Texas Department of Transportation

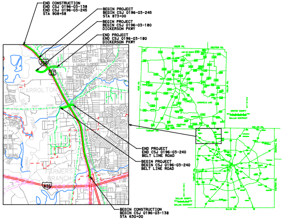
Dallas District Design Schematic
William L. Hale, P.E., District Engineer

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
CARROLTON
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 - RAMPS

Roll 5 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

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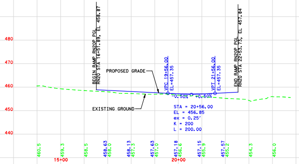
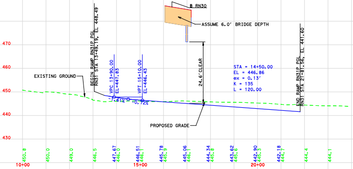
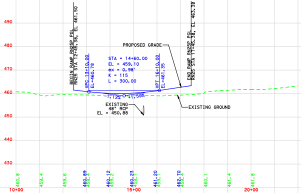

BEGIN RAMP RN20P PGL
RN20 STA 16+51.89, EL 458.87
END RAMP RN20P PGL
RN20 STA 22+53.73, EL 457.84
PROPOSED GRADE
EXISTING GROUND
VPC 19+56.00
EL=457.35
VPT 21+56.00
EL=457.35
-0.50%
+0.50%
STA = 20+56.00
EL = 456.85
ex = 0.25'
K = 200
L = 200.00
480
470
460
450
440
460.5
459.3
458.5
458.63
458.0
458.13
457.3
457.63
457.0
457.18
456.6
457.15
455.9
457.57
455.2
454.3
456.0
15+00
20+00

EXIT RAMP RN20
NB IH35E EXIT RAMP
TO VALWOOD PKWY

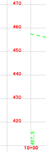

℞ RN30
ASSUME 6.0' BRIDGE DEPTH
BEGIN RAMP RN31P PGL
RN31 STA 13+49.19, EL 448.49
END RAMP RN31P PGL
RN31 STA 21+81.56, EL 441.60
EXISTING GROUND
PROPOSED GRADE
VPC 13+90.00
EL=447.83
VPT 15+10.00
EL=446.43
-1.61%
-0.72%
24.6'CLEAR
STA = 14+50.00
EL = 446.86
ex = 0.13'
K = 135
L = 120.00
470
460
450
440
430
450.8
450.0
449.0
446.5
447.67
446.0
446.51
446.1
445.78
445.9
445.06
446.1
444.34
445.8
443.62
445.6
442.90
445.3
442.18
444.7
444.4
444.1
10+00
15+00
20+00

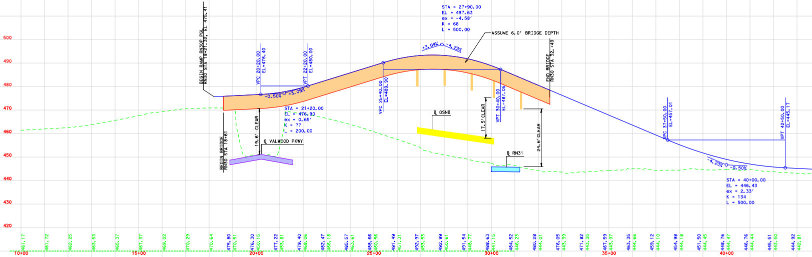
ENTRANCE RAMP RN31
NB IH35E ENTRANCE RAMP
FROM VALWOOD PKWY

460
450
440
430
420
410

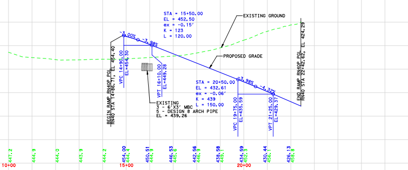

BEGIN RAMP RN25P PGL
RN25 STA 12+45.38, EL 461.50
END RAMP RN25P PGL
RN25 STA 17+45.38, EL 463.38
PROPOSED GRADE
VPC 13+10.00
EL=460.78
VPT 16+10.00
EL=461.35
STA = 14+60.00
EL = 459.10
ex = 0.98'
K = 115
L = 300.00
-1.12%
+1.50%
EXISTING
48" RCP
EL = 450.88
EXISTING GROUND
490
480
470
460
450
440
430
460.8
459.4
459.6
460.89
459.4
460.12
459.2
460.23
459.1
461.20
459.1
462.70
459.4
460.1
461.4
461.8
10+00
15+00
20+00

