Texas Department of Transportation

DALLAS DISTRICT

DRAFT INTERIM SCHEMATIC

WILLIAM L. HALE, P.E., DISTRICT ENGINEER

IH 35E

FROM: IH 635
TO: US 380

DALLAS & DENTON COUNTY

FUNCTIONAL CLASS: URBAN FREEWAY
PROJECT LENGTH: 28.25 MILES

CSJ's: 0196-03-138
0196-03-240
0196-03-180
0196-03-245
0196-02-068
0196-02-073
0196-01-096
0196-01-056
0196-01-074
0195-03-050
0195-03-071

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
INTERSECTIONS 30 MPH

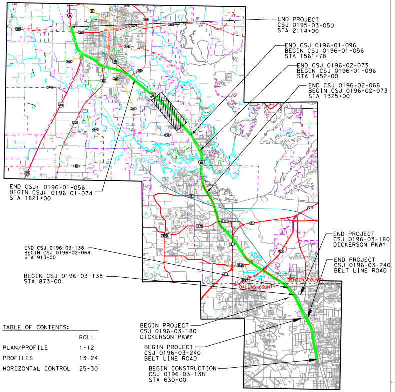
END PROJECT
CSJ 0195-03-050
STA 2114+00
END CSJ 0196-01-096
BEGIN CSJ 0196-01-056
STA 1561+78
END CSJ 0196-02-073
BEGIN CSJ 0196-01-096
STA 1452+00
END CSJ 0196-02-068
BEGIN CSJ 0196-02-073
STA 1325+00
END CSJ: 0196-01-056
BEGIN CSJ: 0196-01-074
STA 1821+00
END PROJECT
CSJ 0196-03-180
DICKERSON PKWY
END PROJECT
CSJ 0196-03-240
BELT LINE ROAD
END CSJ 0196-03-138
BEGIN CSJ 0196-02-068
STA 913+00
BEGIN CSJ 0196-03-138
STA 873+00
DENTON COUNTY
DALLAS COUNTY
BEGIN PROJECT
CSJ 0196-03-180
DICKERSON PKWY
BEGIN PROJECT
CSJ 0196-03-240
BELT LINE ROAD
BEGIN CONSTRUCTION
CSJ 0196-03-138
STA 630+00

TABLE OF CONTENTS:

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SCALE:
HORIZONTAL 1"=200'
VERTICAL 1"=20'

1/11/2013

ROLL 8 OF 30

SCHEMATIC PREPARED BY:

FOR INTERIM REVIEW ONLY
NOT FOR PERMITTING, BIDDING
OR CONSTRUCTION.
Prepared by or under the
Direct Supervision of:

SHAWN BRENT STOVER 109251
NAME P.E. NUMBER

1/11/2013
DATE

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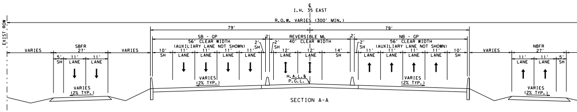

℄
I.H. 35 EAST
R.O.W. VARIES (300' MIN.)
EXIST ROW
79'
79'
SB - GP
56' CLEAR WIDTH
(AUXILIARY LANE NOT SHOWN)
REVERSIBLE ML
40' CLEAR WIDTH
NB - GP
56' CLEAR WIDTH
(AUXILIARY LANE NOT SHOWN)
2'
2' SH
VARIES
SBFR
27'
NBFR
27'
5' SH
10' SH
11' LANE
12' LANE
14' SH
VARIES (2% TYP.)
H.A.L.&
P.G.L.

SECTION A-A

ROADWAY TYPE	DESIGN SPEED	LOCATION
IH 35 NB MAINLANES	65 MPH - 70 MPH	65 MPH: STA 1703+25 - STA 1714+25 70 MPH: STA 1585+00 - STA 1703+25, STA 1714+25 - STA 1730+00
IH 35 SB MAINLANES	65 MPH - 70 MPH	65 MPH: STA 1703+25 - STA 1714+25 70 MPH: STA 1585+00 - STA 1703+25, STA 1714+25 - STA 1730+00
MANAGED LANES	65 MPH - 70 MPH	65 MPH: STA 1703+25 - STA 1714+25 70 MPH: STA 1585+00 - STA 1703+25, STA 1714+25 - STA 1730+00
SLIP RAMPS	35 MPH - 40 MPH	40 MPH ALL SLIP RAMPS EXCEPT RAMP BE (35 MPH)
FRONTAGE ROADS	40 MPH	THROUGHOUT
CORINTH PKWY.	30 MPH	THROUGHOUT
POST OAK	30 MPH	THROUGHOUT

