Texas Department of Transportation

Dallas District Design Schematic

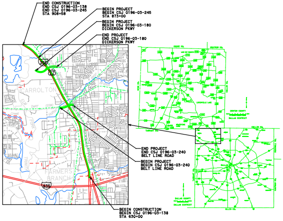
William L. Hale, P.E., District Engineer

IH 35E

From: North of IH 635
To: PGBT
Dallas County
Functional Class: Urban Freeway
Project Length: 5.53 Miles

CSJ: 0196-03-138
CSJ: 0196-03-245
CSJ: 0196-03-240
CSJ: 0196-03-180

Design Speeds:
Mainlanes 70 mph
Managed Lanes 70 mph
Ramps 40 mph
Turnaround Ramps 20 mph
Frontage Roads 40 mph
Cross Streets 30 mph
Collector Distributor 50 mph
Direct Connectors 50 mph


END CONSTRUCTION
END CSJ 0196-03-138
END CSJ 0196-03-245
STA 908+58
BEGIN PROJECT
BEGIN CSJ 0196-03-245
STA 873+00
BEGIN PROJECT
BEGIN CSJ 0196-03-180
DICKERSON PKWY
END PROJECT
END CSJ 0196-03-180
DICKERSON PKWY
CARROLLTON
35E
77
END PROJECT
END CSJ 0196-03-240
BELT LINE ROAD
BEGIN PROJECT
BEGIN CSJ 0196-03-240
BELT LINE ROAD
FARMERS BRANCH
635
BEGIN CONSTRUCTION
BEGIN CSJ 0196-03-138
STA 630+00

Scale:
Horizontal 1"=200'
Vertical 1"=20'

November 2010
Roll 1 of 5

SCHEMATIC PREPARED BY:	
HDR ENGINEERING, INC. REGISTRATION NUMBER 754	
FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.	
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11-10-2010	
DATE	

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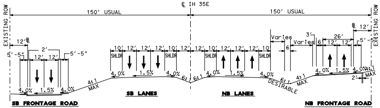
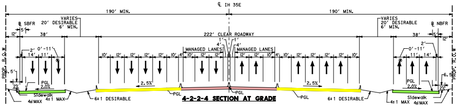

℄ IH 35E
150' USUAL
150' USUAL
EXISTING ROW
EXISTING ROW
SHLDR
4:1 MAX
6:1 DESIRABLE
4.0%
1.5%
SB LANES
NB LANES
SB FRONTAGE ROAD
NB FRONTAGE ROAD

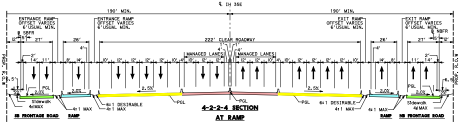
EXISTING TYPICAL 6-LANE SECTION WITH FRONTAGE ROADS


℄ IH 35E
190' MIN.
190' MIN.
222' CLEAR ROADWAY
MANAGED LANES
MANAGED LANES
℄ SBFR
℄ NBFR
VARIES 20' DESIRABLE 6' MIN.
PROP. R.O.W
PGL
2.5%
2.0%
Sidewalk
6:1 DESIRABLE
4:1 MAX
SB FRONTAGE ROAD
NB FRONTAGE ROAD

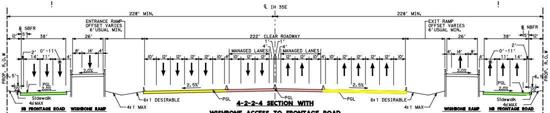
4-2-2-4 SECTION AT GRADE
2 LANE FRONTAGE ROAD
STA 630+00 TO STA 680+60
STA 733+50 TO STA 761+20
STA 791+70 TO STA 804+00

✻ REF. PLANS FOR LANE LIMITS

✻ REF. PLANS FOR LANE LIMITS


℄ IH 35E
190' MIN.
190' MIN.
ENTRANCE RAMP OFFSET VARIES 6' USUAL MIN.
EXIT RAMP OFFSET VARIES 6' USUAL MIN.
222' CLEAR ROADWAY
MANAGED LANES
MANAGED LANES
PGL
6:1 DESIRABLE
4:1 MAX
Sidewalk
SB FRONTAGE ROAD
RAMP
RAMP
NB FRONTAGE ROAD

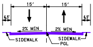
4-2-2-4 SECTION AT RAMP


℄ IH 35E
228' MIN.
228' MIN.
ENTRANCE RAMP OFFSET VARIES 6' USUAL MIN.
EXIT RAMP OFFSET VARIES 6' USUAL MIN.
222' CLEAR ROADWAY
MANAGED LANES
MANAGED LANES
PGL
6:1 DESIRABLE
4:1 MAX
Sidewalk
SB FRONTAGE ROAD
WISHBONE RAMP
WISHBONE RAMP
NB FRONTAGE ROAD

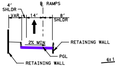
4-2-2-4 SECTION WITH WISHBONE ACCESS TO FRONTAGE ROAD
STA 680+60 TO STA 733+50
STA 761+20 TO STA 791+70

✻ REF. PLANS FOR LANE LIMITS

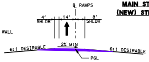
✻ REF. PLANS FOR LANE LIMITS


15'
15'
6.5'
2% MIN
SIDEWALK
SIDEWALK
PGL

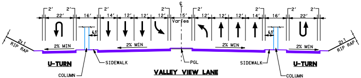
MAIN ST / 4TH ST
(NEW) STREET TYPICAL


℄ 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)


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

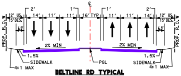
FREEWAY RAMPS
(FOR SECTION IN THE DIRECTION OF TRAVEL)


℄
Varies
2:1 RIP RAP
2:1 RIP RAP
2% MIN
SIDEWALK
SIDEWALK
PGL
COLUMN
COLUMN

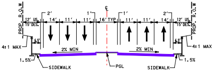
U-TURN

VALLEY VIEW LANE
VALWOOD PARKWAY

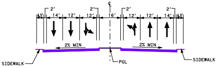
U-TURN


℄
PROP. R.O.W
12' US. 15' DES.
16' TYP
2% MIN
1.5%
SIDEWALK
PGL
4:1 MAX

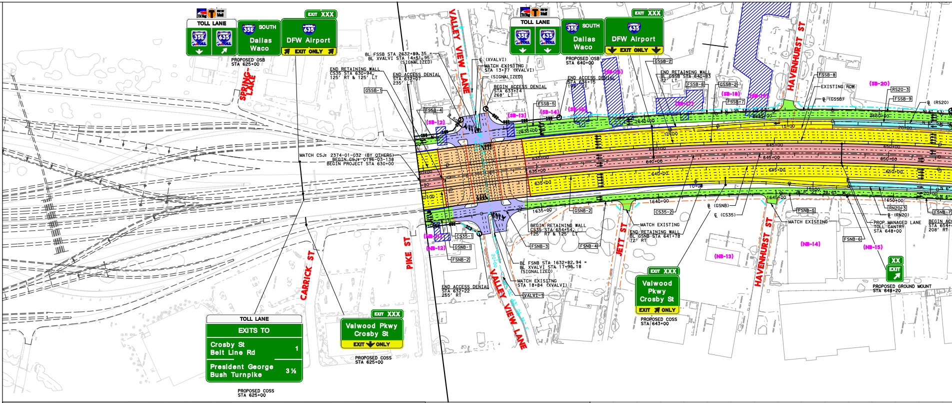
BELTLINE RD TYPICAL
STA 100+00 TO STA 102+00
STA 123+22 TO STA 126+62.73


℄
PROP. R.O.W
12' US. 15' DES.
16' TYP
2% MIN
4:1 MAX
1.5%
SIDEWALK
PGL

BELTLINE RD TYPICAL
STA 102+00 TO STA 123+22


℄
16'
2% MIN
SIDEWALK
SIDEWALK
PGL

CROSBY ROAD TYPICAL


TOLL LANE
35E TOLL
635 TOLL
35E SOUTH
Dallas
Waco
EXIT XXX
635
DFW Airport
EXIT ONLY
PROPOSED OSB
STA 625+00
PROPOSED OSB
STA 640+00
SPRING LAKE
VALLEY VIEW LANE
HAVENHURST ST
CARRICK ST
PIKE ST
JETT ST
BL FSSB STA 2632+89.35 =
BL XVALVI STA 14+51.95
(SIGNALIZED)
END RETAINING WALL
CS35 STA 630+94,
125' RT & 125' LT
END ACCESS DENIAL
STA 632+07
235' LT
℄ (XVALVI)
MATCH EXISTING
STA 13+77 (XVALVI)
(SIGNALIZED)
BEGIN ACCESS DENIAL
STA 633+14
268' LT
END ACCESS DENIAL
STA 636+15
199' LT
END RETAINING WALL
BL GSSB STA 640+83
72' LT
EXISTING ROW
℄ (GSSB)
℄ (RS20)
MATCH CSJ: 2374-01-032 (BY OTHERS)
BEGIN CSJ: 0196-03-138
BEGIN PROJECT STA 630+00
BEGIN RETAINING WALL
CS35 STA 634+54,
125' RT & 125' LT
MATCH EXISTING
END RETAINING WALL
BL GSNB STA 641+78
72' RT
℄ (GSNB)
℄ (CS35)
MATCH EXISTING
PROP. MANAGED LANE
TOLL GANTRY
STA 648+00
BL FSNB STA 1632+82.94 =
BL XVALVI STA 17+98.18
(SIGNALIZED)
MATCH EXISTING
STA 18+84 (XVALVI)
END ACCESS DENIAL
STA 632+22
255' RT
EXIT XXX
Valwood Pkwy
Crosby St
EXIT ONLY
PROPOSED COSS
STA 643+00
XX
EXIT
PROPOSED GROUND MOUNT
STA 648+20
TOLL LANE
EXITS TO
Crosby St
Belt Line Rd
1
President George
Bush Turnpike
3½
PROPOSED COSS
STA 625+00
EXIT XXX
Valwood Pkwy
Crosby St
EXIT ONLY
PROPOSED COSS
STA 625+00
(SB-12)
(SB-13)
(SB-14)
(SB-15)
(SB-16)
(SB-17)
(SB-18)
(SB-19)
(SB-20)
(NB-12)
(NB-13)
(NB-14)
(NB-15)
FSSB-4
FSSB-5
FSSB-6
FSSB-7
FSSB-8
FSSB-9
GSSB-1
GSSB-2
RS20-3
CS35-1
CS35-2
GSNB-1
GSNB-2
FSNB-2
FSNB-3
FSNB-4
FSNB-5
FSNB-6
FSNB-7
RN20-3
℄ (RN20)
VALVI-1
2635+00
2640+00
2645+00
2650+00
635+00
640+00
645+00
650+00
1635+00
1640+00
1645+00
1650+00
BEGIN ACC
STA 654+
208' RT

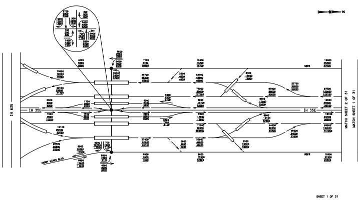
	LEGEND:
🟨	GENERAL PURPOSE LANES
🟥	MANAGED LANES
🟩	FRONTAGE ROADS
🟦	RAMPS
🟪	LOCAL STREETS
	COLLECTOR DISTRIBUTORS
🟧	BRIDGES
▨	PAVEMENT TO BE REMOVED (SEE NOTE 7)
▨	POTENTIAL DISPLACEMENT
═	EXISTING CULVERT
═	PROPOSED CULVERT
─	PROPOSED BRIDGE BENT
─	PROPOSED RETAINING WALL
─	PROPOSED NOISE WALL
- - -	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 EASESMENT (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 CARROLLTON.

