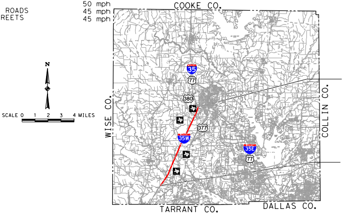
Texas Department of Transportation

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

LOCATION MAP
MARCH 2020
SCALE: 1"=100'
ROLL 4 OF 34

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

SHEET INDEX

ROLL 1: PLAN VIEW-IH 35W FRONTAGE ROADS BEGIN PROJECT TO STA 241+00
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ROLL 4: PLAN VIEW-IH 35W FRONTAGE ROADS STA 379+00 TO STA 448+00
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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 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
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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

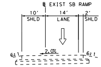
Jacobs

PRELIMINARY FOR INTERIM REVIEW ONLY

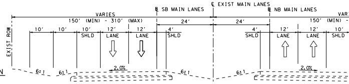
THESE DOCUMENTS ARE FOR INTERIM REVIEW AND ARE NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

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

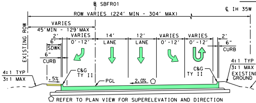
4/7/2020
I-35W-Sch04.dgn


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

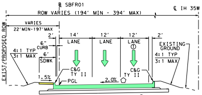
EXISTING TYPICAL SECTION
SB RAMPS


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

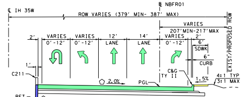
EXISTING TYPICAL SECTION MAIN LANES


℄ SBFR01
℄ IH 35W
ROW VARIES (224' MIN - 304' MAX)
EXISTING ROW
VARIES
45'MIN - 129'MAX
2'
6'
SDWK
6"
CURB
VARIES
0'-12'
14'
LANE
12'
LANE
VARIES
0'-12'
VARIES
0'-12'
2'
6"
CURB
4:1 TYP
3:1 MAX
1.5%
C&G TY II
PGL
2.0%
C&G TY II
4:1 TYP
3:1 MAX
EXISTING GROUND

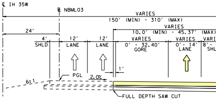
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
SBFR01 STA 396+11.77 - STA 397+48.97
SBFR01 STA 414+75.00 - STA 416+81.41


℄ SBFR01
℄ IH 35W
ROW VARIES (194' MIN - 394' MAX)
EXIST/PROPOSED ROW
VARIES
22'MIN-197'MAX
4:1 TYP
3:1 MAX
6" CURB
6'
SDWK
2'
14'
LANE
12'
LANE
12'
LANE ①
2'
EXISTING GROUND
4:1 TYP
3:1 MAX
1.5%
C&G TY II
PGL
2.0%
C&G TY II

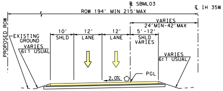
(TRANSITION 3-2 LANES) ①
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED FRONTAGE ROAD TYPICAL SECTION
SBFR01 STA 400+12.00 - STA 407+01.43 ①
SBFR01 STA 429+85.13 - STA 447+74.03


℄ IH 35W
℄ NBFR01
ROW VARIES (379' MIN- 387' MAX)
VARIES
207'MIN-217'MAX
EXIST/PROPOSED ROW
2'
VARIES
0'-12'
VARIES
0'-12'
12'
LANE
14'
LANE
VARIES
0'-12'
2'
6'
SDWK
6"
CURB
1'
C211
2.0%
PGL
C&G TY II
1.5%
4:1 TYP
3:1 MAX
RET WALL
EXIST GROUND

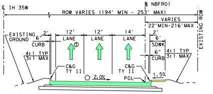
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION
FRONTAGE ROAD
WITH RETAINING WALL
NBFR01 STA 383+02.00 - STA 388+81.32
NBFR01 STA 402+25.87 - STA 408+41.14


℄ IH 35W
℄ NBML03
VARIES
150' (MIN) - 310' (MAX)
VARIES
10.0' (MIN) - 45.37' (MAX)
24'
4'
SHLD
12'
LANE
12'
LANE
VARIES
0' - 32.40'
GORE
VARIES
0' - 14'
LANE
1'
PGL
2.0%
6:1
FULL DEPTH SAW CUT

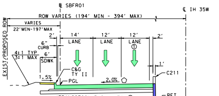
PROPOSED WIDENING TYPICAL SECTION MAIN
NBML03 STA 1379+00.00 - STA 1388+39.71
NBML03 STA 1415+55.81 - STA 1422+70.91


℄ SBML03
℄ IH 35W
ROW 194' MIN 215'MAX
PROPOSED ROW
VARIES
24'MIN-42'MAX
EXISTING GROUND
VARIES
6:1 USUAL
10'
SHLD
12'
LANE
12'
LANE
5'-12'
SHLD
VARIES
VARIES
6:1 USUAL
2.0%
PGL

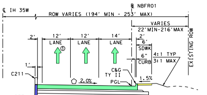
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION MAINLANES
SBML03 STA 2440+70.22 - STA 2448+00.87


℄ IH 35W
℄ NBFR01
ROW VARIES (194' MIN - 253' MAX)
VARIES
22'MIN-216'MAX
EXISTING ROW
EXISTING GROUND
2'
6"
CURB
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
2.0%
C&G TY II
PGL
1.5%

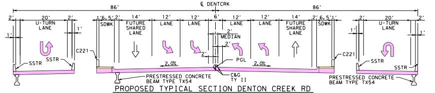
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
(TRANSITION 3-2 LANES) ①
PROPOSED TYPICAL SECTION FRONTAGE ROAD
NBFR01 STA 417+10.49 - STA 419+14.80 ①
NBFR01 STA 430+31.79 - STA 447+02.69


℄ SBFR01
℄ IH 35W
ROW VARIES (194' MIN - 394' MAX)
EXIST/PROPOSED ROW
VARIES
22'MIN-197'MAX
2'
6"
CURB
4:1 TYP
3:1 MAX
6'
SDWK
14'
LANE
12'
LANE
12'
LANE ①
2'
1'
C211
1.5%
C&G TY II
PGL
2.0%
RET WALL
EXIST GROUND

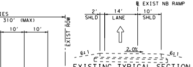
(TRANSITION 3-2 LANES) ①
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED FRONTAGE ROAD
TYPICAL SECTION
WITH RETAINING WALL
SBFR01 STA 380+66.55 - STA 388+09.95 ①
SBFR01 STA 407+01.43 - STA 407+71.53


℄ IH 35W
℄ NBFR01
ROW VARIES (194' MIN - 253' MAX)
VARIES
22'MIN-216'MAX
EXISTING ROW
2'
12'
LANE ①
12'
LANE
14'
LANE
2'
6'
SDWK
6"
CURB
4:1 TYP
3:1 MAX
1'
C211
C&G TY II
2.0%
PGL
1.5%
RET WALL
EXIST GROUND

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
(TRANSITION 3-2 LANES) ①
PROPOSED TYPICAL SECTION
FRONTAGE ROAD
WITH RETAINING WALL
NBFR01 STA 391+96.32 - STA 399+62.95 ①
NBFR01 STA 411+55.56 - STA 419+29.31
NBFR01 STA 447+02.69 - STA 448+32.72

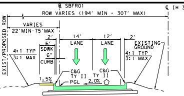

℄ DENTCRK
86'
86'
2'
20'
U-TURN LANE
2'
1'
1'
1'
6.5'
2'
SDWK
14'
FUTURE SHARED LANE
12'
LANE
12'
LANE
6'
2'
MEDIAN
2'
2'
12'
LANE
12'
LANE
14'
FUTURE SHARED LANE
2'
6.5'
1'
SDWK
2'
20'
U-TURN LANE
2'
C221
SSTR
SSTR
2.0%
PGL
2.0%
C221
SSTR
SSTR
C&G TY II
PRESTRESSED CONCRETE BEAM TYPE TX54
PRESTRESSED CONCRETE BEAM TYPE TX54

PROPOSED TYPICAL SECTION DENTON CREEK RD
DENTCRK STA 8+74.40 - STA 11+14.40



₠ EXIST NB RAMP
EXIST ROW
310' (MAX)
10'
10'
2'
14'
10'
SHLD
LANE
SHLD
6:1
6:1
2.0%
6:1
6:1

EXISTING TYPICAL SECTION
NB RAMPS

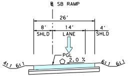


₠ SBFR01
₠ IH 35W
ROW VARIES (194' MIN - 307' MAX)
VARIES
22' MIN-75' MAX
EXIST/PROPOSED ROW
14'
12'
2'
LANE
LANE
EXISTING GROUND
4:1 TYP
3:1 MAX
6'
SDWK
6"
CURB
C&G
TY II
C&G
TY II
PGL
2.0%
1.5%

○REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED TYPICAL SECTION FRONTAGE ROAD

SBFR01 STA 378+69.74 - STA 380+66.55
SBFR01 STA 397+48.97 - STA 400+11.87
SBFR01 STA 416+81.41 - STA 420+69.99
SBFR01 STA 425+27.00 - STA 429+85.13

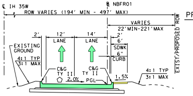


₠ SB RAMP
26'
8'
14'
4'
SHLD
LANE
SHLD
PGL
2.0%
4:1
6:1
6:1
6:1

○REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED ENTRANCE & EXIT RAMPS
TYPICAL SECTION

SBXR383 STA 15+88.27 - STA 21+43.98
SBER424 STA 15+46.91 - STA 25+64.25

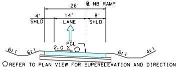


₠ IH 35W
₠ NBFR01
ROW VARIES (194' MIN - 497' MAX)
VARIES
22' MIN-221' MAX
EXIST/PROPOSED ROW
2'
12'
14'
2'
LANE
LANE
6'
SDWK
6"
CURB
EXISTING GROUND
4:1 TYP
3:1 MAX
C&G
TY II
C&G
TY II
2.0%
PGL
1.5%
4:1 TYP
3:1 MAX

○REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED TYPICAL SECTION FRONTAGE ROAD

NBFR01 STA 379+35.70 - STA 383+02.00
NBFR01 STA 419+29.31 - STA 430+31.79
NBFR01 STA 447+13.73 - STA 448+32.72

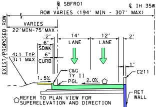


₠ NB RAMP
26'
4'
14'
8'
SHLD
LANE
SHLD
PGL
2.0%
6:1
6:1
6:1
4:1

○REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED ENTRANCE & EXIT RAMPS
TYPICAL SECTION

NBXR428 STA 17+16.87 - STA 24+45.90

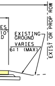


₠ SBFR01
₠ IH 35W
ROW VARIES (194' MIN - 307' MAX)
VARIES
22' MIN-75' MAX
EXIST/PROPOSED ROW
14'
12'
2'
LANE
LANE
6'
SDWK
6"
CURB
4:1 TYP
3:1 MAX
C&G
TY II
PGL
2.0%
1.5%
C211
RET WALL
EXIST GROUND

○REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

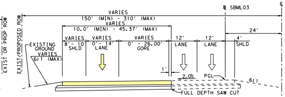
PROPOSED TYPICAL SECTION
FRONTAGE ROAD
WITH RETAINING WALL

SBFR01 STA 420+69.99 - STA 425+27.00



EXIST OR PROP ROW

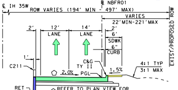
LANES



₠ SBML03
₠ IH 35W
VARIES
150' (MIN) - 310' (MAX)
VARIES
10.0' (MIN) - 45.37' (MAX)
24'
EXIST/PROPOSED ROW
EXISTING GROUND
VARIES
6:1 (MAX)
VARIES
8' - 10'
SHLD
VARIES
0' - 14'
LANE
VARIES
0' - 26.00'
GORE
12'
LANE
12'
LANE
4'
SHLD
1'
2.0%
PGL
6:1
FULL DEPTH SAW CUT

PROPOSED WIDENING TYPICAL SECTION MAIN LANES

SBML03 STA 2384+52.46 - STA 2390+94.52
SBML03 STA 2408+22.00 - STA 2419+95.97

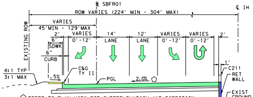


₠ IH 35W
₠ NBFR01
ROW VARIES (194' MIN - 497' MAX)
VARIES
22' MIN-221' MAX
EXIST/PROPOSED ROW
2'
12'
14'
2'
LANE
LANE
6'
SDWK
6"
CURB
1'
C211
C&G
TY II
2.0%
PGL
1.5%
4:1 TYP
3:1 MAX
RET WALL
EXIST GROUND

○REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED TYPICAL SECTION
FRONTAGE ROAD
WITH RETAINING WALL

NBFR01 STA 399+62.95 - STA 402+25.87

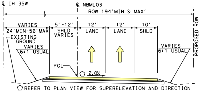


₠ SBFR01
₠ IH 35W
ROW VARIES (224' MIN - 304' MAX)
VARIES
45' MIN - 129' MAX
EXISTING ROW
2'
14'
12'
VARIES
VARIES
2'
VARIES
0' -12'
LANE
LANE
0' -12'
0' -12'
6'
SDWK
6"
CURB
4:1 TYP
3:1 MAX
1.5%
C&G
TY II
PGL
2.0%
1'
C211
RET WALL
EXIST GROUND

○REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED TYPICAL SECTION FRONTAGE ROAD

SBFR01 STA 391+24.95 - STA 396+11.77
SBFR01 STA 410+89.03 - STA 414+75.00

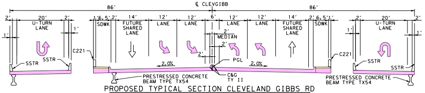


₠ IH 35W
₠ NBML03
ROW 194' MIN & MAX
VARIES
24' MIN-56' MAX
EXISTING GROUND
VARIES
6:1 USUAL
5'-12'
SHLD
VARIES
12'
LANE
12'
LANE
10'
SHLD
VARIES
6:1 USUAL
PROPOSED ROW
PGL
2.0%

○REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED TYPICAL SECTION MAINLANES

NBML03 STA 1438+72.71 - STA 1448+00.18



₠ CLEVGIBB
86'
86'
2'
20'
2'
U-TURN LANE
1'
1'
SSTR
SSTR
C221
6.5'
2'
SDWK
14'
FUTURE SHARED LANE
12'
LANE
12'
LANE
6'
MEDIAN
2'
2'
12'
LANE
12'
LANE
14'
FUTURE SHARED LANE
2'
6.5'
1'
SDWK
C221
2'
20'
2'
U-TURN LANE
1'
1'
SSTR
SSTR
2.0%
PGL
2.0%
C&G
TY II
PRESTRESSED CONCRETE
BEAM TYPE TX54
PRESTRESSED CONCRETE
BEAM TYPE TX54

PROPOSED TYPICAL SECTION CLEVELAND GIBBS RD

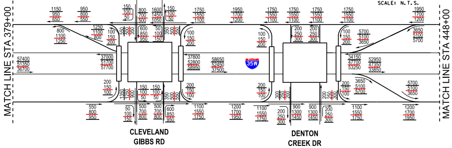
CLEVGIBB STA 14+22.49 - STA 16+60.49

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.

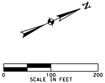
LEGEND

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

SCALE: N.T.S.



MATCH LINE STA 379+00
MATCH LINE STA 448+00
35W
CLEVELAND GIBBS RD
DENTON CREEK DR
57400
51350
36700
37000
51700
57700
37800
52800
58950
58650
52450
37500
34150
47700
53250
52950
47350
33850

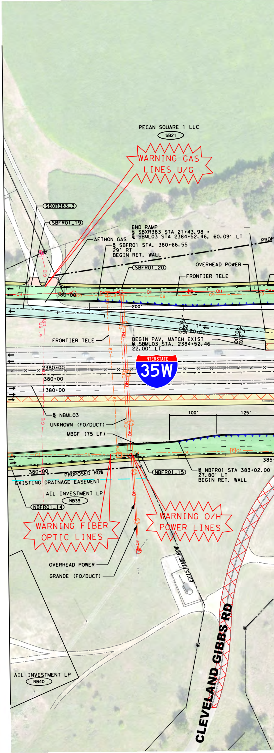


N
0
100
200
SCALE IN FEET

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 379+00

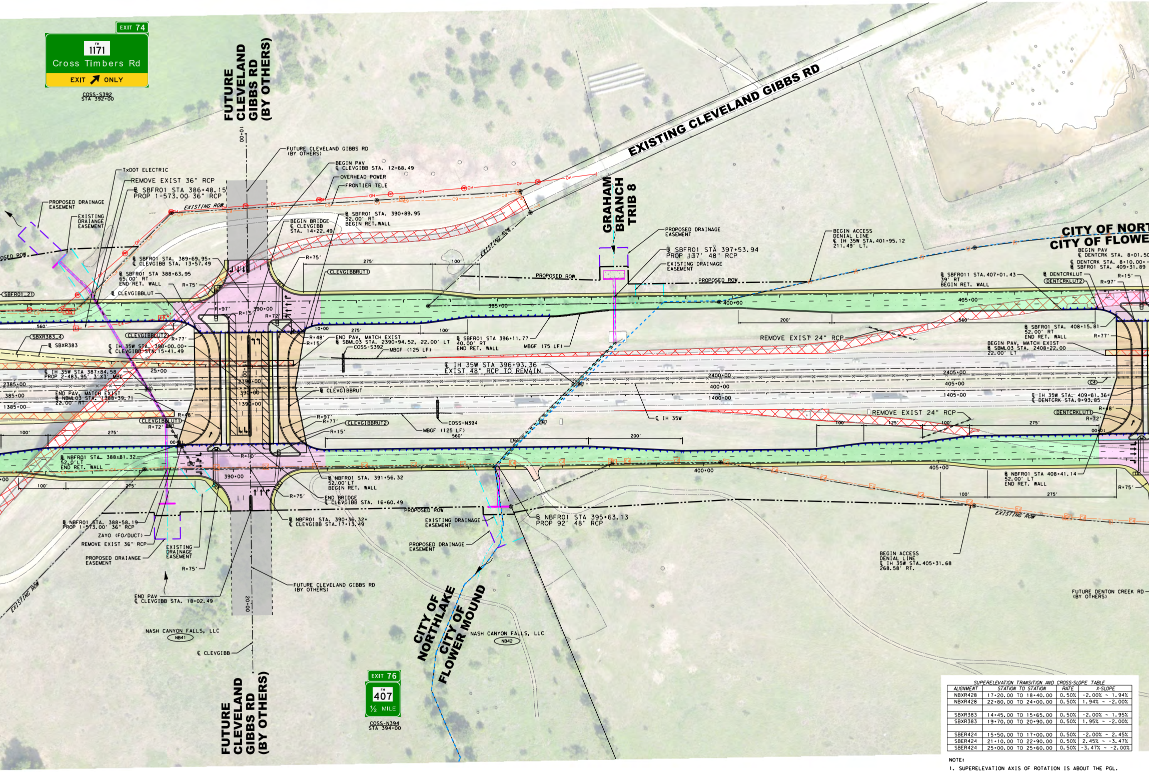


PECAN SQUARE 1 LLC
SB21
WARNING GAS LINES U/G
SBXR383_3
SBFR01_19
END RAMP
₠ SBXR383 STA 21+43.98 ▪
₠ SBML03 STA 2384+52.46, 60.09' LT
AETHON GAS
₠ SBFR01 STA. 380+66.55
29' RT
BEGIN RET. WALL
SBFR01_20
OVERHEAD POWER
FRONTIER TELE
380+00
200'
FRONTIER TELE
BEGIN PAV. MATCH EXIST
₠ SBML03 STA. 2384+52.46
22.00' LT
INTERSTATE
35W
2380+00
380+00
1380+00
₠ NBML03
UNKNOWN (FO/DUCT)
MBGF (75 LF)
100'
125'
385
380+00
PROPOSED ROW
EXISTING DRAINAGE EASEMENT
NBFR01_15
₠ NBFR01 STA 383+02.00
27.80' LT
BEGIN RET. WALL
AIL INVESTMENT LP
NB39
NBFR01_14
WARNING FIBER OPTIC LINES
WARNING O/H POWER LINES
OVERHEAD POWER
GRANDE (FO/DUCT)
AIL INVESTMENT LP
NB40
CLEVELAND GIBBS RD

Parcel Number	Denton County Property	Owner Name
SB21	7220440	PECAN SQUARE 1, LLC
SB22	212742	J YOUNG LAND & CATTLE LTD
SB23	208252	J YOUNG LAND & CATTLE LTD
SB24	208251	PRATT, ALMA TRUST ETAL
NB39	72404	AIL INVESTMENT LP
NB40	724505	AIL INVESTMENT LP
NB41	69069	NASH CANYON FALLS, LLC
NB42	219487	NASH CANYON FALLS, LLC

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.


