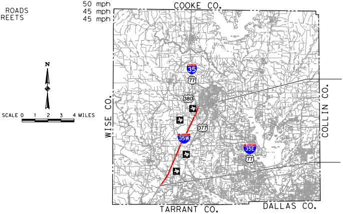
# Texas Department of Transportation

# 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 7 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 |

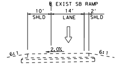
Jacobs

PRELIMINARY FOR INTERIM REVIEW ONLY

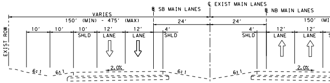
THESE DOCUMENTS ARE FOR INTERIM REVIEW AND ARE NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

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

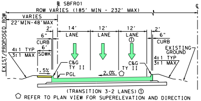
4/7/2020
I-35W-Sch-07.dgn


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

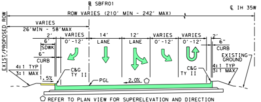
EXISTING TYPICAL SECTION
SB RAMPS


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

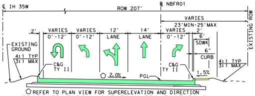
EXISTING TYPICAL SECTION MAIN LANES


℄ SBFR01
℄ IH 35W
ROW VARIES (185' MIN - 232' MAX)
VARIES
22'MIN-48'MAX
EXIST/PROPOSED ROW
2'
6"
CURB
6'
SDWK
14'
LANE
12'
LANE
12'
LANE ①
2'
6"
CURB
4:1 TYP
3:1 MAX
EXISTING GROUND
C&G
TY II
1.5%
PGL
2.0%
(TRANSITION 3-2 LANES) ①

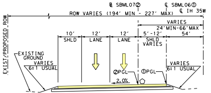
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED FRONTAGE ROAD TYPICAL SECTION
SBFR01 STA 585+89.57 - STA 589+63.03 ①
SBFR01 STA 646+82.92 - STA 654+90.77


℄ SBFR01
℄ IH 35W
ROW VARIES (210' MIN - 242' MAX)
VARIES
26'MIN - 58'MAX
EXIST/PROPOSED ROW
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
EXISTING GROUND
C&G
TY II
1.5%
PGL
2.0%

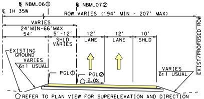
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
SBFR01 STA 594+11.63 - STA 600+25.63


℄ IH 35W
ROW 207'
℄ NBFR01
VARIES
23'MIN-25'MAX
EXISTING ROW
2'
VARIES
0'-12'
VARIES
0'-12'
12'
LANE
14'
LANE
VARIES
0'-12'
2'
6'
SDWK
6"
CURB
EXISTING GROUND
4:1 TYP
3:1 MAX
C&G
TY II
2.0%
PGL
1.5%

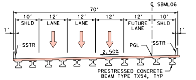
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
NBFR01 STA 586+18.55 - STA 591+50.03


℄ SBML07②
℄ SBML06①
℄ IH 35W
ROW VARIES (194' MIN - 227' MAX)
EXIST/PROPOSED ROW
10'
SHLD
12'
LANE
12'
LANE
VARIES
24'MIN-66'MAX
5'-12'
SHLD VARIES
54'
EXISTING GROUND
VARIES
6:1 USUAL
②PGL
①PGL
2.0%
VARIES
6:1 USUAL

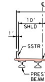
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION MAINLANES
SBML06 STA 2610+28.40 - STA 2313+28.75 ①
SBML07 STA 2613+28.75 - STA 2614+70.27 ②
SBML07 STA 2617+04.25 - STA 2627+83.13 ②
SBML07 STA 2651+88.19 - STA 2655+00.07 ②


℄ NBML06①
℄ NBML07②
℄ IH 35W
ROW VARIES (194' MIN - 207' MAX)
VARIES
24'MIN-66'MAX
54'
5'-12'
SHLD VARIES
12'
LANE
12'
LANE
10'
SHLD
EXIST/PROPOSED ROW
EXISTING GROUND
VARIES
6:1 USUAL
PGL①
PGL②
2.0%
VARIES
6:1 USUAL

