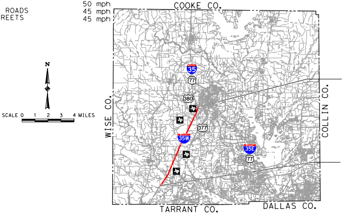
Texas Department of Transportation®

DALLAS DISTRICT
DESIGN SCHEMATIC

MO BUR, P.E., DISTRICT ENGINEER
DENTON COUNTY
IH 35W FRONTAGE ROADS
PROJECT LIMIT: FROM DALE EARNHARDT WAY
TO SOUTH OF IH 35E/IH 35W INTERCHANGE
CONTROL: 0081-13-065
FUNCTIONAL CLASS: RURAL INTERSTATE
PROJECT LENGTH = 12.405 MILES (65,498.99 FT.)

ROADWAY TYPE	DESIGN SPEED
FREEWAY	70 mph
RAMPS	50 mph
FRONTAGE ROADS	45 mph
CROSS STREETS	45 mph


COOKE CO.
WISE CO.
COLLIN CO.
TARRANT CO.
DALLAS CO.
N
SCALE 0 1 2 3 4 MILES
35
77
380
377
35W
35E
77

END PROJECT
IH 35W FRONTAGE ROADS
℄ IH 35W STA 104+09.09
TRM 84+0.478
END CSJ: 0081-13-065

BEGIN PROJECT
IH 35W FRONTAGE ROADS
℄ IH 35W STA 219+83.68
TRM 72+0.450
BEGIN CSJ: 0081-13-065

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

LOCATION MAP
MARCH 2020
SCALE: 1"=100'
ROLL 1 OF 34

SHEET INDEX

ROLL 1: PLAN VIEW-IH 35W FRONTAGE ROADS BEGIN PROJECT TO STA 241+00
ROLL 2: PLAN VIEW-IH 35W FRONTAGE ROADS STA 241+00 TO STA 310+00
ROLL 3: PLAN VIEW-IH 35W FRONTAGE ROADS STA 310+00 TO STA 379+00
ROLL 4: PLAN VIEW-IH 35W FRONTAGE ROADS STA 379+00 TO STA 448+00
ROLL 5: PLAN VIEW-IH 35W FRONTAGE ROADS STA 448+00 TO STA 517+00
ROLL 6: PLAN VIEW-IH 35W FRONTAGE ROADS STA 517+00 TO STA 586+00
ROLL 7: PLAN VIEW-IH 35W FRONTAGE ROADS STA 586+00 TO STA 655+00
ROLL 8: PLAN VIEW-IH 35W FRONTAGE ROADS STA 655+00 TO STA 724+00
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ROLL 11: PLAN VIEW-IH 35W FRONTAGE ROADS STA 862+00 TO END PROJECT
ROLL 12: PROFILE VIEW-IH 35W NBFR BEGIN PROJECT TO STA 416+00
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ROLL 14: PROFILE VIEW-IH 35W NBFR STA 604+00 TO STA 792+00
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ROLL 16: PROFILE VIEW-IH 35W SBFR BEGIN PROJECT TO STA 415+00
ROLL 17: PROFILE VIEW-IH 35W SBFR STA 415+00 TO STA 603+00
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ROLL 20: PROFILE VIEW-IH 35W NBML BEGIN PROJECT TO STA 1388+00
ROLL 21: PROFILE VIEW-IH 35W NBML STA 1388+00 TO STA 1576+00
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ROLL 24: PROFILE VIEW-IH 35W SBML BEGIN PROJECT TO STA 2386+00
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ROLL 26: PROFILE VIEW-IH 35W SBML STA 2574+00 TO STA 2762+00
ROLL 27: PROFILE VIEW-IH 35W SBML STA 2762+00 TO END PROJECT
ROLL 28: PROFILE VIEW-IH 35W NB RAMPS
ROLL 29: PROFILE VIEW-IH 35W NB RAMPS
ROLL 30: PROFILE VIEW-IH 35W SB RAMPS
ROLL 31: PROFILE VIEW-IH 35W SB RAMPS
ROLL 32: PROFILE VIEW-IH 35W CROSS STREETS
ROLL 33: PROFILE VIEW-IH 35W CROSS STREETS
ROLL 34: PROFILE VIEW-IH 35W CROSS STREETS

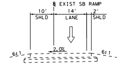
Jacobs

PRELIMINARY FOR INTERIM REVIEW ONLY

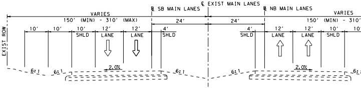
THESE DOCUMENTS ARE FOR INTERIM REVIEW AND ARE NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
JESUS GONZALEZ JR., P.E.	111427	04/08/2020

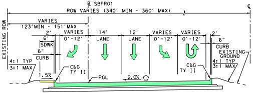
4/7/2020
I-35W-Sch01.dgn


℄ EXIST SB RAMP
10' SHLD
14' LANE
2' SHLD
6:1
2.0%
6:1

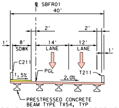
EXISTING TYPICAL SECTION
SB RAMPS


℄ EXIST MAIN LANES
℄ SB MAIN LANES
℄ NB MAIN LANES
VARIES
150' (MIN) - 310' (MAX)
EXIST ROW
10'
10'
10' SHLD
12' LANE
12' LANE
4' SHLD
24'
24'
4' SHLD
12' LANE
12' LANE
10' SHLD
6:1
2.0%
2.0%

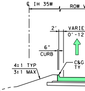
EXISTING TYPICAL SECTION MAIN LANES


℄ SBFR01
℄ IH 35W
ROW VARIES (340' MIN - 360' MAX)
EXISTING ROW
VARIES
123' MIN - 151' MAX
2'
6' SDWK
6" CURB
VARIES 0'-12'
14' LANE
12' LANE
VARIES 0'-12'
VARIES 0'-12'
2'
6" CURB
EXISTING GROUND
4:1 TYP
3:1 MAX
C&G TY II
C&G TY II
1.5%
PGL
2.0%

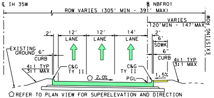
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
SBFR01 STA 230+97.70 - STA 236+15.09


℄ SBFR01
40'
2'
2'
1'
8' SDWK
14' LANE
12' LANE
1'
C211
1.5%
PGL
2.0%
T211

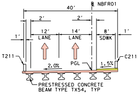
PRESTRESSED CONCRETE BEAM TYPE TX54, TYP
PROPOSED FRONTAGE BRIDGE
TYPICAL SECTION
SBFR01 STA 238+55.00 - STA 241+03.22


℄ IH 35W
ROW
2'
VARIES 0'-12'
6" CURB
4:1 TYP
3:1 MAX
C&G TY
EXISTING GROUND

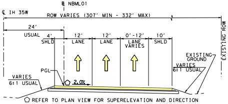
⬠ REFER TO PLAN
PROPOSED TY
NBFR01


℄ IH 35W
℄ NBFR01
ROW VARIES (305' MIN - 391' MAX)
EXISTING ROW
VARIES
120' MIN - 147' MAX
2'
12' LANE
12' LANE
14' LANE
2'
6' SDWK
6" CURB
EXISTING GROUND
6" CURB
4:1 TYP
3:1 MAX
C&G TY II
C&G TY II
2.0%
PGL
1.5%
4:1 TYP
3:1 MAX

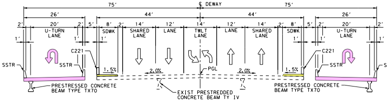
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
NBFR01 STA 230+48.25 - STA 236+05.51


℄ NBFR01
40'
2'
2'
1'
12' LANE
14' LANE
8' SDWK
1'
T211
C211
2.0%
PGL
1.5%

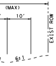
PRESTRESSED CONCRETE BEAM TYPE TX54, TYP
PROPOSED FRONTAGE BRIDGE
TYPICAL SECTION
NBFR01 STA 238+35.00 - STA 241+03.80

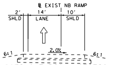

℄ NBML01
℄ IH 35W
ROW VARIES (307' MIN - 332' MAX)
EXISTING ROW
24' USUAL
4' SHLD
12' LANE
12' LANE
0'-12' LANE VARIES
10' SHLD
EXISTING GROUND
VARIES 6:1 USUAL
PGL
VARIES 6:1 USUAL
2.0%

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION MAINLANES
NBML01 STA 1221+25.00 - STA 1236+00.00

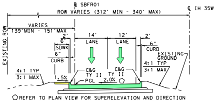

℄ DEWAY
75'
75'
26'
44'
44'
26'
2'
20' U-TURN LANE
2'
5'
8' SDWK
2'
14' SHARED LANE
12' LANE
14' TWLT LANE
12' LANE
14' SHARED LANE
2'
8' SDWK
5'
2'
20' U-TURN LANE
2'
1'
1'
1'
1'
C221
C221
SSTR
SSTR
SSTR
SSTR
1.5%
2.0%
PGL
2.0%
1.5%
PRESTRESSED CONCRETE BEAM TYPE TX70
EXIST PRESTREDDED CONCRETE BEAM TY IV
PRESTRESSED CONCRETE BEAM TYPE TX70

PROPOSED "U" TURN TYPICAL SECTIONS & EXISTING DALE EARNHARDT WAY
DEWAY STA 21+44.24 - STA 24+59.84


(MAX)
10′
EXIST ROW
6:1


℄ EXIST NB RAMP
2′
SHLD
14′
LANE
10′
SHLD
2.0%
6:1
6:1

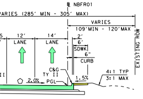
EXISTING TYPICAL SECTION
NB RAMPS


℄ SBFR01
ROW VARIES (312′ MIN - 340′ MAX)
℄ IH 35W
VARIES
139′MIN - 151′MAX
EXISTING ROW
2′
6′
SDWK
6"
CURB
14′
LANE
12′
LANE
2′
6"
CURB
EXISTING GROUND
4:1 TYP
3:1 MAX
4:1 TYP
3:1 MAX
1.5%
C&G TY II
C&G TY II
PGL
2.0%

⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED TYPICAL SECTION FRONTAGE ROAD

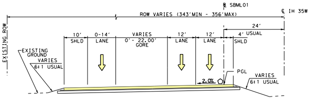
SBFR01 STA 236+15.09 - STA 238+55.00


℄ NBFR01
VARIES (285′ MIN - 305′ MAX)
VARIES
109′MIN - 120′MAX
12′
LANE
14′
LANE
2′
6′
SDWK
6"
CURB
EXISTING ROW
C&G TY II
2.0%
PGL
1.5%
4:1 TYP
3:1 MAX

VIEW FOR SUPERELEVATION AND DIRECTION

PICAL SECTION FRONTAGE ROAD

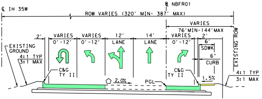
STA 236+05.51 - STA 238+35.00


℄ SBML01
ROW VARIES (343′MIN - 356′MAX)
℄ IH 35W
EXISTING ROW
24′
4′ USUAL
10′
SHLD
0-14′
LANE
VARIES
0′ - 22.00′
GORE
12′
LANE
12′
LANE
SHLD
EXISTING GROUND
VARIES
6:1 USUAL
PGL
2.0%
VARIES
6:1 USUAL

⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED TYPICAL SECTION MAINLANES

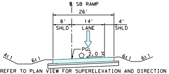
SBML01 STA 2221+25.00 - STA 2236+00.00


℄ IH 35W
℄ NBFR01
ROW VARIES (320′ MIN- 387′ MAX)
VARIES
76′MIN-144′MAX
2′
VARIES
0′-12′
VARIES
0′-12′
12′
LANE
14′
LANE
VARIES
0′-12′
2′
6′
SDWK
6"
CURB
EXISTING ROW
EXISTING GROUND
4:1 TYP
3:1 MAX
C&G TY II
C&G TY II
2.0%
PGL
1.5%
4:1 TYP
3:1 MAX

⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED TYPICAL SECTION FRONTAGE ROAD

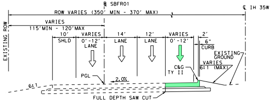
NBFR01 STA 222+55.25 - STA 227+49.02


℄ SB RAMP
26′
8′
SHLD
14′
LANE
4′
SHLD
PGL
2.0 %
4:1
6:1
6:1
6:1

⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED ENTRANCE & EXIT RAMPS
TYPICAL SECTION

SBXR224 STA 11+00.00- STA 13+99.59


℄ SBFR01
ROW VARIES (350′ MIN - 370′ MAX)
℄ IH 35W
VARIES
115′MIN - 120′MAX
EXISTING ROW
10′
SHLD
VARIES
0′-12′
LANE
14′
LANE
12′
LANE
VARIES
0′-12′
2′
6"
CURB
EXISTING GROUND
VARIES
6:1 (MAX)
C&G TY II
PGL
2.0%
6:1
FULL DEPTH SAW CUT

PROPOSED WIDENING TYPICAL SECTION FRONTAGE ROAD

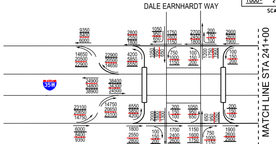
SBFR01 STA 219+89.10 - STA 226+95.74

REASSIGNED TRAFFIC BASED ON PROPOSED SCHEMATIC. ORIGINAL NUMBERS PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION; TRANSPORTATION PROGRAMMING AND PLANNING DIVISION FOR YEARS 2025, 2045, 2055. DATED AUGUST 27, 2019, MODIFIED BY HNTB OCTOBER 25, 2019.

LEGEND

1000- 2025 ADT
1000- 2045 ADT
1000- 2055 ADT

SCALE: N.T.S.


DALE EARNHARDT WAY
35W
MATCH LINE STA 241+00
9350
8400
6000
14650
20500
22900
22900
20500
14650
2800
2550
1800
4200
5850
6550
1050
950
650
1050
950
650
1750
1600
1150
750
1000
1150
2700
2450
1800
100
150
200
200
150
100
1200
1750
1900
2900
2600
1900
100
150
200
24900
34800
38900
38400
34300
24500
23100
20650
14750
14750
20650
23100
6550
5850
4200
2000
1800
1300
200
150
100
1050
950
650
650
950
1050
200
150
100
6000
8400
9350
1800
2550
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200
1700
2400
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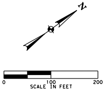
1150
1600
1750
750
1000
1150
1900
2600
2900


N
0
100
200
SCALE IN FEET

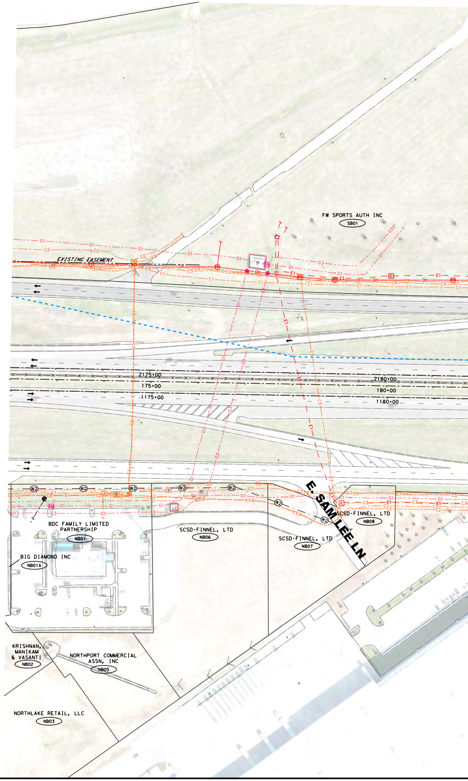
LEGEND

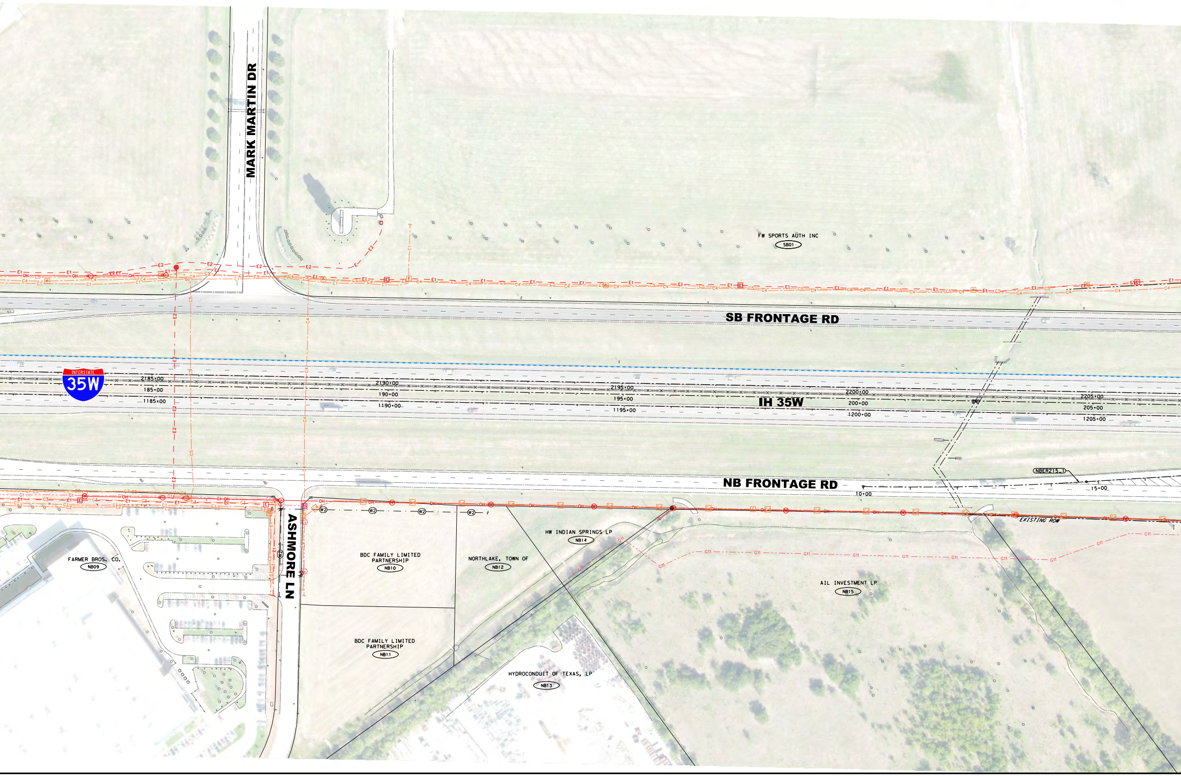
🟨	PROPOSED MAINLANES
▭	PROPOSED RAMPS
🟩	PROPOSED FRONTAGE ROADS
▭	PROPOSED CROSS STREETS
🟧	PROPOSED BRIDGE
▭	PROPOSED DRIVEWAYS
▭	PROPOSED SIDEWALK
🟩	PROPOSED SIDEWALK (BY OTHERS)
⬜	PROPOSED PAVEMENT (BY OTHERS)
🟦	PROPOSED BRIDGE (BY OTHERS)
🟥	EXISTING BRIDGE (TO REMAIN)
▦	EXISTING PAVEMENT REMOVAL
▦	EXISTING DRAINAGE DITCH REMOVAL
·····	PROPOSED RETAINING WALL
‖‖	EXISTING DENIAL-OF-ACCESS
— - —	PROPOSED RIGHT-OF-WAY (R.O.W.)
— - —	PROPOSED RIGHT-OF-WAY (R.O.W.) (BY OTHERS)
— - —	EXISTING RIGHT-OF-WAY (R.O.W.)
- - -	PROPOSED DRAINAGE EASEMENT
- - -	EXISTING DRAINAGE EASEMENT
——	EXISTING PROPERTY LINES
▨	EXISTING 100-YEAR FLOODPLAIN
—×—	EXISTING CABLE BARRIER FENCE
—××—	PROPOSED CABLE BARRIER FENCE
- - -	CITY LIMITS

Parcel Number	Denton County Property	Owner Name
SB01	241779	FW SPORTS AUTH INC
SB02	68107	PETRUS INVESTMENT LP
SB03	68512	BUCHANAN, BILLY H & BILLIE F
SB04	265376	FW SPORTS AUTH INC
NB01	705732	BDC FAMILY LIMITED
NB01A	331368	BIG DIAMOND LLC
NB02	731030	KRISHNAN MANIKAM & VASANTI
NB03	713217	NORTHLAKE RETAIL, LLC
NB05	272018	NORTHPORT COMMERCIAL
NB06	731509	SCSD-FINNEL, LTD
NB07	731508	SCSD-FINNEL, LTD
NB08	272015	SCSD-FINNEL, LTD
NB09	693356	FARMER BROS.CO
NB10	705732	BDC FAMILY LIMITED
NB11	705732	BDC FAMILY LIMITED
NB12	528796	NORTHLAKE, TOWN OF
NB13	122523	HYDRO CONDUIT OF TEXAS LP
NB14	272022	HW INDIAN SPRINGS LP
NB15	768479	AIL INVESTMENT LP
NB16	768478	ALLIANCE NORTHPORT NO 1 LTD
NB17	768478	ALLIANCE NORTHPORT NO 1 LTD
NB18	182996	AIL INVESTMENT LP
NB19	768478	ALLIANCE NORTHPORT NO 1 LTD
NB20	768478	ALLIANCE NORTHPORT NO 1 LTD
NB21	668955	AIL INVESTMENT LP
NB22	182999	AIL INVESTMENT LP
NB23	668946	TOWN OF NORTHLAKE
NB24	668954	AIL INVESTMENT LP

NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED SEPTEMBER 22, 2017 AND RECORD PLANS.
2. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAP PANELS 48121C0360G, 48121C0370G, 48121C0365G, 48121C0505G, 48121C0495G AND 48121C0515G.
3. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM DENTON COUNTY APPRAISAL DISTRICT (APRIL 30, 2019).
4. EXISTING CULVERT LOCATIONS, SIZE AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSE ONLY.
5. CURBS ON THE FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
6. CONVENTIONAL ROADWAY SIGNAGES (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
7. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN STAGE AND COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
8. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
9. ACCESS DENIAL BASED ON ℄ IH 35W STATIONING.