EXIT 74
FM 1171
Cross Timbers Rd
EXIT ONLY
COSS-S392
STA 392+00
FUTURE CLEVELAND GIBBS RD (BY OTHERS)
10+00
EXISTING CLEVELAND GIBBS RD
GRAHAM BRANCH TRIB 8
CITY OF NORT
CITY OF FLOWE
TxDOT ELECTRIC
REMOVE EXIST 36" RCP
B SBFR01 STA 386+48.15
PROP 1-573.00 36" RCP
PROPOSED DRAINAGE EASEMENT
EXISTING DRAIANGE EASEMENT
EXISTING ROW
OSED ROW
FUTURE CLEVELAND GIBBS RD (BY OTHERS)
BEGIN PAV
℄ CLEVGIBB STA. 12+68.49
OVERHEAD POWER
FRONTIER TELE
B SBFR01 STA. 390+89.95
52.00' RT
BEGIN RET. WALL
BEGIN BRIDGE
℄ CLEVGIBB
STA. 14+22.49
B SBFR01 STA. 389+69.95=
℄ CLEVGIBB STA. 13+57.49
B SBFR01 STA 388+63.95
65.00' RT
END RET. WALL
B CLEVGIBBLUT
SBFR01_21
R=75'
R=97'
R=15'
390+00
R=72'
275'
CLEVGIBBRUT1
100'
560'
10+00
SBXR383_4
B SBXR383
CLEVGIBBLUT2
R=77'
℄ IH 35W STA. 390+00.00=
℄ CLEVGIBB STA.15+41.49
R=48'
R=15'
END PAV, MATCH EXIST
B SBML03 STA. 2390+94.52, 22.00' LT
COSS-S392
MBGF (125 LF)
B SBFR01 STA 396+11.77
40.00' RT
END RET. WALL
MBGF (75 LF)
395+00
PROPOSED ROW
℄ IH 35W STA 387+84.58
PROP 2-483.95' 3'X3' MBC
25+00
2385+00
385+00
1385+00
END PAV, MATCH EXIST
B NBML03 STA. 1388+39.71
22.00' RT
2390+00
390+00
1390+00
B CLEVGIBBRUT
℄ IH 35W STA 396+93.36
EXIST 48" RCP TO REMAIN
2400+00
400+00
1400+00
℄ IH 35W
CLEVGIBBLUT1
R=72'
R=97'
R=77'
CLEVGIBBRUT2
R=15'
COSS-N394
MBGF (125 LF)
200'
B NBFR01 STA. 388+81.32
52.0' LT
END RET. WALL
R=10'
B NBFR01 STA. 391+56.32
52.00' LT
BEGIN RET. WALL
END BRIDGE
℄ CLEVGIBB STA. 16+60.49
B NBFR01 STA. 390+36.32=
℄ CLEVGIBB STA.17+13.49
B NBFR01 STA 395+63.13
PROP 92' 48" RCP
EXISTING DRAINAGE EASEMENT
PROPOSED DRAINAGE EASEMENT
B NBFR01 STA. 388+58.19
PROP 1-573.00' 36" RCP
ZAYO (FO/DUCT)
REMOVE EXIST 36" RCP
EXISTING DRAINAGE EASEMENT
PROPOSED DRAIANGE EASEMENT
R=75'
END PAV
℄ CLEVGIBB STA. 18+02.49
FUTURE CLEVELAND GIBBS RD (BY OTHERS)
20+00
NASH CANYON FALLS, LLC
NB41
℄ CLEVGIBB
CITY OF NORTHLAKE
CITY OF FLOWER MOUND
NASH CANYON FALLS, LLC
NB42
EXIT 76
FM 407
½ MILE
COSS-N394
STA 394+00
PROPOSED DRAINAGE EASEMENT
B SBFR01 STA 397+53.94
PROP 137' 48" RCP
EXISTING DRAINAGE EASEMENT
BEGIN ACCESS DENIAL LINE
℄ IH 35W STA.401+95.12
211.49' LT.
400+00
405+00
REMOVE EXIST 24" RCP
BEGIN PAV
℄ DENTCRK STA. 8+01.50
℄ DENTCRK STA. 8+10.00=
B SBFR01 STA. 409+31.89
B SBFR011 STA.407+01.43
39' RT
BEGIN RET. WALL
B DENTCRKLUT
DENTCRKLUT2
R=15'
R=97'
B SBFR01 STA. 408+15.81
52.00' RT
END RET. WALL
R=77'
BEGIN PAV, MATCH EXIST
B SBML03 STA. 2408+22.00
22.00' LT
2405+00
405+00
1405+00
C4
℄ IH 35W STA. 409+61.36=
℄ DENTCRK STA.9+93.85
REMOVE EXIST 24" RCP
DENTCRKLUT1
R=48'
R=72'
125'
00+01
B NBFR01 STA 408+41.14
52.00' LT
END RET. WALL
R=75'
EXISTING ROW
BEGIN ACCESS DENIAL LINE
℄ IH 35W STA.405+31.68
268.58' RT.
FUTURE DENTON CREEK RD (BY OTHERS)

SUPERELEVATION TRANSITION AND CROSS-SLOPE TABLE

ALIGNMENT	*STATION TO STATION*	*RATE*	*X-SLOPE*
NBXR428	17+20.00 TO 18+40.00	0.50%	-2.00% ~ 1.94%
NBXR428	22+80.00 TO 24+00.00	0.50%	1.94% ~ -2.00%
SBXR383	14+45.00 TO 15+65.00	0.50%	-2.00% ~ 1.95%
SBXR383	19+70.00 TO 20+90.00	0.50%	1.95% ~ -2.00%
SBER424	15+50.00 TO 17+00.00	0.50%	-2.00% ~ 2.45%
SBER424	21+10.00 TO 22+90.00	0.50%	2.45% ~ -3.47%
SBER424	25+00.00 TO 25+60.00	0.50%	-3.47% ~ -2.00%

NOTE:

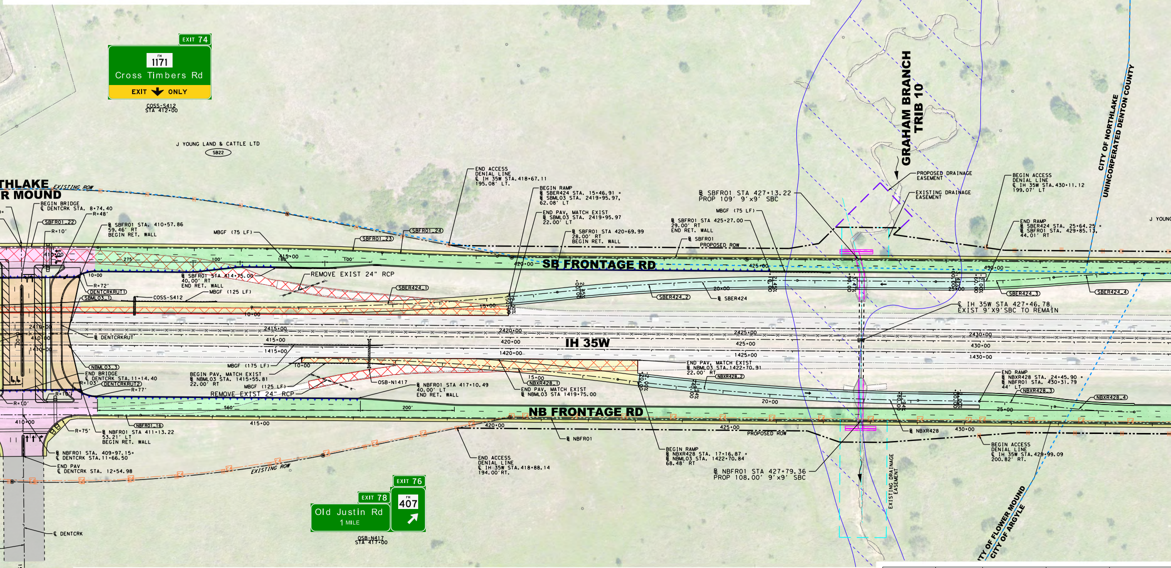
1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

CLEVGIBBRUT

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
CLEVGIBBRUT1	10+72.00	7,079,553.01	2,356,151.92	90° 00′ 00.00" LT	72.00′	79° 34′ 38.90"	72.00′	113.10′	S 21° 39′ 51.36" E	101.82′	10+00.00	11+13.10	S 23° 20′ 08.64" W	S 66° 39′ 51.36" E
CLEVGIBBRUT2	13+09.10	7,079,446.85	2,356,398.00	90° 00′ 00.00" LT	77.00′	74° 24′ 36.37"	77.00′	120.95′	N 68° 20′ 08.64" E	108.89′	12+32.10	13+53.05	S 66° 39′ 51.36" E	N 23° 20′ 08.64" E

DENTCRKLUT

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
DENTCRKLUT1	10+72.02	7,081,099.62	2,357,098.34	90° 00′ 45.78" LT	72.00′	79° 34′ 38.90"	72.02′	113.11′	N 21° 28′ 48.85" W	101.83′	10+00.00	11+13.11	N 23° 31′ 34.04" E	N 66° 29′ 11.74" W
DENTCRKLUT2	13+09.46	7,081,206.69	2,356,852.26	90° 10′ 39.62" LT	77.00′	74° 24′ 36.37"	77.24′	121.19′	S 68° 25′ 28.45" W	109.06′	12+32.23	13+53.42	N 66° 29′ 11.74" W	S 23° 20′ 08.64" W


EXIT 74
FM 1171
Cross Timbers Rd
EXIT ONLY
COSS-S412
STA 412+00
J YOUNG LAND & CATTLE LTD
SB22
THLAKE
R MOUND
EXISTING ROW
BEGIN BRIDGE
℄ DENTCRK STA. 8+74.40
R=48′
SBFR01_22
R=10′
℄ SBFR01 STA. 410+57.86
59.46′ RT
BEGIN RET. WALL
MBGF (75 LF)
410+00
275′
100′
180′
415+00
100′
10+00
℄ SBFR01 STA 414+75.00
40.00′ RT
END RET. WALL
REMOVE EXIST 24" RCP
R=72′
DENTCRKRUT1
SBML03_1
COSS-S412
MBGF (125 LF)
SBFR01_23
SBFR01_24
SBER424_1
2410+00
410+00
1410+00
℄ DENTCRKRUT
2415+00
415+00
1415+00
NBML03_3
MBGF (175 LF)
END BRIDGE
℄ DENTCRK STA. 11+14.40
R=103′
DENTCRKRUT2
R=77′
BEGIN PAV, MATCH EXIST
℄ NBML03 STA. 1415+55.81
22.00′ RT
MBGF (125 LF)
REMOVE EXIST 24" RCP
OSB-N1417
℄ NBFR01 STA 417+10.49
40.00′ LT
END RET. WALL
R=10′
560′
200′
410+00
415+00
NBFR01_16
R=75′
℄ NBFR01 STA 411+13.22
53.21′ LT
BEGIN RET. WALL
℄ NBFR01 STA. 409+97.15=
℄ DENTCRK STA. 11+66.50
END PAV
℄ DENTCRK STA. 12+54.98
EXISTING ROW
℄ DENTCRK
END ACCESS
DENIAL LINE
℄ IH 35W STA. 418+67.11
195.08′ LT.
BEGIN RAMP
℄ SBER424 STA. 15+46.91 =
℄ SBML03 STA. 2419+95.97,
62.08′ LT
END PAV, MATCH EXIST
℄ SBML03 STA. 2419+95.97
22.00′ LT
℄ SBFR01 STA 420+69.99
28.00′ RT
BEGIN RET. WALL
420+00
SB FRONTAGE RD
15+00
SBER424_2
℄ SBER424
20+00
2420+00
420+00
1420+00
IH 35W
NBXR428_1
END PAV, MATCH EXIST
℄ NBML03 STA 1419+75.00
END PAV, MATCH EXIST
℄ NBML03 STA. 1422+70.91
22.00′ RT
NBXR428_2
20+00
NB FRONTAGE RD
420+00
℄ NBFR01
END ACCESS
DENIAL LINE
℄ IH 35W STA. 418+88.14
194.00′RT.
BEGIN RAMP
℄ NBXR428 STA. 17+16.87 =
℄ NBML03 STA. 1422+70.84
68.48′ RT
℄ NBFR01 STA 427+79.36
PROP 108.00′ 9′x9′ SBC
425+00
PROPOSED ROW
℄ SBFR01 STA 427+13.22
PROP 109′ 9′x9′ SBC
MBGF (75 LF)
℄ SBFR01 STA 425+27.00
29.00′ RT
END RET. WALL
℄ SBFR01
PROPOSED ROW
425+00
2425+00
425+00
1425+00
GRAHAM BRANCH
TRIB 10
PROPOSED DRAINAGE
EASEMENT
EXISTING DRAINAGE
EASEMENT
BEGIN ACCESS
DENIAL LINE
℄ IH 35W STA. 430+11.12
199.07′ LT
END RAMP
℄ SBER424 STA. 25+64.25 =
℄ SBFR01 STA. 429+85.13,
44.01′ RT
J YOUNG
430+00
25+00
SBER424_3
SBER424_4
℄ IH 35W STA 427+46.78
EXIST 9′X9′SBC TO REMAIN
2430+00
430+00
1430+00
END RAMP
℄ NBXR428 STA. 24+45.90 =
℄ NBFR01 STA. 430+31.79
44′ LT
NBXR428_3
NBXR428_4
25+00
℄ NBXR428
430+00
BEGIN ACCESS
DENIAL LINE
℄ IH 35W STA. 429+99.09
200.82′ RT.
EXISTING DRAINAGE
EASEMENT
CITY OF NORTHLAKE
UNINCORPERATED DENTON COUNTY
ITY OF FLOWER MOUND
CITY OF ARGYLE
EXIT 76
FM 407
EXIT 78
Old Justin Rd
1 MILE
OSB-N417
STA 417+00
15+00
FUTURE DENTON
CREEK DRIVE
(BY OTHERS)

NBML03

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
NBML03_3	1409+71.83	7,081,224.75	2,357,045.19	1° 12′ 08.74" RT	11,435.16′	0° 30′ 03.78"	120.00′	239.98′	N 23° 56′ 13.01" E	239.98′	1408+51.83	1410+91.81	N 23° 20′ 08.64" E	N 24° 32′ 17.38" E
NBML03_4	1441+64.87	7,084,129.42	2,358,371.27	3° 14′ 58.41" RT	10,300.00′	0° 33′ 22.57"	292.16′	584.17′	N 26° 09′ 46.58" E	584.09′	1438+72.71	1444+56.88	N 24° 32′ 17.38" E	N 27° 47′ 15.79" E
NBML03_5	1449+76.26	7,084,847.38	2,358,749.61	4° 13′ 09.06" LT	14,100.00′	0° 24′ 22.87"	519.39′	1,038.30′	N 25° 40′ 41.26" E	1,038.07′	1444+56.88	1454+95.18	N 27° 47′ 15.79" E	N 23° 34′ 06.73" E

SBML03

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
SBML03_1	2409+72.33	7,081,244.22	2,357,001.32	1° 12′ 08.74" RT	11,483.16′	0° 29′ 56.24"	120.50′	240.99′	N 23° 56′ 13.01" E	240.98′	2408+51.83	2410+92.82	N 23° 20′ 08.64" E	N 24° 32′ 17.38" E
SBML03_2	2445+23.58	7,084,474.75	2,358,476.15	3° 37′ 49.04" LT	10,300.00′	0° 33′ 22.57"	326.42′	652.61′	N 22° 43′ 22.86" E	652.50′	2441+97.16	2448+49.77	N 24° 32′ 17.38" E	N 20° 54′ 28.34" 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_14	378+86.16	7,078,289.07	2,355,970.40	4° 17′ 19.05" LT	5,000.00′	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
NBFR01_15	382+60.41	7,078,642.99	2,356,092.59	4° 17′ 19.05" RT	5,000.00′	1° 08′ 45.30"	187.21′	374.25′	N 21° 11′ 29.12" E	374.17′	380+73.20	384+47.45	N 19° 02′ 49.59" E	N 23° 20′ 08.64" E
NBFR01_16	410+06.59	7,081,164.69	2,357,180.47	1° 12′ 08.74" RT	22,942.00′	0° 14′ 59.07"	240.74′	481.47′	N 23° 56′ 13.01" E	481.46′	407+65.85	412+47.32	N 23° 20′ 08.64" E	N 24° 32′ 17.38" 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_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
SBFR01_20	381+76.23	7,078,764.77	2,355,765.58	4° 17′ 00.21" LT	5,000.00′	1° 08′ 45.30"	186.99′	373.80′	N 23° 49′ 12.55" E	373.71′	379+89.24	383+63.04	N 25° 57′ 42.65" E	N 21° 40′ 42.45" E
SBFR01_21	384+35.36	7,079,005.73	2,355,861.36	1° 39′ 26.19" RT	5,000.00′	1° 08′ 45.30"	72.32′	144.62′	N 22° 30′ 25.54" E	144.62′	383+63.04	385+07.66	N 21° 40′ 42.45" E	N 23° 20′ 08.64" E
SBFR01_22	409+43.95	7,081,309.13	2,356,855.07	1° 12′ 08.74" RT	14,386.00′	0° 23′ 53.79"	150.96′	301.91′	N 23° 56′ 13.01" E	301.90′	407+92.99	410+94.90	N 23° 20′ 08.64" E	N 24° 32′ 17.38" E
SBFR01_23	415+77.45	7,081,885.43	2,357,118.16	2° 48′ 25.88" RT	5,000.00′	1° 08′ 45.30"	122.51′	244.97′	N 25° 56′ 30.32" E	244.95′	414+54.94	416+99.91	N 24° 32′ 17.38" E	N 27° 20′ 43.26" E
SBFR01_24	418+22.42	7,082,103.07	2,357,230.72	2° 48′ 25.88" LT	5,000.00′	1° 08′ 45.30"	122.51′	244.97′	N 25° 56′ 30.32" E	244.95′	416+99.91	419+44.89	N 27° 20′ 43.26" E	N 24° 32′ 17.38" 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_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
SBXR383_4	23+96.31	7,079,169.31	2,356,080.05	7° 50′ 01.93" LT	5,729.58′	1° 00′ 00.00"	392.30′	783.39′	N 27° 15′ 09.60" E	782.78′	20+04.00	27+87.39	N 31° 10′ 10.57" E	N 23° 20′ 08.64" E

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA
CLEVGIBBLUT1	10+72.00	7,079,299.19	2,356,321.22	90° 00′ 00.00" LT
CLEVGIBBLUT2	13+09.10	7,079,405.35	2,356,075.15	90° 00′ 00.00" LT