LEGEND:

🟨	GENERAL PURPOSE LANES FULL RECONSTRUCTION	- - —	EXISTING ROW
▭	REHABILITATE EXISTING PAVEMENT	- - —	PROPOSED ROW
🟥	MANAGED LANES	— - -	PROPOSED CENTERLINE/BASELINE
🟩	FRONTAGE ROADS/CROSS STREETS	- - -	PROPOSED RETAINING WALL
🟪	COLLECTOR DISTRIBUTOR	—	PROPOSED NOISE WALL
▭	RAMPS/DIRECT CONNECTORS	—‖‖—	CONTROL OF ACCESS
🟧	BRIDGES	▨	PAVEMENT REMOVAL
🟦	SHARED USE PATH	←③	NUMBER OF LANES (TRAFFIC DIRECTION)
		▨	POTENTIAL DISPLACEMENT
		●	PROPOSED GANTRY

"PRELIMINARY SUBJECT TO CHANGE"
BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEWS

NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED FEBRUARY 9, 2006 AND RECORD PLANS.
2. THE PROPOSED LOCATIONS OF THE ADA RAMPS AND SIDEWALKS INDICATED ON THIS PLAN ARE PRELIMINARY. THE EXACT LOCATIONS OF THESE SIDEWALKS WILL BE DETERMINED DURING THE PS&E DESIGN THROUGH COORDINATION BETWEEN TXDOT AND LOCAL GOVERNMENTS. THE FRONTAGE ROAD TYPICAL SECTION RESERVES A 6' WIDE CORRIDOR ADJACENT TO THE OUTSIDE CURB FOR FUTURE SIDEWALK LOCATIONS.
3. EXISTING DRIVEWAY LOCATIONS ARE NOT SHOWN IN PLAN. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN AND COORDINATION WITH THE CITIES; THE DRIVEWAY WILL BE A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS AS SHOWN.
4. ACCESS DENIAL LIMITS ARE DETERMINED BY PROVIDING SAFETY TO THE TRAVELING PUBLIC, MAINTAINING LEVEL OF SERVICE ON THE FRONTAGE ROADS AND MAINTAINING SAFE ACCESS TO ADJACENT PROPERTY OWNERS. ACCESS DENIAL LIMITS MAY BE ADJUSTED BY PROVIDING TRAFFIC IMPACT ANALYSIS (TIA) BY THE ADJACENT PROPERTY OWNERS AND AVOIDING LANDLOCK ISSUES AS LONG AS THE SAFETY TO THE TRAVELING PUBLIC IS NOT COMPROMISED.
5. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
6. SUPER ELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
7. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II UNLESS NOTED OTHERWISE.

8.

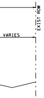
9.

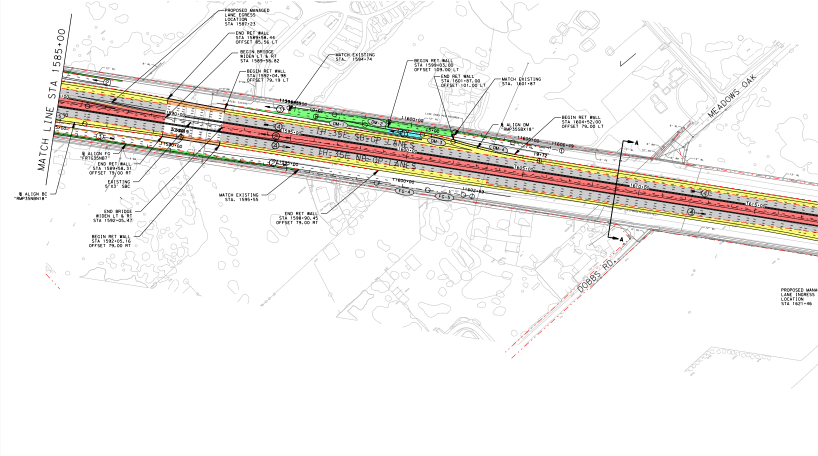
10.

11.

12.

13.


