Texas Department of Transportation®

Dallas District Design Schematic

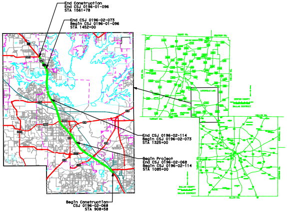
William L. Hale, P.E., District Engineer

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


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
DALLAS COUNTY
DALLAS DISTRICT

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

October 2010

Roll 3 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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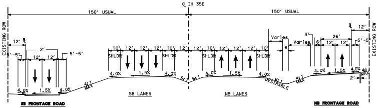
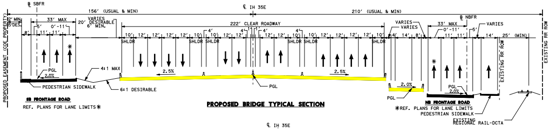
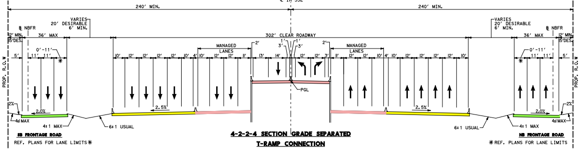

℄ IH 35E
150' USUAL
150' USUAL
EXISTING ROW
SHLDR
4.0%
1.5%
4:1 MAX
6:1
6:1 DESIRABLE
SB LANES
NB LANES
SB FRONTAGE ROAD
NB FRONTAGE ROAD
Varies

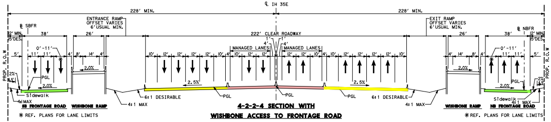
EXISTING TYPICAL 6-LANE SECTION WITH FRONTAGE ROADS


℄ SBFR
℄ IH 35E
℄ NBFR
156' (USUAL & MIN)
210' (USUAL & MIN)
222' CLEAR ROADWAY
33' MAX
VARIES 20' DESIRABLE 6' MIN.
PROPOSED EASEMENT (COE PROPERTY)
EXISTING RR ROW
SHLDR
2.5%
2.0%
PGL
4:1 MAX
6:1 DESIRABLE
PEDESTRIAN SIDEWALK
SB FRONTAGE ROAD
NB FRONTAGE ROAD
REF. PLANS FOR LANE LIMITS✱
EXISTING REGIONAL RAIL-DCTA

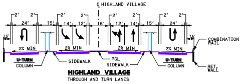
PROPOSED BRIDGE TYPICAL SECTION


℄ IH 35E
240' MIN.
240' MIN.
℄ NBFR
36' MAX
302' CLEAR ROADWAY
MANAGED LANES
VARIES 20' DESIRABLE 6' MIN.
PROP. R.O.W
2.5%
2.0%
PGL
4:1 MAX
6:1 USUAL
SB FRONTAGE ROAD
NB FRONTAGE ROAD
REF. PLANS FOR LANE LIMITS✱

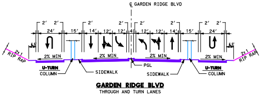
4-2-2-4 SECTION GRADE SEPARATED T-RAMP CONNECTION


℄ IH 35E
228' MIN.
228' MIN.
℄ SBFR
℄ NBFR
ENTRANCE RAMP OFFSET VARIES 6' USUAL MIN.
EXIT RAMP OFFSET VARIES 6' USUAL MIN.
222' CLEAR ROADWAY
MANAGED LANES
PROP. R.O.W
Sidewalk
PGL
2.5%
2.0%
4:1 MAX
6:1 DESIRABLE
SB FRONTAGE ROAD
WISHBONE RAMP
NB FRONTAGE ROAD
✱ REF. PLANS FOR LANE LIMITS

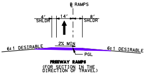
4-2-2-4 SECTION WITH WISHBONE ACCESS TO FRONTAGE ROAD


℄ HIGHLAND VILLAGE
2% MIN
U-TURN
COLUMN
SIDEWALK
PGL
COMBINATION RAIL
RET. WALL

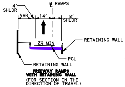
HIGHLAND VILLAGE
THROUGH AND TURN LANES


℄ GARDEN RIDGE BLVD
2% MIN
U-TURN
COLUMN
SIDEWALK
PGL
2:1 RIP RAP

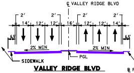
GARDEN RIDGE BLVD
THROUGH AND TURN LANES


℄ RAMPS
SHLDR
2% MIN
6:1 DESIRABLE
PGL

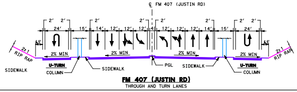
FREEWAY RAMPS
(FOR SECTION IN THE DIRECTION OF TRAVEL)


℄ RAMPS
SHLDR
VAR
2% MIN
RETAINING WALL
PGL

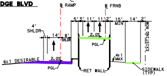
FREEWAY RAMPS WITH RETAINING WALL
(FOR SECTION IN THE DIRECTION OF TRAVEL)


℄ VALLEY RIDGE BLVD
2% MIN
SIDEWALK
PGL

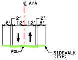
VALLEY RIDGE BLVD


℄ FM 407 (JUSTIN RD)
2% MIN
U-TURN
COLUMN
SIDEWALK
PGL
2:1 RIP RAP

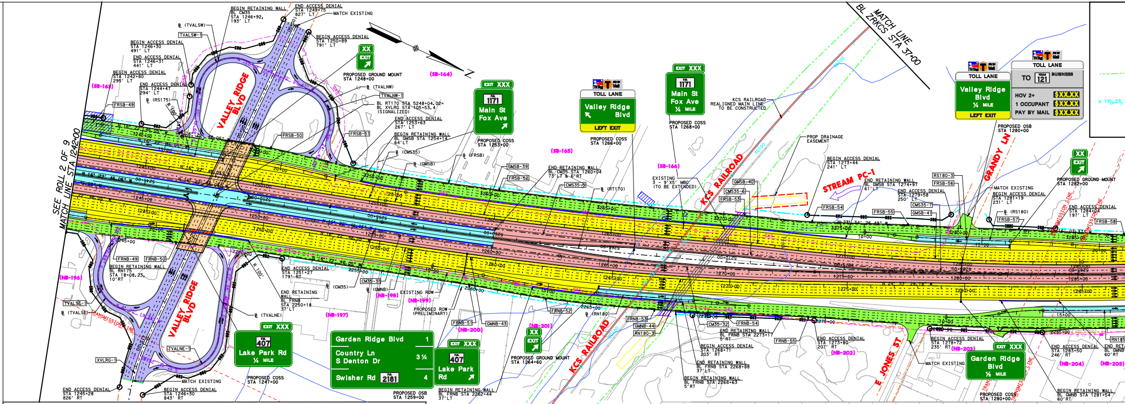
FM 407 (JUSTIN RD)
THROUGH AND TURN LANES

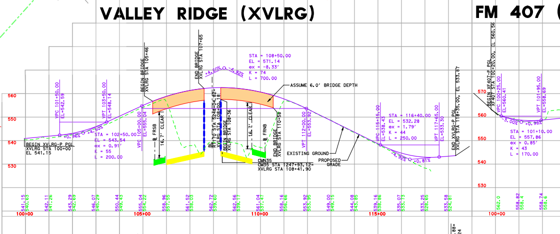

℄ RAMP
℄ FRNB
SHLDR
2.0%
PGL
6:1 DESIRABLE
RET WALL
EXISTING ROW
4:1 MAX
SIDEWALK (TYP)

FRNB AT COPPERAS BRANCH
ALTERNATE PARK ACCESS
WITH RETAINING WALLS
STA. 2396+00 TO STA. 2409+00


℄ APA
PGL
SIDEWALK (TYP)