ENTRANCE RAMP RN25
NB IH35E ENTRANCE RAMP
FROM VALLEY VIEW LANE


470
460
450
440
430
420
457.5
10+00

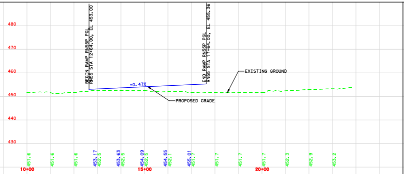

BEGIN RAMP RN30P PGL
RN30 STA 18+21.32, EL 475.41
BEGIN BRIDGE
RN30 STA 18+61
END BRIDGE
RN30 STA 32.+49
VPC 20+20.00
EL=476.40
VPT 22+20.00
EL=480.00
+0.50%
+3.09%
STA = 21+20.00
EL = 476.90
ex = 0.65'
K = 77
L = 200.00
19.6' CLEAR
℄ VALWOOD PKWY
VPC 25+40.00
EL=489.90
VPT 30+40.00
EL=487.05
+3.09%
-4.23%
STA = 27+90.00
EL = 497.63
ex = -4.58'
K = 68
L = 500.00
ASSUME 6.0' BRIDGE DEPTH
℞ GSNB
17.5'CLEAR
℞ RN31
24.6'CLEAR
VPC 37+50.00
EL=457.01
VPT 42+50.00
EL=445.17
-4.23%
-0.50%
STA = 40+00.00
EL = 446.43
ex = 2.33'
K = 134
L = 500.00
500
490
480
470
460
450
440
430
420
461.17
461.72
462.25
463.53
465.37
467.37
469.02
470.29
470.64
475.80
470.51
476.30
450.15
477.22
453.81
479.40
468.06
482.47
466.18
485.57
463.61
488.66
460.56
491.49
457.31
492.97
453.53
492.99
450.61
491.54
448.77
488.63
447.15
484.52
446.23
480.28
444.01
476.05
443.39
471.82
443.35
467.59
443.97
463.35
444.66
459.12
444.10
454.98
444.18
451.50
444.45
448.76
444.47
446.76
444.44
445.51
443.50
444.92
442.81
10+00
15+00
20+00
25+00
30+00
35+00
40+00

EXIT RAMP RN30
NB IH35E MANAGED LANES EXIT RAMP
TO BELT LINE RD


STA = 15+50.00
EL = 452.50
ex = -0.15'
K = 123
L = 120.00
EXISTING GROUND
PROPOSED GRADE
+3.00%
-3.98%
BEGIN RAMP RN40P PGL RN40 STA 14+86.71, EL 454.40
VPC 14+90.00 EL=454.30
VPT 16+10.00 EL=449.28
EXISTING 3 - 6'X3' MBC 5 - DESIGN 8 ARCH PIPE EL = 439.26
STA = 20+50.00
EL = 432.61
ex = -0.06'
K = 439
L = 150.00
-3.98%
-4.32%
VPC 19+75.00 EL=435.59
VPT 21+25.00 EL=429.37
END RAMP RN40P PGL RN40 STA 22+42.62, EL 424.29
447.2
444.9
444.0
443.9
444.2
454.00
450.51
446.53
442.56
438.58
434.59
430.44
426.13
10+00
15+00
20+00

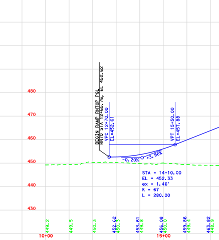
EXIT RAMP RN40

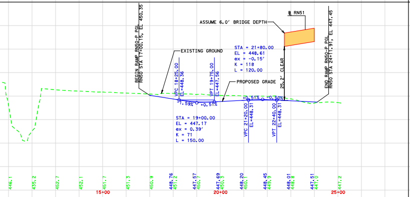
NB IH35E EXIT RAMP
TO BELT LINE RD


480
470
460
450
440
430
BEGIN RAMP RN55P PGL RN55 STA 12+64.00, EL 453.00
+0.47%
END RAMP RN55P PGL RN55 STA 17+64.00, EL 455.36
EXISTING GROUND
PROPOSED GRADE
451.6
451.6
451.6
453.17
453.63
454.09
454.55
455.01
451.7
451.7
451.7
452.3
452.9
453.2
10+00
15+00
20+00

ENTRANCE RAMP RN55

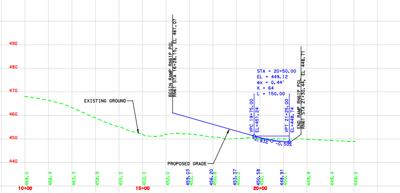
NB IH35E ENTRANCE RAMP
FROM BELT LINE RD


480
470
460
450
440
430
BEGIN RAMP RN70P PGL RN70 STA 12+65.76, EL 452.62
VPC 12+70.00 EL=452.61
VPT 15+50.00 EL=457.88
-0.20%
+3.96%
STA = 14+10.00
EL = 452.33
ex = 1.46'
K = 67
L = 280.00
449.2
449.5
450.3
452.62
453.61
456.08
459.86
463.82
10+00
15+00


BEGIN RAMP RN50-P PGL RN50 STA 17+00.15, EL 450.35
ASSUME 6.0' BRIDGE DEPTH
℄ RN51
EXISTING GROUND
VPC 18+25.00 EL=448.36
VPT 19+75.00 EL=447.56
STA = 21+80.00
EL = 448.61
ex = -0.15'
K = 118
L = 120.00
PROPOSED GRADE
25.2' CLEAR
END RAMP RN50-P PGL RN50 STA 24+11.91, EL 447.45
-1.59%
+0.51%
+0.51%
-0.50%
STA = 19+00.00
EL = 447.17
ex = 0.39'
K = 71
L = 150.00
VPC 21+20.00 EL=448.31
VPT 22+40.00 EL=448.31
446.1
435.2
442.7
452.1
451.7
451.3
450.9
448.76
447.57
447.69
448.20
448.45
448.01
447.51
447.2
15+00
20+00
25+00

