Texas Department of Transportation

Dallas District Design Schematic

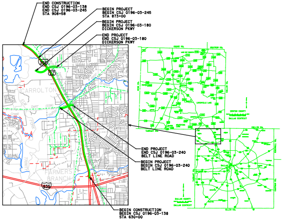
William L. Hale, P.E., District Engineer

IH 35E

From: North of IH 635
To: PGBT
Dallas County
Functional Class: Urban Freeway
Project Length: 5.53 Miles

CSJ: 0196-03-138
CSJ: 0196-03-245
CSJ: 0196-03-240
CSJ: 0196-03-180

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 0196-03-138
END CSJ 0196-03-245
STA 908+58
BEGIN PROJECT
BEGIN CSJ 0196-03-245
STA 873+00
BEGIN PROJECT
BEGIN CSJ 0196-03-180
DICKERSON PKWY
END PROJECT
END CSJ 0196-03-180
DICKERSON PKWY
CARROLLTON
FARMERS BRANCH
END PROJECT
END CSJ 0196-03-240
BELT LINE ROAD
BEGIN PROJECT
BEGIN CSJ 0196-03-240
BELT LINE ROAD
BEGIN CONSTRUCTION
BEGIN CSJ 0196-03-138
STA 630+00

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

November 2010

SOUTH SEGMENT - FRONTAGE ROADS
AND DIRECT CONNECTORS
Roll 3 of 5

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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11-10-2010
DATE

HDR

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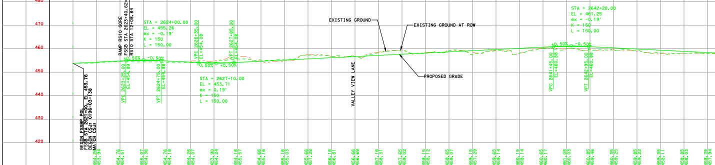
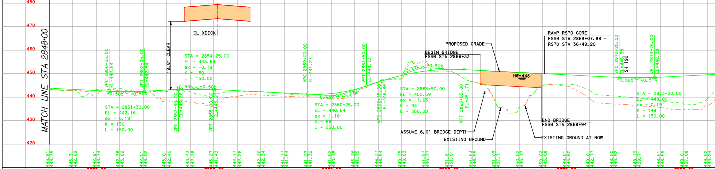
SOUTHBOUND FRONTAGE ROAD PROFILE (FSSB)



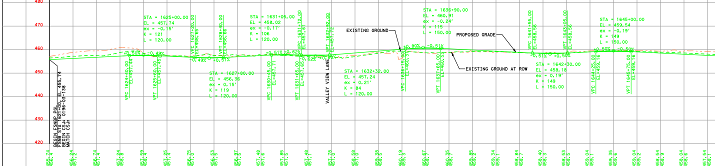
EXISTING GROUND
EXISTING GROUND AT ROW
PROPOSED GRADE
RAMP RS10 GORE
FSSB STA 2623+40.62
RS10 STA 12+08.84
STA = 2624+00.00
EL = 455.26
ex = -0.19'
K = 150
L = 150.00
STA = 2627+10.00
EL = 453.71
ex = 0.19'
K = 150
L = 150.00
VALLEY VIEW LANE
STA = 2642+20.00
EL = 461.25
ex = -0.19'
K = 150
L = 150.00
BEGIN FSSBP PGL
BEGIN CSJ 0196-03-138
MATCH CSJ
2625+00
2630+00
2635+00
2640+00
2645+00

SOUTHBOUND FRONTAGE ROAD PROFILE (FSSB)

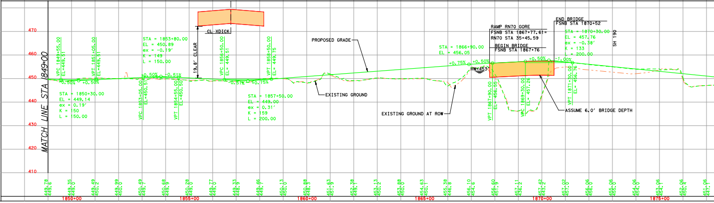


MATCH LINE STA 2848+00
CL XDICK
19.8' CLEAR
STA = 2851+30.00
EL = 442.16
ex = 0.19'
K = 150
L = 150.00
STA = 2854+25.00
EL = 443.64
ex = -0.19'
K = 150
L = 150.00
STA = 2860+25.00
EL = 440.64
ex = 1.18'
K = 66
L = 250.00
STA = 2863+90.00
EL = 452.59
ex = -1.65'
K = 93
L = 350.00
PROPOSED GRADE
BEGIN BRIDGE
FSSB STA 2866+33
END BRIDGE
FSSB STA 2868+94
HW=448'
ASSUME 6.0' BRIDGE DEPTH
EXISTING GROUND
EXISTING GROUND AT ROW
RAMP RS70 GORE
FSSB STA 2869+07.88 =
RS70 STA 36+49.20
SH 190
STA = 2873+00.00
EL = 448.00
ex = -0.19'
K = 149
L = 150.00
2850+00
2855+00
2860+00
2865+00
2870+00
2875+00