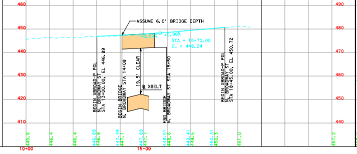
ROLL INDEX

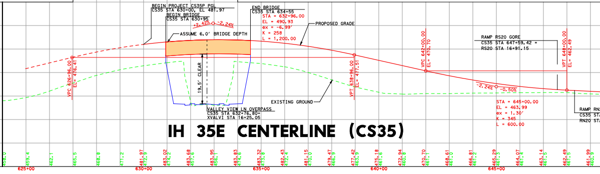
ROLL 1 - STA 630+00 TO STA 780+00 PLAN/PROFILE
ROLL 2 - STA 780+00 TO STA 908+58 PLAN/PROFILE
ROLL 3 - PROFILES - FRONTAGE ROADS, DIRECT CONNECTORS AND RAILROADS
ROLL 4 - PROFILES - GENERAL PURPOSE LANES, CROSS STREETS AND COLLECTOR DISTRIBUTORS
ROLL 5 - PROFILES - RAMPS


IH 635
IH 35E
IH 35E
HARRY HINES BLVD
SBFR
NBFR
MATCH SHEET 2 OF 31
MATCH SHEET 1 OF 31

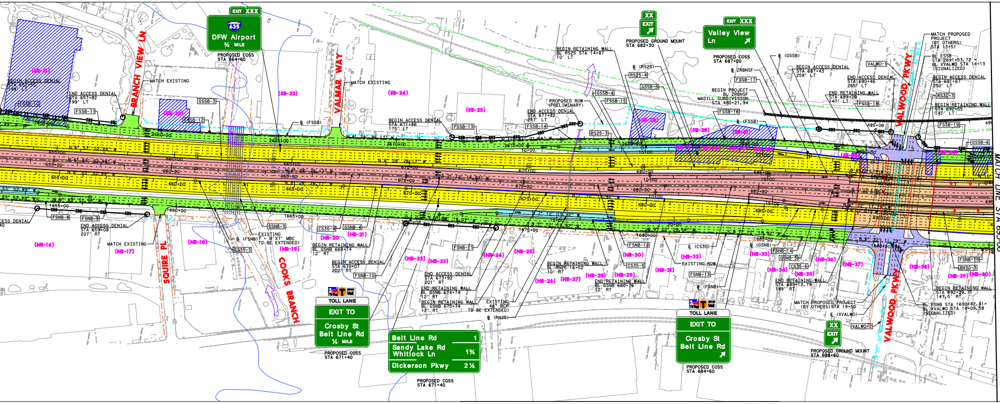
SHEET 1 OF 31

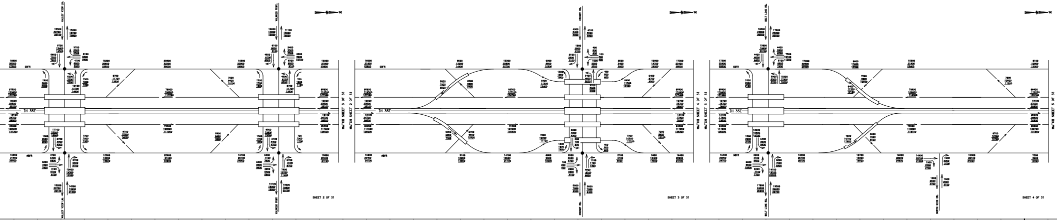
BROADWAY ST (XNBROAD)

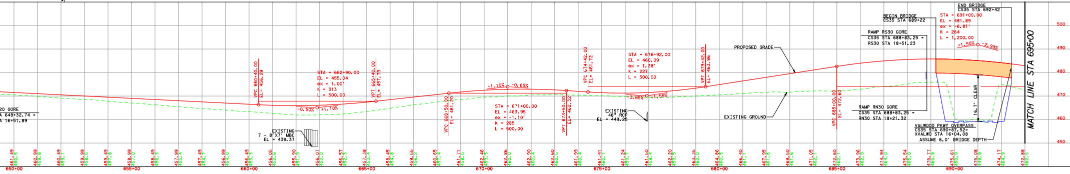


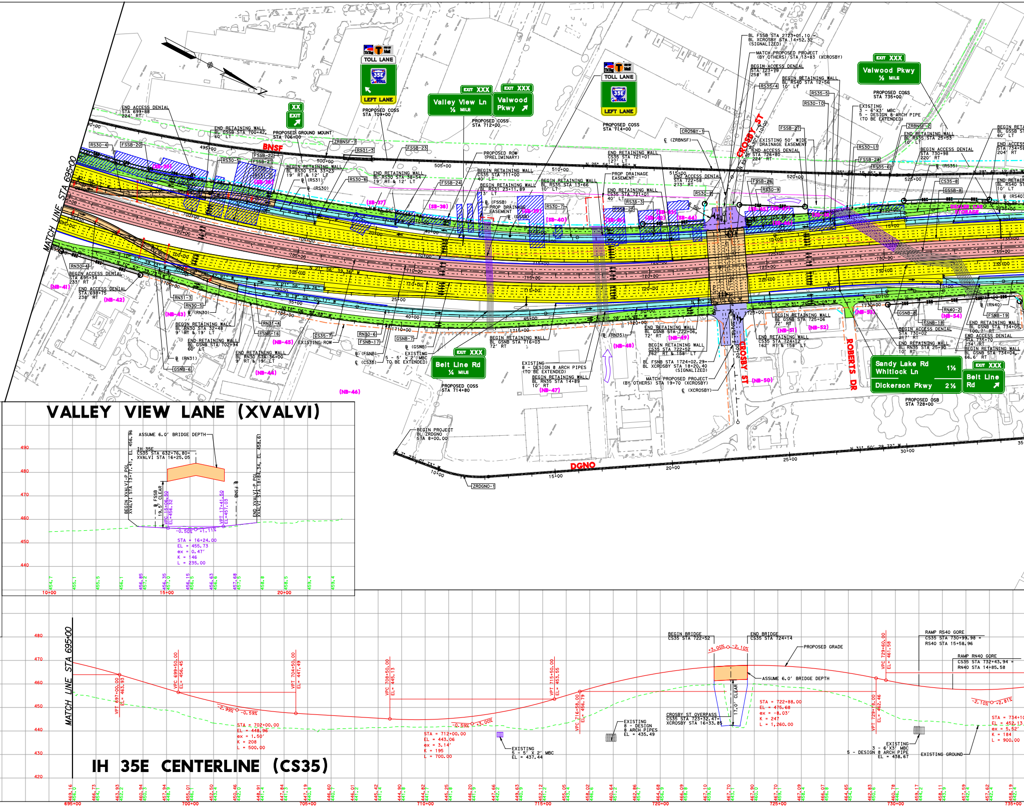


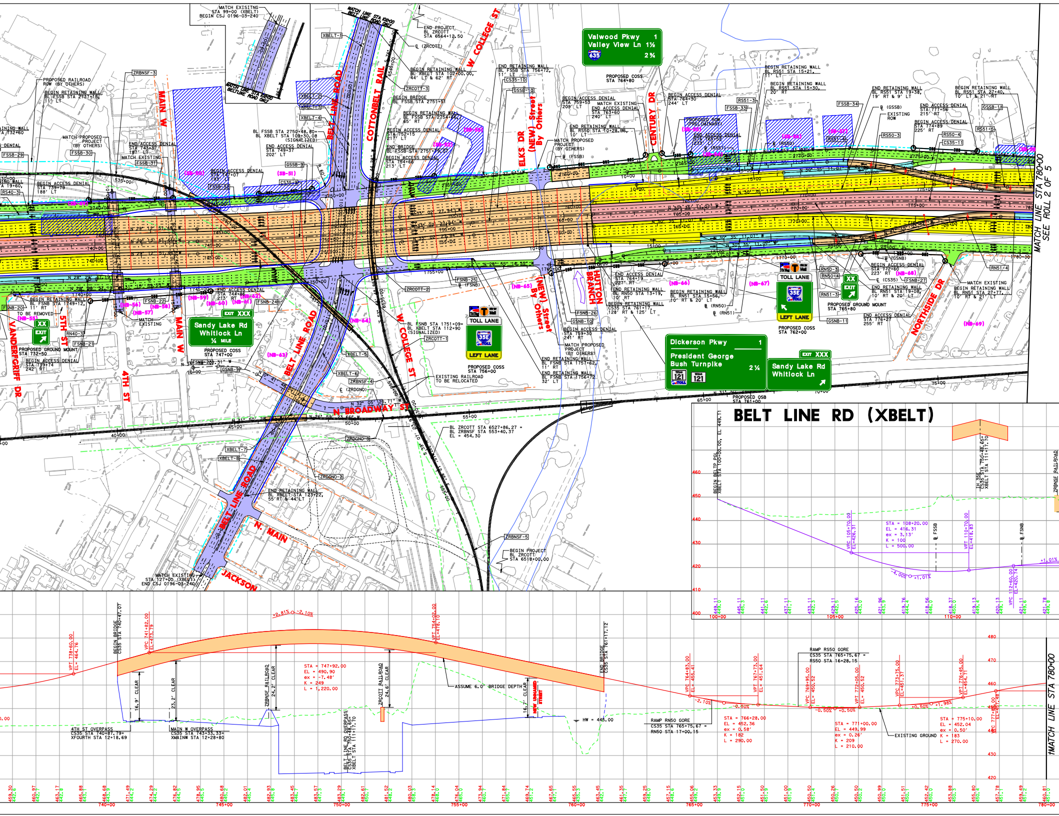
IH 35E CENTERLINE (CS35)