ALTERNATE PARK ACCESS


SEE ROLL 2 OF 9
MATCH LINE STA 1242+00
MATCH LINE BL ZRKCS STA 37+00
VALLEY RIDGE BLVD
KCS RAILROAD
STREAM PC-1
GRANDY LN
E JONES ST
TRANSMISSION LINE
BEGIN RETAINING WALL BL CM35 STA 1246+92, 193' LT
END ACCESS DENIAL STA 1249+75 827' LT
MATCH EXISTING
BEGIN ACCESS DENIAL STA 1250+89 791' LT
BEGIN ACCESS DENIAL STA 1246+30 491' LT
END ACCESS DENIAL STA 1246+31 441' LT
BEGIN ACCESS DENIAL STA 1242+80 295' LT
END ACCESS DENIAL STA 1244+47 294' LT
PROPOSED GROUND MOUNT STA 1248+00
BL RT170 STA 5248+04.02= BL XVLRG STA 105+53.4 (SIGNALIZED)
END ACCESS DENIAL STA 1253+63 267' LT
BEGIN RETAINING WALL BL GMSB STA 1254+14 64' LT
PROPOSED COSS STA 1253+00
PROPOSED COSS STA 1266+00
PROPOSED COSS STA 1268+00
KCS RAILROAD REALIGNED MAIN LINE TO BE CONSTRUCTED
PROPOSED OSB STA 1280+00
PROPOSED GROUND MOUNT STA 1282+00
END RETAINING WALL BL CM35 STA 1260+04 73' LT & 6' RT
EXISTING 3 - 9'X5' MBC (TO BE EXTENDED)
PROP DRAINAGE EASEMENT
BEGIN ACCESS DENIAL STA 1273+44 241' LT
END RETAINING WALL BL GMSB STA 1274+97 61' LT
END ACCESS DENIAL STA 1279+58 250' LT
MATCH EXISTING
BEGIN ACCESS DENIAL STA 1281+19 231' LT
END ACCESS DENIAL STA 1284+04 197' LT
BEGIN RETAINING WALL BL RN175 STA 18+08.23, 10' RT
END ACCESS DENIAL STA 1251+27 179' RT
END RETAINING WALL BL FRNB STA 2250+18 37' LT
EXISTING ROW
PROPOSED ROW (PRELIMINARY)
PROPOSED GROUND MOUNT STA 1264+60
BEGIN RETAINING WALL BL FRNB STA 2262+44 37' LT
PROPOSED OSB STA 1259+00
PROPOSED COSS STA 1247+00
END ACCESS DENIAL STA 1245+28 826' RT
BEGIN ACCESS DENIAL STA 1246+30 843' RT
MATCH EXISTING
END RETAINING WALL BL FRNB STA 2273+17 5' RT
BEGIN ACCESS DENIAL STA 1268+71 203' RT
END RETAINING WALL BL FRNB STA 2268+88 37' LT
BEGIN RETAINING WALL BL FRNB STA 2268+63 5' RT
END ACCESS DENIAL STA 1273+80 207' RT
BEGIN ACCESS DENIAL STA 1278+72 235' RT
MATCH EXISTING
PROPOSED COSS STA 1280+00
END ACCESS DENIAL STA 1283+50 246' RT
BEGIN RETAINING WALL BL GMNB STA 1281+54 60' RT
(SB-163) (SB-164) (SB-165) (SB-166)
(NB-196) (NB-197) (NB-198) (NB-199) (NB-200) (NB-201) (NB-202) (NB-203) (NB-204) (NB-205)
EXIT XXX
Main St Fox Ave
TOLL LANE
Valley Ridge Blvd
LEFT EXIT
Main St Fox Ave ¼ MILE
Valley Ridge Blvd ¼ MILE
TO 121 BUSINESS
HOV 2+ $X.XX
1 OCCUPANT $X.XX
PAY BY MAIL $X.XX
Lake Park Rd ¼ MILE
Garden Ridge Blvd 1
Country Ln S Denton Dr 3 ¼
Swisher Rd 2181 4
407 Lake Park Rd
Garden Ridge Blvd ¼ MILE



VALLEY RIDGE (XVLRG)

FM 407

BEGIN XVLRG-P PGL XVLRG STA 100+00 EL 541.15
BEGIN BRIDGE XVLRG STA 105+46
END BRIDGE XVLRG STA 107+65
STA = 102+50.00
EL = 543.54
ex = 0.91'
K = 55
L = 200.00
STA = 108+50.00
EL = 571.14
ex = -8.33'
K = 74
L = 700.00
ASSUME 6.0' BRIDGE DEPTH
16.7' CLEAR
CM35 STA 1247+93.12= XVLRG STA 108+41.90
STA = 116+40.00
EL = 532.28
ex = 1.79'
K = 44
L = 250.00
EXISTING GROUND
PROPOSED GRADE
END XVLRG-P PGL
STA = 101+10.00
EL = 557.86
ex = 0.85'
K = 43
L = 170.00
BEGIN XFA07-P PGL
100+00 105+00 110+00 115+00 100+00

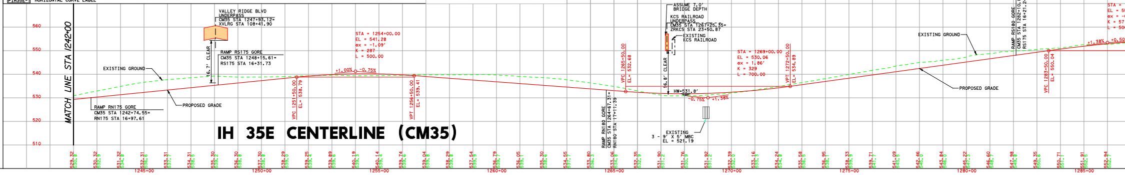
ROLL 1	- STA 908+58 TO STA 1078+00 PLAN/PROFILE
ROLL 2	- STA 1078+00 TO STA 1242+00 PLAN/PROFILE
ROLL 3	- STA 1242+00 TO STA 1417+00 PLAN/PROFILE
ROLL 4	- STA 1417+00 TO STA 1561+78 PLAN/PROFILE
ROLL 5	- PROFILES - FRONTAGE ROADS 1 OF 2
ROLL 6	- PROFILES - FRONTAGE ROADS 2 OF 2 AND DIRECT CONNECTOR
ROLL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

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

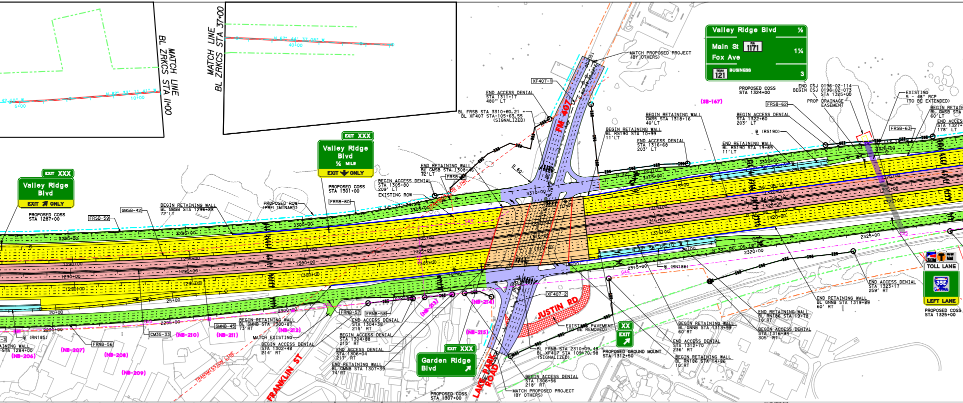
NOTES:

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.

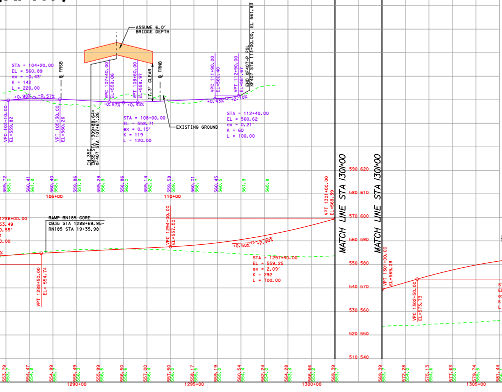


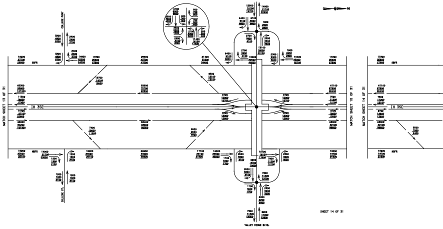
IH 35E CENTERLINE (CM35)

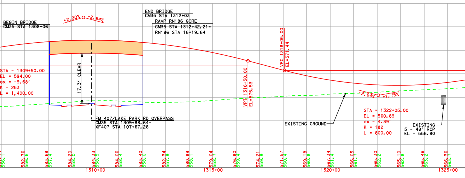
MATCH LINE STA 1242+00
VALLEY RIDGE BLVD UNDERPASS
CM35 STA 1247+93.12= XVLRG STA 108+41.90
16.7' CLEAR
RAMP RS175 GORE CM35 STA 1248+15.61= RS175 STA 16+31.73
EXISTING GROUND
RAMP RN175 GORE CM35 STA 1242+74.55= RN175 STA 16+97.61
PROPOSED GRADE
STA = 1254+00.00
EL = 541.28
ex = -1.09'
K = 287
L = 500.00
+1.00% -0.75%
VPC 1251+50.00 EL = 538.79
VPT 1256+50.00 EL = 539.41
ASSUME 7.0' BRIDGE DEPTH
KCS RAILROAD UNDERPASS
CM35 STA 1267+25.35= ZRKCS STA 23+50.87
EXISTING KCS RAILROAD
16.8' CLEAR
HW=531.8'
-0.75% +1.38%
STA = 1269+00.00
EL = 530.06
ex = 1.86'
K = 329
L = 700.00
VPC 1265+50.00 EL = 532.68
VPT 1272+50.00 EL = 534.89
EXISTING 3 - 9' X 5' MBC EL = 521.19
RAMP RN180 GORE CM35 STA 1264+67.31= RN180 STA 17+11.39
EXISTING GROUND
PROPOSED GRADE
RAMP RS180 GORE CM35 STA 1282+10.88= RS175 STA 16+21.24
VPC 1283+50.00 EL = 550.04
+1.38%
560 550 540 530 520 510
1245+00 1250+00 1255+00 1260+00 1265+00 1270+00 1275+00 1280+00 1285+00

