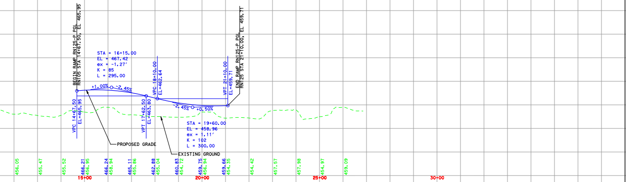
EXIT RAMP RN120

NB IH35E EXIT RAMP
TO HEBRON/ FM 3040


CONTROL LINE RN126
ASSUME 5.7' BRIDGE DEPTH
PROP STRADDLE BENTS
32.1'
510
500
490
480
470
460
450
440
BEGIN RAMP RN127-P PGL RN127 STA 17+57.25, EL 459.30
VPC 17+75.00 EL=459.18
VPT 19+25.00 EL=459.45
-0.67%
+1.03%
STA = 18+50.00
EL = 458.68
ex = 0.32'
K = 88
L = 150.00
PROPOSED GRADE
VPC 20+25.00 EL=460.48
VPT 21+75.00 EL=461.63
+1.03%
+0.50%
STA = 21+00.00
EL = 461.25
ex = -0.10'
K = 283
L = 150.00
END RAMP RN127-P PGL RN127 STA 21+77.41, EL 461.64
EXSITING GROUND
10+00
15+00
20+00
25+00

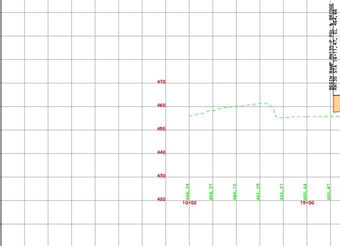
EXIT RAMP RN127

NB IH35E MANAGED LANES EXIT RAMP
TO NB IH35E LANES


BEGIN RAMP RN125-P PGL RN105 STA 14+67.50, EL 465.95
VPC 14+67.50 EL=465.95
STA = 16+15.00
EL = 467.42
ex = -1.27'
K = 85
L = 295.00
+1.00%
-2.45%
VPT 17+62.50 EL=463.80
VPC 18+10.00 EL=462.64
-2.45%
+0.50%
STA = 19+60.00
EL = 458.96
ex = 1.11'
K = 102
L = 300.00
VPT 21+10.00 EL=459.71
END RAMP RN125-P PGL RN125 STA 21+10.00, EL 459.71
PROPOSED GRADE
EXISTING GROUND
15+00
20+00
25+00
30+00

