Texas Department of Transportation®

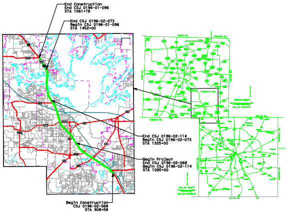
Dallas District Design Schematic
William L. Hale, P.E., District Engineer

IH 35E

From: PGBT
To: FM 2181 S. in Corinth
Dallas & Denton County
Functional Class: Urban Freeway
Project Length: 12.27 Miles

CSJ's: 0196-01-096
0196-02-073
0196-02-114
0196-02-068

Design Speeds:
Mainlanes 70 mph
Managed Lanes 70 mph
Ramps 40 mph
Turnaround Ramps 20 mph
Frontage Roads 40 mph
Cross Streets 30 mph
Collector Distributor 50 mph
Direct Connectors 50 mph
IH35 SB TO SH 121 WB DC (DM21SW) 40 mph


End Construction
End CSJ 0196-01-096
STA 1561+78
End CSJ 0196-02-073
Begin CSJ 0196-01-096
STA 1452+00
End CSJ 0196-02-114
Begin CSJ 0196-02-073
STA 1325+00
Begin Project
End CSJ 0196-02-068
Begin CSJ 0196-02-114
STA 1085+00
Begin Construction
CSJ 0196-02-068
STA 908+58
DENTON COUNTY
DALLAS DISTRICT
DALLAS COUNTY
DALLAS DISTRICT

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

October 2010

Roll 1 of 9

SCHEMATIC PREPARED BY:
HDR ENGINEERING, INC.
REGISTRATION NUMBER 754
FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.
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10-18-2010
DATE

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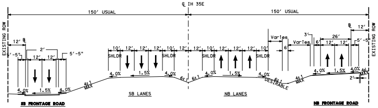
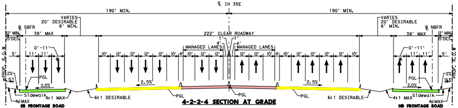

℄ IH 35E
150' USUAL
150' USUAL
EXISTING ROW
12'
5'-5"
2'
12'
12'
5'-5"
10'
12'
12'
12'
10'
12'
12'
10'
12'
12'
12'
10'
SHLDR
SHLDR
SHLDR
SHLDR
4.0%
1.5%
4.0%
4.0%
1.5%
4.0%
4.0%
1.5%
4.0%
4:1 MAX
6:1
6:1 DESIRABLE
4:1 MAX
Varies
3'
26'
6'
12'
12'
5'-5"
SB LANES
NB LANES
SB FRONTAGE ROAD
NB FRONTAGE ROAD

EXISTING TYPICAL 6-LANE SECTION WITH FRONTAGE ROADS

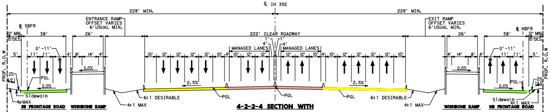

℄ IH 35E
190' MIN.
190' MIN.
VARIES 20' DESIRABLE 6' MIN.
℄ SBFR
℄ NBFR
12' MIN.
15' DES.
38' MAX
222' CLEAR ROADWAY
MANAGED LANES
MANAGED LANES
0'-11'
11'
11'
5'
10'
12'
4'
1'
PROP. R.O.W
2%
PGL
2.0%
2.5%
2.5%
Sidewalk
4:1 MAX
6:1 DESIRABLE
SB FRONTAGE ROAD
NB FRONTAGE ROAD

4-2-2-4 SECTION AT GRADE

2 LANE FRONTAGE ROAD

✱ REF. PLANS FOR LANE LIMITS

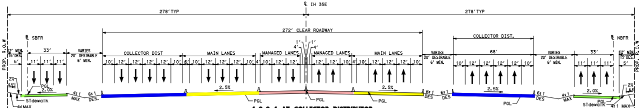
✱ REF. PLANS FOR LANE LIMITS


℄ IH 35E
228' MIN.
228' MIN.
℄ SBFR
℄ NBFR
ENTRANCE RAMP OFFSET VARIES 6' USUAL MIN.
EXIT RAMP OFFSET VARIES 6' USUAL MIN.
12' MIN.
15' DES.
38'
26'
222' CLEAR ROADWAY
MANAGED LANES
MANAGED LANES
0'-11'
11'
14'
4'
PROP. R.O.W
2%
2.0%
2.5%
PGL
Sidewalk
4:1 MAX
6:1 DESIRABLE
SB FRONTAGE ROAD
WISHBONE RAMP
NB FRONTAGE ROAD

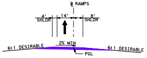
4-2-2-4 SECTION WITH WISHBONE ACCESS TO FRONTAGE ROAD

✱ REF. PLANS FOR LANE LIMITS

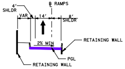
✱ REF. PLANS FOR LANE LIMITS


℄ IH 35E
278' TYP
278' TYP
272' CLEAR ROADWAY
℄ SBFR
℄ NBFR
PROP. R.O.W
12' MIN.
15' DES.
33'
VARIES 20' DESIRABLE 6' MIN.
COLLECTOR DIST
MAIN LANES
MANAGED LANES
MANAGED LANES
MAIN LANES
COLLECTOR DIST.
68'
10'
12'
4'
1'
2%
2.0%
2.5%
PGL
Sidewalk
4:1 MAX
6:1 DES.
SB FRONTAGE ROAD
NB FRONTAGE ROAD

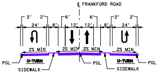
4-2-2-4 AT COLLECTOR DISTRIBUTOR
(STA.938+00)


℄ RAMPS
4'
SHLDR
14'
8'
SHLDR
6:1 DESIRABLE
2% MIN
PGL
6:1 DESIRABLE

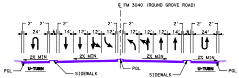
FREEWAY RAMPS
(FOR SECTION IN THE DIRECTION OF TRAVEL)


℄ RAMPS
4'
SHLDR
VAR
14'
8'
SHLDR
2% MIN
RETAINING WALL
PGL
RETAINING WALL

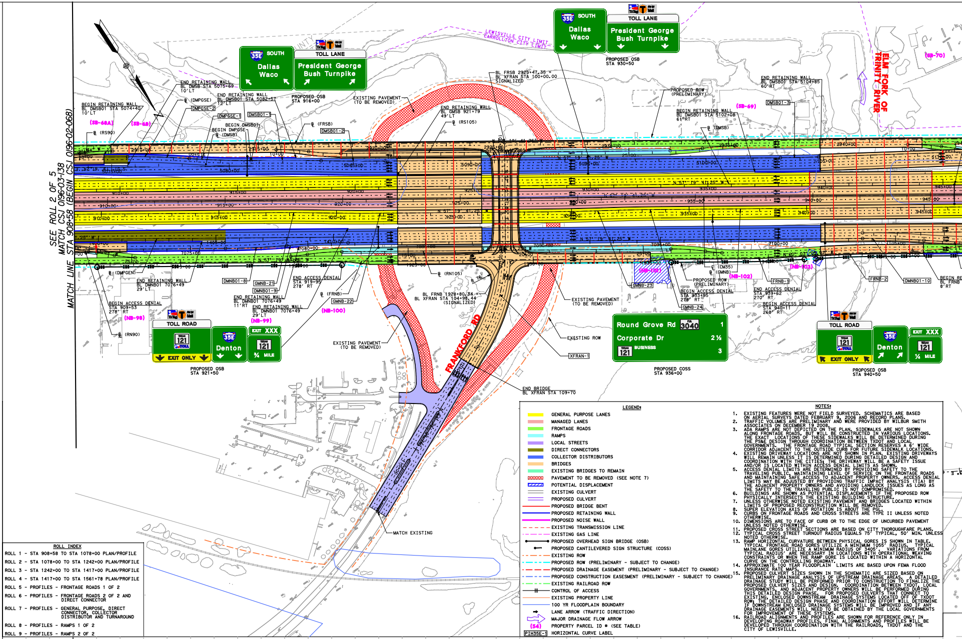
FREEWAY RAMPS WITH RETAINING WALL
(FOR SECTION IN THE DIRECTION OF TRAVEL)


℄ FRANKFORD ROAD
2'
24'
8'
6'
12'
2% MIN
PGL
U-TURN
SIDEWALK

FRANKFORD ROAD
THROUGH AND TURN LANES


℄ FM 3040 (ROUND GROVE ROAD)
2'
24'
6'
14'
12'
4'
2% MIN
PGL
U-TURN
SIDEWALK

FM 3040 (ROUND GROVE ROAD)
THROUGH AND TURN LANES


SEE ROLL 2 OF 5
MATCH CSJ 0196-03-138
STA 908+58 (BEGIN CSJ 0196-02-068)
MATCH LINE
SOUTH
Dallas
Waco
TOLL LANE
President George Bush Turnpike
PROPOSED OSB STA 916+00
PROPOSED OSB STA 930+50
LEWISVILLE CITY LIMIT
CARROLLTON CITY LIMIT
EXISTING PAVEMENT (TO BE REMOVED)
BL FRSB 2925+47.35 = BL XFRAN STA 100+00.00 SIGNALIZED
PROPOSED ROW (PRELIMINARY)
END RETAINING WALL BL DMSB01 STA 5104+85 60' RT
BEGIN RETAINING WALL BL DMSB01 STA 5102+08 61' RT
ELM FORK OF TRINITY RIVER
(SB-70)
(SB-69)
(SB-68A)
(SB-68)
BEGIN RETAINING WALL BL DMSB01 STA 5074+40 10' LT
END RETAINING WALL BL DMSB STA 5075+69 10' LT
END RETAINING WALL BL DMSB01 STA 5082+57 12' LT
END RETAINING WALL BL DMSB STA 921+79 49' LT
BEGIN DMSB01
BEGIN DMPGSE
DMPGSE-2
DMPGSE-1
DMSB01-1
DMSB01-2
DMSB01-3
℄ (RS90)
℄ (DMPGSE)
℄ (DMSB)
℄ (FRSB)
℄ (RS105)
℄ (GMSB)
℄ (DMPGEN)
℄ (RN90)
℄ (RN105)
℄ (FRNB)
℄ (CM35)
℄ (GMNB)
END RETAINING WALL BL DMNB01 7076+49 29' LT
BEGIN ACCESS DENIAL STA 909+53 278' RT
END ACCESS DENIAL STA 919+95 278' RT
END RETAINING WALL BL DMNB01 7076+49 11' RT
END RETAINING WALL BL DMNB01 7076+49 29' LT
DMNB01-8
GMNB-21
DMNB01-9
GMNB-22
(NB-98)
(NB-99)
(NB-100)
(NB-101)
(NB-102)
(NB-103)
TOLL ROAD
121 TOLL
EXIT ONLY
35E
Denton
EXIT XXX
121
¾ MILE
PROPOSED OSB STA 921+50
BL FRNB 1926+80.34 = BL XFRAN STA 104+98.44 (SIGNALIZED)
FRANKFORD RD
EXISTING PAVEMENT (TO BE REMOVED)
EXISTING ROW
XFRAN-1
END BRIDGE BL XFRAN STA 109+70
MATCH EXISTING
Round Grove Rd
3040
1
Corporate Dr
2 ½
121 BUSINESS
3
PROPOSED COSS STA 936+00
PROPOSED ROW (PRELIMINARY)
BEGIN ACCESS DENIAL STA 933+95 278' RT
GMNB-23
GMNB-24
END ACCESS DENIAL STA 939+62 270' RT
BEGIN ACCESS DENIAL STA 940+11 268' RT
FRNB-1
FRNB-2
DMNB01-10
¼ MILE
PROPOSED OSB STA 940+50
N 57° 19' 41.25" W