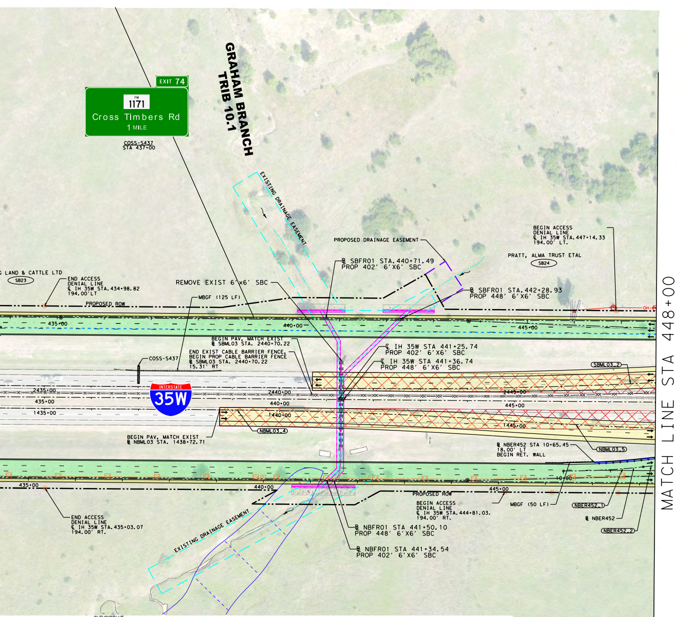
CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA
DENTCRKRUT1	10+73.27	7,081,353.71	2,356,930.42	91° 00′ 01.44" LT
DENTCRKRUT2	13+09.59	7,081,246.59	2,357,176.62	89° 12′ 15.81" LT

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA
C4	409+72.08	7,081,234.48	2,357,023.26	1° 12′ 08.74" RT

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA
SBER424_1	13+25.95	7,081,990.13	2,357,302.28	6° 30′ 43.21" LT
SBER424_2	19+07.20	7,082,543.52	2,357,482.36	6° 30′ 43.21" RT
SBER424_3	25+82.99	7,083,158.77	2,357,763.24	5° 01′ 21.28" LT
SBER424_4	28+34.12	7,083,395.63	2,357,847.19	5° 01′ 21.28" RT

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA
NBXR428_1	13+37.67	7,082,053.20	2,357,449.79	6° 44′ 44.12" RT
NBXR428_2	19+95.20	7,082,615.79	2,357,791.63	6° 24′ 21.98" LT
NBXR428_3	25+26.47	7,083,098.37	2,358,015.41	6° 26′ 20.40" RT
NBXR428_4	26+91.70	7,083,239.68	2,358,101.38	6° 46′ 42.55" LT

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA
NBER452_1	10+85.14	7,084,555.62	2,358,702.15	6° 48′ 11.20" LT
NBER452_2	12+44.17	7,084,707.29	2,358,750.66	5° 55′ 20.99" RT


EXIT 74
FM 1171
Cross Timbers Rd
1 MILE
COSS-S437
STA 437+00
GRAHAM BRANCH
TRIB 10.1
EXISTING DRAINAGE EASEMENT
PROPOSED DRAINAGE EASEMENT
BEGIN ACCESS
DENIAL LINE
℄ IH 35W STA. 447+14.33
194.00' LT.
PRATT, ALMA TRUST ETAL
SB24
G LAND & CATTLE LTD
SB23
END ACCESS
DENIAL LINE
℄ IH 35W STA. 434+98.82
194.00' LT
PROPOSED ROW
REMOVE EXIST 6'x6' SBC
MBGF (125 LF)
℄ SBFR01 STA. 440+71.49
PROP 402' 6'X6' SBC
℄ SBFR01 STA. 442+28.93
PROP 448' 6'X6' SBC
435+00
440+00
445+00
BEGIN PAV, MATCH EXIST
℄ SBML03 STA. 2440+70.22
END EXIST CABLE BARRIER FENCE,
BEGIN PROP CABLE BARRIER FENCE
℄ SBML03 STA. 2440+70.22
15.31' RT
COSS-S437
℄ IH 35W STA 441+25.74
PROP 402' 6'X6' SBC
℄ IH 35W STA 441+36.74
PROP 448' 6'X6' SBC
SBML03_2
2435+00
2440+00
2445+00
INTERSTATE
35W
1435+00
1440+00
1445+00
NBML03_4
BEGIN PAV, MATCH EXIST
℄ NBML03 STA. 1438+72.71
℄ NBER452 STA 10+65.45
18.00' LT
BEGIN RET. WALL
NBML03_5
10+00
PROPOSED ROW
BEGIN ACCESS
DENIAL LINE
℄ IH 35W STA. 444+81.03.
194.00' RT.
MBGF (50 LF)
NBER452_1
℄ NBER452
NBER452_2
END ACCESS
DENIAL LINE
℄ IH 35W STA. 435+03.07
194.00' RT.
℄ NBFR01 STA 441+50.10
PROP 448' 6'X6' SBC
℄ NBFR01 STA 441+34.54
PROP 402' 6'X6' SBC
OH
MATCH LINE STA 448+00

CLEVGIBBLUT

RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
72.00'	79° 34' 38.90"	72.00'	113.10'	N 21° 39' 51.36" W	101.82'	10+00.00	11+13.10	N 23° 20' 08.64" E	N 66° 39' 51.36" W
77.00'	74° 24' 36.37"	77.00'	120.95'	S 68° 20' 08.64" W	108.89'	12+32.10	13+53.05	N 66° 39' 51.36" W	S 23° 20' 08.64" W

DENTCRKRUT

RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
72.00'	79° 34' 38.90"	73.27'	114.35'	S 20° 59' 07.61" E	102.71'	10+00.00	11+14.35	S 24° 30' 53.11" W	S 66° 29' 08.33" E
77.00'	74° 24' 36.37"	75.94'	119.88'	N 68° 54' 40.36" E	108.14'	12+33.65	13+53.53	S 66° 29' 11.74" E	N 24° 18' 32.45" E

IH 35W

RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
11,459.16'	0° 30' 00.00"	120.25'	240.49'	N 23° 56' 13.01" E	240.48'	408+51.83	410+92.32	N 23° 20' 08.64" E	N 24° 32' 17.38" E

SBER424

RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
5,729.58'	1° 00' 00.00"	325.95'	651.20'	N 21° 16' 55.78" E	650.85'	10+00.00	16+51.20	N 24° 32' 17.38" E	N 18° 01' 34.17" E
4,500.00'	1° 16' 23.66"	256.00'	511.45'	N 21° 16' 55.78" E	511.18'	16+51.20	21+62.65	N 18° 01' 34.17" E	N 24° 32' 17.38" E
2,864.79'	2° 00' 00.00"	125.64'	251.13'	N 22° 01' 36.74" E	251.05'	24+57.34	27+08.47	N 24° 32' 17.38" E	N 19° 30' 56.10" E
2,864.79'	2° 00' 00.00"	125.64'	251.13'	N 22° 01' 36.74" E	251.05'	27+08.47	29+59.60	N 19° 30' 56.10" E	N 24° 32' 17.38" E

NBXR428

RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
5,729.58'	1° 00' 00.00"	337.67'	674.56'	N 27° 54' 39.44" E	674.17'	10+00.00	16+74.56	N 24° 32' 17.38" E	N 31° 17' 01.50" E
5,729.58'	1° 00' 00.00"	320.64'	640.61'	N 28° 04' 50.51" E	640.28'	16+74.56	23+15.17	N 31° 17' 01.50" E	N 24° 52' 39.52" E
1,432.39'	4° 00' 00.00"	80.57'	160.98'	N 28° 05' 49.73" E	160.89'	24+45.90	26+06.87	N 24° 52' 39.52" E	N 31° 18' 59.93" E
1,432.39'	4° 00' 00.04"	84.83'	169.46'	N 27° 55' 38.65" E	169.36'	26+06.87	27+76.33	N 31° 18' 59.93" E	N 24° 32' 17.38" E

NBER452

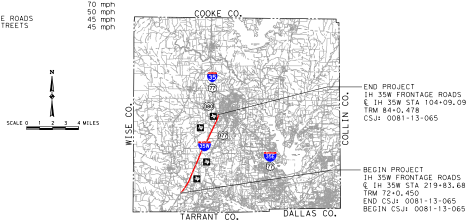
RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
1,432.39'	4° 00' 00.00"	85.14'	170.08'	N 21° 08' 11.78" E	169.98'	10+00.00	11+70.08	N 24° 32' 17.38" E	N 17° 44' 06.18" E
1,432.39'	4° 00' 00.00"	74.10'	148.06'	N 20° 41' 46.67" E	148.00'	11+70.08	13+18.14	N 17° 44' 06.18" E	N 23° 39' 27.17" 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
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 4 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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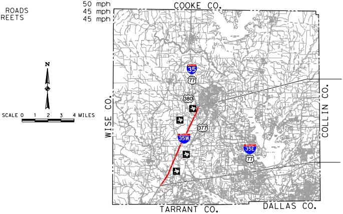
NAME	P.E. NO.	DATE
JESUS GONZALEZ JR., P.E.	111427	04/08/2020

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 5 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
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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

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

4/7/2020
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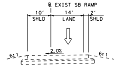
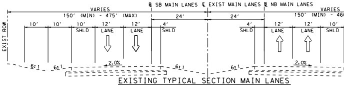
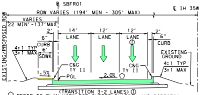

℄ EXIST SB RAMP
10' SHLD
14' LANE
2' SHLD
2.0%
6:1
6:1

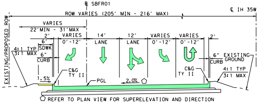
EXISTING TYPICAL SECTION
SB RAMPS


℄ SB MAIN LANES
℄ EXIST MAIN LANES
℄ NB MAIN LANES
VARIES
150' (MIN) - 475' (MAX)
EXIST ROW
24'
24'
10' 10' SHLD
12' LANE
12' LANE
4' SHLD
4' SHLD
12' LANE
12' LANE
10' SHLD
2.0%
2.0%
6:1

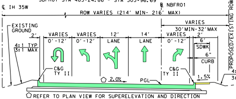
EXISTING TYPICAL SECTION MAIN LANES


℄ SBFR01
℄ IH 35W
ROW VARIES (194' MIN - 305' MAX)
EXISTING/PROPOSED ROW
VARIES
22' MIN - 137' MAX
4:1 TYP
3:1 MAX
CURB
SDWK
14' LANE
12' LANE
12' LANE
C&G TY II
PGL
1.5%
2.0%
EXISTING GROUND
4:1 TYP
3:1 MAX
(TRANSITION 3-2 LANES) ①

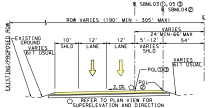
REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED FRONTAGE ROAD TYPICAL SECTION
SBFR01 STA 459+81.44 - STA 467+00.72 ①
SBFR01 STA 485+24.86 - STA 505+96.69


℄ SBFR01
℄ IH 35W
ROW VARIES (205' MIN - 216' MAX)
EXISTING/PROPOSED ROW
VARIES
22' MIN - 31' MAX
4:1 TYP
3:1 MAX
SDWK
CURB
14' LANE
12' LANE
0' - 12'
C&G TY II
PGL
1.5%
2.0%
EXISTING GROUND
4:1 TYP
3:1 MAX

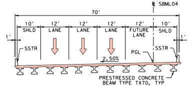
REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
SBFR01 STA 471+33.28 - STA 477+43.81


℄ IH 35W
℄ NBFR01
ROW VARIES (214' MIN - 216' MAX)
PROPOSED/EXISTING ROW
EXISTING GROUND
4:1 TYP
3:1 MAX
VARIES 0' - 12'
12' LANE
14' LANE
30' MIN - 32' MAX
SDWK
CURB
C&G TY II
PGL
2.0%
1.5%

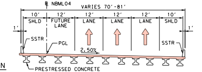
REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
NBFR01 STA 462+75.09 - STA 468+80.84


℄ SBML03 ①, 05 ③
℄ SBML04 ②
ROW VARIES (190' MIN - 305' MAX)
EXISTING/PROPOSED ROW
EXISTING GROUND
VARIES 6:1 USUAL
10' SHLD
12' LANE
12' LANE
24' MIN - 66' MAX
54'
5' - 12' VARIES SHLD
PGL ① ③
PGL ②
2.0%

REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION MAINLANES
SBML03 STA 2448+00.87 - STA 2455+04.54 ①
SBML04 STA 2455+00.00 - STA 2464+62.89 ②
SBML04 STA 2475+13.61 - STA 2486+50.00 ②
SBML05 STA 2486+50.00 - STA 2500+85.19 ③
SBML05 STA 2512+81.73 - STA 2517+00.11 ③

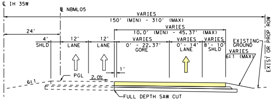

℄ SBML04
70'
10' SHLD
12' LANE
12' LANE
12' LANE
12' FUTURE LANE
10' SHLD
SSTR
PGL
2.50%
PRESTRESSED CONCRETE BEAM TYPE TX70, TYP

PROPOSED MAINLANE BRIDGE TYPICAL SECTION
SBML04 STA 2467+86.70 - STA 2471+66.70

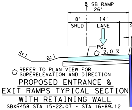

℄ NBML04
VARIES 70' - 81'
10' SHLD
12' FUTURE LANE
12' LANE
12' LANE
12' LANE
10' SHLD
SSTR
PGL
2.50%
PRESTRESSED CONCRETE BEAM TYPE TX70, TYP

PROPOSED MAINLANE BRIDGE TYPICAL SECTION
NBML04 STA 1468+44.41 - STA 1472+24.41

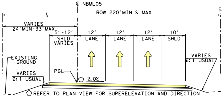
℄ IH 35W
VARIES
24' MIN - 66'
54'
EXISTING GROUND
VARIES
6:1 USUAL


℄ IH 35W
℄ NBML05
VARIES
150' (MIN) - 310' (MAX)
VARIES
10.0' (MIN) - 45.37' (MAX)
24'
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
PGL
2.0%
6:1
FULL DEPTH SAW CUT

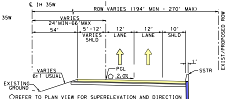
PROPOSED WIDENING TYPICAL SECTION MAIN LANES
NBML05 STA 1506+62.46 - STA 1511+77.66


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

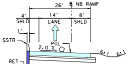
REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION WITH RETAINING WALL
SBXR458 STA 15+22.07 - STA 16+89.12


℄ NBML05
℄ IH 35W
ROW 220' MIN & MAX
VARIES
24' MIN - 33' MAX
5' - 12' SHLD VARIES
12' LANE
12' LANE
12' LANE
10' SHLD
EXISTING GROUND
VARIES 6:1 USUAL
PGL
2.0%

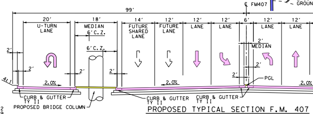
REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION MAINLANES
NBML05 STA 1512+62.82 - STA 1517+00.13


℄ IH 35W
℄ NBML05
ROW VARIES (194' MIN - 270' MAX)
EXIST/PROPOSED ROW
VARIES
24' MIN - 66' MAX
54'
5' - 12' VARIES SHLD
12' LANE
12' LANE
10' SHLD
SSTR
VARIES 6:1 USUAL
EXISTING GROUND
PGL
2.0%
RET WALL
EXIST GROUND

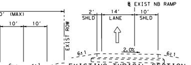
REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION MAINLANES
WITH RETAINING WALL
NBML05 STA 1477+08.75 - STA 1480+00.05


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

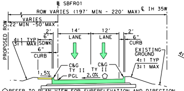
REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION WITH RETAINING WALL
NBER452 STA 13+18.14 - STA 17+55.42
NBXR475 STA 16+31.04 - STA 18+20.79


℄ FM407
99'
20' U-TURN LANE
18' MEDIAN
6' C.Z.
14' FUTURE SHARED LANE
12' FUTURE LANE
12' LANE
12' LANE
6'
12' LANE
12' LANE
MEDIAN
PGL
2.0%
4:1
CURB & GUTTER TY II
PROPOSED BRIDGE COLUMN

PROPOSED TYPICAL SECTION F.M. 407
FM407 STA 12+31.41 - STA 25+65.18


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

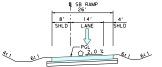
EXISTING TYPICAL SECTION
NB RAMPS


℄ SBFR01
℄ IH 35W
ROW VARIES (197' MIN - 220' MAX)
VARIES 22'MIN -50'MAX
PROPOSED ROW
14' LANE
12' LANE
6" CURB
SDWK
C&G TY II
PGL
2.0%
1.5%
4:1 TYP 3:1 MAX
EXISTING GROUND

⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED TYPICAL SECTION FRONTAGE ROAD

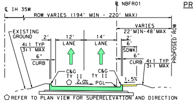
SBFR01 STA 453+52.01 - STA 459+81.44
SBFR01 STA 477+43.81 - STA 480+76.07
SBFR01 STA 483+39.81 - STA 485+24.86
SBFR01 STA 505+96.69 - STA 516+71.70


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

⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED ENTRANCE & EXIT RAMPS
TYPICAL SECTION

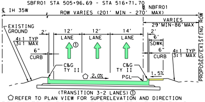
SBXR458 STA 16+89.12 - STA 19+61.44
SBER481 STA 17+10.19 - STA 21+87.43
SBXR510 STA 14+54.28 - STA 23+94.89


℄ IH 35W
℄ NBFR01
ROW VARIES (194' MIN - 220' MAX)
VARIES 22' MIN-48' MAX
PROPOSED ROW
EXISTING GROUND
12' LANE
14' LANE
SDWK
6" CURB
C&G TY II
PGL
2.0%
1.5%
4:1 TYP 3:1 MAX

⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED TYPICAL SECTION FRONTAGE ROAD

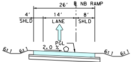
NBFR01 STA 449+55.40 - STA 462+75.09
NBFR01 STA 500+41.13 - STA 517+36.01


℄ IH 35W
℄ NBFR01
ROW VARIES (201' MIN - 270' MAX)
VARIES 29' MIN-86' MAX
EXISTING GROUND
12' LANE
14' LANE
SDWK
CURB
C&G TY II
PGL
2.0%
1.5%
4:1 TYP 3:1 MAX
PROPOSED/EXISTING ROW
(TRANSITION 3-2 LANES) ①

⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED TYPICAL SECTION FRONTAGE ROAD

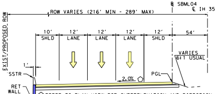
NBFR01 STA 473+16.37 - STA 480+36.43 ①
NBFR01 STA 480+36.43 - STA 500+41.13


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

⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED ENTRANCE & EXIT RAMPS
TYPICAL SECTION

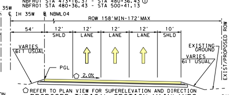
NBER452 STA 17+55.42 - STA 19+02.69
NBXR475 STA 18+20.79 - STA 21+20.80
NBER510 STA 13+86.68 - STA 20+45.63


℄ SBML04
℄ IH 35W
ROW VARIES (216' MIN - 289' MAX)
EXIST/PROPOSED ROW
10' SHLD
12' LANE
12' SHLD
54'
VARIES 6:1 USUAL
1'
SSTR
RET WALL
EXIST GROUND
PGL
2.0%

⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED TYPICAL SECTION MAINLANES
WITH RETAINING WALL

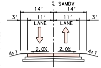
SBML04 STA 2464+62.89 - STA 2467+67.91
SBML04 STA 2471+41.69 - STA 2475+13.61


℄ IH 35W
℄ NBML04
ROW 158'MIN-172'MAX
54'
12' SHLD
12' LANE
10' SHLD
VARIES 6:1 USUAL
EXISTING GROUND
PGL
2.0%
EXIST/PROPOSED ROW

⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

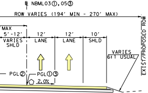
PROPOSED TYPICAL SECTION MAINLANES

NBML04 STA 1459+78.76 - STA 1463+04.90


℄ SAMDV
14'
3'
11' LANE
2.0%
4:1

PROPOSED
TYPICAL SECTION
SAM DAVIS RD

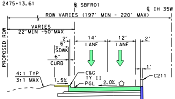
SAMDV STA 10+00.00 - STA 13+00.00


NBML04②
℄ NBML03①,05③
ROW VARIES (194' MIN - 270' MAX)
MAX
5'-12' VARIES SHLD
12' LANE
10' SHLD
VARIES 6:1 USUAL
PGL②
PGL①③
2.0%
EXIST/PROPOSED ROW

