TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC

IH 35W - MAINLANE PROJECT
DENTON COUNTY

IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E

CSJ	CSJ LIMITS
0081-13-054	FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058	FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050	FROM SH 114 TO SOUTH OF IH 35E
0353-02-062	IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

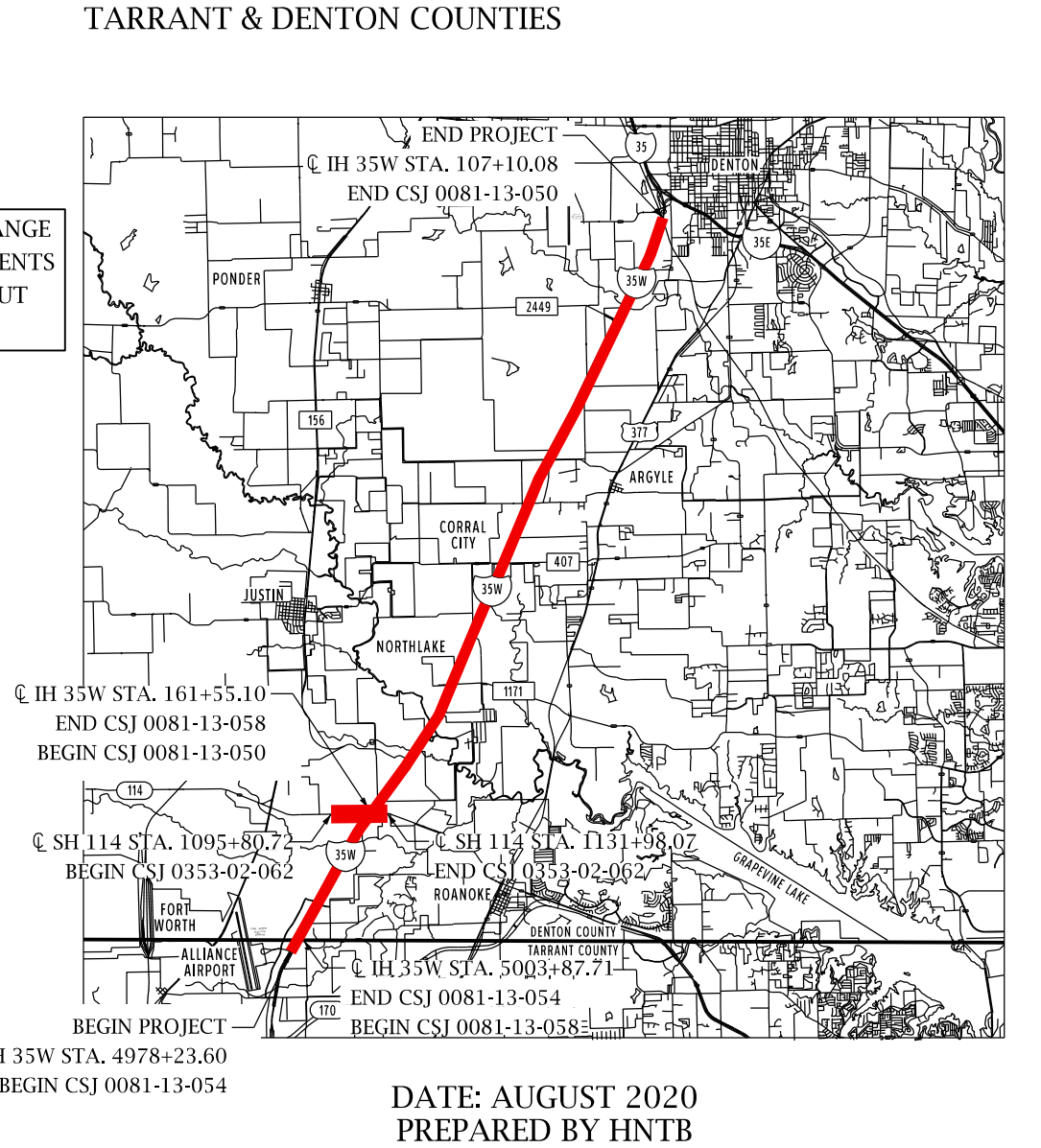
ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
MANAGED LANE RAMPS	70 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES

PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

DATE APPROVED ______
DATE SUBMITTED ______
DATE REVISED ______



END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+80.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
PONDER
ARGYLE
CORRAL CITY
JUSTIN
NORTHLAKE
ROANOKE
ALLIANCE AIRPORT
FORT WORTH
TARRANT COUNTY
DENTON COUNTY
N
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.

SERIAL NO. 101321

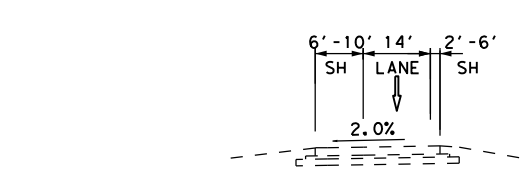
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 1 OF 30

HNTB HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

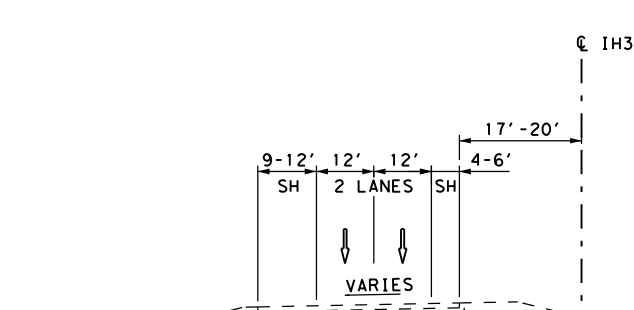
Texas Department of Transportation

8/31/2020
Design Filename: \\dalw00\projects\48680\CAD\Sheets\IH35W-100 SCALE-ROLL01.dgn



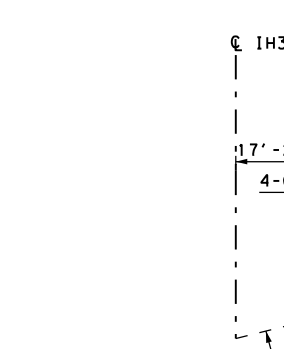
6'-10' 14' 2'-6'
SH LANE SH
2.0%

EXISTING TYPICAL SECTION
SB RAMP



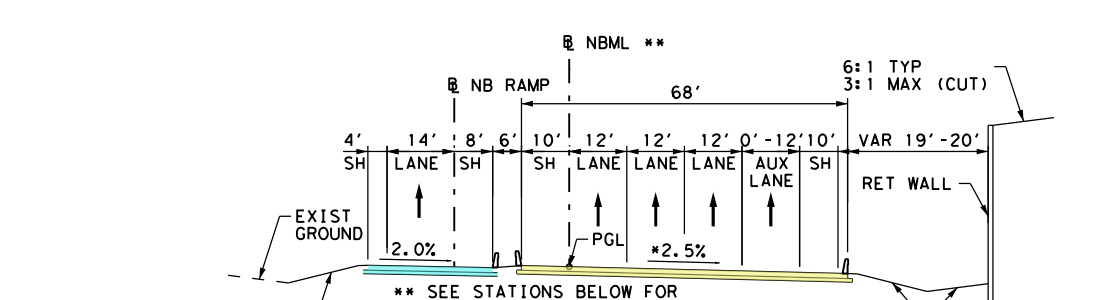
℄ IH35W
17'-20'
9'-12' 12' 12' 4'-6'
SH 2 LANES SH
VARIES

EXISTING TYPICAL SECTION
SB MAINLANES



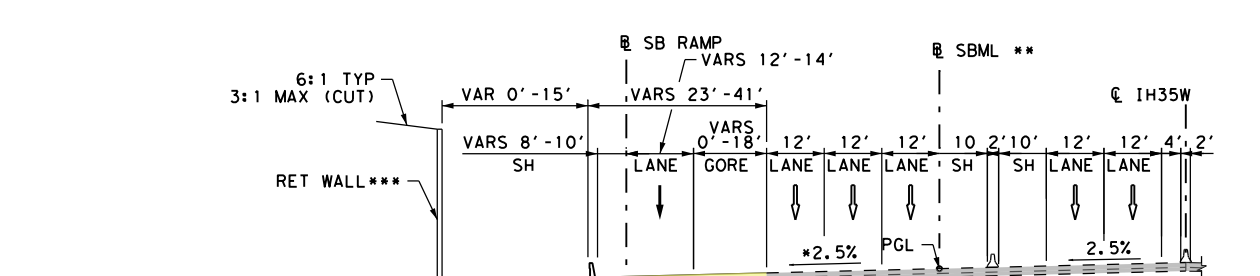
℄ IH35W
17'-20'
4'-6' 12' 12' 9'-20'
SH 2 LANES SH
VARIES
EXISTING GROUND

EXISTING TYPICAL SECTION
NB MAINLANES



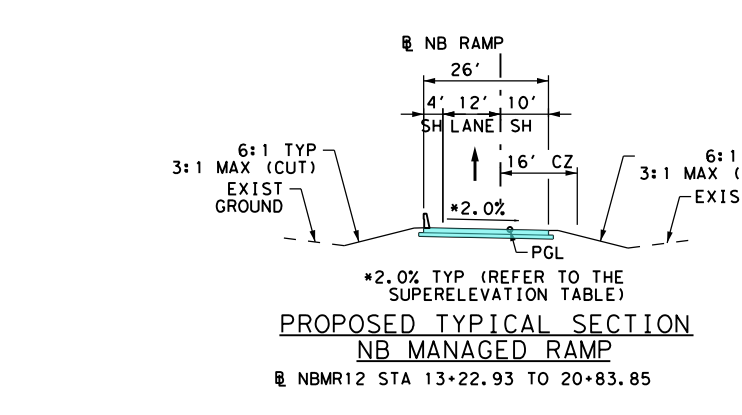
℄ NBML **
℄ NB RAMP
68'
6:1 TYP 3:1 MAX (CUT)
RET WALL
EXIST GROUND
2.0%
PGL
±2.5%
** SEE STATIONS BELOW FOR ℄ ALIGNMENT
±2.5% TYP (REFER TO THE SUPERELEVATION TABLE)
6:1 TYP 3:1 MAX (CUT)

PROPOSED TYPICAL SECTION
NB MAINLANES
℄ NBML01A1 STA 988+77.63 TO 993+03.78



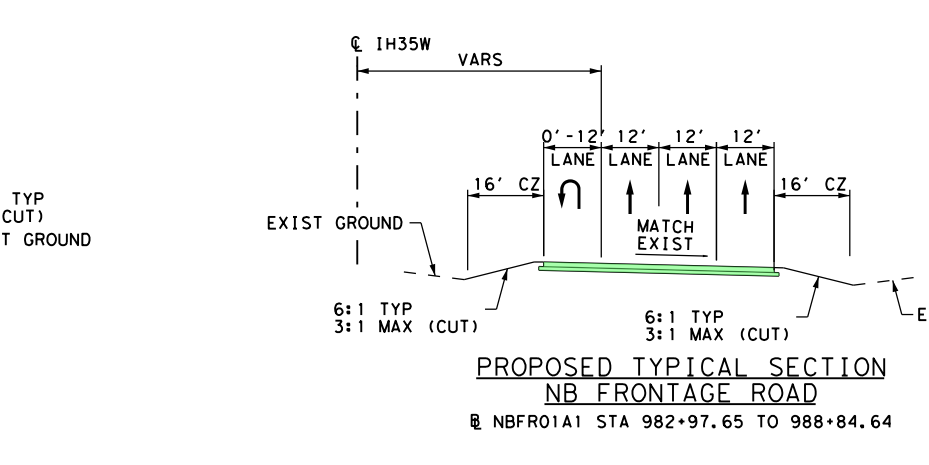
℄ SB RAMP
VARS 12'-14'
℄ SBML **
℄ IH35W
6:1 TYP 3:1 MAX (CUT)
VAR 0'-15'
VARS 23'-41'
RET WALL***
VARS 8'-10' SH
LANE GORE LANE LANE SH
±2.5% PGL
2.5%
±2.5% TYP (REFER TO THE SUPERELEVATION TABLE)
** SEE STATIONS BELOW FOR ℄ ALIGNMENT

PROPOSED TYPICAL SECTION
SB MAINLANES
℄ SBML01A1 STA 1978+20.91 TO 1995+87.79
℄ SBML01A2 STA 1980+98.35 TO 1999+87.63 ***



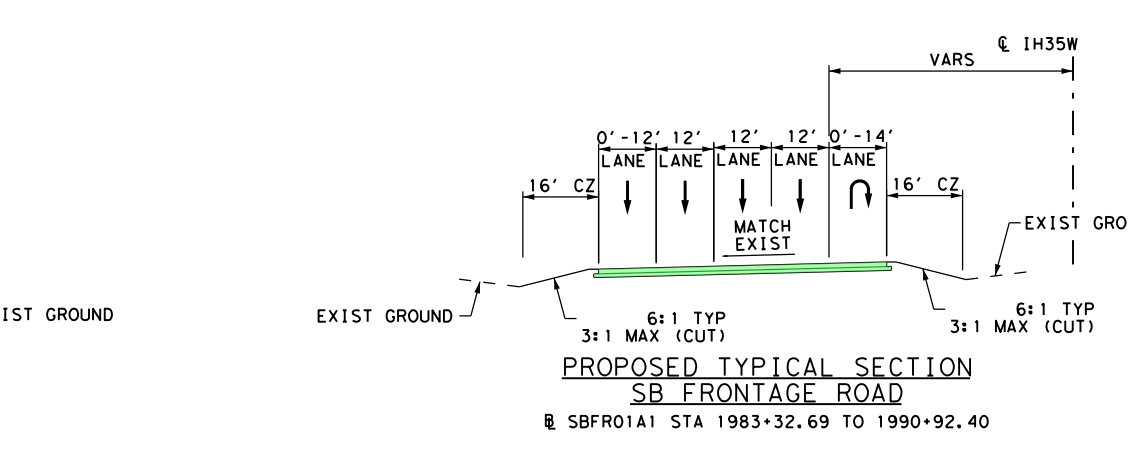
℄ NB RAMP
26'
4' 12' 10'
SH LANE SH
6:1 TYP 3:1 MAX (CUT)
EXIST GROUND
16' CZ
±2.0%
PGL
EXIST GROUND
±2.0% TYP (REFER TO THE SUPERELEVATION TABLE)

PROPOSED TYPICAL SECTION
NB MANAGED RAMP
℄ NBMR12 STA 13+22.93 TO 20+83.85



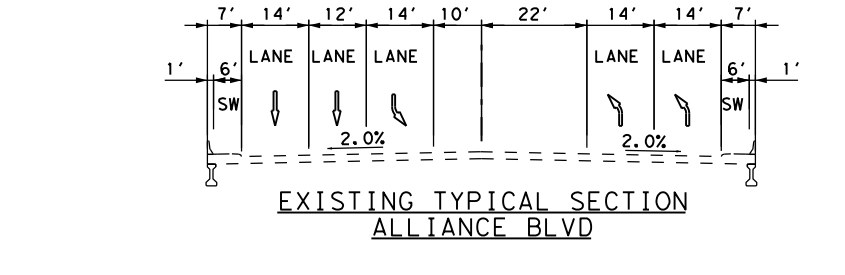
℄ IH35W
VARS
0'-12' 12' 12' 12'
LANE LANE LANE LANE
16' CZ
MATCH EXIST
EXIST GROUND
6:1 TYP 3:1 MAX (CUT)

PROPOSED TYPICAL SECTION
NB FRONTAGE ROAD
℄ NBFR01A1 STA 982+97.65 TO 988+84.64



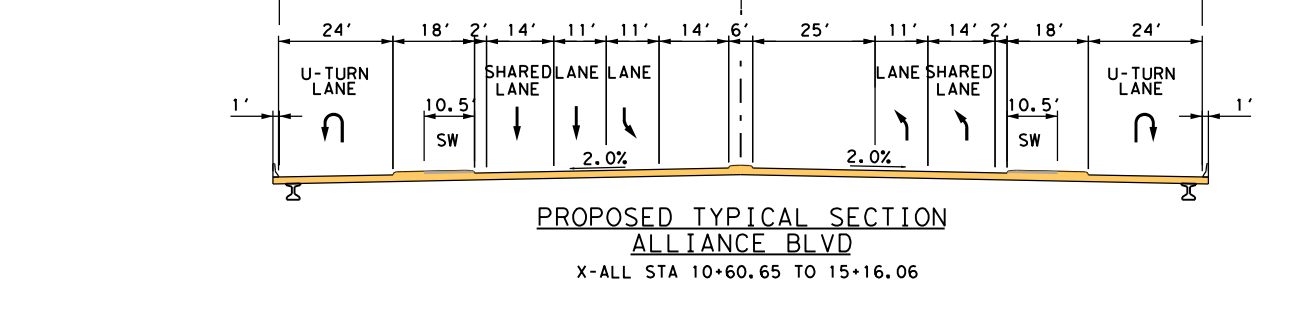
℄ IH35W
VARS
0'-12' 12' 12' 12' 0'-14'
LANE LANE LANE LANE
16' CZ
MATCH EXIST
EXIST GROUND
6:1 TYP 3:1 MAX (CUT)

PROPOSED TYPICAL SECTION
SB FRONTAGE ROAD
℄ SBFR01A1 STA 1983+32.69 TO 1990+92.40



℄ X-ALL
57' 57'
7' 14' 12' 14' 10' 22' 14' 14' 6'
SW LANE LANE LANE LANE LANE SW
2.0% 2.0%

EXISTING TYPICAL SECTION
ALLIANCE BLVD



℄ X-ALL
97' 97'
24' 18' 2' 11' 11' 14' 6' 25' 11' 14' 2' 18' 24'
U-TURN LANE
SHARED LANE LANE LANE
LANE SHARED LANE
U-TURN LANE
10.5' SW
2.0% 2.0%

PROPOSED TYPICAL SECTION
ALLIANCE BLVD
X-ALL STA 10+60.65 TO 15+16.06

	STATION	COORDINATE N	COORDINATE E	BEARING/DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
IH35W							
	P.C. 4951+85.75	7041649.3997	2334409.8627	N 10°04′52.02" E			
IH35W_1	P.I. 4961+61.93	7042610.5051	2334580.7349	19°20′16.26" RT	1933.79	976.18	5729.58
	P.T. 4971+19.54	7043460.8051	2335060.2252	N 29°25′08.28" E			
SBXRWST (DESIGN SPEED: 50 MPH)							
	P.C. 10+00.00	7043173.8855	2334734.8606	N 25°18′19.29" E			
SBXRWST_1	P.I. 11+55.13	7043314.1317	2334801.1707	7°04′24.28" RT	309.87	155.13	2510.00
	P.R.C. 13+09.87	7043445.1450	2334884.2462	N 32°22′43.57" E			
	P.R.C. 13+09.87	7043445.1450	2334884.2462	N 32°22′43.57" E			
SBXRWST_2	P.I. 13+87.53	7043510.7276	2334925.8322	1°28′58.95" LT	155.30	77.66	6000.00
	P.T. 14+65.17	7043577.3646	2334965.7068	N 30°53′44.63" E			
	P.C. 21+12.30	7044132.6696	2335297.9938	N 30°53′44.63" E			
SBXRWST_3	P.I. 22+32.58	7044235.8776	2335359.7521	0°58′38.84" RT	240.54	120.27	14100.00
	P.T. 23+52.85	7044338.0171	2335423.2620	N 31°52′23.47" E			
	P.C. 24+55.49	7044425.1865	2335477.4634	N 31°52′23.47" E			
SBXRWST_4	P.I. 26+33.57	7044579.4148	2335571.4967	2°25′44.30" LT	356.11	178.08	8400.00
	P.T. 28+11.60	7044731.4927	2335659.0364	N 29°26′39.17" E			
SBEREAG (DESIGN SPEED: 50 MPH)							
	P.C. 10+00.00	7044988.2430	2335799.6053	N 29°26′39.17" E			
SBEREAG_1	P.I. 11+85.78	7045150.0236	2335890.9285	2°32′02.12" LT	371.49	185.78	8400.00
	P.R.C. 13+71.49	7045315.6834	2335975.0099	N 26°54′37.05" E			
X-ALLLUT							
	P.C. 11+12.41	7044496.5586	2335848.2470	N 29°26′10.68" E			
X-ALLLUT_1	P.I. 11+94.49	7044568.0397	2335888.5842	90°03′13.72" LT	128.88	82.08	82.00
	P.T. 12+41.29	7044608.3098	2335817.0652	N 60°37′03.03" W			
	P.C. 14+50.41	7044710.9097	2335634.8496	N 60°37′03.03" W			
X-ALLLUT_2	P.I. 15+09.30	7044739.8042	2335583.5335	78°33′44.17" LT	98.72	58.89	72.00
	P.C.C. 15+49.13	7044695.2370	2335545.0367	S 40°49′12.80" W			
	P.C.C. 15+49.13	7044695.2370	2335545.0367	S 40°49′12.80" W			
X-ALLLUT_3	P.I. 15+98.95	7044657.5370	2335512.4716	11°20′04.97" LT	99.31	49.82	502.00
	P.T. 16+48.44	7044614.1719	2335487.9513	S 29°29′07.83" W			
X-ALLRUT							
	P.C. 11+80.46	7044981.2987	2335709.3246	S 29°29′07.83" W			
X-ALLRUT_1	P.I. 12+62.61	7044909.7909	2335668.8913	90°06′10.86" LT	128.95	82.15	82.00
	P.T. 13+09.41	7044869.4862	2335740.4717	S 60°37′03.03" E			
	P.C. 15+16.88	7044767.6934	2335921.2539	S 60°37′03.03" E			
X-ALLRUT_2	P.I. 15+60.56	7044746.2615	2335959.3167	70°19′58.26" LT	76.11	43.68	62.00
	P.C.C. 15+92.99	7044774.8908	2335992.3086	N 49°02′58.70" E			
	P.C.C. 15+92.99	7044774.8908	2335992.3086	N 49°02′58.70" E			
X-ALLRUT_3	P.I. 16+62.48	7044820.4320	2336044.7895	19°36′48.02" LT	137.61	69.49	402.00
	P.T. 17+30.60	7044880.9472	2336078.9386	N 29°26′10.68" E			
X-ALL (DESIGN SPEED: 30 MPH)							
X-ALL	P.O.B. 10+00.00	7044881.4036	2335525.6810	S 60°37′03.03" E	565.50		
	P.O.E. 15+65.50	7044603.9462	2336018.4405				
NBFR01A1 (DESIGN SPEED: 45 MPH)							
	P.C. 980+29.24	7044147.1425	2335692.8419	N 32°36′01.44" E			
NBFR01A1_1	P.I. 981+67.67	7044263.7625	2335767.4246	3°10′18.36" LT	276.79	138.43	5000.00
	P.T. 983+06.03	7044384.3305	2335835.4406	N 29°25′43.08" E			
	P.C. 989+86.87	7044977.3246	2336169.9661	N 29°25′43.08" E			
NBFR01A1_2	P.I. 991+44.39	7045114.5121	2336247.3576	3°16′50.97" LT	314.94	157.51	5500.00
	P.T. 993+01.81	7045255.9038	2336316.7711	N 26°08′52.11" E			
SBFR01A1 (DESIGN SPEED: 45 MPH)							
	P.C. 1979+69.69	7044309.3105	2335290.2609	N 24°36′36.60" E			
SBFR01A1_1	P.I. 1980+95.56	7044423.7482	2335342.6791	4°48′18.43" RT	251.60	125.87	3000.00
	P.T. 1982+21.29	7044533.3927	2335404.4991	N 29°24′55.03" E			
	P.C. 1989+74.05	7045189.1090	2335774.2068	N 29°24′55.03" E			
SBFR01A1_2	P.I. 1991+77.83	7045366.6234	2335874.2935	4°40′04.24" RT	407.35	203.79	5000.00
	P.T. 1993+81.39	7045535.4040	2335988.4941	N 34°04′59.28" E			

PARCEL NUMBER	OWNER NAME
SB001	TURBO RESTAURANT MANAGEMENT LLC
SB002	AIL INVESTMENT LP
SB003	GORDON ALLIANCE LLC
SB004	POP HOLDINGS LP
SB005	CITY OF FORT WORTH
SB006	UNKNOWN
SB007	AT INDUSTRIAL OWNER & LLC
SB008	THE GC NET LEASE (HERITAGE IV) INVESTORS LLC
SB009	ADL DEVEMLOPMENT LP
SB010	ADL DEVEMLOPMENT LP
SB011	ADL DEVEMLOPMENT LP
SB012	ADL DEVEMLOPMENT LP
NB001	ADL DEVEMLOPMENT LP
NB002	AIL INVESTMENT LP
NB003	MT OLIVET CEMETERY ASSN
NB004	MT OLIVET CEMETERY ASSN

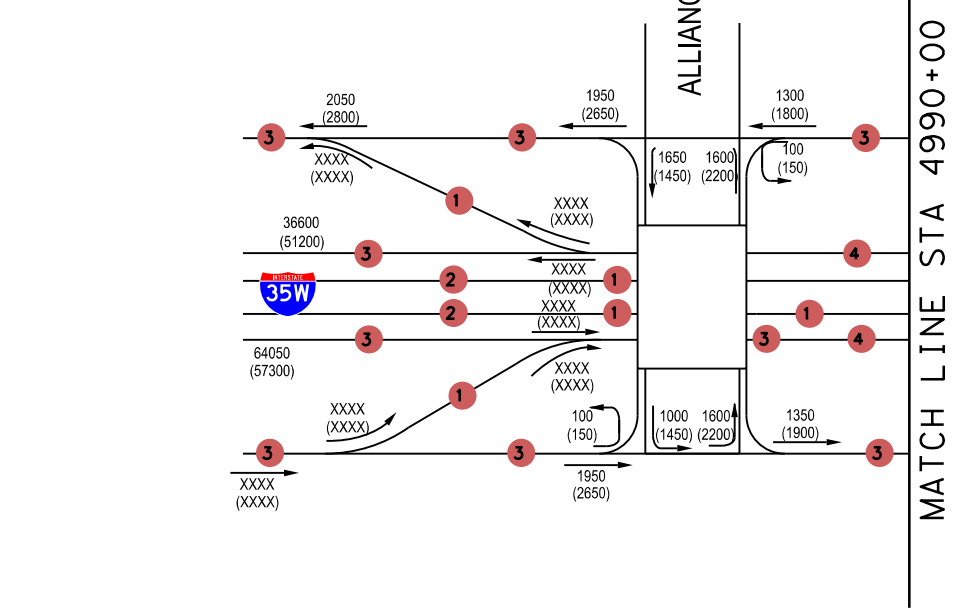
95% DRAFT
Preliminary, Subject to Change

0 50 100
1"=100'
SB FRONTAGE RD
IH 35
NB FRONTAGE RD
LEGACY CROSSING
WESTPORT PKWY
ALLIANCE BLVD
35W
SB001
SB002 Ail Investment Lp
SB003 Alliance •5 Bldg Prtnrs LP
SB004
SB005
SB006 Heritage Commons III Ltd
SB007 At Industrial Owner Llc
SB008 Heritage Commons Iv Ltd
SB009 Adl Development Lp
SB010 Adl Development Lp
SB011 Adl Development Lp
SB012 Adl Development Lp
NB001
NB002
NB003 Mt Olivet Cemetery Assn
NB004 Mt Olivet Cemetery Assn
UNINCORPORATED DENTON COUNTY
CITY OF FORT WORTH
EXISTING ROW
BEGIN WIDENING
BEGIN PROJECT
BEGIN CONSTRUCTION
BEGIN FULL WIDTH CONSTRUCTION
BEGIN RET. WALL
BEGIN BRIDGE
END BRIDGE
END CONSTRUCTION
END FULL WIDTH CONSTRUCTION
BEGIN TAPER
MATCH LINE ℄ IH35W STA 4990+00
CSJ 0081-13-054

95% DRAFT
Preliminary, Subject to Change

TRAFFIC VOLUMES PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION; TRANSPORTATION PROGRAMMING AND PLANNING DIVISION MEMORANDUM, DATED AUGUST 27, 2019 FOR YEARS 2025, 2045, 2055.

LEGEND
1000 - 2025 ADT
(1000) - 2045 ADT
SCALE: N.T.S.



ALLIANCE BLVD
35W
MATCH LINE STA 4990+00

95% DRAFT
Preliminary, Subject to Change

LEGEND:

🟨	Proposed Mainlanes
🟩	Proposed Frontage Roads / Cross Streets
⬛	Proposed Ramps
🟧	Proposed Concrete Bridge
🟪	Proposed Sidewalk
▨	Existing Pave (By Others)
▨	Existing Bridge (By Others)
🟪	Existing Sidewalk (By Others)
▨	Existing 100-Year Floodplain
▨	Existing Pavement Removal
▨	Existing Pavement Removal (By Others)
—	Proposed Retaining Wall
- · -	Existing ROW
—	Proposed Access Denial
—	Proposed Drainage Structure
—	Existing Drainage Structure
- -	Existing Drainage Easement
- · -	Centerline / Baseline
—	Property Line
- -	City Limits
○	Parcel Number
→	Proposed Flow Line
→	Existing Flow Line
▭	Proposed COSS
▭	Proposed OSB
▭	Existing COSS (By Others)
▭	Existing OSB (By Others)

NOTES:

1. TYPICAL SECTIONS ARE NOT TO SCALE. DIMENSIONS ARE TO FACE OF CURB
2. CONTROL OF ACCESS TO BE DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT) AND FINALIZED THROUGH PERMIT PROCESS.
3. PROPOSED NOISE WALLS DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT). THE NOISE ANALYSIS HAS BEEN APPROVED AND FONSI ISSUED JULY 2020.
4. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDESTREETS OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.
5. WATER SURFACE ELEVATIONS SHOWN ARE 100 YEAR ELEVATIONS FROM FEMA MAPS AND FR PROJECT.
6. SURVEY (DEC. 2017) AND SUE (OCT. 2018) PROVIDED BY TxDOT. ROW PROVIDED UNDER SEPARATE CONTRACT (FR PROJECT).
7. HORIZONTAL BASE LINE ALIGNMENTS BY OTHERS ARE SHOWN FOR REFERENCE. CURVE DATA IS NOT INCLUDED.
8. SEE IH35W SIGN SCHEMATIC FOR LARGE SIGNS.
9. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM DENTON COUNTY APPRAISAL DISTRICT (APRIL 30, 2019).
10. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC
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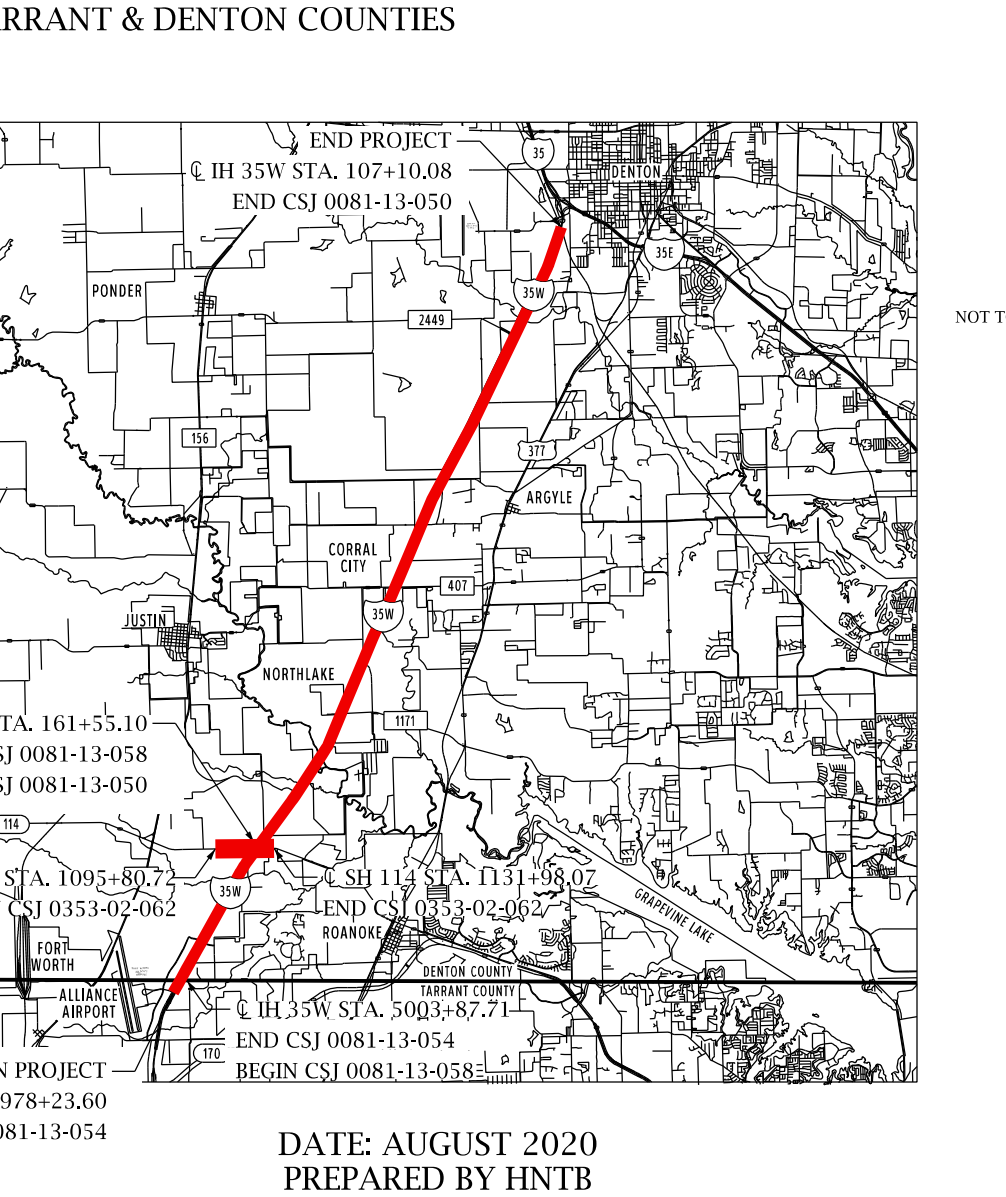

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DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.
SERIAL NO. 101321
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SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 1 OF 30
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420
Texas Department of Transportation
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8/31/2020
Design Filename: \\dalw00\projects\48680\CAD\Sheets\IH35W-100 SCALE-ROLL01.dgn

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Mohamed K. Bur, P.E. - DISTRICT ENGINEER

95% DESIGN SCHEMATIC

IH 35W - MAINLANE PROJECT
DENTON COUNTY

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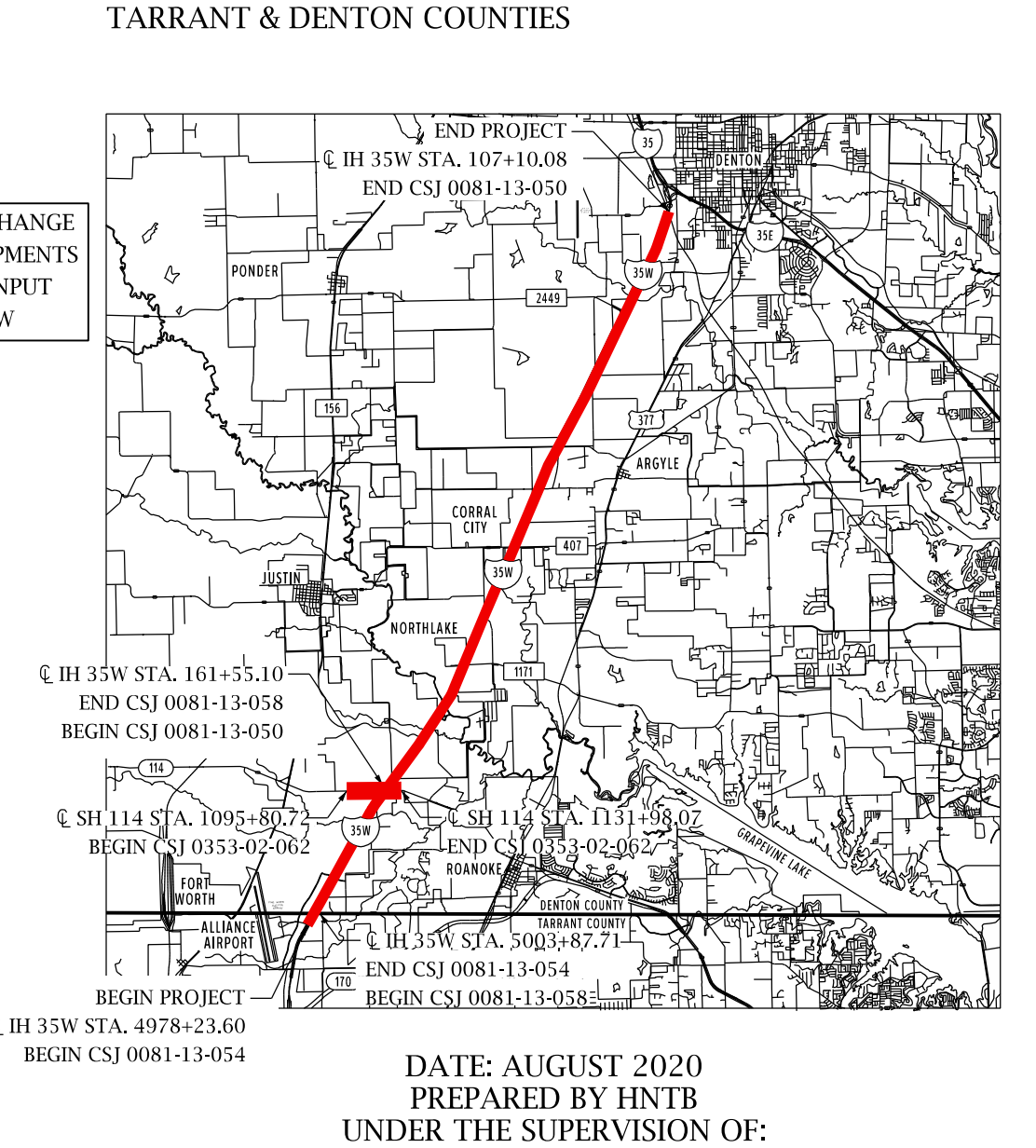
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

HIGHWAY CLASSIFICATION: URBAN FREEWAY

PROJECT LENGTH: APPROX. 17 MILES

TARRANT & DENTON COUNTIES



END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+80.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
PONDER
CORRAL CITY
ARGYLE
NORTHLAKE
JUSTIN
ROANOKE
FORT WORTH
ALLIANCE AIRPORT
DENTON COUNTY
TARRANT COUNTY
NOT TO SCALE

PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

DATE APPROVED ______

DATE SUBMITTED ______

DATE REVISED ______

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.

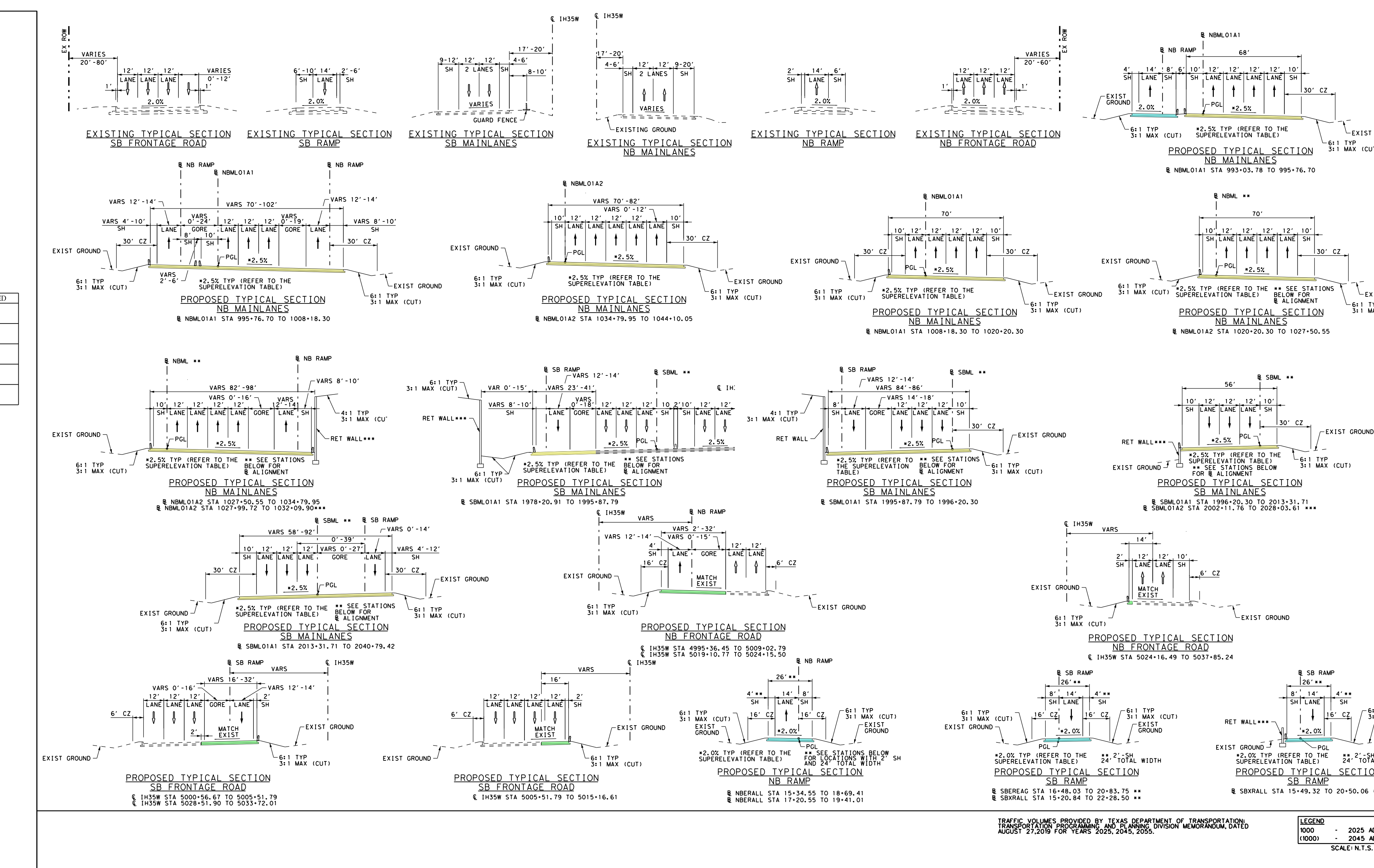
SERIAL NO. 101321

EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 2 OF 30

HNTB HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

Texas Department of Transportation



SH
LANE
GORE
VARIES
EXIST GROUND
6:1 TYP
3:1 MAX (CUT)
30' CZ
PGL
2.0%
ℓ NB RAMP
ℓ SB RAMP
ℓ IH35W
GUARD FENCE
RET WALL***
MATCH EXIST

EXISTING TYPICAL SECTION SB FRONTAGE ROAD

EXISTING TYPICAL SECTION SB RAMP

EXISTING TYPICAL SECTION SB MAINLANES

EXISTING TYPICAL SECTION NB MAINLANES

EXISTING TYPICAL SECTION NB RAMP

EXISTING TYPICAL SECTION NB FRONTAGE ROAD

PROPOSED TYPICAL SECTION NB MAINLANES
℄ NBML01A1 STA 993+03.78 TO 995+76.70

PROPOSED TYPICAL SECTION NB MAINLANES
℄ NBML01A1 STA 995+76.70 TO 1008+18.30

PROPOSED TYPICAL SECTION NB MAINLANES
℄ NBML01A2 STA 1034+79.95 TO 1044+10.05

PROPOSED TYPICAL SECTION NB MAINLANES
℄ NBML01A1 STA 1008+18.30 TO 1020+20.30

PROPOSED TYPICAL SECTION NB MAINLANES
℄ NBML01A2 STA 1020+20.30 TO 1027+50.55

PROPOSED TYPICAL SECTION NB MAINLANES
℄ NBML01A2 STA 1027+50.55 TO 1034+79.95
℄ NBML01A2 STA 1027+99.72 TO 1032+09.90***

PROPOSED TYPICAL SECTION SB MAINLANES
℄ SBML01A1 STA 1978+20.91 TO 1995+87.79

PROPOSED TYPICAL SECTION SB MAINLANES
℄ SBML01A1 STA 1995+87.79 TO 1996+20.30

PROPOSED TYPICAL SECTION SB MAINLANES
℄ SBML01A1 STA 1996+20.30 TO 2013+31.71
℄ SBML01A2 STA 2002+11.76 TO 2028+03.61 ***

PROPOSED TYPICAL SECTION SB MAINLANES
℄ SBML01A1 STA 2013+31.71 TO 2040+79.42

PROPOSED TYPICAL SECTION NB FRONTAGE ROAD
℄ IH35W STA 4995+36.45 TO 5009+02.79
℄ IH35W STA 5019+10.77 TO 5024+15.50

PROPOSED TYPICAL SECTION NB FRONTAGE ROAD
℄ IH35W STA 5024+16.49 TO 5037+85.24

PROPOSED TYPICAL SECTION SB FRONTAGE ROAD
℄ IH35W STA 5000+56.67 TO 5005+51.79
℄ IH35W STA 5028+51.90 TO 5033+72.01

PROPOSED TYPICAL SECTION SB FRONTAGE ROAD
℄ IH35W STA 5005+51.79 TO 5015+16.61

PROPOSED TYPICAL SECTION NB RAMP
℄ NBERALL STA 15+34.55 TO 18+69.41
℄ NBXREAG STA 17+20.55 TO 19+41.01

PROPOSED TYPICAL SECTION SB RAMP
℄ SBEREAG STA 16+48.03 TO 20+83.75 **
℄ SBXRALL STA 15+20.84 TO 22+28.50 **

PROPOSED TYPICAL SECTION SB RAMP
℄ SBXRALL STA 15+49.32 TO 20+50.06 **

*2.5% TYP (REFER TO THE SUPERELEVATION TABLE)

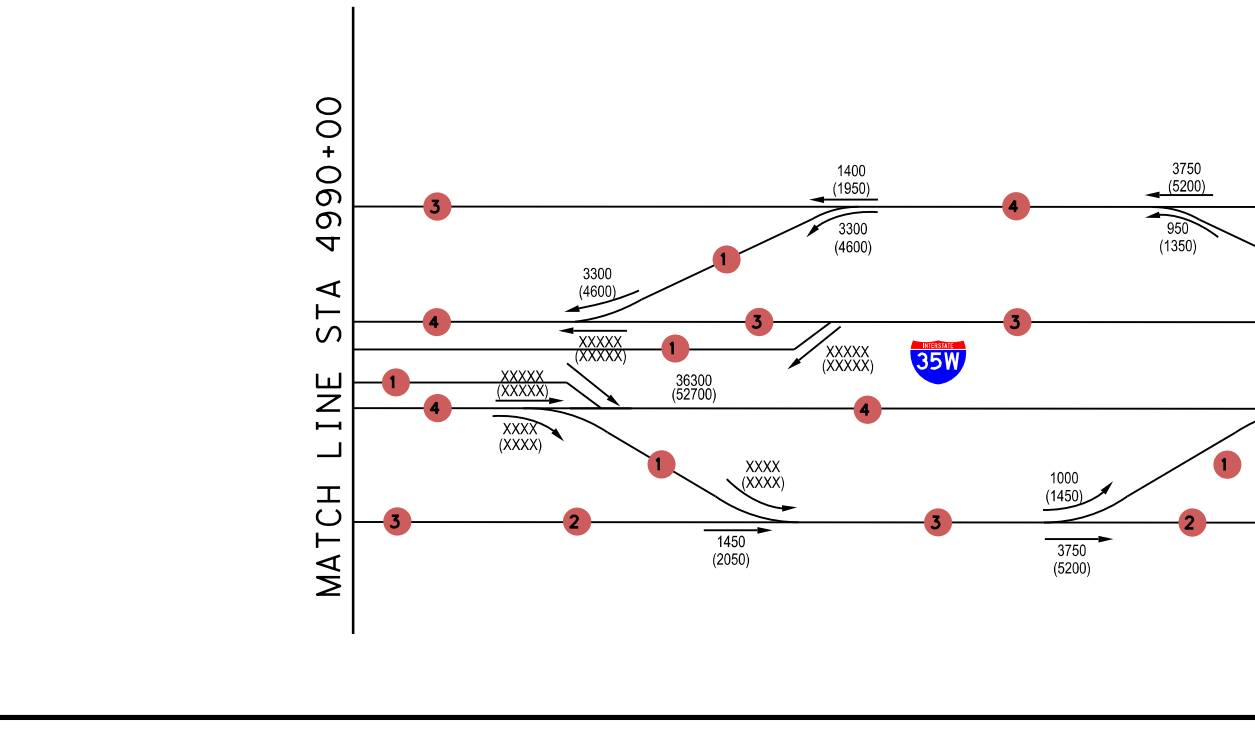
** SEE STATIONS BELOW FOR ℄ ALIGNMENT

*2.0% TYP (REFER TO THE SUPERELEVATION TABLE)

** SEE STATIONS WITH 2' SH AND 24' TOTAL WIDTH

TRAFFIC VOLUMES PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION; TRANSPORTATION PROGRAMMING AND PLANNING DIVISION MEMORANDUM, DATED AUGUST 27,2019 FOR YEARS 2025, 2045, 2055.

LEGEND
1000 - 2025 ADT
(1000) - 2045 ADT
SCALE: N.T.S.



MATCH LINE STA 4990+00
MATCH LINE STA 5040+00
1400 (1950)
3750 (5200)
2300 (4600)
950 (1350)
3300 (4600)
950 (1350)
36300 (50700)
XXXXX (XXXXX)
38100 (53300)
58600 (81500)
1000 (1450)
XXXX (XXXX)
1000 (1450)
1400 (2050)
3750 (5200)
35W

	STATION	COORDINATE N	COORDINATE E	BEARING/DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
IH35W							
	P.C. 5021+49.26	7047841.9505	2337530.7850	N 29°25'08.28" E			
IH35W_2	P.I. 5021+96.46	7047883.0606	2337553.9672	0°56'38.03" RT	94.39	47.20	5729.58
	P.T. 5022+43.65	7047923.7831	2337577.8235	N 30°21'46.31" E			
NBML01A1 (DESIGN SPEED: 70 MPH)							
	P.C. 996+91.91	7045674.7936	2336368.3604	N 29°26'39.17" E			
NBML01A1_1	P.I. 998+59.61	7045820.8273	2336450.7947	1°21'29.42" RT	335.37	167.69	14148.00
	P.R.C. 1000+27.28	7045964.8661	2336536.6672	N 30°48'08.59" E			
	P.R.C. 1000+27.28	7045964.8661	2336536.6672	N 30°48'08.59" E			
NBML01A1_2	P.I. 1002+87.02	7046187.9595	2336669.6701	2°05'22.4716" LT	519.41	259.73	14242.00
	P.R.C. 1005+46.69	7046415.7540	2336794.4502	N 28°42'46.11" E			
	P.R.C. 1005+46.69	7046415.7540	2336794.4502	N 28°42'46.11" E			
NBML01A1_3	P.I. 1006+96.41	7046547.0664	2336866.3798	1°38'58.53" RT	299.42	149.72	10400.00
	P.R.C. 1008+46.12	7046676.2537	2336942.0596	N 30°21'44.64" E			
	P.R.C. 1008+46.12	7046676.2537	2336942.0596	N 30°21'44.64" E			
NBML01A1_4	P.I. 1010+92.37	7046888.7136	2337066.5217	1°59'12.65" LT	492.41	246.23	14200.00
	P.R.C. 1013+38.53	7047105.3608	2337183.5430	N 28°22'31.99" E			
	P.R.C. 1013+38.53	7047105.3608	2337183.5430	N 28°22'31.99" E			
NBML01A1_5	P.I. 1016+79.52	7047405.3847	2337345.5999	3°45'21.12" RT	681.74	340.99	10400.00
	P.T. 1020+20.27	7047694.1486	2337526.9619	N 32°07'53.11" E			
NBML01A2 (DESIGN SPEED: 70 MPH)							
	P.C. 1020+20.30	7047700.5310	2337516.7999	N 32°07'53.11" E			
NBML01A2_1	P.I. 1022+41.44	7047887.8040	2337634.4193	1°46'08.47" LT	442.26	221.15	14324.00
	P.T. 1024+62.55	7048078.6188	2337746.2014	N 30°21'44.64" E			
	P.C. 1030+21.69	7048561.0714	2338028.8292	N 30°21'44.64" E			
NBML01A2_2	P.I. 1032+54.01	7048761.5288	2338146.2601	1°51'30.24" LT	464.60	232.32	14324.00
	P.R.C. 1034+86.30	7048965.6890	2338257.1285	N 28°30'14.40" E			
	P.R.C. 1034+86.30	7048965.6890	2338257.1285	N 28°30'14.40" E			
NBML01A2_3	P.I. 1036+54.84	7049113.8064	2338337.5630	1°51'30.24" RT	337.07	168.55	10392.00
	P.T. 1038+23.36	7049259.2373	2338422.7586	N 30°21'44.64" E			
SBML01A1 (DESIGN SPEED: 70 MPH)							
	P.C. 1995+87.79	7045638.7495	2336226.2916	N 29°26'39.17" E			
SBML01A1_1	P.I. 1998+99.82	7045910.4839	2336379.6825	2°31'44.73" LT	623.98	312.04	14136.00
	P.R.C. 2002+11.76	7046188.7223	2336520.9332	N 26°54'54.44" E			
	P.R.C. 2002+11.76	7046188.7223	2336520.9332	N 26°54'54.44" E			
SBML01A1_2	P.I. 2004+67.76	7046416.9863	2336636.8139	2°47'01.28" RT	511.89	255.99	10546.00
	P.T. 2007+23.65	7046639.3531	2336763.6436	N 29°41'55.72" E			
	P.C. 2014+15.77	7047240.5588	2337106.5488	N 29°41'55.72" E			
SBML01A1_3	P.I. 2014+75.42	7047292.3706	2337136.1003	0°39'48.92" RT	119.29	59.65	10300.00
	P.T. 2015+35.06	7047343.8367	2337166.2499	N 30°21'44.64" E			
	P.C. 2018+76.19	7047638.1738	2337338.6769	N 30°21'44.64" E			
SBML01A1_4	P.I. 2019+99.22	7047744.3314	2337400.8656	1°22'07.37" LT	246.05	123.03	10300.00
	P.R.C. 2021+22.24	7047851.9442	2337460.5008	N 28°59'37.27" E			
	P.R.C. 2021+22.24	7047851.9442	2337460.5008	N 28°59'37.27" E			
SBML01A1_5	P.I. 2022+92.26	7048000.6588	2337542.9132	1°22'07.37" RT	340.03	170.02	14234.00
	P.T. 2024+62.27	7048147.3624	2337628.8544	N 30°21'44.64" E			
	P.C. 2029+64.91	7048581.0627	2337882.9224	N 30°21'44.64" E			
SBML01A1_6	P.I. 2032+13.15	7048795.2582	2338008.4013	2°00'11.07" LT	496.44	248.24	14200.00
	P.R.C. 2034+61.34	7049004.9369	2338141.2903	N 28°59'37.27" E			
	P.R.C. 2034+61.34	7049004.9369	2338141.2903	N 28°59'37.27" E			
SBML01A1_7	P.I. 2036+42.25	7049157.7366	2338238.1308	2°00'11.07" LT	361.77	180.90	10348.00
	P.T. 2038+23.11	7049313.8278	2338329.5713	N 30°21'44.64" E			
	P.C. 2127+69.85	7057033.4771	2342851.8555	N 30°21'44.64" E			
SBML01A1_8	P.I. 2128+05.83	7057064.5293	2342870.0463	0°23'45.86" LT	71.98	35.99	10412.00
	P.T. 2128+41.82	7057095.7065	2342888.0220	N 29°57'58.78" E			
NBXREAG (DESIGN SPEED: 50 MPH)							
	P.C. 10+00.00	7045550.8680	2336353.5254	N 29°26'39.17" E			
NBXREAG_1	P.I. 12+66.26	7045782.7328	2336484.4103	3°37'51.63" RT	532.33	266.26	8400.00
	P.T. 15+32.33	7046005.8432	2336629.7167	N 33°04'30.79" E			
	P.C. 19+88.19	7046387.8310	2336878.4961	N 33°04'30.79" E			
NBXREAG_2	P.I. 21+58.64	7046530.6587	2336971.5163	3°41'02.38" LT	340.78	170.45	5300.00
	P.T. 23+28.97	7046679.1682	2337055.1671	N 29°23'28.41" E			
NBERALL (DESIGN SPEED: 50 MPH)							
	P.C. 10+32.17	7047557.6077	2337549.5562	N 29°17'46.39" E			
NBERALL_1	P.I. 11+09.06	7047624.6655	2337587.1814	1°39'44.54" LT	153.77	76.89	5300.00
	P.T. 11+85.94	7047692.7866	2337622.8455	N 27°38'01.85" E			
	P.C. 12+82.15	7047778.0206	2337667.4689	N 27°38'01.85" E			
NBERALL_2	P.I. 14+08.37	7047889.8451	2337726.0135	2°43'42.79" RT	252.40	126.22	5300.00
	P.T. 15+34.55	7047998.7558	2337789.8150	N 30°21'44.64" E			
	P.C. 18+69.41	7048287.6911	2337959.0776	N 30°21'44.64" E			
NBERALL_3	P.I. 20+67.31	7048458.4510	2338059.1112	2°52'12.13" LT	395.72	197.90	7900.00
	P.T. 22+65.13	7048634.0054	2338150.4693	N 27°29'32.51" E			
	P.C. 24+49.14	7048797.2292	2338235.4106	N 27°29'32.51" E			
NBERALL_4	P.I. 25+25.16	7048864.6648	2338270.5039	1°02'13.31" RT	152.04	76.02	8400.00
	P.T. 26+01.17	7048931.4542	2338306.8120	N 28°31'45.82" E			
SBEREAG (DESIGN SPEED: 50 MPH)							
	P.C. 10+00.00	7045125.9220	2335881.6871	N 29°26'39.17" E			
SBEREAG_1	P.I. 12+09.72	7045308.5571	2335984.7824	2°51'37.55" LT	419.36	209.72	8400.00
	P.R.C. 14+19.36	7045496.1093	2336078.6352	N 26°35'01.62" E			
	P.R.C. 14+19.36	7045496.1093	2336078.6352	N 26°35'01.62" E			
SBEREAG_2	P.I. 17+16.75	7045762.0612	2336211.7198	2°24'59.63" RT	594.70	297.39	14100.00
	P.T. 20+14.06	7046022.1651	2336355.8998	N 29°00'01.25" E			
	P.C. 20+83.69	7046083.0673	2336389.6590	N 29°00'01.25" E			
SBEREAG_3	P.I. 21+77.79	7046165.3668	2336435.2789	2°17'38.07" LT	188.17	94.10	4700.00
	P.T. 22+71.86	7046249.4263	2336477.5683	N 26°42'23.18" E			
	P.C. 23+58.75	7046327.0499	2336516.6199	N 26°42'23.18" E			
SBEREAG_4	P.I. 24+68.93	7046425.4730	2336566.1354	2°41'08.68" RT	220.31	110.18	4700.00
	P.T. 25+79.07	7046521.4677	2336620.2084	N 29°23'31.86" E			
SBXRALL (DESIGN SPEED: 50 MPH)							
	P.C. 10+00.00	7048522.2968	2337759.4433	N 30°17'35.81" E			
SBXRALL_1	P.I. 11+13.37	7048620.1909	2337816.6326	2°45'49.25" RT	226.71	113.37	4700.00
	P.T. 12+26.71	7048715.2137	2337878.4755	N 33°03'25.06" E			
	P.C. 13+84.00	7048847.0479	2337964.2761	N 33°03'25.06" E			
SBXRALL_2	P.I. 14+94.48	7048939.6470	2338024.5416	2°41'35.57" LT	220.93	110.48	4700.00
	P.T. 16+04.93	7049034.9756	2338080.3896	N 30°21'49.48" E			
	P.C. 18+15.46	7049216.6283	2338186.8101	N 30°21'49.48" E			
SBXRALL_3	P.I. 21+54.64	7049509.2822	2338358.2603	2°45'21.55" RT	678.22	339.18	14100.00
	P.R.C. 24+93.68	7049793.3540	2338543.5838	N 33°07'11.04" E			

	STATION	COORDINATE N	COORDINATE E	BEARING/DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
NBMR12 (DESIGN SPEED: 70 MPH)							
	P.C. 28+25.15	7045623.1070	2336311.6213	N 29°26'39.17" E			
NBMR12_1	P.I. 31+72.22	7045925.3417	2336482.2321	2°49'12.29" RT	694.00	347.07	14100.00
	P.R.C. 35+19.15	7046218.8214	2336667.5064	N 32°15'51.46" E			
	P.R.C. 35+19.15	7046218.8214	2336667.5064	N 32°15'51.46" E			
NBMR12_2	P.I. 37+72.05	7046432.6736	2336802.5117	2°03'18.45" LT	505.75	252.90	14100.00
	P.T. 40+24.89	7046651.2298	2336857.0259	N 30°12'33.01" E			
SBMR16 (DESIGN SPEED: 70 MPH)							
	P.C. 10+00.00	7046568.2509	2336929.7612	N 29°26'39.17" E			
SBMR16_1	P.I. 13+60.90	7046882.5331	2336956.1821	3°36'44.07" LT	721.56	360.90	11445.00
	P.R.C. 17+21.56	7047207.3682	2337113.4373	N 25°49'55.10" E			
	P.R.C. 17+21.56	7047207.3682	2337113.4373	N 25°49'55.10" E			
SBMR16_2	P.I. 22+83.81	7047713.4357	2337358.4283	4°31'49.54" RT	1123.91	562.25	14214.00
	P.T. 28+45.47	7048198.5705	2337642.6274	N 30°21'44.64" E			

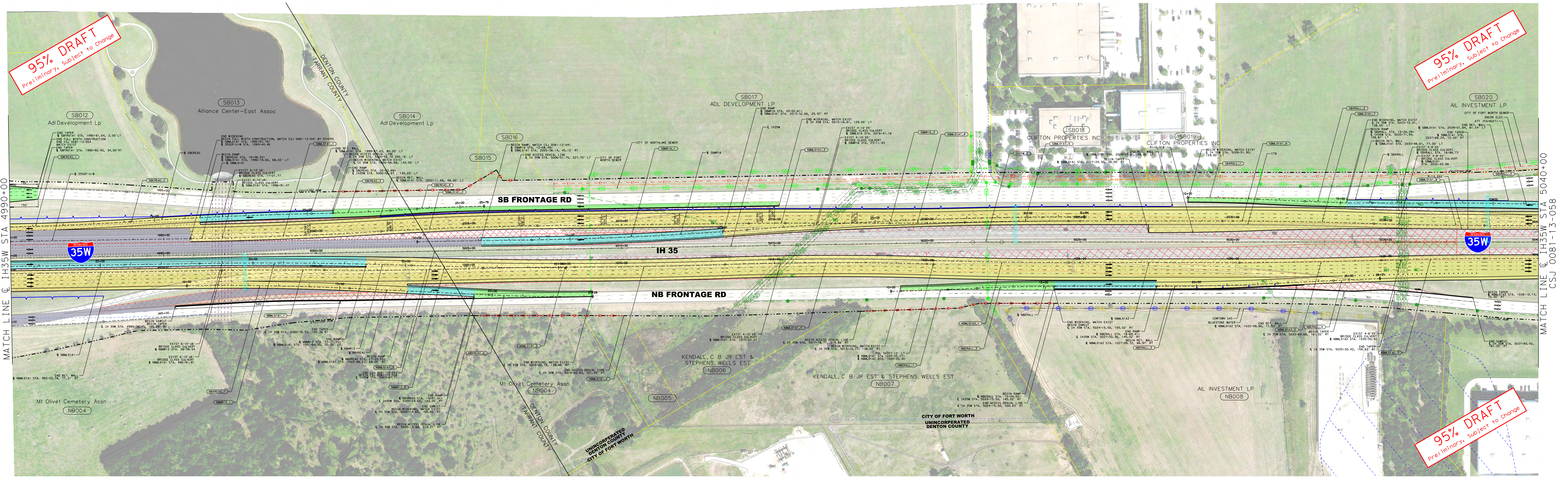
SUPERELEVATION

ALIGNMENT	STATION	LT	RT	DESCRIPTION
SBML01A1	1999+80.00	2.50%	2.50%	BEGIN TRANSITION
	2002+50.00	-2.00%	-2.00%	END TRANSITION, BEGIN FULL SUPER
	2006+80.00	-2.00%	-2.00%	END FULL SUPER, BEGIN TRANSITION
	2009+50.00	2.50%	2.50%	END TRANSITION
	2011+90.00	2.50%	2.50%	BEGIN TRANSITION
	2014+60.00	-2.00%	-2.00%	END TRANSITION, BEGIN FULL SUPER
	2015+00.00	-2.00%	-2.00%	END FULL SUPER, BEGIN TRANSITION
	2017+70.00	2.50%	2.50%	END TRANSITION
NBERALL	18+15.00	-2.00%	-2.50%	BEGIN TRANSITION
	18+65.00	-2.50%	-2.50%	END TRANSITION
NBXREAG	17+25.00	-2.50%	-2.50%	BEGIN TRANSITION
	17+75.00	-2.00%	-2.00%	END TRANSITION
SBEREAG	16+50.00	2.50%	2.50%	BEGIN TRANSITION
	17+00.00	2.00%	2.00%	END TRANSITION
SBXRALL	21+70.00	2.00%	2.50%	BEGIN TRANSITION
	22+20.00	2.50%	2.50%	END TRANSITION

NOTE:
1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

PARCEL NUMBER	DENTON COUNTY PROPE	OWNER NAME
SB012		ADL DEVELOPMENT LP
SB013		ALLIANCE CENTER-EAST ASSOC
SB014		ADL DEVELOPMENT LP
SB015		UNKNOWN
SB016	74355	HERITAGE COMMONS X LLC
SB017	741365	ADL DEVELOPMENT LP
SB018	584996	CLIFTON PROPERTIES INC
SB019	584997	CLIFTON PROPERTIES INC
SB020	206703	AIL INVESTMENT LP
NB004		MT OLIVET CEMETERY ASSN
NB005		STEPHENS, WELLS EST & C B KENDALL EST
NB006	497507	STEPHENS, WELLS EST & C B KENDALL EST
NB007	497505	STEPHENS, WELLS EST & C B KENDALL EST

MATCH LINE ℄ IH35W STA 4990+00
CSJ 0081-13-054



SB012
Adl Development Lp
SB013
Alliance Center-East Assoc
SB014
Adl Development Lp
SB015
SB016
SB017
ADL DEVELOPMENT LP
SB018
CLIFTON PROPERTIES INC
SB019
CLIFTON PROPERTIES INC
SB020
AIL INVESTMENT LP
NB004
Mt Olivet Cemetery Assn
NB005
NB006
KENDALL, C B JR EST & STEPHENS, WELLS EST
NB007
KENDALL, C B JR EST & STEPHENS, WELLS EST
AIL INVESTMENT LP
NB008
DENTON COUNTY
TARRANT COUNTY
UNINCORPORATED DENTON COUNTY
CITY OF FORT WORTH
CITY OF FORT WORTH
UNINCORPORATED DENTON COUNTY
SB FRONTAGE RD
NB FRONTAGE RD
IH 35
35W
CITY OF NORTHLAKE SEWER
CITY OF FORT WORTH SEWER
ONCOR ELEC
ATT (FO/DUCT)
COWTOWN GAS
BLUESTONE WATER
CTB
END TAPER ℄ SBFR01A1 STA. 1990+91.64, 2.00' LT
END FULL WIDTH CONSTRUCTION
END CSJ 0081-13-054
MATCH EXIST
END WIDENING
BEGIN FULL WIDTH CONSTRUCTION, MATCH CSJ 0081-12-041 BY OTHERS
BEGIN RAMP
EXIST 6-10'x6' BRIDGE CLASS CULVERT
END RET. WALL
BEGIN RAMP, MATCH CSJ 0081-12-041
END ACCESS DENIAL LINE
BEGIN ACCESS DENIAL LINE
BEGIN WIDENING, MATCH EXIST
EXIST 4-10'x5' BRIDGE CLASS CULVERT
EXIST 4-8'x5' BRIDGE CLASS CULVERT
BEGIN RET. WALL
END SAWCUT
BEGIN SAWCUT
PGL SHIFT 12' LT
END TAPER
BEGIN TAPER
END RAMP
SBEREAG_1
SBEREAG_2
SBEREAG_3
SBEREAG_4
SBML01A1_1
SBML01A1_3
SBML01A1_4
SBML01A1_5
SBML01A1_6
SBML01A1_7
SBML01A1_8
SBMR16_1
SBMR16_2
SBXRALL_1
SBXRALL_2
IH35W_2
NBML01A1_1
NBML01A1_2
NBML01A1_3
NBML01A1_4
NBML01A1_5
NBML01A2_1
NBML01A2_2
NBML01A2_3
NBML01A2_4
NBMR12_1
NBMR12_2
NBXREAG_1
NBXREAG_2
NBERALL_1
NBERALL_2
NBERALL_3
1995+00
2000+00
2005+00
2010+00
2015+00
2020+00
2025+00
2030+00
2035+00
4995+00
5000+00
5005+00
5010+00
5015+00
5020+00
5025+00
5030+00
5035+00
995+00
1000+00
1005+00
1010+00
1015+00
1020+00
1025+00
1030+00
1035+00

MATCH LINE ℄ IH35W STA 5040+00
CSJ 0081-13-058

LEGEND:

- 🟨 Proposed Mainlanes
- 🟩 Proposed Frontage Roads / Cross Streets
- ⬛ Proposed Ramps
- 🟧 Proposed Concrete Bridge
- 🟪 Proposed Sidewalk
- ▭ Existing Pave (By Others)
- ▭ Existing Bridge (By Others)
- 🟪 Existing Sidewalk (By Others)
- ▨ Existing 100-Year Floodplain
- ▨ Existing Pavement Removal
- ▨ Existing Pavement Removal (By Others)
- — Proposed Retaining Wall
- — Existing ROW
- — Proposed Access Denial
- — Proposed Drainage Structure
- — Existing Drainage Structure
- — Existing Drainage Easement
- — Centerline / Baseline
- — Property Line
- — City Limits
- ⬭ Parcel Number
- → Proposed Flow Line
- → Existing Flow Line
- ▭ Proposed COSS
- ▭ Proposed OSB
- ▭ Existing COSS (By Others)
- ▭ Existing OSB (By Others)

NOTES:

1. TYPICAL SECTIONS ARE NOT TO SCALE. DIMENSIONS ARE TO FACE OF CURB
2. CONTROL OF ACCESS TO BE DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT) AND FINALIZED THROUGH PERMIT PROCESS.
3. PROPOSED NOISE WALLS DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT). THE NOISE ANALYSIS HAS BEEN APPROVED AND FONSI ISSUED JULY 2020.
4. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDESTREETS OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.
5. WATER SURFACE ELEVATIONS SHOWN ARE 100 YEAR ELEVATIONS FROM FEMA MAPS AND FR PROJECT.
6. SURVEY (DEC. 2017) AND SUE (OCT. 2018) PROVIDED BY TxDOT. ROW PROVIDED UNDER SEPARATE CONTRACT (FR PROJECT).
7. HORIZONTAL BASE LINE ALIGNMENTS BY OTHERS ARE SHOWN FOR REFERENCE. CURVE DATA IS NOT INCLUDED.
8. SEE IH35W SIGN SCHEMATIC FOR LARGE SIGNS.
9. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM DENTON COUNTY APPRAISAL DISTRICT (APRIL 30, 2019).
10. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC
IH 35W - MAINLANE PROJECT
DENTON COUNTY
IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E
CSJ / CSJ LIMITS
0081-13-054 FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058 FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050 FROM SH 114 TO SOUTH OF IH 35E
0353-02-062 IH 35W/SH 114 INTERCHANGE IMPROVEMENTS
ROADWAY TYPE / DESIGN SPEED
MAINLANES 70 MPH
MANAGED LANE RAMPS 70 MPH
RAMPS 50 MPH
FRONTAGE ROADS 45 MPH
CROSS STREETS (MINIMUM) 30 MPH
HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW
NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.
DATE APPROVED
DATE SUBMITTED
DATE REVISED
DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)
SERIAL NO. 101321
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 2 OF 30
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420
Texas Department of Transportation
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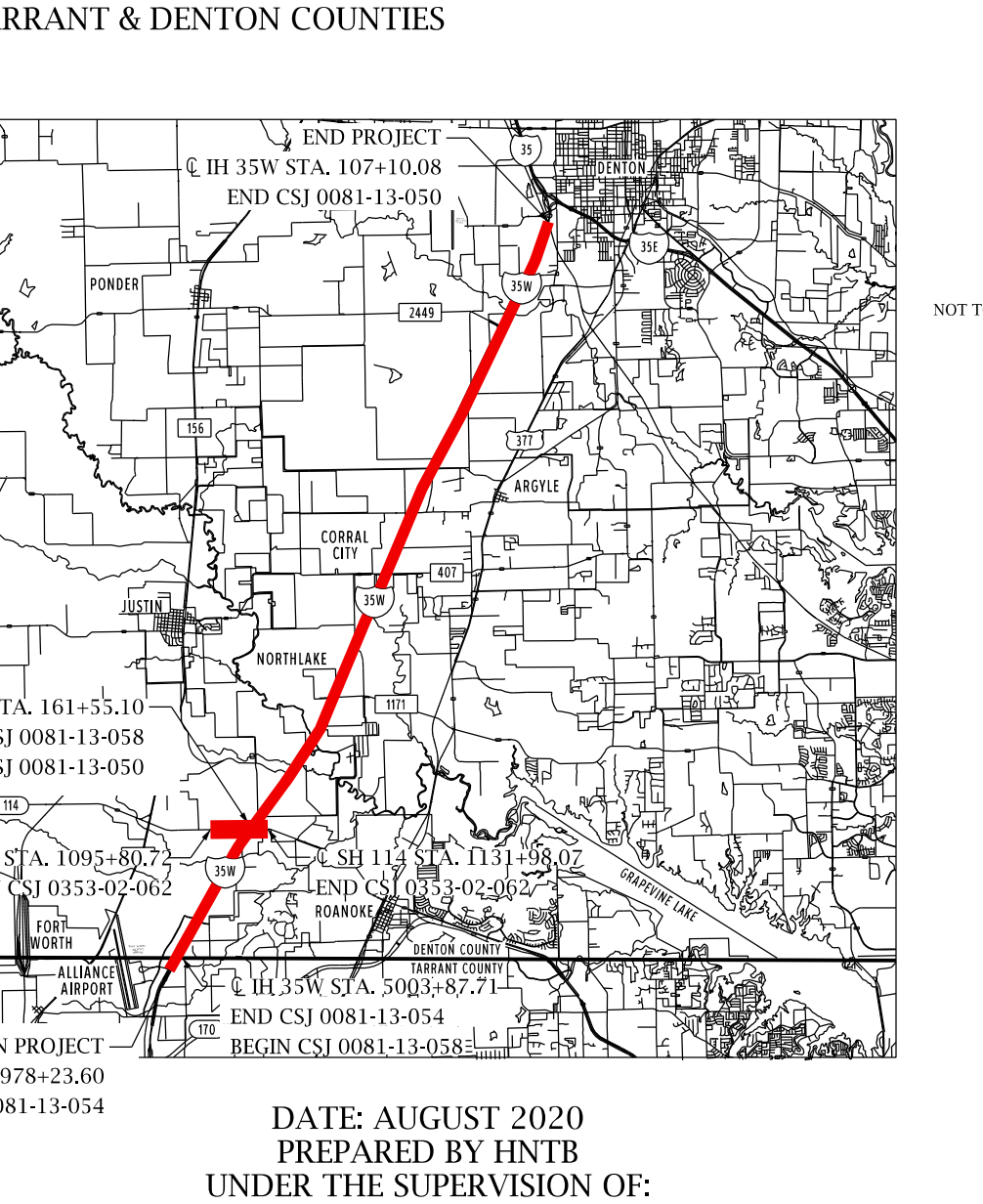


END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+80.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
NOT TO SCALE

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Mohamed K. Bur, P.E. - DISTRICT ENGINEER

95% DESIGN SCHEMATIC

IH 35W - MAINLANE PROJECT
DENTON COUNTY

IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E

CSJ	CSJ LIMITS
0081-13-054	FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058	FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050	FROM SH 114 TO SOUTH OF IH 35E
0353-02-062	IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

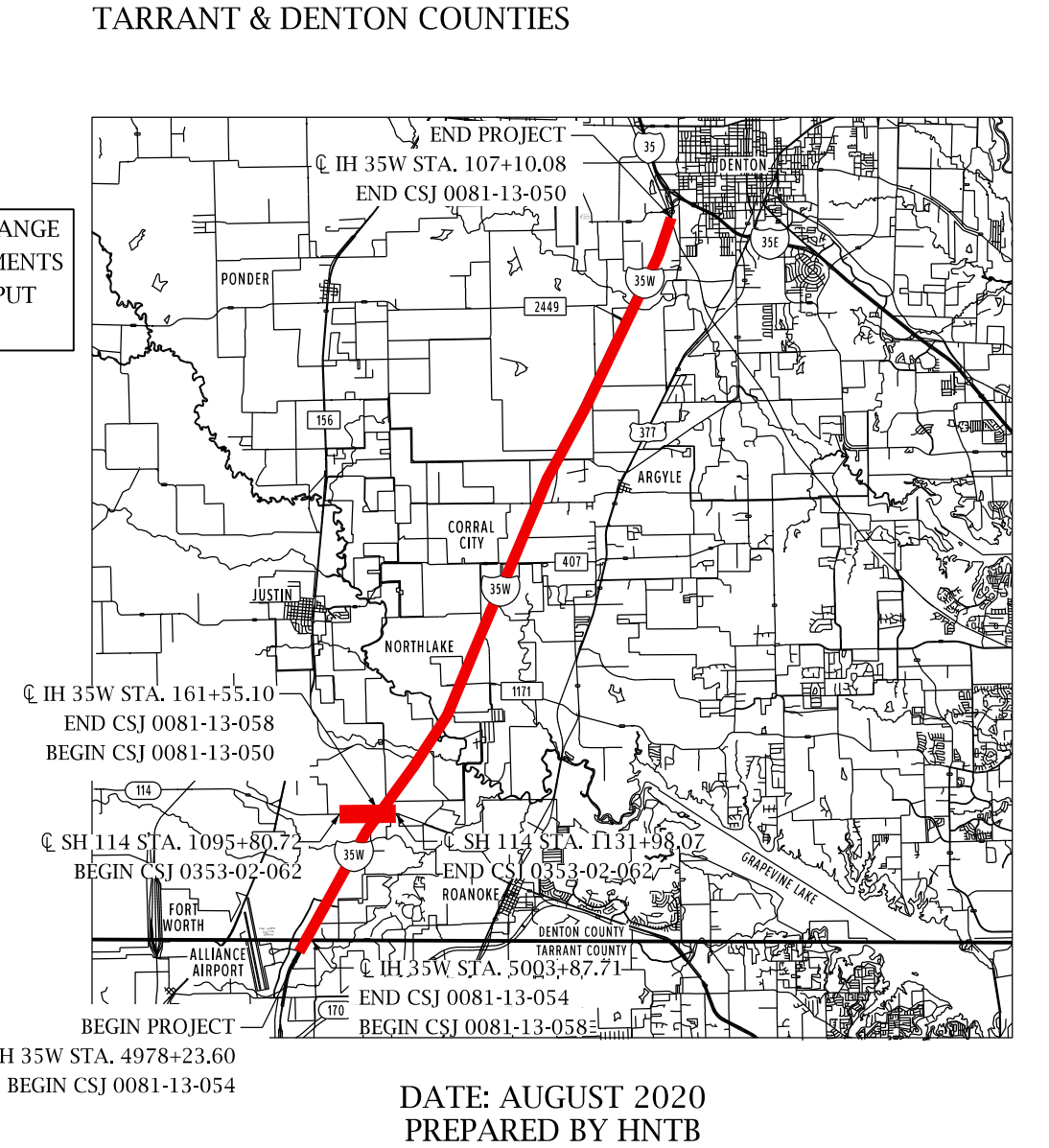
ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
MANAGED LANE RAMPS	70 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES

PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

DATE APPROVED ______
DATE SUBMITTED ______
DATE REVISED ______



END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+80.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.

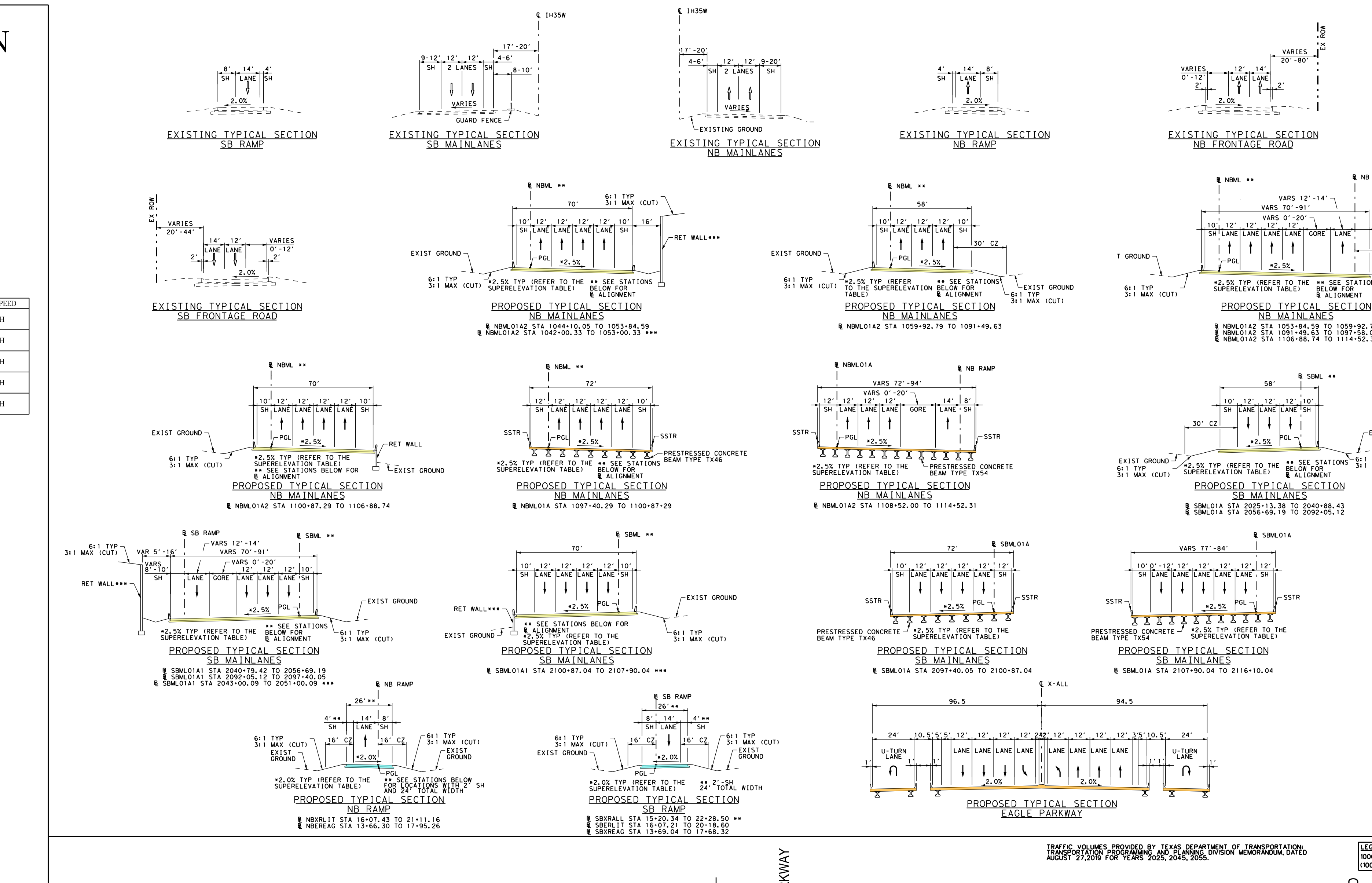
SERIAL NO. 101321

EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 3 OF 30

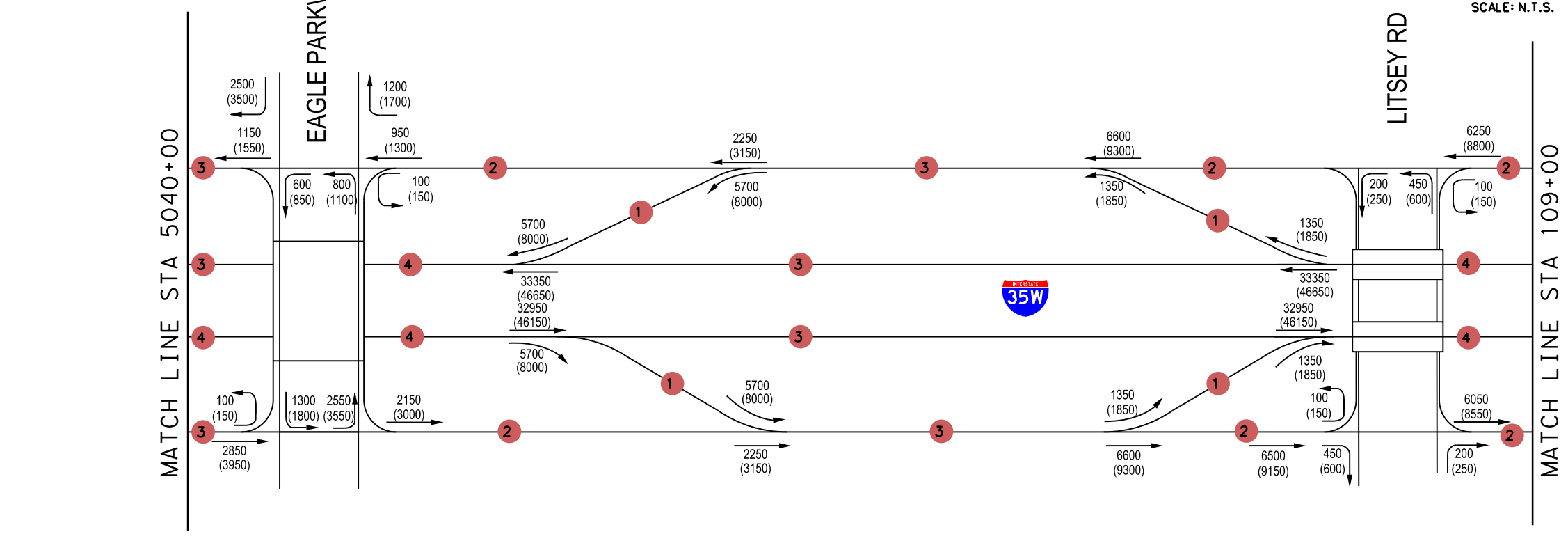
HNTB HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

Texas Department of Transportation



EXISTING TYPICAL SECTION
SB RAMP
EXISTING TYPICAL SECTION
SB MAINLANES
EXISTING TYPICAL SECTION
NB MAINLANES
EXISTING TYPICAL SECTION
NB RAMP
EXISTING TYPICAL SECTION
NB FRONTAGE ROAD
EXISTING TYPICAL SECTION
SB FRONTAGE ROAD
PROPOSED TYPICAL SECTION
NB MAINLANES
℄ NBML01A2 STA 1044+10.05 TO 1053+84.59
℄ NBML01A2 STA 1042+00.33 TO 1053+00.33 ***
℄ NBML01A2 STA 1059+92.79 TO 1091+49.63
℄ NBML01A2 STA 1053+84.59 TO 1059+92.79
℄ NBML01A2 STA 1091+49.63 TO 1097+58.05
℄ NBML01A2 STA 1106+88.74 TO 1114+52.31
℄ NBML01A2 STA 1100+87.29 TO 1106+88.74
℄ NBML01A STA 1097+40.29 TO 1100+87.29
℄ NBML01A STA 1108+52.00 TO 1114+52.31
PROPOSED TYPICAL SECTION
SB MAINLANES
℄ SBML01A2 STA 2025+13.38 TO 2040+88.43
℄ SBML01A STA 2056+69.19 TO 2092+05.12
℄ SBML01A1 STA 2040+79.42 TO 2056+69.19
℄ SBML01A1 STA 2092+05.12 TO 2097+40.05
℄ SBML01A1 STA 2043+00.09 TO 2051+00.09 ***
℄ SBML01A1 STA 2100+87.04 TO 2107+90.04 ***
℄ SBML01A STA 2097+40.05 TO 2100+87.04
℄ SBML01A STA 2107+90.04 TO 2116+10.04
PROPOSED TYPICAL SECTION
NB RAMP
℄ NBXRLIT STA 16+07.43 TO 21+11.16
℄ NBEREAG STA 13+66.30 TO 17+95.26
PROPOSED TYPICAL SECTION
SB RAMP
℄ SBXRALL STA 15+20.34 TO 22+28.50
℄ SBERLIT STA 16+07.21 TO 20+18.60
℄ SBXREAG STA 13+69.04 TO 17+68.32
PROPOSED TYPICAL SECTION
EAGLE PARKWAY
PRESTRESSED CONCRETE BEAM TYPE TX46
PRESTRESSED CONCRETE BEAM TYPE TX54
+2.5% TYP (REFER TO THE SUPERELEVATION TABLE)
** SEE STATIONS BELOW FOR ℄ ALIGNMENT
EXIST GROUND
RET WALL***
6:1 TYP 3:1 MAX (CUT)

TRAFFIC VOLUMES PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION; TRANSPORTATION PROGRAMMING AND PLANNING DIVISION MEMORANDUM, DATED AUGUST 27, 2019 FOR YEARS 2025, 2045, 2055.



LEGEND
1000 - 2025 ADT
(1000) - 2045 ADT
SCALE: N.T.S.
MATCH LINE STA 5040+00
EAGLE PARKWAY
LITSEY RD
MATCH LINE STA 109+00
35W

EAGLE PKWY
HERITAGE PKWY
LITSEY RD
SB FRONTAGE RD
NB FRONTAGE RD
IH 35
35W
MATCH LINE ℄ IH35W STA 5040+00
CSJ 0081-13-058
MATCH LINE ℄ IH35W STA 109+00
CSJ 0081-13-058
SB020 AIL INVESTMENT LP
SB021 ALLIANCE CENTER EAST ASSOCIATION
SB022 ALLIANCE CENTER EAST ASSOCIATION
SB023 INTEL CORP
SB024
SB025 INTEL CORP
SB026 INTEL CORP
SB027 CITY OF FORT WORTH
SB028
BLUESTONE NATURAL RESOURCES II LLC
NB009 GLEN E CAPITAL LLC
NB010 EAGLE PARKWAY 1 LLC
NB011 AIL INVESTMENT LP
NB012 AIL INVESTMENT LP
NB013 AIL INVESTMENT LP
WARNING O/H POWER LINES
WARNING GAS LINES

	STATION		COORDINATE		BEARING/DELTA	LENGTH	TANGENT	RADIUS
			N	E		(FT)	(FT)	(FT)
NBXRLIT (DESIGN SPEED: 50 MPH)								
	P.C.	10+00.00	7050582.0730	2339253.3251	N 30°21'44.64" E			
NBXRLIT_1	P.I.	13+09.08	7050848.7640	2339409.5566	4°12'52.43" RT	617.89	309.08	8400.00
	P.T.	16+17.89	7051103.2521	2339584.9652	N 34°34'37.07" E			
	P.C.	19+12.50	7051345.8228	2339752.1597	N 34°34'37.07" E			
NBXRLIT_2	P.I.	20+01.31	7051418.9525	2339802.5651	1°47'07.57" RT	177.62	88.82	5700.00
	P.T.	20+90.12	7051490.4762	2339855.2245	N 36°21'44.64" E			
	P.C.	21+77.44	7051560.7936	2339906.9957	N 36°21'44.64" E			
NBXRLIT_3	P.I.	23+27.59	7051681.7055	2339996.0172	6°00'00.00" LT	300.02	150.15	2865.00
	P.T.	24+77.46	7051811.2602	2340071.9123	N 30°21'44.64" E			
NBEREAG (DESIGN SPEED: 50 MPH)								
	P.C.	10+00.00	7053105.5286	2340830.1138	N 30°21'44.64" E			
NBEREAG_1	P.I.	11+50.15	7053235.0834	2340906.0089	6°00'00.00" LT	300.02	150.15	2865.00
	P.T.	13+00.02	7053371.8616	2340967.9461	N 24°21'44.64" E			
	P.C.	15+22.82	7053574.8241	2341059.8534	N 24°21'44.64" E			
NBEREAG_2	P.I.	19+63.05	7053975.8494	2341241.4493	6°00'00.00" RT	879.65	440.23	8400.00
	P.T.	24+02.47	7054355.6959	2341463.9690	N 30°21'44.64" E			

	STATION		COORDINATE		BEARING/DELTA	LENGTH	TANGENT	RADIUS
			N	E		(FT)	(FT)	(FT)
SBXRALL (DESIGN SPEED: 50 MPH)								
	P.R.C.	24+93.68	7049793.3540	2338543.5838	N 33°07'11.04" E			
SBXRALL_4	P.I.	26+95.84	7049962.6709	2338654.0432	2°45'26.40" LT	404.25	202.16	8400.00
	P.T.	28+97.93	7050137.1055	2338756.2296	N 30°21'44.64" E			
SBERLIT (DESIGN SPEED: 50 MPH)								
	P.C.	10+00.00	7050406.0030	2338913.7537	N 30°21'44.64" E			
SBERLIT_1	P.I.	15+09.95	7050846.0114	2339171.5171	6°56'53.30" LT	1018.65	509.95	8400.00
	P.T.	20+18.65	7051313.9703	2339374.1592	N 23°24'51.33" E			
	P.C.	20+37.42	7051331.1930	2339381.6173	N 23°24'51.33" E			
SBERLIT_2	P.I.	22+11.35	7051490.8004	2339450.7327	6°56'53.31" RT	347.43	173.93	2865.00
	P.T.	23+84.85	7051640.8747	2339538.6485	N 30°21'44.64" E			
SBXREAG (DESIGN SPEED: 50 MPH)								
	P.C.	10+00.00	7053366.0368	2340549.2738	N 30°21'44.64" E			
SBXREAG_1	P.I.	11+50.15	7053495.5916	2340625.1689	6°00'00.00" RT	300.02	150.15	2865.00
	P.T.	13+00.02	7053616.5035	2340714.1904	N 36°21'44.64" E			
	P.C.	15+22.82	7053795.9222	2340846.2877	N 36°21'44.64" E			
SBXREAG_2	P.I.	19+63.05	7054150.4282	2341107.2931	6°00'00.00" LT	879.65	440.23	8400.00
	P.T.	24+02.47	7054530.2747	2341329.8128	N 30°21'44.64" E			

	STATION		COORDINATE		BEARING/DELTA	LENGTH	TANGENT	RADIUS
			N	E		(FT)	(FT)	(FT)
X-EAGLUT								
	P.C.	10+49.94	7049762.2330	2338884.3106	N 30°21'44.64" E			
X-EAGLUT_1	P.I.	11+29.95	7049831.2673	2338924.7519	90°00'19.98" LT	125.67	80.01	80.00
	P.T.	11+75.61	7049871.7020	2338855.7136	N 59°38'35.34" W			
	P.C.	14+02.68	7049986.4575	2338659.7796	N 59°38'35.34" W			
X-EAGLUT_2	P.I.	14+71.09	7050021.0318	2338600.7473	81°04'14.67" LT	113.20	68.41	80.00
	P.T.	15+15.87	7049968.0814	2338557.4294	S 39°17'09.99" W			
	P.C.	15+16.04	7049967.9551	2338557.3260	S 39°17'09.99" W			
X-EAGLUT_3	P.I.	15+81.33	7049917.4172	2338515.9817	9°19'55.63" LT	130.30	65.29	800.00
	P.T.	16+46.34	7049860.8440	2338483.3797	S 29°57'14.36" W			
X-EAGRUT								
	P.C.	10+47.61	7050246.0812	2338725.0348	S 30°21'44.64" W			
X-EAGRUT_1	P.I.	11+17.61	7050185.6762	2338689.6486	90°00'19.98" LT	109.96	70.01	70.00
	P.T.	11+57.57	7050150.2959	2338750.0571	S 59°38'35.34" E			
	P.C.	13+93.24	7050031.1903	2338953.4184	S 59°38'35.34" E			
X-EAGRUT_2	P.I.	14+33.41	7050010.8897	2338988.0797	67°36'10.24" LT	70.79	40.17	60.00
	P.C.C.	14+64.04	7050035.2013	2339020.0557	N 52°45'14.42" E			
	P.C.C.	14+64.04	7050035.2013	2339020.0557	N 52°45'14.42" E			
X-EAGRUT_3	P.I.	15+13.52	7050065.1499	2339059.4458	22°23'29.78" LT	97.70	49.48	250.00
	P.T.	15+61.74	7050107.8455	2339084.4575	N 30°21'44.64" E			
X-EAG (DESIGN SPEED: 30 MPH)								
X-EAG	P.O.B.	10+00.00	7050156.9067	2338555.7405	S 59°38'35.34" E	592.05		
	P.O.E.	15+92.05	7049857.6927	2339066.6195				
X-LIT (DESIGN SPEED: 30 MPH)								
X-LIT	P.O.B.	10+00.00	7054679.2116	2341221.2351	S 59°39'04.18" E	541.94		
	P.O.E.	15+41.94	7054405.3908	2341688.9076				

PARCEL NUMBER	DENTON COUNTY PROPE	OWNER NAME
SB020	206703	AIL INVESTMENT LP
SB021	69003	ALLIANCE CENTER EAST ASSOCIATION
SB022	207926	ALLIANCE CENTER EAST ASSOCIATION
SB023	68195	PR III/CROW 35 EAGLE LP
SB024	122527	PR III/CROW 35 EAGLE LP
SB025	672608	PR III/CROW 35 EAGLE LP
SB026	700011	PR III/CROW BUILDING A, H & J LP
SB027	273050	CITY OF FORT WORTH
SB028	497466	PR III/CROW 3001 EAGLE PKWY LAND LP
NB009	301806	GLEN E CAPITAL LLC
NB010	630573	EAGLE PKWY NO 1 HOLKING LP
NB011	672297	AIL INVESTMENT LP
NB012	746144	AIL INVESTMENT LP
NB013	68466	AIL INVESTMENT LP

SUPERELEVATION				
ALIGNMENT	STATION	LT	RT	DESCRIPTION
NBXRLIT	16+10.00	-2.50%	-2.50%	BEGIN TRANSITION
	16+60.00	-2.00%	-2.00%	END TRANSITION
NBEREAG	17+40.00	-2.00%	-2.00%	BEGIN TRANSITION
	17+90.00	-2.50%	-2.50%	END TRANSITION
SBERLIT	16+10.00	2.50%	2.50%	BEGIN TRANSITION
	16+60.00	2.00%	2.00%	END TRANSITION
SBXREAG	17+10.00	2.00%	2.00%	BEGIN TRANSITION
	17+60.00	2.50%	2.50%	END TRANSITION
SBXRALL	19+70.00	2.00%	2.00%	BEGIN TRANSITION
	22+20.00	2.50%	2.50%	END TRANSITION

NOTE:
1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

LEGEND:

🟨	Proposed Mainlanes
🟩	Proposed Frontage Roads / Cross Streets
🟦	Proposed Ramps
🟧	Proposed Concrete Bridge
🟪	Proposed Sidewalk
▨	Existing Pave (By Others)
▨	Existing Bridge (By Others)
▨	Existing Sidewalk (By Others)
▨	Existing 100-Year Floodplain
▨	Existing Pavement Removal
▨	Existing Pavement Removal (By Others)
—	Proposed Retaining Wall
—	Existing ROW
—	Proposed Access Denial
—	Proposed Drainage Structure
—	Existing Drainage Structure
—	Existing Drainage Easement
—	Centerline / Baseline
—	Property Line
—	City Limits
○	Parcel Number
→	Proposed Flow Line
→	Existing Flow Line
▭	Proposed COSS
▭	Proposed OSB
▭	Existing COSS (By Others)
▭	Existing OSB (By Others)

NOTES:

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2. CONTROL OF ACCESS TO BE DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT) AND FINALIZED THROUGH PERMIT PROCESS.
3. PROPOSED NOISE WALLS DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT). THE NOISE ANALYSIS HAS BEEN APPROVED AND FONSI ISSUED JULY 2020.
4. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDESTREETS OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.
5. WATER SURFACE ELEVATIONS SHOWN ARE 100 YEAR ELEVATIONS FROM FEMA MAPS AND FR PROJECT.
6. SURVEY (DEC. 2017) AND SUE (OCT. 2018) PROVIDED BY TxDOT. ROW PROVIDED UNDER SEPARATE CONTRACT (FR PROJECT).
7. HORIZONTAL BASE LINE ALIGNMENTS BY OTHERS ARE SHOWN FOR REFERENCE. CURVE DATA IS NOT INCLUDED.
8. SEE IH35W SIGN SCHEMATIC FOR LARGE SIGNS.
9. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM DENTON COUNTY APPRAISAL DISTRICT (APRIL 30, 2019).
10. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC
IH 35W - MAINLANE PROJECT
DENTON COUNTY
IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E
CSJ / CSJ LIMITS
0081-13-054 FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058 FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050 FROM SH 114 TO SOUTH OF IH 35E
0353-02-062 IH 35W/SH 114 INTERCHANGE IMPROVEMENTS
ROADWAY TYPE / DESIGN SPEED: MAINLANES 70 MPH; MANAGED LANE RAMPS 70 MPH; RAMPS 50 MPH; FRONTAGE ROADS 45 MPH; CROSS STREETS (MINIMUM) 30 MPH
HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW
NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.
DATE APPROVED / DATE SUBMITTED / DATE REVISED
DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.
SERIAL NO. 101321
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 3 OF 30
HNTB Corporation The HNTB Companies Engineers Architects Planners TBPE Firm Registration No. 420
Texas Department of Transportation
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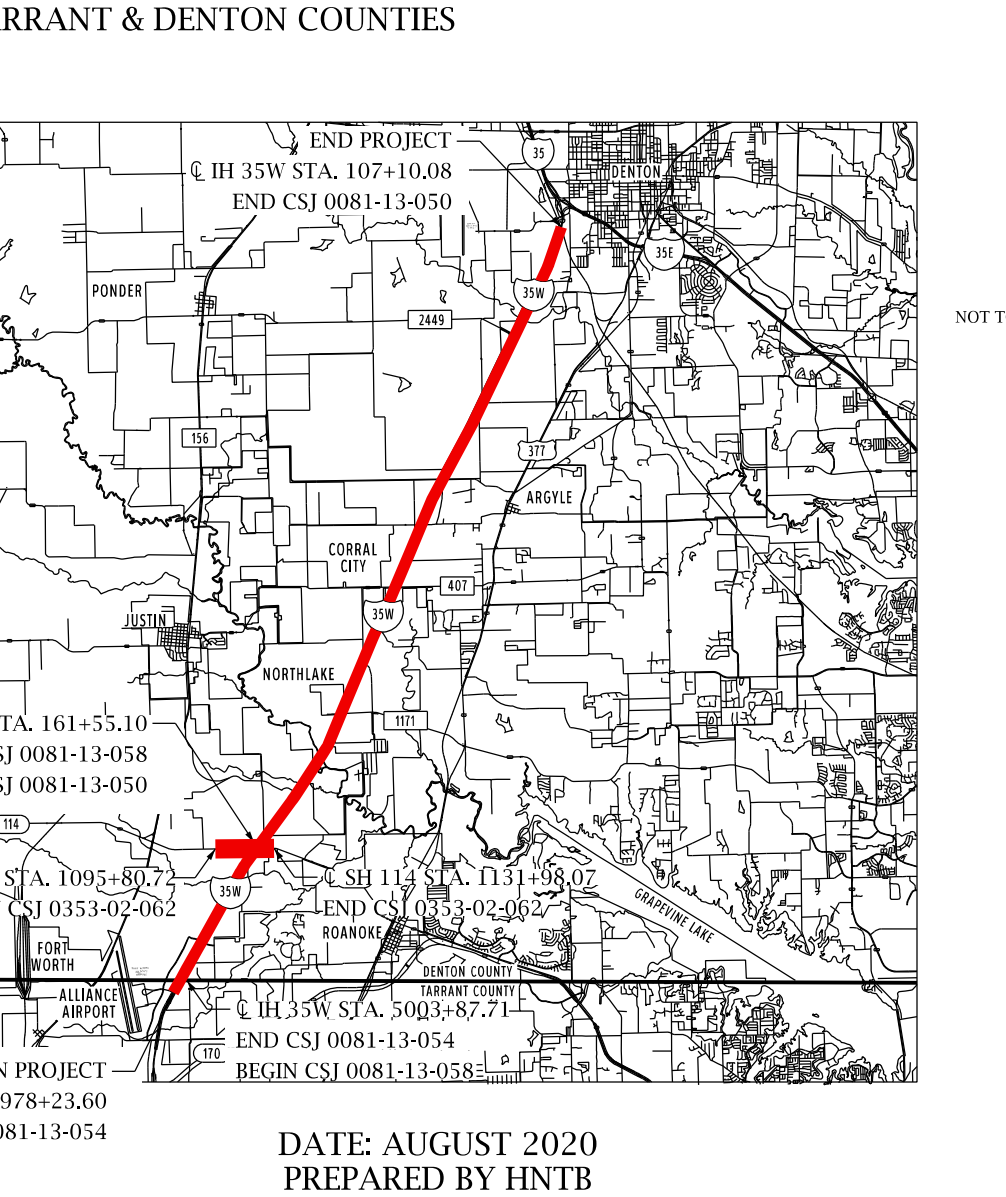


TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC

IH 35W - MAINLANE PROJECT
DENTON COUNTY

IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E

CSJ	CSJ LIMITS
0081-13-054	FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058	FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050	FROM SH 114 TO SOUTH OF IH 35E
0353-02-062	IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

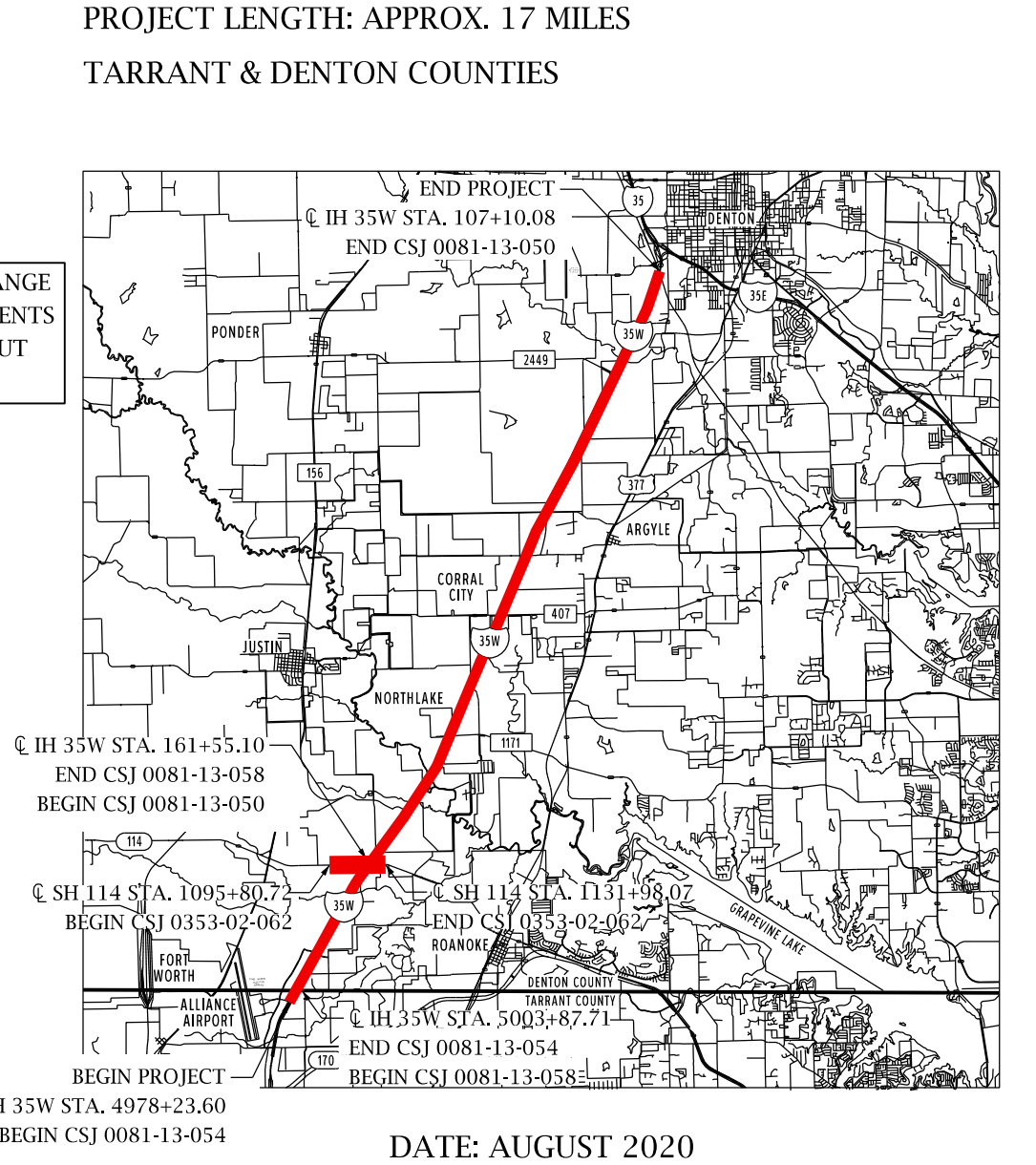
ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
MANAGED LANE RAMPS	70 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES

PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

DATE APPROVED ______
DATE SUBMITTED ______
DATE REVISED ______


END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+80.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.

