TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

PRELIMINARY DESIGN SCHEMATIC

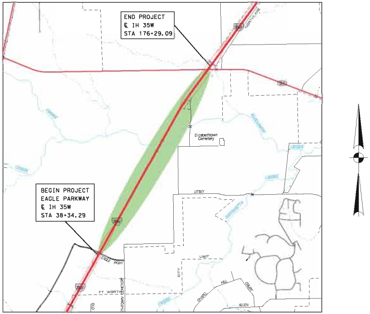
KELLY SELMAN, P.E. - DISTRICT ENGINEER

DENTON COUNTY
IH 35W FRONTAGE ROADS

CSJ 0081-13-041
FROM EAGLE PARKWAY TO SH 114
ADD FRONTAGE ROADS AND CONSTRUCT RAMPS

FUNCTIONAL CLASSIFICATION: INTERSTATE HIGHWAY
DESIGN SPEED: MAINLANE: 70 MPH
RAMPS: 50 MPH
CROSS STREET: 35 MPH
FRONTAGE ROADS: 45 MPH

NET LENGTH OF PROJECT= 2.613 MILES
SCALE HORIZ: 1"=100' VERT: 1"=10'
AERIAL PHOTO DATE: 2013


END PROJECT
℄ IH 35W
STA 176+29.09
BEGIN PROJECT
EAGLE PARKWAY
℄ IH 35W
STA 38+34.29
Elizabethtown Cemetery
EAGLE PKWY
FT WORTH
LITSEY
LIMIT
ALLEN
HILL
CITY

KEY MAP

NTS

PRELIMINARY: SUBJECT TO CHANGE. NOT TO BE USED FOR CONSTRUCTION PURPOSES.

ROLL 1 OF 4
JUNE 2015

SCHEMATIC PREPARED BY:
CH2M HILL, INC.
REGISTRATION NUMBER 2297

NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.

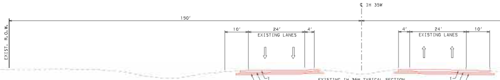
Prepared by or under the Direct Supervision of:

Will Barresi 90856
NAME P.E. NUMBER

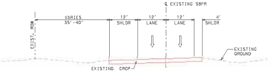
6/16/2015
DATE

FIRM F2297

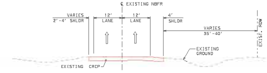
6/16/2015
9:57:08 AM
IH35W*SCH01.dgn


℄ IH 35W
150'
EXIST. R.O.W.
10'
24'
4'
EXISTING LANES
1
2
3

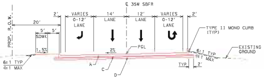
EXISTING IH 35W TYPICAL SECTION
IH 35W STA 45+00 TO STA 161+00


℄ EXISTING SBFR
EXIST. ROW
VARIES 35'-40'
12' SHLDR
12' LANE
12' LANE
4' SHLDR
EXISTING GROUND
EXISTING CRCP

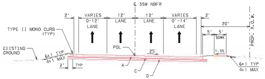
EXISTING SOUTHBOUND FRONTAGE ROAD TYPICAL SECTION
SBFR STA 137+00 TO STA 156+00


℄ EXISTING NBFR
VARIES 2'-4' SHLDR
12' LANE
12' LANE
4' SHLDR
VARIES 35'-40'
EXIST. ROW
EXISTING GROUND
EXISTING CRCP

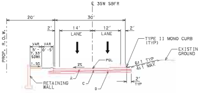
EXISTING NORTHBOUND FRONTAGE ROAD TYPICAL SECTION
NBFR STA 144+00 TO STA 157+00


℄ 35W SBFR
PROP. R.O.W.
20'
5' 5'
SDWK
1.5%
2'
VARIES 0-12' LANE
14' LANE
12' LANE
VARIES 0-12' LANE
2'
TYPE II MONO CURB (TYP)
EXISTING GROUND
PGL
2%
6:1 TYP
4:1 MAX
A
C
D
TYP
2'

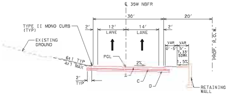
PROPOSED SOUTHBOUND FRONTAGE ROAD TYPICAL SECTION
SBFR STA 47+88 TO STA 51+65


℄ 35W NBFR
2'
VARIES 0-12' LANE
12' LANE
12' LANE
VARIES 0'-14' LANE
2'
20'
5' 5'
SDWK
1.5%
PROP. R.O.W.
TYPE II MONO CURB (TYP)
EXISTING GROUND
6:1 TYP
4:1 MAX
PGL
2%
2'
TYP
A
C
D

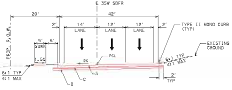
PROPOSED NORTHBOUND FRONTAGE ROAD TYPICAL SECTION
NBFR STA 47+94 TO STA 52+05


℄ 35W SBFR
20'
30'
PROP. R.O.W.
2'
14' LANE
12' LANE
2'
VAR VAR
5'-7.33' 0'-5'
SDWK
1.5%
TYPE II MONO CURB (TYP)
EXISTING GROUND
2%
PGL
6:1 TYP
4:1 MAX
RETAINING WALL
A
C
D
2'
TYP

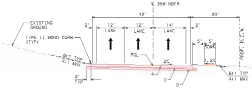
PROPOSED SOUTHBOUND FRONTAGE ROAD TYPICAL SECTION
SBFR STA 51+65 TO STA 66+35
SBFR STA 87+36 TO STA 107+05
SBFR STA 115+29 TO STA 123+36


℄ 35W NBFR
30'
20'
TYPE II MONO CURB (TYP)
2'
12' LANE
14' LANE
2'
EXISTING GROUND
VAR VAR
0'-5' 5'-7.33'
SDWK
1.5%
PROP. R.O.W.
PGL
2%
6:1 TYP
4:1 MAX
2'
TYP
A
C
D
RETAINING WALL

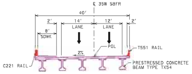
PROPOSED NORTHBOUND FRONTAGE ROAD TYPICAL SECTION
NBFR STA 52+05 TO STA 65+52
NBFR STA 86+54 TO STA 109+19
NBFR STA 117+14 TO STA 122+56
NBFR STA 137+56 TO STA 154+56


℄ 35W SBFR
20'
42'
PROP. R.O.W.
2'
14' LANE
12' LANE
12' LANE
2'
5' 5'
SDWK
1.5%
TYPE II MONO CURB (TYP)
EXISTING GROUND
2%
PGL
6:1 TYP
4:1 MAX
D
C
A
2'
TYP

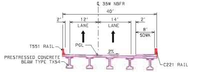
PROPOSED SOUTHBOUND FRONTAGE ROAD TYPICAL SECTION
SBFR STA 66+35 TO STA 87+36
SBFR STA 123+36 TO STA 147+32


℄ 35W NBFR
42'
20'
EXISTING GROUND
TYPE II MONO CURB (TYP)
2'
12' LANE
12' LANE
14' LANE
2'
5' 5'
SDWK
1.5%
PROP. R.O.W.
PGL
2%
6:1 TYP
4:1 MAX
2'
TYP
A
C
D

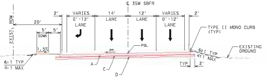
PROPOSED NORTHBOUND FRONTAGE ROAD TYPICAL SECTION
NBFR STA 65+52 TO STA 86+54
NBFR STA 122+56 TO STA 137+56


℄ 35W SBFR
40'
2'
8' SDWK
14' LANE
12' LANE
2'
PGL
2%
T551 RAIL
C221 RAIL
PRESTRESSED CONCRETE BEAM TYPE TX54

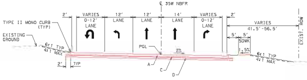
PROPOSED SOUTHBOUND FRONTAGE ROAD TYPICAL SECTION: BRIDGE
SBFR STA 107+05 TO STA 115+29


℄ 35W NBFR
40'
2'
12' LANE
14' LANE
2'
8' SDWK
T551 RAIL
PGL
2%
PRESTRESSED CONCRETE BEAM TYPE TX54
C221 RAIL

PROPOSED NORTHBOUND FRONTAGE ROAD TYPICAL SECTION: BRIDGE
NBFR STA 109+19 TO STA 117+14


℄ 35W SBFR
EXIST. ROW
20'
5' 5'
SDWK
1.5%
2'
VARIES 0'-12' LANE
14' LANE
12' LANE
VARIES 0'-12' LANE
2'
TYPE II MONO CURB (TYP)
EXISTING GROUND
PGL
6:1 TYP
4:1 MAX
A
C
D
TYP
2'

PROPOSED SOUTHBOUND FRONTAGE ROAD TYPICAL SECTION
SBFR STA 147+32 TO STA 157+56

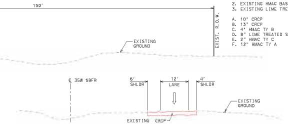

℄ 35W NBFR
TYPE II MONO CURB (TYP)
EXISTING GROUND
2'
VARIES 0-12' LANE
12' LANE
12' LANE
14' LANE
VARIES 0-12' LANE
2'
VARIES 41.5'-56.5'
5' 5'
SDWK
1.5%
EXIST. ROW
PGL
2%
6:1 TYP
4:1 MAX
2'
TYP
A
C
D

PROPOSED NORTHBOUND FRONTAGE ROAD TYPICAL SECTION
NBFR STA 154+56 TO STA 159+99

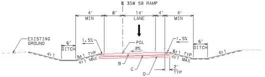
LEGEND

1. EXISTING CRCP
2. EXISTING HMAC BASE
3. EXISTING LIME TREATED SUBGRADE

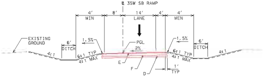
A. 10" CRCP
B. 13" CRCP
C. 4" HMAC TY B
D. 8" LIME TREATED SUBGRADE
E. 2" HMAC TY C
F. 12" HMAC TY A


150'
EXIST. R.O.W.
EXISTING GROUND
℄ 35W SBFR
6' SHLDR
12' LANE
4' SHLDR
EXISTING GROUND
EXISTING CRCP

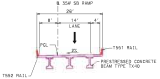
EXISTING SOUTHBOUND EXIT RAMP TYPICAL SECTION
SBFR STA 55+00 TO STA 65+00


℄ 35W SB RAMP
4' MIN
8'
14' LANE
4'
4' MIN
EXISTING GROUND
6' DITCH
1.5%
PGL
2%
1.5%
6' DITCH
4:1
6:1 TYP
4:1 MAX
B
C
D
2' TYP

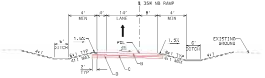
PROPOSED SOUTHBOUND RAMP TYPICAL SECTION
SB ENTRANCE RAMP @ EAGLE PKWY STA 15+55 TO STA 23+63
SB EXIT RAMP @ LITSEY RD STA 13+00 TO STA 21+08
SB ENTRANCE RAMP @ LITSEY RD STA 15+55 TO STA 23+63


℄ 35W SB RAMP
4' MIN
8'
14' LANE
4'
4' MIN
EXISTING GROUND
6' DITCH
1.5%
PGL
2%
1.5%
6' DITCH
4:1
6:1 TYP
4:1 MAX
E
F
D
1' TYP

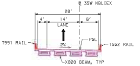
PROPOSED SOUTHBOUND RAMP TYPICAL SECTION
SB EXIT RAMP @ SH 114 STA 13+22 TO STA 20+87
SB EXIT RAMP @ SH 114 STA 24+20 TO STA 24+97


℄ 35W SB RAMP
28'
8'
14' LANE
4'
PGL
2%
T551 RAIL
PRESTRESSED CONCRETE BEAM TYPE TX40
T552 RAIL

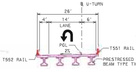
PROPOSED SOUTHBOUND RAMP TYPICAL SECTION: BRIDGE
SB EXIT RAMP @ SH 114 STA 20+87 TO STA 24+20


℄ 35W NB RAMP
4' MIN
4'
14' LANE
8'
4' MIN
6' DITCH
1.5%
PGL
2%
1.5%
6' DITCH
EXISTING GROUND
4:1
6:1 TYP
4:1 MAX
2' TYP
D
C
B

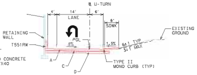
PROPOSED NORTHBOUND RAMP TYPICAL SECTION
NB EXIT RAMP @ EAGLE PKWY STA 16+70 TO STA 24+77
NB ENTRANCE RAMP @ LITSEY RD STA 13+00 TO STA 21+09
NB EXIT RAMP @ LITSEY RD STA 16+70 TO STA 24+77
NB ENTRANCE RAMP @ SH 114 STA 12+50 TO STA 18+75


℄ 35W NBLIEX
28'
4'
14' LANE
8'
T551 RAIL
PGL
2%
T552 RAIL
XB20 BEAM, TYP

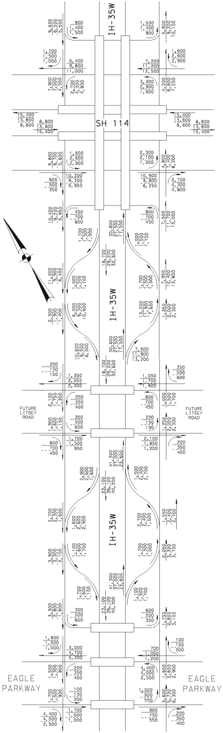
PROPOSED NOUTHBOUND RAMP TYPICAL SECTION: BRIDGE
NB EXIT RAMP 35W NBML STA 109+29 TO RAMP NBLIEX STA 17+97


℄ U-TURN
26'
4'
14' LANE
6'
PGL
2%
T551 RAIL
T552 RAIL
PRESTRESSED CONCRETE BEAM TYPE TX40

PROPOSED U-TURN TYPICAL SECTION: BRIDGE
EAGLE PKWY


℄ U-TURN
4'
14' LANE
6'
6' SDWK
RETAINING WALL
T551RW
PGL
2%
1.5%
6:1 TYP
3:1 MAX
EXISTING GROUND
A
C
D
TYPE II MONO CURB (TYP)

PROPOSED U-TURN TYPICAL SECTION
SH 114


IH-35W
SH 114
IH-35W
FUTURE LITSEY ROAD
FUTURE LITSEY ROAD
IH-35W
EAGLE PARKWAY
EAGLE PARKWAY

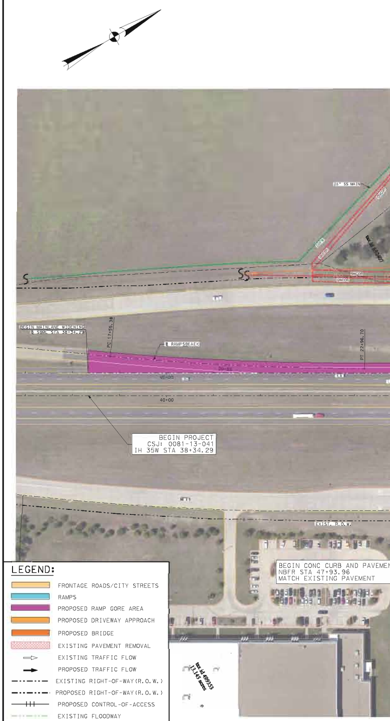
PROPOSED CONFIGURATION

DETAILED SCHEMATICS
2015, 2035 AND 2045 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT THE SPECIFIED INTERSECTIONS ALONG I-35W FROM SOUTH OF EAGLE PARKWAY TO SOUTH OF SH 114.

TRANSPORTATION PLANNING AND PROGRAMMING DIVISION, FEBRUARY 25, 2014

DENTON COUNTY

LEGEND
1,000 - 2015 ADT
1,000 - 2035 ADT
1,000 - 2045 ADT

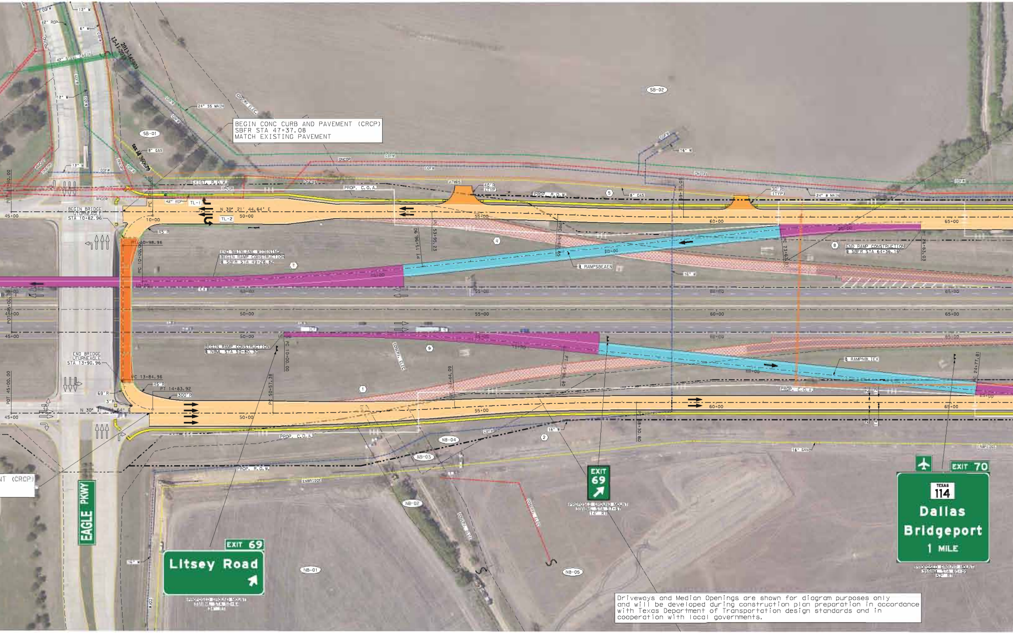

24" SS MAIN
S
SS
ONCOR
ONCOR
BEGIN MAINLANE WIDENING
℄ SBML STA 38+34.29
PC 17+55.38
℄ RAMPSBEAEK
PT 22+96.70
40+00
40+00
EXIST. R.O.W.
tax id 499353
13.145 acres

BEGIN PROJECT
CSJ: 0081-13-041
IH 35W STA 38+34.29

BEGIN CONC CURB AND PAVEMEN
NBFR STA 47+93.96
MATCH EXISTING PAVEMENT

LEGEND:

🟧	FRONTAGE ROADS/CITY STREETS
🟦	RAMPS
🟪	PROPOSED RAMP GORE AREA
🟧	PROPOSED DRIVEWAY APPROACH
🟧	PROPOSED BRIDGE
▨	EXISTING PAVEMENT REMOVAL
⇨	EXISTING TRAFFIC FLOW
➡	PROPOSED TRAFFIC FLOW
—·—·—	EXISTING RIGHT-OF-WAY(R.O.W.)
—··—··—	PROPOSED RIGHT-OF-WAY(R.O.W.)
─┼┼┼─	PROPOSED CONTROL-OF-ACCESS
-·-·-	EXISTING FLOODWAY
🟨	SIDEWALK
▱	CURB RAMP TYP VII
─┼─┼─	METAL BEAM GUARD FENCE
NB-01	PARCEL No.
– – – –	FUTURE ROADWAY BY OTHERS
1	CURVE NUMBER


BEGIN CONC CURB AND PAVEMENT (CRCP)
SBFR STA 47+37.08
MATCH EXISTING PAVEMENT
SB-01
SB-02
24" SS MAIN
8" GAS
12" W
12" RCP
6" W
42" STEEL CASING
16" W
ONCOR
EXIST. R.O.W.
PROP. C.O.A.
PROP. R.O.W.
ATMOS
40'R (TYP)
30'R (TYP)
24" W MAIN
TL-1
TL-2
N 30° 21' 44.64" E
BEGIN BRIDGE
UTURNEAGLE
STA 10+82.96
END BRIDGE
UTURNEAGLE
STA 13+90.96
45'R
PT 10+98.96
PC 10+00.00
PC 13+84.96
PT 14+83.92
300'R
69'R
3'R
10+00
45+00
50+00
55+00
60+00
65+00
POT 45+00.00
END MAINLANE WIDENING
BEGIN RAMP CONSTRUCTION
℄ SBFR STA 47+26.62
BEGIN RAMP CONSTRUCTION
℄ NBML STA 50+80.30
PT 15+96.90
PC 53+95.23
PC 50+57.38
PC 10+00.00
℄ RAMPSBEAEN
℄ RAMPNBLIEX
END RAMP CONSTRUCTION
℄ SBFR STA 64+36.16
16" GAS
16" W
COSERV ELEC
NB-01
NB-02
NB-03
NB-04
NB-05
ENBRIDGE
EAGLE PKWY
EXIT 69
Litsey Road
PROPOSED GROUND MOUNT
EXIT 69
PROPOSED GROUND MOUNT
14' RT
EXIT 70
TEXAS
114
Dallas
Bridgeport
1 MILE
PROPOSED GROUND MOUNT
35NBML
52' RT
T (CRCP)

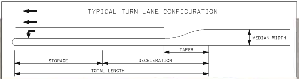
Driveways and Median Openings are shown for diagram purposes only and will be developed during construction plan preparation in accordance with Texas Department of Transportation design standards and in cooperation with local governments.