FW SPORTS AUTH INC
SB01
EXISTING EASEMENT
2175+00
175+00
175+00
2180+00
180+00
1180+00
E. SAM LEE LN
BDC FAMILY LIMITED PARTNERSHIP
NB01
BIG DIAMOND INC
NB01A
SCSD-FINNEL, LTD
NB06
SCSD-FINNEL, LTD
NB07
SCSD-FINNEL, LTD
NB08
KRISHNAN, MANIKAM & VASANTI
NB02
NORTHPORT COMMERCIAL ASSN, INC
NB05
NORTHLAKE RETAIL, LLC
NB03
G1
G2
G3
C1
C2
C3
E1
OH
W2


MARK MARTIN DR
FW SPORTS AUTH INC
SB01
SB FRONTAGE RD
35W
2185+00
185+00
1185+00
2190+00
190+00
1190+00
2195+00
195+00
1195+00
IH 35W
2200+00
200+00
1200+00
2205+00
205+00
1205+00
NBER215_1
NB FRONTAGE RD
10+00
15+00
EXISTING ROW
ASHMORE LN
FARMER BROS. CO.
NB09
BDC FAMILY LIMITED PARTNERSHIP
NB10
NORTHLAKE, TOWN OF
NB12
HW INDIAN SPRINGS LP
NB14
AIL INVESTMENT LP
NB15
BDC FAMILY LIMITED PARTNERSHIP
NB11
HYDROCONDUIT OF TEXAS, LP
NB13

NBML01

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
NBML01_6	1219+63.27	7,064,390.09	2,348,370.16	3° 10′ 50.27" LT	11,483.14′	0° 29′ 56.24"	318.81′	637.46′	N 35° 34′ 19.20" E	637.38′	1216+44.46	1222+81.92	N 37° 09′ 44.34" E	N 33° 58′ 54.07" E

SBML01

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
SBML01_6	2219+67.64	7,064,418.02	2,348,331.11	3° 10′ 50.27" LT	11,435.16′	0° 30′ 03.78"	317.48′	634.79′	N 35° 34′ 19.20" E	634.71′	2216+50.16	2222+84.95	N 37° 09′ 44.34" E	N 33° 58′ 54.07" E

NBFR01

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
NBFR01_3	232+81.70	7,065,359.36	2,349,288.61	7° 50′ 41.94" LT	3,016.00′	1° 53′ 59.02"	206.80′	412.95′	N 30° 04′ 19.72" E	412.63′	230+74.90	234+87.86	N 33° 59′ 40.69" E	N 26° 08′ 58.75" E
NBFR01_4	238+98.77	7,065,913.85	2,349,560.85	7° 50′ 08.59" RT	6,000.00′	0° 57′ 17.75"	410.92′	820.55′	N 30° 04′ 03.04" E	819.92′	234+87.86	243+08.41	N 26° 08′ 58.75" E	N 33° 59′ 07.34" E

SBFR01

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
SBFR01_1	232+80.08	7,065,626.54	2,348,889.35	8° 10′ 48.96" RT	3,000.00′	1° 54′ 35.49"	214.52′	428.32′	N 38° 21′ 14.73" E	427.95′	230+65.56	234+93.88	N 34° 15′ 50.25" E	N 42° 26′ 39.20" E
SBFR01_2	237+15.73	7,065,948.56	2,349,183.85	8° 27′ 31.88" LT	3,000.00′	1° 54′ 35.49"	221.86′	442.90′	N 38° 12′ 53.27" E	442.50′	234+93.88	239+36.78	N 42° 26′ 39.20" E	N 33° 59′ 07.33" E

DEWAY

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
DEWAY_1	14+62.79	7,065,647.50	2,348,176.10	10° 34′ 34.13" RT	5,000.00′	1° 08′ 45.30"	462.79′	922.94′	S 61° 20′ 00.28" E	921.63′	10+00.00	19+22.94	S 66° 37′ 17.35" E	S 56° 02′ 43.22" E

IH 35W

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
C2	219+65.46	7,064,404.06	2,348,350.63	3° 10′ 50.27" LT	11,459.16′	0° 30′ 00.00"	318.14′	636.13′	N 35° 34′ 19.20" E	636.04′	216+47.31	222+83.44	N 37° 09′ 44.34" E	N 33° 58′ 54.07" E

DEWAYLUT

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
DEWAYLUT1	10+72.05	7,065,010.57	2,348,993.09	90° 02′ 23.89" LT	72.00′	79° 34′ 38.90"	72.05′	113.15′	N 11° 01′ 31.27" W	101.86′	10+00.00	11+13.15	N 33° 59′ 40.67" E	N 56° 02′ 43.22" W
DEWAYLUT2	14+35.63	7,065,230.94	2,348,665.83	89° 41′ 26.53" LT	77.00′	74° 24′ 36.37"	76.59′	120.54′	S 79° 06′ 33.52" W	108.60′	13+59.05	14+79.58	N 56° 02′ 43.22" W	S 34° 15′ 50.25" W

DEWAYRUT

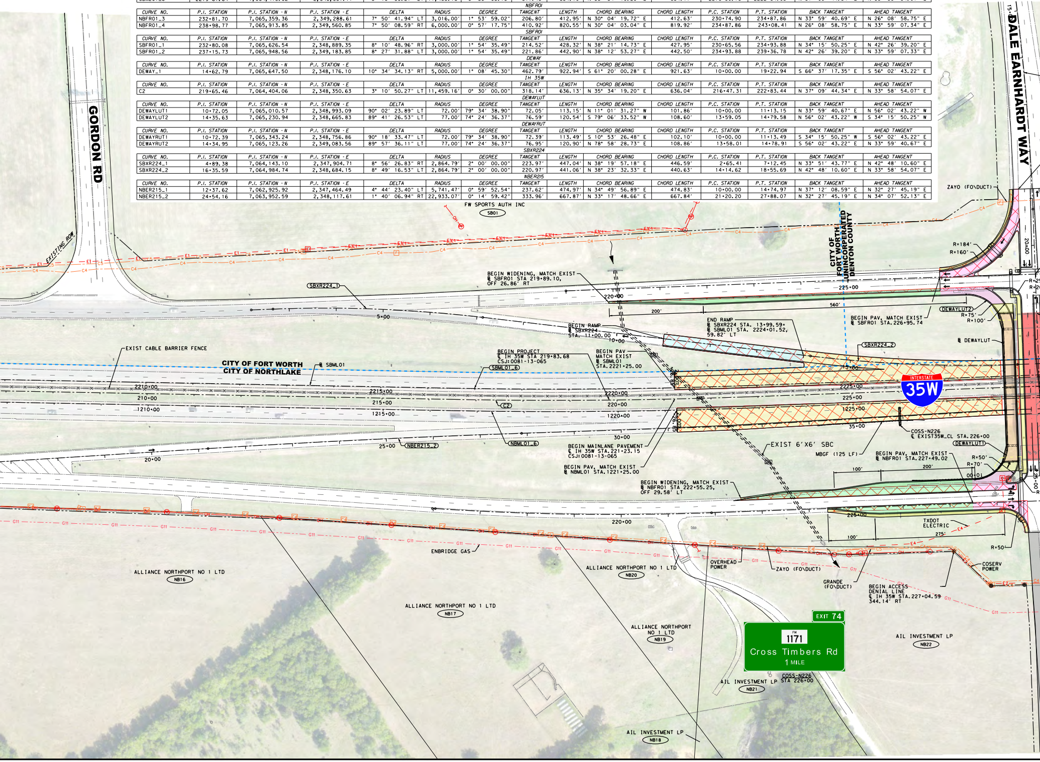
CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
DEWAYRUT1	10+72.39	7,065,343.24	2,348,756.86	90° 18′ 33.47" LT	72.00′	79° 34′ 38.90"	72.39′	113.49′	S 10° 53′ 26.48" E	102.10′	10+00.00	11+13.49	S 34° 15′ 50.25" W	S 56° 02′ 43.22" E
DEWAYRUT2	14+34.95	7,065,123.26	2,349,083.56	89° 57′ 36.11" LT	77.00′	74° 24′ 36.37"	76.95′	120.90′	N 78° 58′ 28.73" E	108.86′	13+58.01	14+78.91	S 56° 02′ 43.22" E	N 33° 59′ 40.67" E

SBXR224

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
SBXR224_1	4+89.38	7,064,143.10	2,347,904.71	8° 56′ 26.83" RT	2,864.79′	2° 00′ 00.00"	223.97′	447.04′	N 38° 19′ 57.18" E	446.59′	2+65.41	7+12.45	N 33° 51′ 43.77" E	N 42° 48′ 10.60" E
SBXR224_2	16+35.59	7,064,984.74	2,348,684.15	8° 49′ 16.53" LT	2,864.79′	2° 00′ 00.00"	220.97′	441.06′	N 38° 23′ 32.33" E	440.63′	14+14.62	18+55.69	N 42° 48′ 10.60" E	N 33° 58′ 54.07" E

NBER215

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
NBER215_1	12+37.62	7,062,925.92	2,347,464.49	4° 44′ 23.40" LT	5,741.47′	0° 59′ 52.54"	237.62′	474.97′	N 34° 49′ 56.89" E	474.83′	10+00.00	14+74.97	N 37° 12′ 08.59" E	N 32° 27′ 45.19" E
NBER215_2	24+54.16	7,063,952.59	2,348,117.61	1° 40′ 06.94" RT	22,933.07′	0° 14′ 59.42"	333.96′	667.87′	N 33° 17′ 48.66" E	667.84′	21+20.20	27+88.07	N 32° 27′ 45.19" E	N 34° 07′ 52.13" E



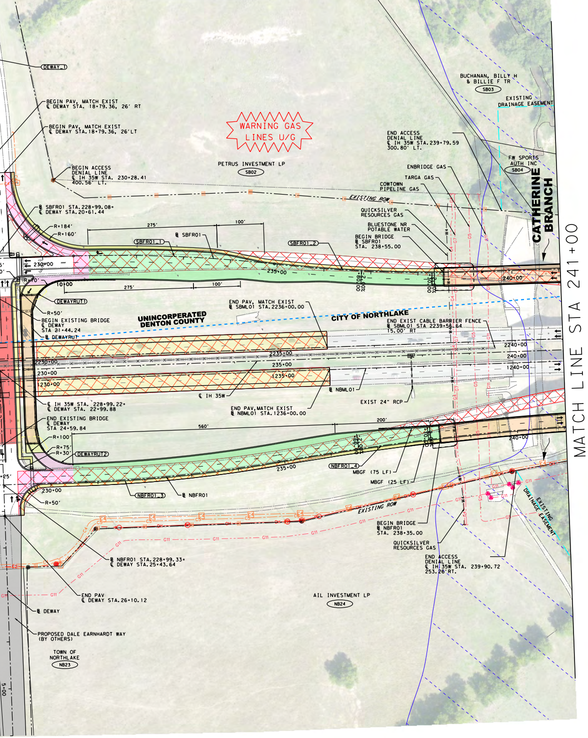
GORDON RD
DALE EARNHARDT WAY
EXISTING ROW
FW SPORTS AUTH INC
SB01
CITY OF FORT WORTH
UNINCORPERATED DENTON COUNTY
ZAYO (FO\DUCT)
R=184′
R=160′
BEGIN WIDENING, MATCH EXIST
℄ SBFR01 STA 219+89.10,
OFF 26.86′ RT
SBXR224_1
220+00
200′
560′
225+00
DEWAYLUT2
R=75′
R=100′
BEGIN PAV, MATCH EXIST
℄ SBFR01 STA. 226+95.74
5+00
BEGIN RAMP
℄ SBXR224
STA. 11+00.00
10+00
END RAMP
℄ SBXR224 STA. 13+99.59=
℄ SBML01 STA. 2224+01.52,
59.82′ LT
℄ DEWAYLUT
SBXR224_2
15+00
EXIST CABLE BARRIER FENCE
BEGIN PROJECT
℄ IH 35W STA 219+83.68
CSJ:0081-13-065
BEGIN PAV
MATCH EXIST
℄ SBML01
STA. 2221+25.00
CITY OF FORT WORTH
CITY OF NORTHLAKE
℄ SBML01
SBML01_6
2210+00
210+00
1210+00
2215+00
215+00
1215+00
2220+00
220+00
1220+00
C2
2225+00
225+00
1225+00
INTERSTATE
35W
35+00
COSS-N226
℄ EXIST35W_CL STA. 226+00
DEWAYLUT1
25+00
NBER215_2
20+00
NBML01_6
30+00
BEGIN MAINLANE PAVEMENT
℄ IH 35W STA. 221+23.15
CSJ:0081-13-065
BEGIN PAV, MATCH EXIST
℄ NBML01 STA. 1221+25.00
EXIST 6′X6′ SBC
MBGF (125 LF)
BEGIN PAV, MATCH EXIST
℄ NBFR01 STA. 227+49.02
R=50′
R=70′
100′
200′
10+00
BEGIN WIDENING, MATCH EXIST
℄ NBFR01 STA 222+55.25,
OFF 29.58′ LT
220+00
225+00
TXDOT
ELECTRIC
275′
100′
R=50′
20+00
25+00
ENBRIDGE GAS
OVERHEAD
POWER
ZAYO (FO\DUCT)
GRANDE
(FO\DUCT)
BEGIN ACCESS
DENIAL LINE
℄ IH 35W STA. 227+04.59
344.14′ RT
COSERV
POWER
ALLIANCE NORTHPORT NO 1 LTD
NB16
ALLIANCE NORTHPORT NO 1 LTD
NB20
ALLIANCE NORTHPORT NO 1 LTD
NB17
ALLIANCE NORTHPORT
NO 1 LTD
NB19
EXIT 74
FM
1171
Cross Timbers Rd
1 MILE
AIL INVESTMENT LP
NB21
COSS-N226
STA 226+00
AIL INVESTMENT LP
NB22
AIL INVESTMENT LP
NB18

SUPERELEVATION TRANSITION AND CROSS-SLOPE TABLE

ALIGNMENT	*STATION TO STATION*	*RATE*	*X-SLOPE*
NBFR01	236+60.00 TO 238+10.00	0.54%	-2.00% ~ 2.00%
SBFR01	236+80.00 TO 238+30.00	0.54%	-2.00% ~ 2.00%

NOTE:

1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

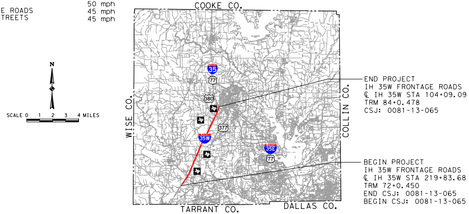

DEWAY_1
BEGIN PAV, MATCH EXIST
℄ DEWAY STA. 18+79.36, 26′ RT
BEGIN PAV, MATCH EXIST
℄ DEWAY STA. 18+79.36, 26′LT
WARNING GAS LINES U/G
PETRUS INVESTMENT LP
SB02
BEGIN ACCESS DENIAL LINE
℄ IH 35W STA. 230+28.41
400.56′ LT.
℄ SBFR01 STA. 228+99.08=
℄ DEWAY STA. 20+61.44
R=184′
R=160′
275′
100′
SBFR01_1
℄ SBFR01
SBFR01_2
230+00
235+00
240+00
R=70′
10+00
DEWAYRUT1
R=50′
BEGIN EXISTING BRIDGE
℄ DEWAY
STA 21+44.24
℄ DEWAYRUT
UNINCORPERATED DENTON COUNTY
CITY OF NORTHLAKE
END PAV, MATCH EXIST
℄ SBML01 STA. 2236+00.00
END EXIST CABLE BARRIER FENCE
℄ SBML01 STA 2239+56.64
15.00′ RT
2230+00
2235+00
2240+00
1230+00
1235+00
1240+00
℄ IH 35W
℄ NBML01
EXIST 24" RCP
END PAV, MATCH EXIST
℄ NBML01 STA. 1236+00.00
℄ IH 35W STA. 228+99.22=
℄ DEWAY STA. 22+99.88
END EXISTING BRIDGE
℄ DEWAY
STA 24+59.84
R=100′
R=75′
R=30′
DEWAYRUT2
560′
200′
NBFR01_4
MBGF (75 LF)
MBGF (25 LF)
NBFR01_3
℄ NBFR01
EXISTING ROW
BUCHANAN, BILLY H
& BILLIE F TR
SB03
EXISTING DRAINAGE EASEMENT
END ACCESS DENIAL LINE
℄ IH 35W STA. 239+79.59
300.80′ LT.
FW SPORTS AUTH INC
SB04
ENBRIDGE GAS
TARGA GAS
COWTOWN PIPELINE GAS
QUICKSILVER RESOURCES GAS
BLUESTONE NR POTABLE WATER
BEGIN BRIDGE
℄ SBFR01
STA. 238+55.00
CATHERINE BRANCH
BEGIN BRIDGE
℄ NBFR01
STA. 238+35.00
QUICKSILVER RESOURCES GAS
END ACCESS DENIAL LINE
℄ IH 35W STA. 239+90.72
253.26′RT.
EXISTING DRAINAGE EASEMENT
℄ NBFR01 STA. 228+99.33=
℄ DEWAY STA. 25+43.64
END PAV
℄ DEWAY STA. 26+10.12
℄ DEWAY
PROPOSED DALE EARNHARDT WAY
(BY OTHERS)
TOWN OF NORTHLAKE
NB23
AIL INVESTMENT LP
NB24
W4
G4
G5
G7
G11
C4
C5
OH
5+00

MATCH LINE STA 241+00

Texas Department of Transportation®

DALLAS DISTRICT
DESIGN SCHEMATIC
MO BUR, P.E., DISTRICT ENGINEER
DENTON COUNTY
IH 35W FRONTAGE ROADS
PROJECT LIMIT: FROM DALE EARNHARDT WAY
TO SOUTH OF IH 35E/IH 35W INTERCHANGE
CONTROL: 0081-13-065
FUNCTIONAL CLASS: RURAL INTERSTATE
PROJECT LENGTH = 12.405 MILES (65,498.99 FT.)