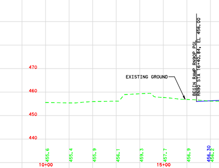
EXIT RAMP RN50

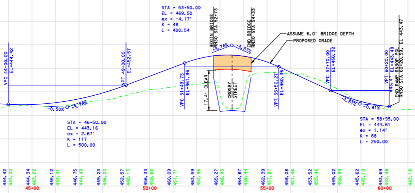
NB IH35E EXIT RAMP
TO WHITLOCK LANE

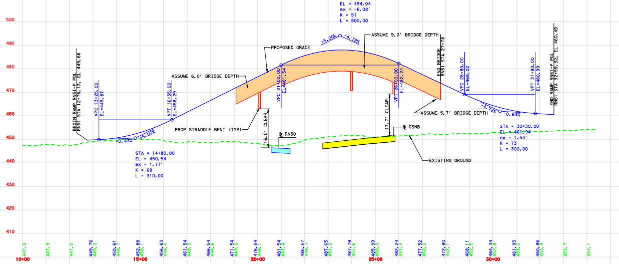

490
480
470
460
450
440
BEGIN RAMP RN61P PGL RN61 STA 16+28.15, EL 461.07
EXISTING GROUND
STA = 20+50.00
EL = 449.12
ex = 0.44'
K = 64
L = 150.00
VPC 19+75.00 EL=451.24
VPT 21+25.00 EL=448.74
END RAMP RN61P PGL RN61 STA 21+30.44, EL 448.71
-2.83%
-0.50%
PROPOSED GRADE
468.0
466.4
463.3
458.9
455.2
452.0
452.0
459.03
456.20
453.37
450.58
448.91
449.9
449.4
449.0
10+00
15+00
20+00

EXIT RAMP RN61

NB IH35E EXIT RAMP
TO DICKERSON PKWY

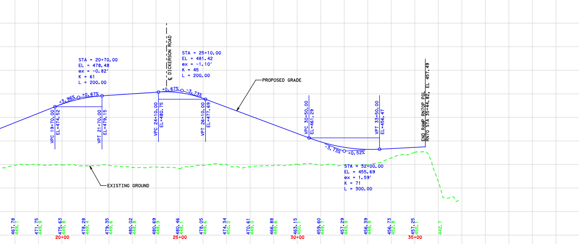

470
460
450
440
EXISTING GROUND
BEGIN RAMP RN90P PGL RN90 STA 16+40.84, EL 456.00
455.6
455.4
455.9
456.1
459.3
461.7
456.9
456.30
10+00
15+00


VPC 44+00.00 EL=444.42
STA = 53+50.00
EL = 469.50
ex = -4.17'
K = 48
L = 400.54
BEGIN BRIDGE RN30 STA 52+73
END BRIDGE RN30 STA 54+33
ASSUME 6.0' BRIDGE DEPTH
PROPOSED GRADE
VPT 49+00.00 EL=452.57
+3.76%
-4.57%
VPC 51+49.73 EL=461.96
17.4' CLEAR
CROSBY STREET
VPT 55+50.27 EL=460.36
VPC 57+70.00 EL=450.32
VPT 60+20.00 EL=443.48
END RAMP RN30P PGL RN30 STA 60+20.59, EL 443.47
-0.50%
+3.76%
-4.57%
-0.91%
STA = 46+50.00
EL = 443.16
ex = 2.67'
K = 117
L = 500.00
STA = 58+95.00
EL = 444.61
ex = 1.14'
K = 68
L = 250.00
444.42
444.34
445.12
446.75
449.23
452.57
456.33
460.09
463.59
465.27
464.87
462.39
458.08
453.52
449.02
445.62
443.69
442.16
45+00
50+00
55+00
60+00


500
490
480
470
460
450
440
430
420
410
STA = 23+50.00
EL = 494.04
ex = -6.08'
K = 51
L = 500.00
+5.00%
-4.72%
ASSUME 9.0' BRIDGE DEPTH
PROPOSED GRADE
ASSUME 6.0' BRIDGE DEPTH
BEGIN RAMP RN51-P PGL RN51 STA 12+76.13, EL 449.66
VPC 13+25.00 EL=449.87
VPT 16+35.00 EL=458.29
VPC 21+00.00 EL=481.54
VPT 26+00.00 EL=482.24
END BRIDGE RN51 STA 27+78
VPC 28+80.00 EL=469.02
VPT 31+80.00 EL=460.99
END RAMP RN51-P PGL RN51 STA 32+59.32, EL 460.49
-0.43%
+5.00%
PROP STRADDLE BENT (TYP)
16.5' CLEAR
℄ RN50
17.7' CLEAR
℄ GSNB
ASSUME 5.7' BRIDGE DEPTH
-4.72%
-0.63%
EXISTING GROUND
STA = 14+80.00
EL = 450.54
ex = 1.77'
K = 68
L = 310.00
STA = 30+30.00
EL = 461.94
ex = 1.53'
K = 73
L = 300.00
447.5
447.9
447.5
449.76
450.61
452.88
456.63
461.54
466.54
471.54
476.54
481.54
485.57
487.65
487.79
485.99
482.24
477.52
472.80
468.11
464.34
461.93
460.86
453.7
454.1
10+00
15+00
20+00
25+00
30+00