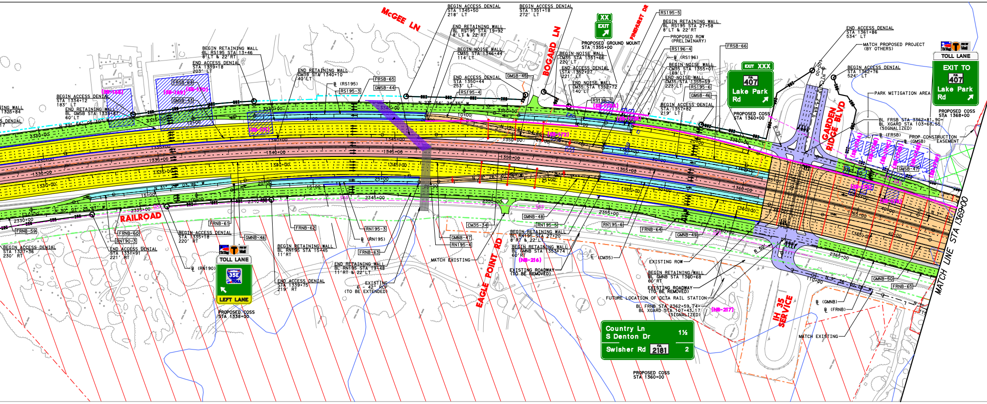

MATCH LINE
BL ZRKCS STA 11+00
MATCH LINE
BL ZRKCS STA 37+00
Valley Ridge Blvd ½
Main St FM 1171 1¼
Fox Ave
TEXAS 121 BUSINESS 3
MATCH PROPOSED PROJECT (BY OTHERS)
PROPOSED COSS STA 1324+00
END CSJ 0196-02-114
BEGIN CSJ 0196-02-073
STA 1325+00
PROP DRAINAGE EASEMENT
EXISTING 5 - 48" RCP (TO BE EXTENDED)
XF407-1
END ACCESS DENIAL STA 1311+17 480' LT
BL FRSB STA 3310+60.21 = BL XF407 STA 105+63.55 (SIGNALIZED)
(SB-167)
FRSB-62
BEGIN RETAINING WALL CM35 STA 1318+16 40' LT
BEGIN ACCESS DENIAL STA 1322+60 203' LT
FRSB-63
BEGIN RETAINING WALL BL RS190 STA 10+99 11' LT
END ACCESS DENIAL STA 1316+68 203' LT
(RS190)
END RETAINING WALL BL RS190 STA 19+69 11' LT
EXIT XXX
Valley Ridge Blvd ¼ MILE
EXIT ONLY
PROPOSED COSS STA 1301+00
END RETAINING WALL BL GMSB STA 1308+16 72' LT
FRSB-61
BEGIN ACCESS DENIAL STA 1305+80 209' LT
EXISTING ROW
FM 407
EXIT XXX
Valley Ridge Blvd
EXIT ONLY
PROPOSED COSS STA 1287+00
FRSB-59
GMSB-42
BEGIN RETAINING WALL BL GMSB STA 1296+88 72' LT
PROPOSED ROW (PRELIMINARY)
FRSB-60
R 60'
TOLL LANE
35E TOLL
LEFT LANE
PROPOSED COSS STA 1325+00
END ACCESS DENIAL STA 1323+17 259' RT
END RETAINING WALL BL GMSB STA 1319+89 60' RT
END RETAINING WALL BL RN186 STA 19+78 10' RT
BEGIN ACCESS DENIAL STA 1316+94 305' RT
(RN186)
BEGIN RETAINING WALL BL GNNB STA 1313+99 60' RT
END ACCESS DENIAL STA 1312+70 236' RT
BEGIN RETAINING WALL BL RN186 STA 14+86 10' RT
XF407-2
JUSTIN RD
EXISTING PAVEMENT (TO BE REMOVED)
EXIT XX
EXIT
BL FRNB STA 2310+09.48 = BL XF407 STA 109+70.98 (SIGNALIZED)
PROPOSED GROUND MOUNT STA 1312+50
EXIT XXX
Garden Ridge Blvd
BEGIN ACCESS DENIAL STA 1306+56 218' RT
MATCH PROPOSED PROJECT (BY OTHERS)
LAKE PARK ROAD
PROPOSED COSS STA 1307+00
(NB-214)
(NB-213)
(NB-215)
FRNB-57
FRNB-58
END ACCESS DENIAL STA 1304+38 215' RT
BEGIN ACCESS DENIAL STA 1304+88 215' RT
END ACCESS DENIAL STA 1306+04 217' RT
END RETAINING WALL BL GMNB STA 1307+39 74' RT
BEGIN RETAINING WALL BL GMNB STA 1300+87 73' RT
(NB-212)
MATCH EXISTING
BEGIN ACCESS DENIAL STA 1302+48 214' RT
FRANKLIN ST
GMNB-45
CM35-33
(NB-210)
(NB-211)
FRNB-56
(RN185)
(NB-207)
(NB-208)
(NB-209)
(NB-206)
TRANSMISSION LINE
GAS

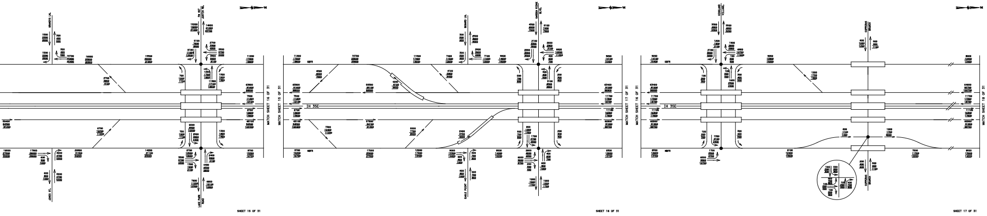
(XF407)

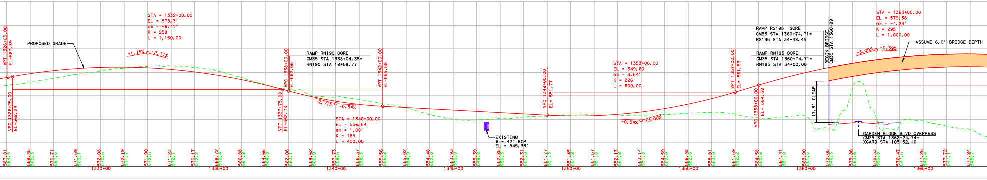

ASSUME 6.0' BRIDGE DEPTH
STA = 104+20.00
EL = 560.89
ex = -0.43'
K = 142
L = 220.00
FRSB
FRNB
17.3' CLEAR
EL 561.83
STA = 108+00.00
EL = 558.71
ex = 0.15'
K = 119
L = 120.00
EXISTING GROUND
STA = 112+40.00
EL = 560.62
ex = 0.21'
K = 60
L = 100.00
105+00
110+00
RAMP RN185 GORE
CM35 STA 1288+69.95=
RN185 STA 19+35.98
STA = 1297+50.00
EL = 559.25
ex = 2.09'
K = 292
L = 700.00
+0.50%
+2.90%
MATCH LINE STA 1301+00
1290+00
1295+00
1300+00