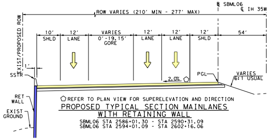
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION MAINLANES
NBML06 STA 1609+01.94 - STA 1609+52.52 ①
NBML07 STA 1617+43.48 - STA 1627+05.76 ②
NBML07 STA 1649+16.70 - STA 1655+00.25 ②


℄ SBML06
70'
10'
SHLD
12'
LANE
12'
LANE
12'
12'
FUTURE LANE
10'
SHLD
1'
1'
SSTR
PGL
SSTR
2.50%
PRESTRESSED CONCRETE
BEAM TYPE TX54, TYP

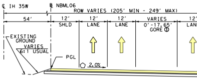
PROPOSED MAINLANE BRIDGE TYPICAL SECTION
SBML06 STA 2590+64.00 - STA 2594+34.00


10'
SHLD
1'
SSTR
PREST
BEAM

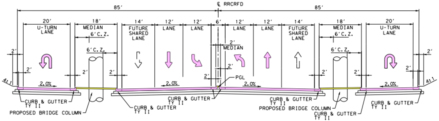
PROPOSED
NBM


℄ SBML06
℄ IH 35W
ROW VARIES (210' MIN - 277' MAX)
EXIST/PROPOSED ROW
10'
SHLD
12'
LANE
VARIES
0'-19.15'
GORE
12'
LANE
12'
LANE
12'
SHLD
54'
1'
SSTR
PGL
2.0%
VARIES
6:1 USUAL
RET WALL
EXIST GROUND

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION MAINLANES
WITH RETAINING WALL
SBML06 STA 2586+01.30 - STA 2590+31.09
SBML06 STA 2594+01.09 - STA 2602+16.06

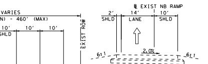

℄ IH 35W
℄ NBML06
ROW VARIES (205' MIN - 249' MAX)
54'
12'
SHLD
12'
LANE
12'
LANE
VARIES
0'-17.65'
GORE ①
12'
LANE
EXISTING GROUND
VARIES
6:1 USUAL
PGL
2.0%

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION MAINLANES
WITH RETAINING WALL
NBML06 STA 1586+00.45 - STA 1591+61.91①
NBML06 STA 1595+21.91 - STA 1603+01.82

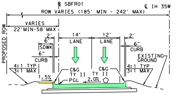

℄ RRCRFD
85'
85'
20'
U-TURN LANE
18'
MEDIAN
6' C.Z.
14'
FUTURE SHARED LANE
12'
LANE
12'
LANE
6'
2'
MEDIAN
12'
LANE
12'
LANE
14'
FUTURE SHARED LANE
18'
MEDIAN
6' C.Z.
20'
U-TURN LANE
2'
4:1
2.0%
PGL
CURB & GUTTER
TY II
PROPOSED BRIDGE COLUMN

PROPOSED TYPICAL SECTION ROBSON RANCH/CRAWFORD RD
RRCRFD STA 7+14.34 - STA 20+66.08

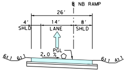
℄ N
℄ IH 35W
24
54
EXIST
GROU
6:1
NBM
NBM


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

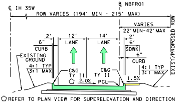
EXISTING TYPICAL SECTION
NB RAMPS


℄ SBFR01
℄ IH 35W
ROW VARIES (185' MIN - 242' MAX)
VARIES
22' MIN-58' MAX
PROPOSED ROW
2'
6" SDWK
6" CURB
14' LANE
12' LANE
2'
6" CURB
EXISTING GROUND
4:1 TYP
3:1 MAX
1.5%
C&G TY II
PGL
2.0%

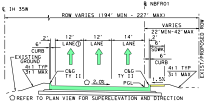
⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
SBFR01 STA 600+25.63 - STA 646+82.92