ENTRANCE RAMP RN51

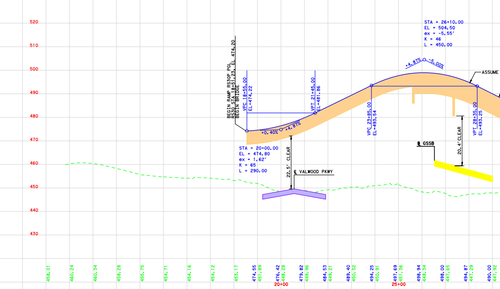
NB IH35E MANAGED LANES ENTRANCE RAMP
FROM BELT LINE RD



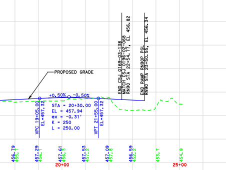
STA = 20+70.00
EL = 478.48
ex = -0.82'
K = 61
L = 200.00
+3.96%
+0.67%
℄ DICKERSON ROAD
STA = 25+10.00
EL = 481.42
ex = -1.10'
K = 45
L = 200.00
+0.67%
-3.73%
PROPOSED GRADE
VPC 19+70.00 EL=474.52
VPT 21+70.00 EL=479.15
VPC 24+10.00 EL=480.75
VPT 26+10.00 EL=477.69
VPC 30+50.00 EL=461.29
VPT 33+50.00 EL=456.47
END RAMP RN70P PGL RN70 STA 35+44.82, EL 457.49
-3.73%
+0.52%
STA = 32+00.00
EL = 455.69
ex = 1.59'
K = 71
L = 300.00
EXISTING GROUND
20+00
25+00
30+00
35+00

BYPASS RAMP RN70

NB IH35E BYPASS ENTRANCE RAMP
TO DICKERSON PKWY



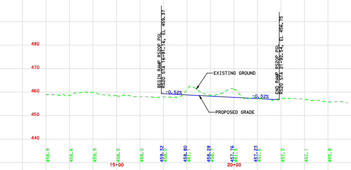
520
510
500
490
480
470
460
450
440
430
BEGIN RAMP RS30P PGL RS30 STA 18+51.23, EL 474.20 BEGIN BRIDGE
VPC 18+55.00 EL=474.22
VPT 21+45.00 EL=481.86
+0.40%
+4.87%
STA = 20+00.00
EL = 474.80
ex = 1.62'
K = 65
L = 290.00
22.5' CLEAR
℄ VALWOOD PKWY
STA = 26+10.00
EL = 504.50
ex = -5.55'
K = 46
L = 450.00
+4.87%
-5.00%
ASSUME
VPC 23+85.00 EL=493.54
VPT 28+35.00 EL=493.25
℄ GSSB
20.4' CLEAR
20+00
25+00



PROPOSED GRADE
+0.50%
-0.50%
STA = 20+30.00
EL = 457.94
ex = -0.31'
K = 250
L = 250.00
VPC 19+05.00 EL=457.32
VPT 21+55.00 EL=457.32
END CSJ 0196-03-138 MATCH CSJ 0196-02-068 RN90 STA 22+54.77, EL 456.82
END RAMP RN90P PGL RN90 STA 23+50.55, EL 456.34
20+00
25+00

EXIT RAMP RN90

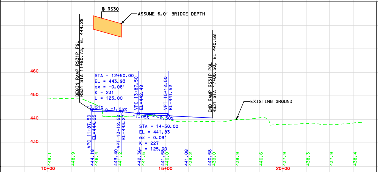
NB IH35E EXIT RAMP
TO FRANKFORD RD



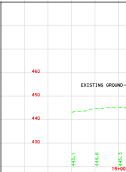
480
470
460
450
440
BEGIN RAMP RS20P PGL RS20 STA 16+91.16, EL 459.37
-0.52%
EXISTING GROUND
-0.52%
PROPOSED GRADE
END RAMP RS20P PGL RS20 STA 21+92.54, EL 456.75
15+00
20+00