VARIES
EXIST ROW


MATCH LINE STA 1585+00
PROPOSED MANAGED LANE EGRESS LOCATION STA 1587+23
END RET WALL STA 1589+58.44 OFFSET 85.56 LT
BEGIN BRIDGE WIDEN LT & RT STA 1589+58.82
BEGIN RET WALL STA 1592+04.98 OFFSET 79.19 LT
MATCH EXISTING STA. 1594+74
BEGIN RET WALL STA 1599+03.00 OFFSET 109.00 LT
END RET WALL STA 1601+87.00 OFFSET 101.00 LT
MATCH EXISTING STA. 1601+87
℄ ALIGN DM "RMP35SBX18"
BEGIN RET WALL STA 1604+52.00 OFFSET 79.00 LT
MEADOWS OAK
IH-35E SB GP LANES
IH-35E NB GP LANES
DM-1
DM-2
DM-3
DM-4
FG-4
FG-5
1590+00
1595+00
1600+00
1605+00
1610+00
1615+00
11600+00
11605+00
11606+49
11602+99
19+72
A
℄ ALIGN FG "FRTG35NB7"
END RET WALL STA 1589+58.31 OFFSET 79.00 RT
EXISTING 5'X3' SBC
℄ ALIGN BC "RMP35NBN18"
END BRIDGE WIDEN LT & RT STA 1592+05.47
BEGIN RET WALL STA 1592+05.16 OFFSET 79.00 RT
MATCH EXISTING STA. 1595+55
END RET WALL STA 1598+90.45 OFFSET 79.00 RT
DOBBS RD.
PROPOSED MANA
LANE INGRESS
LOCATION
STA 1621+46

DIMENSIONS ARE TO FACE OF CURB OR TO THE EDGE OF UNCURBED PAVEMENT UNLESS NOTED OTHERWISE.

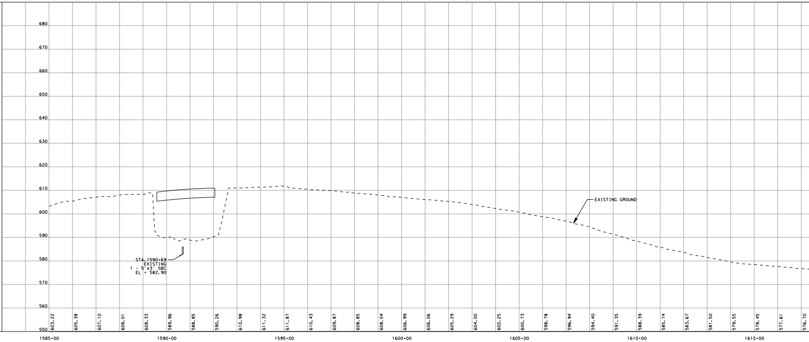
PROPOSED CROSS STREET SECTIONS ARE BASED ON CITY THOROUGHFARE PLANS.

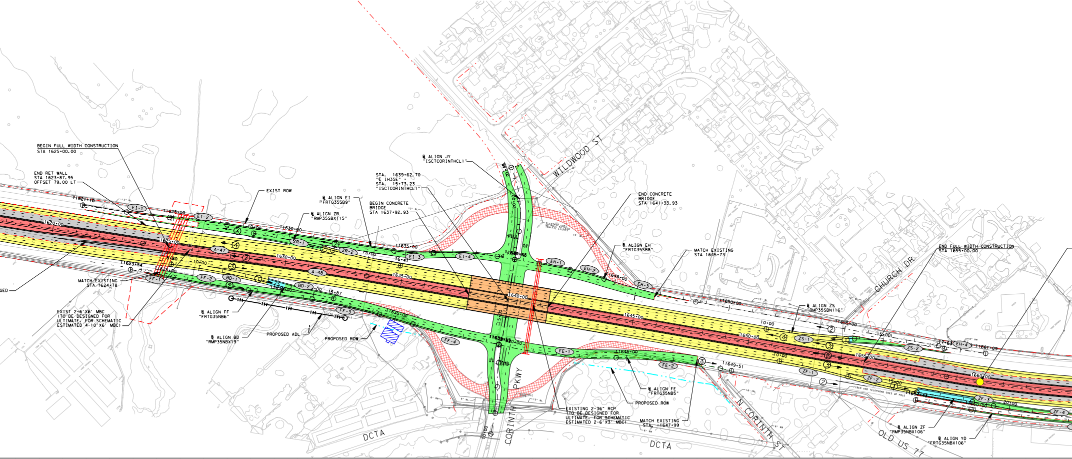
TYPICAL CROSS STREET TURNOUT RADIUS EQUALS 75' TYPICAL, 50' MIN. UNLESS NOTED OTHERWISE.