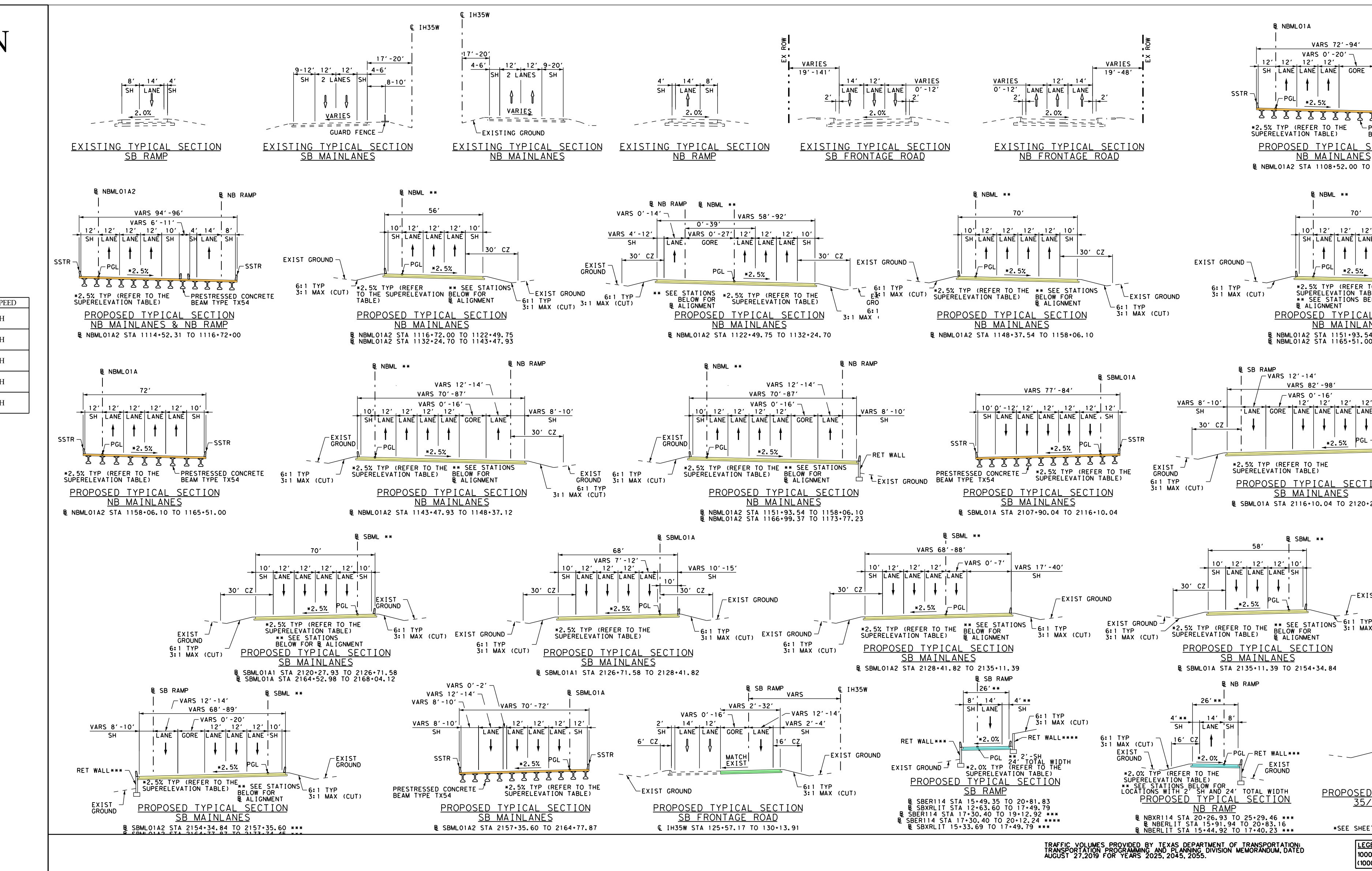
SERIAL NO. 101321

EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 4 OF 30

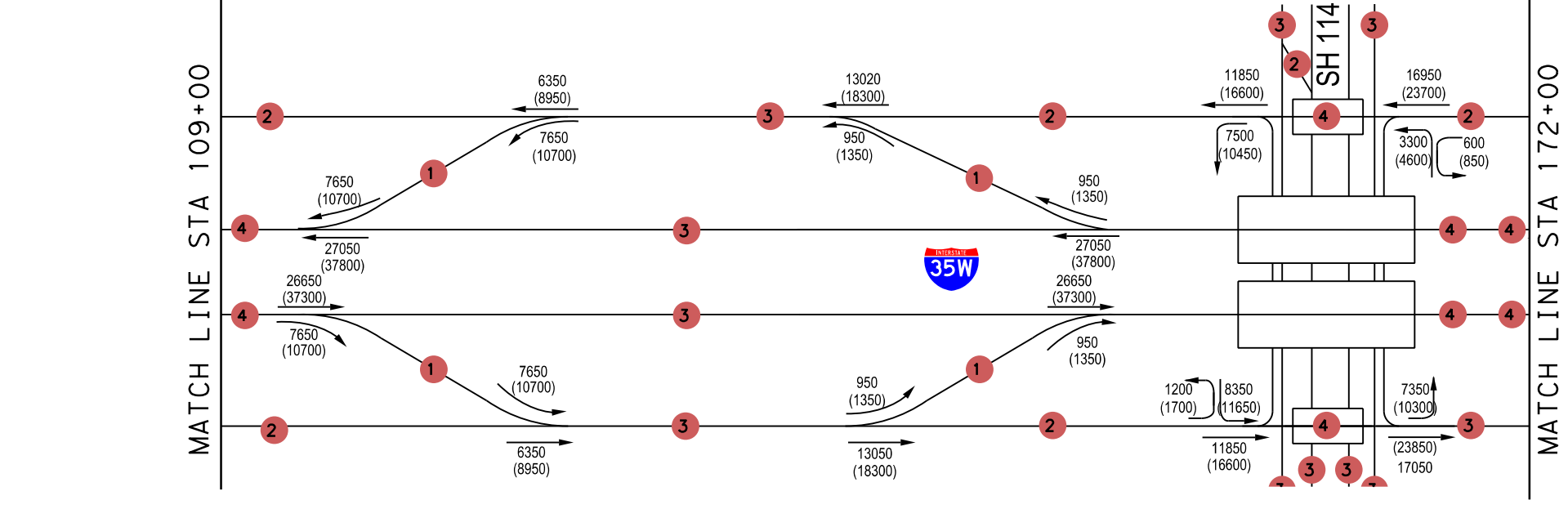
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

Texas Department of Transportation


EXISTING TYPICAL SECTION SB RAMP
EXISTING TYPICAL SECTION SB MAINLANES
EXISTING TYPICAL SECTION NB MAINLANES
EXISTING TYPICAL SECTION NB RAMP
EXISTING TYPICAL SECTION SB FRONTAGE ROAD
EXISTING TYPICAL SECTION NB FRONTAGE ROAD
PROPOSED TYPICAL SECTION NB MAINLANES
PROPOSED TYPICAL SECTION NB MAINLANES & NB RAMP
PROPOSED TYPICAL SECTION NB MAINLANES
PROPOSED TYPICAL SECTION SB MAINLANES
PROPOSED TYPICAL SECTION SB RAMP
PROPOSED TYPICAL SECTION SB FRONTAGE ROAD
PROPOSED TYPICAL SECTION NB RAMP
PROPOSED TYPICAL SECTION 35/114 U-TURNS
*SEE SHEET 16 FOR SH 114 TYPICALS
+2.5% TYP (REFER TO THE SUPERELEVATION TABLE)
** SEE STATIONS BELOW FOR ℄ ALIGNMENT
6:1 TYP
3:1 MAX (CUT)
PRESTRESSED CONCRETE BEAM TYPE TX54

TRAFFIC VOLUMES PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION, TRANSPORTATION PLANNING AND PROGRAMMING DIVISION MEMORANDUM, DATED AUGUST 27, 2019 FOR YEARS 2025, 2045, 2055.

LEGEND
1000 - 2025 ADT
(1000) - 2045 ADT
SCALE: N.T.S.


MATCH LINE STA 109+00
MATCH LINE STA 172+00
SH 114
35W

SEE SHEET 16 FOR SH114
114 TEXAS
MATCH LINE ℄ IH35W STA 109+00
CSJ 0081-13-058
MATCH LINE ℄ IH35W STA 172+00
CSJ 0081-13-050
ELIZABETH CREEK
SB FRONTAGE RD
IH 35
35W
NB FRONTAGE RD
OUTLET BLVD
BUC-EE'S BLVD
ELIZABETHTOWN CEMETERY RD
RACEWAY DR
SB029 BLUESTONE NATURAL RESOURCES IILLC
SB032 ROANOKE 35/114 PARTNERS LP &
SB033 ROANOKE 35/114 PARTNERS LP &
SB034 FOSSILWOOD INVESTMENTS LP
SB035
SB036
SB037
SB038
SB039 FW SPORTS AUTH INC
NB014 KUMAR, PUSKOOR M MD & RAO, ASHOO N MD
NB015 INDEPENDENT HOLINESS CHURCH
NB016 B2 INVESTMENTS LLC
NB017 B2 INVESTMENTS LLC
NB018 B2 INVESTMENTS LLC
NB019 MOTOR SPEEDWAY PARTNERS
NB020 WYCLIFF-SPEEDWAY LTD
NB021 WYCLIFF-SPEEDWAY LTD
NB022 MOTOR SPEEDWAY PARTNERS
NB023 NE INTERESTS LTD
NB024 BIG DIAMOND INC
CITY OF FORT WORTH
CITY OF NORTHLAKE
SH 114 UNDERPASS AND FRONTAGE ROAD BOX INTERCHANGE TO BE BUILT WITH THIS PROJECT UNLESS IMPROVEMENTS TO SH 114 OCCURS FIRST
EXISTING SIGNALIZED INTERSECTION
OVERHEAD POWER
CITY OF FORT WORTH WATER
CITY OF FORT WORTH SEWER

	STATION	COORDINATE N	COORDINATE E	BEARING/DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
IH35W							
	P.C. 134+76.24	7057615.7294	2343255.6138	N 30°21'46.31" E			
IH35W_3	P.I. 138+16.61	7057909.4166	2343427.6633	6°47'58.03" RT	679.95	340.37	5729.58
	P.T. 141+56.19	7058180.6685	2343633.2736	N 37°09'44.34" E			
NBML01A2 (DESIGN SPEED: 70 MPH)							
	P.C. 1120+51.06	7056358.4718	2342581.5947	N 30°21'44.64" E			
NBML01A2_4	P.I. 1122+99.23	7056572.6063	2342707.0378	2°44'02.21" RT	496.25	248.17	10400.00
	P.R.C. 1125+47.31	7056780.5135	2342842.5519	N 33°05'46.85" E			
	P.R.C. 1125+47.31	7056780.5135	2342842.5519	N 33°05'46.85" E			
NBML01A2_5	P.I. 1128+86.16	7057064.3869	2343027.5809	2°44'02.21" LT	677.57	338.85	14200.00
	P.T. 1132+24.89	7057356.7628	2343198.8590	N 30°21'44.64" E			
	P.C. 1136+63.83	7057735.5028	2343420.7304	N 30°21'44.64" E			
NBML01A2_6	P.I. 1140+56.83	7058074.5998	2343619.3785	6°47'59.70" RT	785.07	393.00	6615.00
	P.T. 1144+48.90	7058387.7911	2343856.7791	N 37°09'44.34" E			
	P.C. 1147+34.61	7058615.4800	2344029.3685	N 37°09'44.34" E			
NBML01A2_7	P.I. 1148+81.77	7058732.7542	2344118.2629	1°38'13.48" LT	294.30	147.16	10300.00
	P.R.C. 1150+28.91	7058852.5200	2344203.7706	N 35°31'30.86" E			
	P.R.C. 1150+28.91	7058852.5200	2344203.7706	N 35°31'30.86" E			
NBML01A2_8	P.I. 1152+31.78	7059017.6341	2344321.6551	1°38'13.48" RT	405.73	202.88	14200.00
	P.T. 1154+34.63	7059179.3130	2344444.2086	N 37°09'44.34" E			

	STATION	COORDINATE N	COORDINATE E	BEARING/DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
SBML01A1 (DESIGN SPEED: 70 MPH)							
	P.C. 2127+69.85	7057033.4771	2342851.8555	N 30°21'44.64" E			
SBML01A1_8	P.I. 2128+05.83	7057064.5293	2342870.0463	0°23'45.86" LT	71.98	35.99	10412.00
	P.T. 2128+41.82	7057095.7065	2342888.0220	N 29°57'58.78" E			
SBML01A2 (DESIGN SPEED: 70 MPH)							
	P.C. 2128+41.79	7057101.7003	2342877.6262	N 29°57'58.78" E			
SBML01A2_1	P.I. 2130+30.31	7057265.0195	2342971.7906	2°04'37.11" LT	377.00	188.52	10400.00
	P.R.C. 2132+18.79	7057431.6441	2343059.9742	N 27°53'21.67" E			
	P.R.C. 2132+18.79	7057431.6441	2343059.9742	N 27°53'21.67" E			
SBML01A2_2	P.I. 2137+53.49	7057904.2477	2343310.0924	9°01'11.95" RT	1067.21	534.71	6779.00
	P.C.C. 2142+85.99	7058331.7936	2343631.2119	N 36°54'33.62" E			
	P.C.C. 2142+85.99	7058331.7936	2343631.2119	N 36°54'33.62" E			
SBML01A2_3	P.I. 2146+58.96	7058630.0105	2343855.1956	2°59'01.89" RT	745.76	372.96	14320.00
	P.R.C. 2150+31.75	7058916.1638	2344094.3991	N 39°53'35.51" E			
	P.R.C. 2150+31.75	7058916.1638	2344094.3991	N 39°53'35.51" E			
SBML01A2_4	P.I. 2152+79.65	7059106.3582	2344253.3879	2°43'51.17" LT	495.69	247.89	10400.00
	P.T. 2155+27.45	7059303.9116	2344403.1345	N 37°09'44.34" E			
NBXR114 (DESIGN SPEED: 50 MPH)							
	P.C. 10+00.00	7055158.7393	2341934.4036	N 30°21'44.64" E			
NBXR114_1	P.I. 11+98.97	7055330.4232	2342034.9785	2°42'49.92" RT	397.87	198.97	8400.00
	P.R.C. 13+97.87	7055497.1525	2342143.5696	N 33°04'34.56" E			
	P.R.C. 13+97.87	7055497.1525	2342143.5696	N 33°04'34.56" E			
NBXR114_2	P.I. 16+53.09	7055711.0089	2342282.8547	2°04'26.13" LT	510.38	255.22	14100.00
	P.T. 19+08.25	7055929.7658	2342414.3093	N 31°00'08.43" E			
	P.C. 19+08.25	7055929.7658	2342414.3093	N 31°00'08.43" E			
NBXR114_3	P.I. 21+75.06	7056158.4644	2342551.7379	5°21'36.20" RT	533.24	266.81	5700.00
	P.T. 24+41.49	7056373.3251	2342709.9294	N 36°21'44.64" E			
	P.C. 25+76.19	7056481.7972	2342789.7921	N 36°21'44.64" E			
NBXR114_4	P.I. 27+26.34	7056602.7090	2342878.8136	6°00'00.00" LT	300.02	150.15	2865.00
	P.T. 28+76.21	7056732.2638	2342954.7087	N 33°21'44.64" E			

	STATION	COORDINATE N	COORDINATE E	BEARING/DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
NBERLIT (DESIGN SPEED: 50 MPH)							
	P.C. 10+00.00	7057332.4126	2343306.2846	N 30°21'44.64" E			
NBERLIT_1	P.I. 11+13.46	7057430.3093	2343363.6340	2°00'00.00" LT	226.89	113.46	6500.00
	P.T. 12+26.89	7057530.1478	2343417.5318	N 28°21'44.64" E			
	P.C. 13+74.16	7057659.7399	2343487.4921	N 28°21'44.64" E			
NBERLIT_2	P.I. 19+73.93	7058187.5128	2343772.4104	8°10'05.14" RT	1197.51	599.77	8400.00
	P.T. 25+71.67	7058669.4511	2344129.4231	N 36°31'49.78" E			
NBXRDEW (DESIGN SPEED: 50 MPH)							
	P.C. 10+00.00	7060158.2182	2345246.4551	N 37°09'44.34" E			
NBXRDEW_1	P.I. 11+89.12	7060308.9319	2345360.6968	2°34'46.17" RT	378.17	189.12	8400.00
	P.T. 13+78.17	7060454.3513	2345481.6058	N 39°44'30.50" E			
	P.C. 21+78.70	7061069.8995	2345993.4029	N 39°44'30.50" E			
NBXRDEW_2	P.I. 22+58.53	7061131.2895	2346044.4455	8°41'46.87" RT	159.37	79.84	1050.00
	P.R.C. 23+38.06	7061184.2561	2346104.1834	N 48°26'17.37" E			

	STATION	COORDINATE N	COORDINATE E	BEARING/DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
SBER114 (DESIGN SPEED: 50 MPH)							
	P.C. 10+00.00	7055948.8479	2342146.9263	N 30°21'44.64" E			
SBER114_1	P.I. 12+93.33	7056201.9502	2342295.1974	4°00'00.00" LT	586.43	293.33	8400.00
	P.T. 15+86.43	7056464.7789	2342425.4518	N 26°21'44.64" E			
	P.C. 21+40.55	7056961.2678	2342671.5050	N 26°21'44.64" E			
SBER114_2	P.I. 23+39.59	7057139.6158	2342759.8919	4°00'00.00" RT	397.94	199.05	5700.00
	P.T. 25+38.48	7057311.3638	2342860.5044	N 30°21'44.64" E			
SBXRLIT (DESIGN SPEED: 50 MPH)							
	P.C. 10+00.00	7058702.2046	2343807.7512	N 38°58'26.81" E			
SBXRLIT_1	P.I. 12+88.17	7058926.2399	2343989.0039	2°21'30.26" RT	576.27	288.17	14000.00
	P.T. 15+76.27	7059142.6268	2344179.3221	N 41°19'57.06" E			
	P.C. 17+23.33	7059253.0560	2344276.4477	N 41°19'57.06" E			
SBXRLIT_2	P.I. 20+29.16	7059482.6982	2344478.4243	4°10'12.66" LT	611.38	305.83	8400.00
	P.T. 23+34.72	7059726.4199	2344663.1666	N 37°09'44.34" E			

	STATION	COORDINATE N	COORDINATE E	BEARING/DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
SBERDEW (DESIGN SPEED: 50 MPH)							
	P.C. 10+00.00	7060165.9571	2344996.3380	N 37°09'44.34" E			
SBERDEW_1	P.I. 11+94.04	7060320.5940	2345113.5536	2°38'47.81" LT	388.01	194.04	8400.00
	P.R.C. 13+88.01	7060480.4785	2345223.5038	N 34°30'56.53" E			
	P.R.C. 13+88.01	7060480.4785	2345223.5038	N 34°30'56.53" E			
SBERDEW_2	P.I. 16+25.82	7060676.4203	2345358.2499	1°55'56.81" RT	475.56	237.80	14100.00
	P.T. 18+63.57	7060867.7069	2345499.5268	N 36°26'53.33" E			

PARCEL NUMBER	DENTON COUNTY PROPE	OWNER NAME
SB029	68142	BLUESTONE NATURAL RESOURCES II LLC
SB030	220282	HEI FORT WORTH LP
SB031	773886	CHAMPIONS CIRCLE LLC
SB032	68961	ROANOKE 35/114 PARTNERS LP
SB033	696008	TANGER FORT WORTH LLC
SB034	660602	BUC-EE'S, LTD
SB035	726338	FAT PROPERTIES V LLC
SB036	72631	CHAVEZ GROUP FORT WORTH LLC
SB037	726340	OLD SHEPARD PLACE LTD
SB038	726339	CS 1988 LLC
SB039	265376	FW SPORTS AUTH INC
NB014	68955	KUMAR, PUSKOOR M MD & RAO, ASHOO N MD
NB015	160667	NORTHLAKE LODGING DEVELOPMENT INC
NB016	223160	CLEAR CREEK RETAIL LLC
NB017	223161	CLEAR CREEK RETAIL LLC
NB018	223162	CLEAR CREEK RETAIL LLC
NB019	192966	FWH SPEEDWAY INVESTMENTS LLC
NB020	192967	POP HOLDINGS, LP
NB021	258611	WYCLIFF-SPEEDWAY LTB
NB022	669373	QT SOUTH LLC
NB023	211654	VICTRON STORES LP
NB024	331568	BIG DIAMOND INC

	STATION	COORDINATE N	COORDINATE E	BEARING/DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
X-114LUT							
	P.C. 11+15.82	7059445.0639	2344779.9148	N 37°09'44.34" E			
X-114LUT_1	P.I. 12+46.40	7059549.1252	2344858.7938	130°38'34.43" LT	136.81	130.58	60.00
	P.T. 12+52.63	7059541.1978	2344728.4566	S 86°31'09.90" W			
	P.C. 15+03.51	7059525.9667	2344478.0378	S 86°31'09.90" W			
X-114LUT_2	P.I. 15+24.23	7059524.7090	2344457.3600	36°57'07.47" LT	39.99	20.72	62.00
	P.C.C. 15+43.50	7059511.2735	2344441.5915	S 49°34'02.43" W			
	P.C.C. 15+43.50	7059511.2735	2344441.5915	S 49°34'02.43" W			
X-114LUT_3	P.I. 15+87.19	7059482.9388	2344408.3368	12°24'18.10" LT	87.04	43.69	402.00
	P.T. 16+30.53	7059448.1219	2344381.9454	S 37°09'44.34" W			
X-114RUT							
	P.C. 11+15.39	7060101.2717	2344907.1519	S 37°09'44.34" W			
X-114RUT_1	P.I. 12+43.77	7059998.9655	2344829.6033	129°53'57.54" LT	136.03	128.38	60.00
	P.T. 12+51.42	7060005.0956	2344957.8327	N 87°15'46.80" E			
	P.C. 14+84.47	7060016.2241	2345190.6173	N 87°15'46.80" E			
X-114RUT_2	P.I. 15+05.85	7060017.2449	2345211.9713	38°02'58.76" LT	41.17	21.38	62.00
	P.C.C. 15+25.64	7060031.2102	2345228.1578	N 49°12'48.04" E			
	P.C.C. 15+25.64	7060031.2102	2345228.1578	N 49°12'48.04" E			
X-114RUT_3	P.I. 15+68.08	7060058.9293	2345260.2858	12°03'03.70" LT	84.55	42.43	402.00
	P.T. 16+10.20	7060092.7452	2345285.9185	N 37°09'44.34" E			

	STATION	COORDINATE N	COORDINATE E	BEARING/DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
NBFR (DESIGN SPEED: 45 MPH)							
	P.C. 50+57.38	7050245.4454	2339192.8805	N 30°21'44.64" E			
NBFR_1	P.I. 52+50.79	7050412.3298	2339290.6439	3°24'31.47" LT	386.71	193.41	6500.00
	P.R.C. 54+44.09	7050584.7319	2339378.3115	N 26°57'13.17" E			
	P.R.C. 54+44.09	7050584.7319	2339378.3115	N 26°57'13.17" E			
NBFR_2	P.I. 56+37.50	7050757.1340	2339465.9792	3°24'31.47" RT	386.71	193.41	6500.00
	P.T. 58+30.80	7050924.0184	2339563.7426	N 30°21'44.64" E			
	P.C. 135+05.62	7057546.2009	2343443.1145	N 30°21'44.64" E			
NBFR_3	P.I. 138+91.78	7057879.4029	2343638.3091	6°47'59.70" RT	771.43	386.17	6500.00
	P.T. 142+77.04	7058187.1494	2343871.5826	N 37°09'44.34" E			

	STATION	COORDINATE N	COORDINATE E	BEARING/DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
SBFR (DESIGN SPEED: 45 MPH)							
	P.C. 53+95.23	7050753.4573	2338994.4482	N 30°21'44.64" E			
SBFR_1	P.I. 55+28.96	7050868.8419	2339062.0422	2°21'25.85" RT	267.41	133.73	6500.00
	P.R.C. 56+62.65	7050981.3488	2339134.3247	N 32°43'10.49" E			
	P.R.C. 56+62.65	7050981.3488	2339134.3247	N 32°43'10.49" E			
SBFR_2	P.I. 57+96.37	7051093.8558	2339206.6072	2°21'25.85" LT	267.41	133.73	6500.00
	P.T. 59+30.06	7051209.2404	2339274.2012	N 30°21'44.64" E			
	P.C. 134+01.85	7057656.2414	2343050.9493	N 30°21'44.64" E			
SBFR_3	P.I. 137+88.02	7057989.4434	2343246.1439	6°47'59.70" RT	771.43	386.17	6500.00
	P.T. 141+73.28	7058297.1899	2343479.4173	N 37°09'44.34" E			
	P.C. 171+59.39	7060676.9061	2345283.2545	N 37°09'44.34" E			
SBFR_4	P.I. 172+60.58	7060757.5462	2345344.3801	2°19'07.53" RT	202.35	101.19	5000.00
	P.T. 173+61.74	7060835.6472	2345408.7183	N 39°28'51.87" E			
	P.C. 177+36.16	7061124.6402	2345646.7855	N 39°28'51.87" E			
SBFR_5	P.I. 178+37.03	7061202.4950	2345710.9208	2°18'41.23" LT	201.71	100.87	5000.00
	P.T. 179+37.88	7061282.8732	2345771.8641	N 37°10'10.64" E			

SUPERELEVATION				
ALIGNMENT	STATION	LT	RT	DESCRIPTION
NBML01A2	1136+30.00	-2.50%	-2.50%	BEGIN TRANSITION
	1136+70.00	-3.00%	-3.00%	END TRANSITION, BEGIN FULL SUPER
	1144+50.00	-3.00%	-3.00%	END FULL SUPER, BEGIN TRANSITION
	1148+00.00	2.00%	2.00%	END TRANSITION, BEGIN FULL SUPER
	1149+70.00	2.00%	2.00%	END FULL SUPER, BEGIN TRANSITION
	1153+50.00	-2.50%	-2.50%	END TRANSITION
SBML01A2	2129+40.00	2.50%	2.50%	BEGIN TRANSITION
	2132+70.00	-3.00%	-3.00%	END TRANSITION, BEGIN FULL SUPER
	2142+40.00	-3.00%	-3.00%	END FULL SUPER, BEGIN TRANSITION
	2145+70.00	2.50%	2.50%	END TRANSITION
NBERLIT	20+30.00	-2.00%	-2.00%	BEGIN TRANSITION
	20+80.00	-3.00%	-3.00%	END TRANSITION
SBER114	15+50.00	2.50%	2.50%	BEGIN TRANSITION
	16+00.00	2.00%	2.00%	END TRANSITION
SBXRLIT	16+90.00	2.00%	2.00%	BEGIN TRANSITION
	17+40.00	2.50%	2.50%	END TRANSITION
NBXR114	20+40.00	-2.50%	-2.50%	BEGIN TRANSITION
	20+90.00	-2.00%	-2.00%	END TRANSITION

NOTE:
1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

LEGEND:

- 🟨 Proposed Mainlanes
- 🟩 Proposed Frontage Roads / Cross Streets
- 🟦 Proposed Ramps
- 🟧 Proposed Concrete Bridge
- 🟪 Proposed Sidewalk
- Existing Pave (By Others)
- Existing Bridge (By Others)
- Existing Sidewalk (By Others)
- Existing 100-Year Floodplain
- ▨ Existing Pavement Removal
- ▨ Existing Pavement Removal (By Others)
- Proposed Retaining Wall
- Existing ROW
- Proposed Access Denial
- Proposed Drainage Structure
- Existing Drainage Structure
- Existing Drainage Easement
- Centerline / Baseline
- Property Line
- City Limits
- Parcel Number
- Proposed Flow Line
- Existing Flow Line
- Proposed COSS
- Proposed OSB
- Existing COSS (By Others)
- Existing OSB (By Others)

NOTES:

1. TYPICAL SECTIONS ARE NOT TO SCALE. DIMENSIONS ARE TO FACE OF CURB
2. CONTROL OF ACCESS TO BE DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT) AND FINALIZED THROUGH PERMIT PROCESS.
3. PROPOSED NOISE WALLS DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT). THE NOISE ANALYSIS HAS BEEN APPROVED AND FONSI ISSUED JULY 2020.
4. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDESTREETS OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.
5. WATER SURFACE ELEVATIONS SHOWN ARE 100 YEAR ELEVATIONS FROM FEMA MAPS AND FR PROJECT.
6. SURVEY (DEC. 2017) AND SUE (OCT. 2018) PROVIDED BY TxDOT. ROW PROVIDED UNDER SEPARATE CONTRACT (FR PROJECT).
7. HORIZONTAL BASE LINE ALIGNMENTS BY OTHERS ARE SHOWN FOR REFERENCE. CURVE DATA IS NOT INCLUDED.
8. SEE IH35W SIGN SCHEMATIC FOR LARGE SIGNS.
9. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM DENTON COUNTY APPRAISAL DISTRICT (APRIL 30, 2019).
10. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC
IH 35W - MAINLANE PROJECT
DENTON COUNTY
IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E
CSJ / CSJ LIMITS
0081-13-054 FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058 FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050 FROM SH 114 TO SOUTH OF IH 35E
0353-02-062 IH 35W/SH 114 INTERCHANGE IMPROVEMENTS
ROADWAY TYPE / DESIGN SPEED
MAINLANES 70 MPH
MANAGED LANE RAMPS 70 MPH
RAMPS 50 MPH
FRONTAGE ROADS 45 MPH
CROSS STREETS (MINIMUM) 30 MPH
HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW
NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.
DATE APPROVED
DATE SUBMITTED
DATE REVISED
DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.
SERIAL NO. 101321
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 4 OF 30
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420
Texas Department of Transportation
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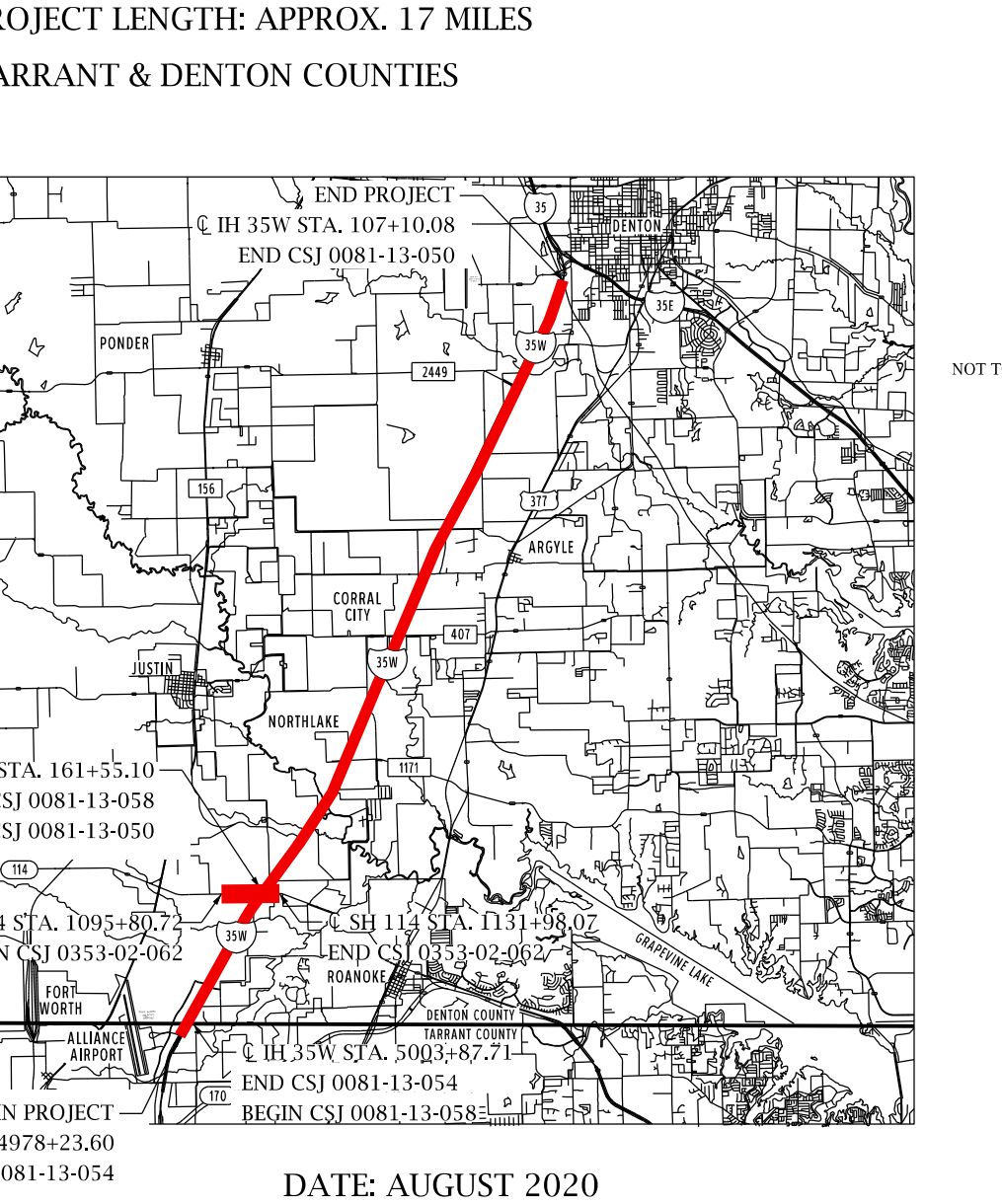


TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC

IH 35W - MAINLANE PROJECT
DENTON COUNTY

IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE
TO SOUTH OF IH 35E

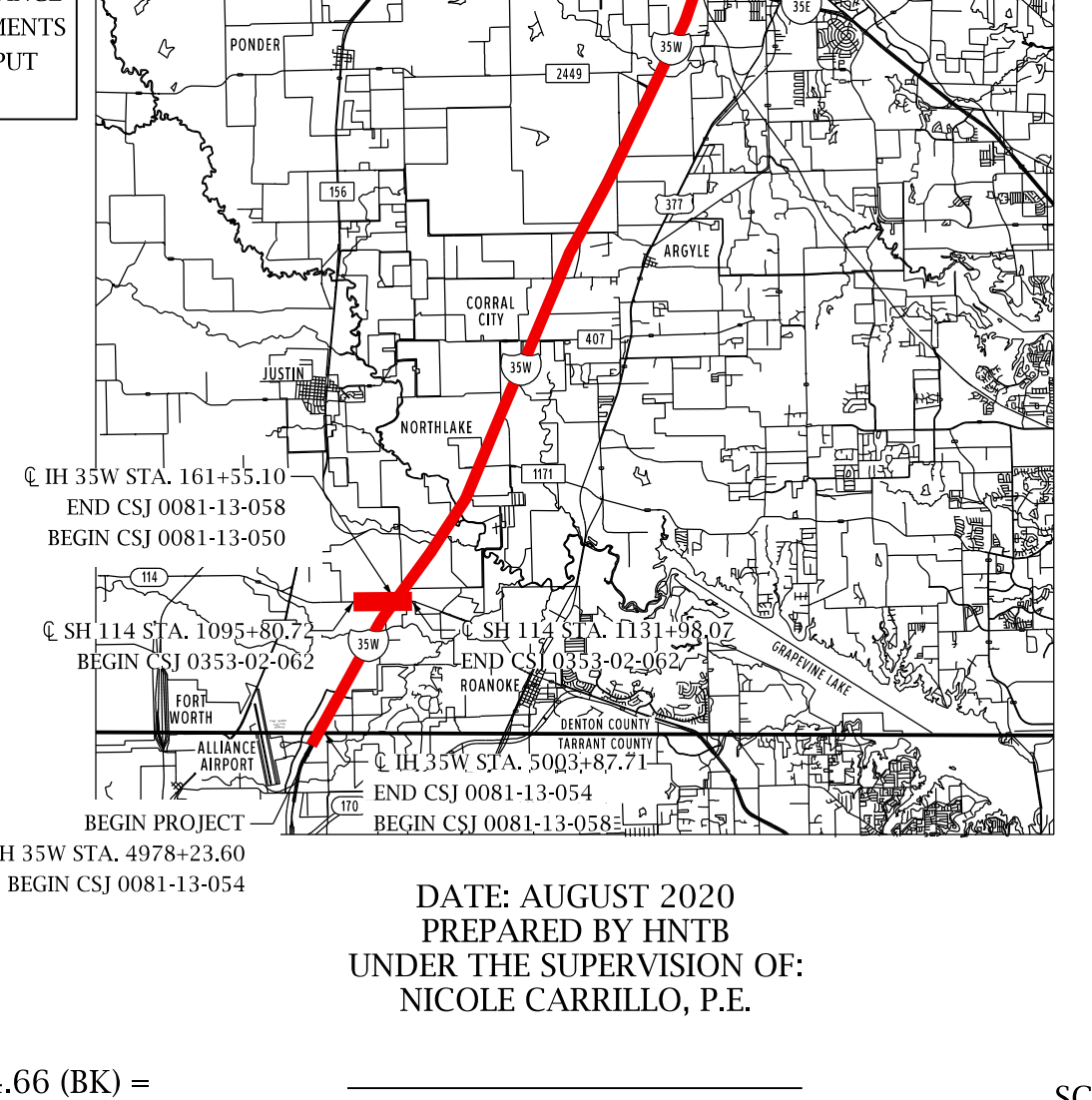
CSJ	CSJ LIMITS
0081-13-054	FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058	FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050	FROM SH 114 TO SOUTH OF IH 35E
0353-02-062	IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
MANAGED LANE RAMPS	70 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES

PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.



END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+80.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
PONDER
NORTHLAKE
ROANOKE
CORRAL CITY
ARGYLE
NOT TO SCALE

DATE APPROVED ____
DATE SUBMITTED ____
DATE REVISED ____

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.

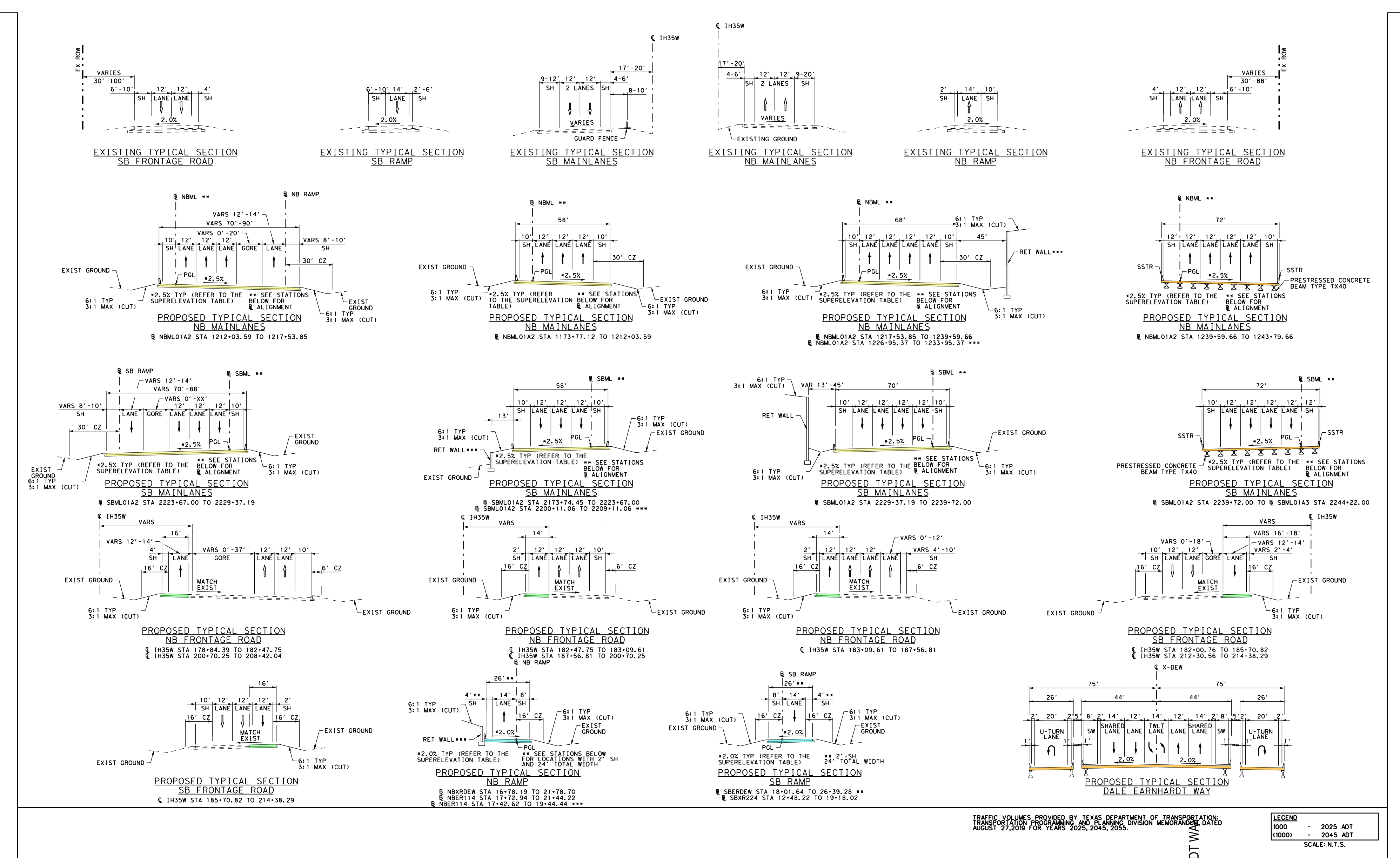
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

SERIAL NO. 101321

SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 5 OF 30

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

Texas Department of Transportation


EXISTING TYPICAL SECTION SB FRONTAGE ROAD

EXISTING TYPICAL SECTION SB RAMP

EXISTING TYPICAL SECTION SB MAINLANES

EXISTING TYPICAL SECTION NB MAINLANES

EXISTING TYPICAL SECTION NB RAMP

EXISTING TYPICAL SECTION NB FRONTAGE ROAD

PROPOSED TYPICAL SECTION NB MAINLANES
℄ NBML01A2 STA 1212+03.59 TO 1217+53.85

PROPOSED TYPICAL SECTION NB MAINLANES
℄ NBML01A2 STA 1173+77.12 TO 1212+03.59

PROPOSED TYPICAL SECTION NB MAINLANES
℄ NBML01A2 STA 1217+53.85 TO 1239+59.66
℄ NBML01A2 STA 1226+95.37 TO 1233+95.37 ***

PROPOSED TYPICAL SECTION NB MAINLANES
℄ NBML01A2 STA 1239+59.66 TO 1243+79.66

PROPOSED TYPICAL SECTION SB MAINLANES
℄ SBML01A2 STA 2223+67.00 TO 2229+37.19

PROPOSED TYPICAL SECTION SB MAINLANES
℄ SBML01A2 STA 2173+74.45 TO 2223+67.00
℄ SBML01A2 STA 2200+11.06 TO 2209+11.06 ***

PROPOSED TYPICAL SECTION SB MAINLANES
℄ SBML01A2 STA 2229+37.19 TO 2239+72.00

PROPOSED TYPICAL SECTION SB MAINLANES
℄ SBML01A2 STA 2239+72.00 TO ℄ SBML01A3 STA 2244+22.00

PROPOSED TYPICAL SECTION NB FRONTAGE ROAD
℄ IH35W STA 178+84.39 TO 182+47.75
℄ IH35W STA 200+70.25 TO 208+42.04

PROPOSED TYPICAL SECTION NB FRONTAGE ROAD
℄ IH35W STA 182+47.75 TO 183+09.61
℄ IH35W STA 187+56.81 TO 200+70.25

PROPOSED TYPICAL SECTION NB FRONTAGE ROAD
℄ IH35W STA 183+09.61 TO 187+56.81

PROPOSED TYPICAL SECTION SB FRONTAGE ROAD
℄ IH35W STA 182+00.76 TO 185+70.82
℄ IH35W STA 212+30.56 TO 214+38.29

PROPOSED TYPICAL SECTION SB FRONTAGE ROAD
℄ IH35W STA 185+70.82 TO 214+38.29

PROPOSED TYPICAL SECTION NB RAMP
℄ NBXRDEW STA 16+78.19 TO 21+78.70
℄ NBER114 STA 17+72.94 TO 21+44.22
℄ NBER114 STA 17+42.62 TO 19+44.44 ***

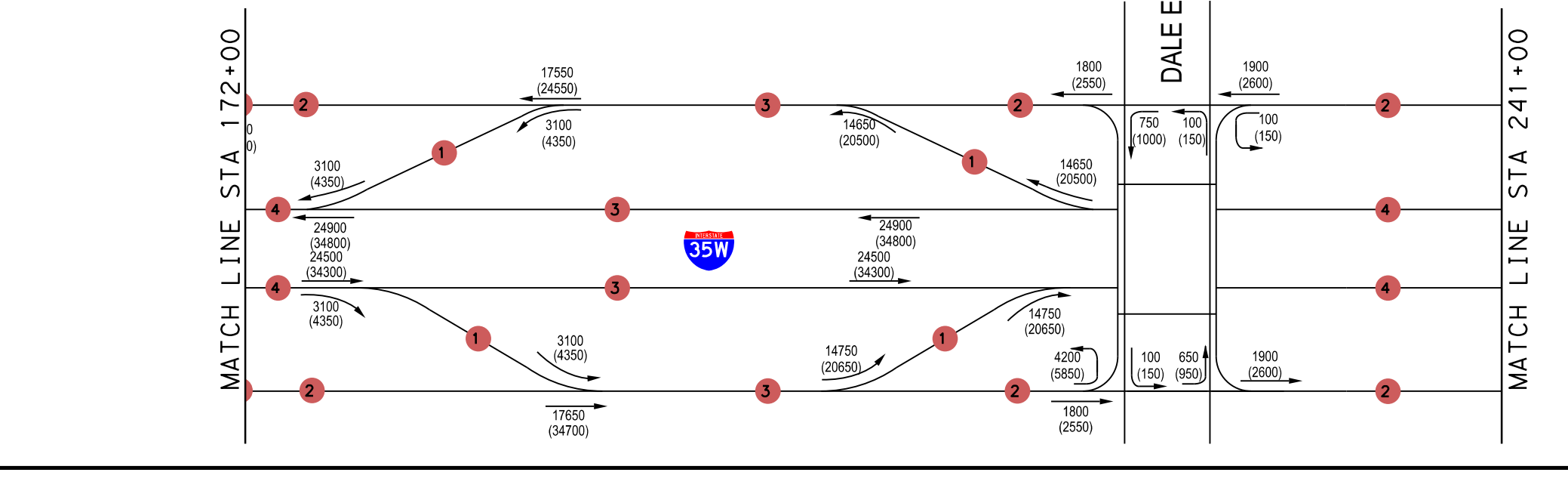
PROPOSED TYPICAL SECTION SB RAMP
℄ SBERDEW STA 18+01.64 TO 26+39.28 **
℄ SBXR224 STA 12+48.22 TO 19+18.02

PROPOSED TYPICAL SECTION DALE EARNHARDT WAY

*2.5% TYP (REFER TO THE SUPERELEVATION TABLE)
** SEE STATIONS BELOW FOR ℄ ALIGNMENT
*2.0% TYP (REFER TO THE SUPERELEVATION TABLE)
** SEE STATIONS BELOW FOR LOCATIONS WITH 2' SH AND 24' TOTAL WIDTH
** 2'-SH 24' TOTAL WIDTH
EXIST GROUND
6:1 TYP
3:1 MAX (CUT)
RET WALL***
PRESTRESSED CONCRETE BEAM TYPE TX40
SSTR
SH
LANE
GORE
PGL
30' CZ
16' CZ
MATCH EXIST
U-TURN LANE
SHARED LANE
TWLT LANE
SW
GUARD FENCE
EX ROW

TRAFFIC VOLUMES PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION: TRANSPORTATION PROGRAMMING AND PLANNING DIVISION MEMORANDUM DATED AUGUST 27,2019 FOR YEARS 2025, 2045, 2055.

LEGEND
1000 - 2025 ADT
(1000) - 2045 ADT
SCALE: N.T.S.



MATCH LINE STA 172+00
MATCH LINE STA 241+00
DALE EARNHARDT WAY
35W
17550
(24550)
3100
(4350)
24900
(34800)
24500
(34300)
14650
(20500)
14750
(20650)
1800
(2550)
1900
(2600)
750
(1000)
100
(150)
650
(950)
4200
(5850)
17650
(34700)

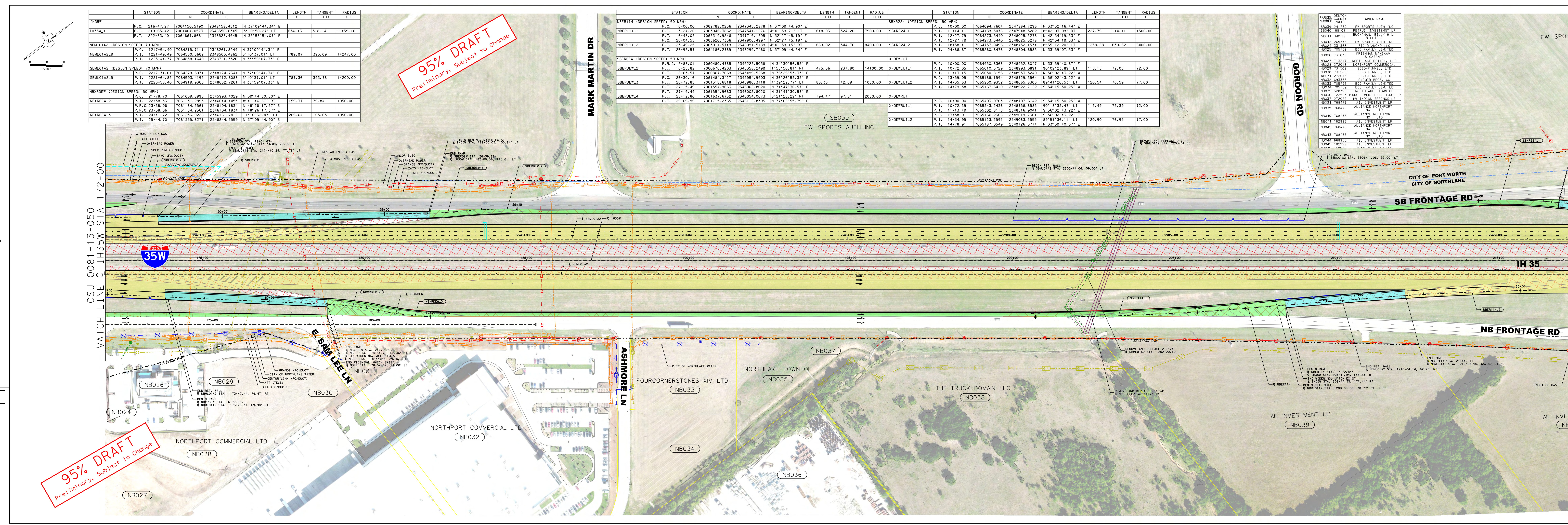
95% DRAFT
Preliminary, Subject to Change

	STATION	COORDINATE N	COORDINATE E	BEARING/DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
IH35W							
	P.C. 216+47.27	7064150.5190	2348158.4512	N 37°09'44.34" E			
IH35W_4	P.I. 219+65.42	7064404.0573	2348350.6345	3°10'50.27" LT	636.13	318.14	11459.16
	P.T. 222+83.40	7064667.8681	2348528.4545	N 33°58'54.07" E			
NBML01A2 (DESIGN SPEED: 70 MPH)							
	P.C. 1217+54.40	7064215.7111	2348261.8244	N 37°09'44.34" E			
NBML01A2_9	P.I. 1221+49.49	7064530.5662	2348500.4862	3°10'37.01" LT	789.97	395.09	14247.00
	P.T. 1225+44.37	7064858.1640	2348721.3320	N 33°59'07.33" E			
SBML01A2 (DESIGN SPEED: 70 MPH)							
	P.C. 2217+71.04	7064279.6031	2348174.7344	N 37°09'44.34" E			
SBML01A2_5	P.I. 2221+64.82	7064593.4195	2348412.6088	3°10'37.01" LT	787.36	393.78	14200.00
	P.T. 2225+58.40	7064919.9366	2348632.7261	N 33°59'07.33" E			
NBXRDEW (DESIGN SPEED: 50 MPH)							
	P.C. 21+78.70	7061069.8995	2345993.4029	N 39°44'30.50" E			
NBXRDEW_2	P.I. 22+58.53	7061131.2895	2346044.4455	8°41'46.87" RT	159.37	79.84	1050.00
	P.R.C. 23+38.06	7061184.2561	2346104.1834	N 48°26'17.37" E			
	P.R.C. 23+38.06	7061184.2561	2346104.1834	N 48°26'17.37" E			
NBXRDEW_3	P.I. 24+41.72	7061253.0228	2346181.7412	11°16'32.47" LT	206.64	103.65	1050.00
	P.T. 25+44.70	7061335.6271	2346244.3559	N 37°09'44.90" E			

	STATION	COORDINATE N	COORDINATE E	BEARING/DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
NBER114 (DESIGN SPEED: 50 MPH)							
	P.C. 10+00.00	7062788.0256	2347345.2878	N 37°09'44.90" E			
NBER114_1	P.I. 13+24.20	7063046.3862	2347541.1276	4°41'59.71" LT	648.03	324.20	7900.00
	P.T. 16+48.03	7063319.9246	2347715.1395	N 32°27'45.19" E			
	P.C. 20+04.55	7063620.7336	2347906.4997	N 32°27'45.19" E			
NBER114_2	P.I. 23+49.25	7063911.5749	2348091.5189	4°41'59.15" RT	689.02	344.70	8400.00
	P.T. 26+93.57	7064186.2789	2348299.7460	N 37°09'44.34" E			
SBERDEW (DESIGN SPEED: 50 MPH)							
	P.R.C. 13+88.01	7060480.4785	2345223.5038	N 34°30'56.53" E			
SBERDEW_2	P.I. 16+25.82	7060676.4203	2345358.2499	1°55'56.81" RT	475.56	237.80	14100.00
	P.T. 18+63.57	7060867.7069	2345499.5268	N 36°26'53.33" E			
	P.C. 26+30.16	7061484.3427	2345954.9503	N 36°26'53.33" E			
SBERDEW_3	P.I. 26+72.85	7061518.6818	2345980.3118	4°39'22.77" LT	85.33	42.69	1050.00
	P.T. 27+15.49	7061554.9663	2346002.8020	N 31°47'30.57" E			
	P.T. 27+15.49	7061554.9663	2346002.8020	N 31°47'30.57" E			
SBERDEW_4	P.I. 28+12.80	7061637.6752	2346054.0673	5°21'25.22" RT	194.47	97.31	2080.00
	P.T. 29+09.96	7061715.2365	2346112.8305	N 37°08'55.79" E			

	STATION	COORDINATE N	COORDINATE E	BEARING/DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
SBXR224 (DESIGN SPEED: 50 MPH)							
	P.C. 10+00.00	7064094.7604	2347884.7296	N 33°52'16.44" E			
SBXR224_1	P.I. 11+14.11	7064189.5078	2347948.3282	8°42'03.09" RT	227.79	114.11	1500.00
	P.T. 12+27.79	7064273.5440	2348025.5278	N 42°34'19.53" E			
	P.T. 12+27.79	7064273.5440	2348025.5278	N 42°34'19.53" E			
SBXR224_2	P.I. 18+58.41	7064737.9496	2348452.1534	8°35'12.20" LT	1258.88	630.62	8400.00
	P.T. 24+86.67	7065260.8476	2348804.6583	N 33°59'07.33" E			
X-DEWLUT							
	P.C. 10+00.00	7064950.8368	2348952.8047	N 33°59'40.67" E			
X-DEWLUT_1	P.I. 10+72.05	7065010.5729	2348993.0891	90°02'23.89" LT	113.15	72.05	72.00
	P.T. 11+13.15	7065050.8156	2348933.3249	N 56°02'43.22" W			
	P.C. 13+59.05	7065188.1594	2348729.3564	N 56°02'43.22" W			
X-DEWLUT_2	P.I. 14+35.63	7065230.9352	2348665.8303	89°41'26.53" LT	120.54	76.59	77.00
	P.T. 14+79.58	7065167.6410	2348622.7122	S 34°15'50.25" W			
X-DEWRUT							
	P.C. 10+00.00	7065403.0703	2348797.6142	S 34°15'50.25" W			
X-DEWRUT_1	P.I. 10+72.39	7065343.2436	2348756.8583	90°18'33.47" LT	113.49	72.39	72.00
	P.T. 11+13.49	7065302.8113	2348816.9041	S 56°02'43.22" E			
	P.C. 13+58.01	7065166.2368	2349019.7301	S 56°02'43.22" E			
X-DEWRUT_2	P.I. 14+34.95	7065123.2595	2349083.5555	89°57'36.11" LT	120.90	76.95	77.00
	P.T. 14+78.91	7065187.0549	2349126.5774	N 33°59'40.67" E			

PARCEL NUMBER	DENTON COUNTY PROPE	OWNER NAME
SB039	241779	FW SPORTS AUTH INC
SB040	68107	PETRUS INVESTEMNT LP
SB041	68512	BUCHANAN, BILLY H & BILLIE F
SB042	265376	FW SPORTS AUTH INC
NB024	331368	BIG DIAMOND LLC
NB025	705732	BDC FAMILY LIMITED
NB026	731030	KRISHNAN MANIKAM & CASANTI
NB027	713217	NORTHLAKE RETAIL, LLC
NB028	272018	NORTHPORT COMMERCIAL
NB029	731509	SCSD-FINNEL, LTD
NB030	731508	SCSD-FINNEL, LTD
NB031	272015	SCSD-FINNEL, LTD
NB032	693356	FARMER BROS. CO
NB033	705732	BDC FAMILY LIMITED
NB034	705732	BDC FAMILY LIMITED
NB035	528796	NORTHLAKE, TOWN OF
NB036	122523	HYDRO CONDUIT OF TEXAS LP
NB037	272022	HW INDIAN SPRINGS LP
NB038	768479	AIL INVESTMENT LP
NB039	768478	ALLIANCE NORTHPORT NO 1 LTD
NB040	768478	ALLIANCE NORTHPORT NO 1 LTD
NB041	182996	AIL INVESTMENT LP
NB042	768478	ALLIANCE NORTHPORT NO 1 LTD
NB043	768478	ALLIANCE NORTHPORT NO 1 LTD
NB044	668955	AIL INVESTMENT LP
NB045	182999	AIL INVESTMENT LP



0 50 100
1"=100'
MATCH LINE ℄ IH35W STA 172+00
CSJ 0081-13-050
MATCH LINE ℄ IH35W STA 241+00
CSJ 0081-13-050
35W
IH 35
SB FRONTAGE RD
NB FRONTAGE RD
MARK MARTIN DR
GORDON RD
DALE EARNHARDT WAY
CATHERINE BRANCH
E. SAM LEE LN
ASHMORE LN
CITY OF FORT WORTH
CITY OF NORTHLAKE
UNINCORPERATED DENTON COUNTY
CITY OF FORT WORTH UNINCORPERATED DENTON COUNTY
FW SPORTS AUTH INC
SB039
PETRUS INVESTMENT LP
SB040
SB041
SB042
NB024
NB026
NB027
NORTHPORT COMMERCIAL LTD
NB028
NB029
NB030
NB031
NB032
FOURCORNERSTONES XIV LTD
NB033
NB034
NORTHLAKE, TOWN OF
NB035
NB036
NB037
THE TRUCK DOMAIN LLC
NB038
AIL INVESTMENT LP
NB039
NB040
NB041
NB042
NB043
NB044
NB045
NB046
NB047
ATMOS ENERGY GAS
ATT (TELE)
OVERHEAD POWER
SPECTRUM (FO/DUCT)
ZAYO (FO/DUCT)
NUSTAR ENERGY GAS
ONCOR ELEC
GRANDE (FO/DUCT)
CITY OF NORTHLAKE WATER
CENTURYLINK (FO/DUCT)
ATT (FO/DUCT)
ENBRIDGE GAS
TARGA GAS
CONTOUR PIPELINE GAS
QUICKSILVER RESOURCES GAS
BLUESTONE NR POTABLE WATER
CONSERV POWER
TXDOT ELECTRIC
WARNING GAS LINES
EXISTING ROW
EXISTING EASEMENT
BEGIN RAMP
℄ SBERDEW STA. 18+01.63=
℄ SBML01A2 STA. 2173+74.04, 70.00' LT
END RET. WALL
℄ SBML01A2 STA. 2174+10.24, 77.78' LT
BEGIN WIDENING, MATCH EXIST
℄ IH35W STA. 182+00.03, 155.24' LT
END RAMP
℄ SBERDEW STA. 26+39.28=
℄ IH35W STA. 182+00.56, 155.61' LT
BEGIN RET. WALL
℄ SBML01A2 STA. 2200+11.06, 59.00' LT
END RET. WALL
℄ SBML01A2 STA. 2209+11.06, 59.00' LT
REMOVE AND REPLACE 2-7'x4'
℄ SBML01A2 STA. 2203+01.66
END WIDENING, MATCH EXIST
℄ IH35W STA. 216+87.02, 193.36' LT
BEGIN RAMP
℄ SBXR224 STA. 12+47.82 +
℄ IH35W STA. 216+85.97, 178.28' LT
EXIST 6'x6' SBC
℄ SBXR224 STA. 15+73.85
EXIST 6'x6' SBC
℄ SBML01A2 STA. 2221+29.92
END RAMP
℄ SBXR224 STA. 19+18.28=
℄ SBML01A2 STA. 2223+68.09, 65.97' LT
BEGIN RET. WALL
℄ SBML01A2 STA. 2227+12.15, 106.03' LT
BEGIN CONSTRUCTION, MATCH CSJ 0081-13-065
℄ X-DEW STA. 21+01.59
BEGIN BRIDGE
℄ X-DEW STA. 21+37.43
℄ SBML01A2 STA. 2229+06.86=
℄ X-DEW STA. 22+45.48
END EXISTING BRIDGE
℄ SBML01A2 STA. 13+04.02
BEGIN EXISTING BRIDGE
℄ SBFR01 STA. 238+55.00
END RET. WALL
℄ SBML01A2 STA. 2238+76.10, 70.99' LT
END RAMP
℄ NBXRDEW STA. 21+79.05=
℄ NBFR STA. 178+54.70, 62.46' RT
BEGIN WIDENING, MATCH EXIST
END WIDENING, MATCH EXIST
℄ NBFR STA. 178+54.61, 26.00' LT
END RET. WALL
℄ NBML01A2 STA. 1173+47.44, 79.47' RT
BEGIN RAMP
℄ NBXRDEW STA. 16+77.38=
℄ NBML01A2 STA. 1173+76.31, 69.98' RT
REMOVE AND REPLACE 2-7'x4'
℄ NBML01A2 STA. 1202+20.10
REMOVE AND REPLACE 2-7'x4'
℄ NBER114 STA. 11+73.17
BEGIN RAMP
℄ NBER114 STA. 17+72.84=
℄ IH35W STA. 208+41.94, 138.23' RT
END WIDENING, MATCH EXIST
℄ IH35W STA. 208+44.35, 171.44' RT
BEGIN RET. WALL
℄ NBML01A2 STA. 1209+03.00, 78.77' RT
END RET. WALL
℄ NBML01A2 STA. 1210+04.14, 62.23' RT
END RAMP
℄ NBER114 STA. 21+44.21=
℄ NBML01A2 STA. 1212+04.90, 65.96' RT
EXIST 6'x6' SBC
℄ NBML01A2 STA. 1222+24.05
PROP 24" RCP
℄ NBML01A2 STA. 1237+72.68
BEGIN RET. WALL
℄ NBML01A2 STA. 1226+95.37, 103.00' RT
END RET. WALL
℄ NBML01A2 STA. 1233+95.37, 103.00' RT
BEGIN EXISTING BRIDGE
℄ NBFR01 STA. 238+58.00
BEGIN BRIDGE
℄ SBML01A2 STA. 1239+59.66
BEGIN EXISTING BRIDGE
℄ X-DEWLUT STA. 10+75.06
℄ NBML01A2 STA. 1229+94.58=
℄ X-DEW STA. 23+53.48
END BRIDGE
℄ X-DEW STA. 24+62.35
END CONSTRUCTION, MATCH CSJ 0081-13-065
℄ X-DEW STA. 25+04.81
END EXISTING BRIDGE
℄ X-DEWRUT STA. 13+87.80
SBFR01
NBFR01
NBER114
SBERDEW-3
SBERDEW-4
SBXR224_1
SBXR224_2
SBML01A2_5
NBML01A2_9
NBXRDEW_2
NBXRDEW_3
NBER114_1
NBER114_2
IH35W_4
X-DEW
X-DEWLUT
X-DEWRUT

95% DRAFT
Preliminary, Subject to Change

95% DRAFT
Preliminary, Subject to Change

SUPERELEVATION				
ALIGNMENT	STATION	LT	RT	DESCRIPTION
NBXRDEW	16+80.00	-2.50%	-2.50%	BEGIN TRANSITION
	17+30.00	-2.00%	-2.00%	END TRANSITION
NBER114	20+90.00	-2.00%	-2.00%	BEGIN TRANSITION
	21+40.00	-2.50%	-2.50%	END TRANSITION
SBERDEW	18+10.00	2.50%	2.50%	BEGIN TRANSITION
	18+60.00	2.00%	2.00%	END TRANSITION
SBXR224	18+60.00	2.00%	2.00%	BEGIN TRANSITION
	19+10.00	2.50%	2.50%	END TRANSITION

NOTE:
1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

LEGEND:

- 🟨 Proposed Mainlanes
- 🟩 Proposed Frontage Roads / Cross Streets
- 🟦 Proposed Ramps
- 🟧 Proposed Concrete Bridge
- 🟪 Proposed Sidewalk
- ▨ Existing Pave (By Others)
- ▨ Existing Bridge (By Others)
- ▨ Existing Sidewalk (By Others)
- ▨ Existing 100-Year Floodplain
- ▨ Existing Pavement Removal
- ▨ Existing Pavement Removal (By Others)
- Proposed Retaining Wall
- Existing ROW
- Proposed Access Denial
- Proposed Drainage Structure
- Existing Drainage Structure
- Existing Drainage Easement
- Centerline / Baseline
- Property Line
- City Limits
- Parcel Number
- Proposed Flow Line
- Existing Flow Line
- Proposed COSS
- Proposed OSB
- Existing COSS (By Others)
- Existing OSB (By Others)

NOTES:

1. TYPICAL SECTIONS ARE NOT TO SCALE. DIMENSIONS ARE TO FACE OF CURB
2. CONTROL OF ACCESS TO BE DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT) AND FINALIZED THROUGH PERMIT PROCESS.
3. PROPOSED NOISE WALLS DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT). THE NOISE ANALYSIS HAS BEEN APPROVED AND FONSI ISSUED JULY 2020.
4. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDESTREETS OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.
5. WATER SURFACE ELEVATIONS SHOWN ARE 100 YEAR ELEVATIONS FROM FEMA MAPS AND FR PROJECT.
6. SURVEY (DEC. 2017) AND SUE (OCT. 2018) PROVIDED BY TxDOT. ROW PROVIDED UNDER SEPARATE CONTRACT (FR PROJECT).
7. HORIZONTAL BASE LINE ALIGNMENTS BY OTHERS ARE SHOWN FOR REFERENCE. CURVE DATA IS NOT INCLUDED.
8. SEE IH35W SIGN SCHEMATIC FOR LARGE SIGNS.
9. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM DENTON COUNTY APPRAISAL DISTRICT (APRIL 30, 2019).
10. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC
IH 35W - MAINLANE PROJECT
DENTON COUNTY
IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE
TO SOUTH OF IH 35E
CSJ / CSJ LIMITS
0081-13-054 FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058 FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050 FROM SH 114 TO SOUTH OF IH 35E
0353-02-062 IH 35W/SH 114 INTERCHANGE IMPROVEMENTS
ROADWAY TYPE / DESIGN SPEED
MAINLANES 70 MPH
MANAGED LANE RAMPS 70 MPH
RAMPS 50 MPH
FRONTAGE ROADS 45 MPH
CROSS STREETS (MINIMUM) 30 MPH
HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW
NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.
DATE APPROVED
DATE SUBMITTED
DATE REVISED
DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)
SERIAL NO. 101321
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 5 OF 30
HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420
Texas Department of Transportation
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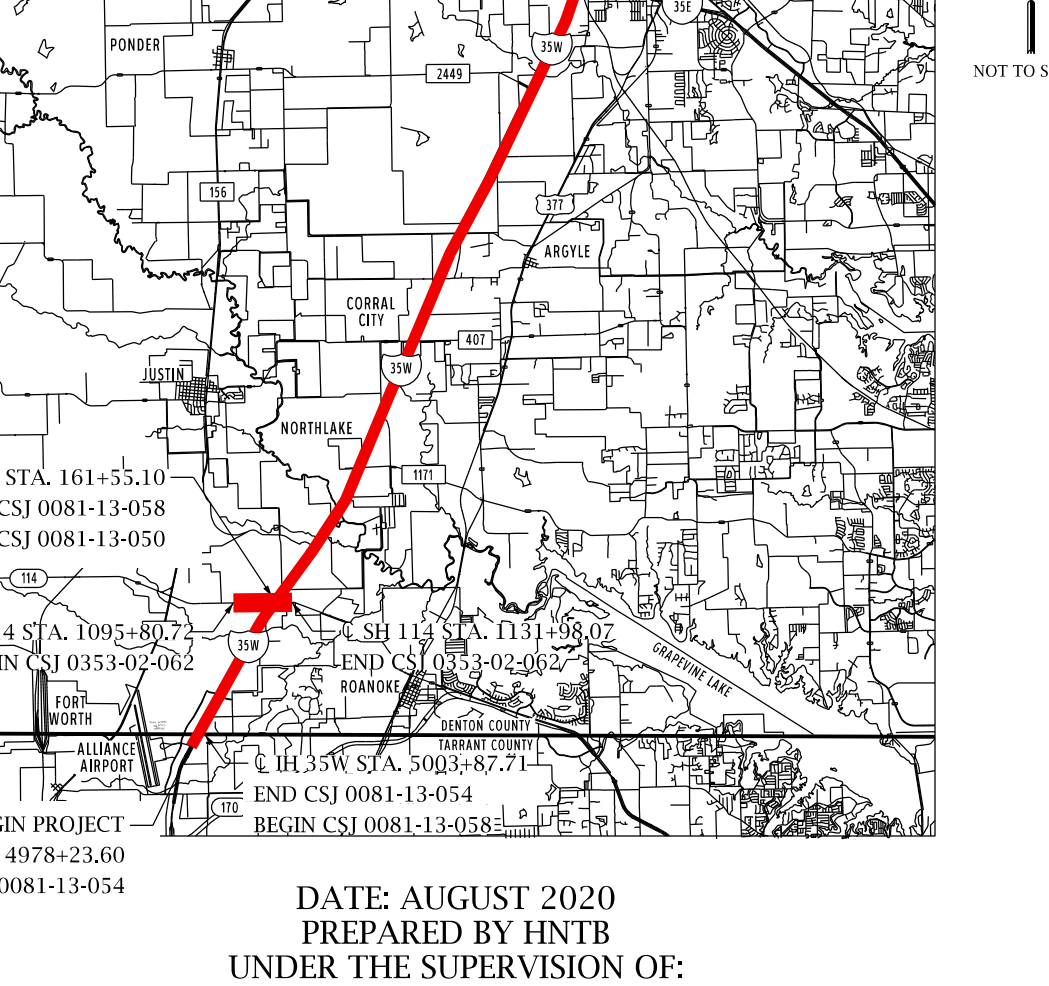


TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC

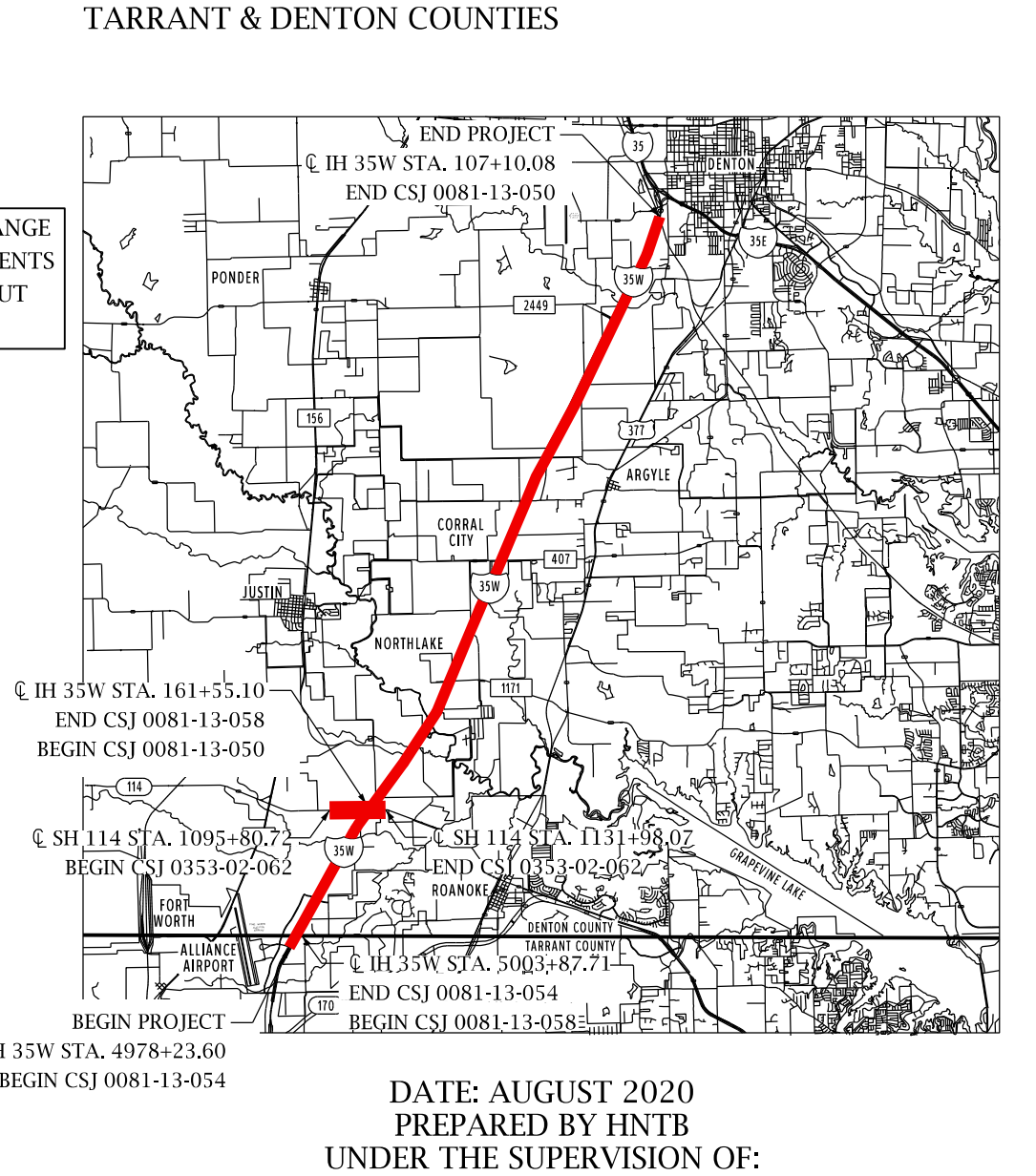
IH 35W - MAINLANE PROJECT
DENTON COUNTY

IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E

CSJ	CSJ LIMITS
0081-13-054	FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058	FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050	FROM SH 114 TO SOUTH OF IH 35E
0353-02-062	IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
MANAGED LANE RAMPS	70 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES


END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+87.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
PONDER
JUSTIN
NORTHLAKE
ROANOKE
ARGYLE
CORRAL CITY
FORT WORTH ALLIANCE AIRPORT
DENTON COUNTY
TARRANT COUNTY
NOT TO SCALE

PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

DATE APPROVED

DATE SUBMITTED

DATE REVISED

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.

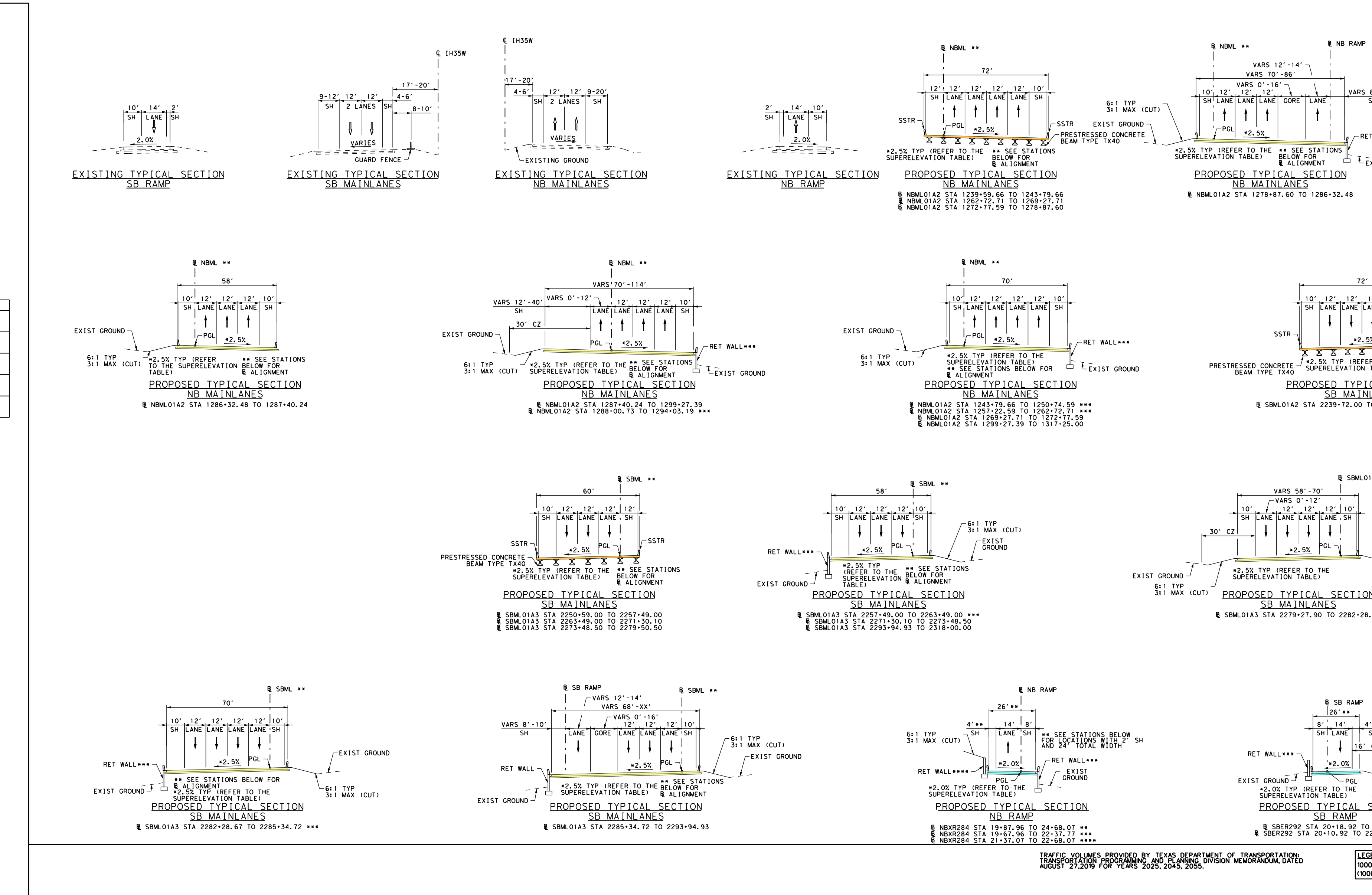
SERIAL NO. 101321

EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 6 OF 30

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

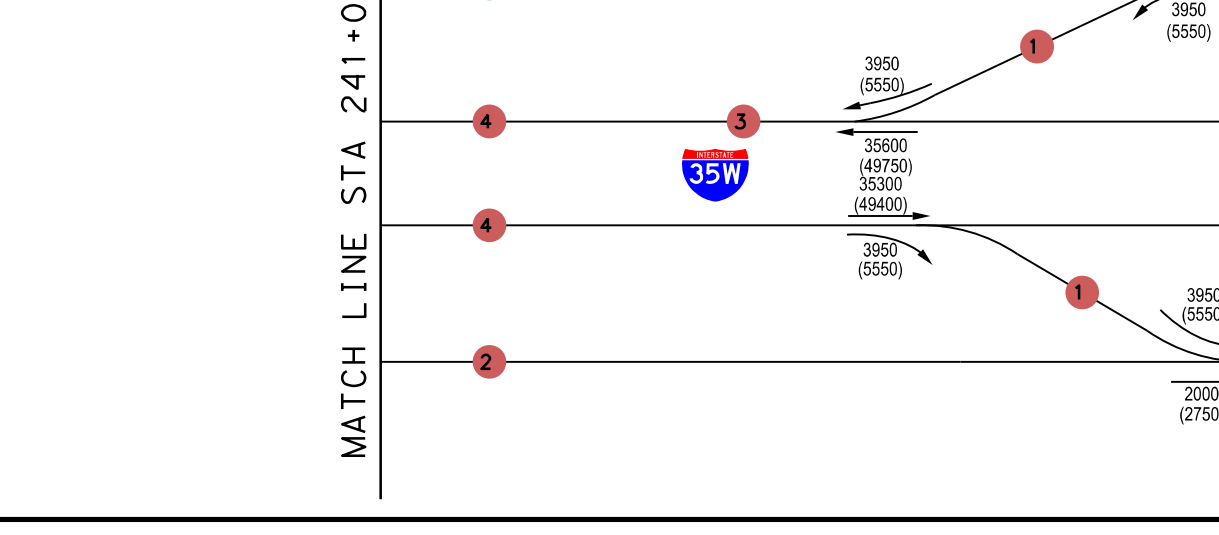
Texas Department of Transportation


EXISTING TYPICAL SECTION
SB RAMP
EXISTING TYPICAL SECTION
SB MAINLANES
EXISTING TYPICAL SECTION
NB MAINLANES
EXISTING TYPICAL SECTION
NB RAMP
PROPOSED TYPICAL SECTION
NB MAINLANES
℄ NBML01A2 STA 1239+59.66 TO 1243+79.66
℄ NBML01A2 STA 1262+72.71 TO 1269+27.71
℄ NBML01A2 STA 1272+77.59 TO 1278+87.60
PROPOSED TYPICAL SECTION
NB MAINLANES
℄ NBML01A2 STA 1278+87.60 TO 1286+32.48
PROPOSED TYPICAL SECTION
NB MAINLANES
℄ NBML01A2 STA 1286+32.48 TO 1287+40.24
PROPOSED TYPICAL SECTION
NB MAINLANES
℄ NBML01A2 STA 1287+40.24 TO 1299+27.39
℄ NBML01A3 STA 1288+00.73 TO 1294+03.19 ***
PROPOSED TYPICAL SECTION
NB MAINLANES
℄ NBML01A2 STA 1243+79.66 TO 1250+74.59 ***
℄ NBML01A2 STA 1257+22.59 TO 1262+72.71 ***
℄ NBML01A2 STA 1269+27.71 TO 1272+77.59
℄ NBML01A2 STA 1299+27.39 TO 1317+25.00
PROPOSED TYPICAL SECTION
SB MAINLANES
℄ SBML01A2 STA 2239+72.00 TO ℄ SBML01A3 2244+22.00
PROPOSED TYPICAL SECTION
SB MAINLANES
℄ SBML01A3 STA 2250+59.00 TO 2257+49.00
℄ SBML01A3 STA 2263+49.00 TO 2271+30.10
℄ SBML01A3 STA 2273+48.50 TO 2279+50.50
PROPOSED TYPICAL SECTION
SB MAINLANES
℄ SBML01A3 STA 2257+49.00 TO 2263+49.00 ***
℄ SBML01A3 STA 2271+30.10 TO 2273+48.50
℄ SBML01A3 STA 2293+94.93 TO 2318+00.00
PROPOSED TYPICAL SECTION
SB MAINLANES
℄ SBML01A3 STA 2279+27.90 TO 2282+28.67
PROPOSED TYPICAL SECTION
SB MAINLANES
℄ SBML01A3 STA 2282+28.67 TO 2285+34.72 ***
PROPOSED TYPICAL SECTION
SB MAINLANES
℄ SBML01A3 STA 2285+34.72 TO 2293+94.93
PROPOSED TYPICAL SECTION
NB RAMP
℄ NBXR284 STA 19+87.96 TO 24+68.07 **
℄ NBXR284 STA 19+67.96 TO 22+37.77 ***
℄ NBXR284 STA 21+37.07 TO 22+68.07 ***
PROPOSED TYPICAL SECTION
SB RAMP
℄ SBER292 STA 20+18.92 TO 24+85.86
℄ SBER292 STA 20+10.92 TO 22+14.43 ***
+2.5% TYP (REFER TO THE SUPERELEVATION TABLE)
** SEE STATIONS BELOW FOR ℄ ALIGNMENT
6:1 TYP
3:1 MAX (CUT)
EXIST GROUND
RET WALL***
PRESTRESSED CONCRETE BEAM TYPE TX40
SSTR
PGL
SH
LANE
GORE
GUARD FENCE
VARIES

TRAFFIC VOLUMES PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION, TRANSPORTATION PROGRAMMING AND PLANNING DIVISION MEMORANDUM, DATED AUGUST 27, 2019 FOR YEARS 2025, 2045, 2055.

LEGEND	
1000	- 2025 ADT
(1000)	- 2045 ADT

SCALE: N.T.S.


MATCH LINE STA 241+00
MATCH LINE STA 310+00
35W
2000
(2750)
3950
(5550)
35600
(49750)
35300
(49400)
3950
(5550)
2000
(2750)

95% DRAFT
Preliminary, Subject to Change

SB FRONTAGE RD
IH 35
NB FRONTAGE RD
35W
MATCH LINE ℄ IH35W STA 241+00
CSJ 0081-13-050
MATCH LINE ℄ IH35W STA 310+00
CSJ 0081-13-050
DENTON CREEK RELIEF
DENTON CREEK TRIB 6
DENTON CREEK
CLEVELAND BRANCH TRIB 1
UNINCORPERATED DENTON COUNTY
CITY OF NORTHLAKE
BUCHANAN, BILLY H & BILLIE F TR
SB041
SB042
SB043
WILLIAMS QUALITY RENTAL LLC
SB045
WON CHANG, INC
SB046
WON CHANG, INC
SB047
YOUNG, JEAN
SB048
YOUNG, JEAN
NB048
NOT AVAILABLE
NB049
DENTON 150 LLC
NB050
NB051
DENTON 150 LLC
NB052
DENTON 150 LLC
NB053
DENTON 150 LLC
NB054
NB055
NELSON, DIANNA & HYDE, GLEN
NB056
NB057
NB058
NB059
EXISTING EASEMENT
EXISTING ROW
ENBRIDGE GAS
ZAYO (FO/DUCT)
OVERHEAD POWER
WARNING GAS
WARNING FIBER OPTIC LINES
WARNING OH POWER LINES
REMOVE EXIST 24" RCP
BEGIN EXISTING BRIDGE
END EXISTING BRIDGE
BEGIN BRIDGE
END BRIDGE
BEGIN RET. WALL
END RET. WALL
BEGIN TAPER
END TAPER
CTB
AETHON GAS
END RAMP, MATCH CSJ 0081-13-065
℄ SBER292 STA. 24+85.86=
℄ SBFR01 STA. 298+71.50, 44.00' RT
PROP 2-7'X4' MBC
℄ SBML01A3 STA. 2300+95.28
END RAMP, MATCH CSJ 0081-13-065
℄ NBXR284 STA. 24+68.07=
℄ NBFR01 STA. 291+50.17, 44.00' RT
R=14,244'
95% DRAFT
Preliminary, Subject to Change

	STATION	COORDINATE N	COORDINATE E	BEARING/DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
IH35W							
	P.C. 284+48.63	7069780.1829	2351974.3772	N 33°58'54.07" E			
IH35W_5	P.I. 289+82.47	7070222.8470	2352272.7521	10°38'45.43" LT	1064.60	533.83	5729.58
	P.T. 295+13.23	7070713.0134	2352484.2136	N 23°20'08.64" E			
NBML01A2 (DESIGN SPEED: 70 MPH)							
	P.C. 1247+83.09	7066714.4612	2349972.7307	N 33°59'07.33" E			
NBML01A2_10	P.I. 1250+30.56	7066919.6600	2350111.0629	2°44'35.19" RT	494.85	247.47	10336.00
	P.R.C.1252+77.94	7067118.0035	2350259.0569	N 36°43'42.52" E			
	P.R.C.1252+77.94	7067118.0035	2350259.0569	N 36°43'42.52" E			
NBML01A2_11	P.I. 1256+15.53	7067388.5764	2350460.9450	2°44'35.19" LT	675.06	337.59	14100.00
	P.T. 1259+52.99	7067668.5013	2350649.6528	N 33°59'07.33" E			
	P.C. 1276+54.66	7069079.4913	2351600.8534	N 33°59'07.33" E			
NBML01A2_12	P.I. 1281+97.71	7069529.7762	2351904.4072	4°21'15.98" LT	1085.57	543.05	14284.00
	P.C.C.1287+40.24	7070001.8091	2352172.8963	N 29°37'51.35" E			
	P.C.C.1287+40.24	7070001.8091	2352172.8963	N 29°37'51.35" E			
NBML01A2_13	P.I. 1292+38.51	7070434.9206	2352419.2473	5°32'20.93" LT	995.77	498.27	10300.00
	P.R.C.1297+36.00	7070889.7890	2352622.6414	N 24°05'30.42" E			
	P.R.C.1297+36.00	7070889.7890	2352622.6414	N 24°05'30.42" E			
NBML01A2_14	P.I. 1298+31.70	7070977.1504	2352661.7051	0°46'32.68" RT	191.39	95.70	14136.00
	P.T. 1299+27.39	7071063.9749	2352701.9479	N 24°52'03.10" E			
NBML01A3 (DESIGN SPEED: 70 MPH)							
	P.C. 1299+27.39	7071069.0212	2352691.0605	N 24°52'03.10" E			
NBML01A3_1	P.I. 1301+17.97	7071241.9289	2352771.2025	1°31'54.46" LT	381.13	190.58	14256.00
	P.T. 1303+08.53	7071416.9171	2352846.6937	N 23°20'08.64" E			

	STATION	COORDINATE N	COORDINATE E	BEARING/DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
SBML01A (DESIGN SPEED: 70 MPH)							
	P.C. 2243+55.35	7066416.6388	2349627.2364	N 33°59'07.33" E			
SBML01A3_1	P.I. 2245+42.40	7066571.7355	2349731.7928	2°04'24.64" LT	374.06	187.05	10336.00
	P.R.C.2247+29.41	7066730.5136	2349830.6691	N 31°54'42.69" E			
	P.R.C.2247+29.41	7066730.5136	2349830.6691	N 31°54'42.69" E			
SBML01A3_2	P.I. 2249+84.57	7066947.1131	2349965.5526	2°04'24.64" RT	510.27	255.16	14100.00
	P.T. 2252+39.68	7067158.6905	2350108.1847	N 33°59'07.33" E			
	P.C. 2254+75.08	7067353.8810	2350239.7699	N 33°59'07.33" E			
SBML01A3_3	P.I. 2258+70.21	7067681.5129	2350460.6387	3°12'09.60" RT	790.05	395.13	14134.00
	P.R.C.2262+65.13	7067996.2937	2350699.4667	N 37°11'16.93" E			
	P.R.C.2262+65.13	7067996.2937	2350699.4667	N 37°11'16.93" E			
SBML01A3_4	P.I. 2266+57.58	7068308.9364	2350936.6726	3°12'09.60" LT	784.68	392.44	14038.00
	P.T. 2270+49.82	7068634.3430	2351156.0412	N 33°59'07.33" E			
	P.C. 2274+13.18	7068935.6400	2351359.1567	N 33°59'07.33" E			
SBML01A3_5	P.I. 2278+48.40	7069296.5142	2351602.4353	3°33'05.49" LT	870.16	435.22	14038.00
	P.T. 2282+83.34	7069671.7654	2351822.8920	N 30°26'01.83" E			
	P.C. 2285+45.04	7069897.4063	2351955.4539	N 30°26'01.83" E			
SBML01A3_6	P.I. 2294+22.53	7070653.9890	2352399.9393	7°05'53.19" LT	1752.73	877.49	14148.00
	P.T. 2302+97.77	7071459.6979	2352747.5282	N 23°20'08.64" E			

	STATION	COORDINATE N	COORDINATE E	BEARING/DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
NBXR284 (DESIGN SPEED: 50 MPH)							
	P.C. 10+00.00	7069064.3249	2351648.5177	N 33°59'07.33" E			
NBXR284_1	P.I. 11+25.52	7069168.4014	2351718.6795	1°01'12.21" RT	251.03	125.52	14100.00
	P.R.C.12+51.03	7069271.2122	2351790.6829	N 35°00'19.54" E			
	P.R.C.12+51.03	7069271.2122	2351790.6829	N 35°00'19.54" E			
NBXR284_2	P.I. 16+09.70	7069565.0031	2351996.4390	4°53'24.14" LT	716.92	358.68	8400.00
	P.C.C.19+67.94	7069875.2640	2352176.4023	N 30°06'55.41" E			
	P.C.C.19+67.94	7069875.2640	2352176.4023	N 30°06'55.41" E			
NBXR284_3	P.I. 22+18.04	7070091.5985	2352301.8847	2°12'29.90" LT	500.12	250.09	12976.00
	P.R.C.24+68.07	7070312.6075	2352418.9379	N 27°54'25.50" E			
	P.R.C.24+68.07	7070312.6075	2352418.9379	N 27°54'25.50" E			
NBXR284_4	P.I. 25+11.50	7070350.9873	2352439.2651	5°58'08.73" RT	86.78	43.43	833.00
	P.T. 25+54.85	7070387.0451	2352463.4731	N 33°52'34.24" E			
	P.C. 25+54.87	7070387.0583	2352463.4820	N 33°52'34.24" E			
NBXR284_5	P.I. 26+92.28	7070501.1447	2352540.0761	7°33'33.81" LT	274.43	137.41	2080.00
	P.T. 28+29.29	7070624.3159	2352600.9959	N 26°19'00.42" E			

	STATION	COORDINATE N	COORDINATE E	BEARING/DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
SBER292 (DESIGN SPEED: 50 MPH)							
	P.C. 11+54.40	7069912.8225	2351908.8402	N 30°26'01.83" E			
SBER292_1	P.I. 15+48.47	7070252.5914	2352108.4513	5°22'18.63" LT	787.55	394.07	8400.00
	P.T. 19+41.96	7070609.5554	2352275.3769	N 25°03'43.20" E			
	P.C. 24+85.86	7071102.2500	2352505.7735	N 25°03'43.20" E			
SBER292_2	P.I. 25+98.03	7071203.8641	2352553.2909	6°43'22.09" LT	224.09	112.18	1909.86
	P.R.C.27+09.95	7071310.3421	2352588.5859	N 18°20'21.11" E			
	P.R.C.27+09.95	7071310.3421	2352588.5859	N 18°20'21.11" E			
SBER292_3	P.I. 27+95.30	7071391.3589	2352615.4412	5°07'03.71" RT	170.59	85.35	1909.86
	P.T. 28+80.54	7071469.6571	2352649.4162	N 23°27'24.82" E			

PARCEL NUMBER	DENTON COUNTY PROPE	OWNER NAME
SB041	68663	BUCHANAN, BILLY H & BILLIE F
SB042	241779	FW SPORTS AUTH, INC
SB043	122848	WILLIAMS QUALITY RENTAL LLC
SB044	150123	WON CHANG, INC
SB045	150120	WON CHANG, INC
SB046	70820	WON CHANG, INC
SB047	70817	YOUNG, JEAN
SB048	70832	YOUNG, JEAN
NB048	182990	AIL INVESTMENT LP
NB049	0	NOT AVAILABLE
NB050	68510	HENRY NORTHLAKE DEVELOPMENT
NB051	150125	HENRY NORTHLAKE DEVELOPMENT
NB052	68431	HENRY NORTHLAKE DEVELOPMENT
NB053	255899	HENRY NORTHLAKE DEVELOPMENT
NB054	70835	HENRY NORTHLAKE DEVELOPMENT
NB055	73877	HENRY NORTHLAKE DEVELOPMENT
NB056	97397	NELSON, DONNA
NB057	73881	NELSON, DONNA
NB058	97399	NELSON, DONNA
NB059	73876	LA ESTANCIA INVESTMENTS LP

SUPERELEVATION				
ALIGNMENT	STATION	LT	RT	DESCRIPTION
NBML01A2	1285+20.00	-2.50%	-2.50%	BEGIN TRANSITION
	1287+80.00	2.00%	2.00%	END TRANSITION, BEGIN FULL SUPER
	1296+60.00	2.00%	2.00%	END FULL SUPER, BEGIN TRANSITION
	1299+20.00	-2.50%	-2.50%	END TRANSITION
NBXR284	19+70.00	-2.50%	-2.50%	BEGIN TRANSITION
	20+20.00	-2.00%	-2.00%	END TRANSITION
SBER292	20+20.00	2.50%	2.50%	BEGIN TRANSITION
	20+70.00	2.00%	2.00%	END TRANSITION

NOTE:
1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

LEGEND:

- 🟨 Proposed Mainlanes
- 🟩 Proposed Frontage Roads / Cross Streets
- 🟦 Proposed Ramps
- 🟧 Proposed Concrete Bridge
- 🟪 Proposed Sidewalk
- ▨ Existing Pave (By Others)
- ▨ Existing Bridge (By Others)
- ▨ Existing Sidewalk (By Others)
- ▨ Existing 100-Year Floodplain
- ▨ Existing Pavement Removal
- ▨ Existing Pavement Removal (By Others)
- — Proposed Retaining Wall
- — Existing ROW
- — Proposed Access Denial
- — Proposed Drainage Structure
- — Existing Drainage Structure
- — Existing Drainage Easement
- — Centerline / Baseline
- — Property Line
- — City Limits
- (NB001) Parcel Number
- → Proposed Flow Line
- → Existing Flow Line
- ▭ Proposed COSS
- ▭ Proposed OSB
- ▭ Existing COSS (By Others)
- ▭ Existing OSB (By Others)

NOTES:

1. TYPICAL SECTIONS ARE NOT TO SCALE. DIMENSIONS ARE TO FACE OF CURB
2. CONTROL OF ACCESS TO BE DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT) AND FINALIZED THROUGH PERMIT PROCESS.
3. PROPOSED NOISE WALLS DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT). THE NOISE ANALYSIS HAS BEEN APPROVED AND FONSI ISSUED JULY 2020.
4. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDESTREETS OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.
5. WATER SURFACE ELEVATIONS SHOWN ARE 100 YEAR ELEVATIONS FROM FEMA MAPS AND FR PROJECT.
6. SURVEY (DEC. 2017) AND SUE (OCT. 2018) PROVIDED BY TxDOT. ROW PROVIDED UNDER SEPARATE CONTRACT (FR PROJECT).
7. HORIZONTAL BASE LINE ALIGNMENTS BY OTHERS ARE SHOWN FOR REFERENCE. CURVE DATA IS NOT INCLUDED.
8. SEE IH35W SIGN SCHEMATIC FOR LARGE SIGNS.
9. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM DENTON COUNTY APPRAISAL DISTRICT (APRIL 30, 2019).
10. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC
IH 35W - MAINLANE PROJECT
DENTON COUNTY
IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E
CSJ / CSJ LIMITS
0081-13-054 FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058 FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050 FROM SH 114 TO SOUTH OF IH 35E
0353-02-062 IH 35W/SH 114 INTERCHANGE IMPROVEMENTS
ROADWAY TYPE / DESIGN SPEED
MAINLANES 70 MPH
MANAGED LANE RAMPS 70 MPH
RAMPS 50 MPH
FRONTAGE ROADS 45 MPH
CROSS STREETS (MINIMUM) 30 MPH
HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW
NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.
DATE APPROVED
DATE SUBMITTED
DATE REVISED
DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)
SERIAL NO. 101321
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 6 OF 30
HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420
Texas Department of Transportation
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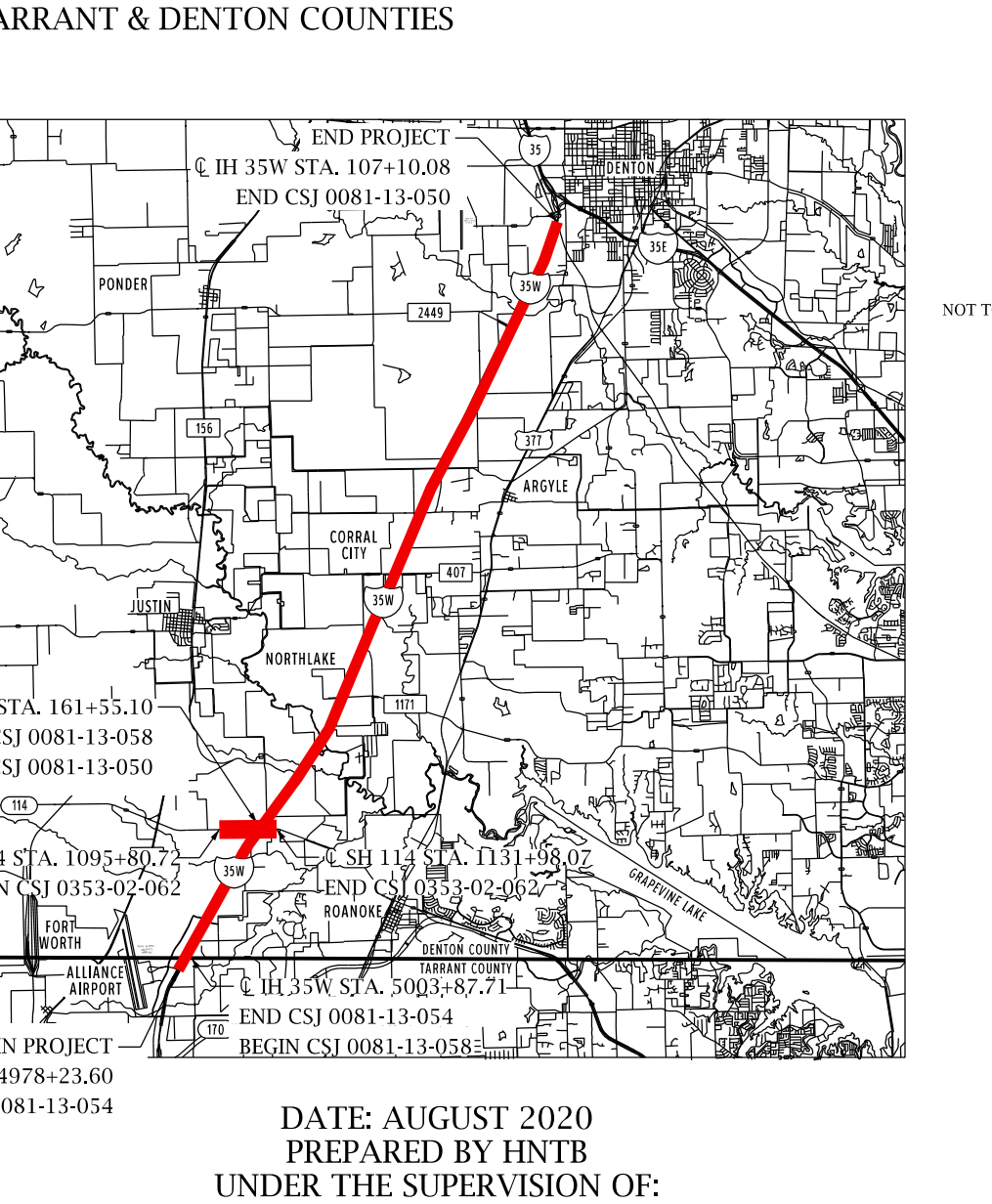


TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC

IH 35W - MAINLANE PROJECT
DENTON COUNTY

IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E

CSJ	CSJ LIMITS
0081-13-054	FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058	FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050	FROM SH 114 TO SOUTH OF IH 35E
0353-02-062	IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
MANAGED LANE RAMPS	70 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES

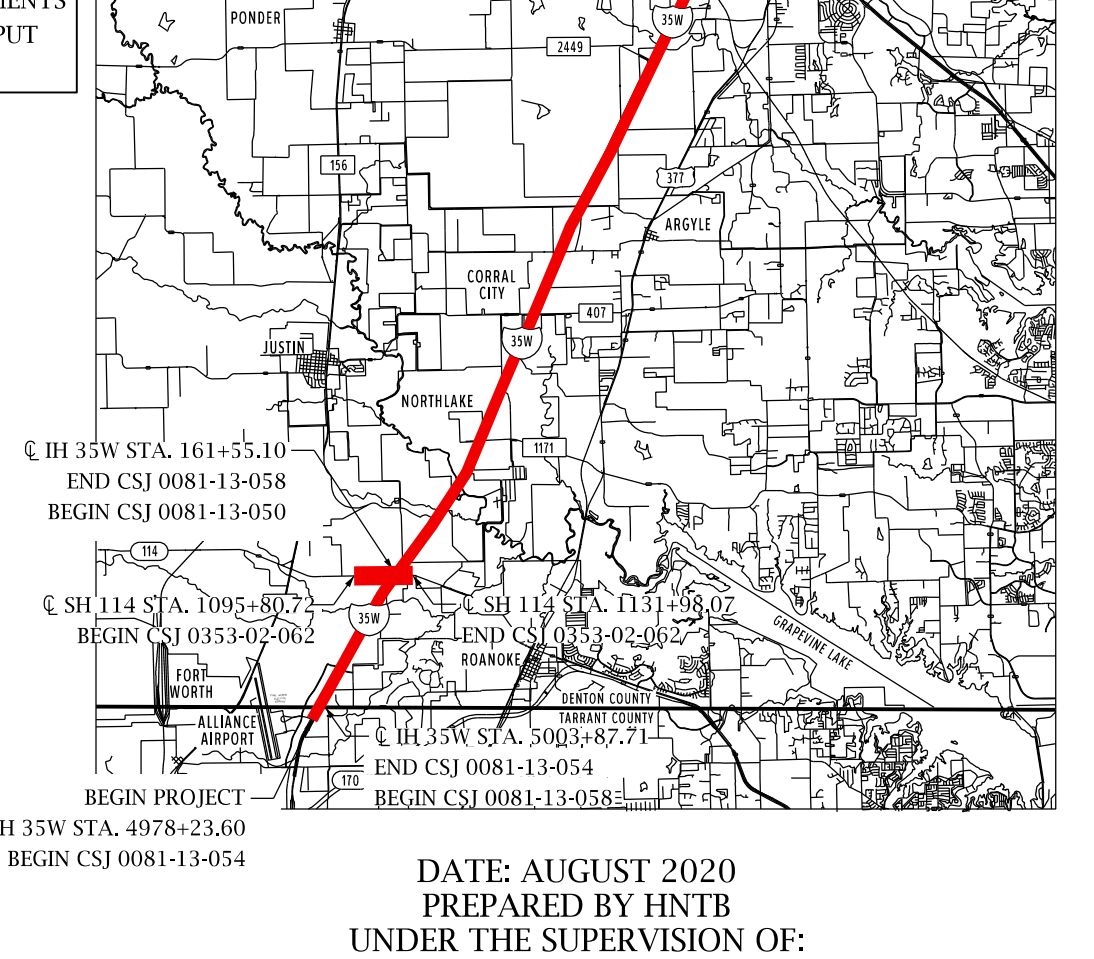
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

DATE APPROVED

DATE SUBMITTED

DATE REVISED



END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+80.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
PONDER
JUSTIN
NORTHLAKE
ROANOKE
FORT WORTH
ALLIANCE AIRPORT
TARRANT COUNTY
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.

EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

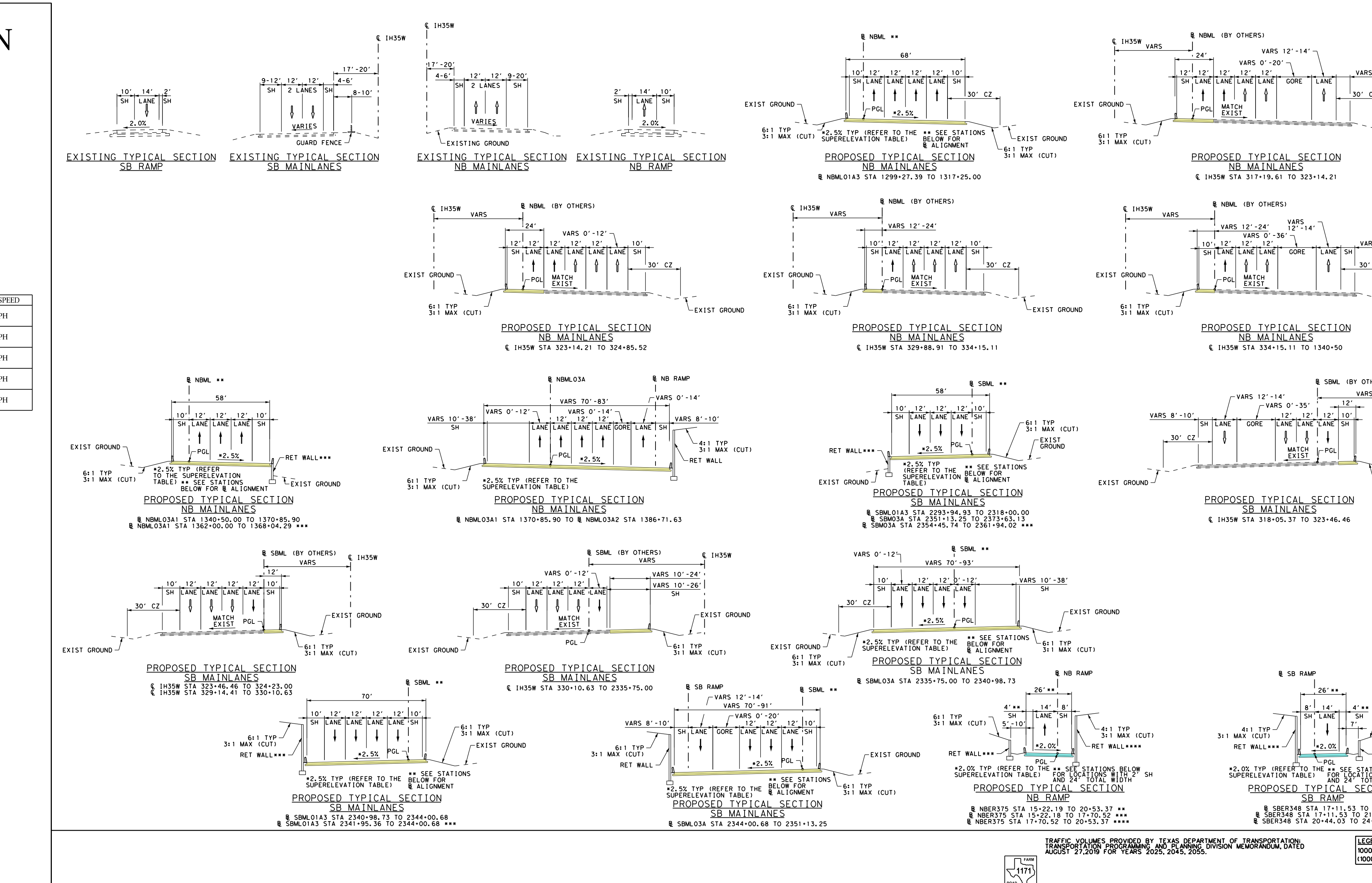
SERIAL NO. 101321

SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 7 OF 30

HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

Texas Department of Transportation

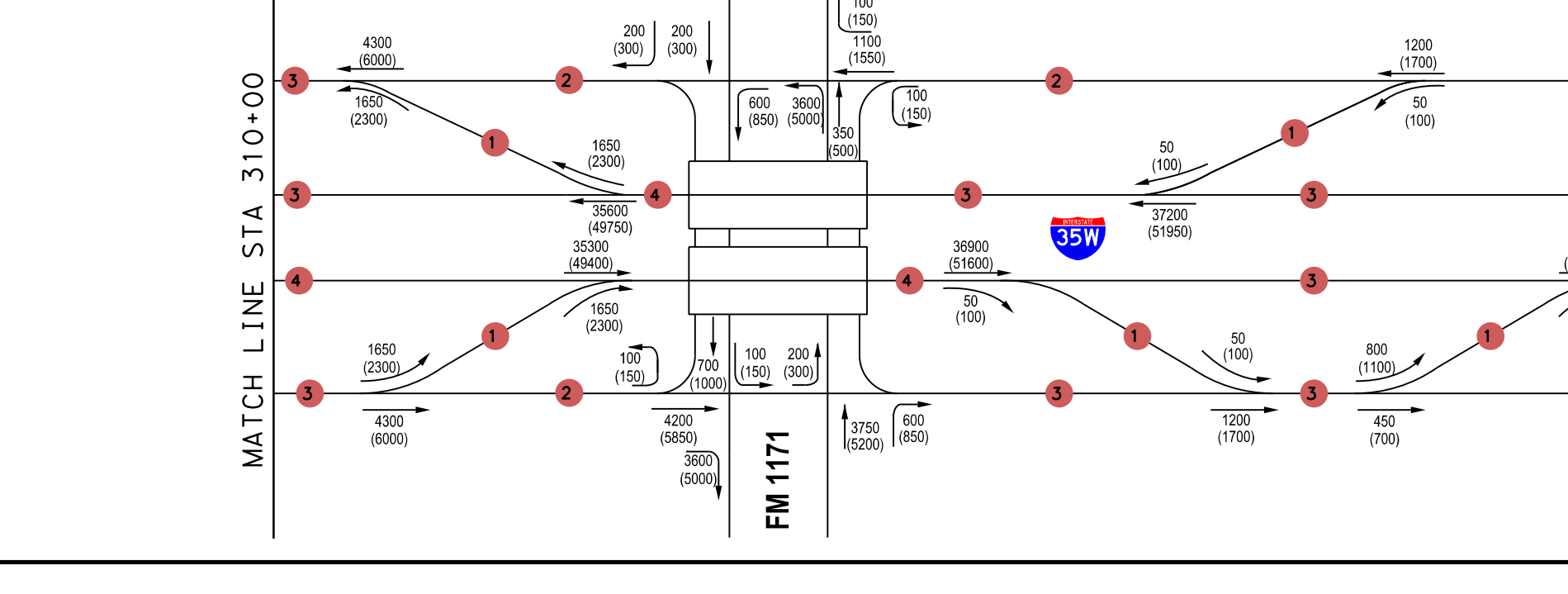
8/31/2020



EXISTING TYPICAL SECTION SB RAMP
EXISTING TYPICAL SECTION SB MAINLANES
EXISTING TYPICAL SECTION NB MAINLANES
EXISTING TYPICAL SECTION NB RAMP
PROPOSED TYPICAL SECTION NB MAINLANES
℄ NBML01A3 STA 1299+27.39 TO 1317+25.00
PROPOSED TYPICAL SECTION SB MAINLANES
℄ IH35W STA 317+19.61 TO 323+14.21
PROPOSED TYPICAL SECTION NB MAINLANES
℄ IH35W STA 323+14.21 TO 324+85.52
PROPOSED TYPICAL SECTION NB MAINLANES
℄ IH35W STA 329+88.91 TO 334+15.11
PROPOSED TYPICAL SECTION NB MAINLANES
℄ IH35W STA 334+15.11 TO 1340+50
PROPOSED TYPICAL SECTION NB MAINLANES
℄ NBML03A1 STA 1340+50.00 TO 1370+85.90
℄ NBML03A1 STA 1362+00.00 TO 1368+04.29 ***
PROPOSED TYPICAL SECTION NB MAINLANES
℄ NBML03A1 STA 1370+85.90 TO ℄ NBML03A2 STA 1386+71.63
PROPOSED TYPICAL SECTION SB MAINLANES
℄ SBML01A3 STA 2293+94.93 TO 2318+00.00
℄ SBML03A STA 2351+13.25 TO 2373+63.13
℄ SBML03A STA 2354+45.74 TO 2361+94.02 ***
PROPOSED TYPICAL SECTION SB MAINLANES
℄ IH35W STA 318+05.37 TO 323+46.46
PROPOSED TYPICAL SECTION SB MAINLANES
℄ IH35W STA 323+46.46 TO 324+23.00
℄ IH35W STA 329+14.41 TO 330+10.63
PROPOSED TYPICAL SECTION SB MAINLANES
℄ IH35W STA 330+10.63 TO 2335+75.00
PROPOSED TYPICAL SECTION SB MAINLANES
℄ SBML03A STA 2335+75.00 TO 2340+98.73
PROPOSED TYPICAL SECTION SB MAINLANES
℄ SBML01A3 STA 2340+98.73 TO 2344+00.68
℄ SBML01A3 STA 2341+95.36 TO 2344+00.68 ***
PROPOSED TYPICAL SECTION SB MAINLANES
℄ SBML03A STA 2344+00.68 TO 2351+13.25
PROPOSED TYPICAL SECTION NB RAMP
℄ NBER375 STA 15+22.19 TO 20+53.37 **
℄ NBER375 STA 15+22.19 TO 17+20.52 ***
℄ NBER375 STA 17+70.52 TO 20+53.37 ****
PROPOSED TYPICAL SECTION SB RAMP
℄ SBER348 STA 17+11.53 TO 24+48.82
℄ SBER348 STA 17+11.53 TO 21+98.29 ***
℄ SBER348 STA 20+44.03 TO 24+48.82 ****
*2.0% TYP (REFER TO THE SUPERELEVATION TABLE)
** SEE STATIONS BELOW FOR LOCATIONS WITH 2' SH AND 24' TOTAL WIDTH
EXIST GROUND
6:1 TYP
3:1 MAX (CUT)
RET WALL
PGL
MATCH EXIST

TRAFFIC VOLUMES PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION, TRANSPORTATION PLANNING AND PROGRAMMING DIVISION MEMORANDUM, DATED AUGUST 27, 2019 FOR YEARS 2025, 2045, 2055.

LEGEND
1000 - 2025 ADT
(1000) - 2045 ADT
SCALE: N.T.S.



MATCH LINE STA 310+00
MATCH LINE STA 379+00
FM 1171
35W
35600 (49750)
35300 (49400)
37200 (51950)
36900 (51600)

PARCEL NUMBER	DENTON COUNTY PROPE	OWNER NAME
SB049	70817	YOUNG, JEAN
SB050	716677	NORTHLAKE CORNERS LLC
SB051	70822	HADDOCK, ELSIE LOU
SB052	199196	FAVOR INVESTMENT CO LTD
SB053	70858	HADDOCK, RAYMONG A & ELSIE
SB054	70803	FAVOR INVESTMENT CO LTD
SB055	70784	LIGON, JACQUELINE S ETAL
SB056	7220440	PECAN SQUARE 1, LLC
NB060	70876	LA ESTANCIA INVESTMENTS LP
NB061	466337	DENTON COUNTY, TX
NB062	73875	HW INDIAN SPRINGS LP
NB063	70799	HW INDIAN SPRINGS LP
NB064	72404	AIL INVESTMENT LP

MATCH LINE CSJ 0081-13-050 ℄ IH35W STA 310+00
MATCH LINE ℄ IH35W STA 379+00 CSJ 0081-13-050
95% DRAFT
Preliminary, Subject to Change
SB049
SB050
MLD/HILIFE PROP J/V 1171
HADDOCK, ELSIE LOU
SB051
SB052
FAVOR INVESTMENT CO LTD
SB053
SB054
FAVOR INVESTMENT CO LTD
SB055
LIGON, JACQUELINE S ETAL
CLEVELAND BRANCH
UNINCORPORATED DENTON COUNTY
CITY OF NORTHLAKE
FARM ROAD 1171
SB FRONTAGE RD
IH 35
35W
NB FRONTAGE RD
CROSS TIMBER RD
NB060
LA ESTANCIA INVESTMENTS LP
NB061
NB062
HW INDIAN SPRINGS LP
NB063
HW INDIAN SPRINGS LP
NB064
LIGON, JACQUELINE S ETAL
WARNING O/H POWER LINES
WARNING FIBER OPTIC LINES
OVERHEAD POWER
ZAYO (FO/DUCT)
EXISTING EASEMENT
EXISTING ROW
CTB
END RAMP, MATCH CSJ 0081-13-065
BEGIN RAMP, MATCH CSJ 0081-13-065
BEGIN RET. WALL
END RET. WALL
REMOVE EXIST 48" RCP
PROP 4'X3' SBC

	STATION	COORDINATE		BEARING/DELTA	LENGTH	TANGENT	RADIUS
		N	E		(FT)	(FT)	(FT)
NBML03A1 (DESIGN SPEED: 70 MPH)							
	P.C. 1342+18.41	7074995.4698	2354421.0029	N 23°20'08.64" E			
NBML03A1_1	P.I. 1344+74.01	7075230.1634	2354522.2515	2°04'19.45" LT	511.15	255.60	14134.00
	P.R.C. 1347+29.56	7075468.3642	2354614.9482	N 21°15'49.19" E			
	P.R.C. 1347+29.56	7075468.3642	2354614.9482	N 21°15'49.19" E			
NBML03A1_2	P.I. 1349+16.48	7075642.5573	2354682.7360	2°04'19.45" RT	373.80	186.92	10336.00
	P.T. 1351+03.35	7075814.1855	2354756.7777	N 23°20'08.64" E			
	P.C. 1362+49.67	7076866.7333	2355210.8548	N 23°20'08.64" E			
NBML03A1_3	P.I. 1364+36.59	7077038.3615	2355284.8965	2°04'19.45" RT	373.80	186.92	10336.00
	P.R.C. 1366+23.47	7077207.2004	2355365.0953	N 25°24'28.09" E			
	P.R.C. 1366+23.47	7077207.2004	2355365.0953	N 25°24'28.09" E			
NBML03A1_4	P.I. 1368+79.07	7077438.0797	2355474.7633	2°04'19.45" LT	511.15	255.60	14134.00
	P.T. 1371+34.62	7077672.7732	2355576.0119	N 23°20'08.64" E			
	P.C. 1373+88.30	7077905.7097	2355676.5025	N 23°20'08.64" E			
NBML03A1_5	P.I. 1376+43.47	7078140.0016	2355777.5778	2°04'24.64" LT	510.27	255.16	14100.00
	P.R.C. 1378+98.58	7078377.7971	2355870.1098	N 21°15'44.00" E			

	STATION	COORDINATE		BEARING/DELTA	LENGTH	TANGENT	RADIUS
		N	E		(FT)	(FT)	(FT)
SBML03A (DESIGN SPEED: 70 MPH)							
	P.C. 2335+75.00	7074478.7535	2354022.2935	N 22°14'18.24" E			
SBML03A_1	P.I. 2337+10.03	7074603.7360	2354073.3956	1°05'50.40" RT	270.04	135.03	14100.00
	P.T. 2338+45.04	7074727.7170	2354126.8819	N 23°20'08.64" E			
	P.C. 2340+98.73	7074960.6534	2354227.3725	N 23°20'08.64" E			
SBML03A_2	P.I. 2343+54.00	7075195.0406	2354328.4889	2°04'09.71" RT	510.48	255.27	14134.00
	P.R.C. 2346+09.21	7075425.6236	2354438.0029	N 25°24'18.35" E			
	P.R.C. 2346+09.21	7075425.6236	2354438.0029	N 25°24'18.35" E			
SBML03A_3	P.I. 2347+97.04	7075595.2899	2354518.5849	2°04'09.71" LT	375.62	187.83	10400.00
	P.T. 2349+84.83	7075767.7553	2354592.9878	N 23°20'08.64" E			
	P.C. 2362+78.19	7076955.3156	2355105.3103	N 23°20'08.64" E			
SBML03A_4	P.I. 2364+65.11	7077126.9438	2355179.3519	2°04'19.45" LT	373.80	186.92	10336.00
	P.R.C. 2366+51.99	7077301.1368	2355247.1397	N 21°15'49.19" E			
	P.R.C. 2366+51.99	7077301.1368	2355247.1397	N 21°15'49.19" E			
SBML03A_5	P.I. 2369+07.59	7077539.3377	2355339.8364	2°04'19.45" RT	511.15	255.60	14134.00
	P.T. 2371+63.13	7077774.0313	2355441.0850	N 23°20'08.64" E			
	P.C. 2373+63.13	7077957.6712	2355520.3086	N 23°20'08.64" E			
SBML03A_6	P.I. 2377+00.64	7078267.5721	2355654.0022	2°44'32.77" RT	674.89	337.51	14100.00
	P.R.C. 2380+38.02	7078570.7214	2355802.3703	N 26°04'41.41" E			

	STATION	COORDINATE		BEARING/DELTA	LENGTH	TANGENT	RADIUS
		N	E		(FT)	(FT)	(FT)
NBER375 (DESIGN SPEED: 50 MPH)							
	P.C. 10+00.00	7076630.4168	2355211.2803	N 23°20'08.64" E			
NBER375_1	P.I. 10+62.54	7076687.8425	2355236.0542	4°59'40.42" LT	125.00	62.54	1434.00
	P.R.C. 11+25.00	7076747.2070	2355255.7344	N 18°20'28.22" E			
	P.R.C. 11+25.00	7076747.2070	2355255.7345	N 18°20'28.22" E			
NBER375_2	P.I. 12+59.15	7076874.5416	2355297.9479	5°21'42.00" RT	268.10	134.15	2865.00
	P.T. 13+93.11	7076997.3746	2355351.8750	N 23°42'10.22" E			
	P.C. 18+12.87	7077381.7307	2355520.6183	N 23°42'10.22" E			
NBER375_3	P.I. 21+89.09	7077726.2087	2355671.8539	3°03'24.45" LT	752.25	376.21	14100.00
	P.R.C. 25+65.12	7078078.2614	2355804.5048	N 20°38'45.76" E			
	P.R.C. 25+65.12	7078078.2614	2355804.5048	N 20°38'45.76" E			
NBER375_4	P.I. 26+49.90	7078157.5899	2355834.3953	1°09'23.12" RT	169.54	84.77	8400.00
	P.T. 27+34.66	7078236.2991	2355865.8806	N 21°48'08.88" E			

	STATION	COORDINATE		BEARING/DELTA	LENGTH	TANGENT	RADIUS
		N	E		(FT)	(FT)	(FT)
SBER348 (DESIGN SPEED: 50 MPH)							
	P.C. 10+00.00	7075256.5513	2354306.2732	N 24°33'35.08" E			
SBER348_1	P.I. 12+33.40	7075468.8359	2354403.2843	3°10'59.52" LT	466.68	233.40	8400.00
	P.R.C. 14+66.68	7075686.1799	2354488.3579	N 21°22'35.56" E			
	P.R.C. 14+66.68	7075686.1799	2354488.3579	N 21°22'35.56" E			
SBER348_2	P.I. 17+07.77	7075910.6871	2354576.2353	1°57'33.08" RT	482.14	241.09	14100.00
	P.T. 19+48.82	7076132.0588	2354671.7367	N 23°20'08.64" E			
	P.C. 24+48.82	7076591.1586	2354869.7958	N 23°20'08.64" E			
SBER348_3	P.I. 25+62.66	7076695.6873	2354914.8903	4°33'04.48" LT	227.56	113.84	2864.79
	P.R.C. 26+76.38	7076803.4647	2354951.5482	N 18°47'04.16" E			
	P.R.C. 26+76.38	7076803.4647	2354951.5482	N 18°47'04.16" E			
SBER348_4	P.I. 27+80.43	7076901.9740	2354985.0537	4°09'36.82" RT	208.01	104.05	2864.79
	P.T. 28+84.39	7076997.7930	2355025.6174	N 22°56'40.99" E			
SBXR383 (DESIGN SPEED: 50 MPH)							
	P.C. 10+00.00	7077944.2889	2355412.1612	N 23°20'08.64" E			
SBXR383_1	P.I. 11+41.68	7078074.3797	2355468.2833	5°39'45.36" RT	283.13	141.68	2864.79
	P.R.C. 12+83.13	7078198.2981	2355536.9677	N 28°59'54.00" E			
	P.R.C. 12+83.13	7078198.2981	2355536.9677	N 28°59'54.00" E			
SBXR383_2	P.I. 13+62.37	7078267.6043	2355575.3821	3°10'07.69" LT	158.44	79.24	2864.79
	P.T. 14+41.57	7078338.9281	2355609.9067	N 25°49'46.30" E			

SUPERELEVATION				
ALIGNMENT	STATION	LT	RT	DESCRIPTION
NBER375	20+00.00	-2.00%	-2.00%	BEGIN TRANSITION
	20+50.00	-2.50%	-2.50%	END TRANSITION
SBER348	17+20.00	2.50%	2.50%	BEGIN TRANSITION
	17+70.00	2.00%	2.00%	END TRANSITION

NOTE:
1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

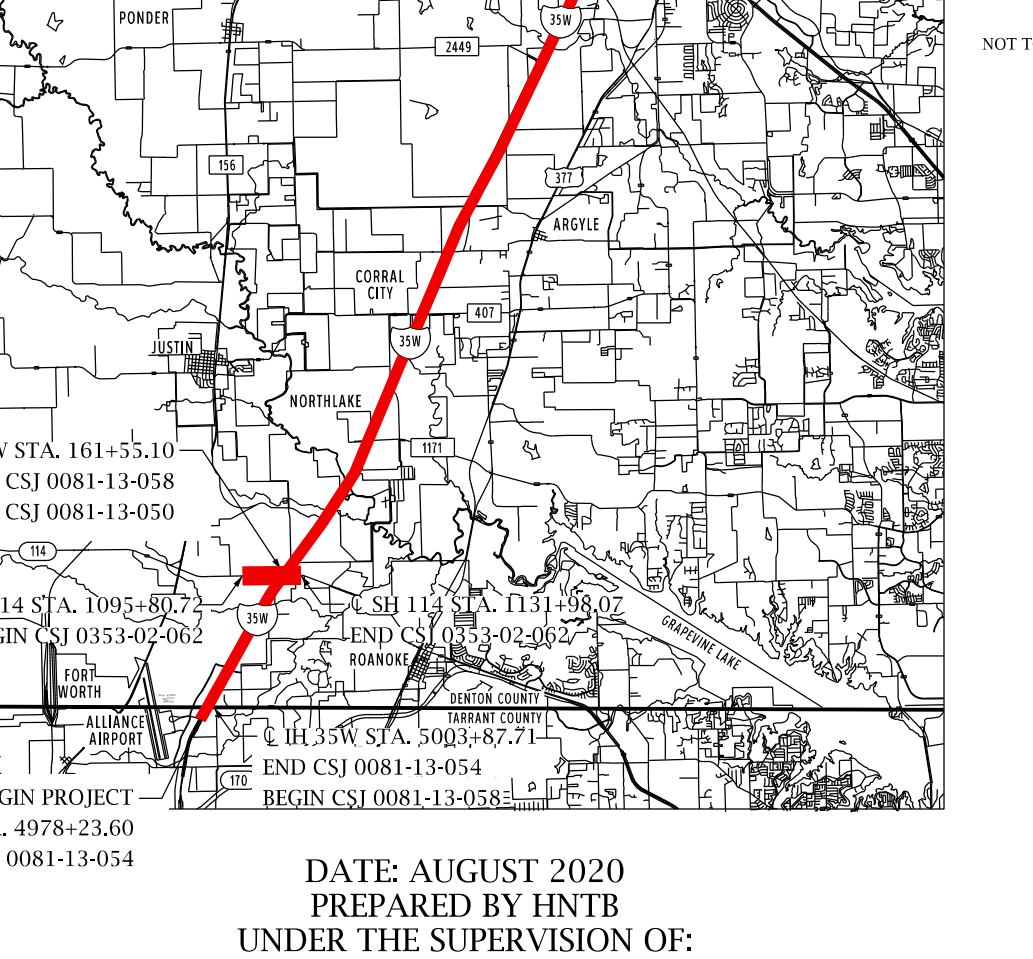
LEGEND:

🟨	Proposed Mainlanes
🟩	Proposed Frontage Roads / Cross Streets
🟦	Proposed Ramps
🟧	Proposed Concrete Bridge
🟪	Proposed Sidewalk
▨	Existing Pave (By Others)
▨	Existing Bridge (By Others)
🟪	Existing Sidewalk (By Others)
▨	Existing 100-Year Floodplain
▨	Existing Pavement Removal
▨	Existing Pavement Removal (By Others)
—	Proposed Retaining Wall
—	Existing ROW
—	Proposed Access Denial
—	Proposed Drainage Structure
—	Existing Drainage Structure
—	Existing Drainage Easement
—	Centerline / Baseline
—	Property Line
—	City Limits
○	Parcel Number
→	Proposed Flow Line
→	Existing Flow Line
▭	Proposed COSS
▭	Proposed OSB
▭	Existing COSS (By Others)
▭	Existing OSB (By Others)

NOTES:

1. TYPICAL SECTIONS ARE NOT TO SCALE. DIMENSIONS ARE TO FACE OF CURB
2. CONTROL OF ACCESS TO BE DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT) AND FINALIZED THROUGH PERMIT PROCESS.
3. PROPOSED NOISE WALLS DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT). THE NOISE ANALYSIS HAS BEEN APPROVED AND FONSI ISSUED JULY 2020.
4. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDESTREETS OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.
5. WATER SURFACE ELEVATIONS SHOWN ARE 100 YEAR ELEVATIONS FROM FEMA MAPS AND FR PROJECT.
6. SURVEY (DEC. 2017) AND SUE (OCT. 2018) PROVIDED BY TxDOT. ROW PROVIDED UNDER SEPARATE CONTRACT (FR PROJECT).
7. HORIZONTAL BASE LINE ALIGNMENTS BY OTHERS ARE SHOWN FOR REFERENCE. CURVE DATA IS NOT INCLUDED.
8. SEE IH35W SIGN SCHEMATIC FOR LARGE SIGNS.
9. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM DENTON COUNTY APPRAISAL DISTRICT (APRIL 30, 2019).
10. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC
IH 35W - MAINLANE PROJECT
DENTON COUNTY
IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E
CSJ / CSJ LIMITS
0081-13-054 FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058 FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050 FROM SH 114 TO SOUTH OF IH 35E
0353-02-062 IH 35W/SH 114 INTERCHANGE IMPROVEMENTS
ROADWAY TYPE / DESIGN SPEED
MAINLANES 70 MPH
MANAGED LANE RAMPS 70 MPH
RAMPS 50 MPH
FRONTAGE ROADS 45 MPH
CROSS STREETS (MINIMUM) 30 MPH
HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW
NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.
DATE APPROVED
DATE SUBMITTED
DATE REVISED



END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)
SERIAL NO. 101321
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 7 OF 30
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420
Texas Department of Transportation
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TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Mohamed K. Bur, P.E. - DISTRICT ENGINEER

95% DESIGN SCHEMATIC

IH 35W - MAINLANE PROJECT
DENTON COUNTY

IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E

CSJ	CSJ LIMITS
0081-13-054	FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058	FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050	FROM SH 114 TO SOUTH OF IH 35E
0353-02-062	IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
MANAGED LANE RAMPS	70 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES

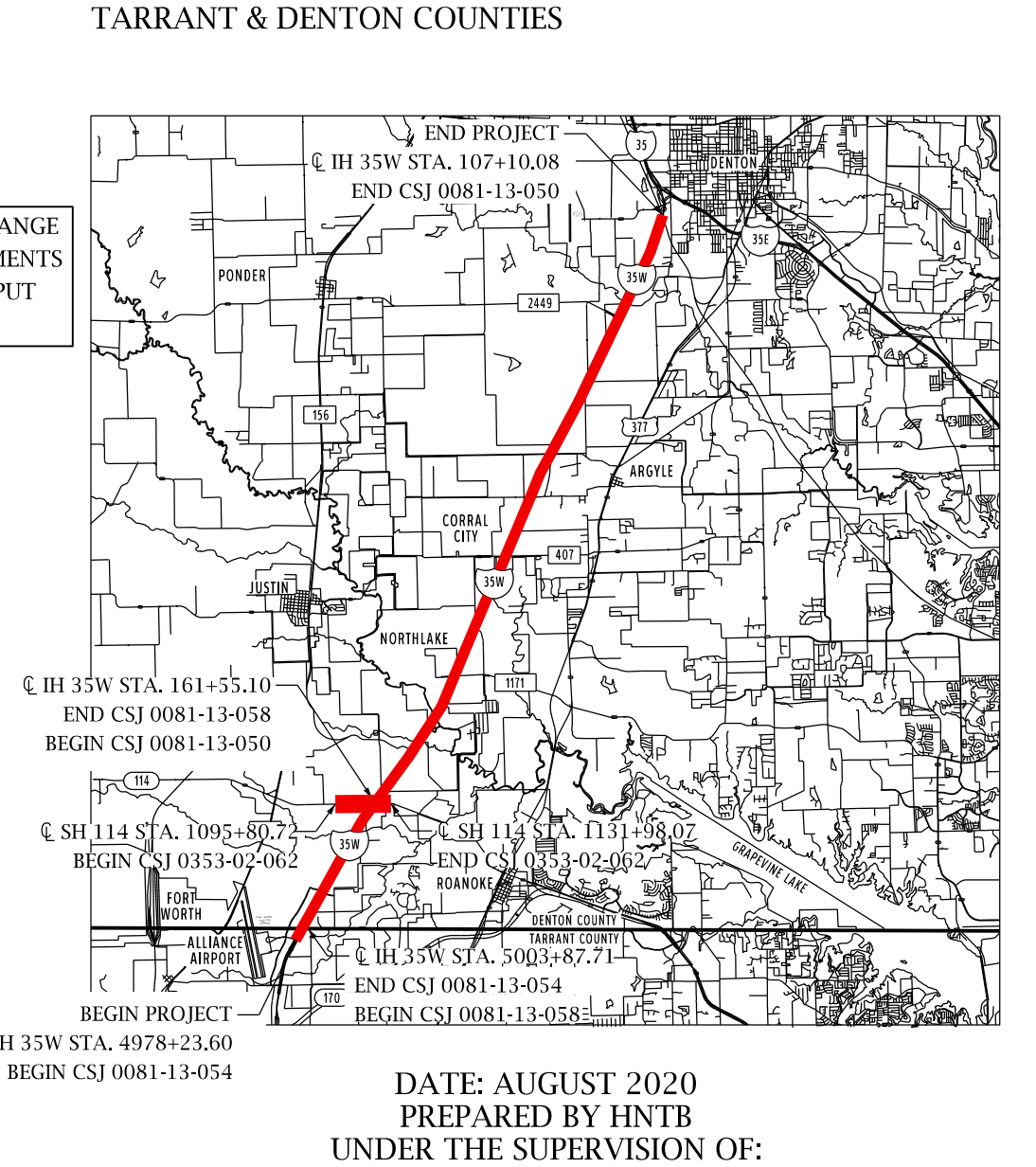
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

DATE APPROVED ________

DATE SUBMITTED ________

DATE REVISED ________


END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+87.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
PONDER
NORTHLAKE
ARGYLE
ROANOKE
CORRAL CITY
JUSTIN
FORT WORTH
ALLIANCE AIRPORT
TARRANT COUNTY
DENTON COUNTY
N
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.

SERIAL NO. 101321

EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'

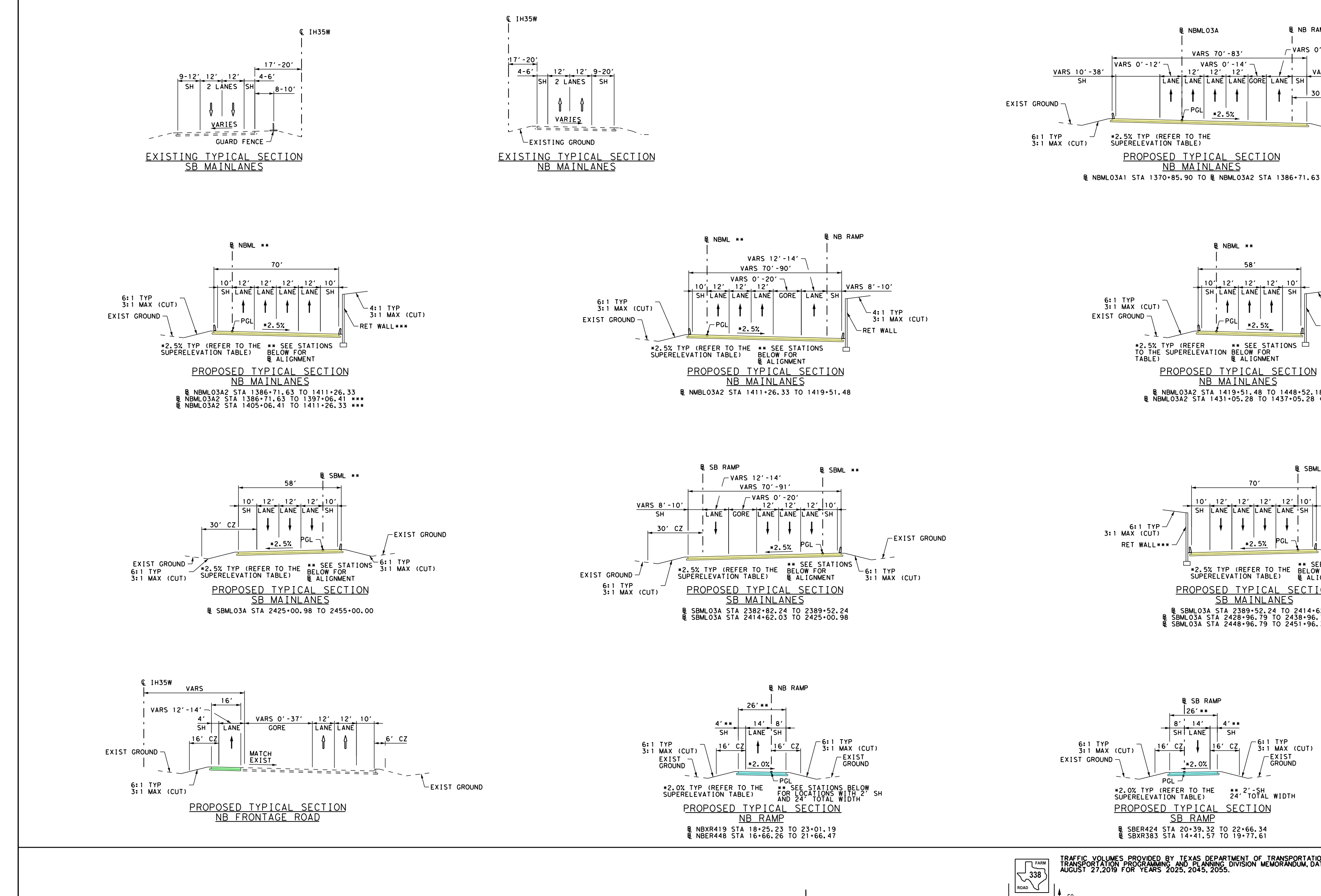
ROLL 8 OF 30

HNTB

HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

Texas Department of Transportation

8/31/2020


℄ IH35W
℄ NBML
℄ SBML
℄ NBML03A
℄ NB RAMP
℄ SB RAMP
SH
2 LANES
LANE
GORE
VARIES
GUARD FENCE
EXISTING GROUND
EXIST GROUND
6:1 TYP
3:1 MAX (CUT)
4:1 TYP
RET WALL***
30' CZ
16' CZ
6' CZ
PGL
±2.5%
±2.0%
±2.5% TYP (REFER TO THE SUPERELEVATION TABLE)
** SEE STATIONS BELOW FOR ℄ ALIGNMENT
MATCH EXIST
** SEE STATIONS BELOW FOR LOCATIONS WITH 2' SH AND 24' TOTAL WIDTH

EXISTING TYPICAL SECTION
SB MAINLANES

EXISTING TYPICAL SECTION
NB MAINLANES

PROPOSED TYPICAL SECTION
NB MAINLANES
℄ NBML03A1 STA 1370+85.90 TO ℄ NBML03A2 STA 1386+71.63

PROPOSED TYPICAL SECTION
NB MAINLANES
℄ NBML03A2 STA 1386+71.63 TO 1411+26.33
℄ NBML03A2 STA 1386+71.63 TO 1397+06.41 ***
℄ NBML03A2 STA 1405+06.41 TO 1411+26.33 ***

PROPOSED TYPICAL SECTION
NB MAINLANES
℄ NMBL03A2 STA 1411+26.33 TO 1419+51.48

PROPOSED TYPICAL SECTION
NB MAINLANES
℄ NBML03A2 STA 1419+51.48 TO 1448+52.18
℄ NBML03A2 STA 1431+05.28 TO 1437+05.28 ***

PROPOSED TYPICAL SECTION
SB MAINLANES
℄ SBML03A STA 2425+00.98 TO 2455+00.00

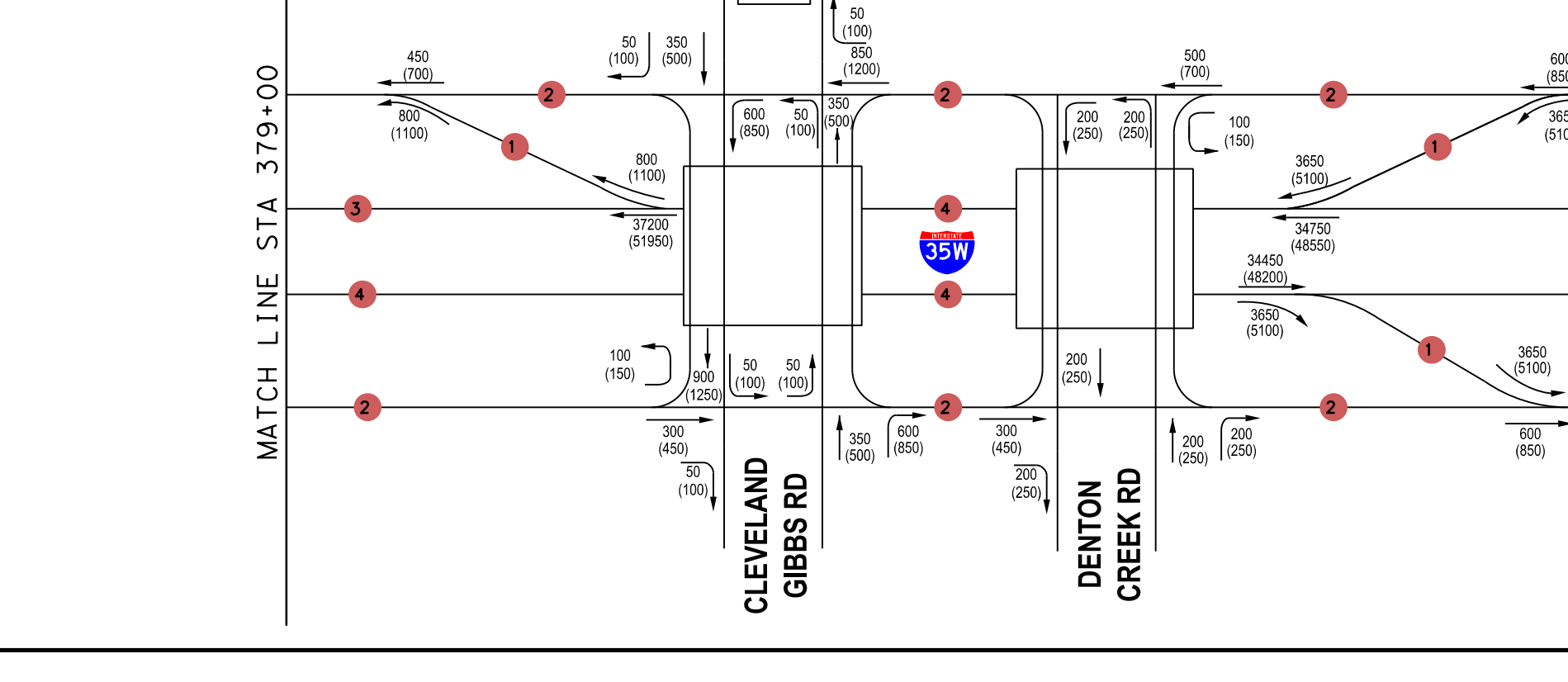
PROPOSED TYPICAL SECTION
SB MAINLANES
℄ SBML03A STA 2382+82.24 TO 2389+52.24
℄ SBML03A STA 2414+62.03 TO 2425+00.98

PROPOSED TYPICAL SECTION
SB MAINLANES
℄ SBML03A STA 2389+52.24 TO 2414+62.03
℄ SBML03A STA 2428+96.79 TO 2438+96.79 ***
℄ SBML03A STA 2448+96.79 TO 2451+96.37 ***

PROPOSED TYPICAL SECTION
NB FRONTAGE ROAD

PROPOSED TYPICAL SECTION
NB RAMP
℄ NBXR419 STA 18+25.23 TO 23+01.19
℄ NBER448 STA 16+66.26 TO 21+66.47

PROPOSED TYPICAL SECTION
SB RAMP
℄ SBER424 STA 20+39.32 TO 22+66.34
℄ SBXR383 STA 14+41.57 TO 19+77.61


MATCH LINE STA 379+00
MATCH LINE STA 448+00
CLEVELAND GIBBS RD
DENTON CREEK RD
35W
LEGEND
1000 - 2025 ADT
(1000) - 2045 ADT
SCALE: N.T.S.

TRAFFIC VOLUMES PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION; TRANSPORTATION PROGRAMMING AND PLANNING DIVISION MEMORANDUM, DATED AUGUST 27,2019 FOR YEARS 2025, 2045, 2055.

95% DRAFT
Preliminary, Subject to Change

95% DRAFT
Preliminary, Subject to Change
SB057
387 ACRE FARM LLC
FURTURE CLEVELAND GIBBS RD (BY OTHERS)
CLEVELAND GIBBS RD
GRAHAM BRANCH TRIB 8
CITY OF NORTHLAKE
CITY OF FLOWER MOUND
DENTON CREEK
SB058
MCCUTCHIN, GENE
SB FRONTAGE RD
IH 35
35W
NB FRONTAGE RD
GRAHAM BRANCH TRIB 10
CITY OF NORTHLAKE
UNINCORPORATED DENTON COUNTY
SB059
MCCUTCHIN, GENE
GRAHAM BRANCH TRIB 10.1
SB060
PRATT, ALMA TRUST ETAL
MATCH LINE ℄ IH35W STA 379+00
CSJ 0081-13-050
MATCH LINE ℄ IH35W STA 448+00
CSJ 0081-13-050
NB065
LIGON, JACQUELINE S ETAL
NB066
CANYON FALLS
NB067
CANYON FALLS LAND PARTNERS LP
NB068
CANYON FALLS LAND PARTNERS LP
FURTURE CLEVELAND GIBBS RD (BY OTHERS)
CITY OF NORTHLAKE
CITY OF FLOWERMOUND
CANYON FALLS TOWN CENTER PARTNERS LP
FURTURE DENTON CREEK DRIVE (BY OTHERS)
CANYON FALLS TOWN CENTER PARTNERS LP
CITY OF FLOWERMOUND
CITY OF ARGYLE
NB068
CANYON FALLS TOWN CENTER PARTNERS LP
WARNING O/H POWER LINES
WARNING FIBER OPTIC LINES
EXISTING ROW
EXISTING EASEMENT
OVERHEAD POWER
FRONTIER (TELE)
AETHON GAS
TXDOT ELECTRIC
ZAYO (FO/DUCT)
GRANDE (FO/DUCT)
PROP 36" RCP
PROP 48" RCP
PROP 9'X9' SBC
PROP 2-6'x6' MBC
BEGIN EXISTING BRIDGE CSJ 0081-13-065
END EXISTING BRIDGE
BEGIN RET. WALL
END RET. WALL
BEGIN RAMP
END RAMP
BEGIN ACCESS DENIAL LINE
END ACCESS DENIAL LINE
BEGIN WIDENING, MATCH CSJ 0081-13-065
END WIDENING, MATCH CSJ 0081-13-065
℄ IH 35W STA. 424+21.82, 194.00' RT
SBML03A_6
SBML03A_7
SBML03A_8
SBXR383_3
SBER424_1
SBER424_2
SBER424_4
NBML03A1_6
NBML03A2_1
NBXR428_1
NBXR428_2
NBXR428_3
NBXR428_4
NBER448_1
NBER448_2

PARCEL NUMBER	DENTON COUNTY PROPE	OWNER NAME
SB057	7220440	PECAN SQUARE 1, LLC
SB058	212742	J YOUNG LAND & CATTLE LTD
SB059	208252	J YOUNG LAND & CATTLE LTD
SB060	208251	PRATT, ALMA TRUST ETAL
NB065	72404	AIL INVESTMENT LP
NB066	724505	AIL INVESTMENT LP
NB067	69069	NASH CANYON FALLS, LLC
NB068	219487	NASH CANYON FALLS, LLC

	STATION		COORDINATE		BEARING/DELTA	LENGTH	TANGENT	RADIUS
			N	E		(FT)	(FT)	(FT)
IH35W								
	P.C.	408+51.79	7081124.0728	2356975.6235	N 23°20′08.64" E			
IH35W_6	P.I.	409+72.04	7081234.4837	2357023.2556	1°12′08.74" RT	240.49	120.25	11459.16
	P.T.	410+92.27	7081343.8707	2357073.1941	N 24°32′17.38" E			
NBML03A1 (DESIGN SPEED: 70 MPH)								
	P.R.C.	1378+98.58	7078377.7971	2355870.1098	N 21°15′44.00" E			
NBML03A1_6	P.I.	1380+85.63	7078552.1130	2355937.9404	2°04′24.64" RT	374.06	187.05	10336.00
	P.T.	1382+72.63	7078723.8606	2356012.0336	N 23°20′08.64" E			
NBML03A2 (DESIGN SPEED: 70 MPH)								
	P.C.	1408+29.42	7081076.2547	2357013.8051	N 23°20′08.64" E			
NBML03A2_1	P.I.	1409+77.88	7081212.5730	2357072.6139	1°12′08.74" RT	296.91	148.46	14148.00
	P.T.	1411+26.33	7081347.6273	2357134.2703	N 24°32′17.38" E			
SBML03A (DESIGN SPEED: 70 MPH)								
	P.R.C.	2380+38.02	7078570.7214	2355802.3703	N 26°04′41.41" E			
SBML03A_7	P.I.	2382+85.72	7078793.2029	2355911.2578	2°44′32.77" LT	495.30	247.70	10348.00
	P.T.	2385+33.33	7079020.6394	2356009.3756	N 23°20′08.64" E			
	P.C.	2408+18.66	7081119.0355	2356914.6396	N 23°20′08.64" E			
SBML03A_8	P.I.	2409+68.26	7081256.3944	2356973.8973	1°12′08.74" RT	299.18	149.60	14256.00
	P.T.	2411+17.84	7081392.4796	2357036.0244	N 24°32′17.38" E			

	STATION		COORDINATE		BEARING/DELTA	LENGTH	TANGENT	RADIUS
			N	E		(FT)	(FT)	(FT)
NBXR419 (DESIGN SPEED: 50 MPH)								
	P.C.	10+00.00	7081327.6929	2357177.9352	N 24°32′17.38" E			
NBXR419_1	P.I.	11+74.18	7081486.1462	2357250.2740	2°22′33.11" RT	348.32	174.18	8400.00
	P.T.	13+48.32	7081641.4644	2357329.1193	N 26°54′50.48" E			
	P.C.	14+49.89	7081732.0362	2357375.0968	N 26°54′50.48" E			
NBXR419_2	P.I.	16+88.41	7081944.7147	2357483.0603	1°56′17.60" LT	476.98	238.51	14100.00
	P.T.	19+26.87	7082160.9231	2357583.7688	N 24°58′32.89" E			
	P.C.	22+99.10	7082498.3378	2357740.9344	N 24°58′32.89" E			
NBXR419_3	P.I.	24+15.61	7082603.9559	2357790.1306	2°20′31.35" RT	233.00	116.51	5700.00
	P.T.	25+32.09	7082707.4754	2357843.6018	N 27°19′04.23" E			
	P.C.	26+52.26	7082814.2458	2357898.7522	N 27°19′04.23" E			
NBXR419_4	P.I.	28+09.97	7082954.3612	2357971.1264	2°46′46.85" LT	315.34	157.70	6500.00
	P.T.	29+67.61	7083097.8215	2358036.6205	N 24°32′17.38" E			

	STATION		COORDINATE		BEARING/DELTA	LENGTH	TANGENT	RADIUS
			N	E		(FT)	(FT)	(FT)
NBER448 (DESIGN SPEED: 50 MPH)								
	P.C.	10+00.00	7083637.2346	2358282.8792	N 24°32′17.38" E			
NBER448_1	P.I.	11+57.71	7083780.7004	2358348.3758	2°46′47.24" LT	315.36	157.71	6500.00
	P.T.	13+15.36	7083927.1739	2358406.8376	N 21°45′30.14" E			
	P.C.	14+35.53	7084038.7876	2358451.3859	N 21°45′30.14" E			
NBER448_2	P.I.	15+51.03	7084146.0544	2358494.1992	2°19′17.67" RT	230.96	115.50	5700.00
	P.T.	16+66.49	7084251.4990	2358541.3225	N 24°04′47.81" E			
SBXR383 (DESIGN SPEED: 50 MPH)								
	P.C.	18+39.55	7078697.1453	2355783.3035	N 25°49′46.30" E			
SBXR383_3	P.I.	19+77.62	7078821.4229	2355843.4607	1°07′19.49" RT	276.13	138.07	14100.00
	P.R.C.	21+15.68	7078944.4986	2355906.0400	N 26°57′05.80" E			
	P.R.C.	21+15.68	7078944.4986	2355906.0400	N 26°57′05.80" E			
SBXR383_4	P.I.	23+80.83	7079180.8467	2356026.2141	3°36′57.16" LT	530.12	265.15	8400.00
	P.T.	26+45.80	7079424.3033	2356131.2431	N 25°08′37.22" E			
SBER424 (DESIGN SPEED: 50 MPH)								
	P.C.	10+00.00	7081725.5157	2357135.3001	N 24°32′17.38" E			
SBER424_1	P.I.	11+94.04	7081902.0322	2357215.8854	2°38′47.81" LT	388.01	194.04	8400.00
	P.R.C.	13+88.01	7082082.0816	2357288.2339	N 21°53′29.57" E			
	P.R.C.	13+88.01	7082082.0816	2357288.2339	N 21°53′29.57" E			
SBER424_2	P.I.	17+13.73	7082384.3073	2357409.6760	2°38′47.81" RT	651.31	325.71	14100.00
	P.T.	20+39.32	7082680.6030	2357544.9442	N 24°32′17.38" E			
	P.C.	24+39.32	7083044.4769	2357711.0638	N 24°32′17.38" E			
SBER424_3	P.I.	25+64.97	7083158.7742	2357763.2441	5°01′21.28" LT	251.13	125.64	2864.79
	P.R.C.	26+90.45	7083277.2009	2357805.2174	N 19°30′56.10" E			
	P.R.C.	26+90.45	7083277.2009	2357805.2174	N 19°30′56.10" E			
SBER424_4	P.I.	28+16.10	7083395.6276	2357847.1908	5°01′21.28" RT	251.13	125.64	2864.79
	P.T.	29+41.58	7083509.9249	2357899.3710	N 24°32′17.38" E			

SUPERELEVATION				
ALIGNMENT	STATION	LT	RT	DESCRIPTION
NBER448	21+10.00	-2.00%	-2.00%	BEGIN TRANSITION
	21+60.00	-2.50%	-2.50%	END TRANSITION
NBXR428	18+30.00	-2.50%	-2.50%	BEGIN TRANSITION
	18+80.00	-2.00%	-2.00%	END TRANSITION
SBER424	20+40.00	2.50%	2.50%	BEGIN TRANSITION
	20+90.00	2.00%	2.00%	END TRANSITION
	21+90.00	2.00%	2.00%	BEGIN TRANSITION
	22+90.00	3.50%	3.50%	END TRANSITION, BEGIN FULL SUPER
	25+00.00	3.50%	3.50%	END FULL SUPER, BEGIN TRANSITION
	25+60.00	2.00%	2.00%	END TRANSITION
SBXR383	19+20.00	2.00%	2.00%	BEGIN TRANSITION
	19+70.00	2.50%	2.50%	END TRANSITION

NOTE:
1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

95% DRAFT
Preliminary, Subject to Change

95% DRAFT
Preliminary, Subject to Change

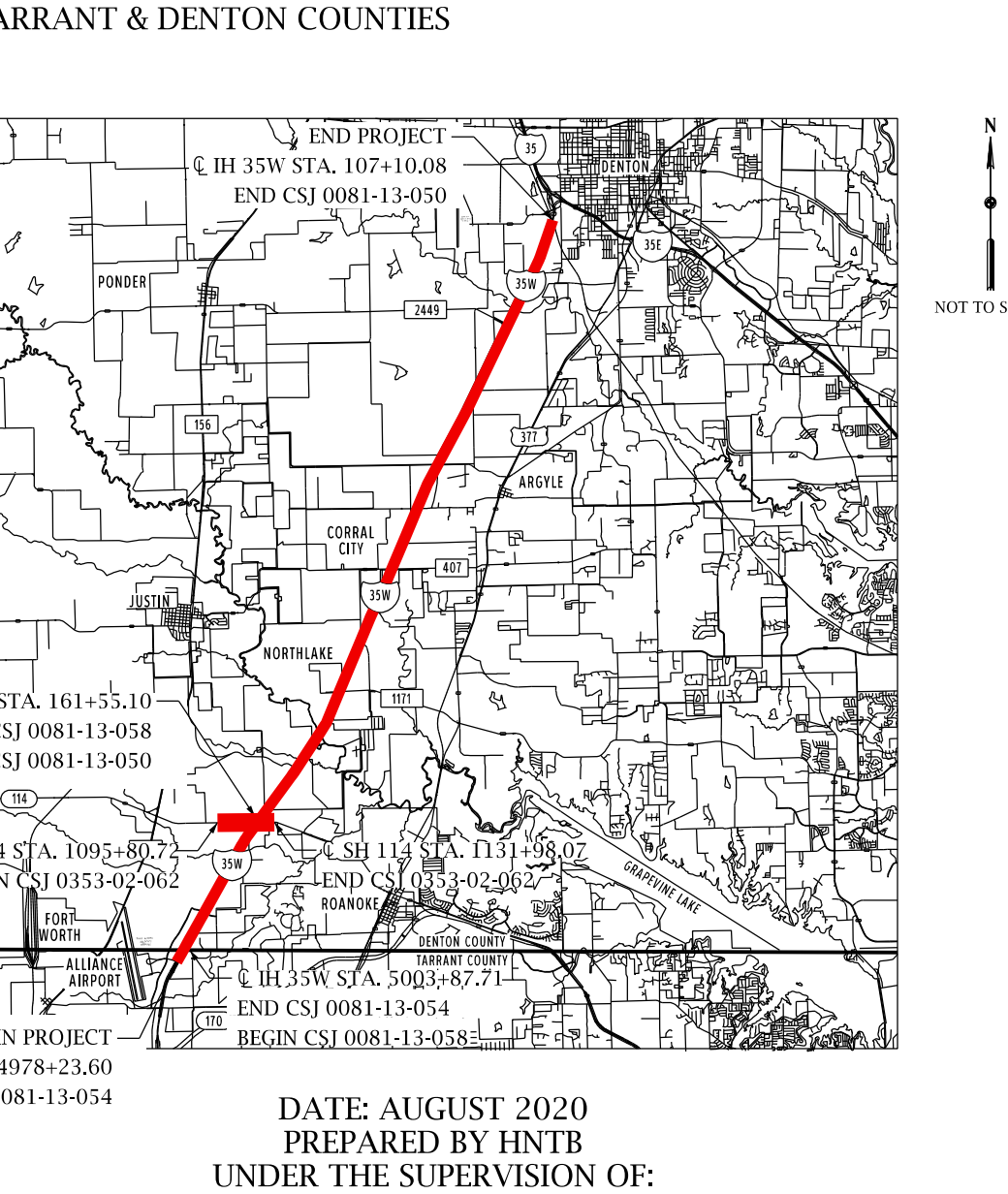
LEGEND:

- 🟨 Proposed Mainlanes
- 🟩 Proposed Frontage Roads / Cross Streets
- 🟦 Proposed Ramps
- 🟧 Proposed Concrete Bridge
- 🟪 Proposed Sidewalk
- ▭ Existing Pave (By Others)
- ▭ Existing Bridge (By Others)
- ▭ Existing Sidewalk (By Others)
- ▨ Existing 100-Year Floodplain
- ▨ Existing Pavement Removal
- ▨ Existing Pavement Removal (By Others)
- Proposed Retaining Wall
- Existing ROW
- Proposed Access Denial
- Proposed Drainage Structure
- Existing Drainage Structure
- Existing Drainage Easement
- Centerline / Baseline
- Property Line
- City Limits
- Parcel Number
- Proposed Flow Line
- Existing Flow Line
- Proposed COSS
- Proposed OSB
- Existing COSS (By Others)
- Existing OSB (By Others)

NOTES:

1. TYPICAL SECTIONS ARE NOT TO SCALE. DIMENSIONS ARE TO FACE OF CURB
2. CONTROL OF ACCESS TO BE DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT) AND FINALIZED THROUGH PERMIT PROCESS.
3. PROPOSED NOISE WALLS DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT). THE NOISE ANALYSIS HAS BEEN APPROVED AND FONSI ISSUED JULY 2020.
4. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDESTREETS OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLEMENTED IN FINAL DESIGN.
5. WATER SURFACE ELEVATIONS SHOWN ARE 100 YEAR ELEVATIONS FROM FEMA MAPS AND FR PROJECT.
6. SURVEY (DEC. 2017) AND SUE (OCT. 2018) PROVIDED BY TxDOT. ROW PROVIDED UNDER SEPARATE CONTRACT (FR PROJECT).
7. HORIZONTAL BASE LINE ALIGNMENTS BY OTHERS ARE SHOWN FOR REFERENCE. CURVE DATA IS NOT INCLUDED.
8. SEE IH35W SIGN SCHEMATIC FOR LARGE SIGNS.
9. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM DENTON COUNTY APPRAISAL DISTRICT (APRIL 30, 2019).
10. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC
IH 35W - MAINLANE PROJECT
DENTON COUNTY
IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E
CSJ / CSJ LIMITS
0081-13-054 FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058 FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050 FROM SH 114 TO SOUTH OF IH 35E
0353-02-062 IH 35W/SH 114 INTERCHANGE IMPROVEMENTS
ROADWAY TYPE / DESIGN SPEED
MAINLANES 70 MPH
MANAGED LANE RAMPS 70 MPH
RAMPS 50 MPH
FRONTAGE ROADS 45 MPH
CROSS STREETS (MINIMUM) 30 MPH
HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW
NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.
DATE APPROVED
DATE SUBMITTED
DATE REVISED


END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+87.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
N
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)
SERIAL NO. 101321
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 8 OF 30
HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420
Texas Department of Transportation
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8/31/2020

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC

IH 35W - MAINLANE PROJECT
DENTON COUNTY

IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E

CSJ	CSJ LIMITS
0081-13-054	FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058	FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050	FROM SH 114 TO SOUTH OF IH 35E
0353-02-062	IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
MANAGED LANE RAMPS	70 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES

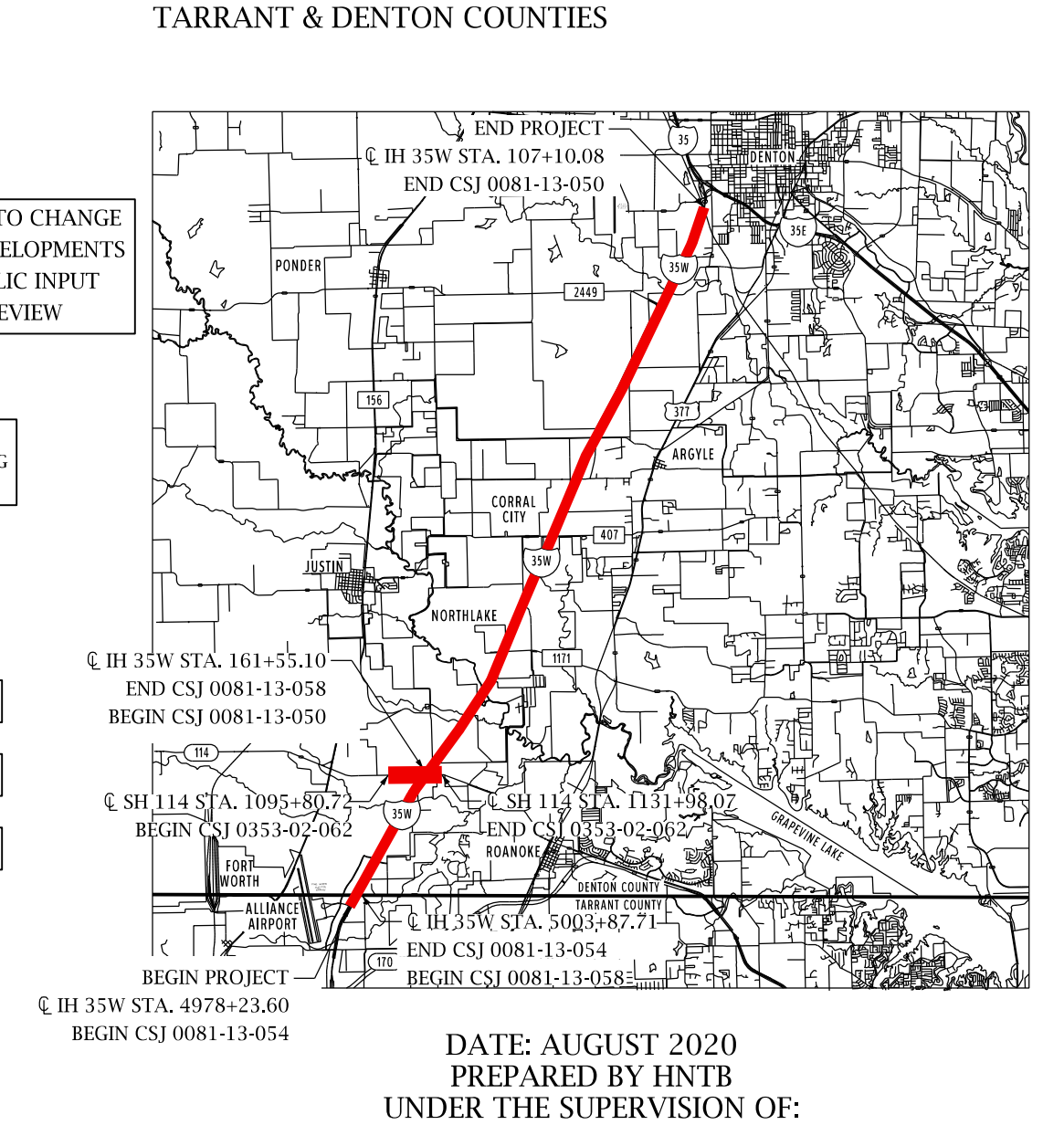
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

DATE APPROVED ____

DATE SUBMITTED ____

DATE REVISED ____


END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+85.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
PONDER
ARGYLE
CORRAL CITY
NORTHLAKE
JUSTIN
ROANOKE
FORT WORTH
ALLIANCE AIRPORT
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.

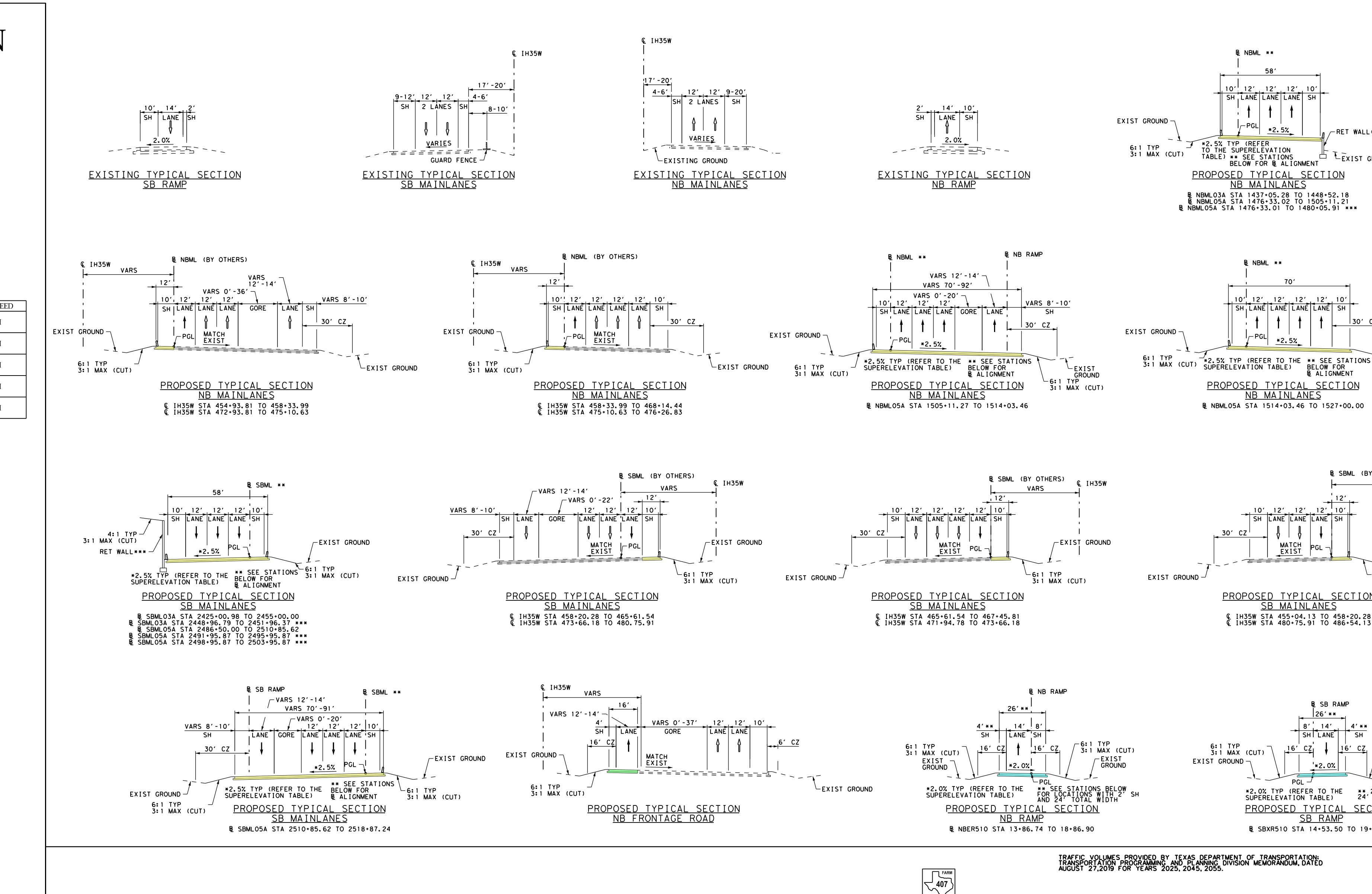
SERIAL NO. 101321

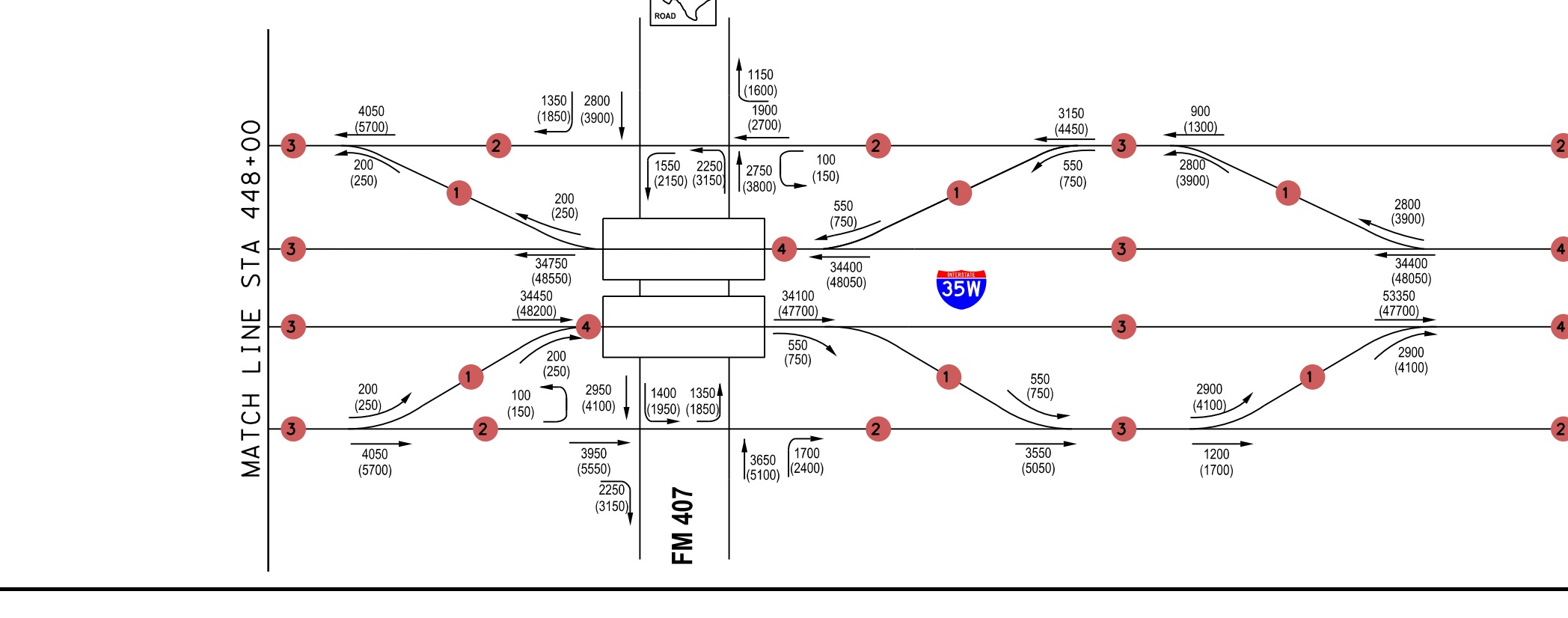
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 9 OF 30

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

Texas Department of Transportation


EXISTING TYPICAL SECTION
SB RAMP
EXISTING TYPICAL SECTION
SB MAINLANES
EXISTING TYPICAL SECTION
NB MAINLANES
EXISTING TYPICAL SECTION
NB RAMP
PROPOSED TYPICAL SECTION
NB MAINLANES
℄ NBML03A STA 1457+05.28 TO 1448+52.18
℄ NBML05A STA 1476+33.02 TO 1505+11.21
℄ NBML05A STA 1476+33.01 TO 1480+05.91 ***
PROPOSED TYPICAL SECTION
NB MAINLANES
℄ IH35W STA 454+93.81 TO 458+33.99
℄ IH35W STA 472+93.81 TO 475+10.63
PROPOSED TYPICAL SECTION
NB MAINLANES
℄ IH35W STA 458+33.99 TO 468+14.44
℄ IH35W STA 475+10.63 TO 476+26.83
PROPOSED TYPICAL SECTION
NB MAINLANES
℄ NBML05A STA 1505+11.27 TO 1514+03.46
PROPOSED TYPICAL SECTION
NB MAINLANES
℄ NBML05A STA 1514+03.46 TO 1527+00.00
PROPOSED TYPICAL SECTION
SB MAINLANES
℄ SBML03A STA 2425+00.98 TO 2455+00.00
℄ SBML03A STA 2448+96.79 TO 2451+96.37 ***
℄ SBML05A STA 2486+50.00 TO 2510+85.62
℄ SBML05A STA 2491+95.87 TO 2495+87 ***
℄ SBML05A STA 2498+95.87 TO 2503+95.87 ***
PROPOSED TYPICAL SECTION
SB MAINLANES
℄ IH35W STA 458+20.28 TO 465+61.54
℄ IH35W STA 473+66.18 TO 480.75.91
PROPOSED TYPICAL SECTION
SB MAINLANES
℄ IH35W STA 465+61.54 TO 467+45.81
℄ IH35W STA 471+94.78 TO 473+66.18
PROPOSED TYPICAL SECTION
SB MAINLANES
℄ IH35W STA 455+04.13 TO 458+20.28
℄ IH35W STA 480+75.91 TO 486+54.13
PROPOSED TYPICAL SECTION
SB MAINLANES
℄ SBML05A STA 2510+85.62 TO 2518+87.24
PROPOSED TYPICAL SECTION
NB FRONTAGE ROAD
PROPOSED TYPICAL SECTION
NB RAMP
℄ NBER510 STA 13+86.74 TO 18+86.90
PROPOSED TYPICAL SECTION
SB RAMP
℄ SBXR510 STA 14+53.50 TO 19+19.36
EXIST GROUND
6:1 TYP
3:1 MAX (CUT)
PGL
MATCH EXIST
*2.5% TYP (REFER TO THE SUPERELEVATION TABLE)
** SEE STATIONS BELOW FOR ℄ ALIGNMENT
RET WALL***
30' CZ


TRAFFIC VOLUMES PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION: TRANSPORTATION PROGRAMMING AND PLANNING DIVISION MEMORANDUM, DATED AUGUST 27, 2019 FOR YEARS 2025, 2045, 2055.
LEGEND
1000 - 2025 ADT
(1000) - 2045 ADT
SCALE: N.T.S.
MATCH LINE STA 448+00
MATCH LINE STA 517+00
FM 407
35W
4050
(5700)
1350
(1850)
2800
(3900)
1150
(1600)
1900
(2700)
3150
(4450)
900
(1300)
34750
(48550)
34450
(48200)
34100
(47700)
34400
(48050)
53350
(47700)
2900
(4100)
3950
(5500)
3650
(5100)
1200
(1700)
550
(750)

95% DRAFT
Preliminary, Subject to Change
CITY OF CORAL CITY
UNINCORPORATED DENTON COUNTY
CITY OF ARGYLE
GRAHAM BRANCH TRIBUTARY 13
GRAHAM BRANCH UNNAMED TRIB
GRAHAM BRANCH TRIB 15
MATCH LINE ℄ IH35W STA 448+00
CSJ 0081-13-050
MATCH LINE ℄ IH35W STA 517+00
CSJ 0081-13-050
SB FRONTAGE RD
NB FRONTAGE RD
IH 35
35W
407
SAM DAVIS RD
RCC FOOD & BEVERAGE LLC
CORRAL CORNERS LLC
REALTY CAPITAL ARGYLE 114 LTD
REALTY CAPITAL BELMONT, LTD
RANDOL MILL CAPITAL, LLP
INTERSTATE 35W AT FM 407 LP
MASON-GRAVLEE ENT INC
HEATH, JAMES P
GORDON, LINDA T
SB060
SB061
SB062
SB063
SB064
SB065
SB066
SB067
SB068
NB069
NB070
NB071
NB072
NB073
NB074
NB075
WARNING O/H POWER LINES
WARNING FIBER OPTIC LINES
EXISTING ROW
EXISTING EASEMENT
OVERHEAD POWER
FRONTIER (FO/DUCT)
CENTURYLINK (FO/DUCT)
ZAYO (FO/DUCT)
ATMOS ENERGY GAS
TRINITY RIVER AUTHORITY SEWER
CITY OF ARGYLE WATER
EXISTING SIGNALIZED INTERSECTION

	STATION	COORDINATE		BEARING/DELTA	LENGTH	TANGENT	RADIUS
		N	E		(FT)	(FT)	(FT)
IH35W							
	P.C. 451+14.56	7085002.8838	2358743.6465	N 24° 32′ 17.38" E			
IH35W_7	P.I. 452+11.53	7085091.0912	2358783.9159	0° 58′ 10.65" LT	193.93	96.96	11459.16
	P.T. 453+08.49	7085179.9674	2358822.6869	N 23° 34′ 06.73" E			
NBML03A2 (DESIGN SPEED: 70 MPH)							
	P.C. 1450+96.63	7084959.3444	2358783.1307	N 24° 32′ 17.38" E			
NBML03A2_2	P.I. 1452+17.26	7085069.0807	2358833.2287	0° 58′ 10.65" LT	241.26	120.63	14256.00
	P.T. 1453+37.89	7085179.6490	2358881.4625	N 23° 34′ 06.73" E			
SBML03A (DESIGN SPEED: 70 MPH)							
	P.C. 2450+88.14	7085004.1968	2358684.8847	N 24° 32′ 17.38" E			
SBML03A_9	P.I. 2452+07.86	7085113.1017	2358734.6032	0° 58′ 10.65" LT	239.43	119.72	14148.00
	P.T. 2453+27.57	7085222.8324	2358782.4716	N 23° 34′ 06.73" E			
NBER448 (DESIGN SPEED: 50 MPH)							
	P.C. 21+66.47	7084707.9649	2358745.3179	N 24° 04′ 47.81" E			
NBER448_3	P.I. 24+70.92	7084985.9248	2358869.5386	2° 28′ 26.17" LT	608.81	304.45	14100.00
	P.T. 27+75.28	7085268.9876	2358981.6454	N 21° 36′ 21.64" E			
	P.C. 28+68.06	7085355.2456	2359015.8079	N 21° 36′ 21.64" E			
NBER448_4	P.I. 30+11.93	7085489.0113	2359068.7857	1° 57′ 45.09" RT	287.72	143.87	8400.00
	P.T. 31+55.78	7085620.8843	2359126.3134	N 23° 34′ 06.73" E			

	STATION	COORDINATE		BEARING/DELTA	LENGTH	TANGENT	RADIUS
		N	E		(FT)	(FT)	(FT)
NBER510 (DESIGN SPEED: 50 MPH)							
	P.C. 10+00.00	7089071.7504	2360681.8899	N 23° 34′ 06.73" E			
NBER510_1	P.I. 11+45.14	7089204.7801	2360739.9222	5° 48′ 00.29" LT	290.03	145.14	2865.00
	P.R.C. 12+90.03	7089342.9934	2360784.2137	N 17° 46′ 06.43" E			
	P.R.C. 12+90.03	7089342.9934	2360784.2137	N 17° 46′ 06.43" E			
NBER510_2	P.I. 13+39.01	7089389.6385	2360799.1615	5° 20′ 30.21" RT	97.89	48.98	1050.00
	P.T. 13+87.92	7089434.6894	2360818.3868	N 23° 06′ 36.65" E			
	P.C. 18+86.87	7089893.5978	2361014.2242	N 23° 06′ 36.65" E			
NBER510_3	P.I. 21+45.46	7090131.4424	2361115.7234	2° 06′ 05.02" LT	517.14	258.60	14100.00
	P.R.C. 24+04.00	7090372.8489	2361208.4332	N 21° 00′ 31.63" E			
	P.R.C. 24+04.00	7090372.8489	2361208.4332	N 21° 00′ 31.63" E			
NBER510_4	P.I. 25+91.67	7090548.0444	2361275.7152	2° 33′ 35.10" RT	375.28	187.67	8400.00
	P.T. 27+79.28	7090720.0601	2361350.7546	N 23° 34′ 06.73" E			

	STATION	COORDINATE		BEARING/DELTA	LENGTH	TANGENT	RADIUS
		N	E		(FT)	(FT)	(FT)
SBX510 (DESIGN SPEED: 50 MPH)							
	P.C. 10+00.00	7089694.6008	2360635.0246	N 23° 34′ 06.73" E			
SBXR510_1	P.I. 11+13.63	7089798.7523	2360680.4592	4° 32′ 34.18" RT	227.14	113.63	2864.79
	P.R.C. 12+27.14	7089898.9780	2360734.0003	N 28° 06′ 40.91" E			
	P.R.C. 12+27.14	7089898.9780	2360734.0003	N 28° 06′ 40.91" E			
SBXR510_2	P.I. 13+40.77	7089999.2037	2360787.5413	4° 32′ 34.18" LT	227.14	113.63	2864.79
	P.T. 14+54.28	7090103.3552	2360832.9759	N 23° 34′ 06.73" E			
	P.C. 16+81.72	7090311.8164	2360923.9141	N 23° 34′ 06.73" E			
SBXR510_3	P.I. 20+07.43	7090610.3587	2361054.1488	2° 38′ 47.81" RT	651.31	325.71	14100.00
	P.R.C. 23+33.02	7090902.5688	2361198.0300	N 26° 12′ 54.54" E			
	P.R.C. 23+33.02	7090902.5688	2361198.0300	N 26° 12′ 54.54" E			
SBXR510_4	P.I. 25+27.07	7091076.6515	2361283.7465	2° 38′ 47.81" LT	388.01	194.04	8400.00
	P.T. 27+21.04	7091254.5065	2361361.3331	N 23° 34′ 06.73" E			

PARCEL NUMBER	DENTON COUNTY PROPE	OWNER NAME
SB060	208251	PRATT, ALMA TRUST ETAL
SB061	193084	RCG F&B LAND LLC
SB062	526509	RCG F&B LAND LLC
SB063	69054	RCG CORNERS LLC
SB064	69045	RCG F&B LAND LLC
SB065	670642	REALTY CAPITAL ARGYLE 114 LTD
SB066	72969	DELMONT 407 LLC
SB067	523538	BELMONT FRESH WATER SUPPLY DISTRICT NO 2 OF DENTON COUNTY
SB068	683123	BELMONT FRESH WATER SUPPLY DISTRICT NO 2 OF DENTON COUNTY
NB069	208045	CADG CANYON FALLS 295
NB070	69052	RANDOL MILL CAPITAL, LLP
NB071	156952	INTERSTATE 35W AT FM 407 LP
NB072	156953	INTERSTATE 35W AT FM 407 LP
NB073	296825	MANSON-GRAVLEE ENT INC
NB074	73015	HTM ARGYLE LAND LLC
NB075	72973	FGF LAND LLC

SUPERELEVATION				
ALIGNMENT	STATION	LT	RT	DESCRIPTION
NBER448	21+10.00	-2.00%	-2.00%	BEGIN TRANSITION
	21+60.00	-2.50%	-2.50%	END TRANSITION
NBER510	18+30.00	-2.00%	-2.00%	BEGIN TRANSITION
	18+80.00	-2.50%	-2.50%	END TRANSITION
SBXR510	18+60.00	2.00%	2.00%	BEGIN TRANSITION
	19+10.00	2.50%	2.50%	END TRANSITION

NOTE:
1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

LEGEND:

🟨	Proposed Mainlanes
🟩	Proposed Frontage Roads / Cross Streets
🟦	Proposed Ramps
🟧	Proposed Concrete Bridge
🟪	Proposed Sidewalk
▨	Existing Pave (By Others)
▨	Existing Bridge (By Others)
▨	Existing Sidewalk (By Others)
▨	Existing 100-Year Floodplain
▨	Existing Pavement Removal
▨	Existing Pavement Removal (By Others)
	Proposed Retaining Wall
	Existing ROW
	Proposed Access Denial
	Proposed Drainage Structure
	Existing Drainage Structure
	Existing Drainage Easement
	Centerline / Baseline
	Property Line
	City Limits
(0001)	Parcel Number
	Proposed Flow Line
	Existing Flow Line
	Proposed COSS
	Proposed OSB
	Existing COSS (By Others)
	Existing OSB (By Others)

NOTES:

1. TYPICAL SECTIONS ARE NOT TO SCALE. DIMENSIONS ARE TO FACE OF CURB
2. CONTROL OF ACCESS TO BE DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT) AND FINALIZED THROUGH PERMIT PROCESS.
3. PROPOSED NOISE WALLS DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT). THE NOISE ANALYSIS HAS BEEN APPROVED AND FONSI ISSUED JULY 2020.
4. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDESTREETS OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.
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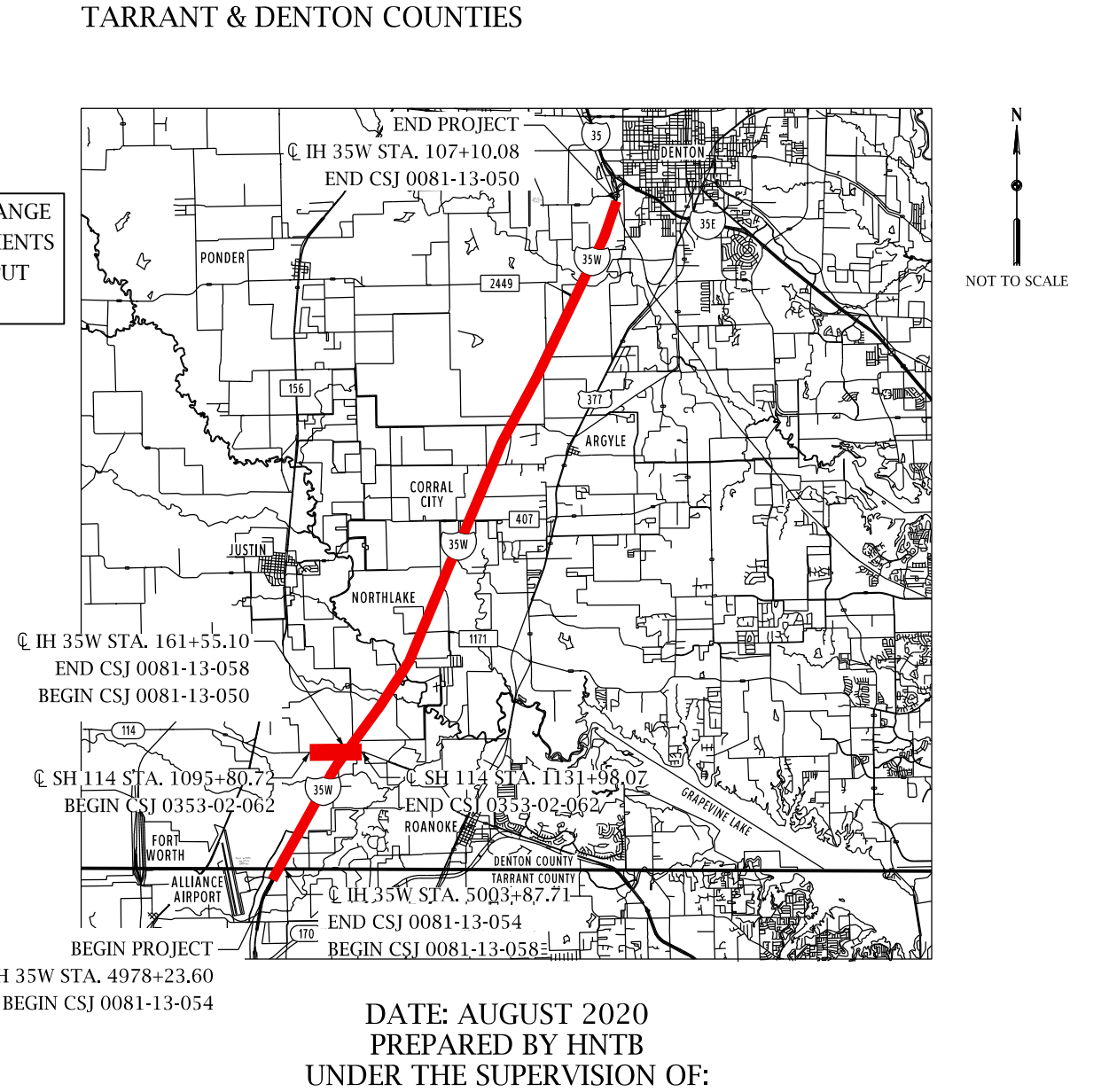
7. HORIZONTAL BASE LINE ALIGNMENTS BY OTHERS ARE SHOWN FOR REFERENCE. CURVE DATA IS NOT INCLUDED.
8. SEE IH35W SIGN SCHEMATIC FOR LARGE SIGNS.
9. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM DENTON COUNTY APPRAISAL DISTRICT (APRIL 30, 2019).
10. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC
IH 35W - MAINLANE PROJECT
DENTON COUNTY
IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E
CSJ / CSJ LIMITS
0081-13-054 FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058 FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050 FROM SH 114 TO SOUTH OF IH 35E
0353-02-062 IH 35W/SH 114 INTERCHANGE IMPROVEMENTS
ROADWAY TYPE / DESIGN SPEED
MAINLANES 70 MPH
MANAGED LANE RAMPS 70 MPH
RAMPS 50 MPH
FRONTAGE ROADS 45 MPH
CROSS STREETS (MINIMUM) 30 MPH
HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW
NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.
DATE APPROVED
DATE SUBMITTED
DATE REVISED


END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+85.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.
SERIAL NO. 101321
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 9 OF 30
HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420
Texas Department of Transportation
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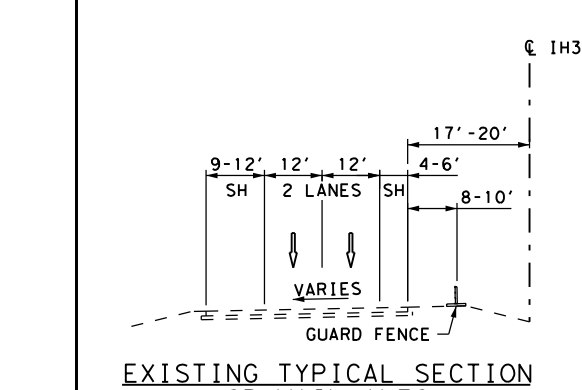
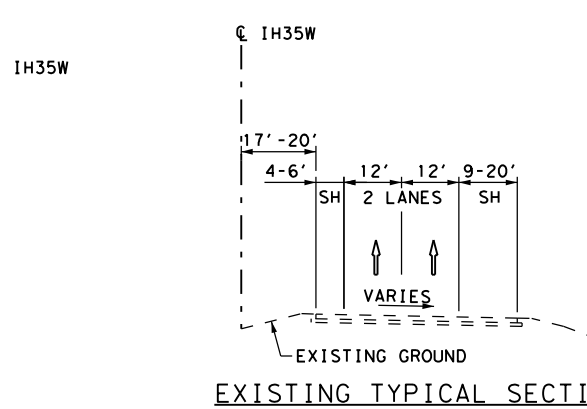

EXISTING TYPICAL SECTION
SB MAINLANES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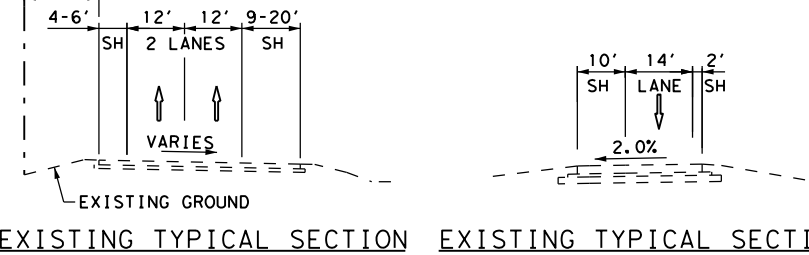
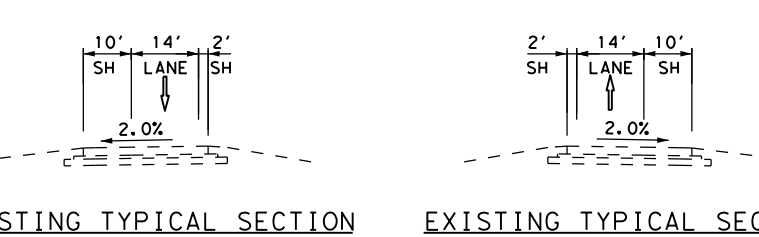
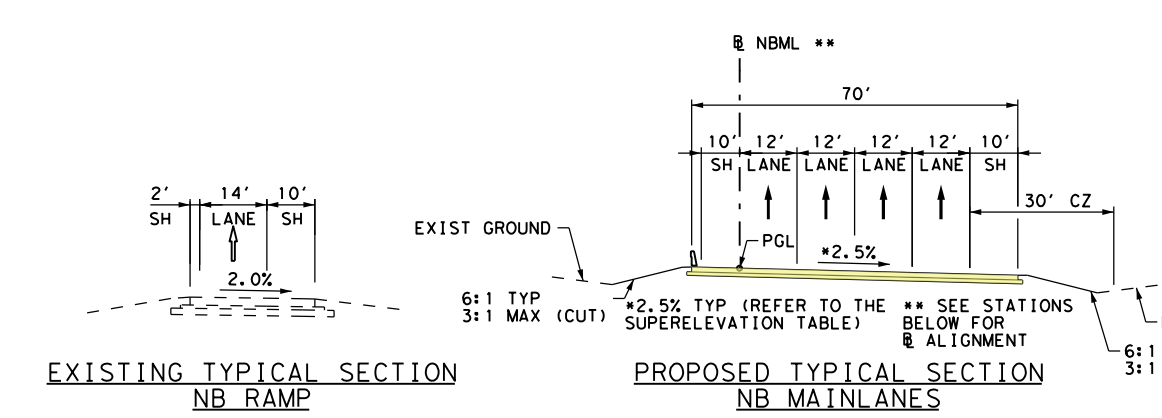
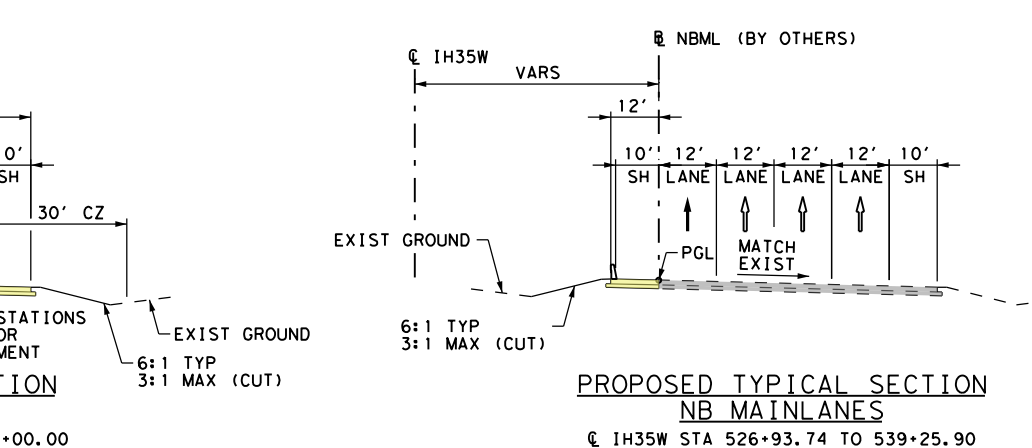
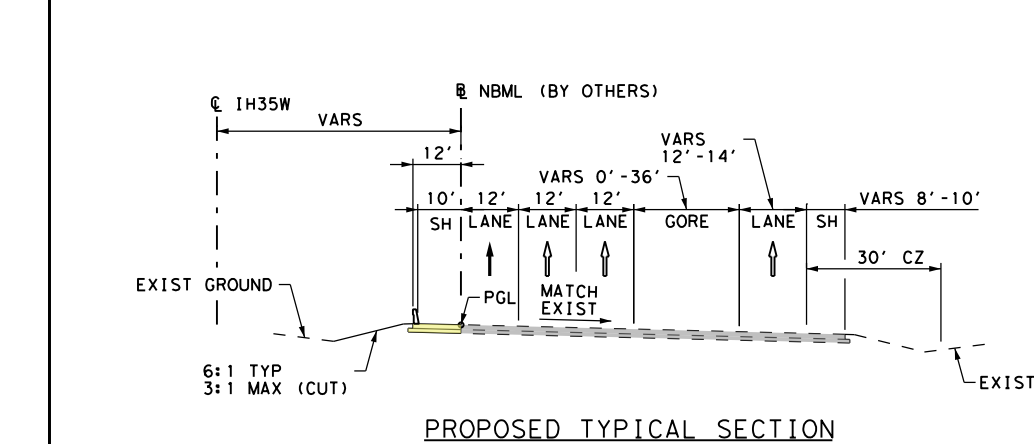
NB MAINLANES

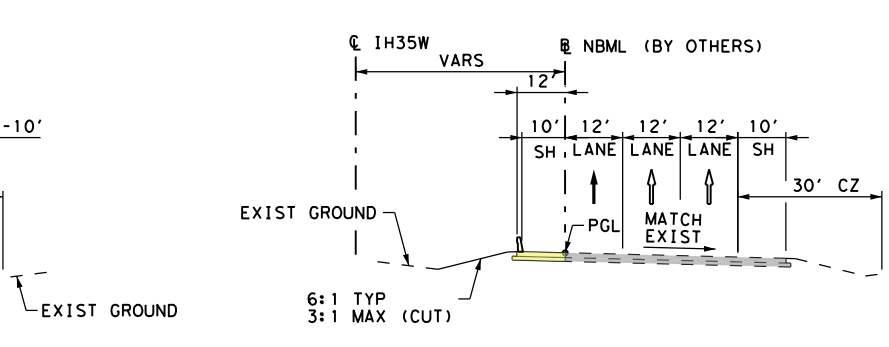

EXISTING TYPICAL SECTION
SB RAMP

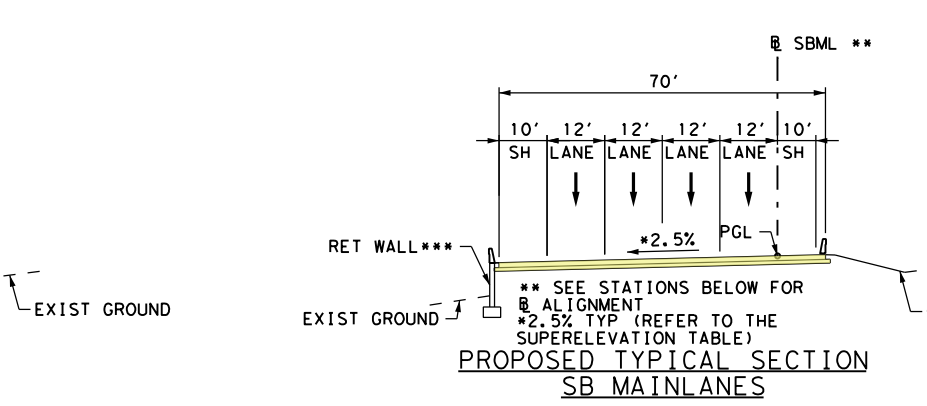

EXISTING TYPICAL SECTION
NB RAMP

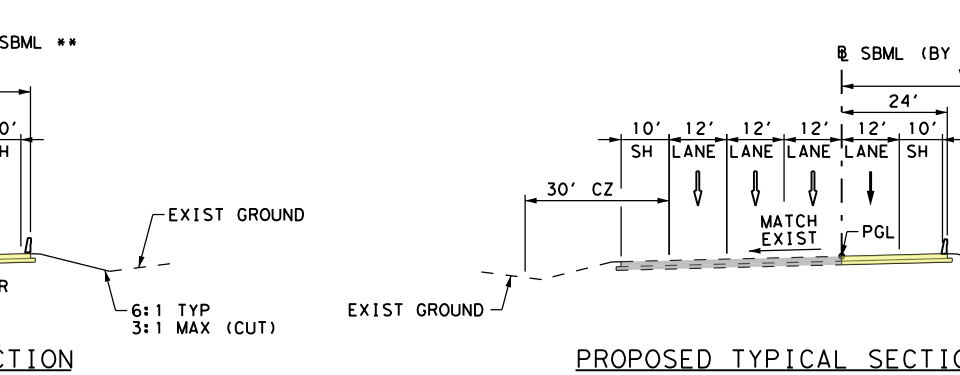

PROPOSED TYPICAL SECTION
NB MAINLANES
℄ NBML05A STA 1514+03.46 TO 1527+00.00

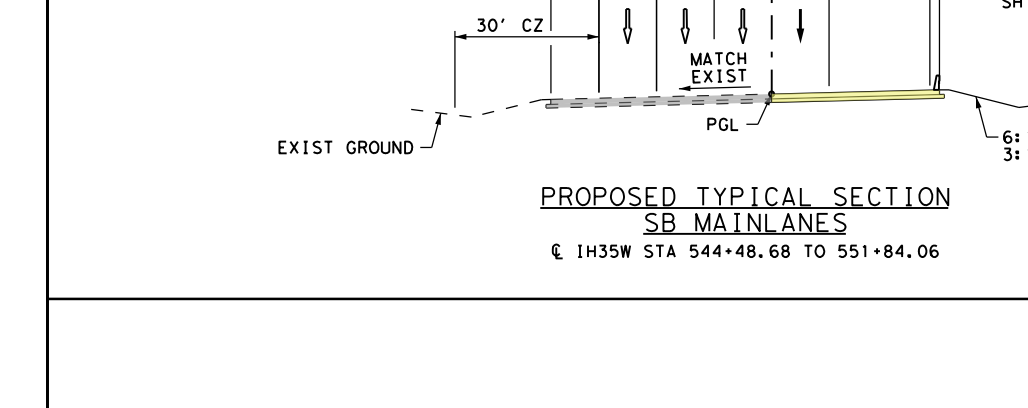

PROPOSED TYPICAL SECTION
NB MAINLANES
℄ IH35W STA 526+93.74 TO 539+25.90
℄ IH35W STA 542+87.63 TO 552+10.05

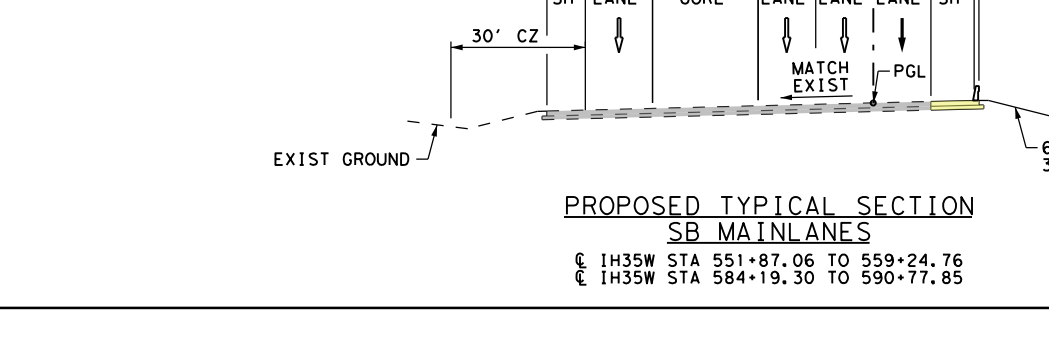

PROPOSED TYPICAL SECTION
NB MAINLANES
℄ IH35W STA 552+10.05 TO 558+40.06
℄ IH35W STA 585+11.52 TO 590+96.80

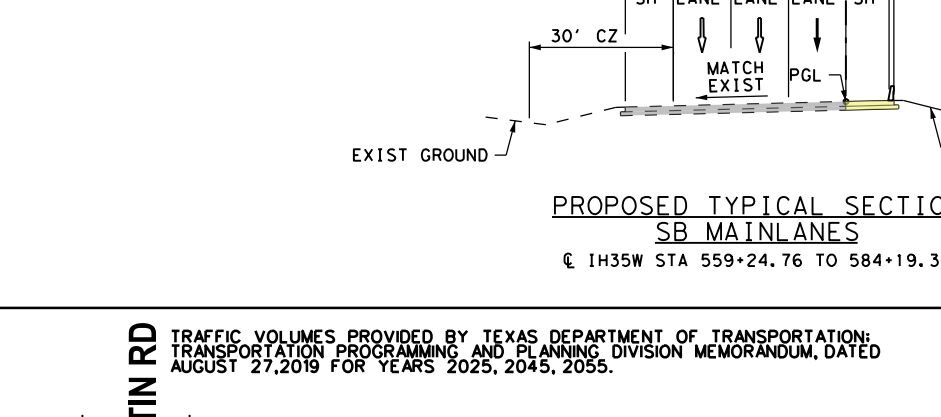

PROPOSED TYPICAL SECTION
NB MAINLANES
℄ IH35W STA 558+40.06 TO 585+11.52


PROPOSED TYPICAL SECTION
SB MAINLANES
℄ SBML05A STA 2518+87.24 TO 2534+00.00
℄ SBML05A STA 2527+95.78 TO 2534+00.00 ***


PROPOSED TYPICAL SECTION
SB MAINLANES
℄ IH35W STA 534+04.13 TO 538+57.65
℄ IH35W STA 542+48.68 TO 544+92.56


PROPOSED TYPICAL SECTION
SB MAINLANES
℄ IH35W STA 544+48.68 TO 551+84.06

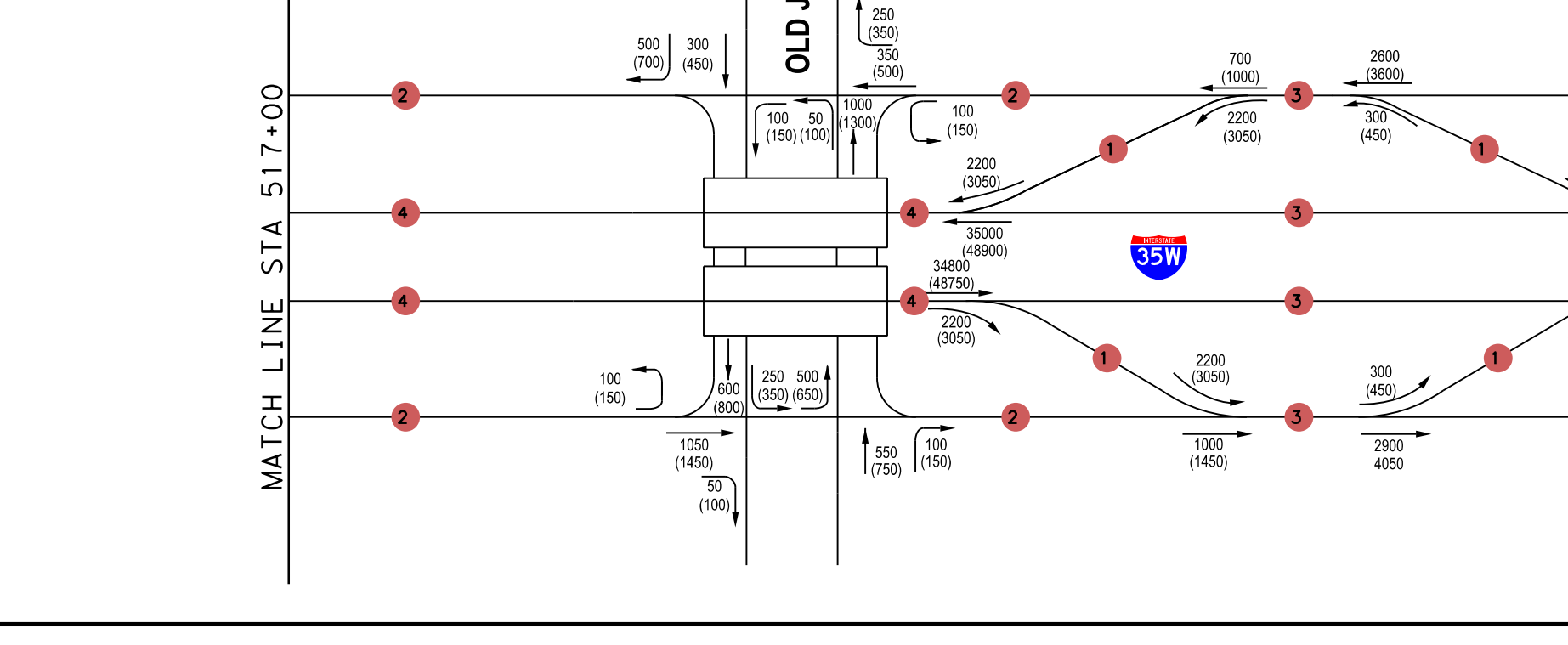

PROPOSED TYPICAL SECTION
SB MAINLANES
℄ IH35W STA 551+87.06 TO 559+24.76
℄ IH35W STA 584+19.30 TO 590+77.85


PROPOSED TYPICAL SECTION
SB MAINLANES
℄ IH35W STA 559+24.76 TO 584+19.30

TRAFFIC VOLUMES PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION: TRANSPORTATION PROGRAMMING AND PLANNING DIVISION MEMORANDUM, DATED AUGUST 27,2019 FOR YEARS 2025, 2045, 2055.