CURVE DATA TABLE

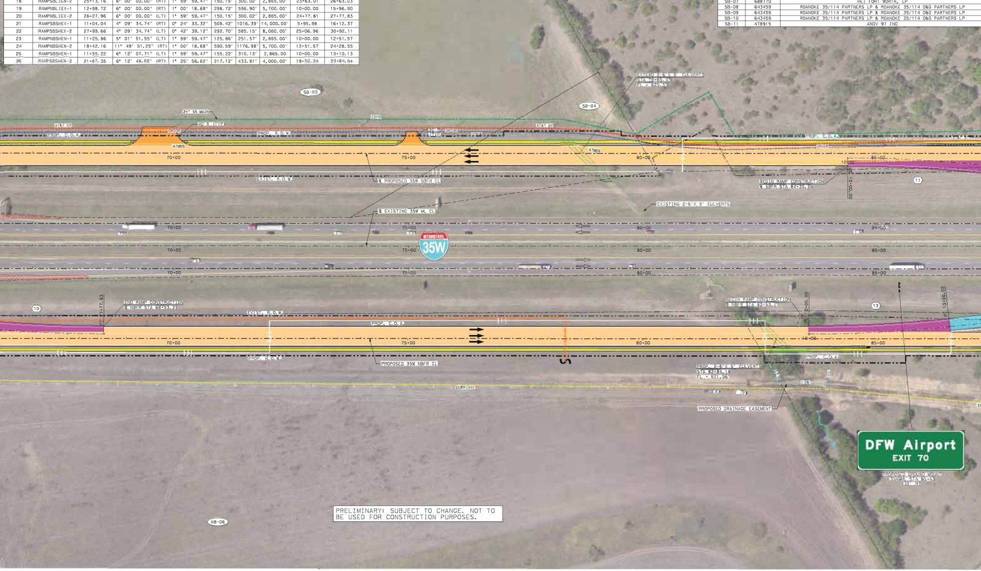
CURVE No.	CURVE	PI STATION	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PC STATION	PT STATION
1	35NBFR-1	52+50.79	3° 24′ 31.47" (LT)	0° 52′ 53.30"	193.41′	386.71′	6,500.00′	50+57.38	54+44.09
2	35NBFR-2	56+37.50	3° 24′ 31.47" (RT)	0° 52′ 53.30"	193.41′	386.71′	6,500.00′	54+44.09	58+30.80
3	35NBFR-3	138+91.78	6° 47′ 59.70" (RT)	0° 52′ 53.30"	386.17′	771.43′	6,500.00′	135+05.62	142+77.04
4	35SBFR-1	55+28.96	2° 21′ 25.85" (RT)	0° 52′ 53.30"	133.73′	267.41′	6,500.00′	53+95.23	56+62.65
5	35SBFR-2	57+96.37	2° 21′ 25.85" (LT)	0° 52′ 53.30"	133.73′	267.39′	6,500.00′	56+62.65	59+30.06
6	35SBFR-3	137+88.02	6° 47′ 59.70" (RT)	0° 52′ 53.30"	386.17′	771.43′	6,500.00′	134+01.85	141+73.28
7	RAMPSBEAEX-1	11+34.99	5° 23′ 42.35" (RT)	1° 59′ 59.47"	134.99′	269.77′	2,865.00′	10+00.00	12+69.77
8	RAMPSBEAEX-2	20+26.25	5° 26′ 28.56" (LT)	1° 00′ 18.68"	270.86′	541.32′	5,700.00′	17+55.38	22+96.70
9	RAMPSBEAEN-1	12+98.72	6° 00′ 00.00" (LT)	1° 00′ 18.68"	298.72′	596.90′	5,700.00′	10+00.00	15+96.90
10	RAMPSBEAEN-2	25+13.16	6° 00′ 00.00" (RT)	1° 59′ 59.47"	150.15′	300.02′	2,865.00′	23+63.01	26+63.03
11	RAMPNBLIEX-1	12+98.72	6° 00′ 00.00" (RT)	1° 00′ 18.68"	298.72′	596.90′	5,700.00′	10+00.00	15+96.90
12	RAMPNBLIEX-2	26+27.96	6° 00′ 00.00" (LT)	1° 59′ 59.47"	150.15′	300.02′	2,865.00′	24+77.81	27+77.83
13	RAMPSBLIEX-1	11+50.15	6° 00′ 00.00" (RT)	1° 59′ 59.47"	150.15′	300.02′	2,865.00′	10+00.00	13+00.02
14	RAMPSBLIEX-2	24+79.66	6° 00′ 00.00" (LT)	1° 00′ 18.68"	298.72′	596.90′	5,700.00′	21+80.93	27+77.83
15	RAMPNBLIEN-1	11+50.15	6° 00′ 00.00" (LT)	1° 59′ 59.47"	150.15′	300.02′	2,865.00′	10+00.00	13+00.02
16	RAMPNBLIEN-2	23+64.85	6° 00′ 00.00" (RT)	1° 00′ 18.68"	298.72′	596.90′	5,700.00′	20+66.13	26+63.03
17	RAMPSBLIEN-1	12+98.72	6° 00′ 00.00" (LT)	1° 00′ 18.68"	298.72′	596.90′	5,700.00′	10+00.00	15+96.90
18	RAMPSBLIEN-2	25+13.16	6° 00′ 00.00" (RT)	1° 59′ 59.47"	150.15′	300.02′	2,865.00′	23+63.01	26+63.03
19	RAMPNBLIEX-1	12+98.72	6° 00′ 00.00" (RT)	1° 00′ 18.68"	298.72′	596.90′	5,700.00′	10+00.00	15+96.90
20	RAMPNBLIEX-2	26+27.96	6° 00′ 00.00" (LT)	1° 59′ 59.47"	150.15′	300.02′	2,865.00′	24+77.81	27+77.83
21	RAMPSBSHEX-1	11+04.04	4° 09′ 34.74" (RT)	0° 24′ 33.32"	508.42′	1016.39′	14,000.00′	5+95.98	16+12.37
22	RAMPSBSHEX-2	27+99.66	4° 09′ 34.74" (LT)	0° 42′ 39.12"	292.70′	585.15′	8,060.00′	25+06.96	30+92.11
23	RAMPNBSHEN-1	11+25.86	5° 01′ 51.55" (LT)	1° 59′ 59.47"	125.86′	251.57′	2,865.00′	10+00.00	12+51.57
24	RAMPNBSHEN-2	18+42.16	11° 49′ 51.25" (RT)	1° 00′ 18.68"	590.59′	1176.98′	5,700.00′	12+51.57	24+28.55
25	RAMPSBSHEN-1	11+55.22	6° 12′ 07.71" (LT)	1° 59′ 59.47"	155.22′	310.13′	2,865.00	10+00.00	13+10.13
26	RAMPSBSHEN-2	21+67.35	6° 12′ 49.68" (RT)	1° 25′ 56.62"	217.12′	433.81′	4,000.00′	19+50.24	23+84.04

SUMMARY OF TURN LANES

TURN LANE ID	DESIGN SPEED (MPH)	TURN LANE LENGTH (FT)			
		DECEL	TAPER	STORAGE	TOTAL LENGTH
TL-1	45	345	100	100	445
TL-2	45	345	100	100	445
TL-3	45	345	100	100	445
TL-4	45	345	100	100	445
TL-5	45	345	100	100	445
TL-6	45	345	100	100	445


TYPICAL TURN LANE CONFIGURATION
MEDIAN WIDTH
TAPER
STORAGE
DECELERATION
TOTAL LENGTH

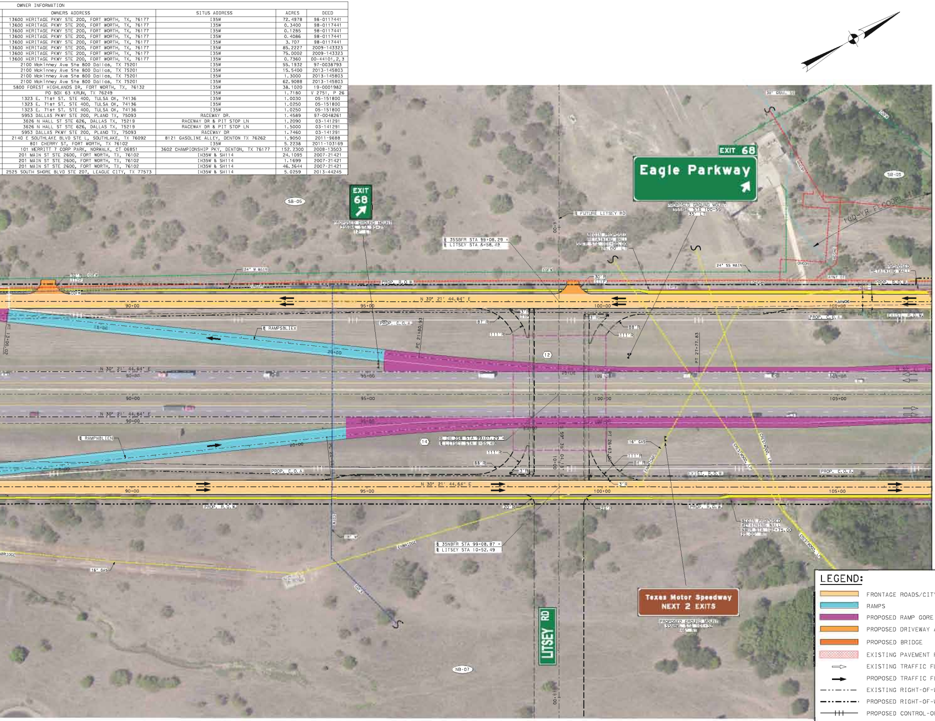
PARCEL No.	TAX ID No.	OWNERS NAME
NB-01	339777	AIL INVESTMENTS, LLP
NB-02	339777	AIL INVESTMENTS, LLP
NB-03	339777	AIL INVESTMENTS, LLP
NB-04	339777	AIL INVESTMENTS, LLP
NB-05	339777	AIL INVESTMENTS, LLP
NB-06	729208	EAGLE INCOME PROPERTIES, LP
NB-07	729208	EAGLE INCOME PROPERTIES, LP
SB-01	360679	ALLIANCE CENTER EAST ASSOCIATION
SB-02	861767	PR ILL/CROW 35 EAGLE LP
SB-03	861767	PR ILL/CROW 35 EAGLE LP
SB-04	861767	PR ILL/CROW 35 EAGLE LP
SB-05	861767	PR ILL/CROW 35 EAGLE LP
NB-08	867100	KUMAR, PUSKOOR M. TR OF THE PUSKOOR M. KUMAR IRREVOCABLE TRUST, ETAL
NB-09	222784	INDEPENDENT HOLINESS CHURCH
NB-10	604246	B2 INVESTMENTS, LLC
NB-11	604246	B2 INVESTMENTS, LLC
NB-12	604246	B2 INVESTMENTS, LLC
NB-13	310361	MOTOR SPEEDWAY PARTNERS
NB-14	481777	WYCLIFF-SPEEDWAY LTD
NB-15	481777	WYCLIFF-SPEEDWAY LTD
NB-16	310361	MOTOR SPEEDWAY PARTNERS
NB-17	786781	IN AND OUT SPEEDWAY REAL ESTATE LLC
SB-06	708278	QUICKSILVER RESOURCES, INC
SB-07	688770	HEI FORT WORTH, LP
SB-08	643459	ROANOKE 35/114 PARTNERS LP & ROANOKE 35/114 O&G PARTNERS LP
SB-09	643459	ROANOKE 35/114 PARTNERS LP & ROANOKE 35/114 O&G PARTNERS LP
SB-10	643459	ROANOKE 35/114 PARTNERS LP & ROANOKE 35/114 O&G PARTNERS LP
SB-11	478915	ANDV 97 INC


SB-03
SB-04
EXTEND 2-6'X 5' CULVERTS
STA 78+65.42
FL = 625.5
24" SS MAIN
AT&T OT
40' R (TYP)
ONCOR
PROP. C.O.A.
PROP. R.O.W.
ATMOS
70+00
75+00
80+00
85+00
EXIST. R.O.W.
℄ PROPOSED 35W SBFR CL
℄ EXISTING 35W ML CL
BEGIN RAMP CONSTRUCTION
℄ SBFR STA 84+35.55
10+00.00
11
EXISTING 2-6'X 5' CULVERTS
INTERSTATE
35W
END RAMP CONSTRUCTION
℄ NBFR STA 68+53.21
27+77.83
10
PROPOSED 35W NBFR CL
BEGIN RAMP CONSTRUCTION
℄ NBFR STA 83+53.21
10+00.00
13
PT 13+00.02
PROP. 2-6'X 5' CULVERTS
STA 82+84.18
FL = 621.56'
PROPOSED DRAINAGE EASEMENT
DFW Airport
EXIT 70
PROPOSED GROUND MOUNT
35NBFR STA 85+43
35' RT
NB-06

PRELIMINARY: SUBJECT TO CHANGE. NOT TO BE USED FOR CONSTRUCTION PURPOSES.

OWNER INFORMATION

OWNERS ADDRESS	SITUS ADDRESS	ACRES	DEED
13600 HERITAGE PKWY STE 200, FORT WORTH, TX, 76177	I35W	72.4978	98-0117441
13600 HERITAGE PKWY STE 200, FORT WORTH, TX, 76177	I35W	0.3400	98-0117441
13600 HERITAGE PKWY STE 200, FORT WORTH, TX, 76177	I35W	0.1285	98-0117441
13600 HERITAGE PKWY STE 200, FORT WORTH, TX, 76177	I35W	0.4086	98-0117441
13600 HERITAGE PKWY STE 200, FORT WORTH, TX, 76177	I35W	3.707	98-0117441
13600 HERITAGE PKWY STE 200, FORT WORTH, TX, 76177	I35W	85.2227	2009-143323
13600 HERITAGE PKWY STE 200, FORT WORTH, TX, 76177	I35W	75.0002	2009-143323
13600 HERITAGE PKWY STE 200, FORT WORTH, TX, 76177	I35W	0.7360	00-44101,2,3
2100 Mckinney Ave Ste 800 Dallas, TX 75201	I35W	55.1932	97-0038793
2100 Mckinney Ave Ste 800 Dallas, TX 75201	I35W	15.5400	2013-145803
2100 Mckinney Ave Ste 800 Dallas, TX 75201	I35W	1.3000	2013-145803
2100 Mckinney Ave Ste 800 Dallas, TX 75201	I35W	62.9088	2013-145803
5800 FOREST HIGHLANDS DR, FORT WORTH, TX, 76132	I35W	38.1020	19-0001982
PO BOX 63 KRUM, TX 76249	I35W	1.7180	V 2751, P 26
1323 E. 71st ST. STE 400, TULSA OK, 74136	I35W	1.0030	05-151800
1323 E. 71st ST. STE 400, TULSA OK, 74136	I35W	1.0250	05-151800
1323 E. 71st ST. STE 400, TULSA OK, 74136	I35W	1.0250	05-151800
5953 DALLAS PKWY STE 200, PLANO TX, 75093	RACEWAY DR.	1.4589	97-0048261
3626 N HALL ST STE 626, DALLAS TX, 75219	RACEWAY DR & PIT STOP LN	1.2090	03-141291
3626 N HALL ST STE 626, DALLAS TX, 75219	RACEWAY DR & PIT STOP LN	1.5000	03-141291
5953 DALLAS PKWY STE 200, PLANO TX, 75093	RACEWAY DR	1.7460	03-141291
2140 E SOUTHLAKE BLVD STE L, SOUTHLAKE, TX 76092	8121 GASOLINE ALLEY, DENTON TX 76262	1.9050	2011-9688
801 CHERRY ST, FORT WORTH, TX 76102	I35W	5.2238	2011-103169
101 MERRITT 7 CORP PARK, NORWALK, CT 06851	3602 CHAMPIONSHIP PKY, DENTON, TX 76177	152.2300	2008-13503
201 MAIN ST STE 2600, FORT WORTH, TX, 76102	IH35W & SH114	24.1095	2007-21421
201 MAIN ST STE 2600, FORT WORTH, TX, 76102	IH35W & SH114	1.1699	2007-21421
201 MAIN ST STE 2600, FORT WORTH, TX, 76102	IH35W & SH114	46.3644	2007-21421
2525 SOUTH SHORE BLVD STE 207, LEAGUE CITY, TX 77573	IH35W & SH114	5.0259	2013-44245


EXIT 68
Eagle Parkway
PROPOSED GROUND MOUNT
35SBML STA 100+55
35' LT
EXIT 68
PROPOSED GROUND MOUNT
35SBX STA 95+25
12' LT
SB-05
SB-05
℄ FUTURE LITSEY RD
℄ 35SBFR STA 99+08.29 =
℄ LITSEY STA 6+58.49
BEGIN PROPOSED
RETAINING WALL
SBFR STA 101+00.00
25.00' LT
30" GRAV. SS
100-YR FLOODPLAIN
24" SS MAIN
24" W MAIN
PROPOSED
RETAINING WALL
ATNT OT
PROP. R.O.W.
30' R
(TYP)
COFW
N 30° 21' 44.64" E
90+00
95+00
100+00
105+00
PROP. C.O.A.
℄ RAMPSBLIEX
18+00
20+00
PC 21+80.93
87' R
111' R
3' R
TYP
88' R
12
PT 27+77.83
℄ RAMPNBLIEN
14
℄ IH 35W STA 99+07.29 =
℄ LITSEY STA 8+55.49
111' R
88' R
3' R
59° 39' 04.18" E
10+00
PT 26+63.05
16" GAS
84' R
ENBRIDGE
CRESTWOOD, LP
EXIST. R.O.W.
20' R
PROP. R.O.W.
BEGIN PROPOSED
RETAINING WALL
NBFR STA 102+75.00
25.00' RT
℄ 35NBFR STA 99+08.87 =
℄ LITSEY STA 10+52.49
16" GAS
18" W
COFW
LITSEY RD
Texas Motor Speedway
NEXT 2 EXITS
PROPOSED GROUND MOUNT
35NBV STA 101+32
NB-07