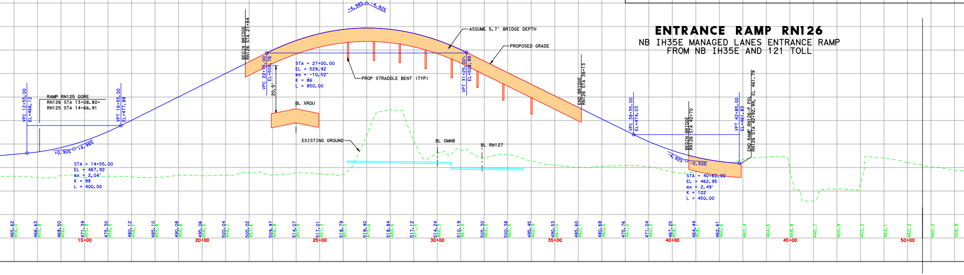
ENTRANCE RAMP RN125

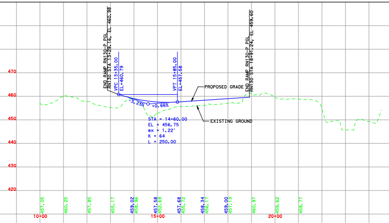
NB IH35E ENTRANCE RAMP
FROM NB IH35E AND 121 TOLL


BEGIN RAMP RN135-P PGL & BRIDGE RN135 STA 16+11.47, EL 464.66
470
460
450
440
430
420
10+00
15+00

ENTRANCE RAMP RN126

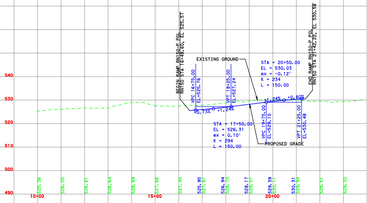
NB IH35E MANAGED LANES ENTRANCE RAMP
FROM NB IH35E AND 121 TOLL


+4.98%
-4.92%
ASSUME 5.7' BRIDGE DEPTH
PROPOSED GRADE
BEGIN BRIDGE RN126 STA 21+84
VPC 22+75.00 EL=508.76
STA = 27+00.00
EL = 529.92
ex = -10.52'
K = 86
L = 850.00
PROP STRADDLE BENT (TYP)
VPT 31+25.00 EL=508.99
20.5'
BL XROU
END BRIDGE RN126 STA 36+13
RAMP RN125 GORE
RN126 STA 13+08.80=
RN125 STA 14+66.91
VPC 12+55.00 EL=466.12
VPT 16+55.00 EL=477.88
+0.90%
+4.98%
STA = 14+55.00
EL = 467.92
ex = 2.04'
K = 98
L = 400.00
EXISTING GROUND
BL GMNB
BL RN127
VPC 38+35.00 EL=474.03
BEGIN BRIDGE RN126 STA 40+70
VPT 42+85.00 EL=461.83
END RAMP RN126-P PGL RN126 STA 42+92.99, EL 461.79
-4.92%
-0.50%
STA = 40+60.00
EL = 462.95
ex = 2.49'
K = 102
L = 450.00
15+00
20+00
25+00
30+00
35+00
40+00
45+00
50+00


END RAMP RN130-P PGL
RN130 STA 13+29.16, EL 460.98
VPC 13+35.00
EL=460.79
VPT 15+85.00
EL=457.58
PROPOSED GRADE
END RAMP RN130-P PGL
RN130 STA 18+91.24, EL 459.60
-3.23%
+0.66%
STA = 14+60.00
EL = 456.75
ex = 1.22'
K = 64
L = 250.00
EXISTING GROUND
470
460
450
440
430
420
10+00
15+00
20+00

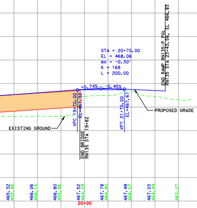
ENTRANCE RAMP RN130

NB IH35E ENTRANCE RAMP
FROM HEBRON/ FM 3040


BEGIN RAMP RN150-P PGL
RN150 STA 16+48.60, EL 525.57
EXISTING GROUND
VPC 16+75.00
EL=525.76
VPT 18+25.00
EL=527.24
STA = 20+50.00
EL = 530.03
ex = -0.12'
K = 234
L = 150.00
END RAMP RN150-P PGL
RN150 STA 21+42.22, EL 530.58
+1.24%
+0.60%
-0.73%
+1.24%
STA = 17+50.00
EL = 526.31
ex = 0.10'
K = 294
L = 150.00
VPC 19+75.00
EL=529.10
VPT 21+25.00
EL=530.48
PROPOSED GRADE
540
530
520
510
500
490
10+00
15+00
20+00

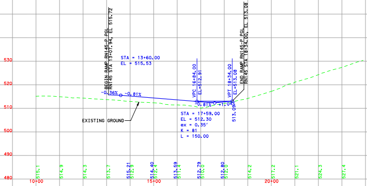
EXIT RAMP RN150

NB IH35E EXIT RAMP
TO FOX AVE


STA = 20+70.00
EL = 468.06
ex = -0.30'
K = 168
L = 200.00
END RAMP RN135-P PGL
RN135 STA 23+43.56, EL 466.83
+0.74%
-0.45%
VPC 19+70.00
EL=467.32
VPT 21+70.00
EL=467.61
PROPOSED GRADE
EXISTING GROUND
END BRIDGE
RN135 STA 19+82
20+00

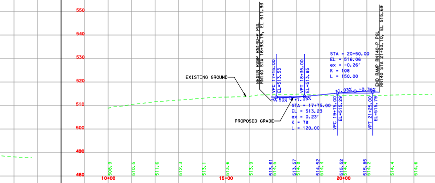
EXIT RAMP RN135

NB IH35E EXIT RAMP
TO CORPORATE DR


BEGIN RAMP RN145-P PGL
RN145 STA 13+07.94, EL 515.72
STA = 13+60.00
EL = 515.53
-0.36%
-0.81%
VPC 16+84.00
EL=512.91
VPT 18+34.00
EL=513.08
END RAMP RN145-P PGL
RN145 STA 18+34.00, EL 513.08
-0.81%
+1.04%
EXISTING GROUND
STA = 17+59.00
EL = 512.30
ex = 0.35'
K = 81
L = 150.00
530
520
510
500
490
480
10+00
15+00
20+00