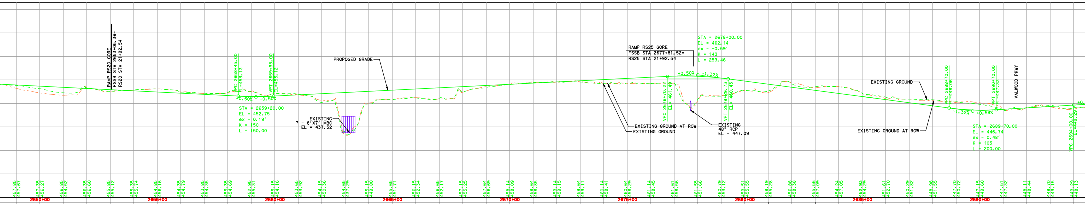
NORTHBOUND FRONTAGE ROAD PROFILE (FSNB)



STA = 1625+00.00
EL = 457.74
ex = -0.15'
K = 121
L = 120.00
STA = 1627+80.00
EL = 456.36
ex = 0.15'
K = 119
L = 120.00
STA = 1631+05.00
EL = 458.02
ex = -0.17'
K = 108
L = 120.00
STA = 1632+32.00
EL = 457.24
ex = 0.21'
K = 84
L = 120.00
STA = 1636+90.00
EL = 460.91
ex = -0.24'
K = 115
L = 150.00
EXISTING GROUND
PROPOSED GRADE
EXISTING GROUND AT ROW
VALLEY VIEW LANE
STA = 1642+30.00
EL = 458.18
ex = 0.19'
K = 149
L = 150.00
STA = 1645+00.00
EL = 459.54
ex = -0.19'
K = 149
L = 150.00
BEGIN FSNBP PGL
BEGIN CSJ 0196-03-138
MATCH CSJ
1625+00
1630+00
1635+00
1640+00
1645+00

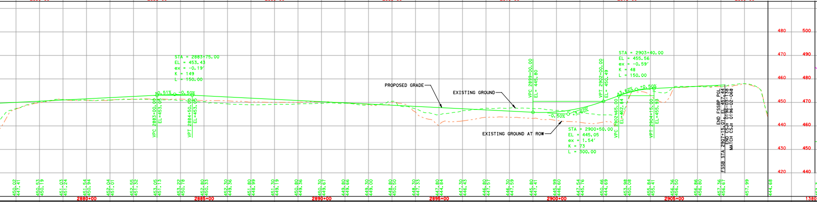


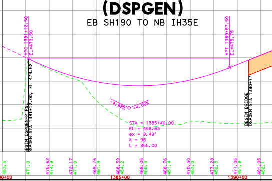
MATCH LINE STA 1849+00
CL XDICK
19.8' CLEAR
STA = 1850+30.00
EL = 449.14
ex = 0.19'
K = 150
L = 150.00
STA = 1853+80.00
EL = 450.89
ex = -0.19'
K = 149
L = 150.00
STA = 1857+50.00
EL = 449.00
ex = 0.31'
K = 159
L = 200.00
PROPOSED GRADE
EXISTING GROUND
EXISTING GROUND AT ROW
STA = 1866+90.00
EL = 456.05
RAMP RN70 GORE
FSNB STA 1867+77.61 =
RN70 STA 35+45.59
BEGIN BRIDGE
FSNB STA 1867+76
END BRIDGE
FSNB STA 1870+52
HW=453'
STA = 1870+30.00
EL = 457.76
ex = -0.38'
K = 133
L = 200.00
SH 190
ASSUME 6.0' BRIDGE DEPTH
1850+00
1855+00
1860+00
1865+00
1870+00
1875+00

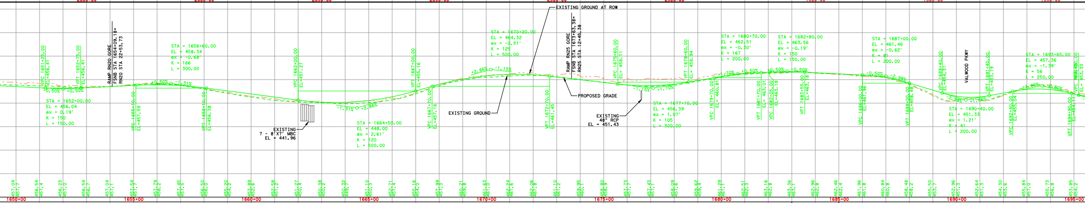

RAMP RS20 GORE
FSSB STA 2653+05.36=
RS20 STA 21+92.54
PROPOSED GRADE
STA = 2659+20.00
EL = 452.75
ex = 0.19'
K = 150
L = 150.00
EXISTING
7 - 8'X7' MBC
EL = 437.52
RAMP RS25 GORE
FSSB STA 2677+81.52=
RS25 STA 21+92.54
STA = 2678+00.00
EL = 462.14
ex = -0.59'
K = 143
L = 259.46
EXISTING GROUND AT ROW
EXISTING GROUND
EXISTING
48" RCP
EL = 447.09
EXISTING GROUND
EXISTING GROUND AT ROW
STA = 2689+70.00
EL = 446.74
ex = 0.48'
K = 105
L = 200.00
VALWOOD PKWY
2650+00
2655+00
2660+00
2665+00
2670+00
2675+00
2680+00
2685+00
2690+00