MATCH LINE - STA 107+00
0081-13-041

LEGEND:

🟧	FRONTAGE ROADS/CITY STREETS
🟦	RAMPS
🟪	PROPOSED RAMP GORE AREA
🟧	PROPOSED DRIVEWAY APPROACH
🟧	PROPOSED BRIDGE
▨	EXISTING PAVEMENT REMOVAL
⇨	EXISTING TRAFFIC FLOW
➡	PROPOSED TRAFFIC FLOW
-·-·-	EXISTING RIGHT-OF-WAY(R.O.W.)
-··-··-	PROPOSED RIGHT-OF-WAY(R.O.W.)
─┼┼┼─	PROPOSED CONTROL-OF-ACCESS
-·-·-	EXISTING FLOODWAY
🟨	SIDEWALK
▱	CURB RAMP TYP VII
─┼─┼─	METAL BEAM GUARD FENCE
NB-01	PARCEL No.
– – – –	FUTURE ROADWAY BY OTHERS

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

PRELIMINARY DESIGN SCHEMATIC

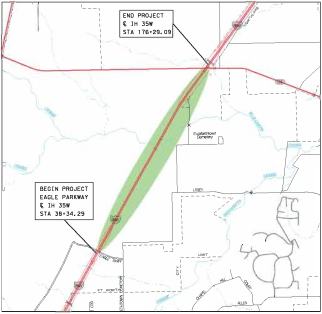
KELLY SELMAN, P.E. - DISTRICT ENGINEER

DENTON COUNTY
IH 35W FRONTAGE ROADS

CSJ 0081-13-041
FROM EAGLE PARKWAY TO SH 114
ADD FRONTAGE ROADS AND CONSTRUCT RAMPS

FUNCTIONAL CLASSIFICATION: INTERSTATE HIGHWAY
DESIGN SPEED: MAINLANE: 70 MPH
RAMPS: 50 MPH
CROSS STREET: 35 MPH
FRONTAGE ROADS: 45 MPH

NET LENGTH OF PROJECT= 2.613 MILES
SCALE HORIZ: 1"=100' VERT: 1"=10'
AERIAL PHOTO DATE: 2013


END PROJECT
℄ IH 35W
STA 176+29.09
BEGIN PROJECT
EAGLE PARKWAY
℄ IH 35W
STA 38+34.29
Elizabethtown Cemetery
LITSEY
EAGLE PKWY
LIMIT
CITY
FT WORTH
HILL
COURT
CHAPEL
ALLEN

KEY MAP
NTS

PRELIMINARY: SUBJECT TO CHANGE. NOT
TO BE USED FOR CONSTRUCTION PURPOSES.

ROLL 1 OF 4
JUNE 2015

SCHEMATIC PREPARED BY:

CH2M HILL, INC.
REGISTRATION NUMBER 2297

NOT FOR PERMITTING, BIDDING
OR CONSTRUCTION.

Prepared by or under the
Direct Supervision of:

Will Barresi 90856
NAME P.E. NUMBER

6/16/2015
DATE

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FIRM F2297

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

PRELIMINARY DESIGN SCHEMATIC

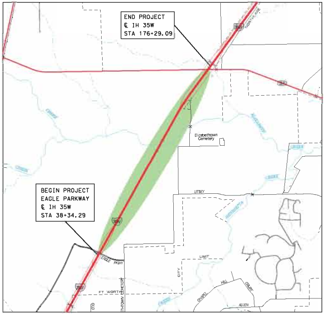
KELLY SELMAN, P.E. - DISTRICT ENGINEER

DENTON COUNTY
IH 35W FRONTAGE ROADS

CSJ 0081-13-041
FROM EAGLE PARKWAY TO SH 114
ADD FRONTAGE ROADS AND CONSTRUCT RAMPS

FUNCTIONAL CLASSIFICATION: INTERSTATE HIGHWAY
DESIGN SPEED: MAINLANE: 70 MPH
RAMPS: 50 MPH
CROSS STREET: 35 MPH
FRONTAGE ROADS: 45 MPH

NET LENGTH OF PROJECT= 2.613 MILES
SCALE HORIZ: 1"=100' VERT: 1"=10'
AERIAL PHOTO DATE: 2013


END PROJECT
℄ IH 35W
STA 176+29.09
BEGIN PROJECT
EAGLE PARKWAY
℄ IH 35W
STA 38+34.29
Elizabethtown Cemetery
EAGLE PKWY
FT WORTH
LITSEY
LIMIT
ALLEN

KEY MAP

NTS

PRELIMINARY: SUBJECT TO CHANGE. NOT TO BE USED FOR CONSTRUCTION PURPOSES.

ROLL 2 OF 4
JUNE 2015

SCHEMATIC PREPARED BY:
CH2M HILL, INC.
REGISTRATION NUMBER 2297

NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.

Prepared by or under the Direct Supervision of:

Will Barresi 90856
NAME P.E. NUMBER

6/16/2015
DATE

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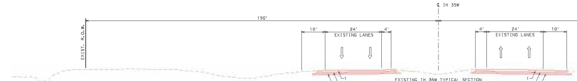
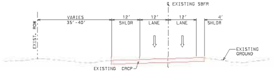
CH2MHILL

FIRM F2297

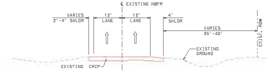
6/16/2015
10:01:35 AM
IH35W_SCH02.dgn


℄ IH 35W
150'
EXIST. R.O.W.
10'
24'
4'
EXISTING LANES
1
2
3

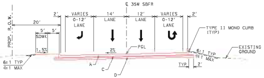
EXISTING IH 35W TYPICAL SECTION
IH 35W STA 45+00 TO STA 161+00


℄ EXISTING SBFR
EXIST. ROW
VARIES 35'-40'
12' SHLDR
12' LANE
12' LANE
4' SHLDR
EXISTING GROUND
EXISTING CRCP

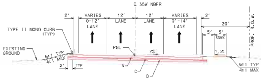
EXISTING SOUTHBOUND FRONTAGE ROAD TYPICAL SECTION
SBFR STA 137+00 TO STA 156+00


℄ EXISTING NBFR
VARIES 2'-4' SHLDR
12' LANE
12' LANE
4' SHLDR
VARIES 35'-40'
EXIST. ROW
EXISTING GROUND
EXISTING CRCP

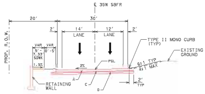
EXISTING NORTHBOUND FRONTAGE ROAD TYPICAL SECTION
NBFR STA 144+00 TO STA 157+00


℄ 35W SBFR
PROP. R.O.W.
20'
2'
VARIES 0-12' LANE
14' LANE
12' LANE
VARIES 0-12' LANE
2'
5'
5'
SDWK
1.5%
2%
PGL
TYPE II MONO CURB (TYP)
EXISTING GROUND
6:1 TYP
4:1 MAX
A
C
D
TYP

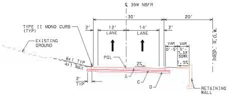
PROPOSED SOUTHBOUND FRONTAGE ROAD TYPICAL SECTION
SBFR STA 47+88 TO STA 51+65


℄ 35W NBFR
2'
VARIES 0-12' LANE
12' LANE
12' LANE
VARIES 0'-14' LANE
2'
20'
5'
5'
SDWK
1.5%
PROP. R.O.W.
TYPE II MONO CURB (TYP)
EXISTING GROUND
PGL
2%
6:1 TYP
4:1 MAX
TYP
A
C
D

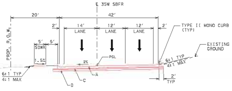
PROPOSED NORTHBOUND FRONTAGE ROAD TYPICAL SECTION
NBFR STA 47+94 TO STA 52+05


℄ 35W SBFR
PROP. R.O.W.
20'
30'
2'
14' LANE
12' LANE
2'
VAR VAR
5'-7.33' SDWK
0'-5'
1.5%
2%
PGL
TYPE II MONO CURB (TYP)
EXISTING GROUND
6:1 TYP
4:1 MAX
RETAINING WALL
A
C
D
2' TYP

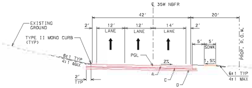
PROPOSED SOUTHBOUND FRONTAGE ROAD TYPICAL SECTION
SBFR STA 51+65 TO STA 66+35
SBFR STA 87+36 TO STA 107+05
SBFR STA 115+29 TO STA 123+36


℄ 35W NBFR
30'
20'
2'
12' LANE
14' LANE
2'
VAR VAR
0'-5'
5'-7.33' SDWK
1.5%
PROP. R.O.W.
TYPE II MONO CURB (TYP)
EXISTING GROUND
PGL
2%
6:1 TYP
4:1 MAX
2' TYP
A
C
D
RETAINING WALL

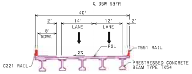
PROPOSED NORTHBOUND FRONTAGE ROAD TYPICAL SECTION
NBFR STA 52+05 TO STA 65+52
NBFR STA 86+54 TO STA 109+19
NBFR STA 117+14 TO STA 122+56
NBFR STA 137+56 TO STA 154+56


℄ 35W SBFR
PROP. R.O.W.
20'
42'
2'
14' LANE
12' LANE
12' LANE
2'
5'
5'
SDWK
1.5%
2%
PGL
TYPE II MONO CURB (TYP)
EXISTING GROUND
6:1 TYP
4:1 MAX
D
C
A
2' TYP

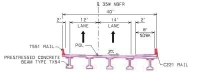
PROPOSED SOUTHBOUND FRONTAGE ROAD TYPICAL SECTION
SBFR STA 66+35 TO STA 87+36
SBFR STA 123+36 TO STA 147+32


℄ 35W NBFR
42'
20'
2'
12' LANE
12' LANE
14' LANE
2'
5'
5'
SDWK
1.5%
PROP. R.O.W.
EXISTING GROUND
TYPE II MONO CURB (TYP)
PGL
2%
6:1 TYP
4:1 MAX
2' TYP
A
C
D

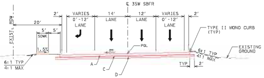
PROPOSED NORTHBOUND FRONTAGE ROAD TYPICAL SECTION
NBFR STA 65+52 TO STA 86+54
NBFR STA 122+56 TO STA 137+56


℄ 35W SBFR
40'
2'
8' SDWK
14' LANE
12' LANE
2'
PGL
2%
T551 RAIL
C221 RAIL
PRESTRESSED CONCRETE BEAM TYPE TX54

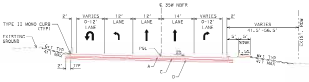
PROPOSED SOUTHBOUND FRONTAGE ROAD TYPICAL SECTION: BRIDGE
SBFR STA 107+05 TO STA 115+29


℄ 35W NBFR
40'
2'
12' LANE
14' LANE
2'
8' SDWK
T551 RAIL
PGL
2%
PRESTRESSED CONCRETE BEAM TYPE TX54
C221 RAIL

PROPOSED NORTHBOUND FRONTAGE ROAD TYPICAL SECTION: BRIDGE
NBFR STA 109+19 TO STA 117+14


℄ 35W SBFR
EXIST. ROW
20'
2'
VARIES 0'-12' LANE
14' LANE
12' LANE
VARIES 0'-12' LANE
2'
5'
5'
SDWK
1.5%
2%
PGL
TYPE II MONO CURB (TYP)
EXISTING GROUND
6:1 TYP
4:1 MAX
A
C
D
TYP

PROPOSED SOUTHBOUND FRONTAGE ROAD TYPICAL SECTION
SBFR STA 147+32 TO STA 157+56

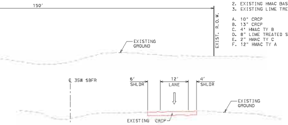

℄ 35W NBFR
2'
VARIES 0-12' LANE
12' LANE
12' LANE
14' LANE
VARIES 0-12' LANE
2'
VARIES 41.5'-56.5'
5'
5'
SDWK
1.5%
EXIST. ROW
TYPE II MONO CURB (TYP)
EXISTING GROUND
PGL
2%
6:1 TYP
4:1 MAX
2'
TYP
A
C
D

PROPOSED NORTHBOUND FRONTAGE ROAD TYPICAL SECTION
NBFR STA 154+56 TO STA 159+99

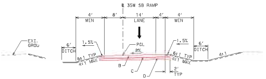
LEGEND

1. EXISTING CRCP
2. EXISTING HMAC BASE
3. EXISTING LIME TREATED SUBGRADE

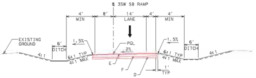
A. 10" CRCP
B. 13" CRCP
C. 4" HMAC TY B
D. 8" LIME TREATED SUBGRADE
E. 2" HMAC TY C
F. 12" HMAC TY A


150'
EXIST. R.O.W.
EXISTING GROUND
℄ 35W SBFR
6' SHLDR
12' LANE
4' SHLDR
EXISTING GROUND
EXISTING CRCP

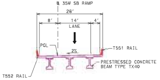
EXISTING SOUTHBOUND EXIT RAMP TYPICAL SECTION
SBFR STA 55+00 TO STA 65+00


℄ 35W SB RAMP
4' MIN
8'
14' LANE
4'
4' MIN
EXI. GROU
6' DITCH
1.5%
PGL
2%
1.5%
6' DITCH
6:1 TYP
4:1 MAX
4:1
B
C
D
2' TYP

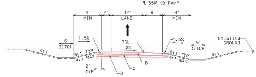
PROPOSED SOUTHBOUND RAMP TYPICAL SECTION
SB ENTRANCE RAMP @ EAGLE PKWY STA 15+55 TO STA 23+63
SB EXIT RAMP @ LITSEY RD STA 13+00 TO STA 21+08
SB ENTRANCE RAMP @ LITSEY RD STA 15+55 TO STA 23+63


℄ 35W SB RAMP
4' MIN
8'
14' LANE
4'
4' MIN
EXISTING GROUND
6' DITCH
1.5%
PGL
2%
1.5%
6' DITCH
4:1
6:1 TYP
4:1 MAX
E
F
D
1' TYP

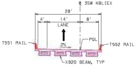
PROPOSED SOUTHBOUND RAMP TYPICAL SECTION
SB EXIT RAMP @ SH 114 STA 13+22 TO STA 20+87
SB EXIT RAMP @ SH 114 STA 24+20 TO STA 24+97


℄ 35W SB RAMP
28'
8'
14' LANE
4'
PGL
2%
T551 RAIL
PRESTRESSED CONCRETE BEAM TYPE TX40
T552 RAIL

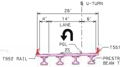
PROPOSED SOUTHBOUND RAMP TYPICAL SECTION: BRIDGE
SB EXIT RAMP @ SH 114 STA 20+87 TO STA 24+20


℄ 35W NB RAMP
4' MIN
4'
14' LANE
8'
4' MIN
6' DITCH
1.5%
PGL
2%
1.5%
6' DITCH
EXISTING GROUND
4:1
6:1 TYP
4:1 MAX
2' TYP
D
C
B

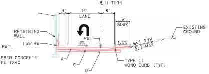
PROPOSED NORTHBOUND RAMP TYPICAL SECTION
NB EXIT RAMP @ EAGLE PKWY STA 16+70 TO STA 24+77
NB ENTRANCE RAMP @ LITSEY RD STA 13+00 TO STA 21+09
NB EXIT RAMP @ LITSEY RD STA 16+70 TO STA 24+77
NB ENTRANCE RAMP @ SH 114 STA 12+50 TO STA 18+75


℄ 35W NBLIEX
28'
4'
14' LANE
8'
PGL
2%
T551 RAIL
T552 RAIL
XB20 BEAM, TYP

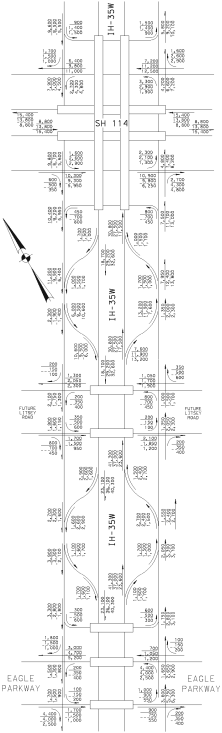
PROPOSED NOUTHBOUND RAMP TYPICAL SECTION: BRIDGE
NB EXIT RAMP 35W NBML STA 109+29 TO RAMP NBLIEX STA 17+97


℄ U-TURN
26'
4'
14' LANE
6'
PGL
2%
T551 RAIL
T552 RAIL
PRESTRESSED CONCRETE BEAM TYPE TX40

PROPOSED U-TURN TYPICAL SECTION: BRIDGE
EAGLE PKWY


℄ U-TURN
4'
14' LANE
6'
6' SDWK
RETAINING WALL
T551RW
PGL
2%
1.5%
6:1 TYP
3:1 MAX
EXISTING GROUND
A
C
D
TYPE II MONO CURB (TYP)

PROPOSED U-TURN TYPICAL SECTION
SH 114


IH-35W
SH 114
IH-35W
FUTURE LITSEY ROAD
FUTURE LITSEY ROAD
IH-35W
EAGLE PARKWAY
EAGLE PARKWAY

PROPOSED CONFIGURATION

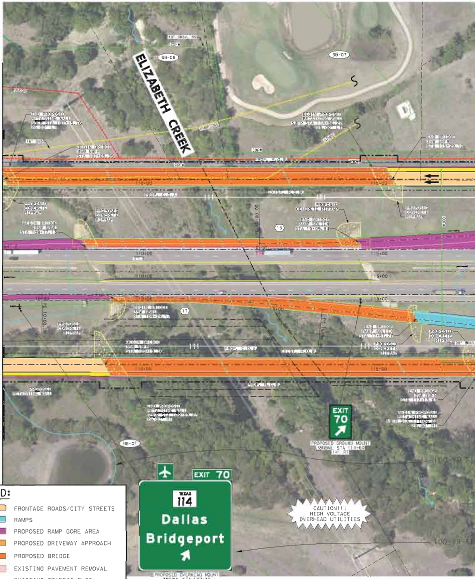
DETAILED SCHEMATICS
2015, 2035 AND 2045 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT THE SPECIFIED INTERSECTIONS ALONG I-35W FROM SOUTH OF EAGLE PARKWAY TO SOUTH OF SH 114.