ROADWAY TYPE	DESIGN SPEED
FREEWAY	70 mph
RAMPS	50 mph
FRONTAGE ROADS	45 mph
CROSS STREETS	45 mph


N
SCALE 0 1 2 3 4 MILES
COOKE CO.
WISE CO.
COLLIN CO.
TARRANT CO.
DALLAS CO.
35
77
380
377
35W
35E
END PROJECT
IH 35W FRONTAGE ROADS
℄ IH 35W STA 104+09.09
TRM 84+0.478
CSJ: 0081-13-065
BEGIN PROJECT
IH 35W FRONTAGE ROADS
℄ IH 35W STA 219+83.68
TRM 72+0.450
END CSJ: 0081-13-065
BEGIN CSJ: 0081-13-065

LOCATION MAP
MARCH 2020

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

SCALE: 1"=100′
ROLL 1 OF 34

SHEET INDEX

ROLL 1: PLAN VIEW-IH 35W FRONTAGE ROADS BEGIN PROJECT TO STA 241+00
ROLL 2: PLAN VIEW-IH 35W FRONTAGE ROADS STA 241+00 TO STA 310+00
ROLL 3: PLAN VIEW-IH 35W FRONTAGE ROADS STA 310+00 TO STA 379+00
ROLL 4: PLAN VIEW-IH 35W FRONTAGE ROADS STA 379+00 TO STA 448+00
ROLL 5: PLAN VIEW-IH 35W FRONTAGE ROADS STA 448+00 TO STA 517+00
ROLL 6: PLAN VIEW-IH 35W FRONTAGE ROADS STA 517+00 TO STA 586+00
ROLL 7: PLAN VIEW-IH 35W FRONTAGE ROADS STA 586+00 TO STA 655+00
ROLL 8: PLAN VIEW-IH 35W FRONTAGE ROADS STA 655+00 TO STA 724+00
ROLL 9: PLAN VIEW-IH 35W FRONTAGE ROADS STA 724+00 TO STA 793+00
ROLL 10: PLAN VIEW-IH 35W FRONTAGE ROADS STA 793+00 TO STA 862+00
ROLL 11: PLAN VIEW-IH 35W FRONTAGE ROADS STA 862+00 TO END PROJECT
ROLL 12: PROFILE VIEW-IH 35W NBFR BEGIN PROJECT TO STA 416+00
ROLL 13: PROFILE VIEW-IH 35W NBFR STA 416+00 TO STA 604+00
ROLL 14: PROFILE VIEW-IH 35W NBFR STA 604+00 TO STA 792+00
ROLL 15: PROFILE VIEW-IH 35W NBFR STA 792+00 TO END PROJECT
ROLL 16: PROFILE VIEW-IH 35W SBFR BEGIN PROJECT TO STA 415+00
ROLL 17: PROFILE VIEW-IH 35W SBFR STA 415+00 TO STA 603+00
ROLL 18: PROFILE VIEW-IH 35W SBFR STA 603+00 TO STA 791+00
ROLL 19: PROFILE VIEW-IH 35W SBFR STA 791+00 TO STA END PROJECT
ROLL 20: PROFILE VIEW-IH 35W NBML BEGIN PROJECT TO STA 1388+00
ROLL 21: PROFILE VIEW-IH 35W NBML STA 1388+00 TO STA 1576+00
ROLL 22: PROFILE VIEW-IH 35W NBML STA 1576+00 TO 1764+00
ROLL 23: PROFILE VIEW-IH 35W NBML STA 1764+00 TO END PROJECT
ROLL 24: PROFILE VIEW-IH 35W SBML BEGIN PROJECT TO STA 2386+00
ROLL 25: PROFILE VIEW-IH 35W SBML STA 2386+00 TO STA 2574+00
ROLL 26: PROFILE VIEW-IH 35W SBML STA 2574+00 TO STA 2762+00
ROLL 27: PROFILE VIEW-IH 35W SBML STA 2762+00 TO END PROJECT
ROLL 28: PROFILE VIEW-IH 35W NB RAMPS
ROLL 29: PROFILE VIEW-IH 35W NB RAMPS
ROLL 30: PROFILE VIEW-IH 35W SB RAMPS
ROLL 31: PROFILE VIEW-IH 35W SB RAMPS
ROLL 32: PROFILE VIEW-IH 35W CROSS STREETS
ROLL 33: PROFILE VIEW-IH 35W CROSS STREETS
ROLL 34: PROFILE VIEW-IH 35W CROSS STREETS

Jacobs

PRELIMINARY FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND ARE NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
JESUS GONZALEZ JR., P.E.	111427	04/08/2020

Texas Department of Transportation®

DALLAS DISTRICT
DESIGN SCHEMATIC

MO BUR, P.E., DISTRICT ENGINEER

DENTON COUNTY

IH 35W FRONTAGE ROADS

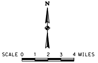
PROJECT LIMIT: FROM DALE EARNHARDT WAY
TO SOUTH OF IH 35E/IH 35W INTERCHANGE

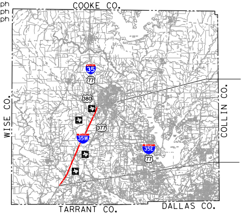
CONTROL: 0081-13-065

FUNCTIONAL CLASS: RURAL INTERSTATE

PROJECT LENGTH = 12.405 MILES (65,498.99 FT.)

ROADWAY TYPE	DESIGN SPEED
FREEWAY	70 mph
RAMPS	50 mph
FRONTAGE ROADS	45 mph
CROSS STREETS	45 mph


N
SCALE 0 1 2 3 4 MILES


COOKE CO.
WISE CO.
COLLIN CO.
TARRANT CO.
DALLAS CO.
35
77
380
377
35W
35E
77

END PROJECT
IH 35W FRONTAGE ROADS
℄ IH 35W STA 104+09.09
TRM 84+0.478
END CSJ: 0081-13-065

BEGIN PROJECT
IH 35W FRONTAGE ROADS
℄ IH 35W STA 219+83.68
TRM 72+0.450
BEGIN CSJ: 0081-13-065

LOCATION MAP

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

MARCH 2020

SCALE: 1"=100'

ROLL 2 OF 34

SHEET INDEX

ROLL 1: PLAN VIEW-IH 35W FRONTAGE ROADS BEGIN PROJECT TO STA 241+00
ROLL 2: PLAN VIEW-IH 35W FRONTAGE ROADS STA 241+00 TO STA 310+00
ROLL 3: PLAN VIEW-IH 35W FRONTAGE ROADS STA 310+00 TO STA 379+00
ROLL 4: PLAN VIEW-IH 35W FRONTAGE ROADS STA 379+00 TO STA 448+00
ROLL 5: PLAN VIEW-IH 35W FRONTAGE ROADS STA 448+00 TO STA 517+00
ROLL 6: PLAN VIEW-IH 35W FRONTAGE ROADS STA 517+00 TO STA 586+00
ROLL 7: PLAN VIEW-IH 35W FRONTAGE ROADS STA 586+00 TO STA 655+00
ROLL 8: PLAN VIEW-IH 35W FRONTAGE ROADS STA 655+00 TO STA 724+00
ROLL 9: PLAN VIEW-IH 35W FRONTAGE ROADS STA 724+00 TO STA 793+00
ROLL 10: PLAN VIEW-IH 35W FRONTAGE ROADS STA 793+00 TO STA 862+00
ROLL 11: PLAN VIEW-IH 35W FRONTAGE ROADS STA 862+00 TO END PROJECT
ROLL 12: PROFILE VIEW-IH 35W NBFR BEGIN PROJECT TO STA 416+00
ROLL 13: PROFILE VIEW-IH 35W NBFR STA 416+00 TO STA 604+00
ROLL 14: PROFILE VIEW-IH 35W NBFR STA 604+00 TO STA 792+00
ROLL 15: PROFILE VIEW-IH 35W NBFR STA 792+00 TO END PROJECT
ROLL 16: PROFILE VIEW-IH 35W SBFR BEGIN PROJECT TO STA 415+00
ROLL 17: PROFILE VIEW-IH 35W SBFR STA 415+00 TO STA 603+00
ROLL 18: PROFILE VIEW-IH 35W SBFR STA 603+00 TO STA 791+00
ROLL 19: PROFILE VIEW-IH 35W SBFR STA 791+00 TO STA END PROJECT
ROLL 20: PROFILE VIEW-IH 35W NBML BEGIN PROJECT TO STA 1388+00
ROLL 21: PROFILE VIEW-IH 35W NBML STA 1388+00 TO STA 1576+00
ROLL 22: PROFILE VIEW-IH 35W NBML STA 1576+00 TO 1764+00
ROLL 23: PROFILE VIEW-IH 35W NBML STA 1764+00 TO END PROJECT
ROLL 24: PROFILE VIEW-IH 35W SBML BEGIN PROJECT TO STA 2386+00
ROLL 25: PROFILE VIEW-IH 35W SBML STA 2386+00 TO STA 2574+00
ROLL 26: PROFILE VIEW-IH 35W SBML STA 2574+00 TO STA 2762+00
ROLL 27: PROFILE VIEW-IH 35W SBML STA 2762+00 TO END PROJECT
ROLL 28: PROFILE VIEW-IH 35W NB RAMPS
ROLL 29: PROFILE VIEW-IH 35W NB RAMPS
ROLL 30: PROFILE VIEW-IH 35W SB RAMPS
ROLL 31: PROFILE VIEW-IH 35W SB RAMPS
ROLL 32: PROFILE VIEW-IH 35W CROSS STREETS
ROLL 33: PROFILE VIEW-IH 35W CROSS STREETS
ROLL 34: PROFILE VIEW-IH 35W CROSS STREETS

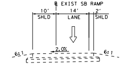
Jacobs

PRELIMINARY FOR INTERIM REVIEW ONLY

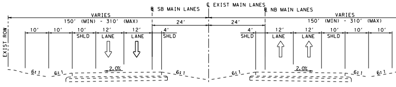
THESE DOCUMENTS ARE FOR INTERIM REVIEW AND ARE NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
JESUS GONZALEZ JR., P.E.	111427	04/08/2020

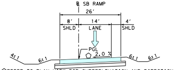
4/7/2020
I-35W-Sch02.dgn


℄ EXIST SB RAMP
10' SHLD
14' LANE
2' SHLD
2.0%
6:1
6:1

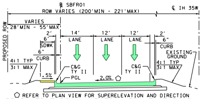
EXISTING TYPICAL SECTION
SB RAMPS


℄ EXIST MAIN LANES
℄ SB MAIN LANES
℄ NB MAIN LANES
EXIST ROW
VARIES
150' (MIN) - 310' (MAX)
24'
24'
10' 10' 10' SHLD 12' LANE 12' LANE 4' SHLD
4' SHLD 12' LANE 12' LANE 10' SHLD 10' 10'
2.0%
2.0%
6:1

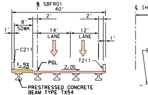
EXISTING TYPICAL SECTION MAIN LANES


℄ SB RAMP
26'
8' SHLD
14' LANE
4' SHLD
PGL
2.0 %
4:1
6:1
6:1
6:1

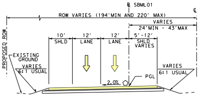
⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED ENTRANCE & EXIT RAMPS
TYPICAL SECTION
SBER292 STA 14+15.75 - STA 20+54.24


℄ SBFR01
ROW VARIES (200'MIN - 221'MAX)
℄ IH 35W
PROPOSED ROW
VARIES
28'MIN - 55'MAX
2'
6' SDWK
6" CURB
14' LANE
12' LANE
12' LANE
2'
6" CURB
EXISTING GROUND
4:1 TYP
3:1 MAX
C&G TY II
1.5%
PGL
2.0%

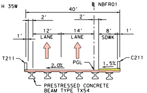
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
SBFR01 STA 298+49.15 - STA 309+68.71


℄ SBFR01
℄ IH
40'
2'
2'
1'
8' SDWK
14' LANE
12' LANE
1'
C211
T211
1.5%
PGL
2.0%
PRESTRESSED CONCRETE BEAM TYPE TX54

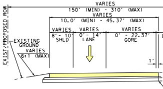
PROPOSED FRONTAGE BRIDGE
TYPICAL SECTION
SBFR01 STA 241+03.22 - STA 244+25.00
SBFR01 STA 250+52.00 - STA 257+48.00
SBFR01 STA 263+93.00 - STA 271+77.00
SBFR01 STA 273+95.00 - STA 280+10.00


℄ SBML01
ROW VARIES (194'MIN AND 220' MAX)
℄ IH 35W
PROPOSED ROW
VARIES
24'MIN - 43'MAX
10' SHLD
12' LANE
12' LANE
5'-12' SHLD VARIES
EXISTING GROUND
VARIES
6:1 USUAL
2.0%
PGL

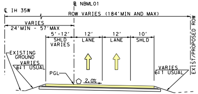
⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION MAINLANES
SBML01 STA 2300+36.71 - STA 2309+97.46


℄ NBFR01
40'
2'
2'
1'
12' LANE
14' LANE
8' SDWK
1'
T211
C211
2.0%
PGL
1.5%
PRESTRESSED CONCRETE BEAM TYPE TX54

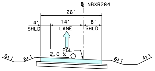
PROPOSED FRONTAGE BRIDGE
TYPICAL SECTION
NBFR01 STA 241+03.80 - STA 243+85.00
NBFR01 STA 250+81.00 - STA 257+29.00
NBFR01 STA 262+25.00 - STA 268+75.00
NBFR01 STA 272+25.00 - STA 278+35.00


EXIST/PROPOSED ROW
VARIES
150' (MIN) - 310' (MAX)
VARIES
10.0' (MIN) - 45.37' (MAX)
VARIES 8'- 10' SHLD
VARIES 0'- 14' LANE
VARIES 0' - 22.37' GORE
EXISTING GROUND
VARIES
6:1 (MAX)
1'

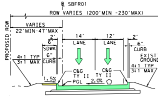
PROPOSED WIDENING TYPICAL SEC
SBML01 STA 2278+15.85 - STA 2


℄ NBML01
℄ IH 35W
ROW VARIES (184'MIN AND MAX)
VARIES
24'MIN - 57'MAX
5'-12' SHLD VARIES
12' LANE
12' LANE
10' SHLD
EXIST/PROPOSED ROW
EXISTING GROUND
VARIES
6:1 USUAL
PGL
2.0%

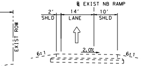
⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION MAINLANES
NBML01 STA 1300+42.47 - STA 1310+03.85


℄ NBXR284
26'
4' SHLD
14' LANE
8' SHLD
PGL
2.0 %
6:1
6:1
6:1
4:1

⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED ENTRANCE &
EXIT RAMPS TYPICAL SECTION
NBXR284 STA 17+68.63 - STA 25+08.01

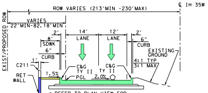

℄ SBFR01
ROW VARIES (200'MIN -230'MAX)
PROPOSED ROW
VARIES
22'MIN-47'MAX
2'
6' SDWK
6" CURB
14' LANE
12' LANE
2'
6" CURB
EXISTING GROUND
4:1 TYP
3:1 MAX
C&G TY II
1.5%
PGL
2.0%

⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DI
PROPOSED TYPICAL SECTION FRONTAG
SBFR01 STA 282+27.66 - STA 298+49.15



℄ EXIST NB RAMP
2'
SHLD
14'
LANE
10'
SHLD
EXIST ROW
6:1
2.0%
6:1

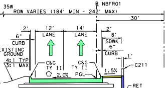
EXISTING TYPICAL SECTION
NB RAMPS



℄ IH 35W
ROW VARIES (213'MIN -230'MAX)
EXIST/PROPOSED ROW
VARIES
22'MIN-82.18'MIN
2'
8'
SDWK
6"
CURB
14'
LANE
12'
LANE
2'
6"
CURB
EXISTING GROUND
4:1 TYP
3:1 MAX
C211
1'
RET WALL
1.5%
C&G TY II
C&G TY II
PGL
2.0%
EXISTING GROUND

REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
① SIDEWALK VARIES FROM 8' TO 6'

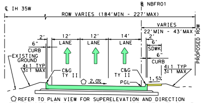
PROPOSED TYPICAL SECTION
FRONTAGE ROAD
WITH RETAINING WALL
SBFR01 STA 244+25.00 - STA 250+52.00
SBFR01 STA 257+48.00 - STA 263+93.00
SBFR01 STA 271+77.00 - STA 273+95.00
SBFR01 STA 280+10.00 - STA 282+27.66



35W
℄ NBFR01
ROW VARIES (184' MIN - 242' MAX)
30'
PROPOSED ROW
2'
12'
LANE
14'
LANE
2'
6"
CURB
8'
SDWK
6"
CURB
1'
C211
EXISTING GROUND
4:1 TYP
3:1 MAX
C&G TY II
C&G TY II
2.0%
PGL
1.5%
RET WALL
EXIST GROUND

REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

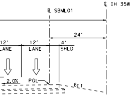
PROPOSED TYPICAL SECTION
FRONTAGE ROAD
WITH RETAINING WALL
NBFR01 STA 243+85.00 - STA 250+81.00
NBFR01 STA 257+29.00 - STA 262+25.00
NBFR01 STA 268+75.00 - STA 272+25.00
NBFR01 STA 278+35.00 - STA 281+31.95



℄ IH 35W
℄ NBFR01
ROW VARIES (184'MIN - 227'MAX)
VARIES
22'MIN - 43'MAX
PROPOSED ROW
2'
12'
LANE
12'
LANE
14'
LANE
2'
6'
SDWK
6"
CURB
6"
CURB
EXISTING GROUND
4:1 TYP
3:1 MAX
C&G TY II
C&G TY II
2.0%
PGL
1.5%
4:1 TYP
3:1 MAX

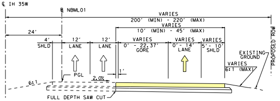
REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED TYPICAL SECTION FRONTAGE ROAD
NBFR01 STA 291+50.17 - STA 310+35.04



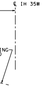
℄ IH 35W
℄ SBML01
24'
12'
LANE
12'
LANE
4'
SHLD
2.0%
PGL
6:1
FULL DEPTH SAW CUT

TION MAIN LANES
292+37.73

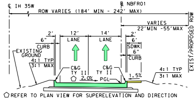


℄ IH 35W
℄ NBML01
VARIES
200' (MIN) - 220' (MAX)
VARIES
10' (MIN) - 45' (MAX)
24'
4'
SHLD
12'
LANE
12'
LANE
VARIES
0' - 22.37'
GORE
VARIES
0' - 14'
LANE
VARIES
5' - 10'
SHLD
EXISTING GROUND
VARIES
6:1 (MAX)
PROPOSED ROW
PGL
2.0%
1'
6:1
FULL DEPTH SAW CUT

PROPOSED WIDENING TYPICAL SECTION MAIN LANES
NBML01 STA 1277+42.50 - STA 1283+99.21



RECTION
E ROAD



℄ IH 35W
℄ NBFR01
ROW VARIES (184' MIN - 242' MAX)
VARIES
22'MIN -55'MAX
EXIST/PROPOSED ROW
2'
12'
LANE
14'
LANE
2'
6"
CURB
6'
SDWK
6"
CURB
EXISTING GROUND
4:1 TYP
3:1 MAX
C&G TY II
C&G TY II
2.0%
PGL
1.5%
4:1 TYP
3:1 MAX

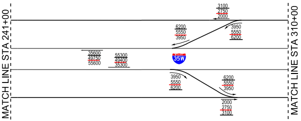
REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED TYPICAL SECTION FRONTAGE ROAD
NBFR01 STA 281+31.95 - STA 291+50.17

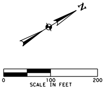
REASSIGNED TRAFFIC BASED ON PROPOSED SCHEMATIC. ORIGINAL NUMBERS PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION; TRANSPORTATION PROGRAMMING AND PLANNING DIVISION FOR YEARS 2025, 2045, 2055. DATED AUGUST 27, 2019, MODIFIED BY HNTB OCTOBER 25, 2019.

LEGEND
1000- 2025 ADT
1000- 2045 ADT
1000- 2055 ADT

SCALE: N.T.S.