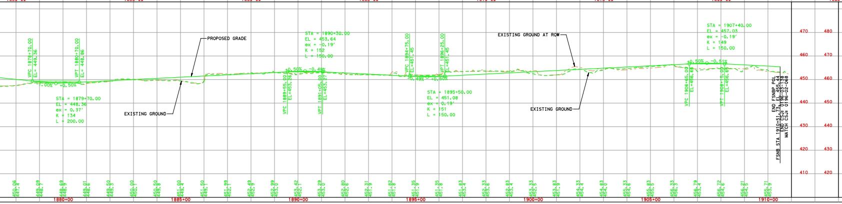
DIRECT CONNECTOR PROFILE (DSPGEN)

EB SH190 TO NB IH35E

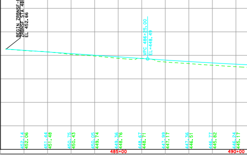

STA = 2883+75.00
EL = 453.43
ex = -0.19'
K = 149
L = 150.00
PROPOSED GRADE
EXISTING GROUND
EXISTING GROUND AT ROW
STA = 2900+50.00
EL = 445.05
ex = 1.54'
K = 73
L = 300.00
STA = 2903+40.00
EL = 455.56
ex = -0.59'
K = 48
L = 150.00
END FSSBP PGL
MATCH CSJ: 0196-02-068
2880+00
2885+00
2890+00
2895+00
2900+00
2905+00

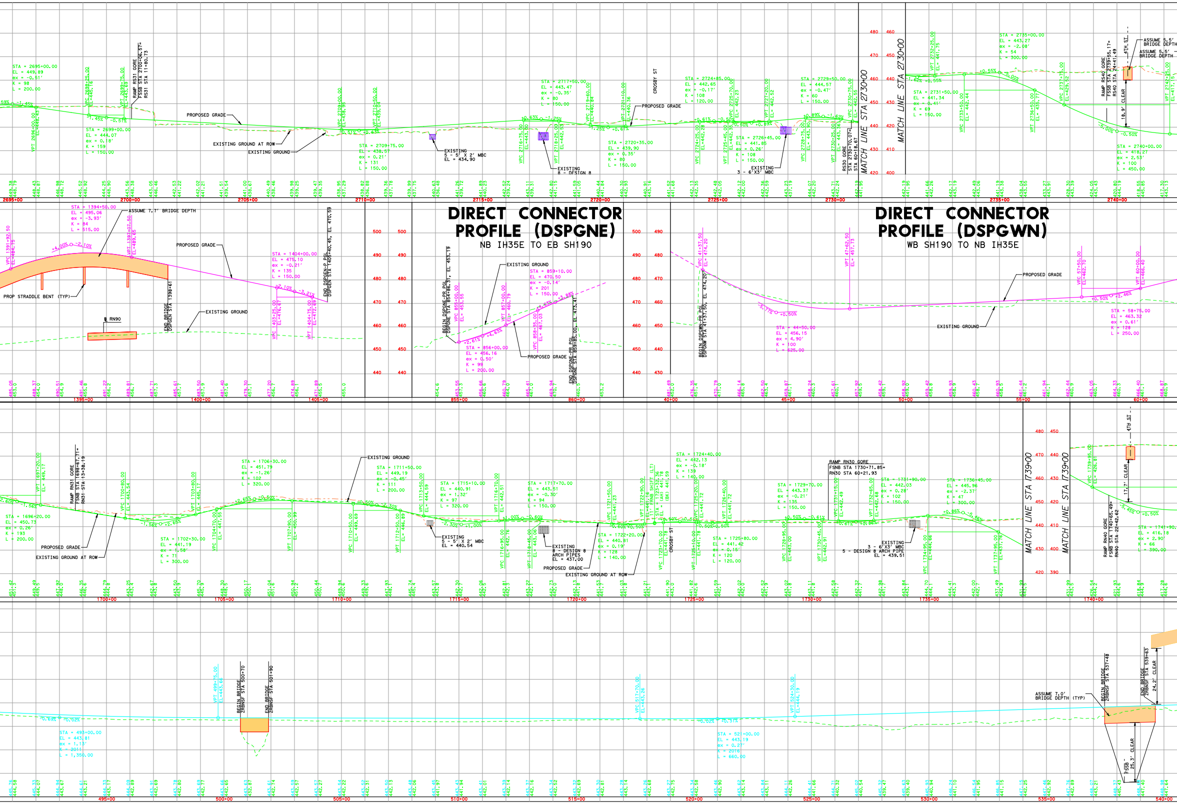

BEGIN DSPGEN-P PGL
DSPGEN STA 1381+12.00, EL 479.52
STA = 1385+40.00
EL = 458.63
ex = 9.49'
K = 96
L = 855.00
-4.88%
+4.00%
BEGIN BRIDGE
DSPGEN STA 1390+77
1380+00
1385+00
1390+00