TRANSPORTATION PLANNING AND PROGRAMMING DIVISION, FEBRUARY 25, 2014

DENTON COUNTY

LEGEND
1,000 - 2015 ADT
1,000 - 2035 ADT
1,000 - 2045 ADT

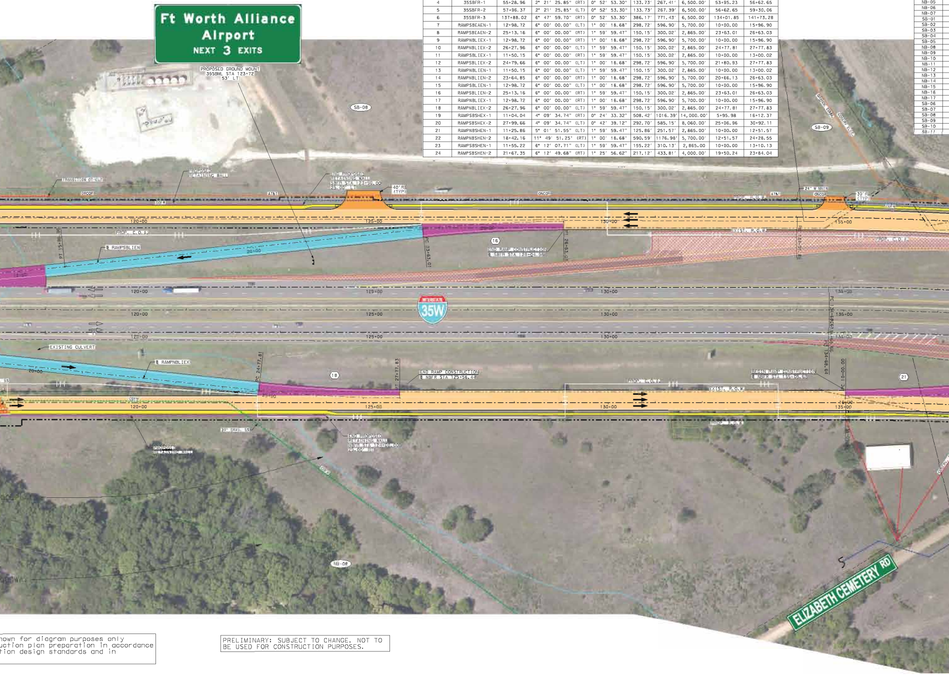
MATCH LINE - STA 107+00
0081-13-041


ELIZABETH CREEK
SB-06
SB-07
NB-07
110+00
115+00
PROP. C.O.A
EXIST. R.O.W.
PROP. R.O.W.
PROPOSED CONCRETE RIPRAP
BEGIN BRIDGE
END BRIDGE
PROPOSED RETAINING WALL
15
17
EXIT 70
PROPOSED GROUND MOUNT 35NBML STA 114+60 14' RT
EXIT 70
TEXAS 114
Dallas
Bridgeport
CAUTION!!! HIGH VOLTAGE OVERHEAD UTILITIES
PROPOSED OVERHEAD MOUNT 35NBML STA 107+37 30' RT

LEGEND:

🟧	FRONTAGE ROADS/CITY STREETS
🟦	RAMPS
🟪	PROPOSED RAMP GORE AREA
🟧	PROPOSED DRIVEWAY APPROACH
🟧	PROPOSED BRIDGE
▨	EXISTING PAVEMENT REMOVAL
⇨	EXISTING TRAFFIC FLOW
➡	PROPOSED TRAFFIC FLOW
— - — - —	EXISTING RIGHT-OF-WAY (R.O.W.)
— · · — · · —	PROPOSED RIGHT-OF-WAY (R.O.W.)
—┼┼┼—	PROPOSED CONTROL-OF-ACCESS
- - - - -	EXISTING FLOODWAY
🟨	SIDEWALK
▱	CURB RAMP TYP VII
—×—×—	METAL BEAM GUARD FENCE
NB-01	PARCEL No.
— — — —	FUTURE ROADWAY BY OTHERS
⬡ 1	CURVE NUMBER

Driveways and Median Openings are sh
and will be developed during constru
with Texas Department of Transporta
cooperation with local governments.


Ft Worth Alliance Airport
NEXT 3 EXITS
PROPOSED GROUND MOUNT
35SBML STA 123+72
53' LT
SB-08
SB-09
TRANSITION OT-ELT
PROPOSED RETAINING WALL
END PROPOSED RETAINING WALL SBFR STA 123+50.00 25.00' LT
40' R (TYP)
ONCOR
AT&T
ONCOR
24" W MAIN
ONCOR
30' R (TYP)
PROP. R.O.W.
120+00
125+00
130+00
135+00
PROP. C.O.A.
PT 15+96.90
℄ RAMPSBLIEN
20+00
PC 23+63.01
16
END RAMP CONSTRUCTION
℄ SBFR STA 128+04.96
PT 26+63.03
EXIST. R.O.W.
PROP. C.O.A.
PT 134+01.85
35W
PC 134+68.64
EXISTING CULVERT
℄ RAMPNBLIEX
20+00
PC 24+77.81
18
PT 27+77.83
END RAMP CONSTRUCTION
℄ NBFR STA 125+56.44
25+00
PROP. C.O.A.
EXIST. R.O.W.
BEGIN RAMP CONSTRUCTION
℄ NBFR STA 135+05.62
PC 10+00.00
21
10+00
PROP. R.O.W.
30" GRAV. SS
END PROPOSED RETAINING WALL NBFR STA 124+00.00 25.00' RT
PROPOSED RETAINING WALL
NB-08
ELIZABETH CEMETERY RD

CURVE DATA TABLE									
CURVE No.	CURVE	PI STATION	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PC STATION	PT STATION
1	35NBFR-1	52+50.79	3° 24′ 31.47″ (LT)	0° 52′ 53.30″	193.41′	386.71′	6,500.00′	50+57.38	54+44.09
2	35NBFR-2	56+37.50	3° 24′ 31.47″ (RT)	0° 52′ 53.30″	193.41′	386.71′	6,500.00′	54+44.09	58+30.80
3	35NBFR-3	138+91.78	6° 47′ 59.70″ (RT)	0° 52′ 53.30″	386.17′	771.43′	6,500.00′	135+05.62	142+77.04
4	35SBFR-1	55+28.96	2° 21′ 25.85″ (RT)	0° 52′ 53.30″	133.73′	267.41′	6,500.00′	53+95.23	56+62.65
5	35SBFR-2	57+96.37	2° 21′ 25.85″ (LT)	0° 52′ 53.30″	133.73′	267.39′	6,500.00′	56+62.65	59+30.06
6	35SBFR-3	137+88.02	6° 47′ 59.70″ (RT)	0° 52′ 53.30″	386.17′	771.43′	6,500.00′	134+01.85	141+73.28
7	RAMPSBEAEN-1	12+98.72	6° 00′ 00.00″ (LT)	1° 00′ 18.68″	298.72′	596.90′	5,700.00′	10+00.00	15+96.90
8	RAMPSBEAEN-2	25+13.16	6° 00′ 00.00″ (RT)	1° 59′ 59.47″	150.15′	300.02′	2,865.00′	23+63.01	26+63.03
9	RAMPNBLIEX-1	12+98.72	6° 00′ 00.00″ (RT)	1° 00′ 18.68″	298.72′	596.90′	5,700.00′	10+00.00	15+96.90
10	RAMPNBLIEX-2	26+27.96	6° 00′ 00.00″ (LT)	1° 59′ 59.47″	150.15′	300.02′	2,865.00′	24+77.81	27+77.83
11	RAMPSBLIEX-1	11+50.15	6° 00′ 00.00″ (RT)	1° 59′ 59.47″	150.15′	300.02′	2,865.00′	10+00.00	13+00.02
12	RAMPSBLIEX-2	24+79.66	6° 00′ 00.00″ (LT)	1° 00′ 18.68″	298.72′	596.90′	5,700.00′	21+80.93	27+77.83
13	RAMPNBLIEN-1	11+50.15	6° 00′ 00.00″ (LT)	1° 59′ 59.47″	150.15′	300.02′	2,865.00′	10+00.00	13+00.02
14	RAMPNBLIEN-2	23+64.85	6° 00′ 00.00″ (RT)	1° 00′ 18.68″	298.72′	596.90′	5,700.00′	20+66.13	26+63.03
15	RAMPSBLIEN-1	12+98.72	6° 00′ 00.00″ (LT)	1° 00′ 18.68″	298.72′	596.90′	5,700.00′	10+00.00	15+96.90
16	RAMPSBLIEN-2	25+13.16	6° 00′ 00.00″ (RT)	1° 59′ 59.47″	150.15′	300.02′	2,865.00′	23+63.01	26+63.03
17	RAMPNBLIEX-1	12+98.72	6° 00′ 00.00″ (RT)	1° 00′ 18.68″	298.72′	596.90′	5,700.00′	10+00.00	15+96.90
18	RAMPNBLIEX-2	26+27.96	6° 00′ 00.00″ (LT)	1° 59′ 59.47″	150.15′	300.02′	2,865.00′	24+77.81	27+77.83
19	RAMPSBSHEX-1	11+04.04	4° 09′ 34.74″ (RT)	0° 24′ 33.32″	508.42′	1016.39′	14,000.00′	5+95.98	16+12.37
20	RAMPSBSHEX-2	27+99.66	4° 09′ 34.74″ (LT)	0° 42′ 39.12″	292.70′	585.15′	8,060.00′	25+06.96	30+92.11
21	RAMPNBSHEN-1	11+25.86	5° 01′ 51.55″ (LT)	1° 59′ 59.47″	125.86′	251.57′	2,865.00′	10+00.00	12+51.57
22	RAMPNBSHEN-2	18+42.16	11° 49′ 51.25″ (RT)	1° 00′ 18.68″	590.59′	1176.98′	5,700.00′	12+51.57	24+28.55
23	RAMPSBSHEN-1	11+55.22	6° 12′ 07.71″ (LT)	1° 59′ 59.47″	155.22′	310.13′	2,865.00	10+00.00	13+10.13
24	RAMPSBSHEN-2	21+67.35	6° 12′ 49.68″ (RT)	1° 25′ 56.62″	217.12′	433.81′	4,000.00′	19+50.24	23+84.04

PARCEL No.	T
NB-01	
NB-02	
NB-03	
NB-04	
NB-05	
NB-06	
NB-07	
SB-01	
SB-02	
SB-03	
SB-04	
SB-05	
NB-08	
NB-09	
NB-10	
NB-11	
NB-12	
NB-13	
NB-14	
NB-15	
NB-16	
NB-17	
SB-06	
SB-07	
SB-08	
SB-09	
SB-10	
SB-11	

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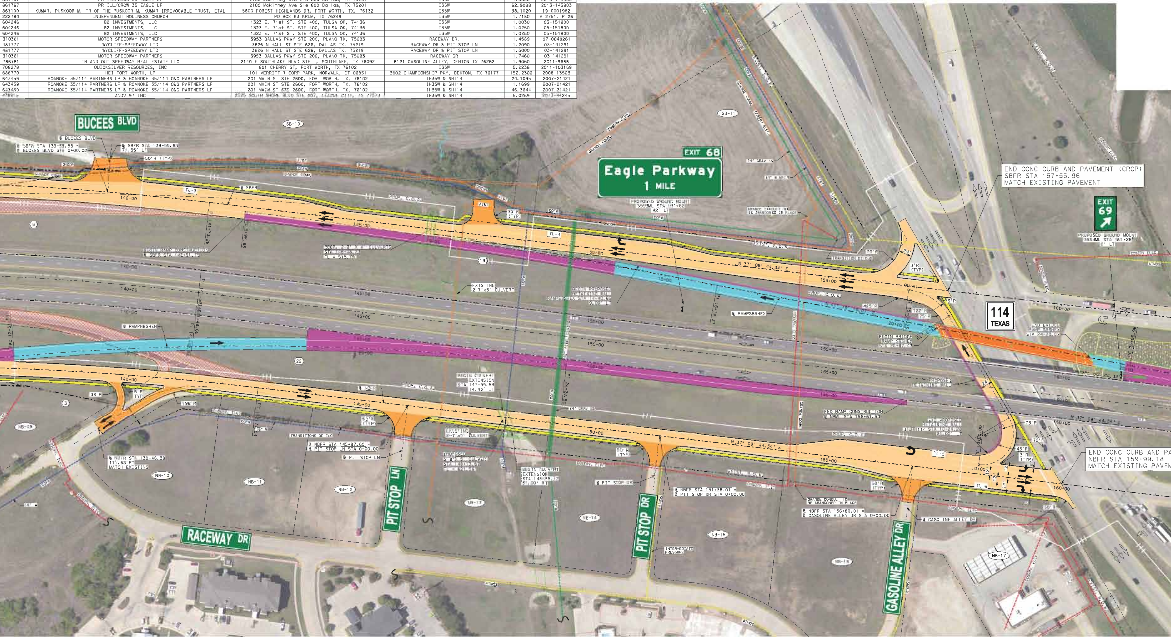
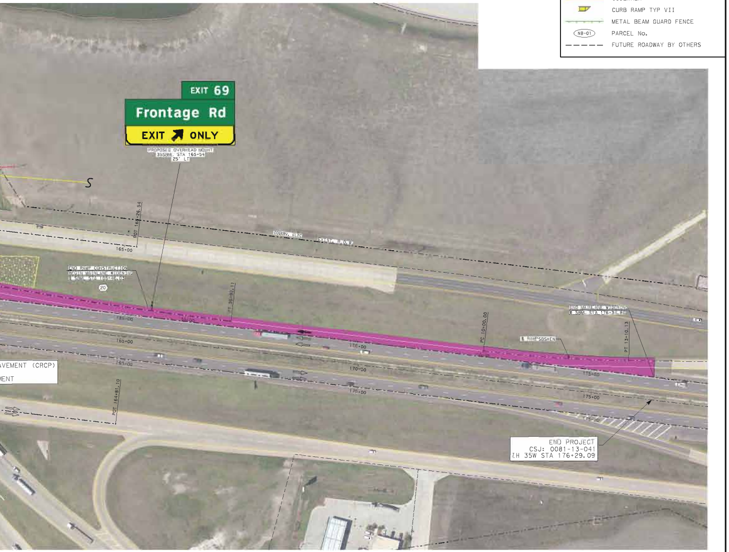
uction plan preparation in accordance
tion design standards and in

PRELIMINARY: SUBJECT TO CHANGE. NOT TO BE USED FOR CONSTRUCTION PURPOSES.

OWNER INFORMATION					
AX ID No.	OWNERS NAME	OWNERS ADDRESS	SITUS ADDRESS	ACRES	DEED
339777	AIL INVESTMENTS, LLP	13600 HERITAGE PKWY STE 200, FORT WORTH, TX, 76177	I35W	72.4978	98-0117441
339777	AIL INVESTMENTS, LLP	13600 HERITAGE PKWY STE 200, FORT WORTH, TX, 76177	I35W	0.3400	98-0117441
339777	AIL INVESTMENTS, LLP	13600 HERITAGE PKWY STE 200, FORT WORTH, TX, 76177	I35W	0.1285	98-0117441
339777	AIL INVESTMENTS, LLP	13600 HERITAGE PKWY STE 200, FORT WORTH, TX, 76177	I35W	0.4086	98-0117441
339777	AIL INVESTMENTS, LLP	13600 HERITAGE PKWY STE 200, FORT WORTH, TX, 76177	I35W	3.707	98-0117441
729208	EAGLE INCOME PROPERTIES, LP	13600 HERITAGE PKWY STE 200, FORT WORTH, TX, 76177	I35W	85.2227	2009-143323
729208	EAGLE INCOME PROPERTIES, LP	13600 HERITAGE PKWY STE 200, FORT WORTH, TX, 76177	I35W	75.0002	2009-143323
360679	ALLIANCE CENTER EAST ASSOCIATION	13600 HERITAGE PKWY STE 200, FORT WORTH, TX, 76177	I35W	0.7360	00-44101,2,3
861767	PR ILL/CROW 35 EAGLE LP	2100 Mckinney Ave Ste 800 Dallas, TX 75201	I35W	55.1932	97-0038793
861767	PR ILL/CROW 35 EAGLE LP	2100 Mckinney Ave Ste 800 Dallas, TX 75201	I35W	15.5400	2013-145803
861767	PR ILL/CROW 35 EAGLE LP	2100 Mckinney Ave Ste 800 Dallas, TX 75201	I35W	1.3000	2013-145803
861767	PR ILL/CROW 35 EAGLE LP	2100 Mckinney Ave Ste 800 Dallas, TX 75201	I35W	62.9088	2013-145803
867100	KUMAR, PUSKOOR M. TR OF THE PUSKOOR M. KUMAR IRREVOCABLE TRUST, ETAL	5800 FOREST HIGHLANDS DR, FORT WORTH, TX, 76132	I35W	38.1020	19-0001982
222784	INDEPENDENT HOLINESS CHURCH	PO BOX 63 KRUM, TX 76249	I35W	1.7180	V 2751, P 26
604246	B2 INVESTMENTS, LLC	1323 E. 71st ST. STE 400, TULSA OK, 74136	I35W	1.0030	05-151800
604246	B2 INVESTMENTS, LLC	1323 E. 71st ST. STE 400, TULSA OK, 74136	I35W	1.0250	05-151800
604246	B2 INVESTMENTS, LLC	1323 E. 71st ST. STE 400, TULSA OK, 74136	I35W	1.0250	05-151800
310361	MOTOR SPEEDWAY PARTNERS	5953 DALLAS PKWY STE 200, PLANO TX, 75093	RACEWAY DR.	1.4589	97-0048261
481777	WYCLIFF-SPEEDWAY LTD	3626 N HALL ST STE 626, DALLAS TX, 75219	RACEWAY DR & PIT STOP LN	1.2090	03-141291
481777	WYCLIFF-SPEEDWAY LTD	3626 N HALL ST STE 626, DALLAS TX, 75219	RACEWAY DR & PIT STOP LN	1.5000	03-141291
310361	MOTOR SPEEDWAY PARTNERS	5953 DALLAS PKWY STE 200, PLANO TX, 75093	RACEWAY DR	1.7460	03-141291
786781	IN AND OUT SPEEDWAY REAL ESTATE LLC	2140 E SOUTHLAKE BLVD STE L, SOUTHLAKE, TX 76092	8121 GASOLINE ALLEY, DENTON TX 76262	1.9050	2011-9688
708278	QUICKSILVER RESOURCES, INC	801 CHERRY ST, FORT WORTH, TX 76102	I35W	5.2238	2011-103169
688770	HEI FORT WORTH, LP	101 MERRITT 7 CORP PARK, NORWALK, CT 06851	3602 CHAMPIONSHIP PKY, DENTON, TX 76177	152.2300	2008-13503
643459	ROANOKE 35/114 PARTNERS LP & ROANOKE 35/114 O&G PARTNERS LP	201 MAIN ST STE 2600, FORT WORTH, TX, 76102	IH35W & SH114	24.1095	2007-21421
643459	ROANOKE 35/114 PARTNERS LP & ROANOKE 35/114 O&G PARTNERS LP	201 MAIN ST STE 2600, FORT WORTH, TX, 76102	IH35W & SH114	1.1699	2007-21421
643459	ROANOKE 35/114 PARTNERS LP & ROANOKE 35/114 O&G PARTNERS LP	201 MAIN ST STE 2600, FORT WORTH, TX, 76102	IH35W & SH114	46.3644	2007-21421
478915	ANDV 97 INC	2525 SOUTH SHORE BLVD STE 207, LEAGUE CITY, TX 77573	IH35W & SH114	5.0259	2013-44245