PLAN VIEW FOR SUPERELEVATION AND DIRECTION

SED TYPICAL SECTION MAINLANES

L03 STA 1448+00.18 - STA 1454+95.18 ①
L04 STA 1455+00.00 - STA 1459+78.76 ②
L04 STA 1475+16.82 - STA 1476+33.02 ②
L05 STA 1476+33.02 - STA 1477+08.75 ③
L05 STA 1480+00.05 - STA 1490+57.89 ③

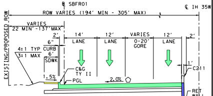

℄ SBFR01
℄ IH 35W
ROW VARIES (197' MIN - 220' MAX)
VARIES 22'MIN -50'MAX
PROPOSED ROW
14' LANE
12' LANE
6" CURB
SDWK
C&G TY II
PGL
2.0%
1.5%
4:1 TYP 3:1 MAX
C211

⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED TYPICAL SECTION
FRONTAGE ROAD
WITH RETAINING WALL

SBFR01 STA 480+76.07 - STA 483+39.81

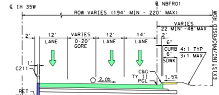
RET WALL
EXIST GROUND


℄ SBFR01
℄ IH 35W
ROW VARIES (194' MIN - 305' MAX)
VARIES 22 MIN'-137'MAX
14' LANE
12' LANE
VARIES 0-20' GORE
CURB
SDWK
C&G TY II
PGL
2.0%
1.5%
4:1 TYP 3:1 MAX
C211
RET WALL
EXIST GROUND

⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED FRONTAGE ROAD
TYPICAL SECTION
WITH RETAINING WALL

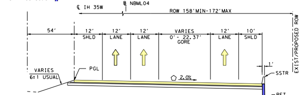
SBFR01 STA 447+74.03 - STA 453+52.01


℄ IH 35W
℄ NBFR01
ROW VARIES (194' MIN - 220' MAX)
VARIES 22 MIN'-48'MAX
12' LANE
VARIES 0-20' GORE
14' LANE
CURB
SDWK
C&G TY II
PGL
2.0%
1.5%
4:1 TYP 3:1 MAX
C211
RET WALL
EXIST GROUND

REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION ⬠

PROPOSED FRONTAGE ROAD
TYPICAL SECTION
WITH RETAINING WALL

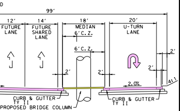
NBFR01 STA 448+32.72 - STA 449+55.40


℄ IH 35W
℄ NBML04
ROW 158'MIN-172'MAX
54'
12' SHLD
12' LANE
VARIES 0' - 22.37' GORE
10' SHLD
VARIES 6:1 USUAL
PGL
2.0%
SSTR
RET WALL
EXIST GROUND
EXIST/PROPOSED ROW

⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED TYPICAL SECTION MAINLANES
WITH RETAINING WALL

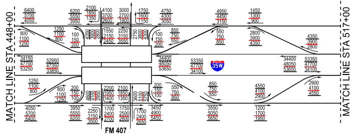
NBML04 STA 1463+04.90 - STA 1468+44.41
NBML04 STA 1472+24.41 - STA 1475+16.82

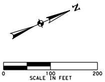

99'
12' FUTURE LANE
14' FUTURE SHARED LANE
18' MEDIAN 6' C.Z.
20' U-TURN LANE
6' C.Z.
2.0%
CURB & GUTTER TY II
PROPOSED BRIDGE COLUMN

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 448+00
MATCH LINE STA 517+00
FM 407
35W


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
SB24	208251	PRATT, ALMA TRUST ETAL
SB25	193084	RCG F&B LAND LLC
SB27	526509	RCG F&B LAND LLC
SB28	69054	RCG CORNERS LLC
SB29	69045	RCG F&B LAND LLC
SB30	670642	REALTY CAPITAL ARGYLE 114 LTD
SB31	72969	BELMONT 407 LLC
SB32	523538	BELMONT FRESH WATER SUPPLY DISTRICT NO 2 OF DENTON COUNTY
SB32A	683123	BELMONT FRESH WATER SUPPLY DISTRICT NO 2 OF DENTON COUNTY
NB44	208045	CADG CANYON FALLS 295
NB45	69052	RANDOL MILL CAPITAL, LLP
NB46	156952	INTERSTATE 35W AT FM 407 LP
NB47	156953	INTERSTATE 35W AT FM 407 LP
NB48	296825	MASON-GRAVLEE ENT INC
NB49	73015	HTM ARGYLE LAND LLC
NB50	72973	FGF LAND LLC

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.

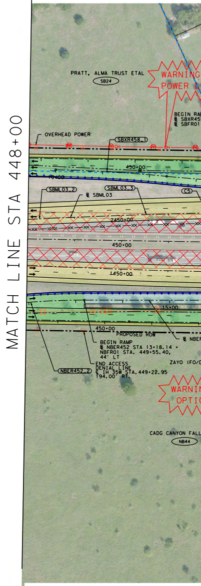
CURVE NO.	P.I. STATION	P.I. STATION - N
NBML03_5	1449+76.26	7,084,847.38

CURVE NO.	P.I. STATION	P.I. STATION - N
NBML05_1	1480+46.84	7,087,657.84
NBML05_2	1487+62.74	7,088,329.89
NBML05_3	1515+65.12	7,090,905.06

CURVE NO.	P.I. STATION	P.I. STATION - N
SBML03_2	2445+23.58	7,084,474.75
SBML03_3	2451+77.22	7,085,085.55

CURVE NO.	P.I. STATION	P.I. STATION - N
SBML05_1	2490+63.83	7,088,652.22
SBML05_2	2497+79.72	7,089,290.69

CURVE NO.	P.I. STATION	P.I. STATION - N
NBFR01_17	451+89.46	7,084,969.80
NBFR01_18	454+39.08	7,085,198.11
NBFR01_19	456+75.20	7,085,409.61
NBFR01_20	476+68.99	7,087,237.13
NBFR01_21	479+13.96	7,087,466.24


MATCH LINE STA 448+00
PRATT, ALMA TRUST ETAL
SB24
WARNING POWER L
BEGIN RA
SBXR45
SBFR01
OVERHEAD POWER
SBXR458_1
450+00
15+00
SBML03_2
SBML03
SBML03_3
C5
2450+00
450+00
1450+00
15+00
450+00
PROPOSED ROW
BEGIN RAMP
NBER452 STA 13+18.14 =
NBFR01 STA. 449+55.40,
44' LT
END ACCESS DENIAL LINE
℄ IH 35W STA. 449+22.95
94.00' RT.
NBER452_2
ZAYO (FO/
WARNIN OPTIC
CADG CANYON FALL
NB44
NBEF

CURVE NO.	P.I. STATION	P.I. STATION - N
FM407LUT1	11+10.22	7,086,635.75
FM407LUT2	13+38.42	7,086,635.09

CURVE NO.	P.I. STATION	P.I. STATION - N
FM407RUT1	11+10.22	7,086,831.30
FM407RUT2	13+38.42	7,086,831.96

NBML03

P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
2,358,749.61	4° 13′ 09.06" LT	14,100.00′	0° 24′ 22.87"	519.39′	1,038.30′	N 25° 40′ 41.26" E	1,038.07′	1444+56.88	1454+95.18	N 27° 47′ 15.79" E	N 23° 34′ 06.73" E

NBML05

P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
2,359,975.63	3° 21′ 44.09" LT	14,100.00′	0° 24′ 22.87"	413.83′	827.42′	N 21° 53′ 14.68" E	827.30′	1476+33.02	1484+60.44	N 23° 34′ 06.73" E	N 20° 12′ 22.64" E
2,360,222.98	3° 21′ 44.09" RT	10,300.00′	0° 33′ 22.57"	302.30′	604.43′	N 21° 53′ 14.68" E	604.34′	1484+60.44	1490+64.86	N 20° 12′ 22.64" E	N 23° 34′ 06.73" E
2,361,346.36	3° 21′ 44.09" RT	10,300.00′	0° 33′ 22.57"	302.30′	604.43′	N 25° 14′ 58.77" E	604.34′	1512+62.82	1518+67.25	N 23° 34′ 06.73" E	N 26° 55′ 50.82" E

SBML03

P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
2,358,476.15	3° 37′ 49.04" LT	10,300.00′	0° 33′ 22.57"	326.42′	652.61′	N 22° 43′ 22.86" E	652.50′	2441+97.16	2448+49.77	N 24° 32′ 17.38" E	N 20° 54′ 28.34" E
2,358,709.49	2° 39′ 38.39" RT	14,100.00′	0° 24′ 22.87"	327.44′	654.77′	N 22° 14′ 17.53" E	654.71′	2448+49.77	2455+04.54	N 20° 54′ 28.34" E	N 23° 34′ 06.73" E

SBML05

P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
2,360,265.40	3° 21′ 44.09" RT	14,100.00′	0° 24′ 22.87"	413.83′	827.42′	N 25° 14′ 58.77" E	827.30′	2486+50.00	2494+77.42	N 23° 34′ 06.73" E	N 26° 55′ 50.82" E
2,360,589.75	3° 21′ 44.09" LT	10,300.00′	0° 33′ 22.57"	302.30′	604.43′	N 25° 14′ 58.77" E	604.34′	2494+77.42	2500+81.85	N 26° 55′ 50.82" E	N 23° 34′ 06.73" E

NBFR01

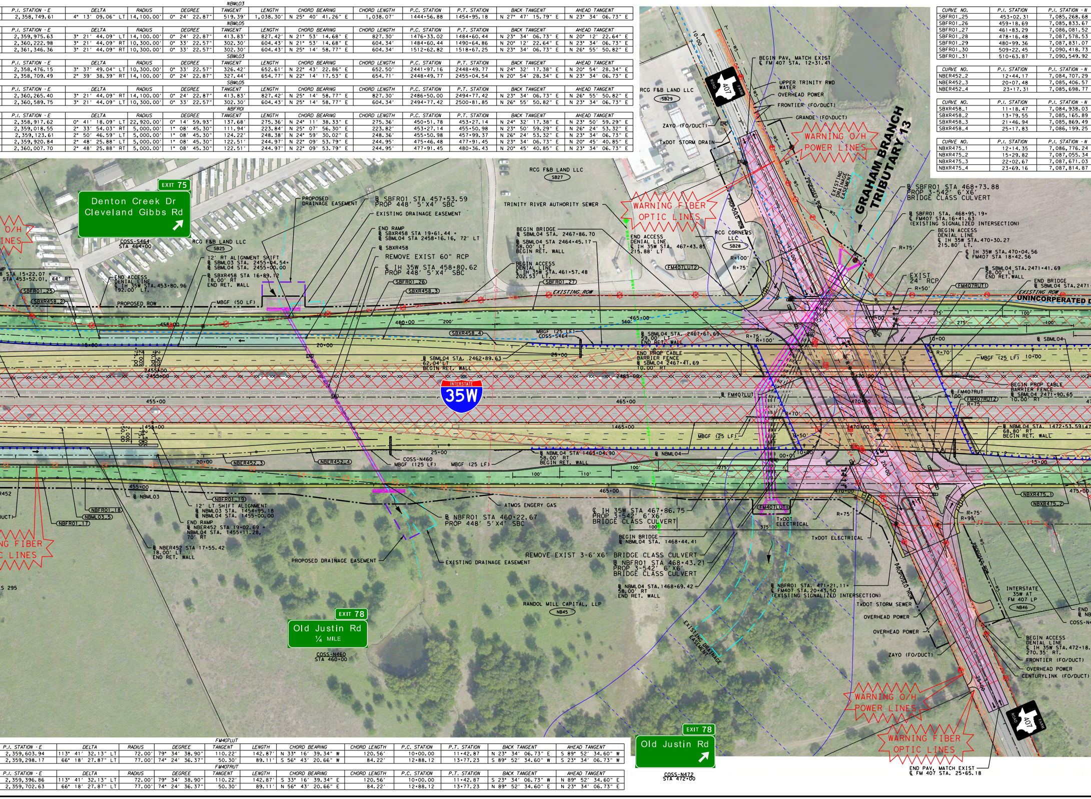
P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
2,358,917.62	0° 41′ 18.09" LT	22,920.00′	0° 14′ 59.93"	137.68′	275.36′	N 24° 11′ 38.33" E	275.36′	450+51.78	453+27.14	N 24° 32′ 17.38" E	N 23° 50′ 59.29" E
2,359,018.55	2° 33′ 54.03" RT	5,000.00′	1° 08′ 45.30"	111.94′	223.84′	N 25° 07′ 56.30" E	223.82′	453+27.14	455+50.98	N 23° 50′ 59.29" E	N 26° 24′ 53.32" E
2,359,123.61	2° 50′ 46.59" LT	5,000.00′	1° 08′ 45.30"	124.22′	248.38′	N 24° 59′ 30.02" E	248.36′	455+50.98	457+99.37	N 26° 24′ 53.32" E	N 23° 34′ 06.73" E
2,359,920.84	2° 48′ 25.88" LT	5,000.00′	1° 08′ 45.30"	122.51′	244.97′	N 22° 09′ 53.79" E	244.95′	475+46.48	477+91.45	N 23° 34′ 06.73" E	N 20° 45′ 40.85" E
2,360,007.70	2° 48′ 25.88" RT	5,000.00′	1° 08′ 45.30"	122.51′	244.97′	N 22° 09′ 53.79" E	244.95′	477+91.45	480+36.43	N 20° 45′ 40.85" E	N 23° 34′ 06.73" E

CURVE NO.	P.I. STATION	P.I. STATION - N
SBFR01_25	453+02.31	7,085,268.68
SBFR01_26	459+18.69	7,085,833.67
SBFR01_27	461+83.29	7,086,081.52
SBFR01_28	478+16.48	7,087,578.53
SBFR01_29	480+99.36	7,087,831.07
SBFR01_30	509+22.45	7,090,418.73
SBFR01_31	510+63.87	7,090,549.92

CURVE NO.	P.I. STATION	P.I. STATION - N
NBER452_2	12+44.17	7,084,707.29
NBER452_3	20+07.48	7,085,406.57
NBER452_4	23+17.31	7,085,698.77

CURVE NO.	P.I. STATION	P.I. STATION - N
SBXR458_1	11+18.47	7,084,938.03
SBXR458_2	13+79.55	7,085,165.89
SBXR458_3	21+46.94	7,085,869.49
SBXR458_4	25+17.83	7,086,199.25

CURVE NO.	P.I. STATION	P.I. STATION - N
NBXR475_1	12+14.35	7,086,776.24
NBXR475_2	15+29.82	7,087,055.34
NBXR475_3	22+02.67	7,087,671.03
NBXR475_4	23+69.16	7,087,814.87


BEGIN PAV, MATCH EXIST
℄ FM 407 STA. 12+31.41
UPPER TRINITY RWD WATER
OVERHEAD POWER
FRONTIER (FO/DUCT)
GRANDE (FO\DUCT)
RCG F&B LAND LLC
SB29
ZAYO (FO/DUCT)
TxDOT STORM DRAIN
WARNING O/H POWER LINES
GRAHAM BRANCH TRIBUTARY 13
EXISTING DRAINAGE EASEMENT
PROPOSED ROW
10+00
407 FARM ROAD
EXIT 75
Denton Creek Dr
Cleveland Gibbs Rd
COSS-S464
STA 464+00
RCG F&B LAND LLC
SB25
RCG F&B LAND LLC
SB27
PROPOSED DRAINAGE EASEMENT
BL SBFR01 STA 457+53.59
PROP 448′ 5′X4′ SBC
EXISTING DRAINAGE EASEMENT
END RAMP
BL SBXR458 STA 19+61.44 =
BL SBML04 STA 2458+16.16, 72′ LT
BL SBXR458
REMOVE EXIST 60" RCP
℄ IH 35W STA 458+80.62
PROP 448′ 5′X4′ SBC
TRINITY RIVER AUTHORITY SEWER
WARNING FIBER OPTIC LINES
12′ RT ALIGNMENT SHIFT
BL SBML03 STA. 2455+04.54=
BL SBML04 STA. 2455+00.00
BL SBXR458 STA 16+89.12
18.00′ RT
END RET. WALL
END ACCESS DENIAL LINE
℄ IH 35W STA.453+80.96
192.00′ LT.
MP
8 STA 15+22.07 =
STA 453+52.01, 44′ RT
SBFR01_25
SBXR458_2
PROPOSED ROW
MBGF (50 LF)
O/H
INES
BEGIN BRIDGE
BL SBML04 STA. 2467+86.70
BL SBML04 STA 2464+45.17
58.00′ LT
BEGIN RET. WALL
BEGIN ACCESS DENIAL LINE
℄ IH 35W STA.461+57.48
202.53′ LT.
SBFR01_26
SBXR458_3
SBFR01_27
EXISTING ROW
END ACCESS DENIAL LINE
℄ IH 35W STA. 467+43.85
215.88′ LT
RCG CORNERS LLC
SB28
R=100′
R=75′
FM407LUT2
460+00
200′
465+00
560′
SBXR458_4
MBGF (25 LF)
COSS-S464
BL SBML04 STA. 2467+61.69
59.00′ LT
END RET. WALL
END PROP CABLE BARRIER FENCE
BL SBML04 2467+41.69
10.00′ RT
BL SBML04 STA. 2462+89.63
62.04′ LT
BEGIN RET. WALL
25+00
20+00
15+00
2455+00
455+00
2465+00
INTERSTATE 35W
BL FM407LUT
BL SBFR01 STA 468+73.88
PROP 3-542′ 6′X6′
BRIDGE CLASS CULVERT
BL SBFR01 STA. 468+95.19=
℄ FM407 STA.16+41.63
(EXISTING SIGNALIZED INTERSECTION)
BEGIN ACCESS DENIAL LINE
℄ IH 35W STA.470+30.27
215.80′ LT.
R=75′
℄ IH 35W STA.470+04.56
℄ FM407 STA 18+42.56
BL SBML04 STA.2471+41.69
58.00′ LT
END RET.WALL
EXIST 24" RCP
R=50′
FM407RUT1
END BRIDGE
BL SBML04 STA.2471
EXISTING ROW
UNINCORPERATED D
275′
100′
470+00
R=75′
R=100′
10+00
BL SBML04
R=70′
MBGF (25 LF)
BEGIN PROP CABLE BARRIER FENCE
BL SBML04 2471+90.65
10.00′ RT
BL FM407RUT
FM407RUT2
BL NBML04 STA. 1472+53.59
68.80′ RT
BEGIN RET. WALL
1470+00
15+00
475+00
1455+00
1465+00
NBER452_3
NBER452_4
COSS-N460
MBGF (125 LF)
MBGF (25 LF)
R452
UCT)
NBFR01_18
NBML03_5
NBFR01_17
NBFR01_19
BL NBML03
12′ LT SHIFT ALIGNMENT
BL NBML03 STA. 1454+95.18
BL NBML04 STA. 1455+00.00
END RAMP
BL NBER452 STA 19+02.69 =
NBML04 STA. 1455+11.28,
70′ RT
BL NBER452 STA 17+55.42
18.00′ LT
END RET. WALL
NG FIBER
C LINES
S 295
ATMOS ENGERY GAS
BL NBFR01 STA 460+22.67
PROP 448′ 5′X4′ SBC
PROPOSED DRAINAGE EASEMENT
EXISTING DRAINAGE EASEMENT
BL NBML04 STA 1463+04.90
58.00′ RT
BEGIN RET. WALL
BL NBML04
100′
110′
℄ IH 35W STA 467+86.75
PROP 3-542′ 6′X6′
BRIDGE CLASS CULVERT
BEGIN BRIDGE
BL NBML04 STA. 1468+44.41
REMOVE EXIST 3-6′X6′ BRIDGE CLASS CULVERT
BL NBFR01 STA 468+43.21
PROP 3-542′ 6′X6′
BRIDGE CLASS CULVERT
BL NBML04 STA.1468+69.42
58.00′ RT
END RET. WALL
FM407LUT1
TxDOT ELECTRICAL
375′
TxDOT ELECTRICAL
R=75′
BL NBFR01 STA. 471+21.11=
℄ FM407 STA.20+43.50
(EXISTING SIGNALIZED INTERSECTION)
TxDOT STORM SEWER
OVERHEAD POWER
OVERHEAD POWER
ZAYO (FO/DUCT)
RANDOL MILL CAPITAL, LLP
NB45
EXISTING DRAINAGE EASEMENT
EXIT 78
Old Justin Rd
¼ MILE
COSS-N460
STA 460+00
NBXR475_1
NBXR475_2
R=75′
R=99′
INTERSTATE 35W AT FM 407 LP
NB46
END
BL NB
COSS-N4
BEGIN ACCESS DENIAL LINE
℄ IH 35W STA.472+18.
270.35′ RT.
FRONTIER (FO/DUCT)
OVERHEAD POWER
CENTURYLINK (FO/DUCT)
WARNING O/H POWER LINES
WARNING FIBER OPTIC LINES
25+00
20+00
407 FARM ROAD
EXIT 78
Old Justin Rd
COSS-N472
STA 472+00
END PAV, MATCH EXIST
℄ FM 407 STA. 25+65.18