LEGEND:

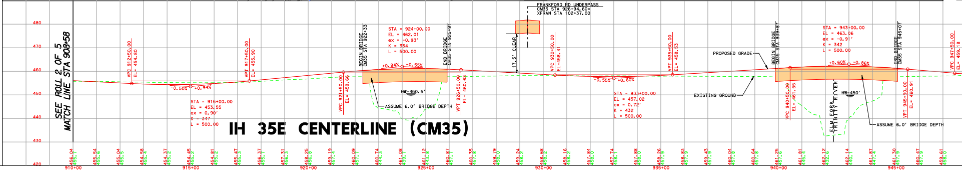
🟨	GENERAL PURPOSE LANES
🟥	MANAGED LANES
🟩	FRONTAGE ROADS
🟦	RAMPS
🟪	LOCAL STREETS
🟫	DIRECT CONNECTORS
🟦	COLLECTOR DISTRIBUTORS
🟧	BRIDGES
🟩	EXISTING BRIDGES TO REMAIN
▨	PAVEMENT TO BE REMOVED (SEE NOTE 7)
▨	POTENTIAL DISPLACEMENT
═	EXISTING CULVERT
═	PROPOSED CULVERT
─	PROPOSED BRIDGE BENT
─	PROPOSED RETAINING WALL
─	PROPOSED NOISE WALL
- - -	EXISTING TRANSMISSION LINE
- - -	EXISTING GAS LINE
●─●	PROPOSED OVERHEAD SIGN BRIDGE (OSB)
●─	PROPOSED CANTILEVERED SIGN STRUCTURE (COSS)
- - -	EXISTING ROW
- - -	PROPOSED ROW (PRELIMINARY - SUBJECT TO CHANGE)
- - -	PROPOSED DRAINAGE EASEMENT (PRELIMINARY - SUBJECT TO CHANGE)
- - -	PROPOSED CONSTRUCTION EASEMENT (PRELIMINARY - SUBJECT TO CHANGE)
- - -	EXISTING RAILROAD ROW
─┼┼┼─	CONTROL OF ACCESS
─	EXISTING PROPERTY LINE
─	100 YR FLOODPLAIN BOUNDARY
➡	LANE ARROW (TRAFFIC DIRECTION)
⇨	MAJOR DRAINAGE FLOW ARROW
(54)	PROPERTY PARCEL ID # (SEE TABLE)
PIH35E-1	HORIZONTAL CURVE LABEL

NOTES:

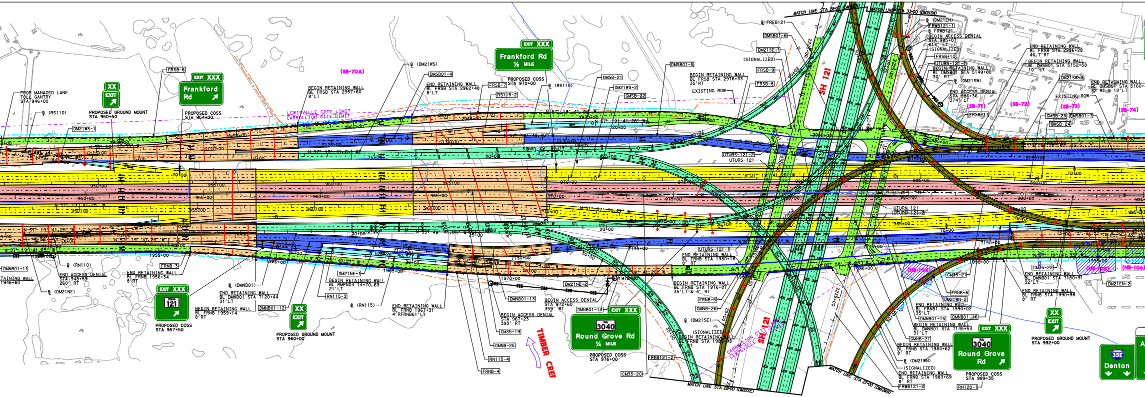
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED FEBRUARY 9, 2006 AND RECORD PLANS.
2. TRAFFIC VOLUMES ARE PRELIMINARY AND WERE PROVIDED BY WILBUR SMITH ASSOCIATES ON DECEMBER 19 2008.
3. ADA RAMPS ARE NOT DEPICTED ON THE PLAN. SIDEWALKS ARE NOT SHOWN ALONG FRONTAGE ROADS, BUT WILL BE CONSTRUCTED IN VARIOUS LOCATIONS. THE EXACT LOCATIONS OF THESE SIDEWALKS WILL BE DETERMINED DURING THE PS&E DESIGN THROUGH COORDINATION BETWEEN TXDOT AND LOCAL GOVERNMENTS. THE FRONTAGE ROAD TYPICAL SECTION RESERVES A 6' WIDE CORRIDOR ADJACENT TO THE OUTSIDE CURB FOR FUTURE SIDEWALK LOCATIONS.
4. EXISTING DRIVEWAY LOCATIONS ARE NOT SHOWN IN PLAN. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN AND COORDINATION WITH THE CITIES; THE DRIVEWAY WILL BE A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS AS SHOWN.
5. ACCESS DENIAL LIMITS ARE DETERMINED BY PROVIDING SAFETY TO THE TRAVELING PUBLIC, MAINTAINING LEVEL OF SERVICE ON THE FRONTAGE ROADS AND MAINTAINING SAFE ACCESS TO ADJACENT PROPERTY OWNERS. ACCESS DENIAL LIMITS MAY BE ADJUSTED BY PROVIDING TRAFFIC IMPACT ANALYSIS (TIA) BY THE ADJACENT PROPERTY OWNERS AND AVOIDING LANDLOCK ISSUES AS LONG AS THE SAFETY TO THE TRAVELING PUBLIC IS NOT COMPROMISED.
6. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
7. UNLESS OTHERWISE NOTED EXISTING PAVEMENT AND BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED.
8. SUPER ELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
9. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II UNLESS NOTED OTHERWISE.
10. DIMENSIONS ARE TO FACE OF CURB OR TO THE EDGE OF UNCURBED PAVEMENT UNLESS NOTED OTHERWISE.
11. PROPOSED CROSS STREET SECTIONS ARE BASED ON CITY THOROUGHFARE PLANS.
12. TYPICAL CROSS STREET TURNOUT RADIUS EQUALS 75' TYPICAL, 50' MIN. UNLESS NOTED OTHERWISE.
13. RAMP HORIZONTAL CURVATURE BETWEEN PHYSICAL GORES IS SHOWN IN TABLE. TYPICAL FRONTAGE ROAD GORES UTILIZE A MINIMUM 1055' RADIUS. TYPICAL MAINLANE GORES UTILIZE A MINIMUM RADIUS OF 3405'. VARIATIONS FROM TYPICAL RADIUS' ARE NECESSARY IN LOCATIONS WITH OPERATIONAL WEAVING CONSTRAINTS OR WHEN THE RAMP GORE IS LOCATED WITHIN A HORIZONTAL CURVE ON THE CONTROLLING ROADWAY.
14. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS.
15. PROPOSED CULVERT SIZES SHOWN IN THE SCHEMATIC ARE SIZED BASED ON PRELIMINARY DRAINAGE ANALYSIS OF UPSTREAM DRAINAGE AREAS. A DETAILED DRAINAGE STUDY WILL BE PERFORMED PRIOR TO CONSTRUCTION TO FINALIZE THE PROPOSED CULVERT SIZES AND DESIGN. COORDINATION BETWEEN TXDOT, LOCAL GOVERNMENTS, AND ADJACENT PROPERTY OWNERS WILL BE PERFORMED DURING THIS DETAILED DESIGN PHASE. FOR PROPOSED CULVERTS THAT CONNECT TO EXISTING, ENCLOSED DOWNSTREAM DRAINAGE SYSTEMS LOCATED OFF OF TXDOT ROW, THE DETAILED DESIGN PHASE AND COORDINATION EFFORT WILL DETERMINE IF DOWNSTREAM ENCLOSED DRAINAGE SYSTEMS WILL BE IMPROVED AND IF ANY DRAINAGE EASEMENTS WILL NEED TO BE OBTAINED BY THE LOCAL GOVERNMENTS FOR IMPROVEMENT OF THESE SYSTEMS.
16. RAILROAD ALIGNMENTS AND PROFILES ARE SHOWN FOR REFERENCE ONLY IN DEVELOPING ROADWAY PROFILES. FINAL ALIGNMENTS AND PROFILES WILL BE DEVELOPED THROUGH COORDINATION WITH THE RAILROADS, TXDOT AND THE CITY OF LEWISVILLE.

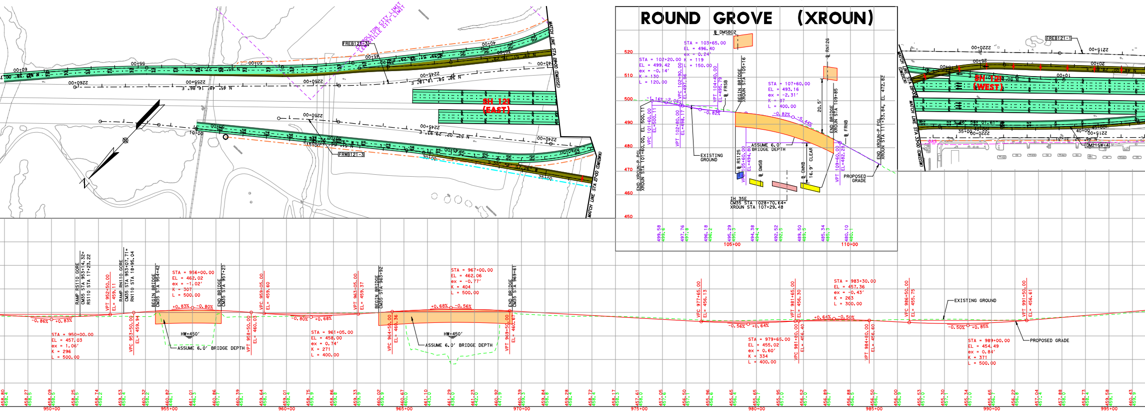
ROLL INDEX

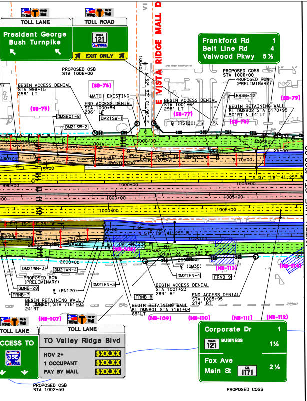
ROLL 1 - STA 908+58 TO STA 1078+00 PLAN/PROFILE
ROLL 2 - STA 1078+00 TO STA 1242+00 PLAN/PROFILE
ROLL 3 - STA 1242+00 TO STA 1417+00 PLAN/PROFILE
ROLL 4 - STA 1417+00 TO STA 1561+78 PLAN/PROFILE
ROLL 5 - PROFILES - FRONTAGE ROADS 1 OF 2
ROLL 6 - PROFILES - FRONTAGE ROADS 2 OF 2 AND DIRECT CONNECTOR
ROLL 7 - PROFILES - GENERAL PURPOSE, DIRECT CONNECTOR, COLLECTOR DISTRIBUTOR AND TURNAROUND
ROLL 8 - PROFILES - RAMPS 1 OF 2
ROLL 9 - PROFILES - RAMPS 2 OF 2