BUCEES BLVD
SB-10
SB-11
℄ BUCEES BLVD
℄ SBFR STA 139+55.58 = ℄ BUCEES BLVD STA 0+00.00
℄ SBFR STA 139+55.63 171.35' LT
50'R (TYP)
TL-3
℄ SBFR
140+00
145+00
150+00
155+00
160+00
6
PT 141+73.28
BEGIN RAMP CONSTRUCTION
PROP. 2-8' X 6' CULVERTS
EXIT 68
Eagle Parkway
1 MILE
PROPOSED GROUND MOUNT
24" GRAV SS
24" W MAIN
GRANDE COMM.
COSERV ELEC.
AT&T
30'R (TYP)
TL-4
19
EXISTING 2-7'x5' CULVERT
BEGIN PROPOSED RETAINING WALL
℄ RAMPSBSHEX
PT 16+12.37
GRANDE CONDUIT TO BE ABANDONED IN PLACE
EXIST. R.O.W.
N 37° 09' 44.34" E
PROP. C.O.A.
TRANSITION DE-EUG
75'R
24'
3'R (TYP)
3'R
425'R
122'R
75'R
BEGIN BRIDGE RAMP SBSHEX STA 20+87.43
END BRIDGE RAMP SBSHEX STA 24+20.02
END CONC CURB AND PAVEMENT (CRCP)
SBFR STA 157+55.96
MATCH EXISTING PAVEMENT
EXIT 69
PROPOSED GROUND MOUNT 35SBML STA 161+26 8' LT
114
TEXAS
PC 25+06.96
℄ RAMPNBSHEN
22
3
38'R
5'R TYP
198'R
℄ NBFR
NB-09
NB-10
NB-11
NB-12
NB-13
NB-14
NB-15
NB-16
NB-17
℄ NBFR STA 139+46.38 111.63' RT MATCH EXISTING
TRANSITIONS OE-EUG
℄ NBFR STA 145+97.60 = ℄ PIT STOP LN STA 0+00.00
℄ PIT STOP LN
50'R (TYP)
BEGIN CULVERT EXTENSION STA 147+99.53 14.43' LT
EXISTING 2-7'x5' CULVERT
PROPOSED 2-8'x5' CULVERT
BEGIN CULVERT EXTENSION STA 148+25.72 31.00' RT
PT 24+28.55
24" GRAV SS
℄ PIT STOP DR
℄ NBFR STA 151+38.01 = ℄ PIT STOP DR STA 0+00.00
INTERMEDIATE PRESSURE
RACEWAY DR
PIT STOP LN
PIT STOP DR
GASOLINE ALLEY DR
PROPOSED RETAINING WALL
END RAMP CONSTRUCTION ℄ NBML STA 156+67.50
END PROPOSED RETAINING WALL
TL-5
TL-6
10+00
72'R
45'R
℄ NBFR STA 156+80.01 = ℄ GASOLINE ALLEY DR STA 0+00.00
℄ GASOLINE ALLEY DR
END CONC CURB AND PA
NBFR STA 159+99.18
MATCH EXISTING PAVEM
COSERV ELEC
ATMOS


EXIT 69
Frontage Rd
EXIT ONLY
PROPOSED OVERHEAD MOUNT
35SBML STA 165+54
25' LT
POT 165+26.54
165+00
EXIST. R.O.W.
END RAMP CONSTRUCTION
BEGIN MAINLANE WIDENING
℄ SBML STA 165+46.03
20
PT 30+02.17
165+00
170+00
PC 10+00.00
℄ RAMP SBSHEN
END MAINLANE WIDENING
℄ SBML STA 176+34.81
PT 13+10.13
175+00
AVEMENT (CRCP)
MENT
POT 164+81.10
END PROJECT
CSJ: 0081-13-041
IH 35W STA 176+29.09

LEGEND:

🟨	FRONTAGE ROADS/CITY STREETS
🟦	RAMPS
🟪	PROPOSED RAMP GORE AREA
🟧	PROPOSED DRIVEWAY APPROACH
🟧	PROPOSED BRIDGE
▨	EXISTING PAVEMENT REMOVAL
⇨	EXISTING TRAFFIC FLOW
→	PROPOSED TRAFFIC FLOW
—·—·—	EXISTING RIGHT-OF-WAY (R.O.W.)
—··—··—	PROPOSED RIGHT-OF-WAY (R.O.W.)
—+++—	PROPOSED CONTROL-OF-ACCESS
—·—·—	EXISTING FLOODWAY
—	SIDEWALK
▱	CURB RAMP TYP VII
—+—+—	METAL BEAM GUARD FENCE
NB-01	PARCEL No.
– – – –	FUTURE ROADWAY BY OTHERS

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

PRELIMINARY DESIGN SCHEMATIC

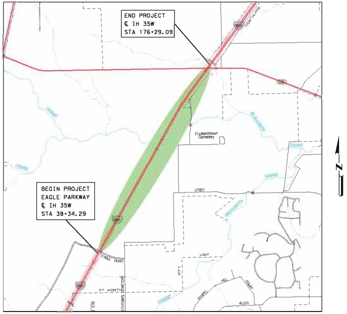
KELLY SELMAN, P.E. - DISTRICT ENGINEER

DENTON COUNTY
IH 35W FRONTAGE ROADS

CSJ 0081-13-041
FROM EAGLE PARKWAY TO SH 114
ADD FRONTAGE ROADS AND CONSTRUCT RAMPS

FUNCTIONAL CLASSIFICATION: INTERSTATE HIGHWAY
DESIGN SPEED: MAINLANE: 70 MPH
RAMPS: 50 MPH
CROSS STREET: 35 MPH
FRONTAGE ROADS: 45 MPH

NET LENGTH OF PROJECT= 2.613 MILES
SCALE HORIZ: 1"=100' VERT: 1"=10'
AERIAL PHOTO DATE: 2013


END PROJECT
℄ IH 35W
STA 176+29.09
BEGIN PROJECT
EAGLE PARKWAY
℄ IH 35W
STA 38+34.29
Elizabethtown Cemetery
LITSEY
LIMIT
EAGLE PKWY
FT WORTH
HEL
CHAPEL
COURT
ALLEN
N

KEY MAP
NTS

PRELIMINARY: SUBJECT TO CHANGE. NOT TO BE USED FOR CONSTRUCTION PURPOSES.

ROLL 2 OF 4
JUNE 2015

SCHEMATIC PREPARED BY:
CH2M HILL, INC.
REGISTRATION NUMBER 2297

NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.

Prepared by or under the Direct Supervision of:

Will Barresi 90856
NAME P.E. NUMBER

6/16/2015
DATE

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CH2MHILL
FIRM F2297

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

PRELIMINARY DESIGN SCHEMATIC

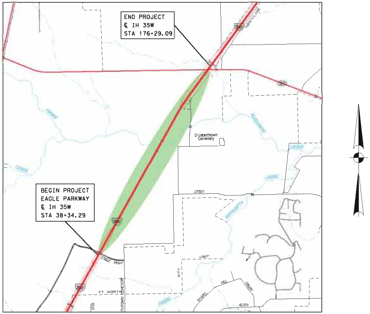
KELLY SELMAN, P.E. - DISTRICT ENGINEER

DENTON COUNTY
IH 35W FRONTAGE ROADS

CSJ 0081-13-041
FROM EAGLE PARKWAY TO SH 114
ADD FRONTAGE ROADS AND CONSTRUCT RAMPS

FUNCTIONAL CLASSIFICATION: INTERSTATE HIGHWAY
DESIGN SPEED: MAINLANE: 70 MPH
RAMPS: 50 MPH
CROSS STREET: 35 MPH
FRONTAGE ROADS: 45 MPH

NET LENGTH OF PROJECT= 2.613 MILES
SCALE HORIZ: 1"=100' VERT: 1"=10'
AERIAL PHOTO DATE: 2013


END PROJECT
℄ IH 35W
STA 176+29.09
BEGIN PROJECT
EAGLE PARKWAY
℄ IH 35W
STA 38+34.29
Elizabethtown Cemetery
UTSEY
LIMIT
EAGLE PKWY
FT WORTH
HILL
CITY
ALLEN

KEY MAP

NTS

PRELIMINARY: SUBJECT TO CHANGE. NOT TO BE USED FOR CONSTRUCTION PURPOSES.

SCHEMATIC PREPARED BY:
CH2M HILL, INC.
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NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.

Prepared by or under the Direct Supervision of:

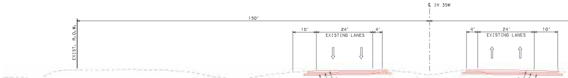
Will Barresi 90856
NAME P.E. NUMBER

6/15/2015
DATE

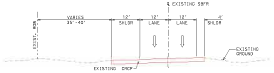
ROLL 3 OF 4
JUNE 2015

FIRM F2297

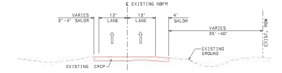
6/15/2015 2:46:23 PM IH35W*SCH03.dgn


℄ IH 35W
150'
EXIST. R.O.W.
10'
24'
4'
EXISTING LANES
1
2
3

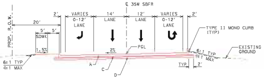
EXISTING IH 35W TYPICAL SECTION
IH 35W STA 45+00 TO STA 161+00


℄ EXISTING SBFR
EXIST. ROW
VARIES
35'-40'
12'
SHLDR
12'
LANE
12'
LANE
4'
SHLDR
EXISTING GROUND
EXISTING CRCP

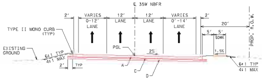
EXISTING SOUTHBOUND FRONTAGE ROAD TYPICAL SECTION
SBFR STA 137+00 TO STA 156+00


℄ EXISTING NBFR
VARIES
2'-4' SHLDR
12'
LANE
12'
LANE
4'
SHLDR
VARIES
35'-40'
EXIST. ROW
EXISTING GROUND
EXISTING CRCP

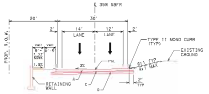
EXISTING NORTHBOUND FRONTAGE ROAD TYPICAL SECTION
NBFR STA 144+00 TO STA 157+00


℄ 35W SBFR
PROP. R.O.W.
20'
2'
5'
5'
SDWK
1.5%
VARIES
0-12'
LANE
14'
LANE
12'
LANE
VARIES
0-12'
LANE
2'
TYPE II MONO CURB (TYP)
EXISTING GROUND
2%
PGL
6:1 TYP
4:1 MAX
A
C
D
TYP
2'

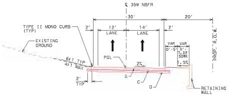
PROPOSED SOUTHBOUND FRONTAGE ROAD TYPICAL SECTION
SBFR STA 47+88 TO STA 51+65


℄ 35W NBFR
2'
VARIES
0-12'
LANE
12'
LANE
12'
LANE
VARIES
0'-14'
LANE
2'
20'
5'
5'
SDWK
1.5%
PROP. R.O.W.
TYPE II MONO CURB (TYP)
EXISTING GROUND
6:1 TYP
4:1 MAX
2'
TYP
PGL
2%
A
C
D
6:1 TYP
4:1 MAX

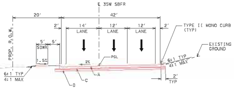
PROPOSED NORTHBOUND FRONTAGE ROAD TYPICAL SECTION
NBFR STA 47+94 TO STA 52+05


℄ 35W SBFR
PROP. R.O.W.
20'
30'
2'
14'
LANE
12'
LANE
2'
VAR
VAR
5'-7.33'
0'-5'
SDWK
1.5%
TYPE II MONO CURB (TYP)
EXISTING GROUND
2%
PGL
6:1 TYP
4:1 MAX
RETAINING WALL
A
C
D
2'
TYP

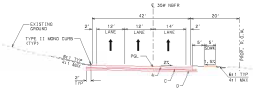
PROPOSED SOUTHBOUND FRONTAGE ROAD TYPICAL SECTION
SBFR STA 51+65 TO STA 66+35
SBFR STA 87+36 TO STA 107+05
SBFR STA 115+29 TO STA 123+36


℄ 35W NBFR
30'
20'
TYPE II MONO CURB (TYP)
EXISTING GROUND
2'
12'
LANE
14'
LANE
2'
VAR
VAR
0'-5'
5'-7.33'
SDWK
1.5%
PROP. R.O.W.
PGL
2%
6:1 TYP
4:1 MAX
2'
TYP
A
C
D
RETAINING WALL

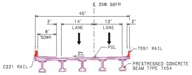
PROPOSED NORTHBOUND FRONTAGE ROAD TYPICAL SECTION
NBFR STA 52+05 TO STA 65+52
NBFR STA 86+54 TO STA 109+19
NBFR STA 117+14 TO STA 122+56
NBFR STA 137+56 TO STA 154+56


℄ 35W SBFR
PROP. R.O.W.
20'
42'
2'
14'
LANE
12'
LANE
12'
LANE
2'
5'
5'
SDWK
1.5%
TYPE II MONO CURB (TYP)
EXISTING GROUND
2%
PGL
6:1 TYP
4:1 MAX
D
C
A
2'
TYP

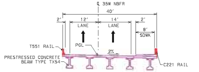
PROPOSED SOUTHBOUND FRONTAGE ROAD TYPICAL SECTION
SBFR STA 66+35 TO STA 87+36
SBFR STA 123+36 TO STA 147+32


℄ 35W NBFR
42'
20'
EXISTING GROUND
TYPE II MONO CURB (TYP)
2'
12'
LANE
12'
LANE
14'
LANE
2'
5'
5'
SDWK
1.5%
PROP. R.O.W.
PGL
2%
6:1 TYP
4:1 MAX
2'
TYP
A
C
D
6:1 TYP
4:1 MAX

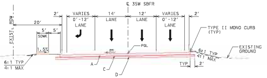
PROPOSED NORTHBOUND FRONTAGE ROAD TYPICAL SECTION
NBFR STA 65+52 TO STA 86+54
NBFR STA 122+56 TO STA 137+56


℄ 35W SBFR
40'
2'
14'
LANE
12'
LANE
2'
8'
SDWK
PGL
2%
T551 RAIL
C221 RAIL
PRESTRESSED CONCRETE BEAM TYPE TX54

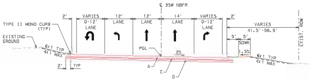
PROPOSED SOUTHBOUND FRONTAGE ROAD TYPICAL SECTION: BRIDGE
SBFR STA 107+05 TO STA 115+29


℄ 35W NBFR
40'
2'
12'
LANE
14'
LANE
2'
8'
SDWK
T551 RAIL
PGL
2%
PRESTRESSED CONCRETE BEAM TYPE TX54
C221 RAIL

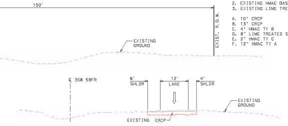
PROPOSED NORTHBOUND FRONTAGE ROAD TYPICAL SECTION: BRIDGE
NBFR STA 109+19 TO STA 117+14


℄ 35W SBFR
EXIST. ROW
20'
2'
5'
5'
SDWK
1.5%
VARIES
0'-12'
LANE
14'
LANE
12'
LANE
VARIES
0'-12'
LANE
2'
TYPE II MONO CURB (TYP)
EXISTING GROUND
PGL
6:1 TYP
4:1 MAX
A
C
D
TYP
2'

PROPOSED SOUTHBOUND FRONTAGE ROAD TYPICAL SECTION
SBFR STA 147+32 TO STA 157+56


℄ 35W NBFR
2'
VARIES
0-12'
LANE
12'
LANE
12'
LANE
14'
LANE
VARIES
0-12'
LANE
2'
VARIES
41.5'-56.5'
EXIST. ROW
TYPE II MONO CURB (TYP)
EXISTING GROUND
5'
5'
SDWK
1.5%
PGL
2%
6:1 TYP
4:1 MAX
2'
TYP
A
C
D
6:1 TYP
4:1 MAX

PROPOSED NORTHBOUND FRONTAGE ROAD TYPICAL SECTION
NBFR STA 154+56 TO STA 159+99

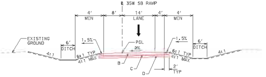

150'
EXIST. R.O.W.
EXISTING GROUND
℄ 35W SBFR
6' SHLDR
12' LANE
4' SHLDR
EXISTING GROUND
EXISTING CRCP

LEGEND

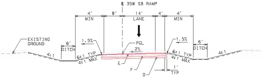
1. EXISTING CRCP
2. EXISTING HMAC BASE
3. EXISTING LIME TREATED SUBGRADE

A. 10" CRCP
B. 13" CRCP
C. 4" HMAC TY B
D. 8" LIME TREATED SUBGRADE
E. 2" HMAC TY C
F. 12" HMAC TY A

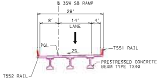
EXISTING SOUTHBOUND EXIT RAMP TYPICAL SECTION
SBFR STA 55+00 TO STA 65+00


℄ 35W SB RAMP
4' MIN
8'
14' LANE
4'
4' MIN
EXISTING GROUND
6' DITCH
1.5%
PGL
2%
1.5%
6' DITCH
4:1
6:1 TYP
4:1 MAX
6:1 TYP
4:1 MAX
4:1
B
C
D
2' TYP

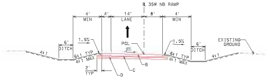
PROPOSED SOUTHBOUND RAMP TYPICAL SECTION
SB ENTRANCE RAMP @ EAGLE PKWY STA 15+55 TO STA 23+63
SB EXIT RAMP @ LITSEY RD STA 13+00 TO STA 21+08
SB ENTRANCE RAMP @ LITSEY RD STA 15+55 TO STA 23+63


℄ 35W SB RAMP
4' MIN
8'
14' LANE
4'
4' MIN
EXISTING GROUND
6' DITCH
1.5%
PGL
2%
1.5%
6' DITCH
4:1
6:1 TYP
4:1 MAX
6:1 TYP
4:1 MAX
4:1
E
F
D
1' TYP

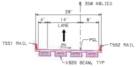
PROPOSED SOUTHBOUND RAMP TYPICAL SECTION
SB EXIT RAMP @ SH 114 STA 13+22 TO STA 20+87
SB EXIT RAMP @ SH 114 STA 24+20 TO STA 24+97


℄ 35W SB RAMP
28'
8'
14' LANE
4'
PGL
2%
T551 RAIL
PRESTRESSED CONCRETE BEAM TYPE TX40
T552 RAIL

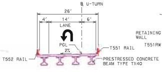
PROPOSED SOUTHBOUND RAMP TYPICAL SECTION: BRIDGE
SB EXIT RAMP @ SH 114 STA 20+87 TO STA 24+20


℄ 35W NB RAMP
4' MIN
4'
14' LANE
8'
4' MIN
6' DITCH
1.5%
PGL
2%
1.5%
6' DITCH
EXISTING GROUND
4:1
6:1 TYP
4:1 MAX
6:1 TYP
4:1 MAX
4:1
2' TYP
D
C
B

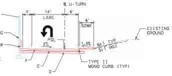
PROPOSED NORTHBOUND RAMP TYPICAL SECTION
NB EXIT RAMP @ EAGLE PKWY STA 16+70 TO STA 24+77
NB ENTRANCE RAMP @ LITSEY RD STA 13+00 TO STA 21+09
NB EXIT RAMP @ LITSEY RD STA 16+70 TO STA 24+77
NB ENTRANCE RAMP @ SH 114 STA 12+50 TO STA 18+75