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

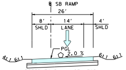
⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED ENTRANCE &
EXIT RAMPS
TYPICAL SECTION
NBXR609 STA 16+26.34 - STA 19+68.21


℄ IH 35W
℄ NBFR01
ROW VARIES (194' MIN - 215' MAX)
VARIES
22' MIN-42' MAX
EXIST/PROPOSED ROW
2'
6" CURB
12' LANE
14' LANE
2'
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%

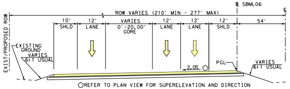
⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
NBFR01 STA 602+93.08 - STA 607+00.00
NBFR01 STA 609+60.00 - STA 612+62.11
NBFR01 STA 629+01.67 - STA 655+19.24


℄ IH 35W
℄ NBFR01
ROW VARIES (194' MIN - 227' MAX)
VARIES
22' MIN-42' MAX
EXIST/PROPOSED ROW
2'
6" CURB
12' LANE①
12' LANE
14' 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%

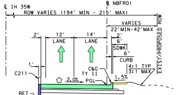
⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
(TRANSITION 3-2 LANES) ①
PROPOSED TYPICAL SECTION FRONTAGE ROAD
NBFR01 STA 595+96.31 - STA 602+93.08 ①
NBFR01 STA 612+62.11 - STA 629+01.67 ①


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

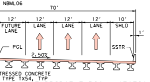
⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED ENTRANCE &
EXIT RAMPS
TYPICAL SECTION
SBER612 STA 17+10.13 - STA 21+98.98


℄ SBML06
℄ IH 35W
ROW VARIES (210' MIN - 277' MAX)
EXIST/PROPOSED ROW
10' SHLD
12' LANE
VARIES 0'-20.00' GORE
12' LANE
12' LANE
12' SHLD
54'
EXISTING GROUND
VARIES
6:1 USUAL
2.0%
PGL
VARIES
6:1 USUAL

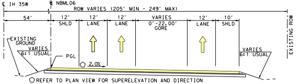
⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION MAINLANES
SBML06 STA 2602+16.02 - STA 2610+28.40


℄ IH 35W
℄ NBFR01
ROW VARIES (194' MIN - 215' MAX)
VARIES
22' MIN-42' MAX
EXIST/PROPOSED ROW
2'
12' LANE
14' LANE
2'
6" SDWK
6" CURB
C211
C&G TY II
2.0%
PGL
1.5%
4:1 TYP
3:1 MAX
RET WALL
EXIST GROUND

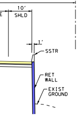
⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION
FRONTAGE ROAD
WITH RETAINING WALL
NBFR01 STA 607+00.00 - STA 609+60.00

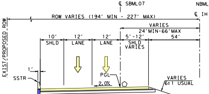

NBML06
70'
12' FUTURE LANE
12' LANE
12' LANE
12' LANE
10' SHLD
PGL
2.50%
SSTR
TRESSED CONCRETE
TYPE TX54, TYP

MAINLANE BRIDGE TYPICAL SECTION
ML06 STA 1591+29.00 - STA 1594+89.00

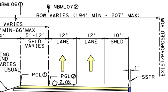

℄ IH 35W
℄ NBML06
ROW VARIES (205' MIN - 249' MAX)
54'
12' SHLD
12' LANE
12' LANE
VARIES 0'-22.00' GORE
12' LANE
10' SHLD
EXISTING ROW
EXISTING GROUND
VARIES
6:1 USUAL
PGL
2.0%
VARIES
6:1 USUAL

⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION MAINLANES
NBML06 STA 1603+01.82 - STA 1609+01.94


10' SHLD
SSTR
RET WALL
EXIST GROUND


℄ SBML07
℄ IH 35W
ROW VARIES (194' MIN - 227' MAX)
EXISTING ROW
EXIST/PROPOSED ROW
VARIES
24' MIN-66' MAX
10' SHLD
12' LANE
12' LANE
5'-12' SHLD VARIES
54'
SSTR
PGL
2.0%
VARIES
6:1 USUAL
RET WALL
EXIST GROUND

⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION
MAINLANES
WITH RETAINING WALL
SBML07 STA 2614+70.27 - STA 2617+04.25


SBML06①
℄ NBML07②
ROW VARIES (194' MIN - 207' MAX)
VARIES
MIN-66' MAX
5'-12' SHLD VARIES
12' LANE
12' LANE
10' SHLD
EXIST/PROPOSED ROW
PGL①
PGL②
2.0%
SSTR
RET WALL
EXIST GROUND

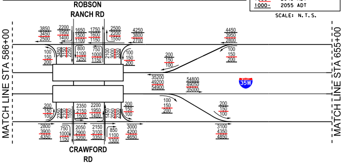
⬠REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION
MAINLANES
WITH RETAINING WALL
ML06 STA 1609+52.52 - STA 1612+00.32 ①
ML07 STA 1612+00.32 - STA 1617+43.48 ②

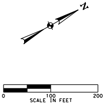
REASSIGNED TRAFFIC BASED ON PROPOSED SCHEMATIC. ORIGINAL NUMBERS PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION; TRANSPORTATION PROGRAMMING AND PLANNING DIVISION FOR YEARS 2025, 2045, 2055. DATED AUGUST 27, 2019, MODIFIED BY HNTB OCTOBER 25, 2019.

LEGEND

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

SCALE: N.T.S.


ROBSON RANCH RD
MATCH LINE STA 586+00
MATCH LINE STA 655+00
3850 3450 2500
2200 1950 1400
1650 1500 1100
1750 1600 1150
2500 2200 1550
4250 3800 2700
4450 3950 2800
100 150 200
3450 3150 2250
800 1100 1250
750 1000 1150
2100 3000 3350
100 150 200
200 150 100
100 150 200
35200 49200 54900
54800 49050 35000
35W
200 150 100
2350 2150 1500
2200 1950 1400
2450 2150 1500
200 150 100
100 150 200
200 150 100
2800 3900 4350
750 1000 1150
2050 2900 3200
2150 3100 3350
850 1100 1300
3000 4200 4650
3100 4350 4850
CRAWFORD RD


N
0
100
200
SCALE IN FEET

LEGEND

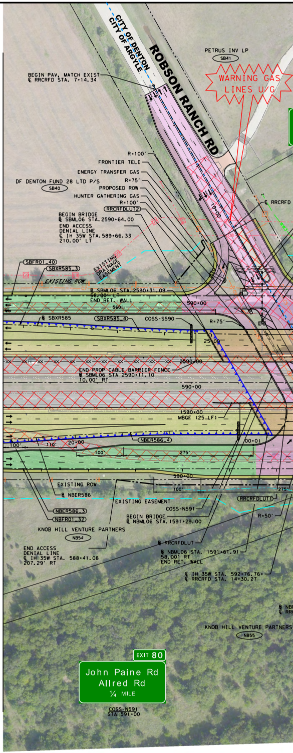
| | |
|---|---|
| 🟨 | PROPOSED MAINLANES |
| ▭ | PROPOSED RAMPS |
| 🟩 | PROPOSED FRONTAGE ROADS |
| 🟪 | PROPOSED CROSS STREETS |
| 🟧 | PROPOSED BRIDGE |
| ▭ | PROPOSED DRIVEWAYS |
| ▭ | PROPOSED SIDEWALK |
| 🟩 | PROPOSED SIDEWALK (BY OTHERS) |
| ⬜ | PROPOSED PAVEMENT (BY OTHERS) |
| 🟦 | PROPOSED BRIDGE (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 |
|---|---|---|
| SB40 | 114264 | DF DENTON FUND 28 LTD P/S |
| SB41 | 67450 | PETRUS INV LP |
| SB42 | 73860 | HILLWOOD INVESTMENT LAND LP |
| SB43 | 73863 | PETRUS INV LP |
| SB44 | 73880 | PETRUS INV LP |
| SB45 | 67432 | PETRUS INV LP |
| NB54 | 75361 | KNOB HILL VENTURE PARTNERS |
| NB55 | 209186 | KNOB HILL VENTURE PARTNERS |
| NB56 | 701134 | MMAC FCA WISE SPEC, LLC |
| NB57 | 701140 | ARGYLE MOB PARTNERS II LLC |
| NB58 | 701136 | CHP HOLDINGS LLC |
| NB59 | 701137 | CHP HOLDINGS LLC |
| NB60 | 701138 | MMAC FCA WISE SPEC, LLC |
| NB61 | 701141 | CHP HOLDINGS LLC |
| NB62 | 701139 | ARGYLE MOB PARTNERS II LLC |
| NB63 | 717026 | YDS ARGYLE LLC |
| NB64 | 67477 | WYNNE/JACKSON LAKES DEVELOPMENT LLC |
| NB65 | 64562 | WYNNE/JACKSON LAKES DEVELOPMENT LLC |
| NB66 | 64554 | PETRUS INV LP |