EXIT XXX
635
DFW Airport
¾ MILE
PROPOSED COSS STA 664+60
XX
EXIT
PROPOSED GROUND MOUNT STA 682+30
EXIT XXX
Valley View Ln
PROPOSED COSS STA 687+00
BRANCH VIEW LN
VALMAR WAY
VALWOOD PKWY
SQUIRE PL
COOKS BRANCH
MATCH EXISTING
BEGIN ACCESS DENIAL STA 652+55 148' LT
END ACCESS DENIAL STA 657+82 99' LT
BEGIN RETAINING WALL BL RS25 STA 14+87 10' LT
BEGIN ACCESS DENIAL STA 671+86 175' LT
END ACCESS DENIAL STA 677+32 257' LT
PROPOSED ROW (PRELIMINARY)
BEGIN PROJECT BL ZRBNSF MADILL SUBDIVISION STA 480+21.94
BEGIN ACCESS DENIAL STA 687+43 258' LT
END ACCESS DENIAL STA 690+46 265' LT
END RETAINING WALL STA 689+29 147' LT
MATCH PROPOSED PROJECT (BY OTHERS) STA 13+51
BL FSSB STA 2691+53.72 = BL XVALWO STA 14+13 (SIGNALIZED)
BEGIN ACCESS DENIAL STA 691+67 250' LT
BEGIN RETAINING WALL STA 692+55 147' LT
END ACCESS DENIAL STA 659+08 207' RT
EXISTING 7 - 8'X7' MBC TO BE EXTENDED
BEGIN RETAINING WALL BL GSNB 668+74 12' RT
BEGIN ACCESS DENIAL STA 670+07 202' RT
END ACCESS DENIAL STA 673+92 201' RT
END RETAINING WALL BL GSNB 674+74 12' RT
BEGIN RETAINING WALL BL GSNB 675+74 12' RT
EXISTING 48" RCP TO BE EXTENDED
BEGIN RETAINING WALL BL RN25 16+52 10' RT
END RETAINING WALL BL GSNB 680+76 12' RT
EXISTING ROW
END RETAINING WALL STA 689+12.79 149' RT
MATCH PROPOSED PROJECT (BY OTHERS) STA 19+50
BEGIN RETAINING WALL STA 692+29.71 147.5' RT
BL FSNB STA 1690+42.41 = BL XVALWO STA 18+09.58 (SIGNALIZED)
TOLL LANE
EXIT TO
Crosby St
Belt Line Rd
¼ MILE
PROPOSED COSS STA 671+40
Belt Line Rd 1
Sandy Lake Rd
Whitlock Ln 1¾
Dickerson Pkwy 2½
PROPOSED COSS STA 671+40
TOLL LANE
EXIT TO
Crosby St
Belt Line Rd
PROPOSED COSS STA 684+60
XX
EXIT
PROPOSED GROUND MOUNT STA 688+60
MATCH LINE STA 695+00


IH 35E
SHEET 2 OF 31
SHEET 3 OF 31
SHEET 4 OF 31
MATCH SHEET 3 OF 31
MATCH SHEET 4 OF 31
MATCH SHEET 5 OF 31




MATCH LINE STA 695+00
END ACCESS DENIAL
STA 699+88
224' RT
END RETAINING WALL
BL GSSB STA 700+42
60' LT
PROPOSED GROUND MOUNT
STA 706+00
TOLL LANE
LEFT LANE
PROPOSED COSS
STA 709+00
XX
EXIT
EXIT XXX
Valley View Ln
½ MILE
Valwood Pkwy
PROPOSED COSS
STA 712+00
PROPOSED COSS
STA 714+00
BNSF
ZRBNSF-1
RS30-4
FSSB-20
RS30-5
FSSB-22
FSSB-21
RS31-3
RS30-6
FSSB-23
FSSB-24
BEGIN RETAINING WALL
BL RS30 STA 33+23
19' RT & 12' LT
END RETAINING WALL
BL RS30 STA 38+54
19' RT & 12' LT
PROPOSED ROW
(PRELIMINARY)
BEGIN RETAINING WALL
CS35 STA 711+00
40' LT
BEGIN RETAINING WALL
BL RS31 STA 23+11.89
3' LT
PROP DRAINAGE EASEMENT
BEGIN RETAINING WALL
BL RS35 STA 13+66
10' LT
END RETAINING WALL
CS35 STA 721+01
127' LT
PROP DRAINAGE EASEMENT
END RETAINING WALL
CS35 STA 721+01
40' LT
END ACCESS DENIAL
STA 722+58
273' RT
RS30-7
RS35-3
RS30-8
CROSBY-1
CROSBY ST
EXISTING 50' WIDE DRAINAGE EASEMENT
END ACCESS DENIAL
STA 726+80
224' RT
BL FSSB STA 2723+01.10 =
BL XCROSBY STA 14+52.32
(SIGNALIZED)
MATCH PROPOSED PROJECT
(BY OTHERS) STA 13+83 (XCROSBY)
BEGIN ACCESS DENIAL
STA 723+79
258' RT
RS35-4
BEGIN RETAINING WALL
BL RS40 STA 12+56
10' LT
RS35-5
RS30-10
FSSB-27
FSSB-26
RS30-9
FSSB-28
RS35-6
RS30-11
EXISTING
3 - 6'X3' MBC
5 - DESIGN 8' ARCH PIPE
(TO BE EXTENDED)
Valwood Pkwy
½ MILE
PROPOSED COSS
STA 735+00
ZRBNSF-2
END RETAINING WALL
BL RS35 STA 25+53
10' LT
BEGIN ACCESS DENIAL
STA 730+98
220' RT
CS35-8
GSSB-8
BEGIN RETAINING WALL
BL GSSB STA
60' LT
END ACCESS DENIAL
STA 734+58
204' RT
END RETAINING WALL
BL RS40 STA
10' LT
DETENTION STORAGE
(SB-37)
(SB-38)
(SB-39)
(SB-40)
(SB-41)
(SB-42)
(SB-43)
(SB-44)
(SB-45)
(SB-46)
RN30-4
BEGIN ACCESS DENIAL
STA 695+34
233' RT
END ACCESS DENIAL
STA 698+75
238' RT
(NB-41)
(NB-42)
(NB-43)
RN31-3
RN30-5
BEGIN RETAINING WALL
BL RN30 STA 32+48
9' RT & 19' LT
END RETAINING WALL
BL GSNB STA 702+94
60' LT
RN31-4
FSNB-16
END RETAINING WALL
BL RN30 STA 36+00
9' RT & 19' LT
CS35-7
EXISTING ROW
RN30-6
FSNB-17
GSNB-7
EXISTING
5 - 5' X 2' MBC
TO BE EXTENDED)
GSNB-6
(NB-44)
(NB-45)
(NB-46)
EXIT XXX
Belt Line Rd
¼ MILE
PROPOSED COSS
STA 714+80
BEGIN RETAINING WALL
BL GSNB STA 716+03
72' RT
EXISTING
8 - DESIGN 8 ARCH PIPES
(TO BE EXTENDED)
BEGIN RETAINING WALL
BL RN35 STA 14+89
10' RT
(NB-47)
(NB-48)
END RETAINING WALL
BL GSNB STA 722+06
72' RT
(NB-49)
BEGIN RETAINING WALL
CS35 STA 722+52
162' RT & 158' LT
BL FSNB STA 1724+02.29=
BL XCROSBY STA 18+20.40
(SIGNALIZED)
MATCH PROPOSED PROJECT
(BY OTHERS) STA 19+70 (XCROSBY)
(NB-50)
(NB-51)
BEGIN RETAINING WALL
BL GSNB STA 725+06
72' RT
(NB-52)
END RETAINING WALL
CS35 STA 724+12
162' RT & 158' LT
ROBERTS DR
(NB-53)
GSNB-8
FSNB-18
RN40-2
(NB-54)
FSNB-19
BEGIN ACCESS DENIAL
STA 730+02
217' RT
END RETAINING WALL
BL RN35 STA 25+90
10' RT
END RETAINING WALL
BL GSNB STA 734+05
100.7' RT
END ACCESS DENIAL
STA 735+70
234' RT
BEGIN RETAINING WALL
BL GSNB STA 734+04
66.6' RT
Sandy Lake Rd 1½
Whitlock Ln
Dickerson Pkwy 2½
EXIT XXX
Belt Line Rd
PROPOSED OSB
STA 728+00
BEGIN PROJECT
BL ZRDGNO
STA 8+00.00
DGNO
ZRDGNO-1
N 31° 50' 28.72" W
VALLEY VIEW LANE (XVALVI)
ASSUME 6.0' BRIDGE DEPTH
IH 35E
CS35 STA 632+76.80=
XVALVI STA 16+25.05
BEGIN XVALVI-P PGL
XVALVI STA 13+77.41, EL 456.96
END XVALVI-P PGL
XVALVI STA 18+84.34, EL 458.61
℄ FSSB
19.5' CLEAR
℄ FSNB
VPC 15+06.50
EL=456.32
VPT 17+41.50
EL=457.03
-0.50%
+1.11%
STA = 16+24.00
EL = 455.73
ex = 0.47'
K = 146
L = 235.00
490
480
470
460
450
440
10+00
15+00
20+00
IH 35E CENTERLINE (CS35)
MATCH LINE STA 695+00
VPT 697+00.00
EL= 463.93
VPC 699+50.00
EL= 456.45
VPT 704+50.00
EL= 447.49
VPC 708+50.00
EL= 445.13
VPT 715+50.00
EL= 453.55
VPC 716+58.00
EL= 456.79
-2.99%
-0.59%
STA = 702+00.00
EL = 448.96
ex = 1.50'
K = 208
L = 500.00
-0.59%
+3.00%
STA = 712+00.00
EL = 443.06
ex = 3.14'
K = 195
L = 700.00
EXISTING
5 - 5' X 2' MBC
EL = 437.44
EXISTING
8 - DESIGN
8 ARCH PIPES
EL = 435.49
BEGIN BRIDGE
CS35 STA 722+52
END BRIDGE
CS35 STA 724+14
+3.00%
-2.10%
PROPOSED GRADE
ASSUME 6.0' BRIDGE DEPTH
17.0' CLEAR
CROSBY ST OVERPASS
CS35 STA 723+32.47=
XCROSBY STA 16+33.85
STA = 722+88.00
EL = 475.68
ex = -8.03'
K = 247
L = 1,260.00
VPC 729+60.00
EL= 461.58
VPT 729+18.00
EL= 462.46
RAMP RS40 GORE
CS35 STA 730+99.98 =
RS40 STA 15+58.96
RAMP RN40 GORE
CS35 STA 732+43.94 =
RN40 STA 14+85.58
-2.10%
+2.81%
STA = 734+1
EL = 452.13
ex = 5.52'
K = 184
L = 900.00
EXISTING
3 - 6'X3' MBC
5 - DESIGN 8 ARCH PIPE
EL = 438.67
EXISTING GROUND
480
470
460
450
440
430
420
695+00
700+00
705+00
710+00
715+00
720+00
725+00
730+00
735+00