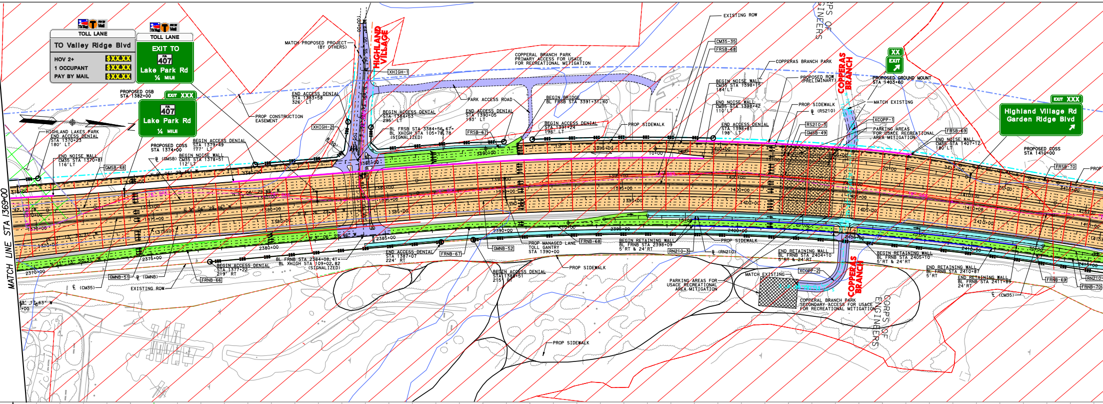

VALLEY RIDGE BLVD.
IH 35E
SHEET 14 OF 31

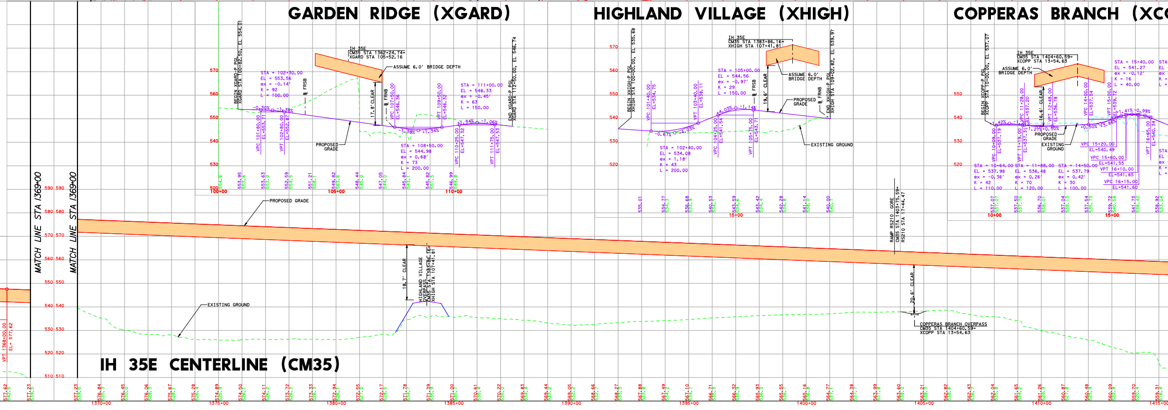

MATCH LINE STA 1301+00
BEGIN BRIDGE
CM35 STA 1308+06
+2.90%
-2.64%
END BRIDGE
CM35 STA 1312+03
RAMP RN186 GORE
CM35 STA 1312+42.21=
RN186 STA 16+19.64
STA = 1309+50.00
EL = 594.00
ex = -9.68'
K = 253
L = 1,400.00
17.3' CLEAR
FM 407/LAKE PARK RD OVERPASS
CM35 STA 1309+88.64=
XF407 STA 107+67.26
EXISTING GROUND
-2.64%
+1.15%
STA = 1322+05.00
EL = 560.89
ex = 4.39'
K = 182
L = 800.00
EXISTING 5 - 48" RCP
EL = 556.80
1305+00
1310+00
1315+00
1320+00
1325+00


McGEE LN
BOGARD LN
PINEHURST DR
GARDEN RIDGE BLVD
EAGLE POINT RD
RAILROAD
IH 35 SERVICE
MATCH LINE STA 1369+00
BEGIN ACCESS DENIAL STA 1345+50 218' LT
BEGIN ACCESS DENIAL STA 1351+18 272' LT
BEGIN RETAINING WALL BL RS195 STA 13+46 8'LT & 22'RT
END RETAINING WALL BL RS195 STA 19+92 8'LT & 22'RT
BEGIN NOISE WALL CM35 STA 1346+44 114'LT
END ACCESS DENIAL STA 1339+18 203' LT
END RETAINING WALL CM35 STA 1340+10 40'LT
END ACCESS DENIAL STA 1350+44 253' LT
BEGIN ACCESS DENIAL STA 1334+12 183' LT
END RETAINING WALL BL GMSB STA 1334+87 60'LT
PROPOSED GROUND MOUNT STA 1355+00
BEGIN NOISE WALL CM35 STA 1351+66 220'LT
END ACCESS DENIAL STA 1352+27 221' LT
END NOISE WALL CM35 STA 1352+72 140'LT
BEGIN RETAINING WALL BL RS195 STA 27+58 8'LT & 22'RT
PROPOSED ROW (PRELIMINARY)
BEGIN NOISE WALL CM35 STA 1355+01 169'LT
END NOISE WALL CM35 STA 1355+59 223'LT
BEGIN ACCESS DENIAL STA 1357+82 219' LT
END ACCESS DENIAL STA 1361+86 534' LT
MATCH PROPOSED PROJECT (BY OTHERS)
BEGIN ACCESS DENIAL STA 1362+76 524' LT
PARK MITIGATION AREA
BL FRSB STA 3362+81.90= BL XGARD STA 103+68.55 (SIGNALIZED)
PROP. CONSTRUCTION EASEMENT
PROPOSED COSS STA 1360+00
PROPOSED COSS STA 1368+00
PROPOSED COSS STA 1338+00
EXIT XXX 407 Lake Park Rd
TOLL LANE EXIT TO 407 Lake Park Rd
TOLL LANE 35E TOLL LEFT LANE
Country Ln S Denton Dr 1¼
Swisher Rd 2181 2
BEGIN ACCESS DENIAL STA 1327+36 230' RT
END ACCESS DENIAL STA 1331+91 221' RT
BEGIN ACCESS DENIAL STA 1335+18 220' RT
BEGIN RETAINING WALL BL RN195 STA 15+45 11'RT
END RETAINING WALL BL RN195 STA 19+48 11'RT & 22'LT
END ACCESS DENIAL STA 1339+75 219' RT
EXISTING 6 - 42" RCP (TO BE EXTENDED)
MATCH EXISTING
BEGIN RETAINING WALL BL RN195 STA 27+20 8'RT & 22'LT
BEGIN RETAINING WALL BL GMNB STA 1353+74 60'RT
EXISTING ROADWAY (TO BE REMOVED)
EXISTING ROW
BEGIN RETAINING WALL BL GMNB STA 1360+68 60'RT
EXISTING ROADWAY (TO BE REMOVED)
FUTURE LOCATION OF DCTA RAIL STATION
BL FRNB STA 2362+59.74= BL XGARD STA 107+43.17 (SIGNALIZED)
MATCH EXISTING
FRSB-64 FRSB-65 FRSB-66 GMSB-44 GMSB-45 GMSB-43 GMSB-46 GMSB-47 RS195-3 RS195-4 RS195-5 RS195-6 RS196-3 RS196-4
FRNB-59 FRNB-60 FRNB-61 FRNB-62 FRNB-63 FRNB-64 FRNB-65 GMNB-46 GMNB-47 GMNB-48 GMNB-49 GMNB-50 RN190-3 RN195-3 RN195-4 RN195-5 RN195-6 CM35-34
℄ (RS195) ℄ (RS196) ℄ (RN195) ℄ (RN190) ℄ (CM35) ℄ (GMNB) ℄ (FRNB) ℄ (FRSB) ℄ (GMSB)
(NB-216) (NB-217)


IH 35E
SBFR
NBFR
MATCH SHEET 16 OF 31
MATCH SHEET 17 OF 31
SHEET 16 OF 31
SHEET 17 OF 31


PROPOSED GRADE
STA = 1332+00.00 EL = 578.31 ex = -6.41' K = 258 L = 1,150.00
+1.75% -2.71%
VPT 1326+05.00 EL=567.89
VPC 1326+25.00 EL=568.24
RAMP RN190 GORE CM35 STA 1338+04.35= RN190 STA 18+59.77
VPC 1338+00.00 EL=562.06
VPT 1337+75.00 EL=562.74
VPT 1342+00.00 EL=556.56
-2.71% -0.54%
STA = 1340+00.00 EL = 556.64 ex = 1.08' K = 185 L = 400.00
EXISTING 6 - 42" RCP EL = 545.33'
VPC 1349+00.00 EL= 551.77
STA = 1353+00.00 EL = 549.60 ex = 3.54' K = 226 L = 800.00
-0.54% +3.00%
VPT 1357+00.00 EL= 561.59
VPC 1358+00.00 EL= 564.58
RAMP RS195 GORE CM35 STA 1360+74.71= RS195 STA 34+48.45
RAMP RN195 GORE CM35 STA 1360+74.71= RN195 STA 34+00.00
BEGIN BRIDGE CM35 STA 1360+99
17.8' CLEAR
STA = 1363+00.00 EL = 579.56 ex = -4.23' K = 295 L = 1,000.00
+3.00% -0.39%
ASSUME 6.0' BRIDGE DEPTH
GARDEN RIDGE BLVD OVERPASS CM35 STA 1362+24.74= XGARD STA 105+52.16
1330+00 1335+00 1340+00 1345+00 1350+00 1355+00 1360+00 1365+00