RAMP HORIZONTAL CURVATURE BETWEEN PHYSICAL GORES IS SHOWN IN TABLE. TYPICAL FRONTAGE ROAD GORES UTILIZE A MINIMUM 3000' RADIUS. TYPICAL MAINLANE GORES UTILIZE A MINIMUM RADIUS OF 3000'. VARIATIONS FROM TYPICAL RADIUS' ARE NECESSARY IN LOCATIONS WITH OPERATIONAL WEAVING CONSTRAINTS OR WHEN THE RAMP GORE IS LOCATED WITHIN A HORIZONTAL CURVE ON THE CONTROLLING ROADWAY.

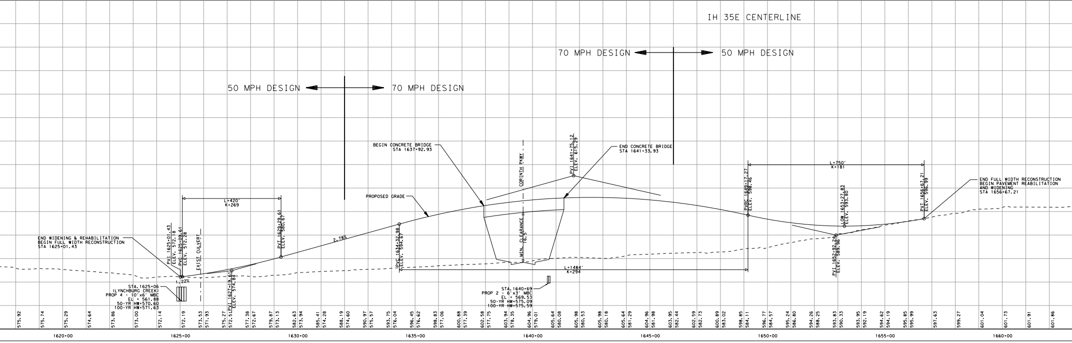
PROPOSED CULVERT SIZES SHOWN IN THE SCHEMATIC ARE SIZED BASED ON PRELIMINARY DRAINAGE ANALYSIS OF UPSTREAM DRAINAGE AREAS. A DETAILED DRAINAGE STUDY WILL BE PERFORMED PRIOR TO CONSTRUCTION TO FINALIZE THE PROPOSED CULVERT SIZES AND DESIGN. COORDINATION BETWEEN TXDOT, LOCAL GOVERNMENTS, AND ADJACENT PROPERTY OWNERS WILL BE PERFORMED DURING THIS DETAILED DESIGN PHASE. FOR PROPOSED CULVERTS THAT CONNECT TO EXISTING, ENCLOSED DOWNSTREAM DRAINAGE SYSTEMS LOCATED OFF OF TXDOT ROW; THE DETAILED DESIGN PHASE AND COORDINATION EFFORT WILL DETERMINE IF DOWNSTREAM ENCLOSED DRAINAGE SYSTEMS WILL BE IMPROVED AND IF ANY DRAINAGE EASEMENTS WILL NEED TO BE OBTAINED BY THE LOCAL GOVERNMENTS FOR IMPROVEMENT OF THESE SYSTEMS.

RAILROAD ALIGNMENTS AND PROFILES ARE SHOWN FOR REFERENCE ONLY IN DEVELOPING ROADWAY PROFILES. FINAL ALIGNMENTS AND PROFILES WILL BE DEVELOPED THROUGH COORDINATION WITH THE RAILROADS, TXDOT AND THE LOCAL GOVERNMENTS.