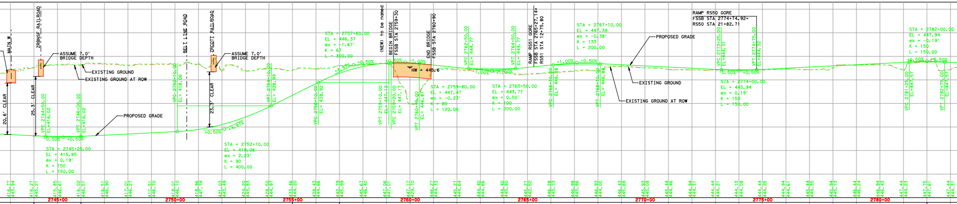

STA = 1652+00.00
EL = 456.04
ex = 0.19'
K = 150
L = 150.00
RAMP RN20 GORE
FSNB STA 1654+09.18=
RN20 STA 22+53.73
STA = 1656+60.00
EL = 458.34
ex = -0.68'
K = 166
L = 300.00
EXISTING
7 - 8'X7' MBC
EL = 441.96
STA = 1664+50.00
EL = 448.00
ex = 2.61'
K = 120
L = 500.00
STA = 1670+20.00
EL = 464.32
ex = -2.51'
K = 125
L = 500.00
EXISTING GROUND
EXISTING GROUND AT ROW
RAMP RN25 GORE
FSNB STA 1673+63.38=
RN25 STA 12+45.38
PROPOSED GRADE
EXISTING
48" RCP
EL = 451.43
STA = 1677+10.00
EL = 456.39
ex = 1.07'
K = 105
L = 300.00
STA = 1680+70.00
EL = 462.51
ex = -0.30'
K = 167
L = 200.00
STA = 1682+80.00
EL = 463.56
ex = -0.19'
K = 150
L = 150.00
STA = 1687+00.00
EL = 461.46
ex = -0.62'
K = 81
L = 200.00
VALWOOD PKWY
STA = 1690+40.00
EL = 451.33
ex = 1.21'
K = 41
L = 200.00
STA = 1693+65.00
EL = 457.36
ex = -1.39'
K = 56
L = 250.00
1650+00
1655+00
1660+00
1665+00
1670+00
1675+00
1680+00
1685+00
1690+00
1695+00


PROPOSED GRADE
STA = 1879+70.00
EL = 448.36
ex = 0.37'
K = 134
L = 200.00
EXISTING GROUND
STA = 1890+30.00
EL = 453.64
ex = -0.19'
K = 152
L = 150.00
STA = 1895+50.00
EL = 451.08
ex = 0.19'
K = 151
L = 150.00
EXISTING GROUND AT ROW
EXISTING GROUND
STA = 1907+40.00
EL = 457.03
ex = -0.19'
K = 149
L = 150.00
END FSNBP PGL
MATCH CSJ: 0196-02-068
1880+00
1885+00
1890+00
1895+00
1900+00
1905+00
1910+00

BNSF RAILROAD (ZRBNSF)