℄ 35W NBLIEX
28'
4'
14' LANE
8'
PGL
2%
T551 RAIL
T552 RAIL
XB20 BEAM, TYP

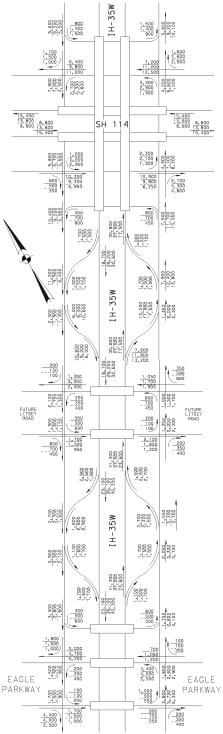
PROPOSED NOUTHBOUND RAMP TYPICAL SECTION: BRIDGE
NB EXIT RAMP 35W NBML STA 109+29 TO RAMP NBLIEX STA 17+97


℄ U-TURN
26'
4'
14' LANE
6'
PGL
2%
T551 RAIL
T552 RAIL
PRESTRESSED CONCRETE BEAM TYPE TX40

PROPOSED U-TURN TYPICAL SECTION: BRIDGE
EAGLE PKWY


℄ U-TURN
RETAINING WALL
T551RW
4'
14' LANE
6'
6' SDWK
PGL
2%
1.5%
6:1 TYP
3:1 MAX
EXISTING GROUND
A
C
D
TYPE II MONO CURB (TYP)

PROPOSED U-TURN TYPICAL SECTION
SH 114


IH-35W
SH 114
IH-35W
IH-35W
FUTURE LITSEY ROAD
FUTURE LITSEY ROAD
EAGLE PARKWAY
EAGLE PARKWAY

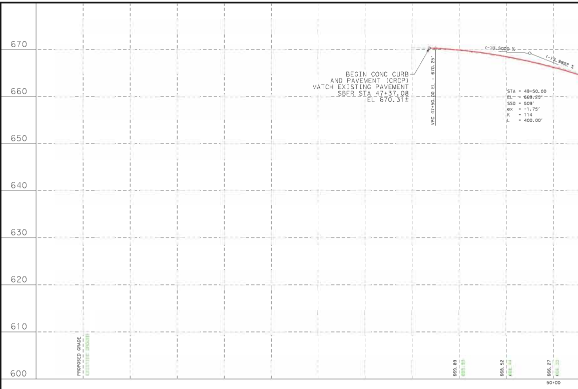
PROPOSED CONFIGURATION

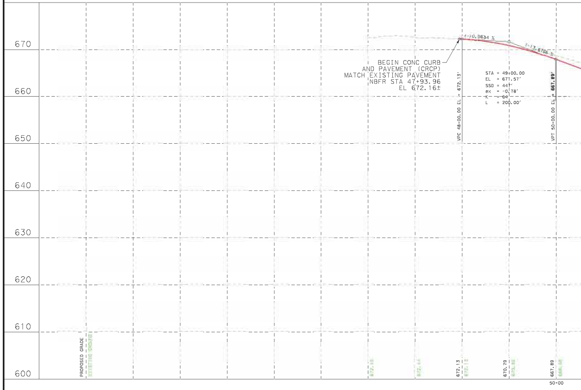
DETAILED SCHEMATICS
2015, 2035 AND 2045 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT THE SPECIFIED INTERSECTIONS ALONG I-35W FROM SOUTH OF EAGLE PARKWAY TO SOUTH OF SH 114.

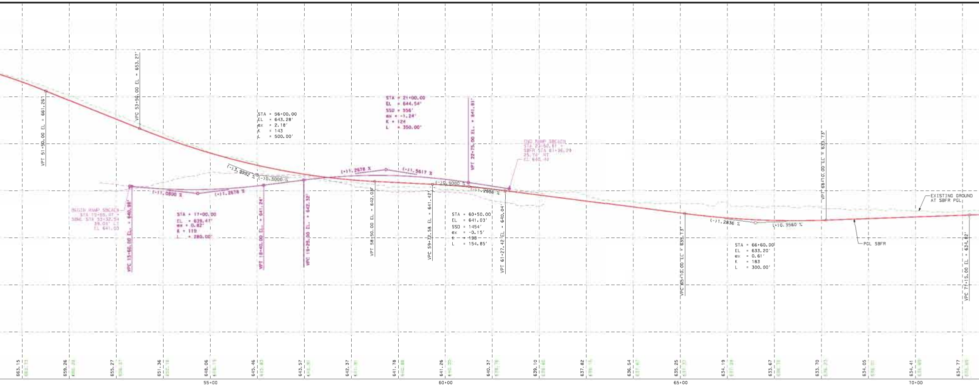
TRANSPORTATION PLANNING AND PROGRAMMING DIVISION, FEBRUARY 25,2014

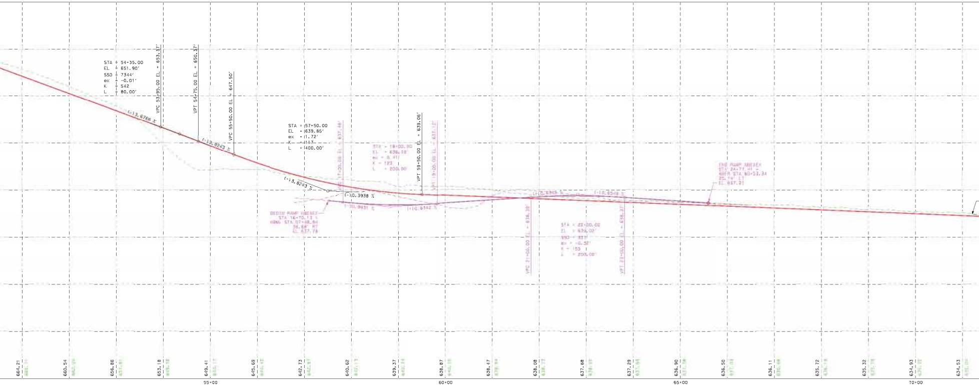
DENTON COUNTY

LEGEND
1,000 - 2015 ADT
1,000 - 2035 ADT
1,000 - 2045 ADT



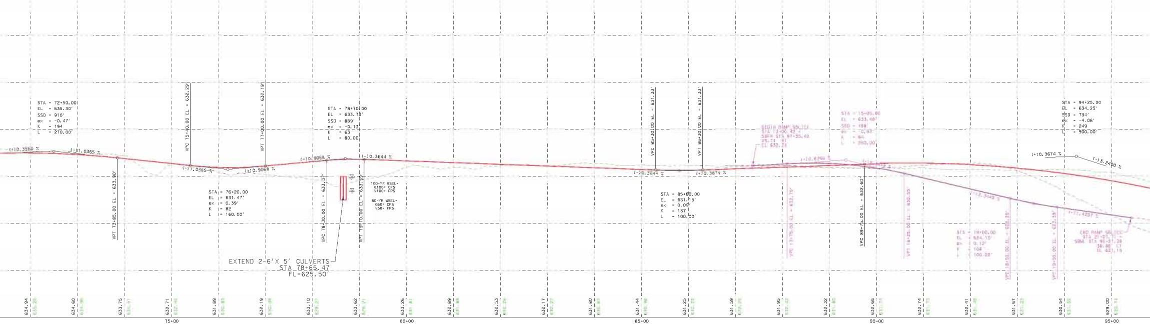



VPT 51+50.00 EL = 661.26'
VPC 53+50.00 EL = 653.27'
STA = 56+00.00
EL = 643.28'
ex = 2.18'
K = 143
L = 500.00'
(-)3.9992 %
(-)0.5000 %
STA = 21+00.00
EL = 644.54'
SSD = 556'
ex = -1.24'
K = 124
L = 350.00'
VPT 22+75.00 EL. = 641.81'
(+)1.2678 %
(-)1.5617 %
(-)0.5000 %
(-)1.2836 %
END RAMP SBCAEL
STA 23-50.81 =
SBFR STA 61+36.29
25.74' RT
EL 640.44
BEGIN RAMP SBEAEX
STA 15+55.47 =
SBML STA 53+32.54
39.04' LT
EL 641.03
VPC 15+60.00 EL. = 640.98'
(-)1.0800 %
(+)1.2678 %
STA = 17+00.00
EL = 639.47'
ex = 0.82'
K = 119
L = 280.00'
VPT 18+40.00 EL. = 641.24'
VPC 18+25.00 EL. = 642.32'
VPT 58+50.00 EL = 642.03'
VPC 59+72.58 EL = 641.42'
STA = 60+50.00
EL = 641.03'
SSD = 1454'
ex = -0.15'
K = 198
L = 154.85'
VPT 61+27.42 EL = 640.04'
VPC 65+10.00 EL = 633.73'
(-)1.2836 %
(+)0.3560 %
STA = 66+60.00
EL = 633.20'
ex = 0.61'
K = 183
L = 300.00'
VPT 68+10.00 EL = 633.73'
EXISTING GROUND
AT SBFR PGL
PGL SBFR
VPC 71+15.00 EL = 634.82'
663.15
659.26
655.27
651.36
648.06
645.46
643.57
642.37
641.78
641.26
640.37
639.10
637.82
636.54
635.25
634.19
633.67
633.70
634.05
634.41
634.77
55+00
60+00
65+00
70+00


STA = 54+35.00
EL = 651.90'
SSD = 7344'
ex = -0.01'
K = 542
L = 80.00'
VPC 53+95.00 EL = 653.37'
VPT 54+75.00 EL = 650.37'
VPC 55+50.00 EL = 647.50'
(-)3.6766 %
(-)3.8243 %
STA = 57+50.00
EL = 639.85'
ex = 1.72'
K = 117
L = 400.00'
(-)3.8243 %
(-)0.3938 %
VPT 17+20.00 EL = 637.48'
STA = 18+00.00
EL = 636.49'
ex = 0.41'
K = 123
L = 200.00'
VPT 59+50.00 EL = 639.06'
VPT 19+00.00 EL = 637.12'
BEGIN RAMP NBEAEX
STA 16+70.13 =
NBML STA 57+48.84
36.68' RT
EL 637.78
(-)0.9931 %
(+)0.6342 %
(+)0.6343 %
(-)0.6548 %
VPC 21+00.00 EL = 638.38'
STA = 22+00.00
EL = 639.02'
SSD = 831'
ex = -0.32'
K = 155
L = 200.00'
VPT 23+00.00 EL = 638.37'
END RAMP NBEXEX
STA 24+71.41 =
NBFR STA 65+53.34
25.74' LT
EL 637.21
664.21
660.54
656.86
653.18
649.41
645.69
642.73
640.62
639.37
638.87
638.47
638.08
637.68
637.29
636.90
636.50
636.11
635.72
635.32
634.93
634.53
55+00
60+00
65+00
70+00

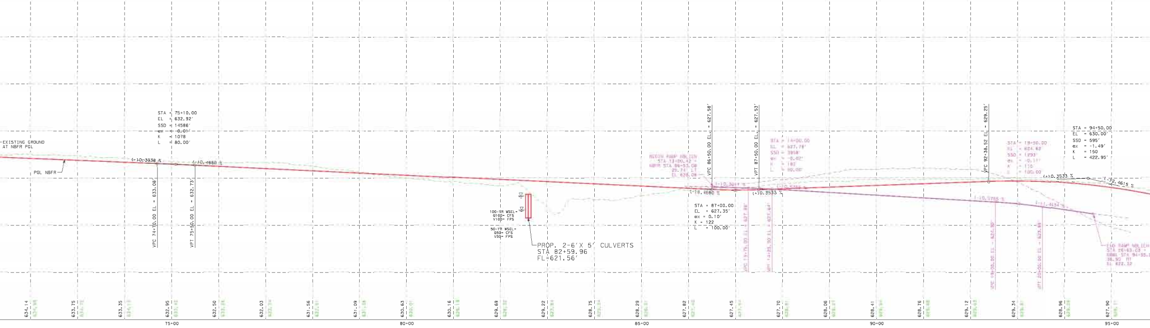
SOUTHBOUND FRONTAGE ROAD

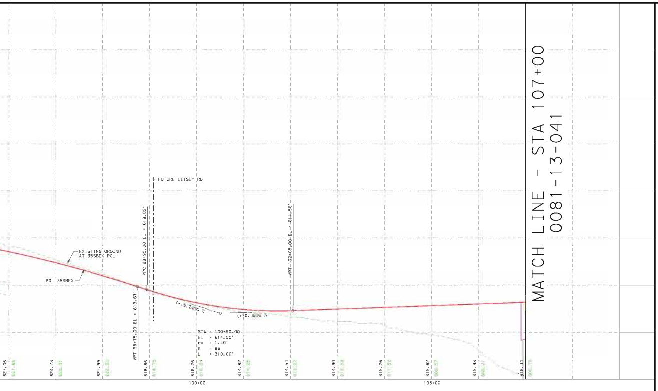
PRELIMINARY: SUBJECT TO CHANGE. NOT TO BE USED FOR CONSTRUCTION PURPOSES.

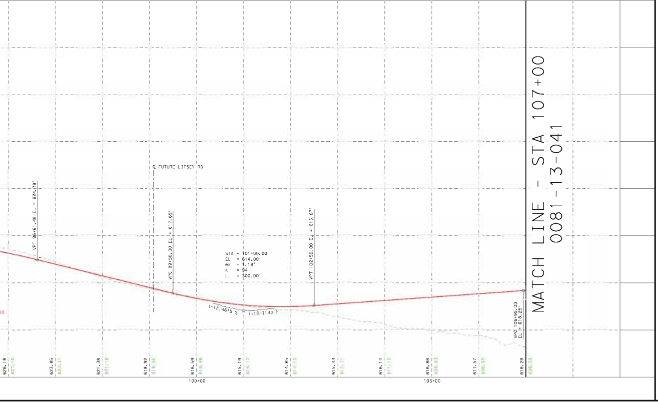

STA = 72+50.00
EL = 635.30'
SSD = 910'
ex = -0.47'
K = 194
L = 270.00'
(+)0.3560 %
(-)1.0365 %
VPT 73+85.00 EL = 633.90'
VPC 75+40.00 EL = 632.29'
(-)1.0365 %
(+)0.9068 %
VPT 77+00.00 EL = 632.19'
STA = 76+20.00
EL = 631.47'
ex = 0.39'
K = 82
L = 160.00'
STA = 78+70.00
EL = 633.73'
SSD = 889'
ex = -0.13'
K = 63
L = 80.00
(+)0.9068 %
(-)0.3644 %
VPC 78+30.00 EL = 633.37'
VPT 79+10.00 EL = 633.59'
100-YR WSEL=
Q100= CFS
V100= FPS
50-YR WSEL=
Q50= CFS
V50= FPS
EXTEND 2-6'X 5' CULVERTS
STA 78+65.47
FL=625.50'
VPC 85+30.00 EL = 631.33'
VPT 86+30.00 EL = 631.33'
(-)0.3644 %
(+)0.3674 %
STA = 85+80.00
EL = 631.15'
ex = 0.09'
K = 137
L = 100.00'
BEGIN RAMP SBL1EX
STA 13+00.42 =
SBFR STA 87+35.42
25.74' RT
EL 632.21
STA = 15+00.00
EL = 633.48'
SSD = 488'
ex = -0.63'
K = 84
L = 250.00'
(+)0.8256 %
VPC 13+75.00 EL = 632.70'
VPC 89+75.00 EL = 632.60'
VPT 16+25.00 EL = 630.55'
(-)2.3049 %
STA = 19+00.00
EL = 634.15'
ex = 0.12'
K = 108
L = 100.00'
VPC 18+50.00 EL = 628.20'
VPT 19+50.00 EL = 627.39'
(-)1.4207 %
END RAMP SBL1EX
STA 21+01.11 =
SBML STA 96+21.38
38.88' LT
EL 621.15
STA = 94+25.00
EL = 634.25'
SSD = 734'
ex = -4.06'
K = 249
L = 900.00'
(+)0.3674 %
(-)3.2400 %
634.94
634.60
633.75
632.71
631.89
632.19
633.10
633.62
633.26
632.89
632.53
632.17
631.80
631.44
631.25
631.59
631.95
632.32
632.68
632.74
632.41
631.67
630.54
629.00
75+00
80+00
85+00
90+00
95+00

NORTHBOUND FRONTAGE ROAD

PRELIMINARY: SUBJECT TO CHANGE. NOT TO BE USED FOR CONSTRUCTION PURPOSES.


EXISTING GROUND
AT NBFR PGL
PGL NBFR
STA = 75+10.00
EL = 632.92'
SSD = 14586'
ex = -0.01'
K = 1078
L = 80.00'
(-)0.3938 %
(-)0.4680 %
VPC 74+70.00 EL = 633.08'
VPT 75+50.00 EL = 632.73'
100-YR WSEL=
Q100= CFS
V100= FPS
50-YR WSEL=
Q50= CFS
V50= FPS
PROP. 2-6'X 5' CULVERTS
STA 82+59.96
FL=621.56'
BEGIN RAMP NBL1EN
STA 13+00.42 =
NBFR STA 86+53.08
29.74' LT
EL 628.08
VPC 86+50.00 EL. = 627.58'
VPT 87+50.00 EL. = 627.53'
(-)0.4680 %
(-)0.3011 %
(+)0.3533 %
(-)0.5755 %
STA = 87+00.00
EL = 627.35'
ex = 0.10'
K = 122
L = 100.00'
STA = 14+00.00
EL = 627.78'
SSD = 3958'
ex = -0.02'
K = 182
L = 50.00'
VPC 13+75.00 EL = 627.88'
VPT 14+25.00 EL = 627.64'
VPC 92+38.52 EL = 629.25'
STA = 19+50.00
EL = 624.62
SSD = 1293'
ex = -0.11'
K = 115
L = 100.00
(-)0.5755 %
(-)1.4434 %
VPC 19+00.00 EL = 624.90'
VPT 20+00.00 EL = 623.93'
(+)0.3533 %
(-)2.4615 %
STA = 94+50.00
EL = 630.00'
SSD = 595'
ex = -1.49'
K = 150
L = 422.95'
END RAMP NBL1EN
STA 26+63.03 =
NBML STA 94+55.
38.50' RT
EL 622.32
634.14
633.75
633.35
632.95
632.50
632.03
631.56
631.09
630.63
630.16
629.69
629.22
628.75
628.29
627.82
627.45
627.70
628.06
628.41
628.76
629.12
629.34
628.96
627.90
75+00
80+00
85+00
90+00
95+00


℄ FUTURE LITSEY RD
EXISTING GROUND AT 35SBEX PGL
PGL 35SBEX
VPC 98+95.00 EL = 619.02'
VPT 98+75.00 EL = 619.67'
VPT 102+05.00 EL = 614.56'
(-)5.2400 %
(+)0.3606 %
STA = 100+50.00
EL = 614.00'
ex = 1.40'
K = 86
L = 310.00'
627.06
624.73
621.99
618.86
616.26
614.82
614.54
614.90
615.26
615.62
615.98
616.34
100+00
105+00
MATCH LINE - STA 107+00
0081-13-041


℄ FUTURE LITSEY RD
VPT 96+61.48 EL = 624.79'
VPC 99+50.00 EL = 617.69'
VPT 102+50.00 EL = 615.07'
VPC 106+95.00 EL = 618.25'
STA = 101+00.00
EL = 614.00'
ex = 1.19'
K = 94
L = 300.00'
(-)2.4615 %
(+)0.7143 %
626.18
623.85
621.38
618.92
616.59
615.19
614.85
615.43
616.14
616.86
617.57
618.29
100+00
105+00
MATCH LINE - STA 107+00
0081-13-041

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

PRELIMINARY DESIGN SCHEMATIC

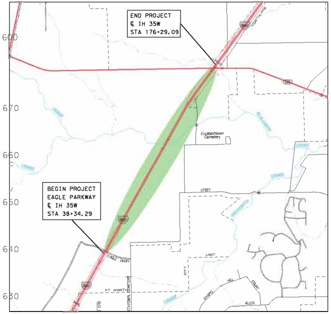
KELLY SELMAN, P.E. - DISTRICT ENGINEER

DENTON COUNTY
IH 35W FRONTAGE ROADS

CSJ 0081-13-041
FROM EAGLE PARKWAY TO SH 114
ADD FRONTAGE ROADS AND CONSTRUCT RAMPS

FUNCTIONAL CLASSIFICATION: INTERSTATE HIGHWAY
DESIGN SPEED: MAINLANE: 70 MPH
RAMPS: 50 MPH
CROSS STREET: 35 MPH
FRONTAGE ROADS: 45 MPH

NET LENGTH OF PROJECT= 2.613 MILES
SCALE HORIZ: 1"=100' VERT: 1"=10'
AERIAL PHOTO DATE: 2013


END PROJECT
℄ IH 35W
STA 176+29.09
BEGIN PROJECT
EAGLE PARKWAY
℄ IH 35W
STA 38+34.29
Elizabethtown Cemetery
LITSEY
EAGLE PKWY
FT WORTH
ALLEN
N

KEY MAP
NTS

PRELIMINARY: SUBJECT TO CHANGE. NOT TO BE USED FOR CONSTRUCTION PURPOSES.