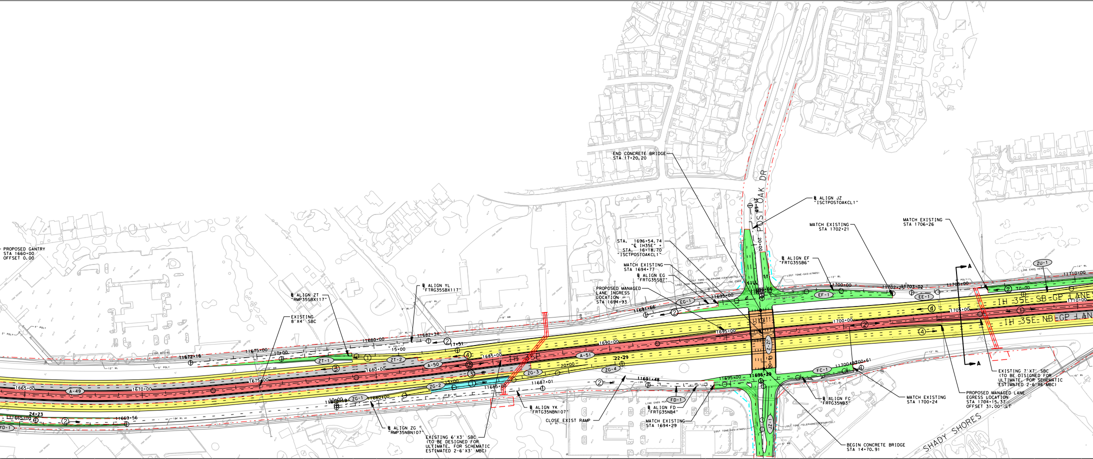


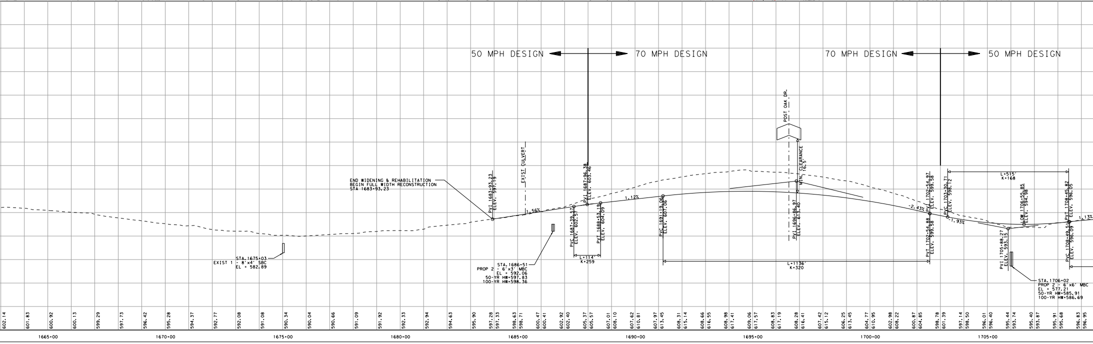


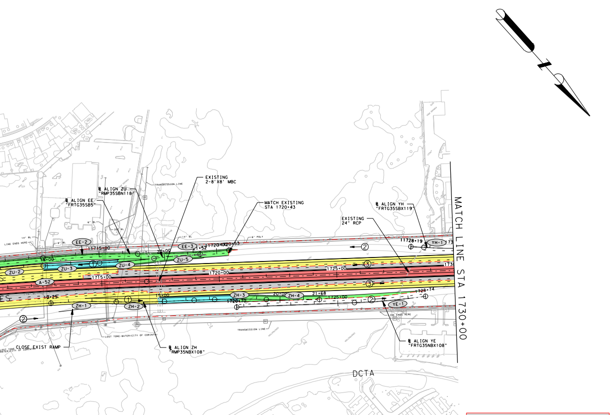
BEGIN FULL WIDTH CONSTRUCTION
STA 1625+00.00
END RET WALL
STA 1623+87.95
OFFSET 79.00 LT
EXIST ROW
℄ ALIGN EI
"FRTG35SB9"
℄ ALIGN ZR
"RMP35SBX115"
℄ ALIGN JY
"ISCTCORINTHCL1"
STA. 1639+62.70
"℄ IH35E" =
STA. 15+73.23
"ISCTCORINTHCL1"
BEGIN CONCRETE
BRIDGE
STA 1637+92.93
WILDWOOD ST
END CONCRETE
BRIDGE
STA 1641+33.93
℄ ALIGN EH
"FRTG35SB8"
MATCH EXISTING
STA 1645+73
CHURCH DR
END FULL WIDTH CONSTRUCTION
STA 1655+00.00
℄ ALIGN ZS
"RMP35SBN116"
MATCH EXISTING
STA 1624+78
EXIST 2-6'X6' MBC
(TO BE DESIGNED FOR
ULTIMATE. FOR SCHEMATIC
ESTIMATED 4-10'X6' MBC)
℄ ALIGN FF
"FRTG35NB6"
℄ ALIGN BD
"RMP35NBX19"
PROPOSED ADL
PROPOSED ROW
CORINTH PKWY
DCTA
℄ ALIGN FE
"FRTG35NB5"
PROPOSED ROW
EXISTING 2-36" RCP
(TO BE DESIGNED FOR
ULTIMATE. FOR SCHEMATIC
ESTIMATED 2-6'X3' MBC)
MATCH EXISTING
STA. 1647+99
N CORINTH ST
OLD US 77
℄ ALIGN ZF
"RMP35NBX106"
℄ ALIGN YD
"FRTG35NBX106"
EI-1
EI-2
EI-3
EI-4
ZR-1
ZR-2
A-47
A-48
FF-1
FF-2
FF-3
FF-4
BD-1
BD-2
EH-1
EH-2
EH-3
EH-4
FE-1
FE-2
ZS-1
ZS-2
ZF-1
ZF-2
ZF-3
ZF-4
1620+00
1625+00
1630+00
1635+00
1640+00
1645+00
1650+00
1655+00
1660+00