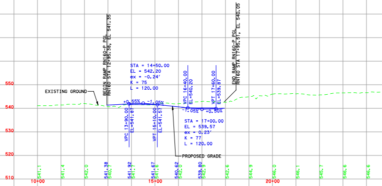
ENTRANCE RAMP RN145

NB IH35E ENTRANCE RAMP
FROM CORPORATE DR


BEGIN RAMP RN140-P PGL
RN140 STA 16+93.79, EL 511.93
VPC 17+15.00
EL=513.53
VPT 18+35.00
EL=513.85
STA = 20+50.00
EL = 516.06
ex = -0.26'
K = 108
L = 150.00
END RAMP RN140-P PGL
RN140 STA 21+53.10, EL 515.69
EXISTING GROUND
+0.50%
+1.05%
+1.03%
-0.36%
STA = 17+75.00
EL = 513.23
ex = 0.23'
K = 78
L = 120.00
PROPOSED GRADE
VPC 19+75.00
EL=515.29
VPT 21+25.00
EL=515.79
550
540
530
520
510
500
490
480
10+00
15+00
20+00

EXIT RAMP RN140

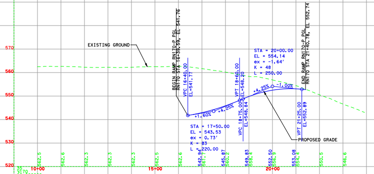
NB IH35E EXIT RAMP
TO SH121 BUSINESS


BEGIN RAMP RN160-P PGL
RN160 STA 12+95.38, EL 541.35
STA = 14+50.00
EL = 542.20
ex = -0.24'
K = 75
L = 120.00
EXISTING GROUND
+0.55%
-1.05%
VPC 16+40.00
EL=540.20
VPT 17+60.00
EL=539.87
END RAMP RN160-P PGL
RN160 STA 17+95.51, EL 540.05
-1.05%
+0.50%
STA = 17+00.00
EL = 539.57
ex = 0.23'
K = 77
L = 120.00
VPC 13+90.00
EL=541.87
VPT 15+10.00
EL=541.57
PROPOSED GRADE
550
540
530
520
510
10+00
15+00
20+00

ENTRANCE RAMP RN160

NB IH35E ENTRANCE RAMP
FROM FOX AVE

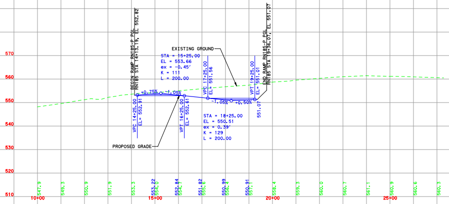
NORTHBOUND RAMP PR



EXISTING GROUND
BEGIN RAMP RN170-P PGL RN170 STA 16+39.59, EL 541.76
VPC 16+40.00 EL=541.77
STA = 17+50.00
EL = 543.53
ex = 0.73'
K = 83
L = 220.00
+1.60%
+4.25%
VPT 18+60.00 EL=548.20
VPC 18+75.00 EL=548.84
STA = 20+00.00
EL = 554.14
ex = -1.64'
K = 48
L = 250.00
+4.25%
-1.00%
END RAMP RN170-P PGL RN170 STA 21+40.78, EL 552.74
VPT 21+25.00 EL=552.89
PROPOSED GRADE
570
560
550
540
530
520
10+00
15+00
20+00

EXIT RAMP RN170

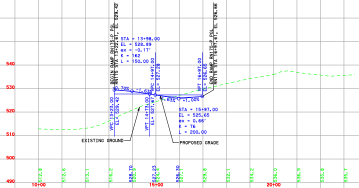
NB IH35E EXIT RAMP
TO VALLEY RIDGE BLVD



EXISTING GROUND
BEGIN RAMP RN185-P PGL RN185 STA 14+13.19, EL 552.82
VPC 14+25.00 EL= 552.91
STA = 15+25.00
EL = 553.66
ex = -0.45'
K = 111
L = 200.00
+0.75%
-1.05%
VPT 16+25.00 EL= 552.61
VPC 17+25.00 EL= 551.56
STA = 18+25.00
EL = 550.51
ex = 0.39'
K = 129
L = 200.00
-1.05%
+0.50%
VPT 19+25.00 EL= 551.01
END RAMP RN185-P PGL RN185 STA 19+36.07, EL 551.07
PROPOSED GRADE
570
560
550
540
530
520
510
10+00
15+00
20+00
25+00