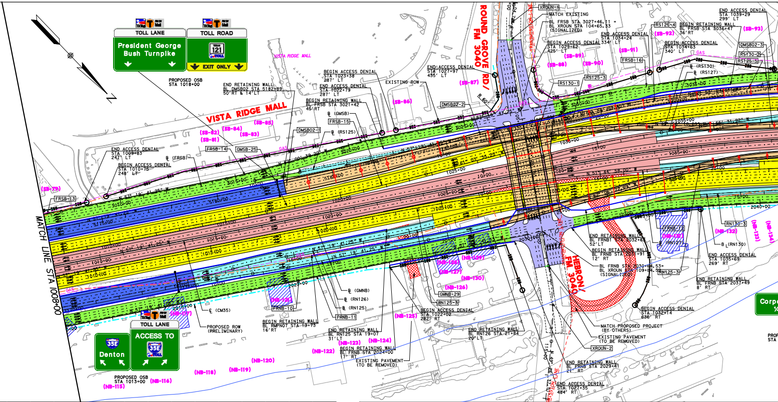

SEE ROLL 2 OF 5
MATCH LINE STA 908+58
480
470
460
450
440
430
420
VPC 912+50.00 EL = 454.80
-0.50%
+0.94%
STA = 915+00.00
EL = 453.55
ex = 0.90'
K = 347
L = 500.00
VPT 917+50.00 EL = 455.90
VPC 921+50.00 EL = 459.66
BEGIN BRIDGE CM35 STA 922+33
STA = 924+00.00
EL = 462.01
ex = -0.93'
K = 334
L = 500.00
+0.94%
-0.55%
HW=450.5'
ASSUME 6.0' BRIDGE DEPTH
END BRIDGE CM35 STA 925+97
VPT 926+50.00 EL = 460.63
FRANKFORD RD UNDERPASS
CM35 STA 926+94.60=
XFRAN STA 102+37.00
17.5' CLEAR
VPC 930+50.00 EL = 458.41
-0.55%
+0.60%
STA = 933+00.00
EL = 457.02
ex = 0.72'
K = 432
L = 500.00
VPT 935+50.00 EL = 458.53
PROPOSED GRADE
EXISTING GROUND
BEGIN BRIDGE CM35 STA 939+87
VPC 940+50.00 EL = 461.55
STA = 943+00.00
EL = 463.06
ex = -0.91'
K = 342
L = 500.00
+0.60%
-0.86%
HW=450'
ELM FORK TRINITY RIVER
END BRIDGE CM35 STA 945+07
VPT 945+50.00 EL = 460.91
VPC 947+50.00 EL = 459.18
ASSUME 6.0' BRIDGE DEPTH
910+00
915+00
920+00
925+00
930+00
935+00
940+00
945+00

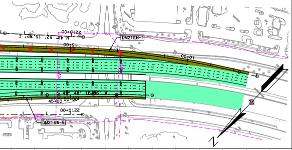
IH 35E CENTERLINE (CM35)

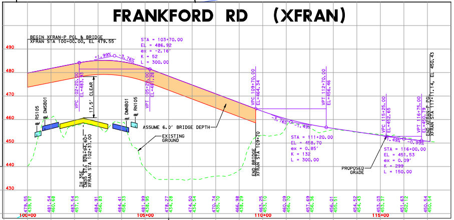

EXIT XXX
Frankford Rd
½ MILE
PROPOSED COSS
STA 970+00
XX
EXIT
PROP MANAGED LANE
TOLL GANTRY
STA 946+00
PROPOSED GROUND MOUNT
STA 950+50
Frankford
Rd
PROPOSED COSS
STA 954+00
(SB-70A)
LEWISVILLE CITY LIMIT
CARROLLTON CITY LIMIT
BEGIN RETAINING WALL
BL FRSB STA 2957+60
8' LT
END RETAINING WALL
BL FRSB STA 2962+48
8' LT
BEGIN RETAINING WALL
BL FRSB STA 2976+33
35' RT
EXISTING ROW
(SIGNALIZED)
SH 121
MATCH LINE STA 28+00
MATCH LINE STA 33+00 (DM21SW)
BEGIN ACCESS DENIAL
STA 985+07
614' LT
(SIGNALIZED)
END RETAINING WALL
BL FRSB STA 2986+28
46.7' RT
BEGIN RETAINING WALL
BL DMSB01 STA 5152+58
10' LT
BEGIN RETAINING WALL
BL DMSB01 STA 5149+60
30' RT
END ACCESS DENIAL
STA 986+36
374' LT
END RETAINING WALL
BL DMSB01 STA 5160+
32' RT & 12' LT
EXISTING ROW
(SB-71)
(SB-72)
(SB-73)
(SB-74)
UTURS-121-2
UTURS-121
UTURN-121
UTURN-121-2
UTURS-121-1
END RETAINING WALL
BL FRNB STA 1980+16
8' RT
BEGIN RETAINING WALL
BL FRNB STA 1976+87
35' LT & 4' RT
END ACCESS DENIAL
STA 948+59
260' RT
END RETAINING WALL
BL FRNB 1956+34
8' RT
EXIT XXX
121
PROPOSED COSS
STA 957+50
END RETAINING WALL
BL DMNB01 STA 7120+44
31' LT
BEGIN RETAINING WALL
BL FRNB STA 1959+14
8' RT
XX
EXIT
PROPOSED GROUND MOUNT
STA 960+00
BEGIN RETAINING WALL
BL RMPN04 14+70.69
21' LT
END RETAINING WALL
BL FRNB 1967+31
4' RFRNB61' LT
BEGIN ACCESS DENIAL
STA 972+60
359' RT
BEGIN ACCESS DENIAL
STA 967+23
393' RT
TIMBER CREEK
EXIT XXX
3040
Round Grove Rd
¼ MILE
PROPOSED COSS
STA 976+00
(SIGNALIZED)
BEGIN RETAINING WALL
BL FRNB STA 1987+98
CARROLLTON CITY LIMIT
LEWISVILLE CITY LIMIT
SH 121
MATCH LINE STA 28+00 (DM21SE)
MATCH LINE STA 27+00 (DM21WN)
(NB-104)
(NB-105)
(NB-106)
END RETAINING WALL
BL FRNB1 STA 1985+00
35' LT
BEGIN RETAINING WALL
BL DMNB01 STA 7145+54
31' LT
BEGIN RETAINING WALL
BL FRNB STA 1984+62
8' RT
(SIGNALIZED)
END RETAINING WALL
BL FRNB STA 1983+69
8' RT
EXIT XXX
3040
Round Grove
Rd
PROPOSED COSS
STA 989+35
END RETAINING WALL
BL DMNB01 STA 7150+91
32' LT
END RETAINING WALL
BL FRNB STA 1990+98
8' RT
XX
EXIT
PROPOSED GROUND MOUNT
STA 992+00
35E
Denton


CARROLLTON CITY LIMIT
LEWISVILLE CITY LIMIT
SH 121
(EAST)
MATCH LINE STA 28+00 (DM21SE)
MATCH LINE STA 27+00 (DM21WN)
ROUND GROVE (XROUN)
STA = 102+20.00
EL = 499.42
ex = -0.14'
K = 130
L = 120.00
STA = 103+65.00
EL = 496.40
ex = -0.24'
K = 119
L = 150.00
STA = 107+60.00
EL = 493.16
ex = -2.31'
K = 37
L = 400.00
BEGIN BRIDGE
END BRIDGE
ASSUME 6.0' BRIDGE DEPTH
EXISTING GROUND
PROPOSED GRADE
20.5'
16.9' CLEAR
IH 35E
CM35 STA 1028+70.64=
XROUN STA 107+29.48
105+00
110+00
SH 121
(WEST)
MATCH LINE STA 33+00 (DM21SW)
STA = 950+00.00
EL = 457.03
ex = 1.06'
K = 296
L = 500.00
STA = 956+00.00
EL = 462.02
ex = -1.02'
K = 307
L = 500.00
HW=450'
ASSUME 6.0' BRIDGE DEPTH
STA = 961+05.00
EL = 458.00
ex = 0.74'
K = 271
L = 400.00
STA = 967+00.00
EL = 462.06
ex = -0.77'
K = 404
L = 500.00
HW=450'
ASSUME 6.0' BRIDGE DEPTH
STA = 979+65.00
EL = 455.02
ex = 0.60'
K = 334
L = 400.00
STA = 983+30.00
EL = 457.36
ex = -0.43'
K = 263
L = 300.00
EXISTING GROUND
STA = 989+00.00
EL = 454.49
ex = 0.84'
K = 371
L = 500.00
PROPOSED GRADE
950+00
955+00
960+00
965+00
970+00
975+00
980+00
985+00
990+00
995+00

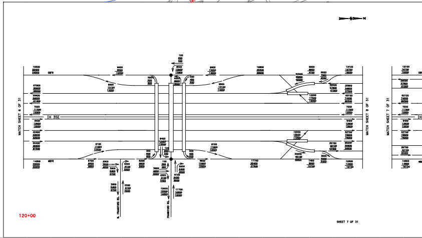

TOLL LANE
President George Bush Turnpike
TOLL ROAD
121 TOLL
EXIT ONLY
Frankford Rd 1
Belt Line Rd 4
Valwood Pkwy 5½
E VISTA RIDGE MALL DR
PROPOSED OSB STA 1006+00
PROPOSED COSS STA 1006+00
PROPOSED ROW (PRELIMINARY)
BEGIN ACCESS DENIAL STA 999+15 258' LT
MATCH EXISTING
END ACCESS DENIAL STA 1000+94 296' LT
BEGIN ACCESS DENIAL STA 1001+64 298' LT
BEGIN RETAINING WALL BL DMSB02 STA 5170+95 50' RT & 14' LT
(SB-75)
(SB-76)
(SB-77)
(SB-78)
(SB-79)
FRSB-12
DMSB01-8
DM21SW-2
DM21SW-1
(RS120)
N 57° 19' 41.25" W
1000+00
1005+00
2000+00
MATCH LINE STA 1008+00
DM21WN-3
DM21WN-4
DM21EN-3
DM21EN-4
PROPOSED ROW (PRELIMINARY)
GMNB-28
FRNB-7
FRNB-8
FRNB-9
(RN120)
BEGIN ACCESS DENIAL STA 1001+23 289' RT
END ACCESS DENIAL STA 1005+95 274' RT
BEGIN RETAINING WALL BL DMNB01 STA 7161+03 24' RT
BEGIN RETAINING WALL BL DMNB01 STA 7161+04 63' LT
(CM35)
(NB-107)
(NB-109)
(NB-110)
(NB-111)
(NB-112)
(NB-113)
(NB-114)
TOLL LANE
ACCESS TO 35E TOLL
TOLL LANE
TO Valley Ridge Blvd
HOV 2+ $XX.XX
1 OCCUPANT $XX.XX
PAY BY MAIL $XX.XX
Corporate Dr 1
121 BUSINESS 1½
Fox Ave
Main St 1171 2½
PROPOSED OSB STA 1002+50
PROPOSED COSS