LEGEND
1000 - 2025 ADT
(1000) - 2045 ADT

SCALE: N.T.S.


MATCH LINE STA 517+00
OLD JUSTIN RD
MATCH LINE STA 586+00
35W
500 (700)
300 (450)
250 (350)
350 (500)
100 (150)
50 (100)
1000 (1300)
100 (150)
2200 (3050)
700 (1000)
2600 (3600)
300 (450)
35000 (48900)
34800 (48750)
1000 (1450)
2900 4050
550 (750)
1050 (1450)
1

	STATION	COORDINATE		BEARING/DELTA	LENGTH	TANGENT	RADIUS
		N	E		(FT)	(FT)	(FT)
IH35W							
	P.C. 572+17.45	7096095.5175	2363584.4367	N 23° 34′ 06.73" E			
IH35W_8	P.I. 575+09.04	7096362.7792	2363701.0257	5° 49′ 36.02" RT	582.67	291.59	5729.58
	P.T. 578+00.12	7096616.8241	2363844.1447	N 29° 23′ 42.75" E			

0 50 100
1"=100'
SB068
SB069
SB070
DF DENTON FUND 28 LTD P/S
SB071
DF DENTON FUND 28 LTD P/S
SB072
SB073
DF DENTON FUND 28 LTD P/S
SB074
DF DENTON FUND 28 LTD P/S
SB075
DF DENTON FUND 28 LTD P/S
SB076
GRAHAM BRANCH
UNINCORPORATED DENTON COUNTY
CITY OF ARGYLE
OLD JUSTIN RD
SB FRONTAGE RD
IH 35
35W
NB FRONTAGE RD
NB076
NB077
SALMON, CLARENCE R
NB078
NB079
Clarence R. Salmon and Nancy Salmon Hallmark
NB080
KNOB HILL VENTURE PARTNERS
NB081
PROP 3-9'x9' BRIDGE CLASS CULVERT
℄ SBML05A STA. 2520+20.54
PROP 3-9'x9' BRIDGE CLASS CULVERT
℄ NBML05A STA. 1519+22.76
EXISTING EASEMENT
EXISTING ROW
CENTURYLINK (FO/DUCT)
OVERHEAD POWER
CITY OF ARGYLE WATER
FRONTIER (TELE)
HUNTER GATHERING PETROLEUM
WARNING FIBER OPTIC LINES
WARNING POWER LINES
WARNING GAS LINES
CTB
MATCH LINE ℄ IH35W STA 517+00
CSJ 0081-13-050
MATCH LINE ℄ IH35W STA 586+00
CSJ 0081-13-050

PARCEL NUMBER	DENTON COUNTY PROPE	OWNER NAME
SB068	683123	BELMONT FRESH WATER SUPPLY DISTRICT NO 2 OF DENTON COUNTY
SB069	535623	MCCURLEY, DALE PATRICK
SB070	72978	DF DENTON FUND 28 LTD P/S
SB071	154876	DF DENTON FUND 28 LTD P/S
SB072	72924	NEEDHAM, MICHAEL ALLEN
SB073	124822	DF DENTON FUND 28 LTD P/S
SB074	124335	DF DENTON FUND 28 LTD P/S
SB075	75360	DF DENTON FUND 28 LTD P/S
SB076	114264	DF DENTON FUND 28 LTD P/S
NB076	72923	FGF LAND LLC
NB077	20768	RUNNING G PARTNERS LLC
NB078	178316	FGF LAND LLC
NB079	339705	PRUETT, HUGH Z
NB080	75361	KNOB HILL VENTURE PARTNERS

LEGEND:

🟨	Proposed Mainlanes
🟩	Proposed Frontage Roads / Cross Streets
🟦	Proposed Ramps
🟧	Proposed Concrete Bridge
🟪	Proposed Sidewalk
▭	Existing Pave (By Others)
▨	Existing Bridge (By Others)
▨	Existing Sidewalk (By Others)
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▨	Existing Pavement Removal
▨	Existing Pavement Removal (By Others)
―	Proposed Retaining Wall
-·-	Existing ROW
―	Proposed Access Denial
―	Proposed Drainage Structure
―	Existing Drainage Structure
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-·-	Centerline / Baseline
―	Property Line
---	City Limits
(XXXXX)	Parcel Number
→	Proposed Flow Line
→	Existing Flow Line
▭	Proposed COSS
▭	Proposed OSB
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▭	Existing OSB (By Others)

NOTES:

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DALLAS DISTRICT

Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC

IH 35W - MAINLANE PROJECT
DENTON COUNTY

IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E

CSJ	CSJ LIMITS
0081-13-054	FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058	FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050	FROM SH 114 TO SOUTH OF IH 35E
0353-02-062	IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
MANAGED LANE RAMPS	70 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES

PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

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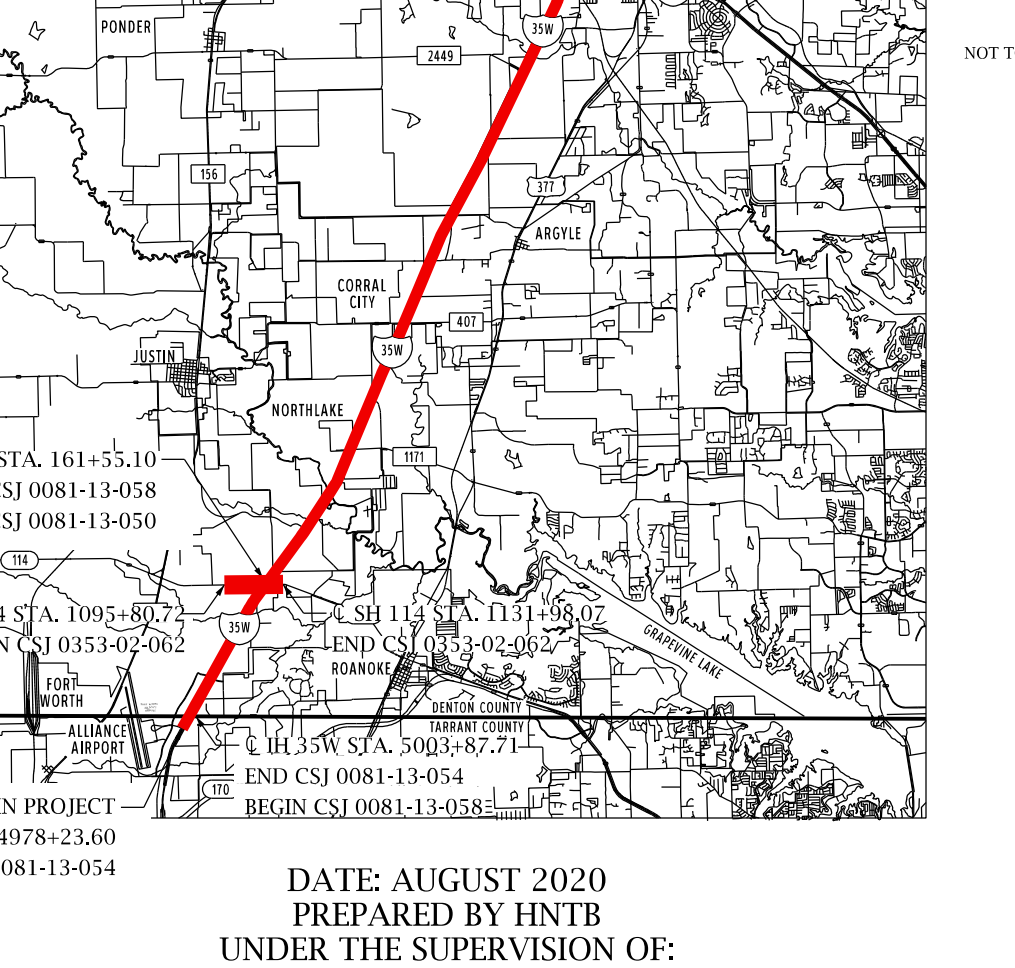
DATE APPROVED ________
DATE SUBMITTED ________
DATE REVISED ________


END PROJECT
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END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+86.72
BEGIN CSJ 0353-02-062
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END CSJ 0353-02-062
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BEGIN CSJ 0081-13-058
BEGIN PROJECT
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BEGIN CSJ 0081-13-054
PONDER
ARGYLE
JUSTIN
NORTHLAKE
ROANOKE
N
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.

EQUATION:
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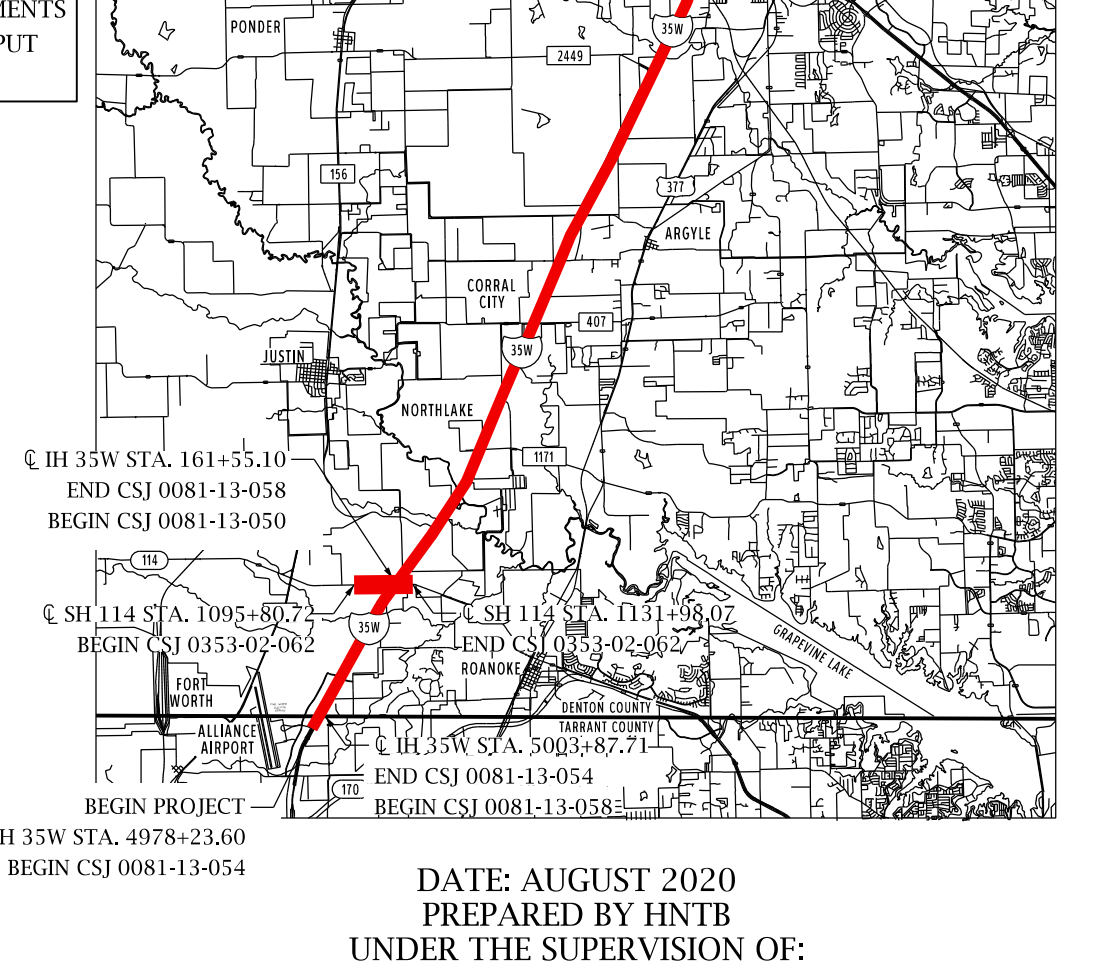
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

SERIAL NO. 101321

SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 10 OF 30

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

Texas Department of Transportation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SCALE: HORIZONTAL 1" = 100'
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ROLL 10 OF 30
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HNTB Corporation
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8/31/2020

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TARRANT & DENTON COUNTIES

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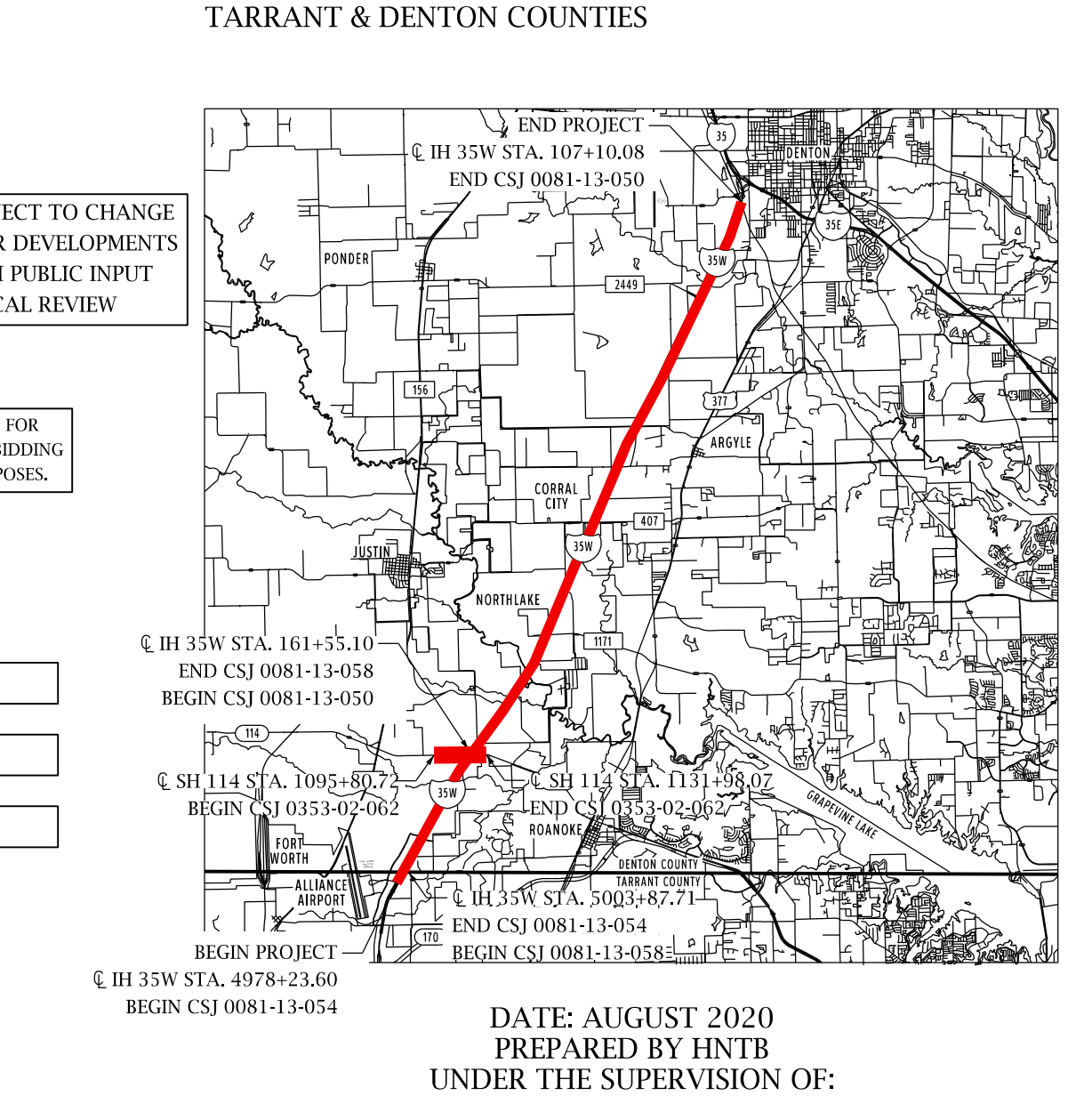
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PONDER
ARGYLE
CORRAL CITY
JUSTIN
NORTHLAKE
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ROANOKE
FORT WORTH
ALLIANCE AIRPORT
℄ IH 35W STA. 5003+87.71
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BEGIN CSJ 0081-13-058
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BEGIN CSJ 0081-13-054
N
NOT TO SCALE

DATE APPROVED

DATE SUBMITTED

DATE REVISED

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
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EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

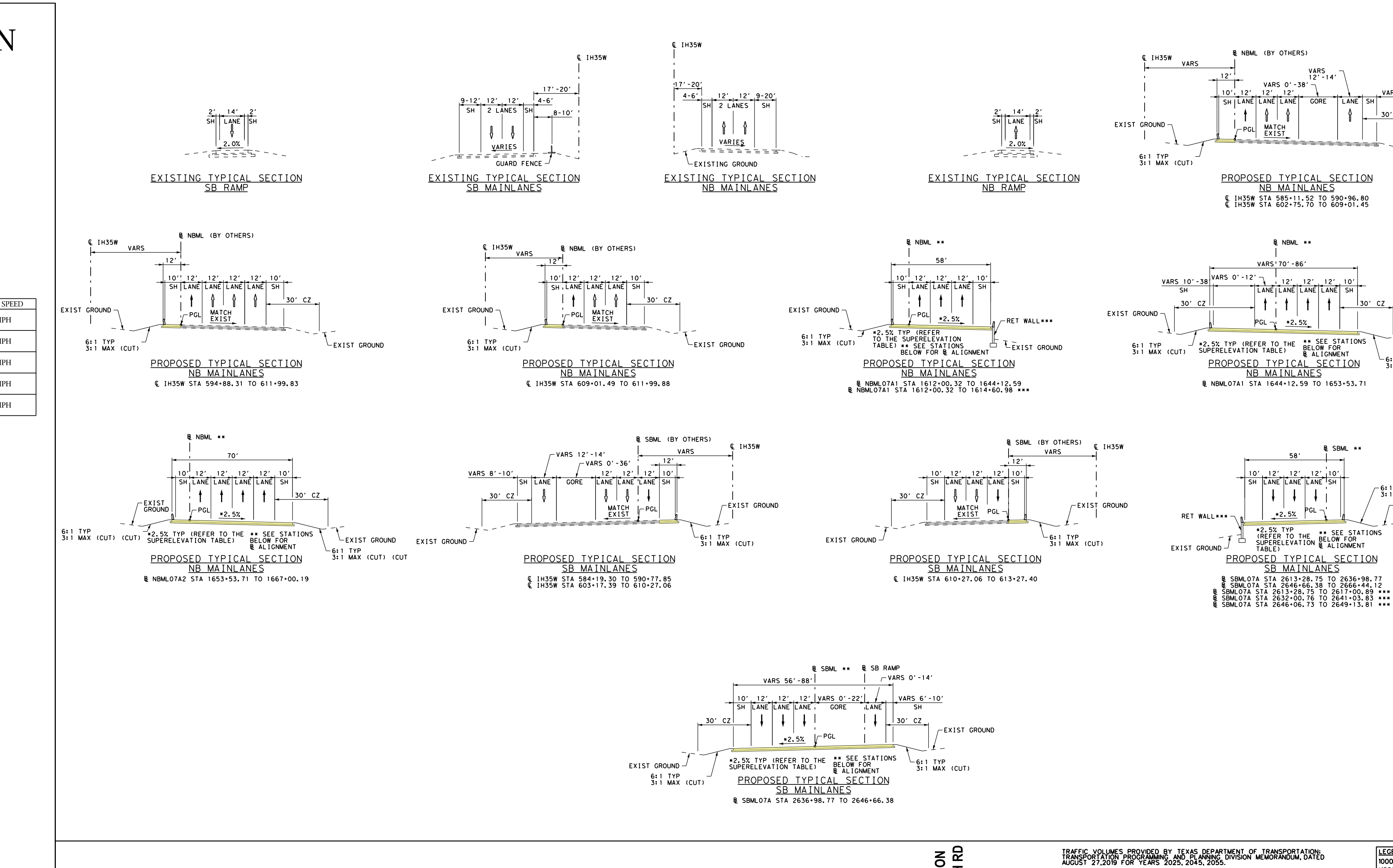
SERIAL NO. 101321

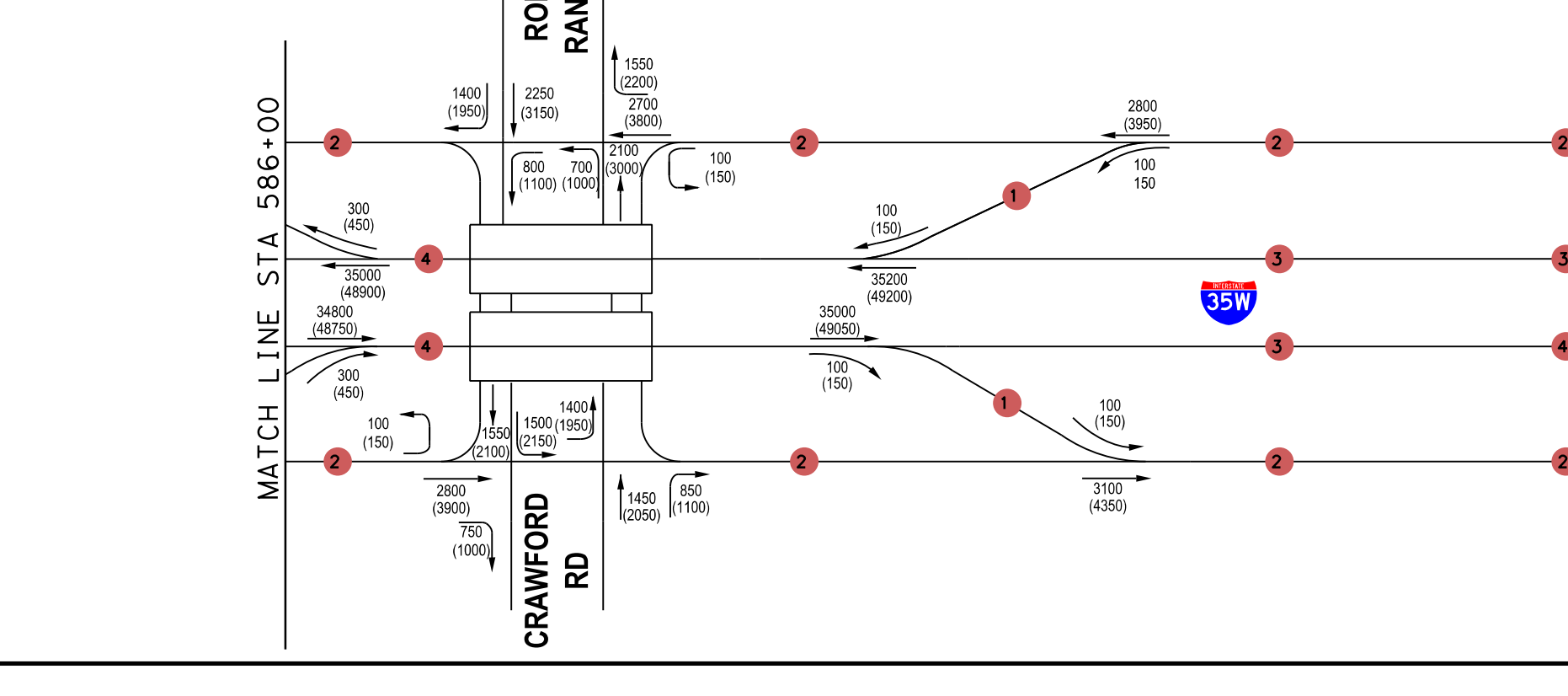
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 11 OF 30

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

Texas Department of Transportation

8/31/2020
Design Filename: \\dalw00\projects\48680\CAD\Sheets\IH35W-100 SCALE-ROLL11.dgn


EXISTING TYPICAL SECTION SB RAMP
EXISTING TYPICAL SECTION SB MAINLANES
EXISTING TYPICAL SECTION NB MAINLANES
EXISTING TYPICAL SECTION NB RAMP
PROPOSED TYPICAL SECTION NB MAINLANES
℄ IH35W STA 585+11.52 TO 590+96.80
℄ IH35W STA 602+75.70 TO 609+01.45
PROPOSED TYPICAL SECTION NB MAINLANES
℄ IH35W STA 594+88.31 TO 611+99.83
PROPOSED TYPICAL SECTION NB MAINLANES
℄ IH35W STA 609+01.49 TO 611+99.88
PROPOSED TYPICAL SECTION NB MAINLANES
℄ NBML07A1 STA 1612+00.32 TO 1644+12.59
℄ NBML07A1 STA 1612+00.32 TO 1614+60.98 ***
PROPOSED TYPICAL SECTION NB MAINLANES
℄ NBML07A1 STA 1644+12.59 TO 1653+53.71
PROPOSED TYPICAL SECTION NB MAINLANES
℄ NBML07A2 STA 1653+53.71 TO 1667+00.19
PROPOSED TYPICAL SECTION SB MAINLANES
℄ IH35W STA 584+19.30 TO 590+77.85
℄ IH35W STA 603+17.39 TO 610+27.06
PROPOSED TYPICAL SECTION SB MAINLANES
℄ IH35W STA 610+27.06 TO 613+27.40
PROPOSED TYPICAL SECTION SB MAINLANES
℄ SBML07A STA 2613+28.75 TO 2636+98.77
℄ SBML07A STA 2646+66.38 TO 2666+44.12
℄ SBML07A STA 2613+28.75 TO 2617+00.89 ***
℄ SBML07A STA 2632+00.76 TO 2641+03.83 ***
℄ SBML07A STA 2646+06.73 TO 2649+13.81 ***
PROPOSED TYPICAL SECTION SB MAINLANES
℄ SBML07A STA 2636+98.77 TO 2646+66.38
EXIST GROUND
6:1 TYP
3:1 MAX (CUT)
+2.5% TYP (REFER TO THE SUPERELEVATION TABLE)
** SEE STATIONS BELOW FOR ℄ ALIGNMENT
RET WALL***
30' CZ


TRAFFIC VOLUMES PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION: TRANSPORTATION PROGRAMMING AND PLANNING DIVISION MEMORANDUM, DATED AUGUST 27,2019 FOR YEARS 2025, 2045, 2055.
LEGEND
1000 - 2025 ADT
(1000) - 2045 ADT
SCALE: N.T.S.
ROBSON RANCH RD
CRAWFORD RD
MATCH LINE STA 586+00
MATCH LINE STA 655+00
35W

CSJ 0081-13-050
℄ IH35W STA 586+00
MATCH LINE
CITY OF DENTON
CITY OF ARGYLE
ROBSON RANCH RD
CRAWFORD RD
SB FRONTAGE RD
IH 35
NB FRONTAGE RD
35W
GRAVEYARD BRANCH UNNAMED TRIB
GRAVEYARD BRANCH TRIB 2.1
GRAVEYARD BRANCH TRIB 2
GRAVEYARD BRANCH UNNAMED TRIB 2
SB077
DF DENTON FUND 28 LTD P/S
SB078
SB079
ROBSON/35W INVESTORS LP
SB080
PETRUS INV LP
SB081
SB082
NB082
NB083
KNOB HILL VENTURE PARTNERS
NB084
NB085
I35 & CRAWFORD RD PARTNERS LTD
NB086
NB087
NB088
NB089
NB090
NB091
NB092
NB093
DRP COUNTRY LAKES LLC
NB094
WARNING GAS LINES U/G
WARNING FIBER OPTIC LINES
WARNING O/H POWER LINES
EXISTING ROW
EXISTING EASEMENT
PROP 3-8'X5' BRIDGE CLASS CULVERT
PROP 7'X6' SBC
PROP 2-7'X6' MBC
PROP 4-48" RCP
ENERGY TRANSFER GAS
HUNTER GATHERING GAS
CITY OF DENTON WATER
GRANDE (FO/DUCT)
CENTURYLINK (FO/DUCT)
TXDOT ELECTRIC
OVERHEAD POWER
CTB
MATCH LINE ℄ IH35W STA 655+00
CSJ 0081-13-050

PARCEL NUMBER	DENTON COUNTY PROPE	OWNER NAME
SB077	114264	DF DENTON FUND 28 LTD P/S
SB078	67450	PETRUS INV LP
SB079	73860	HILLWOOD INVESTMENT LAND LP
SB080	73863	PETRUS INV LP
SB081	73880	PETRUS INV LP
SB082	67432	PETRUS INV LP
NB082	75361	KNOB HILL VENTURE PARTNERS
NB083	209186	KNOB HILL VENTURE PARTNERS
NB084	701134	MMAC FCA WISE SPEC, LLC
NB085	701140	ARGYLE MOB PARTNERS II LLC
NB086	701136	CHP HOLDINGS LLC
NB087	701137	CHP HOLDINGS LLC
NB088	401138	MMAC FCA WISE SPEC, LLC
NB089	701141	CHP HOLDINGS LLC
NB090	701139	ARGYLE MOB PARTNERS II LLC
NB091	717026	YDS ARGYLE LLC
NB092	67477	WYNNE/JACKSON LAKES DEVELOPMENT LLC
NB093	64562	WYNNE/JACKSON LAKES DEVELOPMENT LLC

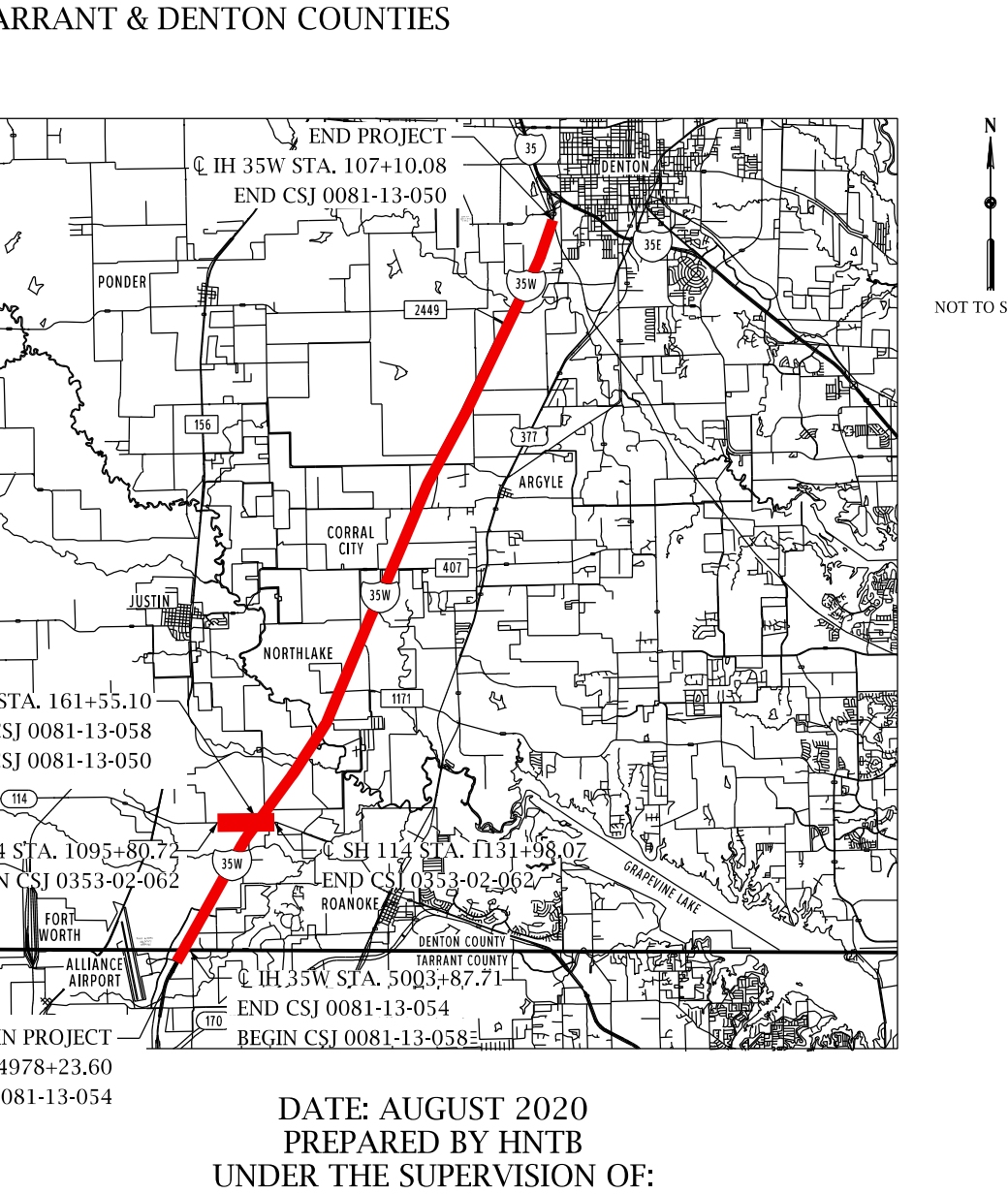
	STATION		COORDINATE		BEARING/DELTA	LENGTH	TANGENT	RADIUS
			N	E		(FT)	(FT)	(FT)
NBML07A1 (DESIGN SPEED: 70 MPH)								
	P.C.	1629+97.07	7101117.7605	2366441.7757	N 29°23'42.75" E			
NBML07A1_1	P.I.	1632+53.85	7101341.4844	2366567.8130	2°49'43.59" RT	513.46	256.78	10400.00
	P.R.C.	1635+10.53	7101558.7157	2366704.7379	N 32°13'26.34" E			
	P.R.C.	1635+10.53	7101558.7157	2366704.7379	N 32°13'26.34" E			
NBML07A1_2	P.I.	1638+61.63	7101855.7376	2366891.9562	2°49'43.59" LT	702.06	351.10	14220.00
	P.T.	1642+12.59	7102161.6371	2367064.2880	N 29°23'42.75" E			
	P.C.	1644+12.59	7102335.8880	2367162.4542	N 29°23'42.75" E			
NBML07A1_3	P.I.	1646+84.25	7102572.5709	2367295.7921	2°11'31.06" LT	543.25	271.66	14200.00
	P.R.C.	1649+55.84	7102814.1803	2367419.9798	N 27°12'11.69" E			
	P.R.C.	1649+55.84	7102814.1803	2367419.9798	N 27°12'11.69" E			
NBML07A1_4	P.I.	1651+54.80	7102991.1338	2367510.9342	2°11'31.06" RT	397.87	198.96	10400.00
	P.T.	1653+53.71	7103164.4789	2367608.5901	N 29°23'42.75" E			
SBML07A (DESIGN SPEED: 70 MPH)								
	P.C.	2616+07.48	7099959.3335	2365665.2041	N 29°23'42.75" E			
SBML07A_1	P.I.	2617+11.47	7100049.9350	2365716.2454	1°08'44.75" LT	207.97	103.99	10400.00
	P.T.	2618+15.45	7100141.5389	2365765.4649	N 28°14'58.01" E			
	P.C.	2630+69.77	7101246.4675	2366359.1507	N 28°14'58.01" E			
SBML07A_2	P.I.	2632+11.76	7101371.5422	2366426.3542	1°08'44.75" RT	283.96	141.99	14200.00
	P.T.	2633+53.73	7101495.2480	2366496.0452	N 29°23'42.75" E			
	P.C.	2636+98.77	7101795.8632	2366665.4000	N 29°23'42.75" E			
SBML07A_3	P.I.	2640+49.52	7102101.4566	2366837.5594	2°49'47.73" RT	701.36	350.75	14200.00
	P.R.C.	2644+00.13	7102398.1777	2367024.5965	N 32°13'30.48" E			
	P.R.C.	2644+00.13	7102398.1777	2367024.5965	N 32°13'30.48" E			
SBML07A_4	P.I.	2646+57.02	7102615.4945	2367161.5813	2°49'47.73" LT	513.67	256.89	10400.00
	P.T.	2649+13.80	7102839.3095	2367287.6699	N 29°23'42.75" E			

LEGEND:

- 🟨 Proposed Mainlanes
- 🟩 Proposed Frontage Roads / Cross Streets
- 🟦 Proposed Ramps
- 🟧 Proposed Concrete Bridge
- 🟪 Proposed Sidewalk
- Existing Pave (By Others)
- Existing Bridge (By Others)
- Existing Sidewalk (By Others)
- Existing 100-Year Floodplain
- ▨ Existing Pavement Removal
- Existing Pavement Removal (By Others)
- Proposed Retaining Wall
- Existing ROW
- Proposed Access Denial
- Proposed Drainage Structure
- Existing Drainage Structure
- Existing Drainage Easement
- Centerline / Baseline
- Property Line
- City Limits
- Parcel Number
- Proposed Flow Line
- Existing Flow Line
- Proposed COSS
- Proposed OSB
- Existing COSS (By Others)
- Existing OSB (By Others)

NOTES:

1. TYPICAL SECTIONS ARE NOT TO SCALE. DIMENSIONS ARE TO FACE OF CURB
2. CONTROL OF ACCESS TO BE DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT) AND FINALIZED THROUGH PERMIT PROCESS.
3. PROPOSED NOISE WALLS DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT). THE NOISE ANALYSIS HAS BEEN APPROVED AND FONSI ISSUED JULY 2020.
4. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDESTREETS OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.
5. WATER SURFACE ELEVATIONS SHOWN ARE 100 YEAR ELEVATIONS FROM FEMA MAPS AND FR PROJECT.
6. SURVEY (DEC. 2017) AND SUE (OCT. 2018) PROVIDED BY TxDOT. ROW PROVIDED UNDER SEPARATE CONTRACT (FR PROJECT).
7. HORIZONTAL BASE LINE ALIGNMENTS BY OTHERS ARE SHOWN FOR REFERENCE. CURVE DATA IS NOT INCLUDED.
8. SEE IH35W SIGN SCHEMATIC FOR LARGE SIGNS.
9. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM DENTON COUNTY APPRAISAL DISTRICT (APRIL 30, 2019).
10. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).



TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC
IH 35W - MAINLANE PROJECT
DENTON COUNTY
IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E
CSJ / CSJ LIMITS
0081-13-054 FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058 FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050 FROM SH 114 TO SOUTH OF IH 35E
0353-02-062 IH 35W/SH 114 INTERCHANGE IMPROVEMENTS
ROADWAY TYPE / DESIGN SPEED
MAINLANES 70 MPH
MANAGED LANE RAMPS 70 MPH
RAMPS 50 MPH
FRONTAGE ROADS 45 MPH
CROSS STREETS (MINIMUM) 30 MPH
HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW
NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.
DATE APPROVED
DATE SUBMITTED
DATE REVISED
DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)
SERIAL NO. 101321
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 11 OF 30
HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420
Texas Department of Transportation
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8/31/2020
Design Filename: \\dalw00\projects\48680\CAD\Sheets\IH35W-100 SCALE-ROLL11.dgn

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Mohamed K. Bur, P.E. - DISTRICT ENGINEER

95% DESIGN SCHEMATIC

IH 35W - MAINLANE PROJECT
DENTON COUNTY

IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E

CSJ	CSJ LIMITS
0081-13-054	FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058	FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050	FROM SH 114 TO SOUTH OF IH 35E
0353-02-062	IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

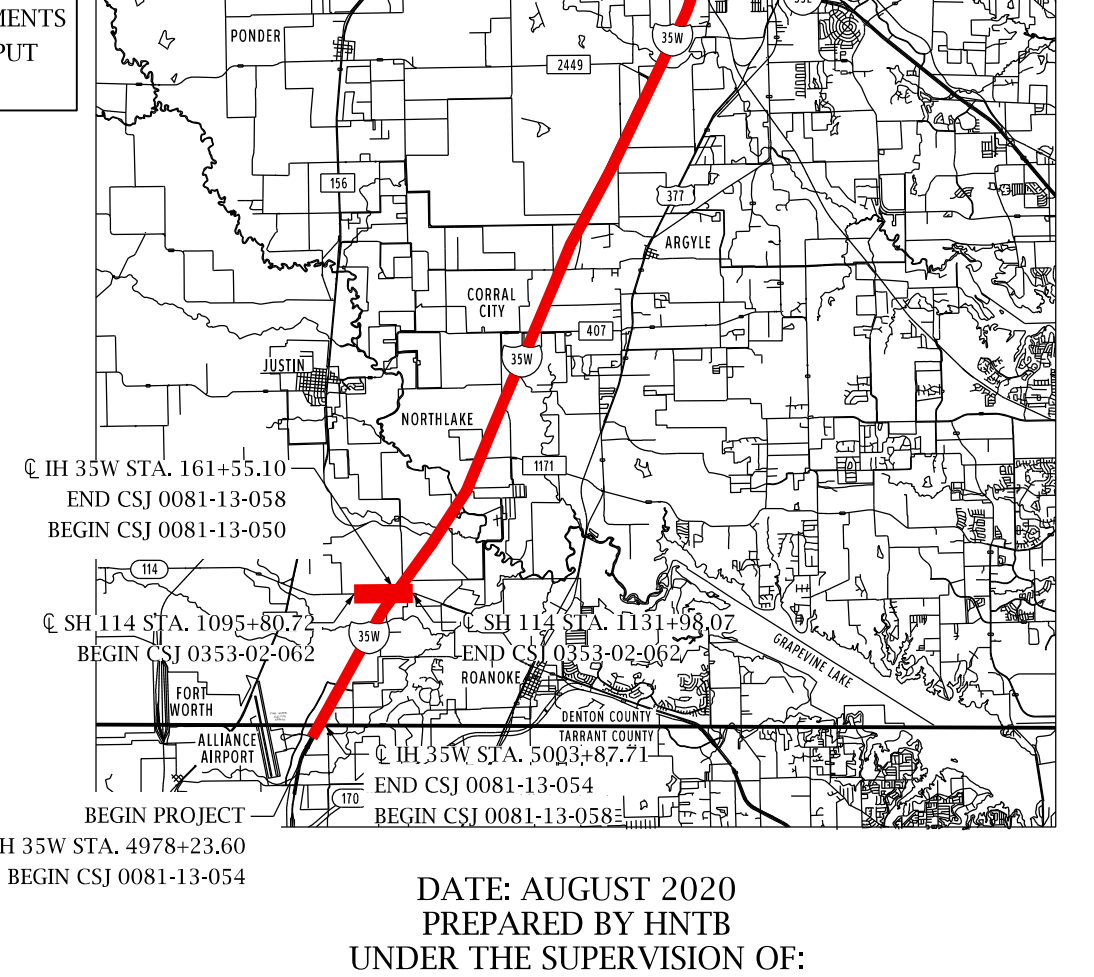
ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
MANAGED LANE RAMPS	70 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES

PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

DATE APPROVED
DATE SUBMITTED
DATE REVISED


END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+86.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
PONDER
ARGYLE
NORTHLAKE
ROANOKE
JUSTIN
CORRAL CITY
FORT WORTH
ALLIANCE AIRPORT
TARRANT COUNTY
DENTON COUNTY
N
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.

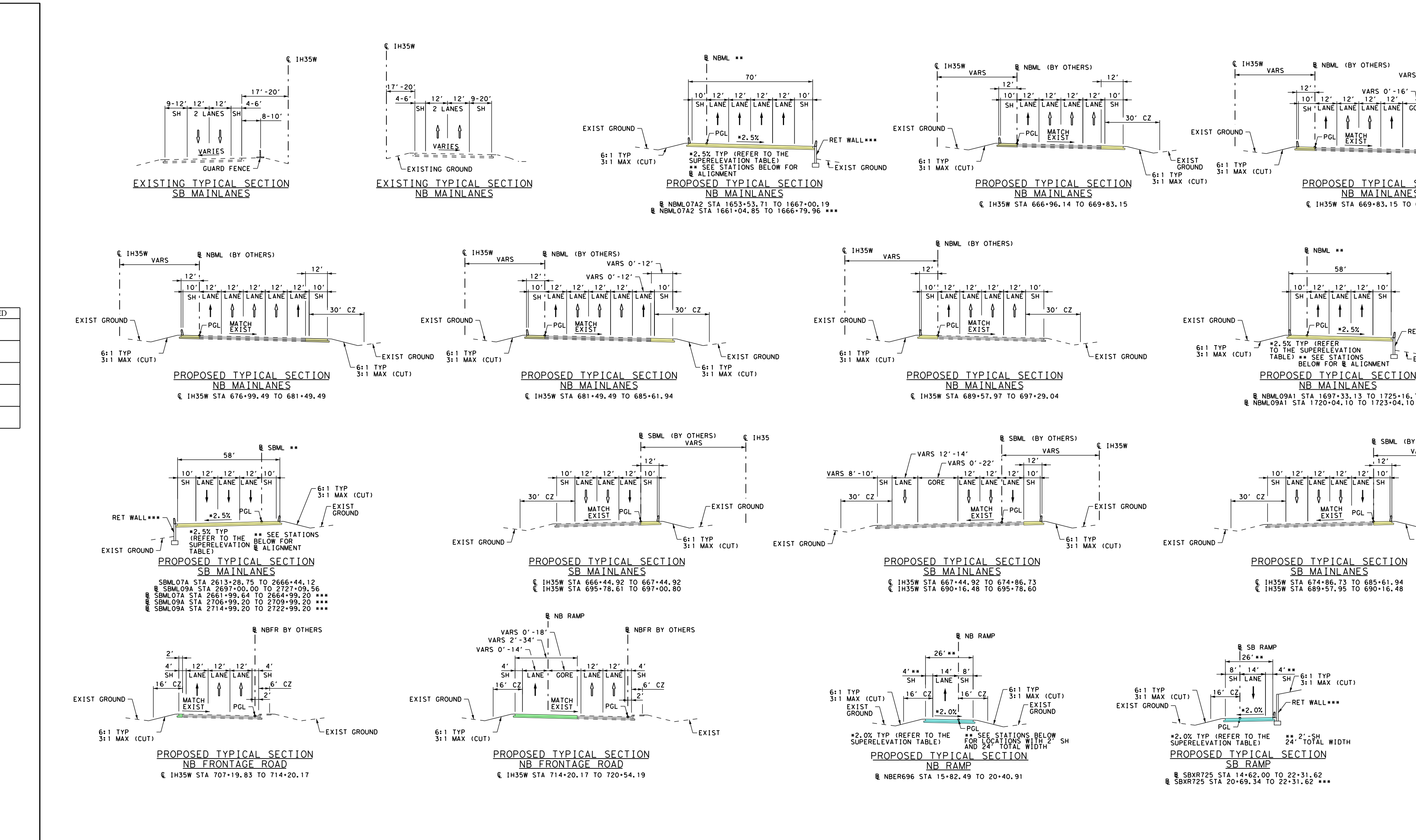
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

SERIAL NO. 101321

SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 12 OF 30

HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

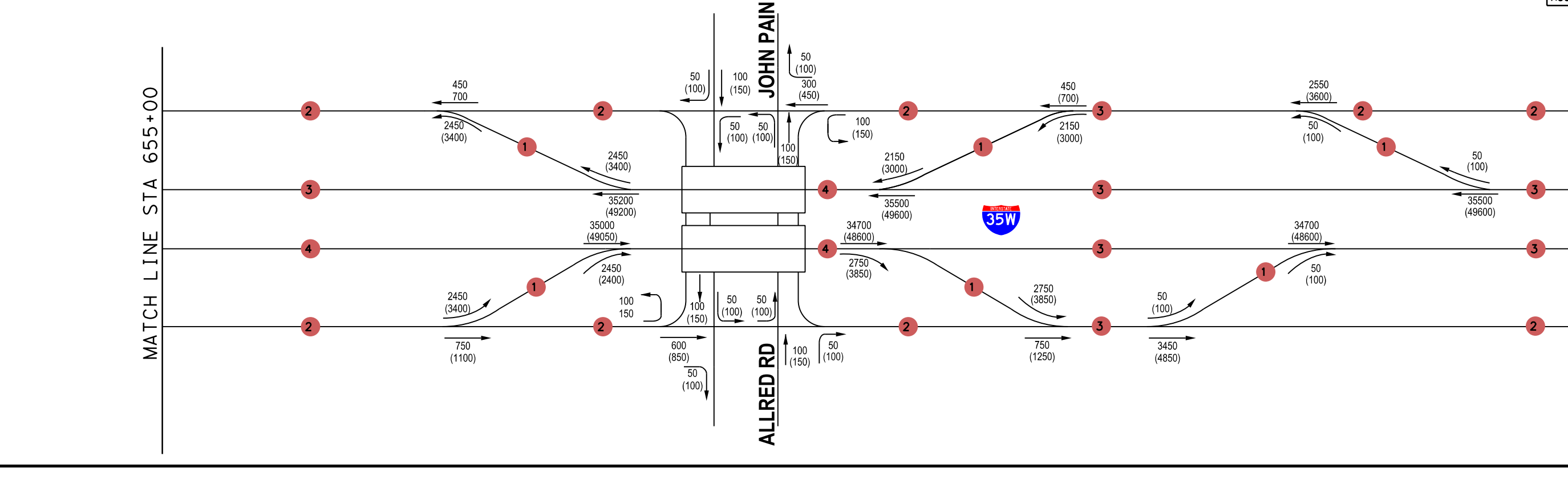
Texas Department of Transportation


EXISTING TYPICAL SECTION
SB MAINLANES
EXISTING TYPICAL SECTION
NB MAINLANES
PROPOSED TYPICAL SECTION
NB MAINLANES
℄ NBML07A2 STA 1653+53.71 TO 1667+00.19
℄ NBML07A2 STA 1661+04.85 TO 1666+79.96 ***
PROPOSED TYPICAL SECTION
NB MAINLANES
℄ IH35W STA 666+96.14 TO 669+83.15
PROPOSED TYPICAL SECTION
NB MAINLANES
℄ IH35W STA 669+83.15 TO 676+99.49
PROPOSED TYPICAL SECTION
NB MAINLANES
℄ IH35W STA 676+99.49 TO 681+49.49
PROPOSED TYPICAL SECTION
NB MAINLANES
℄ IH35W STA 681+49.49 TO 685+61.94
PROPOSED TYPICAL SECTION
NB MAINLANES
℄ IH35W STA 689+57.97 TO 697+29.04
PROPOSED TYPICAL SECTION
NB MAINLANES
℄ NBML09A1 STA 1697+33.13 TO 1725+16.75
℄ NBML09A1 STA 1720+04.10 TO 1723+04.10 ***
PROPOSED TYPICAL SECTION
SB MAINLANES
SBML07A STA 2613+28.75 TO 2666+44.12
℄ SBML09A STA 2697+00.00 TO 2727+09.56
℄ SBML07A STA 2661+99.64 TO 2664+99.20 ***
℄ SBML09A STA 2706+99.20 TO 2709+99.20 ***
℄ SBML09A STA 2714+99.20 TO 2722+99.20 ***
PROPOSED TYPICAL SECTION
SB MAINLANES
℄ IH35W STA 666+44.92 TO 667+44.92
℄ IH35W STA 695+78.61 TO 697+00.80
PROPOSED TYPICAL SECTION
SB MAINLANES
℄ IH35W STA 667+44.92 TO 674+86.73
℄ IH35W STA 690+16.48 TO 695+78.60
PROPOSED TYPICAL SECTION
SB MAINLANES
℄ IH35W STA 674+86.73 TO 685+61.94
℄ IH35W STA 689+57.95 TO 690+16.48
PROPOSED TYPICAL SECTION
NB FRONTAGE ROAD
℄ IH35W STA 707+19.83 TO 714+20.17
PROPOSED TYPICAL SECTION
NB FRONTAGE ROAD
℄ IH35W STA 714+20.17 TO 720+54.19
PROPOSED TYPICAL SECTION
NB RAMP
℄ NBER696 STA 15+82.49 TO 20+40.91
PROPOSED TYPICAL SECTION
SB RAMP
℄ SBXR725 STA 14+62.00 TO 22+31.62
℄ SBXR725 STA 20+69.34 TO 22+31.62 ***
EXIST GROUND
6:1 TYP
3:1 MAX (CUT)
GUARD FENCE
VARIES
SH
LANE
GORE
PGL
MATCH EXIST
RET WALL***
30' CZ
±2.5% TYP (REFER TO THE SUPERELEVATION TABLE)
** SEE STATIONS BELOW FOR ℄ ALIGNMENT
℄ NBML (BY OTHERS)
℄ SBML (BY OTHERS)
℄ NB RAMP
℄ SB RAMP
℄ NBFR BY OTHERS
℄ IH35W

TRAFFIC VOLUMES PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION; TRANSPORTATION PROGRAMMING AND PLANNING DIVISION MEMORANDUM, DATED AUGUST 27, 2019 FOR YEARS 2025, 2045, 2055.

LEGEND	
1000	2025 ADT
(1000)	2045 ADT

SCALE: N.T.S.


MATCH LINE STA 655+00
MATCH LINE STA 724+00
JOHN PAINE RD
ALLRED RD
35W
450 (700)
2450 (3400)
2450 (3400)
35200 (49200)
35000 (48050)
2450 (2400)
750 (1100)
2150 (3000)
35500 (49600)
34700 (48600)
2750 (3850)
750 (1250)
2550 (3600)
3450 (4850)
50 (100)
100 (150)
300 (450)
600 (850)

95% DRAFT
Preliminary, Subject to Change
GRAVEYARD BRANCH TRIB 8
ROARK BRANCH TRIB 5
JOHN PAINE RD
ALLRED RD
SB FRONTAGE RD
NB FRONTAGE RD
IH 35
35W
PETRUS INV LP
SB083
SB084
SB085
SB086
NB095
NB096
NB097
NB098
NB099
HUNTER GATHERING GAS
ENERGY TRANSFER GAS
CENTURYLINK (FO/DUCT)
ATMOS ENERGY GAS
DENTON MUNICIPAL ELEC
FRONTIER (TELE)
OVERHEAD POWER
WARNING O/H POWER LINES
WARNING GAS LINES U/G
WARNING FIBER OPTIC LINES
EXISTING ROW
EXISTING EASEMENT
BEGIN RET. WALL ℄ SBML07A STA. 2661+99.64, 47.00' LT
PROP 2-6'X3' MBC ℄ SBML07A STA. 2663+65.17
END RET. WALL ℄ SBML07A STA. 2664+99.20, 47.00' LT
END FULL WIDTH CONSTRUCTION BEGIN WIDENING, MATCH CSJ 0081-13-065 ℄ SBML07A STA. 2666+44.12= ℄ IH35W STA. 666+44.92, 53.35' LT
BEGIN EXISTING BRIDGE ℄ SBML08 STA. 2685+61.14
END EXISTING BRIDGE ℄ SBML08 STA. 2689+57.14
END WIDENING, MATCH CSJ 0081-13-065 BEGIN FULL WIDTH CONSTRUCTION ℄ SBML09A STA. 2697+00.00= ℄ IH35W STA. 697+00.80, 53.46' LT
PROP 3-6'X4' MBC BRIDGE CLASS CULVERT
END FULL WIDTH CONSTRUCTION BEGIN WIDENING, MATCH CSJ 0081-13-065 ℄ NBML07A2 STA. 1667+00.19= ℄ IH35W STA. 666+96.09, 54.65' RT
END RET. WALL ℄ NBML07A2 STA. 1666+80.01, 47.00' RT
BEGIN RET. WALL ℄ NBML07A2 STA. 1661+04.85, 55.22' RT
PROP 2-6'X3' MBC ℄ NBML07A2 STA. 1664+32.42
BEGIN EXISTING BRIDGE ℄ NBML08 STA. 1685+66.08
END EXISTING BRIDGE ℄ NBML08 STA. 1689+62.08
END WIDENING, MATCH CSJ 0081-13-065 BEGIN FULL WIDTH CONSTRUCTION ℄ NBML09A1 STA. 1697+33.13= ℄ IH35W STA. 697+29.04, 54.54' RT
PROP 6'X6' SBC ℄ NBML09A1 STA. 1703+76.65
PROP 6'X6' SBC ℄ SBML09A STA. 2703+21.51
BEGIN RET. WALL ℄ SBML09A STA. 2706+99.20, 47.00' LT
END RET. WALL ℄ SBML09A STA. 2709+99.20, 47.00' LT
BEGIN RET. WALL ℄ SBML09A STA. 2714+99.20, 47.00' LT
END RET. WALL ℄ SBML09A STA. 2722+99.20, 47.00' LT
BEGIN ACCESS DENIAL LINE ℄ IH 35W STA. 713+72.61, 194.48' RT
END ACCESS DENIAL LINE ℄ IH 35W STA. 720+54.19, 194.46' RT
BEGIN WIDENING, MATCH CSJ 0081-13-065 ℄ NBFR01 STA. 707+45.67, 38.00' LT
END RET. WALL ℄ NBML09A1 STA. 1726+04.09, 47.00' RT
BEGIN RET. WALL ℄ NBML09A1 STA. 1720+04.09, 47.00' RT
PROP 48" PIPE
PROP 36" PIPE
EXIST 36" PIPE
EXIST 48" PIPE
MATCH LINE ℄ IH35W STA 655+00 CSJ 0081-13-050
MATCH LINE ℄ IH35W STA 724+00 CSJ 0081-13-050

PARCEL NUMBER	DENTON COUNTY PROPE	OWNER NAME
SB083	67432	PETRUS INV LP
SB084	73868	PETRUS INV LP
SB085	73867	PETRUS INV LP
SB086	65052	PETRUS INV LP
NB095	64554	PETRUS INV LP
NB096	1664722	PETRUS INV LP
NB097	75755	PETRUS INV LP
NB098	67445	PETRUS INV LP
NB099	164724	PETRUS INV LP

SUPERELEVATION				
ALIGNMENT	STATION	LT	RT	DESCRIPTION
NBER696	19+90.00	-2.00%	-2.00%	BEGIN TRANSITION
	20+40.00	-2.50%	-2.50%	END TRANSITION

NOTE:
1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

	STATION		COORDINATE N	COORDINATE E	BEARING/DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
IH35W								
	P.C.	656+17.10	7103427.4075	2367680.9609	N 29°23'42.75" E			
IH35W_9	P.I.	659+25.03	7103695.6882	2367832.0998	3°04'42.62" LT	615.70	307.92	11459.16
	P.T.	662+32.80	7103971.6987	2367968.6128	N 26°19'00.14" E			
NBML07A2 (DESIGN SPEED: 70 MPH)								
	P.C.	1655+57.00	7103347.4790	2367697.9119	N 29°23'42.75" E			
NBML07A2_1	P.I.	1659+40.27	7103681.4119	2367886.0367	3°04'49.90" LT	766.37	383.28	14254.00
	P.T.	1663+23.37	7104024.9720	2368055.9442	N 26°18'52.85" E			
SBML07A (DESIGN SPEED: 70 MPH)								
	P.C.	2655+57.91	7103400.4888	2367603.8164	N 29°23'42.75" E			
SBML07A_5	P.I.	2659+38.28	7103731.8915	2367790.5157	3°04'49.90" LT	760.56	380.37	14146.00
	P.T.	2663+18.47	7104072.8485	2367959.1359	N 26°18'52.85" E			
NBER696 (DESIGN SPEED: 50 MPH)								
	P.C.	10+00.00	7108602.6054	2370424.6781	N 26°18'52.85" E			
NBER696_1	P.I.	11+95.27	7108777.6361	2370511.2395	3°26'29.02" LT	390.41	195.27	6500.00
	P.R.C.	13+90.41	7108957.5473	2370587.1382	N 22°52'23.83" E			
	P.R.C.	13+90.41	7108957.5473	2370587.1382	N 22°52'23.83" E			
NBER696_2	P.I.	15+61.65	7109115.3156	2370653.6954	3°26'29.02" RT	342.36	171.23	5700.00
	P.T.	17+32.78	7109268.8041	2370729.6031	N 26°18'52.85" E			
	P.C.	18+03.22	7109331.9440	2370760.8289	N 26°18'52.85" E			
NBER696_3	P.I.	21+28.93	7109623.9037	2370905.2175	2°38'47.81" LT	651.31	325.71	14100.00
	P.T.	24+54.52	7109922.2193	2371035.9707	N 23°40'05.04" E			
SBXR725 (DESIGN SPEED: 50 MPH)								
	P.C.	10+00.00	7108739.3066	2370164.2952	N 26°18'52.85" E			
SBXR725_1	P.I.	11+10.18	7108838.0695	2370213.1383	4°24'18.20" RT	220.25	110.18	2864.79
	P.T.	12+20.25	7108932.7892	2370269.4229	N 30°43'11.05" E			
	P.C.	12+60.28	7108967.1985	2370289.8697	N 30°43'11.05" E			
SBXR725_2	P.I.	13+70.46	7109061.9174	2370346.1538	4°24'18.07" LT	220.25	110.18	2864.79
	P.T.	14+80.53	7109160.6795	2370394.9966	N 26°18'52.98" E			

LEGEND:

🟨	Proposed Mainlanes
🟩	Proposed Frontage Roads / Cross Streets
🟦	Proposed Ramps
🟧	Proposed Concrete Bridge
🟪	Proposed Sidewalk
▨	Existing Pave (By Others)
▨	Existing Bridge (By Others)
▨	Existing Sidewalk (By Others)
▨	Existing 100-Year Floodplain
☒	Existing Pavement Removal
☒	Existing Pavement Removal (By Others)
	Proposed Retaining Wall
	Existing ROW
	Proposed Access Denial
	Proposed Drainage Structure
	Existing Drainage Structure
	Existing Drainage Easement
	Centerline / Baseline
	Property Line
	City Limits
(B001)	Parcel Number
	Proposed Flow Line
	Existing Flow Line
	Proposed COSS
	Proposed OSB
	Existing COSS (By Others)
	Existing OSB (By Others)

NOTES:

1. TYPICAL SECTIONS ARE NOT TO SCALE. DIMENSIONS ARE TO FACE OF CURB
2. CONTROL OF ACCESS TO BE DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT) AND FINALIZED THROUGH PERMIT PROCESS.
3. PROPOSED NOISE WALLS DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT). THE NOISE ANALYSIS HAS BEEN APPROVED AND FONSI ISSUED JULY 2020.
4. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDESTREETS OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.
5. WATER SURFACE ELEVATIONS SHOWN ARE 100 YEAR ELEVATIONS FROM FEMA MAPS AND FR PROJECT.
6. SURVEY (DEC. 2017) AND SUE (OCT. 2018) PROVIDED BY TxDOT. ROW PROVIDED UNDER SEPARATE CONTRACT (FR PROJECT).
7. HORIZONTAL BASE LINE ALIGNMENTS BY OTHERS ARE SHOWN FOR REFERENCE. CURVE DATA IS NOT INCLUDED.
8. SEE IH35W SIGN SCHEMATIC FOR LARGE SIGNS.
9. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM DENTON COUNTY APPRAISAL DISTRICT (APRIL 30, 2019).
10. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC
IH 35W - MAINLANE PROJECT
DENTON COUNTY
IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E
CSJ / CSJ LIMITS
0081-13-054 FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058 FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050 FROM SH 114 TO SOUTH OF IH 35E
0353-02-062 IH 35W/SH 114 INTERCHANGE IMPROVEMENTS
ROADWAY TYPE / DESIGN SPEED
MAINLANES 70 MPH
MANAGED LANE RAMPS 70 MPH
RAMPS 50 MPH
FRONTAGE ROADS 45 MPH
CROSS STREETS (MINIMUM) 30 MPH
HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW
NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.
DATE APPROVED
DATE SUBMITTED
DATE REVISED
DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)
SERIAL NO. 101321
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 12 OF 30
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420
Texas Department of Transportation
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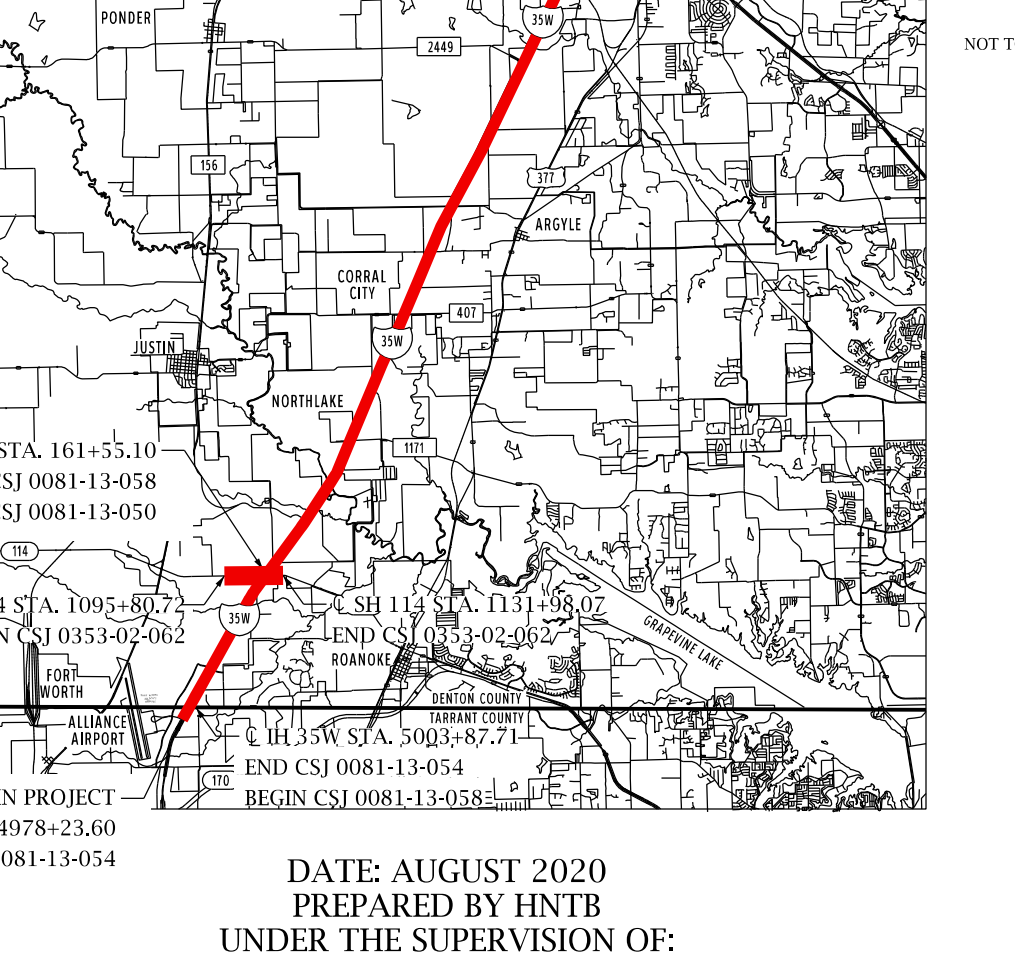

END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+86.72
BEGIN CSJ 0353-02-062
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
N
NOT TO SCALE

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC

IH 35W - MAINLANE PROJECT
DENTON COUNTY

IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E

CSJ	CSJ LIMITS
0081-13-054	FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058	FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050	FROM SH 114 TO SOUTH OF IH 35E
0353-02-062	IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

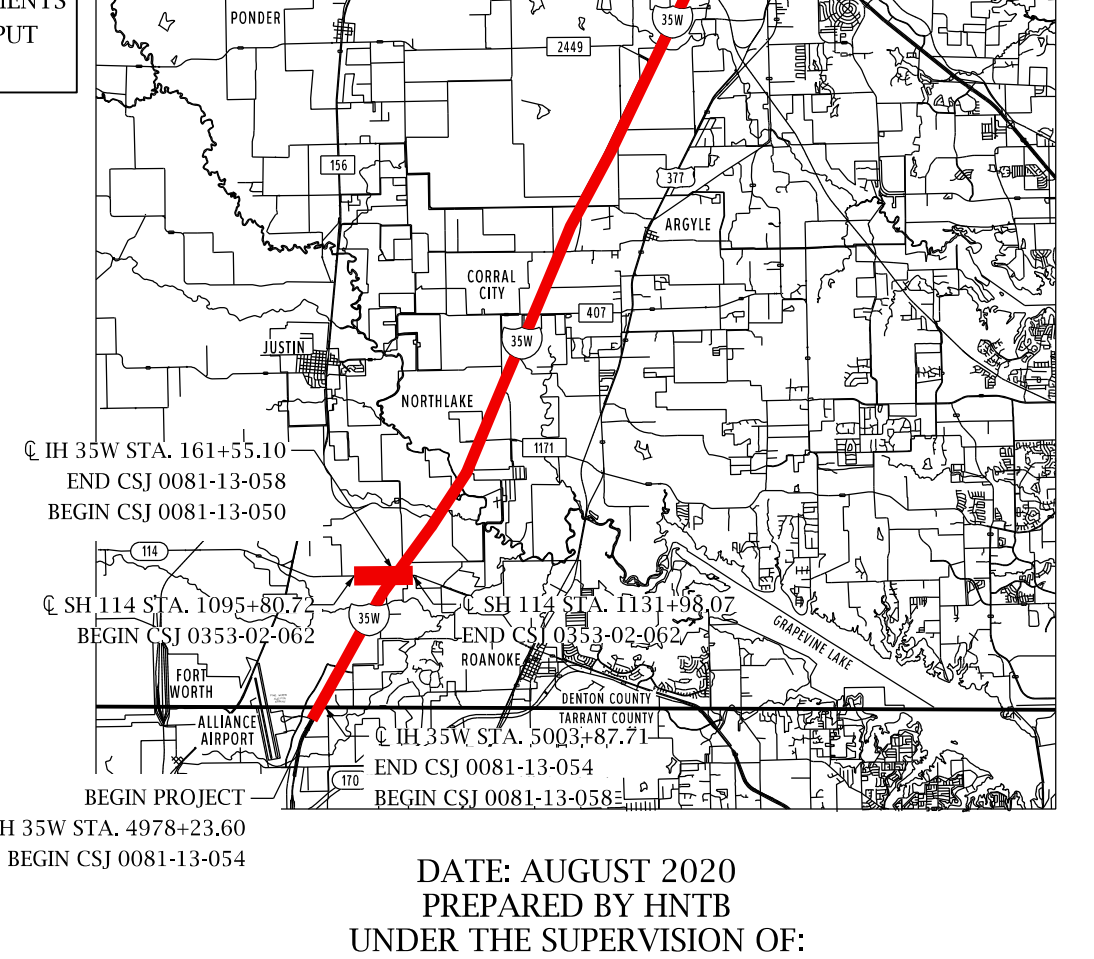
ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
MANAGED LANE RAMPS	70 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES

PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

DATE APPROVED ____
DATE SUBMITTED ____
DATE REVISED ____



END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+80.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
PONDER
DENTON
ARGYLE
CORINTH
JUSTIN
NORTHLAKE
ROANOKE
FORT WORTH
ALLIANCE AIRPORT
N
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.

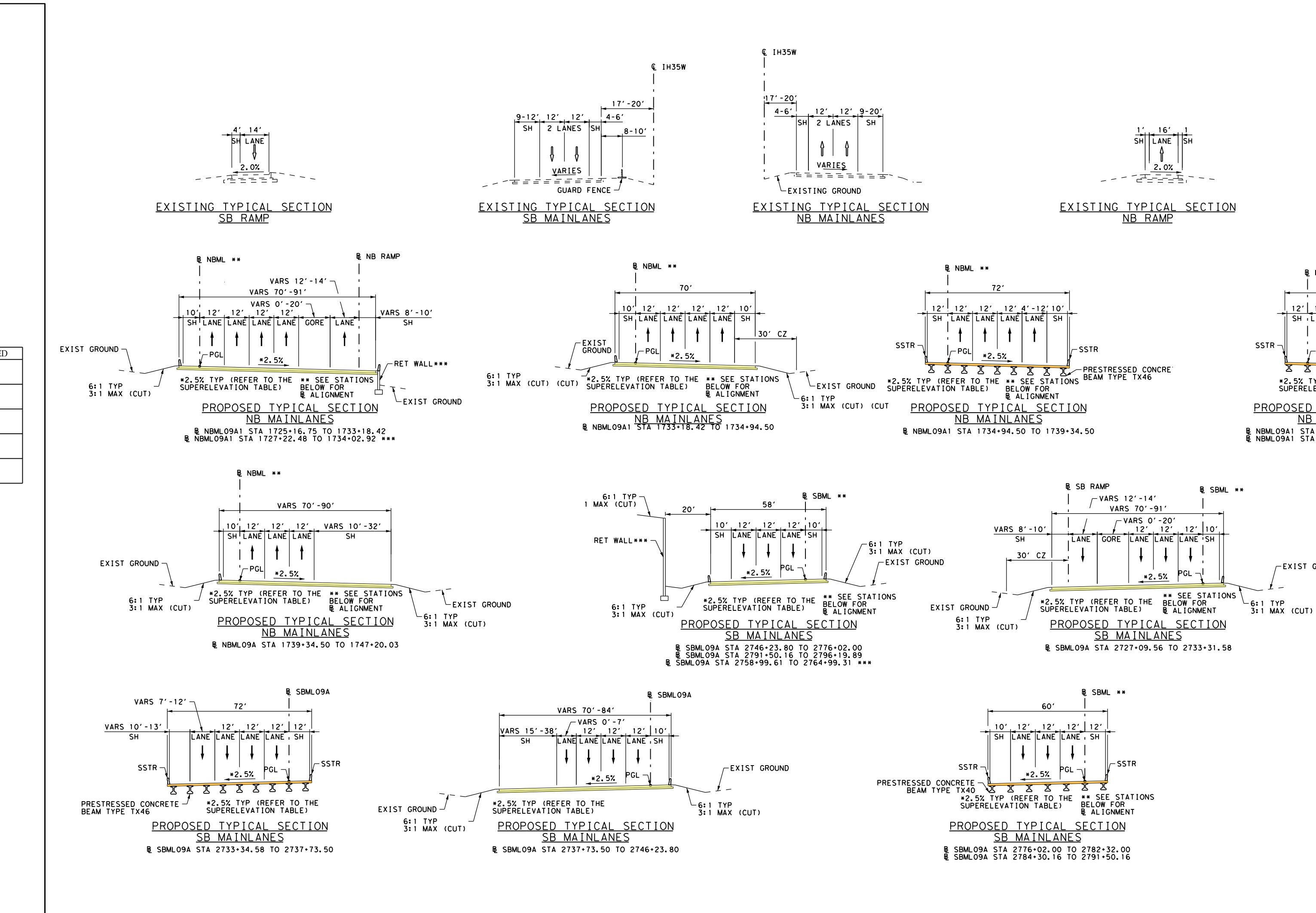
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

SERIAL NO. 101321

SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 13 OF 30

HNTB HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

Texas Department of Transportation



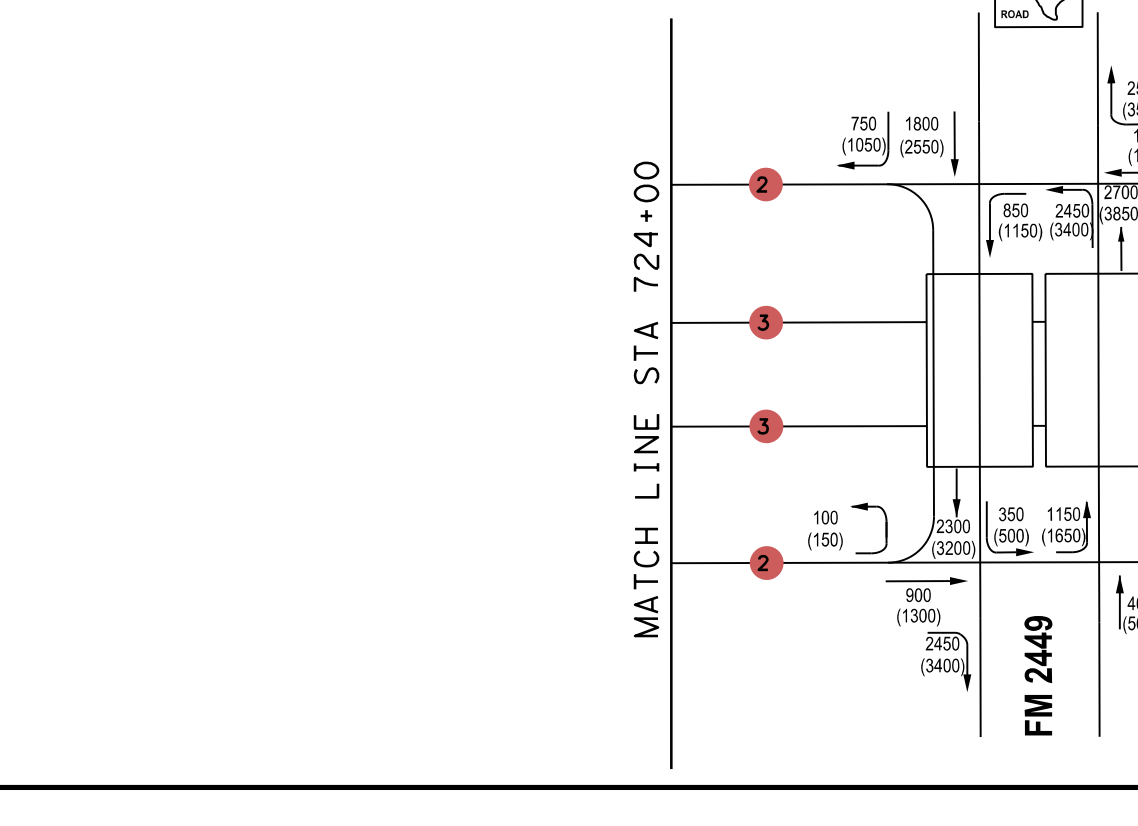
EXISTING TYPICAL SECTION SB RAMP
EXISTING TYPICAL SECTION SB MAINLANES
EXISTING TYPICAL SECTION NB MAINLANES
EXISTING TYPICAL SECTION NB RAMP
PROPOSED TYPICAL SECTION NB MAINLANES
℄ NBML09A1 STA 1697+33.13 TO 1725+16.75
℄ NBML09A1 STA 1747+20.03 TO 1776+47.00
℄ NBML09A1 STA 1759+04.21 TO 1763+10.39 ***
PROPOSED TYPICAL SECTION NB MAINLANES
℄ NBML09A1 STA 1725+16.75 TO 1733+18.42
℄ NBML09A1 STA 1727+22.48 TO 1734+02.92 ***
PROPOSED TYPICAL SECTION NB MAINLANES
℄ NBML09A1 STA 1733+18.42 TO 1734+94.50
PROPOSED TYPICAL SECTION NB MAINLANES
℄ NBML09A1 STA 1734+94.50 TO 1739+34.50
PROPOSED TYPICAL SECTION NB MAINLANES
℄ NBML09A1 STA 1767+47.00 TO 1782+17.00
℄ NBML09A1 STA 1784+35.25 TO 1791+55.25
PROPOSED TYPICAL SECTION NB MAINLANES
℄ NBML09A1 STA 1739+34.50 TO 1747+20.03
PROPOSED TYPICAL SECTION SB MAINLANES
℄ SBML09A STA 2746+23.80 TO 2776+02.00
℄ SBML09A STA 2791+50.16 TO 2796+19.89
℄ SBML09A STA 2758+99.61 TO 2764+99.31 ***
PROPOSED TYPICAL SECTION SB MAINLANES
℄ SBML09A STA 2727+09.56 TO 2733+31.58
PROPOSED TYPICAL SECTION SB MAINLANES
℄ SBML09A STA 2733+34.58 TO 2737+73.50
PROPOSED TYPICAL SECTION SB MAINLANES
℄ SBML09A STA 2737+73.50 TO 2746+23.80
PROPOSED TYPICAL SECTION SB MAINLANES
℄ SBML09A STA 2776+02.00 TO 2782+32.00
℄ SBML09A STA 2784+30.16 TO 2791+50.16
+2.5% TYP (REFER TO THE SUPERELEVATION TABLE)
** SEE STATIONS BELOW FOR ℄ ALIGNMENT
6:1 TYP 3:1 MAX (CUT)
EXIST GROUND
RET WALL***
SSTR
PRESTRESSED CONCRETE BEAM TYPE TX46
PRESTRESSED CONCRETE BEAM TYPE TX40
SH LANE LANE LANE LANE SH
PGL

95% DRAFT Preliminary, Subject to Change

TRAFFIC VOLUMES PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION: TRANSPORTATION PROGRAMMING AND PLANNING DIVISION MEMORANDUM DATED AUGUST 27, 2019 FOR YEARS 2025, 2045, 2055.

LEGEND	
1000	- 2025 ADT
(1000)	- 2045 ADT

SCALE: N.T.S.



FM 2449
MATCH LINE STA 724+00
MATCH LINE STA 793+00
35W
750 (1050)
1800 (2550)
250 (350)
100 (150)
850 (1150)
2450 (3400)
2700 (3850)
100 (150)
100 (150)
2300 (3200)
350 (500)
1150 (1650)
700 (950)
900 (1300)
2450 (3400)
4000 (5600)
600 (800)
2
3
3
2
2
3
3
2

PARCEL NUMBER	DENTON COUNTY PROPE	OWNER NAME
SB087	65052	PETRUS INV LP
SB088	202283	JEREMIAH PARTNERS JV
SB089	64801	SOUTHWEST DENTON J/V
SB090	67049	PETRUS INV LP
SB091	37340	MEADOR, TERRI J
SB092	37343	MEADOR, TERRI J
NB100	164724	PETRUS INV LP
NB101	64803	PETRUS INV LP
NB102	524172	HICKORY VENTURE GROUP
NB103	37184	DENTON CJW PARTNERS LTD
NB104	162869	195 DENTON PARTNERS LLC

50 100
1"-100'
CSJ 0081-13-050
MATCH LINE ℄ IH35W STA 724+00
MATCH LINE ℄ IH35W STA 793+00
SB087 PETRUS INV LP
SB088 JEREMIAH PARTNERS JV
SB089 SOUTHWEST DENTON J/V
SB090
SB091 MEADOR, TERRI J & ROBERT HAMMER
SB092
NB100 PETRUS INV LP
NB101 PETRUS INV LP
BN102 HICKORY VENTURE GROUP
BN103 DENTON CJW PARTNERS LTD
BN104 AP LAND INV LTD P/S
ROARK BRANCH
HICKORY CREEK CHANNEL
HICKORY CREEK RELIEF
UNINCORPORATED DENTON COUNTY
CITY OF DENTON
DENTON
SB FRONTAGE RD
NB FRONTAGE RD
IH 35
35W
FARM 2449 ROAD
FM2449 (BY OTHERS)
FUTURE LOOP 288 DIRECT CONNECTOR
WARNING FIBER OPTIC LINES
WARNING GAS LINES U/G
WARNING O/H POWER LINES
OVERHEAD POWER
CENTURYLINK (FO/DUCT)
UNKNOWN TELECOMMUNICATIONS
EXISTING ROW
EXISTING EASEMENT

	STATION	COORDINATE		BEARING/DELTA	LENGTH	TANGENT	RADIUS
		N	E		(FT)	(FT)	(FT)
NBML09A1 (DESIGN SPEED: 70 MPH)							
	P.C. 1745+97.36	7111441.5559	2371723.8130	N 26°18′52.85" E			
NBML09A1_1	P.I. 1748+03.78	7111626.5847	2371815.3189	1°39′56.35" RT	412.81	206.42	14200.00
	P.R.C. 1750+10.17	7111808.8756	2371912.1645	N 27°58′49.20" E			
	P.R.C. 1750+10.17	7111808.8756	2371912.1645	N 27°58′49.20" E			
NBML09A1_2	P.I. 1752+16.59	7111991.1664	2372009.0100	1°39′56.35" LT	412.81	206.42	14200.00
	P.T. 1754+22.98	7112176.1952	2372100.5159	N 26°18′52.85" E			
	P.C. 1768+22.98	7113431.1172	2372721.1371	N 26°18′52.85" E			
NBML09A1_3	P.I. 1770+29.40	7113616.1461	2372812.6431	1°39′56.35" LT	412.81	206.42	14200.00
	P.R.C. 1772+35.79	7113803.7565	2372898.7321	N 24°38′56.50" E			
	P.R.C. 1772+35.79	7113803.7565	2372898.7321	N 24°38′56.50" E			
NBML09A1_4	P.I. 1774+42.21	7113991.3670	2372984.8211	1°39′56.35" RT	412.81	206.42	14200.00
	P.T. 1776+48.60	7114176.3958	2373076.3271	N 26°18′52.85" E			
	P.C. 1782+74.08	7114737.0623	2373353.6045	N 26°18′52.85" E			
NBML09A1_5	P.I. 1785+03.84	7114943.0072	2373455.4545	2°31′52.00" RT	459.43	229.75	10400.00
	P.R.C. 1787+33.52	7115144.2533	2373566.3000	N 28°50′44.85" E			
	P.R.C. 1787+33.52	7115144.2533	2373566.3000	N 28°50′44.85" E			
NBML09A1_6	P.I. 1790+47.22	7115419.0316	2373717.6467	2°31′52.00" LT	627.30	313.70	14200.00
	P.T. 1793+60.82	7115700.2256	2373856.7111	N 26°18′52.85" E			

	STATION	COORDINATE		BEARING/DELTA	LENGTH	TANGENT	RADIUS
		N	E		(FT)	(FT)	(FT)
SBML09A (DESIGN SPEED: 70 MPH)							
	P.C. 2745+92.47	7111489.4324	2371627.0047	N 26°18′52.85" E			
SBML09A_1	P.I. 2747+98.89	7111674.4612	2371718.5107	1°39′56.35" LT	412.81	206.42	14200.00
	P.R.C. 2750+05.28	7111862.0717	2371804.5997	N 24°38′56.50" E			
	P.R.C. 2750+05.28	7111862.0717	2371804.5997	N 24°38′56.50" E			
SBML09A_2	P.I. 2752+11.70	7112049.6821	2371890.6887	1°39′56.35" RT	412.81	206.42	14200.00
	P.T. 2754+18.09	7112234.7109	2371982.1947	N 26°18′52.85" E			
	P.C. 2768+18.09	7113489.6330	2372602.8159	N 26°18′52.85" E			
SBML09A_3	P.I. 2770+24.51	7113674.6618	2372694.3219	1°39′56.35" RT	412.81	206.42	14200.00
	P.R.C. 2772+30.90	7113856.9526	2372791.1674	N 27°58′49.20" E			
	P.R.C. 2772+30.90	7113856.9526	2372791.1674	N 27°58′49.20" E			
SBML09A_4	P.I. 2774+37.32	7114039.2435	2372888.0129	1°39′56.35" LT	412.81	206.42	14200.00
	P.T. 2776+43.71	7114224.2723	2372979.5188	N 26°18′52.85" E			

	STATION	COORDINATE		BEARING/DELTA	LENGTH	TANGENT	RADIUS
		N	E		(FT)	(FT)	(FT)
NBER696 (DESIGN SPEED: 50 MPH)							
	P.C. 18+03.22	7109331.9440	2370760.8289	N 26°18′52.85" E			
NBER696_3	P.I. 21+28.93	7109623.9037	2370905.2175	2°38′47.81" LT	651.31	325.71	14100.00
	P.R.C. 24+54.52	7109922.2193	2371035.9707	N 23°40′05.04" E			
	P.R.C. 24+54.52	7109922.2193	2371035.9707	N 23°40′05.04" E			
NBER696_4	P.I. 26+48.57	7110099.9393	2371113.8661	2°38′47.81" RT	388.01	194.04	8400.00
	P.T. 28+42.54	7110273.8728	2371199.8849	N 26°18′52.85" E			
SBXR725 (DESIGN SPEED: 50 MPH)							
	P.C. 19+93.94	7109620.8821	2370622.5900	N 26°18′52.98" E			
SBXR725_3	P.I. 23+19.64	7109912.8383	2370766.9771	2°38′47.70" RT	651.30	325.71	14100.00
	P.R.C. 26+45.24	7110197.8160	2370924.6913	N 28°57′40.68" E			
	P.R.C. 26+45.24	7110197.8160	2370924.6913	N 28°57′40.68" E			
SBXR725_4	P.I. 28+39.28	7110367.5923	2371018.6500	2°38′47.83" LT	388.01	194.04	8400.00
	P.T. 30+33.25	7110541.5262	2371104.6689	N 26°18′52.85" E			

SUPERELEVATION				
ALIGNMENT	STATION	LT	RT	DESCRIPTION
NBER696	19+90.00	-2.00%	-2.00%	BEGIN TRANSITION
	20+40.00	-2.50%	-2.50%	END TRANSITION
SBXR725	21+80.00	2.00%	2.00%	BEGIN TRANSITION
	22+30.00	2.50%	2.50%	END TRANSITION

NOTE:
1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

LEGEND:

🟨	Proposed Mainlanes
🟩	Proposed Frontage Roads / Cross Streets
🟦	Proposed Ramps
🟧	Proposed Concrete Bridge
🟪	Proposed Sidewalk
▭	Existing Pave (By Others)
▭	Existing Bridge (By Others)
🟪	Existing Sidewalk (By Others)
▨	Existing 100-Year Floodplain
▨	Existing Pavement Removal
▨	Existing Pavement Removal (By Others)
⌒	Proposed Retaining Wall
-·-	Existing ROW
─	Proposed Access Denial
─	Proposed Drainage Structure
─	Existing Drainage Structure
─	Existing Drainage Easement
-·-	Centerline / Baseline
─	Property Line
---	City Limits
(0001)	Parcel Number
→	Proposed Flow Line
→	Existing Flow Line
▭	Proposed COSS
▭	Proposed OSB
▭	Existing COSS (By Others)
▭	Existing OSB (By Others)

NOTES:

1. TYPICAL SECTIONS ARE NOT TO SCALE. DIMENSIONS ARE TO FACE OF CURB
2. CONTROL OF ACCESS TO BE DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT) AND FINALIZED THROUGH PERMIT PROCESS.
3. PROPOSED NOISE WALLS DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT). THE NOISE ANALYSIS HAS BEEN APPROVED AND FONSI ISSUED JULY 2020.
4. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDESTREETS OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.
5. WATER SURFACE ELEVATIONS SHOWN ARE 100 YEAR ELEVATIONS FROM FEMA MAPS AND FR PROJECT.
6. SURVEY (DEC. 2017) AND SUE (OCT. 2018) PROVIDED BY TxDOT. ROW PROVIDED UNDER SEPARATE CONTRACT (FR PROJECT).
7. HORIZONTAL BASE LINE ALIGNMENTS BY OTHERS ARE SHOWN FOR REFERENCE. CURVE DATA IS NOT INCLUDED.
8. SEE IH35W SIGN SCHEMATIC FOR LARGE SIGNS.
9. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM DENTON COUNTY APPRAISAL DISTRICT (APRIL 30, 2019).
10. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC
IH 35W - MAINLANE PROJECT
DENTON COUNTY
IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E
CSJ / CSJ LIMITS
0081-13-054 FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058 FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050 FROM SH 114 TO SOUTH OF IH 35E
0353-02-062 IH 35W/SH 114 INTERCHANGE IMPROVEMENTS
ROADWAY TYPE / DESIGN SPEED
MAINLANES 70 MPH
MANAGED LANE RAMPS 70 MPH
RAMPS 50 MPH
FRONTAGE ROADS 45 MPH
CROSS STREETS (MINIMUM) 30 MPH
HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW
NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.
DATE APPROVED
DATE SUBMITTED
DATE REVISED
DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)
SERIAL NO. 101321
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 13 OF 30
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420
Texas Department of Transportation
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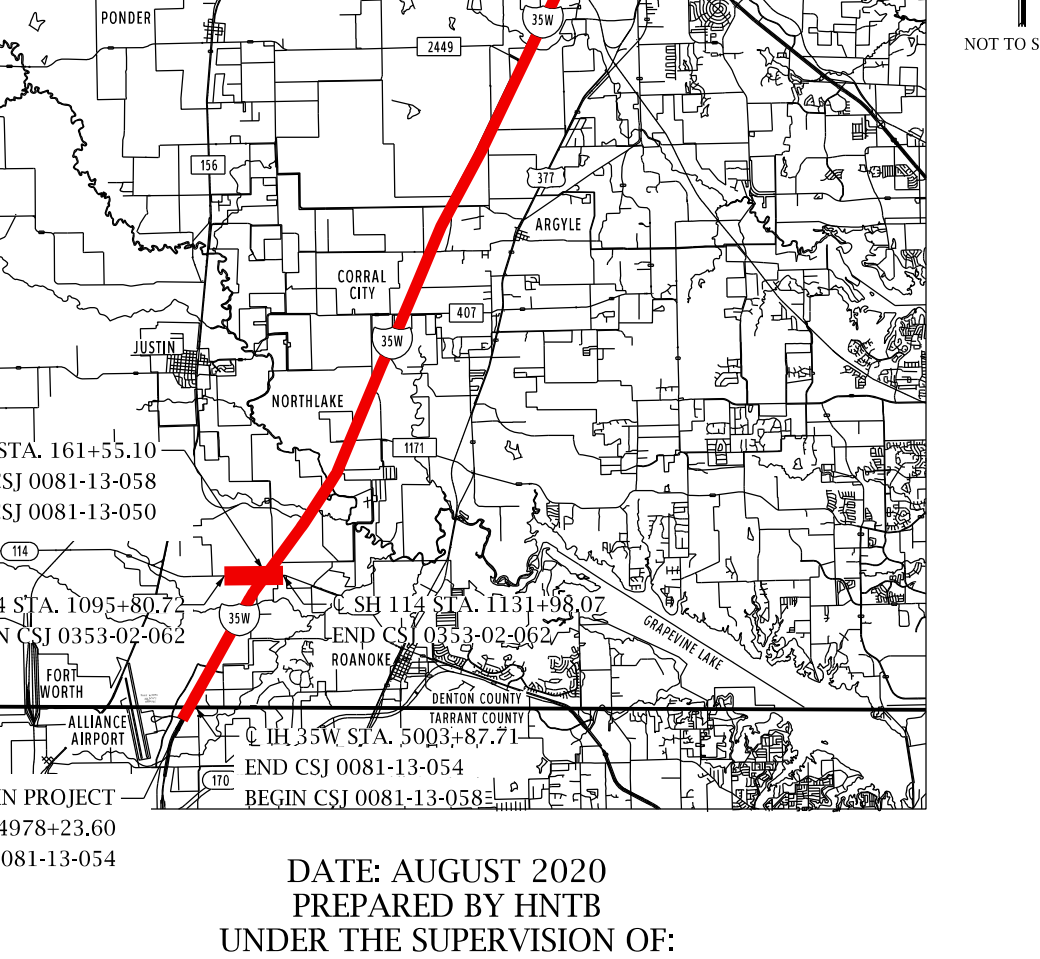


END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+80.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
NOT TO SCALE

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Mohamed K. Bur, P.E. - DISTRICT ENGINEER

95% DESIGN SCHEMATIC

IH 35W - MAINLANE PROJECT
DENTON COUNTY

IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E

CSJ	CSJ LIMITS
0081-13-054	FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058	FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050	FROM SH 114 TO SOUTH OF IH 35E
0353-02-062	IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
MANAGED LANE RAMPS	70 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES

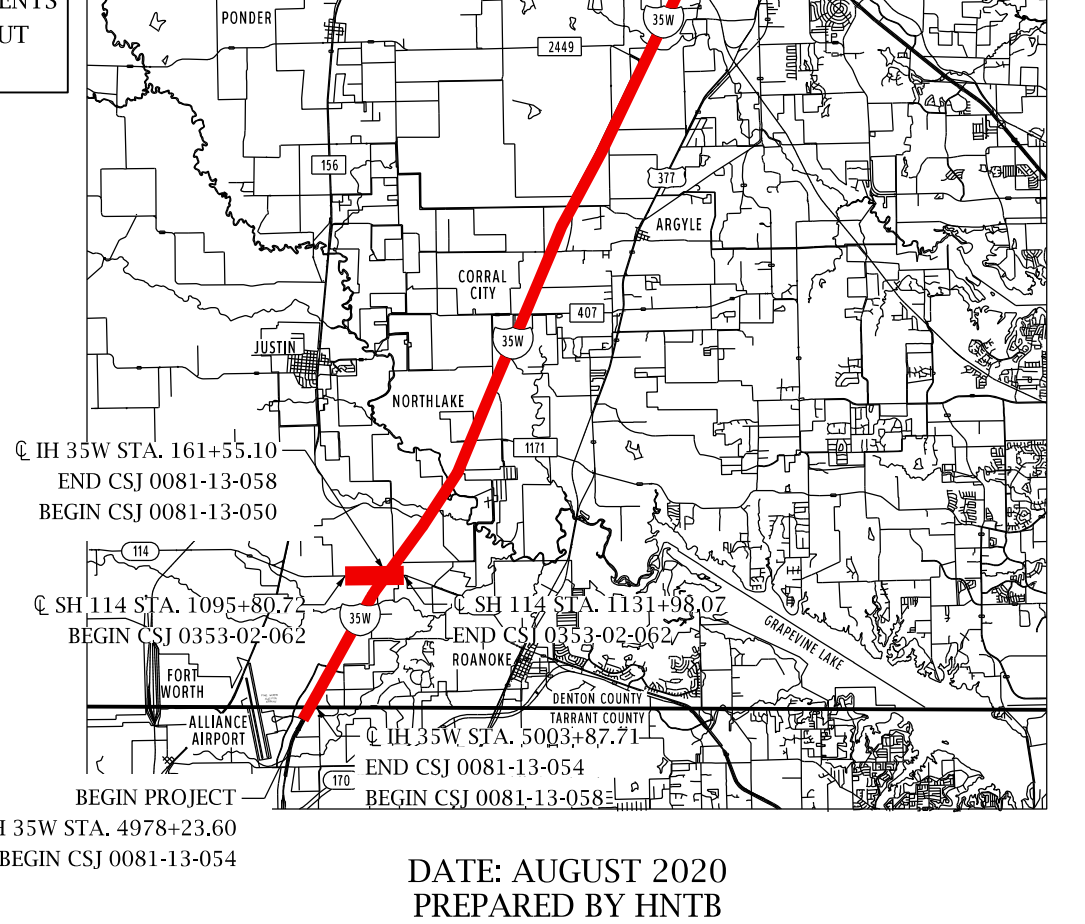
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

DATE APPROVED

DATE SUBMITTED

DATE REVISED


END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+86.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.