ENTRANCE RAMP RN185

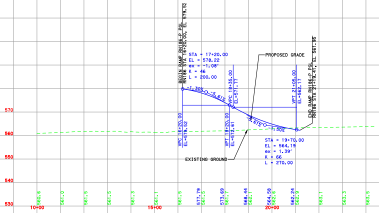
NB IH35E ENTRANCE RAMP
FROM VALLEY RIDGE BLVD



BEGIN RAMP RN175-P PGL RN175 STA 13+22.61, EL 529.42
STA = 13+98.00
EL = 528.89
ex = -0.17'
K = 162
L = 150.00
-0.70%
-1.63%
VPC 13+23.00 EL= 529.42
VPT 14+73.00 EL= 527.67
VPC 14+97.00 EL= 527.28
-1.63%
+1.00%
STA = 15+97.00
EL = 525.65
ex = 0.66'
K = 76
L = 200.00
VPT 16+97.00 EL= 526.65
END RAMP RN175-P PGL RN175 STA 16+97.61, EL 526.66
EXISTING GROUND
PROPOSED GRADE
540
530
520
510
500
490
10+00
15+00
20+00

ENTRANCE RAMP RN175

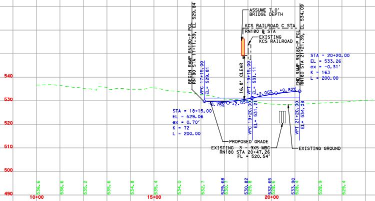
NB IH35E ENTRANCE RAMP
FROM FM 1171/ MAIN ST



BEGIN RAMP RN186-P PGL RN186 STA 16+20.00, EL 579.52
STA = 17+20.00
EL = 578.22
ex = -1.08'
K = 46
L = 200.00
-1.30%
-5.61%
VPC 16+20.00 EL=579.52
VPT 18+20.00 EL=572.61
VPC 18+35.00 EL=571.77
PROPOSED GRADE
-5.61%
-1.50%
STA = 19+70.00
EL = 564.19
ex = 1.39'
K = 66
L = 270.00
VPT 21+05.00 EL=562.17
END RAMP RN186-P PGL RN186 STA 21+19.41, EL 561.95
EXISTING GROUND
570
560
550
540
530
10+00
15+00
20+00

EXIT RAMP RN186

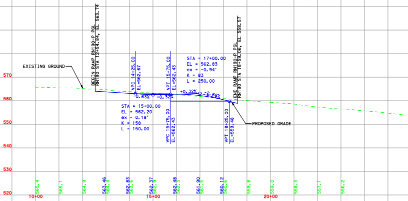
NB IH35E EXIT RAMP
TO IH 35 SERVICE



BEGIN RAMP RN180-P PGL RN180 STA 17+11.39, EL 529.84
VPC 17+15.00 EL= 529.81
STA = 18+15.00
EL = 529.06
ex = 0.70'
K = 72
L = 200.00
-0.75%
+2.05%
ASSUME 7.0' BRIDGE DEPTH
KCS RAILROAD ℄ STA
RN180 ℄ STA
EXISTING KCS RAILROAD
16.8' CLEAR
VPT 19+15.00 EL= 531.11
VPC 19+20.00 EL= 531.21
+2.05%
+0.82%
END RAMP RN180-P PGL RN180 STA 21+21.39, EL 534.09
STA = 20+20.00
EL = 533.26
ex = -0.31'
K = 163
L = 200.00
VPT 21+20.00 EL= 534.08
PROPOSED GRADE
EXISTING 3 - 9X5 MBC
RN180 STA 20+47.26
FL = 520.54'
EXISTING GROUND
540
530
520
510
500
490
10+00
15+00
20+00