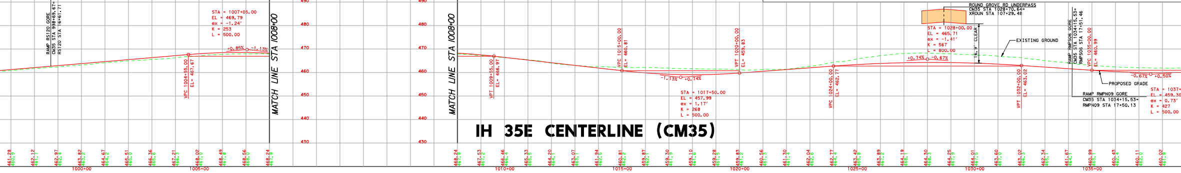

TOLL LANE
President George Bush Turnpike
TOLL ROAD
121 TOLL
EXIT ONLY
PROPOSED OSB STA 1018+00
VISTA RIDGE MALL
ROUND GROVE RD/ FM 3040
HEBRON/ FM 3040
XROUN-1
MATCH EXISTING
BL FRSB STA 3027+46.11 = BL XROUN STA 104+65.53 (SIGNALIZED)
END ACCESS DENIAL STA 1034+24 334' LT
BEGIN ACCESS DENIAL STA 1034+63 340' LT
BEGIN RETAINING WALL BL FRSB STA 3036+47 36' RT
END ACCESS DENIAL STA 1039+29 299' LT
BEGIN ACCESS DENIAL STA 1029+62 425' LT
END ACCESS DENIAL STA 1027+97 455' LT
BEGIN ACCESS DENIAL STA 1023+38 287' LT
END ACCESS DENIAL STA 1022+79 287' LT
END RETAINING WALL BL FRSB STA 3021+42 45' RT
END RETAINING WALL BL DMSB02 STA 5182+89 50' RT & 14' LT
EXISTING ROW
END ACCESS DENIAL STA 1009+83 247' LT
BEGIN ACCESS DENIAL STA 1010+75 248' LT
(SB-79)
(SB-81)
(SB-82)
(SB-83)
(SB-84)
(SB-85)
(SB-86)
(SB-87)
(SB-88)
(SB-89)
(SB-90)
(SB-91)
(SB-92)
(SB-93)
FRSB-13
FRSB-14
FRSB-15
FRSB-16
GMSB-25
DMSB02-1
DMSB02-2
DMSB02-3
RS125-3
RS125-4
RS130-1
RS130-2
RS125-5
(RS125)
(RS130)
(RS127)
(GMSB)
(FRSB)
MATCH LINE STA 1008+00
N 57° 19' 41.25" W
N 51° 44' 58.00" W
1010+00
1015+00
1020+00
1025+00
1030+00
1035+00
1040+00
2040+00
3005+00
3010+00
3015+00
3020+00
3025+00
3030+00
3035+00
TOLL LANE
ACCESS TO 35E TOLL
Denton 35E
PROPOSED OSB STA 1013+00
(NB-115)
(NB-116)
(NB-117)
(NB-118)
(NB-119)
(NB-120)
(NB-122)
(NB-123)
(NB-124)
(NB-125)
(NB-126)
(NB-127)
(NB-128)
(NB-129)
(NB-130)
(NB-131)
(NB-132)
(NB-133)
(NB-134)
(CM35)
PROPOSED ROW (PRELIMINARY)
BEGIN RETAINING WALL BL RMPN07 STA 19+73 16' RT
END RETAINING WALL BL RN125 STA 19+07 31' LT
BEGIN RETAINING WALL BL FRNB STA 2024+00 17' RT
EXISTING PAVEMENT (TO BE REMOVED)
END RETAINING WALL BL RN126 STA 21+84 20' LT
BEGIN ACCESS DENIAL STA 1022+02 282' RT
(GMNB)
(RN126)
(RN125)
GMNB-29
RN125-3
FRNB-10
FRNB-11
FRNB-12
RN130-3
(RN127)
(RN130)
END RETAINING WALL BL FRNB STA 2032+60 52' LT
BEGIN RETAINING WALL BL FRNB STA 2032+91 12' RT
BL FRNB STA 2030+84.53= BL XROUN STA 109+84.58 (SIGNALIZED)
RN125-3
END ACCESS DENIAL STA 1035+69 269' RT
END RETAINING WALL BL FRNB STA 2037+49 8' RT
BEGIN ACCESS DENIAL STA 1032+14 636' RT
MATCH PROPOSED PROJECT (BY OTHERS)
EXISTING PAVEMENT (TO BE REMOVED)
XROUN-2
END RETAINING WALL BL FRNB STA 2029+41 21' RT
END ACCESS DENIAL STA 1027+35 484' RT
Corpo


DM21EN-1
DM21SW-5
15+00
45+00
2210+00

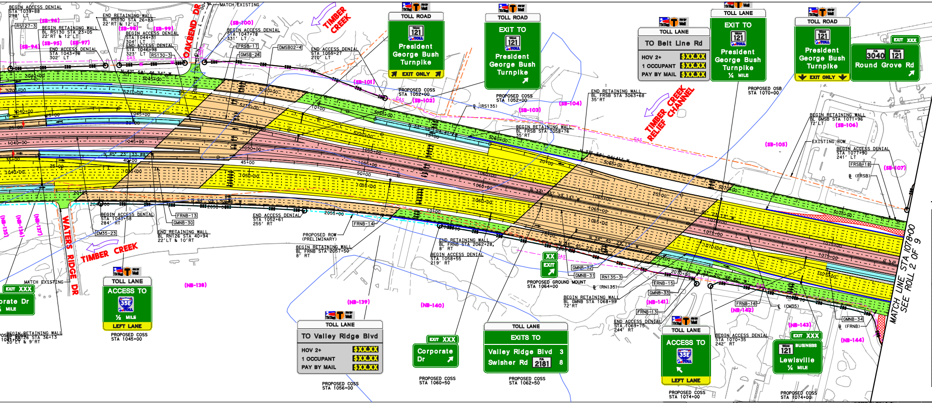

FRANKFORD RD (XFRAN)

BEGIN XFRAN-P PGL & BRIDGE XFRAN STA 100+00.00, EL 479.55
STA = 103+70.00
EL = 486.92
ex = -2.16'
K = 52
L = 300.00
+1.99%
-3.76%
-3.76%
-1.49%
17.5' CLEAR
ASSUME 6.0' BRIDGE DEPTH
EXISTING GROUND
RS105
DMSB01
DMNB01
RN105
IH 35E CM35 STA 1008+00 XFRAN STA 102+31.00
END BRIDGE XFRAN STA 109+70
STA = 111+20.00
EL = 458.70
ex = 0.85'
K = 132
L = 300.00
STA = 116+00.00
EL = 451.53
ex = 0.09'
K = 299
L = 150.00
-1.49%
-0.99%
PROPOSED GRADE
END XFRAN-P PGL XFRAN STA 117+71.14, EL 450.43
490
480
470
460
450
440
430
100+00
105+00
110+00
115+00


IH 35E
MATCH SHEET 6 OF 31
MATCH SHEET 8 OF 31
MATCH SHEET 7 OF 31
SHEET 7 OF 31
120+00

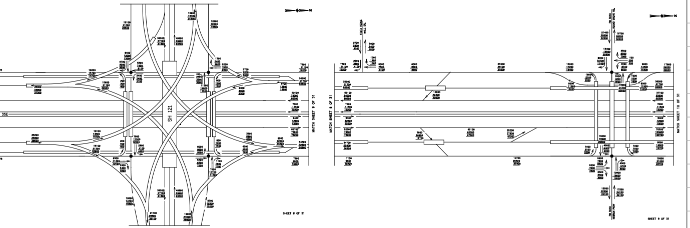

IH 35E CENTERLINE (CM35)

RAMP RS120 GORE CM35 STA 998+69.67= RS120 STA 16+61.71
STA = 1007+05.00
EL = 469.79
ex = -1.24'
K = 253
L = 500.00
+0.85%
-1.13%
VPC 1004+55.00 EL= 467.67
MATCH LINE STA 1008+00
VPT 1009+55.00 EL= 466.97
VPC 1015+00.00 EL= 460.81
VPT 1020+00.00 EL= 459.83
-1.13%
+0.74%
STA = 1017+50.00
EL = 457.99
ex = 1.17'
K = 268
L = 500.00
VPC 1024+00.00 EL= 462.77
ROUND GROVE RD UNDERPASS CM35 STA 1028+70.64= XROUN STA 107+29.48
STA = 1028+00.00
EL = 465.71
ex = -1.41'
K = 567
L = 800.00
+0.74%
-0.67%
16.5' CLEAR
EXISTING GROUND
VPT 1032+00.00 EL= 463.02
RAMP RMPS06 GORE CM35 STA 1034+15.53= RMPS06 STA 17+51.46
VPC 1035+00.00 EL= 460.99
-0.67%
+0.50%
PROPOSED GRADE
RAMP RMPN09 GORE CM35 STA 1034+15.53= RMPN09 STA 17+50.13
STA = 1037+
EL = 459.30
ex = 0.73'
K = 427
L = 500.00
490
480
470
460
450
440
430
1000+00
1005+00
1010+00
1015+00
1020+00
1025+00
1030+00
1035+00


BEGIN ACCESS DENIAL
STA 1039+88
298' LT
MATCH EXISTING
OAKBEND DR
TIMBER CREEK
END RETAINING WALL
BEGIN RETAINING WALL
BEGIN ACCESS DENIAL
END ACCESS DENIAL
(SB-96)
(SB-95)
(SB-94)
(SB-97)
(SB-98)
(SB-99)
(SB-100)
(SB-101)
(SB-102)
(SB-103)
(SB-104)
(SB-105)
(SB-106)
(SB-107)
TOLL ROAD
EXIT TO
121 TOLL
President George Bush Turnpike
EXIT ONLY
TOLL LANE
TO Belt Line Rd
HOV 2+ $XXXX
1 OCCUPANT $XXXX
PAY BY MAIL $XXXX
¼ MILE
EXIT XXX
3040 121
Round Grove Rd
PROPOSED COSS STA 1052+00
PROPOSED OSB STA 1070+00
TIMBER CREEK RELIEF CHANNEL
BEGIN RETAINING WALL BL GMSB STA 1071+96 72' LT
EXISTING ROW
BEGIN ACCESS DENIAL STA 1077+90 241' LT
END RETAINING WALL BL FRSB STA 3063+68 35' RT
BEGIN RETAINING WALL BL FRSB STA 3058+76 35' RT
WATERS RIDGE DR
TIMBER CREEK
ACCESS TO 35E TOLL
½ MILE
LEFT LANE
PROPOSED COSS STA 1045+00
Corporate Dr
PROPOSED ROW (PRELIMINARY)
BEGIN RETAINING WALL BL FRNB STA 2057+50 8' RT
END ACCESS DENIAL STA 1052+61 255' RT
TO Valley Ridge Blvd
PROPOSED COSS STA 1056+00
PROPOSED COSS STA 1060+50
END RETAINING WALL BL FRNB STA 2062+28, 8' RT
BEGIN ACCESS DENIAL STA 1058+55 219' RT
PROPOSED GROUND MOUNT STA 1064+00
TOLL LANE EXITS TO
Valley Ridge Blvd 3
Swisher Rd 2181 8
PROPOSED COSS STA 1062+50
BEGIN RETAINING WALL BL GMNB STA 1068+99 72' RT
END ACCESS DENIAL STA 1069+75 244' RT
BEGIN ACCESS DENIAL STA 1070+35 242' RT
PROPOSED COSS STA 1074+00
BUSINESS 121 Lewisville ¼ MILE
(NB-135)
(NB-136)
(NB-137)
(NB-138)
(NB-139)
(NB-140)
(NB-141)
(NB-142)
(NB-143)
(NB-144)
MATCH LINE STA 1078+00
SEE ROLL 2 OF 9