MATCH LINE STA 241+00
MATCH LINE STA 310+00
3100
2750
2000
6200
5550
3950
3950
5550
6200
35600
49750
55600
55300
49400
35300
35W
3950
5550
6200
6200
5550
3950
2000
2750
3100



N
0
100
200
SCALE IN FEET

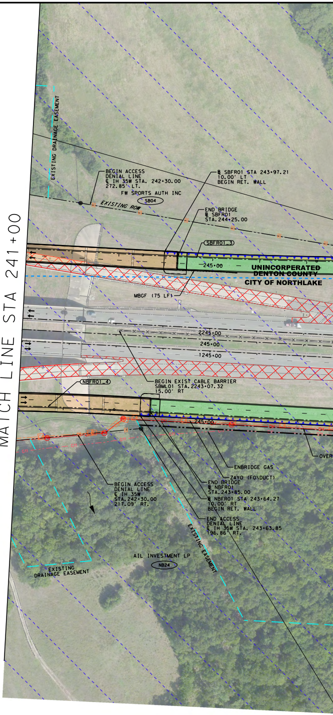
LEGEND	
🟨	PROPOSED MAINLANES
🟦	PROPOSED RAMPS
🟩	PROPOSED FRONTAGE ROADS
🟪	PROPOSED CROSS STREETS
🟧	PROPOSED BRIDGE
🟫	PROPOSED DRIVEWAYS
🟨	PROPOSED SIDEWALK
🟩	PROPOSED SIDEWALK (BY OTHERS)
⬜	PROPOSED PAVEMENT (BY OTHERS)
🟦	PROPOSED BRIDGE (BY OTHERS)
🟥	EXISTING BRIDGE (TO REMAIN)
▨	EXISTING PAVEMENT REMOVAL
▨	EXISTING DRAINAGE DITCH REMOVAL
▾▾▾	PROPOSED RETAINING WALL
‖‖‖	EXISTING DENIAL-OF-ACCESS
— - —	PROPOSED RIGHT-OF-WAY (R.O.W.)
— - —	PROPOSED RIGHT-OF-WAY (R.O.W.)(BY OTHERS)
— - —	EXISTING RIGHT-OF-WAY (R.O.W.)
- - -	PROPOSED DRAINAGE EASEMENT
- - -	EXISTING DRAINAGE EASEMENT
——	EXISTING PROPERTY LINES
▨	EXISTING 100-YEAR FLOODPLAIN
—×—	EXISTING CABLE BARRIER FENCE
—××—	PROPOSED CABLE BARRIER FENCE
- - -	CITY LIMITS

Parcel Number	Denton County Property	Owner Name
SB03	68663	BUCHANAN, BILLY H & BILLIE F TR BUCHANAN FAMILY TRUST
SB04	241779	FW SPORTS AUTH, INC
SB05	122848	WILLIAMS QUALITY RENTAL LLC
SB06	122848	WILLIAMS QUALITY RENTAL LLC
SB07	150123	WON CHANG, INC
SB11	70820	WON CHANG, INC
SB12	70817	YOUNG, JEAN
SB13	70832	YOUNG, JEAN
NB24	182990	AIL INVESTMENT LP
NB25	0	NOT AVAILABLE
NB26	68510	HENRY NORTHLAKE DEVELOPMENT
NB27	150125	HENRY NORTHLAKE DEVELOPMENT
NB28	68431	HENRY NORTHLAKE DEVELOPMENT
NB29	244899	HENRY NORTHLAKE DEVELOPMENT
NB30	70834	HENRY NORTHLAKE DEVELOPMENT
NB31	73877	HENRY NORTHLAKE DEVELOPMENT
NB32	97397	NELSON, DONNA
NB33	73881	NELSON, DONNA
NB34	97399	NELSON, DONNA
NB35	73876	LA ESTANCIA INVESTMENTS LP

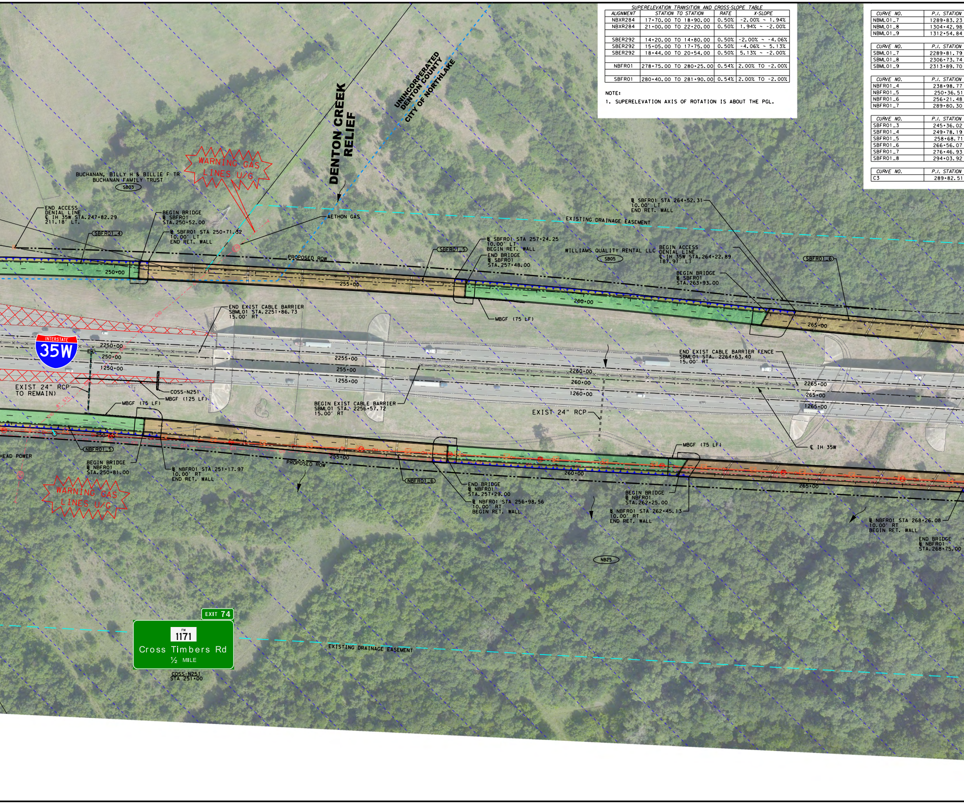
NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED SEPTEMBER 22, 2017 AND RECORD PLANS.
2. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAP PANELS 48121C0360G, 48121C0370G, 48121C0365G, 48121C0505G, 48121C0495G AND 48121C0515G.
3. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM DENTON COUNTY APPRAISAL DISTRICT (APRIL 30, 2019).
4. EXISTING CULVERT LOCATIONS, SIZE AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSE ONLY.
5. CURBS ON THE FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
6. CONVENTIONAL ROADWAY SIGNAGES (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
7. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN STAGE AND COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
8. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
9. ACCESS DENIAL BASED ON ℄ IH 35W STATIONING.

MATCH LINE STA 241+00



EXISTING DRAINAGE EASEMENT
BEGIN ACCESS DENIAL LINE
℄ IH 35W STA. 242+30.00
272.85' LT.
FW SPORTS AUTH INC
SB04
EXISTING ROW
℄ SBFR01 STA 243+97.21
10.00' LT
BEGIN RET. WALL
END BRIDGE
℄ SBFR01
STA. 244+25.00
SBFR01_3
245+00
UNINCORPERATED DENTON COUNTY
CITY OF NORTHLAKE
MBGF (75 LF)
2245+00
245+00
1245+00
BEGIN EXIST CABLE BARRIER
SBML01 STA. 2243+07.32
15.00' RT
NBFR01_4
245+00
OVER
ENBRIDGE GAS
ZAYO (FO\DUCT)
END BRIDGE
℄ NBFR01
STA. 243+85.00
℄ NBFR01 STA 243+64.27
10.00' RT
BEGIN RET. WALL
END ACCESS DENIAL LINE
℄ IH 35W STA. 243+63.85
196.86' RT.
BEGIN ACCESS DENIAL LINE
℄ IH 35W
STA. 242+30.00
217.09' RT.
EXISTING EASEMENT
AIL INVESTMENT LP
NB24
EXISTING DRAINAGE EASEMENT


DENTON CREEK RELIEF
UNINCORPORATED DENTON COUNTY
CITY OF NORTHLAKE
WARNING GAS LINES U/G
BUCHANAN, BILLY H & BILLIE F TR
BUCHANAN FAMILY TRUST
SB03
END ACCESS DENIAL LINE
℄ IH 35W STA.247+82.29
211.18' LT.
SBFR01_4
BEGIN BRIDGE
BL SBFR01
STA.250+52.00
BL SBFR01 STA 250+71.52
10.00' LT
END RET. WALL
AETHON GAS
EXISTING DRAINAGE EASEMENT
PROPOSED ROW
250+00
255+00
BL SBFR01 STA 257+24.25
10.00' LT
BEGIN RET. WALL
SBFR01_5
END BRIDGE
BL SBFR01
STA.257+48.00
WILLIAMS QUALITY RENTAL LLC
SB05
BEGIN ACCESS DENIAL LINE
℄ IH 35W STA.264+22.89
187.97' LT
BL SBFR01 STA 264+52.31
10.00' LT
END RET. WALL
BEGIN BRIDGE
BL SBFR01
STA.263+93.00
SBFR01_6
260+00
265+00
MBGF (75 LF)
END EXIST CABLE BARRIER
SBML01 STA.2251+86.73
15.00' RT
INTERSTATE
35W
2250+00
250+00
1250+00
2255+00
255+00
1255+00
2260+00
260+00
1260+00
2265+00
265+00
1265+00
END EXIST CABLE BARRIER FENCE
SBML01 STA. 2264+63.40
15.00' RT
EXIST 24" RCP
TO REMAIN)
COSS-N251
MBGF (125 LF)
MBGF (75 LF)
BEGIN EXIST CABLE BARRIER
SBML01 STA. 2256+57.72
15.00' RT
EXIST 24" RCP
℄ IH 35W
MBGF (75 LF)
HEAD POWER
NBFR01_5
BEGIN BRIDGE
BL NBFR01
STA.250+81.00
BL NBFR01 STA 251+17.97
10.00' RT
END RET. WALL
WARNING GAS LINES U/G
PROPOSED ROW
255+00
NBFR01_6
END BRIDGE
BL NBFR01
STA.257+29.00
BL NBFR01 STA 256+98.56
10.00' RT
BEGIN RET. WALL
260+00
BEGIN BRIDGE
BL NBFR01
STA.262+25.00
BL NBFR01 STA 262+45.13
10.00' RT
END RET. WALL
265+00
BL NBFR01 STA 268+26.08
10.00' RT
BEGIN RET. WALL
END BRIDGE
BL NBFR01
STA.268+75.00
NB25
EXIT 74
FM 1171
Cross Timbers Rd
½ MILE
COSS-N251
STA 251+00
EXISTING DRAINAGE EASEMENT
8" STL
G10
G11
OH

SUPERELEVATION TRANSITION AND CROSS-SLOPE TABLE

ALIGNMENT	STATION TO STATION	RATE	X-SLOPE
NBXR284	17+70.00 TO 18+90.00	0.50%	-2.00% ~ 1.94%
NBXR284	21+00.00 TO 22+20.00	0.50%	1.94% ~ -2.00%
SBER292	14+20.00 TO 14+80.00	0.50%	-2.00% ~ -4.06%
SBER292	15+05.00 TO 17+75.00	0.50%	-4.06% ~ 5.13%
SBER292	18+44.00 TO 20+54.00	0.50%	5.13% ~ -2.00%
NBFR01	278+75.00 TO 280+25.00	0.54%	2.00% TO -2.00%
SBFR01	280+40.00 TO 281+90.00	0.54%	2.00% TO -2.00%

NOTE:

1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

CURVE NO.	P.I. STATION
NBML01_7	1289+83.23
NBML01_8	1304+42.98
NBML01_9	1312+54.84

CURVE NO.	P.I. STATION
SBML01_7	2289+81.79
SBML01_8	2306+73.74
SBML01_9	2313+89.70

CURVE NO.	P.I. STATION
NBFR01_4	238+98.77
NBFR01_5	250+36.51
NBFR01_6	256+21.48
NBFR01_7	289+80.30

CURVE NO.	P.I. STATION
SBFR01_3	245+36.02
SBFR01_4	249+78.19
SBFR01_5	258+68.71
SBFR01_6	266+56.07
SBFR01_7	276+46.93
SBFR01_8	294+03.92

CURVE NO.	P.I. STATION
C3	289+82.51

NBML01

P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
7,070,211.29	2,352,293.90	10° 38' 45.43" LT	5,753.58'	0° 59' 44.98"	536.07'	1,069.06'	N 28° 39' 31.35" E	1,067.52'	1284+47.15	1295+16.21	N 33° 58' 54.07" E	N 23° 20' 08.64" E
7,071,554.47	2,352,873.36	3° 48' 45.31" RT	10,300.00'	0° 33' 22.57"	342.82'	685.38'	N 25° 14' 31.30" E	685.26'	1301+00.16	1307+85.55	N 23° 20' 08.64" E	N 27° 08' 53.95" E
7,072,277.11	2,353,243.93	3° 48' 45.31" LT	14,100.00'	0° 24' 22.87"	469.30'	938.24'	N 25° 14' 31.30" E	938.07'	1307+85.55	1317+23.79	N 27° 08' 53.95" E	N 23° 20' 08.64" E

SBML01

P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
7,070,234.41	2,352,251.60	10° 38' 45.43" LT	5,705.58'	1° 00' 15.14"	531.60'	1,060.14'	N 28° 39' 31.35" E	1,058.61'	2284+50.19	2295+10.33	N 33° 58' 54.07" E	N 23° 20' 08.64" E
7,071,790.77	2,352,923.03	3° 21' 44.09" LT	10,300.00'	0° 33' 22.57"	302.30'	604.43'	N 21° 39' 16.60" E	604.34'	2303+71.44	2309+75.87	N 23° 20' 08.64" E	N 19° 58' 24.55" E
7,072,463.82	2,353,167.65	3° 21' 44.09" RT	14,100.00'	0° 24' 22.87"	413.83'	827.42'	N 21° 39' 16.59" E	827.30'	2309+75.87	2318+03.29	N 19° 58' 24.55" E	N 23° 20' 08.64" E

NBFR01

P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
7,065,913.85	2,349,560.85	7° 50' 08.59" RT	6,000.00'	0° 57' 17.75"	410.92'	820.55'	N 30° 04' 03.04" E	819.92'	234+87.86	243+08.41	N 26° 08' 58.75" E	N 33° 59' 07.34" E
7,066,858.30	2,350,197.54	2° 44' 35.19" RT	10,230.00'	0° 33' 36.27"	244.93'	489.77'	N 35° 21' 24.93" E	489.73'	247+91.58	252+81.35	N 33° 59' 07.34" E	N 36° 43' 42.53" E
7,067,327.22	2,350,547.42	2° 44' 35.19" LT	14,206.00'	0° 24' 11.96"	340.13'	680.13'	N 35° 21' 24.93" E	680.07'	252+81.35	259+61.48	N 36° 43' 42.53" E	N 33° 59' 07.34" E
7,070,112.39	2,352,425.01	10° 37' 51.27" LT	13,020.00'	0° 26' 24.22"	1,211.37'	2,415.79'	N 28° 40' 11.70" E	2,412.32'	277+68.93	301+84.72	N 33° 59' 07.34" E	N 23° 21' 16.06" E

SBFR01

P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
7,066,629.40	2,349,642.83	2° 04' 24.64" LT	10,230.00'	0° 33' 36.27"	185.13'	370.22'	N 32° 56' 55.01" E	370.20'	243+50.89	247+21.11	N 33° 59' 07.33" E	N 31° 54' 42.69" E
7,067,004.77	2,349,876.59	2° 04' 24.64" RT	14,206.00'	0° 24' 11.96"	257.08'	514.11'	N 32° 56' 55.01" E	514.08'	247+21.11	252+35.22	N 31° 54' 42.69" E	N 33° 59' 07.33" E
7,067,743.22	2,350,374.40	3° 12' 09.60" RT	14,240.00'	0° 24' 08.49"	398.09'	795.97'	N 35° 35' 12.13" E	795.87'	254+70.62	262+66.59	N 33° 59' 07.33" E	N 37° 11' 16.93" E
7,068,370.65	2,350,850.44	3° 12' 09.60" LT	13,932.00'	0° 24' 40.51"	389.48'	778.76'	N 35° 35' 12.13" E	778.66'	262+66.59	270+45.35	N 37° 11' 16.93" E	N 33° 59' 07.33" E
7,069,192.42	2,351,404.42	3° 33' 05.49" LT	8,000.00'	0° 42' 58.31"	248.02'	495.89'	N 32° 12' 34.58" E	495.81'	273+98.91	278+94.80	N 33° 59' 07.33" E	N 30° 26' 01.83" E
7,070,707.45	2,352,294.49	7° 05' 53.19" LT	14,030.00'	0° 24' 30.17"	870.17'	1,738.11'	N 26° 53' 05.24" E	1,737.00'	285+33.75	302+71.86	N 30° 26' 01.83" E	N 23° 20' 08.64" E

IH 35W

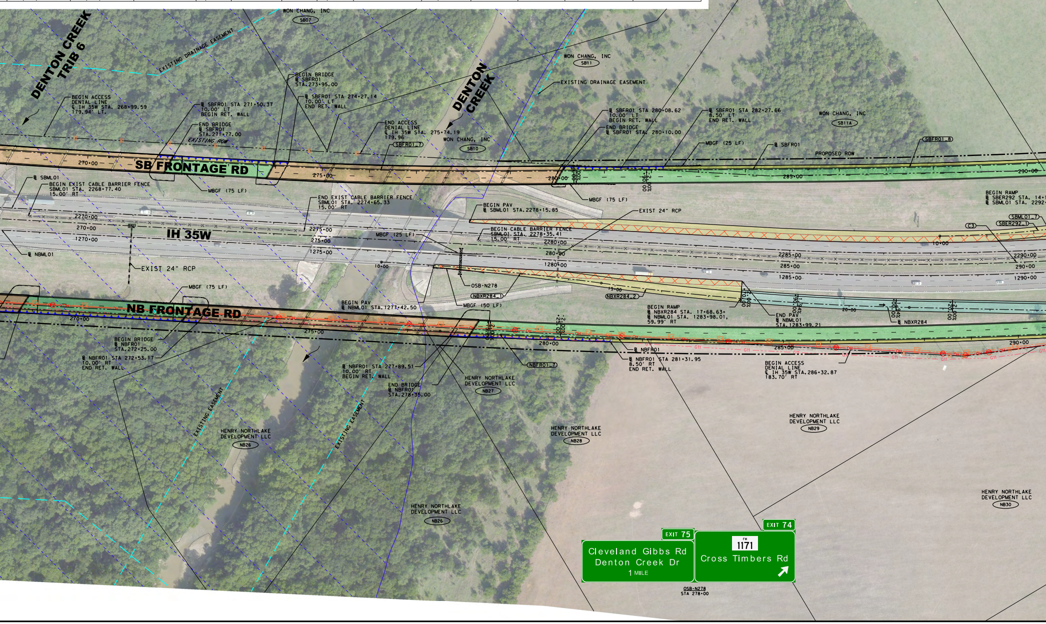
P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
7,070,222.85	2,352,272.75	10° 38' 45.43" LT	5,729.58'	1° 00' 00.00"	533.83'	1,064.60'	N 28° 39' 31.35" E	1,063.06'	284+48.68	295+13.27	N 33° 58' 54.07" E	N 23° 20' 08.64" E

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	
NBXR284_1	12+35.23	7,069,271.16	2,351,689.16	4° 42' 07.16" RT	5,729.58'	1°
NBXR284_2	17+99.54	7,069,711.86	2,352,042.02	6° 34' 44.50" LT	5,730.00'	0°
NBXR284_3	27+56.16	7,070,522.81	2,352,550.82	5° 48' 04.84" LT	2,295.00'	2°

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	
SBER292_1	13+30.28	7,070,409.95	2,352,286.37	16° 44' 18.81" LT	2,245.00'	2°
SBER292_2	18+05.59	7,070,876.64	2,352,398.70	11° 56' 06.16" RT	1,432.39'	4°
SBER292_3	20+04.24	7,071,056.96	2,352,484.59	0° 24' 25.59" LT	14,074.00'	0°
SBER292_4	21+66.41	7,071,203.86	2,352,553.29	6° 43' 22.09" LT	1,909.86'	3°
SBER292_5	23+63.68	7,071,391.36	2,352,615.44	5° 07' 03.71" RT	1,909.86'	3°

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	
NBER316_1	10+84.90	7,072,001.82	2,353,214.71	6° 47' 02.87" LT	1,432.39'	4°

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	
SBXR320_1	10+84.82	7,072,191.20	2,352,960.73	6° 46' 39.15" RT	1,432.39'	4°


DENTON CREEK TRIB 6
EXISTING DRAINAGE EASEMENT
WON CHANG, INC
SB07
BEGIN ACCESS DENIAL LINE ℄ IH 35W STA. 268+99.59 179.94' LT.
℄ SBFR01 STA 271+50.37 10.00' LT BEGIN RET. WALL
END BRIDGE ℄ SBFR01 STA. 271+77.00
EXISTING ROW
BEGIN BRIDGE ℄ SBFR01 STA. 273+95.00
℄ SBFR01 STA 274+27.14 10.00' LT END RET. WALL
DENTON CREEK
END ACCESS DENIAL LINE ℄ IH 35W STA. 275+74.19 179.96
WON CHANG, INC
SB10
SBFR01_7
WON CHANG, INC
SB11
EXISTING DRAINAGE EASEMENT
℄ SBFR01 STA 280+08.62 10.00' LT BEGIN RET. WALL
END BRIDGE ℄ SBFR01 STA. 280+10.00
℄ SBFR01 STA 282+27.66 8.50' LT END RET. WALL
WON CHANG, INC
SB11A
MBGF (25 LF)
℄ SBFR01
PROPOSED ROW
SBFR01_8
SB FRONTAGE RD
270+00
275+00
280+00
285+00
290+00
℄ SBML01
BEGIN EXIST CABLE BARRIER FENCE SBML01 STA. 2268+77.40 15.00' RT
MBGF (75 LF)
END EXIST CABLE BARRIER FENCE SBML01 STA. 2274+65.33 15.00' RT
BEGIN PAV ℄ SBML01 STA. 2278+15.85
MBGF (75 LF)
EXIST 24" RCP
BEGIN CABLE BARRIER FENCE SBML01 STA. 2278+35.41 15.00' RT
MBGF (25 LF)
BEGIN RAMP ℄ SBER292 STA. 14+ ℄ SBML01 STA. 2292+
SBML01_7
SBER292_1
C3
10+00
IH 35W
2270+00
270+00
1270+00
2275+00
275+00
1275+00
2280+00
280+00
1280+00
2285+00
285+00
1285+00
2290+00
290+00
1290+00
℄ NBML01
EXIST 24" RCP
OSB-N278
NBXR284_1
NBXR284_2
15+00
20+00
MBGF (75 LF)
MBGF (50 LF)
BEGIN PAV ℄ NBML01 STA. 1277+42.50
BEGIN RAMP ℄ NBXR284 STA. 17+68.63= ℄ NBML01 STA. 1283+98.01, 59.99' RT
END PAV ℄ NBML01 STA. 1283+99.21
℄ NBXR284
NB FRONTAGE RD
270+00
275+00
280+00
285+00
290+00
BEGIN BRIDGE ℄ NBFR01 STA. 272+25.00
℄ NBFR01 STA 272+53.17 10.00' RT END RET. WALL
℄ NBFR01 STA 277+89.51 10.00' RT BEGIN RET. WALL
END BRIDGE ℄ NBFR01 STA. 278+35.00
NBFR01_7
℄ NBFR01
℄ NBFR01 STA 281+31.95 8.50' RT END RET. WALL
BEGIN ACCESS DENIAL LINE ℄ IH 35W STA. 286+32.87 183.70' RT
EXISTING EASEMENT
EXISTING EASEMENT
HENRY NORTHLAKE DEVELOPMENT LLC
NB26
HENRY NORTHLAKE DEVELOPMENT LLC
NB26
HENRY NORTHLAKE DEVELOPMENT LLC
NB27
HENRY NORTHLAKE DEVELOPMENT LLC
NB28
HENRY NORTHLAKE DEVELOPMENT LLC
NB29
HENRY NORTHLAKE DEVELOPMENT LLC
NB30
EXIT 75
Cleveland Gibbs Rd
Denton Creek Dr
1 MILE
EXIT 74
FM 1171
Cross Timbers Rd
OSB-N278
STA 278+00