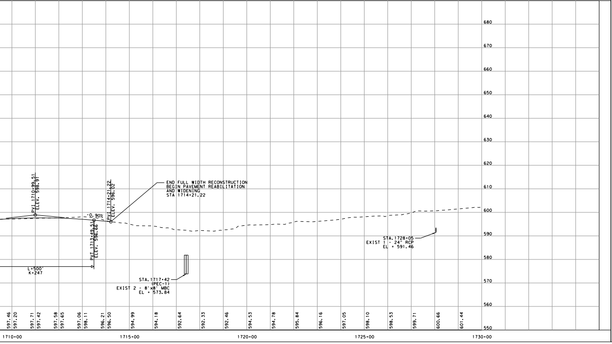
IH 35E CENTERLINE
70 MPH DESIGN
50 MPH DESIGN
50 MPH DESIGN
70 MPH DESIGN
BEGIN CONCRETE BRIDGE
STA 1637+92.93
END CONCRETE BRIDGE
STA 1641+33.93
PROPOSED GRADE
CORINTH PKWY
MIN. CLEARANCE
16.5'
PVI 1641+75.12
ELEV. 615.29
L=750'
K=181
END FULL WIDTH RECONSTRUCTION
BEGIN PAVEMENT REABILITATION
AND WIDENING
STA 1656+67.21
PVRC 1649+17.27
ELEV. 598.46
LOW 1653+27.83
ELEV. 593.80
PVT 1656+67.21
ELEV. 596.99
PVI 1652+92.24
ELEV. 589.96
L=1484'
K=294
STA. 1640+69
PROP 2 - 6'x3' MBC
EL = 569.53
50-YR HW=575.09
100-YR HW=575.59
PVC 1634+32.98
ELEV. 594.67
2.78%
PVI 1629+29.61
ELEV. 580.61
L=420'
K=269
EXIST CULVERT
PVI 1625+01.43
ELEV. 572.18
PVC 1625+09.61
ELEV. 572.28
PVI 1627+19.61
ELEV. 574.84
1.22%
END WIDENING & REHABILITATION
BEGIN FULL WIDTH RECONSTRUCTION
STA 1625+01.43
STA. 1625+06
(LYNCHBURG CREEK)
PROP 4 - 10'x6' MBC
EL = 561.88
50-YR HW=570.60
100-YR HW=571.63
575.92
575.74
575.29
574.64
573.86
573.00
572.14
572.19
573.53
571.93
575.27
572.51
577.38
572.67
579.87
573.13
582.63
573.94
585.41
574.28
588.19
574.60
590.97
575.57
593.75
576.04
596.45
576.62
598.83
577.06
600.88
577.39
602.58
577.75
603.94
578.35
604.96
579.01
605.64
580.08
605.98
580.53
605.98
580.18
605.64
581.29
604.96
581.98
603.95
582.44
602.59
582.73
600.89
583.02
598.85
584.11
596.77
584.57
595.24
586.80
594.26
588.25
593.83
590.33
593.95
592.19
594.62
594.19
595.85
595.99
597.63
599.27
601.04
601.73
601.91
601.86
1620+00
1625+00
1630+00
1635+00
1640+00
1645+00
1650+00
1655+00
1660+00