EXIT RAMP RN180

NB IH35E EXIT RAMP
TO LAKE PARK ROAD

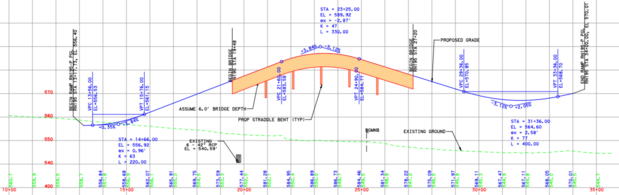


EXISTING GROUND
BEGIN RAMP RN190-P PGL RN190 STA 12+54.84, EL 563.74
VPC 14+25.00 EL=562.67
STA = 15+00.00
EL = 562.20
ex = 0.18'
K = 158
L = 150.00
-0.63%
+0.32%
VPT 15+75.00 EL=562.43
VPC 15+75.00 EL=562.43
STA = 17+00.00
EL = 562.83
ex = -0.94'
K = 83
L = 250.00
+0.32%
-2.68%
VPT 18+25.00 EL=559.48
END RAMP RN190-P PGL RN190 STA 18+39.06, EL 558.57
PROPOSED GRADE
570
560
550
540
530
520
10+00
15+00
20+00

ENTRANCE RAMP RN190

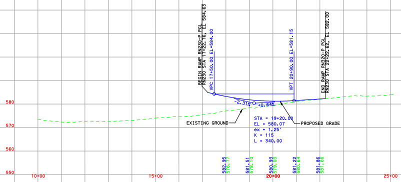
NB IH35E ENTRANCE RAMP
FROM LAKE PARK ROAD

OFILES


STA = 23+25.00
EL = 589.92
ex = -2.87'
K = 47
L = 330.00
BEGIN RAMP RN195-P PGL RN195 STA 13+17.73, EL 556.40
VPC 13+56.00 EL=556.53
VPT 15+76.00 EL=561.15
+0.35%
+3.84%
STA = 14+66.00
EL = 556.92
ex = 0.96'
K = 63
L = 220.00
BEGIN BRIDGE RN195 STA 19+48
VPC 21+60.00 EL=583.58
VPT 24+90.00 EL=584.77
+3.84%
-3.12%
ASSUME 6.0' BRIDGE DEPTH
PROP STRADDLE BENT (TYP)
EXISTING 6 - 42" RCP EL = 540.59'
BGMNB
END BRIDGE RN195 STA 27+20
PROPOSED GRADE
EXISTING GROUND
VPC 29+36.00 EL=570.85
VPT 33+36.00 EL=568.70
-3.12%
+2.05%
STA = 31+36.00
EL = 564.60
ex = 2.58'
K = 77
L = 400.00
END RAMP RN195-P PGL RN195 STA 34+00.00, EL 570.01
570
560
550
540
400
10+00
15+00
20+00
25+00
30+00
35+00

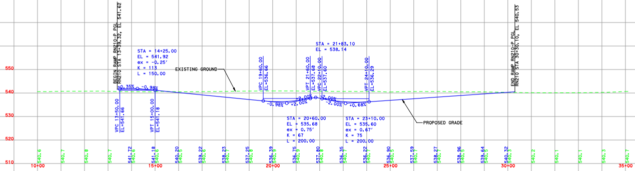
ENTRANCE RAMP RN195

NB IH35E MANAGED LANES ENTRANCE RAMP
FROM LAKE PARK ROAD


BEGIN RAMP RN230-P PGL RN230 STA 17+22.76, EL 584.63
VPC 17+50.00 EL=584.00
VPT 20+90.00 EL=581.15
END RAMP RN230-P PGL RN230 STA 22+22.62, EL 582.00
-2.31%
+0.64%
EXISTING GROUND
PROPOSED GRADE
STA = 19+20.00
EL = 580.07
ex = 1.25'
K = 115
L = 340.00
580
570
560
550
10+00
15+00
20+00
25+00