ENTRANCE RAMP RS20

SB IH35E ENTRANCE RAMP
FROM VALWOOD PKWY



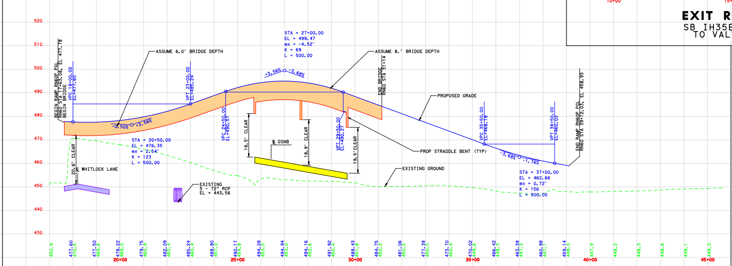
℄ RS30
ASSUME 6.0' BRIDGE DEPTH
BEGIN RAMP RS31P PGL RS31 STA 11+80.73, EL 444.28
STA = 12+50.00
EL = 443.93
ex = -0.08'
K = 231
L = 125.00
-0.51%
-1.05%
+0.05%
-0.50%
VPC 11+87.50 EL=444.25
VPT 13+12.50 EL=443.27
VPC 13+87.50 EL=442.49
VPT 15+12.50 EL=441.52
STA = 14+50.00
EL = 441.83
ex = 0.09'
K = 227
L = 125.00
END RAMP RS31P PGL RS31 STA 17+00.50, EL 440.58
EXISTING GROUND
460
450
440
430
10+00
15+00
20+00



460
450
440
430
EXISTING GROUND
15+00

EXIT RAMP RS31

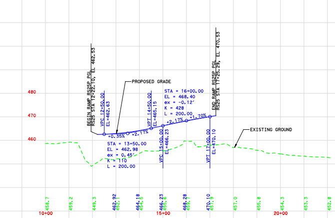
SB IH35E EXIT RAMP
TO VALWOOD PKWY



520
510
500
490
480
470
460
450
440
430
BEGIN RAMP RN60P PGL RN60 STA 17+63.08, EL 477.78 BEGIN BRIDGE
VPC 18+00.00 EL=477.60
ASSUME 6.0' BRIDGE DEPTH
-0.50%
+3.56%
STA = 20+50.00
EL = 476.35
ex = 2.54'
K = 123
L = 500.00
VPT 23+00.00 EL=485.24
20.6' CLEAR
℄ WHITLOCK LANE
EXISTING 5 - 72" RCP EL = 443.56
STA = 27+00.00
EL = 499.47
ex = -4.52'
K = 69
L = 500.00
+3.56%
-3.68%
VPC 24+50.00 EL=490.57
18.5' CLEAR
℄ GSNB
18.9' CLEAR
VPT 29+50.00 EL=490.27
19.5' CLEAR
ASSUME 8.' BRIDGE DEPTH
END BRIDGE RN60 STA 31+14
PROPOSED GRADE
PROP STRADDLE BENT (TYP)
EXISTING GROUND
VPC 35+50.00 EL=468.18
VPT 38+50.00 EL=460.02
-3.68%
-1.76%
STA = 37+00.00
EL = 462.66
ex = 0.72'
K = 156
L = 300.00
END RAMP RN60P PGL RN60 STA 39+12.05, EL 458.93
20+00
25+00
30+00
35+00
40+00
45+00

EXIT RAMP RN60

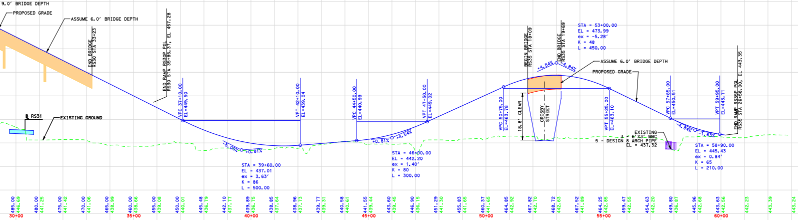
NB IH35E MANAGED LANES EXIT RAMP
TO SH190 AND NB IH35E



480
470
460
BEGIN RAMP RS25P PGL RS25 STA 12+22.10, EL 462.53
PROPOSED GRADE
VPC 12+50.00 EL=462.63
VPT 14+50.00 EL=465.15
+0.35%
+2.17%
STA = 13+50.00
EL = 462.98
ex = 0.45'
K = 110
L = 200.00
VPC 15+00.00 EL=466.23
VPT 17+00.00 EL=470.10
STA = 16+00.00
EL = 468.40
ex = -0.12'
K = 428
L = 200.00
+2.17%
+1.70%
END RAMP RS25P PGL RS25 STA 17+25.29, EL 470.53
EXISTING GROUND
10+00
15+00
20+00