PROPOSED GANTRY
STA 1660+00
OFFSET 0.00
℄ ALIGN ZT
"RMP35SBX117"
EXISTING
8'X4' SBC
℄ ALIGN YL
"FTRG35SBX117"
11672+16
11675+00
10+00
11680+00
11682+34
15+00
17+51
ZT-1
ZT-2
A-49
A-50
A-51
1665+00
1670+00
1675+00
1680+00
1685+00
1690+00
1695+00
1700+00
1705+00
24+23
11669+56
YD-1
ZG-1
ZG-2
ZG-3
ZG-4
11680+00
15+00
20+00
22+29
11685+00
11687+01
℄ ALIGN ZG
"RMP35NBN107"
EXISTING 6'X3' SBC
(TO BE DESIGNED FOR
ULTIMATE. FOR SCHEMATIC
ESTIMATED 2-6'X3' MBC)
℄ ALIGN YK
"FRTG35NBN107"
CLOSE EXIST RAMP
IH 35E
END CONCRETE BRIDGE
STA 17+20.20
POST OAK DR
℄ ALIGN JZ
"ISCTPOSTOAKCL1"
STA. 1696+54.74
"℄ IH35E" =
STA. 16+18.70
"ISCTPOSTOAKCL1"
MATCH EXISTING
STA 1694+77
℄ ALIGN EG
"FRTG35SB7"
PROPOSED MANAGED
LANE INGRESS
LOCATION
STA 1694+93
11691+66
EG-1
11695+00
11696+66
20+00
℄ ALIGN EF
"FRTG35SB6"
EF-1
11700+00
MATCH EXISTING
STA 1702+21
11702+25
11703+02
EE-1
11705+00
MATCH EXISTING
STA 1706+26
ZU-1
11710+00
A
IH 35E SB GP LANE
IH 35E NB GP LANE
JZ-2
JZ-1
11691+48
FD-1
℄ ALIGN FD
"FRTG35NB4"
MATCH EXISTING
STA 1694+29
11695+00
11696+29
FC-1
11700+00
11700+61
℄ ALIGN FC
"FRTG35NB3"
MATCH EXISTING
STA 1700+24
BEGIN CONCRETE BRIDGE
STA 14+70.91
PROPOSED MANAGED LANE
EGRESS LOCATION
STA 1704+15.37
OFFSET 31.00' LT
EXISTING 7'X7' SBC
(TO BE DISIGNED FOR
ULTIMATE. FOR SCHEMATIC
ESTIMATED 2-6'X6' MBC)
SHADY SHORES
LOST TONE-TELEPHONE(CENTURYTEL)
LOST TONE-GAS(ATMOS)
LINE ENDS
12" BL
6" POLY
4" POLY
2" POLY
8" BL
10" BL


50 MPH DESIGN
70 MPH DESIGN
70 MPH DESIGN
50 MPH DESIGN
EXIST 1 - 8'x4' SBC
STA.1675+03
EL = 582.89
END WIDENING & REHABILITATION
BEGIN FULL WIDTH RECONSTRUCTION
STA 1683+93.23
PVI 1683+93.23
ELEV. 597.19
EXIST CULVERT
1.56%
STA.1686+51
PROP 2 - 6'x3' MBC
EL = 592.06
50-YR HW=597.83
100-YR HW=598.36
PVC 1687+39.57
ELEV. 602.57
PVI 1687+96.38
ELEV. 603.46
PVT 1688+53.19
ELEV. 604.09
L=114'
K=259
1.12%
PVC 1691+19.06
ELEV. 607.06
POST OAK DR.
MIN. CLEARANCE
16.5'
PVI 1696+86.97
ELEV. 613.40
L=1136'
K=320
-2.43%
PVI 1702+54.97
ELEV. 599.58
PVT 1702+54.88
ELEV. 599.58
PVC 1703+30.71
ELEV. 598.12
-1.93%
L=515'
K=168
PVI 1705+88.27
ELEV. 593.15
LOW 1706+55.85
ELEV. 594.98
STA.1706+02
PROP 2 - 6'x6' MBC
EL = 577.21
50-YR HW=585.91
100-YR HW=586.69
PVT 1708+45.82
ELEV. 596.05
PVC 1708+49.51
ELEV. 596.09
1.13%
602.14
601.83
600.92
600.13
599.29
597.73
596.42
595.28
594.37
592.77
592.08
591.08
590.34
590.04
590.66
591.09
591.92
592.33
592.94
594.63
595.90
597.28
597.33
598.63
598.71
600.47
600.41
602.92
602.40
605.37
605.57
607.01
608.10
607.62
610.81
607.97
613.45
608.31
615.14
608.66
616.55
608.98
617.41
609.06
617.57
608.83
617.19
608.28
616.41
607.42
615.12
606.25
613.45
604.77
610.95
602.98
608.22
600.87
604.85
598.78
601.39
597.14
598.50
596.01
596.40
595.44
593.74
595.40
593.87
595.91
595.68
596.83
596.95
1665+00
1670+00
1675+00
1680+00
1685+00
1690+00
1695+00
1700+00
1705+00