*SOUTHBOUND BUSINESSES:

Parcel ID	Business Name	Parcel Address
SB-68A	DOCTORS URGENT CARE	2801 N STEMMONS FRWY
SB-68	KHOSROW SADEGHIAN	STEMMONS FRWY
SB-69	DAVID WEEKLEY'S NEW HOMES CENTER	3301 N I35E
SB-70	HANK HANEY GOLF RANCH	2791 S STEMMONS FWY
SB-70A	DALLAS GUN CLUB	STEMMONS FWY
SB-71	BUFFALO WILD WINGS	2613 S STEMMONS FWY
SB-72	BJ'S RESTAURANT & BREWHOUSE	2609 S STEMMONS FWY
SB-73	CHIPOLTE	2605 S STEMMONS
SB-74	TWIN PEAKS	2601 S STEMMONS FWY
SB-75	ETHAN ALLEN	2521 S STEMMONS
SB-76	LOGAN'S ROADHOUSE	2513 S STEMMONS FWY
SB-77	TGI FRIDAY'S	2501 S STEMMONS
SB-78	DON PABLOS	2501 S STEMMONS
SB-79	RED LOBSTER	2497 S STEMMONS
SB-80	MACARONI GRILL	2437 S STEMMONS
SB-81	JOS. A. BANK CLOTHIERS	2417 S STEMMONS
SB-82	JARED	2417 S STEMMONS
SB-83	HALLMARK	2417 S STEMMONS
SB-84	3 DAY BLINDS	2417 S STEMMONS
SB-85	MADELIENE	2417 S STEMMONS
SB-86	FLOORS TODAY	2403 S STEMMONS
SB-87	BORDERS	2403 S STEMMONS
SB-88	THE VITAMIN SHOP	2397 S STEMMONS
SB-89	MOVIE TRADING CO.	2397 S STEMMONS
SB-90	TACO CABANA	2393 S STEMMONS
SB-91	DISCOUNT TIRE	2385 S STEMMONS
SB-92	IHOP	2345 STEMMONS
SB-93	VACANT	2325 S STEMMONS
SB-94	MEN'S WEARHOUSE	2267 S STEMMONS FWY
SB-95	FEDEX KINKOS	2267 S STEMMONS FWY
SB-96	BARBEQUES GALORE	2267 S STEMMONS FWY
SB-97	TEXAN GRILL	2267 S STEMMONS FWY
SB-98	CANTINA LARADO	2225 STEMMONS
SB-99	OUTBACK STEAKHOUSE	2211 S STEMMONS
SB-100	VACANT	490 OAKBEND DR
SB-101	FITNESS HQ	2151 S STEMMONS FWY
SB-102	SERVICE KING	2129 S STEMMONS
SB-103	BLUE HAVEN POOLS & SPAS	2075 STEMMONS FWY
SB-104	BILLIARDS & BARSTOOLS	2061 STEMMONS FWY
SB-105	CHILIS	1935 S STEMMONS FWY
SB-106	BASSETT FURNITURE	1915 S STEMMONS
SB-107	NATIONAL TIRE & BATTERY	1901 S STEMMONS FWY


SH 121
35E
MATCH SHEET 9 OF 31
MATCH SHEET 8 OF 31
MATCH SHEET 10 OF 31
SHEET 8 OF 31
SHEET 9 OF 31

SUPERELEVATION DATA

I-35 MAINLANES

CHAIN NAME	CURVE NAME	BEGIN CROSS SLOPE	BEGIN TRANSITION	BEGIN FULL SUPER	SUPER RATE	END FULL SUPER	END TRANSITION	END CROSS SLOPE
CM35	CM35-23 LT	-2.50%	1023+08	1033+03	2.85%	1053+97	1063+92	-2.50%
CM35	CM35-23 RT	-2.50%	1028+34	1030+39	-2.85%	1056+60	1058+65	-2.50%
GMNB	GMNB-25	-2.50%	964+75	966+91	-4.30%	969+13	971+29	-2.50%
GMNB	GMNB-26	-2.50%	971+29	976+65	3.45%	978+01	983+36	-2.50%
GMSB	GMNB-35	-2.50%	1075+50	1087+69	3.45%	1087+69	1099+89	-2.50%
GMSB	GMSB-26	-2.50%	1019+64	1032+82	3.70%	1046+99	1060+17	-2.50%

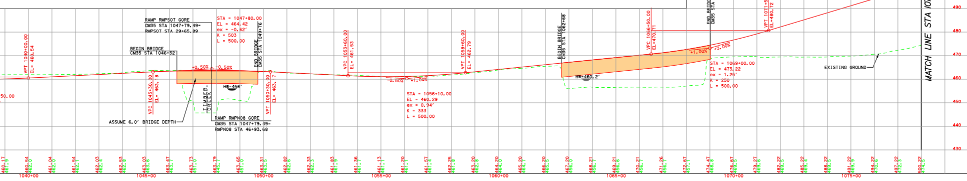
I-35 RAMPS

CHAIN NAME	CURVE NAME	BEGIN CROSS SLOPE	BEGIN TRANSITION	BEGIN FULL SUPER	SUPER RATE	END FULL SUPER	END TRANSITION	END CROSS SLOPE
RS110		2.00%	16+06				17+23	2.50%
RN110		2.00%	17+85				19+02	2.50%
RN120		2.50%	15+06				16+23	2.00%
RN120	RN120-2	2.00%	19+72	21+29	-4.50%	22+61	24+18	2.00%
RS120		2.50%	16+62				17+79	2.00%
RN125		2.50%	14+67				15+84	2.00%
RN125		2.00%	23+95				25+12	2.50%
RS125	RS125-4	2.00%	24+45	25+62	-2.00%	28+03	29+19	2.00%
RS125	RS125-5	2.00%	29+19	30+36	5.39%	31+06	32+23	2.00%
RN126		2.50%	13+09				14+26	2.00%
RN126	RN126-4	2.00%	29+51	30+69	4.50%	35+74	36+91	2.00%
RN126		2.00%	41+76				42+94	2.50%
RN130		2.00%	19+74				20+91	2.50%
RS130		2.50%	12+06				13+23	2.00%
RS130	RS130-2	2.00%	16+89	18+06	2.75%	22+66	23+83	2.00%
RS130		2.00%	28+49				29+66	2.50%
RS135		2.00%	16+31				17+48	2.50%
RN135		2.50%	17+45				18+62	2.00%

I-35 DIRECT CONNECTORS

CHAIN NAME	CURVE NAME	BEGIN CROSS SLOPE	BEGIN TRANSITION	BEGIN FULL SUPER	SUPER RATE	END FULL SUPER	END TRANSITION	END CROSS SLOPE
DM21EN	DM21EN-1	2.00%	11+49	12+95	-3.08%	13+72	15+19	2.00%
DM21EN	DM21EN-2	2.00%	22+52	24+70	-5.82%	42+64	44+83	2.00%
DM21SE	DM21SE-1	2.00%	10+94	12+72	-5.39%	26+58	28+37	2.00%
DM21SW	DM21SW-3	2.00%	26+07	27+24	5.99%	30+74	31+91	2.00%
DM21WN	DM21WN-2	2.00%	26+60	27+78	6.00%	36+72	37+89	2.00%
DMNB01	DMNB01-13	2.00%	7124+86	7127+98	-4.50%	7129+66	7132+78	2.00%
DMNB01	DMNB01-14	2.00%	7132+92	7134+39	4.50%	7134+98	7136+45	2.00%
DMSB01	DMSB01-12	2.00%	5136+52	5139+64	-4.50%	5139+95	5143+07	2.00%
DMSB01	DMSB01-13	2.00%	5144+93	5146+39	4.50%	5147+81	5149+27	2.00%
DMSB02	DMSB02-2	2.00%	5187+26	5191+94	-4.50%	5191+94	5193+88	-2.00%

SUPERELEVATION FOR THE GENERAL PURPOSE LANES SHALL BE CONTROLLED BY CM35 SUPERELEVATION UNLESS NOTED OTHERWISE.


RAMP RMPS07 GORE
CM35 STA 1047+79.49=
RMPS07 STA 29+65.89
BEGIN BRIDGE
CM35 STA 1046+32
STA = 1047+80.00
EL = 464.42
ex = -0.62'
K = 503
L = 500.00
+0.50%
-0.50%
HW=456'
END BRIDGE CM35 STA 1049+76
TIMBER CREEK
ASSUME 6.0' BRIDGE DEPTH
RAMP RMPN08 GORE
CM35 STA 1047+79.49=
RMPN08 STA 46+93.68
VPT 1040+00.00 EL= 460.54
VPC 1045+30.00 EL= 463.18
VPT 1050+30.00 EL= 463.17
VPC 1053+60.00 EL= 461.53
-0.50%
+1.00%
STA = 1056+10.00
EL = 460.29
ex = 0.94'
K = 333
L = 500.00
VPT 1058+60.00 EL= 462.79
BEGIN BRIDGE CM35 STA 1062+68
HW=460.2'
VPC 1066+50.00 EL= 470.71
END BRIDGE CM35 STA 1069+03
+1.00%
+3.00%
STA = 1069+00.00
EL = 473.22
ex = 1.25'
K = 250
L = 500.00
VPT 1071+50.00 EL= 480.72
PROPOSED GRADE
EXISTING GROUND
MATCH LINE STA 1078+00
510
500
490
480
470
460
450
440
430
1040+00
1045+00
1050+00
1055+00
1060+00
1065+00
1070+00
1075+00