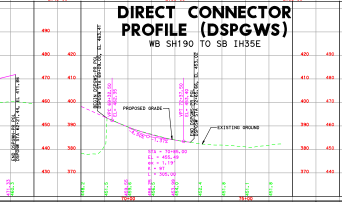

BEGIN ZRBNSF-P PGL
ZRBNSF STA 480+24.23
EL 452.66
485+00
490+00


DIRECT CONNECTOR PROFILE (DSPGNE)
NB IH35E TO EB SH190
DIRECT CONNECTOR PROFILE (DSPGWN)
WB SH190 TO NB IH35E
MATCH LINE STA 2730+00
MATCH LINE STA 1739+00
STA = 2695+00.00
EL = 449.89
ex = -0.51'
K = 98
L = 200.00
RAMP RS31 GORE
FSSB STA 2700+06.57=
RS31 STA 11+80.73
STA = 2699+00.00
EL = 444.07
ex = 0.18'
K = 159
L = 150.00
PROPOSED GRADE
EXISTING GROUND AT ROW
EXISTING GROUND
STA = 2709+75.00
EL = 436.57
ex = 0.21'
K = 131
L = 150.00
EXISTING
5 - 5' X 2' MBC
EL = 434.90
STA = 2717+50.00
EL = 443.47
ex = -0.35'
K = 80
L = 150.00
EXISTING
8 - DESIGN 8
CROSBY ST
STA = 2720+35.00
EL = 439.90
ex = 0.35'
K = 80
L = 150.00
STA = 2724+85.00
EL = 442.65
ex = -0.17'
K = 108
L = 120.00
STA = 2726+45.00
EL = 441.85
ex = 0.26'
K = 108
L = 150.00
EXISTING
3 - 6' X3' MBC
STA = 2729+50.00
EL = 444.57
ex = -0.47'
K = 60
L = 150.00
RS30 GORE
STA 2730+70.07=
STA 60+18.67
STA = 2731+50.00
EL = 441.34
ex = -0.41'
K = 69
L = 150.00
STA = 2735+00.00
EL = 443.27
ex = -2.08'
K = 54
L = 300.00
RAMP RS40 GORE
FSSB STA 2739+55.17=
RS40 STA 24+41.49
4TH ST
ASSUME 5.5' BRIDGE DEPTH
18.9' CLEAR
STA = 2740+00.00
EL = 418.27
ex = 2.53'
K = 100
L = 450.00
2695+00
2700+00
2705+00
2710+00
2715+00
2720+00
2725+00
2730+00
2735+00
2740+00
STA = 1394+50.00
EL = 495.06
ex = -3.93'
K = 84
L = 515.00
ASSUME 7.7' BRIDGE DEPTH
+4.00%
-2.10%
PROP STRADDLE BENT (TYP)
RN90
END BRIDGE
DSPGEN STA 1398+61
STA = 1404+00.00
EL = 475.10
ex = -0.21'
K = 135
L = 150.00
END DSPGEN-P PGL
DSPGEN STA 1405+40.45, EL 470.59
1395+00
1400+00
1405+00
BEGIN DSPGNE-PR PGL
DSPGNE STA 854+86.31, EL 453.19
STA = 859+10.00
EL = 470.50
ex = -0.14'
K = 201
L = 150.00
STA = 856+00.00
EL = 456.16
ex = 0.50'
K = 99
L = 200.00
END DSPGNE-PR PGL
DSPGNE STA 859+85.00, EL 473.41
855+00
860+00
BEGIN DSPGWN-PR PGL
DSPGWN STA 41+31.50, EL 474.20
STA = 44+50.00
EL = 456.15
ex = 4.90'
K = 100
L = 625.00
STA = 58+75.00
EL = 463.32
ex = 0.61'
K = 128
L = 250.00
40+00
45+00
50+00
55+00
60+00
STA = 1696+20.00
EL = 450.73
ex = 0.26'
K = 193
L = 200.00
RAMP RN31 GORE
FSNB STA 1698+67.71=
RN31 STA 13+38.19
STA = 1702+30.00
EL = 441.19
ex = 1.58'
K = 71
L = 300.00
STA = 1706+30.00
EL = 451.79
ex = -1.26'
K = 102
L = 320.00
STA = 1711+50.00
EL = 449.19
ex = -0.45'
K = 111
L = 200.00
STA = 1715+10.00
EL = 440.91
ex = 1.32'
K = 97
L = 320.00
EXISTING
5 - 5' X 2' MBC
EL = 440.54
STA = 1717+70.00
EL = 443.51
ex = -0.30'
K = 94
L = 150.00
EXISTING
8 - DESIGN 8
ARCH PIPES
EL = 437.00
STA = 1722+20.00
EL = 440.81
ex = 0.19'
K = 128
L = 140.00
STA = 1724+40.00
EL = 442.13
ex = -0.18'
K = 139
L = 140.00
STA = 1725+80.00
EL = 441.42
ex = 0.15'
K = 120
L = 120.00
STA = 1729+70.00
EL = 443.37
ex = -0.21'
K = 135
L = 150.00
RAMP RN30 GORE
FSNB STA 1730+71.85=
RN30 STA 60+21.93
STA = 1731+90.00
EL = 442.03
ex = 0.28'
K = 102
L = 150.00
EXISTING
3 - 6'X3' MBC
5 - DESIGN 8 ARCH PIPE
EL = 439.51
STA = 1736+45.00
EL = 445.96
ex = -2.37'
K = 47
L = 300.00
RAMP RN40 GORE
FSNB STA 1740+65.49=
RN40 STA 22+42.62
17.7' CLEAR
STA = 1745+00
EL = 416.18
ex = 2.90'
K = 66
L = 390.00
1700+00
1705+00
1710+00
1715+00
1720+00
1725+00
1730+00
1735+00
1740+00
STA = 493+00.00
EL = 443.81
ex = 1.13'
K = 2011
L = 1,350.00
BEGIN BRIDGE
ZRBNSF STA 500+70
END BRIDGE
ZRBNSF STA 501+90
STA = 521+00.00
EL = 443.19
ex = 0.27'
K = 2076
L = 660.00
ASSUME 7.0' BRIDGE DEPTH (TYP)
BEGIN BRIDGE
ZRBNSF STA 537+48
END BRIDGE
ZRBNSF STA 539+63
24.2' CLEAR
25.3' CLEAR
495+00
500+00
505+00
510+00
515+00
520+00
525+00
530+00
535+00
540+00


MAIN W
ZRBNSF RAILROAD
ASSUME 7.0' BRIDGE DEPTH
EXISTING GROUND
EXISTING GROUND AT ROW
BELT LINE ROAD
ZRCOTT RAILROAD
ASSUME 7.0' BRIDGE DEPTH
20.6' CLEAR
25.3' CLEAR
23.3' CLEAR
PROPOSED GRADE
STA = 2745+25.00
EL = 415.65
ex = 0.19'
K = 150
L = 150.00
STA = 2752+10.00
EL = 419.06
ex = 2.23'
K = 90
L = 400.00
STA = 2757+80.00
EL = 446.37
ex = -1.67'
K = 67
L = 300.00
(NEW) to be named
BEGIN BRIDGE FSSB STA 2759+30
END BRIDGE FSSB STA 2760+90
HW = 445.6
STA = 2759+80.00
EL = 447.47
ex = -0.23'
K = 80
L = 120.00
STA = 2763+50.00
EL = 443.77
ex = 0.50'
K = 100
L = 200.00
RAMP RS51 GORE FSSB STA 2765+27.14= RS51 STA 12+75.80
STA = 2767+10.00
EL = 447.38
ex = -0.38'
K = 133
L = 200.00
PROPOSED GRADE
EXISTING GROUND
EXISTING GROUND AT ROW
RAMP RS50 GORE FSSB STA 2774+74.92= RS50 STA 21+82.71
STA = 2774+00.00
EL = 443.94
ex = 0.19'
K = 150
L = 150.00
STA = 2782+00.00
EL = 447.94
ex = -0.19'
K = 150
L = 150.00
2745+00
2750+00
2755+00
2760+00
2765+00
2770+00
2775+00
2780+00