EXISTING
2-8'X8' MBC
℄ ALIGN ZU
"RMP35SBN118"
℄ ALIGN EE
"FRTG35SB5"
MATCH EXISTING
STA 1720+43
℄ ALIGN YH
"FRTG35SBX119"
EXISTING
24" RCP
TRANSMISSION LINE
LINE ENDS HERE
EE-2
EE-3
ZU-2
ZU-3
ZU-4
ZU-5
A-52
ZH-1
ZH-2
ZH-3
ZH-4
YH-1
YE-1
1715+00
1720+00
1725+00
1728+19
1728+74
MATCH LINE STA 1730+00
CLOSE EXIST RAMP
℄ ALIGN ZH
"RMP35NBX108"
℄ ALIGN YE
"FRTG35NBX108"
TRANSMISSION LINE
DCTA

"PRELIMINARY SUBJECT TO CHANGE"
BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEWS



Texas Department of Transportation
DALLAS DISTRICT
DRAFT INTERIM SCHEMATIC
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

IH 35E
FROM: IH 635
TO: US 380

DALLAS & DENTON COUNTY
FUNCTIONAL CLASS: URBAN FREEWAY
PROJECT LENGTH: 28.25 MILES

CSJ's: 0196-03-138
0196-03-240
0196-03-180
0196-03-245
0196-02-068
0196-02-073
0196-01-096
0196-01-056
0196-01-074
0195-03-050
0195-03-071

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
INTERSECTIONS 30 MPH

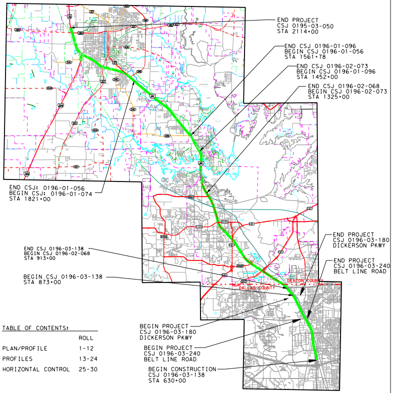

END PROJECT
CSJ 0195-03-050
STA 2114+00
END CSJ 0196-01-096
BEGIN CSJ 0196-01-056
STA 1561+78
END CSJ 0196-02-073
BEGIN CSJ 0196-01-096
STA 1452+00
END CSJ 0196-02-068
BEGIN CSJ 0196-02-073
STA 1325+00
END CSJ: 0196-01-056
BEGIN CSJ: 0196-01-074
STA 1821+00
END PROJECT
CSJ 0196-03-180
DICKERSON PKWY
END PROJECT
CSJ 0196-03-240
BELT LINE ROAD
END CSJ 0196-03-138
BEGIN CSJ 0196-02-068
STA 913+00
BEGIN CSJ 0196-03-138
STA 873+00
DENTON COUNTY
DALLAS COUNTY
BEGIN PROJECT
CSJ 0196-03-180
DICKERSON PKWY
BEGIN PROJECT
CSJ 0196-03-240
BELT LINE ROAD
BEGIN CONSTRUCTION
CSJ 0196-03-138
STA 630+00

TABLE OF CONTENTS:

ROLL
PLAN/PROFILE 1-12
PROFILES 13-24
HORIZONTAL CONTROL 25-30

SCALE:
HORIZONTAL 1"=200'
VERTICAL 1"=20'

1/11/2013

ROLL 8 OF 30

SCHEMATIC PREPARED BY:
FOR INTERIM REVIEW ONLY
NOT FOR PERMITTING, BIDDING
OR CONSTRUCTION.
Prepared by or under the
Direct Supervision of:
SHAWN BRENT STOVER 109251
NAME P.E. NUMBER
1/11/2013
DATE

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