CURVE DATA

STREET NAME	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	NORTHING	EASTING	PI STATION	PC STATION	PT STATION
	MAINLANES										
CM35	CM35-19	2° 39′ 01.65" RT	0° 31′ 58.74"	248.69′	497.29′	10,750.00′	7,050,486.26	2,442,272.77	968+76.45	966+27.76	971+25.05
	CM35-20	2° 39′ 01.65" LT	0° 31′ 58.74"	248.69′	497.29′	10,750.00′	7,050,773.83	2,441,866.95	973+73.74	971+25.05	976+22.34
	CM35-21	2° 19′ 36.31" RT	0° 31′ 58.74"	218.31′	436.55′	10,750.00′	7,051,525.11	2,440,695.45	987+65.35	985+47.04	989+83.60
	CM35-22	2° 19′ 36.31" LT	0° 31′ 58.74"	218.31′	436.55′	10,750.00′	7,051,775.53	2,440,337.79	992+01.90	989+83.60	994+20.15
	CM35-23	22° 34′ 18.12" RT	0° 49′ 06.64"	1,396.94′	2,757.65′	7,000.00′	7,054,564.32	2,435,989.11	1043+67.92	1029+70.98	1057+28.63
	GENERAL PURPOSE										
GMNB	GMNB-21	1° 21′ 13.11" RT	0° 32′ 07.35"	126.43′	252.84′	10,702.00′	7,047,786.14	2,446,581.35	918+18.78	916+92.36	919+45.20
	GMNB-22	1° 21′ 13.11" LT	0° 31′ 50.21"	127.56′	255.11′	10,798.00′	7,047,928.27	2,446,370.85	920+72.76	919+45.20	922+00.30
	GMNB-23	1° 21′ 13.11" LT	0° 31′ 50.21"	127.56′	255.11′	10,798.00′	7,048,429.74	2,445,588.87	930+01.70	928+74.14	931+29.25
	GMNB-24	1° 21′ 13.11" RT	0° 32′ 07.35"	126.43′	252.84′	10,702.00′	7,048,561.76	2,445,371.90	932+55.68	931+29.25	933+82.09
	GMNB-25	5° 21′ 50.97" RT	1° 22′ 50.24"	194.41′	388.53′	4,150.00′	7,050,482.09	2,442,377.45	968+12.96	966+18.55	970+07.08
	GMNB-26	5° 21′ 50.97" LT	1° 02′ 30.27"	257.65′	514.92′	5,500.00′	7,051,042.32	2,441,661.32	977+21.90	974+64.26	979+79.18
	GMNB-27	3° 38′ 09.06" LT	0° 31′ 58.74"	341.20′	682.17′	10,750.00′	7,051,521.82	2,440,913.61	986+09.78	982+68.58	989+50.75
	GMNB-28	3° 38′ 09.06" RT	0° 31′ 58.74"	341.20′	682.17′	10,750.00′	7,051,853.03	2,440,316.98	992+91.95	989+50.75	996+32.92
	GMNB-29	11° 50′ 17.27" RT	0° 31′ 58.74"	1,114.52′	2,221.10′	10,750.00′	7,054,051.73	2,436,888.44	1033+64.70	1022+50.18	1044+71.29
	GMNB-30	5° 52′ 07.53" RT	0° 31′ 58.74"	551.04′	1,101.11′	10,750.00′	7,055,219.34	2,435,700.69	1050+22.32	1044+71.29	1055+72.40
	GMNB-31	5° 38′ 59.92" RT	0° 31′ 58.74"	530.46′	1,060.07′	10,750.00′	7,056,052.40	2,435,011.00	1061+02.86	1055+72.40	1066+32.46
	GMNB-32	0° 26′ 27.54" LT	0° 31′ 58.74"	41.37′	82.74′	10,750.00′	7,056,526.63	2,434,691.48	1066+73.83	1066+32.46	1067+15.20
	GMNB-33	2° 42′ 05.43" RT	0° 31′ 58.74"	253.48′	506.86′	10,750.00′	7,056,769.88	2,434,524.84	1069+68.68	1067+15.20	1072+22.07
	GMNB-34	3° 02′ 44.49" LT	0° 31′ 58.74"	285.79′	571.44′	10,750.00′	7,057,228.64	2,434,241.39	1075+07.86	1072+22.07	1077+93.51
GMSB	GMSB-21	1° 06′ 18.85" RT	0° 31′ 58.74"	103.69′	207.37′	10,750.00′	7,050,543.09	2,442,085.96	970+10.86	969+07.17	971+14.54
	GMSB-22	1° 06′ 18.85" LT	0° 31′ 58.74"	103.69′	207.37′	10,750.00′	7,050,658.39	2,441,913.59	972+18.23	971+14.54	973+21.91
	GMSB-23	3° 12′ 34.69" RT	0° 31′ 58.74"	301.18′	602.20′	10,750.00′	7,051,454.04	2,440,672.90	986+92.12	983+90.94	989+93.14
	GMSB-24	3° 12′ 34.69" LT	0° 31′ 58.74"	301.18′	602.20′	10,750.00′	7,051,807.09	2,440,184.85	992+94.32	989+93.14	995+95.35
	GMSB-25	3° 43′ 54.01" LT	0° 32′ 09.33"	348.28′	696.30′	10,691.00′	7,053,282.47	2,437,884.21	1020+27.24	1016+78.97	1023+75.27
	GMSB-26	26° 18′ 12.12" RT	1° 08′ 45.30"	1,168.29′	2,295.40′	5,000.00′	7,054,242.59	2,436,147.85	1040+11.12	1028+42.83	1051+38.23
	FRONTAGE ROADS										
FRNB	FRNB-1	2° 43′ 23.77" LT	1° 25′ 56.62"	95.08′	190.12′	4,000.00′	7,049,039.49	2,445,013.01	1939+80.24	1938+85.16	1940+75.28
	FRNB-2	2° 43′ 23.77" RT	1° 25′ 56.62"	95.08′	190.12′	4,000.00′	7,049,228.62	2,444,684.75	1943+59.05	1942+63.97	1944+54.09
	FRNB-3	4° 54′ 00.68" RT	1° 25′ 56.62"	171.15′	342.10′	4,000.00′	7,049,908.02	2,443,625.33	1956+17.56	1954+46.41	1957+88.51
	FRNB-4	4° 54′ 00.64" LT	0° 57′ 00.64"	258.01′	515.71′	6,030.00′	7,050,731.52	2,442,554.91	1969+67.90	1967+09.89	1972+25.60
	FRNB-5	3° 38′ 55.68" LT	1° 54′ 35.49"	95.56′	191.05′	3,000.00′	7,051,272.25	2,441,711.74	1979+69.24	1978+73.68	1980+64.74
	FRNB-6	3° 38′ 55.55" RT	1° 38′ 13.28"	111.48′	222.89′	3,500.00′	7,051,714.72	2,440,914.26	1988+81.18	1987+69.70	1989+92.59
	FRNB-7	3° 31′ 36.63" RT	1° 25′ 43.76"	123.46′	246.84′	4,010.00′	7,052,208.70	2,440,143.97	1997+96.18	1996+72.73	1999+19.56
	FRNB-8	5° 39′ 57.38" LT	1° 25′ 43.76"	198.43′	396.55′	4,010.00′	7,052,398.80	2,439,884.21	2001+18.00	1999+19.56	2003+16.11
	FRNB-9	2° 08′ 20.83" RT	1° 25′ 43.76"	74.86′	149.71′	4,010.00′	7,052,709.16	2,439,358.02	2007+28.57	2006+53.70	2008+03.41
	FRNB-10	1° 16′ 36.86" LT	1° 25′ 01.78"	45.05′	90.10′	4,043.00′	7,053,400.46	2,438,280.05	2020+09.14	2019+64.09	2020+54.19
	FRNB-11	1° 16′ 36.78" RT	1° 25′ 43.76"	44.68′	89.37′	4,010.00′	7,053,447.20	2,438,203.45	2020+98.88	2020+54.19	2021+43.56
	FRNB-12	6° 46′ 06.45" RT	2° 51′ 53.24"	118.27′	236.26′	2,000.00′	7,054,230.85	2,436,981.48	2035+50.54	2034+32.27	2036+68.53
	FRNB-13	6° 24′ 04.51" RT	0° 32′ 24.24"	593.25′	1,185.27′	10,609.00′	7,054,682.86	2,436,431.98	2042+61.78	2036+68.53	2048+53.80
	FRNB-14	9° 24′ 07.24" RT	0° 49′ 20.60"	572.91′	1,143.26′	6,967.00′	7,055,725.56	2,435,419.46	2057+13.96	2051+41.05	2062+84.31
	FRNB-15	1° 24′ 36.71" RT	0° 32′ 13.31"	131.30′	262.59′	10,669.00′	7,056,778.82	2,434,688.62	2069+93.37	2068+62.07	2071+24.66
	FRNB-16	1° 24′ 36.71" LT	0° 31′ 58.74"	132.30′	264.59′	10,750.00′	7,057,084.32	2,434,487.59	2073+59.06	2072+26.77	2074+91.35
FRSB	FRSB-6	3° 50′ 05.13" LT	1° 54′ 35.49"	100.43′	200.79′	3,000.00′	7,049,429.71	2,443,481.25	2951+45.58	2950+45.15	2952+45.94
	FRSB-7	3° 50′ 05.13" RT	1° 54′ 35.49"	100.43′	200.79′	3,000.00′	7,050,077.11	2,442,305.45	2964+87.76	2963+87.32	2965+88.11
	FRSB-8	11° 51′ 08.02" RT	2° 51′ 53.24"	207.60′	413.72′	2,000.00′	7,050,608.76	2,441,476.42	2974+72.53	2972+64.93	2976+78.65
	FRSB-9	11° 51′ 08.02" LT	2° 51′ 53.24"	207.60′	413.72′	2,000.00′	7,050,899.90	2,441,180.40	2978+86.25	2976+78.65	2980+92.37
	FRSB-10	12° 46′ 24.09" RT	5° 22′ 29.42"	119.32′	237.65′	1,066.00′	7,051,121.45	2,440,814.55	2983+12.34	2981+93.02	2984+30.67
	FRSB-11	12° 46′ 23.77" LT	5° 29′ 17.17"	116.86′	232.74′	1,044.00′	7,051,289.75	2,440,648.85	2985+47.52	2984+30.67	2986+63.41
	FRSB-12	3° 24′ 00.58" RT	2° 48′ 11.23"	60.67′	121.30′	2,044.00′	7,052,271.32	2,439,118.25	3003+64.85	3003+04.19	3004+25.48
	FRSB-13	3° 24′ 00.58" LT	2° 50′ 56.83"	59.69′	119.34′	2,011.00′	7,052,459.94	2,438,859.32	3006+85.17	3006+25.48	3007+44.83
	FRSB-14	4° 40′ 57.95" LT	2° 53′ 47.95"	80.88′	161.66′	1,978.00′	7,052,922.35	2,438,138.27	3015+41.72	3014+60.84	3016+22.51
	FRSB-15	4° 40′ 57.95" RT	2° 45′ 30.90"	84.92′	169.75′	2,077.00′	7,053,164.41	2,437,682.80	3020+57.43	3019+72.51	3021+42.26
	FRSB-16	14° 20′ 56.90" RT	1° 08′ 45.30"	629.39′	1,252.20′	5,000.00′	7,054,085.24	2,436,246.92	3037+63.11	3031+33.71	3043+85.91
	FRSB-17	9° 00′ 39.94" RT	1° 19′ 08.27"	342.30′	683.19′	4,344.00′	7,054,925.44	2,435,464.00	3049+04.95	3045+62.65	3052+45.85
	FRSB-18	0° 47′ 18.72" LT	1° 08′ 45.30"	34.41′	68.81′	5,000.00′	7,057,249.09	2,433,898.56	3077+05.32	3076+70.92	3077+39.73
FREB121	FREB121-1	1° 55′ 14.50" LT	0° 30′ 00.00"	192.09′	384.14′	11,459.16′	7,049,946.58	2,440,176.51	2214+74.01	2212+81.92	2216+66.06
	FREB121-2	7° 58′ 43.14" LT	1° 00′ 00.00"	399.58′	797.86′	5,729.58′	7,051,675.92	2,442,027.78	2240+07.31	2236+07.73	2244+05.59
	FREB121-3	6° 49′ 58.68" RT	2° 00′ 00.00"	171.03′	341.65′	2,864.79′	7,052,230.93	2,442,476.77	2247+19.90	2245+48.87	2248+90.52
FRWB121	FRWB121-1	0° 54′ 30.30" LT	0° 30′ 00.00"	90.84′	181.68′	11,459.16′	7,050,820.44	2,440,572.06	2223+59.54	2222+68.70	2224+50.38
	FRWB121-2	5° 05′ 28.32" RT	0° 41′ 00.00"	372.77′	745.05′	8,384.75′	7,051,674.98	2,441,484.75	2236+09.85	2232+37.07	2239+82.13
	FRWB121-3	5° 05′ 28.32" LT	2° 00′ 00.00"	127.36′	254.56′	2,864.79′	7,052,541.40	2,442,595.39	2250+17.98	2248+90.61	2251+45.17
	RAMPS										
RN110	RN110-2	7° 37′ 53.77" RT	1° 16′ 23.66"	300.14′	599.38′	4,500.00′	7,049,835.08	2,443,478.98	20+97.27	17+97.13	23+96.51
RN115	RN115-3	0° 28′ 27.01" LT	0° 57′ 00.64"	24.95′	49.90′	6,030.00′	7,050,237.62	2,443,127.79	16+34.07	16+09.11	16+59.02
	RN115-4	0° 42′ 14.01" LT	0° 57′ 00.64"	37.04′	74.08′	6,030.00′	7,050,596.60	2,442,661.17	22+22.79	21+85.75	22+59.83
RS115	RS115-2	5° 46′ 14.91" RT	0° 57′ 00.64"	303.93′	607.34′	6,030.00′	7,050,234.14	2,442,138.39	15+83.86	12+79.93	18+87.27
RN120	RN120-1	9° 01′ 18.76" RT	1° 40′ 57.70"	268.63′	536.16′	3,405.00′	7,051,725.03	2,440,628.62	12+68.63	10+00.00	15+36.16
	RN120-2	6° 46′ 39.71" LT	2° 51′ 53.24"	118.43′	236.59′	2,000.00′	7,052,314.67	2,439,912.04	21+95.51	20+77.08	23+13.67
RN125	RN125-3	4° 14′ 35.06" LT	1° 40′ 57.70"	126.14′	252.16′	3,405.00′	7,053,598.13	2,437,773.61	20+33.57	19+07.43	21+59.59
RS125	RS125-3	1° 39′ 28.21" LT	0° 57′ 17.75"	86.81′	173.61′	6,000.00′	7,053,666.03	2,437,037.90	23+78.55	22+91.74	24+65.35
	RS125-4	6° 05′ 45.11" RT	1° 54′ 35.49"	159.74′	319.18′	3,000.00′	7,053,814.01	2,436,796.63	27+34.53	25+74.79	28+93.97
	RS125-5	6° 27′ 28.22" LT	5° 25′ 51.17"	59.52′	118.91′	1,055.00′	7,054,103.39	2,436,386.01	31+36.97	30+77.45	31+96.36