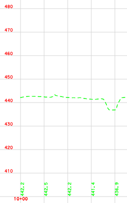
EXIT RAMP RS25

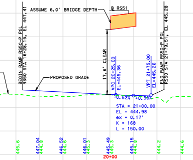
SB IH35E EXIT RAMP
TO VALLEY VIEW LANE


9.0' BRIDGE DEPTH
PROPOSED GRADE
ASSUME 6.0' BRIDGE DEPTH
END BRIDGE RS30 STA 33+23
END RAMP RS30P PGL RS30 STA 35+85.37, EL 457.28
℄ RS31
EXISTING GROUND
VPC 37+10.00 EL=449.50
-5.00%
+0.81%
STA = 39+60.00
EL = 437.01
ex = 3.63'
K = 86
L = 500.00
VPT 42+10.00 EL=439.04
VPC 44+50.00 EL=440.99
+0.81%
+4.54%
VPT 47+50.00 EL=449.02
STA = 46+00.00
EL = 442.20
ex = 1.40'
K = 80
L = 300.00
VPC 50+75.00 EL=463.78
18.8' CLEAR
CROSBY STREET
BEGIN BRIDGE RS35 STA 18+09
END BRIDGE RS35 STA 19+69
+4.54%
-4.84%
STA = 53+00.00
EL = 473.99
ex = -5.28'
K = 48
L = 450.00
ASSUME 6.0' BRIDGE DEPTH
PROPOSED GRADE
VPT 55+25.00 EL=463.10
EXISTING 3 - 6'X3' MBC
5 - DESIGN 8 ARCH PIPE
EL = 437.32
VPC 57+85.00 EL=450.51
-4.84%
+1.63%
VPT 59+95.00 EL=443.71
STA = 58+90.00
EL = 445.43
ex = 0.84'
K = 65
L = 210.00
END RAMP RS35P PGL RS35 STA 26+58.00, EL 443.35
485.00 446.69
480.00 441.25
475.00 441.42
470.00 441.06
465.00 438.99
460.00 438.66
455.00 439.08
450.00 440.01
445.48 436.79
442.10 437.77
439.89 436.75
438.85 437.64
438.96 437.73
439.77 438.31
440.58 440.61
441.55 439.44
443.60 439.45
446.90 436.15
451.29 441.30
455.83 441.65
460.37 441.65
464.85 442.92
467.82 442.70
468.72 442.63
467.52 441.09
464.25 442.85
459.47 442.55
454.63 442.20
449.80 436.87
445.96 442.68
443.63 442.66
442.23
443.39
443.24
30+00
35+00
40+00
45+00
50+00
55+00
60+00

ENTRANCE RAMP RS30

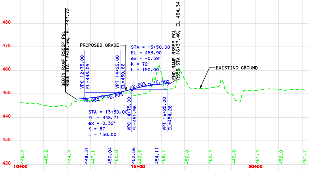
SB IH35E MANAGED LANES ENTRANCE RAMP
FROM BELT LINE RD


480
470
460
450
440
430
420
410
442.2
442.5
442.2
441.4
436.9
10+00


ASSUME 6.0' BRIDGE DEPTH
℄ RS51
BEGIN RAMP RS50-P PGL RS50 STA 16+28.15, EL 447.41
PROPOSED GRADE
17.6' CLEAR
VPC 20+25.00 EL=445.36
VPT 21+75.00 EL=445.26
END RAMP RS50-P PGL RS50 STA 21+79.51, EL 445.28
-0.52%
+0.38%
STA = 21+00.00
EL = 444.98
ex = 0.17'
K = 168
L = 150.00
445.6
447.04 444.8
446.52 444.6
446.01 445.3
445.49 445.3
445.15 444.5
444.2
444.6
20+00

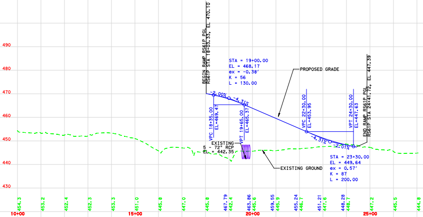
ENTRANCE RAMP RS50

SB IH35E ENTRANCE RAMP
FROM SANDY LAKE RD


480
470
460
450
440
430
420
BEGIN RAMP RS55P PGL RS55 STA 12+38.56, EL 447.73
PROPOSED GRADE
VPC 12+75.00 EL=448.05
VPT 14+25.00 EL=450.66
STA = 15+50.00
EL = 453.90
ex = -0.39'
K = 72
L = 150.00
END RAMP RS55P PGL RS55 STA 16+37.46, EL 454.34
EXISTING GROUND
+0.88%
+2.60%
+2.60%
+0.50%
STA = 13+50.00
EL = 448.71
ex = 0.32'
K = 87
L = 150.00
VPC 14+75.00 EL=451.96
VPT 16+25.00 EL=454.28
446.2
445.2
444.4
448.31 447.1
450.04 450.0
452.56 449.5
454.11 458.7
456.0
462.4
449.8
451.4
452.0
451.7
10+00
15+00
20+00