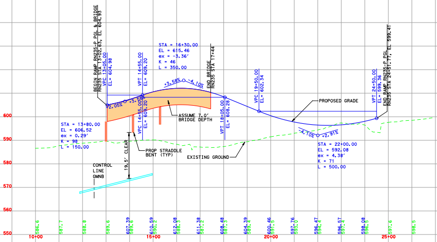
EXIT RAMP RN230

NB IH35E EXIT RAMP
TO FM 2181/ SWISHER RD


BEGIN RAMP RN210-P PGL RN210 STA 13+39.32, EL 541.62
STA = 14+25.00
EL = 541.92
ex = -0.25'
K = 113
L = 150.00
EXISTING GROUND
+0.35%
-0.98%
VPC 13+50.00 EL=541.66
VPT 15+00.00 EL=541.18
STA = 21+83.10
EL = 538.14
VPC 19+60.00 EL=536.66
VPT 21+60.00 EL=537.68
VPC 22+10.00 EL=537.60
VPT 24+10.00 EL=536.29
-0.98%
+2.00%
-2.00%
+0.68%
STA = 20+60.00
EL = 535.68
ex = 0.75'
K = 67
L = 200.00
STA = 23+10.00
EL = 535.60
ex = 0.67'
K = 75
L = 200.00
PROPOSED GRADE
END RAMP RN210-P PGL RN210 STA 30+30.10, EL 540.53
550
540
530
520
510
10+00
15+00
20+00
25+00
30+00
35+00

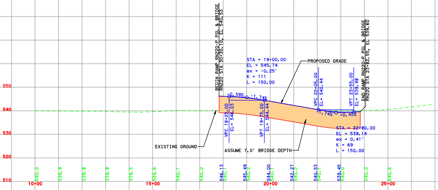
ENTRANCE RAMP RN210

COPPERAS BRANCH BYPASS


BEGIN RAMP RN235-P PGL & BRIDGE RN235 STA 13+02.83, EL 604.93
VPC 13+05.00 EL= 604.98
VPT 14+55.00 EL= 609.20
STA = 16+30.00
EL = 615.46
ex = -3.36'
K = 46
L = 350.00
+3.58%
-4.10%
END BRIDGE RN235 STA 17+44
+2.05%
ASSUME 7.0' BRIDGE DEPTH
STA = 13+80.00
EL = 606.52
ex = 0.29'
K = 98
L = 150.00
PROP STRADDLE BENT (TYP)
19.5' CLEAR
CONTROL LINE GMNB
EXISTING GROUND
VPT 18+05.00 EL= 608.28
VPC 19+50.00 EL= 602.34
PROPOSED GRADE
-4.10%
+2.91%
STA = 22+00.00
EL = 592.08
ex = 4.38'
K = 71
L = 500.00
VPT 24+50.00 EL= 599.36
END RAMP RN235-P PGL RN235 STA 24+51.77, EL 599.41
600
590
580
570
560
550
10+00
15+00
20+00
25+00

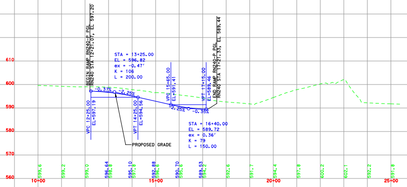
EXIT RAMP RN235

NB IH35E MANAGED LANES EXIT RAMP
TO FM 2181/ SWISHER RD


BEGIN RAMP RN220-P PGL & BRIDGE RN220 STA 30+30.10, EL 540.53
STA = 19+00.00
EL = 545.74
ex = -0.25'
K = 111
L = 150.00
PROPOSED GRADE
-0.39%
-1.74%
VPC 18+25.00 EL= 546.03
VPT 19+75.00 EL= 544.44
VPC 22+05.00 EL= 540.44
VPT 23+55.00 EL= 539.48
-1.74%
+0.45%
END RAMP RN220-P PGL & BRIDGE RN220 STA 23+82.55, EL 539.60
STA = 22+80.00
EL = 539.14
ex = 0.41'
K = 69
L = 150.00
EXISTING GROUND
ASSUME 7.0' BRIDGE DEPTH
550
540
530
520
510
10+00
15+00
20+00
25+00

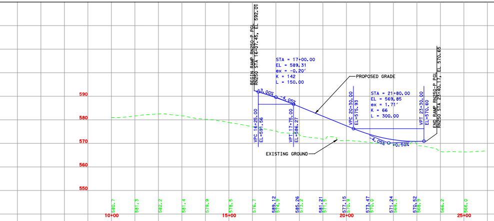
EXIT RAMP RN220

NB IH35E EXIT RAMP
TO COUNTRY LN/ S DENTON DR


BEGIN RAMP RN240-P PGL RN240 STA 12+21.07, EL 597.20
STA = 13+25.00
EL = 596.82
ex = -0.47'
K = 106
L = 200.00
-0.37%
-2.25%
VPC 12+25.00 EL=597.19
VPT 14+25.00 EL=594.56
VPC 15+65.00 EL=591.41
VPT 17+15.00 EL=589.46
-2.25%
-0.35%
END RAMP RN240-P PGL RN240 STA 17+21.33, EL 589.44
STA = 16+40.00
EL = 589.72
ex = 0.36'
K = 79
L = 150.00
PROPOSED GRADE
610
600
590
580
570
560
10+00
15+00
20+00
25+00