FM407LUT

P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
2,359,603.94	113° 41′ 32.13" LT	72.00′	79° 34′ 38.90"	110.22′	142.87′	N 33° 16′ 39.34" W	120.56′	10+00.00	11+42.87	N 23° 34′ 06.73" E	S 89° 52′ 34.60" W
2,359,298.17	66° 18′ 27.87" LT	77.00′	74° 24′ 36.37"	50.30′	89.11′	S 56° 43′ 20.66" W	84.22′	12+88.12	13+77.23	S 89° 52′ 34.60" W	S 23° 34′ 06.73" W

FM407RUT

P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
2,359,396.86	113° 41′ 32.13" LT	72.00′	79° 34′ 38.90"	110.22′	142.87′	S 33° 16′ 39.34" E	120.56′	10+00.00	11+42.87	S 23° 34′ 06.73" W	N 89° 52′ 34.60" E
2,359,702.63	66° 18′ 27.87" LT	77.00′	74° 24′ 36.37"	50.30′	89.11′	N 56° 43′ 20.66" E	84.22′	12+88.12	13+77.23	N 89° 52′ 34.60" E	N 23° 34′ 06.73" E

SBFR01

P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
2,358,676.01	1° 09′ 48.80" LT	5,000.00′	1° 08′ 45.30"	50.77′	101.54′	N 24° 03′ 12.05" E	101.54′	452+51.54	453+53.08	N 24° 38′ 06.45" E	N 23° 28′ 17.65" E
2,358,922.39	3° 01′ 55.78" LT	5,000.00′	1° 08′ 45.30"	132.33′	264.61′	N 22° 03′ 08.84" E	264.58′	457+86.35	460+50.96	N 23° 34′ 06.73" E	N 20° 32′ 10.95" E
2,359,015.23	3° 01′ 55.78" RT	5,000.00′	1° 08′ 45.30"	132.33′	264.61′	N 22° 03′ 08.84" E	264.58′	460+50.96	463+15.56	N 20° 32′ 10.95" E	N 23° 34′ 06.73" E
2,359,668.28	3° 14′ 29.66" RT	5,000.00′	1° 08′ 45.30"	141.48′	282.88′	N 25° 11′ 21.56" E	282.84′	476+75.01	479+57.89	N 23° 34′ 06.73" E	N 26° 48′ 36.38" E
2,359,795.90	3° 14′ 29.66" LT	5,000.00′	1° 08′ 45.30"	141.48′	282.88′	N 25° 11′ 21.56" E	282.84′	479+57.89	482+40.77	N 26° 48′ 36.39" E	N 23° 34′ 06.73" E
2,360,924.73	1° 37′ 14.24" LT	5,000.00′	1° 08′ 45.30"	70.72′	141.43′	N 22° 45′ 29.61" E	141.42′	508+51.73	509+93.16	N 23° 34′ 06.73" E	N 21° 56′ 52.48" E
2,360,977.60	1° 37′ 14.24" RT	5,000.00′	1° 08′ 45.30"	70.72′	141.43′	N 22° 45′ 29.61" E	141.42′	509+93.16	511+34.58	N 21° 56′ 52.48" E	N 23° 34′ 06.73" E

NBER452

P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
2,358,750.66	5° 55′ 20.99" RT	1,432.39′	4° 00′ 00.00"	74.10′	148.06′	N 20° 41′ 46.67" E	148.00′	11+70.08	13+18.14	N 17° 44′ 06.18" E	N 23° 39′ 27.17" E
2,359,057.00	4° 11′ 23.32" LT	2,864.79′	2° 00′ 00.00"	104.79′	209.49′	N 21° 33′ 45.51" E	209.44′	19+02.69	21+12.18	N 23° 39′ 27.17" E	N 19° 28′ 03.85" E
2,359,160.29	4° 06′ 02.88" RT	5,729.58′	1° 00′ 00.00"	205.13′	410.08′	N 21° 31′ 05.29" E	409.99′	21+12.18	25+22.26	N 19° 28′ 03.85" E	N 23° 34′ 06.73" E

SBXR458

P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
2,358,551.34	4° 44′ 09.25" RT	2,864.79′	2° 00′ 00.00"	118.47′	236.80′	N 26° 54′ 22.00" E	236.73′	10+00.00	12+36.80	N 24° 32′ 17.38" E	N 29° 16′ 26.63" E
2,358,679.08	5° 42′ 19.90" LT	2,864.79′	2° 00′ 00.00"	142.76′	285.28′	N 26° 25′ 16.68" E	285.16′	12+36.80	15+22.07	N 29° 16′ 26.63" E	N 23° 34′ 06.73" E
2,358,986.01	3° 42′ 31.97" RT	5,729.58′	1° 00′ 00.00"	185.51′	370.89′	N 25° 25′ 22.71" E	370.82′	19+61.44	23+32.32	N 23° 34′ 06.73" E	N 27° 16′ 38.70" E
2,359,156.05	3° 42′ 31.97" LT	5,729.58′	1° 00′ 00.00"	185.51′	370.89′	N 25° 25′ 22.71" E	370.82′	23+32.32	27+03.21	N 27° 16′ 38.70" E	N 23° 34′ 06.73" E

NBXR475

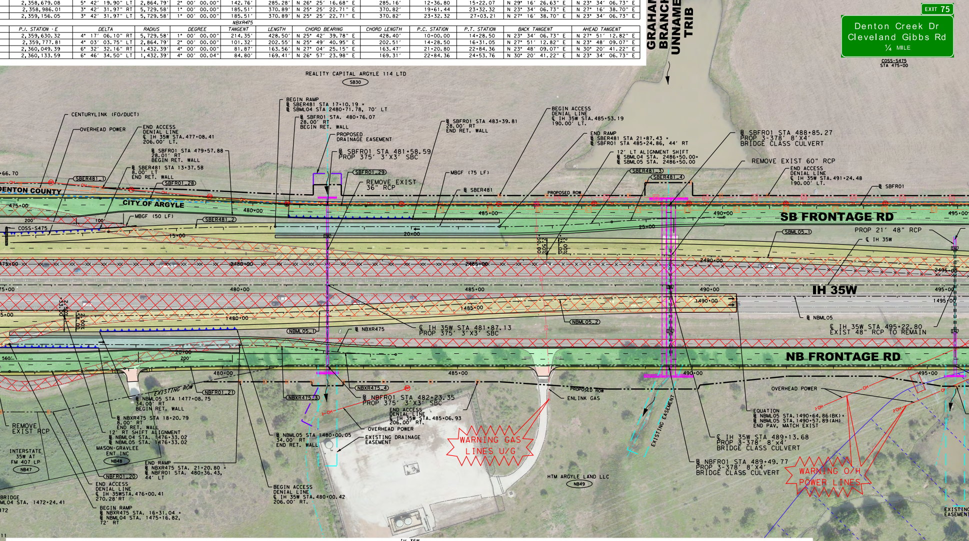
P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
2,359,630.32	4° 17′ 06.10" RT	5,729.58′	1° 00′ 00.00"	214.35′	428.50′	N 25° 42′ 39.78" E	428.40′	10+00.00	14+28.50	N 23° 34′ 06.73" E	N 27° 51′ 12.82" E
2,359,777.81	4° 03′ 03.75" LT	2,864.79′	2° 00′ 00.00"	101.32′	202.55′	N 25° 49′ 40.95" E	202.51′	14+28.50	16+31.05	N 27° 51′ 12.82" E	N 23° 48′ 09.07" E
2,360,049.39	6° 32′ 32.16" RT	1,432.39′	4° 00′ 00.00"	81.87′	163.56′	N 27° 04′ 25.15" E	163.47′	21+20.80	22+84.36	N 23° 48′ 09.07" E	N 30° 20′ 41.22" E
2,360,133.59	6° 46′ 34.50" LT	1,432.39′	4° 00′ 00.04"	84.80′	169.41′	N 26° 57′ 23.98" E	169.31′	22+84.36	24+53.76	N 30° 20′ 41.22" E	N 23° 34′ 06.73" E

SUPERELEVATION TRANSITION AND CROSS-SLOPE TABLE

ALIGNMENT	STATION TO STATION	RATE	X-SLOPE
SBXR510	17+05.00 TO 18+85.00	0.50%	-2.00% ~ 3.47%
SBXR510	20+80.00 TO 22+60.00	0.50%	3.47% ~ -2.00%
NBML03	1454+50 TO 1454+75	0.40%	-2.00% ~ -2.50%
NBML05	1476+33 TO 1476+58	0.40%	-2.50% ~ -2.00%
SBML03	2454+75 TO 2455+00	0.40%	-2.00% ~ -2.50%
SBML05	2486+50 TO 2486+75	0.40%	-2.50% ~ -2.00%

NOTE:

1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.


GRAHAM BRANCH UNNAMED TRIB
EXIT 75
Denton Creek Dr
Cleveland Gibbs Rd
¼ MILE
COSS-S475
STA 475+00
REALITY CAPITAL ARGYLE 114 LTD
SB30
BEGIN RAMP
℄ SBER481 STA 17+10.19 =
℄ SBML04 STA 2480+71.78, 70′ LT
℄ SBFR01 STA. 480+76.07
28.00′ RT
BEGIN RET. WALL
PROPOSED
DRAINAGE EASEMENT
℄ SBFR01 STA 481+58.59
PROP 375′ 3′X3′ SBC
SBFR01_29
REMOVE EXIST
36" RCP
℄ SBFR01 STA 483+39.81
28.00′ RT
END RET. WALL
MBGF (75 LF)
℄ SBER481
BEGIN ACCESS
DENIAL LINE
℄ IH 35W STA. 485+53.19
190.00′ LT.
END RAMP
℄ SBER481 STA 21+87.43 =
℄ SBFR01 STA 485+24.86, 44′ RT
12′ LT ALIGNMENT SHIFT
℄ SBML04 STA. 2486+50.00=
℄ SBML05 STA. 2486+50.00
SBER481_3
SBER481_4
PROPOSED ROW
℄ SBFR01 STA 488+85.27
PROP 3-378′ 8′X4′
BRIDGE CLASS CULVERT
REMOVE EXIST 60" RCP
END ACCESS
DENIAL LINE
℄ IH 35W STA. 491+24.48
190.00′ LT.
℄ SBFR01
CENTURYLINK (FO/DUCT)
OVERHEAD POWER
END ACCESS
DENIAL LINE
℄ IH 35W STA. 477+08.41
206.00′ LT.
℄ SBFR01 STA 479+57.88
28.01′ RT
BEGIN RET. WALL
℄ SBER481 STA 13+37.58
8.00′ LT
END RET. WALL
SBER481_1
SBFR01_28
DENTON COUNTY
CITY OF ARGYLE
MBGF (50 LF)
SBER481_2
COSS-S475
200′
100′
475+00
480+00
485+00
490+00
495+00
15+00
20+00
25+00
2475+00
2480+00
2485+00
2490+00
2495+00
2.50%
50.00
2.00%
75.00
SB FRONTAGE RD
PROP 21′ 48" RCP
℄ IH 35W
SBML05_1
IH 35W
1480+00
1485+00
1490+00
1495+00
2.50%
33.00
2.00%
58.00
NBML05_1
℄ NBXR475
℄ IH 35W STA 481+87.13
PROP 375′ 3′X3′ SBC
NBML05_2
℄ NBML05
℄ IH 35W STA 495+22.80
EXIST 48" RCP TO REMAIN
560′
20+00
200′
NB FRONTAGE RD
EXISTING ROW
NBFR01_21
NBXR475_4
NBXR475_3
℄ NBML05 STA 1477+08.75
34.00′ RT
BEGIN RET. WALL
℄ NBXR475 STA 18+20.79
8.00′ RT
END RET. WALL
12′ RT SHIFT ALIGNMENT
℄ NBML04 STA. 1476+33.02
℄ NBML05 STA. 1476+33.02
MASON-GRAVLEE
ENT INC
NB48
REMOVE
EXIST RCP
INTERSTATE
35W AT
FM 407 LP
NB47
END RAMP
℄ NBXR475 STA. 21+20.80 =
℄ NBFR01 STA. 480+36.43,
44′ LT
NBFR01_20
END ACCESS
DENIAL LINE
℄ IH 35WSTA. 476+00.41
270.28′RT
BRIDGE
ML04 STA. 1472+24.41
BEGIN RAMP
℄ NBXR475 STA. 16+31.04 =
℄ NBML04 STA. 1475+16.82,
72′ RT
℄ NBFR01 STA 482+23.35
PROP 375′ 3′X3′ SBC
END ACCESS
DENIAL LINE
℄ IH 35W STA. 485+06.93
206.00′ RT.
OVERHEAD POWER
℄ NBML05 STA 1480+00.05
34.00′ RT
END RET. WALL
EXISTING DRAINAGE
EASEMENT
BEGIN ACCESS
DENIAL LINE
℄ IH 35W STA. 480+00.42
206.00′ RT.
WARNING GAS
LINES U/G
PROPOSED ROW
ENLINK GAS
HTM ARGYLE LAND LLC
NB49
EXISTING EASEMENT
OVERHEAD POWER
EQUATION
℄ NBML05 STA. 1490+64.86(BK) =
℄ NBML05 STA. 1490+57.89(AH)
END PAV, MATCH EXIST
℄ IH 35W STA 489+13.68
PROP 3-378′ 8′x4′
BRIDGE CLASS CULVERT
℄ NBFR01 STA 489+49.77
PROP 3-378′ 8′X4′
BRIDGE CLASS CULVERT
WARNING O/H
POWER LINES
EXISTING
EASEMENT
OH
PP
C7
G5

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
C5	452+11.57	7,085,091.09	2,358,783.92	0° 58′ 10.65" LT	11,459.16′	0° 30′ 00.00"	96.96′	193.92′	N 24° 03′ 12.05" E	193.92′	451+14.60	453+08.53	N 24° 32′ 17.38" E	N 23° 34′ 06.73" E

SBER481

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
SBER481_1	11+77.60	7,087,269.58	2,359,622.97	3° 33′ 03.35" LT	5,729.58′	1° 00′ 00.00"	177.60′	355.09′	N 21° 47′ 35.05" E	355.04′	10+00.00	13+55.09	N 23° 34′ 06.73" E	N 20° 01′ 03.38" E
SBER481_2	15+32.70	7,087,603.33	2,359,744.56	3° 33′ 03.35" RT	5,729.58′	1° 00′ 00.00"	177.60′	355.09′	N 21° 47′ 35.05" E	355.04′	13+55.09	17+10.19	N 20° 01′ 03.38" E	N 23° 34′ 06.73" E
SBER481_3	23+07.22	7,088,313.35	2,360,054.29	4° 47′ 19.32" LT	2,864.79′	2° 00′ 00.00"	119.79′	239.44′	N 21° 10′ 27.07" E	239.37′	21+87.43	24+26.87	N 23° 34′ 06.73" E	N 18° 46′ 47.40" E
SBER481_4	25+46.66	7,088,540.17	2,360,131.42	4° 47′ 19.32" RT	2,864.79′	2° 00′ 00.00"	119.79′	239.44′	N 21° 10′ 27.07" E	239.37′	24+26.87	26+66.30	N 18° 46′ 47.40" E	N 23° 34′ 06.73" E

NBER510

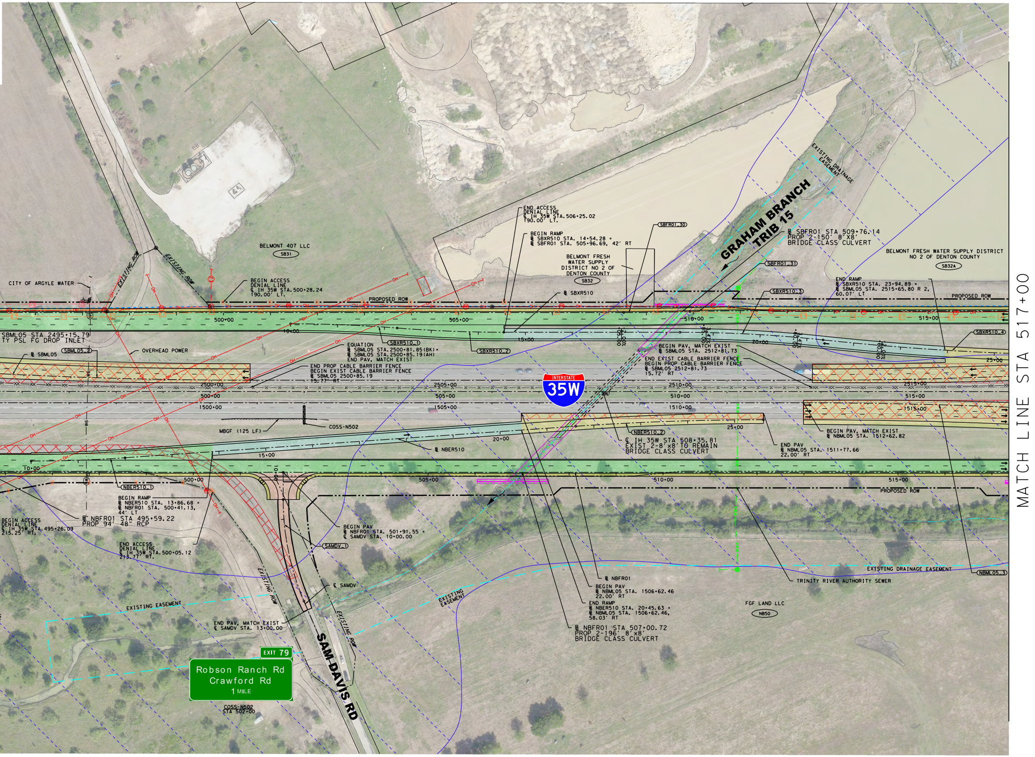
CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
NBER510_1	11+00.05	7,089,163.45	2,360,721.89	4° 00′ 00.00" LT	2,865.00′	1° 59′ 59.47"	100.05′	200.01′	N 21° 34′ 06.73" E	199.97′	10+00.00	12+00.01	N 23° 34′ 06.73" E	N 19° 34′ 06.73" E
NBER510_2	23+61.50	7,090,352.12	2,361,144.42	4° 00′ 00.00" RT	5,730.00′	0° 59′ 59.73"	200.10′	400.03′	N 21° 34′ 06.73" E	399.95′	21+61.40	25+61.43	N 19° 34′ 06.73" E	N 23° 34′ 06.73" E