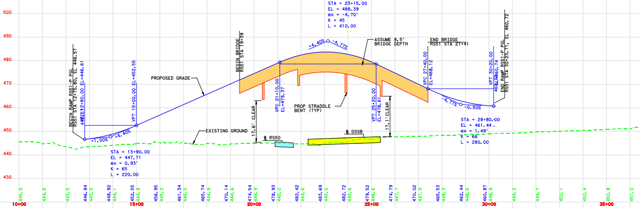
EXIT RAMP RS55

SB IH35E EXIT RAMP
TO BELT LINE RD


490
480
470
460
450
440
430
BEGIN RAMP RS61P PGL RS61P STA 18+03.33, EL 470.10
STA = 19+00.00
EL = 468.17
ex = -0.38'
K = 56
L = 130.00
PROPOSED GRADE
-2.00%
-4.31%
VPC 18+35.00 EL=469.47
VPT 19+65.00 EL=465.37
VPC 22+30.00 EL=453.95
VPT 24+30.00 EL=447.63
END RAMP RS61P PGL RS61P STA 24+41.72, EL 447.39
-4.31%
-2.07%
EXISTING 5 - 72" RCP
EL = 442.35
EXISTING GROUND
STA = 23+30.00
EL = 449.64
ex = 0.57'
K = 87
L = 200.00
454.3
453.2
452.4
452.3
453.3
451.0
445.8
447.0
445.8
467.79 442.4
463.86 445.6
459.55 445.9
455.24 446.7
451.21 447.6
448.28 448.7
447.2
445.5
444.8
10+00
15+00
20+00
25+00

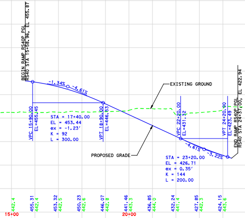
ENTRANCE RAMP RS61

SB IH35E ENTRANCE RAMP
FROM DICKERSON PKWY


500
490
480
470
460
450
440
430
BEGIN RAMP RS51-P PGL RS51 STA 12+75.80, EL 446.57
VPC 12+80.00 EL=446.61
VPT 15+00.00 EL=452.55
+1.00%
+4.40%
STA = 13+90.00
EL = 447.71
ex = 0.93'
K = 65
L = 220.00
PROPOSED GRADE
EXISTING GROUND
17.6' CLEAR
℄ RS50
BEGIN BRIDGE RS51 STA 19+39
VPC 21+10.00 EL=479.37
PROP STRADDLE BENT (TYP)
STA = 23+15.00
EL = 488.39
ex = -4.70'
K = 45
L = 410.00
+4.40%
-4.77%
ASSUME 8.5' BRIDGE DEPTH
℄ GSSB
VPT 25+20.00 EL=478.61
17.1' CLEAR
END BRIDGE RS51 STA 27+41
VPC 27+40.00 EL=468.12
-4.77%
-0.50%
STA = 28+80.00
EL = 461.44
ex = 1.49'
K = 66
L = 280.00
VPT 30+20.00 EL=460.74
END RAMP RS51-P PGL RS51 STA 30+23.71, EL 460.72
445.5
444.6
443.5
446.84 443.5
448.92 444.1
452.55 444.8
456.95 445.2
461.34 445.5
465.74 444.9
470.14 444.6
474.54 444.9
478.93 445.0
482.42 444.6
483.69 445.0
482.76 445.6
479.52 446.6
474.79 447.7
470.02 447.9
465.53 448.3
462.44 448.6
460.87 448.9
449.2
449.7
450.1
450.4
450.8
451.0
10+00
15+00
20+00
25+00
30+00
35+00

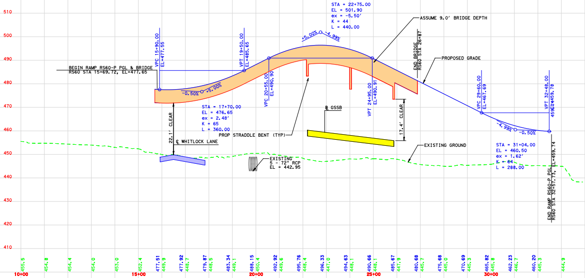
EXIT RAMP RS51

SB IH35E MANAGED LANES EXIT RAMP
TO BELT LINE RD


BEGIN RAMP RS40P PGL
RS40 STA 15+58.96, EL 455.87
-1.34%
-4.61%
EXISTING GROUND
VPC 15+90.00
EL=455.45
STA = 17+40.00
EL = 453.44
ex = -1.23'
K = 92
L = 300.00
VPT 18+90.00
EL=446.53
PROPOSED GRADE
VPC 22+20.00
EL=431.32
VPT 24+20.00
EL=423.49
-4.61%
-3.22%
STA = 23+20.00
EL = 426.71
ex = 0.35'
K = 144
L = 200.00
END RAMP RS40P PGL
RS40 STA 24+37.00, EL 422.94
442.4
455.31 442.4
453.32 442.5
450.23 442.6
446.07 442.8
441.46 443.3
436.85 444.0
432.24 441.4
427.85 442.3
424.15 443.6
15+00
20+00