RN126	RN126-3	4° 46′ 40.85" LT	0° 57′ 00.64"	251.57′	502.85′	6,030.00′	7,053,794.88	2,437,553.86	21+66.65	19+15.08	24+17.93
	RN126-4	16° 42′ 48.21" RT	2° 51′ 53.24"	293.79′	583.41′	2,000.00′	7,054,336.13	2,436,531.36	33+23.27	30+29.48	36+12.89
RN127	RN127-2	1° 51′ 24.26" RT	0° 57′ 00.64"	97.71′	195.41′	6,030.00′	7,054,189.73	2,436,758.51	18+65.31	17+67.60	19+63.00
	RN127-3	1° 08′ 21.61" RT	0° 31′ 53.05"	107.20′	214.40′	10,782.00′	7,054,321.74	2,436,601.78	20+70.21	19+63.00	21+77.41
RS127	RS127-2	7° 50′ 13.16" RT	1° 31′ 40.39"	256.87′	512.93′	3,750.00′	7,053,865.22	2,436,942.08	15+20.39	12+63.53	17+76.46
RN130	RN130-3	3° 01′ 14.87" RT	0° 32′ 15.67"	280.97′	561.81′	10,656.00′	7,054,501.93	2,436,581.82	16+10.14	13+29.17	18+90.98
RS130	RS130-1	13° 30′ 08.71" RT	1° 25′ 43.76"	474.70′	945.00′	4,010.00′	7,053,668.85	2,437,051.17	14+74.70	10+00.00	19+45.00
	RS130-2	4° 44′ 30.10" LT	0° 52′ 53.30"	269.12′	537.93′	6,500.00′	7,054,289.39	2,436,410.01	23+62.58	20+93.47	26+31.39
	RS130-3	10° 05′ 22.54" RT	1° 31′ 40.39"	331.04′	660.36′	3,750.00′	7,054,669.69	2,435,945.73	29+62.43	26+31.39	32+91.76
RN135	RN135-3	1° 24′ 36.71" RT	0° 32′ 04.83"	131.88′	263.75′	10,716.00′	7,056,752.50	2,434,649.68	20+78.51	19+46.62	22+10.37
	SH121 DIRECT CONNECTORS (Includes Tie-In To Exst)										
DM21SE	DM21SE-1	82° 49′ 02.47" LT	5° 25′ 51.17"	930.39′	1,524.93′	1,055.00′	7,050,841.66	2,441,400.72	21+23.26	11+92.87	27+17.80
	DM21SE-2	4° 31′ 10.24" RT	1° 41′ 22.71"	133.81′	267.48′	3,391.00′	7,052,052.04	2,442,411.12	33+64.09	32+30.28	34+97.76
	DM21SE-3	2° 02′ 59.95" LT	1° 40′ 32.90"	61.17′	122.33′	3,419.00′	7,052,191.41	2,442,547.48	35+58.93	34+97.76	36+20.09
DM21WN	DM21WN-1	4° 00′ 00.00" RT	5° 25′ 51.17"	36.84′	73.65′	1,055.00′	7,052,325.91	2,442,173.80	19+35.89	18+99.05	19+72.70
	DM21WN-2	66° 43′ 41.50" RT	6° 51′ 42.37"	549.83′	972.46′	835.00′	7,051,568.52	2,441,053.31	32+88.31	27+38.48	37+10.95
	DM21WN-3	8° 16′ 51.81" LT	5° 25′ 51.17"	76.37′	152.48′	1,055.00′	7,052,235.04	2,440,013.98	43+95.80	43+19.42	44+71.90
	DM21WN-4	8° 16′ 51.81" RT	5° 25′ 51.17"	76.37′	152.48′	1,055.00′	7,052,298.12	2,439,874.87	45+48.28	44+71.90	46+24.39
DM21EN	DM21EN-1	2° 56′ 32.73" LT	1° 40′ 57.70"	87.45′	174.86′	3,405.00′	7,049,565.05	2,439,661.30	13+33.78	12+46.32	14+21.19
	DM21EN-2	105° 20′ 10.12" LT	5° 25′ 51.17"	1,383.29′	1,939.58′	1,055.00′	7,051,202.20	2,441,480.04	37+80.79	23+97.50	43+37.08
	DM21EN-3	8° 16′ 51.81" RT	5° 30′ 14.10"	75.36′	150.46′	1,041.00′	7,052,332.73	2,439,717.15	50+48.05	49+72.69	51+23.15
	DM21EN-4	4° 46′ 32.54" LT	5° 21′ 35.12"	44.58′	89.10′	1,069.00′	7,052,411.34	2,439,626.57	51+67.72	51+23.15	52+12.25
DM21SW	DM21SW-1	6° 22′ 25.00" RT	1° 40′ 57.70"	189.58′	378.77′	3,405.00′	7,052,205.53	2,439,374.59	11+89.58	10+00.00	13+78.77
	DM21SW-2	6° 22′ 25.00" LT	0° 49′ 06.64"	389.74′	778.68′	7,000.00′	7,051,840.59	2,439,824.52	17+68.52	13+78.77	21+57.46
	DM21SW-3	104° 16′ 42.85" RT	11° 01′ 06.31"	668.92′	946.40′	520.00′	7,051,113.73	2,440,957.95	31+14.19	24+45.28	33+91.68
	DM21SW-4	5° 49′ 08.36" LT	0° 59′ 53.68"	291.71′	582.92′	5,739.65′	7,050,277.55	2,440,062.82	39+47.69	36+55.98	42+38.90
	DM21SW-5	4° 40′ 11.98" RT	1° 40′ 57.83"	138.84′	277.52′	3,404.93′	7,049,953.26	2,439,779.61	43+77.74	42+38.90	45+16.43
DM21NE	DM21NE-1	1° 30′ 00.00" RT	1° 00′ 00.00"	75.00′	150.00′	5,729.58′	7,050,302.98	2,442,853.84	21+30.90	20+55.90	22+05.90
	DM21NE-2	95° 40′ 57.53" RT	6° 50′ 00.00"	926.05′	1,400.23′	838.47′	7,051,103.79	2,441,674.25	35+56.63	26+30.58	40+30.82
	DM21NE-3	6° 00′ 11.41" RT	2° 00′ 00.00"	150.22′	300.16′	2,864.79′	7,052,356.21	2,442,719.75	47+36.21	45+86.00	48+86.15
	DM21NE-4	4° 13′ 26.97" LT	1° 00′ 00.00"	211.30′	422.42′	5,729.58′	7,053,010.29	2,443,393.72	56+75.12	54+63.82	58+86.24
	DM21NE-5	5° 19′ 00.88" RT	2° 00′ 00.00"	133.02′	265.85′	2,864.79′	7,053,480.65	2,443,811.81	63+04.25	61+71.23	64+37.08
DM21WS	DM21WS-1	1° 32′ 42.10" RT	0° 57′ 00.64"	81.31′	162.60′	6,030.00′	7,049,278.59	2,443,850.92	1+65.96	0+84.66	2+47.26
	DM21WS-2	109° 16′ 18.50" RT	5° 45′ 00.00"	1,404.00′	1,900.38′	996.45′	7,051,242.01	2,440,789.28	38+03.08	23+99.08	42+99.46
	DM21WS-3	4° 59′ 35.65" LT	2° 00′ 00.00"	124.91′	249.66′	2,864.79′	7,053,078.86	2,443,135.59	58+75.25	57+50.34	60+00.00
DM21ES	DM21ES-1	4° 00′ 00.00" RT	2° 00′ 00.00"	100.04′	200.00′	2,864.79′	7,050,215.61	2,440,298.97	11+00.04	10+00.00	12+00.00
	DM21ES-2	70° 33′ 28.20" RT	6° 00′ 00.00"	675.60′	1,175.96′	954.93′	7,050,947.26	2,441,200.89	22+61.33	15+85.73	27+61.69
DM21NW	DM21NW-1	75° 43′ 17.15" LT	6° 38′ 25.28"	670.75′	1,140.32′	862.84′	7,051,341.30	2,441,216.22	30+14.03	23+43.27	34+83.59
	DM21NW-2	5° 48′ 11.02" LT	1° 00′ 00.00"	290.40′	580.31′	5,729.58′	7,050,272.41	2,440,071.96	43+78.68	40+88.28	46+68.58
	DM21NW-3	4° 39′ 26.27" RT	2° 00′ 00.00"	116.50′	232.86′	2,864.79′	7,049,966.01	2,439,804.23	47+85.08	46+68.58	49+01.45
	DM21NW-4	3° 09′ 09.09" RT	2° 05′ 31.04"	75.37′	150.70′	2,738.86′	7,049,626.37	2,439,454.91	52+72.16	51+96.79	53+47.49
	PGBT DIRECT CONNECTORS (Includes Tie-In To Exst)										
DMPGSE	DMPGSE-1	4° 24′ 51.71" RT	1° 40′ 57.70"	131.23′	262.34′	3,405.00′	7,047,501.18	2,446,612.60	914+01.14	912+69.91	915+32.25
	DMPGSE-2	4° 24′ 51.71" LT	1° 40′ 57.70"	131.23′	262.34′	3,405.00′	7,047,351.20	2,446,827.76	916+63.48	915+32.25	917+94.59
	COLLECTOR-DISTRIBUTOR										
C-D NB (DMNB01)	DMNB01-8	4° 23′ 32.04" LT	1° 40′ 57.70"	130.58′	261.02′	3,405.00′	7,047,825.62	2,446,798.40	7077+79.81	7076+49.24	7079+10.26
	DMNB01-9	4° 23′ 32.04" RT	1° 40′ 57.70"	130.58′	261.02′	3,405.00′	7,047,949.35	2,446,568.42	7080+40.84	7079+10.26	7081+71.28
	DMNB01-10	4° 23′ 32.04" RT	1° 40′ 57.70"	130.58′	261.02′	3,405.00′	7,049,271.78	2,444,506.29	7104+90.44	7103+59.87	7106+20.89
	DMNB01-11	4° 23′ 32.04" LT	1° 40′ 57.70"	130.58′	261.02′	3,405.00′	7,049,429.18	2,444,297.91	7107+51.46	7106+20.89	7108+81.91
	DMNB01-12	6° 15′ 10.50" RT	0° 57′ 00.64"	329.37′	658.08′	6,030.00′	7,050,210.18	2,443,080.06	7121+98.09	7118+68.73	7125+26.81
	DMNB01-13	10° 45′ 10.50" LT	2° 51′ 53.24"	188.23′	375.35′	2,000.00′	7,050,640.73	2,442,546.95	7128+82.70	7126+94.48	7130+69.82
	DMNB01-14	4° 30′ 00.00" RT	2° 51′ 53.24"	78.58′	157.08′	2,000.00′	7,050,917.77	2,442,029.65	7134+68.40	7133+89.82	7135+46.90
	DMNB01-15	2° 41′ 18.58" LT	0° 57′ 00.64"	141.50′	282.95′	6,030.00′	7,051,564.59	2,441,021.05	7146+66.51	7145+25.01	7148+07.96
	DMNB01-16	2° 41′ 18.58" RT	0° 57′ 00.64"	141.50′	282.95′	6,030.00′	7,051,706.01	2,440,775.92	7149+49.46	7148+07.96	7150+90.90
C-D SB (DMSB01)	DMSB01-1	1° 27′ 43.59" RT	0° 31′ 50.21"	137.78′	275.55′	10,798.00′	7,047,513.54	2,446,593.34	5082+25.94	5080+88.16	5083+63.71
	DMSB01-2	1° 27′ 43.59" LT	0° 32′ 07.35"	136.56′	273.10′	10,702.00′	7,047,665.23	2,446,363.31	5085+00.27	5083+63.71	5086+36.81
	DMSB01-3	1° 32′ 42.10" LT	0° 57′ 00.64"	81.31′	162.60′	6,030.00′	7,048,722.82	2,444,720.62	5103+98.74	5103+17.43	5104+80.03
	DMSB01-4	1° 32′ 42.10" RT	0° 52′ 53.30"	87.64′	175.28′	6,500.00′	7,049,941.75	2,442,706.36	5127+59.45	5126+71.81	5128+47.09
	DMSB01-5	6° 50′ 46.08" RT	2° 51′ 53.24"	119.63′	238.98′	2,000.00′	7,050,581.12	2,441,704.99	5139+79.54	5138+59.91	5140+98.89
	DMSB01-6	6° 50′ 46.08" LT	2° 51′ 53.24"	119.63′	238.98′	2,000.00′	7,051,034.34	2,441,133.13	5147+09.65	5145+90.02	5148+28.99
	DMSB01-7	4° 10′ 03.29" RT	0° 52′ 53.30"	236.50′	472.80′	6,500.00′	7,051,613.80	2,440,255.96	5158+78.28	5156+41.78	5161+14.58
	DMSB01-8	4° 10′ 03.29" LT	0° 53′ 05.06"	235.63′	471.05′	6,476.00′	7,051,883.28	2,439,867.60	5163+50.21	5161+14.58	5165+85.63
C-D SB (DMSB02)	DMSB02-1	4° 48′ 51.78" LT	0° 32′ 27.92"	445.14′	889.76′	10,589.00′	7,053,248.90	2,437,747.61	5186+37.81	5181+92.67	5190+82.43
	DMSB02-2	3° 46′ 47.90" RT	2° 51′ 53.24"	66.00′	131.95′	2,000.00′	7,053,487.75	2,437,295.70	5191+48.42	5190+82.43	5192+14.37
	DMSB02-3	12° 46′ 41.51" RT	1° 07′ 32.35"	569.95′	1,135.18′	5,090.00′	7,054,018.30	2,436,434.56	5201+59.84	5195+89.88	5207+25.06
	DMSB02-4	10° 49′ 40.49" RT	1° 40′ 57.70"	322.70′	643.49′	3,405.00′	7,054,643.04	2,435,796.95	5210+47.77	5207+25.06	5213+68.55
	CROSS STREETS										
FRANKFORD RD	XFRAN-1	31° 44′ 47.91" RT	7° 09′ 43.10"	227.48′	443.27′	800.00′	7,048,402.44	2,445,909.07	106+73.35	104+45.87	108+89.14
ROUND GROVE/ FM 3040	XROUN-1	20° 25′ 14.58" LT	7° 09′ 43.10"	144.09′	285.13′	800.00′	7,053,274.70	2,436,928.71	101+54.09	100+10.00	102+95.13
	XROUN-2	15° 45′ 47.32" RT	4° 53′ 49.47"	161.97′	321.89′	1,170.00′	7,054,227.31	2,437,563.55	112+95.81	111+33.84	114+55.73
	U TURNS										
UTURN-121	UTURN-121-1	85° 40′ 53.42" LT	71° 37′ 11.01"	74.19′	119.63′	80.00′	7,051,138.98	2,440,840.65	9+50.77		9+96.22
	UTURN-121-2	111° 23′ 45.36" LT	71° 37′ 11.01"	117.27′	155.54′	80.00′	7,051,520.03	2,441,248.56	14+80.23	13+62.96	15+18.50
UTURS-121	UTURS-121-1	74° 20′ 39.80" LT	71° 37′ 11.01"	60.66′	103.80′	80.00′	7,051,277.54	2,441,671.39	9+37.25	8+76.58	9+80.39
	UTURS-121-2	94° 11′ 06.07" LT	71° 37′ 11.01"	86.07′	131.51′	80.00′	7,050,866.15	2,441,230.99	15+22.38	14+36.32	15+67.82