SBXR510

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
SBXR510_1	11+13.63	7,089,798.75	2,360,680.46	4° 32′ 34.18" RT	2,864.79′	2° 00′ 00.00"	113.63′	227.14′	N 25° 50′ 23.82" E	227.08′	10+00.00	12+27.14	N 23° 34′ 06.73" E	N 28° 06′ 40.91" E
SBXR510_2	13+40.77	7,089,999.20	2,360,787.54	4° 32′ 34.18" LT	2,864.79′	2° 00′ 00.00"	113.63′	227.14′	N 25° 50′ 23.82" E	227.08′	12+27.14	14+54.28	N 28° 06′ 40.91" E	N 23° 34′ 06.73" E
SBXR510_3	19+82.01	7,090,587.06	2,361,043.99	6° 06′ 12.35" RT	2,864.79′	2° 00′ 00.00"	152.73′	305.17′	N 26° 37′ 12.90" E	305.03′	18+29.28	21+34.45	N 23° 34′ 06.73" E	N 29° 40′ 19.08" E
SBXR510_4	25+83.51	7,091,109.94	2,361,341.89	8° 57′ 45.78" LT	5,729.58′	1° 00′ 00.00"	449.05′	896.27′	N 25° 11′ 26.19" E	895.36′	21+34.45	30+30.73	N 29° 40′ 19.08" E	N 20° 42′ 33.30" E

SAMDV

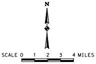
CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
SAMDV_1	11+66.30	7,089,487.39	2,361,070.82	22° 42′ 10.00" LT	533.00′	10° 44′ 58.84"	107.00′	211.19′	S 77° 46′ 58.27" E	209.82′	10+59.29	12+70.49	S 66° 25′ 53.27" E	S 89° 08′ 03.27" E


BELMONT 407 LLC
SB31
EXISTING ROW
EXISTING ROW
CITY OF ARGYLE WATER
BEGIN ACCESS DENIAL LINE ℄ IH 35W STA.500+28.24 190.00' LT.
PROPOSED ROW
END ACCESS DENIAL LINE ℄ IH 35W STA.506+25.02 190.00' LT.
BEGIN RAMP B SBXR510 STA. 14+54.28 = B SBFR01 STA. 505+96.69, 42' RT
SBFR01_30
BELMONT FRESH WATER SUPPLY DISTRICT NO 2 OF DENTON COUNTY
SB32
B SBXR510
GRAHAM BRANCH TRIB 15
EXISTING DRAINAGE EASEMENT
B SBFR01 STA 509+76.14 PROP 2-150' 8'X8' BRIDGE CLASS CULVERT
SBFR01_31
SBXR510_3
BELMONT FRESH WATER SUPPLY DISTRICT NO 2 OF DENTON COUNTY
SB32A
END RAMP B SBXR510 STA. 23+94.89 = B SBML05 STA. 2515+65.80 R 2, 60.07' LT
PROPOSED ROW
500+00
505+00
510+00
515+00
10+00
15+00
20+00
25+00
SBML05 STA 2495+15.79 TY PSL FG DROP INLET
SBXR510_1
SBXR510_2
SBXR510_4
B SBML05
SBML05_2
OVERHEAD POWER
EQUATION B SBML05 STA.2500+81.85(BK)= B SBML05 STA.2500+85.19(AH) END PAV, MATCH EXIST
END PROP CABLE BARRIER FENCE BEGIN EXIST CABLE BARRIER FENCE B SBML05 2500+85.19 15.77' RT
BEGIN PAV, MATCH EXIST B SBML05 STA. 2512+81.73
END EXIST CABLE BARRIER FENCE BEGIN PROP CABLE BARRIER FENCE B SBML05 2512+81.73 15.72' RT
2500+00
2505+00
2510+00
2515+00
1500+00
1505+00
1510+00
1515+00
INTERSTATE 35W
MBGF (125 LF)
COSS-N502
B NBER510
NBER510_2
℄ IH 35W STA 508+35.81 EXIST 2-8'x8' TO REMAIN BRIDGE CLASS CULVERT
END PAV B NBML05 STA. 1511+77.66 22.00' RT
BEGIN PAV, MATCH EXIST B NBML05 STA. 1512+62.82
NBER510_1
BEGIN RAMP B NBER510 STA. 13+86.68 = B NBFR01 STA. 500+41.13, 44' LT
BEGIN ACCESS DENIAL LINE ℄ IH 35W STA.495+26.09 215.25' RT.
B NBFR01 STA 495+59.22 PROP 94' 48" RCP
END ACCESS DENIAL LINE ℄ IH 35W STA.500+05.12 213.77' RT.
BEGIN PAV B NBFR01 STA. 501+91.55 = ℄ SAMDV STA. 10+00.00
SAMDV_1
℄ SAMDV
EXISTING ROW
EXISTING ROW
EXISTING EASEMENT
EXISTING EASEMENT
END PAV, MATCH EXIST ℄ SAMDV STA. 13+00.00
SAM DAVIS RD
EXIT 79
Robson Ranch Rd
Crawford Rd
1 MILE
COSS-N502 STA 502+00
B NBFR01
BEGIN PAV B NBML05 STA. 1506+62.46 22.00' RT
END RAMP B NBER510 STA. 20+45.63 = B NBML05 STA. 1506+62.46, 58.03' RT
B NBFR01 STA 507+00.72 PROP 2-196' 8'x8' BRIDGE CLASS CULVERT
FGF LAND LLC
NB50
TRINITY RIVER AUTHORITY SEWER
EXISTING DRAINAGE EASEMENT
NBML05_3
MATCH LINE STA 517+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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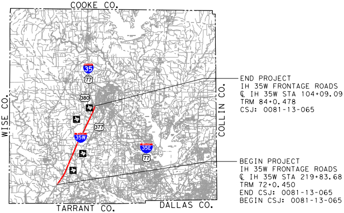
SCALE 0 1 2 3 4 MILES


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

LOCATION MAP
MARCH 2020
SCALE: 1"=100'
ROLL 5 OF 34

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

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

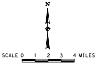
4/7/2020
I-35W-Sch05.dgn

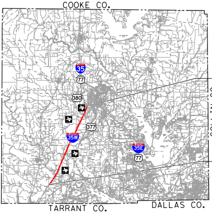
Texas Department of Transportation

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


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

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

LOCATION MAP
MARCH 2020
SCALE: 1"=100'
ROLL 6 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

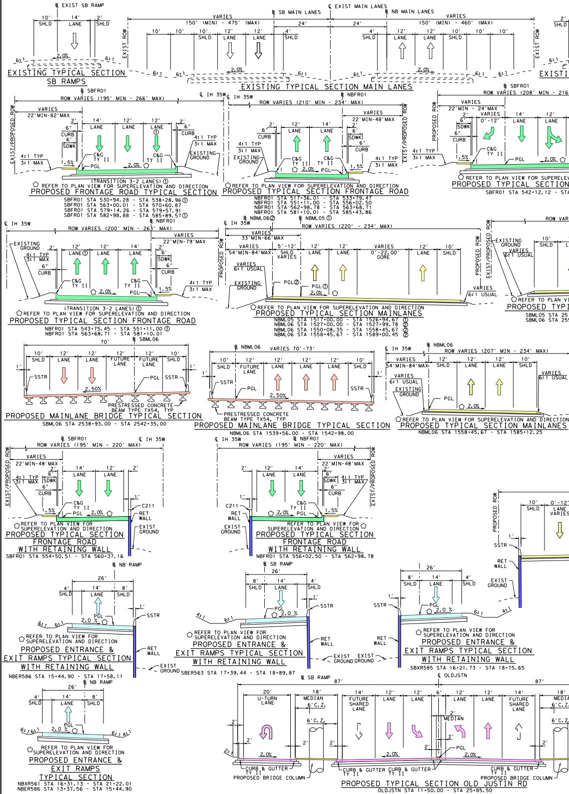
Jacobs

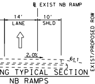
PRELIMINARY FOR INTERIM REVIEW ONLY

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

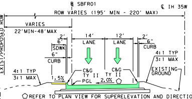
4/7/2020
I-35W-Sch06.dgn


EXISTING TYPICAL SECTION SB RAMPS
EXISTING TYPICAL SECTION MAIN LANES
EXISTI
PROPOSED FRONTAGE ROAD TYPICAL SECTION
(TRANSITION 3-2 LANES) ①
REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
SBFR01 STA 530+94.28 - STA 538+28.96 ①
SBFR01 STA 563+00.01 - STA 570+60.87
SBFR01 STA 579+14.26 - STA 579+57.91
SBFR01 STA 582+98.88 - STA 585+89.57 ①
PROPOSED TYPICAL SECTION FRONTAGE ROAD
NBFR01 STA 517+36.01 - STA 533+79.47
NBFR01 STA 551+11.00 - STA 556+02.50
NBFR01 STA 562+98.78 - STA 563+68.71
NBFR01 STA 581+10.01 - STA 585+43.86
PROPOSED TYPICAL SECTION
SBFR01 STA 542+12.12 - STA
PROPOSED TYPICAL SECTION FRONTAGE ROAD
NBFR01 STA 543+75.45 - STA 551+11.00 ①
NBFR01 STA 563+68.71 - STA 581+10.01
PROPOSED TYPICAL SECTION MAINLANES
NBML05 STA 1517+00.00 - STA 1526+94.67 ①
NBML06 STA 1527+00.00 - STA 1527+99.78 ②
NBML06 STA 1550+08.35 - STA 1558+45.67 ②
NBML06 STA 1558+45.67 - STA 1589+00.45 ②
PROPOSED TYPI
SBML05 STA 25
SBML06 STA 25
PROPOSED MAINLANE BRIDGE TYPICAL SECTION
PRESTRESSED CONCRETE BEAM TYPE TX54, TYP
SBML06 STA 2538+93.00 - STA 2542+35.00
PROPOSED MAINLANE BRIDGE TYPICAL SECTION
NBML06 STA 1539+56.00 - STA 1542+98.00
PROPOSED TYPICAL SECTION MAINLANES
NBML06 STA 1558+45.67 - STA 1585+12.25
PROPOSED TYPICAL SECTION FRONTAGE ROAD WITH RETAINING WALL
SBFR01 STA 554+50.51 - STA 560+37.16
PROPOSED TYPICAL SECTION FRONTAGE ROAD WITH RETAINING WALL
NBFR01 STA 556+02.50 - STA 562+98.78
PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION WITH RETAINING WALL
NBER586 STA 15+44.90 - STA 17+58.11
PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION WITH RETAINING WALL
SBER563 STA 17+39.44 - STA 18+89.87
PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION WITH RETAINING WALL
SBXR585 STA 16+21.73 - STA 18+75.65
PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION
NBXR561 STA 16+31.13 - STA 21+22.01
NBER586 STA 13+37.56 - STA 15+44.90
PROPOSED TYPICAL SECTION OLD JUSTIN RD
OLDJSTN STA 11+50.00 - STA 25+85.50
LANE
SHLD
FUTURE LANE
U-TURN LANE
MEDIAN
FUTURE SHARED LANE
C&G TY II
PGL
SSTR
RET WALL
EXIST GROUND
EXISTING GROUND
CURB & GUTTER TY II
PROPOSED BRIDGE COLUMN
EXIST ROW
EXIST/PROPOSED ROW
PROPOSED ROW
4:1 TYP
3:1 MAX
6:1 USUAL
2.0%
1.5%
2.50%



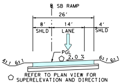
℄ EXIST NB RAMP
14' LANE
10' SHLD
2.0%
6:1

…NG TYPICAL SECTION
NB RAMPS



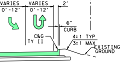
℄ SBFR01
℄ IH 35W
ROW VARIES (195' MIN - 220' MAX)
EXIST/PROPOSED ROW
VARIES
22' MIN-48' MAX
2'
6'
SDWK
6"
CURB
14' LANE
12' LANE
2'
6"
CURB
4:1 TYP
3:1 MAX
EXISTING GROUND
4:1 TYP
3:1 MAX
1.5%
C&G TY II
C&G TY II
PGL
2.0%

REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
SBFR01 STA 516+71.70 - STA 530+94.28
SBFR01 STA 548+21.12 - STA 554+50.51
SBFR01 STA 560+37.16 - STA 563+00.01
SBFR01 STA 579+57.91 - STA 582+98.88



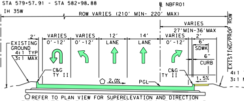
℄ SB RAMP
26'
8' SHLD
14' LANE
4' SHLD
PGL
2.0%
4:1
6:1
6:1
6:1

REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED ENTRANCE & EXIT RAMPS
TYPICAL SECTION
SBER563 STA 18+89.87 - STA 21+39.43
SBXR585 STA 14+25.65 - STA 16+21.73



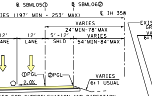
℄ IH 35W
' MAX)
VARIES 0'-12'
VARIES 0'-12'
2'
6"
CURB
C&G TY II
4:1 TYP
3:1 MAX
EXISTING GROUND

…ATION AND DIRECTION
… FRONTAGE ROAD
… 548+21.12



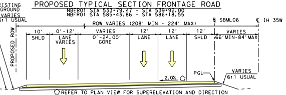
℄ NBFR01
℄ IH 35W
ROW VARIES (210' MIN- 220' MAX)
EXISTING/PROP ROW
VARIES
27' MIN-36' MAX
EXISTING GROUND
4:1 TYP
3:1 MAX
2'
VARIES 0'-12'
VARIES 0'-12'
12' LANE
14' LANE
VARIES 0'-12'
2'
6'
SDWK
6"
CURB
C&G TY II
C&G TY II
2.0%
PGL
1.5%
4:1 TYP
3:1 MAX

REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
NBFR01 STA 533+79.47 - STA 539+92.00
NBFR01 STA 585+43.86 - STA 586+18.55



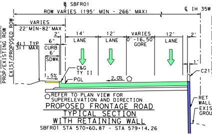
℄ SBML05①
℄ SBML06②
℄ IH 35W
…IES (197' MIN - 253' MAX)
VARIES
24' MIN-78' MAX
VARIES
12'
12' LANE
5'-12' SHLD
54' MIN-84' MAX
①PGL
②PGL
2.0%
VARIES
6:1 USUAL

…EW FOR SUPERELEVATION AND DIRECTION
…CAL SECTION MAINLANES
…17+00.13 - STA 2525+94.12 ②
…59+20.13 - STA 2584+20.65 ②



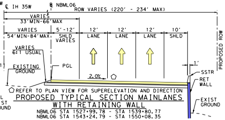
EXISTING GROUND
VARIES
6:1 USUAL
ROW VARIES (208' MIN - 224' MAX)
℄ SBML06
℄ IH 35W
PROPOSED ROW
10' SHLD
0'-12' LANE VARIES
VARIES 0'-24.00' GORE
12' LANE
12' LANE
12' SHLD
VARIES 66' MIN-84' MAX
2.0%
PGL
VARIES
6:1 USUAL

REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION MAINLANES
SBML06 STA 2551+95.48 - STA 2559+20.13



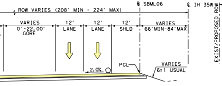
℄ SBFR01
℄ IH 35W
ROW VARIES (195' MIN - 266' MAX)
PROP/EXISTING ROW
EXIST/PROPOSED ROW
VARIES
22' MIN-82' MAX
4:1 TYP
3:1 MAX
2'
6"
CURB
6'
SDWK
14' LANE
12' LANE
VARIES 0'-16.50' GORE
12' LANE
2'
1.5%
C&G TY II
PGL
2.0%
1'
C21
RET WALL
EXIST GROUND

REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED FRONTAGE ROAD
TYPICAL SECTION
WITH RETAINING WALL
SBFR01 STA 570+60.87 - STA 579+14.26



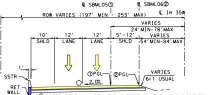
℄ IH 35W
℄ NBML06
ROW VARIES (220' - 234' MAX)
VARIES
33' MIN-66' MAX
VARIES
54' MIN-84' MAX
5'-12' SHLD VARIES
12' LANE
12' LANE
12' LANE
10' SHLD
PROPOSED ROW
VARIES
6:1 USUAL
EXISTING GROUND
PGL
2.0%
1'
SSTR
RET WALL
EXIST GROUND

REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION MAINLANES
WITH RETAINING WALL
NBML06 STA 1527+99.78 - STA 1539+80.77
NBML06 STA 1543+24.79 - STA 1550+08.35
NBML06 STA 1585+12.25 - STA 1586+00.45



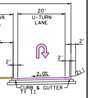
ROW VARIES (208' MIN - 224' MAX)
℄ SBML06
℄ IH 35W
EXIST/PROPOSED ROW
VARIES 0'-22.00' GORE
12' LANE
12' LANE
12' SHLD
VARIES 66' MIN-84' MAX
2.0%
PGL
VARIES
6:1 USUAL
1'
SSTR
RET WALL
EXIST GROUND

REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION MAINLANES
WITH RETAINING WALL
SBML06 STA 2544+31.00 - STA 2551+95.48
SBML06 STA 2584+20.65 - STA 2586+01.30 ①



℄ SBML05①
℄ SBML06②
ROW VARIES (197' MIN - 253' MAX)
℄ IH 35W
VARIES
24' MIN-78' MAX
10' SHLD
12' LANE
12' LANE
5'-12' SHLD
VARIES 54' MIN-84' MAX
①PGL
②PGL
2.0%
VARIES
6:1 USUAL

REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION MAINLANES
WITH RETAINING WALL
SBML05 STA 2525+94.12 - STA 2529+05.36 ①
SBML06 STA 2529+00.00 - STA 2538+93.00 ②
SBML06 STA 2542+06.38 - STA 2544+31.00 ②

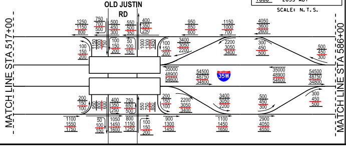


20'
U-TURN LANE
2'
2'
2'
2.0%
2:1
CURB & GUTTER TY II

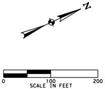
REASSIGNED TRAFFIC BASED ON PROPOSED SCHEMATIC. ORIGINAL NUMBERS PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION; TRANSPORTATION PROGRAMMING AND PLANNING DIVISION FOR YEARS 2025, 2045, 2055. DATED AUGUST 27, 2019, MODIFIED BY HNTB OCTOBER 25, 2019.

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

SCALE: N.T.S.