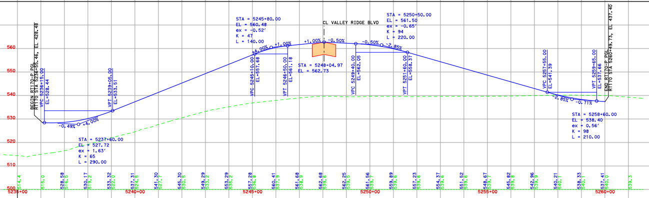
ENTRANCE RAMP RN240

NB IH35E ENTRANCE RAMP
FROM COUNTRY LN/ S DENTON DR


BEGIN RAMP RN250-P PGL
RN250 STA 16+07.45, EL 592.0
STA = 17+00.00
EL = 589.31
ex = -0.20'
K = 142
L = 150.00
PROPOSED GRADE
STA = 21+80.00
EL = 569.85
ex = 1.71'
K = 66
L = 300.00
END RAMP RN250-P PGL
RN250 STA 23+40.17, EL 570.65
-3.00%
-4.05%
-4.05%
+0.50%
VPC 16+25.00
EL=591.56
VPT 17+75.00
EL=586.27
VPC 20+30.00
EL=575.93
VPT 23+30.00
EL=570.60
EXISTING GROUND
590
580
570
560
550
580.7
581.3
582.2
581.4
579.9
578.5
576.7
589.12
574.9
585.26
573.2
581.21
571.5
577.15
570.9
573.47
570.0
571.24
569.3
570.52
568.9
566.2
566.0
10+00
15+00
20+00
25+00

EXIT RAMP RN250

NB IH35E EXIT RAMP
TO MEADOW OAKS DR


BEGIN RT170-P PGL
RT170 STA 5236+55.46, EL 428.48
VPC 5236+15.00
EL=528.44
VPT 5239+05.00
EL=533.51
-0.49%
+4.00%
STA = 5237+60.00
EL = 527.72
ex = 1.63'
K = 65
L = 290.00
STA = 5245+80.00
EL = 560.48
ex = -0.52'
K = 47
L = 140.00
+4.00%
+1.00%
+1.00%
-0.50%
CL VALLEY RIDGE BLVD
STA = 5248+04.97
EL = 562.73
VPC 5245+10.00
EL=557.68
VPT 5246+50.00
EL=561.18
STA = 5250+50.00
EL = 561.50
ex = -0.65'
K = 94
L = 220.00
-0.50%
-2.85%
VPC 5249+40.00
EL=562.05
VPT 5251+60.00
EL=558.37
VPC 5257+55.00
EL=541.39
VPT 5259+65.00
EL=537.66
-2.85%
-0.71%
STA = 5258+60.00
EL = 538.40
ex = 0.56'
K = 98
L = 210.00
END RT170-P PGL
RT170 STA 5260+49.73, EL 437.40
560
550
540
530
520
510
500
514.4
515.0
528.58
516.5
530.17
519.2
533.32
522.0
537.31
524.5
541.30
527.7
545.30
530.5
549.29
533.2
553.29
535.2
557.28
536.8
560.41
537.9
561.68
538.9
562.68
539.6
562.25
539.5
561.56
539.7
559.89
539.6
557.23
539.6
554.37
539.6
551.52
539.6
548.67
539.7
545.82
539.8
542.96
539.9
540.21
540.1
538.33
540.1
537.41
540.0
539.3
5235+00
5240+00
5245+00
5250+00
5255+00
5260+00

T RAMP RT170

ELEVATED T RAMP CONNECTING
MANAGED LANES AND VALLEY RIDGE BLVD

Texas Department of Transportation®

Dallas District Design Schematic

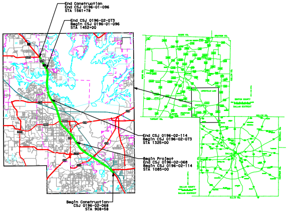
William L. Hale, P.E., District Engineer

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 - RAMPS
Roll 9 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

DATE: 10-18-2010

HDR

HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

© 2010 by Texas Department of Transportation all rights reserved