TOLL LANE
TO Valley Ridge Blvd
HOV 2+ $XX.XX
1 OCCUPANT $XX.XX
PAY BY MAIL $XX.XX
TOLL LANE
EXIT TO
407
Lake Park Rd
¼ MILE
PROPOSED OSB STA 1382+00
EXIT XXX
407
Lake Park Rd
¼ MILE
HIGHLAND LAKES PARK
END ACCESS DENIAL STA 1370+23 180' LT
END NOISE WALL CM35 STA 1370+81 116'LT
GMSB-48
PROPOSED COSS STA 1374+00
℄ (GMSB)
BEGIN NOISE WALL CM35 STA 1378+51 112'LT
BEGIN ACCESS DENIAL STA 1379+49 177' LT
PROP CONSTRUCTION EASEMENT
MATCH PROPOSED PROJECT (BY OTHERS)
HIGHLAND VILLAGE
XHIGH-1
XHIGH-2
END ACCESS DENIAL STA 1383+58 326' LT
BEGIN ACCESS DENIAL STA 1384+53 295' LT
BL FRSB STA 3384+56.67= BL XHIGH STA 105+78.78 (SIGNALIZED)
R 50'
PARK ACCESS ROAD
END ACCESS DENIAL STA 1390+05 193' LT
FRSB-67
BEGIN BRIDGE BL FRSB STA 3391+31.40
BEGIN ACCESS DENIAL STA 1391+24 198' LT
PROP SIDEWALK
COPPERAL BRANCH PARK PRIMARY ACCESS FOR USACE FOR RECREATIONAL MITIGATION
EXISTING ROW
CM35-35
FRSB-68
COPPERAS BRANCH PARK
BEGIN NOISE WALL CM35 STA 1398+15 184'LT
END NOISE WALL CM35 STA 1398+42 110'LT
END ACCESS DENIAL STA 1398+81 198' LT
PROPOSED ROW (PRELIMINARY)
PROP SIDEWALK
℄ (RS210)
RS210-3
GMSB-49
COPPERAS BRANCH
XX
EXIT
PROPOSED GROUND MOUNT STA 1403+60
MATCH EXISTING
XCOPP-1
PARKING AREAS FOR USACE RECREATIONAL AREA MITIGATION
FRSB-69
END NOISE WALL CM35 STA 1407+12 180'LT
EXIT XXX
Highland Village Rd
Garden Ridge Blvd
PROPOSED COSS STA 1410+00
FRSB-70
PROP
CORPS OF ENGINEERS
MATCH LINE STA 1369+00
N 9° 06' 29.46" W
N 1° 13' 30.31" W
16" GAS
2370+00
2375+00
2380+00
2385+00
2390+00
2395+00
2400+00
2405+00
2410+00
1370+00
1375+00
1380+00
1385+00
1390+00
1395+00
1400+00
1405+00
1410+00
1415+00
3380+00
3385+00
3390+00
3395+00
3400+00
3410+00
10+00
15+00
20+00
25+00
30+00
BL FRNB STA 2384+08.41= BL XHIGH STA 109+02.82 (SIGNALIZED)
END ACCESS DENIAL STA 1387+07 224' RT
FRNB-67
BEGIN ACCESS DENIAL STA 1377+22 219' RT
FRNB-66
GMNB-51
℄ (GMNB)
℄ (CM35)
EXISTING ROW
GMNB-52
PROP MANAGED LANE TOLL GANTRY STA 1390+00
FRNB-68
BEGIN RETAINING WALL BL FRNB STA 2398+09 5'RT & 24'RT
RN210-3
℄ (RN210)
PROP SIDEWALK
BEGIN ACCESS DENIAL STA 1388+51 215' RT
PROP SIDEWALK
END RETAINING WALL BL FRNB STA 2404+10 5'RT & 24'RT
BEGIN RETAINING WALL BL FRNB STA 2405+10 5'RT & 24'RT
END RETAINING WALL BL FRNB STA 2410+87 5'RT
END RETAINING WALL BL FRNB STA 2411+89 24'RT
FRNB-69
RN210-
FRNB-70
℄ (CM35)
MATCH EXISTING
XCOPP-2
PARKING AREAS FOR USACE RECREATIONAL AREA MITIGATION
COPPERAL BRANCH PARK SECONDARY ACCESS FOR USACE FOR RECREATIONAL MITIGATION
COPPERAS BRANCH
CORPS OF ENGINEERS
PROP SIDEWALK



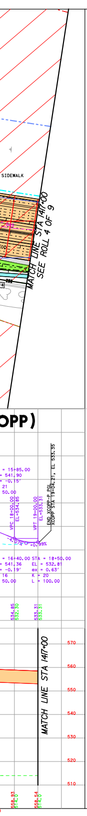
GARDEN RIDGE (XGARD)

HIGHLAND VILLAGE (XHIGH)

COPPERAS BRANCH (XCO

IH 35E CENTERLINE (CM35)

BEGIN XGARD-P PGL XGARD STA 100+82.50, EL 554.01
IH 35E CM35 STA 1362+24.74= XGARD STA 105+52.16
ASSUME 6.0' BRIDGE DEPTH
STA = 102+30.00
EL = 553.56
ex = -0.14'
K = 92
L = 100.00
℄ FRSB
17.8' CLEAR
℄ FRNB
-0.30%
-1.38%
VPC 101+80.00 EL=553.71
VPT 102+80.00 EL=552.87
PROPOSED GRADE
VPC 107+50.00 EL=546.36
VPT 109+50.00 EL=546.32
-1.38%
+1.34%
STA = 108+50.00
EL = 544.98
ex = 0.68'
K = 73
L = 200.00
STA = 111+00.00
EL = 548.33
ex = -0.45'
K = 63
L = 150.00
+1.34%
-1.06%
VPC 110+25.00 EL=547.32
VPT 111+75.00 EL=547.53
END XGARD-P PGL XGARD STA 112+50.00, EL 546.74
570
560
550
540
530
500
100+00
105+00
110+00
554.6
553.95 553.6
553.63 553.0
552.59 554.5
551.21 558.1
549.82 563.6
548.44 545.0
547.05 544.0
545.84 543.1
545.82 551.5
546.99 549.8
BEGIN XHIGH-P PGL XHIGH STA 100+00.00, EL 535.68
IH 35E CM35 STA 1383+86.16= XHIGH STA 107+41.81
ASSUME 6.0' BRIDGE DEPTH
STA = 105+00.00
EL = 544.56
ex = -0.97'
K = 29
L = 150.00
℄ FRSB
19.6' CLEAR
PROPOSED GRADE
℄ FRNB
END XHIGH-P PGL XHIGH STA 109+02.82, EL 539.97
VPC 101+40.00 EL=534.75
VPT 103+40.00 EL=538.11
-0.67%
+4.03%
+4.03%
-1.14%
VPC 104+25.00 EL=541.54
VPT 105+75.00 EL=543.71
STA = 102+40.00
EL = 534.08
ex = 1.18'
K = 43
L = 200.00
EXISTING GROUND
570
560
550
540
530
520
535.01
534.77 534.3
536.68 533.9
540.53 534.1
543.59 534.6
543.42 534.4
542.28 534.8
541.14 538.0
540.00 540.7
15+00
RAMP RS210 GORE CM35 STA 1403+75.59= RS210 STA 17+44.47
BEGIN XCOPP-P PGL XCOPP STA 10+00.00, EL 537.07
IH 35E CM35 STA 1404+60.59= XCOPP STA 13+54.63
ASSUME 6.0' BRIDGE DEPTH
16.6' CLEAR
PROPOSED GRADE
EXISTING GROUND
+1.42%
-1.27%
+0.50%
+0.50%
+3.86%
+1.41%
-0.99%
VPC 10+09.00 EL=537.19
VPT 11+19.00 EL=537.31
VPC 11+28.00 EL=537.20
VPT 12+48.00 EL=536.78
VPC 14+00.00 EL=537.54
VPT 15+00.00 EL=539.72
VPT 16+65.00 EL=540.34
STA = 10+64.00
EL = 537.98
ex = -0.36'
K = 42
L = 110.00
STA = 11+88.00
EL = 536.48
ex = 0.26'
K = 70
L = 120.00
STA = 14+50.00
EL = 537.79
ex = 0.42'
K = 30
L = 100.00
STA = 15+40.00
EL = 541.27
ex = -0.12'
K = 16
L = 40.00
VPC 15+20.00 EL=540.49
VPC 15+60.00 EL=541.55
VPT 16+10.00 EL=541.65
VPC 16+15.00 EL=541.60
550
540
530
520
537.07 537.07
537.50 537.76
536.70 538.01
537.04 538.13
537.54 535.73
539.72 540.58
541.73 538.42
538.92 533.04
10+00
15+00
MATCH LINE STA 1369+00
MATCH LINE STA 1369+00
PROPOSED GRADE
18.7' CLEAR
HIGHLAND VILLAGE OVERPASS CM35 STA 1383+86.16= XHIGH STA 107+41.81
EXISTING GROUND
20.6' CLEAR
COPPERAS BRANCH OVERPASS CM35 STA 1404+60.59= XCOPP STA 13+54.63
VPT 1368+00.00 EL= 577.62
590
580
570
560
550
540
530
520
510
1370+00
1375+00
1380+00
1385+00
1390+00
1395+00
1400+00
1405+00
1410+00
1415+00


SIDEWALK
MATCH LINE STA 1417+00
SEE ROLL 4 OF 9
OPP)
END XCOPP-P PGL
XCOPP STA 19+04.21, EL 533.35
= 15+85.00
= 541.90
= -0.15'
21
50.00
VPC 19+00.00
EL=534.85
VPT 19+00.00
EL=533.31
-4.07%
+0.99%
= 16+40.00 STA = 18+50.00
= 541.36 EL = 532.81
= -0.19' ex = 0.63'
16 K = 20
50.00 L = 100.00
534.85
532.30
533.31
MATCH LINE STA 1417+00
570
560
550
540
530
520
510
558.93
514.0
558.54
514.0