MATCH EXISTING STA 99+00 (XBELT) BEGIN CSJ 0196-03-240
MATCH LINE STA 108+00 BELT LINE ROAD ONLY
MATCH LINE STA 106+00 BELTLINE ROAD ONLY
END PROJECT BL ZRCOTT STA 6564+12.50
W COLLEGE ST
BELT LINE ROAD
COTTONBELT RAIL
MAIN W
ELKS DR
(NEW) Street By Others
CENTURY DR
HUTTON BRANCH
NORTHSIDE DR
VANDERGRIFF DR
5TH ST
4TH ST
N. BROADWAY ST
N. MAIN
JACKSON
Valwood Pkwy 1
Valley View Ln 1½
2¾
635
PROPOSED COSS STA 764+80
Sandy Lake Rd
Whitlock Ln
¼ MILE
EXIT XXX
PROPOSED COSS STA 747+00
TOLL LANE
LEFT LANE
35E
PROPOSED COSS STA 756+00
PROPOSED COSS STA 762+00
Dickerson Pkwy 1
President George Bush Turnpike 2¼
121
Sandy Lake Rd
Whitlock Ln
EXIT XXX
PROPOSED OSB STA 761+00
PROPOSED GROUND MOUNT STA 732+50
PROPOSED GROUND MOUNT STA 765+80
PROPOSED RAILROAD ROW (BY OTHERS)
EXISTING RAILROAD TO BE RELOCATED
BL ZRCOTT STA 6527+86.27 = BL ZRBNSF STA 553+40.37 EL = 454.30
BEGIN PROJECT BL ZRCOTT STA 6518+00.00
MATCH EXISTING STA 127+00 (XBELT) END CSJ 0196-03-240
END RETAINING WALL BL XBELT STA 123+22, 55' RT & 44' LT
BEGIN RETAINING WALL BL XBELT STA 102+00.00, 44' LT & 62' RT
BL FSSB STA 2750+48.80= BL XBELT STA 109+30.08 (SIGNALIZED)
BL FSNB STA 1751+09= BL XBELT STA 112+90 (SIGNALIZED)
MATCH LINE STA 780+00 SEE ROLL 2 OF 5
BELT LINE RD (XBELT)
STA = 108+20.00
EL = 416.31
ex = 3.13'
K = 100
L = 500.00
-4.00%
+1.01%
STA = 747+92.00
EL = 490.90
ex = -7.48'
K = 249
L = 1,220.00
+2.81%
-2.10%
BEGIN BRIDGE CS35 STA 740+47.07
END BRIDGE CS35 STA 761+17.12
4TH ST OVERPASS CS35 STA 740+87.79= XFOURTH STA 12+18.69
MAIN W OVERPASS CS35 STA 743+33.33= XMAINW STA 12+28+80
ZRBNSF RAILROAD 24.2' CLEAR
ZRCOTT RAILROAD 24.6' CLEAR
16.9' CLEAR
23.2' CLEAR
16.7' CLEAR
ASSUME 6.0' BRIDGE DEPTH
HW = 445.00
RAMP RN50 GORE CS35 STA 765+75.67 = RN50 STA 17+00.15
RAMP RS50 GORE CS35 STA 765+75.67 = RS50 STA 16+28.15
STA = 766+28.00
EL = 452.36
ex = 0.58'
K = 182
L = 290.00
STA = 771+00.00
EL = 449.99
ex = 0.26'
K = 209
L = 210.00
STA = 775+10.00
EL = 452.04
ex = 0.50'
K = 183
L = 270.00
EXISTING GROUND
MATCH LINE STA 780+00
740+00
745+00
750+00
755+00
760+00
765+00
770+00
775+00
780+00
100+00
105+00
110+00

NORTHBOUND BUSINESSES:

Parcel ID	Business Name	Parcel Address
NB-10	DR PEPPER STAR CENTER	2427 CARRICK ST
NB-11	VACANT	12900 N STEMMONS FWY
NB-12	RESIDENCE	12900 N STEMMONS FWY
NB-13	BERGMANS PAINT BODY	2316 HAVENHURST AVE
NB-14	HALF PRICE BOOKS WHSE	13400 N STEMMONS FWY
NB-15	MODULAR CONCEPTS	13450 N STEMMONS FWY
NB-16	CHARTER FURNITURE D & H	13500 N STEMMONS FWY
NB-17	T W SALES	13592 N STEMMONS FWY
NB-18	HONDA SUZUKI	13600 N STEMMONS FWY
NB-19	SUNL GO CARTS AND ATVS	13700 N STEMMONS FWY
NB-20	PRESIGE FURNITURE	13830 N STEMMONS FWY
NB-21	PRESIGE FURNITURE	13830 N STEMMONS FWY
NB-22	CYCLE IMPORTS	13860 N STEMMONS FWY
NB-23	CYCLE IMPORTS	13880 N STEMMONS FWY
NB-24	CRAWFORD PAINT BODY	13922 N STEMMONS FWY
NB-25	VALWOOD DESIGN CENTER	13940 N STEMMONS FWY
NB-26	VALWOOD DESIGN CENTER	13940 N STEMMONS FWY
NB-27	VALWOOD DESIGN CENTER	13970 N STEMMONS FWY
NB-28	VALWOOD DESIGN CENTER	13970 N STEMMONS FWY
NB-29	VALWOOD DESIGN CENTER	13990 N STEMMONS FWY
NB-30	VALWOOD DESIGN CENTER	13990 N STEMMONS FWY
NB-31	A I TRANSMISSIONS	14008 N STEMMONS FWY
NB-32	HILL TIRE PROS AND SERVICE	14010 N STEMMONS FWY
NB-33	A RENT CO/BILLARD OUTLET	14026 N STEMMONS FWY
NB-34	A RENT CO/BILLARD OUTLET	14026 N STEMMONS FWY
NB-35	COMFORT INN	14040 DENTON DR
NB-36	JACK IN THE BOX	14050 N STEMMONS FWY
NB-37	BUDDYS FOOD MART	2360 VALWOOD PKWY
NB-38	ACE CHECKS	2351 VALWOOD PKWY
NB-39	GRANDYS STORE #12012	1753 S IH 35E
NB-40	GUEST INN	1751 S IH 35E
NB-41	TAQUERIA ARANDAS	1745 S IH 35E
NB-42	ROYAL INN	1735 S IH 35E
NB-43	EL CHICO RESTAURANT	1725 S IH 35E
NB-44	ACTION TROPHIES	1707 S IH 35E
NB-45	ACTION TROPHIES	1701 S IH 35E
NB-46	INTERNATIONAL PAPER	1655 S IH 35E
NB-47	FIVE STAR FORD	1621 S IH 35E
NB-48	SCUBA TOYS/GATSPLAT	1609 S IH 35E
NB-49	TEXAS CAR TITLE AND PAYDAY LOANS	1605 S IH 35E
NB-50	RHOTON FUNERAL HOME	1511 S IH 35E
NB-51	FIVE STAR FORD COLLISION CENTER	1501 S IH 35E
NB-52	FIVE STAR FORD COLLISION CENTER	1501 S IH 35E
NB-53	VACANT	1429 N IH 35E
NB-54	VAN CHEVY PARKING	1417 N IH 35E
NB-55	VAN CHEVROLET	1301 S IH 35E
NB-56	THE LOFTS	1114 ELM ST
NB-57	WRIGHT GROUP/FLANERY CHIROPRACTOR	1108 ELM ST
NB-58A	CAFE ON THE SQUARE	1106 ELM ST
NB-58B	NATURES GALLERY	1102 ELM ST
NB-58C	PERSONALIZED PRINTING	1100 ELM ST
NB-59	BONNEAU BUILDING	1038 ELM ST
NB-60	AMERICAN LEGION POST 597	1024 ELM ST
NB-61	RUSSELL S CLEANERS	1018 ELM ST
NB-62	ATTNYS OFFICE	1012 ELM ST
NB-63	GRAVELY CENTER	1111 W BELTLINE RD
NB-64	DAE HA MOTORS INC	1120 W BELT LINE RD
NB-65	N T B	1128 N IH 35E
NB-66	PLAZA 35	1300 N IH 35E
NB-67	PLAZA 35	1300 N IH 35E
NB-68	PLAZA 35	1300 N IH 35E
NB-69	NORTHSIDE SQUARE	1600 N IH 35E

SOUTHBOUND BUSINESSES:

Parcel ID	Business Name	Parcel Address
SB-10	VALLEY VIEW TECH CENTER II	12801 N STEMMONS FWY
SB-11	VALLEY VIEW TECH CENTER II	12801 N STEMMONS FWY
SB-12	SHELL	13115 N STEMMONS FWY
SB-13	MOBIL SS	13211 N STEMMONS FWY
SB-14	MICHAEL'S RESTAURANT	13233 N STEMMONS FWY
SB-15	LA QUINTA MOTOR INN	13235 N STEMMONS FWY
SB-16	DAYS INN	13313 N STEMMONS FWY
SB-17	BEST WESTERN DALLLAS NORTH	13333 N STEMMONS FWY
SB-18	HEBRON PENTECOSTAL FELLOWSHIP CHURCH	13351 N STEMMONS FWY
SB-19	STEMMONS CROSSING	13375 S EMMONS FWY
SB-20	ORIENTAL ACCENT	13405 N STEMMONS FWY
SB-21	ESSILOR OPTICALS	13515 N STEMMONS FWY
SB-22	ESSILOR OPTICALS	13515 N STEMMONS FWY
SB-23	WORLD OF DECOR	13675 N STEMMONS FWY
SB-24	OCC	13737 N STEMMONS FWY
SB-25	WESTINGHOUSE WESCO	13757 N STEMMONS FWY
SB-26	MERIDIAN PRODUCTS	14005 N STEMMONS FWY
SB-27	COLLISION MASTERS	14007 N STEMMONS FWY
SB-28	COLLISION MASTERS	14007 N STEMMONS FWY
SB-29	COLLISION MASTERS	14007 N STEMMONS FWY
SB-30	KIMS TSHIRTS OCEAN WINDOWS ANDERSON PUTNA	14015 N STEMMONS FWY
SB-31	KIMS TSHIRTS OCEAN WINDOWS ANDERSON PUTNA	14015 N STEMMONS FWY
SB-32	KIMS TSHIRTS OCEAN WINDOWS ANDERSON PUTNA	14015 N STEMMONS FWY
SB-33	FINA	14051 N STEMMONS FWY
SB-34	VACANT	14053 N STEMMONS FWY
SB-35	TAQUERIA ARANDAS	1740 S IH 35E
SB-36	VAN CHEVROLET	1700 S IH 35E
SB-37	VAN CHEVROLET	1700 S IH 35E
SB-38	U HAUL	1682 S IH 35E
SB-39	CHROMALLOY PLANT 2	1648 S IH 35E
SB-40	BRANCH AUTO SALES	1640 S IH 35E
SB-41	IGLESIA ADVENTISTA	1610 S IH 35E
SB-42	NORTH DALLAS DRUG REHABILITATION CTR	1606 S IH 35E
SB-43	POOCHES & SMOOCHES/SERVICE CENTER	1602 S IH 35E
SB-44	SHELL	1600 S IH 35E
SB-45	B AND B MUFFLER	1520 S IH 35E
SB-46	T.A.B.CO/FAMILY DENTSTRY	1516 S IH 35E
SB-47	T.A.B.CO/FAMILY DENTSTRY	1516 S IH 35E
SB-48	T.A.B.CO/FAMILY DENTSTRY	1516 S IH 35E
SB-49	UTM	1200 S IH 35E
SB-50	LINCOLN PLACE	1301 W BELT LINE RD
SB-51	LINCOLN PLACE	1301 W BELT LINE RD
SB-52	COLLEGE PARK OFFICES	1225 W COLLEGE ST
SB-53	COLLEGE PARK OFFICES	1015 N IH 35E
SB-54	MIKES HOBBY SHOP SUPERSTORE	1201 N IH 35E
SB-55	MIKES HOBBY SHOP SUPERSTORE	1201 N IH 35E
SB-56	GUARDIAN TEXAS MANAGEMENT	1221 N IH 35E
SB-57	GRAINGER	1305 N IH 35E
SB-58	TEXAS CAPITAL CENTER	1525 N IH 35E

SUPERELEVATION DATA

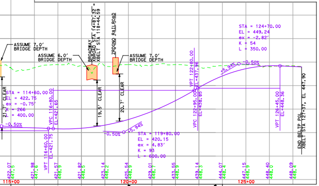
I-35 MAIN LANES

CHAIN NAME	CURVE NAME	BEGIN CROSS SLOPE	BEGIN TRANSITION	BEGIN FULL SUPER	SUPER RATE	END FULL SUPER	END TRANSITION	END CROSS SLOPE
CS35	CS35-7 LT	-2.50%	689+08	691+13	-2.85%	722+30	724+35	-2.50%
CS35	CS35-7 RT	-2.50%	684+65	693+34	2.85%	717+94	733+07	-2.50%
GSNB	GSNB-6	-2.50%	686+44	696+79	4.40%	703+46	705+74	2.50%
GSNB	GSNB-7	2.50%	707+58				696+79	2.85%
GSNB	GSNB-11	-2.50%	767+00	769+05	-3.42%	772+23	774+28	-2.50%
GSSB	GSSB-6	-2.50%	688+99				691+04	-2.88%
GSSB	GSSB-7	-2.88%	722+56				724+61	-2.50%
GSSB	GSSB-11	-2.50%	770+86	777+70	3.20%	784+58	791+42	-2.50%

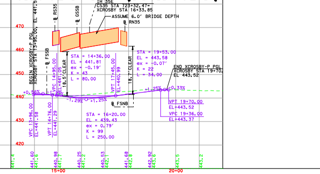
I-35 RAMPS

CHAIN NAME	CURVE NAME	BEGIN CROSS SLOPE	BEGIN TRANSITION	BEGIN FULL SUPER	SUPER RATE	END FULL SUPER	END TRANSITION	END CROSS SLOPE
RN20		2.50%	16+52				17+69	2.00%
RS20		2.50%	16+91				18+08	2.00%
RN25		2.00%	16+28				17+45	2.50%
RS25		2.00%	16+08				17+25	2.50%
RS30		2.50%	18+51				19+68	2.00%
RS30	RS30-4	2.00%	23+53	24+70	5.39%	27+05	28+22	2.00%
RS30	RS30-5	2.00%	29+25	31+03	-5.39%	31+86	33+64	2.00%
RN30		2.50%	18+21				19+39	2.00%
RN30	RN30-4	2.00%	23+96	25+14	5.39%	26+42	27+59	2.00%
RN30	RN30-5	2.00%	28+62	30+40	-5.39%	31+90	33+68	2.00%
RN31	RN31-3	-2.00%	13+48	15+15	4.90%	15+31	16+98	-2.50%
RN31		-2.00%	20+64				21+82	-2.50%
RN40		2.50%	14+86				16+03	2.00%
RS40		2.50%	15+59				16+76	2.00%
RN50		2.50%	17+00				18+17	2.00%
RN50	RN50-3	2.50%	19+48	20+65	3.30%	22+81	23+98	2.50%
RS50		2.50%	16+28				17+45	2.00%
RS50	RS50-3	2.00%	18+22	19+39	5.57%	20+62	21+80	2.00%
RN51	RN51-3	2.00%	19+00	20+76	-5.30%	21+63	23+40	2.00%
RN51	RN51-4	2.00%	23+46	24+63	5.30%	26+80	27+97	2.00%
RN51		2.00%	31+43				32+60	2.50%
RS51	RS51-4	2.00%	17+34	19+10	-5.30%	20+74	22+50	2.00%
RS51	RS51-5	2.00%	23+59	24+76	5.57%	25+89	27+06	2.00%
RS51		2.00%	29+07				30+24	2.50%

SUPERELEVATION FOR THE GENERAL PURPOSE LANES SHALL BE CONTROLLED BY CS35 SUPERELEVATION UNLESS NOTED OTHERWISE.


ASSUME 7.0' BRIDGE DEPTH
ASSUME 6.0' BRIDGE DEPTH
BROADWAY XBROADWAY STA 14+87.32 = XBELT STA 118+44.59
ZRDGNO RAILROAD
ASSUME 7.0' BRIDGE DEPTH
STA = 124+70.00
EL = 449.24
ex = -2.82'
K = 54
L = 350.00
+5.94%
-0.50%
VPT 122+80.00 EL=437.96
VPC 126+45.00 EL=448.36
VPT 128+20.00
END BELTPR PGL BELT STA 127+37, EL 447.90
STA = 114+60.00
EL = 422.75
ex = -0.75'
K = 266
L = 400.00
-0.50%
21.7' CLEAR
VPC 116+60.00 EL=421.65
19.5' CLEAR
20.7' CLEAR
VPC 122+95.00 EL=438.85
-0.50%
+5.94%
STA = 119+80.00
EL = 420.15
ex = 4.83'
K = 93
L = 600.00
115+00
120+00
125+00

CROSBY RD (XCROSBY)


IH 35E
CS35 STA 723+32.47 =
XCROSBY STA 16+33.85
RN35
GSSB
ASSUME 6.0' BRIDGE DEPTH
RN35
BEGIN XCROSBY-P PGL
FSSB
STA = 14+36.00
EL = 441.81
ex = -0.19'
K = 43
L = 80.00
18.5' CLEAR
VPC 13+96.00 EL=441.58
VPT 14+76.00 EL=441.29
VPC 14+95.00
VPT 17+45.00 EL=440.99
18.7' CLEAR
STA = 19+53.00
EL = 443.58
ex = -0.07'
K = 22
L = 34.00
END XCROSBY-P PGL
XCROSBY STA 19+70.
EL 443.52
+0.58%
-1.29%
+1.25%
+1.25%
+0.33%
FSNB
VPT 19+70.00
EL=443.52
VPC 19+36.00
EL=443.37
STA = 16+20.00
EL = 439.43
ex = 0.79'
K = 99
L = 250.00
470
460
450
440
430
420
15+00
20+00