OLD JUSTIN RD
MATCH LINE STA 517+00
MATCH LINE STA 586+00
35W
1250 1150 800
750 700 500
500 450 300
550 500 350
400 350 250
950 850 600
1150 1000 700
4050 3600 2600
100 150 200
3400 3050 2200
2200 3050 3400
300 450 500
500 450 300
35000 48900 54600
54500 48750 34800
35000 48900 54600
54500 48750 34800
200 150 100
400 350 250
750 650 500
2200 3050 3400
3400 3050 2200
500 450 300
300 450 500
1100 1550 1750
50 100 150
1050 1450 1600
800 1150 1250
100 150 200
900 1300 1450
1100 1450 1650
2900 4050 4550



N
0
100
200
SCALE IN FEET

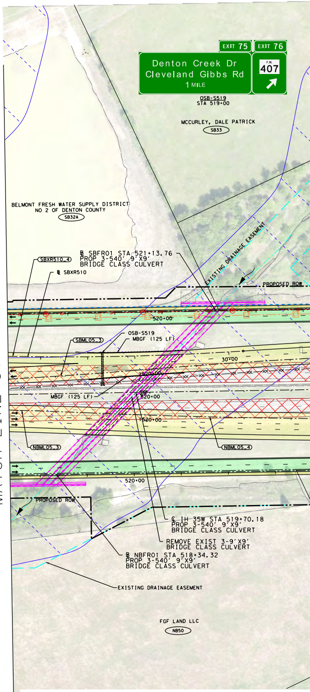
LEGEND	
🟨	PROPOSED MAINLANES
🟦	PROPOSED RAMPS
🟩	PROPOSED FRONTAGE ROADS
🟪	PROPOSED CROSS STREETS
🟧	PROPOSED BRIDGE
🟫	PROPOSED DRIVEWAYS
🟨	PROPOSED SIDEWALK
🟩	PROPOSED SIDEWALK (BY OTHERS)
⬜	PROPOSED PAVEMENT (BY OTHERS)
🟦	PROPOSED BRIDGE (BY OTHERS)
🟥	EXISTING BRIDGE (TO REMAIN)
▨	EXISTING PAVEMENT REMOVAL
▨	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
SB32A	683123	BELMONT FRESH WATER SUPPLY DISTRICT NO 2 OF DENTON
SB33	535623	MCCURLEY, DALE PATRICK
SB34	72978	DF DENTON FUND 28 LTD P/S
SB35	154876	DF DENTON FUND 28 LTD P/S
SB36	72924	NEEDHAM, MICHAEL ALLEN
SB37	124822	DF DENTON FUND 28 LTD P/S
SB38	124335	DF DENTON FUND 28 LTD P/S
SB39	75360	DF DENTON FUND 28 LTD P/S
SB40	114264	DF DENTON FUND 28 LTD P/S
NB50	72923	FGF LAND LLC
NB51	200768	RUNNING G PARTNERS LLC
NB52	178316	FGF LAND LLC
NB53	339705	PRUETT, HUGH Z
NB54	75361	KNOB HILL VENTURE PARTNERS
NB55	209186	KNOB HILL VENTURE PARTNERS

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.

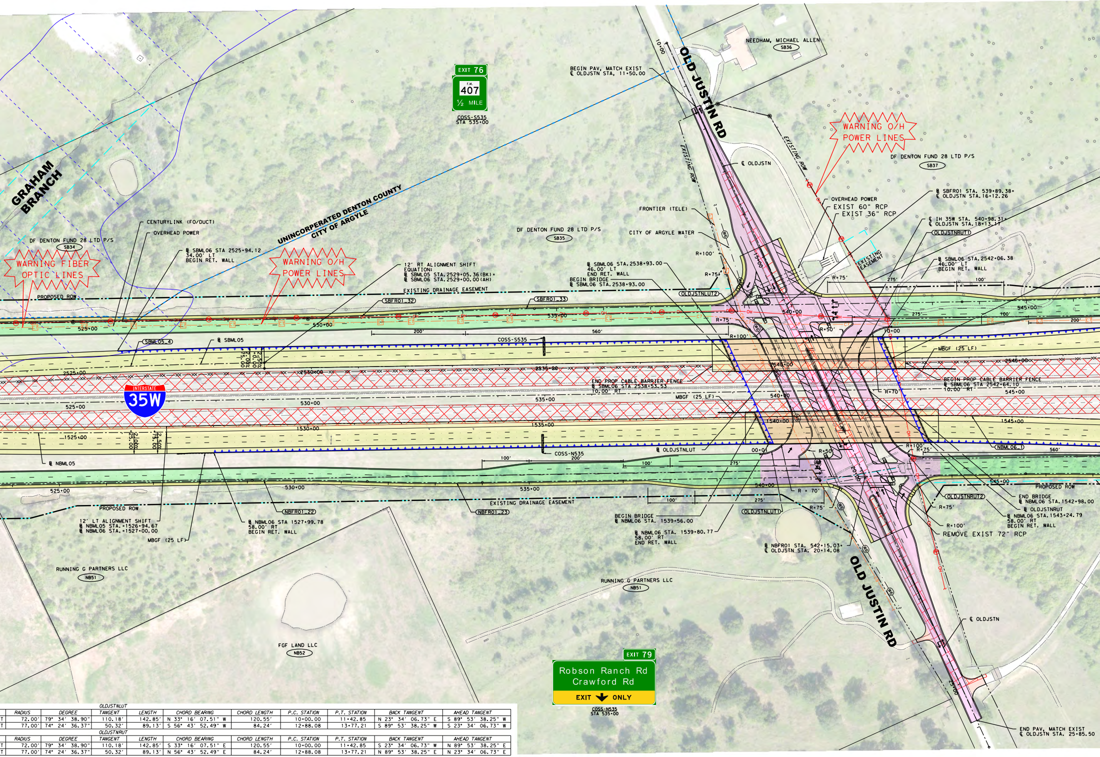
MATCH LINE STA 517+00



EXIT 75
EXIT 76
Denton Creek Dr
Cleveland Gibbs Rd
1 MILE
F.M. 407
OSB-S519
STA 519+00
MCCURLEY, DALE PATRICK
SB33
BELMONT FRESH WATER SUPPLY DISTRICT NO 2 OF DENTON COUNTY
SB32A
EXISTING DRAINAGE EASEMENT
SBXR510_4
℄ SBXR510
℄ SBFR01 STA 521+13.76
PROP 3-540' 9'X9'
BRIDGE CLASS CULVERT
PROPOSED ROW
520+00
SBML05_3
OSB-S519
MBGF (125 LF)
30+00
520+00
MBGF (125 LF)
520+00
520+00
NBML05_3
NBML05_4
520+00
PROPOSED ROW
℄ IH 35W STA 519+70.18
PROP 3-540' 9'X9'
BRIDGE CLASS CULVERT
REMOVE EXIST 3-9'X9'
BRIDGE CLASS CULVERT
℄ NBFR01 STA 518+34.32
PROP 3-540' 9'X9'
BRIDGE CLASS CULVERT
EXISTING DRAINAGE EASEMENT
FGF LAND LLC
NB50

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA
OLDJSTNLUT1	11+10.18	7,093,153.59	2,362,447.26	113° 40' 28.48" L
OLDJSTNLUT2	13+38.39	7,093,153.02	2,362,141.53	66° 19' 31.52" L

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA
OLDJSTNRUT1	11+10.18	7,093,319.18	2,362,227.11	113° 40' 28.48" L
OLDJSTNRUT2	13+38.39	7,093,319.75	2,362,532.83	66° 19' 31.52" L


GRAHAM BRANCH
EXIT 76
F.M. 407
½ MILE
COSS-S535
STA 535+00
UNINCORPERATED DENTON COUNTY
CITY OF ARGYLE
NEEDHAM, MICHAEL ALLEN
SB36
OLD JUSTIN RD
10+00
BEGIN PAV, MATCH EXIST
℄ OLDJSTN STA, 11+50.00
EXISTING ROW
WARNING O/H POWER LINES
℄ OLDJSTN
DF DENTON FUND 28 LTD P/S
SB37
OVERHEAD POWER
EXIST 60" RCP
EXIST 36" RCP
℄ SBFR01 STA. 539+89.38=
℄ OLDJSTN STA.16+12.26
℄ IH 35W STA. 540+98.31=
℄ OLDJSTN STA.18+13.17
OLDJSTNRUT1
EXISTING EASEMENT
℄ SBML06 STA.2542+06.38
46.00' LT
BEGIN RET. WALL
FRONTIER (TELE)
CITY OF ARGYLE WATER
DF DENTON FUND 28 LTD P/S
SB35
R=100'
R=75'
℄ SBML06 STA.2538+93.00
46.00' LT
END RET. WALL
BEGIN BRIDGE
℄ SBML06 STA.2538+93.00
OLDJSTNLUT2
CENTURYLINK (FO/DUCT)
OVERHEAD POWER
DF DENTON FUND 28 LTD P/S
SB34
WARNING FIBER OPTIC LINES
PROPOSED ROW
℄ SBML06 STA 2525+94.12
34.00' LT
BEGIN RET. WALL
WARNING O/H POWER LINES
12' RT ALIGNMENT SHIFT
EQUATION:
℄ SBML05 STA.2529+05.36(BK)=
℄ SBML06 STA.2529+00.00(AH)
EXISTING DRAINAGE EASEMENT
SBFR01_32
SBFR01_33
525+00
530+00
535+00
200'
560'
COSS-S535
SBML05_4
℄ SBML05
2.00%
+75.00
2.50%
+0.00
2525+00
2530+00
2535+00
540+00
2540+00
R=75'
R=50'
R=100'
275'
100'
545+00
2545+00
MBGF (25 LF)
END PROP CABLE BARRIER FENCE
℄ SBML06 STA 2538+53.53
10.00' RT
BEGIN PROP CABLE BARRIER FENCE
℄ SBML06 STA 2542+64.10
10.00' RT
R=70'
INTERSTATE
35W
1525+00
1530+00
1535+00
1540+00
1545+00
MBGF (25 LF)
℄ NBML05
+25.00
+75.00
COSS-N535
℄ OLDJSTNLUT
00+01
NBML06_1
R=100'
R=75'
R = 70'
20+00
PROPOSED ROW
12' LT ALIGNMENT SHIFT
℄ NBML05 STA.=1526+94.67
℄ NBML06 STA.=1527+00.00
MBGF (25 LF)
℄ NBML06 STA 1527+99.78
58.00' RT
BEGIN RET. WALL
NBFR01_22
NBFR01_23
EXISTING DRAINAGE EASEMENT
BEGIN BRIDGE
℄ NBML06 STA. 1539+56.00
℄ NBML06 STA. 1539+80.77
58.00' RT
END RET. WALL
OLDJSTNLUT1
℄ NBFR01 STA. 542+15.03=
℄ OLDJSTN STA. 20+14.08
OLDJSTNRUT2
END BRIDGE
℄ NBML06 STA.1542+98.00
℄ OLDJSTNRUT
℄ NBML06 STA.1543+24.79
58.00' RT
BEGIN RET. WALL
REMOVE EXIST 72" RCP
RUNNING G PARTNERS LLC
NB51
RUNNING G PARTNERS LLC
NB51
FGF LAND LLC
NB52
OLD JUSTIN RD
℄ OLDJSTN
EXIT 79
Robson Ranch Rd
Crawford Rd
EXIT ONLY
COSS-N535
STA 535+00
25+00
END PAV, MATCH EXIST
℄ OLDJSTN STA. 25+85.50

OLDJSTNLUT

	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
T	72.00'	79° 34' 38.90"	110.18'	142.85'	N 33° 16' 07.51" W	120.55'	10+00.00	11+42.85	N 23° 34' 06.73" E	S 89° 53' 38.25" W
T	77.00'	74° 24' 36.37"	50.32'	89.13'	S 56° 43' 52.49" W	84.24'	12+88.08	13+77.21	S 89° 53' 38.25" W	S 23° 34' 06.73" W

OLDJSTNRUT

	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
T	72.00'	79° 34' 38.90"	110.18'	142.85'	S 33° 16' 07.51" E	120.55'	10+00.00	11+42.85	S 23° 34' 06.73" W	N 89° 53' 38.25" E
T	77.00'	74° 24' 36.37"	50.32'	89.13'	N 56° 43' 52.49" E	84.24'	12+88.08	13+77.21	N 89° 53' 38.25" E	N 23° 34' 06.73" E

SUPERELEVATION TRANSITION AND CROSS-SLOPE TABLE

ALIGNMENT	*STATION TO STATION*	*RATE*	*X-SLOPE*
NBML05	1526+25 TO 1526+75	0.40%	-2.00% ~ -2.50%
SBML05	2528+75 TO 2529+00	0.40%	-2.00% ~ -2.50%

NOTE:

1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

NBML05

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*
NBML05_3	1515+65.12	7,090,905.06	2,361,346.36	3° 21′ 44.09" RT	10,300.00′	0° 33′ 22.57"	302.30′	604.43′	N 25° 14′ 58.77" E	604.34′	1512+62.82	1518+67.25	N 23° 34′ 06.73" E	N 26° 55′ 50.82" E
NBML05_6	1522+81.08	7,091,543.53	2,361,670.70	3° 21′ 44.09" LT	14,100.00′	0° 24′ 22.87"	413.83′	827.42′	N 25° 14′ 58.77" E	827.30′	1518+67.25	1526+94.67	N 26° 55′ 50.82" E	N 23° 34′ 06.73" E

NBML06

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*
NBML06_1	1543+46.19	7,093,436.50	2,362,483.39	2° 50′ 20.29" RT	10,348.00′	0° 33′ 13.28"	256.42′	512.74′	N 24° 59′ 15.81" E	512.68′	1540+89.77	1546+02.51	N 23° 34′ 05.67" E	N 26° 24′ 25.96" E
NBML06_2	1549+51.87	7,093,979.08	2,362,752.82	2° 50′ 19.45" LT	14,100.00′	0° 24′ 22.87"	349.37′	698.59′	N 24° 59′ 16.23" E	698.52′	1546+02.51	1553+01.09	N 26° 24′ 25.96" E	N 23° 34′ 06.51" E
NBML06_3	1557+72.70	7,094,731.57	2,363,081.08	2° 11′ 31.06" LT	14,200.00′	0° 24′ 12.57"	271.66′	543.25′	N 22° 28′ 20.98" E	543.22′	1555+01.04	1560+44.29	N 23° 34′ 06.51" E	N 21° 22′ 35.45" E
NBML06_4	1562+43.25	7,095,169.81	2,363,252.61	2° 11′ 31.06" RT	10,400.00′	0° 33′ 03.32"	198.96′	397.87′	N 22° 28′ 20.98" E	397.85′	1560+44.29	1564+42.16	N 21° 22′ 35.45" E	N 23° 34′ 06.51" E
NBML06_5	1567+71.34	7,095,653.89	2,363,463.79	0° 50′ 19.27" LT	17,650.00′	0° 19′ 28.64"	129.18′	258.36′	N 23° 08′ 56.88" E	258.36′	1566+42.16	1569+00.52	N 23° 34′ 06.51" E	N 22° 43′ 47.24" E
NBML06_6	1573+37.32	7,096,175.92	2,363,682.48	4° 48′ 36.21" RT	10,400.00′	0° 33′ 03.32"	436.80′	873.09′	N 25° 08′ 05.35" E	872.84′	1569+00.52	1577+73.61	N 22° 43′ 47.24" E	N 27° 32′ 23.45" E
NBML06_7	1580+02.67	7,096,766.33	2,363,990.35	1° 51′ 19.09" RT	14,146.00′	0° 24′ 18.11"	229.05′	458.06′	N 28° 28′ 03.00" E	458.04′	1577+73.61	1582+31.68	N 27° 32′ 23.45" E	N 29° 23′ 42.54" E

SBML05

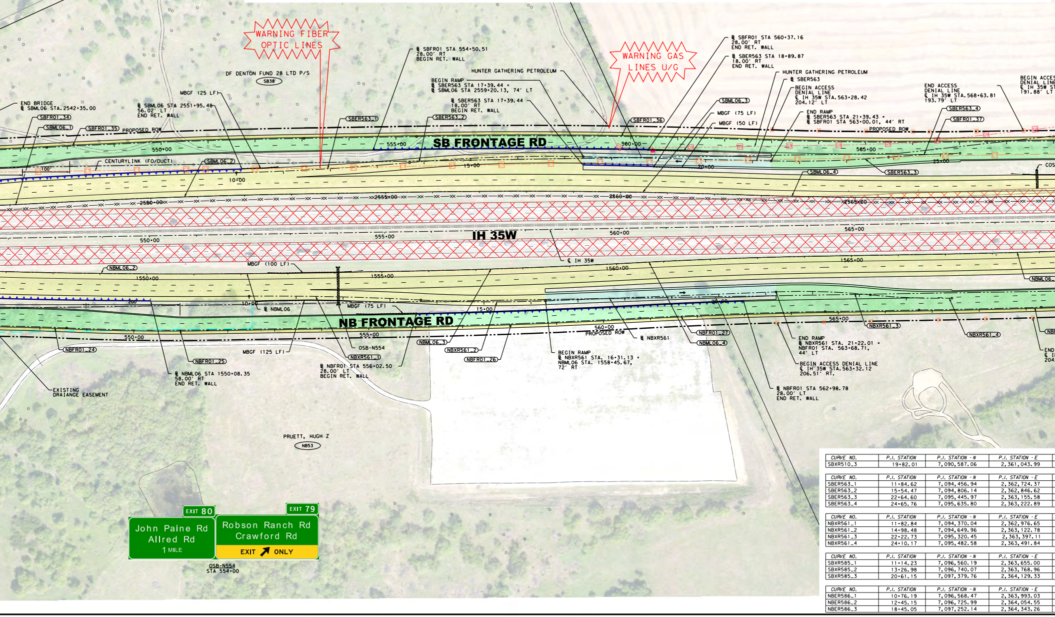
CURVE NO.	*P.I. STATION*	*P.I. STATION - N*	*P.I. STATION - E*	*DELTA*	*RADIUS*	*DEGREE*	*TANGENT*	*LENGTH*	*CHORD BEARING*	*CHORD LENGTH*	*P.C. STATION*	*P.T. STATION*	*BACK TANGENT*	*AHEAD TANGENT*
SBML05_3	2516+24.55	7,090,978.72	2,361,326.13	3° 48′ 45.31" LT	10,300.00′	0° 33′ 22.57"	342.82′	685.38′	N 21° 39′ 44.07" E	685.26′	2512+81.73	2519+67.12	N 23° 34′ 06.73" E	N 19° 45′ 21.42" E
SBML05_4	2524+36.41	7,091,743.04	2,361,600.63	3° 48′ 45.31" RT	14,100.00′	0° 24′ 22.87"	469.30′	938.24′	N 21° 39′ 44.07" E	938.07′	2519+67.12	2529+05.36	N 19° 45′ 21.42" E	N 23° 34′ 06.73" E

SBML06

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*
SBML06_1	2545+85.98	7,093,713.73	2,362,473.41	2° 11′ 31.06" LT	10,400.00′	0° 33′ 03.32"	198.96′	397.87′	N 22° 28′ 21.20" E	397.85′	2543+87.02	2547+84.89	N 23° 34′ 06.73" E	N 21° 22′ 35.67" E
SBML06_2	2550+56.55	7,094,151.97	2,362,644.95	2° 11′ 31.06" RT	14,200.00′	0° 24′ 12.57"	271.66′	543.25′	N 22° 28′ 21.20" E	543.22′	2547+84.89	2553+28.14	N 21° 22′ 35.67" E	N 23° 34′ 06.73" E
SBML06_3	2559+16.94	7,094,940.65	2,362,989.00	2° 50′ 08.52" RT	14,100.00′	0° 24′ 22.87"	348.99′	697.84′	N 24° 59′ 10.99" E	697.77′	2555+67.95	2562+65.79	N 23° 34′ 06.73" E	N 26° 24′ 15.25" E
SBML06_4	2565+23.72	7,095,484.26	2,363,258.90	2° 50′ 29.19" LT	10,400.00′	0° 33′ 03.32"	257.93′	515.76′	N 24° 59′ 00.66" E	515.71′	2562+65.79	2567+81.55	N 26° 24′ 15.25" E	N 23° 33′ 46.06" E
SBML06_5	2575+07.67	7,096,386.27	2,363,652.28	5° 49′ 56.69" RT	14,254.00′	0° 24′ 07.07"	726.12′	1,450.98′	N 26° 28′ 44.41" E	1,450.36′	2567+81.55	2582+32.54	N 23° 33′ 46.06" E	N 29° 23′ 42.75" 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*
C6	575+09.08	7,096,362.78	2,363,701.03	5° 49′ 36.02" RT	5,729.58′	1° 00′ 00.00"	291.59′	582.67′	N 26° 28′ 54.74" E	582.42′	572+17.49	578+00.16	N 23° 34′ 06.73" E	N 29° 23′ 42.75" E