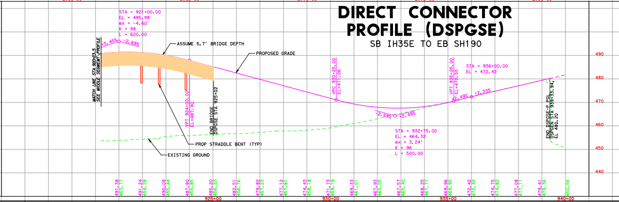
DIRECT CONNECTOR PROFILE (DSPGWS)

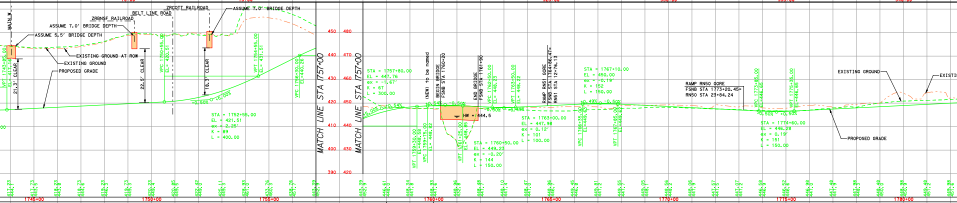
WB SH190 TO SB IH35E

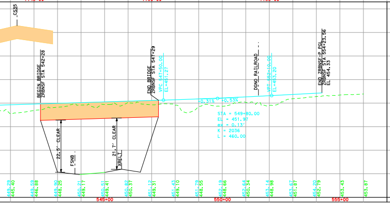

END DSPGWN-PR PGL DSPGWN STA 62+21.44, EL 471.86
BEGIN DSPGWS-PR PGL DSPGWS STA 69+09.00, EL 463.41
PROPOSED GRADE
VPC 69+32.50 EL= 462.35
VPT 72+37.50 EL= 453.40
END DSPGWS-PR PGL DSPGWS STA 72+65.66, EL 453.02
EXISTING GROUND
-4.50%
-1.37%
STA = 70+85.00
EL = 455.49
ex = 1.19'
K = 97
L = 305.00
490
480
470
460
450
440
430
420
410
400
390
380
370
70+00
75+00

DIRECT CONNECTOR PROFILE (DSPGSE)

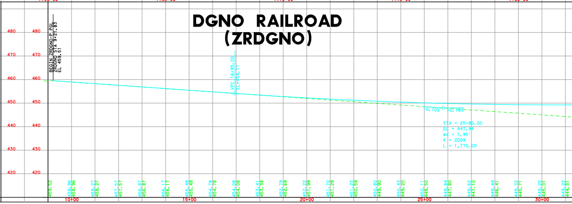
SB IH35E TO EB SH190


STA = 921+00.00
EL = 495.98
ex = -4.60'
K = 98
L = 600.00
+3.45%
-2.69%
MATCH LINE STA 920+23.5 SEE MIDDLE SEGMENT PROFILE
ASSUME 5.7' BRIDGE DEPTH
PROPOSED GRADE
VPT 924+00.00 EL=487.90
END BRIDGE DSPGSE STA 925+02
PROP STRADDLE BENT (TYP)
EXISTING GROUND
VPC 930+25.00 EL=471.06
STA = 932+75.00
EL = 464.32
ex = 3.24'
K = 96
L = 500.00
VPT 935+25.00 EL=470.55
STA = 936+00.00
EL = 472.42
+2.49%
+2.33%
END DSPGSE-P PGL DSPGSE STA 939+33.94, EL 480.20
925+00
930+00
935+00
940+00


MAIN W
ASSUME 5.5' BRIDGE DEPTH
ASSUME 7.0' BRIDGE DEPTH
ZRBNSF RAILROAD
BELT LINE ROAD
ZRCOTT RAILROAD
ASSUME 7.0' BRIDGE DEPTH
EXISTING GROUND AT ROW
EXISTING GROUND
PROPOSED GRADE
21.3' CLEAR
22.5' CLEAR
18.3' CLEAR
STA = 1752+55.00
EL = 421.51
ex = 2.25'
K = 89
L = 400.00
MATCH LINE STA 1757+00
MATCH LINE STA 1757+00
STA = 1757+80.00
EL = 447.76
ex = -1.67'
K = 67
L = 300.00
(NEW) to be named
BEGIN BRIDGE FSNB STA 1760+20
END BRIDGE FSNB STA 1761+90
HW = 444.5
STA = 1760+50.00
EL = 449.23
ex = -0.20'
K = 144
L = 150.00
STA = 1763+00.00
EL = 447.98
ex = 0.12'
K = 101
L = 100.00
RAMP RN51 GORE FSNB STA 1764+86.47= RN51 STA 12+76.13
STA = 1767+10.00
EL = 450.00
ex = -0.19'
K = 152
L = 150.00
RAMP RN50 GORE FSNB STA 1773+20.45= RN50 STA 23+84.24
STA = 1774+60.00
EL = 446.28
ex = 0.19'
K = 151
L = 150.00
EXISTING GROUND
PROPOSED GRADE
1745+00
1750+00
1755+00
1760+00
1765+00
1770+00
1775+00
1780+00