NOTES:

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

MATCH LINE STA 586+00


CITY OF DENTON
CITY OF ARGYLE
ROBSON RANCH RD
PETRUS INV LP
SB41
WARNING GAS LINES U/G
BEGIN PAV, MATCH EXIST
℄ RRCRFD STA. 7+14.34
R=100'
FRONTIER TELE
ENERGY TRANSFER GAS
DF DENTON FUND 28 LTD P/S
SB40
R=75'
PROPOSED ROW
HUNTER GATHERING GAS
R=100'
RRCRFDLUT2
℄ RRCRFD
BEGIN BRIDGE
℄ SBML06 STA. 2590+64.00
END ACCESS DENIAL LINE
℄ IH 35W STA. 589+66.33
210.00' LT
SBFR01_40
SBXR585_3
EXISTING ROW
EXISTING DRAINAGE EASEMENT
℄ SBML06 STA. 2590+31.09
58.00' LT
END RET. WALL
560'
590+00
℄ SBXR585
SBXR585_4
COSS-S590
R=75'
2590+00
END PROP CABLE BARRIER FENCE
℄ SBML06 STA 2590+11.10
10.00' RT
590+00
1590+00
MBGE (25 LF)
NBER586_4
100'
110'
20+00
100'
275'
00+01
590+00
EXISTING ROW
℄ NBER586
100'
275'
RRCRFDLUT1
EXISTING EASEMENT
NBER586_3
COSS-N591
NBFR01_32
BEGIN BRIDGE
℄ NBML06 STA. 1591+29.00
R=50'
KNOB HILL VENTURE PARTNERS
NB54
℄ RRCRFDLUT
END ACCESS DENIAL LINE
℄ IH 35W STA. 588+41.08
207.29' RT
℄ NBML06 STA. 1591+61.91
58.00' RT
END RET. WALL
℄ IH 35W STA. 592+76.76
℄ RRCRFD STA. 14+30.27
KNOB HILL VENTURE PARTNERS
NB55
EXIT 80
John Paine Rd
Allred Rd
¼ MILE
COSS-N591
STA 591+00

SUPERELEVATION TRANSITION AND CROSS-SLOPE TABLE

| ALIGNMENT | STATION TO STATION | RATE | X-SLOPE |
|---|---|---|---|
| NBML07 | 1612+00 TO 1612+25 | 0.40% | -2.50% ~ -2.00% |
| SBML07 | 2613+30 TO 2613+55 | 0.40% | -2.50% ~ -2.00% |