SERIAL NO. 101321

EQUATION:
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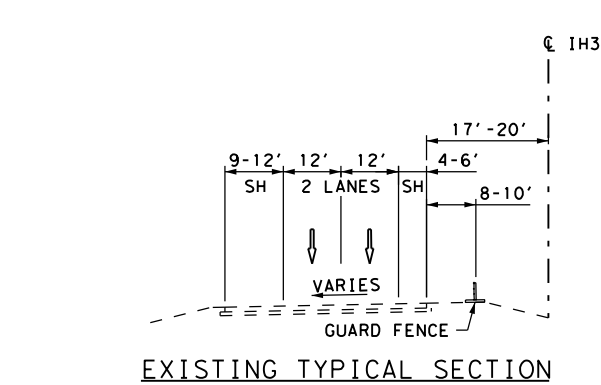
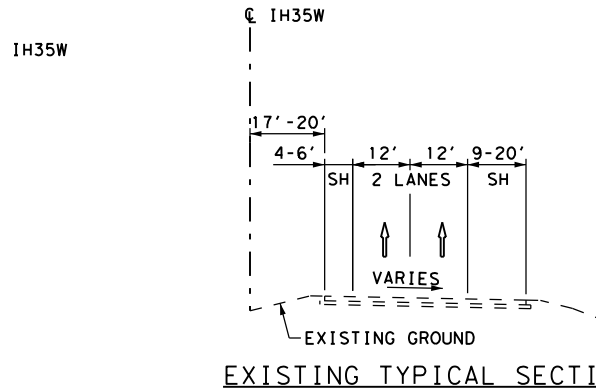
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

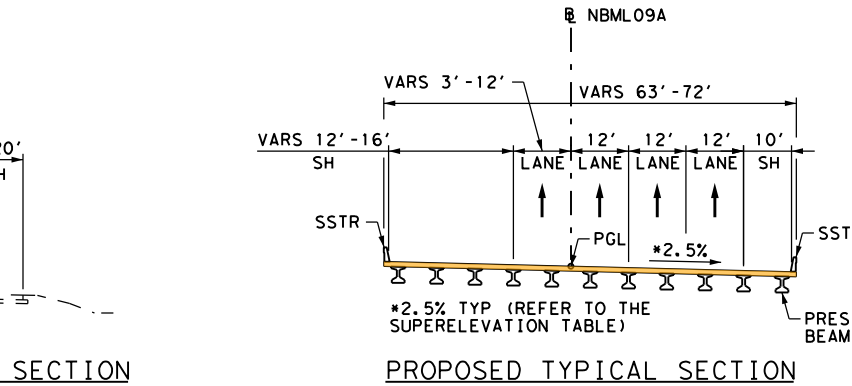
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 14 OF 30

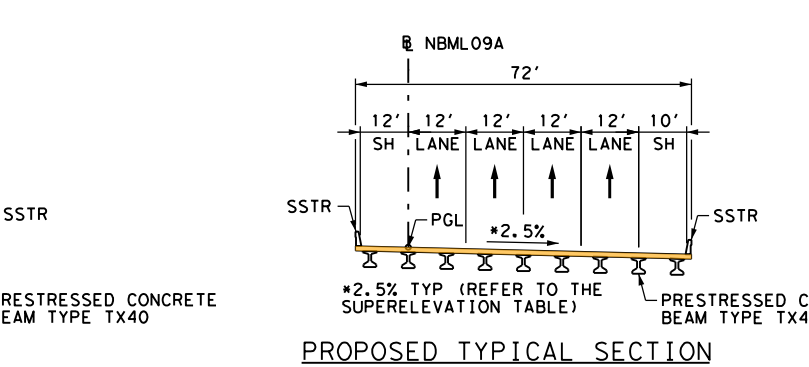
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

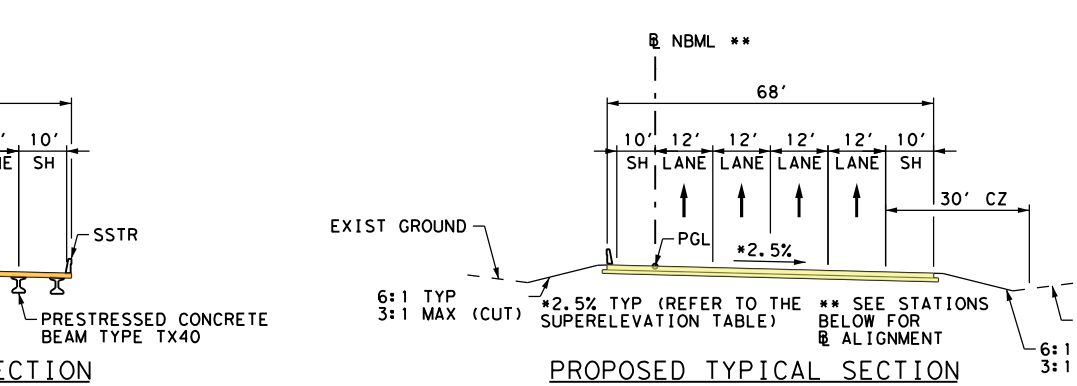
Texas Department of Transportation

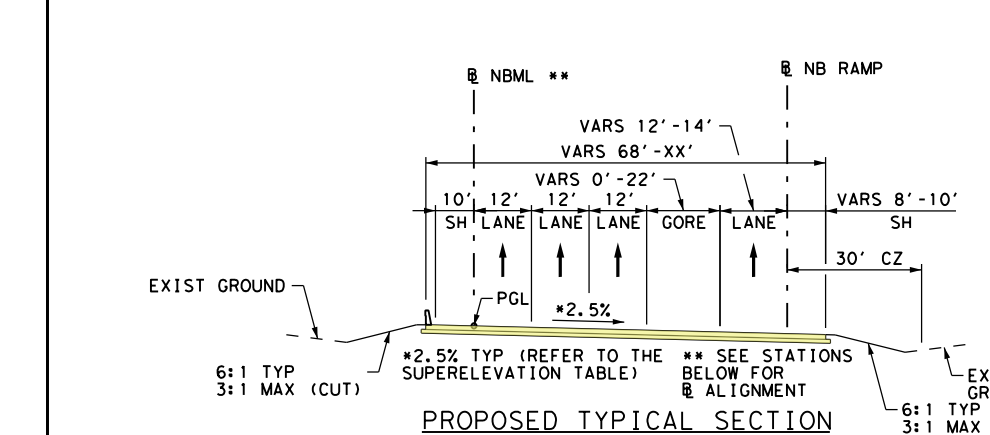

EXISTING TYPICAL SECTION
SB MAINLANES

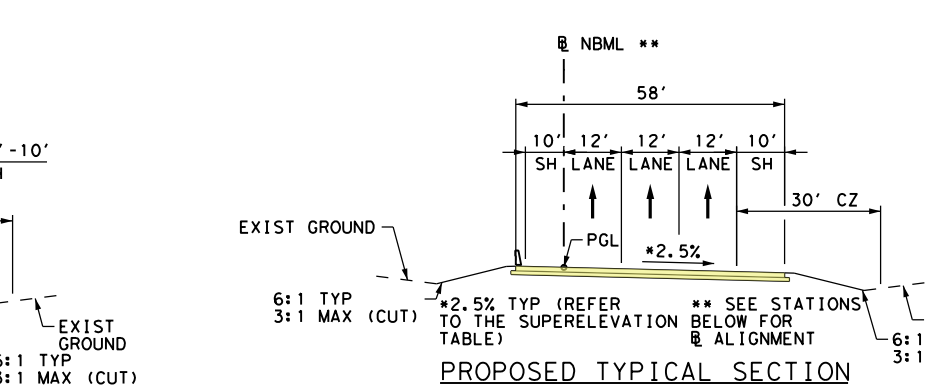

EXISTING TYPICAL SECTION
NB MAINLANES

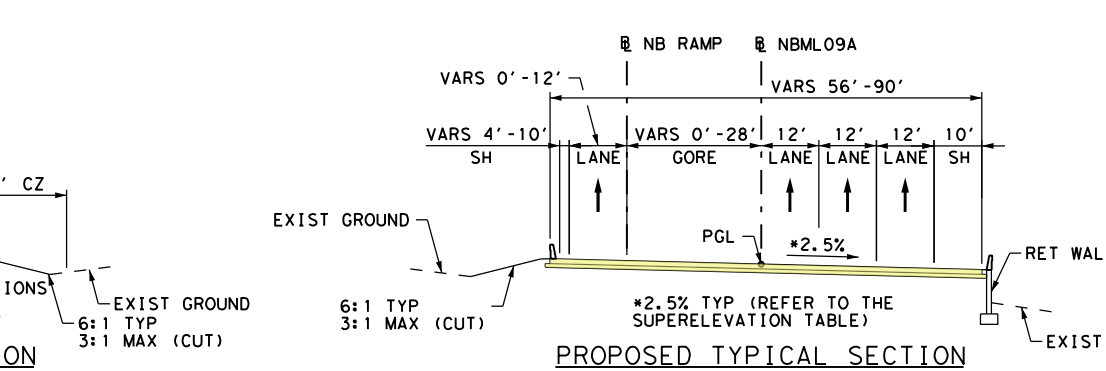

PROPOSED TYPICAL SECTION
NB MAINLANES
℄ NBML09A1 STA 1796+45.00 TO 1802+30.00

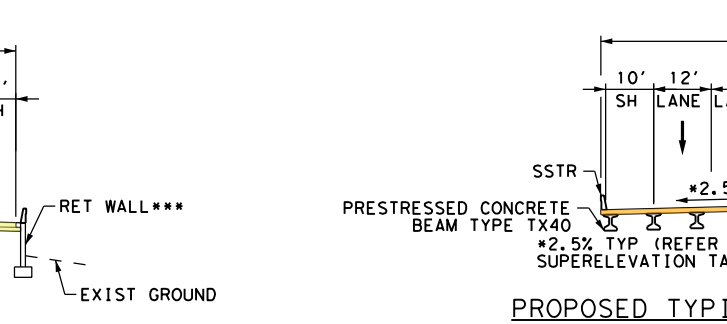

PROPOSED TYPICAL SECTION
NB MAINLANES
℄ NBML09A1 STA 1812+73.25 TO 1821+48.25


PROPOSED TYPICAL SECTION
NB MAINLANES
℄ NBML09A1 STA 1802+30.00 TO 1812+73.25


PROPOSED TYPICAL SECTION
NB MAINLANES
℄ NBML09A2 STA 1821+48.25 TO 1828+98.86
℄ NBML09A2 STA 1855+46.49 TO 1862+32.33


PROPOSED TYPICAL SECTION
NB MAINLANES
℄ NBML09A2 STA 1828+98.86 TO 1830+00.00
℄ NBML09A2 STA 1846+98.24 TO 1855+46.49


PROPOSED TYPICAL SECTION
NB MAINLANES
℄ NBML09A1 STA 1830+00.00 TO 1846+98.24
℄ NBML09A1 STA 1853+05.44 TO 1853+55.73 ***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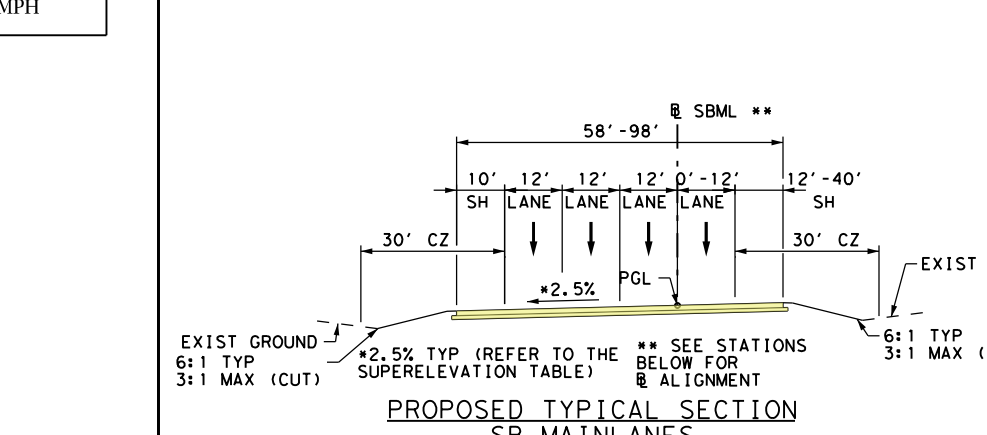
SB MAINLANES
℄ SBML09A STA 2796+19.8 TO 2802+44.89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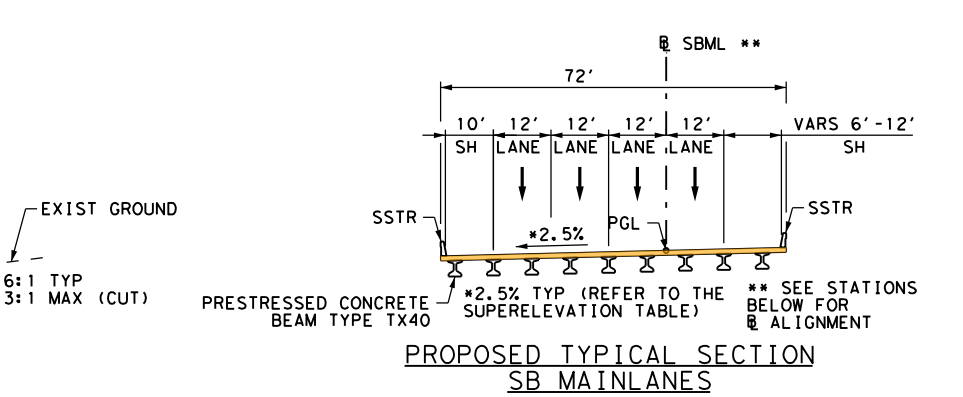
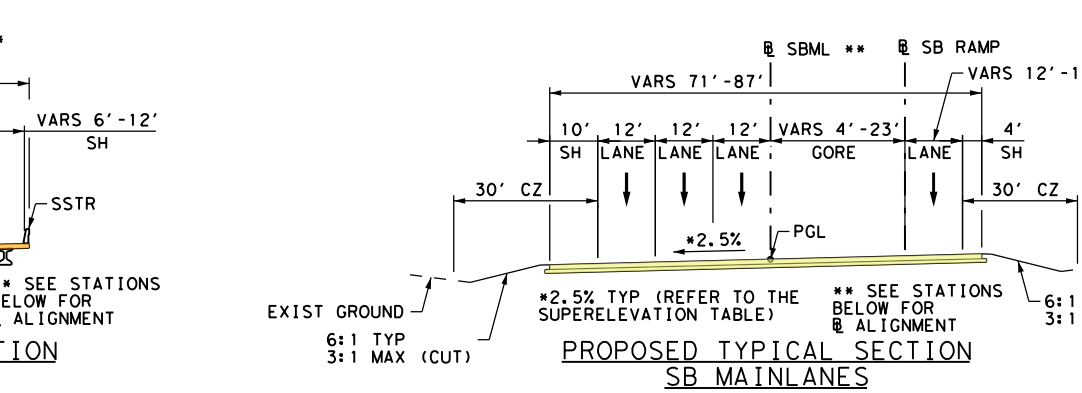
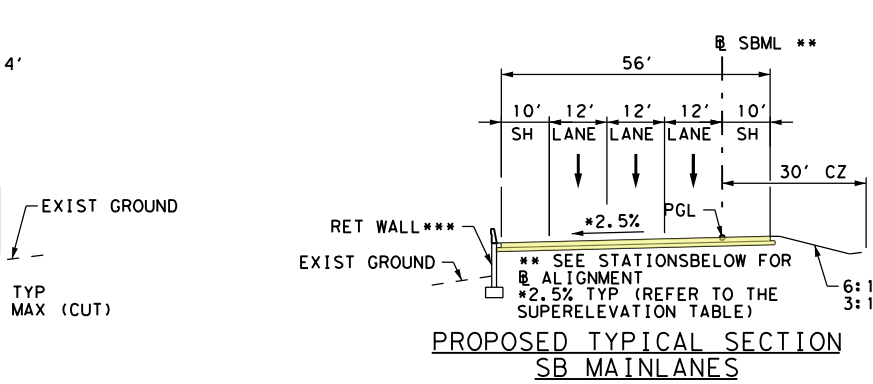
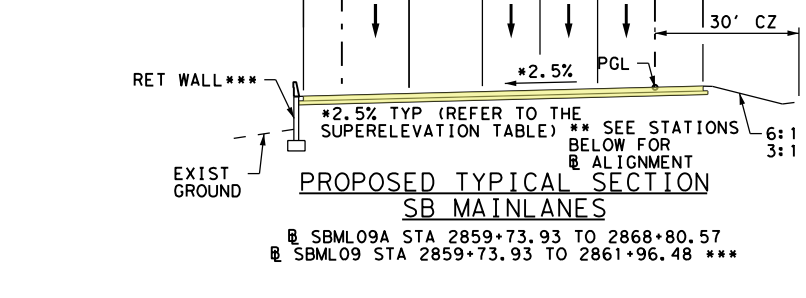
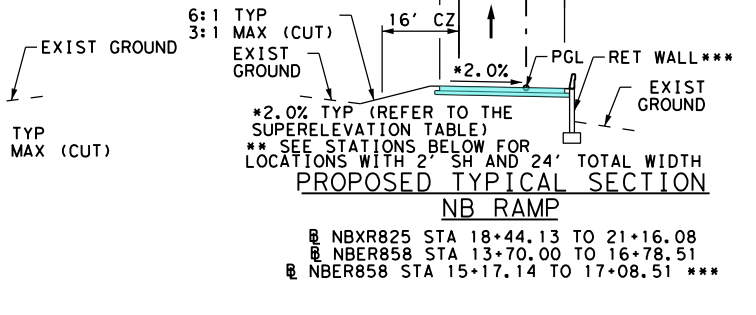
SB MAINLANES
℄ SBML09A STA 2803+96.58 TO 2812+91.50

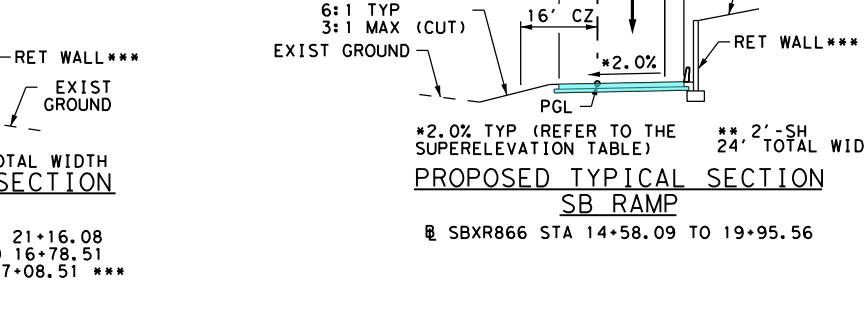

PROPOSED TYPICAL SECTION
SB MAINLANES
℄ SBML09A STA 2812+91.50 TO 2821+66.50

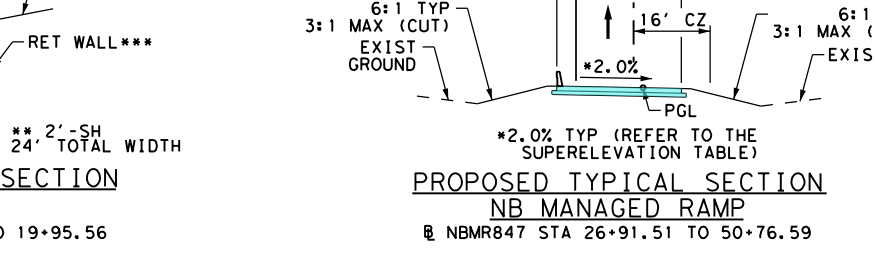

PROPOSED TYPICAL SECTION
SB MAINLANES
℄ SBML09A STA 2821+66.50 TO 2827+72.56

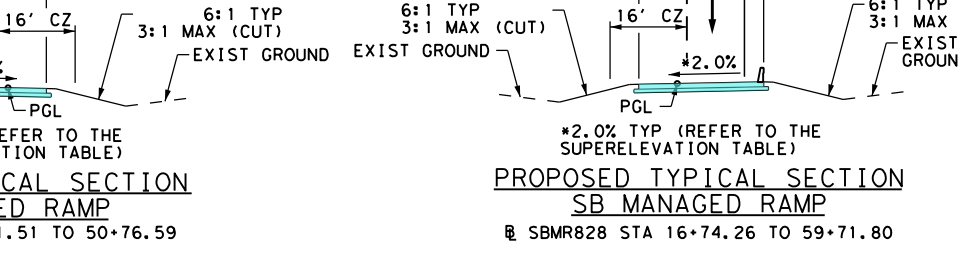

PROPOSED TYPICAL SECTION
SB MAINLANES
℄ SBML09A STA 2791+50.16 TO 2796+19.89
℄ SBML09A STA 2802+44.88 TO 2803+96.58
℄ SBML09A STA 2827+72.56 TO 2859+73.93
℄ SBML09A STA 2832+99.79 TO 2842+93.93 ***


PROPOSED TYPICAL SECTION
SB MAINLANES
℄ SBML09A STA 2859+73.93 TO 2868+80.57
℄ SBML09A STA 2859+73.93 TO 2861+96.48 ***


PROPOSED TYPICAL SECTION
NB RAMP
℄ NBXR825 STA 18+44.13 TO 21+16.08
℄ NBER858 STA 13+70.00 TO 16+78.51
℄ NBER858 STA 15+17.14 TO 17+08.51 ***

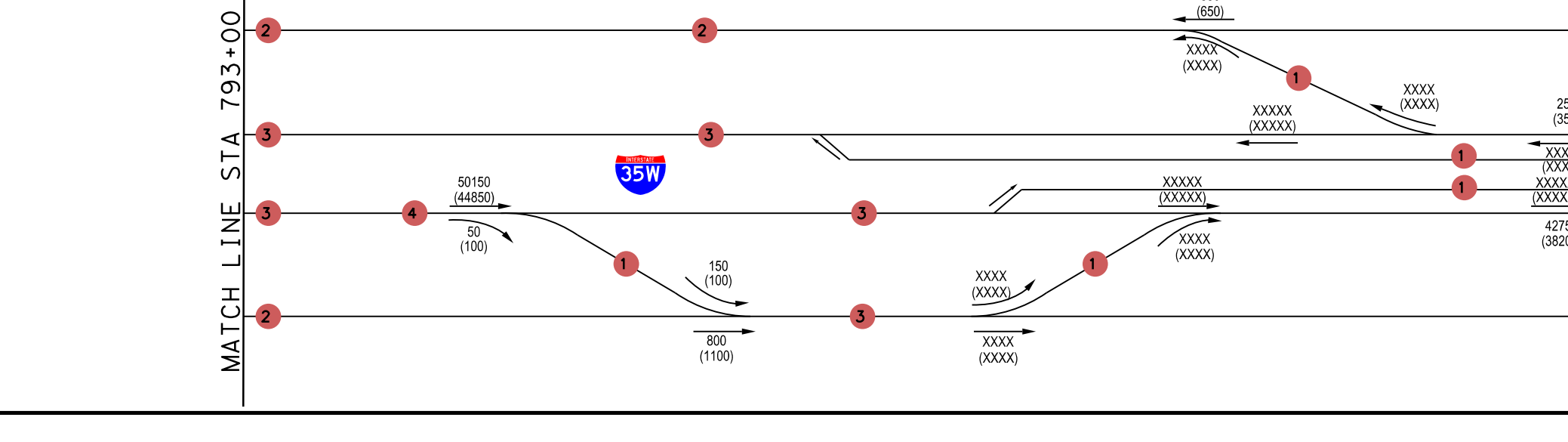

PROPOSED TYPICAL SECTION
SB RAMP
℄ SBXR866 STA 14+58.09 TO 19+95.56


PROPOSED TYPICAL SECTION
NB MANAGED RAMP
℄ NBMR847 STA 26+91.51 TO 50+76.59


PROPOSED TYPICAL SECTION
SB MANAGED RAMP
℄ SBMR828 STA 16+74.26 TO 59+71.80

TRAFFIC VOLUMES PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION: TRANSPORTATION PROGRAMMING AND PLANNING DIVISION MEMORANDUM, DATED AUGUST 27,2019 FOR YEARS 2025, 2045, 2055.

LEGEND
1000 - 2025 ADT
(1000) - 2045 ADT
SCALE: N.T.S.


MATCH LINE STA 793+00
MATCH LINE STA 862+00
35W
50150
(44850)
50
(100)
150
(100)
800
(1100)
XXXX
(XXXX)
XXXXX
(XXXXX)
850
(650)
25600
(35700)
42750
(38200)
1
2
3
4

PARCEL NUMBER	DENTON COUNTY PROPE	OWNER NAME
SB093	37340	MEADOR, TERRI J
SB094	37343	MEADOR, TERRI J
SB095	37093	MEADOR, TERRI J
SB096	733774	HAMMER, ROBERT
SB097	75204	MASON, JAMES F TRUSTEE
SB098	37895	MASON, JAMES F TRUSTEE
SB099	464870	MASON, JAMES F TRUSTEE
SB100	464869	MASON, JAMES F TRUSTEE
SB101	464739	SCHLUMBERGER TECHNOLOGY
SB102	464738	SCG GRANITE POINT BUSINESS
SB103	145693	SADEGHIAN, KJOSROW TRTS OF KAMY REAL PROPERTY
SB104	128465	MILLER, SHARON LEE
SB105	128467	WDMI LLC
SB106	223198	LATTIMORE MATERIALS CO LP
NB105	162869	195 DENTON PARTNERS LLC
NB106	37324	195 DENTON PARTNERS LLC
NB107	162864	195 DENTON PARTNERS LLC
NB108	162865	195 DENTON PARTNERS LLC
NB109	162867	195 DENTON PARTNERS LLC
NB110	76187	ECCLESIASTICAL EQUITY, LP
NB111	113156	ECCLESIASTICAL EQUITY, LP
NB112	133093	ECCLESIASTICAL EQUITY, LP
NB113	160696	ECCLESIASTICAL EQUITY, LP
NB114	122986	ECCLESIASTICAL EQUITY, LP
NB115	122985	ECCLESIASTICAL EQUITY, LP
NB116	35325	JONES, ROBERT W
NB117	35323	JONES FAMILY TRUST
NB118	35319	LATTIMORE MATERIALS CO LP
NB119	39303	JONES, ROBERT W

	STATION	COORDINATE N	COORDINATE E	BEARING/DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
IH35W							
	P.C. 834+56.35	7119410.1519	2375604.3729	N 26°19'00.14" E			
IH35W_10	P.I. 837+57.95	7119680.4922	2375738.0814	6°01'35.09" LT	602.64	301.60	5729.58
	P.T. 840+58.99	7119963.3761	2375842.6689	N 20°17'25.05" E			
NBML09A2 (DESIGN SPEED: 70 MPH)							
	P.C. 1802+56.74	7116508.6237	2374243.1168	N 26°18'52.85" E			
NBML09A2_1	P.I. 1804+78.53	7116707.4337	2374341.4382	1°47'22.89" LT	443.55	221.79	14200.00
	P.R.C.1807+00.29	7116909.2173	2374433.5026	N 24°31'29.96" E			
	P.R.C.1807+00.29	7116909.2173	2374433.5026	N 24°31'29.96" E			
NBML09A2_2	P.I. 1808+62.73	7117057.0025	2374500.9301	1°47'22.89" RT	324.85	162.44	10400.00
	P.T. 1810+25.14	7117202.6098	2374572.9401	N 26°18'52.85" E			
	P.C. 1830+19.97	7118990.7162	2375457.2475	N 26°18'52.85" E			
NBML09A2_3	P.I. 1837+66.07	7119659.5028	2375787.9956	6°00'55.41" LT	1490.84	746.10	14200.00
	P.T. 1845+10.80	7120359.2679	2376046.8367	N 20°17'57.44" E			
SBML09A (DESIGN SPEED: 70 MPH)							
	P.C. 2793+09.85	7115717.7579	2373718.1216	N 26°18'52.85" E			
SBML09A_5	P.I. 2795+39.60	7115923.7028	2373819.9715	2°31'52.00" LT	459.43	229.75	10400.00
	P.R.C.2797+69.28	7116133.9447	2373912.6273	N 23°47'00.85" E			
	P.R.C.2797+69.28	7116133.9447	2373912.6273	N 23°47'00.85" E			
SBML09A_6	P.I. 2800+82.98	7116421.0057	2374039.1379	2°31'52.00" RT	627.30	313.70	14200.00
	P.T. 2803+96.58	7116702.1997	2374178.2023	N 26°18'52.85" E			
	P.C. 2834+36.69	7119427.2709	2375525.8853	N 26°18'52.85" E			
SBML09A_7	P.I. 2839+83.13	7119917.0864	2375768.1234	6°00'55.41" LT	1091.88	546.44	10400.00
	P.T. 2845+28.57	7120429.5904	2375957.6971	N 20°17'57.44" E			
NBXR825 (DESIGN SPEED: 50 MPH)							
	P.C. 10+00.00	7118104.3177	2375072.4286	N 26°18'52.85" E			
NBXR825_1	P.I. 12+01.97	7118285.3575	2375161.9617	2°45'16.93" RT	403.86	201.97	8400.00
	P.R.C.14+03.86	7118461.8850	2375260.0922	N 29°04'09.78" E			
	P.R.C.14+03.86	7118461.8850	2375260.0922	N 29°04'09.78" E			
NBXR825_2	P.I. 17+42.88	7118758.1991	2375424.8112	2°45'16.93" LT	677.91	339.02	14100.00
	P.T. 20+81+77	7119062.0873	2375575.0989	N 26°18'52.85" E			
	P.C. 21+16.08	7119092.8425	2375590.3089	N 26°18'52.85" E			
NBXR825_3	P.I. 21+92.69	7119161.5096	2375624.2682	6°06'41.45" RT	153.07	76.61	1435.00
	P.R.C.22+69.15	7119226.1710	2375665.3451	N 32°25'34.30" E			
	P.R.C.22+69.15	7119226.1710	2375665.3451	N 32°25'34.30" E			
NBXR825_4	P.I. 23+66.24	7119308.1278	2375717.4090	7°44'30.29" LT	193.90	97.10	1435.00
	P.T. 24+63.04	7119396.3510	2375757.9581	N 24°41'04.01" E			
NBER858 (DESIGN SPEED: 50 MPH)							
	P.C. 10+00.00	7120634.7382	2376248.9570	N 20°17'57.44" E			
NBER858_1	P.I. 10+85.00	7120714.4629	2376278.4470	6°47'32.50" LT	169.81	85.00	1432.39
	P.R.C.11+69.81	7120797.1160	2376298.3008	N 13°30'24.93" E			
	P.R.C.11+69.81	7120797.1160	2376298.3008	N 13°30'24.93" E			
NBER858_2	P.I. 12+46.06	7120871.2579	2376316.1102	6°05'39.55" RT	152.36	76.25	1432.39
	P.T. 13+22.17	7120943.0900	2376341.6902	N 19°36'04.48" E			
	P.C. 15+17.15	7121126.7703	2376407.1003	N 19°36'04.48" E			
NBER858_3	P.I. 17+61.48	7121356.9415	2376489.0662	1°59'07.75" LT	488.61	244.33	14100.00
	P.R.C.20+05.76	7121589.8142	2376563.0083	N 17°36'56.73" E			
	P.R.C.20+05.76	7121589.8142	2376563.0083	N 17°36'56.73" E			
NBER858_4	P.I. 22+00.04	7121774.9886	2376621.8051	2°38'59.76" RT	388.50	194.28	8400.00
	P.T. 23+94.26	7121957.2466	2376689.1004	N 20°15'56.49" E			
SBXR866 (DESIGN SPEED: 50 MPH)							
	P.C. 10+00.00	7120884.9322	2376025.9021	N 20°17'57.44" E			
SBXR866_1	P.I. 11+18.65	7120996.2125	2376067.0644	4°44'34.48" RT	237.16	118.65	2865.00
	P.R.C.12+37.16	7121103.7083	2376117.2869	N 25°02'31.92" E			
	P.R.C.12+37.16	7121103.7083	2376117.2869	N 25°02'31.92" E			
SBXR866_2	P.I. 13+47.68	7121203.8386	2376164.0682	4°25'05.74" LT	220.93	110.52	2865.00
	P.T. 14+58.09	7121307.2751	2376202.9968	N 20°37'26.18" E			
	P.C. 17+98.06	7121625.4510	2376322.7430	N 20°37'26.18" E			
SBXR866_3	P.I. 21+63.83	7121967.7875	2376451.5821	2°58'19.33" RT	731.39	365.78	14100.00
	P.R.C.25+29.45	7122302.9834	2376597.9975	N 23°35'45.51" E			
NBMR847 (DESIGN SPEED: 70 MPH)							
	P.C. 10+00.00	7118974.2219	2375462.4038	N 26°18'52.85" E			
NBMR847_1	P.I. 17+96.57	7119688.2485	2375815.5254	8°50'40.51" LT	1589.98	796.57	10300.00
	P.R.C.25+89.98	7120448.0788	2376054.6630	N 17°28'12.34" E			
	P.R.C.25+89.98	7120448.0788	2376054.6630	N 17°28'12.34" E			
NBMR847_2	P.I. 28+64.09	7120709.5429	2376136.9523	2°49'45.10" RT	548.10	274.11	11100.00
	P.T. 31+38.09	7120966.6266	2376232.0468	N 20°17'57.44" E			
SBMR828 (DESIGN SPEED: 70 MPH)							
	P.C. 20+60.81	7119163.4797	2375432.5665	N 27°50'27.06" E			
SBMR828_1	P.I. 27+48.63	7119771.6772	2375753.7870	7°32'29.62" LT	1373.64	687.81	10436.00
	P.T. 34+34.45	7120416.7723	2375992.4059	N 20°17'57.44" E			

1"=100'
0
50
100
UNINCORPORATED DENTON COUNTY
CITY OF DENTON
HICKORY CREEK RELIEF
MEADOR, TERRI J & ROBERT HAMMER
SB093
SB095
SB096
SB097
SB098
SB099
SB0100
SB102
SB104
SB106
DRY FORK HICKORY CREEK
CORBIN RD
MASON, JAMES F TRUSTEE
SCHLUMBERGER TECHNOLOGY CORPORATION
EXETER 2300 I-35 LP
METRO ST
MILLER, JEFFREY W
LATTIMORE MATERIALS CO
SB FRONTAGE RD
IH 35
35W
NB FRONTAGE RD
NB105
NB106
AP LAND INV LTD P/S
NB107
NB108
NB109
NB110
NB111
YASI LAND CO
NB112
NB113
NB114
NB115
NB116
JONES, ROBERT W
NB117
JONES FAMILY TRUST
NB118
NB119
CITY OF DENTON SEWER
FRONTIER (FO/DUCT)
CENTURYLINK (FO/DUCT)
OVERHEAD POWER
EXISTING EASEMENT
EXISTING ROW
WARNING FIBER OPTIC LINES
WARNING OH POWER LINES
BEGIN RAMP, MATCH CSJ 0081-13-065
END RAMP, MATCH CSJ 0081-13-065
CSJ 0081-13-050
MATCH LINE ℄ IH35W STA 793+00
MATCH LINE ℄ IH35W STA 862+00
CSJ 0081-13-050

SUPERELEVATION				
ALIGNMENT	STATION	LT	RT	DESCRIPTION
NBXR825	18+50.00	-2.50%	-2.50%	BEGIN TRANSITION
	19+00.00	-2.00%	-2.00%	END TRANSITION
NBER858	16+50.00	-2.00%	-2.00%	BEGIN TRANSITION
	17+00.00	-2.50%	-2.50%	END TRANSITION
SBXR866	19+40.00	2.00%	2.00%	BEGIN TRANSITION
	19+90.00	2.50%	2.50%	END TRANSITION

NOTE:
1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

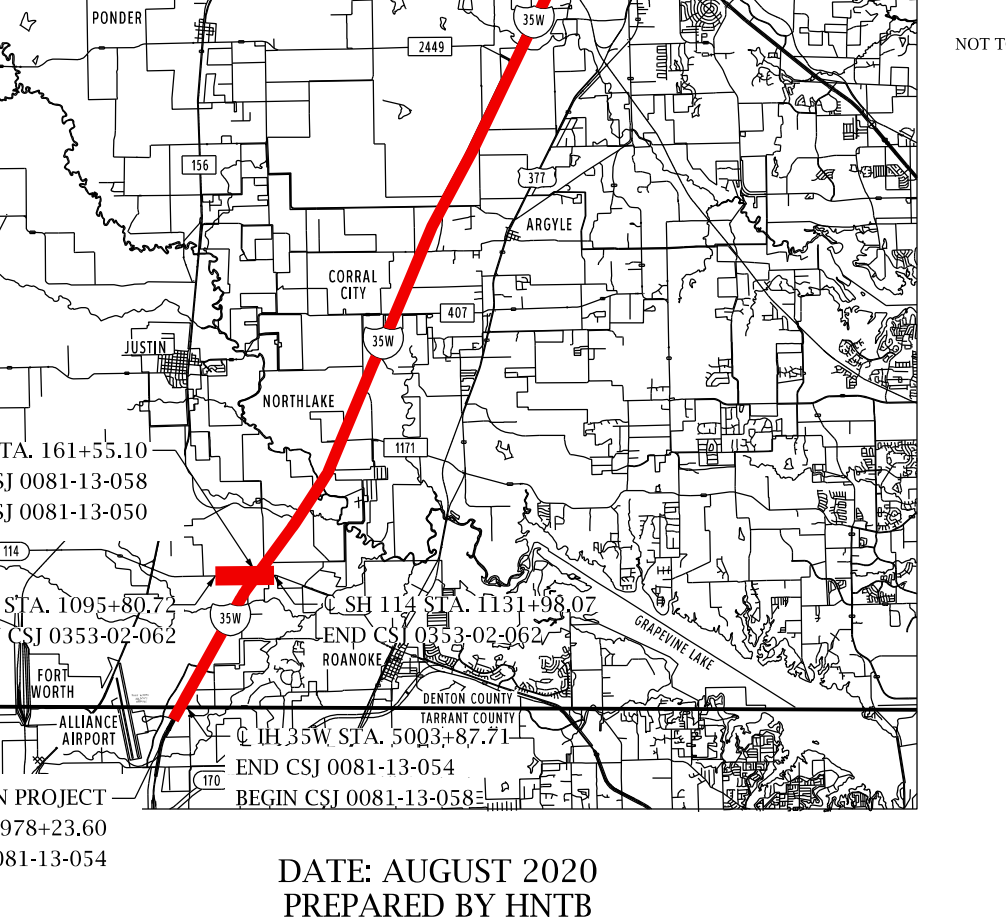
LEGEND:

🟨	Proposed Mainlanes
🟩	Proposed Frontage Roads / Cross Streets
🟦	Proposed Ramps
🟧	Proposed Concrete Bridge
🟪	Proposed Sidewalk
▨	Existing Pave (By Others)
▨	Existing Bridge (By Others)
▨	Existing Sidewalk (By Others)
▨	Existing 100-Year Floodplain
▨	Existing Pavement Removal
▨	Existing Pavement Removal (By Others)
―	Proposed Retaining Wall
―	Existing ROW
―	Proposed Access Denial
―	Proposed Drainage Structure
―	Existing Drainage Structure
―	Existing Drainage Easement
―	Centerline / Baseline
―	Property Line
―	City Limits
(B001)	Parcel Number
→	Proposed Flow Line
→	Existing Flow Line
▭	Proposed COSS
▭	Proposed OSB
▭	Existing COSS (By Others)
▭	Existing OSB (By Others)

NOTES:

1. TYPICAL SECTIONS ARE NOT TO SCALE. DIMENSIONS ARE TO FACE OF CURB
2. CONTROL OF ACCESS TO BE DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT) AND FINALIZED THROUGH PERMIT PROCESS.
3. PROPOSED NOISE WALLS DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT). THE NOISE ANALYSIS HAS BEEN APPROVED AND FONSI ISSUED JULY 2020.
4. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDESTREETS OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.
5. WATER SURFACE ELEVATIONS SHOWN ARE 100 YEAR ELEVATIONS FROM FEMA MAPS AND FR PROJECT.
6. SURVEY (DEC. 2017) AND SUE (OCT. 2018) PROVIDED BY TxDOT. ROW PROVIDED UNDER SEPARATE CONTRACT (FR PROJECT).
7. HORIZONTAL BASE LINE ALIGNMENTS BY OTHERS ARE SHOWN FOR REFERENCE. CURVE DATA IS NOT INCLUDED.
8. SEE IH35W SIGN SCHEMATIC FOR LARGE SIGNS.
9. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM DENTON COUNTY APPRAISAL DISTRICT (APRIL 30, 2019).
10. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC
IH 35W - MAINLANE PROJECT
DENTON COUNTY
IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E
CSJ / CSJ LIMITS
0081-13-054 FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058 FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050 FROM SH 114 TO SOUTH OF IH 35E
0353-02-062 IH 35W/SH 114 INTERCHANGE IMPROVEMENTS
ROADWAY TYPE / DESIGN SPEED
MAINLANES 70 MPH
MANAGED LANE RAMPS 70 MPH
RAMPS 50 MPH
FRONTAGE ROADS 45 MPH
CROSS STREETS (MINIMUM) 30 MPH
HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW
NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.
DATE APPROVED
DATE SUBMITTED
DATE REVISED


END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+86.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)
SERIAL NO. 101321
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 14 OF 30
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420
Texas Department of Transportation
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TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Mohamed K. Bur, P.E. - DISTRICT ENGINEER

95% DESIGN SCHEMATIC

IH 35W - MAINLANE PROJECT
DENTON COUNTY

IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E

CSJ	CSJ LIMITS
0081-13-054	FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058	FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050	FROM SH 114 TO SOUTH OF IH 35E
0353-02-062	IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
MANAGED LANE RAMPS	70 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES

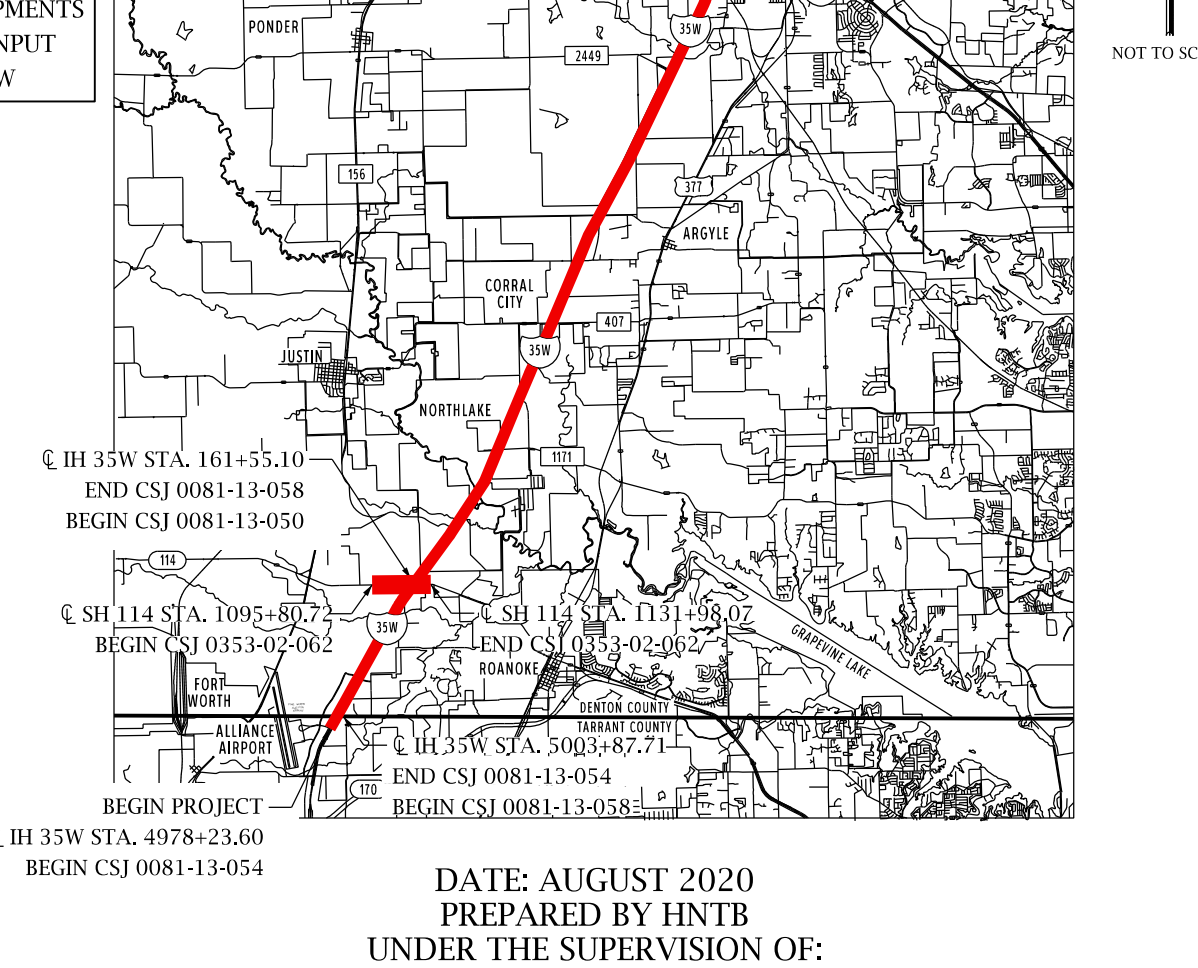
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

DATE APPROVED ______

DATE SUBMITTED ______

DATE REVISED ______



END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
PONDER
CORRAL CITY
ARGYLE
NORTHLAKE
JUSTIN
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+80.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
ROANOKE
FORT WORTH
ALLIANCE AIRPORT
TARRANT COUNTY
DENTON COUNTY
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
N
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.

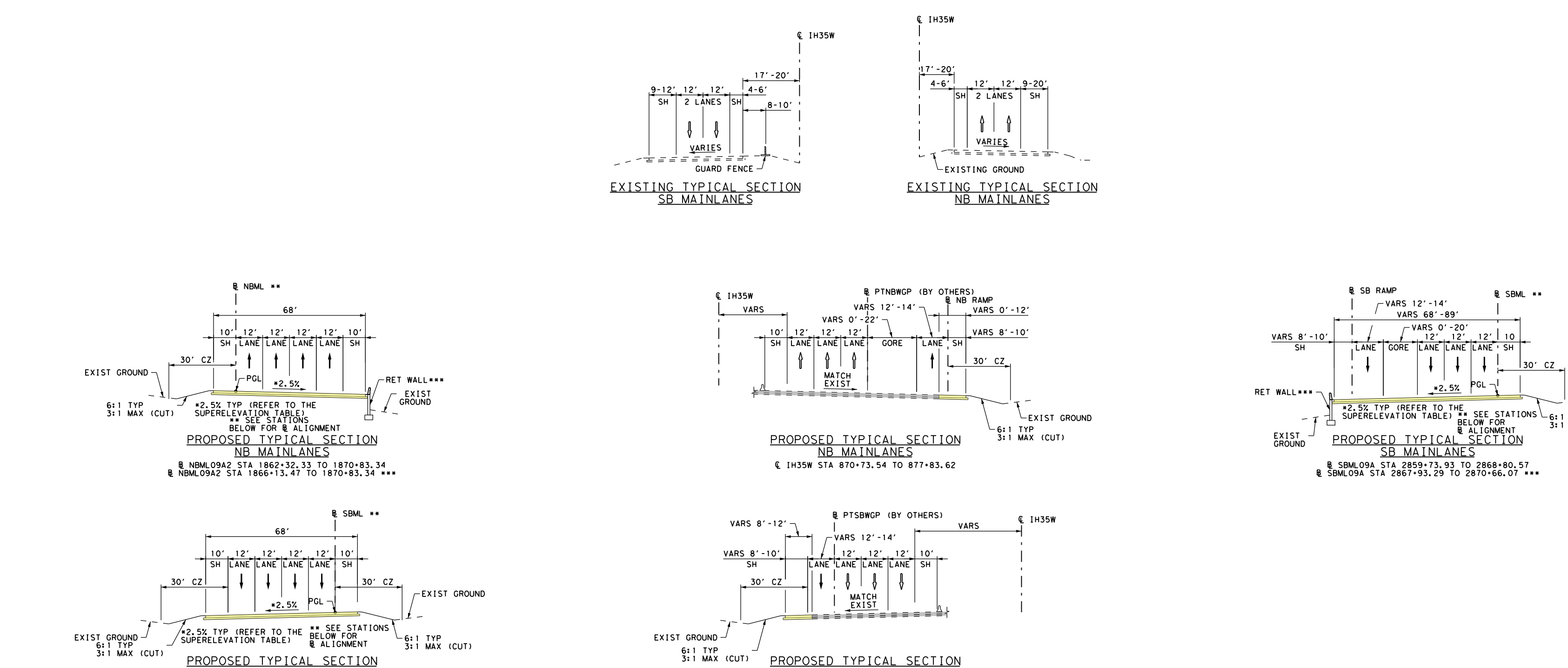
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

SERIAL NO. 101321

SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 15 OF 30

HNTB HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

Texas Department of Transportation

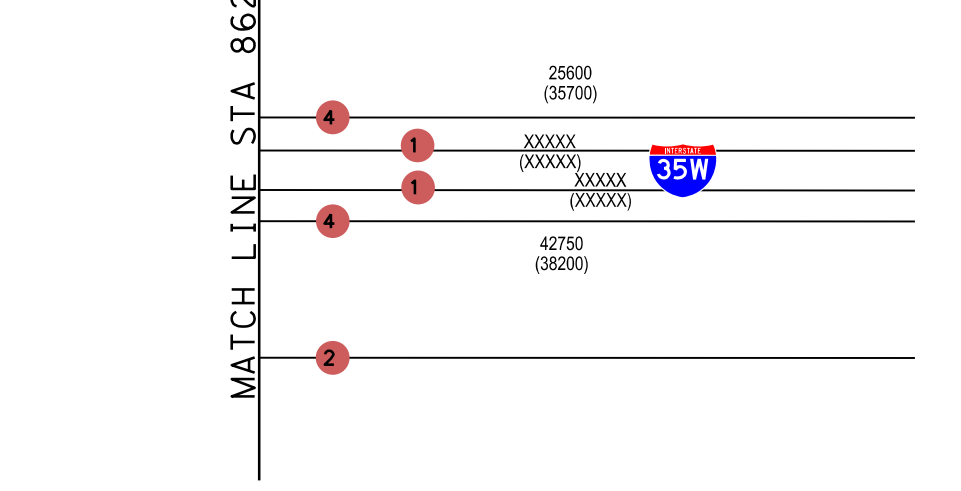


℄ IH35W
9'-12' 12' 12' 17'-20' 4'-6' 8'-10'
SH 2 LANES SH
VARIES
GUARD FENCE
EXISTING TYPICAL SECTION SB MAINLANES
℄ IH35W
17'-20' 4'-6' 12' 12' 9'-20'
SH 2 LANES SH
VARIES
EXISTING GROUND
EXISTING TYPICAL SECTION NB MAINLANES
℄ NBML **
68'
10' 12' 12' 12' 12' 10'
SH LANE LANE LANE LANE SH
30' CZ
EXIST GROUND
6:1 TYP 3:1 MAX (CUT)
PGL
+2.5%
RET WALL***
EXIST GROUND
+2.5% TYP (REFER TO THE SUPERELEVATION TABLE)
** SEE STATIONS BELOW FOR ℄ ALIGNMENT
PROPOSED TYPICAL SECTION NB MAINLANES
℄ NBML0942 STA 1862+32.33 TO 1870+83.34
℄ NBML0942 STA 1866+13.47 TO 1870+83.34 ***
℄ IH35W
℄ PTNBWGP (BY OTHERS)
℄ NB RAMP
VARS 12'-14'
VARS 0'-22'
VARS 0'-12'
VARS 8'-10'
10' 12' 12' 12'
SH LANE LANE LANE GORE LANE SH
30' CZ
MATCH EXIST
EXIST GROUND
6:1 TYP 3:1 MAX (CUT)
PROPOSED TYPICAL SECTION NB MAINLANES
℄ IH35W STA 870+73.54 TO 877+83.62
℄ SB RAMP
℄ SBML **
VARS 12'-14'
VARS 68'-89'
VARS 0'-20'
12' 12' 12' 10
VARS 8'-10'
SH LANE GORE LANE LANE LANE SH
30' CZ
EXIST GROUND
RET WALL***
PGL
+2.5%
+2.5% TYP (REFER TO THE SUPERELEVATION TABLE)
** SEE STATIONS BELOW FOR ℄ ALIGNMENT
6:1 TYP 3:1 MAX (CUT)
PROPOSED TYPICAL SECTION SB MAINLANES
℄ SBML09A STA 2859+73.93 TO 2868+80.57
℄ SBML09A STA 2867+93.29 TO 2870+66.07 ***
℄ SBML **
68'
10' 12' 12' 12' 12' 10'
SH LANE LANE LANE LANE SH
30' CZ
30' CZ
EXIST GROUND
+2.5%
PGL
EXIST GROUND
6:1 TYP 3:1 MAX (CUT)
+2.5% TYP (REFER TO THE SUPERELEVATION TABLE)
** SEE STATIONS BELOW FOR ℄ ALIGNMENT
PROPOSED TYPICAL SECTION SB MAINLANES
℄ SBML09A STA 2864+80.57 TO 2870+66.07
℄ PTSBWGP (BY OTHERS)
℄ IH35W
VARS 8'-12'
VARS 12'-14'
VARS
VARS 8'-10'
12' 12' 12' 10'
SH LANE LANE LANE LANE SH
30' CZ
MATCH EXIST
EXIST GROUND
6:1 TYP 3:1 MAX (CUT)
PROPOSED TYPICAL SECTION SB MAINLANES
℄ IH35W STA 870+73.54 TO 877+83.62

TRAFFIC VOLUMES PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION; TRANSPORTATION PROGRAMMING AND PLANNING DIVISION MEMORANDUM, DATED AUGUST 27, 2019 FOR YEARS 2025, 2045, 2055.

LEGEND		
1000	-	2025 ADT
(1000)	-	2045 ADT

SCALE: N.T.S.



MATCH LINE STA 862+00
2
4
1
1
4
2
25600
(35700)
XXXXX
(XXXXX)
XXXXX
(XXXXX)
35W
42750
(38200)

N
0 50 100
1"=100'
95% DRAFT Preliminary, Subject to Change
CSJ 0081-13-050
MATCH LINE ℄ IH35W STA 862+00
SB107
SB108
LATTIMORE MATERIALS CO
SB109
ATC LEASING CO
SB110
TRIO-DENTON PARTNERS LP
SB111
TRIO-DENTON PARTNERS LP
SB112
TRIO-DENTON PARTNERS LP
SB113
TRIO-DENTON PARTNERS LP
SB114
RAYZOR INV LTD
SB115
SB116
CITY OF DENTON SEWER
OVERHEAD POWER
ATMOS ENERGY GAS
CENTURYLINK (FO/DUCT)
CITY OF DENTON WATER
ATT (FO/DUCT)
FRONTIER (TELE)
WARNING GAS LINES U/G
WARNING FIBER OPTIC LINES U/G
WARNING GAS LINES U/G
WARNING POWER LINES U/G
SB FRONTAGE RD
IH 35
35W
NB FRONTAGE RD
AIRPORT ROAD
FM 1515
DRY FORK HICKORY CREEK
RAILROAD
NB120
LATTIMORE MATERIALS CO
NB121
JONES, ROBERT W ETAL
NB122
UNIVERSITY OF NORTH TEXAS
NB124
UNIVERSITY OF NORTH TEXAS
NB125
RAYZOR INV LTD
NB126
RAYZOR INV LTD
NB193
UNIVERSITY OF NORTH TEXAS
EXISTING EASEMENT
EXISTING ROW
CITY OF DENTON SEWER
ATT (FO/DUCT)
MCI (FO/DUCT)
ATMOS ENERGY GAS
TARA GAS
CITY OF DENTON WATER
OVERHEAD POWER
END RET. WALL ℄ SBML09A STA. 2870+66.07, 59.00' LT
BEGIN WIDENING MATCH CSJ 0195-03-071 BY OTHERS ℄ SBML09A STA. 2870+66.07, 46.00' LT ℄ PTSBWGP STA. 100+00.00, 10.00' LT
END FULL WIDTH CONSTRUCTION ℄ SBWR828 STA. 63+50.04 ℄ PIH35W STA. 100+00.00, 17' RT
END WIDENING MATCH CSJ 0195-03-071 BY OTHERS ℄ PTSBWGP STA. 107+10.20, 14.00' LT
PROP 5'X5' SBC ℄ SBML09A STA. 2867+78.39
BEGIN RET. WALL ℄ SBML09A STA. 2867+93.29, 59.00' LT
EQUATION: ℄ IH35W STA. 870+73.58 (BK) = ℄ IH35W STA. 100+00.00 (AH) (BY OTHERS)
℄ PTSBWGP
℄ PTNBWGP
℄ NBWR847 STA. 50+76.59 ℄ PIH35W STA. 100+00.00, 17' RT
PROP 5'X5' SBC ℄ NBWR847 STA. 47+53.90
PROP 5'X5' SBC ℄ SBWR828 STA. 56+68.66
PROP 5'X5' SBC ℄ NBML0942 STA. 1867+44.48
BEGIN RET. WALL ℄ NBML0942 STA. 1866+13.47, 59.11' RT
END FULL WIDTH CONSTRUCTION ℄ NBML0942 STA. 1870+83.34
℄ PTNBWGP STA. 100+00.00, 36' LT
BEGIN WIDENING MATCH CSJ 0195-03-071 BY OTHERS ℄ NBML0942 STA. 1870+83.34, 46.00' RT ℄ PIH35W STA. 100+00.00, 10.00' RT
END RET. WALL ℄ NBML0942 STA. 1870+83.34, 59.00' RT
END WIDENING MATCH CSJ 0195-03-071 BY OTHERS ℄ PIH35W STA. 106+50.44, 38.00' RT
END PROJECT MATCH CSJ 0195-03-071 BY OTHERS ℄ PIH35W STA. 107+10.08

95% DRAFT
Preliminary, Subject to Change

PARCEL NUMBER	DENTON COUNTY PROPE	OWNER NAME
SB107	223198	LATTIMORE MATERIALS CO LP
SB108	223199	LATTIMORE MATERIALS CO LP
SB109	81997	ATC LEASING CO
SB110	662202	1512 I35W, LLC
SB111	650767	CUTTING, CAROL TUFFLI TR OF THREE SISTER'S TRUST ETAL
SB112	662201	BROWN LEWISVILLE RAILROAD
SB113	35320	ISSACSEN, WINTRHOP N SEPARATE PROPERTY TRUST
SB114	330575	D.I.G. DENTON LLC
SB115	215385	RAYZOR INV LTD
SB116	668373	NM CLFX LP
NB120	35319	LATTIMORE MATERIALS CO LP
NB121	39303	JONES, ROBERT W
NB122	121905	UNIVERSITY OF NORTH TEXAS
NB123	220465	UNIVERSITY OF NORTH TEXAS
NB124	259467	UNIVERSITY OF NORTH TEXAS
NB125	36712	RAYZOR INV LTD

	STATION	COORDINATE		BEARING/DELTA	LENGTH	TANGENT	RADIUS
		N	E		(FT)	(FT)	(FT)
NBML09A2 (DESIGN SPEED: 70 MPH)							
	P.C. 1862+24.00	7121966.0625	2376641.1854	N 20°17'57.44" E			
NBML09A2_4	P.I. 1864+38.85	7122167.5689	2376715.7220	1°44'01.22" LT	429.67	214.85	14200.00
	P.R.C. 1866+53.67	7122371.2381	2376784.1283	N 18°33'56.22" E			
	P.R.C. 1866+53.67	7122371.2381	2376784.1283	N 18°33'56.22" E			
NBML09A2_5	P.I. 1868+68.52	7122574.9074	2376852.5345	1°44'01.22" RT	429.67	214.85	14200.00
	P.T. 1870+83.34	7122776.4138	2376927.0712	N 20°17'57.44" E			
SBML09A (DESIGN SPEED: 70 MPH)							
	P.C. 2862+06.74	7122003.5303	2376539.8929	N 20°17'57.44" E			
SBML09A_8	P.I. 2864+21.59	7122205.0367	2376614.4296	1°44'01.22" RT	429.67	214.85	14200.00
	P.R.C. 2866+36.40	7122404.1959	2376695.0284	N 22°01'58.65" E			
	P.R.C. 2866+36.40	7122404.1959	2376695.0284	N 22°01'58.65" E			
SBML09A_9	P.I. 2868+51.25	7122603.3551	2376775.6273	1°44'01.22" LT	429.67	214.85	14200.00
	P.T. 2870+66.07	7122804.8616	2376850.1639	N 20°17'57.44" E			
SBXR866 (DESIGN SPEED: 50 MPH)							
	P.C. 17+98.06	7121625.4510	2376322.7430	N 20°37'26.18" E			
SBXR866_3	P.I. 21+63.83	7121967.7875	2376451.5821	2°58'19.33" RT	731.39	365.78	14100.00
	P.R.C. 25+29.45	7122302.9834	2376597.9975	N 23°35'45.51" E			
	P.R.C. 25+29.45	7122302.9834	2376597.9975	N 23°35'45.51" E			
SBXR866_4	P.I. 27+16.27	7122474.1878	2376672.7805	2°32'53.57" LT	373.59	186.82	8400.00
	P.T. 29+03.04	7122648.5477	2376739.8779	N 21°02'51.94" E			

LEGEND:

🟨	Proposed Mainlanes
🟩	Proposed Frontage Roads / Cross Streets
🟦	Proposed Ramps
🟧	Proposed Concrete Bridge
🟪	Proposed Sidewalk
▭	Existing Pave (By Others)
▨	Existing Bridge (By Others)
🟪	Existing Sidewalk (By Others)
▧	Existing 100-Year Floodplain
☒	Existing Pavement Removal
☒	Existing Pavement Removal (By Others)
—	Proposed Retaining Wall
-·-	Existing ROW
—■—	Proposed Access Denial
—	Proposed Drainage Structure
-·-	Existing Drainage Structure
- -	Existing Drainage Easement
—·—	Centerline / Baseline
—	Property Line
- - -	City Limits
⬭	Parcel Number
→	Proposed Flow Line
→	Existing Flow Line
▭	Proposed COSS
▭	Proposed OSB
▭	Existing COSS (By Others)
▭	Existing OSB (By Others)

NOTES:

1. TYPICAL SECTIONS ARE NOT TO SCALE. DIMENSIONS ARE TO FACE OF CURB
2. CONTROL OF ACCESS TO BE DETERMINED UNDER SEPARATE CONTRACT (FR PROJECT) AND FINALIZED THROUGH PERMIT PROCESS.
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TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC
IH 35W - MAINLANE PROJECT
DENTON COUNTY
IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E
CSJ / CSJ LIMITS
0081-13-054 FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058 FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050 FROM SH 114 TO SOUTH OF IH 35E
0353-02-062 IH 35W/SH 114 INTERCHANGE IMPROVEMENTS
ROADWAY TYPE / DESIGN SPEED
MAINLANES 70 MPH
MANAGED LANE RAMPS 70 MPH
RAMPS 50 MPH
FRONTAGE ROADS 45 MPH
CROSS STREETS (MINIMUM) 30 MPH
HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW
NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.
DATE APPROVED
DATE SUBMITTED
DATE REVISED
DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)
SERIAL NO. 101321
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 15 OF 30
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420
Texas Department of Transportation
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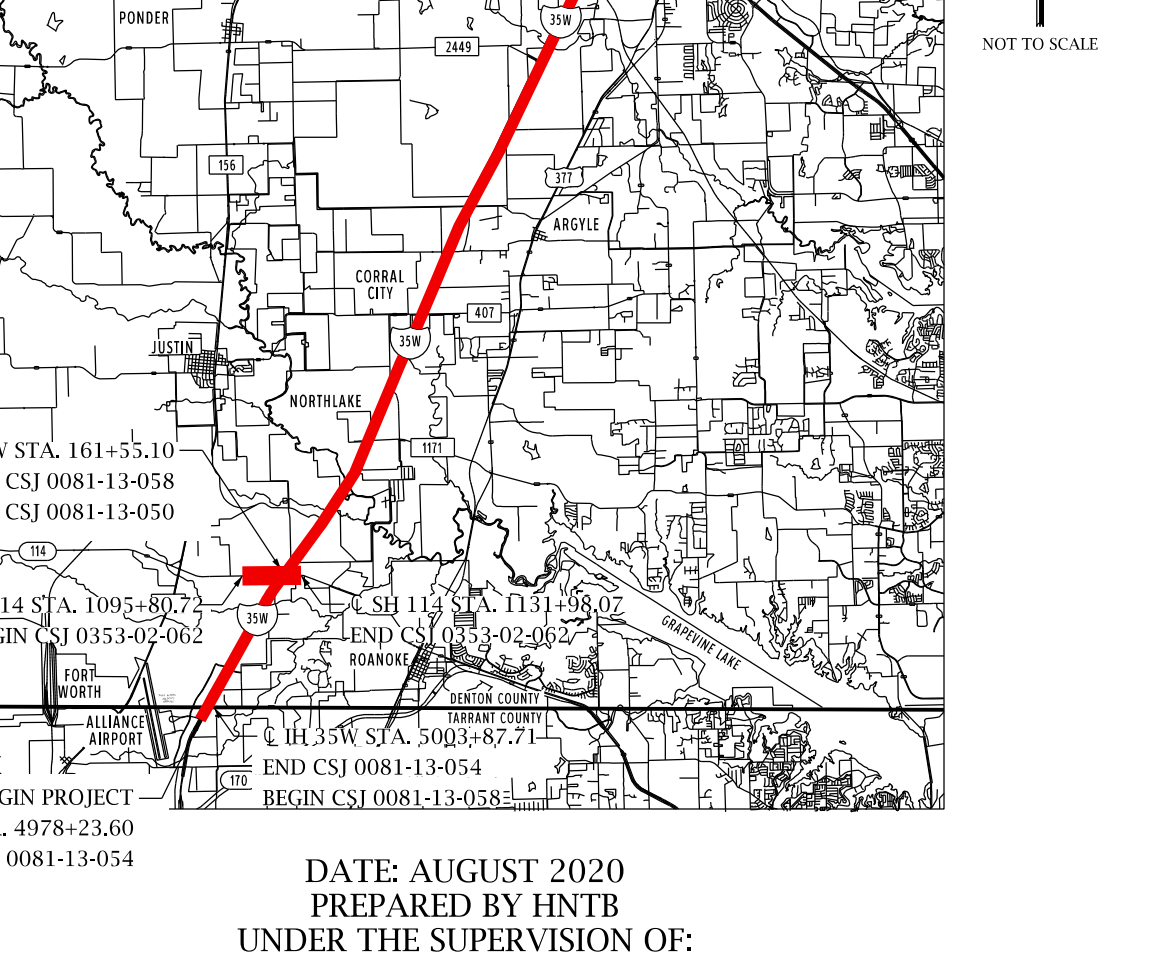

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Mohamed K. Bur, P.E. - DISTRICT ENGINEER
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IH 35W - MAINLANE PROJECT
DENTON COUNTY

IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E

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0081-13-054	FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058	FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050	FROM SH 114 TO SOUTH OF IH 35E
0353-02-062	IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
MANAGED LANE RAMPS	70 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES

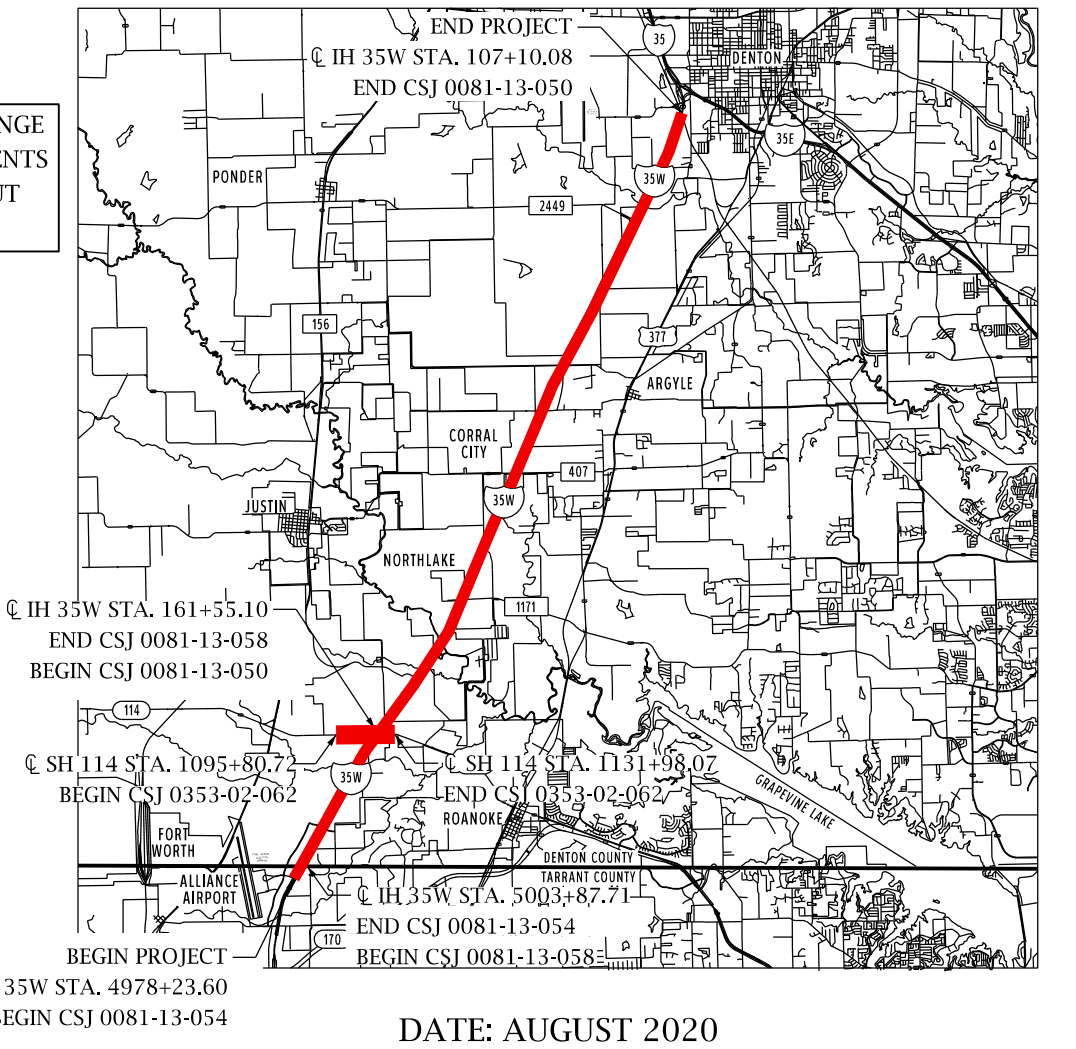
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

DATE APPROVED ________

DATE SUBMITTED ________

DATE REVISED ________


END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+80.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
PONDER
CORRAL CITY
NORTHLAKE
JUSTIN
ROANOKE
FORT WORTH
ALLIANCE AIRPORT
ARGYLE
DENTON COUNTY
TARRANT COUNTY
N
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.

EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
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ROLL 16 OF 30

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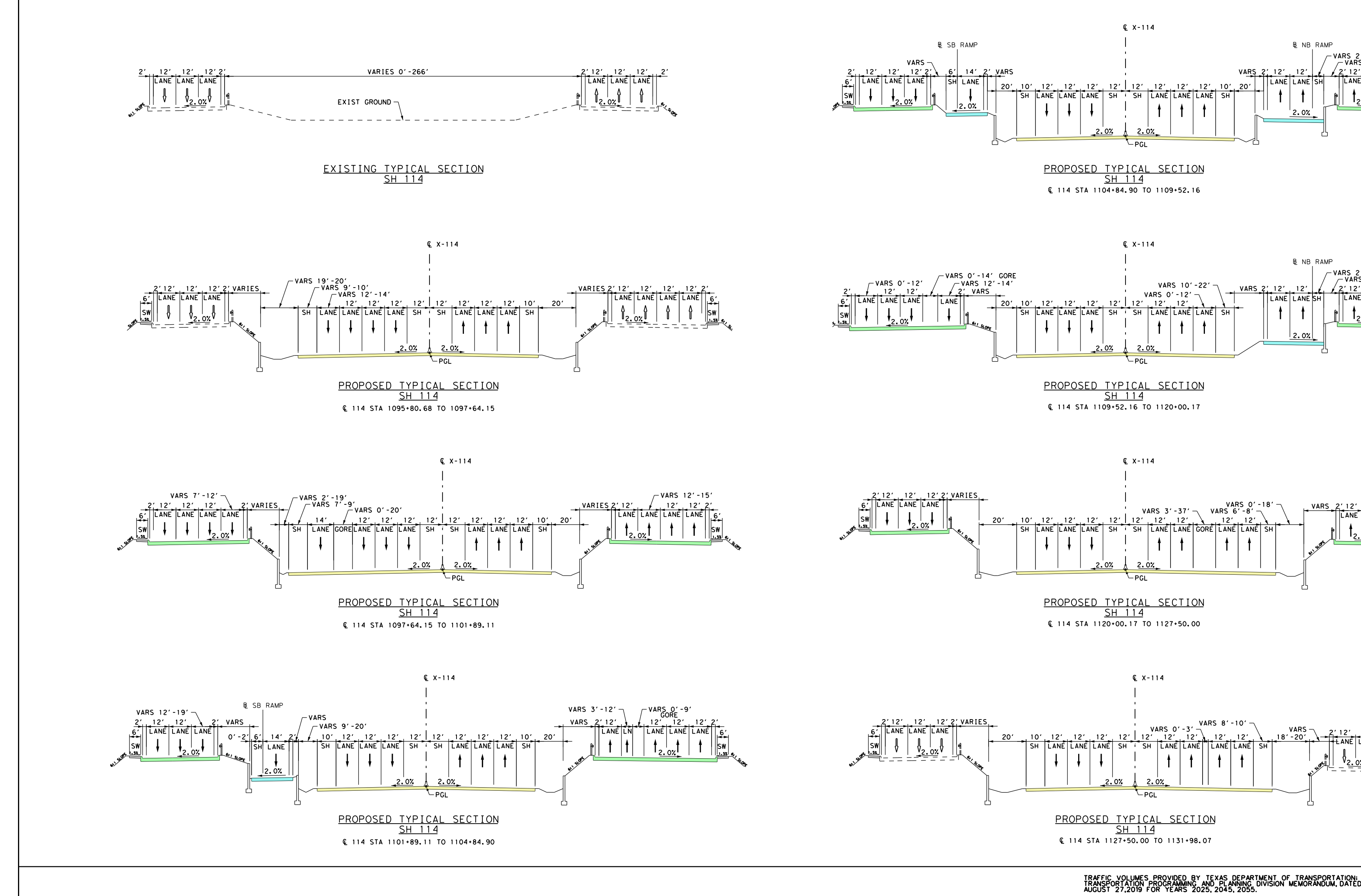
EXISTING TYPICAL SECTION
SH 114
VARIES 0'-266'
EXIST GROUND
PROPOSED TYPICAL SECTION
SH 114
℄ 114 STA 1095+80.68 TO 1097+64.15
PROPOSED TYPICAL SECTION
SH 114
℄ 114 STA 1097+64.15 TO 1101+89.11
PROPOSED TYPICAL SECTION
SH 114
℄ 114 STA 1101+89.11 TO 1104+84.90
PROPOSED TYPICAL SECTION
SH 114
℄ 114 STA 1104+84.90 TO 1109+52.16
PROPOSED TYPICAL SECTION
SH 114
℄ 114 STA 1109+52.16 TO 1120+00.17
PROPOSED TYPICAL SECTION
SH 114
℄ 114 STA 1120+00.17 TO 1127+50.00
PROPOSED TYPICAL SECTION
SH 114
℄ 114 STA 1127+50.00 TO 1131+98.07
℄ X-114
℄ SB RAMP
℄ NB RAMP
LANE
SH
GORE
SW
PGL
2.0%
VARS

*SEE SHEET 4 FOR IH35W TYPICALS

TRAFFIC VOLUMES PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION; TRANSPORTATION PROGRAMMING AND PLANNING DIVISION MEMORANDUM, DATED AUGUST 27,2019 FOR YEARS 2025, 2045, 2055.

LEGEND
1000 - 2025 ADT
(1000) - 2045 ADT
SCALE: N.T.S.

0 50 100
1"=100'

	STATION	COORDINATE N	COORDINATE E	BEARING/DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
SH114 (DESIGN SPEED: 70 MPH)							
	P.C. 1085+63.39	7059626.5805	2341815.5667	N 89°58′54.84" E			
SH114_1	P.I. 1088+71.26	7059626.6778	2342123.4350	3°04′40.74" LT	615.59	307.87	11459.00
	P.T. 1091+78.98	7059643.3059	2342430.8539	N 86°54′14.10" E			
	P.C. 1123+56.32	7059814.9158	2345603.5549	N 86°54′14.10" E			
SH114_2	P.I. 1133+08.44	7059866.3407	2346554.2916	23°28′09.84" RT	1877.55	952.13	4583.66
	P.T. 1142+33.87	7059534.8716	2347446.8570	S 69°37′36.05" E			
EBFR(DESIGN SPEED: 45 MPH)							
	P.C. 1091+68.73	7059480.7765	2342435.9838	N 89°58′54.84" E			
EBFR_1	P.I. 1095+22.52	7059480.8883	2342789.7734	1°45′42.48" LT	707.52	353.79	23009.31
	P.T. 1098+76.25	7059491.8771	2343143.3922	N 88°13′12.31" E			
	P.C. 1123+90.48	7059644.5164	2345652.9799	N 86°31′09.90" E			
EBFR_2	P.I. 1125+67.58	7059655.2687	2345829.7607	3°32′27.6" RT	354.10	177.11	5729.58
	P.T. 1127+44.58	7059655.0818	2346006.8681	S 89°56′22.42" E			
	P.C. 1130+77.04	7059655.6458	2346339.3337	N 89°54′10.14" E			
EBFR_3	P.I. 1134+38.30	7059656.2585	2346700.5880	21°17′29.76" RT	714.18	361.25	1921.85
	P.T. 1137+91.22	7059525.6527	2347037.4071	S 68°48′20.08" E			
WBFR(DESIGN SPEED: 45 MPH)							
	P.C. 1086+38.40	7059772.5805	2341815.5206	N 89°58′54.84" E			
WBFR_1	P.I. 1088+69.56	7059772.6535	2342046.6760	4°37′14.16" LT	462.06	231.16	5729.58
	P.T. 1091+00.46	7059791.3476	2342277.0743	N 85°21′40.68" E			
	P.C. 1094+61.36	7059820.5347	2342636.7959	N 85°21′40.68" E			
WBFR_2	P.I. 1096+15.63	7059833.0107	2342790.5595	1°32′33.42" RT	308.52	154.27	11459.00
	P.T. 1097+69.88	7059841.3429	2342944.6032	N 86°54′14.10" E			
	P.C. 1122+89.09	7059970.0594	2345460.5133	N 87°15′46.82" E			
WBFR_3	P.I. 1126+38.08	7059986.7240	2345809.1027	6°58′16.09" RT	697.11	348.99	5729.58
	P.T. 1129+86.21	7059960.9574	2346157.1377	S 85°45′57.09" E			
	P.C. 1130+54.34	7059955.9275	2346225.0779	S 85°45′57.09" E			
WBFR_4	P.I. 1137+04.21	7059907.9455	2346873.1809	16°08′21.94" RT	1291.15	649.88	4583.64
	P.T. 1143+45.48	7059681.6976	2347482.4031	S 69°37′35.15" E			
EBRP(DESIGN SPEED: 50 MPH)							
	P.C. 1001+37.88	7059529.7201	2343403.2038	N 86°31′09.90" E			
EBRP_1	P.I. 1003+22.97	7059540.9565	2343587.9432	4°00′00.06" LT	370.01	185.08	5300.00
	P.T. 1005+07.90	7059565.0522	2343771.4488	N 82°31′09.84" E			
	P.C. 1009+02.43	7059616.4166	2344162.6236	N 82°31′09.84" E			
EBRP_2	P.I. 1010+12.09	7059630.6941	2344271.3566	4°23′04.25" RT	219.23	109.67	2864.79
	P.T. 1011+21.65	7059636.6173	2344380.8629	N 86°54′14.10" E			
	P.C. 1017+00.18	7059667.8639	2344958.5459	N 86°54′14.10" E			
EBRP_3	P.I. 1018+25.85	7059674.6511	2345084.0268	5°00′21.24" LT	251.17	125.66	2874.79
	P.T. 1019+51.35	7059692.3616	2345208.4369	N 81°53′52.86" E			
	P.C. 1021+29.47	7059717.4649	2345384.7777	N 81°53′52.86" E			
EBRP_4	P.I. 1026+59.84	7059792.2122	2345909.8499	15°31′39.96" RT	1054.23	530.37	3890.00
	P.T. 1031+83.70	7059723.6668	2346435.7676	S 82°34′27.18" E			
WBRP(DESIGN SPEED: 50 MPH)							
	P.C. 10+00.00	7059724.7986	2342826.5886	N 86°55′06.68" E			
WBRP_1	P.I. 14+52.39	7059749.1173	2343278.3253	6°09′55.77" LT	903.91	452.39	8400.00
	P.T. 19+03.91	7059821.8122	2343724.8373	N 80°45′10.90" E			
	P.C. 21+95.18	7059868.6169	2344012.3249	N 80°45′10.90" E			
WBRP_2	P.I. 24+96.60	7059917.0520	2344309.8267	6°30′35.91" RT	602.19	301.42	5300.00
	P.T. 27+97.37	7059931.4452	2344610.9015	N 87°15′46.82" E			

PARCEL NUMBER	DENTON COUNTY PROPE	OWNER NAME
SB034	660602	BUC-EE'S, LTD
SB035	726338	FAT PROPERTIES V LLC
SB036	72631	CHAVEZ GROUP FORT WORTH LLC
SB037	726340	OLD SHEPARD PLACE LTD
SB038	726339	CS 1988 LLC
SB039	265376	FW SPORTS AUTH INC
NB022	669373	QT SOUTH LLC
NB023	211654	VICTRON STORES LP
NB024	331368	BIG DIAMOND LLC
NB025	705732	BDC FAMILY LIMITED
NB026	731030	KRISHNAN MANIKAM & CASANTI
NB027	713217	NORTHLAKE RETAIL, LLC
NB028	272018	NORTHPORT COMMERCIAL
NB029	731509	SCSD-FINNEL, LTD
EB001	692909	LRIC CHAMPIONS CENTER LP
EB002	692910	STAPERFELD TEXAS PROPERTIES
EB003	692911	PARADIGM PROPERTIES LLC
EB004	692912	CHICK-FIL-A INC
EB005	692913	LRIC CHAMPIONS CENTER LP
EB006	211656	MHR LANDLORD LLC
EB007	732087	NORTHLAKE HOTELS LLC
EB008	732088	SPEEDWAY HOTELS LLC
EB009	724518	CHADWICK FARMS LTD
EB010	724517	CHADWICK FARMS LTD
EB011	724516	CHADWICK APARTMENTS PHASE II LTD
EB012	724519	CHADWICK RETAIL LTD
EB013	724520	CHADWICK FARMS LTD
EB014	724521	CHADWICK RETAIL LTD
EB015	68378	BRAZOS ELEC TRIC POWER COOP INC
EB016	77862	BRAZOS ELEC TRIC POWER COOP INC
EB017	239614	BRAZOS ELEC TRIC POWER COOP INC
EB018	724524	CHADWICK FARMS LTD
EB019	772114	NORTHLAKE, TOWN OF
EB020	68373	CHADWICK FARMS LTD
WB001	693356	FARMER BROS.CO
WB002	283625	NORTHLAKE COMMERCIAL ASSOCIATION INC
WB003	283626	NORTHLAKE COMMERCIAL ASSOCIATION INC
WB004	272021	NORTHPORT PARTNERS LLC
WB005	272343	CICF II-TX1B01 LLC

SH 114 UNDERPASS AND FRONTAGE ROAD BOX INTERCHANGE TO BE BUILT WITH THIS PROJECT UNLESS IMPROVEMENTS TO SH 114 OCCURS FIRST
FW SPORTS AUTH INC
SB039
LABONTE LANE
CITY OF FORT WORTH
CITY OF NORTHLAKE
35W
114 TEXAS
RACEWAY DR
NORTHPORT COMMERCIAL LTD
BIG DIAMOND INC
CHICK-FIL-A INC
BUC-EE'S
MOTOR SPEEDWAY PARTNERS
NE INTERESTS LTD
SB034
SB035
SB036
SB037
SB038
NB022
NB023
NB024
NB025
NB026
NB027
NB028
NB029
EB001
EB002
EB003
EB004
EB005
EB006
EB007
EB008
EB009
EB010
EB011
EB012
EB013
EB014
EB015
EB016
EB017
EB018
EB019
EB020
WB001
WB002
WB003
WB004
WB005
SH114_1
SH114_2
EBFR_1
EBFR_2
EBFR_3
WBFR_1
WBFR_2
WBFR_3
WBFR_4
EBRP_1
EBRP_2
EBRP_4
WBRP_1
WBRP_2
BEGIN FULL WIDTH CONSTRUCTION MATCH CSJ 0353-02-062 BY OTHERS ℄ SH114 STA. 1095+80.65
BEGIN BRIDGE BY OTHERS ℄ LABOLN STA 17+58.02
BEGIN TAPER ℄ WBFR STA. 1101+67.16, 14.00' RT
BEGIN RAMP ℄ WBRP STA. 10+00.00
END TAPER
BEGIN RET. WALL ℄ SH114 STA. 1106+00.00, 78.00' LT
END BRIDGE BY OTHERS ℄ EBFR STA. 1099+30.32
END RAMP
END FULL WIDTH CONSTRUCTION MATCH CSJ 0353-02-062 BY OTHERS ℄ WBFR STA. 1128+20.30
END RET. WALL ℄ SH114 STA. 1129+00.00, 78.00' LT
END FULL WIDTH CONSTRUCTION MATCH CSJ 0353-02-062 BY OTHERS ℄ SH114 STA. 1131+98.07
END FULL WIDTH CONSTRUCTION MATCH CSJ 0353-02-062 BY OTHERS ℄ EBFR STA. 1127+29.10
END RET. WALL ℄ SH114 STA. 1129+00.64, 90.44' RT
EXISTING SIGNALIZED INTERSECTION
ZAYO (FO/DUCT)
ATT (TELE)
ATT (FO/DUCT)
ONCOR ELEC
OVERHEAD ELECTRIC
GRANDE (FO/DUCT)
CITY OF FORT WORTH SEWER
CITY OF FORT WORTH WATER
X-114LUT
X-114RUT
X-LAB
℄ SH114
℄ EBFR
℄ EBRP
℄ WBFR
℄ WBRP

LEGEND:

🟨	Proposed Mainlanes
🟩	Proposed Frontage Roads / Cross Streets
🟦	Proposed Ramps
🟧	Proposed Concrete Bridge
🟪	Proposed Sidewalk
▭	Existing Pave (By Others)
▭	Existing Bridge (By Others)
▭	Existing Sidewalk (By Others)
▨	Existing 100-Year Floodplain
▨	Existing Pavement Removal
▨	Existing Pavement Removal (By Others)
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-·-	Existing ROW
—	Proposed Access Denial
—	Proposed Drainage Structure
- -	Existing Drainage Structure
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-·-	Centerline / Baseline
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- -	City Limits
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→	Existing Flow Line
▭	Proposed COSS
▭	Proposed OSB
▭	Existing COSS (By Others)
▭	Existing OSB (By Others)

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10. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

SUPERELEVATION				
ALIGNMENT	STATION	LT	RT	DESCRIPTION
SH114 RT	1122+20.00	-2.50%	-2.50%	BEGIN TRANSITION
	1123+90.00	-4.56%	-4.56%	END TRANSITION, BEGIN FULL SUPER
	1131+98.07	-4.56%	-4.56%	END FULL SUPER, MATCH BY OTHERS
SH114 LT	1122+00.00	2.50%	2.50%	BEGIN TRANSITION
	1124+20.00	4.56%	4.56%	END TRANSITION, BEGIN FULL SUPER
	1131+98.07	4.56%	4.56%	END FULL SUPER, MATCH BY OTHERS
EBRP	1008+80.00	-2.00%	-2.00%	BEGIN TRANSITION
	1009+20.00	-3.60%	-3.60%	END TRANSITION, BEGIN FULL SUPER
	1011+10.00	-3.60%	-3.60%	END FULL SUPER, BEGIN TRANSITION
	1011+50.00	-2.00%	-2.00%	END TRANSITION
	1016+10.00	-2.00%	-2.00%	BEGIN TRANSITION
	1017+40.00	3.60%	3.60%	END TRANSITION, BEGIN FULL SUPER
	1018+70.00	3.60%	3.60%	END FULL SUPER, BEGIN TRANSITION
	1020+00.00	-2.00%	-2.00%	END TRANSITION
WBRP	16+09.36	-2.00%	-2.00%	BEGIN TRANSITION
	16+40.00	-3.60%	-3.60%	END TRANSITION, BEGIN FULL SUPER
	19+00.00	-3.60%	-3.60%	END FULL SUPER, BEGIN TRANSITION
	19+30.00	-2.00%	-2.00%	END TRANSITION
	20+80.00	-2.00%	-2.00%	BEGIN TRANSITION
	22+10.00	3.60%	3.60%	END TRANSITION, BEGIN FULL SUPER
	22+50.00	3.60%	3.60%	END FULL SUPER, BEGIN TRANSITION
	23+78.12	-2.00%	-2.00%	END TRANSITION

NOTE:
1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC
IH 35W - MAINLANE PROJECT
DENTON COUNTY
IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E
CSJ / CSJ LIMITS
0081-13-054 FROM TARRANT COUNTY LINE TO EAGLE PKWY
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0081-13-050 FROM SH 114 TO SOUTH OF IH 35E
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ROADWAY TYPE / DESIGN SPEED
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MANAGED LANE RAMPS 70 MPH
RAMPS 50 MPH
FRONTAGE ROADS 45 MPH
CROSS STREETS (MINIMUM) 30 MPH
HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW
NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.
DATE APPROVED
DATE SUBMITTED
DATE REVISED
DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)
SERIAL NO. 101321
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 16 OF 30
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420
Texas Department of Transportation
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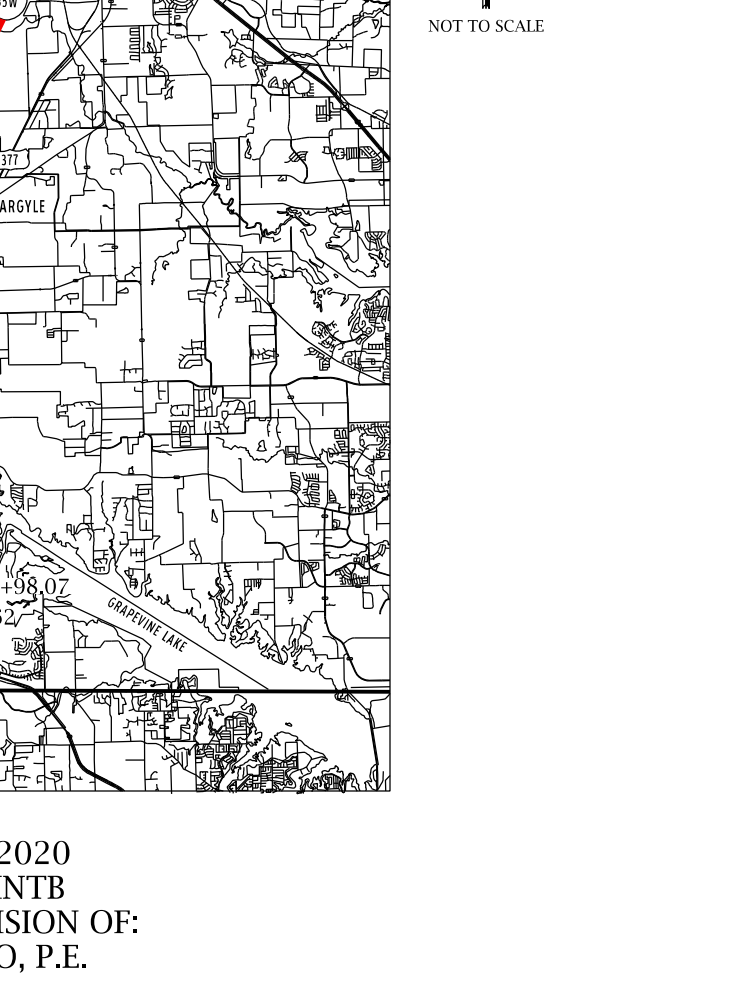


TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC

IH 35W - MAINLANE PROJECT
DENTON COUNTY

IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE
TO SOUTH OF IH 35E

CSJ	CSJ LIMITS
0081-13-054	FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058	FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050	FROM SH 114 TO SOUTH OF IH 35E
0353-02-062	IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

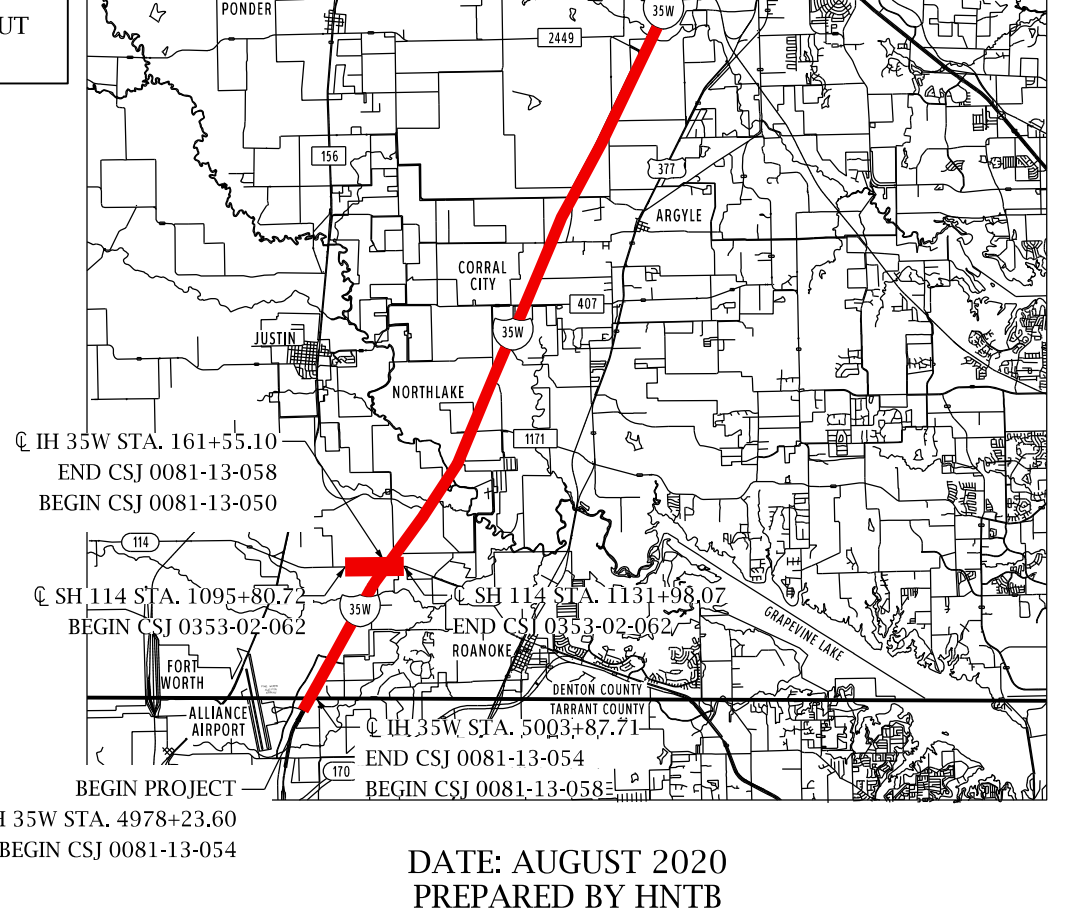
ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
MANAGED LANE RAMPS	70 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES

PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

DATE APPROVED
DATE SUBMITTED
DATE REVISED



END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+80.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
PONDER
CORRAL CITY
ARGYLE
NORTHLAKE
JUSTIN
ROANOKE
ALLIANCE AIRPORT
FORT WORTH
N
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.