CURVE DATA

STREET NAME	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	NORTHING	EASTING	PI STATION	PC STATION	PT STATION
	MAINLANES										
CS35	CS35-1	2° 30′ 13.88" LT	0° 31′ 58.74"	234.93′	469.78′	10,750.00′	7,022,980.84	2,459,844.00	628+90.73	626+55.80	631+25.58
	CS35-2	11° 08′ 32.28" RT	0° 31′ 58.74"	1,048.58′	2,090.55′	10,750.00′	7,024,201.25	2,459,446.51	641+74.17	631+25.58	652+16.14
	CS35-3	1° 34′ 33.29" LT	0° 28′ 38.87"	165.04′	330.06′	12,000.00′	7,026,288.42	2,459,194.01	662+69.94	661+04.90	664+34.96
	CS35-4	1° 16′ 10.25" RT	0° 28′ 38.87"	132.95′	265.89′	12,000.00′	7,026,879.88	2,459,105.89	668+67.91	667+34.96	670+00.84
	CS35-5	2° 53′ 30.22" LT	0° 28′ 38.87"	302.89′	605.64′	12,000.00′	7,027,804.70	2,458,988.99	678+00.07	674+97.19	681+02.83
	CS35-6	3° 43′ 34.35" RT	0° 28′ 38.87"	390.35′	780.42′	12,000.00′	7,028,487.19	2,458,867.46	684+93.18	681+02.83	688+83.25
	CS35-7	26° 37′ 50.63" LT	0° 49′ 06.64"	1,656.71′	3,253.56′	7,000.00′	7,030,681.97	2,458,622.45	707+01.31	690+44.60	722+98.15
	CS35-8	3° 47′ 10.99" RT	0° 12′ 43.94"	892.47′	1,784.29′	27,000.00′	7,032,819.87	2,457,234.04	731+90.62	722+98.15	740+82.45
	CS35-9	3° 49′ 36.50" LT	0° 26′ 26.65"	434.30′	868.27′	13,000.00′	7,034,287.20	2,456,413.49	748+71.15	744+36.85	753+05.12
	CS35-10	2° 27′ 16.86" RT	0° 28′ 38.87"	257.09′	514.11′	12,000.00′	7,035,123.57	2,455,869.50	758+68.54	756+11.45	761+25.56
	CS35-11	4° 41′ 04.93" RT	0° 31′ 58.74"	439.72′	878.96′	10,750.00′	7,036,456.63	2,455,081.56	774+16.98	769+77.26	778+56.21
	GENERAL PURPOSE										
GSNB	GSNB-1	2° 30′ 13.88" LT	0° 31′ 49.33"	236.09′	472.10′	10,803.00′	7,022,996.15	2,459,894.75	628+73.39	626+37.30	631+09.40
	GSNB-2	11° 08′ 32.28" RT	0° 32′ 08.25"	1,043.41′	2,080.24′	10,697.00′	7,024,212.75	2,459,498.51	641+52.81	631+09.40	651+89.64
	GSNB-3	1° 34′ 33.29" LT	0° 28′ 31.32"	165.77′	331.52′	12,053.00′	7,026,295.51	2,459,246.54	662+44.17	660+78.40	664+09.92
	GSNB-4	1° 16′ 10.25" RT	0° 28′ 46.50"	132.36′	264.71′	11,947.00′	7,026,887.11	2,459,158.40	668+42.28	667+09.92	669+74.63
	GSNB-5	0° 50′ 04.13" RT	0° 31′ 58.74"	78.29′	156.57′	10,750.00′	7,028,700.08	2,458,929.23	686+69.68	685+91.39	687+47.96
	GSNB-6	15° 34′ 27.58" LT	1° 25′ 56.62"	547.02′	1,087.29′	4,000.00′	7,029,904.24	2,458,794.80	698+81.31	693+34.29	704+21.58
	GSNB-7	11° 20′ 22.55" LT	0° 46′ 45.18"	730.01′	1,455.26′	7,353.00′	7,031,527.85	2,458,140.65	716+25.00	708+94.98	723+50.24
	GSNB-8	3° 41′ 25.69" RT	0° 12′ 45.45"	868.14′	1,735.68′	26,947.00′	7,032,866.98	2,457,268.42	732+18.38	723+50.24	740+85.92
	GSNB-9	3° 49′ 36.50" LT	0° 26′ 20.21"	436.07′	871.81′	13,053.00′	7,034,314.62	2,456,458.89	748+76.39	744+40.32	753+12.13
	GSNB-10	2° 27′ 16.86" RT	0° 28′ 46.50"	255.96′	511.84′	11,947.00′	7,035,151.51	2,455,914.55	758+74.42	756+18.46	761+30.30
	GSNB-11	4° 41′ 04.93" RT	1° 01′ 51.13"	227.35′	454.44′	5,558.00′	7,036,176.06	2,455,308.96	770+64.48	768+37.13	772+91.57
GSSB	GSSB-1	2° 30′ 13.88" LT	0° 32′ 08.25"	233.77′	467.46′	10,697.00′	7,022,965.53	2,459,793.24	628+71.07	626+37.30	631+04.76
	GSSB-2	11° 08′ 32.28" RT	0° 31′ 49.33"	1,053.75′	2,100.86′	10,803.00′	7,024,189.75	2,459,394.52	641+58.52	631+04.76	652+05.62
	GSSB-3	1° 34′ 33.29" LT	0° 28′ 46.50"	164.31′	328.60′	11,947.00′	7,026,281.33	2,459,141.48	662+58.70	660+94.39	664+22.99
	GSSB-4	2° 30′ 04.43" LT	0° 31′ 15.13"	240.14′	480.20′	11,000.00′	7,027,757.62	2,458,921.54	677+51.26	675+11.12	679+91.33
	GSSB-5	4° 36′ 18.81" RT	0° 31′ 15.13"	442.31′	884.14′	11,000.00′	7,028,427.59	2,458,791.61	684+33.63	679+91.33	688+75.47
	GSSB-6	3° 49′ 50.38" LT	0° 49′ 41.57"	231.35′	462.52′	6,918.00′	7,029,256.30	2,458,699.09	692+67.02	690+35.68	694+98.20
	GSSB-7	22° 39′ 20.68" LT	0° 49′ 06.64"	1,402.28′	2,767.92′	7,000.00′	7,030,921.76	2,458,399.41	709+59.06	695+56.78	723+24.70
	GSSB-8	3° 38′ 31.41" RT	0° 12′ 42.45"	860.11′	1,719.65′	27,053.00′	7,032,822.25	2,457,171.99	731+84.81	723+24.70	740+44.35
	GSSB-9	3° 49′ 36.50" LT	0° 26′ 33.15"	432.53′	864.73′	12,947.00′	7,034,259.79	2,456,368.10	748+31.28	743+98.75	752+63.48
	GSSB-10	2° 27′ 16.86" RT	0° 28′ 31.32"	258.23′	516.38′	12,053.00′	7,035,095.62	2,455,824.45	758+28.04	755+69.81	760+86.19
	GSSB-11	9° 22′ 13.18" RT	0° 49′ 06.64"	573.68′	1,144.80′	7,000.00′	7,037,064.71	2,454,660.57	781+15.30	775+41.62	786+86.42
	FRONTAGE ROADS										
FSNB	FSNB-2	2° 21′ 45.60" LT	0° 31′ 28.35"	225.24′	450.42′	10,923.00′	7,023,153.10	2,459,971.69	1630+17.74	1627+92.49	1632+42.92
	FSNB-3	2° 07′ 31.10" RT	1° 16′ 23.66"	83.47′	166.92′	4,500.00′	7,023,445.62	2,459,873.01	1633+26.39	1632+42.92	1634+09.84
	FSNB-4	6° 00′ 51.72" RT	0° 32′ 29.57"	555.80′	1,110.59′	10,580.00′	7,024,058.52	2,459,691.28	1639+65.64	1634+09.84	1645+20.43
	FSNB-5	2° 02′ 26.92" RT	2° 51′ 53.24"	35.62′	71.24′	2,000.00′	7,024,640.04	2,459,583.48	1645+56.05	1645+20.43	1645+91.66
	FSNB-6	0° 28′ 48.23" LT	2° 50′ 01.03"	8.47′	16.94′	2,022.00′	7,024,881.48	2,459,547.57	1648+00.13	1647+91.66	1648+08.61
	FSNB-7	2° 02′ 33.98" RT	0° 32′ 30.49"	188.54′	377.03′	10,575.00′	7,025,076.09	2,459,516.95	1649+97.14	1648+08.61	1651+85.64
	FSNB-8	1° 55′ 58.57" LT	2° 50′ 01.03"	34.11′	68.21′	2,022.00′	7,025,519.05	2,459,463.36	1654+43.30	1654+09.18	1654+77.40
	FSNB-9	1° 37′ 35.54" RT	2° 51′ 53.24"	28.39′	56.78′	2,000.00′	7,025,778.44	2,459,423.06	1657+05.79	1656+77.40	1657+34.18
	FSNB-10	1° 15′ 57.85" RT	2° 51′ 53.24"	22.10′	44.19′	2,000.00′	7,027,064.03	2,459,260.56	1670+01.60	1669+79.51	1670+23.70
	FSNB-11	1° 15′ 57.85" LT	2° 50′ 01.03"	22.34′	44.68′	2,022.00′	7,027,401.65	2,459,225.44	1673+41.04	1673+18.70	1673+63.38
	FSNB-12	1° 50′ 13.64" LT	1° 16′ 23.66"	72.15′	144.29′	4,500.00′	7,027,991.45	2,459,150.88	1679+35.53	1678+63.38	1680+07.67
	FSNB-13	1° 50′ 13.64" RT	1° 16′ 23.66"	72.15′	144.29′	4,500.00′	7,028,331.47	2,459,096.78	1682+79.82	1682+07.67	1683+51.96
	FSNB-14	0° 50′ 04.13" RT	0° 32′ 20.40"	77.41′	154.82′	10,630.00′	7,028,714.27	2,459,048.39	1686+65.65	1685+88.24	1687+43.06
	FSNB-15	4° 35′ 27.94" LT	1° 25′ 56.62"	160.35′	320.52′	4,000.00′	7,029,476.73	2,458,963.27	1694+32.85	1692+72.51	1695+93.03
	FSNB-16	7° 09′ 18.15" LT	1° 38′ 13.28"	218.82′	437.08′	3,500.00′	7,030,377.75	2,458,788.76	1703+50.44	1701+31.62	1705+68.69
	FSNB-17	13° 19′ 17.72" LT	1° 25′ 56.62"	467.12′	930.02′	4,000.00′	7,031,071.47	2,458,561.81	1710+79.78	1706+12.66	1715+42.68
	FSNB-18	0° 30′ 51.65" LT	0° 28′ 38.87"	53.86′	107.72′	12,000.00′	7,032,885.07	2,457,440.25	1732+07.90	1731+54.04	1732+61.77
	FSNB-19	1° 59′ 43.80" RT	0° 26′ 49.18"	223.24′	446.43′	12,818.00′	7,033,120.18	2,457,293.61	1734+85.00	1732+61.77	1737+08.19
	FSNB-20	1° 27′ 46.27" RT	0° 26′ 49.18"	163.64′	327.26′	12,818.00′	7,033,455.37	2,457,100.43	1738+71.83	1737+08.19	1740+35.46
	FSNB-21	2° 24′ 34.77" LT	2° 50′ 01.03"	42.53′	85.04′	2,022.00′	7,033,678.22	2,456,979.16	1741+25.52	1740+83.00	1741+68.04
	FSNB-22	1° 24′ 06.42" RT	2° 51′ 53.24"	24.47′	48.93′	2,000.00′	7,033,906.44	2,456,840.58	1743+92.50	1743+68.04	1744+16.97
	FSNB-23	1° 15′ 37.56" LT	0° 26′ 05.93"	144.89′	289.77′	13,172.00′	7,034,053.30	2,456,756.25	1745+61.86	1744+16.97	1747+06.74
	FSNB-24	2° 24′ 55.64" LT	0° 26′ 05.93"	277.69′	555.30′	13,172.00′	7,034,415.05	2,456,537.81	1749+84.43	1747+06.74	1752+62.04
	FSNB-25	4° 37′ 09.97" RT	1° 11′ 37.18"	193.60′	387.00′	4,800.00′	7,034,807.87	2,456,277.41	1754+55.64	1752+62.04	1756+49.03
	FSNB-26	1° 39′ 54.72" LT	2° 50′ 01.03"	29.38′	58.77′	2,022.00′	7,035,304.39	2,456,003.07	1760+22.70	1759+93.31	1760+52.08
	FSNB-27	4° 41′ 04.93" RT	2° 51′ 53.24"	81.81′	163.53′	2,000.00′	7,036,512.51	2,455,288.98	1774+26.07	1773+44.26	1775+07.79
FSSB	FSSB-4	7° 34′ 44.77" LT	3° 49′ 10.99"	99.36′	198.42′	1,500.00′	7,022,931.60	2,459,664.89	2630+14.07	2629+14.72	2631+13.14
	FSSB-5	4° 05′ 01.21" RT	0° 31′ 28.35"	389.42′	778.52′	10,923.00′	7,023,123.65	2,459,615.58	2635+02.56	2631+13.14	2638+91.66
	FSSB-6	2° 10′ 27.38" RT	0° 31′ 28.35"	207.28′	414.51′	10,923.00′	7,023,871.29	2,459,399.11	2640+98.94	2638+91.66	2643+06.17
	FSSB-7	0° 34′ 09.18" LT	1° 16′ 57.52"	22.19′	44.38′	4,467.00′	7,024,275.12	2,459,305.74	2643+28.36	2643+06.17	2643+50.54
	FSSB-8	3° 10′ 05.87" RT	1° 15′ 36.28"	125.75′	251.44′	4,547.00′	7,024,513.76	2,459,253.06	2646+76.29	2645+50.54	2648+01.98
	FSSB-9	2° 26′ 03.37" RT	0° 31′ 26.80"	232.26′	464.46′	10,932.00′	7,024,760.61	2,459,205.45	2650+34.24	2648+01.98	2652+66.44
	FSSB-10	3° 34′ 20.84" RT	2° 50′ 01.03"	63.06′	126.07′	2,022.00′	7,025,259.02	2,459,135.22	2653+68.42	2653+05.36	2654+31.43
	FSSB-11	2° 05′ 53.60" LT	0° 32′ 44.43"	192.28′	384.52′	10,500.00′	7,025,496.81	2,459,117.47	2657+36.14	2655+43.86	2659+28.38
	FSSB-12	3° 03′ 00.52" LT	0° 32′ 44.43"	279.55′	558.97′	10,500.00′	7,025,880.19	2,459,088.14	2662+07.93	2659+28.38	2664+87.35