NBXR284

DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
00′ 00.00"	235.23′	470.20′	N 36° 19′ 57.64" E	470.07′	10+00.00	14+70.20	N 33° 58′ 54.07" E	N 38° 41′ 01.22" E
59′ 59.73"	329.34′	657.95′	N 35° 23′ 38.97" E	657.59′	14+70.20	21+28.15	N 38° 41′ 01.22" E	N 32° 06′ 16.73" E
29′ 47.57"	116.29′	232.37′	N 29° 12′ 14.31" E	232.28′	26+39.87	28+72.25	N 32° 06′ 16.73" E	N 26° 18′ 11.89" E

SBER292

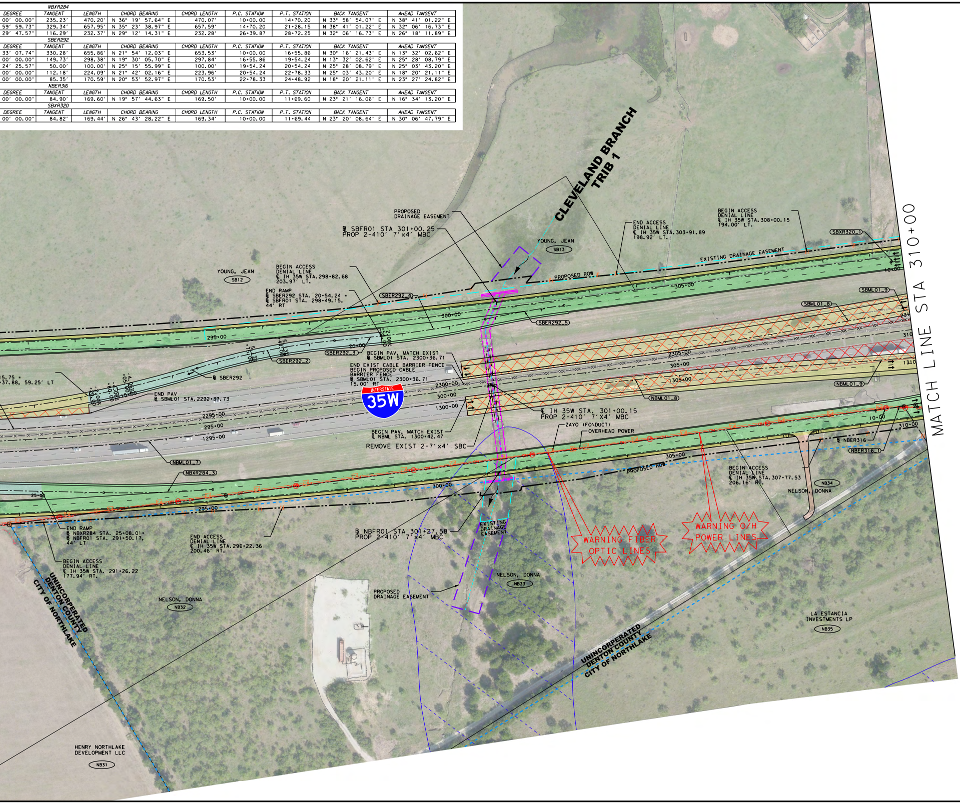
DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
33′ 07.74"	330.28′	655.86′	N 21° 54′ 12.03" E	653.53′	10+00.00	16+55.86	N 30° 16′ 21.43" E	N 13° 32′ 02.62" E
00′ 00.00"	149.73′	298.38′	N 19° 30′ 05.70" E	297.84′	16+55.86	19+54.24	N 13° 32′ 02.62" E	N 25° 28′ 08.79" E
24′ 25.57"	50.00′	100.00′	N 25° 15′ 55.99" E	100.00′	19+54.24	20+54.24	N 25° 28′ 08.79" E	N 25° 03′ 43.20" E
00′ 00.00"	112.18′	224.09′	N 21° 42′ 02.16" E	223.96′	20+54.24	22+78.33	N 25° 03′ 43.20" E	N 18° 20′ 21.11" E
00′ 00.00"	85.35′	170.59′	N 20° 53′ 52.97" E	170.53′	22+78.33	24+48.92	N 18° 20′ 21.11" E	N 23° 27′ 24.82" E

NBER316

DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
00′ 00.00"	84.90′	169.60′	N 19° 57′ 44.63" E	169.50′	10+00.00	11+69.60	N 23° 21′ 16.06" E	N 16° 34′ 13.20" E

SBXR320

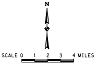
DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
00′ 00.00"	84.82′	169.44′	N 26° 43′ 28.22" E	169.34′	10+00.00	11+69.44	N 23° 20′ 08.64" E	N 30° 06′ 47.79" E

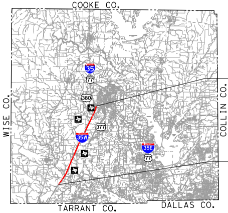

CLEVELAND BRANCH TRIB 1
PROPOSED DRAINAGE EASEMENT
℄ SBFR01 STA 301+00.25 PROP 2-410′ 7′x4′ MBC
YOUNG, JEAN SB13
YOUNG, JEAN SB12
BEGIN ACCESS DENIAL LINE ℄ IH 35W STA.298+82.68 203.97′ LT.
END RAMP ℄ SBER292 STA. 20+54.24 = ℄ SBFR01 STA. 298+49.15, 44′ RT
END ACCESS DENIAL LINE ℄ IH 35W STA.303+91.89 198.92′ LT.
BEGIN ACCESS DENIAL LINE ℄ IH 35W STA.308+00.15 194.00′ LT.
SBXR320_1
EXISTING DRAINAGE EASEMENT
PROPOSED ROW
SBER292_4
SBER292_5
SBER292_3
SBER292_2
℄ SBER292
SBML01_9
SBML01_8
NBML01_9
NBML01_8
NBML01_7
NBXR284_3
295+00
300+00
305+00
310+00
20+00
25+00
10+00
2295+00
2300+00
2305+00
1295+00
1300+00
1305+00
1310
BEGIN PAV, MATCH EXIST ℄ SBML01 STA. 2300+36.71
END EXIST CABLE BARRIER FENCE BEGIN PROPOSED CABLE BARRIER FENCE ℄ SBML01 STA. 2300+36.71 15.00′ RT
15.75 = +37.88, 59.25′ LT
END PAV ℄ SBML01 STA.2292+37.73
INTERSTATE 35W
℄ IH 35W STA. 301+00.15 PROP 2-410′ 7′X4′ MBC
ZAYO (FO\DUCT)
OVERHEAD POWER
BEGIN PAV, MATCH EXIST ℄ NBML STA. 1300+42.47
REMOVE EXIST 2-7′x4′ SBC
℄ NBER316
NBER316_1
BEGIN ACCESS DENIAL LINE ℄ IH 35W STA.307+77.53 206.16′ RT.
NB34
NELSON, DONNA
WARNING FIBER OPTIC LINES
WARNING O/H POWER LINES
END RAMP ℄ NBXR284 STA. 25+08.01= ℄ NBFR01 STA. 291+50.17, 44′ LT
END ACCESS DENIAL LINE ℄ IH 35W STA.296+22.36 200.46′ RT.
℄ NBFR01 STA 301+27.58 PROP 2-410′ 7′x4′ MBC
EXISTING DRAINAGE EASEMENT
BEGIN ACCESS DENIAL LINE ℄ IH 35W STA. 291+26.22 177.94′ RT.
UNINCORPERATED DENTON COUNTY CITY OF NORTHLAKE
NELSON, DONNA NB33
NELSON, DONNA NB32
PROPOSED DRAINAGE EASEMENT
LA ESTANCIA INVESTMENTS LP NB35
UNINCORPERATED DENTON COUNTY CITY OF NORTHLAKE
HENRY NORTHLAKE DEVELOPMENT LLC NB31
MATCH LINE STA 310+00

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
MO BUR, P.E., DISTRICT ENGINEER
DENTON COUNTY
IH 35W FRONTAGE ROADS
PROJECT LIMIT: FROM DALE EARNHARDT WAY
TO SOUTH OF IH 35E/IH 35W INTERCHANGE
CONTROL: 0081-13-065
FUNCTIONAL CLASS: RURAL INTERSTATE
PROJECT LENGTH = 12.405 MILES (65,498.99 FT.)

ROADWAY TYPE	DESIGN SPEED
FREEWAY	70 mph
RAMPS	50 mph
FRONTAGE ROADS	45 mph
CROSS STREETS	45 mph


N
SCALE 0 1 2 3 4 MILES


COOKE CO.
WISE CO.
COLLIN CO.
TARRANT CO.
DALLAS CO.
35
77
380
377
35W
35E
77

END PROJECT
IH 35W FRONTAGE ROADS
℄ IH 35W STA 104+09.09
TRM 84+0.478
CSJ: 0081-13-065

BEGIN PROJECT
IH 35W FRONTAGE ROADS
℄ IH 35W STA 219+83.68
TRM 72+0.450
END CSJ: 0081-13-065
BEGIN CSJ: 0081-13-065

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

LOCATION MAP
MARCH 2020
SCALE: 1"=100'
ROLL 2 OF 34

SHEET INDEX

ROLL 1:	PLAN VIEW-IH 35W FRONTAGE ROADS BEGIN PROJECT TO STA 241+00
ROLL 2:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 241+00 TO STA 310+00
ROLL 3:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 310+00 TO STA 379+00
ROLL 4:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 379+00 TO STA 448+00
ROLL 5:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 448+00 TO STA 517+00
ROLL 6:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 517+00 TO STA 586+00
ROLL 7:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 586+00 TO STA 655+00
ROLL 8:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 655+00 TO STA 724+00
ROLL 9:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 724+00 TO STA 793+00
ROLL 10:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 793+00 TO STA 862+00
ROLL 11:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 862+00 TO END PROJECT
ROLL 12:	PROFILE VIEW-IH 35W NBFR BEGIN PROJECT TO STA 416+00
ROLL 13:	PROFILE VIEW-IH 35W NBFR STA 416+00 TO STA 604+00
ROLL 14:	PROFILE VIEW-IH 35W NBFR STA 604+00 TO STA 792+00
ROLL 15:	PROFILE VIEW-IH 35W NBFR STA 792+00 TO END PROJECT
ROLL 16:	PROFILE VIEW-IH 35W SBFR BEGIN PROJECT TO STA 415+00
ROLL 17:	PROFILE VIEW-IH 35W SBFR STA 415+00 TO STA 603+00
ROLL 18:	PROFILE VIEW-IH 35W SBFR STA 603+00 TO STA 791+00
ROLL 19:	PROFILE VIEW-IH 35W SBFR STA 791+00 TO STA END PROJECT
ROLL 20:	PROFILE VIEW-IH 35W NBML BEGIN PROJECT TO STA 1388+00
ROLL 21:	PROFILE VIEW-IH 35W NBML STA 1388+00 TO STA 1576+00
ROLL 22:	PROFILE VIEW-IH 35W NBML STA 1576+00 TO 1764+00
ROLL 23:	PROFILE VIEW-IH 35W NBML STA 1764+00 TO END PROJECT
ROLL 24:	PROFILE VIEW-IH 35W SBML BEGIN PROJECT TO STA 2386+00
ROLL 25:	PROFILE VIEW-IH 35W SBML STA 2386+00 TO STA 2574+00
ROLL 26:	PROFILE VIEW-IH 35W SBML STA 2574+00 TO STA 2762+00
ROLL 27:	PROFILE VIEW-IH 35W SBML STA 2762+00 TO END PROJECT
ROLL 28:	PROFILE VIEW-IH 35W NB RAMPS
ROLL 29:	PROFILE VIEW-IH 35W NB RAMPS
ROLL 30:	PROFILE VIEW-IH 35W SB RAMPS
ROLL 31:	PROFILE VIEW-IH 35W SB RAMPS
ROLL 32:	PROFILE VIEW-IH 35W CROSS STREETS
ROLL 33:	PROFILE VIEW-IH 35W CROSS STREETS
ROLL 34:	PROFILE VIEW-IH 35W CROSS STREETS

Jacobs

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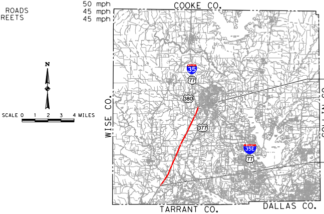
NAME	P.E. NO.	DATE
JESUS GONZALEZ JR., P.E.	111427	04/08/2020

4/7/2020
I-35W-Sch02.dgn

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
MO BUR, P.E., DISTRICT ENGINEER
DENTON COUNTY
IH 35W FRONTAGE ROADS
PROJECT LIMIT: FROM DALE EARNHARDT WAY
TO SOUTH OF IH 35E/IH 35W INTERCHANGE
CONTROL: 0081-13-065
FUNCTIONAL CLASS: RURAL INTERSTATE
PROJECT LENGTH = 12.405 MILES (65,498.99 FT.)

ROADWAY TYPE	DESIGN SPEED
FREEWAY	70 mph
RAMPS	50 mph
FRONTAGE ROADS	45 mph
CROSS STREETS	45 mph


COOKE CO.
WISE CO.
COLLIN CO.
TARRANT CO.
DALLAS CO.
N
SCALE 0 1 2 3 4 MILES
35
77
380
377
35E
77

END PROJECT
IH 35W FRONTAGE ROADS
℄ IH 35W STA 104+09.09
TRM 84+0.478
END CSJ: 0081-13-065

BEGIN PROJECT
IH 35W FRONTAGE ROADS
℄ IH 35W STA 219+83.68
TRM 72+0.450
BEGIN CSJ: 0081-13-065

LOCATION MAP
MARCH 2020
SCALE: 1"=100'
ROLL 3 OF 34

SHEET INDEX

ROLL 1:	PLAN VIEW-IH 35W FRONTAGE ROADS BEGIN PROJECT TO STA 241+00
ROLL 2:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 241+00 TO STA 310+00
ROLL 3:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 310+00 TO STA 379+00
ROLL 4:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 379+00 TO STA 448+00
ROLL 5:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 448+00 TO STA 517+00
ROLL 6:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 517+00 TO STA 586+00
ROLL 7:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 586+00 TO STA 655+00
ROLL 8:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 655+00 TO STA 724+00
ROLL 9:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 724+00 TO STA 793+00
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ROLL 11:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 862+00 TO END PROJECT
ROLL 12:	PROFILE VIEW-IH 35W NBFR BEGIN PROJECT TO STA 416+00
ROLL 13:	PROFILE VIEW-IH 35W NBFR STA 416+00 TO STA 604+00
ROLL 14:	PROFILE VIEW-IH 35W NBFR STA 604+00 TO STA 792+00
ROLL 15:	PROFILE VIEW-IH 35W NBFR STA 792+00 TO END PROJECT
ROLL 16:	PROFILE VIEW-IH 35W SBFR BEGIN PROJECT TO STA 415+00
ROLL 17:	PROFILE VIEW-IH 35W SBFR STA 415+00 TO STA 603+00
ROLL 18:	PROFILE VIEW-IH 35W SBFR STA 603+00 TO STA 791+00
ROLL 19:	PROFILE VIEW-IH 35W SBFR STA 791+00 TO END PROJECT
ROLL 20:	PROFILE VIEW-IH 35W NBML BEGIN PROJECT TO STA 1388+00
ROLL 21:	PROFILE VIEW-IH 35W NBML STA 1388+00 TO STA 1576+00
ROLL 22:	PROFILE VIEW-IH 35W NBML STA 1576+00 TO STA 1764+00
ROLL 23:	PROFILE VIEW-IH 35W NBML STA 1764+00 TO END PROJECT
ROLL 24:	PROFILE VIEW-IH 35W SBML BEGIN PROJECT TO STA 2386+00
ROLL 25:	PROFILE VIEW-IH 35W SBML STA 2386+00 TO STA 2574+00
ROLL 26:	PROFILE VIEW-IH 35W SBML STA 2574+00 TO STA 2762+00
ROLL 27:	PROFILE VIEW-IH 35W SBML STA 2762+00 TO END PROJECT
ROLL 28:	PROFILE VIEW-IH 35W NB RAMPS
ROLL 29:	PROFILE VIEW-IH 35W NB RAMPS
ROLL 30:	PROFILE VIEW-IH 35W SB RAMPS
ROLL 31:	PROFILE VIEW-IH 35W SB RAMPS
ROLL 32:	PROFILE VIEW-IH 35W CROSS STREETS
ROLL 33:	PROFILE VIEW-IH 35W CROSS STREETS
ROLL 34:	PROFILE VIEW-IH 35W CROSS STREETS

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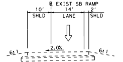
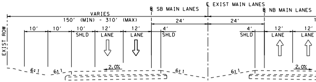
JESUS GONZALEZ JR., P.E.	111427	04/08/2020
NAME	P.E. NO.	DATE

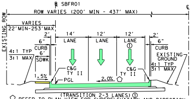
4/7/2020
i-35W-Sch-03.dgn


℄ EXIST SB RAMP
10' SHLD
14' LANE
2' SHLD
2.0%
6:1
6:1

EXISTING TYPICAL SECTION
SB RAMPS


℄ EXIST MAIN LANES
℄ SB MAIN LANES
℄ NB MAIN LANES
VARIES
150' (MIN) - 310' (MAX)
EXIST ROW
24'
24'
10'
10'
10' SHLD
12' LANE
12' LANE
4' SHLD
4' SHLD
12' LANE
12' LANE
2.0%
2.0%
6:1
6:1
6:1
6:1

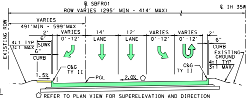
EXISTING TYPICAL SECTION MAIN LANES


℄ SBFR01
℄ IH 35W
ROW VARIES (200' MIN - 437' MAX)
EXISTING ROW
VARIES
22'MIN-253'MAX
2'
6" CURB
6' SDWK
4:1 TYP
3:1 MAX
14' LANE
12' LANE
12' LANE ①
2'
6" CURB
EXISTING GROUND
4:1 TYP
3:1 MAX
C&G TY II
C&G TY II
1.5%
PGL
2.0%

(TRANSITION 2-3 LANES) ①
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED FRONTAGE ROAD TYPICAL SECTION

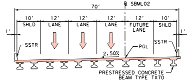
SBFR01 STA 309+68.71 - STA 312+74.09
①SBFR01 STA 316+76.60 - STA 323+93.34
SBFR01 STA 358+24.86 - STA 377+24.38


℄ SBFR01
℄ IH 35W
ROW VARIES (295' MIN - 414' MAX)
EXISTING ROW
VARIES
491'MIN - 599'MAX
2'
6' SDWK
6" CURB
4:1 TYP
3:1 MAX
VARIES 0'-12'
14' LANE
12' LANE
VARIES 0'-12'
VARIES 0'-12'
2'
6" CURB
EXISTING GROUND
4:1 TYP
3:1 MAX
C&G TY II
C&G TY II
1.5%
PGL
2.0%