SERIAL NO. 101321

EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

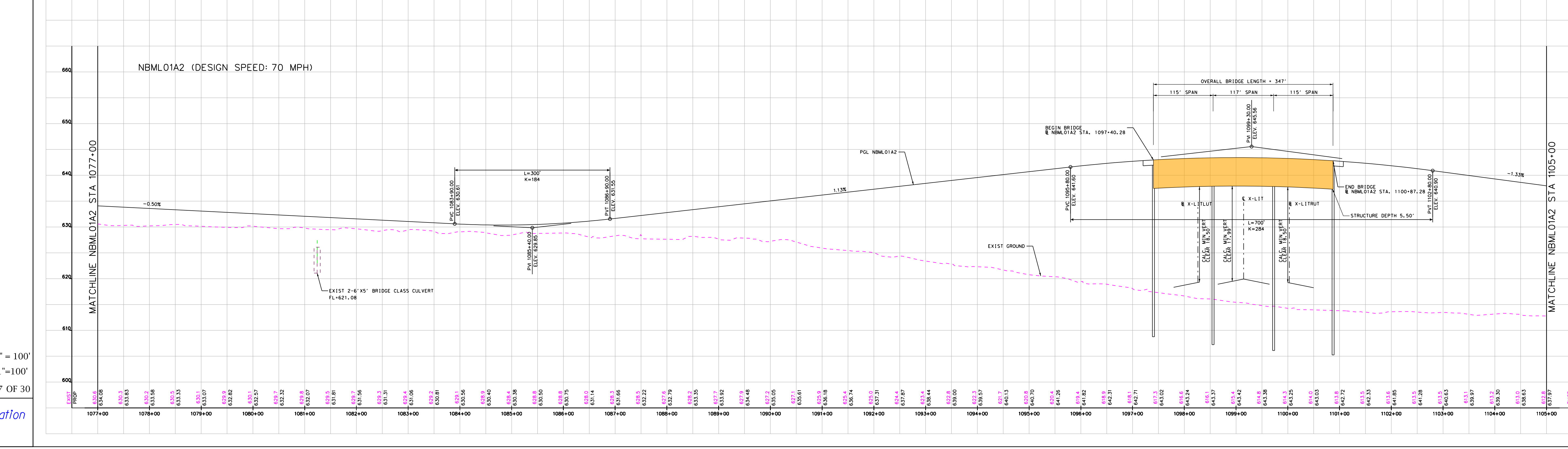
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 17 OF 30

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

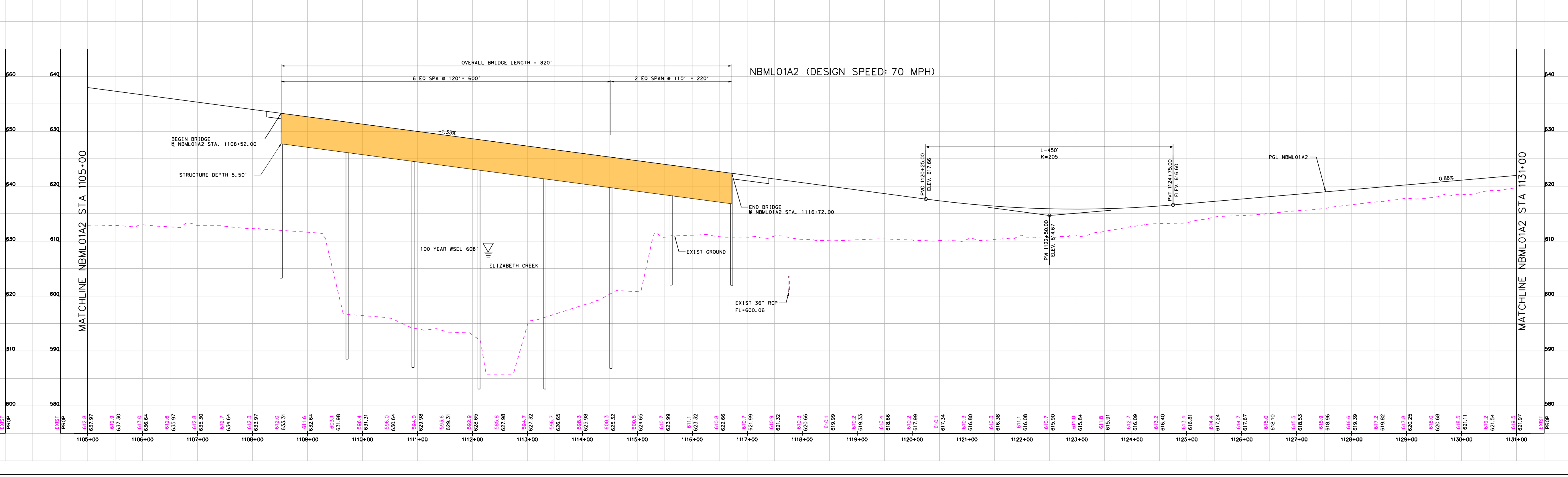
Texas Department of Transportation

8/31/2020

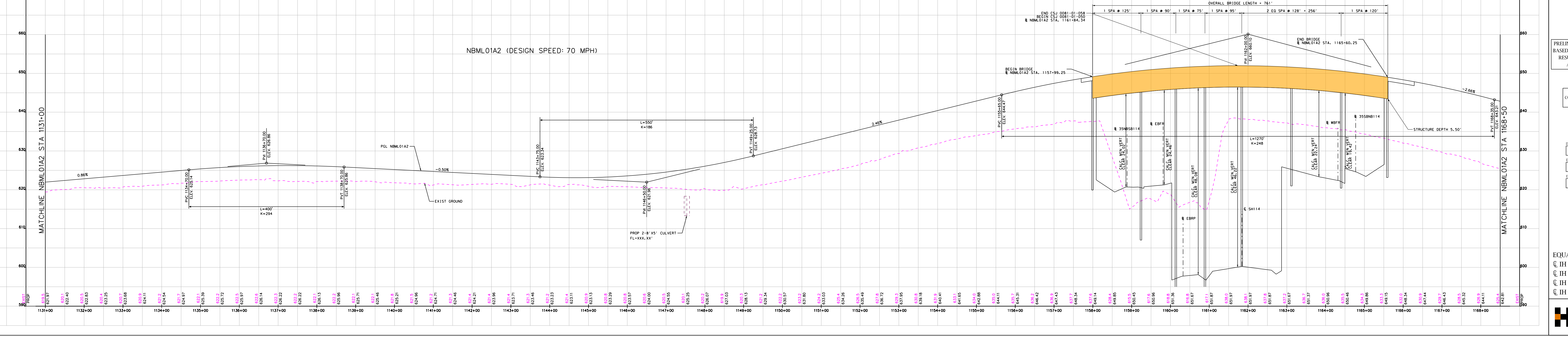
NBML01A1 (DESIGN SPEED: 70 MPH)
℄ X-ALL
STRUCTURE DEPTH 5.50'
CALC. MIN VERT CLEAR 18.63'
END CSJ 0081-12-041 BY OTHERS
BEGIN CSJ 0081-13-058
℄ NBML01A1 STA. 988+77.09
EXIST GROUND
MATCH 35NGP-U-W, CSJ 0081-12-041 BY OTHERS
0.40%
-0.50%
PVI 988+77.18 ELEV. 651.38
PVC 989+65.00 ELEV. 650.94
PVI 990+90.00 ELEV. 650.32
PVT 992+15.00 ELEV. 650.95
L=250' K=249
0.50%
EXIST 6-10'X6' BRIDGE CLASS CULVERT FL=641.12
PGL NBML01A1
PVC 1001+50.00 ELEV. 655.67
PVI 1003+00.00 ELEV. 656.43
PVT 1004+50.00 ELEV. 655.66
L=300' K=295
-0.51%
PVC 1009+35.00 ELEV. 653.18
PVI 1010+60.00 ELEV. 652.54
PVT 1011+85.00 ELEV. 653.16
L=250' K=247
NBML01A2 (DESIGN SPEED: 70 MPH)
EXIST 4-10'X5' BRIDGE CLASS CULVERT FL=644.76
PVI 1020+20.27 ELEV. 657.34
PVI 1020+20.30 ELEV. 657.64
℄ NBML01A1 STA. 1020+20.27=
℄ NBML01A2 STA. 1020+20.30
BK ELEV = 657.34
AH ELEV = 657.64
-0.60%
0.50%
PGL NBML01A2
PVC 1026+95.00 ELEV. 661.07
PVI 1028+70.00 ELEV. 661.89
PVT 1030+45.00 ELEV. 660.50
L=350' K=271
EXIST GROUND
EXIST 4-8'X5' BRIDGE CLASS CULVERT FL=644.60
-0.79%
℄ X-EAGLUT
℄ X-EAG
℄ X-EAGRUT
STRUCTURE DEPTH 5.50'
CALC. MIN VERT CLEAR 17.63'
CALC. MIN VERT CLEAR 18.93'
CALC. MIN VERT CLEAR 21.17'
PVC 1050+55.00 ELEV. 644.62
PVI 1051+80.00 ELEV. 643.63
PVT 1053+05.00 ELEV. 644.27
L=250' K=192
PVC 1053+40.00 ELEV. 644.45
PVI 1054+90.00 ELEV. 645.21
PVT 1056+40.00 ELEV. 644.45
L=300' K=296
0.51%
-0.50%
MATCHLINE NBML01A2 STA 1077+00
EXIST
PROP



NBML01A2 (DESIGN SPEED: 70 MPH)
MATCHLINE NBML01A2 STA 1077+00
-0.50%
PVC 1083+90.00 ELEV. 630.61
PVI 1085+40.00 ELEV. 629.86
PVT 1086+90.00 ELEV. 631.55
L=300' K=184
EXIST 2-6'X5' BRIDGE CLASS CULVERT FL=621.08
1.13%
PGL NBML01A2
EXIST GROUND
BEGIN BRIDGE
℄ NBML01A2 STA. 1097+40.28
OVERALL BRIDGE LENGTH = 347'
115' SPAN
117' SPAN
115' SPAN
PVI 1099+30.00 ELEV. 645.56
PVC 1095+80.00 ELEV. 641.60
PVT 1102+80.00 ELEV. 640.90
℄ X-LITLUT
℄ X-LIT
℄ X-LITRUT
CALC. MIN VERT CLEAR 18.50'
CALC. MIN VERT CLEAR 17.99'
CALC. MIN VERT CLEAR 18.50'
L=700' K=284
END BRIDGE
℄ NBML01A2 STA. 1100+87.28
STRUCTURE DEPTH 5.50'
-1.33%
MATCHLINE NBML01A2 STA 1105+00



MATCHLINE NBML01A2 STA 1105+00
OVERALL BRIDGE LENGTH = 820'
6 EQ SPA @ 120' = 600'
2 EQ SPAN @ 110' = 220'
NBML01A2 (DESIGN SPEED: 70 MPH)
BEGIN BRIDGE
℄ NBML01A2 STA. 1108+52.00
STRUCTURE DEPTH 5.50'
-1.33%
100 YEAR WSEL 608'
ELIZABETH CREEK
EXIST GROUND
END BRIDGE
℄ NBML01A2 STA. 1116+72.00
EXIST 36" RCP FL=600.06
PVC 1120+25.00 ELEV. 617.66
PVI 1122+50.00 ELEV. 614.67
PVT 1124+75.00 ELEV. 616.60
L=450' K=205
PGL NBML01A2
0.86%
MATCHLINE NBML01A2 STA 1131+00



MATCHLINE NBML01A2 STA 1131+00
0.86%
PVC 1134+70.00 ELEV. 625.14
PVI 1136+70.00 ELEV. 626.86
PVT 1138+70.00 ELEV. 625.86
L=400' K=294
PGL NBML01A2
-0.50%
EXIST GROUND
NBML01A2 (DESIGN SPEED: 70 MPH)
PVC 1143+75.00 ELEV. 623.34
PVI 1146+50.00 ELEV. 621.96
PVT 1149+25.00 ELEV. 628.73
L=550' K=186
PROP 2-8'X5' CULVERT FL=XXX.XX'
2.46%
PVC 1155+65.00 ELEV. 644.47
END CSJ 0081-01-058
BEGIN CSJ 0081-01-050
℄ NBML01A2 STA. 1161+84.34
OVERALL BRIDGE LENGTH = 761'
1 SPA @ 125'
1 SPA @ 90'
1 SPA @ 75'
1 SPA @ 95'
2 EQ SPA @ 128' = 256'
1 SPA @ 120'
BEGIN BRIDGE
℄ NBML01A2 STA. 1157+99.25
PVI 1162+00.00 ELEV. 660.10
END BRIDGE
℄ NBML01A2 STA. 1165+60.25
℄ 35NBSB114
℄ EBFR
℄ EBRP
℄ SH114
℄ WBFR
℄ 35SBNB114
CALC. MIN VERT CLEAR
L=1270' K=248
STRUCTURE DEPTH 5.50'
-2.66%
PVT 1168+35.00 ELEV. 643.21
MATCHLINE NBML01A2 STA 1168+50

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC
IH 35W - MAINLANE PROJECT
DENTON COUNTY
IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E
CSJ / CSJ LIMITS
0081-13-054 FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058 FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050 FROM SH 114 TO SOUTH OF IH 35E
0353-02-062 IH 35W/SH 114 INTERCHANGE IMPROVEMENTS
ROADWAY TYPE / DESIGN SPEED: MAINLANES 70 MPH; MANAGED LANE RAMPS 70 MPH; RAMPS 50 MPH; FRONTAGE ROADS 45 MPH; CROSS STREETS (MINIMUM) 30 MPH
HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES
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DATE SUBMITTED
DATE REVISED
DATE: AUGUST 2020
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℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)
SERIAL NO. 101321
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 17 OF 30
HNTB Corporation
The HNTB Companies
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Texas Department of Transportation
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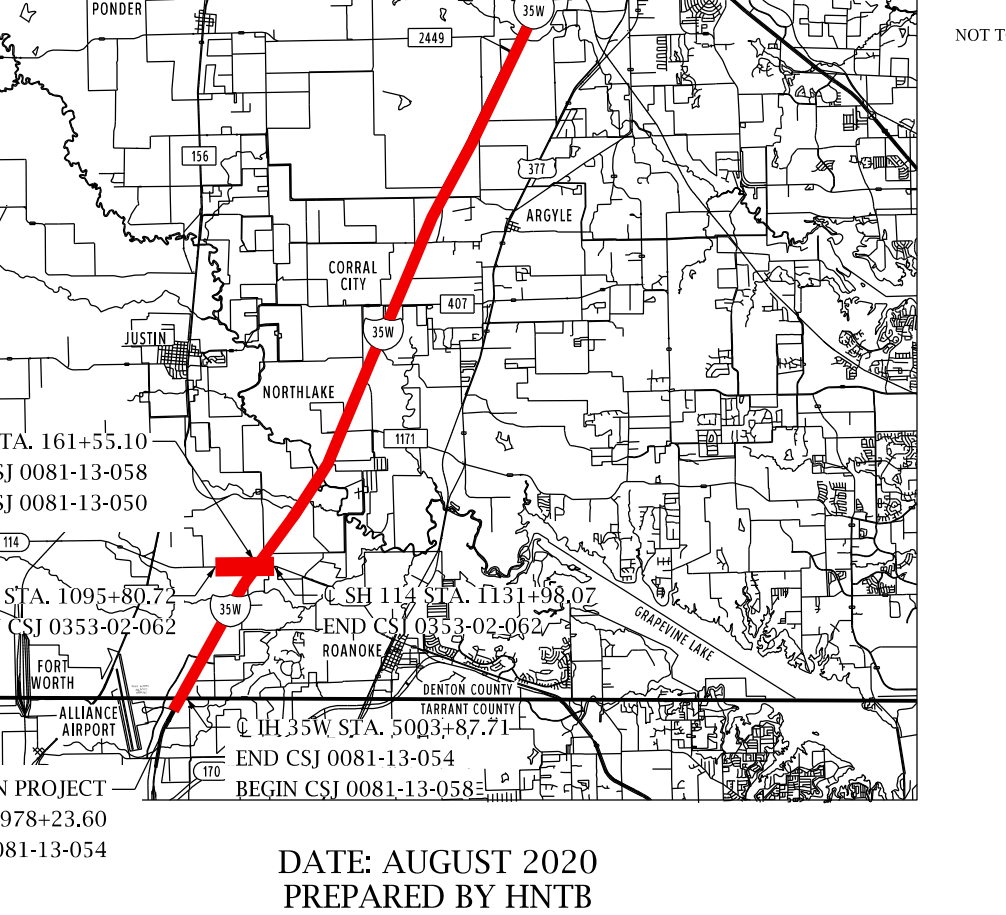
8/31/2020



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0353-02-062	IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
MANAGED LANE RAMPS	70 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

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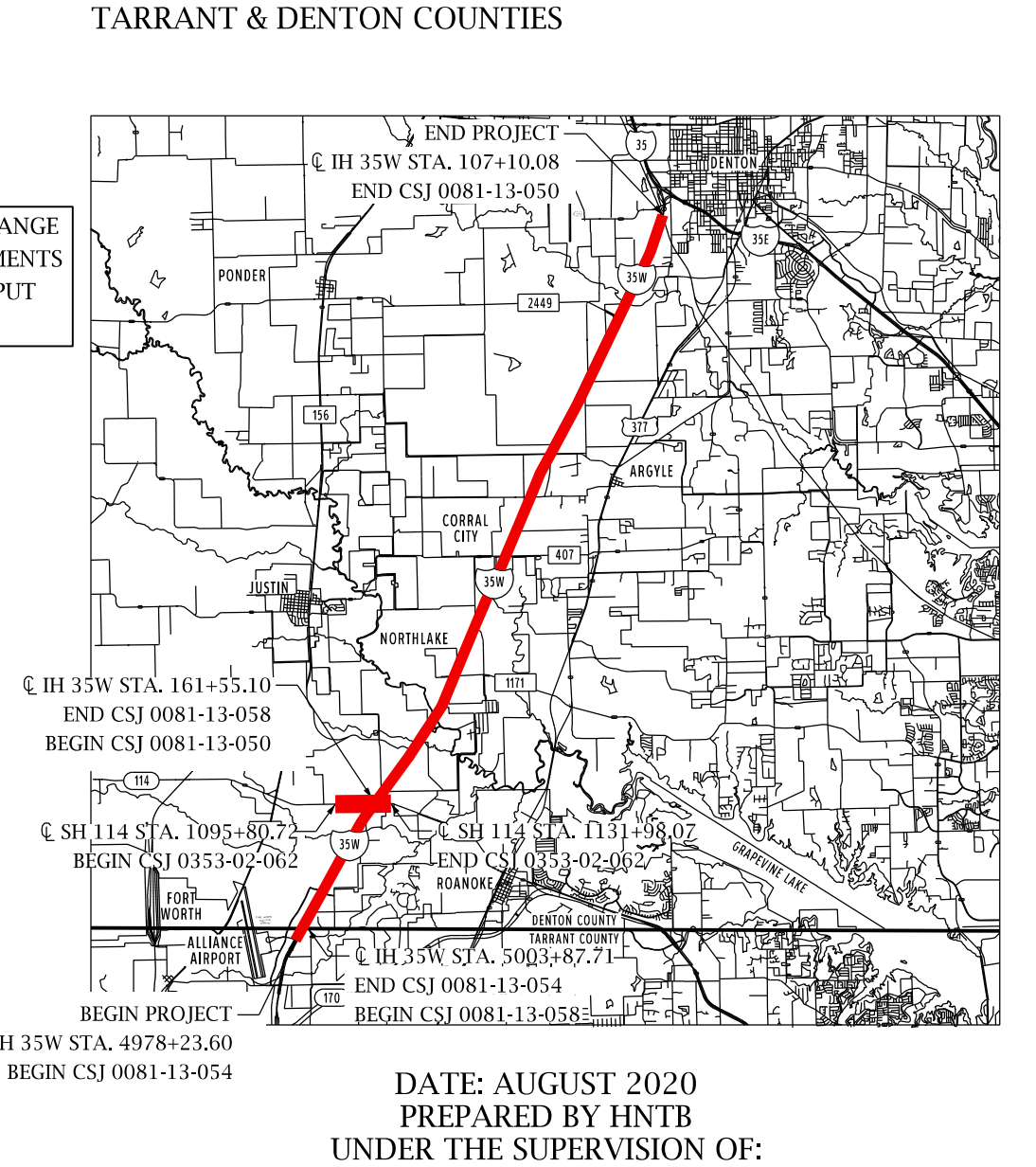
END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+80.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
PONDER
ARGYLE
NORTHLAKE
CORRAL CITY
ROANOKE
FORT WORTH
ALLIANCE AIRPORT
N
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
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EQUATION:
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℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

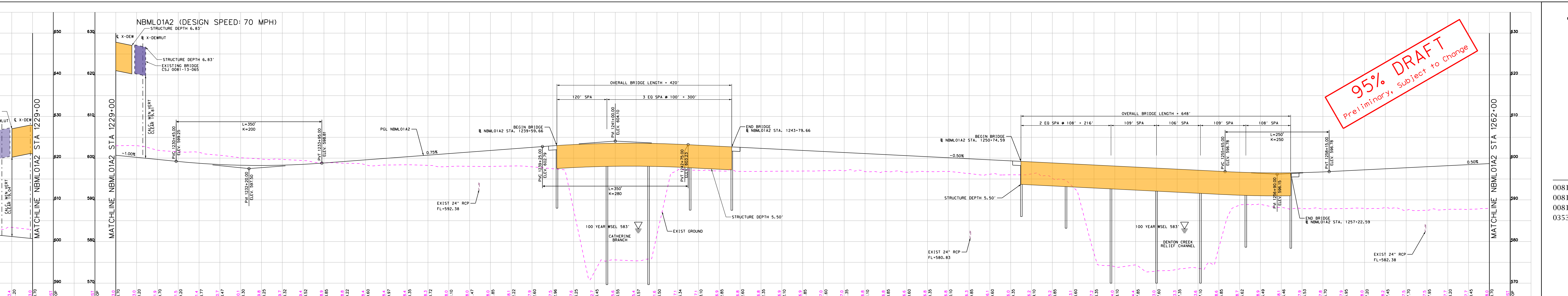
SERIAL NO. 101321

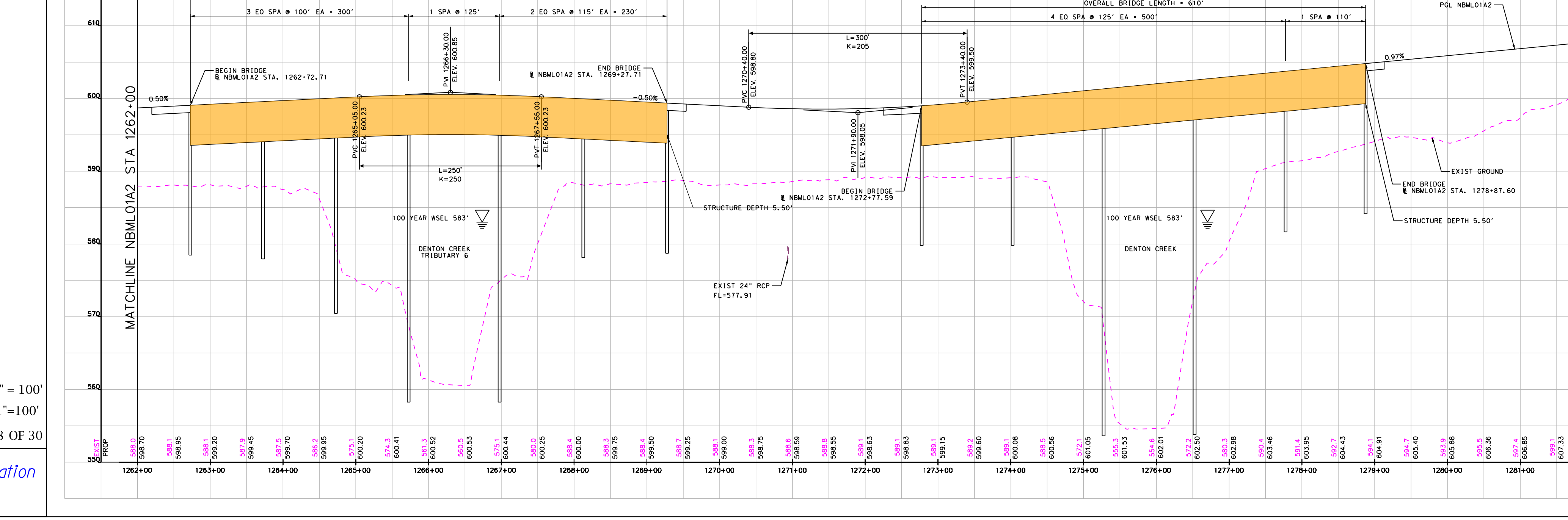
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 18 OF 30

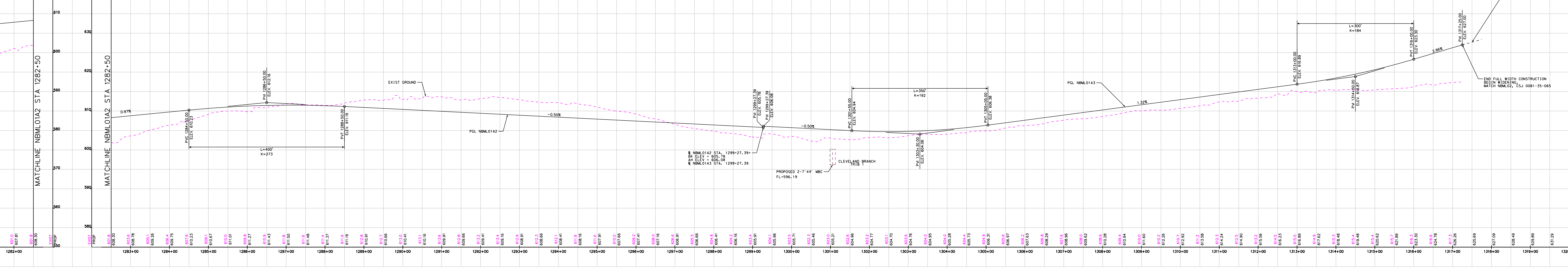
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

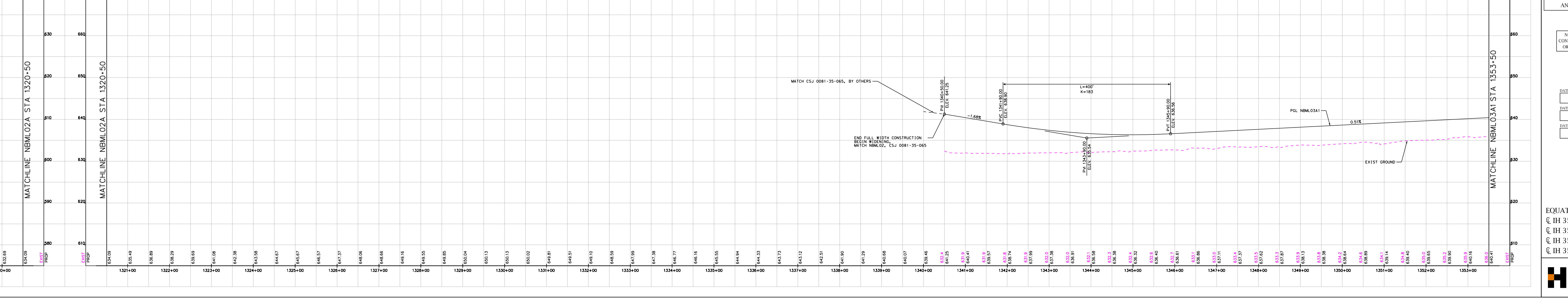
Texas Department of Transportation

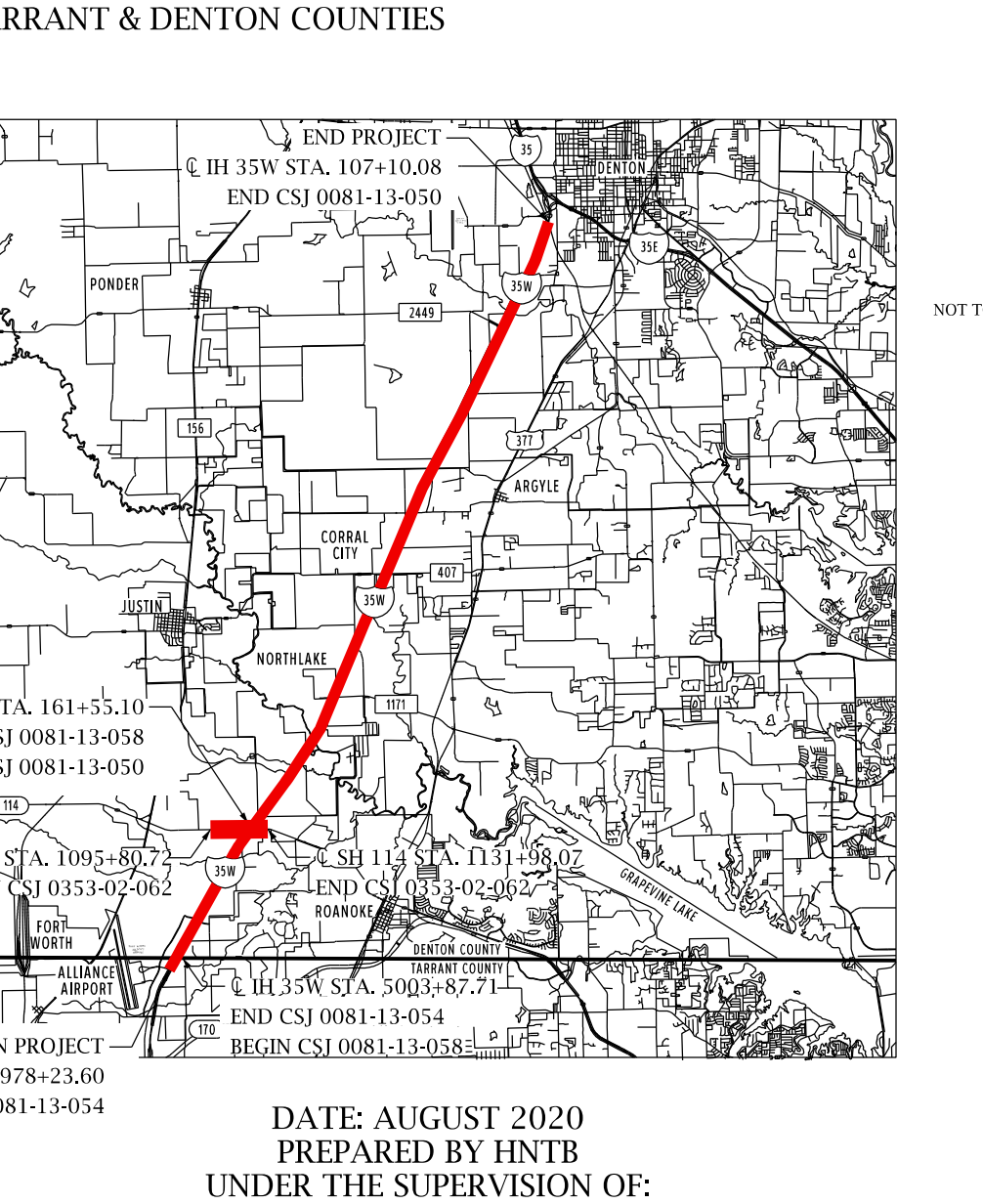
NBML01A2 (DESIGN SPEED: 70 MPH)
MATCHLINE NBML01A2 STA 1168+50
-2.66%
PVC 1172+25.00 ELEV. 632.83
L=450' K=208
PVI 1174+50.00 ELEV. 626.85
PVT 1176+75.00 ELEV. 625.72
PGL NBML01A2
-0.50%
EXIST GROUND
95% DRAFT Preliminary, Subject to Change
EXIST 2'-8'X4' CULVERT FL=604.57
PVC 1204+85.00 ELEV. 611.87
L=250' K=250
PVI 1205+70.00 ELEV. 611.25
PVT 1206+95.00 ELEV. 611.87
0.50%
PVC 1212+20.00 ELEV. 614.50
PVI 1214+20.00 ELEV. 615.50
PVT 1216+20.00 ELEV. 613.50
L=400' K=267
-1.00%
EXIST 6'X6' CULVERT FL=597.75
STRUCTURE DEPTH 6.83'
℄ X-DEWLUT
℄ X-DEW
EXISTING BRIDGE CSJ 0081-13-065
MATCHLINE NBML01A2 STA 1229+00
EXIST PROP


NBML01A2 (DESIGN SPEED: 70 MPH)
MATCHLINE NBML01A2 STA 1229+00
STRUCTURE DEPTH 6.83'
℄ X-DEW
℄ X-DEWRUT
EXISTING BRIDGE CSJ 0081-13-065
-1.00%
PVC 1230+45.00 ELEV. 599.20
L=350' K=200
PVI 1232+20.00 ELEV. 597.50
PVT 1233+95.00 ELEV. 598.81
PGL NBML01A2
0.75%
EXIST 24" RCP FL=592.38
OVERALL BRIDGE LENGTH = 420'
120' SPA
3 EQ SPA @ 100' = 300'
BEGIN BRIDGE ℄ NBML01A2 STA. 1239+59.66
PVC 1239+25.00 ELEV. 602.79
PVI 1241+00.00 ELEV. 604.10
PVT 1242+75.00 ELEV. 603.23
L=350' K=280
END BRIDGE ℄ NBML01A2 STA. 1243+79.66
STRUCTURE DEPTH 5.50'
100 YEAR WSEL 583'
CATHERINE BRANCH
EXIST GROUND
-0.50%
EXIST 24" RCP FL=580.83
OVERALL BRIDGE LENGTH = 648'
2 EQ SPA @ 108' = 216'
109' SPA
106' SPA
109' SPA
108' SPA
BEGIN BRIDGE ℄ NBML01A2 STA. 1250+74.59
STRUCTURE DEPTH 5.50'
100 YEAR WSEL 583'
DENTON CREEK RELIEF CHANNEL
PVC 1255+65.00 ELEV. 596.78
L=250' K=250
PVI 1256+90.00 ELEV. 596.15
PVT 1258+15.00 ELEV. 596.78
END BRIDGE ℄ NBML01A2 STA. 1257+22.59
0.50%
EXIST 24" RCP FL=582.38
95% DRAFT Preliminary, Subject to Change
MATCHLINE NBML01A2 STA 1262+00


NBML01A2 (DESIGN SPEED: 70 MPH)
MATCHLINE NBML01A2 STA 1262+00
OVERALL BRIDGE LENGTH = 655'
3 EQ SPA @ 100' EA = 300'
1 SPA @ 125'
2 EQ SPA @ 115' EA = 230'
0.50%
BEGIN BRIDGE ℄ NBML01A2 STA. 1262+72.71
PVC 1265+05.00 ELEV. 600.23
PVI 1266+30.00 ELEV. 600.85
PVT 1267+55.00 ELEV. 600.23
L=250' K=250
END BRIDGE ℄ NBML01A2 STA. 1269+27.71
-0.50%
100 YEAR WSEL 583'
DENTON CREEK TRIBUTARY 6
STRUCTURE DEPTH 5.50'
EXIST 24" RCP FL=577.91
PVC 1270+40.00 ELEV. 598.60
L=300' K=205
PVI 1271+90.00 ELEV. 598.05
PVT 1273+40.00 ELEV. 599.50
BEGIN BRIDGE ℄ NBML01A2 STA. 1272+77.59
OVERALL BRIDGE LENGTH = 610'
4 EQ SPA @ 125' EA = 500'
1 SPA @ 110'
100 YEAR WSEL 583'
DENTON CREEK
0.97%
PGL NBML01A2
EXIST GROUND
END BRIDGE ℄ NBML01A2 STA. 1278+87.60
STRUCTURE DEPTH 5.50'
MATCHLINE NBML01A2 STA 1282+50


NBML01A2 (DESIGN SPEED: 70 MPH)
MATCHLINE NBML01A2 STA 1282+50
0.97%
PVC 1285+50.00 ELEV. 610.23
PVI 1286+50.00 ELEV. 612.16
PVT 1288+50.00 ELEV. 611.16
L=400' K=273
EXIST GROUND
PGL NBML01A2
-0.50%
PVI 1299+27.39 ELEV. 605.78
PVI 1299+27.39 ELEV. 606.08
℄ NBML01A2 STA. 1299+27.39 = BK ELEV = 605.78 AH ELEV = 606.08 ℄ NBML01A3 STA. 1299+27.39
PROPOSED 2-7'X4' MBC FL=596.19
CLEVELAND BRANCH TRIB 1
PVC 1301+55.00 ELEV. 604.94
L=350' K=192
PVI 1303+30.00 ELEV. 604.06
PVT 1305+05.00 ELEV. 606.38
PGL NBML01A3
1.32%
PVC 1313+00.00 ELEV. 616.89
L=300' K=184
PVI 1314+50.00 ELEV. 618.87
PVT 1316+00.00 ELEV. 623.30
2.96%
PVI 1317+25.00 ELEV. 627.00
MATCH CSJ 0081-35-065, BY OTHERS
END FULL WIDTH CONSTRUCTION BEGIN WIDENING, MATCH NBML02, CSJ 0081-35-065
MATCHLINE NBML02A STA 1320+50


NBML03A1 (DESIGN SPEED: 70 MPH)
MATCHLINE NBML02A STA 1320+50
MATCH CSJ 0081-35-065, BY OTHERS
END FULL WIDTH CONSTRUCTION BEGIN WIDENING, MATCH NBML02, CSJ 0081-35-065
PVI 1340+50.00 ELEV. 641.25
-1.68%
PVC 1341+90.00 ELEV. 638.90
L=400' K=183
PVI 1343+90.00 ELEV. 635.54
PVT 1345+90.00 ELEV. 636.56
PGL NBML03A1
0.51%
EXIST GROUND
MATCHLINE NBML03A1 STA 1353+50



TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
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95% DESIGN SCHEMATIC
IH 35W - MAINLANE PROJECT
DENTON COUNTY
IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E
CSJ | CSJ LIMITS
0081-13-054 FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058 FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050 FROM SH 114 TO SOUTH OF IH 35E
0353-02-062 IH 35W/SH 114 INTERCHANGE IMPROVEMENTS
ROADWAY TYPE | DESIGN SPEED
MAINLANES 70 MPH
MANAGED LANE RAMPS 70 MPH
RAMPS 50 MPH
FRONTAGE ROADS 45 MPH
CROSS STREETS (MINIMUM) 30 MPH
HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW
NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.
DATE APPROVED
DATE SUBMITTED
DATE REVISED
DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)
SERIAL NO. 101321
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 18 OF 30
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420
Texas Department of Transportation
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8/31/2020

Design Filename: \\dalw00\projects\48680\CAD\Sheets\IH35W-100 SCALE-ROLL19.dgn

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC

IH 35W - MAINLANE PROJECT
DENTON COUNTY

IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E

CSJ	CSJ LIMITS
0081-13-054	FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058	FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050	FROM SH 114 TO SOUTH OF IH 35E
0353-02-062	IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
MANAGED LANE RAMPS	70 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES

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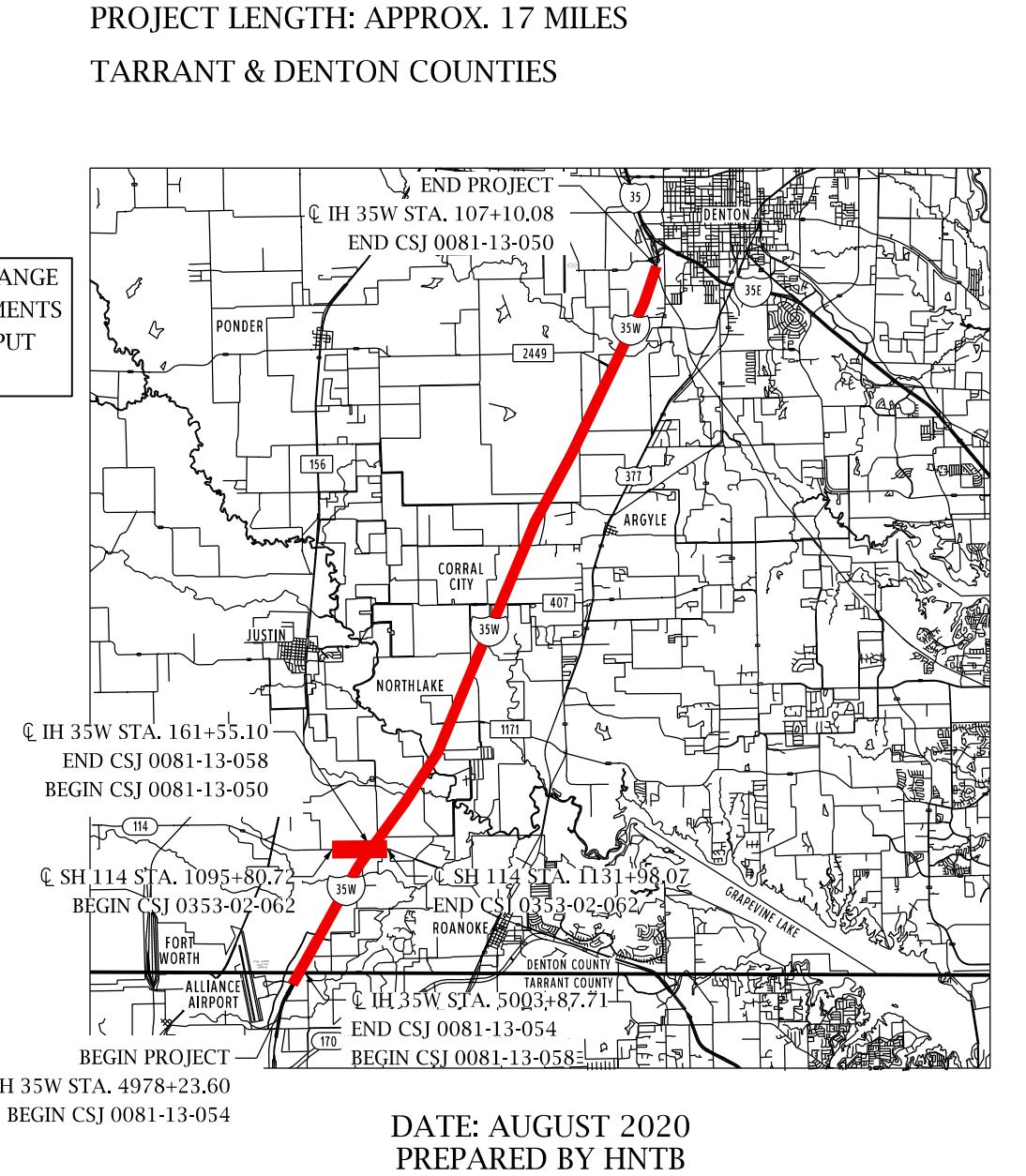

END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
PONDER
ARGYLE
CORRAL CITY
JUSTIN
NORTHLAKE
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+86.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
ROANOKE
FORT WORTH
ALLIANCE AIRPORT
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
N
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
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SERIAL NO. 101321

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ROLL 19 OF 30

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

Texas Department of Transportation

NBML03A1 (DESIGN SPEED: 70 MPH)
95% DRAFT
Preliminary, Subject to Change
MATCHLINE NBML03A1 STA 1353+50
0.51%
PVC 1354+75.00
ELEV. 641.05
PVI 1356+00.00
ELEV. 641.68
PVT 1357+25.00
ELEV. 643.31
L=250'
K=314
PROPOSED 4'X3' SBC
FL=629.24
EXIST 48" RCP
FL=628.45
PGL NBML03A1
EXIST GROUND
1.30%
PVI 1382+72.36
℄ NBML03A1 STA. 1382+72.63=
℄ NBML03A2 STA. 1382+72.63
BK ELEV = 676.50
AH ELEV = 676.80
PGL NBML03A2
MATCHLINE NBML03A2 STA 1384+00
NBML03A2 (DESIGN SPEED: 70 MPH)
1.30%
PVC 1385+35.00
ELEV. 680.22
PVI 1386+60.00
ELEV. 681.85
PVT 1387+85.00
ELEV. 683.27
L=250'
K=1513
PROP 36" RCP
FL=671.34
℄ X-CLEVGIBBLUT
℄ X-CLEVGIBB
℄ X-CLEVGIBBRUT
STRUCTURE DEPTH 5.50'
CALC. MIN VERT CLEAR
1.14%
GRAHAM BRANCH TRIB 8
EXIST 4'X4' SBC
FL=681.56
PVC 1402+00.00
ELEV. 699.37
PVI 1404+50.00
ELEV. 702.23
PVT 1407+00.00
ELEV. 700.94
L=500'
K=303
EXIST GROUND
PGL NBML03A
℄ X-DNTCRKLUT
℄ X-DNTCRK
℄ X-DNTCRKRUT
-0.51%
PVC 1414+75.00
ELEV. 696.98
PVI 1416+00.00
ELEV. 696.34
PVT 1417+25.00
ELEV. 694.50
L=250'
K=261
-1.47%
PVC 1426+55.00
ELEV. 680.85
PVI 1429+30.00
ELEV. 676.82
PVT 1432+05.00
ELEV. 680.34
L=550'
K=200
EXIST 10'X9' SBC
FL=664.66
GRAHAM BRANCH TRIB 10
1.28%
GRAHAM BRANCH TRIB 10.1
PROP 2-6'X6' MBC
FL=675.45
MATCHLINE NBML03A2 STA 1447+00
NBML03A (DESIGN SPEED: 70 MPH)
MATCHLINE NBML03A2 STA 1447+00
1.28%
PVC 1447+65.00
ELEV. 700.31
PVI 1450+90.00
ELEV. 704.47
PVT 1454+15.00
ELEV. 700.40
L=650'
K=257
EXIST GROUND
PGL NBML03A2
-1.25%
PVI 1455+00.00
ELEV. 699.34
MATCH CSJ 0081-35-065, BY OTHERS
PROP 5'X4' SBC
FL=XXX.XX
NBML05A (DESIGN SPEED: 70 MPH)
MATCH CSJ 0081-35-065, BY OTHERS
PVI 1476+33.02
ELEV. 704.33
-2.38%
PVC 1479+25.00
ELEV. 697.37
PVI 1482+00.00
ELEV. 692.82
PVT 1484+75.00
ELEV. 692.28
L=550'
K=189
PGL NBML05A
EXIST GROUND
0.53%
PROP 3'x3' SBC
FL=676.57
PVC 1486+00.00
ELEV. 692.95
PVI 1487+50.00
ELEV. 693.74
PVT 1489+00.00
ELEV. 692.98
L=300'
K=289
PROP 3-8'x4' MBC
FL=678.13
-0.51%
PVC 1491+15.00
ELEV. 691.89
PVI 1492+40.00
ELEV. 691.25
PVT 1493+65.00
ELEV. 691.87
L=250'
K=248
0.50%
PVC 1494+65.00
ELEV. 692.37
PVI 1495+90.00
ELEV. 693.00
PVT 1497+15.00
ELEV. 692.37
L=250'
K=250
EXIST 48" RCP
FL=677.71
-0.50%
PVC 1498+15.00
ELEV. 691.87
PVI 1499+40.00
ELEV. 691.25
PVT 1500+65.00
ELEV. 691.88
L=250'
K=249
0.50%
PROP 2-8'x8' MBC
FL=678.59
PVC 1512+15.00
ELEV. 697.87
PVI 1513+90.00
ELEV. 698.55
PVT 1515+65.00
ELEV. 697.62
L=350'
K=339
-0.53%
PVC 1519+00.00
ELEV. 695.85
PVI 1522+50.00
ELEV. 693.99
PVT 1526+00.00
ELEV. 702.42
L=700'
K=238
2.41%
PVI 1527+00.00
ELEV. 704.83
MATCH CSJ 0081-35-065, BY OTHERS
GRAHAM BRANCH
PROP 3-9'x9' MBC
FL=678.60
95% DRAFT
Preliminary, Subject to Change
MATCHLINE NBML05A STA 1542+50
EXIST
PROP

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CSJ | CSJ LIMITS
0081-13-054 FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058 FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050 FROM SH 114 TO SOUTH OF IH 35E
0353-02-062 IH 35W/SH 114 INTERCHANGE IMPROVEMENTS
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HNTB Corporation
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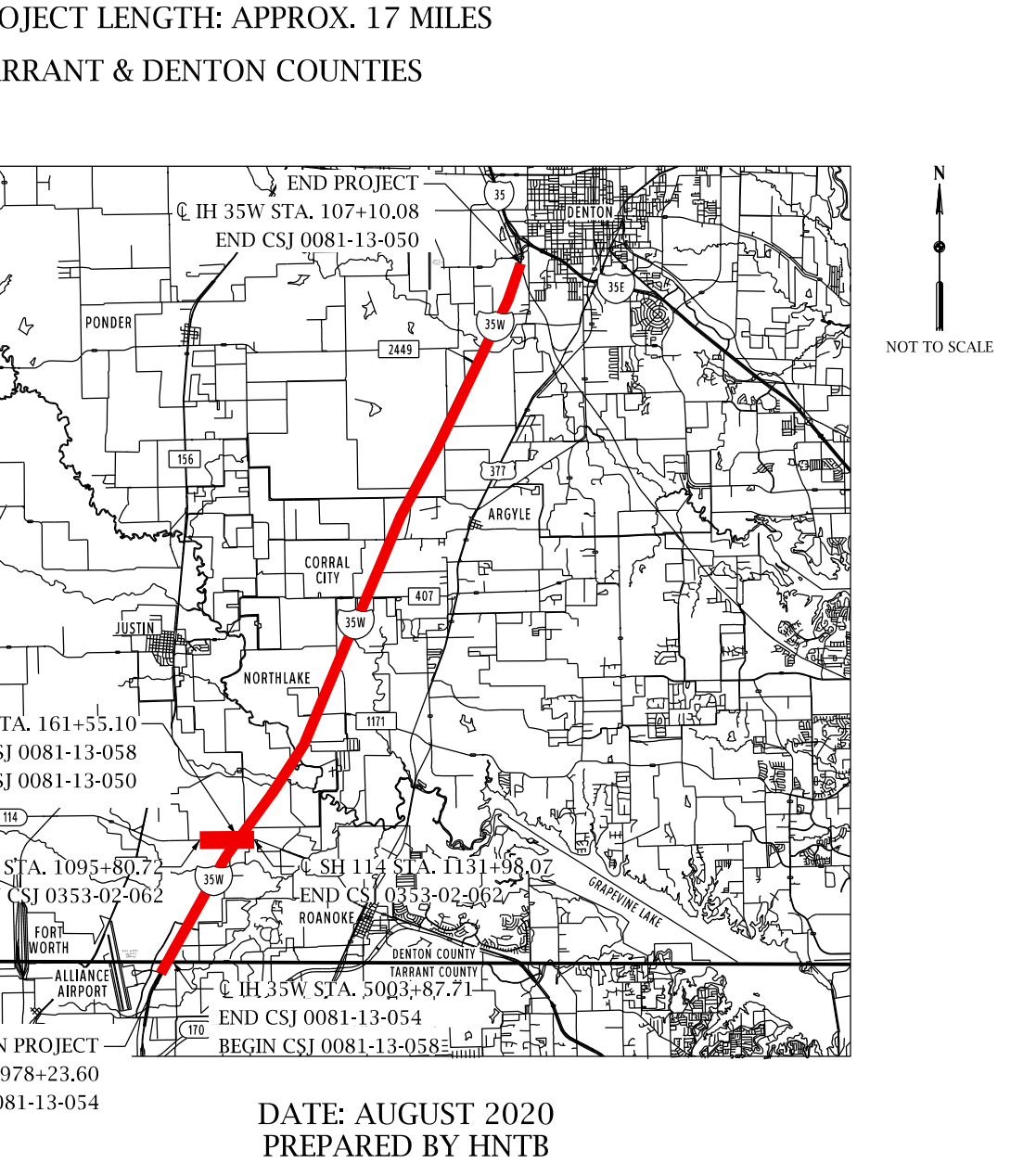

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BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
N
NOT TO SCALE

8/31/2020

Design Filename: \\dalw00\projects\48680\CAD\Sheets\IH35W-100 SCALE-ROLL19.dgn

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

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95% DESIGN SCHEMATIC

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DENTON COUNTY

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0353-02-062	IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

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MANAGED LANE RAMPS	70 MPH
RAMPS	50 MPH
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CROSS STREETS (MINIMUM)	30 MPH

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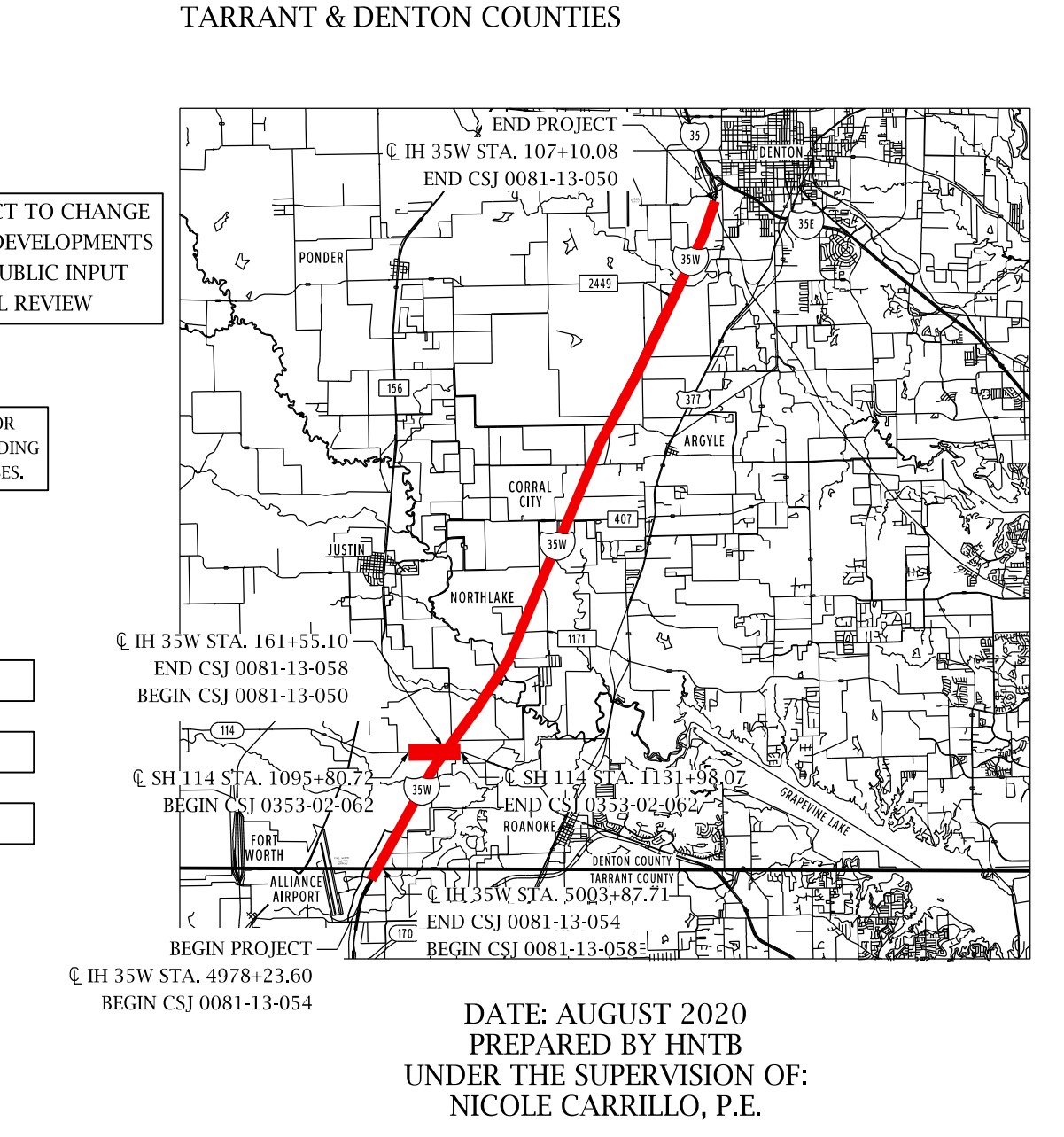
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℄ SH 114 STA. 1131+98.07
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BEGIN PROJECT
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BEGIN CSJ 0081-13-054
PONDER
JUSTIN
NORTHLAKE
ARGYLE
ROANOKE
ALLIANCE AIRPORT
NOT TO SCALE

DATE APPROVED
DATE SUBMITTED
DATE REVISED

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
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℄ IH 35W STA. 46+64.66 (AH)
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℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

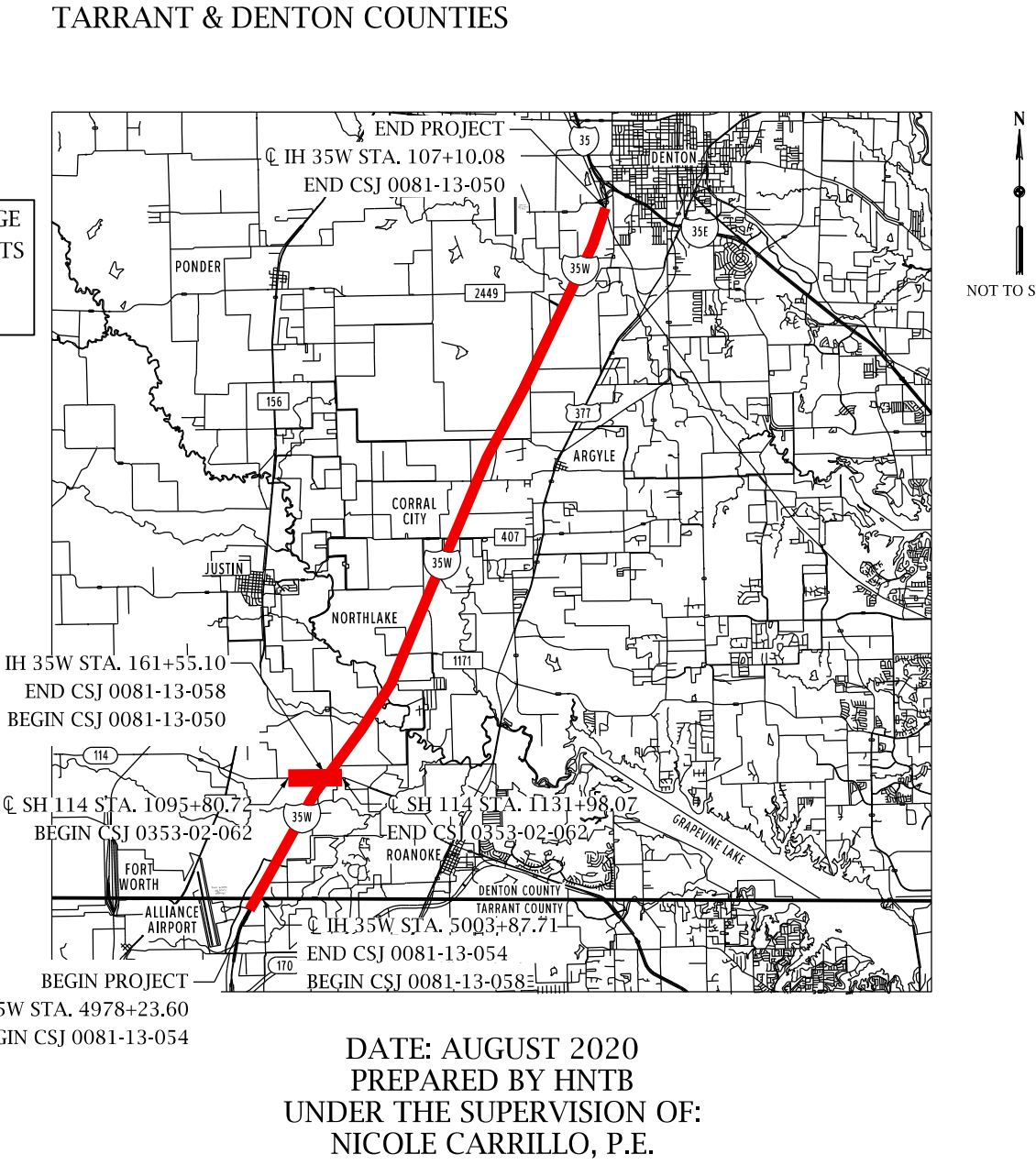
SERIAL NO. 101321

SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 20 OF 30

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

Texas Department of Transportation

95% DRAFT
Preliminary, Subject to Change
MATCHLINE NBML05A STA 1542+50
EXIST
PROP
1543+00
1572+00
1612+00
NBML07A1 (DESIGN SPEED: 70 MPH)
MATCH CSJ 0081-35-065, BY OTHERS
PVI 1612+00.32 ELEV. 689.88
PVC 1612+02.00 ELEV. 689.89
0.60%
0.50%
PVI 1613+80.00 ELEV. 690.96
PVT 1615+28.00 ELEV. 689.46
L=356'
K=247
PGL NBML07A1
-0.84%
EXIST GROUND
GRAVEYARD BRANCH TRIB 2.1
PROP 7'X6' SBC FL=674.90
PVC 1621+15.00 ELEV. 684.78
PVI 1622+40.00 ELEV. 683.73
PVT 1623+65.00 ELEV. 684.36
L=250'
K=185
0.51%
GRAVEYARD BRANCH TRIB 2
PROP 2-7'X6' SBC FL=673.12
PVC 1627+15.00 ELEV. 686.15
PVI 1628+40.00 ELEV. 686.79
PVT 1629+65.00 ELEV. 686.16
L=250'
K=247
-0.50%
PVC 1632+55.00 ELEV. 684.71
PVI 1633+80.00 ELEV. 684.09
PVT 1635+05.00 ELEV. 684.72
L=250'
K=250
GRAVEYARD BRANCH UNNAMED TRIB 2
0.50%
MATCHLINE NBML07A1 STA 1638+00
MATCHLINE NBML07A1 STA 1638+00
NBML07A1 (DESIGN SPEED: 70 MPH)
NBML07A2 (DESIGN SPEED: 70 MPH)
0.50%
PROP 4-48" RCP FL=674.70
PVC 1643+75.00 ELEV. 689.08
PVI 1645+00.00 ELEV. 689.71
PVT 1646+25.00 ELEV. 691.83
L=250'
K=209
PGL NBML07A1
EXIST GROUND
1.70%
PVI 1653+53.71 ELEV. 704.20
℄ NBML07A1 STA. 1653+53.71=
BK ELEV = 704.20
AH ELEV = 704.50
℄ NBML07A2 STA. 1653+53.71
PGL NBML07A2
PVC 1656+06.74 ELEV. 708.79
PVI 1660+51.74 ELEV. 716.34
PVT 1664+96.74 ELEV. 708.77
L=890'
K=262
-1.70%
PVI 1667+00.19 ELEV. 705.31
MATCH CSJ 0081-35-065, BY OTHERS
GRAVEYARD BRANCH TRIB 8
PROP 2-6'X3' MBC FL=691.80
1638+00
1668+00
MATCHLINE NBML07A2 STA 1668+50
MATCHLINE NBML07A2 STA 1668+50
NBML09A1 (DESIGN SPEED: 70 MPH)
PVI 1697+53.13 ELEV. 671.30
-2.97%
PVC 1698+85.00 ELEV. 666.78
MATCH CSJ 0081-35-065, BY OTHERS
L=650'
K=182
PVI 1702+10.00 ELEV. 657.12
PVT 1705+35.00 ELEV. 659.07
PROP 6'X6' SBC FL=647.62
PGL NBML09A1
0.60%
EXIST GROUND
PVC 1713+40.00 ELEV. 664.03
PVI 1718+10.00 ELEV. 666.73
PVT 1722+40.00 ELEV. 653.27
EXIST 36" RCP FL=651.26
EXIST 48" RCP FL=643.84
L=900'
K=251
-2.99%
95% DRAFT
Preliminary, Subject to Change
MATCHLINE NBML09A1 STA 1728+00
1728+00



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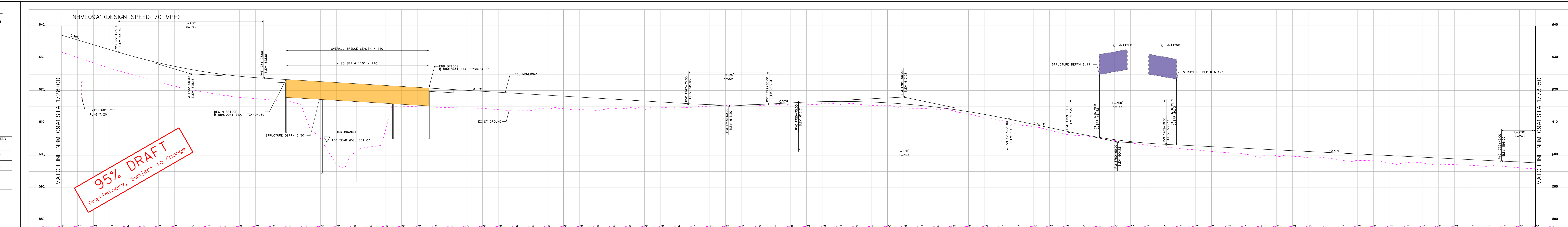
NBML09A1 (DESIGN SPEED: 70 MPH)
MATCHLINE NBML09A1 STA 1728+00
MATCHLINE NBML09A1 STA 1773+50
-2.99%
PVC 1729+75.00 ELEV. 631.89
L=450' K=188
PVI 1732+00.00 ELEV. 625.16
PVT 1734+25.00 ELEV. 622.81
EXIST 60" RCP FL=617.20
OVERALL BRIDGE LENGTH = 440'
4 EQ SPA @ 110' = 440'
BEGIN BRIDGE ℄ NBML09A1 STA. 1734+94.50
END BRIDGE ℄ NBML09A1 STA. 1739+34.50
STRUCTURE DEPTH 5.50'
ROARK BRANCH
100 YEAR WSEL 604.07
-0.60%
PGL NBML09A1
EXIST GROUND
PVC 1747+35.00 ELEV. 615.95
L=250' K=224
PVI 1748+60.00 ELEV. 615.20
PVT 1749+85.00 ELEV. 615.84
0.52%
PVC 1750+75.00 ELEV. 616.31
PVI 1754+00.00 ELEV. 617.98
L=650' K=249
PVT 1757+25.00 ELEV. 611.16
℄ FM2449EB
℄ FM2449WB
STRUCTURE DEPTH 6.17'
-2.10%
PVC 1759+10.00 ELEV. 607.27
L=300' K=188
CALC. MIN VERT CLEAR 19.42'
CALC. MIN VERT CLEAR 20.11'
PVI 1760+60.00 ELEV. 604.12
PVT 1762+10.00 ELEV. 603.37
-0.50%
PVC 1772+45.00 ELEV. 598.20
L=250' K=246
95% DRAFT
Preliminary, Subject to Change
640
630
620
610
600
590
580
EXIST
PROP
1728+00
1729+00
1730+00
1731+00
1732+00
1733+00
1734+00
1735+00
1736+00
1737+00
1738+00
1739+00
1740+00
1741+00
1742+00
1743+00
1744+00
1745+00
1746+00
1747+00
1748+00
1749+00
1750+00
1751+00
1752+00
1753+00
1754+00
1755+00
1756+00
1757+00
1758+00
1759+00
1760+00
1761+00
1762+00
1763+00
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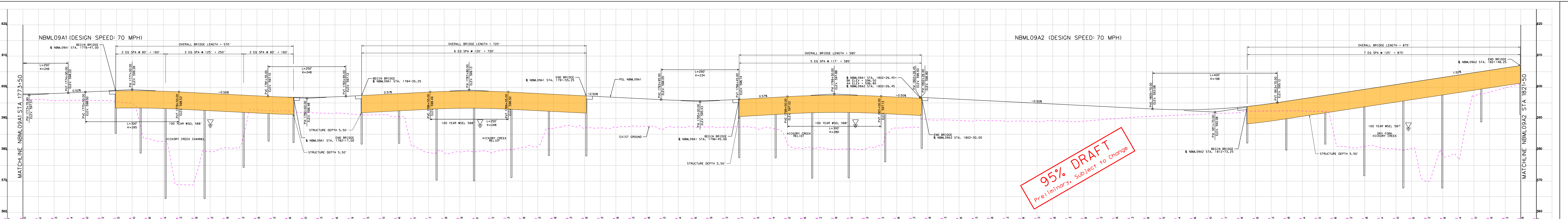
1771+00
1772+00
1773+00


NBML09A1 (DESIGN SPEED: 70 MPH)
MATCHLINE NBML09A1 STA 1773+50
L=250' K=246
PVT 1773+70.00 ELEV. 597.51
PVI 1774+95.00 ELEV. 598.22
0.52%
PVC 1775+95.00 ELEV. 598.50
L=300' K=295
BEGIN BRIDGE ℄ NBML09A1 STA. 1776+47.00
OVERALL BRIDGE LENGTH = 570'
2 EQ SPA @ 80' = 160'
2 EQ SPA @ 125' = 250'
2 EQ SPA @ 80' = 160'
PVI 1777+45.00 ELEV. 599.28
PVT 1778+95.00 ELEV. 598.53
-0.50%
100 YEAR WSEL 588'
HICKORY CREEK CHANNEL
PVC 1781+15.00 ELEV. 597.10
L=250' K=248
PVI 1782+40.00 ELEV. 596.48
PVT 1783+65.00 ELEV. 597.12
END BRIDGE ℄ NBML09A1 STA. 1782+17.00
STRUCTURE DEPTH 5.50'
OVERALL BRIDGE LENGTH = 720'
6 EQ SPA @ 120' = 720'
BEGIN BRIDGE ℄ NBML09A1 STA. 1784+35.25
0.51%
PVC 1786+55.00 ELEV. 598.49
PVI 1787+80.00 ELEV. 599.13
L=250' K=248
PVT 1789+05.00 ELEV. 598.50
100 YEAR WSEL 588'
HICKORY CREEK RELIEF
END BRIDGE ℄ NBML09A1 STA. 1791+55.25
-0.50%
PGL NBML09A1
EXIST GROUND
PVC 1793+95.00 ELEV. 596.05
L=250' K=234
PVI 1795+20.00 ELEV. 595.43
BEGIN BRIDGE ℄ NBML09A1 STA. 1796+45.00
STRUCTURE DEPTH 5.50'
NBML09A2 (DESIGN SPEED: 70 MPH)
OVERALL BRIDGE LENGTH = 585'
5 EQ SPA @ 117' = 585'
PVT 1796+45.00 ELEV. 596.14
0.57%
PVC 1798+00.00 ELEV. 597.02
PVI 1799+50.00 ELEV. 597.88
℄ NBML09A1 STA. 1802+26.45 = BK ELEV = 596.50 AH ELEV = 596.80 ℄ NBML09A2 STA. 1802+26.45
PVT 1801+00.00 ELEV. 597.13
L=300' K=280
100 YEAR WSEL 588'
HICKORY CREEK RELIEF
PVI 1802+26.45 ELEV. 596.80
-0.50%
END BRIDGE ℄ NBML09A2 STA. 1802+30.00
-0.50%
PVC 1809+70.00 ELEV. 593.09
L=400' K=198
PVI 1811+70.00 ELEV. 592.08
PVT 1813+70.00 ELEV. 595.12
BEGIN BRIDGE ℄ NBML09A2 STA. 1812+73.25
OVERALL BRIDGE LENGTH = 875'
7 EQ SPA @ 125' = 875'
1.52%
END BRIDGE ℄ NBML09A2 STA. 1821+48.25
100 YEAR WSEL 587'
DRY FORK HICKORY CREEK
STRUCTURE DEPTH 5.50'
MATCHLINE NBML09A2 STA 1821+50
95% DRAFT
Preliminary, Subject to Change
620
610
600
590
580
570
560
EXIST
PROP
1774+00
1775+00
1776+00
1777+00
1778+00
1779+00
1780+00
1781+00
1782+00
1783+00
1784+00
1785+00
1786+00
1787+00
1788+00
1789+00
1790+00
1791+00
1792+00
1793+00
1794+00
1795+00
1796+00
1797+00
1798+00
1799+00
1800+00
1801+00
1802+00
1803+00
1804+00
1805+00
1806+00
1807+00
1808+00
1809+00
1810+00
1811+00
1812+00
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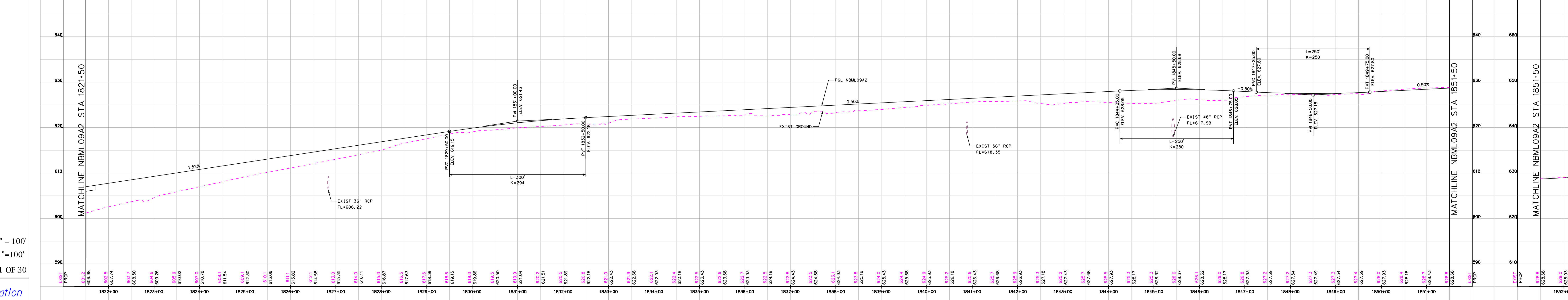
1817+00
1818+00
1819+00
1820+00
1821+00


NBML09A2 (DESIGN SPEED: 70 MPH)
MATCHLINE NBML09A2 STA 1821+50
MATCHLINE NBML09A2 STA 1851+50
1.52%
EXIST 36" RCP FL=606.22
PVC 1829+50.00 ELEV. 619.15
PVI 1831+00.00 ELEV. 621.43
L=300' K=294
PVT 1832+50.00 ELEV. 622.18
PGL NBML09A2
0.50%
EXIST GROUND
EXIST 36" RCP FL=618.35
PVC 1844+25.00 ELEV. 628.05
PVI 1845+50.00 ELEV. 628.68
EXIST 48" RCP FL=617.99
L=250' K=250
PVT 1846+75.00 ELEV. 628.05
-0.50%
PVC 1847+25.00 ELEV. 627.80
L=250' K=250
PVI 1848+50.00 ELEV. 627.18
PVT 1849+75.00 ELEV. 627.80
0.50%
650
640
630
620
610
600
590
EXIST
PROP
1822+00
1823+00
1824+00
1825+00
1826+00
1827+00
1828+00
1829+00
1830+00
1831+00
1832+00
1833+00
1834+00
1835+00
1836+00
1837+00
1838+00
1839+00
1840+00
1841+00
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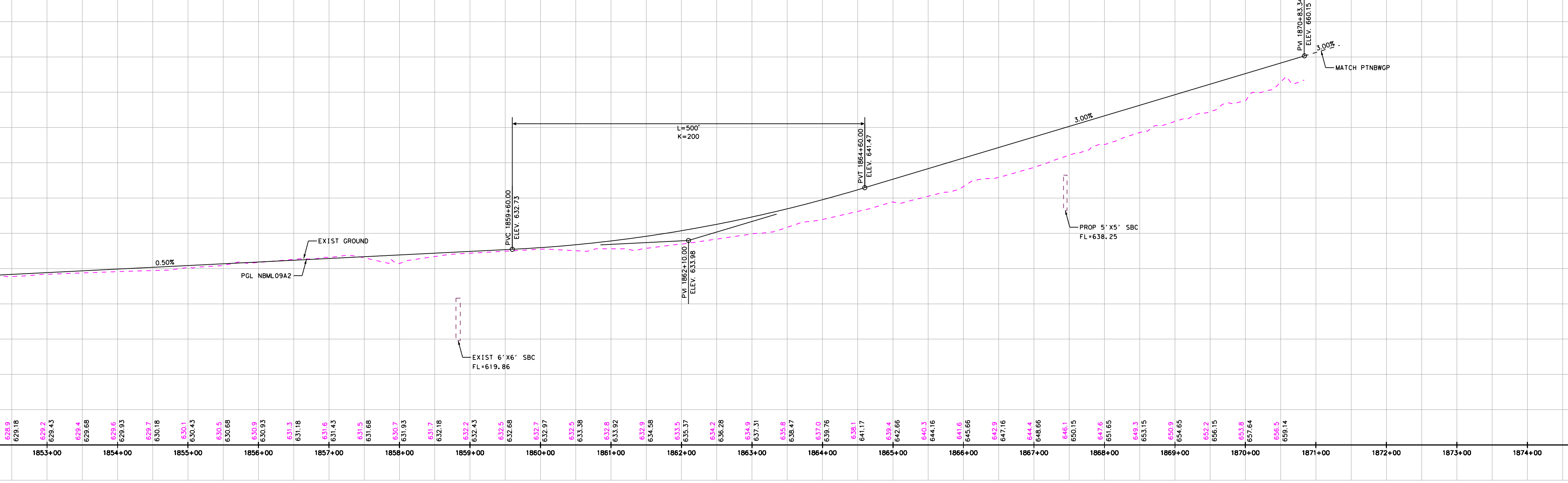
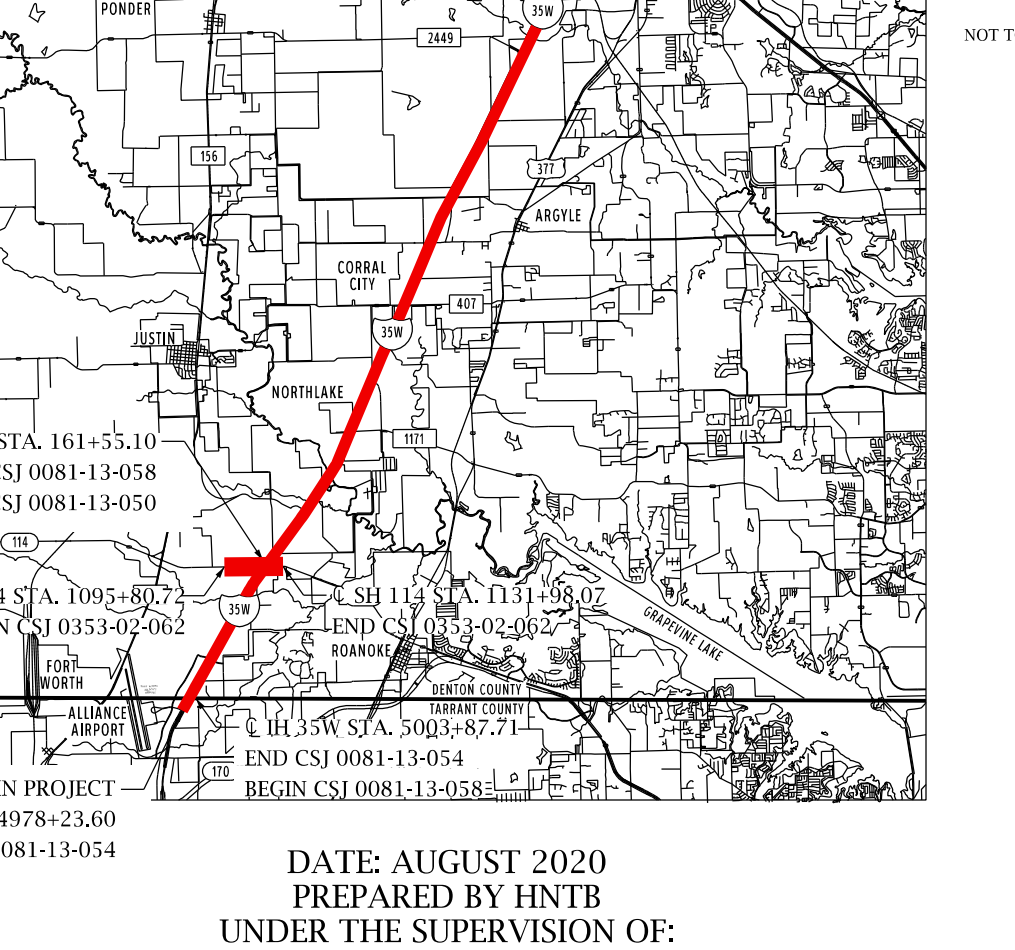
1847+00
1848+00
1849+00
1850+00
1851+00


NBML09A2 (DESIGN SPEED: 70 MPH)
MATCHLINE NBML09A2 STA 1851+50
0.50%
EXIST GROUND
PGL NBML09A2
EXIST 6'X6' SBC FL=619.86
PVC 1859+40.00 ELEV. 632.73
L=500' K=200
PVI 1862+10.00 ELEV. 633.98
PVT 1864+60.00 ELEV. 641.47
3.00%
PROP 5'X5' SBC FL=638.25
PVI 1870+83.34 ELEV. 660.15
3.00%
MATCH PTNBWGP
670
660
650
640
630
620
610
EXIST
PROP
1852+00
1853+00
1854+00
1855+00
1856+00
1857+00
1858+00
1859+00
1860+00
1861+00
1862+00
1863+00
1864+00
1865+00
1866+00
1867+00
1868+00
1869+00
1870+00
1871+00
1872+00
1873+00
1874+00

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC
IH 35W - MAINLANE PROJECT
DENTON COUNTY
IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE
TO SOUTH OF IH 35E
CSJ / CSJ LIMITS
0081-13-054 FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058 FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050 FROM SH 114 TO SOUTH OF IH 35E
0353-02-062 IH 35W/SH 114 INTERCHANGE IMPROVEMENTS
ROADWAY TYPE / DESIGN SPEED
MAINLANES 70 MPH
MANAGED LANE RAMPS 70 MPH
RAMPS 50 MPH
FRONTAGE ROADS 45 MPH
CROSS STREETS (MINIMUM) 30 MPH
HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW
NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.
DATE APPROVED
DATE SUBMITTED
DATE REVISED


END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+87.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.
SERIAL NO. 101321
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 21 OF 30
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420
Texas Department of Transportation
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TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC

IH 35W - MAINLANE PROJECT
DENTON COUNTY

IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E

CSJ	CSJ LIMITS
0081-13-054	FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058	FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050	FROM SH 114 TO SOUTH OF IH 35E
0353-02-062	IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

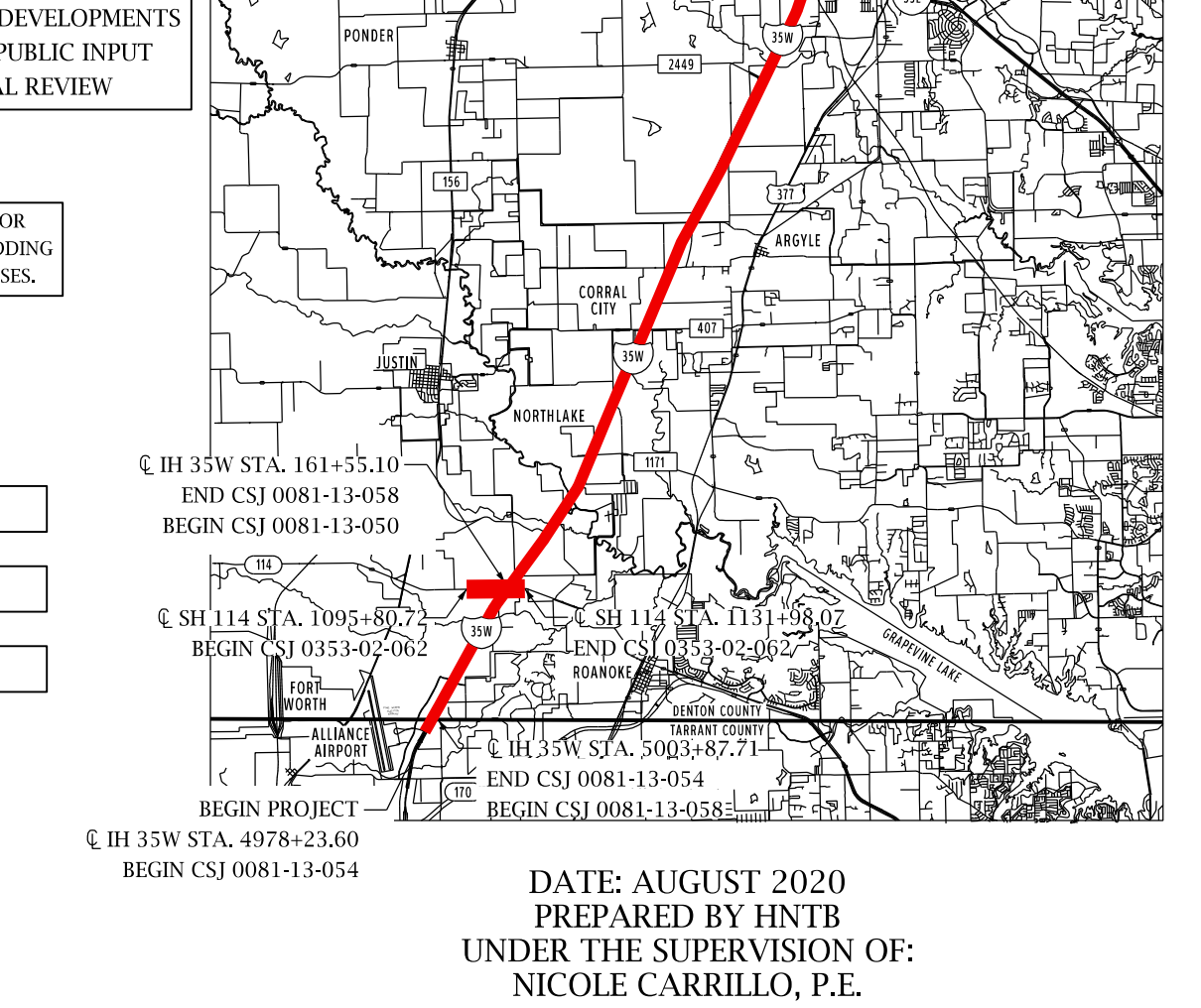
ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
MANAGED LANE RAMPS	70 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES

PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

DATE APPROVED
DATE SUBMITTED
DATE REVISED


END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+80.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
PONDER
ARGYLE
CORRAL CITY
NORTHLAKE
JUSTIN
ROANOKE
FORT WORTH
ALLIANCE AIRPORT
NOT TO SCALE
N

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.

SERIAL NO. 101321

EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

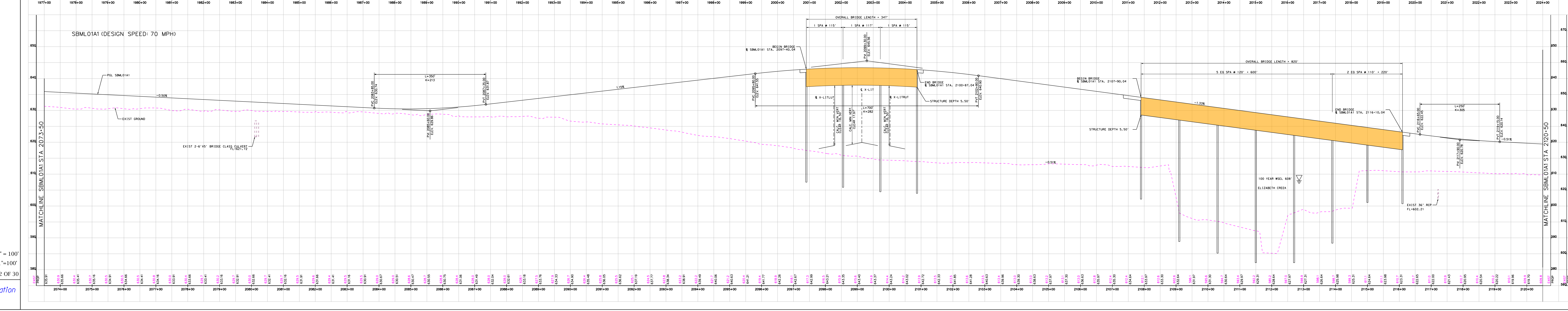
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 22 OF 30

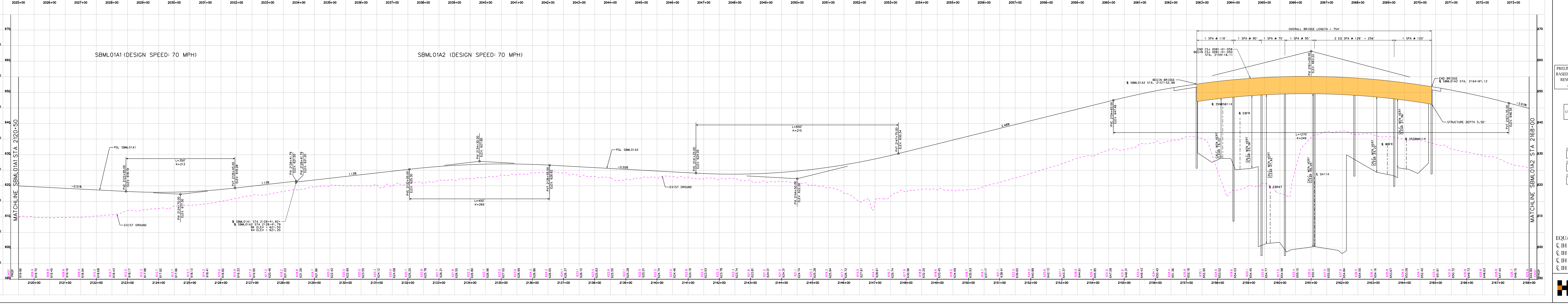
HNTB

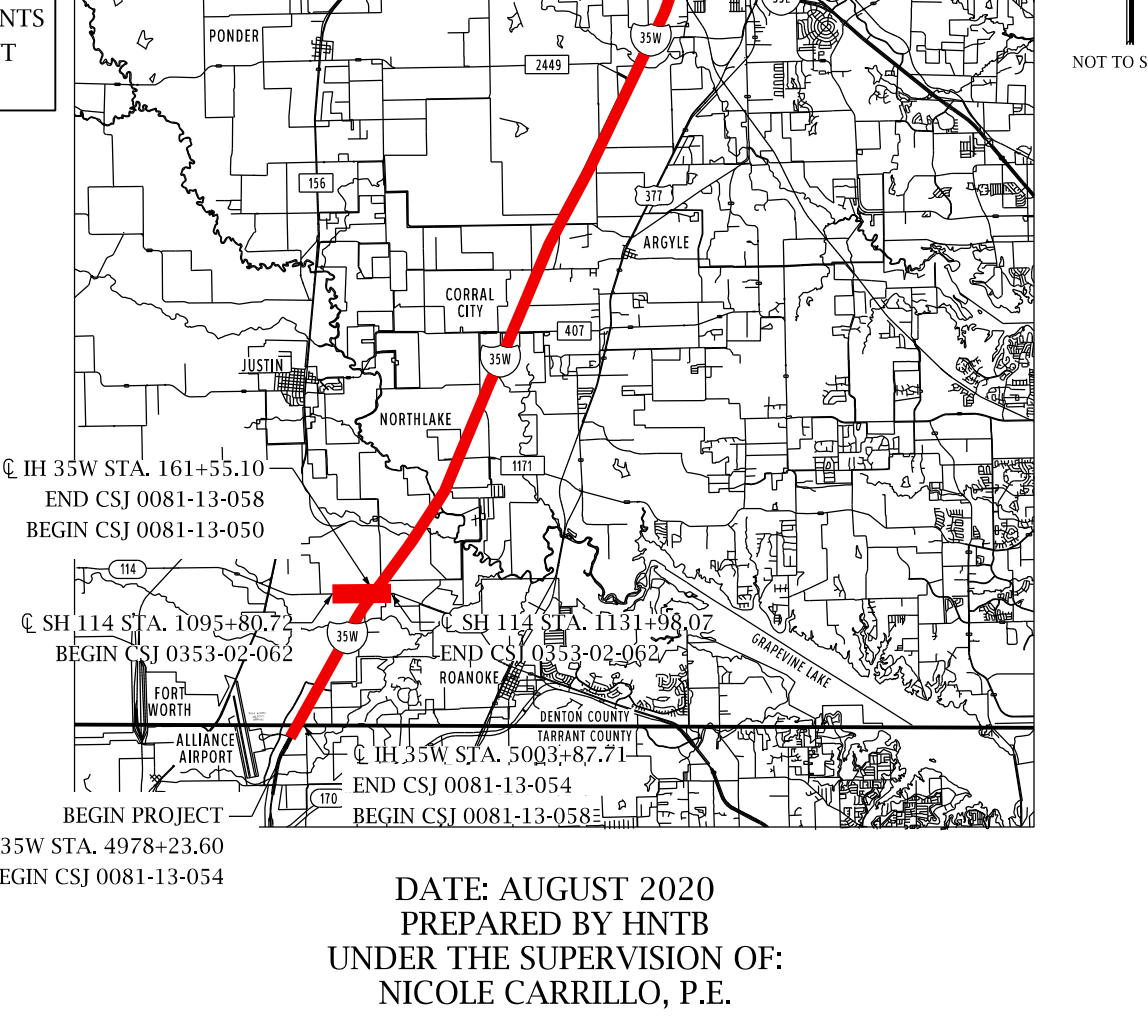
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

Texas Department of Transportation

SBML01A1 (DESIGN SPEED: 70 MPH)
95% DRAFT
Preliminary, Subject to Change
℄ X-ALL
CALC. MIN VERT CLEAR 16.54'
-0.50%
END CSJ 0081-12-041 BY OTHERS
BEGIN CSJ 0081-13-058
℄ SBML01A STA. 1979+14.13
PVI 1995+87.79 ELEV. 651.15
EXIST GROUND
0.50%
PGL SBML01A1
EXIST 6-10'X6' BRIDGE CLASS CULVERT FL=641.12
L=250' K=944
L=350' K=277
L=250' K=250
EXIST 4-10'X5' BRIDGE CLASS CULVERT FL=646.29
L=400' K=286
PVI 2029+40.00 ELEV. 663.26
EXIST 4-8'X5' BRIDGE CLASS CULVERT FL=644.60
-0.90%
℄ X-EAGLUT
℄ X-EAG
℄ X-EAGRUT
STRUCTURE DEPTH 5.50'
L=300' K=214
L=250' K=250
-0.50%
MATCHLINE SBML01A1 STA 2073+50
1977+00
2073+00


SBML01A1 (DESIGN SPEED: 70 MPH)
PGL SBML01A1
-0.50%
EXIST GROUND
EXIST 2-6'X5' BRIDGE CLASS CULVERT FL=627.72
L=350' K=213
1.15%
OVERALL BRIDGE LENGTH = 347'
1 SPA @ 115'
1 SPA @ 117'
1 SPA @ 115'
BEGIN BRIDGE ℄ SBML01A1 STA. 2097+40.04
END BRIDGE ℄ SBML01A1 STA. 2100+87.04
℄ X-LITLUT
℄ X-LIT
℄ X-LITRUT
L=700' K=282
STRUCTURE DEPTH 5.50'
OVERALL BRIDGE LENGTH = 820'
5 EQ SPA @ 120' = 600'
2 EQ SPA @ 110' = 220'
BEGIN BRIDGE ℄ SBML01A1 STA. 2107+90.04
END BRIDGE ℄ SBML01A1 STA. 2116+10.04
-7.33%
-0.51%
100 YEAR WSEL 608'
ELIZABETH CREEK
EXIST 36" RCP FL=602.21
L=250' K=305
MATCHLINE SBML01A1 STA 2073+50
MATCHLINE SBML01A1 STA 2120+50
2074+00
2120+00


SBML01A1 (DESIGN SPEED: 70 MPH)
SBML01A2 (DESIGN SPEED: 70 MPH)
MATCHLINE SBML01A1 STA 2120+50
PGL SBML01A1
-0.51%
EXIST GROUND
L=350' K=213
1.13%
℄ SBML01A1 STA 2128+41.82 = ℄ SBML01A2 STA 2128+41.79
BK ELEV = 621.50
AH ELEV = 621.20
L=450' K=269
PGL SBML01A2
-0.55%
L=650' K=215
2.48%
OVERALL BRIDGE LENGTH = 754'
1 SPA @ 118'
1 SPA @ 90'
1 SPA @ 75'
1 SPA @ 95'
2 EQ SPA @ 128' = 256'
1 SPA @ 120'
END CSJ 0081-01-058
BEGIN CSJ 0081-01-050
STA. 2159+18.11
BEGIN BRIDGE ℄ SBML01A2 STA. 2157+32.98
END BRIDGE ℄ SBML01A2 STA. 2164+87.12
℄ 35NBSB114
℄ EBFR
℄ EBR47
℄ SH114
℄ WBFR
℄ 35SBNN114
L=1270' K=249
STRUCTURE DEPTH 5.50'
-2.63%
MATCHLINE SBML01A2 STA 2168+00
2120+00
2168+00


TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC
IH 35W - MAINLANE PROJECT
DENTON COUNTY
IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E
CSJ / CSJ LIMITS
0081-13-054 FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058 FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050 FROM SH 114 TO SOUTH OF IH 35E
0353-02-062 IH 35W/SH 114 INTERCHANGE IMPROVEMENTS
ROADWAY TYPE / DESIGN SPEED
MAINLANES 70 MPH
MANAGED LANE RAMPS 70 MPH
RAMPS 50 MPH
FRONTAGE ROADS 45 MPH
CROSS STREETS (MINIMUM) 30 MPH
HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW
NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.
DATE APPROVED
DATE SUBMITTED
DATE REVISED
DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.
SERIAL NO. 101321
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 22 OF 30
HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420
Texas Department of Transportation
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TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Mohamed K. Bur, P.E. - DISTRICT ENGINEER

95% DESIGN SCHEMATIC

IH 35W - MAINLANE PROJECT
DENTON COUNTY

IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E

CSJ	CSJ LIMITS
0081-13-054	FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058	FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050	FROM SH 114 TO SOUTH OF IH 35E
0353-02-062	IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
MANAGED LANE RAMPS	70 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES

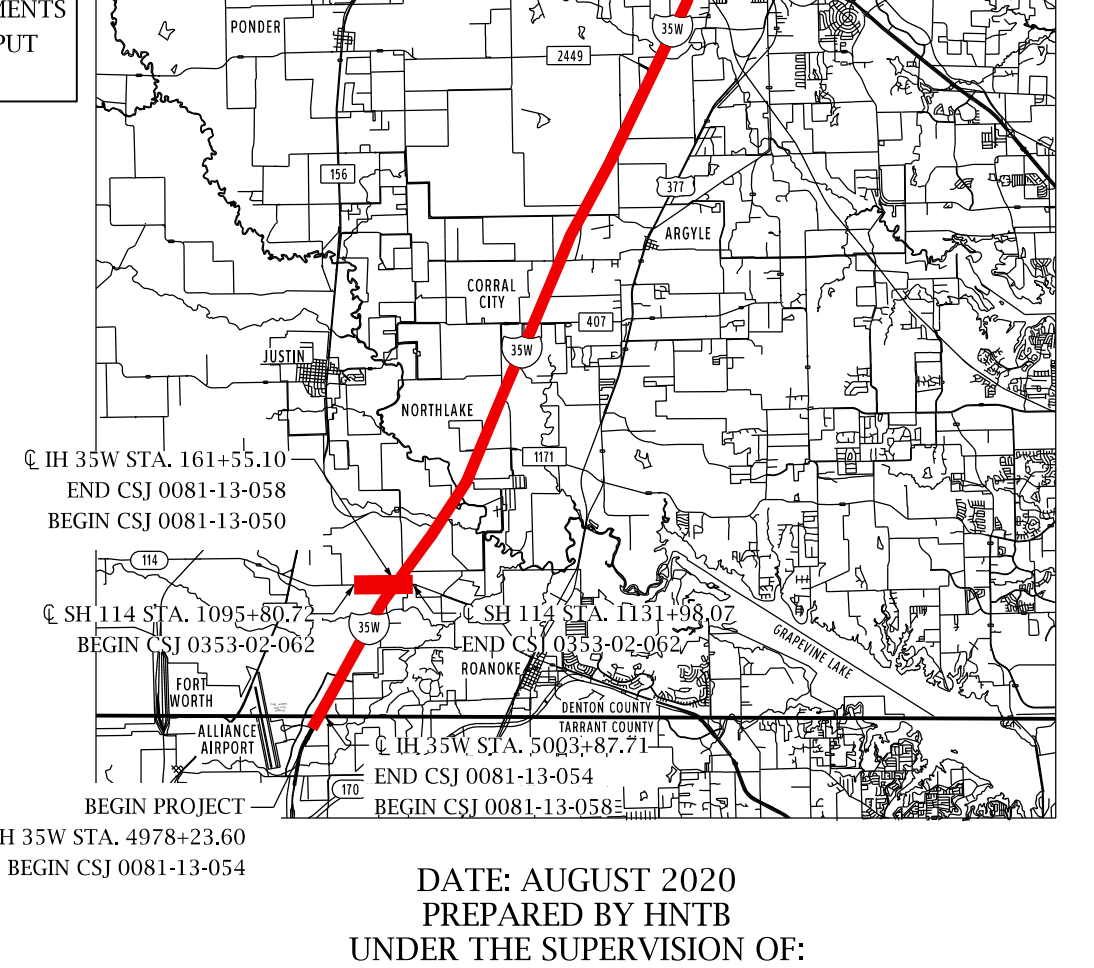
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

DATE APPROVED ____

DATE SUBMITTED ____

DATE REVISED ____



END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+80.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
PONDER
ARGYLE
CORRAL CITY
JUSTIN
NORTHLAKE
ROANOKE
ALLIANCE AIRPORT
FORT WORTH
N
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.

EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

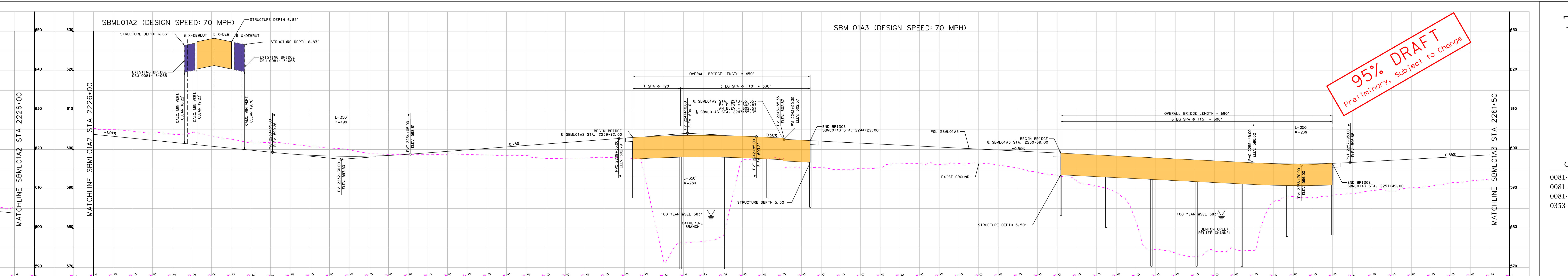
SERIAL NO. 101321

SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 23 OF 30

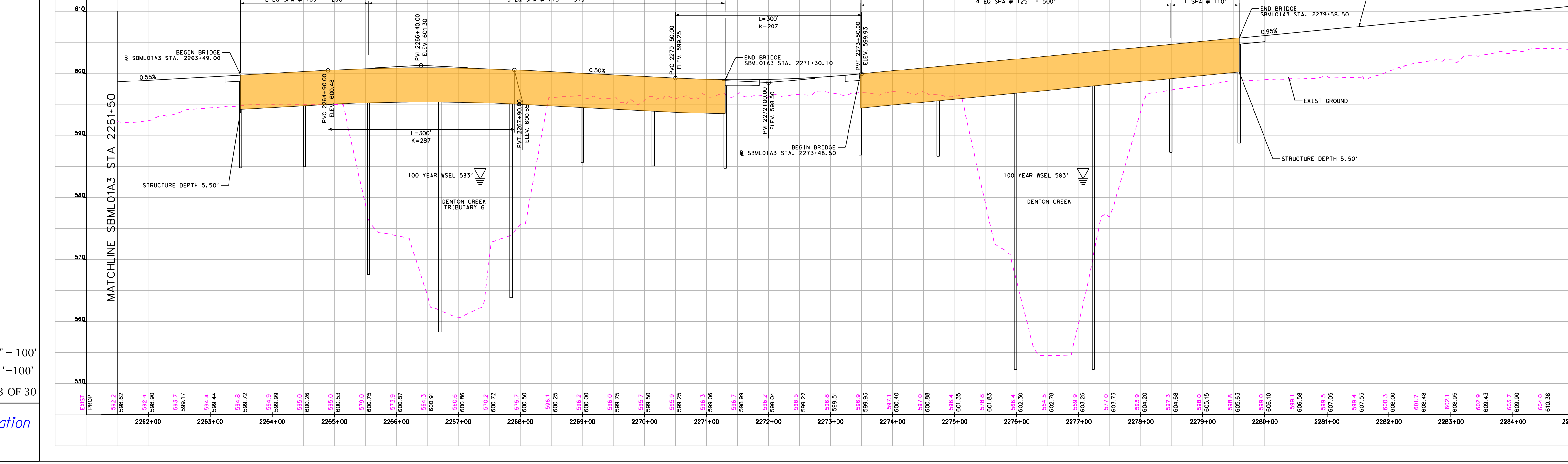
HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

Texas Department of Transportation

SBML01A2 (DESIGN SPEED: 70 MPH)
MATCHLINE SBML01A2 STA 2168+00
-2.61%
L=450'
K=212
PVC 2173+25.00 ELEV. 631.06
PVI 2175+50.00 ELEV. 625.15
PVT 2177+75.00 ELEV. 624.03
PGL SBML01A2
EXIST GROUND
-0.50%
L=250'
K=250
PVC 2203+35.00 ELEV. 611.23
PVI 2204+60.00 ELEV. 610.60
PVT 2205+85.00 ELEV. 611.23
EXIST 2-8'X4' CULVERT
FL=606.05
0.50%
PVC 2212+40.00 ELEV. 614.50
PVI 2214+40.00 ELEV. 615.50
PVT 2216+40.00 ELEV. 613.49
L=400'
K=266
-1.01%
EXIST 6'X6' CULVERT
FL=595.56
MATCHLINE SBML01A2 STA 2226+00
95% DRAFT
Preliminary, Subject to Change

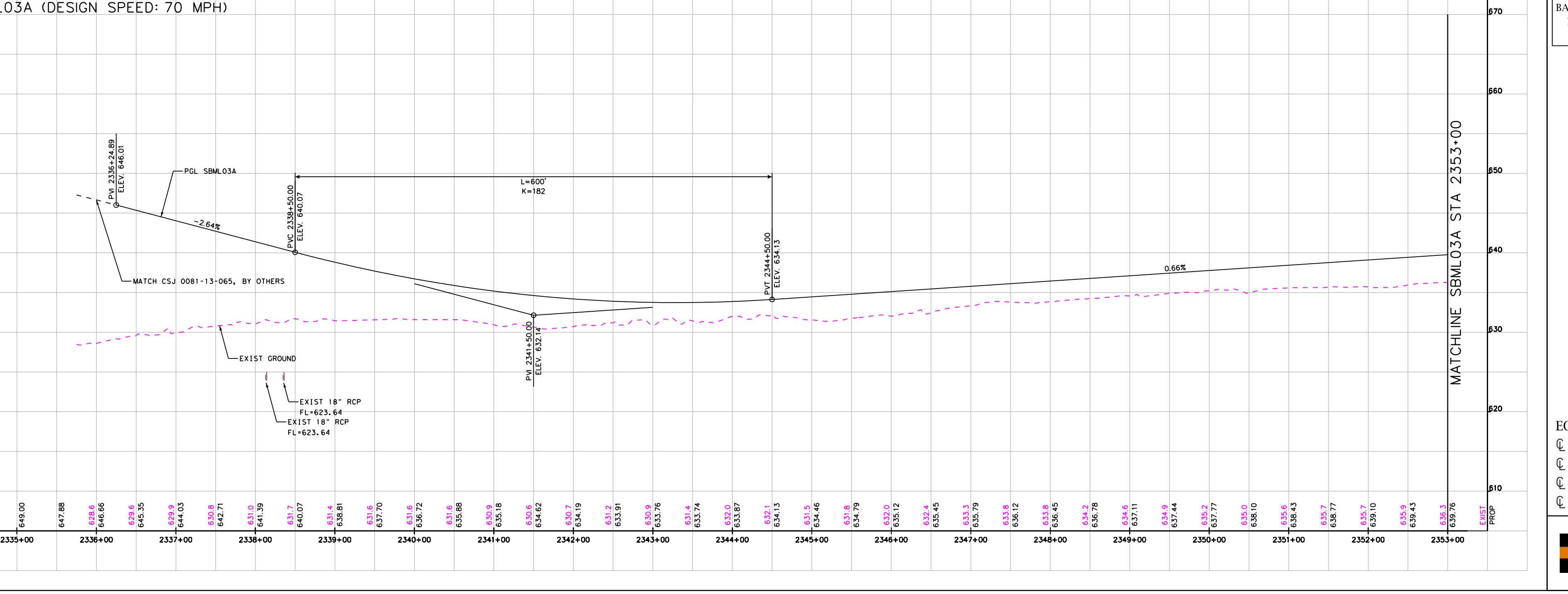


SBML01A2 (DESIGN SPEED: 70 MPH)
MATCHLINE SBML01A2 STA 2226+00
STRUCTURE DEPTH 6.83'
℄ X-DEWLUT
℄ X-DEW
℄ X-DEWRUT
EXISTING BRIDGE CSJ 0081-13-065
CALC. MIN VERT CLEAR
-1.01%
L=350'
K=199
PVC 2230+55.00 ELEV. 599.26
PVI 2232+30.00 ELEV. 597.50
PVT 2234+05.00 ELEV. 598.81
0.75%
SBML01A3 (DESIGN SPEED: 70 MPH)
OVERALL BRIDGE LENGTH = 450'
1 SPA @ 120'
3 EQ SPA @ 110' = 330'
BEGIN BRIDGE
℄ SBML01A2 STA. 2239+72.00
℄ SBML01A2 STA. 2243+55.35=
BK ELEV = 602.87
AH ELEV = 602.57
℄ SBML01A3 STA. 2243+55.35
END BRIDGE
SBML01A3 STA. 2244+22.00
-0.50%
L=350'
K=280
STRUCTURE DEPTH 5.50'
100 YEAR WSEL 583'
CATHERINE BRANCH
PGL SBML01A3
EXIST GROUND
OVERALL BRIDGE LENGTH = 690'
6 EQ SPA @ 115' = 690'
BEGIN BRIDGE
℄ SBML01A3 STA. 2250+59.00
L=250'
K=239
END BRIDGE
SBML01A3 STA. 2257+49.00
DENTON CREEK RELIEF CHANNEL
0.55%
MATCHLINE SBML01A3 STA 2261+50
95% DRAFT
Preliminary, Subject to Change



SBML01A3 (DESIGN SPEED: 70 MPH)
MATCHLINE SBML01A3 STA 2261+50
OVERALL BRIDGE LENGTH = 781'
2 EQ SPA @ 103' = 206'
5 EQ SPA @ 115' = 575'
BEGIN BRIDGE
℄ SBML01A3 STA. 2263+49.00
0.55%
L=300'
K=287
-0.50%
STRUCTURE DEPTH 5.50'
100 YEAR WSEL 583'
DENTON CREEK TRIBUTARY 6
L=300'
K=207
END BRIDGE
SBML01A3 STA. 2271+30.10
BEGIN BRIDGE
℄ SBML01A3 STA. 2273+48.50
OVERALL BRIDGE LENGTH = 610'
4 EQ SPA @ 125' = 500'
1 SPA @ 110'
END BRIDGE
SBML01A3 STA. 2279+58.50
0.95%
PGL SBML01A3
EXIST GROUND
STRUCTURE DEPTH 5.50'
100 YEAR WSEL 583'
DENTON CREEK
MATCHLINE SBML01A3 STA 2286+00

SBML01A3 (DESIGN SPEED: 70 MPH)
MATCHLINE SBML01A3 STA 2286+00
0.95%
PVC 2286+65.00 ELEV. 612.42
PVI 2289+40.00 ELEV. 615.04
PVT 2292+15.00 ELEV. 612.01
L=550'
K=268
-1.10%
PGL SBML01A3
PVC 2294+15.00 ELEV. 609.81
PVI 2295+40.00 ELEV. 608.44
PVT 2296+65.00 ELEV. 607.75
L=250'
K=455
EXIST GROUND
-0.55%
EXIST 2-7'X4' MBC
FL=596.21
CLEVELAND BRANCH TRIB 1
L=350'
K=202
PVC 2301+45.00 ELEV. 605.11
PVI 2303+20.00 ELEV. 604.15
PVT 2304+95.00 ELEV. 606.22
1.18%
L=450'
K=253
PVC 2310+25.00 ELEV. 612.50
PVI 2312+50.00 ELEV. 615.16
PVT 2314+75.00 ELEV. 621.83
2.96%
PVI 2318+00.00 ELEV. 631.46
MATCH CSJ 0081-13-065, BY OTHERS
MATCHLINE SBML03A STA 2334+00



SBML03A (DESIGN SPEED: 70 MPH)
MATCHLINE SBML03A STA 2334+00
PVI 2336+24.89 ELEV. 646.01
PGL SBML03A
-2.64%
MATCH CSJ 0081-13-065, BY OTHERS
L=600'
K=182
PVC 2338+50.00 ELEV. 640.07
PVI 2341+50.00 ELEV. 632.14
PVT 2344+50.00 ELEV. 634.13
0.66%
EXIST GROUND
EXIST 18" RCP
FL=623.64
EXIST 18" RCP
FL=623.64
MATCHLINE SBML03A STA 2353+00

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC
IH 35W - MAINLANE PROJECT
DENTON COUNTY
IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E
HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES
DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.
SERIAL NO. 101321
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 23 OF 30

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Mohamed K. Bur, P.E. - DISTRICT ENGINEER

95% DESIGN SCHEMATIC

IH 35W - MAINLANE PROJECT
DENTON COUNTY

IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E

CSJ	CSJ LIMITS
0081-13-054	FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058	FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050	FROM SH 114 TO SOUTH OF IH 35E
0353-02-062	IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
MANAGED LANE RAMPS	70 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES

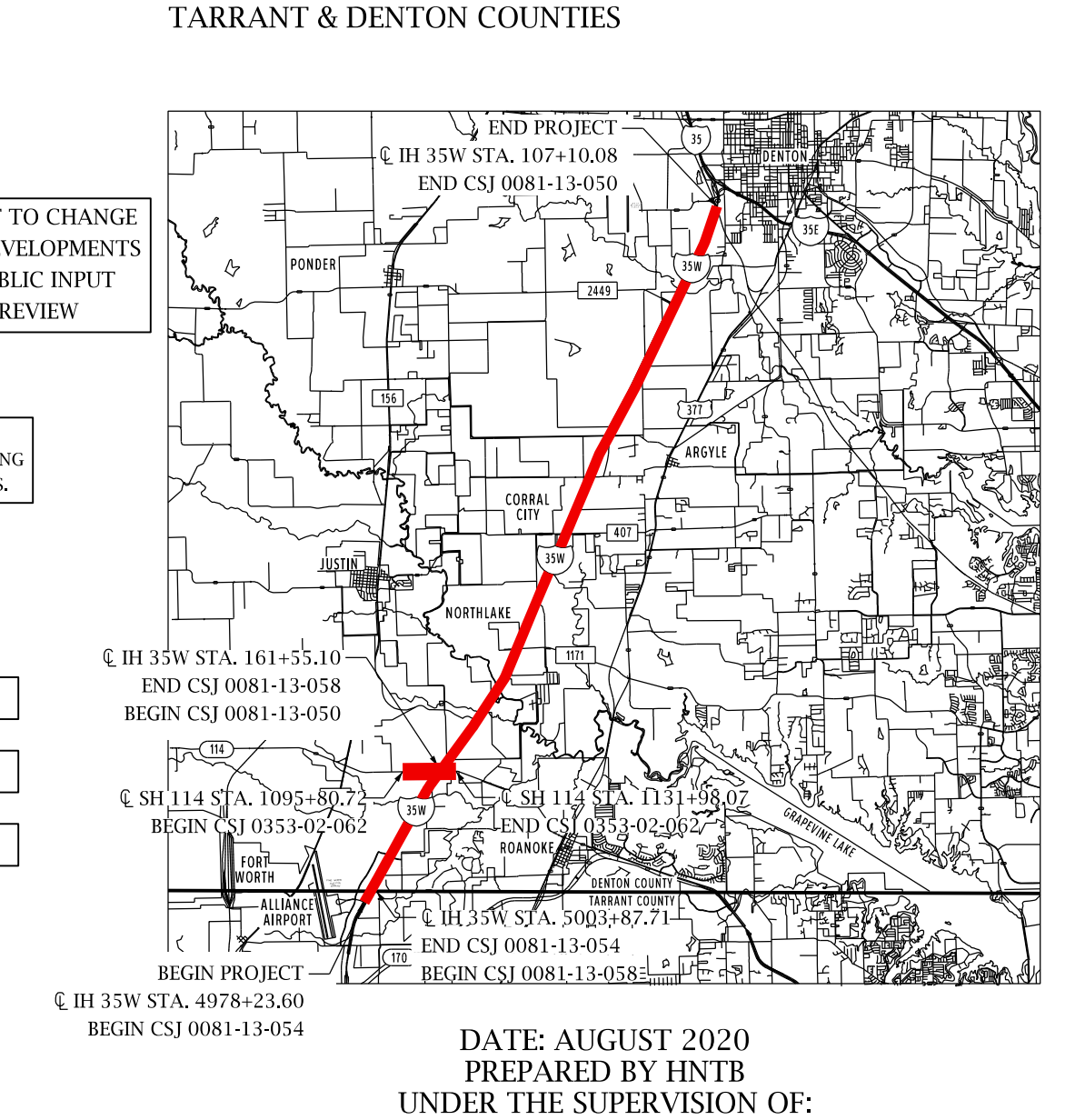
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

DATE APPROVED ☐

DATE SUBMITTED ☐

DATE REVISED ☐


END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
PONDER
ARGYLE
CORRAL CITY
NORTHLAKE
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+80.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
ROANOKE
FORT WORTH
ALLIANCE AIRPORT
TARRANT COUNTY
DENTON COUNTY
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
N
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.

EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

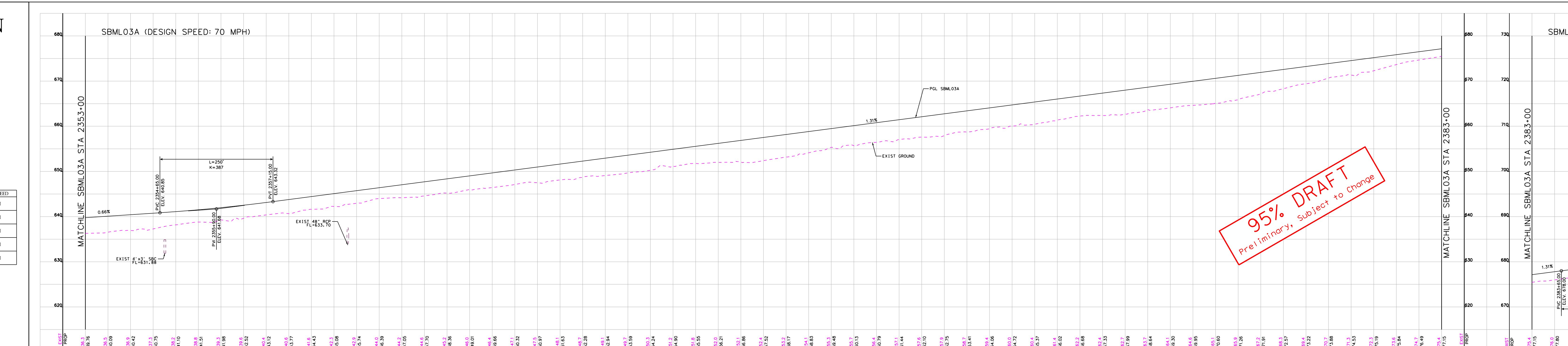
SERIAL NO. 101321

SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'

ROLL 24 OF 30

HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

Texas Department of Transportation


SBML03A (DESIGN SPEED: 70 MPH)
680
670
660
650
640
630
620
610
MATCHLINE SBML03A STA 2353+00
0.66%
PVC 2354+65.00 ELEV. 640.85
PVI 2355+90.00 ELEV. 641.68
PVT 2357+15.00 ELEV. 643.32
L=250' K=387
EXIST 4'x3' SBC FL=631.88
EXIST 48" RCP FL=633.70
1.31%
PGL SBML03A
EXIST GROUND
MATCHLINE SBML03A STA 2383+00
EXIST PROP
2353+00
2354+00
2355+00
2356+00
2357+00
2358+00
2359+00
2360+00
2361+00
2362+00
2363+00
2364+00
2365+00
2366+00
2367+00
2368+00
2369+00
2370+00
2371+00
2372+00
2373+00
2374+00
2375+00
2376+00
2377+00
2378+00
2379+00
2380+00
2381+00
2382+00
2383+00

95% DRAFT
Preliminary, Subject to Change

SBML03A (DESIGN SPEED: 70 MPH)
730
720
710
700
690
680
670
660
MATCHLINE SBML03A STA 2383+00
1.31%
PVC 2383+65.00 ELEV. 678.00
PVI 2384+90.00 ELEV. 679.64
PVT 2386+15.00 ELEV. 680.90
L=250' K=853
PROP 36" RCP FL=672.98
℄ X-CLEVGIBBSLUT
℄ X-CLEVGIBBS
℄ X-CLEVGIBBSRUT
STRUCTURE DEPTH 5.50'
STRUCTURE DEPTH 5.50'
STRUCTURE DEPTH 5.50'
CALC. MIN VERT CLEAR 24.99'
CALC. MIN VERT CLEAR 25.70'
CALC. MIN VERT CLEAR 24.34'
EXIST GROUND
1.02%
PGL SBML03A
GRAHAM BRANCH TRIB 8
EXIST 48" RCP FL=683.37
PVC 2403+50.00 ELEV. 698.53
PVI 2406+00.00 ELEV. 701.07
PVT 2408+50.00 ELEV. 699.72
L=500' K=322
℄ X-DNTCRKLUT
℄ X-DNTCRK
℄ X-DNTCRKRUT
STRUCTURE DEPTH 5.50'
STRUCTURE DEPTH 5.50'
STRUCTURE DEPTH 5.50'
CALC. MIN VERT CLEAR 24.69'
CALC. MIN VERT CLEAR 26.37'
CALC. MIN VERT CLEAR 25.26'
-0.54%
PVC 2415+00.00 ELEV. 696.23
PVI 2416+50.00 ELEV. 695.43
PVT 2418+00.00 ELEV. 693.33
L=300' K=348
-1.40%
PVC 2426+90.00 ELEV. 680.87
PVI 2429+40.00 ELEV. 677.37
PVT 2431+90.00 ELEV. 680.41
L=500' K=191
EXIST 9'X9' SBC FL=666.42
GRAHAM BRANCH TRIB 10
1.22%
GRAHAM BRANCH TRIB 10.1
PROP 2-6'X6' MBC FL=677.95
MATCHLINE SBML03A STA 2446+50
EXIST PROP
2383+00
2384+00
2385+00
2386+00
2387+00
2388+00
2389+00
2390+00
2391+00
2392+00
2393+00
2394+00
2395+00
2396+00
2397+00
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2435+00
2436+00
2437+00
2438+00
2439+00
2440+00
2441+00
2442+00
2443+00
2444+00
2445+00
2446+00

95% DRAFT
Preliminary, Subject to Change

SBML03A (DESIGN SPEED: 70 MPH)
730
720
710
700
690
680
670
660
MATCHLINE SBML03A STA 2446+50
1.22%
EXIST GROUND
PGL SBML03A
PVC 2449+10.00 ELEV. 701.30
PVI 2451+60.00 ELEV. 704.40
PVT 2454+10.00 ELEV. 702.44
-0.79%
PVI 2455+00.00 ELEV. 701.73
L=500' K=250
MATCH CSJ 0081-13-065, BY OTHERS
SBML05A (DESIGN SPEED: 70 MPH)
MATCH CSJ 0081-13-065, BY OTHERS
PVI 2486+50.00 ELEV. 692.80
PVC 2486+55.00 ELEV. 692.83
0.56%
PVI 2487+90.00 ELEV. 693.58
PVT 2489+25.00 ELEV. 692.87
L=270' K=248
PROP 3-8'x4' MBC FL=681.69
-0.53%
PVC 2491+05.00 ELEV. 691.91
PVI 2492+30.00 ELEV. 691.25
PVT 2493+55.00 ELEV. 691.88
L=250' K=243
0.50%
PVC 2494+55.00 ELEV. 692.37
PVI 2495+80.00 ELEV. 693.00
PVT 2497+05.00 ELEV. 692.36
L=250' K=248
EXIST 48" RCP FL=682.23
-0.51%
PVC 2497+95.00 ELEV. 691.91
PVI 2499+20.00 ELEV. 691.27
PVT 2500+45.00 ELEV. 691.90
L=250' K=248
EXIST GROUND
PGL SBML05A
0.50%
PROP 2-8'x8' MBC FL=680.58
PVC 2512+55.00 ELEV. 697.95
PVI 2514+30.00 ELEV. 698.82
PVT 2516+05.00 ELEV. 697.89
L=350' K=339
-0.53%
PVC 2518+90.00 ELEV. 696.37
PVI 2522+40.00 ELEV. 694.51
PVT 2525+90.00 ELEV. 702.86
L=700' K=240
GRAHAM BRANCH
PROP 3-9'x9' MBC FL=696.37
2.39%
PVI 2534+00.00 ELEV. 722.20
MATCH CSJ 0081-13-065, BY OTHERS
MATCHLINE SBML05A STA 2542+00
EXIST PROP
2447+00
2448+00
2449+00
2450+00
2451+00
2452+00
2453+00
2454+00
2455+00
2456+00
2457+00
2458+00
2459+00
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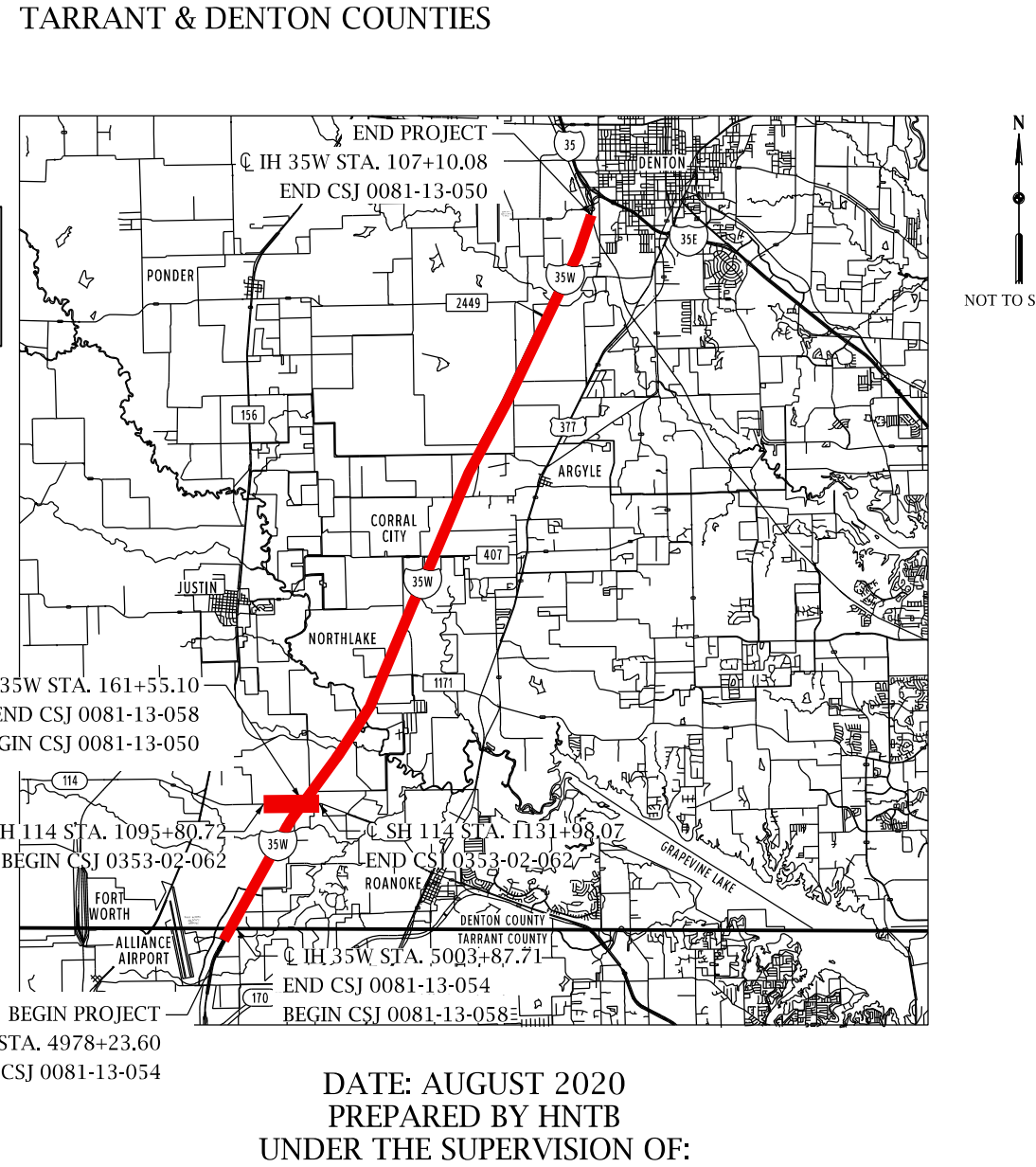
2527+00
2528+00
2529+00
2530+00
2531+00
2532+00
2533+00
2534+00
2535+00
2536+00
2537+00
2538+00
2539+00
2540+00
2541+00
2542+00

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC
IH 35W - MAINLANE PROJECT
DENTON COUNTY
IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E
CSJ / CSJ LIMITS
0081-13-054 FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058 FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050 FROM SH 114 TO SOUTH OF IH 35E
0353-02-062 IH 35W/SH 114 INTERCHANGE IMPROVEMENTS
ROADWAY TYPE / DESIGN SPEED
MAINLANES 70 MPH
MANAGED LANE RAMPS 70 MPH
RAMPS 50 MPH
FRONTAGE ROADS 45 MPH
CROSS STREETS (MINIMUM) 30 MPH
HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW
NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.
DATE APPROVED
DATE SUBMITTED
DATE REVISED


END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
PONDER
ARGYLE
CORRAL CITY
NORTHLAKE
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+80.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
N
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)
SERIAL NO. 101321
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 24 OF 30
HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420
Texas Department of Transportation
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TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Mohamed K. Bur, P.E. - DISTRICT ENGINEER

95% DESIGN SCHEMATIC

IH 35W - MAINLANE PROJECT
DENTON COUNTY

IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE
TO SOUTH OF IH 35E

CSJ	CSJ LIMITS
0081-13-054	FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058	FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050	FROM SH 114 TO SOUTH OF IH 35E
0353-02-062	IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
MANAGED LANE RAMPS	70 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES

PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

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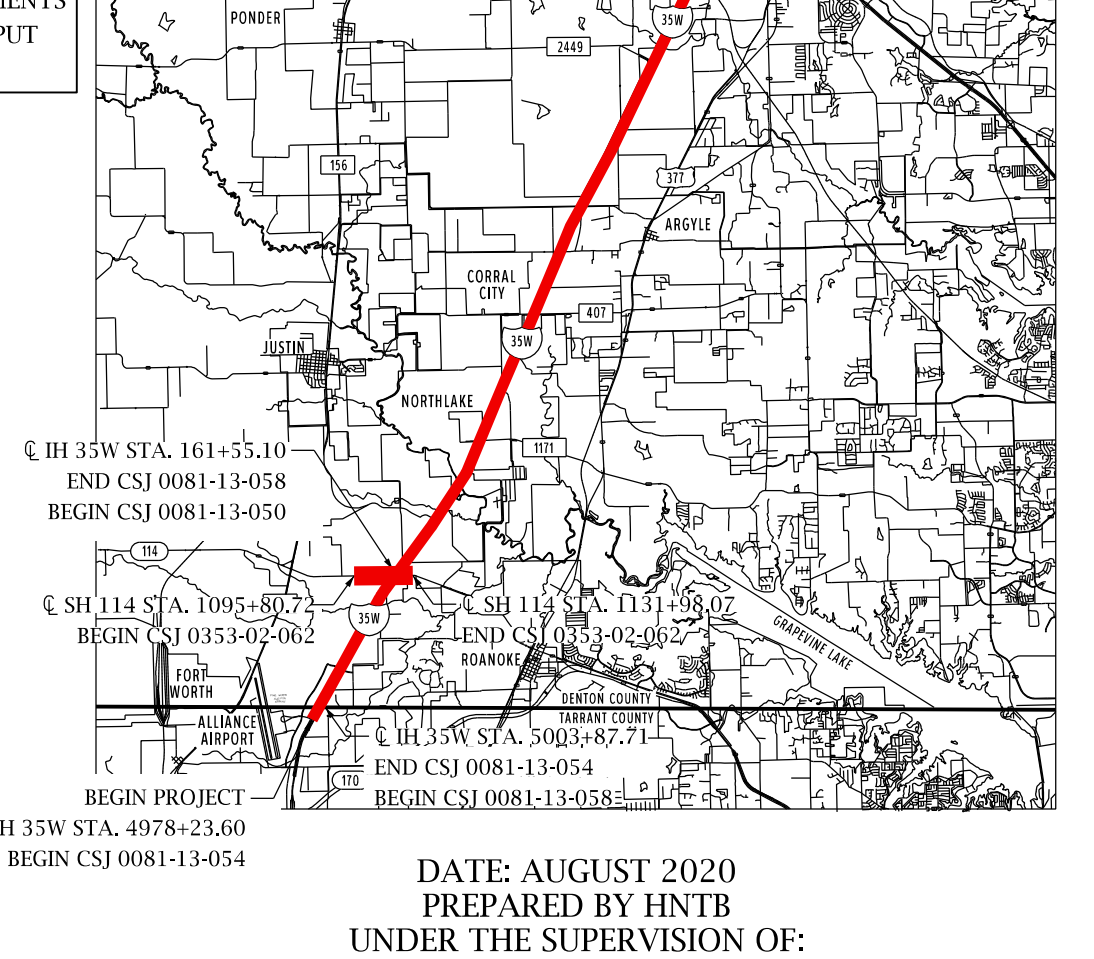
DATE REVISED ☐


END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
PONDER
CORRAL CITY
ARGYLE
JUSTIN
NORTHLAKE
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+80.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
ROANOKE
FORT WORTH
ALLIANCE AIRPORT
DENTON COUNTY
TARRANT COUNTY
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
N
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.

EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

SERIAL NO. 101321

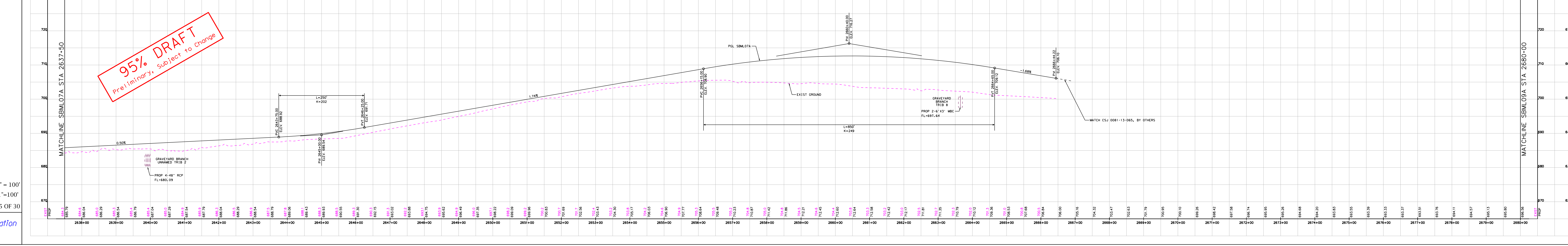
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 25 OF 30

HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

Texas Department of Transportation

8/31/2020

95% DRAFT
Preliminary, Subject to Change
MATCHLINE SBML05A STA 2542+00
SBML07A (DESIGN SPEED: 70 MPH)
MATCH CSJ 0081-13-065, BY OTHERS
PVI 2613+28.75 ELEV. 691.37
PVC 2613+30.00 ELEV. 691.38
0.56%
PVI 2615+50.00 ELEV. 692.60
PVT 2617+70.00 ELEV. 690.15
L=440' K=263
PGL SBML07A
-1.12%
EXIST GROUND
GRAVEYARD BRANCH TRIB 2.1
PROP 7'X6' SBC FL=676.83
PVC 2621+80.00 ELEV. 685.57
L=300' K=186
PVI 2623+30.00 ELEV. 683.89
PVT 2624+80.00 ELEV. 684.64
0.50%
PVC 2626+85.00 ELEV. 685.67
PVI 2628+10.00 ELEV. 686.29
PVT 2629+35.00 ELEV. 685.67
L=250' K=250
PROP 2-7'X6' SBC FL=673.97
GRAVEYARD BRANCH TRIB 2
-0.50%
PVC 2632+05.00 ELEV. 684.32
L=250' K=250
PVI 2633+30.00 ELEV. 683.69
PVT 2634+55.00 ELEV. 684.32
0.50%
MATCHLINE SBML07A STA 2637+50
EXIST
PROP
720
710
700
690
680
670
660
2542+00
2637+00


SBML07A (DESIGN SPEED: 70 MPH)
95% DRAFT
Preliminary, Subject to Change
MATCHLINE SBML07A STA 2637+50
0.50%
GRAVEYARD BRANCH UNNAMED TRIB 2
PROP 4-48" RCP FL=680.09
PVC 2643+75.00 ELEV. 688.92
L=250' K=202
PVI 2645+00.00 ELEV. 689.54
PVT 2646+25.00 ELEV. 691.30
1.74%
PVC 2656+15.00 ELEV. 708.90
PGL SBML07A
PVI 2660+40.00 ELEV. 716.27
EXIST GROUND
L=850' K=249
GRAVEYARD BRANCH TRIB B
PROP 2-6'X3' MBC FL=697.64
PVT 2664+65.00 ELEV. 709.12
-1.68%
PVT 2666+44.22 ELEV. 706.10
MATCH CSJ 0081-13-065, BY OTHERS
MATCHLINE SBML09A STA 2680+00
730
720
710
700
690
680
670
2638+00
2680+00

MATCHLINE SBML09A STA 2680+00
SBML09A (DESIGN SPEED: 70 MPH)
PVI 2697+00.00 ELEV. 672.38
-2.99%
PVC 2698+45.00 ELEV. 668.05
L=650' K=186
MATCH CSJ 0081-13-065, BY OTHERS
ROARK BRANCH TRIB 5
PROP 3-6'X4' MBC FL=647.50
PVI 2701+70.00 ELEV. 658.34
PROP 6'X6' SBC FL=648.14
PVT 2704+95.00 ELEV. 660.01
EXIST GROUND
PGL SBML09A
0.51%
PVC 2713+50.00 ELEV. 664.41
EXIST 36" RCP FL=649.48
L=900' K=258
PVI 2718+00.00 ELEV. 666.73
EXIST 48" RCP FL=645.80
PVT 2722+50.00 ELEV. 653.37
-2.97%
PVC 2729+75.00 ELEV. 631.84
L=450' K=190
EXIST 60" RCP FL=617.47
95% DRAFT
Preliminary, Subject to Change
MATCHLINE SBML09A STA 2731+00
680
670
660
650
640
630
620
2680+00
2731+00

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC
IH 35W - MAINLANE PROJECT
DENTON COUNTY
IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE
TO SOUTH OF IH 35E
CSJ / CSJ LIMITS
0081-13-054 FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058 FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050 FROM SH 114 TO SOUTH OF IH 35E
0353-02-062 IH 35W/SH 114 INTERCHANGE IMPROVEMENTS
ROADWAY TYPE / DESIGN SPEED
MAINLANES 70 MPH
MANAGED LANE RAMPS 70 MPH
RAMPS 50 MPH
FRONTAGE ROADS 45 MPH
CROSS STREETS (MINIMUM) 30 MPH
HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW
NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.
DATE APPROVED
DATE SUBMITTED
DATE REVISED
DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)
SERIAL NO. 101321
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 25 OF 30
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420
Texas Department of Transportation
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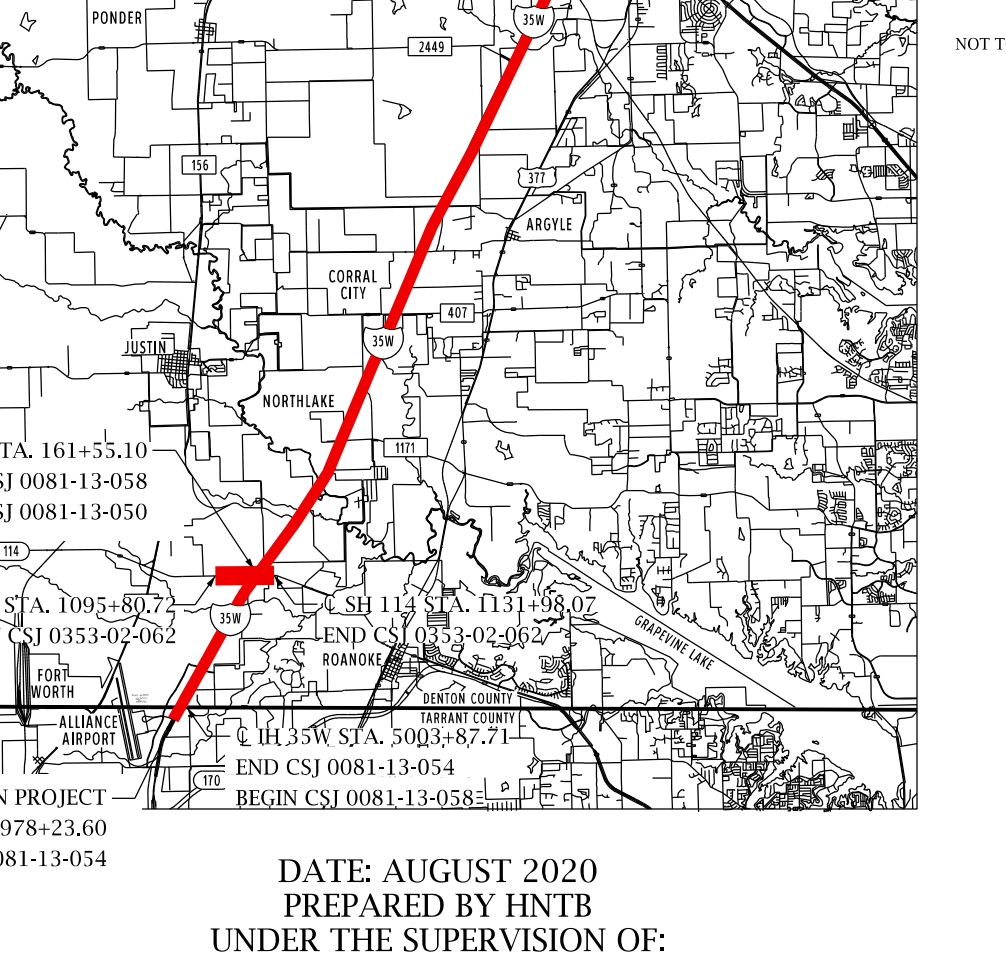
8/31/2020



TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Mohamed K. Bur, P.E. - DISTRICT ENGINEER

95% DESIGN SCHEMATIC

IH 35W - MAINLANE PROJECT
DENTON COUNTY

IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E

CSJ	CSJ LIMITS
0081-13-054	FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058	FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050	FROM SH 114 TO SOUTH OF IH 35E
0353-02-062	IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
MANAGED LANE RAMPS	70 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES

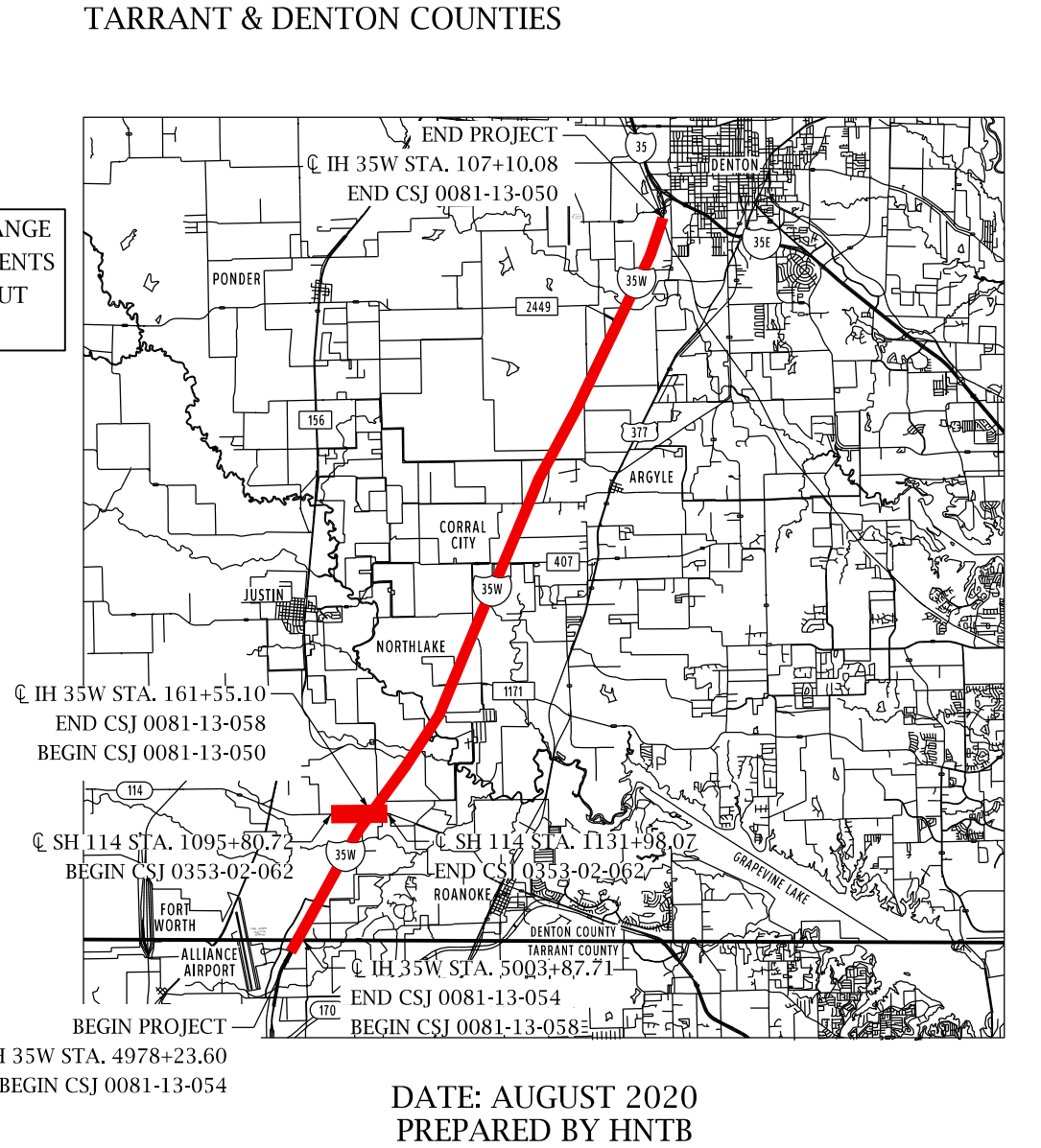
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

DATE APPROVED

DATE SUBMITTED

DATE REVISED



END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
PONDER
CORRAL CITY
NORTHLAKE
ARGYLE
JUSTIN
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+80.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
ROANOKE
FORT WORTH
ALLIANCE AIRPORT
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
N
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.

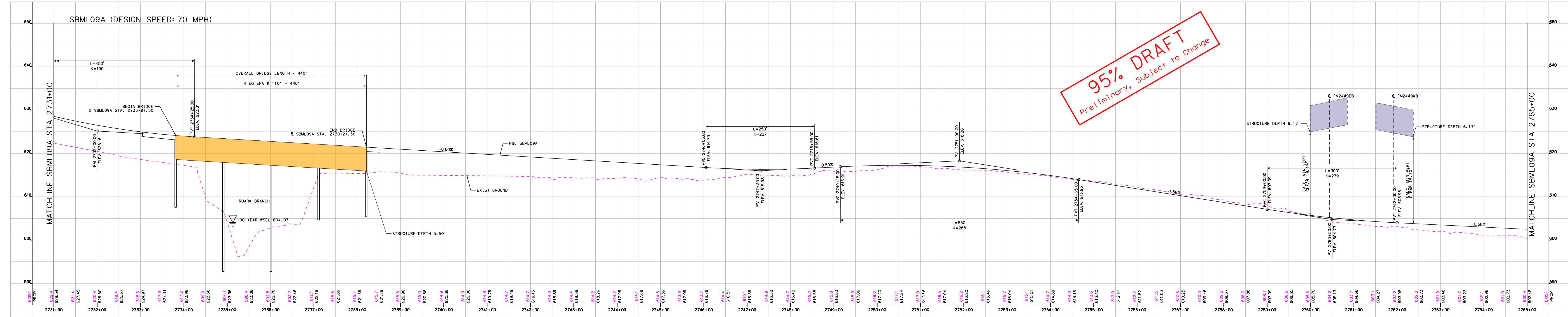
SERIAL NO. 101321

EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 26 OF 30

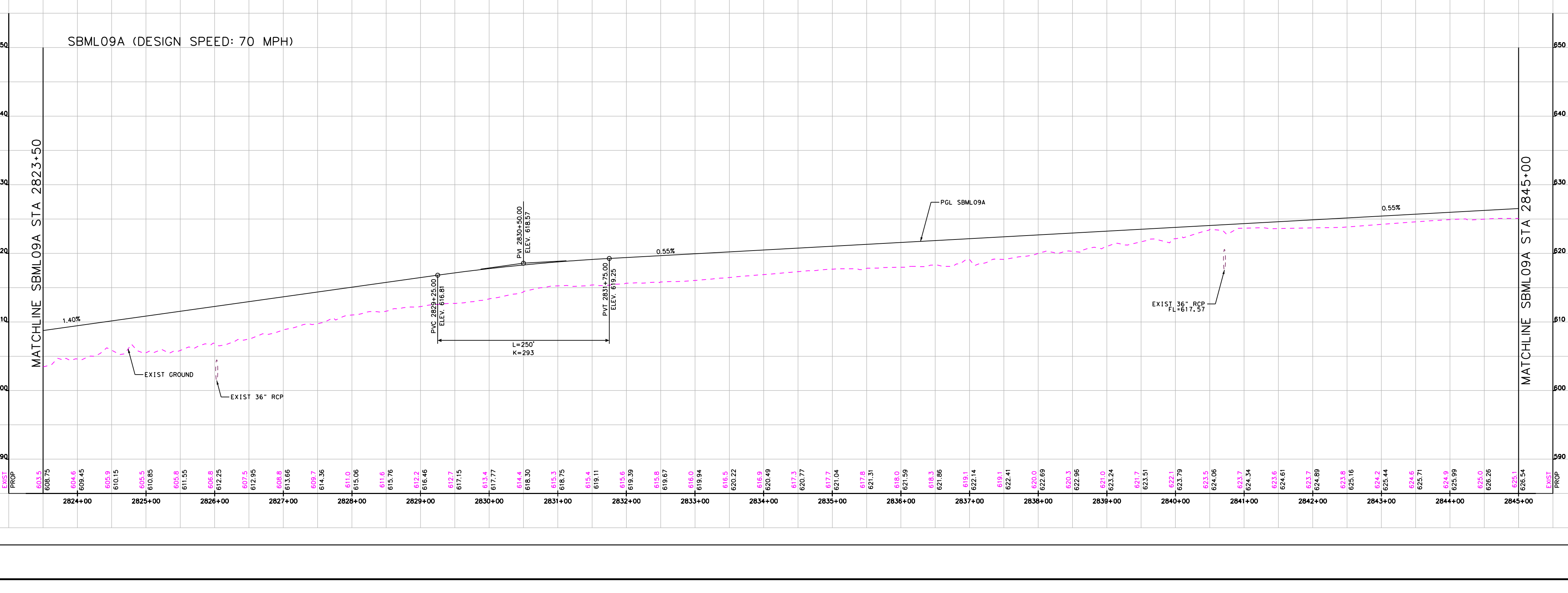
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

Texas Department of Transportation

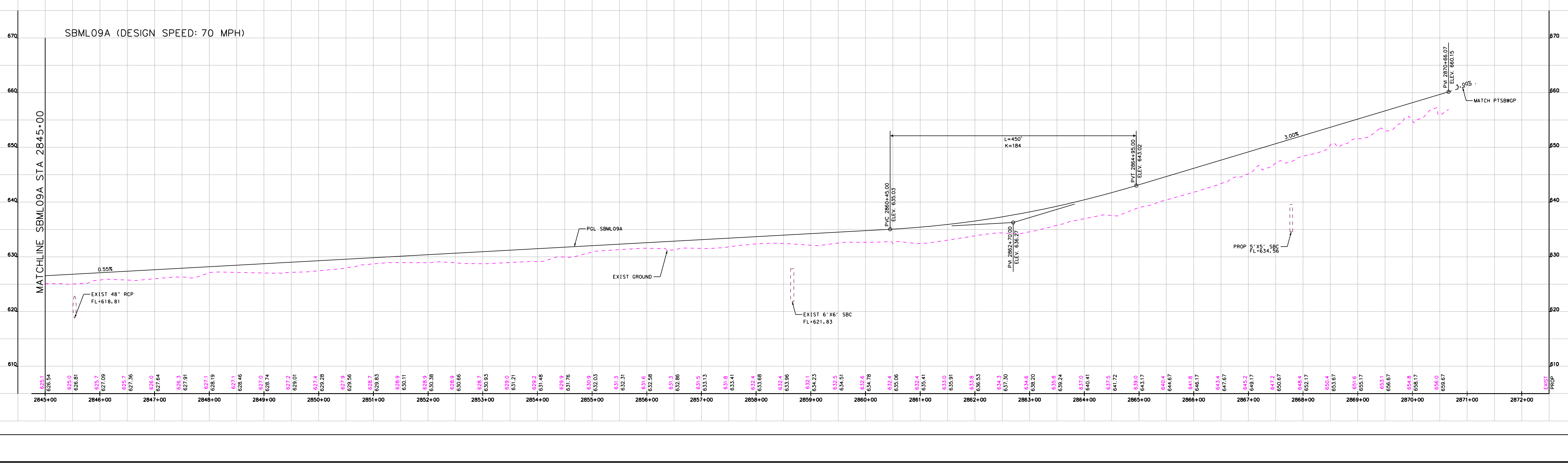


SBML09A (DESIGN SPEED: 70 MPH)
95% DRAFT Preliminary, Subject to Change
MATCHLINE SBML09A STA 2731+00
L=450' K=190
OVERALL BRIDGE LENGTH = 440'
4 EQ SPA @ 110' = 440'
BEGIN BRIDGE ℄ SBML09A STA. 2733+81.50
END BRIDGE ℄ SBML09A STA. 2738+21.50
PVI 2730+00.00 ELEV. 625.16
PVT 2734+50.00 ELEV. 623.81
-0.60%
PGL SBML09A
EXIST GROUND
ROARK BRANCH
100 YEAR WSEL 604.07
STRUCTURE DEPTH 5.50'
L=250' K=227
PVC 2746+05.00 ELEV. 616.73
PVI 2747+30.00 ELEV. 615.98
PVT 2748+55.00 ELEV. 616.61
0.50%
PVC 2749+15.00 ELEV. 616.91
PVI 2751+90.00 ELEV. 618.28
L=550' K=265
PVT 2754+65.00 ELEV. 613.95
-1.58%
℄ FM2449EB
℄ FM2449WB
STRUCTURE DEPTH 6.17'
PVC 2759+00.00 ELEV. 607.09
PVI 2760+50.00 ELEV. 604.73
PVT 2762+00.00 ELEV. 603.98
L=300' K=279
CALC. MIN VERT CLEAR
-0.50%
MATCHLINE SBML09A STA 2765+00
2731+00 … 2765+00

SBML09A (DESIGN SPEED: 70 MPH)
MATCHLINE SBML09A STA 2765+00
-0.50%
L=250' K=250
PVC 2772+95.00 ELEV. 598.60
PVI 2774+20.00 ELEV. 597.98
PVT 2775+45.00 ELEV. 598.50
OVERALL BRIDGE LENGTH = 630'
2 EQ SPA @ 100' = 200'
1 SPA @ 130'
1 SPA @ 120'
2 EQ SPA @ 90' = 180'
BEGIN BRIDGE ℄ SBML09A STA. 2776+02.00
END BRIDGE ℄ SBML09A STA. 2782+32.00
100 YEAR WSEL 588'
HICKORY CREEK CHANNEL
STRUCTURE DEPTH 5.50'
OVERALL BRIDGE LENGTH = 720'
1 SPA @ 97'
1 SPA @ 144'
4 EQ SPA @ 120' = 480'
BEGIN BRIDGE ℄ SBML09A STA. 2784+30.16
END BRIDGE ℄ SBML09A STA. 2791+50.16
HICKORY CREEK RELIEF
625'
5 EQ SPA @ 125' = 625'
BEGIN BRIDGE ℄ SBML09A STA. 2796+19.89
END BRIDGE ℄ SBML09A STA. 2802+44.89
PGL SBML09A
EXIST GROUND
L=350' K=184
PVC 2809+55.00 ELEV. 592.50
PVT 2813+05.00 ELEV. 594.08
OVERALL BRIDGE LENGTH = 875'
7 EQ SPA @ 125' = 875'
BEGIN BRIDGE ℄ SBML09A STA. 2812+91.50
END BRIDGE ℄ SBML09A STA. 2821+66.50
1.40%
100 YEAR WSEL 587'
DRY FORK HICKORY CREEK
95% DRAFT Preliminary, Subject to Change
MATCHLINE SBML09A STA 2823+50
2765+00 … 2823+00



SBML09A (DESIGN SPEED: 70 MPH)
MATCHLINE SBML09A STA 2823+50
1.40%
EXIST GROUND
EXIST 36" RCP
PVC 2829+25.00 ELEV. 616.81
PVI 2830+50.00 ELEV. 618.57
PVT 2831+75.00 ELEV. 619.25
L=250' K=293
0.55%
PGL SBML09A
EXIST 36" RCP FL=617.57
MATCHLINE SBML09A STA 2845+00
2824+00 … 2845+00



SBML09A (DESIGN SPEED: 70 MPH)
MATCHLINE SBML09A STA 2845+00
0.55%
EXIST 48" RCP FL=618.81
PGL SBML09A
EXIST GROUND
EXIST 6'X6' SBC FL=621.83
L=450' K=184
PVC 2860+45.00 ELEV. 635.03
PVI 2862+70.00 ELEV. 636.27
PVT 2864+95.00 ELEV. 643.02
PROP 5'X5' SBC FL=634.56
3.00%
PVI 2870+66.07 ELEV. 660.15
MATCH PTSBWGP
2845+00 … 2872+00

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Mohamed K. Bur, P.E. - DISTRICT ENGINEER

95% DESIGN SCHEMATIC

IH 35W - MAINLANE PROJECT
DENTON COUNTY

IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E

CSJ / CSJ LIMITS
0081-13-054 FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058 FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050 FROM SH 114 TO SOUTH OF IH 35E
0353-02-062 IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

ROADWAY TYPE / DESIGN SPEED
MAINLANES 70 MPH
MANAGED LANE RAMPS 70 MPH
RAMPS 50 MPH
FRONTAGE ROADS 45 MPH
CROSS STREETS (MINIMUM) 30 MPH

HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES

PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

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DATE APPROVED
DATE SUBMITTED
DATE REVISED

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.

SERIAL NO. 101321

EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 26 OF 30

HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

Texas Department of Transportation
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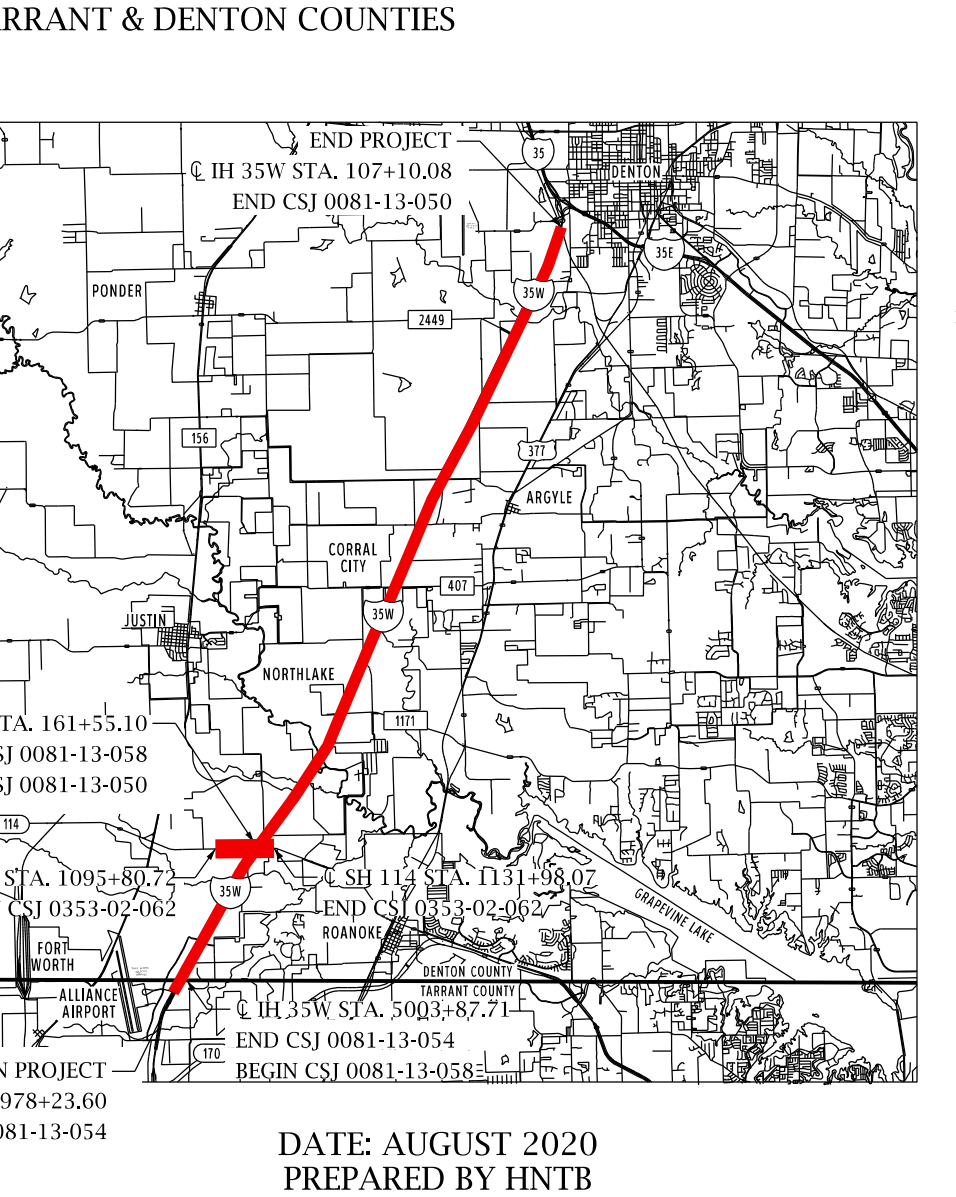

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Mohamed K. Bur, P.E. - DISTRICT ENGINEER

95% DESIGN SCHEMATIC

IH 35W - MAINLANE PROJECT
DENTON COUNTY

IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E

CSJ	CSJ LIMITS
0081-13-054	FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058	FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050	FROM SH 114 TO SOUTH OF IH 35E
0353-02-062	IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
MANAGED LANE RAMPS	70 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

HIGHWAY CLASSIFICATION: URBAN FREEWAY

PROJECT LENGTH: APPROX. 17 MILES

TARRANT & DENTON COUNTIES

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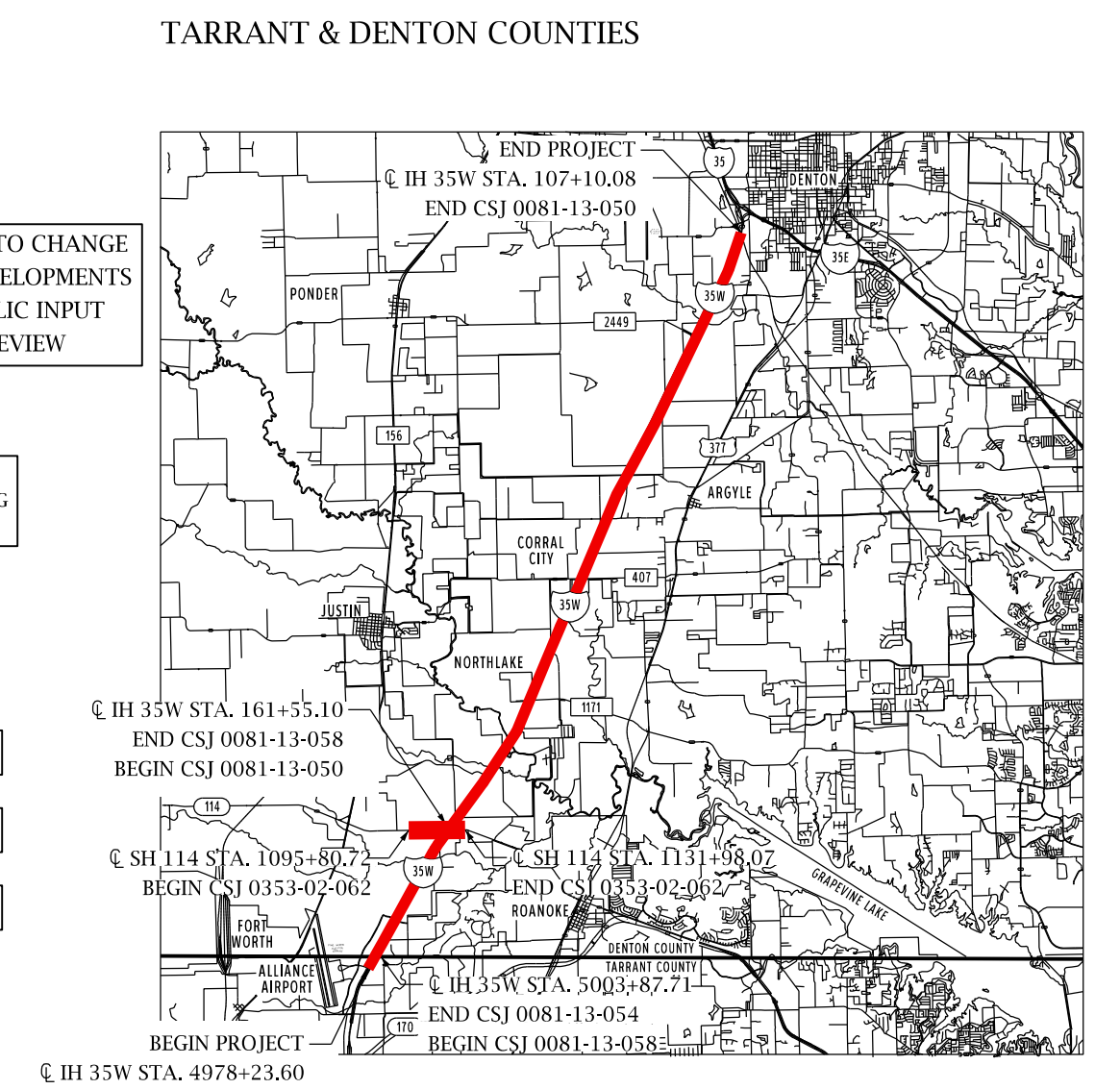

END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+80.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
PONDER
ROANOKE
NORTHLAKE
JUSTIN
ARGYLE
CORRAL CITY
FORT WORTH
ALLIANCE AIRPORT
N
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.

EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

SERIAL NO. 101321

SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 27 OF 30

HNTB HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

Texas Department of Transportation

95% DRAFT
Preliminary, Subject to Change
NBMR12 (DESIGN SPEED: 70 MPH)
℄ X-ALL
STRUCTURE DEPTH 5.50'
CALC. MIN VERT CLEAR 19.05'
PGL NBMR12
EXIST GROUND
MATCH 35NGP
-0.45%
PVI 13+22.93 ELEV. 655.02
-0.51%
L=250' K=249
PVC 20+95.00 ELEV. 651.12
PVI 22+20.00 ELEV. 650.49
PVT 23+45.00 ELEV. 651.11
0.50%
PVI 33+71.25 ELEV. 656.24
0.45%
MATCH NBML01A
NBMR847 (DESIGN SPEED: 70 MPH)
PVI 26+97.11 ELEV. 628.61
-0.40%
PVC 27+15.00 ELEV. 628.52
-0.50%
L=210' K=208
PVI 28+20.00 ELEV. 628.00
PVT 29+25.00 ELEV. 628.53
MATCH NBML09A
EXIST GROUND
PGL NBMR847
0.51%
L=460' K=185
PVC 40+70.00 ELEV. 634.26
PVI 43+00.00 ELEV. 635.53
PVT 45+30.00 ELEV. 642.43
3.00%
PVI 50+76.59 ELEV. 658.82
5.00%
MATCH PIH35W
NBXREAG (DESIGN SPEED: 50 MPH)
PGL NBXREAG
MATCH NBML01A
-0.12%
PVI 17+20.55 ELEV. 654.32
L=70' K=89
PVC 17+35.00 ELEV. 654.25
PVI 17+70.00 ELEV. 654.08
PVT 18+05.00 ELEV. 653.92
L=90' K=50
PVC 18+25.00 ELEV. 653.57
PVI 18+70.00 ELEV. 652.79
PVT 19+15.00 ELEV. 653.02
0.51%
PVI 19+41.01 ELEV. 653.15
MATCH FRONTAGE ROAD
EXIST GROUND
NBERALL (DESIGN SPEED: 50 MPH)
PGL NBERALL
MATCH FRONTAGE ROAD
EXIST GROUND
PVI 15+34.55 ELEV. 659.00
0.35%
0.50%
PVC 15+80.00 ELEV. 659.23
L=140' K=131
PVI 16+50.00 ELEV. 659.58
PVT 17+20.00 ELEV. 659.18
PVC 17+25.00 ELEV. 659.15
-0.57%
L=110' K=103
PVI 17+80.00 ELEV. 658.84
PVT 18+35.00 ELEV. 659.11
0.50%
PVI 18+69.41 ELEV. 659.28
0.28%
MATCH NBML01A
NBXRLIT (DESIGN SPEED: 50 MPH)
EXIST GROUND
MATCH NBML01A
PVI 16+04.43 ELEV. 640.94
-0.68%
-0.66%
PGL NBXRLIT
PVI 21+11.16 ELEV. 637.60
0.60%
MATCH FRONTAGE ROAD
NBEREAG (DESIGN SPEED: 50 MPH)
EXIST GROUND
MATCH FRONTAGE ROAD
PGL NBEREAG
PVI 13+66.30 ELEV. 628.21
PVC 13+80.00
0.28%
0.50%
L=180' K=99
PVI 14+70.00 ELEV. 628.63
PVT 15+60.00 ELEV. 630.72
2.32%
PVC 16+05.00 ELEV. 631.70
L=150' K=148
PVI 16+80.00 ELEV. 633.50
PVT 17+55.00 ELEV. 634.48
1.31%
PVI 17+95.26 ELEV. 635.01
MATCH NBML01A
NBXR114 (DESIGN SPEED: 50 MPH)
PGL NBXR114
MATCH NBML01A
-1.30%
PVI 20+26.93 ELEV. 619.92
-1.39%
PVC 20+75.00 ELEV. 619.25
L=150' K=903
PVI 21+50.00 ELEV. 618.21
PVT 22+25.00 ELEV. 617.05
-1.55%
L=150' K=242
PVC 23+25.00 ELEV. 615.50
PVI 24+00.00 ELEV. 614.33
PVT 24+75.00 ELEV. 613.63
-0.93%
PVI 25+29.46 ELEV. 613.13
MATCH FRONTAGE ROAD
EXIST GROUND
NBERLIT (DESIGN SPEED: 50 MPH)
PGL NBERLIT
PVI 16+78.88 ELEV. 623.58
0.12%
0.50%
MATCH NBML01A
PVC 16+00.00 ELEV. 624.19
L=200' K=117
PVI 17+00.00 ELEV. 624.69
PVT 18+00.00 ELEV. 623.48
EXIST GROUND
L=150' K=213
PVC 18+25.00 ELEV. 623.18
PVI 19+00.00 ELEV. 622.06
PVT 19+75.00 ELEV. 621.90
-0.50%
PVI 20+83.10 ELEV. 621.36
0.34%
MATCH FRONTAGE ROAD
NBXRDEW (DESIGN SPEED: 50 MPH)
PGL NBXRDEW
MATCH NBML01A
PVI 16+77.38 ELEV. 627.48
-1.30%
-2.10%
L=300' K=116
PVC 18+76.63 ELEV. 623.31
PVI 20+26.63 ELEV. 620.17
PVT 21+76.63 ELEV. 620.92
PVI 21+79.05 ELEV. 620.93
0.50%
0.21%
MATCH FRONTAGE ROAD
EXIST GROUND
NBER114 (DESIGN SPEED: 50 MPH)
PGL NBER114
MATCH FRONTAGE ROAD
-0.00%
0.50%
PVI 17+72.84 ELEV. 615.00
PVC 18+00.00 ELEV. 614.86
PVI 18+50.00 ELEV. 614.61
L=100' K=106
PVT 19+00.00 ELEV. 613.89
-1.44%
PVC 19+25.00 ELEV. 613.53
L=210' K=100
PVI 20+30.00 ELEV. 612.02
PVT 21+35.00 ELEV. 612.71
PVI 21+44.21 ELEV. 612.77
0.66%
EXIST GROUND
MATCH NBML01A
NBXR284 (DESIGN SPEED: 50 MPH)
EXIST GROUND
MATCH NBML01A
-1.55%
PVI 19+67.94 ELEV. 610.75
1.73%
PGL NBXR284
PVC 21+95.00 ELEV. 614.68
L=270' K=87
PVI 23+30.00 ELEV. 617.01
-1.38%
PVT 24+65.00 ELEV. 615.14
PVI 24+68.07 ELEV. 615.10
MATCH FRONTAGE ROAD
NBER375 (DESIGN SPEED: 50 MPH)
PGL NBER375
EXIST GROUND
MATCH FRONTAGE ROAD
2.13%
1.70%
PVI 15+22.19 ELEV. 658.28
PVC 15+30.00 ELEV. 658.41
L=340' K=118
PVI 17+00.00 ELEV. 661.30
PVT 18+70.00 ELEV. 659.28
PVC 18+75.00 ELEV. 659.22
L=170' K=67
PVI 19+60.00 ELEV. 658.20
1.33%
MATCH NBML03A
NBXR428 (DESIGN SPEED: 50 MPH)
MATCH NBML03A
-1.51%
PVI 17+85.30 ELEV. 681.03
PGL NBXR428
EXIST GROUND
EXIST 9'X9' SBC FL=XXX.XX
L=290' K=96
PVC 19+65.00 ELEV. 678.31
PVI 21+10.00 ELEV. 676.12
PVT 22+55.00 ELEV. 678.28
1.50%
PVI 23+03.18 ELEV. 678.98
MATCH FRONTAGE ROAD
NBER510 (DESIGN SPEED: 50 MPH)
EXIST GROUND
PGL NBER510
MATCH FRONTAGE ROAD
0.64%
PVI 13+86.66 ELEV. 690.88
0.51%
PVC 15+60.00 ELEV. 691.74
L=90' K=89
PVI 15+15.00 ELEV. 691.52
PVT 16+05.00 ELEV. 691.52
L=100' K=100
PVC 16+10.00 ELEV. 691.49
PVI 16+60.00 ELEV. 691.24
PVT 17+10.00 ELEV. 691.49
0.50%
PVI 18+86.84 ELEV. 692.38
0.53%
MATCH NBML05A
NBER696 (DESIGN SPEED: 50 MPH)
PGL NBER696
MATCH FRONTAGE ROAD
-1.89%
PVI 15+81.79 ELEV. 653.71
EXIST GROUND
-1.89%
PVC 18+45.00 ELEV. 648.74
L=150' K=150
PVI 19+20.00 ELEV. 647.33
PVT 19+95.00 ELEV. 645.16
-2.89%
PVI 20+40.93 ELEV. 643.83
-2.95%
MATCH NBML09A
NBXR825 (DESIGN SPEED: 50 MPH)
PGL NBXR825
MATCH NBML09A
1.48%
PVI 18+44.13 ELEV. 616.57
1.29%
EXIST GROUND
PVI 21+14.08 ELEV. 620.07
1.21%
MATCH FRONTAGE ROAD
NBER858 (DESIGN SPEED: 50 MPH)
MATCH EXIST RAMP
1.51%
PVI 13+22.17 ELEV. 619.43
2.07%
L=150' K=102
PVI 14+00.00 ELEV. 620.99
EXIST GROUND
PVT 14+75.00 ELEV. 623.64
PVC 14+85.00 ELEV. 623.99
PGL NBER858
L=210' K=85
PVI 15+90.00 ELEV. 627.71
1.06%
PVT 16+95.00 ELEV. 628.82
PVI 17+08.51 ELEV. 628.96
0.56%
MATCH NBML09A

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC
IH 35W - MAINLANE PROJECT
DENTON COUNTY
IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E
CSJ / CSJ LIMITS
0081-13-054 FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058 FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050 FROM SH 114 TO SOUTH OF IH 35E
0353-02-062 IH 35W/SH 114 INTERCHANGE IMPROVEMENTS
ROADWAY TYPE / DESIGN SPEED
MAINLANES 70 MPH
MANAGED LANE RAMPS 70 MPH
RAMPS 50 MPH
FRONTAGE ROADS 45 MPH
CROSS STREETS (MINIMUM) 30 MPH
HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW
NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.
DATE APPROVED
DATE SUBMITTED
DATE REVISED
DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)
SERIAL NO. 101321
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 27 OF 30
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420
Texas Department of Transportation
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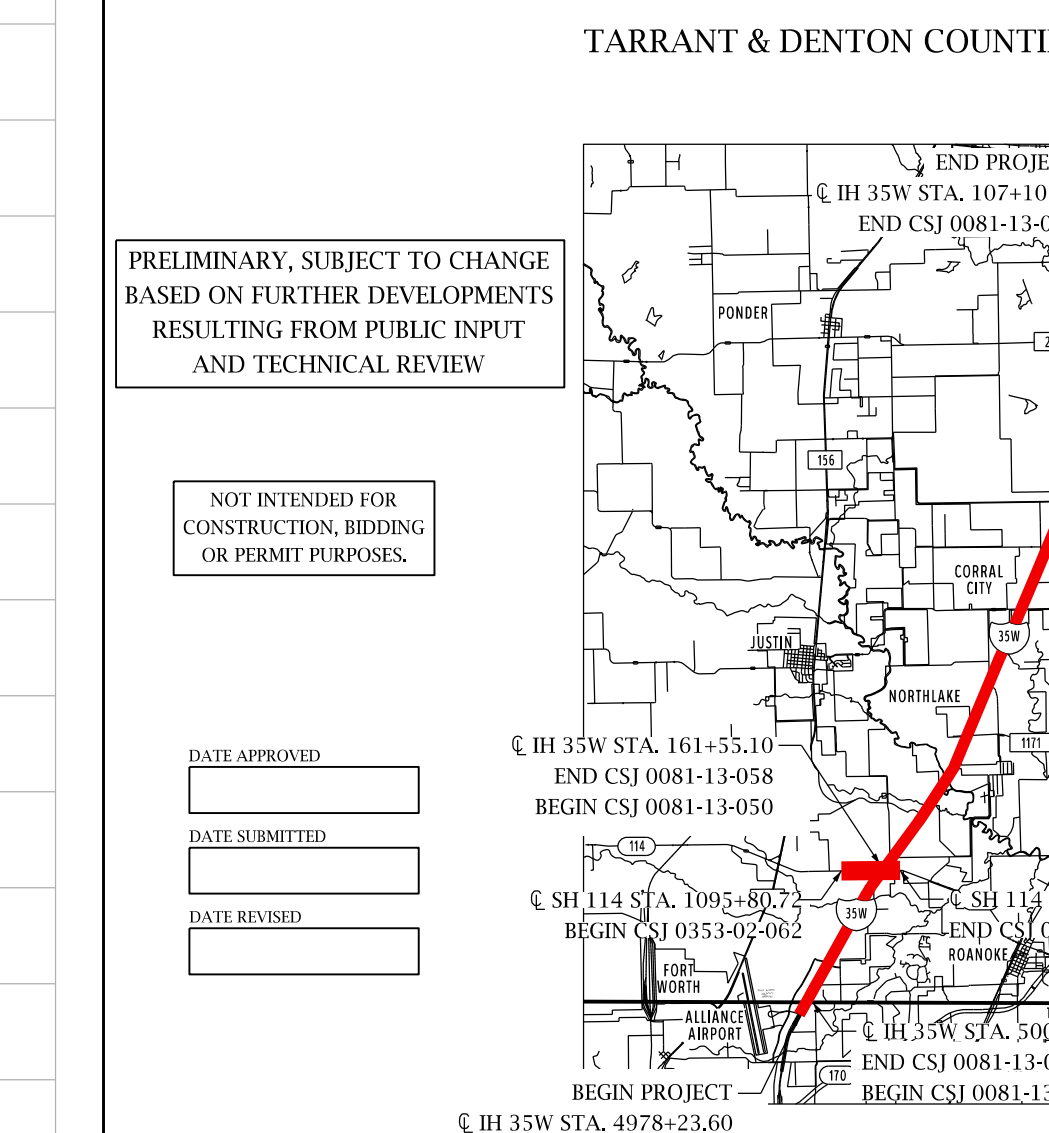

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DENTON COUNTY

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0081-13-058	FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050	FROM SH 114 TO SOUTH OF IH 35E
0353-02-062	IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
MANAGED LANE RAMPS	70 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

HIGHWAY CLASSIFICATION: URBAN FREEWAY
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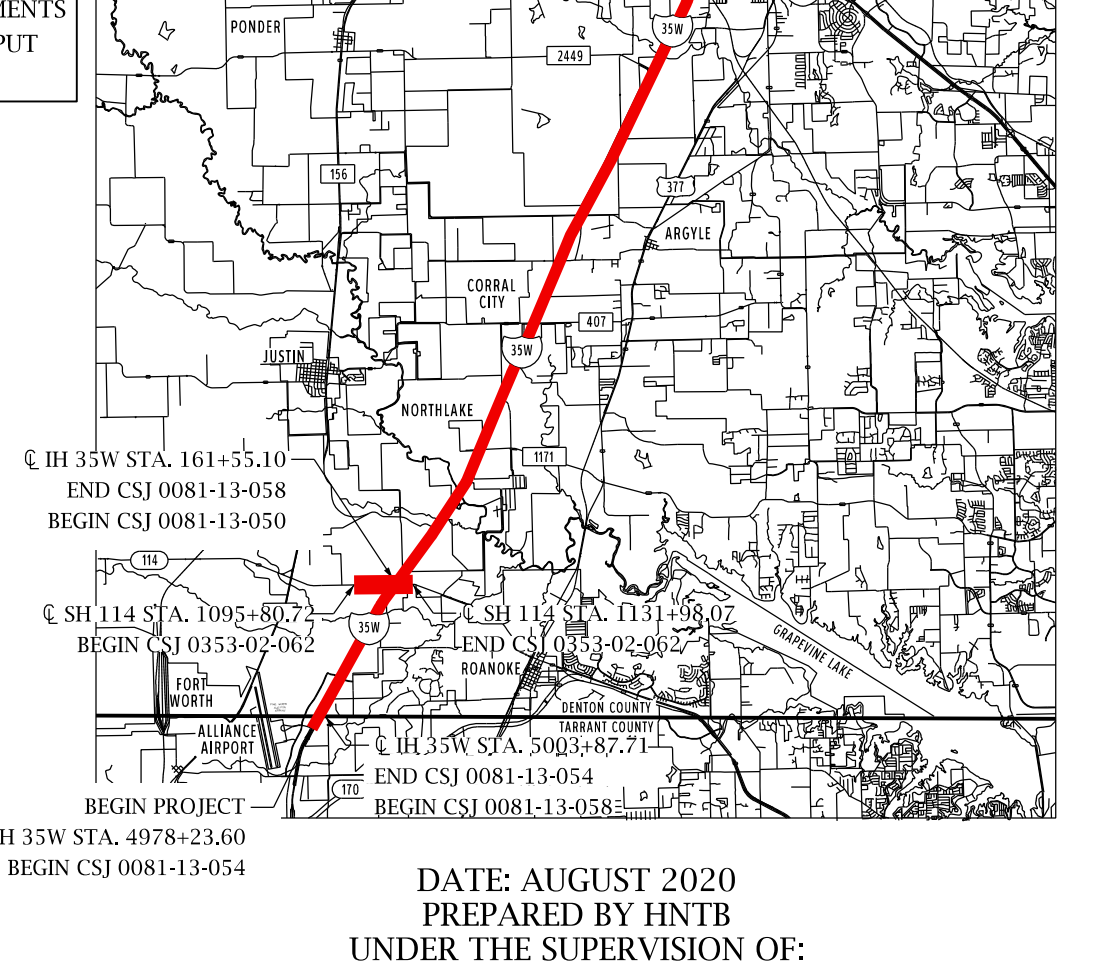
END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
PONDER
ARGYLE
CORRAL CITY
JUSTIN
NORTHLAKE
ROANOKE
ALLIANCE AIRPORT
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+80.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
N
NOT TO SCALE

DATE APPROVED ______

DATE SUBMITTED ______

DATE REVISED ______

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.

EQUATION:
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℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

SERIAL NO. 101321

SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 28 OF 30

HNTB Corporation
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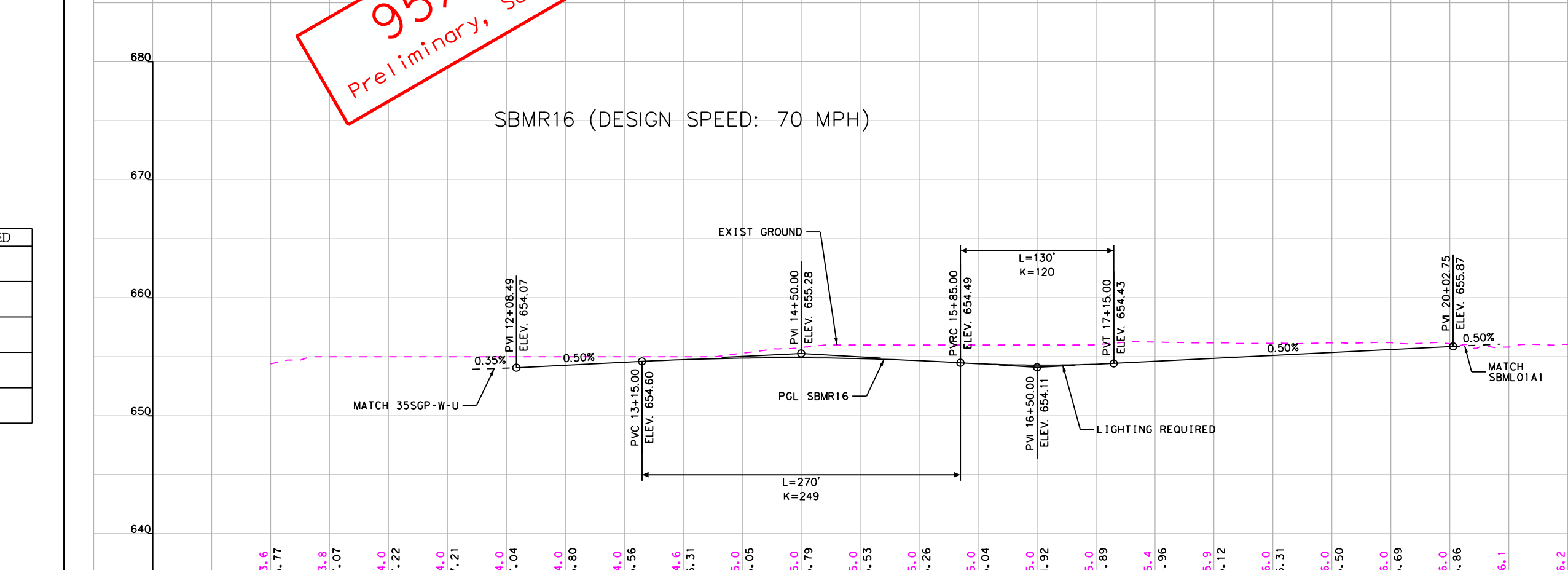
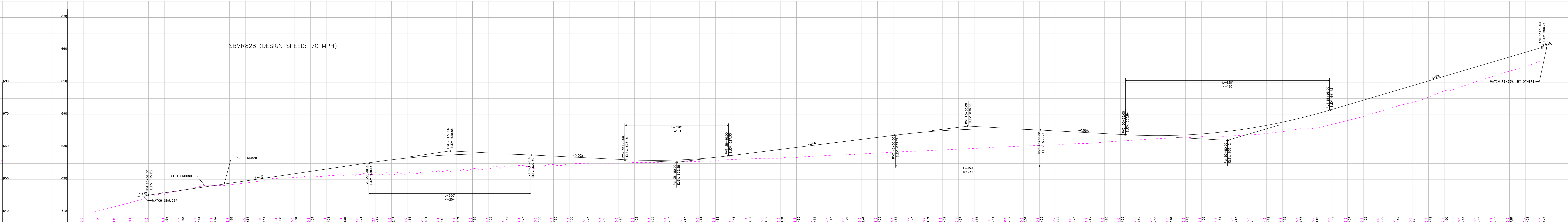
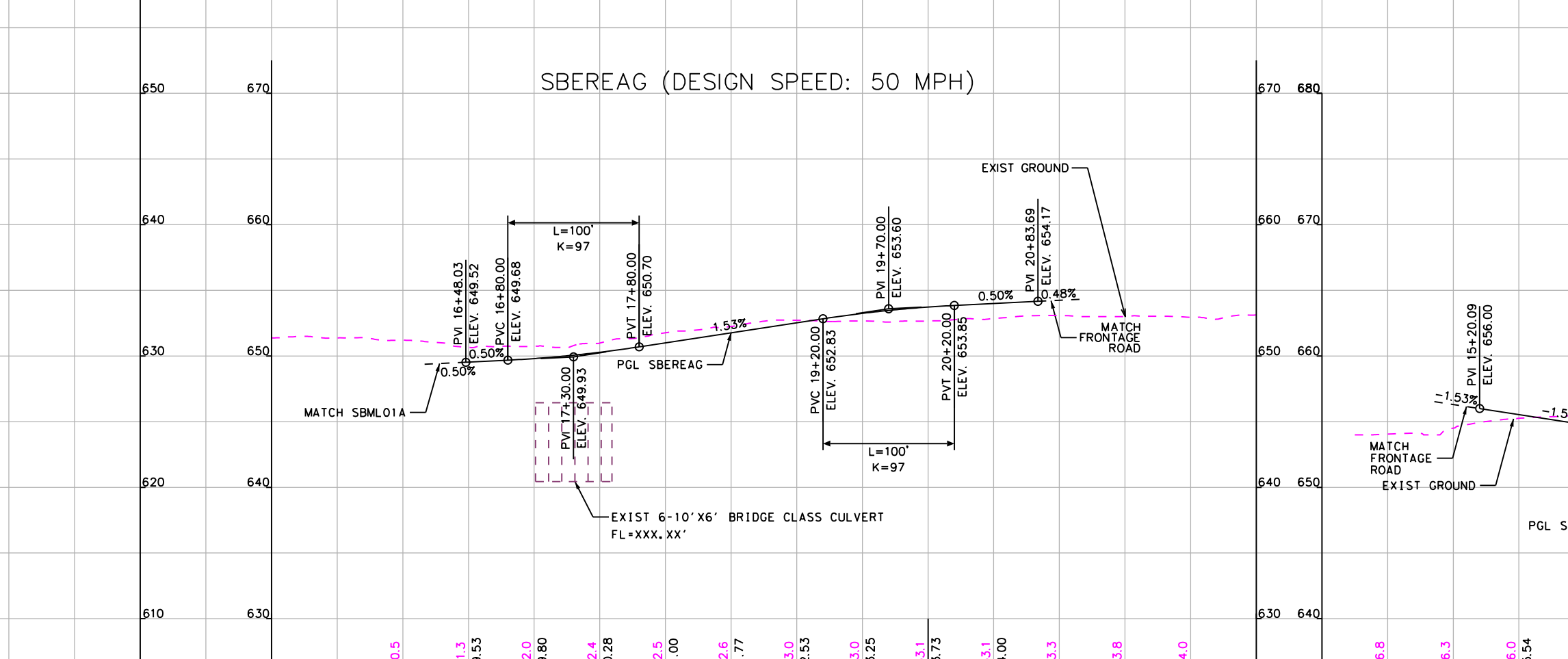
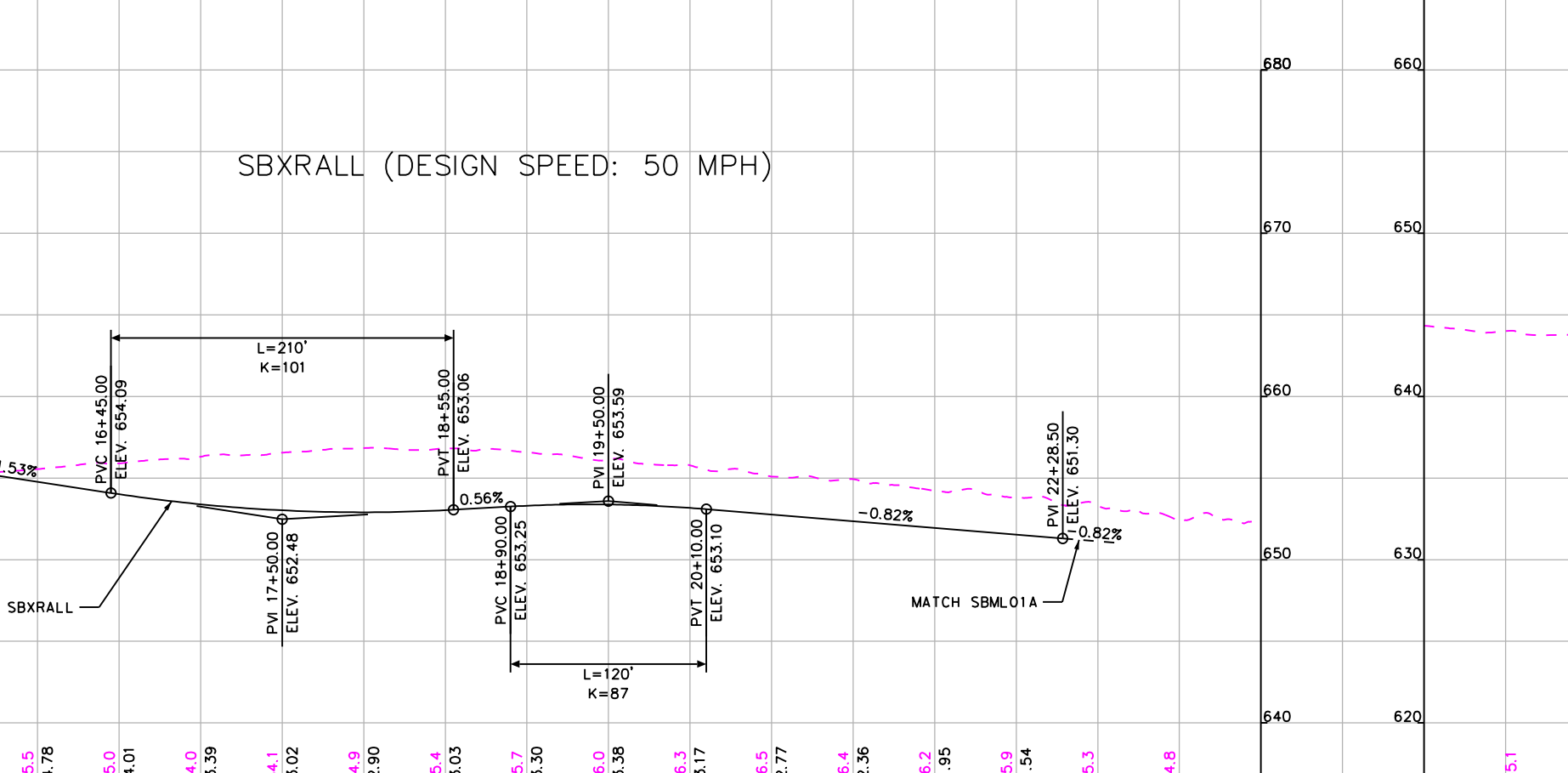
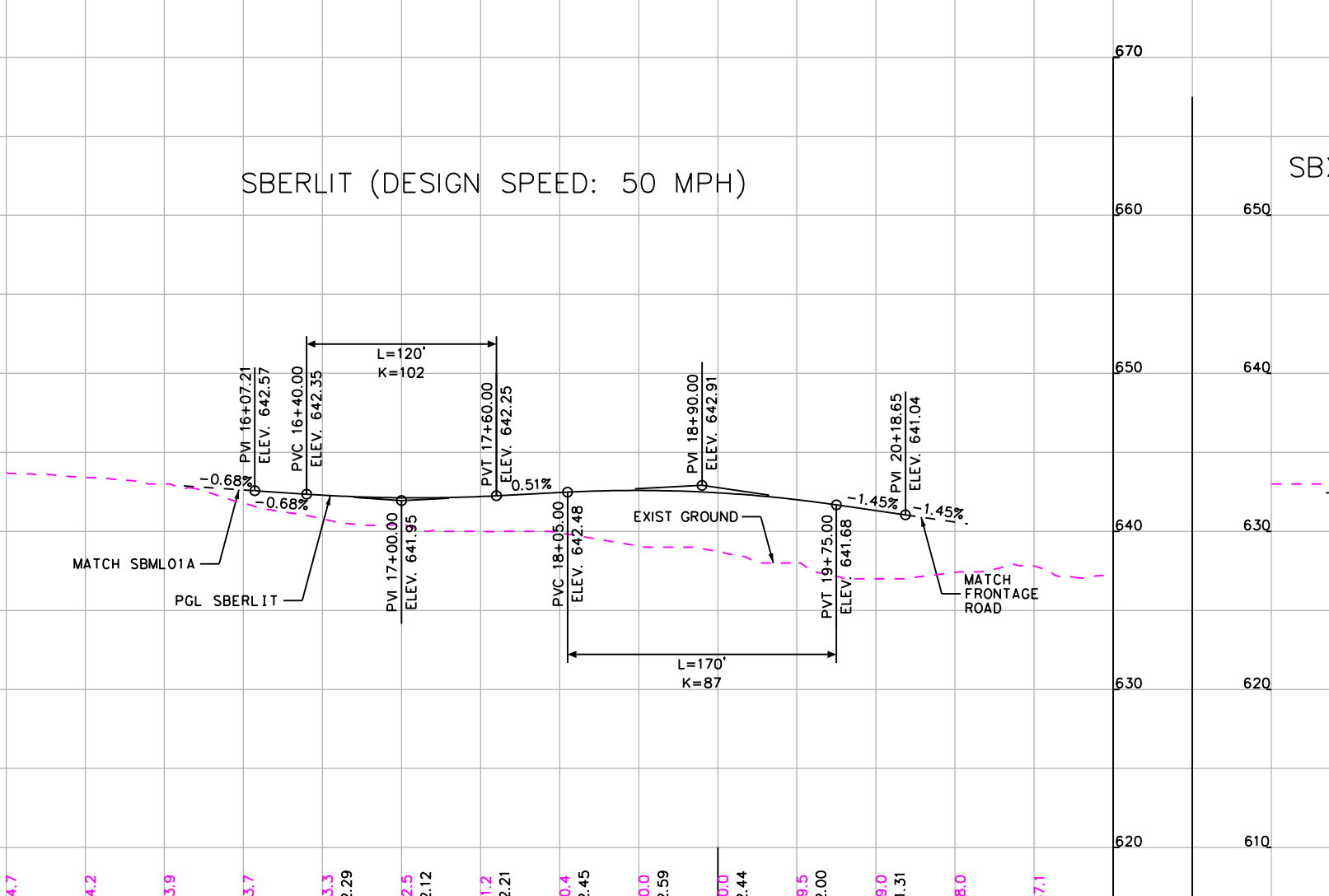
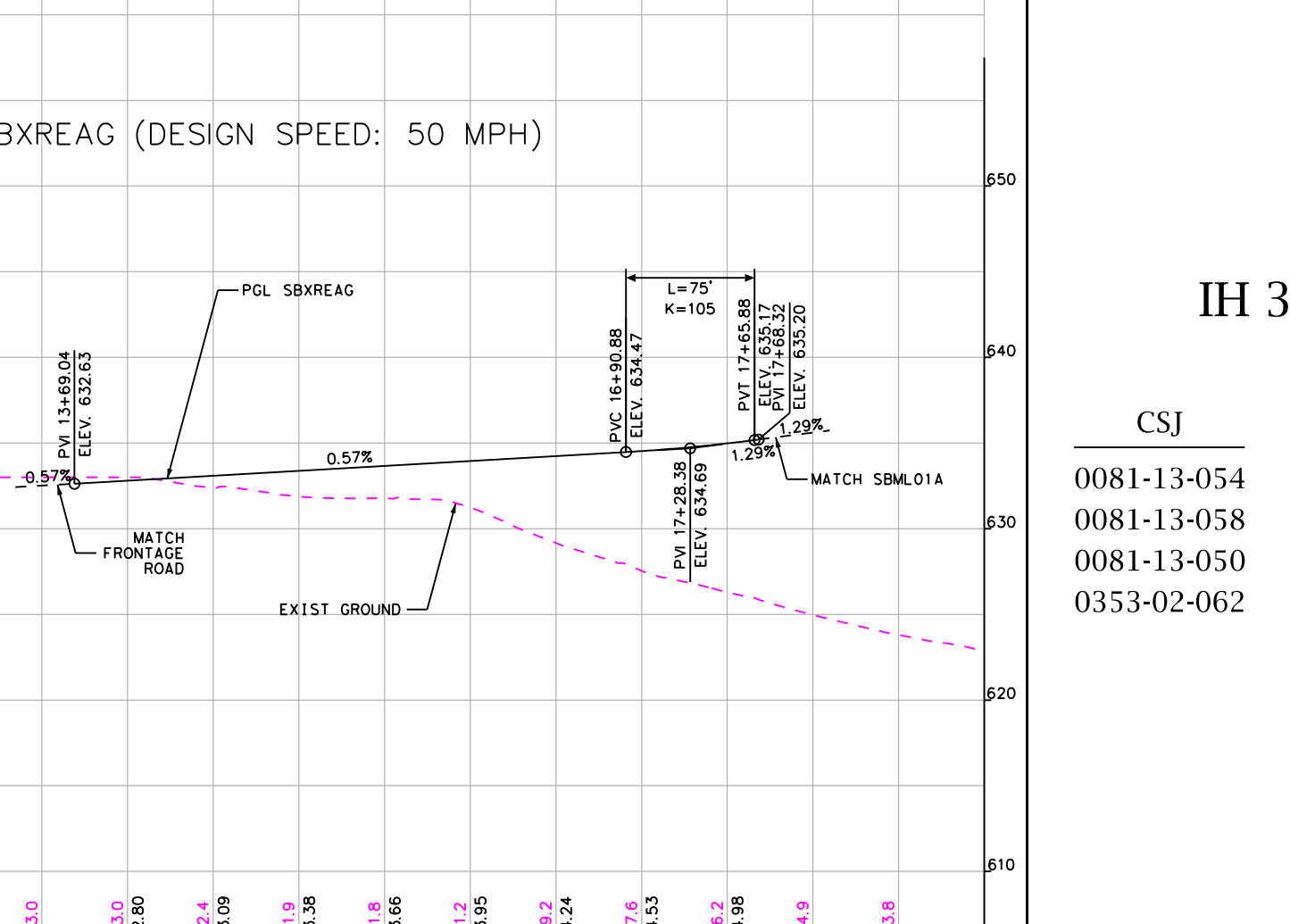

SBMR16 (DESIGN SPEED: 70 MPH)
EXIST GROUND
L=130'
K=120
MATCH 35SGP-W-U
PGL SBMR16
LIGHTING REQUIRED
L=270'
K=249
0.35%
0.50%
0.50%
0.50%
MATCH SBML01A1

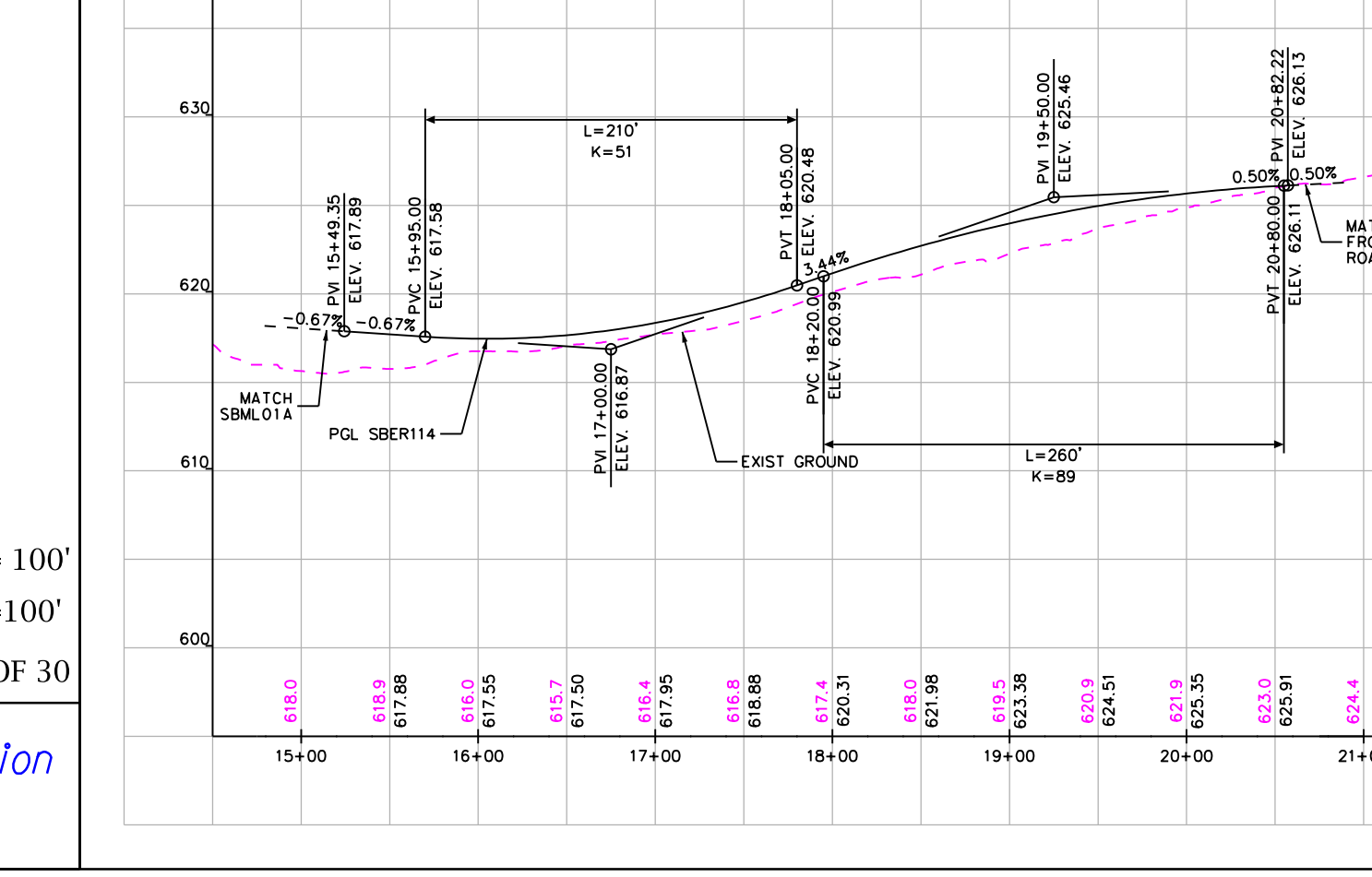

SBMR828 (DESIGN SPEED: 70 MPH)
PGL SBMR828
EXIST GROUND
1.47%
1.47%
MATCH SBML09A
L=500'
K=254
-0.50%
L=320'
K=184
1.24%
L=450'
K=252
-0.55%
L=630'
K=180
2.95%
MATCH PIH35W, BY OTHERS

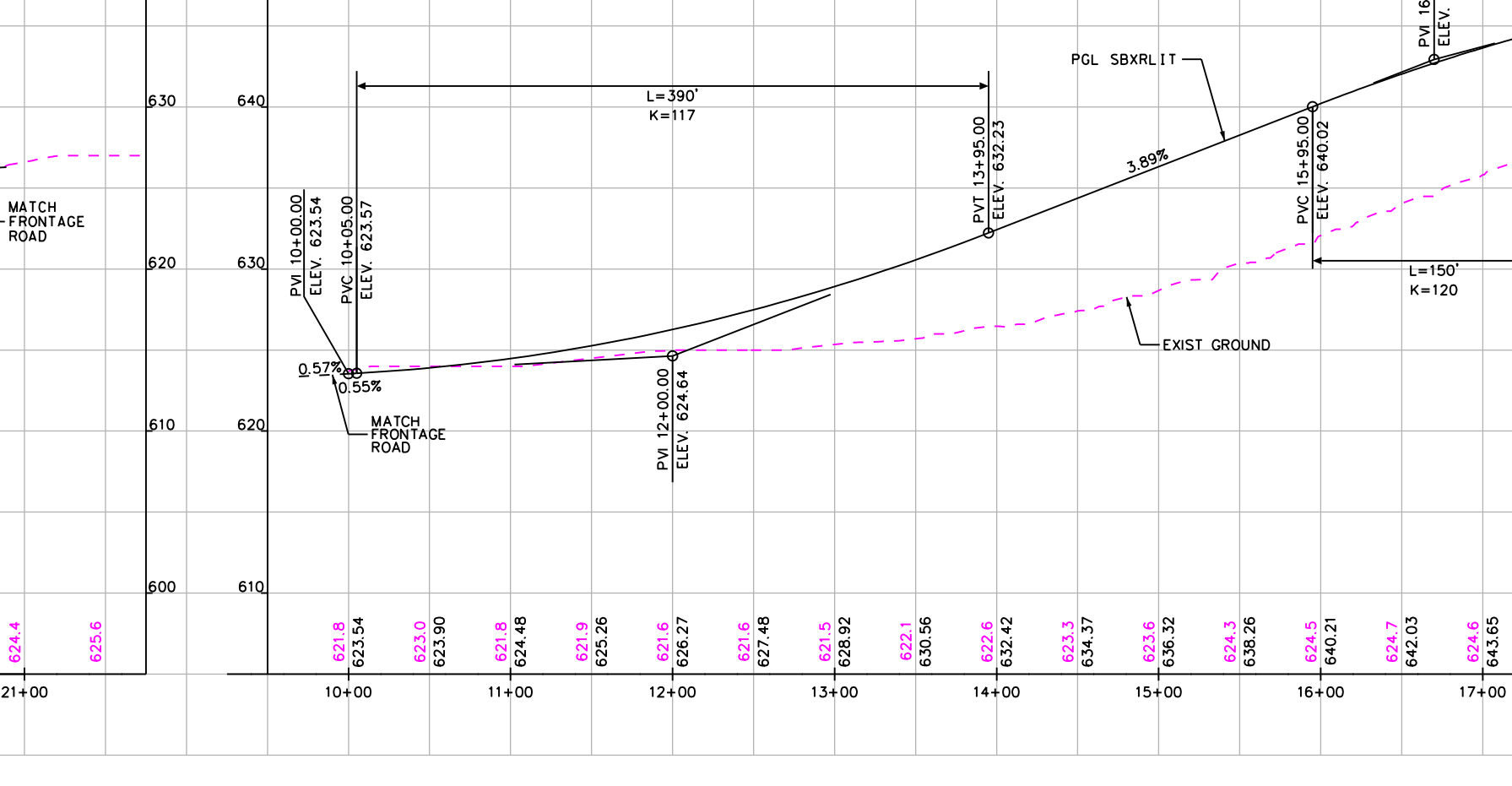

SBEREAG (DESIGN SPEED: 50 MPH)
EXIST GROUND
L=100'
K=97
MATCH SBML01A
PGL SBEREAG
4.53%
0.50%
L=100'
K=97
EXIST 6-10'X6' BRIDGE CLASS CULVERT
FL=XXX.XX'
MATCH FRONTAGE ROAD

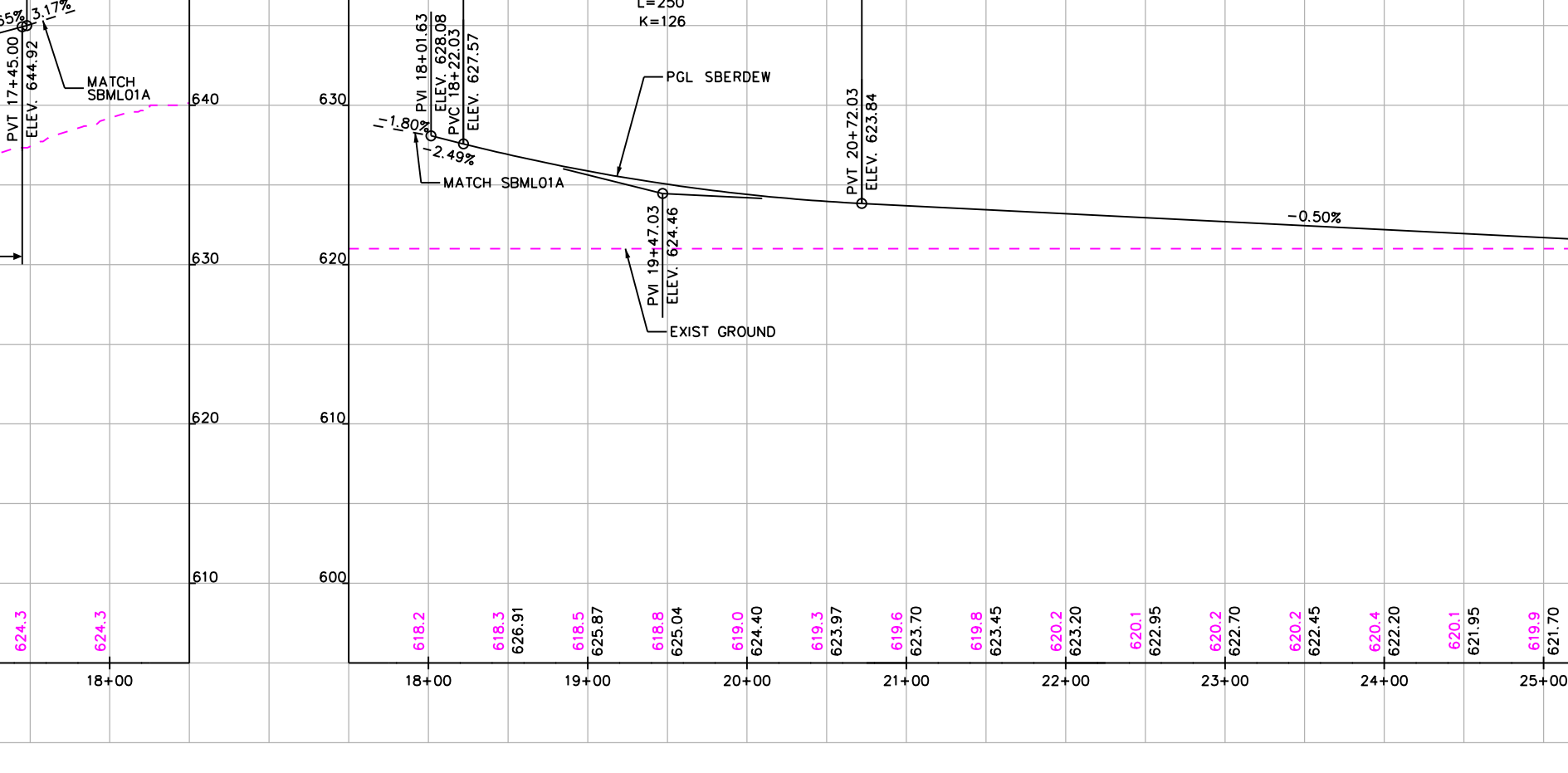

SBXRALL (DESIGN SPEED: 50 MPH)
L=210'
K=101
MATCH FRONTAGE ROAD
EXIST GROUND
PGL SBXRALL
-1.53%
0.56%
-0.82%
L=120'
K=87
MATCH SBML01A