SCHEMATIC PREPARED BY:
CH2M HILL, INC.
REGISTRATION NUMBER 2297
NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.
Prepared by or under the Direct Supervision of:
Will Barresi — NAME
90856 — P.E. NUMBER
6/15/2015 — DATE

ROLL 3 OF 4
JUNE 2015

CH2MHILL
FIRM F2297

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

PRELIMINARY DESIGN SCHEMATIC

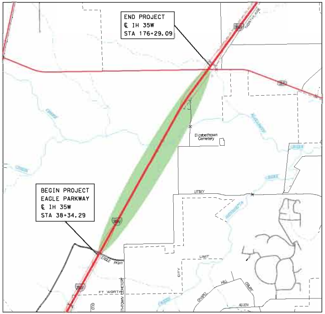
KELLY SELMAN, P.E. - DISTRICT ENGINEER

DENTON COUNTY
IH 35W FRONTAGE ROADS

CSJ 0081-13-041
FROM EAGLE PARKWAY TO SH 114
ADD FRONTAGE ROADS AND CONSTRUCT RAMPS

FUNCTIONAL CLASSIFICATION: INTERSTATE HIGHWAY
DESIGN SPEED: MAINLANE: 70 MPH
RAMPS: 50 MPH
CROSS STREET: 35 MPH
FRONTAGE ROADS: 45 MPH

NET LENGTH OF PROJECT= 2.613 MILES
SCALE HORIZ: 1"=100' VERT: 1"=10'
AERIAL PHOTO DATE: 2013


END PROJECT
℄ IH 35W
STA 176+29.09
BEGIN PROJECT
EAGLE PARKWAY
℄ IH 35W
STA 38+34.29
Elizabethtown Cemetery
LITSEY
LIMIT
CITY
EAGLE PKWY
FT WORTH
HILL
COURT
CHAPEL
ALLEN
OLD

KEY MAP
NTS

PRELIMINARY: SUBJECT TO CHANGE. NOT
TO BE USED FOR CONSTRUCTION PURPOSES.

ROLL 4 OF 4
JUNE 2015

SCHEMATIC PREPARED BY:
CH2M HILL, INC.
REGISTRATION NUMBER 2297

NOT FOR PERMITTING, BIDDING
OR CONSTRUCTION.

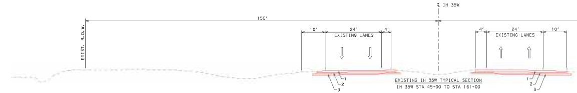
Prepared by or under the
Direct Supervision of:

NAME	P.E. NUMBER
Will Barresi	90856

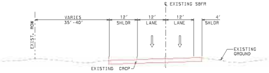
DATE: 6/15/2015

FIRM F2297

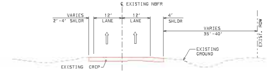
IH35W*SCH04.dgn
2:47:46 PM
6/15/2015


℄ IH 35W
150'
EXIST. R.O.W.
10'
24'
4'
EXISTING LANES
1
2
3

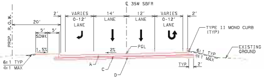
EXISTING IH 35W TYPICAL SECTION
IH 35W STA 45+00 TO STA 161+00


℄ EXISTING SBFR
EXIST. ROW
VARIES
35'-40'
12'
SHLDR
12'
LANE
12'
LANE
4'
SHLDR
EXISTING GROUND
EXISTING CRCP

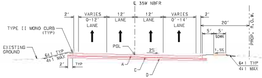
EXISTING SOUTHBOUND FRONTAGE ROAD TYPICAL SECTION
SBFR STA 137+00 TO STA 156+00


℄ EXISTING NBFR
VARIES
2'-4' SHLDR
12'
LANE
12'
LANE
4'
SHLDR
VARIES
35'-40'
EXIST. ROW
EXISTING GROUND
EXISTING CRCP

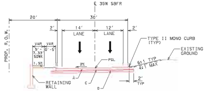
EXISTING NORTHBOUND FRONTAGE ROAD TYPICAL SECTION
NBFR STA 144+00 TO STA 157+00


℄ 35W SBFR
PROP. R.O.W.
20'
5'
5'
SDWK
1.5%
2'
VARIES
0-12'
LANE
14'
LANE
12'
LANE
VARIES
0-12'
LANE
2'
2%
PGL
TYPE II MONO CURB (TYP)
EXISTING GROUND
6:1 TYP
4:1 MAX
A
C
D
TYP
2'

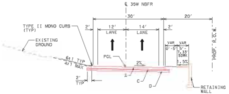
PROPOSED SOUTHBOUND FRONTAGE ROAD TYPICAL SECTION
SBFR STA 47+88 TO STA 51+65


℄ 35W NBFR
2'
VARIES
0-12'
LANE
12'
LANE
12'
LANE
VARIES
0'-14'
LANE
2'
20'
5'
5'
SDWK
1.5%
PROP. R.O.W.
TYPE II MONO CURB (TYP)
EXISTING GROUND
6:1 TYP
4:1 MAX
PGL
2%
2'
TYP
A
C
D

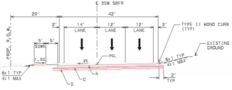
PROPOSED NORTHBOUND FRONTAGE ROAD TYPICAL SECTION
NBFR STA 47+94 TO STA 52+05


℄ 35W SBFR
PROP. R.O.W.
20'
30'
2'
14'
LANE
12'
LANE
2'
VAR
VAR
5'-7.33'
SDWK
0'-5'
1.5%
2%
PGL
TYPE II MONO CURB (TYP)
EXISTING GROUND
6:1 TYP
4:1 MAX
RETAINING WALL
A
C
D
2'
TYP

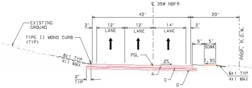
PROPOSED SOUTHBOUND FRONTAGE ROAD TYPICAL SECTION
SBFR STA 51+65 TO STA 66+35
SBFR STA 87+36 TO STA 107+05
SBFR STA 115+29 TO STA 123+36


℄ 35W NBFR
30'
20'
2'
12'
LANE
14'
LANE
2'
TYPE II MONO CURB (TYP)
EXISTING GROUND
VAR
VAR
0'-5'
5'-7.33'
SDWK
1.5%
PROP. R.O.W.
PGL
2%
6:1 TYP
4:1 MAX
2'
TYP
A
C
D
RETAINING WALL

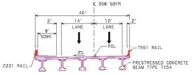
PROPOSED NORTHBOUND FRONTAGE ROAD TYPICAL SECTION
NBFR STA 52+05 TO STA 65+52
NBFR STA 86+54 TO STA 109+19
NBFR STA 117+14 TO STA 122+56
NBFR STA 137+56 TO STA 154+56


℄ 35W SBFR
20'
42'
2'
14'
LANE
12'
LANE
12'
LANE
2'
PROP. R.O.W.
5'
5'
SDWK
1.5%
2%
PGL
TYPE II MONO CURB (TYP)
EXISTING GROUND
6:1 TYP
4:1 MAX
D
C
A
2'
TYP

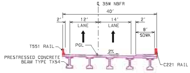
PROPOSED SOUTHBOUND FRONTAGE ROAD TYPICAL SECTION
SBFR STA 66+35 TO STA 87+36
SBFR STA 123+36 TO STA 147+32


℄ 35W NBFR
42'
20'
EXISTING GROUND
TYPE II MONO CURB (TYP)
2'
12'
LANE
12'
LANE
14'
LANE
2'
5'
5'
SDWK
1.5%
PROP. R.O.W.
PGL
2%
6:1 TYP
4:1 MAX
2'
TYP
A
C
D

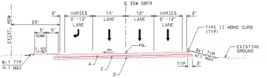
PROPOSED NORTHBOUND FRONTAGE ROAD TYPICAL SECTION
NBFR STA 65+52 TO STA 86+54
NBFR STA 122+56 TO STA 137+56


℄ 35W SBFR
40'
2'
8'
SDWK
14'
LANE
12'
LANE
2'
PGL
2%
T551 RAIL
C221 RAIL
PRESTRESSED CONCRETE BEAM TYPE TX54

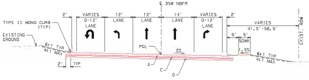
PROPOSED SOUTHBOUND FRONTAGE ROAD TYPICAL SECTION: BRIDGE
SBFR STA 107+05 TO STA 115+29


℄ 35W NBFR
40'
2'
12'
LANE
14'
LANE
2'
8'
SDWK
T551 RAIL
PGL
2%
PRESTRESSED CONCRETE BEAM TYPE TX54
C221 RAIL

PROPOSED NORTHBOUND FRONTAGE ROAD TYPICAL SECTION: BRIDGE
NBFR STA 109+19 TO STA 117+14


℄ 35W SBFR
EXIST. ROW
20'
5'
5'
SDWK
1.5%
2'
VARIES
0'-12'
LANE
14'
LANE
12'
LANE
VARIES
0'-12'
LANE
2'
PGL
TYPE II MONO CURB (TYP)
EXISTING GROUND
6:1 TYP
4:1 MAX
A
C
D
TYP
2'

PROPOSED SOUTHBOUND FRONTAGE ROAD TYPICAL SECTION
SBFR STA 147+32 TO STA 157+56

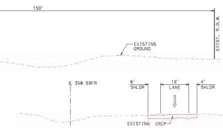

℄ 35W NBFR
2'
VARIES
0-12'
LANE
12'
LANE
12'
LANE
14'
LANE
VARIES
0-12'
LANE
2'
VARIES
41.5'-56.5'
EXIST. ROW
TYPE II MONO CURB (TYP)
EXISTING GROUND
5'
5'
SDWK
1.5%
PGL
2%
6:1 TYP
4:1 MAX
2'
TYP
A
C
D

PROPOSED NORTHBOUND FRONTAGE ROAD TYPICAL SECTION
NBFR STA 154+56 TO STA 159+99

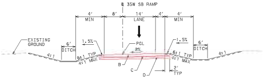
LEGEND

1. EXISTING CRCP
2. EXISTING HMAC BASE
3. EXISTING LIME TREATED SUBGRADE

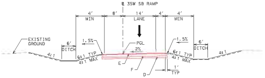
A. 10" CRCP
B. 13" CRCP
C. 4" HMAC TY B
D. 8" LIME TREATED SUBGRADE
E. 2" HMAC TY C
F. 12" HMAC TY A


150'
EXIST. R.O.W.
EXISTING GROUND
℄ 35W SBFR
6' SHLDR
12' LANE
4' SHLDR
EXISTING GROUND
EXISTING CRCP

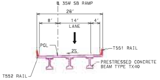
EXISTING SOUTHBOUND EXIT RAMP TYPICAL SECTION
SBFR STA 55+00 TO STA 65+00


℄ 35W SB RAMP
4' MIN
8'
14' LANE
4'
4' MIN
EXISTING GROUND
6' DITCH
1.5%
PGL
2%
1.5%
6' DITCH
4:1
6:1 TYP
4:1 MAX
6:1 TYP
4:1 MAX
4:1
B
C
D
2' TYP

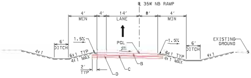
PROPOSED SOUTHBOUND RAMP TYPICAL SECTION
SB ENTRANCE RAMP @ EAGLE PKWY STA 15+55 TO STA 23+63
SB EXIT RAMP @ LITSEY RD STA 13+00 TO STA 21+08
SB ENTRANCE RAMP @ LITSEY RD STA 15+55 TO STA 23+63


℄ 35W SB RAMP
4' MIN
8'
14' LANE
4'
4' MIN
EXISTING GROUND
6' DITCH
1.5%
PGL
2%
1.5%
6' DITCH
4:1
6:1 TYP
4:1 MAX
6:1 TYP
4:1 MAX
4:1
E
F
D
1' TYP

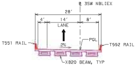
PROPOSED SOUTHBOUND RAMP TYPICAL SECTION
SB EXIT RAMP @ SH 114 STA 13+22 TO STA 20+87
SB EXIT RAMP @ SH 114 STA 24+20 TO STA 24+97


℄ 35W SB RAMP
28'
8'
14' LANE
4'
PGL
2%
T551 RAIL
PRESTRESSED CONCRETE BEAM TYPE TX40
T552 RAIL

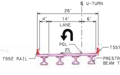
PROPOSED SOUTHBOUND RAMP TYPICAL SECTION: BRIDGE
SB EXIT RAMP @ SH 114 STA 20+87 TO STA 24+20


℄ 35W NB RAMP
4' MIN
4'
14' LANE
8'
4' MIN
6' DITCH
1.5%
PGL
2%
1.5%
6' DITCH
EXISTING GROUND
4:1
6:1 TYP
4:1 MAX
6:1 TYP
4:1 MAX
4:1
2' TYP
D
C
B

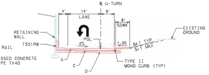
PROPOSED NORTHBOUND RAMP TYPICAL SECTION
NB EXIT RAMP @ EAGLE PKWY STA 16+70 TO STA 24+77
NB ENTRANCE RAMP @ LITSEY RD STA 13+00 TO STA 21+09
NB EXIT RAMP @ LITSEY RD STA 16+70 TO STA 24+77
NB ENTRANCE RAMP @ SH 114 STA 12+50 TO STA 18+75


℄ 35W NBLIEX
28'
4'
14' LANE
8'
PGL
2%
T551 RAIL
T552 RAIL
XB20 BEAM, TYP

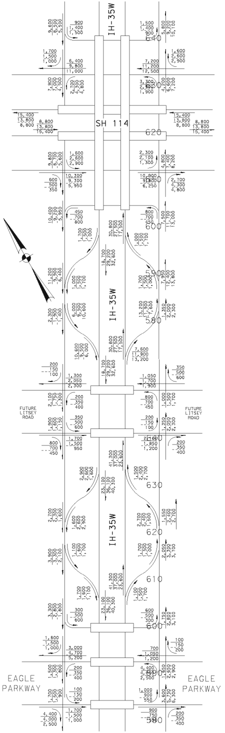
PROPOSED NOUTHBOUND RAMP TYPICAL SECTION: BRIDGE
NB EXIT RAMP 35W NBML STA 109+29 TO RAMP NBLIEX STA 17+97


℄ U-TURN
26'
4'
14' LANE
6'
PGL
2%
T551 RAIL
T552 RAIL
PRESTRESSED CONCRETE BEAM TYPE TX40

PROPOSED U-TURN TYPICAL SECTION: BRIDGE
EAGLE PKWY


℄ U-TURN
4'
14' LANE
6'
8' SDWK
RETAINING WALL
T551RW
PGL
2%
1.5%
6:1 TYP
3:1 MAX
EXISTING GROUND
A
C
D
TYPE II MONO CURB (TYP)

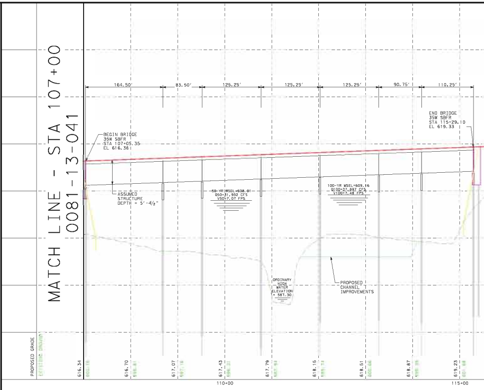
PROPOSED U-TURN TYPICAL SECTION
SH 114

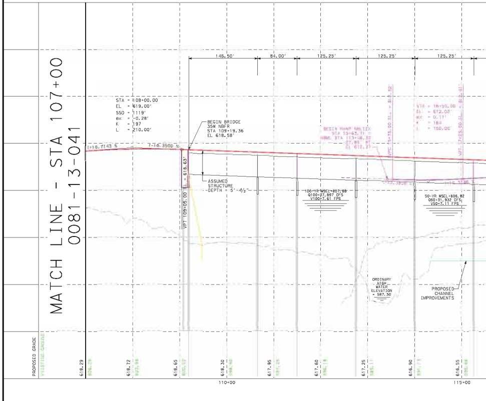

IH-35W
SH 114
IH-35W
IH-35W
FUTURE LITSEY ROAD
FUTURE LITSEY ROAD
EAGLE PARKWAY
EAGLE PARKWAY
9,600
8,500
5,500
900
1,400
1,500
1,500
1,400
900
5,800
9,200
10,700
15,400
13,800
8,600
8,800
13,800
15,400
15,400
13,800
8,800
8,800
13,800
15,400
30,800
27,500
17,500
18,700
29,200
32,600
41,300
37,000
23,600
23,100
36,100
40,300

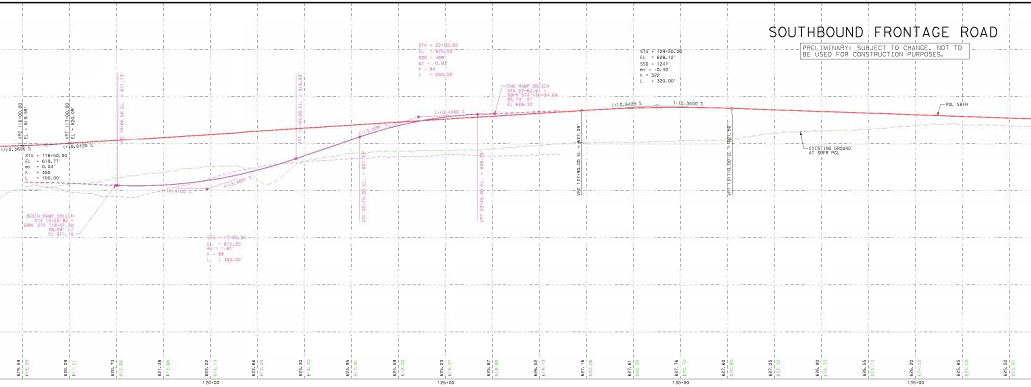
PROPOSED CONFIGURATION

DETAILED SCHEMATICS
2015, 2035 AND 2045 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT THE SPECIFIED INTERSECTIONS ALONG I-35W FROM SOUTH OF EAGLE PARKWAY TO SOUTH OF SH 114.
TRANSPORTATION PLANNING AND PROGRAMMING DIVISION, FEBRUARY 25, 2014
DENTON COUNTY