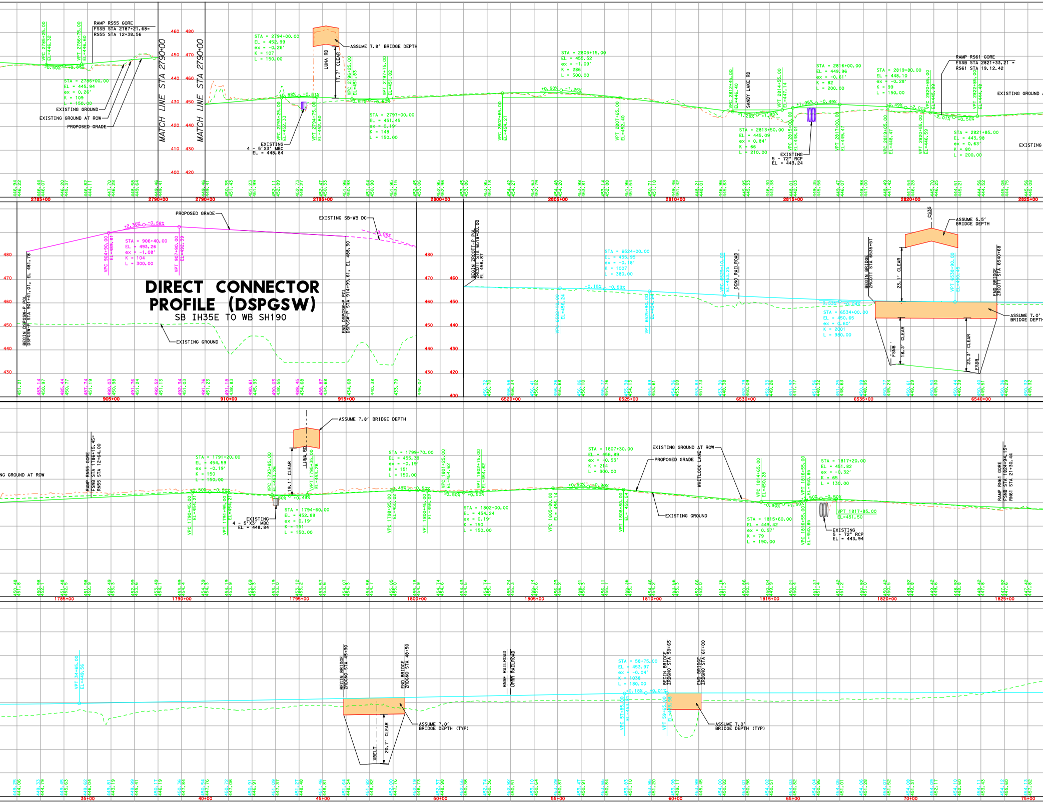

CS35
BEGIN BRIDGE ZRBNSF STA 542+28
END BRIDGE ZRBNSF STA 547+29
DGNO RAILROAD
END ZRBNSF-P PGL ZRBNSF STA 554+23.56 EL 454.35
-0.31%
+0.53%
STA = 549+80.00
EL = 451.97
ex = 0.13'
K = 2036
L = 460.00
22.5' CLEAR
21.7' CLEAR
FSNB
XBELT
545+00
550+00
555+00

DGNO RAILROAD (ZRDGNO)

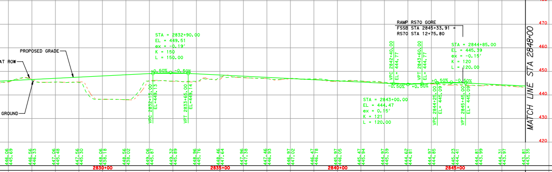

BEGIN ZRDGNO-P PGL ZRDGNO STA 9+21.83 EL 459.51
-0.70%
+0.19%
STA = 25+80.00
EL = 447.94
ex = 1.96'
K = 2009
L = 1,770.00
480
470
460
450
440
430
420
10+00
15+00
20+00
25+00
30+00

DIRECT CONNECTOR PROFILE (DSPGSW)

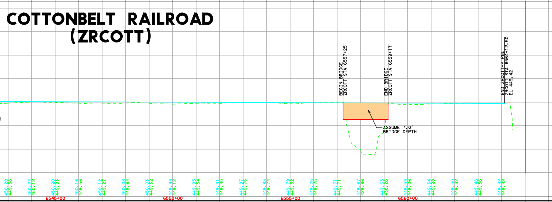
SB IH35E TO WB SH190


RAMP RS55 GORE
FSSB STA 2787+21.68=
RS55 STA 12+38.56
MATCH LINE STA 2790+00
ASSUME 7.8' BRIDGE DEPTH
LUNA RD
17.7' CLEAR
EXISTING GROUND
EXISTING GROUND AT ROW
PROPOSED GRADE
EXISTING
4 - 5'X3' MBC
EL = 448.84
SANDY LAKE RD
EXISTING
5 - 72" RCP
EL = 443.24
RAMP RS61 GORE
FSSB STA 2821+33.21 =
RS61 STA 19+12.42
2785+00
2790+00
2795+00
2800+00
2805+00
2810+00
2815+00
2820+00
2825+00
EXISTING SB-WB DC
BEGIN DSPGSW-P PGL
END DSPGSW-P PGL
STA = 906+40.00
EL = 493.26
905+00
910+00
915+00
BEGIN ZRCOTT-P PGL
DGNO RAILROAD
BEGIN BRIDGE
END BRIDGE
ASSUME 5.5' BRIDGE DEPTH
ASSUME 7.0' BRIDGE DEPTH
23.1' CLEAR
18.3' CLEAR
23.3' CLEAR
FSNB
FSSB
CS35
6520+00
6525+00
6530+00
6535+00
6540+00
RAMP RN55 GORE
FSNB STA 1786+15.45=
RN55 STA 12+64.00
19.1' CLEAR
WHITLOCK LANE
EXISTING
5 - 72" RCP
EL = 443.94
RAMP RN61 GORE
FSNB STA 1824+94.15=
RN61 STA 21+30.44
1785+00
1790+00
1795+00
1800+00
1805+00
1810+00
1815+00
1820+00
1825+00
BEGIN BRIDGE
ZRDGNO STA 45+90
END BRIDGE
ZRDGNO STA 48+50
20.7' CLEAR
XBELT
BNSF RAILROAD
UPRR RAILROAD
ASSUME 7.0' BRIDGE DEPTH (TYP)
BEGIN BRIDGE
ZRDGNO STA 59+65
END BRIDGE
ZRDGNO STA 61+00
35+00
40+00
45+00
50+00
55+00
60+00
65+00
70+00
75+00