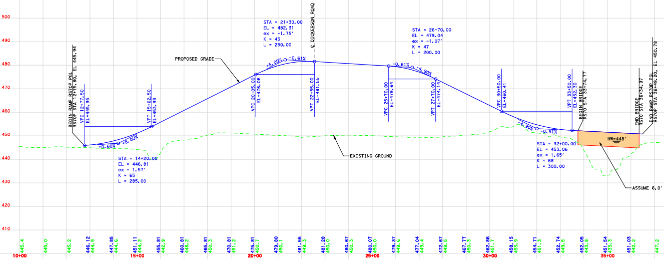
ENTRANCE RAMP RS40

SB IH35E ENTRANCE RAMP
FROM BELT LINE RD


510
500
490
480
470
460
450
440
430
420
410
BEGIN RAMP RS60-P PGL & BRIDGE
RS60 STA 15+69.72, EL=477.65
VPC 15+90.00
EL=477.55
-0.50%
+5.00%
STA = 17+70.00
EL = 476.65
ex = 2.48'
K = 65
L = 360.00
22.1' CLEAR
℄ WHITLOCK LANE
VPT 19+50.00
EL=485.65
VPC 20+55.00
EL=490.90
EXISTING
5 - 72" RCP
EL = 442.95
PROP STRADDLE BENT (TYP)
STA = 22+75.00
EL = 501.90
ex = -5.50'
K = 44
L = 440.00
+5.00%
-4.99%
ASSUME 9.0' BRIDGE DEPTH
℄ GSSB
VPT 24+95.00
EL=490.91
17.4' CLEAR
END BRIDGE
RS60 STA 26+87
PROPOSED GRADE
EXISTING GROUND
VPC 29+60.00
EL=467.69
-4.99%
-0.50%
VPT 32+48.00
EL=459.78
STA = 31+04.00
EL = 460.50
ex = 1.62'
K = 64
L = 288.00
END RAMP RS60-P PGL
RS60 STA 32+57.73, EL=459.74
455.5
454.8
454.4
454.0
453.0
452.4
477.51 449.9
477.92 448.7
479.87 448.5
483.34 449.1
488.15 450.4
492.92 449.6
495.76 448.4
496.33 447.0
494.63 448.1
490.66 448.1
485.67 447.9
480.68 445.7
475.68 445.0
470.69 445.3
465.82 445.8
462.23 446.7
460.20 445.3
444.9
10+00
15+00
20+00
25+00
30+00

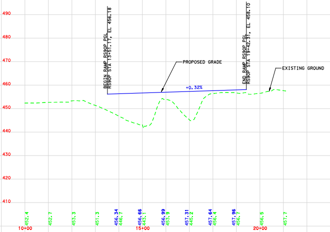
ENTRANCE RAMP RS60

SB IH35E MANAGED LANES ENTRANCE RAMP
FROM SH190 AND IH35E


500
490
480
470
460
450
440
430
420
410
BEGIN RAMP RS70P PGL
RS70P STA 12+75.80, EL 445.94
VPC 12+77.50
EL=445.95
+0.60%
+5.00%
STA = 14+20.00
EL = 446.81
ex = 1.57'
K = 65
L = 285.00
VPT 15+62.50
EL=453.93
PROPOSED GRADE
VPC 20+05.00
EL=476.06
STA = 21+30.00
EL = 482.31
ex = -1.75'
K = 45
L = 250.00
+5.00%
-0.61%
℄ DICKERSON ROAD
VPT 22+55.00
EL=481.55
EXISTING GROUND
STA = 26+70.00
EL = 479.04
ex = -1.07'
K = 47
L = 200.00
-0.61%
-4.90%
VPC 25+70.00
EL=479.64
VPT 27+70.00
EL=474.14
VPC 30+50.00
EL=460.41
-4.90%
-0.51%
STA = 32+00.00
EL = 453.06
ex = 1.65'
K = 68
L = 300.00
VPT 33+50.00
EL=452.30
BEGIN BRIDGE
RS70 STA 33+74.77
HW=448'
ASSUME 6.0'
END BRIDGE
RS70 STA 36+34.97
END RAMP RS70P PGL
RS70P STA 36+49.20, EL 450.78
445.4
445.0
445.2
446.12 444.9
447.85 444.6
451.11 444.2
455.81 442.9
460.81 448.2
465.81 450.3
470.81 451.2
475.81 450.7
479.80 450.1
481.55 449.3
481.28 450.0
480.67 450.3
480.07 450.0
479.37 449.6
477.04 449.4
472.67 449.5
467.77 450.3
462.86 451.7
458.15 453.9
454.71 451.3
452.74 449.5
452.05 443.8
451.54 433.3
451.03 442.2
447.2
10+00
15+00
20+00
25+00
30+00
35+00

BYPASS RAMP RS70

SB IH35E BYPASS ENTRANCE RAMP
TO DICKERSON PKWY



ENTRANCE RAMP RS90

SB IH35E ENTRANCE RAMP
FROM FRANKFORD RD

Texas Department of Transportation

Dallas District Design Schematic

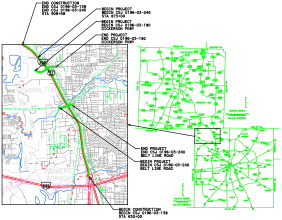
William L. Hale, P.E., District Engineer

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
CARROLTON
FARMERS BRANCH
352
77
635
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 - RAMPS

Roll 5 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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M. SHANE WALTERS	100195

11-10-2010
DATE

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Dallas, Texas 75248-1229

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