CURVE DATA

STREET NAME	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	NORTHING	EASTING	PI STATION	PC STATION	PT STATION
	MAINLANES										
CM35	CM35-31	2° 22′ 17.23" LT	0° 18′ 32.54"	383.74′	767.36′	18,540.00′	7,072,473.41	2,424,533.66	1259+06.93	1255+23.20	1262+90.56
	CM35-32	5° 48′ 24.89" LT	0° 31′ 59.64"	544.97′	1,089.00′	10,745.00′	7,073,352.83	2,424,235.12	1268+35.53	1262+90.56	1273+79.56
	CM35-33	8° 22′ 36.93" LT	0° 18′ 34.94"	1,354.81′	2,704.79′	18,500.00′	7,075,798.09	2,423,117.77	1295+23.04	1281+68.23	1308+73.02
	CM35-34	23° 49′ 35.64" RT	0° 38′ 24.63"	1,888.23′	3,721.88′	8,950.00′	7,080,397.27	2,420,138.47	1349+98.06	1331+09.84	1368+31.71
	CM35-35	13° 23′ 45.88" RT	0° 29′ 38.14"	1,362.28′	2,712.15′	11,600.00′	7,085,380.59	2,419,339.54	1399+90.44	1386+28.16	1413+40.30
CMS35	CMS35-5	4° 15′ 02.10" LT	0° 18′ 37.36"	685.06′	1,369.49′	18,460.00′	7,072,739.95	2,424,371.93	4262+08.03	4255+22.98	4268+92.46
	CMS35-6	1° 47′ 36.44" RT	0° 32′ 08.25"	167.43′	334.83′	10,697.00′	7,073,537.77	2,424,071.57	4270+59.89	4268+92.46	4272+27.30
	CMS35-7	6° 48′ 31.28" LT	0° 31′ 49.33"	642.64′	1,283.76′	10,803.00′	7,074,304.45	2,423,810.03	4278+69.94	4272+27.30	4285+11.06
	GENERAL PURPOSE										
GMNB	GMNB-43	2° 22′ 17.23" LT	0° 18′ 29.37"	384.83′	769.56′	18,593.00′	7,072,489.41	2,424,584.20	1258+81.57	1254+96.74	1262+66.30
	GMNB-44	5° 48′ 24.89" LT	0° 31′ 50.21"	547.66′	1,094.37′	10,798.00′	7,073,372.41	2,424,284.44	1268+13.95	1262+66.30	1273+60.67
	GMNB-45	8° 22′ 36.93" LT	0° 18′ 31.76"	1,358.69′	2,712.54′	18,553.00′	7,075,823.64	2,423,164.36	1295+08.03	1281+49.34	1308+61.88
	GMNB-46	7° 11′ 07.56" RT	0° 38′ 38.36"	558.62′	1,115.77′	8,897.00′	7,079,310.16	2,420,905.84	1336+57.31	1330+98.69	1342+14.46
	GMNB-47	9° 11′ 32.72" RT	0° 57′ 17.75"	482.35′	962.63′	6,000.00′	7,080,247.76	2,420,453.61	1346+96.81	1342+14.46	1351+77.09
	GMNB-48	1° 47′ 01.89" LT	0° 57′ 17.75"	93.41′	186.81′	6,000.00′	7,080,799.64	2,420,289.53	1352+70.50	1351+77.09	1353+63.90
	GMNB-49	8° 23′ 07.43" RT	0° 38′ 46.21"	650.02′	1,297.71′	8,867.00′	7,081,505.30	2,420,055.60	1360+13.91	1353+63.90	1366+61.61
	GMNB-50	1° 16′ 11.02" LT	0° 38′ 24.12"	99.20′	198.38′	8,952.00′	7,082,243.24	2,419,926.08	1367+60.80	1366+61.61	1368+59.99
	GMNB-51	2° 07′ 00.84" RT	0° 31′ 50.21"	199.50′	398.95′	10,798.00′	7,083,026.65	2,419,770.60	1375+59.49	1373+59.99	1377+58.94
	GMNB-52	13° 23′ 45.88" RT	0° 29′ 46.31"	1,356.06′	2,699.75′	11,547.00′	7,085,382.83	2,419,392.86	1399+45.71	1385+89.65	1412+89.41
GMSB	GMSB-39	4° 15′ 02.10" LT	0° 18′ 40.58"	683.09′	1,365.55′	18,407.00′	7,072,723.11	2,424,321.64	1262+14.17	1255+31.08	1268+96.64
	GMSB-40	1° 47′ 36.44" RT	0° 31′ 58.74"	168.26′	336.49′	10,750.00′	7,073,519.87	2,424,021.68	1270+64.90	1268+96.64	1272+33.13
	GMSB-41	6° 48′ 31.28" LT	0° 31′ 58.74"	639.49′	1,277.47′	10,750.00′	7,074,284.36	2,423,760.88	1278+72.61	1272+33.13	1285+10.59
	GMSB-42	7° 17′ 22.11" LT	0° 18′ 38.15"	1,175.05′	2,346.93′	18,447.00′	7,075,920.14	2,422,975.56	1296+85.64	1285+10.59	1308+57.52
	GMSB-43	8° 36′ 32.93" RT	0° 38′ 11.07"	677.66′	1,352.77′	9,003.00′	7,079,352.44	2,420,752.15	1337+71.99	1330+94.33	1344+47.10
	GMSB-44	2° 11′ 24.00" LT	0° 57′ 17.75"	114.68′	229.34′	6,000.00′	7,080,074.44	2,420,425.77	1345+61.79	1344+47.10	1346+76.44
	GMSB-45	8° 10′ 21.49" RT	1° 08′ 45.30"	357.20′	713.20′	5,000.00′	7,080,496.69	2,420,215.10	1350+33.65	1346+76.44	1353+89.64
	GMSB-46	3° 54′ 33.78" RT	0° 38′ 03.46"	308.29′	616.34′	9,033.00′	7,081,128.37	2,420,005.66	1356+97.93	1353+89.64	1360+05.97
	GMSB-47	7° 15′ 18.74" RT	0° 57′ 17.75"	380.39′	759.76′	6,000.00′	7,081,795.31	2,419,834.01	1363+86.36	1360+05.97	1367+65.74
	GMSB-48	1° 55′ 47.29" LT	0° 57′ 17.75"	101.05′	202.09′	6,000.00′	7,082,570.63	2,419,736.36	1371+66.79	1370+65.74	1372+67.83
	GMSB-49	13° 23′ 45.88" RT	0° 29′ 30.06"	1,368.51′	2,724.54′	11,653.00′	7,085,378.35	2,419,286.22	1400+10.35	1386+41.84	1413+66.38
	FRONTAGE ROADS										
FRNB	FRNB-49	4° 03′ 08.16" LT	1° 25′ 00.51"	143.07′	286.01′	4,044.00′	7,071,108.93	2,425,135.88	2244+73.35	2243+30.28	2246+16.30
	FRNB-50	4° 03′ 08.16" RT	1° 26′ 53.97"	139.95′	279.79′	3,956.00′	7,071,374.14	2,425,037.08	2247+56.25	2246+16.30	2248+96.09
	FRNB-51	2° 11′ 48.34" RT	1° 16′ 23.66"	86.28′	172.53′	4,500.00′	7,072,564.51	2,424,675.74	2260+00.09	2259+13.81	2260+86.35
	FRNB-52	5° 30′ 38.47" LT	1° 15′ 36.28"	218.83′	437.33′	4,547.00′	7,072,860.32	2,424,600.98	2263+05.18	2260+86.35	2265+23.68
	FRNB-53	2° 37′ 57.43" LT	0° 31′ 26.97"	251.17′	502.26′	10,931.00′	7,073,302.84	2,424,442.59	2267+74.85	2265+23.68	2270+25.93
	FRNB-54	1° 42′ 19.61" LT	2° 10′ 33.83"	39.19′	78.37′	2,633.00′	7,073,571.43	2,424,332.29	2270+65.12	2270+25.93	2271+04.31
	FRNB-55	3° 16′ 15.32" RT	0° 38′ 11.83"	256.97′	513.80′	9,000.00′	7,073,841.92	2,424,211.69	2273+61.27	2271+04.31	2276+18.10
	FRNB-56	12° 21′ 34.93" LT	0° 29′ 40.47"	1,254.40′	2,499.06′	11,584.88′	7,075,255.15	2,423,675.96	2288+72.50	2276+18.10	2301+17.16
	FRNB-57	2° 26′ 46.04" RT	1° 59′ 46.93"	61.27′	122.53′	2,870.00′	7,076,357.06	2,422,957.08	2301+78.44	2301+17.16	2302+39.69
	FRNB-58	2° 15′ 38.31" LT	0° 18′ 23.85"	368.68′	737.27′	18,686.00′	7,076,726.86	2,422,737.74	2306+08.37	2302+39.69	2309+76.96
	FRNB-59	2° 54′ 39.23" RT	1° 25′ 56.62"	101.63′	203.22′	4,000.00′	7,078,726.73	2,421,442.24	2329+91.09	2328+89.46	2330+92.68
	FRNB-60	1° 30′ 41.98" LT	2° 49′ 05.83"	26.82′	53.64′	2,033.00′	7,079,097.69	2,421,227.86	2334+19.50	2333+92.68	2334+46.31
	FRNB-61	4° 23′ 24.91" RT	0° 39′ 48.86"	330.97′	661.61′	8,634.46′	7,079,402.64	2,421,040.73	2337+77.28	2334+46.31	2341+07.92
	FRNB-62	1° 04′ 05.40" LT	2° 51′ 53.24"	18.64′	37.29′	2,000.00′	7,079,713.74	2,420,881.22	2341+26.57	2341+07.92	2341+45.21
	FRNB-63	8° 19′ 44.29" RT	0° 47′ 02.84"	532.04′	1,062.20′	7,307.00′	7,080,199.00	2,420,620.88	2346+77.25	2341+45.21	2352+07.41
	FRNB-64	9° 55′ 44.76" RT	0° 39′ 14.89"	760.85′	1,517.90′	8,759.00′	7,081,414.81	2,420,181.14	2359+68.27	2352+07.41	2367+25.31
	FRNB-65	1° 16′ 11.02" LT	0° 37′ 56.65"	100.39′	200.78′	9,060.00′	7,082,263.09	2,420,032.24	2368+25.70	2367+25.31	2369+26.09
	FRNB-66	2° 07′ 00.84" RT	0° 32′ 09.51"	197.50′	394.96′	10,690.00′	7,083,045.72	2,419,876.92	2376+23.59	2374+26.09	2378+21.05
	FRNB-67	5° 11′ 41.48" RT	1° 25′ 43.76"	181.91′	363.58′	4,010.00′	7,084,317.27	2,419,673.07	2389+11.33	2387+29.42	2390+93.00
	FRNB-68	2° 12′ 36.25" LT	1° 25′ 43.76"	77.35′	154.68′	4,010.00′	7,084,575.93	2,419,655.37	2391+70.34	2390+93.00	2392+47.67
	FRNB-69	10° 18′ 03.69" RT	0° 30′ 05.07"	1,029.99′	2,054.42′	11,427.00′	7,085,676.94	2,419,537.25	2402+77.66	2392+47.67	2413+02.10
	FRNB-70	3° 43′ 48.31" LT	1° 25′ 30.97"	130.90′	261.71′	4,020.00′	7,086,834.75	2,419,621.82	2414+33.00	2413+02.10	2415+63.81
	FRNB-71	3° 50′ 25.27" RT	1° 25′ 43.76"	134.44′	268.78′	4,010.00′	7,087,100.08	2,419,623.90	2416+98.25	2415+63.81	2418+32.59