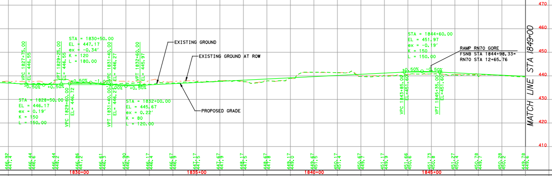
SOUTHBOUND FRONTAGE ROAD PROFILE (FSSB)

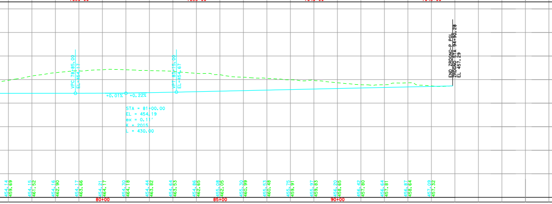

PROPOSED GRADE
AT ROW
GROUND
STA = 2832+90.00
EL = 449.51
ex = -0.19'
K = 150
L = 150.00
RAMP RS70 GORE
FSSB STA 2845+33.91
RS70 STA 12+75.80
STA = 2844+85.00
EL = 445.39
ex = -0.15'
K = 120
L = 120.00
STA = 2843+00.00
EL = 444.47
ex = 0.15'
K = 121
L = 120.00
MATCH LINE STA 2848+00
480
470
460
450
440
430
420
2830+00
2835+00
2840+00
2845+00

COTTONBELT RAILROAD (ZRCOTT)


BEGIN BRIDGE
ZRCOTT STA 6557+25
END BRIDGE
ZRCOTT STA 6559+17
END ZRCOTT-P PGL
ZRCOTT STA 6564+12.50
EL 449.42
ASSUME 7.0'
BRIDGE DEPTH
6545+00
6550+00
6555+00
6560+00

NORTHBOUND FRONTAGE ROAD PROFILE (FSNB)


STA = 1830+50.00
EL = 447.17
ex = -0.34'
K = 120
L = 180.00
EXISTING GROUND
EXISTING GROUND AT ROW
PROPOSED GRADE
STA = 1828+50.00
EL = 446.17
ex = 0.19'
K = 150
L = 150.00
STA = 1832+00.00
EL = 445.67
ex = 0.22'
K = 80
L = 120.00
STA = 1844+60.00
EL = 451.97
ex = -0.19'
K = 150
L = 150.00
RAMP RN70 GORE
FSNB STA 1844+98.33
RN70 STA 12+65.76
MATCH LINE STA 1849+00
470
460
450
440
430
420
410
1830+00
1835+00
1840+00
1845+00


STA = 81+00.00
EL = 454.19
ex = 0.11'
K = 2015
L = 430.00
+0.01%
+0.22%
END ZRDGNO-P PGL
ZRDGNO STA 94+90.28
EL 457.29
80+00
85+00
90+00

Texas Department of Transportation

Dallas District Design Schematic

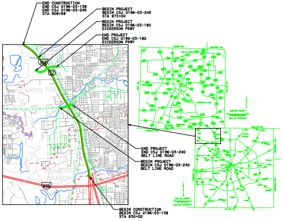
William L. Hale, P.E., District Engineer

IH 35E

From: North of IH 635
To: PGBT
Dallas County
Functional Class: Urban Freeway
Project Length: 5.53 Miles

CSJ: 0196-03-138
CSJ: 0196-03-245
CSJ: 0196-03-240
CSJ: 0196-03-180

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 0196-03-138
END CSJ 0196-03-245
STA 908+58
BEGIN PROJECT
BEGIN CSJ 0196-03-245
STA 873+00
BEGIN PROJECT
BEGIN CSJ 0196-03-180
DICKERSON PKWY
END PROJECT
END CSJ 0196-03-180
DICKERSON PKWY
CARROLLTON
FARMERS BRANCH
END PROJECT
END CSJ 0196-03-240
BELT LINE ROAD
BEGIN PROJECT
BEGIN CSJ 0196-03-240
BELT LINE ROAD
BEGIN CONSTRUCTION
BEGIN CSJ 0196-03-138
STA 630+00

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

November 2010

SOUTH SEGMENT - FRONTAGE ROADS
AND DIRECT CONNECTORS
Roll 3 of 5

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:
PHILLIP WAYNE ULLMAN 71426
NAME P.E. NUMBER
M. SHANE WALTERS 100195
NAME P.E. NUMBER
11-10-2010
DATE

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