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

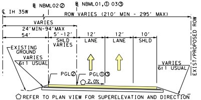
PROPOSED TYPICAL SECTION FRONTAGE ROAD

SBFR01 STA 328+27.00 - STA 334+38.33


℄ SBML02
70'
10' SHLD
12' LANE
12' LANE
12' LANE
12' FUTURE LANE
10' SHLD
1'
1'
SSTR
SSTR
PGL
2.50%
PRESTRESSED CONCRETE BEAM TYPE TX70

PROPOSED MAINLANE BRIDGE TYPICAL SECTION

SBML02 STA 2324+53.25 - STA 2328+79.25

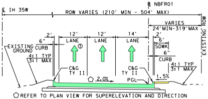

℄ NBML02②
℄ NBML01,① 03③
℄ IH 35W
ROW VARIES (210' MIN - 295' MAX)
EXIST/PROPOSED ROW
VARIES
24'MIN-94'MAX
54'
5'-12' SHLD VARIES
12' LANE
12' LANE
10' SHLD
EXISTING GROUND
VARIES
6:1 USUAL
VARIES
6:1 USUAL
PGL②
PGL①③
2.0%

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED TYPICAL SECTION MAINLANES

NBML01 STA 1310+03.85 - STA 1317+23.79 ①
NBML02 STA 1340+33.02 - STA 1340+50.00 ②
NBML03 STA 1340+50.00 - STA 1358+91.12 ③

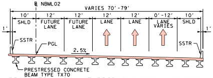
℄ IH 35W
RO
EXISTING GROUND
6'
CUR
4:1
3:1
⬠REFER TO
PROPOSE
N
N
N


℄ NBFR01
℄ IH 35W
ROW VARIES (210' MIN - 504' MAX)
EXISTING ROW
VARIES
24'MIN-319'MAX
2'
6" CURB
EXISTING GROUND
4:1 TYP
3:1 MAX
12' LANE ①
12' LANE
14' LANE
2'
6' SDWK
6" CURB
4:1 TYP
3:1 MAX
C&G TY II
C&G TY II
2.0%
PGL
1.5%

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
①(TRANSITION 3-2 LANES)

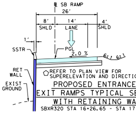
PROPOSED TYPICAL SECTION FRONTAGE ROAD

NBFR01 STA 310+35.04 - STA 312+61.66
① NBFR01 STA 330+27.64 - STA 337+35.00
NBFR01 STA 345+63.08 - STA 365+82.89


℄ NBML02
VARIES 70'-79'
10' SHLD
12' FUTURE LANE
12' FUTURE LANE
12' LANE
12' LANE
0'-12' LANE VARIES
10' SHLD
1'
1'
SSTR
SSTR
PGL
2.5%
PRESTRESSED CONCRETE BEAM TYPE TX70

PROPOSED MAINLANE BRIDGE TYPICAL SECTION

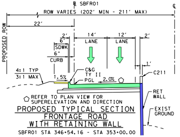
NBML02 STA 1325+20.50 - STA 1329+46.50


℄ SB RAMP
26'
8' SHLD
14' LANE
4' SHLD
1'
SSTR
PGL
2.0 %
6:1
6:1
RET WALL
EXIST GROUND

⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED ENTRANCE &
EXIT RAMPS TYPICAL SECTION
WITH RETAINING WALL

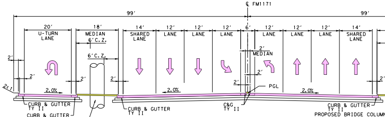
SBXR320 STA 16+26.65 - STA 17+31.44


℄ SBFR01
℄
ROW VARIES (202' MIN - 211' MAX)
PROPOSED ROW
22'
2'
6' SDWK
6" CURB
14' LANE
12' LANE
2'
1'
4:1 TYP
3:1 MAX
1.5%
C&G TY II
PGL
2.0%
C211
RET WALL
EXIST GROUND

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

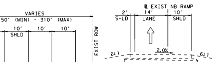
PROPOSED TYPICAL SECTION
FRONTAGE ROAD
WITH RETAINING WALL

SBFR01 STA 346+54.16 - STA 353+00.00

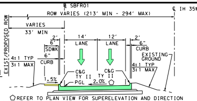

℄ FM1171
99'
99'
20' U-TURN LANE
18' MEDIAN
6'C.Z.
6'C.Z.
14' SHARED LANE
12' LANE
12' LANE
12' LANE
6'
2' MEDIAN
12' LANE
12' LANE
12' LANE
14' SHARED LANE
2'
2'
2'
2'
2'
2'
2'
2:1
2.0%
2.0%
2.0%
PGL
CURB & GUTTER TY II
CURB & GUTTER TY II
PROPOSED BRIDGE COLUMN
CURB & GUTTER TY II
C&G TY II
CURB & GUTTER TY II
PROPOSED BRIDGE COLUMN
CURB & TY II

PROPOSED TYPICAL SECTION F.M. 1171

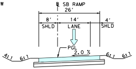
FM1171 STA 193+00.00 - STA 212+42.66


VARIES
50' (MIN) - 310' (MAX)
10' 10' 10'
SHLD
℄ EXIST NB RAMP
2' 14' 10'
SHLD LANE SHLD
EXIST ROW
2.0%
6:1 6:1 6:1 6:1

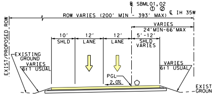
EXISTING TYPICAL SECTION
NB RAMPS


℄ SBFR01
ROW VARIES (213' MIN - 294' MAX)
℄ IH 35W
EXIST/PROPOSED ROW
VARIES
33' MIN
2' 6' SDWK 6" CURB
14' LANE 12' LANE
2' 6" CURB
4:1 TYP 3:1 MAX
EXISTING GROUND
C&G TY II
C&G TY II
1.5%
PGL
2.0%

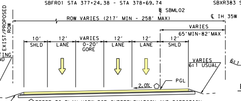
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
SBFR01 STA 312+74.09 - STA 316+76.60
SBFR01 STA 334+38.33 - STA 346+54.16
SBFR01 STA 353+00.00 - STA 358+24.86
SBFR01 STA 377+24.38 - STA 378+69.74


℄ SB RAMP
26'
8' 14' 4'
SHLD LANE SHLD
PGL
2.0 %
4:1 6:1 6:1 6:1

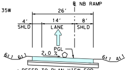
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION
SBXR320 STA 13+31.72 - STA 16+26.65
SBER348 STA 14+24.83 - STA 24+35.35
SBXR383 STA 14+41.57 - STA 15+88.25


℄ SBML01,02 ① ②
ROW VARIES (200' MIN - 393' MAX)
℄ IH 35W
VARIES
24'MIN-66'MAX
10' SHLD
12' LANE
12' LANE
5'-12' SHLD VARIES
EXIST/PROPOSED ROW
EXISTING GROUND
VARIES 6:1 USUAL
VARIES 6:1 USUAL
PGL
2.0%

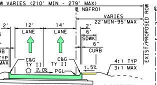
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION MAINLANES
① SBML01 STA 2309+97.46 - SBML02 STA 2317+03.43
② SBML02 STA 2348+37.82 - SBML02 STA 2355+27.76


℄ SBML02
ROW VARIES (217' MIN - 258' MAX)
℄ IH 35W
EXIST/PROPOSED ROW
VARIES
65'MIN-82'MAX
10' SHLD
12' LANE
VARIES 0-20' GORE
12' LANE
12' LANE
12' SHLD
EXISTING GROUND
VARIES 6:1 USUAL
VARIES 6:1 USUAL
2.0%
PGL

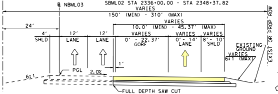
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION MAINLANES
SBML02 STA 2336+00.00 - STA 2348+37.82


℄ NB RAMP
26'
4' 14' 8'
SHLD LANE SHLD
PGL
2.0 %
6:1 6:1 6:1 4:1

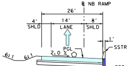
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION
NBER316 STA 13+26.32 - STA 18+22.60
NBXR340 STA 18+48.38 - STA 21+13.59
NBER375 STA 15+22.34 - STA 23+13.26


ROW VARIES (210' MIN - 279' MAX)
℄ NBFR01
VARIES
22'MIN-95'MAX
2' 12' LANE 14' LANE
2' 6' SDWK 6" CURB
EXIST/PROPOSED ROW
C&G TY II
C&G TY II
2.0%
PGL
1.5%
4:1 TYP 3:1 MAX

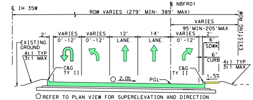
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
NBFR01 STA 312+61.66 - STA 319+72.33
NBFR01 STA 337+35.00 - STA 345+63.08
NBFR01 STA 365+82.89 - STA 379+35.70


℄ IH 35W
℄ NBML03
VARIES
150' (MIN) - 310' (MAX)
24'
VARIES
10.0' (MIN) - 45.37' (MAX)
4' SHLD
12' LANE
12' LANE
VARIES 0' - 22.37' GORE
VARIES 0'- 14' LANE
VARIES 8'- 10' SHLD
EXISTING GROUND
VARIES 6:1 (MAX)
EXIST OR PROP ROW
6:1
PGL
2.0%
1'
FULL DEPTH SAW CUT

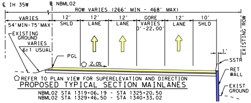
PROPOSED WIDENING TYPICAL SECTION MAIN LANES
NBML03 STA 1373+37.06 - 1379+00.00


℄ NB RAMP
26'
4' 14' 8'
SHLD LANE SHLD
1'
SSTR
PGL
2.0 %
6:1 6:1
RET WALL
EXIST GROUND

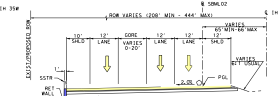
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION WITH RETAINING WALL
NBXR340 STA 16+13.97 - STA 18+48.38


℄ IH 35W
℄ NBFR01
ROW VARIES (279' MIN- 389' MAX)
VARIES
95'MIN-205'MAX
2' VARIES 0'-12' VARIES 0'-12' 12' LANE 14' LANE VARIES 0'-12' 2'
6' SDWK 6" CURB
EXISTING ROW
EXISTING GROUND
4:1 TYP 3:1 MAX
C&G TY II
C&G TY II
2.0%
PGL
1.5%
4:1 TYP 3:1 MAX

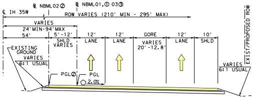
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
NBFR01 STA 319+72.33 - STA 325+80.45


℄ IH 35W
℄ NBML02
ROW VARIES (266' MIN - 468' MAX)
VARIES
54'MIN-75'MAX
12' SHLD
12' LANE
12' LANE
GORE VARIES 0'-22.00'
12' LANE
10' SHLD
EXISTING ROW
EXISTING GROUND
VARIES 6:1 USUAL
PGL
2.0%
1'
SSTR
RET WALL
EXIST GROUND

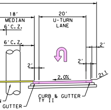
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION MAINLANES
NBML02 STA 1319+06.19 - STA 1325+20.50
NBML02 STA 1329+46.50 - STA 1340+33.02


IH 35W
℄ SBML02
ROW VARIES (208' MIN - 444' MAX)
℄ IH 35W
VARIES
65'MIN-66'MAX
10' SHLD
12' LANE
GORE VARIES 0-20'
12' LANE
12' LANE
12' SHLD
EXIST/PROPOSED ROW
VARIES 6:1 USUAL
1'
SSTR
RET WALL
EXIST GROUND
2.0%
PGL

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION MAINLANES WITH RETAINING WALL
SBML02 STA 2317+03.43 - STA 2324+53.25
SBML02 STA 2328+79.25 - STA 2336+00.00


℄ NBML02②
℄ NBML01,① 03③
℄ IH 35W
ROW VARIES (210' MIN - 295' MAX)
VARIES
24'MIN-94'MAX
54'
5'-12' SHLD VARIES
12' LANE
12' LANE
GORE VARIES 20'-12.8'
12' LANE
10' SHLD
EXIST/PROPOSED ROW
EXISTING GROUND
VARIES 6:1 USUAL
VARIES 6:1 USUAL
PGL②
PGL
2.0%

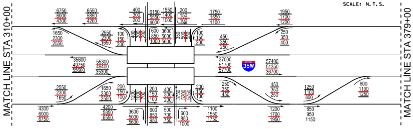
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION MAINLANES
NBML02 STA 1317+25.00 - STA 1319+06.19 ②

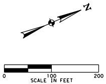

18'
MEDIAN
6' C.Z.
20'
U-TURN LANE
6' C.Z.
2'
2'
2'
2.0%
2:1
GUTTER
CURB & GUTTER TY II

REASSIGNED TRAFFIC BASED ON PROPOSED SCHEMATIC. ORIGINAL NUMBERS PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION; TRANSPORTATION PROGRAMMING AND PLANNING DIVISION FOR YEARS 2025, 2045, 2055. DATED AUGUST 27, 2019, MODIFIED BY HNTB OCTOBER 25, 2019.

LEGEND
1000- 2025 ADT
1000- 2045 ADT
1000- 2055 ADT

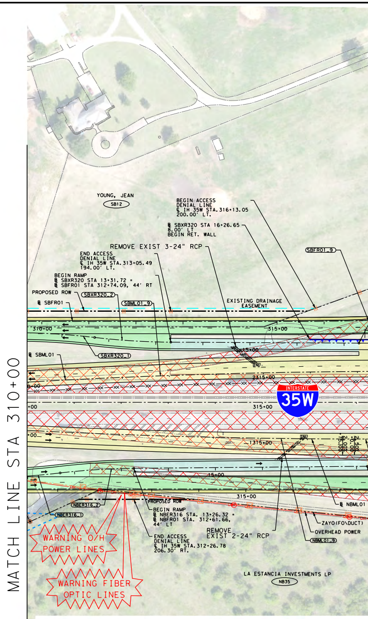
SCALE: N.T.S.


FM 1171
MATCH LINE STA 310+00
MATCH LINE STA 379+00
6750 6000 4300
6550 5850 4200
400 300 200
6150 5550 4000
1550 1400 1000
200 150 100
1750 1550 1100
1950 1700 1200
1650 2300 2550
2550 2300 1650
100 150 200
400 300 200
600 850 1000
3600 5000 5600
350 500 550
100 150 200
450 350 250
250 350 450
35600 49750 55600
55300 49400 35300
37000 51700 57700
57400 51350 36700
35W
2550 2300 1650
1650 2300 2550
200 150 100
200 150 100
400 300 200
3750
200 150 100
250 350 450
450 350 250
1250 1100 800
800 1100 1250
4300 6000 6750
4200 5850 6550
3600 5000 5600
600 850 950
500 700 750
600 850 1000
1100 1550 1750
1200 1700 1950
650 950 1150


N
0
100
200
SCALE IN FEET

LEGEND

🟨	PROPOSED MAINLANES
🟦	PROPOSED RAMPS
🟩	PROPOSED FRONTAGE ROADS
🟪	PROPOSED CROSS STREETS
🟧	PROPOSED BRIDGE
🟫	PROPOSED DRIVEWAYS
🟨	PROPOSED SIDEWALK
🟩	PROPOSED SIDEWALK (BY OTHERS)
⬜	PROPOSED PAVEMENT (BY OTHERS)
🟦	PROPOSED BRIDGE (BY OTHERS)
🟥	EXISTING BRIDGE (TO REMAIN)
▨	EXISTING PAVEMENT REMOVAL
▨	EXISTING DRAINAGE DITCH REMOVAL
⌃⌃⌃	PROPOSED RETAINING WALL
|||	EXISTING DENIAL-OF-ACCESS
— - - ·	PROPOSED RIGHT-OF-WAY (R.O.W.)
— - - ·	PROPOSED RIGHT-OF-WAY (R.O.W.) (BY OTHERS)
— - - ·	EXISTING RIGHT-OF-WAY (R.O.W.)
- - - -	PROPOSED DRAINAGE EASEMENT
- - - -	EXISTING DRAINAGE EASEMENT
——	EXISTING PROPERTY LINES
☐	EXISTING 100-YEAR FLOODPLAIN
—×—	EXISTING CABLE BARRIER FENCE
—××—	PROPOSED CABLE BARRIER FENCE
- - -	CITY LIMITS


MATCH LINE STA 310+00
YOUNG, JEAN
SB12
BEGIN ACCESS DENIAL LINE
℄ IH 35W STA. 316+13.05
200.00' LT.
℄ SBXR320 STA 16+26.65
8.00' LT
BEGIN RET. WALL
REMOVE EXIST 3-24" RCP
SBFR01_9
END ACCESS DENIAL LINE
℄ IH 35W STA. 313+05.49
194.00' LT.
BEGIN RAMP
℄ SBXR320 STA 13+31.72 =
℄ SBFR01 STA 312+74.09, 44' RT
PROPOSED ROW
SBXR320_2
℄ SBFR01
SBML01_9
EXISTING DRAINAGE EASEMENT
310+00
315+00
℄ SBML01
SBXR320_1
2315+00
INTERSTATE
35W
1315+00
NBER316_2
NBER316_1
PROPOSED ROW
BEGIN RAMP
℄ NBER316 STA. 13+26.32 =
℄ NBFR01 STA. 312+61.66,
44' LT
END ACCESS DENIAL LINE
℄ IH 35W STA. 312+26.78
206.30' RT.
REMOVE EXIST 2-24" RCP
℄ NBML01
ZAYO (FO DUCT)
OVERHEAD POWER
NBML01_9
WARNING O/H POWER LINES
WARNING FIBER OPTIC LINES
LA ESTANCIA INVESTMENTS LP
NB35

Parcel Number	Denton County Property	Owner Name
SB12	70817	YOUNG, JEAN
SB14	23383	BEALL CONCRETE ENTERPRISES
SB15	716677	NORTHLAKE CORNERS LLC
SB16	70822	HADDOCK, ELSIE LOU
SB17	199196	FAVOR INVESTMENT CO LTD
SB18	70858	HADDOCK, RAYMOND A & ELSIE
SB19	70803	FAVOR INVESTMENT CO LTD
SB20	70784	LIGON, JACQUELINE S & LIGON, LANE E & NEWSOM, IRENE ETAL
SB21	7220440	PECAN SQUARE 1, LLC
NB35	73876	LA ESTANCIA INVESTMENTS LP
NB36	466337	DENTON COUNTY, TEXAS
NB37	73875	HW INDIAN SPRINGS LP
NB38	70799	HW INDIAN SPRINGS LP
NB39	72404	AIL INVESTMENT LP

NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED SEPTEMBER 22, 2017 AND RECORD PLANS.
2. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAP PANELS 48121C0360G, 48121C0370G, 48121C0365G, 48121C0505G, 48121C0495G AND 48121C0515G.
3. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM DENTON COUNTY APPRAISAL DISTRICT (APRIL 30, 2019).
4. EXISTING CULVERT LOCATIONS, SIZE AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSE ONLY.
5. CURBS ON THE FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
6. CONVENTIONAL ROADWAY SIGNAGES (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
7. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN STAGE AND COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
8. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
9. ACCESS DENIAL BASED ON ℄ IH 35W STATIONING.