	FSSB-13	3° 12′ 55.49" LT	2° 43′ 42.13"	58.94′	117.85′	2,100.00′	7,027,225.44	2,458,902.75	2673+45.46	2672+86.52	2674+04.37
	FSSB-14	2° 06′ 17.09" RT	2° 43′ 42.13"	38.58′	77.14′	2,100.00′	7,027,635.23	2,458,821.34	2677+42.95	2677+04.37	2677+81.52
	FSSB-15	1° 23′ 26.03" LT	0° 31′ 35.47"	132.06′	264.11′	10,882.00′	7,027,711.04	2,458,807.11	2679+13.57	2677+81.52	2680+45.62
	FSSB-16	2° 11′ 59.35" RT	0° 30′ 55.23"	213.46′	426.87′	11,118.00′	7,027,970.90	2,458,759.97	2682+59.08	2680+45.62	2684+72.49
	FSSB-17	4° 04′ 58.71" RT	0° 57′ 17.75"	213.87′	427.57′	6,000.00′	7,028,391.42	2,458,686.77	2686+86.36	2684+72.49	2689+00.05
	FSSB-18	2° 58′ 56.47" LT	0° 50′ 28.85"	177.28′	354.47′	6,810.00′	7,028,815.95	2,458,636.65	2690+77.33	2689+00.05	2692+54.53
	FSSB-19	2° 31′ 33.16" LT	0° 50′ 28.85"	150.13′	300.22′	6,810.00′	7,029,168.32	2,458,598.47	2694+04.66	2692+54.53	2695+54.75
	FSSB-20	9° 06′ 39.22" LT	2° 51′ 53.24"	159.35′	318.03′	2,000.00′	7,029,594.58	2,458,526.95	2698+46.17	2696+86.82	2700+04.85
	FSSB-21	4° 04′ 00.55" RT	2° 36′ 15.67"	78.11′	156.15′	2,200.00′	7,030,036.52	2,458,393.19	2702+27.32	2701+49.21	2703+05.37
	FSSB-22	3° 50′ 54.90" LT	0° 50′ 11.17"	230.15′	460.12′	6,850.00′	7,030,185.06	2,458,345.11	2705+35.51	2703+05.37	2707+65.49
	FSSB-23	0° 49′ 18.34" RT	1° 08′ 45.30"	35.86′	71.71′	5,000.00′	7,030,623.00	2,458,204.27	2708+01.34	2707+65.49	2708+37.20
	FSSB-24	5° 54′ 19.04" LT	1° 08′ 45.30"	257.90′	515.33′	5,000.00′	7,030,785.25	2,458,148.07	2711+95.09	2709+37.20	2714+52.53
	FSSB-25	9° 15′ 14.42" LT	0° 57′ 17.75"	485.59′	969.08′	6,000.00′	7,031,263.24	2,457,956.09	2719+38.13	2714+52.53	2724+21.61
	FSSB-26	0° 01′ 24.74" RT	0° 12′ 38.80"	5.58′	11.17′	27,183.03′	7,032,106.08	2,457,479.95	2724+27.19	2724+21.61	2724+32.78
	FSSB-27	3° 34′ 12.37" LT	1° 41′ 24.51"	105.65′	211.23′	3,390.00′	7,032,215.38	2,457,409.94	2726+57.06	2725+51.41	2727+62.64
	FSSB-28	10° 50′ 15.79" RT	1° 35′ 58.37"	339.79′	677.55′	3,582.00′	7,032,389.58	2,457,290.54	2731+02.43	2727+62.64	2734+40.19
	FSSB-29	4° 34′ 05.55" LT	2° 17′ 30.59"	99.72′	199.33′	2,500.00′	7,033,039.27	2,456,911.72	2736+15.73	2735+16.01	2737+15.34
	FSSB-30	1° 03′ 23.74" RT	0° 12′ 39.14"	250.54′	501.06′	27,171.00′	7,033,215.77	2,456,819.23	2739+65.88	2737+15.34	2742+16.40
	FSSB-31	0° 07′ 20.90" LT	0° 17′ 11.32"	21.38′	42.75′	20,000.01′	7,033,652.25	2,456,573.16	2742+37.78	2742+16.40	2742+59.15
	FSSB-32	4° 02′ 04.27" LT	0° 38′ 11.83"	317.00′	633.74′	9,000.00′	7,033,689.66	2,456,552.47	2745+76.15	2742+59.15	2748+92.89
	FSSB-33	2° 27′ 16.86" RT	0° 57′ 17.75"	128.55′	257.05′	6,000.00′	7,035,602.25	2,455,335.07	2766+55.29	2765+26.74	2767+83.79
	FSSB-34	5° 34′ 29.51" RT	2° 50′ 01.03"	98.45′	196.74′	2,022.00′	7,036,096.91	2,455,036.30	2772+03.13	2771+04.68	2773+01.42
	RAMPS										
RN20	RN20-3	2° 02′ 33.42" RT	0° 32′ 23.88"	189.16′	378.29′	10,611.00′	7,025,071.14	2,459,481.29	18+41.06	16+51.89	20+30.18
RS20	RS20-3	2° 26′ 03.37" RT	0° 31′ 34.95"	231.27′	462.46′	10,885.00′	7,024,996.44	2,459,214.33	19+22.43	16+91.16	21+53.62
RS25	RS25-3	1° 23′ 26.03" LT	0° 31′ 29.22"	132.50′	264.98′	10,918.00′	7,027,847.68	2,458,820.54	13+54.60	12+22.10	14+87.08
	RS25-4	1° 13′ 53.70" RT	0° 31′ 01.26"	119.11′	238.21′	11,082.00′	7,028,094.69	2,458,772.64	16+06.19	14+87.08	17+25.29
RN30	RN30-3	3° 59′ 18.08" LT	0° 48′ 39.53"	246.00′	491.79′	7,065.00′	7,029,287.17	2,458,843.56	22+28.66	19+82.67	24+74.46
	RN30-4	11° 12′ 01.82" RT	5° 25′ 51.17"	103.45′	206.24′	1,055.00′	7,029,630.92	2,458,780.73	25+77.91	24+74.46	26+80.70
	RN30-5	20° 46′ 32.12" LT	5° 25′ 51.17"	193.40′	382.55′	1,055.00′	7,030,227.70	2,458,789.50	31+74.09	29+80.70	33+63.24
	RN30-6	11° 30′ 15.44" LT	1° 25′ 56.62"	402.93′	803.15′	4,000.00′	7,031,164.83	2,458,449.65	41+66.70	37+63.77	45+66.92
RS30	RS30-3	3° 27′ 50.80" LT	0° 49′ 32.54"	209.83′	419.53′	6,939.00′	7,029,237.25	2,458,722.35	22+20.89	20+11.06	24+30.59
	RS30-4	17° 00′ 05.16" LT	5° 25′ 51.17"	157.68′	313.05′	1,055.00′	7,029,599.36	2,458,659.58	25+88.28	24+30.59	27+43.64
	RS30-5	10° 55′ 53.82" RT	5° 25′ 51.17"	100.95′	201.29′	1,055.00′	7,030,097.84	2,458,407.40	31+44.59	30+43.64	32+44.93
	RS30-6	3° 17′ 25.12" LT	0° 49′ 55.42"	197.77′	395.44′	6,886.00′	7,030,385.13	2,458,325.54	34+42.70	32+44.93	36+40.37
	RS30-7	8° 11′ 03.44" LT	1° 08′ 15.81"	360.29′	719.36′	5,036.00′	7,031,157.88	2,458,056.52	42+60.84	39+00.55	46+19.90
	RS30-8	5° 28′ 40.36" LT	0° 49′ 46.75"	330.38′	660.26′	6,906.00′	7,031,771.19	2,457,738.91	49+50.29	46+19.90	52+80.17
	RS30-9	0° 25′ 55.37" RT	0° 12′ 39.83"	102.35′	204.70′	27,146.09′	7,032,134.70	2,457,504.14	53+82.52	52+80.17	54+84.86
	RS30-10	3° 48′ 52.35" LT	1° 40′ 20.21"	114.09′	228.10′	3,426.21′	7,032,317.40	2,457,388.08	55+98.96	54+84.86	57+12.97
	RS30-11	4° 56′ 22.87" RT	1° 36′ 57.09"	152.94′	305.70′	3,545.84′	7,032,532.79	2,457,230.22	58+65.91	57+12.97	60+18.67
RN31	RN31-3	8° 17′ 03.18" LT	5° 43′ 55.08"	72.42′	144.53′	1,000.00′	7,030,002.44	2,458,824.78	15+14.36	14+41.94	15+86.47
	RN31-4	2° 41′ 56.45" LT	1° 24′ 13.16"	96.16′	192.28′	4,082.00′	7,030,353.07	2,458,702.37	18+85.44	17+89.28	19+81.56
RS31	RS31-2	5° 02′ 40.49" LT	1° 25′ 43.89"	176.64′	353.05′	4,010.00′	7,030,255.74	2,458,398.86	15+30.41	13+53.77	17+06.82
RN40	RN40-2	4° 32′ 24.76" LT	1° 37′ 49.80"	139.30′	278.46′	3,514.00′	7,033,048.65	2,457,283.24	16+04.26	14+64.96	17+43.42
	RN40-3	2° 05′ 22.80" RT	0° 26′ 43.30"	234.63′	469.21′	12,865.00′	7,033,370.56	2,457,092.99	19+78.04	17+43.42	22+12.62
RS40	RS40-3	1° 51′ 16.85" RT	0° 12′ 40.14"	439.22′	878.37′	27,135.00′	7,033,055.40	2,456,949.92	19+98.19	15+58.96	24+37.33
RN50	RN50-3	8° 59′ 02.32" RT	2° 51′ 54.31"	157.12′	313.57′	2,000.00′	7,036,216.76	2,455,380.15	21+83.02	20+25.90	23+39.46
RS50	RS50-3	7° 45′ 48.94" LT	3° 51′ 20.54"	100.83′	201.35′	1,486.00′	7,036,368.64	2,454,976.74	20+78.91	19+78.08	21+79.43
RN51	RN51-3	10° 39′ 52.09" LT	5° 12′ 31.35"	102.67′	204.74′	1,100.00′	7,036,410.76	2,455,304.98	21+20.03	20+17.37	22+22.11
	RN51-4	15° 20′ 57.03" RT	5° 12′ 31.35"	148.23′	294.68′	1,100.00′	7,036,751.44	2,455,006.20	25+72.58	24+24.35	27+19.03
RS51	RS51-3	2° 27′ 16.86" RT	0° 57′ 47.22"	127.45′	254.87′	5,949.00′	7,035,736.90	2,455,308.33	14+03.26	12+75.80	15+30.67
	RS51-4	14° 37′ 36.84" RT	5° 12′ 31.35"	141.18′	280.82′	1,100.00′	7,036,244.39	2,455,008.37	19+92.74	18+51.56	21+32.38
	RS51-5	9° 56′ 31.91" LT	5° 12′ 31.35"	95.68′	190.88′	1,100.00′	7,036,765.33	2,454,859.39	25+33.03	24+37.35	26+28.22
	CROSS STREETS										
VALLEY VIEW	VALVI-1	15° 36′ 55.56" LT	7° 09′ 43.10"	109.70′	218.03′	800.00′	7,023,496.55	2,460,151.87	20+76.52	19+66.82	21+84.85
VALWOOD PKWY	VALWO-1	2° 33′ 17.61" LT	3° 00′ 56.04"	42.37′	84.72′	1,900.00′	7,029,054.74	2,458,347.89	11+50.02	11+07.65	11+92.37
	VALWO-2	2° 23′ 30.26" RT	3° 00′ 56.04"	39.66′	79.31′	1,900.00′	7,029,106.17	2,459,345.24	21+48.68	21+09.01	21+88.33
CROSBY ST	CROSBY-1	31° 28′ 05.32" LT	19° 05′ 54.94"	84.52′	164.77′	300.00′	7,031,940.71	2,457,441.46	13+33.13	12+48.61	14+13.38
BELT LINE	XBELT1-1	20° 44′ 24.21" LT	2° 35′ 33.25"	404.42′	799.98′	2,210.00′	7,034,121.24	2,455,615.84	103+59.33	99+54.91	107+54.89
	XBELT1-2	25° 11′ 27.84" RT	5° 25′ 51.17"	235.73′	463.85′	1,055.00′	7,034,589.09	2,456,615.10	114+53.85	112+18.11	116+81.96
	RAILROADS										
BNSF	ZRBNSF-1	21° 43′ 36.48" LT	0° 59′ 52.18"	1,101.94′	2,177.41′	5,742.05′	7,029,565.31	2,458,481.50	491+30.81	480+28.87	502+06.27
	ZRBNSF-2	1° 45′ 57.16" LT	1° 59′ 59.63"	44.15′	88.30′	2,864.93′	7,032,519.05	2,457,044.25	523+89.19	523+45.03	524+33.33
	ZRBNSF-3	39° 40′ 22.24" RT	4° 59′ 54.29"	413.51′	793.71′	1,146.28′	7,033,729.84	2,456,404.08	537+59.06	533+45.55	541+39.26
	ZRBNSF-4	15° 17′ 14.86" RT	4° 59′ 54.29"	153.84′	305.85′	1,146.28′	7,034,849.10	2,456,712.57	548+87.27	547+33.43	550+39.28
	ZRBNSF-5	16° 27′ 08.44" RT	4° 59′ 54.29"	165.72′	329.15′	1,146.28′	7,035,587.52	2,457,254.71	558+01.85	556+36.14	559+65.29
COTT	ZRCOTT-1	8° 00′ 20.10" RT	4° 29′ 55.84"	89.12′	177.95′	1,273.57′	7,034,845.99	2,456,661.97	6532+74.53	6531+85.41	6533+63.36
	ZRCOTT-2	8° 56′ 58.63" RT	3° 59′ 57.08"	112.12′	223.79′	1,432.69′	7,034,557.89	2,456,284.31	6537+49.48	6536+37.36	6538+61.15
	ZRCOTT-3	8° 36′ 47.19" RT	2° 29′ 59.29"	172.60′	344.55′	2,292.01′	7,034,310.81	2,455,731.75	6543+54.44	6541+81.84	6545+26.39
DGNO	ZRDGNO-1	24° 27′ 26.99" LT	11° 27′ 32.01"	108.37′	213.44′	500.01′	7,031,417.39	2,459,038.20	11+10.83	10+02.46	12+15.90
	ZRDGNO-2	4° 51′ 05.08" RT	3° 00′ 56.04"	80.49′	160.88′	1,900.00′	7,034,557.04	2,457,141.22	47+57.33	46+76.84	48+37.72
	ZRDGNO-3	4° 51′ 04.19" LT	3° 00′ 56.04"	80.48′	160.87′	1,900.00′	7,034,852.69	2,456,983.00	50+92.77	50+12.29	51+73.16
	ZRDGNO-4	13° 58′ 17.54" RT	1° 01′ 21.86"	686.45′	1,366.09′	5,602.19′	7,037,501.78	2,455,345.88	88+13.06	81+26.61	94+92.70