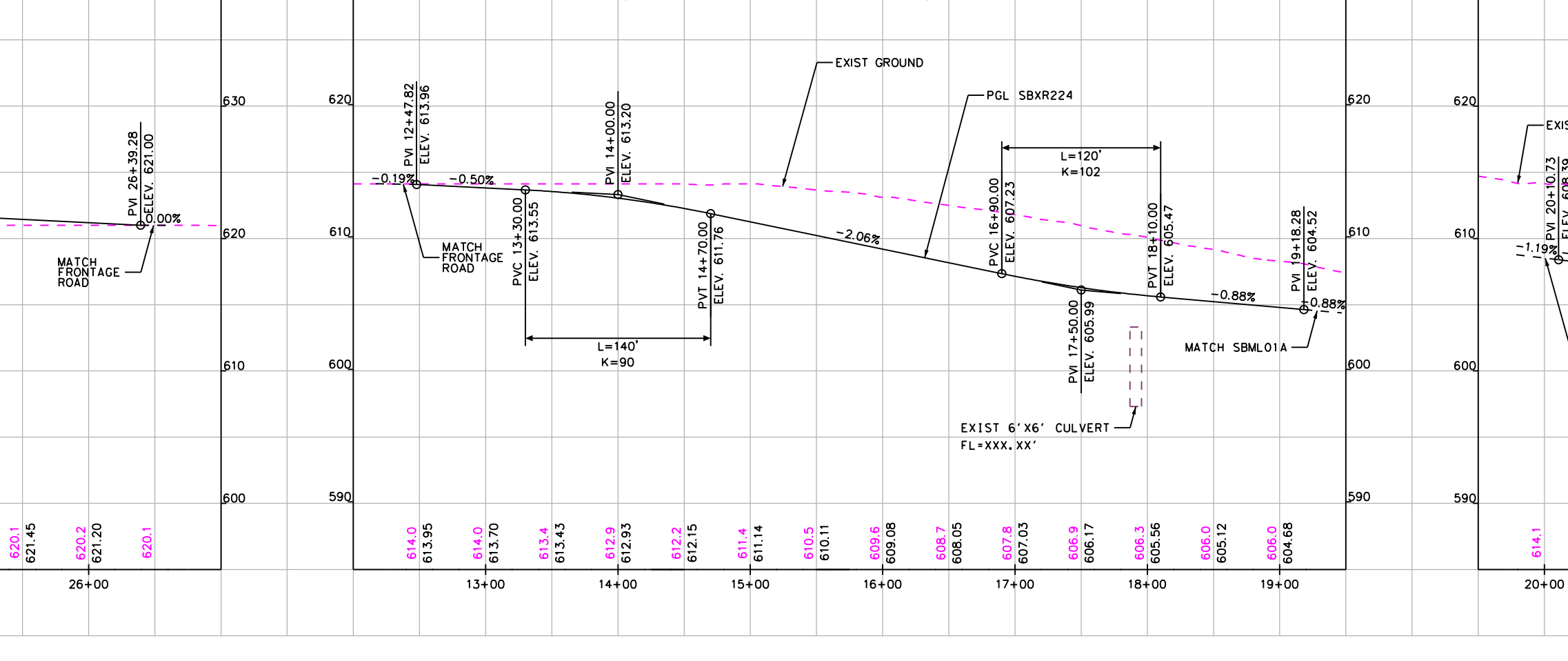

SBERLIT (DESIGN SPEED: 50 MPH)
L=120'
K=102
MATCH SBML01A
PGL SBERLIT
EXIST GROUND
-0.68%
0.51%
-1.45%
L=170'
K=87
MATCH FRONTAGE ROAD

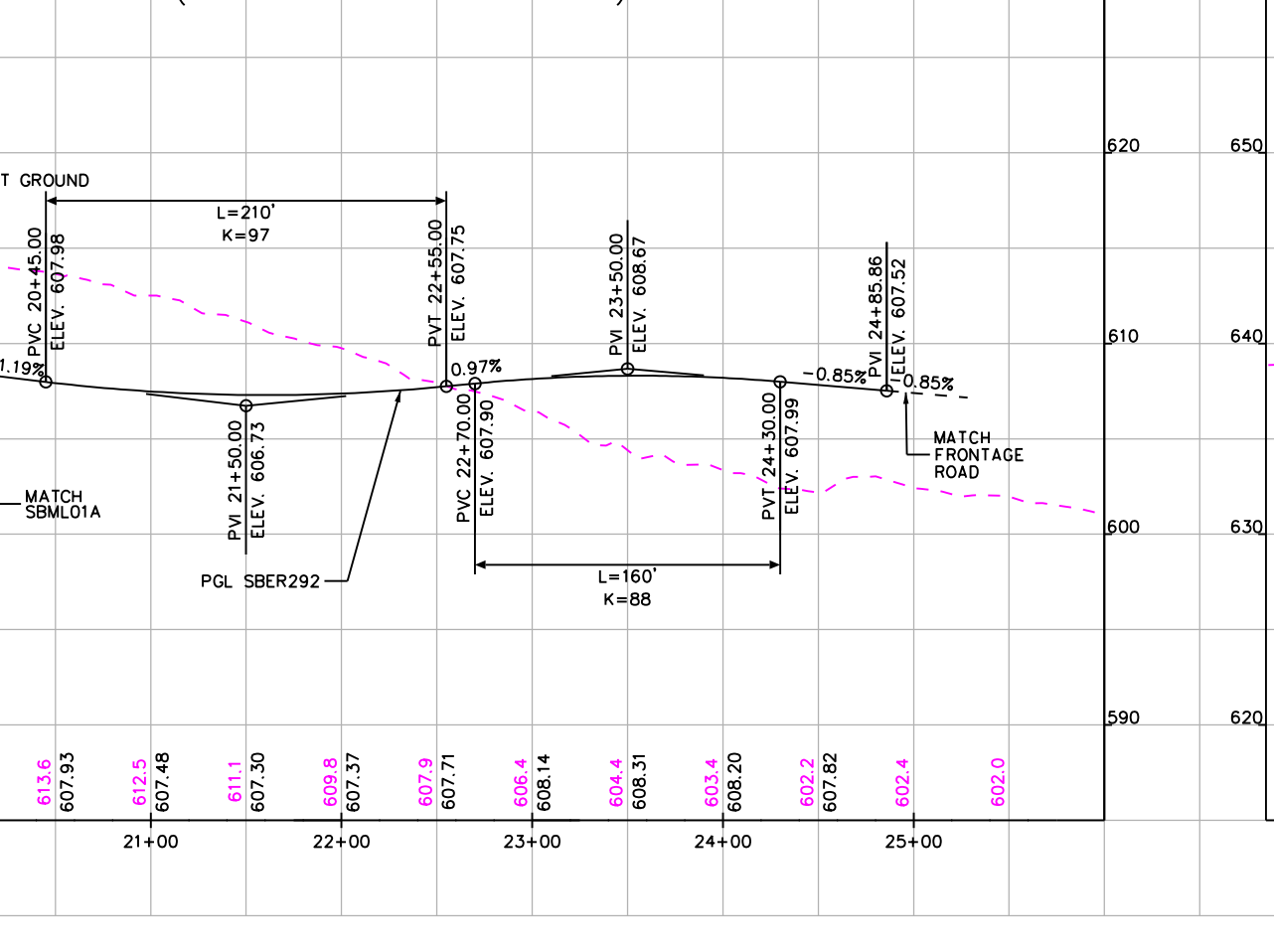

SBXREAG (DESIGN SPEED: 50 MPH)
PGL SBXREAG
L=75'
K=105
MATCH FRONTAGE ROAD
EXIST GROUND
0.57%
MATCH SBML01A

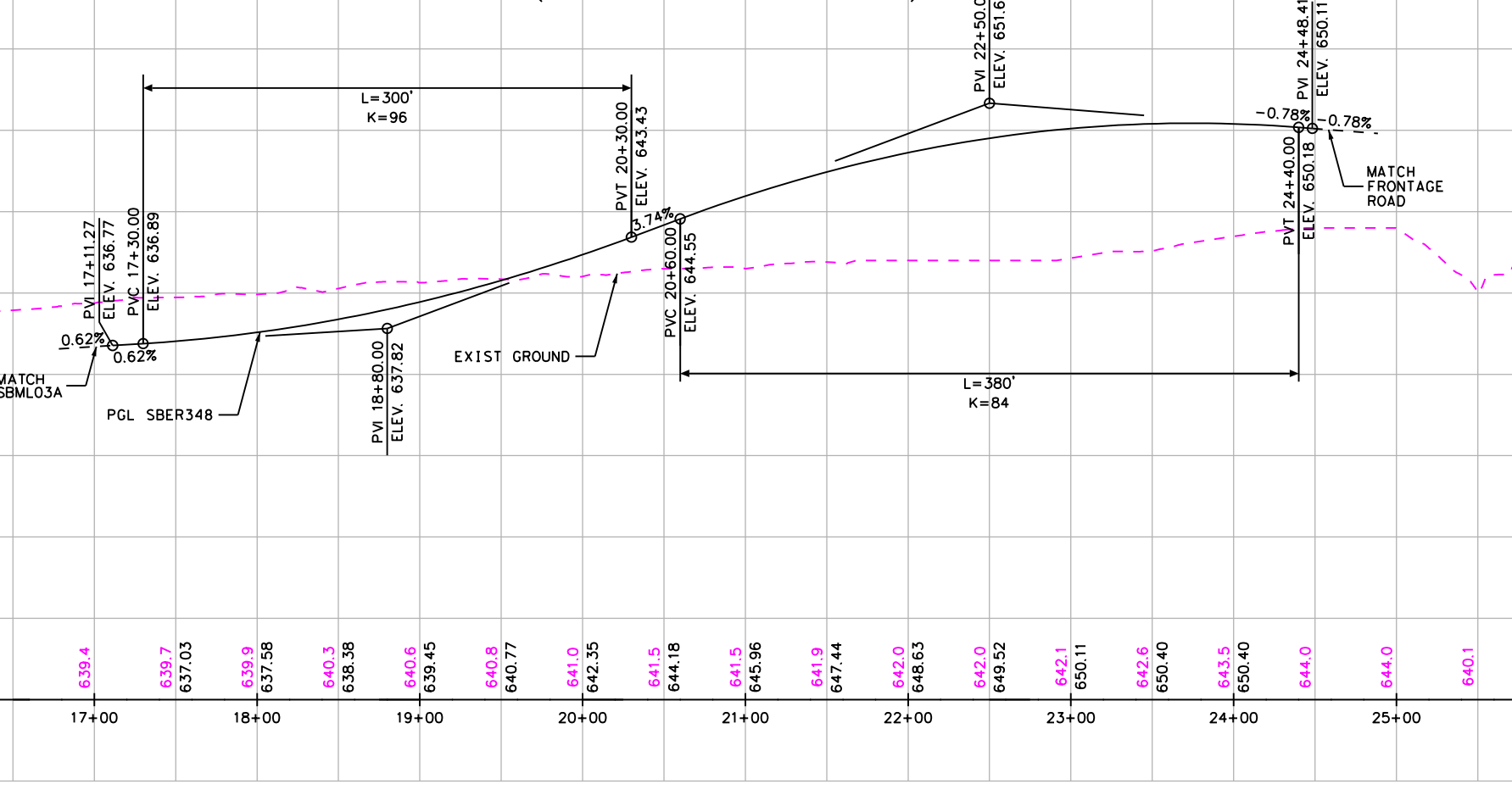

SBER114 (DESIGN SPEED: 50 MPH)
L=210'
K=51
MATCH SBML01A
PGL SBER114
EXIST GROUND
L=260'
K=89
MATCH FRONTAGE ROAD

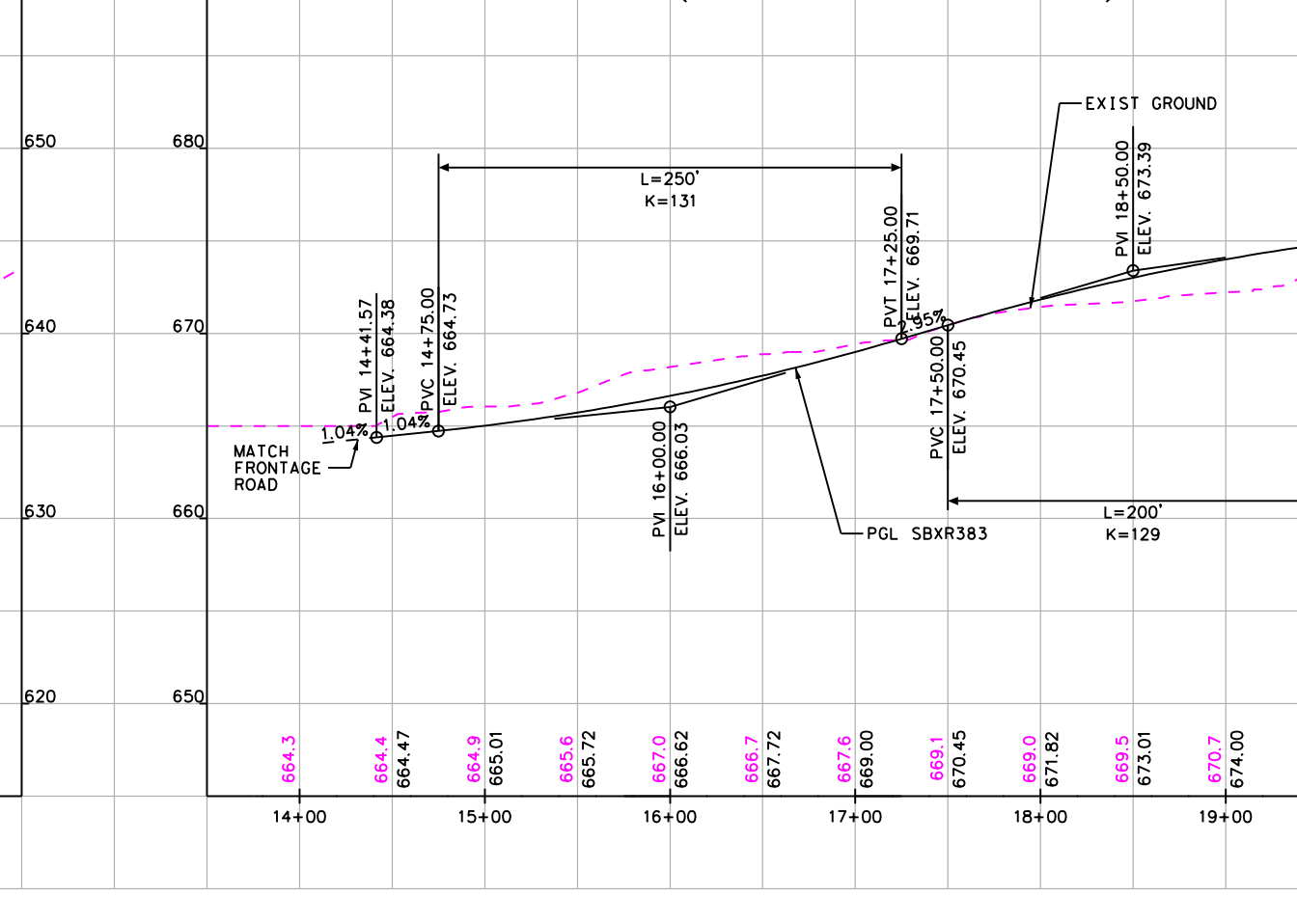

SBXRLIT (DESIGN SPEED: 50 MPH)
L=390'
K=117
PGL SBXRLIT
3.89%
MATCH FRONTAGE ROAD
EXIST GROUND
L=150'
K=120
MATCH SBML01A

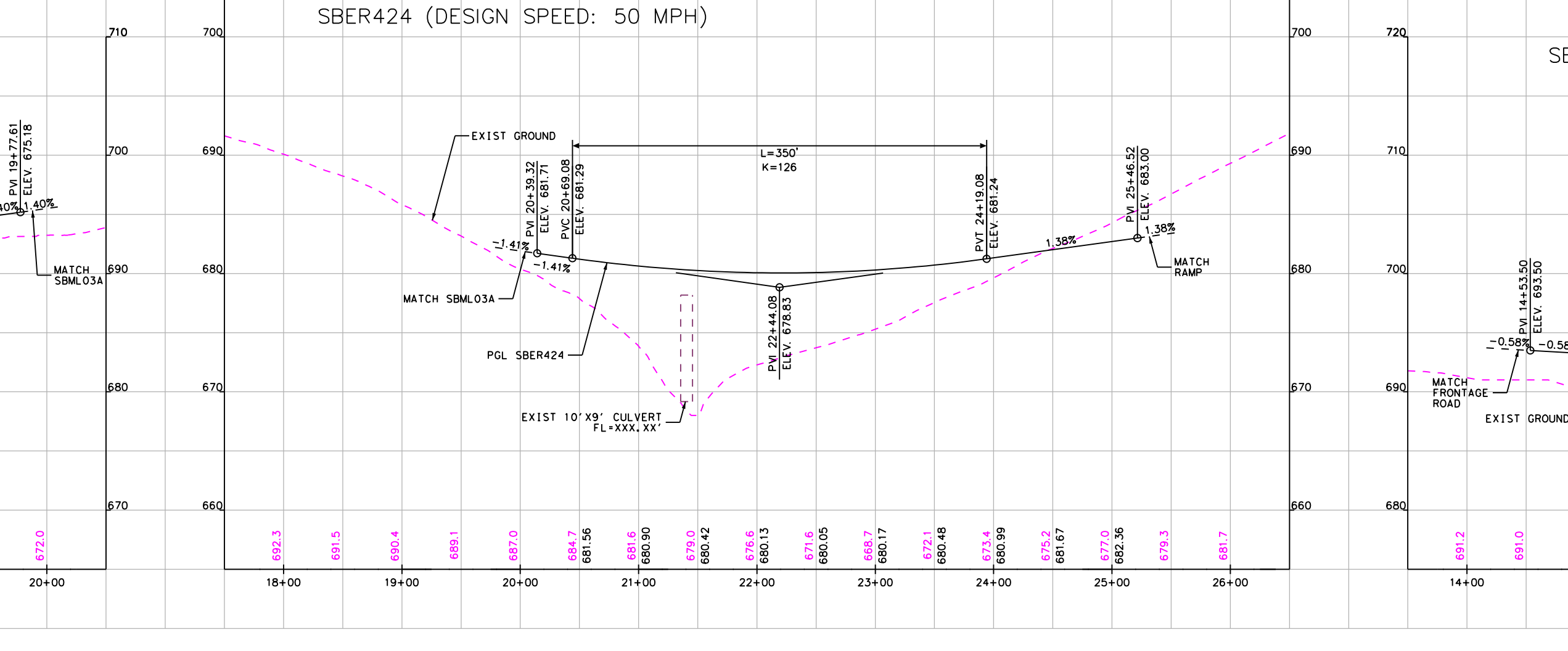

SBERDEW (DESIGN SPEED: 50 MPH)
L=250'
K=126
PGL SBERDEW
MATCH SBML01A
EXIST GROUND
-0.50%
MATCH FRONTAGE ROAD

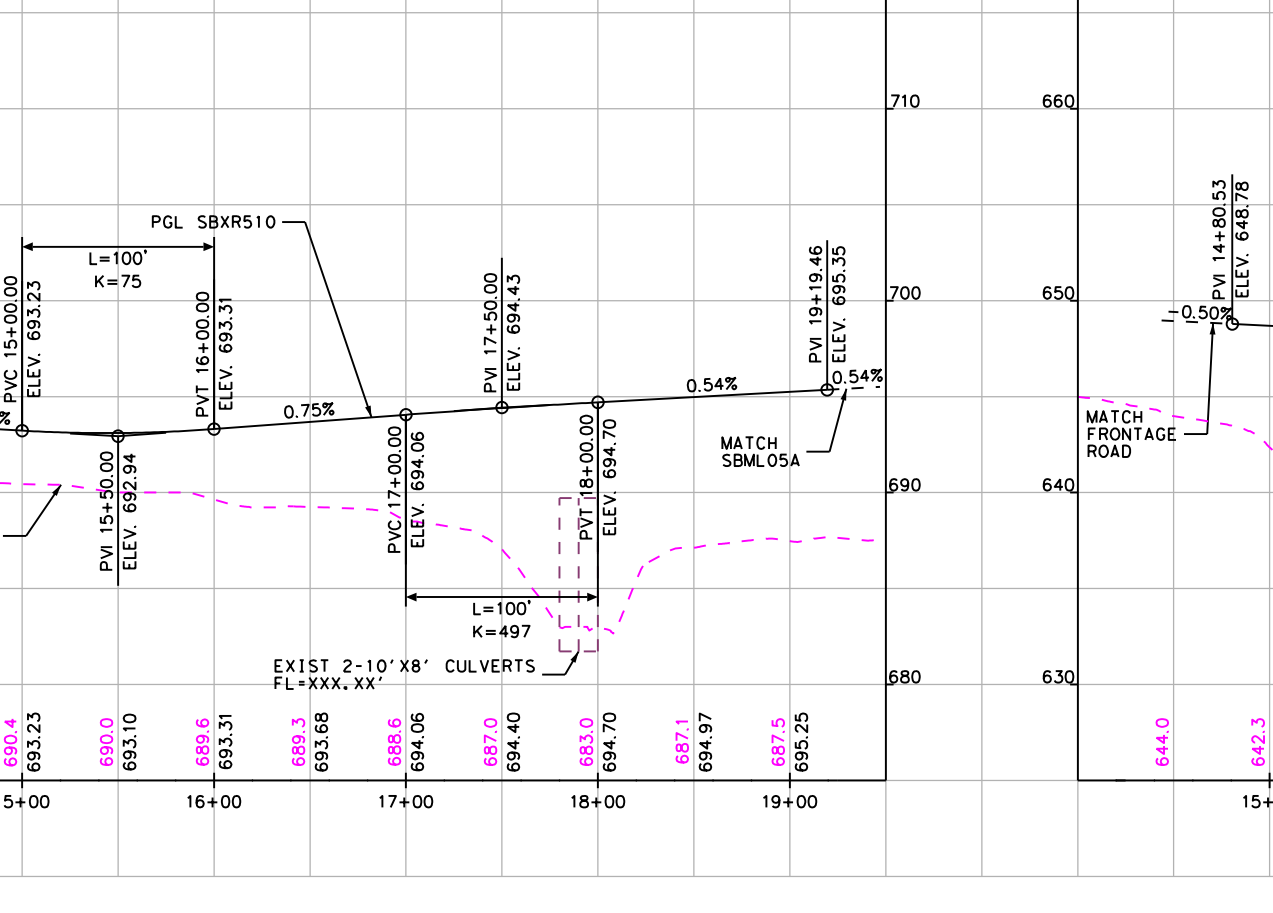

SBXR224 (DESIGN SPEED: 50 MPH)
EXIST GROUND
PGL SBXR224
MATCH FRONTAGE ROAD
L=140'
K=90
-2.06%
L=120'
K=102
EXIST 6'X6' CULVERT
FL=XXX.XX'
-0.88%
MATCH SBML01A

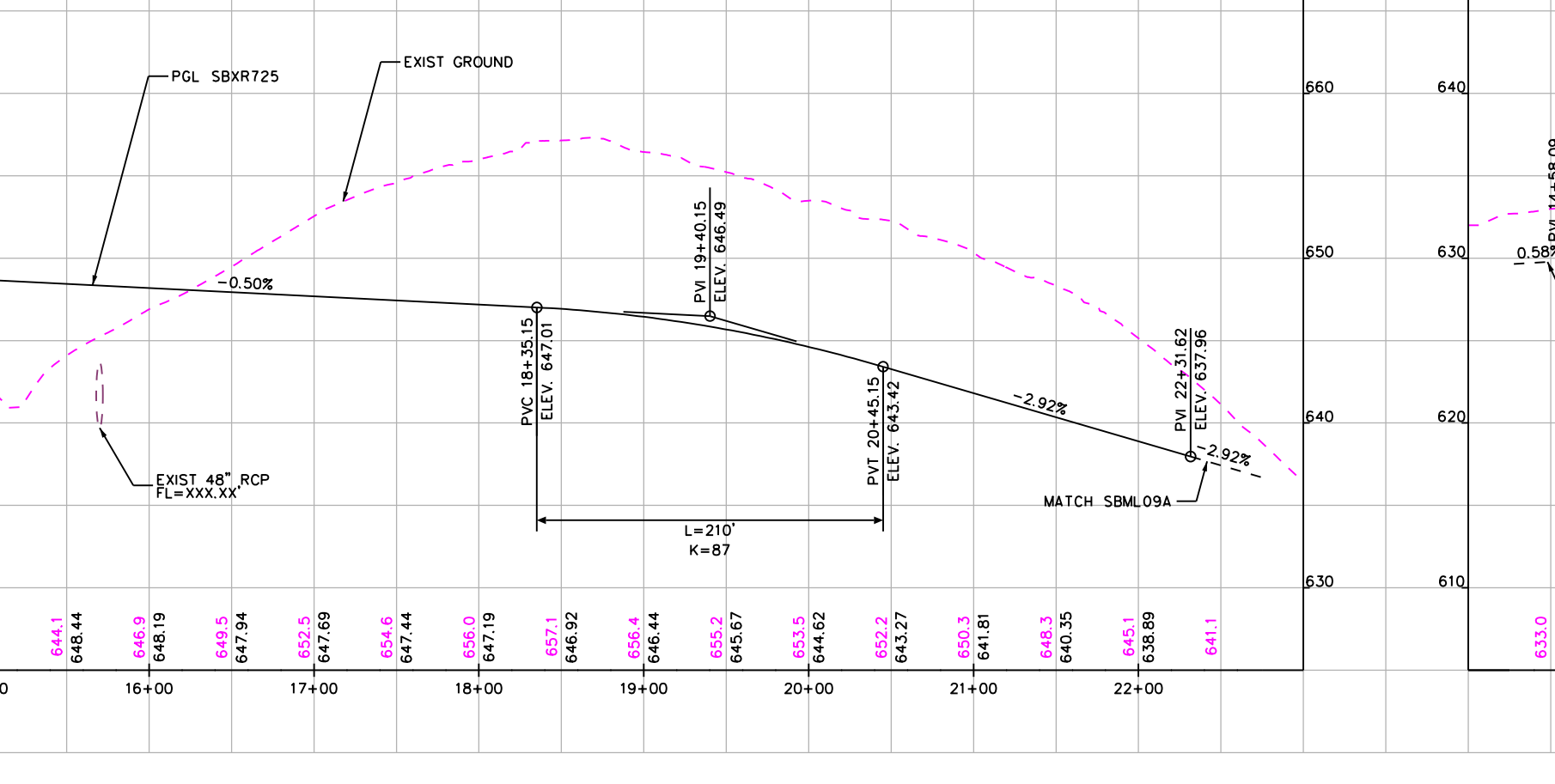

SBER292 (DESIGN SPEED: 50 MPH)
EXIST GROUND
L=210'
K=97
MATCH SBML01A
PGL SBER292
L=160'
K=88
MATCH FRONTAGE ROAD

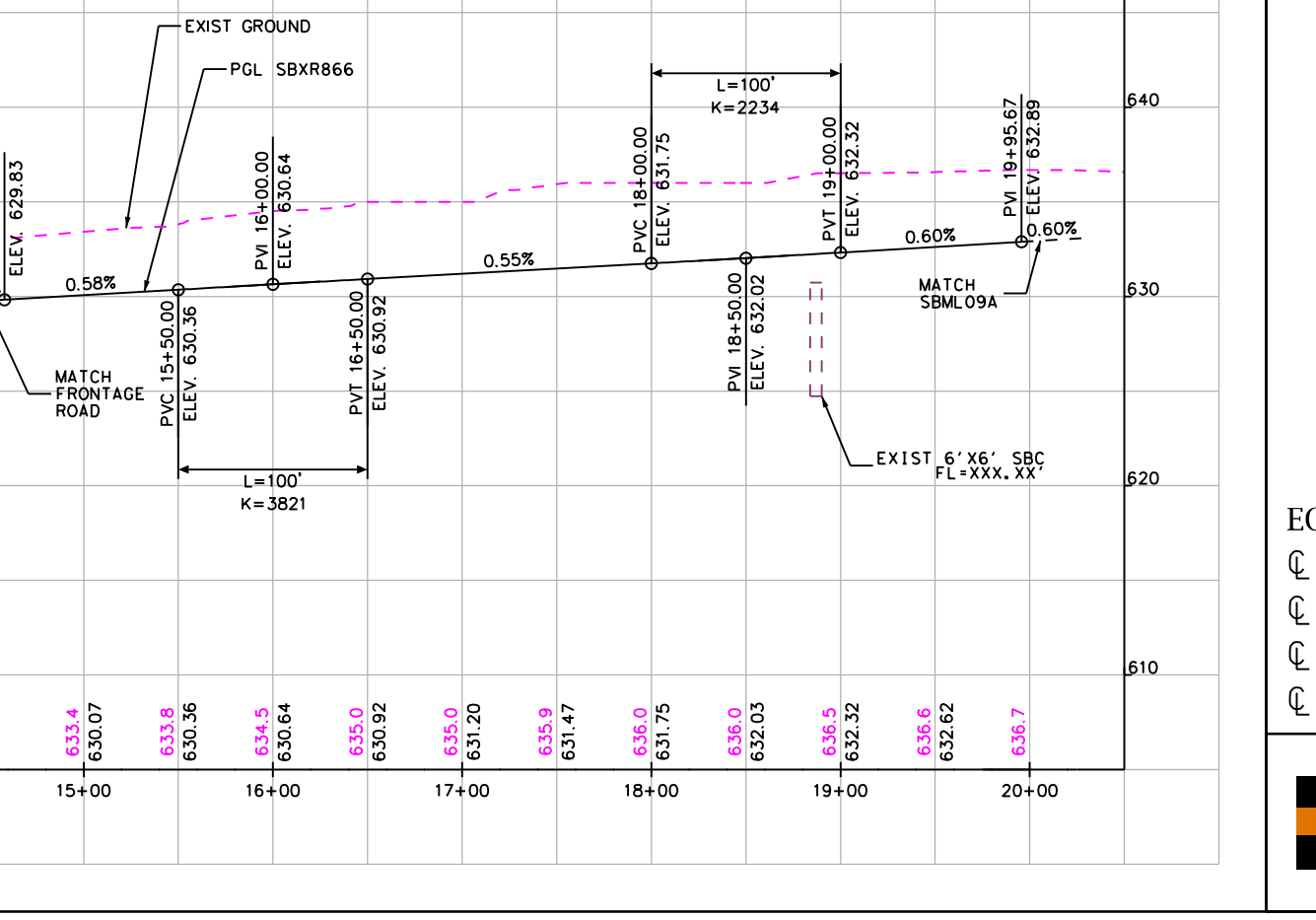

SBER348 (DESIGN SPEED: 50 MPH)
L=300'
K=96
MATCH SBML03A
PGL SBER348
EXIST GROUND
L=360'
K=84
MATCH FRONTAGE ROAD


SBXR383 (DESIGN SPEED: 50 MPH)
EXIST GROUND
L=250'
K=131
MATCH FRONTAGE ROAD
PGL SBXR383
L=200'
K=129
MATCH SBML03A


SBER424 (DESIGN SPEED: 50 MPH)
EXIST GROUND
L=350'
K=126
MATCH SBML03A
PGL SBER424
EXIST 10'X9' CULVERT
FL=XXX.XX'
1.38%
MATCH RAMP


SBXR510 (DESIGN SPEED: 50 MPH)
PGL SBXR510
L=100'
K=75
MATCH FRONTAGE ROAD
EXIST GROUND
0.75%
0.54%
L=100'
K=497
EXIST 2-10'X8' CULVERTS
FL=XXX.XX'
MATCH SBML05A


SBXR725 (DESIGN SPEED: 50 MPH)
PGL SBXR725
EXIST GROUND
MATCH FRONTAGE ROAD
-0.50%
EXIST 48" RCP
FL=XXX.XX'
L=210'
K=87
-2.92%
MATCH SBML09A


SBXR866 (DESIGN SPEED: 50 MPH)
EXIST GROUND
PGL SBXR866
L=100'
K=2234
MATCH FRONTAGE ROAD
0.58%
0.55%
0.60%
L=100'
K=3821
EXIST 6'X6' SBC
FL=XXX.XX'
MATCH SBML09A

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ROADWAY TYPE / DESIGN SPEED
MAINLANES 70 MPH
MANAGED LANE RAMPS 70 MPH
RAMPS 50 MPH
FRONTAGE ROADS 45 MPH
CROSS STREETS (MINIMUM) 30 MPH
HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES
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℄ IH 35W STA. 870+73.58 (BK) =
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SERIAL NO. 101321
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SCALE: VERTICAL 1"=100'
ROLL 28 OF 30
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
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Texas Department of Transportation
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RAMPS	50 MPH
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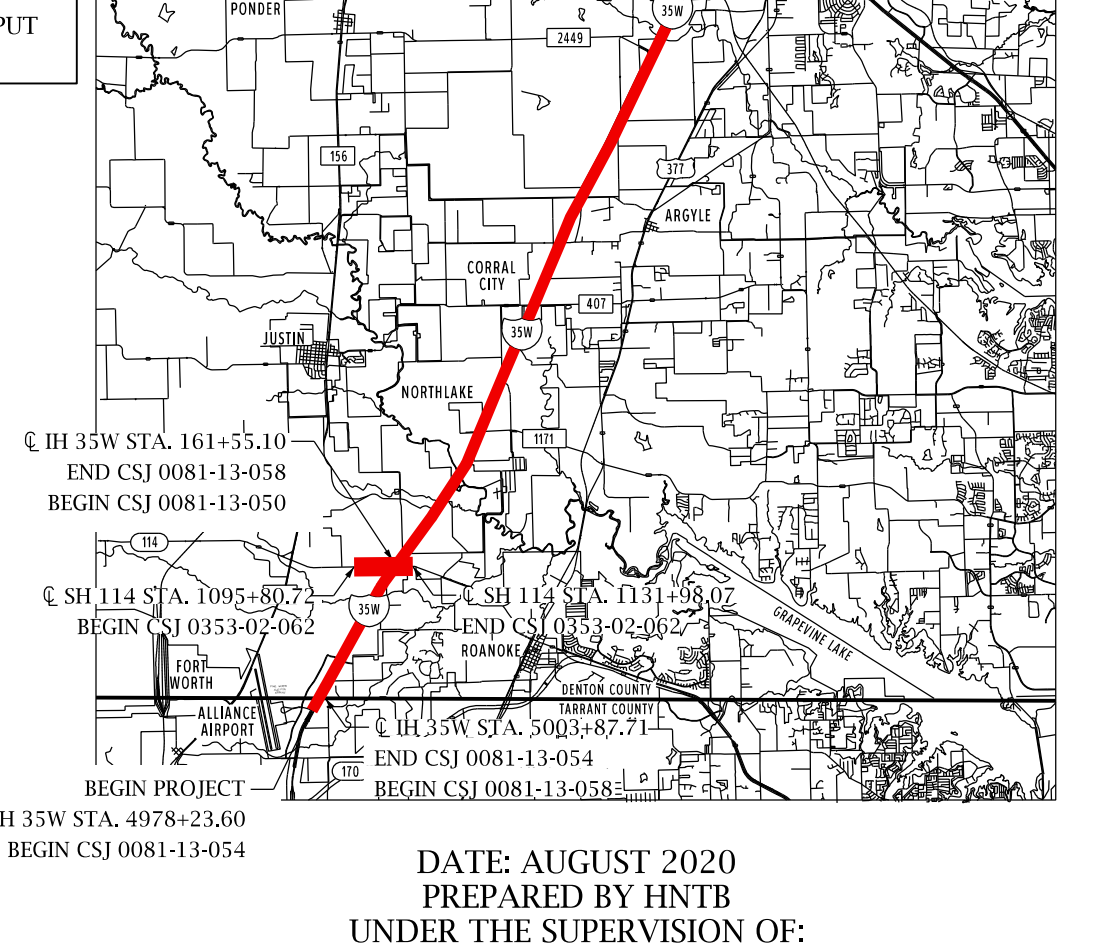
END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+80.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
PONDER
ARGYLE
NORTHLAKE
JUSTIN
ROANOKE
FORT WORTH
ALLIANCE AIRPORT
NOT TO SCALE

DATE APPROVED

DATE SUBMITTED

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UNDER THE SUPERVISION OF:
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℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

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SCALE: VERTICAL 1"=100'
ROLL 29 OF 30

HNTB
HNTB Corporation
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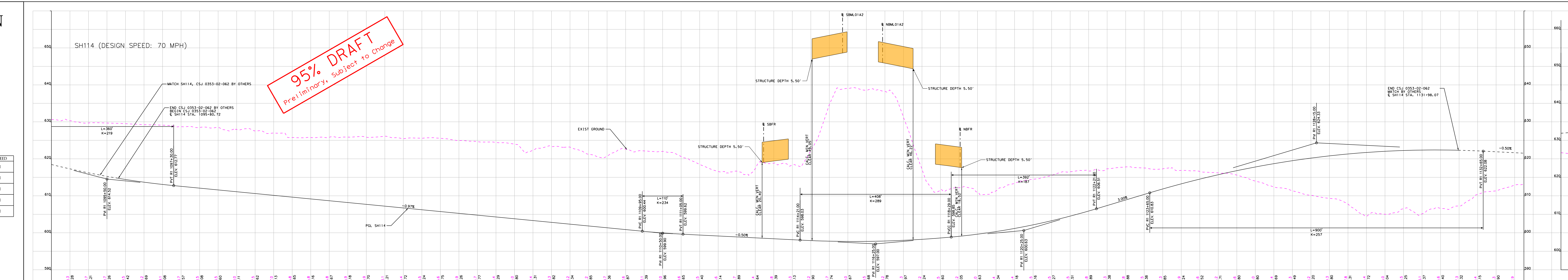
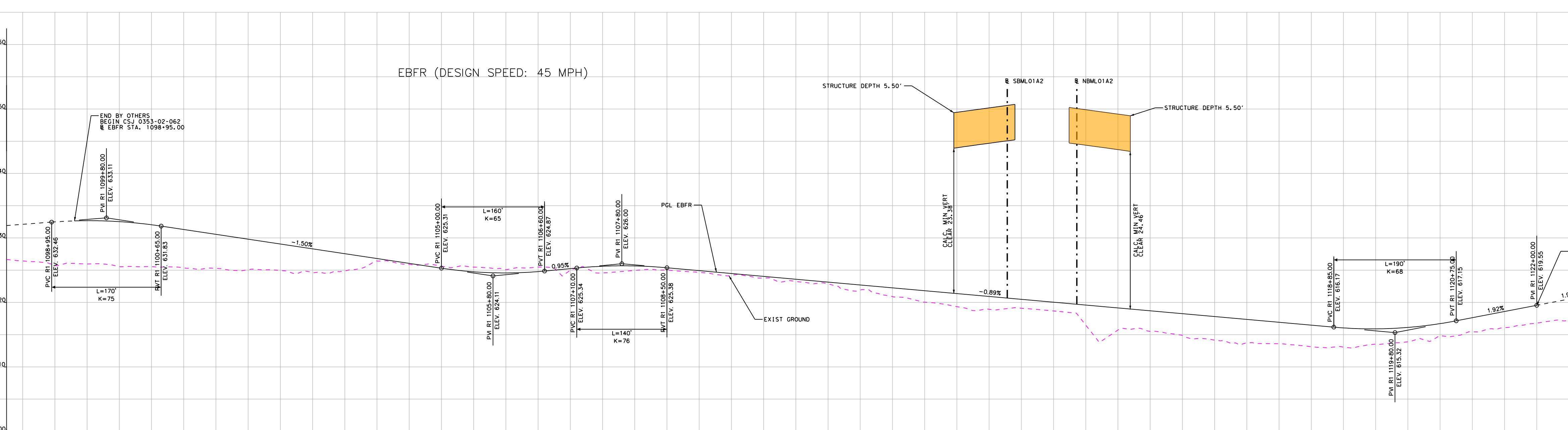
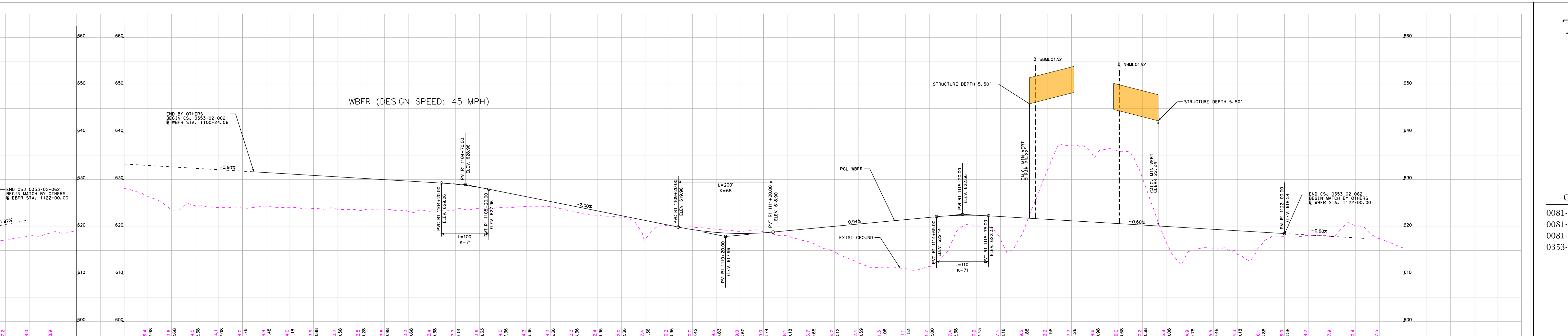
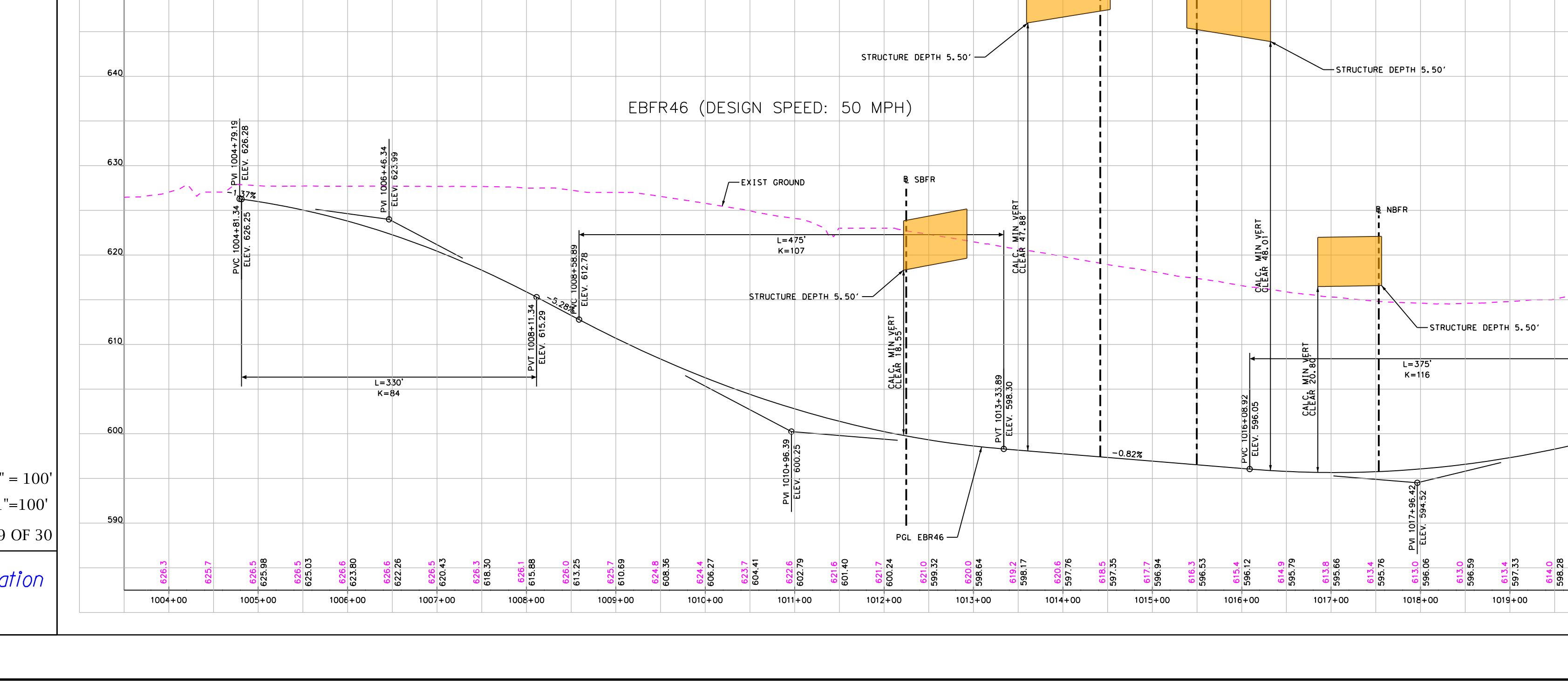
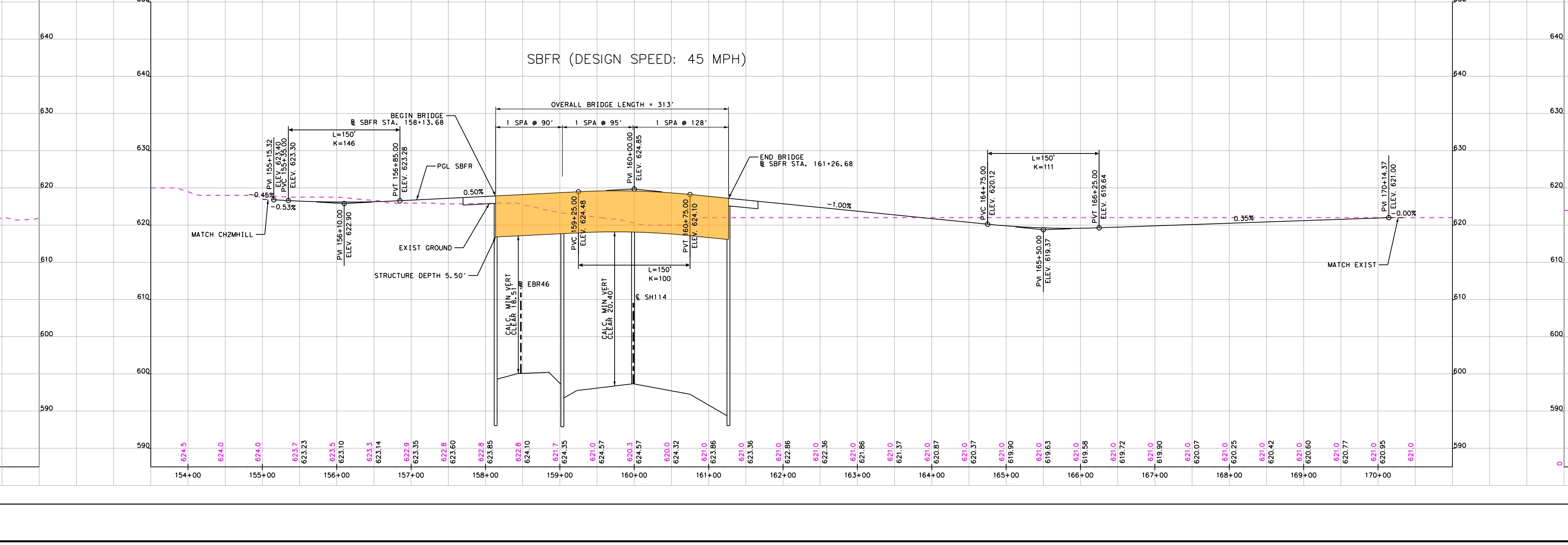
8/31/2020

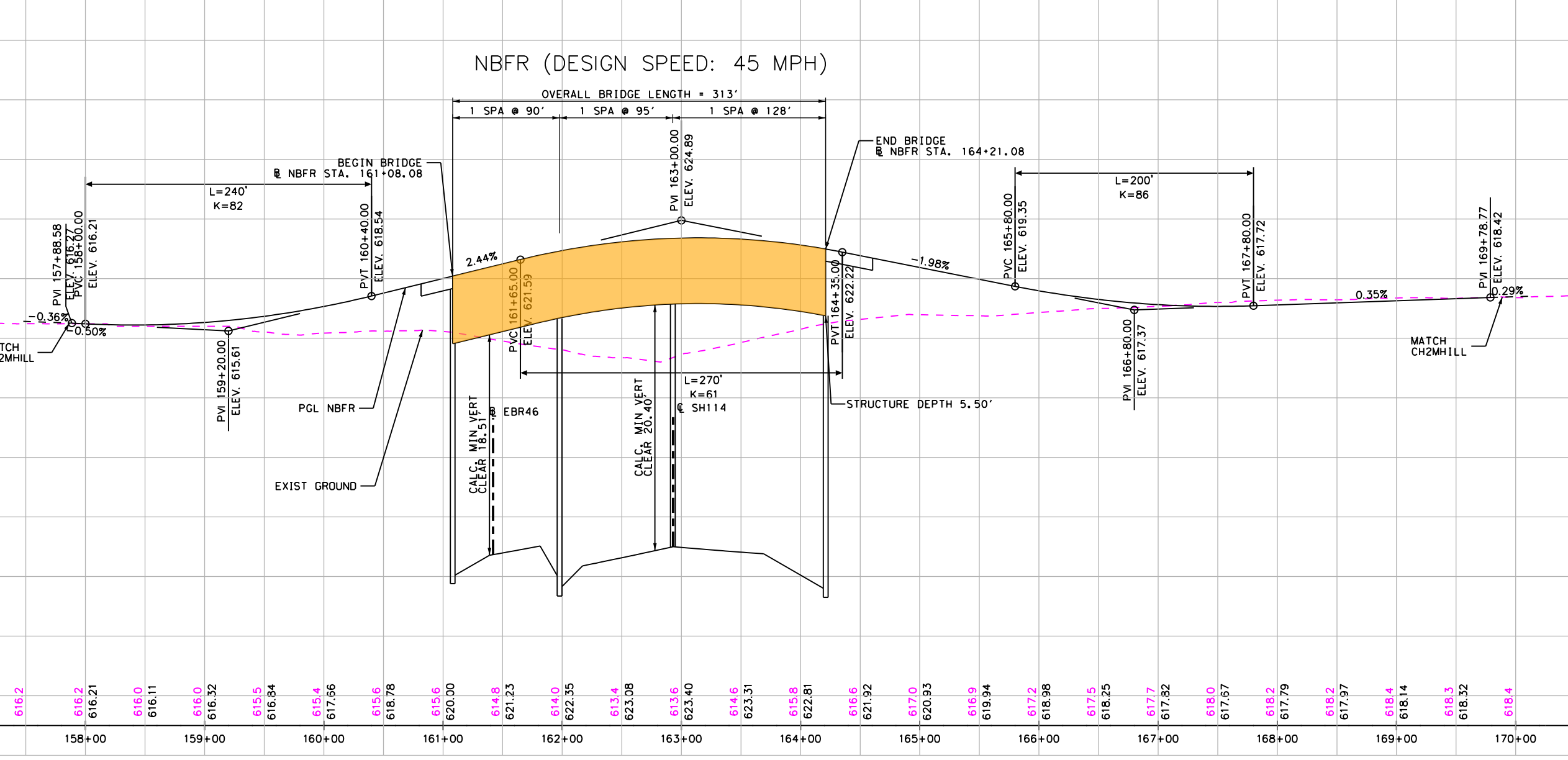

SH114 (DESIGN SPEED: 70 MPH)
MATCH SH114, CSJ 0353-02-062 BY OTHERS
END CSJ 0353-02-062 BY OTHERS
BEGIN CSJ 0353-02-062
℄ SH114 STA. 1095+80.72
EXIST GROUND
PGL SH114
℄ SBML01A2
℄ NBML01A2
℄ SBFR
℄ NBFR
STRUCTURE DEPTH 5.50'
CALC. MIN VERT CLEAR
L=360' K=219
L=110' K=234
L=408' K=289
L=392' K=187
L=900' K=257
-0.97%
-0.50%
3.00%
-0.50%
END CSJ 0353-02-062
MATCH BY OTHERS
℄ SH114 STA. 1131+98.07

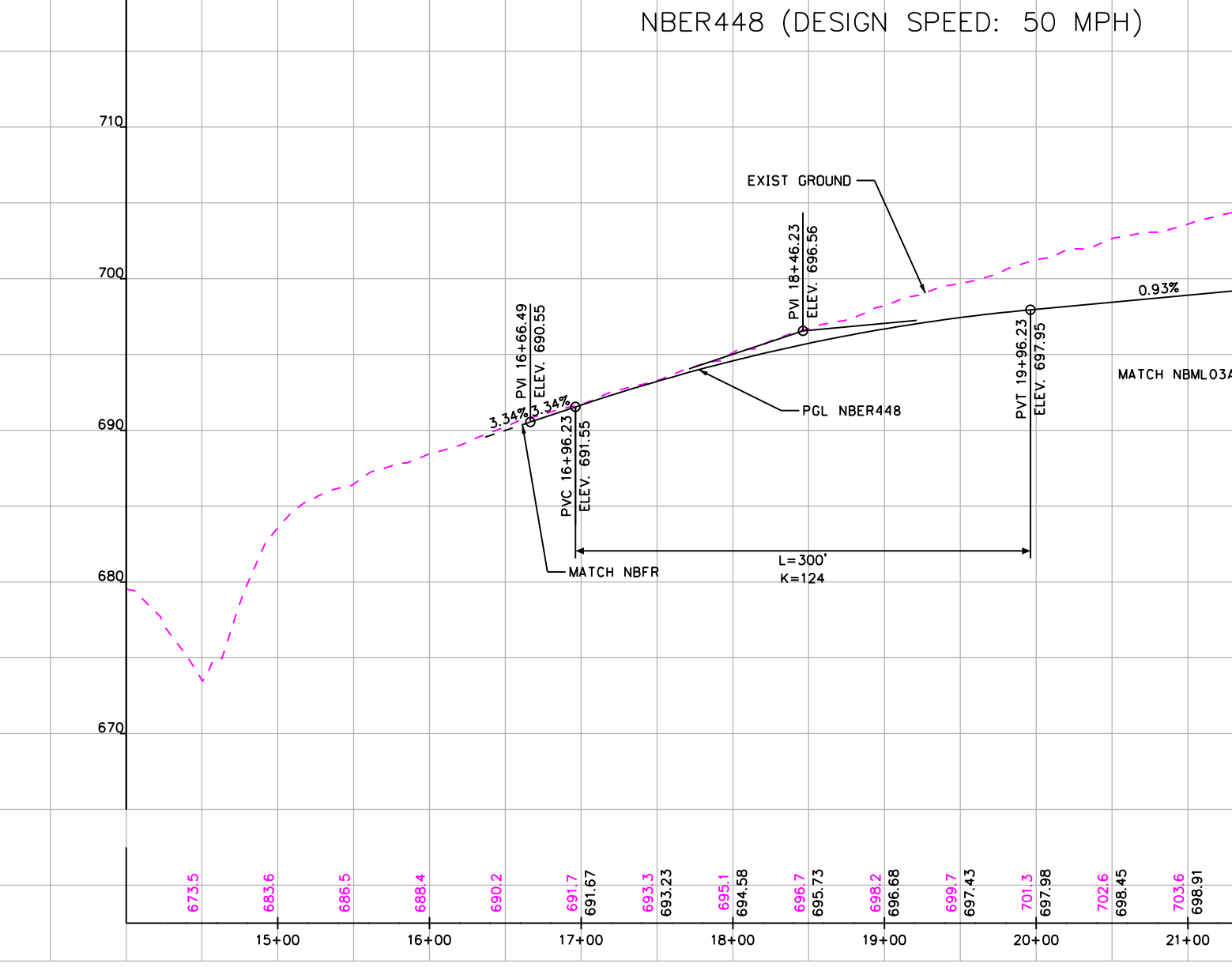

EBFR (DESIGN SPEED: 45 MPH)
END BY OTHERS
BEGIN CSJ 0353-02-062
℄ EBFR STA. 1098+95.00
PGL EBFR
EXIST GROUND
℄ SBML01A2
℄ NBML01A2
STRUCTURE DEPTH 5.50'
CALC. MIN VERT CLEAR
L=170' K=75
L=160' K=65
L=140' K=76
L=190' K=68
-1.50%
-0.89%
1.92%
END CSJ 0353-02-062
BEGIN MATCH BY OTHERS
℄ EBFR STA. 1122+00.00

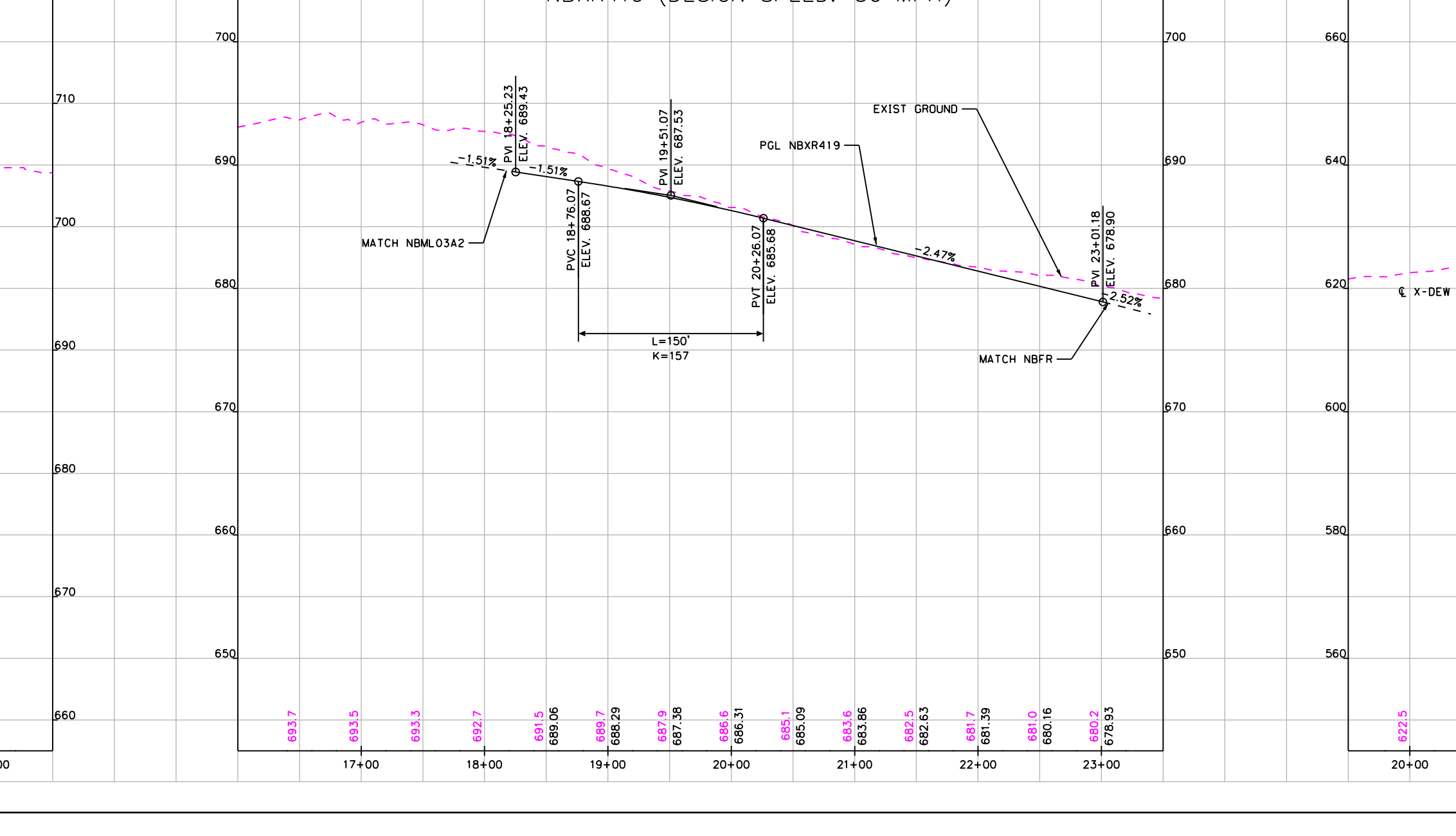

WBFR (DESIGN SPEED: 45 MPH)
END BY OTHERS
BEGIN CSJ 0353-02-062
℄ WBFR STA. 1100+24.06
PGL WBFR
EXIST GROUND
℄ SBML01A2
℄ NBML01A2
STRUCTURE DEPTH 5.50'
CALC. MIN VERT CLEAR
L=100' K=71
L=200' K=68
L=110' K=71
-0.60%
-2.00%
0.94%
-0.60%
END CSJ 0353-02-062
BEGIN MATCH BY OTHERS
℄ WBFR STA. 1122+00.00

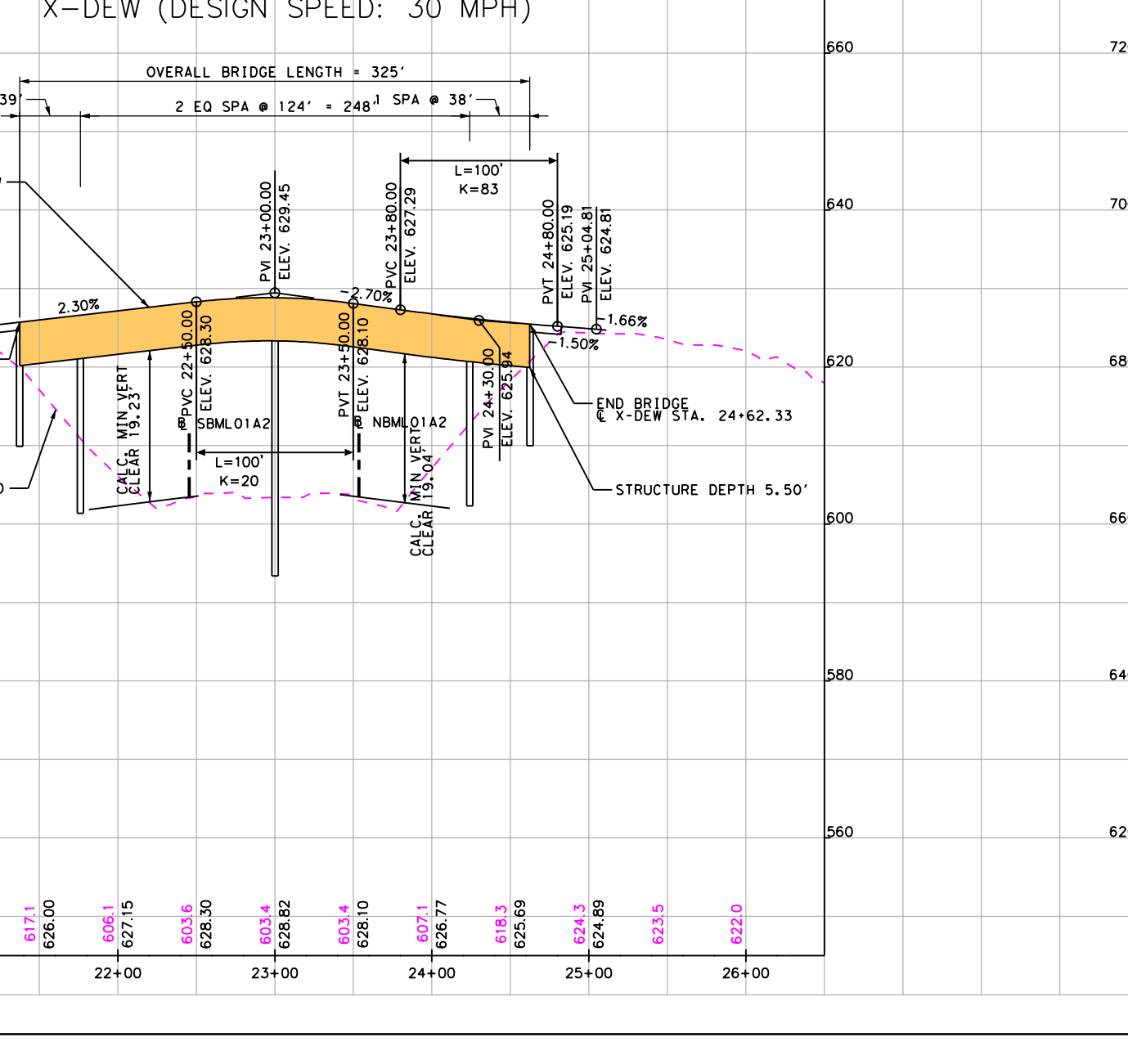

EBFR46 (DESIGN SPEED: 50 MPH)
EXIST GROUND
℄ SBML01A2
℄ NBML01A2
℄ SBFR
℄ NBFR
STRUCTURE DEPTH 5.50'
PGL EBR46
L=330' K=84
L=475' K=107
L=375' K=116
-0.82%
2.42%

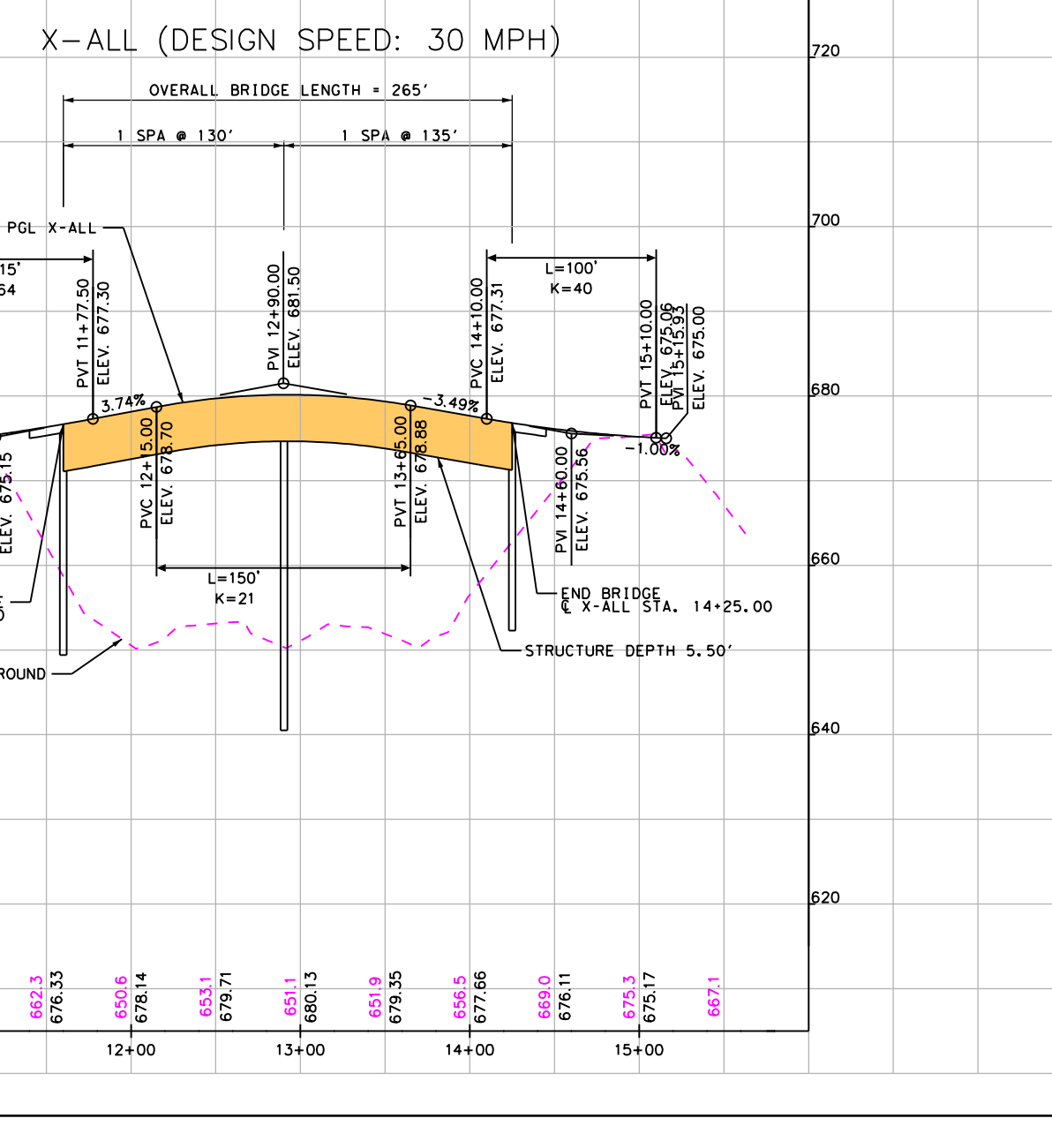

SBFR (DESIGN SPEED: 45 MPH)
OVERALL BRIDGE LENGTH = 313'
1 SPA @ 90'
1 SPA @ 95'
1 SPA @ 128'
BEGIN BRIDGE
℄ SBFR STA. 158+13.68
END BRIDGE
℄ SBFR STA. 161+26.68
PGL SBFR
EXIST GROUND
MATCH CH2MHILL
MATCH EXIST
STRUCTURE DEPTH 5.50'
℄ EBR46
℄ SH114
L=150' K=146
L=150' K=100
L=150' K=111
-1.00%
0.35%


NBFR (DESIGN SPEED: 45 MPH)
OVERALL BRIDGE LENGTH = 313'
1 SPA @ 90'
1 SPA @ 95'
1 SPA @ 128'
BEGIN BRIDGE
℄ NBFR STA. 161+08.08
END BRIDGE
℄ NBFR STA. 164+21.08
PGL NBFR
EXIST GROUND
MATCH CH2MHILL
STRUCTURE DEPTH 5.50'
℄ EBR46
℄ SH114
L=240' K=82
L=270' K=61
L=200' K=86
2.44%
-1.98%
0.35%

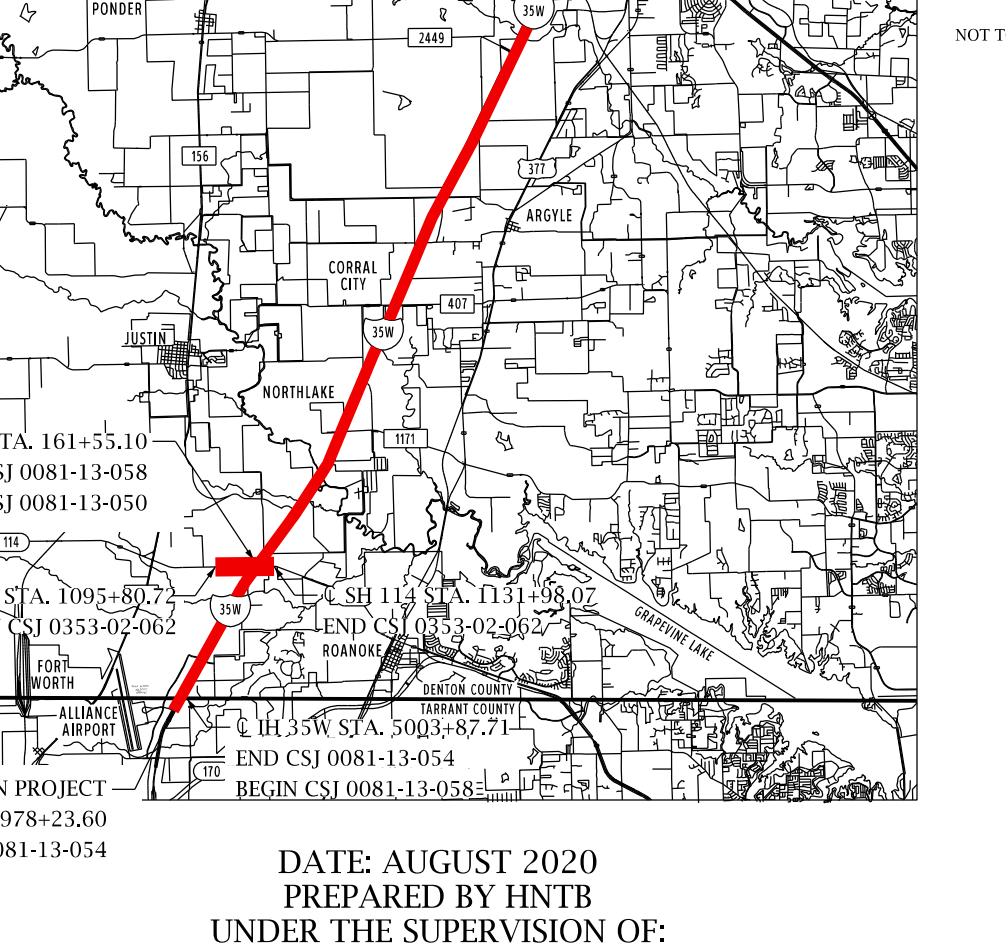

NBER448 (DESIGN SPEED: 50 MPH)
EXIST GROUND
PGL NBER448
MATCH NBFR
MATCH NBML0342
L=300' K=124
0.93%


NBXR419 (DESIGN SPEED: 50 MPH)
EXIST GROUND
PGL NBXR419
MATCH NBML0342
MATCH NBFR
L=150' K=157
-1.51%
-2.47%


X-DEW (DESIGN SPEED: 30 MPH)
OVERALL BRIDGE LENGTH = 325'
1 SPA @ 39'
2 EQ SPA @ 124' = 248'
1 SPA @ 38'
BEGIN BRIDGE
℄ X-DEW STA. 21+37.45
END BRIDGE
℄ X-DEW STA. 24+62.33
PGL X-DEW
EXIST GROUND
℄ SBML01A2
℄ NBML01A2
STRUCTURE DEPTH 5.50'
L=100' K=20
L=100' K=83
2.30%
-1.66%


X-ALL (DESIGN SPEED: 30 MPH)
OVERALL BRIDGE LENGTH = 265'
1 SPA @ 130'
1 SPA @ 135'
BEGIN BRIDGE
℄ X-ALL STA. 11+60.00
END BRIDGE
℄ X-ALL STA. 14+25.00
PGL X-ALL
EXIST GROUND
STRUCTURE DEPTH 5.50'
L=115' K=64
L=150' K=21
L=100' K=40
3.74%
-3.49%

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC
IH 35W - MAINLANE PROJECT
DENTON COUNTY
IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E
CSJ / CSJ LIMITS
0081-13-054 FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058 FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050 FROM SH 114 TO SOUTH OF IH 35E
0353-02-062 IH 35W/SH 114 INTERCHANGE IMPROVEMENTS
ROADWAY TYPE / DESIGN SPEED
MAINLANES 70 MPH
MANAGED LANE RAMPS 70 MPH
RAMPS 50 MPH
FRONTAGE ROADS 45 MPH
CROSS STREETS (MINIMUM) 30 MPH
HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW
NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.


END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+80.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
NOT TO SCALE

DATE APPROVED
DATE SUBMITTED
DATE REVISED
DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.
SERIAL NO. 101321
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 29 OF 30
HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420
Texas Department of Transportation
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8/31/2020

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

Mohamed K. Bur, P.E. - DISTRICT ENGINEER
95% DESIGN SCHEMATIC

IH 35W - MAINLANE PROJECT
DENTON COUNTY

IH 35W: FROM SOUTH OF TARRANT/DENTON COUNTY LINE TO SOUTH OF IH 35E

CSJ	CSJ LIMITS
0081-13-054	FROM TARRANT COUNTY LINE TO EAGLE PKWY
0081-13-058	FROM TARRANT/DENTON COUNTY LINE TO SH 114
0081-13-050	FROM SH 114 TO SOUTH OF IH 35E
0353-02-062	IH 35W/SH 114 INTERCHANGE IMPROVEMENTS

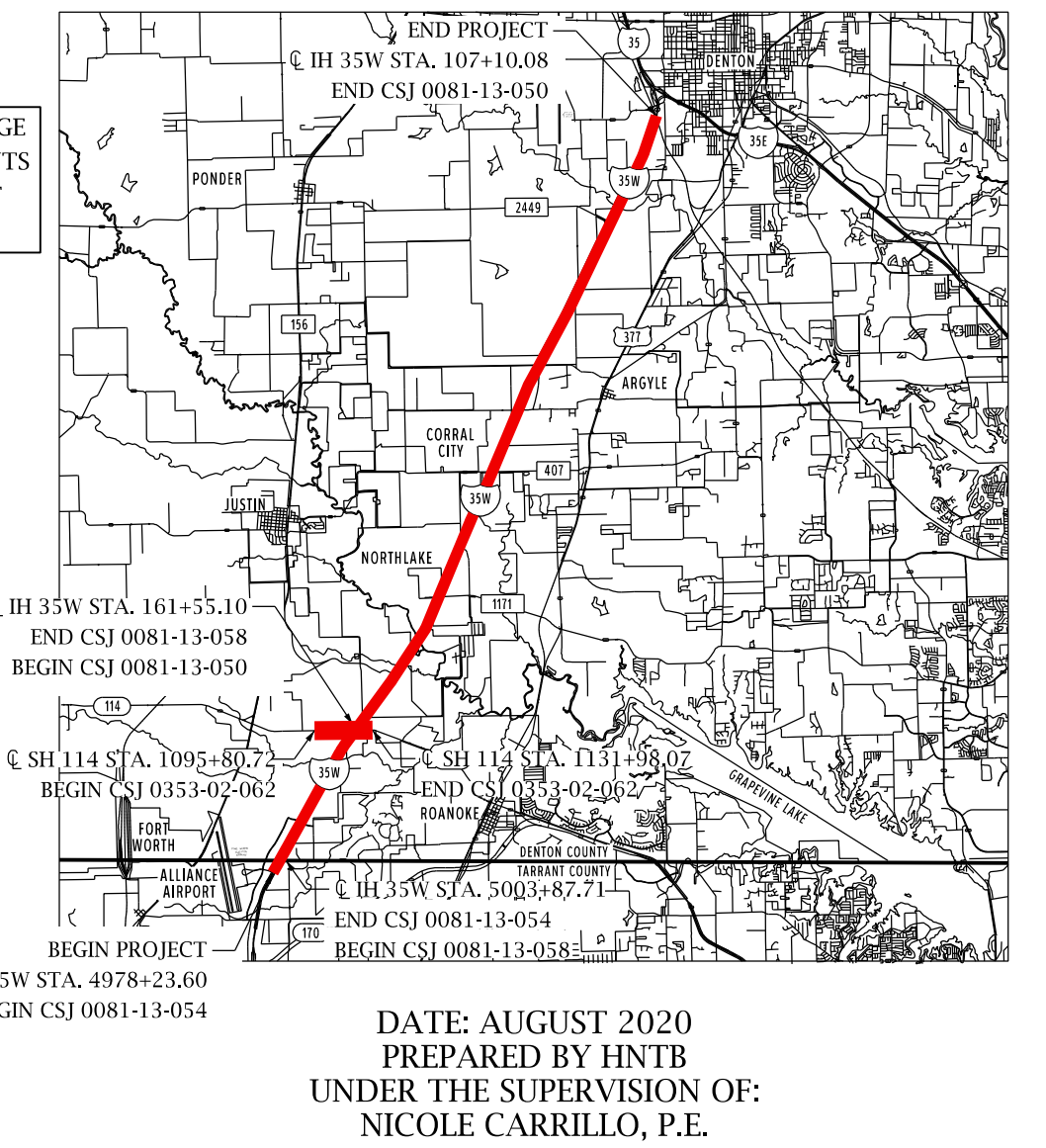
ROADWAY TYPE	DESIGN SPEED
MAINLANES	70 MPH
MANAGED LANE RAMPS	70 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

HIGHWAY CLASSIFICATION: URBAN FREEWAY
PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES

PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

DATE APPROVED ______
DATE SUBMITTED ______
DATE REVISED ______



END PROJECT
℄ IH 35W STA. 107+10.08
END CSJ 0081-13-050
PONDER
ARGYLE
CORRAL CITY
JUSTIN
NORTHLAKE
℄ IH 35W STA. 161+55.10
END CSJ 0081-13-058
BEGIN CSJ 0081-13-050
℄ SH 114 STA. 1095+80.72
BEGIN CSJ 0353-02-062
℄ SH 114 STA. 1131+98.07
END CSJ 0353-02-062
ROANOKE
FORT WORTH
ALLIANCE AIRPORT
℄ IH 35W STA. 5003+87.71
END CSJ 0081-13-054
BEGIN CSJ 0081-13-058
BEGIN PROJECT
℄ IH 35W STA. 4978+23.60
BEGIN CSJ 0081-13-054
N
NOT TO SCALE

DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.

SERIAL NO. 101321

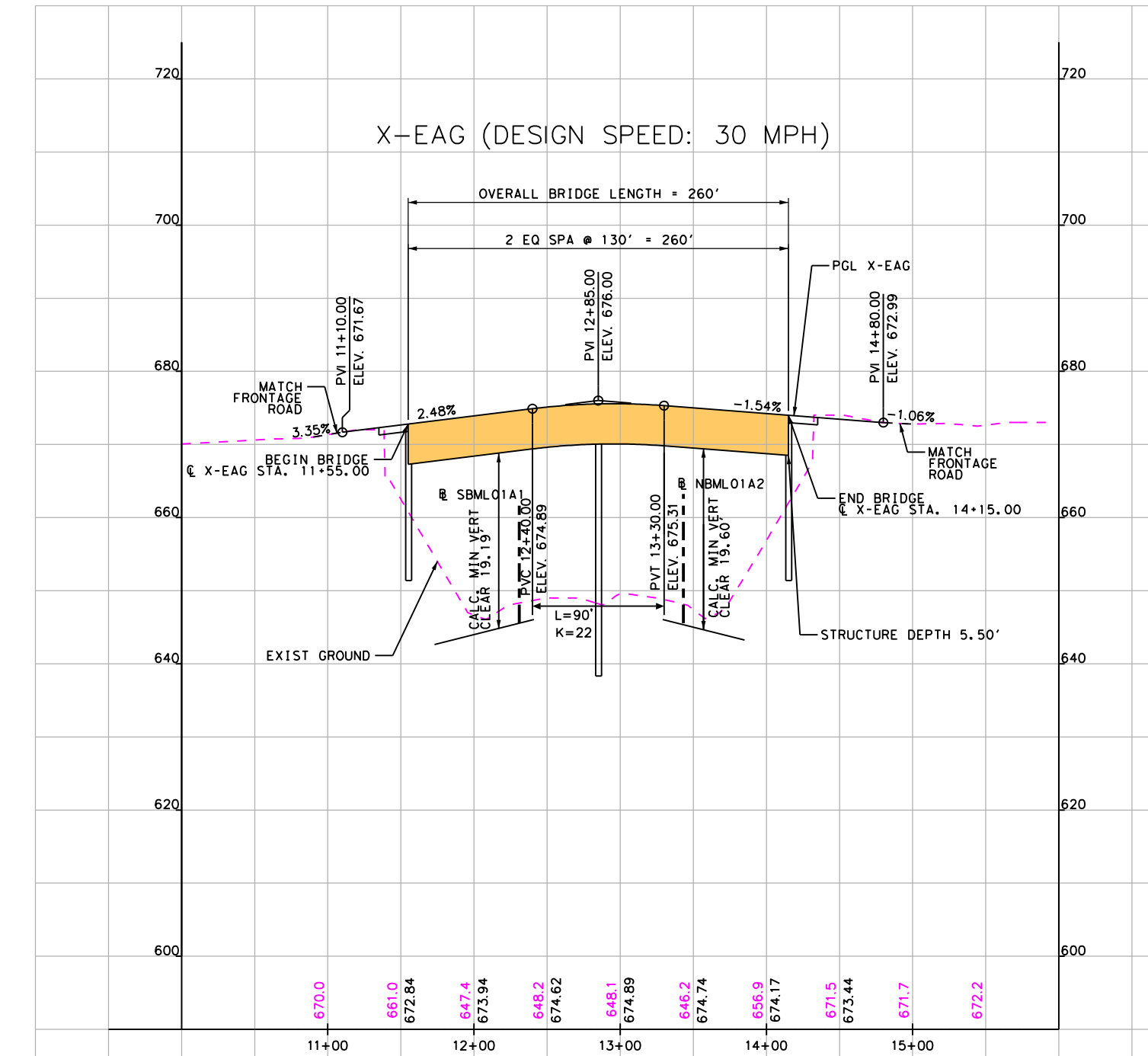
EQUATION:
℄ IH 35W STA. 5046+64.66 (BK) =
℄ IH 35W STA. 46+64.66 (AH)
℄ IH 35W STA. 870+73.58 (BK) =
℄ IH 35W STA. 100+00.00 (AH) (BY OTHERS)

SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 30 OF 30

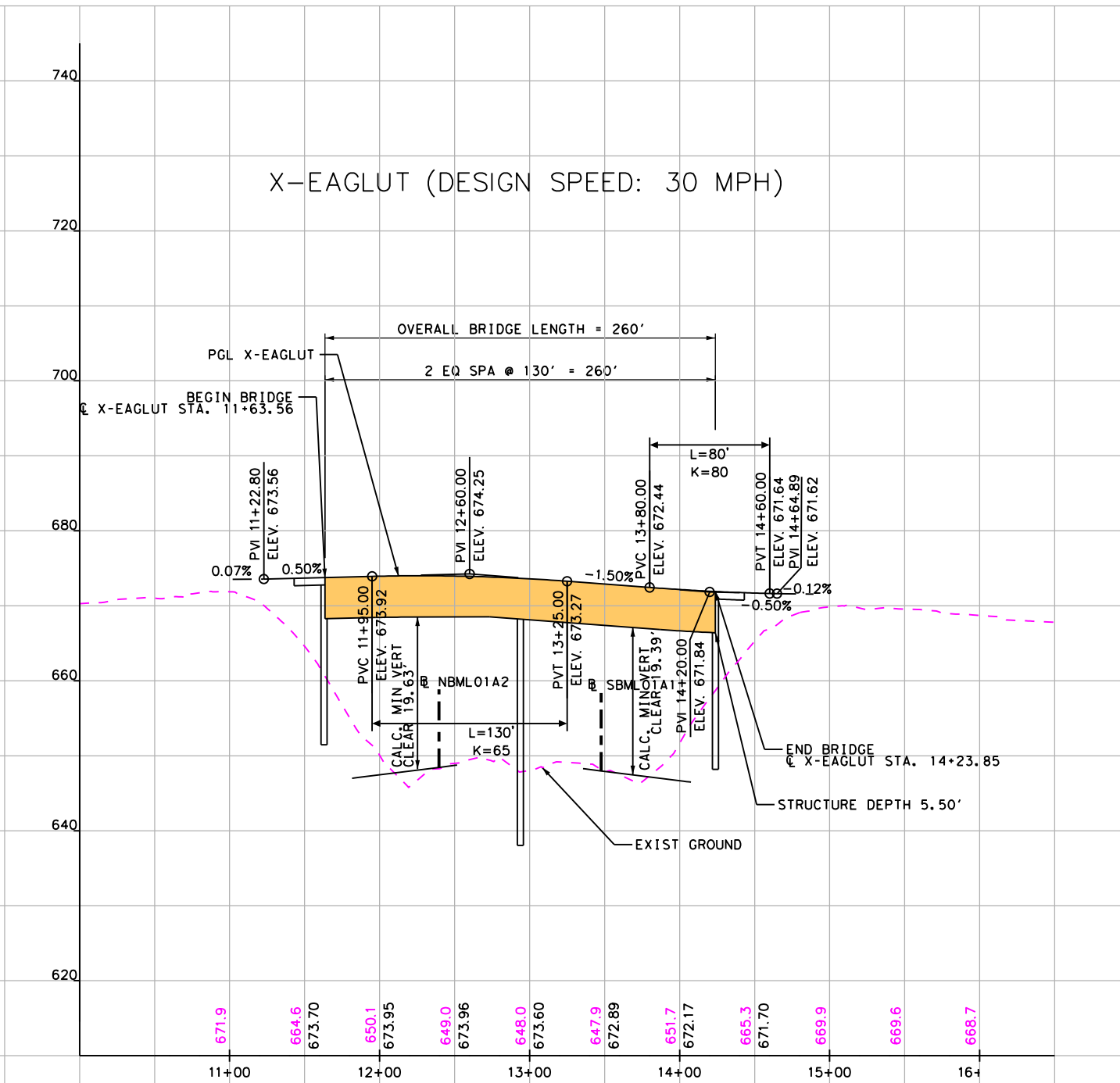
HNTB
HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE Firm Registration No. 420

Texas Department of Transportation

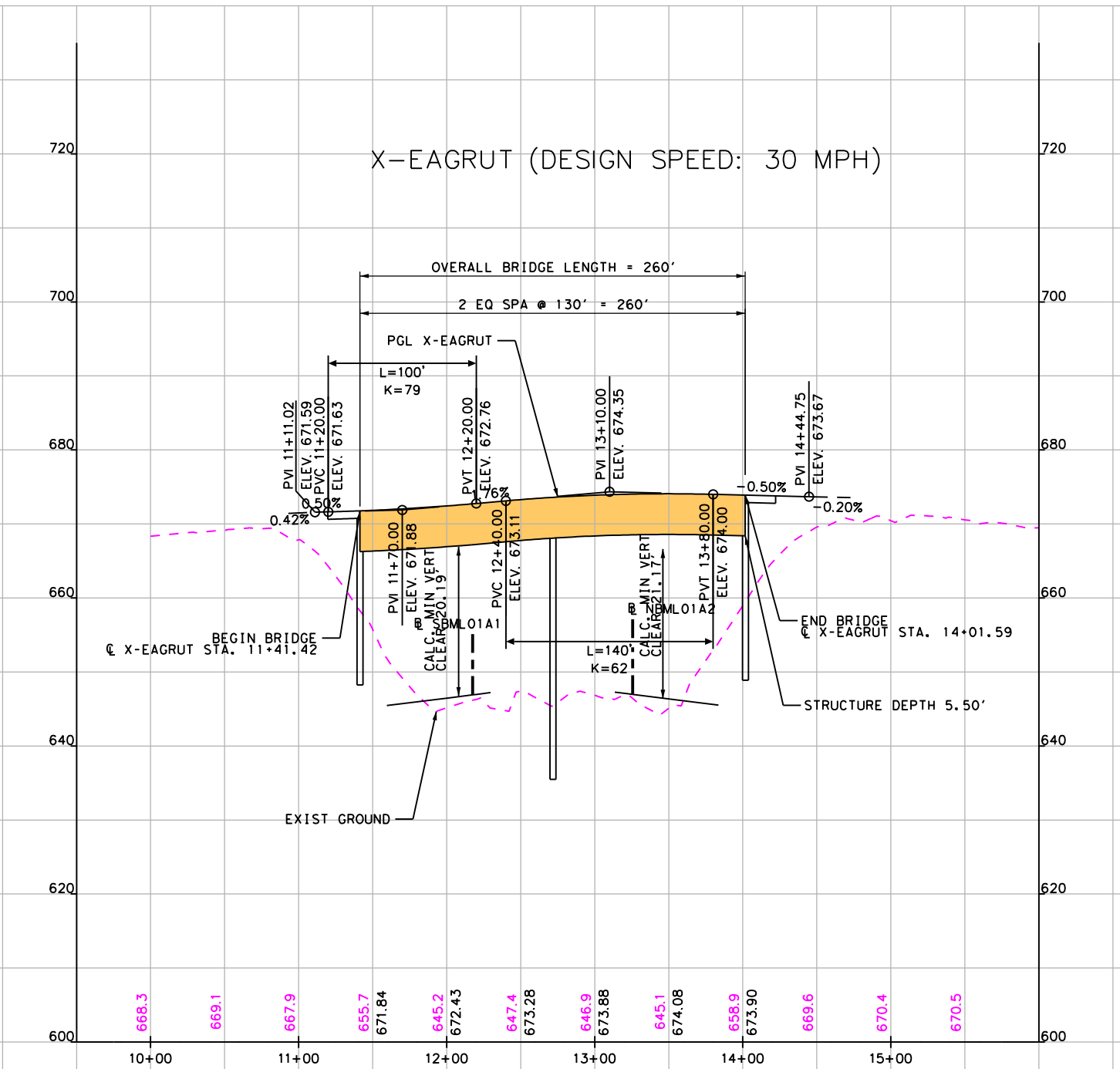
8/31/2020
Design Filename: G:\48680\CAD\Sheets\IH35W-100_SCALE-ROLL30.dgn



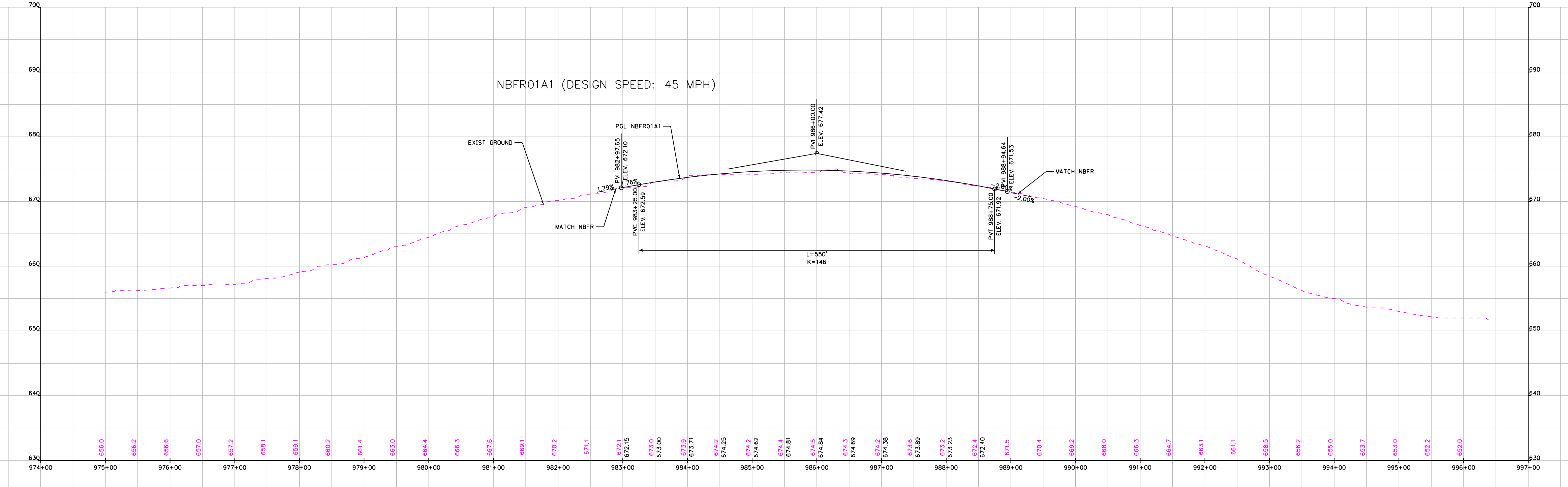
X-EAG (DESIGN SPEED: 30 MPH)
OVERALL BRIDGE LENGTH = 260'
2 EQ SPA @ 130' = 260'
PGL X-EAG
PVI 11+10.00 ELEV. 671.67
PVI 12+85.00 ELEV. 676.00
PVI 14+80.00 ELEV. 672.99
MATCH FRONTAGE ROAD
3.15%
2.48%
-1.54%
-1.06%
BEGIN BRIDGE ℄ X-EAG STA. 11+55.00
END BRIDGE ℄ X-EAG STA. 14+15.00
SBML01A1
NBML01A2
L=90' K=22
EXIST GROUND
STRUCTURE DEPTH 5.50'
11+00
12+00
13+00
14+00
15+00



X-EAGLUT (DESIGN SPEED: 30 MPH)
OVERALL BRIDGE LENGTH = 260'
2 EQ SPA @ 130' = 260'
PGL X-EAGLUT
BEGIN BRIDGE ℄ X-EAGLUT STA. 11+63.56
PVI 11+22.80 ELEV. 673.56
PVI 12+60.00 ELEV. 674.25
PVI 14+40.00 ELEV. 672.44
0.07%
0.50%
-1.50%
-0.12%
L=80' K=80
L=130' K=65
SBML01A1
NBML01A2
END BRIDGE ℄ X-EAGLUT STA. 14+23.85
STRUCTURE DEPTH 5.50'
EXIST GROUND
11+00
12+00
13+00
14+00
15+00
16+



X-EAGRUT (DESIGN SPEED: 30 MPH)
OVERALL BRIDGE LENGTH = 260'
2 EQ SPA @ 130' = 260'
PGL X-EAGRUT
L=100' K=79
PVI 11+11.02
PVI 12+20.00 ELEV. 672.76
PVI 13+10.00 ELEV. 674.35
PVI 14+44.75 ELEV. 673.67
0.42%
0.50%
-0.20%
BEGIN BRIDGE ℄ X-EAGRUT STA. 11+41.42
SBML01A1
NBML01A1
L=140' K=62
END BRIDGE ℄ X-EAGRUT STA. 14+01.59
STRUCTURE DEPTH 5.50'
EXIST GROUND
10+00
11+00
12+00
13+00
14+00
15+00



NBFR01A1 (DESIGN SPEED: 45 MPH)
EXIST GROUND
PGL NBFR01A1
PVI 986+00.00 ELEV. 677.42
MATCH NBFR
PVC 983+25.00 ELEV. 672.90
PVT 988+75.00 ELEV. 671.92
PVI 988+94.64 ELEV. 671.53
-2.00%
L=550' K=146
976+00
977+00
978+00
979+00
980+00
981+00
982+00
983+00
984+00
985+00
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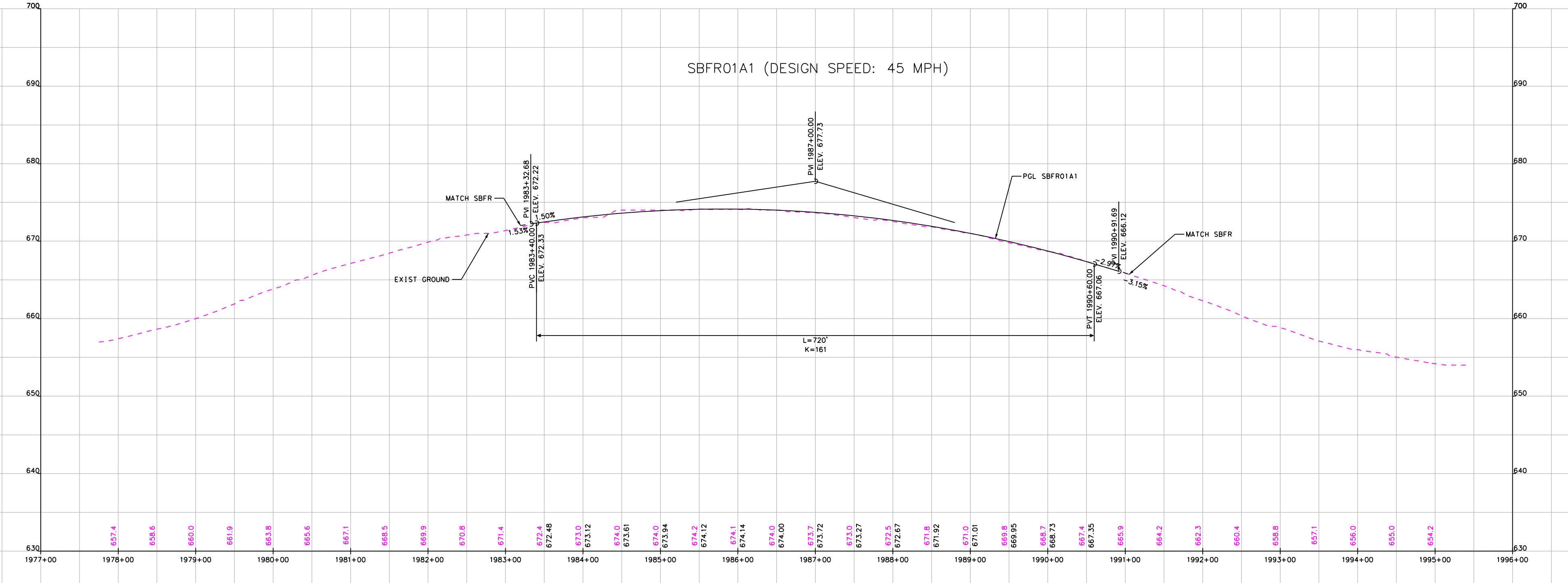

SBFR01A1 (DESIGN SPEED: 45 MPH)
PVI 1987+00.00 ELEV. 677.73
PGL SBFR01A1
MATCH SBFR
PVI 1983+32.68 ELEV. 672.22
1.53%
1.50%
EXIST GROUND
PVC 1983+40.00 ELEV. 672.33
PVI 1990+91.69 ELEV. 666.12
PVT 1990+60.00 ELEV. 667.08
-3.15%
L=720' K=161
1977+00
1978+00
1979+00
1980+00
1981+00
1982+00
1983+00
1984+00
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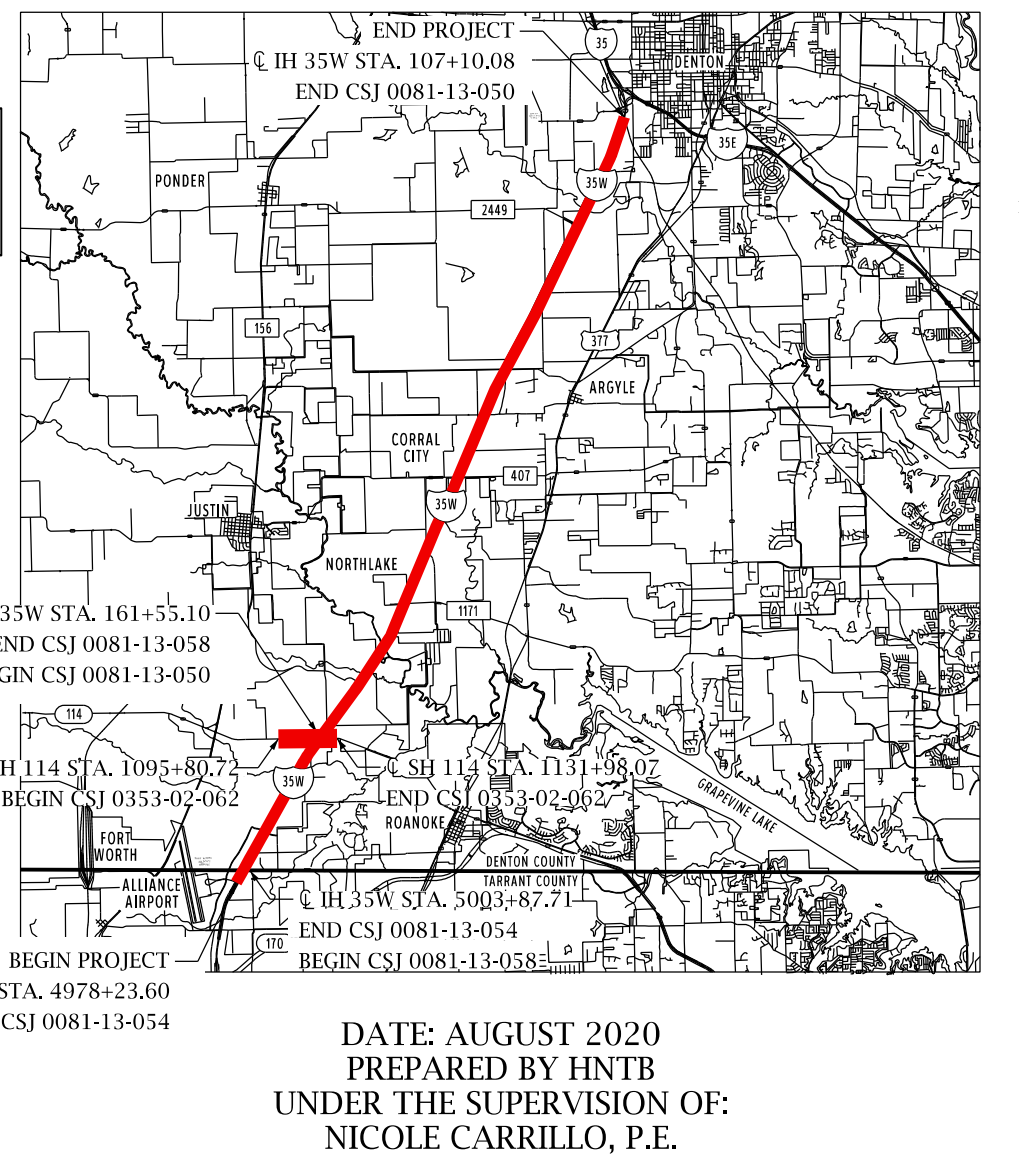
1993+00
1994+00
1995+00
1996+00

TEXAS DEPARTMENT OF TRANSPORTATION
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PROJECT LENGTH: APPROX. 17 MILES
TARRANT & DENTON COUNTIES
DATE: AUGUST 2020
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE CARRILLO, P.E.
SERIAL NO. 101321
SCALE: HORIZONTAL 1" = 100'
SCALE: VERTICAL 1"=100'
ROLL 30 OF 30