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS
NBML01_9	1312+54.84	7,072,277.11	2,353,243.93	3° 48' 45.31" LT	14,100.00'

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS
NBML02_1	1330+95.92	7,073,976.30	2,353,950.82	2° 44' 44.23" RT	10,336.00'
NBML02_2	1336+81.03	7,074,501.93	2,354,208.08	2° 44' 24.37" LT	14,112.00'

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS
NBML03_1	1345+84.40	7,075,326.77	2,354,577.00	4° 20' 27.81" LT	14,100.00'
NBML03_2	1355+08.68	7,076,201.20	2,354,878.00	4° 20' 27.81" RT	10,300.00'

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS
SBML01_9	2313+89.70	7,072,463.82	2,353,167.65	3° 21' 44.09" RT	14,100.00'

SBML02_1	2331+47.76	7,074,081.31	2,353,865.44	2° 04' 24.64" LT	10,336.00'
SBML02_2	2335+89.94	7,074,493.43	2,354,025.81	2° 04' 24.64" RT	14,100.00'
SBML02_3	2343+31.43	7,075,174.32	2,354,319.55	3° 57' 04.77" RT	14,100.00'
SBML02_4	2351+72.73	7,075,922.34	2,354,705.42	3° 57' 04.77" LT	10,300.00'

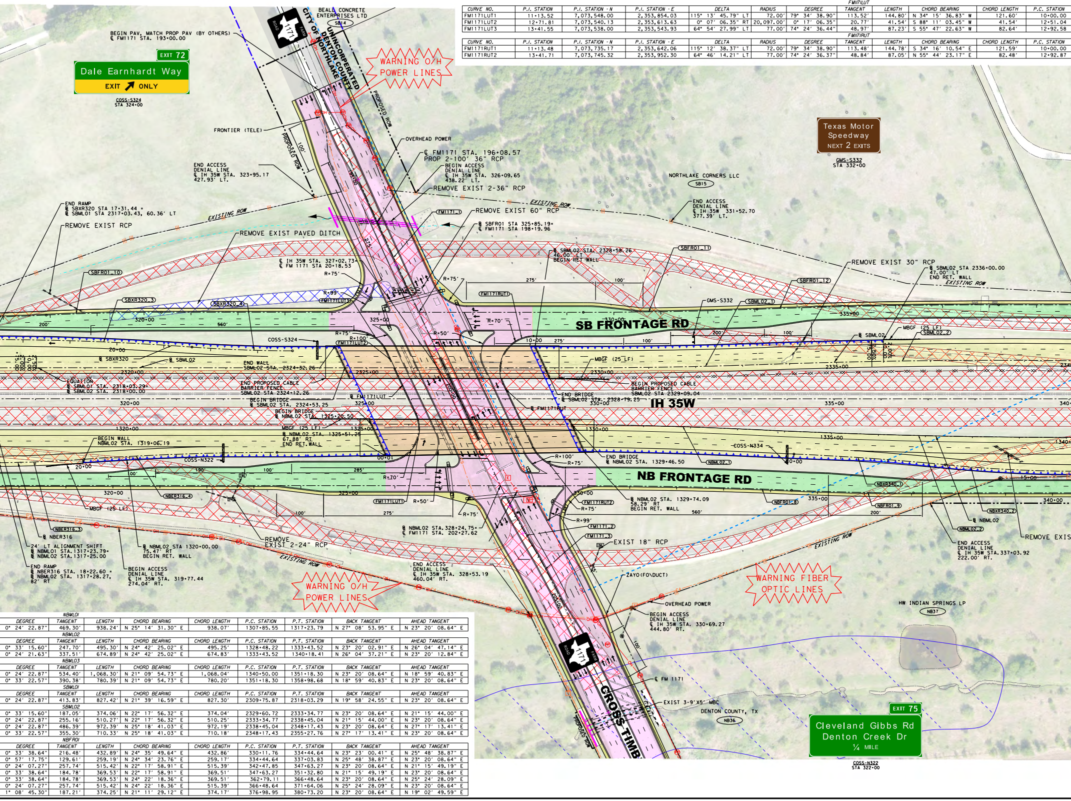
CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS
NBFR01_8	332+28.23	7,074,018.63	2,354,111.82	2° 25' 38.46" RT	10,218.00'
NBFR01_9	335+74.26	7,074,330.20	2,354,262.51	2° 28' 30.23" LT	6,000.00'
NBFR01_10	345+05.59	7,075,185.38	2,354,631.44	2° 04' 19.45" LT	14,252.00'
NBFR01_11	349+48.05	7,075,597.77	2,354,791.93	2° 04' 19.45" RT	10,218.00'
NBFR01_12	364+63.90	7,076,989.66	2,355,392.40	2° 04' 19.45" RT	10,218.00'
NBFR01_13	369+06.38	7,077,389.38	2,355,582.27	2° 04' 19.45" LT	14,252.00'
NBFR01_14	378+86.16	7,078,289.07	2,355,970.40	4° 17' 19.05" LT	5,000.00'

FM1171LUT

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION
FM1171LUT1	11+13.52	7,073,548.00	2,353,854.03	115° 13′ 45.79" LT	72.00′	79° 34′ 38.90"	113.52′	144.80′	N 34° 15′ 36.83" W	121.60′	10+00.00
FM1171LUT2	12+71.81	7,073,540.13	2,353,613.63	0° 07′ 06.35" RT	20,097.00′	0° 17′ 06.35"	20.77′	41.54′	S 88° 11′ 03.45" W	41.54′	12+51.04
FM1171LUT3	13+41.55	7,073,538.00	2,353,543.93	64° 54′ 27.99" LT	77.00′	74° 24′ 36.44"	48.97′	87.23′	S 55° 47′ 22.63" W	82.64′	12+92.58

FM1171RUT

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION
FM1171RUT1	11+13.48	7,073,735.17	2,353,642.06	115° 12′ 38.37" LT	72.00′	79° 34′ 38.90"	113.48′	144.78′	S 34° 16′ 10.54" E	121.59′	10+00.00
FM1171RUT2	13+41.71	7,073,745.32	2,353,952.30	64° 46′ 14.21" LT	77.00′	74° 24′ 36.37"	48.84′	87.05′	N 55° 44′ 23.17" E	82.48′	12+92.87


BEALL CONCRETE
ENTERPRISES LTD
SB14
FARM 1171 ROAD
CITY OF NORTHLAKE
UNINCORPERATED DENTON COUNTY
BEGIN PAV, MATCH PROP PAV (BY OTHERS)
℄ FM1171 STA. 193+00.00
EXIT 72
Dale Earnhardt Way
EXIT ONLY
COSS-S324
STA 324+00
WARNING O/H POWER LINES
PROPOSED ROW
FRONTIER (TELE)
100′
OVERHEAD POWER
℄ FM1171 STA. 196+08.57
PROP 2-100′ 36" RCP
BEGIN ACCESS DENIAL LINE
℄ IH 35W STA. 326+09.65
438.22′ LT.
END ACCESS DENIAL LINE
℄ IH 35W STA. 323+95.17
427.93′ LT.
REMOVE EXIST 2-36" RCP
EXISTING ROW
END RAMP
BL SBXR320 STA 17+31.44 =
BL SBML01 STA 2317+03.43, 60.36′ LT
REMOVE EXIST RCP
REMOVE EXIST 60" RCP
FM1171_1
BL SBFR01 STA 325+85.19=
℄ FM1171 STA 198+19.96
REMOVE EXIST PAVED DITCH
275′
NORTHLAKE CORNERS LLC
SB15
END ACCESS DENIAL LINE
℄ IH 35W 331+52.70
377.39′ LT.
Texas Motor Speedway
NEXT 2 EXITS
GMS-S332
STA 332+00
BL SBML02 STA. 2328+58.26
46.00′ LT
BEGIN RET WALL
SBFR01_11
℄ IH 35W STA. 327+02.73=
℄ FM 1171 STA 20+18.53
R=75′
R=99′
SBFR01_10
SBXR320_3
SBXR320_4
FM1171LUT3
FM1171RUT1
REMOVE EXIST 30" RCP
BL SBML02 STA 2336+00.00
47.00′ LT
END RET. WALL
SBFR01_12
GMS-S332
SBML02_1
100′
200′
320+00
560′
325+00
R=70′
R=50′
R=100′
330+00
335+00
SB FRONTAGE RD
FM1171LUT2
10+00
COSS-S324
MBGF (25 LF)
BL SBML02
SBML02_2
20+00
BL SBXR320
BL SBML02
END WALL
SBML02 STA. 2324+32.26
2320+00
2325+00
2330+00
2335+00
EQUATION
BL SBML01 STA. 2318+03.29=
BL SBML02 STA. 2318+00.00
END PROPOSED CABLE BARRIER FENCE
SBML02 STA 2324+12.26
BEGIN BRIDGE
BL SBML02 STA. 2324+53.25
BL FM1171LUT
BEGIN PROPOSED CABLE BARRIER FENCE
SBML02 STA 2329+09.04
END BRIDGE
BL SBML02 STA. 2328+79.25
BL FM1171RUT
IH 35W
340+00
BEGIN BRIDGE
BL NBML02 STA. 1325+20.50
MBGF (25 LF)
BL NBML02 STA. 1325+51.25
67.88′ RT
END RET.WALL
1320+00
1325+00
1330+00
1335+00
1340+00
BEGIN WALL
NBML02 STA. 1319+06.19
COSS-N322
COSS-N334
END BRIDGE
BL NBML02 STA. 1329+46.50
NBML02_1
NB FRONTAGE RD
190′
285′
NBXR340_1
15+00
NBER316_4
MBGF (25 LF)
FM1171LUT1
FM1171RUT2
BL NBML02 STA. 1329+74.09
58.29′ RT
BEGIN RET. WALL
NBFR01_8
NBFR01_9
NBXR340_2
BL NBML02
NBML02_2
REMOVE EXIS
R=99′
FM1171_2
FM1171_3
EXIST 18" RCP
NBER316_3
BL NBER316
24′ LT ALIGNMENT SHIFT
BL NBML01 STA. 1317+23.79=
BL NBML02 STA. 1317+25.00
BL NBML02 STA 1320+00.00
75.47′ RT
BEGIN RET. WALL
REMOVE EXIST 2-24" RCP
BL NBML02 STA. 328+24.75=
℄ FM1171 STA. 202+27.62
END ACCESS DENIAL LINE
℄ IH 35W STA. 328+53.19
460.04′ RT.
END ACCESS DENIAL LINE
℄ IH 35W STA. 337+03.92
222.00′ RT.
END RAMP
BL NBER316 STA. 18+22.60 =
BL NBML02 STA. 1317+28.27,
82′ RT
BEGIN ACCESS DENIAL LINE
℄ IH 35W STA. 319+77.44
274.04′ RT.
WARNING O/H POWER LINES
WARNING FIBER OPTIC LINES
ZAYO(FO\DUCT)
OVERHEAD POWER
BEGIN ACCESS DENIAL LINE
℄ IH 35W STA. 330+69.27
444.80′ RT.
HW INDIAN SPRINGS LP
NB37
FARM 1171 ROAD
℄ FM 1171
EXIST 3-9′X5′ MBC
DENTON COUNTY, TX
NB36
CROSS TIMB
EXIT 75
Cleveland Gibbs Rd
Denton Creek Dr
¼ MILE
COSS-N322
STA 322+00

NBML01

DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
0° 24′ 22.87"	469.30′	938.24′	N 25° 14′ 31.30" E	938.07′	1307+85.55	1317+23.79	N 27° 08′ 53.95" E	N 23° 20′ 08.64" E

NBML02

DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
0° 33′ 15.60"	247.70′	495.30′	N 24° 42′ 25.02" E	495.25′	1328+48.22	1333+43.52	N 23° 20′ 02.91" E	N 26° 04′ 47.14" E
0° 24′ 21.63"	337.51′	674.89′	N 24° 42′ 25.02" E	674.83′	1333+43.52	1340+18.41	N 26° 04′ 37.21" E	N 23° 20′ 12.84" E

NBML03

DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
0° 24′ 22.87"	534.40′	1,068.30′	N 21° 09′ 54.73" E	1,068.04′	1340+50.00	1351+18.30	N 23° 20′ 08.64" E	N 18° 59′ 40.83" E
0° 33′ 22.57"	390.38′	780.39′	N 21° 09′ 54.73" E	780.20′	1351+18.30	1358+98.68	N 18° 59′ 40.83" E	N 23° 20′ 08.64" E

SBML01

DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
0° 24′ 22.87"	413.83′	827.42′	N 21° 39′ 16.59" E	827.30′	2309+75.87	2318+03.29	N 19° 58′ 24.55" E	N 23° 20′ 08.64" E

SBML02

0° 33′ 15.60"	187.05′	374.06′	N 22° 17′ 56.32" E	374.04′	2329+60.72	2333+34.77	N 23° 20′ 08.64" E	N 21° 15′ 44.00" E
0° 24′ 22.87"	255.16′	510.27′	N 22° 17′ 56.32" E	510.25′	2333+34.77	2338+45.04	N 21° 15′ 44.00" E	N 23° 20′ 08.64" E
0° 24′ 22.87"	486.39′	972.39′	N 25° 18′ 41.03" E	972.19′	2338+45.04	2348+17.43	N 23° 20′ 08.64" E	N 27° 17′ 13.41" E
0° 33′ 22.57"	355.30′	710.33′	N 25° 18′ 41.03" E	710.18′	2348+17.43	2355+27.76	N 27° 17′ 13.41" E	N 23° 20′ 08.64" E

NBFR01

DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
0° 33′ 38.64"	216.48′	432.89′	N 24° 35′ 49.64" E	432.86′	330+11.76	334+44.64	N 23° 23′ 00.41" E	N 25° 48′ 38.87" E
0° 57′ 17.75"	129.61′	259.19′	N 24° 34′ 23.76" E	259.17′	334+44.64	337+03.83	N 25° 48′ 38.87" E	N 23° 20′ 08.64" E
0° 24′ 07.27"	257.74′	515.42′	N 22° 17′ 58.91" E	515.39′	342+47.85	347+63.27	N 23° 20′ 08.64" E	N 21° 15′ 49.19" E
0° 33′ 38.64"	184.78′	369.53′	N 22° 17′ 58.91" E	369.51′	347+63.27	351+32.80	N 21° 15′ 49.19" E	N 23° 20′ 08.64" E
0° 33′ 38.64"	184.78′	369.53′	N 24° 22′ 18.36" E	369.51′	362+79.11	366+48.64	N 23° 20′ 08.64" E	N 25° 24′ 28.09" E
0° 24′ 07.27"	257.74′	515.42′	N 24° 22′ 18.36" E	515.39′	366+48.64	371+64.06	N 25° 24′ 28.09" E	N 23° 20′ 08.64" E
1° 08′ 45.30"	187.21′	374.25′	N 21° 11′ 29.12" E	374.17′	376+98.95	380+73.20	N 23° 20′ 08.64" E	N 19° 02′ 49.59" E

P.T. STATION	BACK TANGENT	AHEAD TANGENT
11+44.80	N 23° 21′ 16.06" E	S 88° 07′ 30.27" W
12+92.58	S 88° 07′ 30.27" W	S 88° 14′ 36.63" W
13+79.81	S 88° 14′ 36.63" W	S 23° 20′ 08.64" W

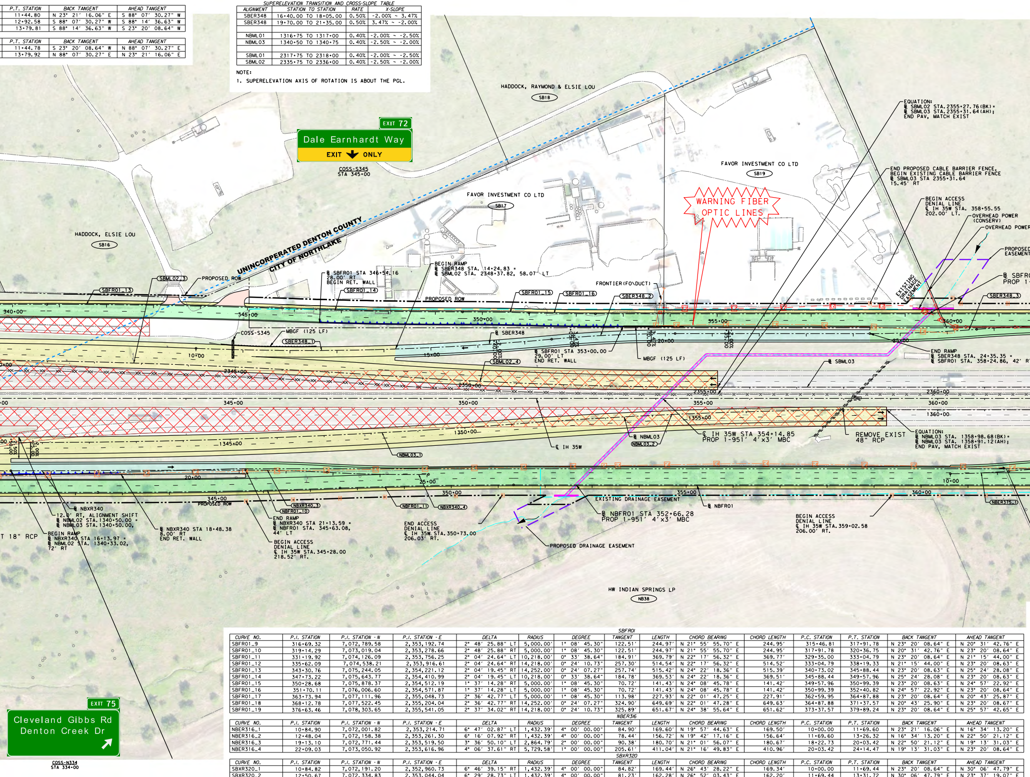
P.T. STATION	BACK TANGENT	AHEAD TANGENT
11+44.78	S 23° 20′ 08.64" W	N 88° 07′ 30.27" E
13+79.92	N 88° 07′ 30.27" E	N 23° 21′ 16.06" E

SUPERELEVATION TRANSITION AND CROSS-SLOPE TABLE

ALIGNMENT	STATION TO STATION	RATE	X-SLOPE
SBER348	16+40.00 TO 18+05.00	0.50%	-2.00% ~ 3.47%
SBER348	19+70.00 TO 21+35.00	0.50%	3.47% ~ -2.00%
NBML01	1316+75 TO 1317+00	0.40%	-2.00% ~ -2.50%
NBML03	1340+50 TO 1340+75	0.40%	-2.50% ~ -2.00%
SBML01	2317+75 TO 2318+00	0.40%	-2.00% ~ -2.50%
SBML02	2335+75 TO 2336+00	0.40%	-2.50% ~ -2.00%

NOTE:

1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.


HADDOCK, RAYMOND & ELSIE LOU
SB18
EXIT 72
Dale Earnhardt Way
EXIT ONLY
COSS-S345
STA 345+00
FAVOR INVESTMENT CO LTD
SB19
FAVOR INVESTMENT CO LTD
SB17
WARNING FIBER OPTIC LINES
HADDOCK, ELSIE LOU
SB16
UNINCORPERATED DENTON COUNTY
CITY OF NORTHLAKE
EQUATION:
℄ SBML02 STA. 2355+27.76(BK)=
℄ SBML03 STA. 2355+31.64(AH);
END PAV, MATCH EXIST
END PROPOSED CABLE BARRIER FENCE,
BEGIN EXISTING CABLE BARRIER FENCE
℄ SBML03 STA 2355+31.64
15.45′ RT
BEGIN ACCESS
DENIAL LINE
℄ IH 35W STA. 358+55.55
202.00′ LT.
OVERHEAD POWER
(CONSERV)
OVERHEAD POWER
PROPOSED
EASEMENT
℄ SBFRO
PROP 1-
EXISTING DRAINAGE EASEMENT
SBER348_3
BEGIN RAMP
℄ SBER348 STA. 14+24.83 =
℄ SBML02 STA. 2348+37.82, 58.07′ LT
℄ SBFR01 STA 346+54.16
28.00′ RT
BEGIN RET. WALL
SBML02_3
PROPOSED ROW
SBFR01_13
SBFR01_14
FRONTIER(FO\DUCT)
SBFR01_15
SBFR01_16
SBER348_2
PROPOSED ROW
340+00
345+00
350+00
355+00
360+00
COSS-S345
MBGF (125 LF)
SBER348_1
℄ SBER348
10+00
15+00
20+00
25+00
-2.00%
14+40.00
3.47%
16+05.00
3.47%
19+70.00
-2.00%
21+35.00
℄ SBFR01 STA 353+00.00
29.00′ LT
END RET. WALL
SBML02_4
MBGF (125 LF)
END RAMP
℄ SBER348 STA. 24+35.35 =
℄ SBFR01 STA. 358+24.86, 42′ RT
℄ SBML03
2345+00
2350+00
2355+00
2360+00
345+00
350+00
355+00
360+00
1345+00
1350+00
1355+00
1360+00
℄ IH 35W
NBML03_1
℄ NBML03
NBML03_2
℄ IH 35W STA 354+14.85
PROP 1-951′ 4′x3′ MBC
REMOVE EXIST
48" RCP
EQUATION:
℄ NBML03 STA. 1358+98.68(BK)=
℄ NBML03 STA. 1358+91.12(AH);
END PAV, MATCH EXIST
-2.50%
20+00
-2.00%
25+00
20+00
25+00
345+00
350+00
355+00
360+00
10+00
PROPOSED ROW
℄ NBXR340
12.0′ RT, ALIGNMENT SHIFT
℄ NBML02 STA. 1340+50.00 =
℄ NBML03 STA. 1340+50.00,
BEGIN RAMP
℄ NBXR340 STA 16+13.97 =
℄ NBML02 STA. 1340+33.02,
72′ RT
T 18" RCP
℄ NBXR340 STA 18+48.38
8.00′ RT
END RET. WALL
NBXR340_3
NBFR01_10
END RAMP
℄ NBXR340 STA 21+13.59 =
℄ NBFR01 STA. 345+63.08,
44′ LT
BEGIN ACCESS
DENIAL LINE
℄ IH 35W STA. 345+28.00
218.52′ RT.
NBFR01_11
NBXR340_4
END ACCESS
DENIAL LINE
℄ IH 35W STA. 350+73.00
206.03′ RT.
EXISTING DRAINAGE EASEMENT
℄ NBFR01 STA 352+66.28
PROP 1-951′ 4′x3′ MBC
PROPOSED DRAINAGE EASEMENT
℄ NBFR01
BEGIN ACCESS
DENIAL LINE
℄ IH 35W STA. 359+02.58
206.00′ RT.
NBER375_1
HW INDIAN SPRINGS LP
NB38
EXIT 75
Cleveland Gibbs Rd
Denton Creek Dr
COSS-N334
STA 334+00