WARNING FIBER OPTIC LINES
DF DENTON FUND 28 LTD P/S
SB38
MBGF (25 LF)
END BRIDGE
℄ SBML06 STA.2542+35.00
℄ SBML06 STA 2551+95.48
56.02′ LT
END RET. WALL
SBFR01_34
SBML06_1
SBFR01_35
PROPOSED ROW
550+00
CENTURYLINK (FO/DUCT)
100′
SBML06_2
10+00
2550+00
℄ SBFR01 STA 554+50.51
28.00′ RT
BEGIN RET. WALL
HUNTER GATHERING PETROLEUM
BEGIN RAMP
℄ SBER563 STA 17+39.44 =
℄ SBML06 STA 2559+20.13, 74′ LT
℄ SBER563 STA 17+39.44
18.00′ RT
BEGIN RET. WALL
SBER563_1
SBER563_2
SB FRONTAGE RD
555+00
15+00
2555+00
WARNING GAS LINES U/G
SBFR01_36
560+00
2560+00
℄ SBFR01 STA 560+37.16
28.00′ RT
END RET. WALL
℄ SBER563 STA 18+89.87
18.00′ RT
END RET. WALL
HUNTER GATHERING PETROLEUM
℄ SBER563
BEGIN ACCESS
DENIAL LINE
℄ IH 35W STA.563+28.42
204.12′ LT
SBML06_3
MBGF (75 LF)
MBGF (50 LF)
END RAMP
℄ SBER563 STA 21+39.43 =
℄ SBFR01 STA 563+00.01, 44′ RT
END ACCESS
DENIAL LINE
℄ IH 35W STA.568+63.81
193.79′ LT
SBER563_4
SBFR01_37
PROPOSED ROW
BEGIN ACCES
DENIAL LINE
℄ IH 35W ST
191.88′ LT
20+00
565+00
25+00
SBML06_4
SBER563_3
COS
2565+00
IH 35W
550+00
555+00
560+00
565+00
℄ IH 35W
NBML06_2
MBGF (100 LF)
1550+00
1555+00
1560+00
1565+00
NBML06_
200
10+00
℄ NBML06
MBGF (75 LF)
15+00
20+00
NB FRONTAGE RD
550+00
555+00
560+00
PROPOSED ROW
565+00
NBFR01_24
NBFR01_25
MBGF (125 LF)
OSB-N554
NBXR561_1
NBML06_3
NBXR561_2
NBFR01_26
℄ NBXR561
NBFR01_27
NBML06_4
NBXR561_3
NBXR561_4
NB
EXISTING
DRAIANGE EASEMENT
℄ NBML06 STA 1550+08.35
58.00′ RT
END RET. WALL
℄ NBFR01 STA 556+02.50
28.00′ LT
BEGIN RET. WALL
BEGIN RAMP
℄ NBXR561 STA. 16+31.13 =
NBML06 STA. 1558+45.67,
72′ RT
END RAMP
℄ NBXR561 STA. 21+22.01 =
NBFR01 STA. 563+68.71,
44′ LT
BEGIN ACCESS DENIAL LINE
℄ IH 35W STA.563+32.12
206.51′ RT.
℄ NBFR01 STA 562+98.78
28.00′ LT
END RET. WALL
END
℄ I
204.
PRUETT, HUGH Z
NB53
EXIT 80
John Paine Rd
Allred Rd
1 MILE
EXIT 79
Robson Ranch Rd
Crawford Rd
EXIT ↗ ONLY
OSB-N554
STA 554+00

CURVE NO.	*P.I. STATION*	*P.I. STATION - N*	*P.I. STATION - E*
SBXR510_3	19+82.01	7,090,587.06	2,361,043.99

CURVE NO.	*P.I. STATION*	*P.I. STATION - N*	*P.I. STATION - E*
SBER563_1	11+84.62	7,094,456.94	2,362,724.37
SBER563_2	15+54.47	7,094,806.14	2,362,846.62
SBER563_3	22+64.60	7,095,445.97	2,363,155.58
SBER563_4	24+65.76	7,095,635.80	2,363,222.89

CURVE NO.	*P.I. STATION*	*P.I. STATION - N*	*P.I. STATION - E*
NBXR561_1	11+82.84	7,094,370.04	2,362,976.65
NBXR561_2	14+98.48	7,094,649.96	2,363,122.78
NBXR561_3	22+22.73	7,095,320.45	2,363,397.11
NBXR561_4	24+10.17	7,095,482.58	2,363,491.84

CURVE NO.	*P.I. STATION*	*P.I. STATION - N*	*P.I. STATION - E*
SBXR585_1	11+14.23	7,096,560.19	2,363,655.00
SBXR585_2	13+26.98	7,096,740.07	2,363,768.96
SBXR585_3	20+61.15	7,097,379.76	2,364,129.33

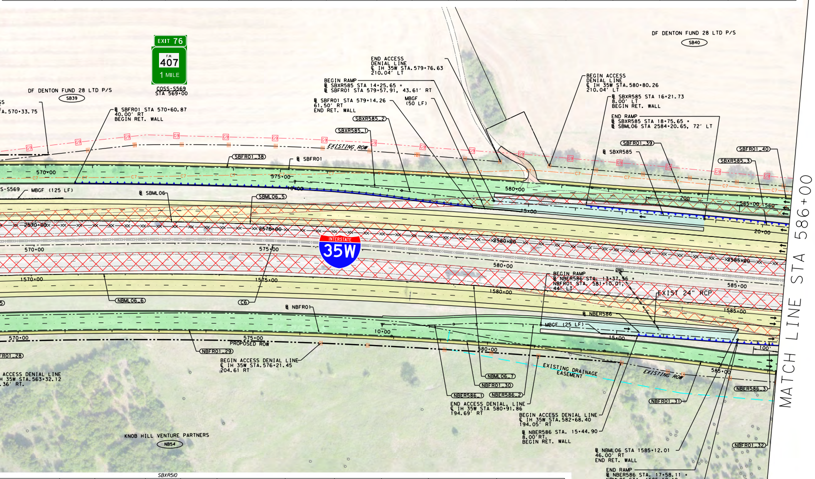
CURVE NO.	*P.I. STATION*	*P.I. STATION - N*	*P.I. STATION - E*
NBER586_1	10+76.19	7,096,568.47	2,363,993.03
NBER586_2	12+45.15	7,096,725.99	2,364,054.55
NBER586_3	18+45.05	7,097,252.14	2,364,343.26

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_22	530+32.87	7,092,158.19	2,362,054.49	2° 48′ 25.88" RT	5,000.00′	1° 08′ 45.30"	122.51′	244.97′	N 24° 58′ 19.67" E	244.95′	529+10.36	531+55.34	N 23° 34′ 06.73" E	N 26° 22′ 32.61" E
NBFR01_23	532+77.85	7,092,377.71	2,362,163.34	2° 48′ 25.88" LT	5,000.00′	1° 08′ 45.30"	122.51′	244.97′	N 24° 58′ 19.67" E	244.95′	531+55.34	534+00.31	N 26° 22′ 32.61" E	N 23° 34′ 06.73" E
NBFR01_24	547+07.08	7,093,687.76	2,362,734.83	3° 26′ 17.75" RT	5,000.00′	1° 08′ 45.30"	150.07′	300.05′	N 25° 17′ 15.60" E	300.00′	545+57.01	548+57.06	N 23° 34′ 06.73" E	N 27° 00′ 24.47" E
NBFR01_25	550+07.13	7,093,955.17	2,362,871.12	3° 26′ 17.75" LT	5,000.00′	1° 08′ 45.30"	150.07′	300.05′	N 25° 17′ 15.60" E	300.00′	548+57.06	551+57.10	N 27° 00′ 24.47" E	N 23° 34′ 06.73" E
NBFR01_26	558+03.89	7,094,685.55	2,363,189.74	2° 11′ 24.65" LT	14,318.00′	0° 24′ 00.60"	273.69′	547.32′	N 22° 28′ 24.40" E	547.28′	555+30.19	560+77.51	N 23° 34′ 06.73" E	N 21° 22′ 42.08" E
NBFR01_27	562+74.82	7,095,124.14	2,363,361.43	2° 11′ 24.65" RT	10,322.00′	0° 33′ 18.30"	197.31′	394.57′	N 22° 28′ 24.40" E	394.54′	560+77.51	564+72.08	N 21° 22′ 42.08" E	N 23° 34′ 06.73" E
NBFR01_28	568+02.12	7,095,607.50	2,363,572.29	0° 50′ 19.27" LT	17,768.00′	0° 19′ 20.88"	130.04′	260.09′	N 23° 08′ 57.09" E	260.08′	566+72.08	569+32.16	N 23° 34′ 06.73" E	N 22° 43′ 47.46" E
NBFR01_29	573+64.01	7,096,125.76	2,363,789.40	4° 48′ 36.21" RT	10,282.00′	0° 33′ 26.08"	431.85′	863.19′	N 25° 08′ 05.56" E	862.93′	569+32.16	577+95.35	N 22° 43′ 47.46" E	N 27° 32′ 23.66" E
NBFR01_30	580+22.49	7,096,710.08	2,364,094.09	1° 51′ 19.09" RT	14,028.00′	0° 24′ 30.38"	227.14′	454.24′	N 28° 28′ 03.21" E	454.22′	577+95.35	582+49.60	N 27° 32′ 23.66" E	N 29° 23′ 42.75" E
NBFR01_31	583+72.11	7,097,014.71	2,364,265.72	2° 48′ 25.88" RT	5,000.00′	1° 08′ 45.30"	122.51′	244.97′	N 30° 47′ 55.69" E	244.95′	582+49.60	584+94.57	N 29° 23′ 42.75" E	N 32° 12′ 08.63" E
NBFR01_32	586+17.08	7,097,222.04	2,364,396.29	2° 48′ 25.88" LT	5,000.00′	1° 08′ 45.30"	122.51′	244.97′	N 30° 47′ 55.69" E	244.95′	584+94.57	587+39.54	N 32° 12′ 08.63" E	N 29° 23′ 42.75" 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_32	530+85.22	7,092,402.66	2,361,785.83	2° 48′ 24.60" LT	5,000.00′	1° 08′ 45.30"	122.50′	244.94′	N 22° 09′ 54.43" E	244.92′	529+62.73	532+07.67	N 23° 34′ 06.73" E	N 20° 45′ 42.13" E
SBFR01_33	533+30.20	7,092,631.77	2,361,872.68	2° 48′ 27.16" RT	5,000.00′	1° 08′ 45.30"	122.53′	245.00′	N 22° 09′ 53.15" E	244.98′	532+07.67	534+52.68	N 20° 45′ 39.57" E	N 23° 34′ 06.73" E
SBFR01_34	545+59.79	7,093,758.84	2,362,364.35	2° 11′ 31.06" LT	10,282.00′	0° 33′ 26.08"	196.70′	393.36′	N 22° 28′ 21.20" E	393.33′	543+63.09	547+56.45	N 23° 34′ 06.73" E	N 21° 22′ 35.67" E
SBFR01_35	550+30.36	7,094,197.08	2,362,535.89	2° 11′ 31.06" RT	14,318.00′	0° 24′ 00.60"	273.91′	547.76′	N 22° 28′ 21.20" E	547.73′	547+56.45	553+04.21	N 21° 22′ 35.67" E	N 23° 34′ 06.73" E
SBFR01_36	558+95.93	7,094,990.51	2,362,882.01	2° 50′ 08.52" RT	14,218.00′	0° 24′ 10.73"	351.91′	703.68′	N 24° 59′ 10.99" E	703.61′	555+44.02	562+47.70	N 23° 34′ 06.73" E	N 26° 24′ 15.25" E
SBFR01_37	565+02.71	7,095,534.11	2,363,151.91	2° 50′ 29.19" LT	10,282.00′	0° 33′ 26.08"	255.01′	509.91′	N 24° 59′ 00.66" E	509.86′	562+47.70	567+57.61	N 26° 24′ 15.25" E	N 23° 33′ 46.06" E
SBFR01_38	574+61.71	7,096,413.25	2,363,535.31	5° 36′ 34.08" RT	14,372.00′	0° 23′ 55.19"	704.10′	1,407.07′	N 26° 22′ 03.10" E	1,406.51′	567+57.61	581+64.68	N 23° 33′ 46.06" E	N 29° 10′ 20.14" E
SBFR01_39	582+78.21	7,097,127.17	2,363,933.85	2° 36′ 04.85" LT	5,000.00′	1° 08′ 45.30"	113.52′	227.01′	N 27° 52′ 17.72" E	226.99′	581+64.68	583+91.69	N 29° 10′ 20.14" E	N 26° 34′ 15.29" E
SBFR01_40	585+14.95	7,097,338.94	2,364,039.77	2° 49′ 27.46" RT	5,000.00′	1° 08′ 45.30"	123.26′	246.47′	N 27° 58′ 59.02" E	246.44′	583+91.69	586+38.16	N 26° 34′ 15.29" E	N 29° 23′ 42.75" E


EXIT 76
F.M.
407
1 MILE
COSS-S569
STA 569+00
DF DENTON FUND 28 LTD P/S
SB39
A.570+33.75
℄ SBFR01 STA 570+60.87
40.00′ RT
BEGIN RET. WALL
END ACCESS
DENIAL LINE
℄ IH 35W STA.579+76.63
210.04′ LT
BEGIN RAMP
℄ SBXR585 STA 14+25.65 =
℄ SBFR01 STA 579+57.91, 43.61′ RT
℄ SBFR01 STA 579+14.26
61.50′ RT
END RET. WALL
MBGF
(50 LF)
SBXR585_2
SBXR585_1
EXISTING ROW
SBFR01_38
℄ SBFR01
DF DENTON FUND 28 LTD P/S
SB40
BEGIN ACCESS
DENIAL LINE
℄ IH 35W STA.580+80.26
210.04′ LT
℄ SBXR585 STA 16+21.73
8.00′ LT
BEGIN RET. WALL
END RAMP
℄ SBXR585 STA 18+75.65 =
℄ SBML06 STA 2584+20.65, 72′ LT
SBFR01_39
℄ SBXR585
SBFR01_40
SBXR585_3
570+00
575+00
580+00
585+00
10+00
15+00
20+00
200′
560′
C7
G9
S-S569
MBGF (125 LF)
℄ SBML06
SBML06_5
2570+00
2575+00
2580+00
2585+00
35W
INTERSTATE
570+00
575+00
580+00
585+00
1570+00
1575+00
1580+00
1585+00
NBML06_6
C6
℄ NBFR01
BEGIN RAMP
℄ NBER586 STA. 13+37.56 =
NBFR01 STA. 581+10.01,
44′ LT
EXIST 24" RCP
℄ NBER586
MBGF (25 LF)
10+00
15+00
100′
570+00
575+00
PROPOSED ROW
580+00
585+00
FR01_28
NBFR01_29
ACCESS DENIAL LINE
H 35W STA.563+32.12
.36′ RT.
BEGIN ACCESS DENIAL LINE
℄ IH 35W STA.576+21.45
204.61 RT
EXISTING DRAINAGE
EASEMENT
EXISTING ROW
NBML06_7
NBFR01_30
NBER586_1
NBER586_2
NBER586_3
NBFR01_31
END ACCESS DENIAL, LINE
℄ IH 35W STA 580+91.86
194.69′ RT
BEGIN ACCESS DENIAL LINE
℄ IH 35W STA.582+68.40
194.05′ RT
℄ NBER586 STA. 15+44.90
8.00′RT.
BEGIN RET. WALL
KNOB HILL VENTURE PARTNERS
NB54
℄ NBML06 STA 1585+12.01
46.00′ RT
END RET. WALL
NBFR01_32
END RAMP
℄ NBER586 STA. 17+58.11 =
NBML06 STA. 1585+12.18,
70′ RT
℄ NBML06 STA 1585+12.25
78.00′ RT
BEGIN RET. WALL
KNOB HILL VENTURE
PARTNERS
NB55
MATCH LINE STA 586+00

SBXR510

DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
6° 06′ 12.35" RT	2,864.79′	2° 00′ 00.00"	152.73′	305.17′	N 26° 37′ 12.90" E	305.03′	18+29.28	21+34.45	N 23° 34′ 06.73" E	N 29° 40′ 19.08" E

SBER563

DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
3° 41′ 28.10" LT	5,729.58′	1° 00′ 00.00"	184.62′	369.11′	N 21° 08′ 23.75" E	369.05′	10+00.00	13+69.11	N 22° 59′ 07.80" E	N 19° 17′ 39.70" E
6° 28′ 50.43" RT	3,274.04′	1° 45′ 00.00"	185.36′	370.32′	N 22° 32′ 04.91" E	370.13′	13+69.11	17+39.44	N 19° 17′ 39.70" E	N 25° 46′ 30.13" E
6° 15′ 06.74" LT	2,291.83′	2° 30′ 00.00"	125.16′	250.07′	N 22° 38′ 56.76" E	249.95′	21+39.43	23+89.51	N 25° 46′ 30.13" E	N 19° 31′ 23.39" E
3° 48′ 40.85" RT	2,291.83′	2° 30′ 00.00"	76.26′	152.45′	N 21° 25′ 43.81" E	152.43′	23+89.51	25+41.96	N 19° 31′ 23.39" E	N 23° 20′ 04.24" E

NBXR561

DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
3° 39′ 19.98" RT	5,729.58′	1° 00′ 00.00"	182.84′	365.55′	N 25° 44′ 15.78" E	365.49′	10+00.00	13+65.55	N 23° 54′ 35.79" E	N 27° 33′ 55.76" E
5° 18′ 47.99" LT	2,864.79′	2° 00′ 00.00"	132.93′	265.67′	N 24° 54′ 31.77" E	265.57′	13+65.55	16+31.22	N 27° 33′ 55.76" E	N 22° 15′ 07.77" E
8° 02′ 40.66" RT	1,432.39′	4° 00′ 00.00"	100.72′	201.12′	N 26° 16′ 28.10" E	200.95′	21+22.01	23+23.12	N 22° 15′ 07.77" E	N 30° 17′ 48.43" E
6° 57′ 20.33" LT	1,432.39′	4° 00′ 00.03"	87.05′	173.89′	N 26° 49′ 08.26" E	173.78′	23+23.12	24+97.01	N 30° 17′ 48.43" E	N 23° 20′ 28.10" E

SBXR585

DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
5° 42′ 23.68" RT	2,291.83′	2° 30′ 00.00"	114.23′	228.26′	N 29° 30′ 09.57" E	228.17′	10+00.00	12+28.26	N 26° 38′ 57.73" E	N 32° 21′ 21.41" E
2° 57′ 38.65" LT	3,819.72′	1° 30′ 00.00"	98.71′	197.38′	N 30° 52′ 32.08" E	197.36′	12+28.26	14+25.65	N 32° 21′ 21.41" E	N 29° 23′ 42.75" E
3° 42′ 31.97" RT	5,729.58′	1° 00′ 00.00"	185.51′	370.89′	N 31° 14′ 58.74" E	370.82′	18+75.65	22+46.53	N 29° 23′ 42.75" E	N 33° 06′ 14.72" E

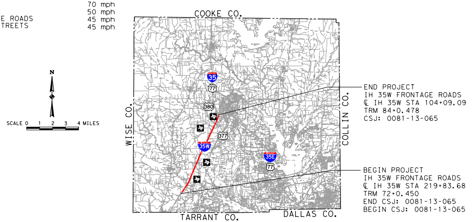
NBER586

DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
6° 05′ 21.98" LT	1,432.39′	4° 00′ 00.00"	76.19′	152.24′	N 24° 22′ 35.64" E	152.16′	10+00.00	11+52.24	N 27° 25′ 16.63" E	N 21° 19′ 54.65" E
7° 25′ 22.91" RT	1,432.39′	4° 00′ 00.00"	92.92′	185.58′	N 25° 02′ 36.10" E	185.45′	11+52.24	13+37.81	N 21° 19′ 54.65" E	N 28° 45′ 17.56" E
3° 28′ 37.22" LT	2,864.79′	2° 00′ 00.00"	86.95′	173.85′	N 27° 00′ 58.95" E	173.82′	17+58.10	19+31.95	N 28° 45′ 17.56" E	N 25° 16′ 40.34" 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
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

LOCATION MAP
MARCH 2020

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

SCALE: 1"=100′
ROLL 6 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

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4/7/2020
I-35W-Sch06.dgn