FRSB	FRSB-49	2° 24′ 54.18" RT	2° 50′ 01.03"	42.62′	85.23′	2,022.00′	7,070,798.78	2,424,748.63	3242+82.77	3242+40.15	3243+25.38
	FRSB-50	5° 27′ 53.94" RT	1° 15′ 25.34"	217.54′	434.75′	4,558.00′	7,071,556.98	2,424,514.30	3250+76.27	3248+58.73	3252+93.48
	FRSB-51	5° 38′ 18.41" LT	1° 42′ 42.68"	164.82′	329.38′	3,347.00′	7,071,932.43	2,424,441.91	3254+58.30	3252+93.48	3256+22.85
	FRSB-52	4° 04′ 37.64" LT	0° 18′ 47.19"	651.35′	1,302.14′	18,299.00′	7,072,714.77	2,424,209.38	3262+74.20	3256+22.85	3269+24.99
	FRSB-53	1° 44′ 00.63" RT	0° 31′ 39.66"	164.27′	328.51′	10,858.00′	7,073,478.08	2,423,922.01	3270+89.26	3269+24.99	3272+53.51
	FRSB-54	4° 40′ 38.96" LT	2° 51′ 53.24"	81.68′	163.28′	2,000.00′	7,073,710.78	2,423,842.36	3273+35.19	3272+53.51	3274+16.78
	FRSB-55	1° 42′ 35.86" RT	2° 50′ 01.03"	30.17′	60.35′	2,022.00′	7,074,134.09	2,423,657.65	3277+96.96	3277+66.78	3278+27.13
	FRSB-56	2° 08′ 19.42" LT	0° 32′ 22.78"	198.18′	396.31′	10,617.00′	7,074,346.02	2,423,572.61	3280+25.31	3278+27.13	3282+23.44
	FRSB-57	1° 44′ 06.67" RT	2° 49′ 05.83"	30.79′	61.57′	2,033.00′	7,074,555.19	2,423,479.47	3282+54.23	3282+23.44	3282+85.01
	FRSB-58	4° 10′ 03.09" LT	2° 50′ 56.83"	73.17′	146.27′	2,011.00′	7,074,975.29	2,423,307.45	3287+08.18	3286+35.01	3287+81.28
	FRSB-59	4° 11′ 29.26" LT	0° 18′ 44.79"	671.06′	1,341.51′	18,338.00′	7,075,641.70	2,422,976.13	3294+52.34	3287+81.28	3301+22.79
	FRSB-60	3° 50′ 02.28" LT	2° 50′ 56.83"	67.31′	134.57′	2,011.00′	7,076,277.06	2,422,599.98	3301+90.10	3301+22.79	3302+57.36
	FRSB-61	1° 31′ 32.89" RT	2° 49′ 05.83"	27.07′	54.14′	2,033.00′	7,076,643.46	2,422,348.53	3306+34.43	3306+07.36	3306+61.50
	FRSB-62	4° 08′ 51.92" RT	2° 50′ 11.13"	73.15′	146.23′	2,020.00′	7,078,059.24	2,421,431.40	3323+21.31	3322+48.16	3323+94.39
	FRSB-63	4° 08′ 51.92" LT	2° 51′ 42.94"	72.50′	144.93′	2,002.00′	7,078,362.17	2,421,264.95	3326+66.89	3325+94.39	3327+39.32
	FRSB-64	5° 10′ 25.80" RT	1° 54′ 35.49"	135.54′	270.90′	3,000.00′	7,079,303.13	2,420,655.41	3337+87.96	3336+52.42	3339+23.32
	FRSB-65	3° 51′ 14.95" RT	0° 37′ 37.71"	307.39′	614.56′	9,136.00′	7,079,695.09	2,420,449.10	3342+30.72	3339+23.32	3345+37.88
	FRSB-66	14° 47′ 54.88" RT	1° 02′ 30.27"	714.26′	1,420.56′	5,500.00′	7,080,978.44	2,419,880.21	3356+34.28	3349+20.02	3363+40.58
	FRSB-67	3° 01′ 02.00" RT	0° 57′ 17.75"	158.02′	315.96′	6,000.00′	7,084,465.64	2,419,321.14	3391+58.05	3390+00.04	3393+16.00
	FRSB-68	6° 04′ 40.95" RT	0° 29′ 12.31"	624.93′	1,248.69′	11,771.00′	7,085,244.17	2,419,238.07	3399+40.93	3393+16.00	3405+64.69
	FRSB-69	5° 51′ 47.45" RT	1° 16′ 23.66"	230.45′	460.49′	4,500.00′	7,086,099.55	2,419,237.87	3407+95.14	3405+64.69	3410+25.18
	FRSB-70	1° 33′ 44.51" LT	1° 16′ 23.66"	61.36′	122.71′	4,500.00′	7,086,688.27	2,419,298.20	3413+86.54	3413+25.18	3414+47.89
	RAMPS										
RN180	RN180-3	2° 09′ 29.98" LT	0° 31′ 35.12"	205.02′	410.00′	10,884.00′	7,073,243.55	2,424,413.89	19+16.41	17+11.39	21+21.39
RS180	RS180-3	2° 08′ 19.42" LT	0° 32′ 14.22"	199.06′	398.06′	10,664.00′	7,074,364.34	2,423,615.90	14+22.23	12+23.18	16+21.24
RN185	RN185-3	2° 36′ 08.60" LT	0° 29′ 51.76"	261.48′	522.87′	11,511.88′	7,075,034.08	2,423,632.27	16+74.67	14+13.19	19+36.07
RN190	RN190-3	5° 32′ 02.50" RT	5° 25′ 51.17"	50.99′	101.90′	1,055.00′	7,079,001.60	2,421,217.40	13+05.85	12+54.86	13+56.76
RN195	RN195-3	4° 52′ 04.13" RT	0° 46′ 09.10"	316.61′	632.85′	7,448.80′	7,079,907.27	2,420,716.28	16+34.34	13+17.73	19+50.58
	RN195-4	4° 30′ 45.98" LT	5° 25′ 51.17"	41.57′	83.09′	1,055.00′	7,080,234.65	2,420,570.98	19+92.15	19+50.58	20+33.67
	RN195-5	10° 06′ 12.65" RT	5° 25′ 51.17"	93.26′	186.04′	1,055.00′	7,080,792.85	2,420,268.61	26+26.93	25+33.67	27+19.71
	RN195-6	3° 54′ 18.31" RT	0° 38′ 40.55"	303.03′	605.82′	8,888.62′	7,081,169.00	2,420,143.91	30+22.74	27+19.71	33+25.53
	RN195-7	0° 48′ 35.69" RT	0° 38′ 39.97"	62.84′	125.68′	8,890.83′	7,081,523.32	2,420,052.70	33+88.37	33+25.53	34+51.21
RS195	RS195-3	4° 35′ 35.99" RT	0° 37′ 49.39"	364.52′	728.65′	9,089.00′	7,079,767.53	2,420,464.08	16+27.44	12+62.92	19+91.58
	RS195-4	9° 38′ 58.75" RT	5° 25′ 51.17"	89.05′	177.68′	1,055.00′	7,080,184.53	2,420,285.63	20+80.63	19+91.58	21+69.26
	RS195-5	4° 49′ 30.14" LT	5° 25′ 51.17"	44.45′	88.84′	1,055.00′	7,080,800.48	2,420,137.55	27+13.71	26+69.26	27+58.10
	RS195-6	3° 54′ 33.78" RT	0° 38′ 09.03"	307.54′	614.84′	9,011.00′	7,081,134.58	2,420,026.78	30+65.64	27+58.10	33+72.94
	RS195-7	7° 15′ 18.74" RT	0° 57′ 30.40"	379.00′	756.98′	5,978.00′	7,081,799.44	2,419,855.66	37+51.93	33+72.94	41+29.91
RS196	RS196-3	4° 11′ 53.34" RT	1° 07′ 35.54"	186.41′	372.66′	5,086.00′	7,080,631.74	2,420,079.72	14+19.19	12+32.78	16+05.43
	RS196-4	0° 42′ 53.83" RT	0° 37′ 41.92"	56.90′	113.79′	9,119.00′	7,080,862.68	2,420,003.15	16+62.33	16+05.43	17+19.22
RN210	RN210-3	8° 26′ 58.44" RT	0° 29′ 59.08"	846.92′	1,690.78′	11,465.00′	7,085,862.29	2,419,512.69	21+86.25	13+39.33	30+30.10
RS210	RS210-3	2° 26′ 33.58" RT	0° 29′ 17.69"	250.18′	500.29′	11,735.00′	7,085,523.86	2,419,276.42	14+94.36	12+44.18	17+44.47
	CROSS STREETS										
VALLEY RIDGE	XVLRG-1	23° 01′ 43.05" LT	6° 00′ 00.00"	194.53′	383.81′	954.93′	7,071,403.05	2,425,671.08	116+65.23	114+70.70	118+54.51
LAKE PARK RD/ FM 407	XF407-1	9° 07′ 22.60" LT	4° 58′ 56.07"	91.75′	183.11′	1,150.00′	7,076,943.43	2,421,749.01	101+91.46	100+99.71	102+82.82
	XF407-2	10° 02′ 08.93" RT	2° 59′ 59.20"	167.70′	334.55′	1,910.00′	7,077,096.51	2,422,730.82	111+84.74	110+17.03	113+51.59
HIGHLAND VILLAGE	XHIGH-1	4° 03′ 18.53" LT	15° 04′ 40.21"	13.45′	26.89′	380.00′	7,083,746.42	2,418,831.96	100+40.91	100+27.45	100+54.35
	XHIGH-2	5° 24′ 59.21" RT	15° 04′ 40.21"	17.98′	35.92′	380.00′	7,083,768.65	2,419,048.91	102+58.99	102+41.01	102+76.93
COPPERAS BR	XCOPP-1	17° 17′ 40.06" RT	57° 17′ 44.81"	15.21′	30.18′	100.00′	7,085,859.55	2,419,144.81	10+90.74	10+75.53	11+05.71
	TURNAROUNDS										
TVALNE	TVALNE-1	101° 48′ 47.92" RT	38° 11′ 49.87"	184.62′	266.55′	150.00′	7,071,675.49	2,425,347.82	15+79.99	13+95.37	16+61.92
TVALNW	TVALNW-1	92° 06′ 05.72" RT	39° 30′ 51.59"	150.42′	233.08′	145.00′	7,071,574.69	2,424,228.20	13+19.05	11+68.63	14+01.71
TVALSE	TVALSE-1	94° 05′ 36.67" LT	39° 30′ 51.59"	155.75′	238.13′	145.00′	7,071,085.17	2,425,265.63	13+19.24	11+63.49	14+01.61
TVALSW	TVALSW-1	107° 46′ 35.34" LT	39° 30′ 51.59"	198.76′	272.75′	145.00′	7,071,283.14	2,424,230.39	13+21.74	11+22.98	13+95.73
	RAILROADS										
TVALNE	TVALNE-1	101° 48′ 47.92" RT	38° 11′ 49.87"	184.62′	266.55′	150.00′	7,071,675.49	2,425,347.82	15+79.99	13+95.37	16+61.92
TVALNW	TVALNW-1	92° 06′ 05.72" RT	39° 30′ 51.59"	150.42′	233.08′	145.00′	7,071,574.69	2,424,228.20	13+19.05	11+68.63	14+01.71
TVALSE	TVALSE-1	94° 05′ 36.67" LT	39° 30′ 51.59"	155.75′	238.13′	145.00′	7,071,085.17	2,425,265.63	13+19.24	11+63.49	14+01.61
TVALSW	TVALSW-1	107° 46′ 35.34" LT	39° 30′ 51.59"	198.76′	272.75′	145.00′	7,071,283.14	2,424,230.39	13+21.74	11+22.98	13+95.73