SBFR01

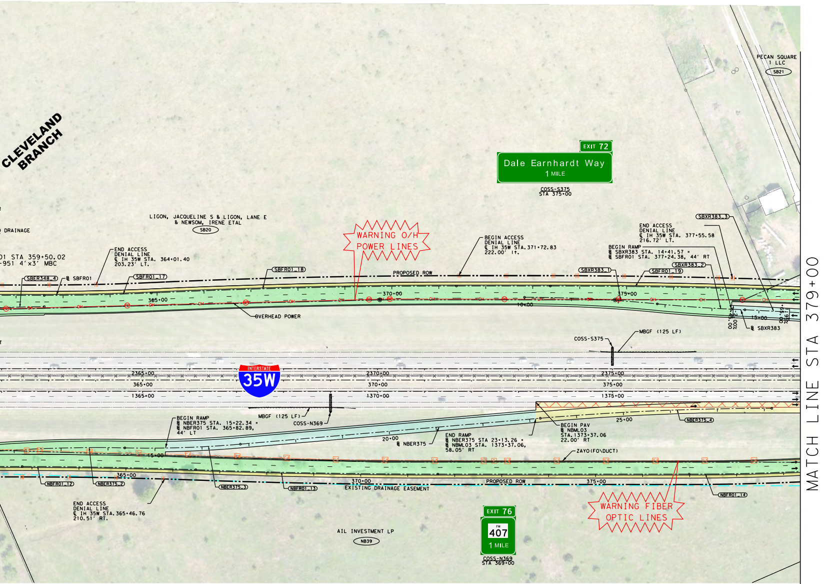
CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
SBFR01_9	316+69.32	7,072,789.58	2,353,192.74	2° 48′ 25.88" LT	5,000.00′	1° 08′ 45.30"	122.51′	244.97′	N 21° 55′ 55.70" E	244.95′	315+46.81	317+91.78	N 23° 20′ 08.64" E	N 20° 31′ 42.76" E
SBFR01_10	319+14.29	7,073,019.04	2,353,278.66	2° 48′ 25.88" RT	5,000.00′	1° 08′ 45.30"	122.51′	244.97′	N 21° 55′ 55.70" E	244.95′	317+91.78	320+36.75	N 20° 31′ 42.76" E	N 23° 20′ 08.64" E
SBFR01_11	331+19.92	7,074,126.09	2,353,756.25	2° 04′ 24.64" LT	10,218.00′	0° 33′ 38.64"	184.91′	369.79′	N 22° 17′ 56.32" E	369.77′	329+35.00	333+04.79	N 23° 20′ 08.64" E	N 21° 15′ 44.00" E
SBFR01_12	335+62.09	7,074,538.21	2,353,916.61	2° 04′ 24.64" RT	14,218.00′	0° 24′ 10.73"	257.30′	514.54′	N 22° 17′ 56.32" E	514.52′	333+04.79	338+19.33	N 21° 15′ 44.00" E	N 23° 20′ 08.63" E
SBFR01_13	343+30.76	7,075,244.05	2,354,221.12	2° 04′ 19.45" RT	14,252.00′	0° 24′ 07.27"	257.74′	515.42′	N 24° 22′ 18.36" E	515.39′	340+73.02	345+88.44	N 23° 20′ 08.63" E	N 25° 24′ 28.08" E
SBFR01_14	347+73.22	7,075,643.77	2,354,410.99	2° 04′ 19.45" LT	10,218.00′	0° 33′ 38.64"	184.78′	369.53′	N 24° 22′ 18.36" E	369.51′	345+88.44	349+57.96	N 25° 24′ 28.08" E	N 23° 20′ 08.63" E
SBFR01_15	350+28.68	7,075,878.37	2,354,512.19	1° 37′ 14.28" RT	5,000.00′	1° 08′ 45.30"	70.72′	141.43′	N 24° 08′ 45.78" E	141.42′	349+57.96	350+99.39	N 23° 20′ 08.63" E	N 24° 57′ 22.92" E
SBFR01_16	351+70.11	7,076,006.60	2,354,571.87	1° 37′ 14.28" LT	5,000.00′	1° 08′ 45.30"	70.72′	141.43′	N 24° 08′ 45.78" E	141.42′	350+99.39	352+40.82	N 24° 57′ 22.92" E	N 23° 20′ 08.64" E
SBFR01_17	363+73.94	7,077,111.96	2,355,048.73	2° 36′ 42.77" LT	5,000.00′	1° 08′ 45.30"	113.98′	227.93′	N 22° 01′ 47.25" E	227.91′	362+59.95	364+87.88	N 23° 20′ 08.64" E	N 20° 43′ 25.87" E
SBFR01_18	368+12.78	7,077,522.45	2,355,204.04	2° 36′ 42.77" RT	14,252.00′	0° 24′ 07.27"	324.90′	649.69′	N 22° 01′ 47.28" E	649.63′	364+87.88	371+37.57	N 20° 43′ 25.90" E	N 23° 20′ 08.67" E
SBFR01_19	376+63.46	7,078,303.65	2,355,541.05	2° 37′ 34.02" RT	14,218.00′	0° 24′ 10.73"	325.89′	651.67′	N 24° 38′ 55.64" E	651.62′	373+37.57	379+89.24	N 23° 20′ 08.64" E	N 25° 57′ 42.65" E

NBER316

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
NBER316_1	10+84.90	7,072,001.82	2,353,214.71	6° 47′ 02.87" LT	1,432.39′	4° 00′ 00.00"	84.90′	169.60′	N 19° 57′ 44.63" E	169.50′	10+00.00	11+69.60	N 23° 21′ 16.06" E	N 16° 34′ 13.20" E
NBER316_2	12+48.04	7,072,158.38	2,353,261.30	6° 16′ 07.92" RT	1,432.39′	4° 00′ 00.00"	78.44′	156.72′	N 19° 42′ 17.16" E	156.64′	11+69.60	13+26.32	N 16° 34′ 13.20" E	N 22° 50′ 21.12" E
NBER316_3	19+13.10	7,072,771.44	2,353,519.50	3° 36′ 50.10" LT	2,864.79′	2° 00′ 00.00"	90.38′	180.70′	N 21° 01′ 56.07" E	180.67′	18+22.73	20+03.42	N 22° 50′ 21.12" E	N 19° 13′ 31.03" E
NBER316_4	22+09.03	7,073,050.92	2,353,616.96	4° 06′ 37.61" RT	5,729.58′	1° 00′ 00.00"	205.61′	411.04′	N 21° 16′ 49.83" E	410.96′	20+03.42	24+14.47	N 19° 13′ 31.03" E	N 23° 20′ 08.64" E

SBXR320

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
SBXR320_1	10+84.82	7,072,191.20	2,352,960.73	6° 46′ 39.15" RT	1,432.39′	4° 00′ 00.00"	84.82′	169.44′	N 26° 43′ 28.22" E	169.34′	10+00.00	11+69.44	N 23° 20′ 08.64" E	N 30° 06′ 47.79" E
SBXR320_2	12+50.67	7,072,334.83	2,353,044.04	6° 29′ 28.73" LT	1,432.39′	4° 00′ 00.00"	81.23′	162.28′	N 26° 52′ 03.43" E	162.20′	11+69.44	13+31.72	N 30° 06′ 47.79" E	N 23° 37′ 19.07" E
SBXR320_3	19+45.97	7,072,972.46	2,353,321.73	4° 16′ 58.42" RT	5,729.58′	1° 00′ 00.00"	214.24′	428.29′	N 25° 28′ 37.85" E	428.19′	17+31.73	21+60.02	N 23° 20′ 08.64" E	N 27° 37′ 07.06" E
SBXR320_4	22+67.14	7,073,257.21	2,353,470.71	4° 16′ 58.42" LT	2,864.79′	2° 00′ 00.00"	107.12′	214.14′	N 25° 28′ 37.85" E	214.09′	21+60.02	23+74.16	N 27° 37′ 07.06" E	N 23° 20′ 08.64" E


CLEVELAND BRANCH
DRAINAGE
01 STA 359+50.02
-951 4'x3' MBC
LIGON, JACQUELINE S & LIGON, LANE E
& NEWSOM, IRENE ETAL
SB20
END ACCESS
DENIAL LINE
℄ IH 35W STA. 364+01.40
203.23' LT.
SBER348_4
℄ SBFR01
SBFR01_17
SBFR01_18
WARNING O/H
POWER LINES
PROPOSED ROW
365+00
370+00
OVERHEAD POWER
EXIT 72
Dale Earnhardt Way
1 MILE
COSS-S375
STA 375+00
PECAN SQUARE
1 LLC
SB21
BEGIN ACCESS
DENIAL LINE
℄ IH 35W STA. 371+72.83
222.00' lt.
END ACCESS
DENIAL LINE
℄ IH 35W STA. 377+55.58
216.72' LT.
BEGIN RAMP
℄ SBXR383 STA. 14+41.57 =
℄ SBFR01 STA. 377+24.38, 44' RT
SBXR383_1
SBFR01_19
SBXR383_2
SBXR383_3
375+00
10+00
15+00
℄ SBXR383
COSS-S375
MBGF (125 LF)
2365+00
365+00
1365+00
2370+00
370+00
1370+00
2375+00
375+00
1375+00
INTERSTATE
35W
BEGIN RAMP
℄ NBER375 STA. 15+22.34 =
℄ NBFR01 STA. 365+82.89,
44' LT
MBGF (125 LF)
COSS-N369
20+00
℄ NBER375
END RAMP
℄ NBER375 STA 23+13.26 =
℄ NBML03 STA. 1373+37.06,
58.05' RT
BEGIN PAV
℄ NBML03
STA. 1373+37.06
22.00' RT
25+00
NBER375_4
ZAYO(FO\DUCT)
15+00
365+00
370+00
375+00
NBFR01_12
NBER375_2
NBER375_3
NBFR01_13
NBFR01_14
EXISTING DRAINAGE EASEMENT
PROPOSED ROW
END ACCESS
DENIAL LINE
℄ IH 35W STA. 365+46.76
210.51' RT.
WARNING FIBER
OPTIC LINES
AIL INVESTMENT LP
NB39
EXIT 76
FM
407
1 MILE
COSS-N369
STA 369+00
MATCH LINE STA 379+00

NBXR340

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
NBXR340_1	11+61.50	7,074,394.14	2,354,207.52	3° 13' 44.92" RT	5,729.58'	1° 00' 00.00"	161.50'	322.91'	N 27° 22' 22.84" E	322.87'	10+00.00	13+22.91	N 25° 45' 30.38" E	N 28° 59' 15.30" E
NBXR340_2	14+68.57	7,074,662.81	2,354,356.37	5° 49' 15.66" LT	2,864.79'	2° 00' 00.00"	145.65'	291.05'	N 26° 04' 37.47" E	290.93'	13+22.91	16+13.97	N 28° 59' 15.30" E	N 23° 09' 59.64" E
NBXR340_3	22+00.49	7,075,335.95	2,354,644.42	3° 28' 30.43" RT	2,864.79'	2° 00' 00.00"	86.90'	173.76'	N 24° 54' 14.85" E	173.73'	21+13.59	22+87.34	N 23° 09' 59.64" E	N 26° 38' 30.07" E
NBXR340_4	23+95.36	7,075,510.18	2,354,731.82	4° 19' 07.23" LT	2,864.79'	2° 00' 00.00"	108.02'	215.93'	N 24° 28' 56.45" E	215.88'	22+87.34	25+03.28	N 26° 38' 30.07" E	N 22° 19' 22.83" E

SBER348

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
SBER348_1	13+79.43	7,075,603.84	2,354,494.91	7° 34' 39.18" LT	5,729.58'	1° 00' 00.00"	379.43'	757.75'	N 21° 51' 44.77" E	757.20'	10+00.00	17+57.75	N 25° 39' 04.36" E	N 18° 04' 25.18" E
SBER348_2	18+89.40	7,076,089.70	2,354,653.46	5° 15' 43.46" RT	2,864.79'	2° 00' 00.00"	131.64'	263.10'	N 20° 42' 16.91" E	263.01'	17+57.75	20+20.86	N 18° 04' 25.18" E	N 23° 20' 08.64" E
SBER348_3	25+49.19	7,076,695.69	2,354,914.89	4° 33' 04.48" LT	2,864.79'	2° 00' 00.00"	113.84'	227.56'	N 21° 03' 36.40" E	227.50'	24+35.35	26+62.91	N 23° 20' 08.64" E	N 18° 47' 04.16" E
SBER348_4	27+66.96	7,076,901.97	2,354,985.05	4° 09' 36.82" RT	2,864.79'	2° 00' 00.00"	104.05'	208.01'	N 20° 51' 52.57" E	207.97'	26+62.91	28+70.92	N 18° 47' 04.16" E	N 22° 56' 40.99" E

NBER375

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
NBER375_1	10+62.54	7,076,687.84	2,355,236.05	4° 59' 40.42" LT	1,434.00'	3° 59' 43.88"	62.54'	125.00'	N 20° 50' 18.43" E	124.96'	10+00.00	11+25.00	N 23° 20' 08.64" E	N 18° 20' 28.22" E
NBER375_2	12+80.53	7,076,894.84	2,355,304.68	6° 12' 52.67" RT	2,865.00'	1° 59' 59.47"	155.53'	310.75'	N 21° 26' 54.55" E	310.60'	11+25.00	14+35.76	N 18° 20' 28.22" E	N 24° 33' 20.89" E
NBER375_3	15+58.98	7,077,148.38	2,355,420.52	6° 09' 17.14" LT	2,292.00'	2° 29' 59.34"	123.22'	246.21'	N 21° 28' 42.32" E	246.09'	14+35.76	16+81.97	N 24° 33' 20.89" E	N 18° 24' 03.75" E
NBER375_4	25+69.55	7,078,107.50	2,355,739.60	4° 56' 04.89" RT	5,730.00'	0° 59' 59.73"	246.91'	493.51'	N 20° 52' 06.20" E	493.35'	23+22.65	28+16.15	N 18° 24' 03.75" E	N 23° 20' 08.64" E

SBXR383

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
SBXR383_1	11+41.68	7,078,074.38	2,355,468.28	5° 39' 45.36" RT	2,864.79'	2° 00' 00.00"	141.68'	283.13'	N 26° 10' 01.32" E	283.01'	10+00.00	12+83.13	N 23° 20' 08.64" E	N 28° 59' 54.00" E
SBXR383_2	13+62.37	7,078,267.60	2,355,575.38	3° 10' 07.69" LT	2,864.79'	2° 00' 00.00"	79.24'	158.44'	N 27° 24' 50.15" E	158.42'	12+83.13	14+41.57	N 28° 59' 54.00" E	N 25° 49' 46.30" E
SBXR383_3	17+37.19	7,078,605.02	2,355,738.71	5° 20' 24.27" RT	5,729.58'	1° 00' 00.00"	267.20'	534.01'	N 28° 29' 58.44" E	533.81'	14+70.00	20+04.00	N 25° 49' 46.30" E	N 31° 10' 10.57" E

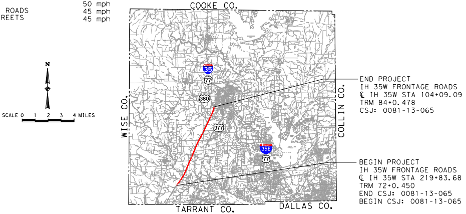
FM1171

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
FM1171_1	197+08.15	7,073,631.26	2,353,432.68	1° 08' 17.10" LT	20,000.00'	0° 17' 11.32"	198.64'	397.27'	N 88° 41' 38.82" E	397.26'	195+09.51	199+06.78	N 89° 15' 47.38" E	N 88° 07' 30.27" E
FM1171_2	202+99.88	7,073,650.62	2,354,024.11	5° 31' 29.46" LT	1,500.00'	3° 49' 10.99"	72.38'	144.64'	N 85° 21' 45.54" E	144.58'	202+27.51	203+72.15	N 88° 07' 30.27" E	N 82° 36' 00.81" E
FM1171_3	204+36.30	7,073,668.21	2,354,159.50	4° 53' 51.07" RT	1,500.00'	3° 49' 10.99"	64.15'	128.22'	N 85° 02' 56.34" E	128.18'	203+72.15	205+00.37	N 82° 36' 00.81" E	N 87° 29' 51.88" E

Texas Department of Transportation®

DALLAS DISTRICT
DESIGN SCHEMATIC
MO BUR, P.E., DISTRICT ENGINEER
DENTON COUNTY
IH 35W FRONTAGE ROADS
PROJECT LIMIT: FROM DALE EARNHARDT WAY
TO SOUTH OF IH 35E/IH 35W INTERCHANGE
CONTROL: 0081-13-065
FUNCTIONAL CLASS: RURAL INTERSTATE
PROJECT LENGTH = 12.405 MILES (65,498.99 FT.)

ROADWAY TYPE	DESIGN SPEED
FREEWAY	70 mph
RAMPS	50 mph
FRONTAGE ROADS	45 mph
CROSS STREETS	45 mph


N
SCALE 0 1 2 3 4 MILES
COOKE CO.
WISE CO.
COLLIN CO.
TARRANT CO.
DALLAS CO.
35
77
380
377
35E
77
END PROJECT
IH 35W FRONTAGE ROADS
℄ IH 35W STA 104+09.09
TRM 84+0.478
CSJ: 0081-13-065
BEGIN PROJECT
IH 35W FRONTAGE ROADS
℄ IH 35W STA 219+83.68
TRM 72+0.450
END CSJ: 0081-13-065
BEGIN CSJ: 0081-13-065

LOCATION MAP
MARCH 2020
SCALE: 1"=100'
ROLL 3 OF 34

SHEET INDEX

ROLL 1:	PLAN VIEW-IH 35W FRONTAGE ROADS BEGIN PROJECT TO STA 241+00
ROLL 2:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 241+00 TO STA 310+00
ROLL 3:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 310+00 TO STA 379+00
ROLL 4:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 379+00 TO STA 448+00
ROLL 5:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 448+00 TO STA 517+00
ROLL 6:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 517+00 TO STA 586+00
ROLL 7:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 586+00 TO STA 655+00
ROLL 8:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 655+00 TO STA 724+00
ROLL 9:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 724+00 TO STA 793+00
ROLL 10:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 793+00 TO STA 862+00
ROLL 11:	PLAN VIEW-IH 35W FRONTAGE ROADS STA 862+00 TO END PROJECT
ROLL 12:	PROFILE VIEW-IH 35W NBFR BEGIN PROJECT TO STA 416+00
ROLL 13:	PROFILE VIEW-IH 35W NBFR STA 416+00 TO STA 604+00
ROLL 14:	PROFILE VIEW-IH 35W NBFR STA 604+00 TO STA 792+00
ROLL 15:	PROFILE VIEW-IH 35W NBFR STA 792+00 TO END PROJECT
ROLL 16:	PROFILE VIEW-IH 35W SBFR BEGIN PROJECT TO STA 415+00
ROLL 17:	PROFILE VIEW-IH 35W SBFR STA 415+00 TO STA 603+00
ROLL 18:	PROFILE VIEW-IH 35W SBFR STA 603+00 TO STA 791+00
ROLL 19:	PROFILE VIEW-IH 35W SBFR STA 791+00 TO STA END PROJECT
ROLL 20:	PROFILE VIEW-IH 35W NBML BEGIN PROJECT TO STA 1388+00
ROLL 21:	PROFILE VIEW-IH 35W NBML STA 1388+00 TO STA 1576+00
ROLL 22:	PROFILE VIEW-IH 35W NBML STA 1576+00 TO 1764+00
ROLL 23:	PROFILE VIEW-IH 35W NBML STA 1764+00 TO END PROJECT
ROLL 24:	PROFILE VIEW-IH 35W SBML BEGIN PROJECT TO STA 2386+00
ROLL 25:	PROFILE VIEW-IH 35W SBML STA 2386+00 TO STA 2574+00
ROLL 26:	PROFILE VIEW-IH 35W SBML STA 2574+00 TO STA 2762+00
ROLL 27:	PROFILE VIEW-IH 35W SBML STA 2762+00 TO END PROJECT
ROLL 28:	PROFILE VIEW-IH 35W NB RAMPS
ROLL 29:	PROFILE VIEW-IH 35W NB RAMPS
ROLL 30:	PROFILE VIEW-IH 35W SB RAMPS
ROLL 31:	PROFILE VIEW-IH 35W SB RAMPS
ROLL 32:	PROFILE VIEW-IH 35W CROSS STREETS
ROLL 33:	PROFILE VIEW-IH 35W CROSS STREETS
ROLL 34:	PROFILE VIEW-IH 35W CROSS STREETS

PRELIMINARY FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND ARE NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
JESUS GONZALEZ JR., P.E.	111427	04/08/2020