NORTHBOUND BUSINESSES:

Parcel ID	Business Name	Parcel Address
NB-98	VOLVO DEALERSHIP	STEMMONS FWY
NB-99	VACANT	2920 N STEMMONS FWY
NB-100	STRIP MALL	1837 W FRANKFORD RD
NB-101	LA HACIENDA RANCH	3300 N STEMMONS
NB-102	CASUAL LIVING	3400 N STEMMONS FWY
NB-103	RESIDENCE	3524 I35 & FRANKFORD
NB-104	DALLAS NURSERIES	2552 S STEMMONS
NB-105	ABUELO'S	2520 STEMMONS
NB-106	VACANT	2516 S STEMMONS
NB-107	GARDEN RIDGE CORPORATION	2512 S STEMMONS FWY
NB-108	MIMI'S CAFé	2486 S STEMMONS
NB-109	SYLVAN, DENTIST, ADECCO, HOCKEY SHOP	2484 S STEMMONS
NB-110	BEST BUY	2484 S STEMMONS
NB-111	PETSMART	2484 S STEMMONS
NB-112	SCRAPBOOKS WAREHOUSE	2484 S STEMMONS
NB-113	SALTGRASS STEAK HOUSE	2484 S STEMMONS
NB-114	AUTO CLINIC	2484 S STEMMONS
NB-115	MARDEL	2410 S STEMMONS
NB-116	ACADEMY	2410 S STEMMONS
NB-117	PIER I IMPORTS	2430 S STEMMONS
NB-118	ROOMSTORE	2410 S STEMMONS
NB-119	HOME DEPOT FLOOR STORE	2422 S STEMMONS
NB-120	CONN'S	2422 S STEMMONS
NB-121	OLIVE GARDEN	2418 S STEMMONS
NB-122	99 CENT ONLY STORE	2410 S STEMMONS
NB-123	SUBWAY	2410 S STEMMONS
NB-124	AVENUE	2412 S STEMMONS
NB-125	TOYS 'R US	2412 S STEMMONS
NB-126	SUPER SALAD	2410 S STEMMONS
NB-127	VACANT	2410 S STEMMONS
NB-128	BUSY BODY	2410 S STEMMONS
NB-129	CHUCK E. CHEESE	2410 S STEMMONS
NB-130	METRO MEDICAL	2410 S STEMMONS
NB-131	BENNIGAN'S	2290 S STEMMONS
NB-132	TWEETER	2260 S STEMMONS
NB-133	CARTOY'S	2240 S STEMMONS
NB-134	THE SOCCOR CORNER	2240 S STEMMONS
NB-135	VACANT	1014 LAKELAND DR
NB-136	BLIND & SHUTTER EXPO	1010 LAKELAND DR
NB-137	COKER FLOOR CO.	PO BOX 455
NB-138	BANKSTON HONDA	1002 LAKELAND DR
NB-139	MAIN EVENT	PO BOX 455
NB-140	JOE'S CRAB SHACK	409 KIRKWOOD DR
NB-141	HOOTER'S	972 LAKELAND DR
NB-142	TJ HARTFORD'S GRILL & BAR	PO BOX 822
NB-143	ON THE BORDER	PO BOX 822
NB-144	CONOCO FOOD STORE	1700 TIMBER RIDGE CIR

Texas Department of Transportation ®

Dallas District Design Schematic

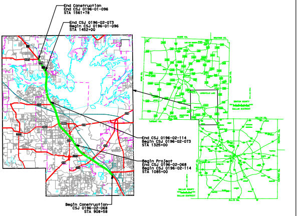
William L. Hale, P.E., District Engineer

IH 35E

From: PGBT
To: FM 2181 S. in Corinth
Dallas & Denton County
Functional Class: Urban Freeway
Project Length: 12.27 Miles

CSJ's: 0196-01-096
0196-02-073
0196-02-114
0196-02-068

Design Speeds:
Mainlanes 70 mph
Managed Lanes 70 mph
Ramps 40 mph
Turnaround Ramps 20 mph
Frontage Roads 40 mph
Cross Streets 30 mph
Collector Distributor 50 mph
Direct Connectors 50 mph
IH35 SB TO SH 121 WB DC (DM21SW) 40 mph


End Construction
End CSJ 0196-01-096
STA 1561+78
End CSJ 0196-02-073
Begin CSJ 0196-01-096
STA 1452+00
End CSJ 0196-02-114
Begin CSJ 0196-02-073
STA 1325+00
Begin Project
End CSJ 0196-02-068
Begin CSJ 0196-02-114
STA 1085+00
Begin Construction
CSJ 0196-02-068
STA 908+58
DENTON COUNTY
DALLAS DISTRICT
DALLAS COUNTY
DALLAS DISTRICT

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

October 2010

Roll 1 of 9

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

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DATE: 10-18-2010

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