Texas Department of Transportation ®

Dallas District Design Schematic

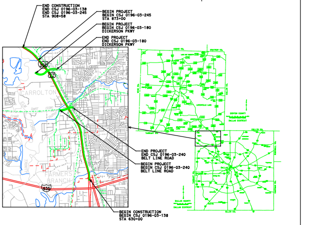
William L. Hale, P.E., District Engineer

IH 35E

From: North of IH 635
To: PGBT
Dallas County
Functional Class: Urban Freeway
Project Length: 5.53 Miles

CSJ: 0196-03-138
CSJ: 0196-03-245
CSJ: 0196-03-240
CSJ: 0196-03-180

Design Speeds:
Mainlanes 70 mph
Managed Lanes 70 mph
Ramps 40 mph
Turnaround Ramps 20 mph
Frontage Roads 40 mph
Cross Streets 30 mph
Collector Distributor 50 mph
Direct Connectors 50 mph


END CONSTRUCTION
END CSJ 0196-03-138
END CSJ 0196-03-245
STA 908+58
BEGIN PROJECT
BEGIN CSJ 0196-03-245
STA 873+00
BEGIN PROJECT
BEGIN CSJ 0196-03-180
DICKERSON PKWY
END PROJECT
END CSJ 0196-03-180
DICKERSON PKWY
END PROJECT
END CSJ 0196-03-240
BELT LINE ROAD
BEGIN PROJECT
BEGIN CSJ 0196-03-240
BELT LINE ROAD
BEGIN CONSTRUCTION
BEGIN CSJ 0196-03-138
STA 630+00
CARROLTON
FARMERS BRANCH
635

Scale:
Horizontal 1"=200'
Vertical 1"=20'

November 2010
Roll 1 of 5

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

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11-10-2010
DATE

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