LEGEND
1,000 - 2015 ADT
1,000 - 2035 ADT
1,000 - 2045 ADT


MATCH LINE - STA 107+00
0081-13-041
164.50'
83.50'
125.25'
125.25'
125.25'
90.75'
110.25'
BEGIN BRIDGE
35W SBFR
STA 107+05.35
EL 616.36
END BRIDGE
35W SBFR
STA 115+29.10
EL 619.33
ASSUMED STRUCTURE DEPTH = 5'-4½"
50-YR WSEL=608.81
Q50=31,932 CFS
V50=7.07 FPS
100-YR WSEL=609.16
Q100=37,897 CFS
V100=7.48 FPS
ORDINARY HIGH WATER ELEVATION = 587.30
PROPOSED CHANNEL IMPROVEMENTS
PROPOSED GRADE
EXISTING GROUND
616.34
616.70
617.07
617.43
617.79
618.15
618.51
618.87
619.23
110+00
115+00

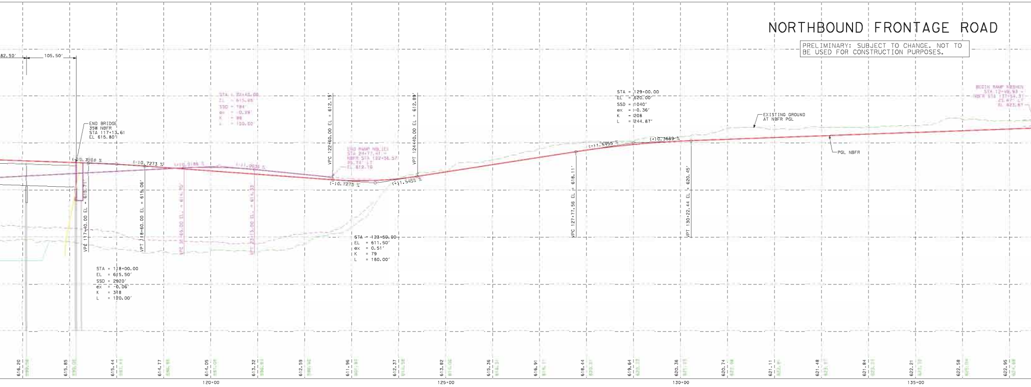

MATCH LINE - STA 107+00
0081-13-041
146.50'
84.00'
125.25'
125.25'
125.25'
STA = 108+00.00
EL = 619.00'
SSD = 1119'
ex = -0.28'
K = 197
L = 210.00'
(+)0.7143 %
(-)0.3500 %
BEGIN BRIDGE
35W NBFR
STA 109+19.36
EL 618.58'
VPT 109+05.00 EL = 618.63'
ASSUMED STRUCTURE DEPTH = 5'-4½"
BEGIN RAMP NBLIEX
STA 15+63.71 =
NBML STA 113+46.58
27.85' RT
EL 612.37
100-YR WSEL=607.88
Q100=37,897 CFS
V100=7.61 FPS
50-YR WSEL=606.82
Q50=31,932 CFS
V50=7.11 FPS
ORDINARY HIGH WATER ELEVATION = 587.30
PROPOSED CHANNEL IMPROVEMENTS
PROPOSED GRADE
EXISTING GROUND
618.29
618.72
618.65
618.30
617.95
617.60
617.25
616.90
616.55
110+00
115+00



SOUTHBOUND FRONTAGE ROAD

PRELIMINARY: SUBJECT TO CHANGE. NOT TO BE USED FOR CONSTRUCTION PURPOSES.

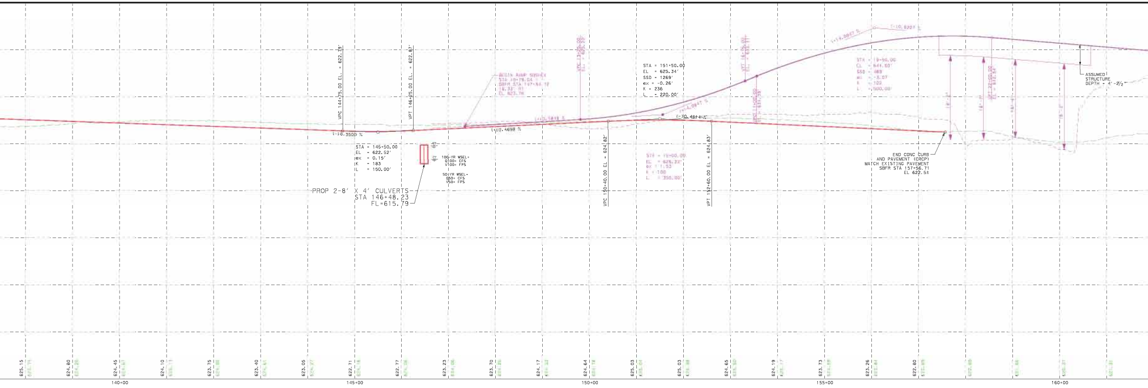
VPC 116+00.00 EL = 619.59'
VPT 117+00.00 EL = 620.09'
(+)0.3606 %
(+)0.6425 %
STA = 116+50.00
EL = 619.77'
ex = 0.04'
K = 355
L = 100.00'
VPC 19+00.00 EL = 611.13
VPT 19+40.00 EL = 618.83
VPC 20+75.00 EL = 621.43
VPT 23+25.00 EL = 626.65
(+)8.4100 %
(+)13.4091 %
(+)13.4091 %
(+)0.4360 %
BEGIN RAMP SBLIEN
STA 15+55.86 =
SBML STA 118+01.30
39.08' LT
EL 611.18
STA = 17+55.00
EL = 610.35'
ex = 1.81'
K = 99
L = 380.00'
STA = 22+00.00
EL = 625.98'
SSD = 489'
ex = -0.93'
K = 84
L = 250.00'
END RAMP SBLIEN
STA 23+62.61 =
SBFR STA 126+04.69
35.74' RT
EL 626.32
(+)0.6425 %
(-)0.3500 %
STA = 129+50.00
EL = 628.12'
SSD = 1247'
ex = -0.40'
K = 322
L = 320.00'
VPC 127+90.00 EL = 627.09'
VPT 131+10.00 EL = 627.56'
PGL SBFR
EXISTING GROUND AT SBFR PGL
619.59
620.09
620.73
621.38
622.02
622.66
623.30
623.95
624.59
625.23
625.87
626.52
627.16
627.61
627.76
627.60
627.25
626.90
626.55
626.20
625.85
625.50
120+00
125+00
130+00
135+00

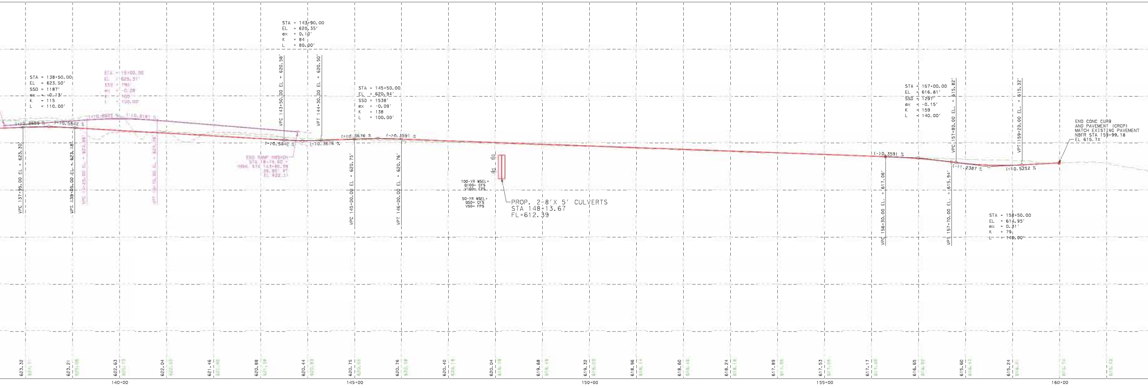


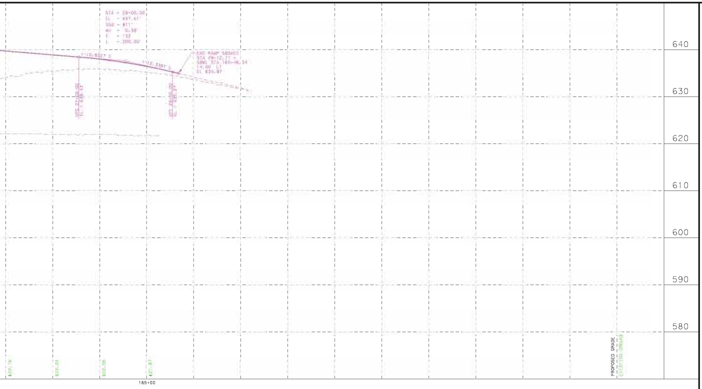
NORTHBOUND FRONTAGE ROAD

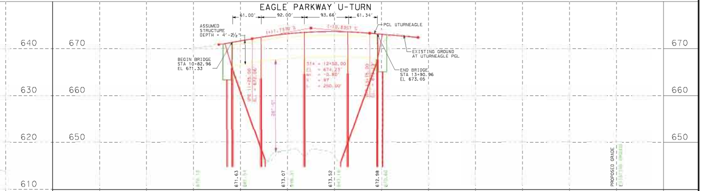
PRELIMINARY: SUBJECT TO CHANGE. NOT TO BE USED FOR CONSTRUCTION PURPOSES.

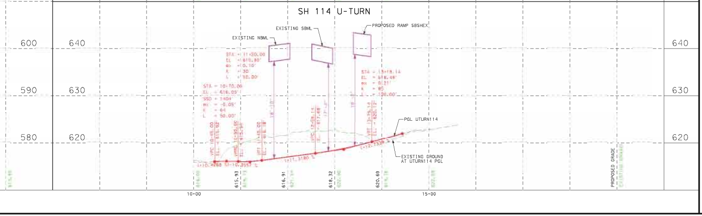
82.50'
105.50'
END BRIDGE
35W NBFR
STA 117+13.61
EL 615.80'
(-)0.3500 %
(-)0.7273 %
(+)0.9188 %
(-)1.0039 %
VPC 117+40.00 EL = 615.71'
VPT 118+60.00 EL = 615.06'
VPC 20+65.00 EL = 614.70
VPT 23+15.00 EL = 614.33
STA = 118+00.00
EL = 615.50'
SSD = 2920'
ex = -0.06'
K = 318
L = 120.00'
STA = 22+40.00
EL = 615.86
SSD = 784'
ex = -0.29'
K = 88
L = 150.00'
VPC 122+60.00 EL = 612.15'
VPT 124+40.00 EL = 612.89'
END RAMP NBLIEN
STA 24+77.41 =
NBFR STA 122+58.57
35.74' LT
EL 612.16
(-)0.7273 %
(+)1.5455 %
STA = 123+50.00
EL = 611.50'
ex = 0.51'
K = 79
L = 180.00'
(+)1.5455 %
(+)0.3689 %
STA = 129+00.00
EL = 620.00'
SSD = 1040'
ex = -0.36'
K = 208
L = 244.87'
VPC 127+77.56 EL = 618.11'
VPT 130+22.44 EL = 620.45'
EXISTING GROUND AT NBFR PGL
PGL NBFR
BEGIN RAMP NBSHEN
STA 12+49.93 =
NBFR STA 137+54.31
25.67' LT
EL 623.67
616.20
615.85
615.44
614.77
614.05
613.32
612.59
611.96
612.37
613.82
615.36
616.91
618.44
619.64
620.36
620.74
621.11
621.48
621.84
622.21
622.58
622.95
120+00
125+00
130+00
135+00


VPC 144+75.00 EL. = 622.79'
VPT 146+25.00 EL. = 622.87'
(-)0.3500 %
STA = 145+50.00
EL = 622.52'
ex = 0.15'
K = 183
L = 150.00'
100-YR WSEL=
Q100= CFS
V100= FPS
50-YR WSEL=
Q50= CFS
V50= FPS
PROP 2-8' X 4' CULVERTS
STA 146+48.23
FL=615.79
BEGIN RAMP SOSHEX
STA 10+79.04
SBFR STA 147+44.72
16.33' RT
EL 623.78
(+)0.4698 %
(+)0.5818 %
VPC 13+25.00
EL = 625.20'
VPC 150+40.00 EL = 624.82'
STA = 151+50.00
EL = 625.34'
SSD = 1269'
ex = -0.26'
K = 236
L = 220.00'
(+)4.0847 %
(-)0.4644 %
STA = 15+00.00
EL = 625.22'
ex = 1.53
K = 100
L = 350.00'
VPT 152+60.00 EL = 624.83'
VPT 16+15.00
VPC 17+00.00
(+)4.0847 %
(-)0.8227 %
STA = 19+50.00
EL = 641.50'
SSD = 469
ex = -3.07
K = 102
L = 500.00'
VPT 22+00.00
EL = 617.54'
18'-3"
18'-7"
18'-5"
18'-2"
ASSUMED STRUCTURE DEPTH = 4'-2½"
END CONC CURB
AND PAVEMENT (CRCP)
MATCH EXISTING PAVEMENT
SBFR STA 157+56.71
EL 622.5±
625.15
624.80
624.45
624.10
623.75
623.40
623.05
622.71
622.77
623.23
623.70
624.17
624.64
625.03
625.03
624.65
624.19
623.73
623.26
622.80
140+00
145+00
150+00
155+00
160+00


STA = 138+50.00
EL = 623.50'
SSD = 1187'
ex = -0.13'
K = 115
L = 110.00'
(+)0.3689 %
(-)0.5842 %
STA = 16+00.00
EL = 625.31'
SSD = 795
ex = -0.28
K = 100
L = 150.00'
(+)0.6821 %
(-)0.8181 %
VPC 137+95.00 EL = 623.30'
VPT 139+05.00 EL = 623.18'
STA = 143+90.00
EL = 620.35'
ex = 0.10'
K = 84
L = 80.00'
VPC 143+50.00 EL = 620.58'
VPT 144+30.00 EL = 620.50'
(-)0.5842 %
(+)0.3616 %
END RAMP NBSHEX
STA 18+24.60
NBFR STA 143+80.59
38.90' RT
EL 622.1
STA = 145+50.00
EL = 620.94'
SSD = 1538'
ex = -0.09'
K = 138
L = 100.00'
(+)0.3676 %
(-)0.3591 %
VPC 145+00.00 EL = 620.75'
VPT 146+00.00 EL = 620.76'
100-YR WSEL=
Q100= CFS
V100= FPS
50-YR WSEL=
Q50= CFS
V50= FPS
PROP. 2-8'X 5' CULVERTS
STA 148+13.67
FL=612.39
(-)0.3591 %
VPC 156+30.00 EL. = 617.06'
STA = 157+00.00
EL = 616.81'
SSD = 1297'
ex = -0.15'
K = 159
L = 140.00'
VPC 157+80.00 EL. = 615.82'
VPT 157+70.00 EL. = 615.94'
(-)1.2387 %
(+)0.5252 %
VPT 159+20.00 EL. = 615.32'
STA = 158+50.00
EL = 614.95'
ex = 0.31'
K = 79
L = 140.00'
END CONC CURB
AND PAVEMENT (CRCP)
MATCH EXISTING PAVEMENT
NBFR STA 159+99.18
EL 615.7±
623.32
623.21
622.63
622.04
621.46
620.88
620.44
620.75
620.76
620.40
620.04
619.68
619.32
618.96
618.60
618.24
617.89
617.53
617.17
616.65
615.60
615.24
140+00
145+00
150+00
155+00
160+00


640
630
620
610
600
590
580
END RAMP SBSHEX
165+00
PROPOSED GRADE
EXISTING GROUND


EAGLE PARKWAY U-TURN
61.00'
92.00'
93.66'
61.34'
ASSUMED STRUCTURE DEPTH = 4'-2½"
PGL UTURNEAGLE
(+)1.7510 %
(-)0.8357 %
BEGIN BRIDGE STA 10+82.96 EL 671.33
END BRIDGE STA 13+90.96 EL 673.05
EXISTING GROUND AT UTURNEAGLE PGL
STA = 12+50.00
EL = 674.23'
K = 97
L = 250.00'
670
660
650
640
630
620
610
671.63
673.07
673.52
672.98
PROPOSED GRADE
EXISTING GROUND


SH 114 U-TURN
EXISTING NBML
EXISTING SBML
PROPOSED RAMP SBSHEX
PGL UTURN114
EXISTING GROUND AT UTURN114 PGL
STA = 11+20.00
STA = 10+70.00
SSD = 1404
L = 50.00'
STA = 13+19.14
640
630
620
600
590
580
615.93
616.91
618.32
620.69
10+00
15+00
PROPOSED GRADE
EXISTING GROUND

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

PRELIMINARY DESIGN SCHEMATIC

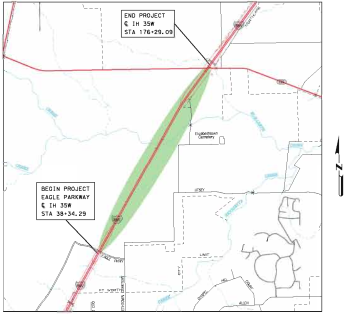
KELLY SELMAN, P.E. - DISTRICT ENGINEER

DENTON COUNTY
IH 35W FRONTAGE ROADS

CSJ 0081-13-041
FROM EAGLE PARKWAY TO SH 114
ADD FRONTAGE ROADS AND CONSTRUCT RAMPS

FUNCTIONAL CLASSIFICATION: INTERSTATE HIGHWAY
DESIGN SPEED: MAINLANE: 70 MPH
RAMPS: 50 MPH
CROSS STREET: 35 MPH
FRONTAGE ROADS: 45 MPH

NET LENGTH OF PROJECT= 2.613 MILES
SCALE HORIZ: 1"=100' VERT: 1"=10'
AERIAL PHOTO DATE: 2013


END PROJECT
℄ IH 35W
STA 176+29.09
BEGIN PROJECT
EAGLE PARKWAY
℄ IH 35W
STA 38+34.29
Elizabethtown Cemetery
LITSEY
LIMIT
FT WORTH
ALLEN
N

KEY MAP
NTS

PRELIMINARY: SUBJECT TO CHANGE. NOT
TO BE USED FOR CONSTRUCTION PURPOSES.

ROLL 4 OF 4
JUNE 2015

SCHEMATIC PREPARED BY:
CH2M HILL, INC.
REGISTRATION NUMBER 2297

NOT FOR PERMITTING, BIDDING
OR CONSTRUCTION.

Prepared by or under the
Direct Supervision of:

Will Barresi 90856
NAME P.E. NUMBER

6/15/2015
DATE

FIRM F2297