NORTHBOUND BUSINESSES:

Parcel ID	Business Name	Parcel Address
NB-196	SAM PACK'S FORD	1098 N STEMMONS
NB-197	SAM PACK'S FORD	1098 N STEMMONS
NB-198	BLUEBONNET BICYCLES	1204 N STEMMONS
NB-199	VACANT	1204 STEMMONS
NB-200	BUDDY GREGG MOTORHOMES	1206 N STEMMONS
NB-201	MAYS RV	1212 STEMMONS
NB-202	MARINE MAX	1490 N STEMMONS FWY
NB-203	PHILL DILL BOATS	1520 N STEMMONS FWY
NB-204	DALTON & SON FUNERAL HOME	1550 N STEMMONS FWY
NB-205	WATER SKI BOATS	1566 N STEMMONS
NB-206	HARTWELL'S NURSERY & LANDSCAPIN	1570 STEMMONS
NB-207	JERRY WHITTLE BOATS	1700 STEMMONS
NB-208	UGLY JOHNS CUSTOM BOATS & RV'S	1708 N STEMMONS FWY
NB-209	LEWISVILLE BOAT STORAGE	1708 N STEMMONS FWY
NB-210	ATHLETIC WAREHOUSE	1708 N STEMMONS FWY
NB-211	DFW BOATS	1708 N STEMMONS FWY
NB-212	LA VIDA	1792 N STEMMONS
NB-213	VACANT	1844 N STEMMONS
NB-214	DIAMOND SHAMROCK	380 LAKE PARK RD
NB-215	BARBQ	380 LAKE PARK RD
NB-216	SLALOM SHOP BOATS & YACHTS	2908 N STEMMONS
NB-217	BUXTON MARINE	2998 N STEMMONS

SOUTHBOUND BUSINESSES:

Parcel ID	Business Name	Parcel Address
SB-163	HOME DEPOT	901 N STEMMONS
SB-164	LOWES	1051 N STEMMONS FWY
SB-165	HARCOURT SHIPPING	1175 N STEMMONS FWY
SB-166	SELF STORAGE COMPANY	1251 N STEMMONS
SB-167	PUTT-PUTT GOLF CENTER	1951 SUMMIT AVE
SB-168	TEXAS-NEW MEXICO POWER COMPANY	2139 N STEMMONS
SB-169	UNIVERSAL ACADEMY	2143 N STEMMONS FWY
SB-170	VACANT	MCGEE LN
SB-171	NORTH TEXAS YAMAHA	2301 N STEMMONS FWY
SB-172	MCCOY'S TOYS	2901 STEMMONS
SB-172A	RESIDENCE	1300 PINEHURST DR
SB-172B	RESIDENCE	1301 PINEHURST DR
SB-173	CARL'S HYDRO-SPORTS (RENTALS)	2997 STEMMONS
SB-174	VACANT	2997 STEMMONS
SB-174A	RESIDENCE	2301 SPENROCK CT
SB-174B	RESIDENCE	2303 SPENROCK CT
SB-174C	RESIDENCE	2305 SPENROCK CT
SB-174D	RESIDENCE	2307 SPENROCK CT
SB-174E	RESIDENCE	2309 SPENROCK CT
SB-174F	RESIDENCE	2311 SPENROCK CT

SUPERELEVATION DATA

CHAIN NAME	CURVE NAME	BEGIN CROSS SLOPE	BEGIN TRANSITION	BEGIN FULL SUPER	SUPER RATE	END FULL SUPER	END TRANSITION	END CROSS SLOPE
I-35 MAINLANES								
CM35	CM35-34 LT	-2.50%	1318+82	1337+24	2.31%	1362+18	1380+60	-2.50%
GMNB	GMNB-47	-2.50%	1340+78	1342+83	-3.20%	1351+09	1353+14	-2.50%
GMSB	GMSB-45	-2.50%	1337+88	1351+21	3.70%	1353+21	1355+26	3.70%
GMSB	GMSB-46	3.70%	1352+53	1354+58	3.70%	1359+38	1361+43	3.70%
GMSB	GMSB-47	3.70%	1358+69	1360+74	3.70%	1365+18	1372+62	-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
RN180		2.50%	17+11				18+29	2.00%
RS180		2.00%	15+04				16+21	2.50%
RN185		2.00%	18+19				19+36	2.50%
RN186		2.50%	16+20				17+37	2.00%
RS190		2.50%	16+29				17+47	2.00%
RN190		2.00%	17+43				18+60	2.50%
RN195	RN195-4	2.00%	18+14	19+92	-5.39%	19+92	21+71	2.00%
RN195	RN195-5	2.00%	24+56	25+73	5.39%	26+81	27+98	2.00%
RS195	RS195-4	2.00%	18+73	20+51	-5.39%	21+10	22+88	2.00%
RS195	RS195-5	2.00%	25+91	27+08	5.39%	27+19	28+36	2.00%
RS196		2.00%	16+02				17+19	2.50%

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

®
Texas Department of Transportation

Dallas District Design Schematic

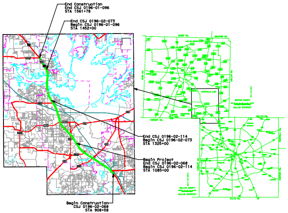
William L. Hale, P.E., District Engineer

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


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
LEWISVILLE LAKE
DALLAS

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

October 2010

Roll 3 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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10-18-2010
DATE

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