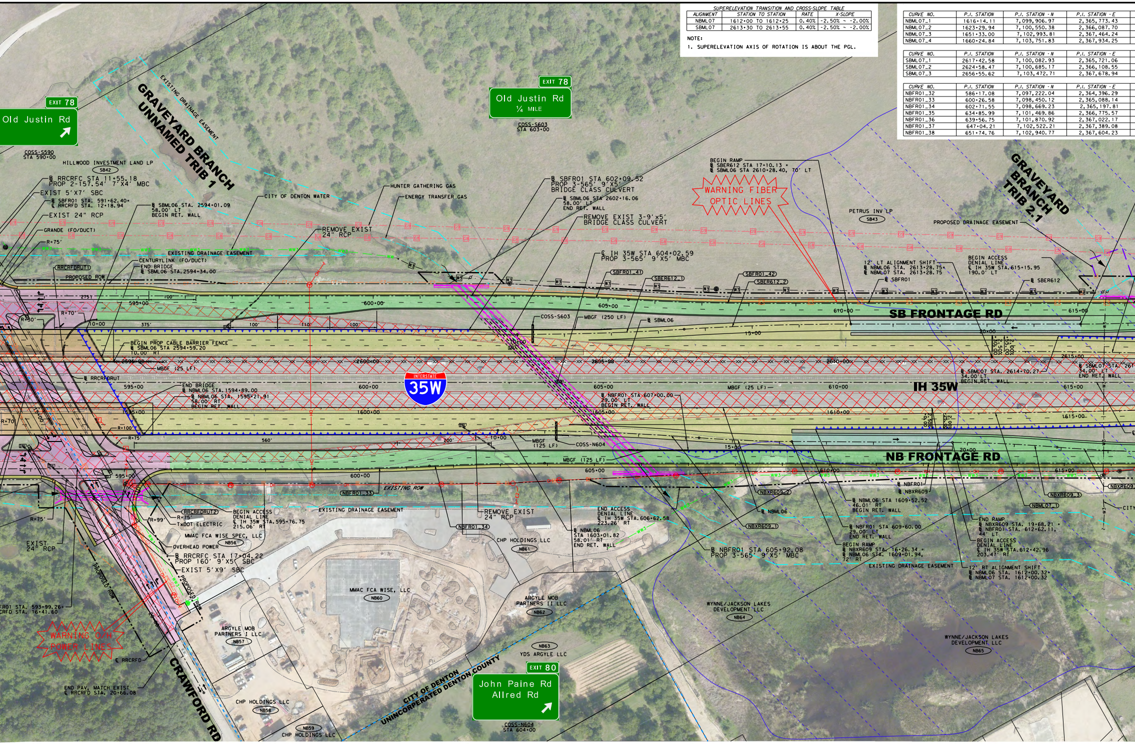
NOTE:

1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

| CURVE NO. | P.I. STATION | P.I. STATION - N | P.I. STATION - E |
|---|---|---|---|
| NBML07_1 | 1616+14.11 | 7,099,906.97 | 2,365,773.43 |
| NBML07_2 | 1623+29.94 | 7,100,550.38 | 2,366,087.70 |
| NBML07_3 | 1651+33.00 | 7,102,993.81 | 2,367,464.24 |
| NBML07_4 | 1660+24.84 | 7,103,751.83 | 2,367,934.25 |

| CURVE NO. | P.I. STATION | P.I. STATION - N | P.I. STATION - E |
|---|---|---|---|
| SBML07_1 | 2617+42.58 | 7,100,082.93 | 2,365,721.06 |
| SBML07_2 | 2624+58.47 | 7,100,685.17 | 2,366,108.55 |
| SBML07_3 | 2656+55.62 | 7,103,472.71 | 2,367,678.94 |

| CURVE NO. | P.I. STATION | P.I. STATION - N | P.I. STATION - E |
|---|---|---|---|
| NBFR01_32 | 586+17.08 | 7,097,222.04 | 2,364,396.29 |
| NBFR01_33 | 600+26.58 | 7,098,450.12 | 2,365,088.14 |
| NBFR01_34 | 602+71.55 | 7,098,669.23 | 2,365,197.81 |
| NBFR01_35 | 634+85.99 | 7,101,469.86 | 2,366,775.57 |
| NBFR01_36 | 639+56.75 | 7,101,870.92 | 2,367,022.17 |
| NBFR01_37 | 647+04.21 | 7,102,522.21 | 2,367,389.08 |
| NBFR01_38 | 651+74.76 | 7,102,940.77 | 2,367,604.23 |


EXIT 78
Old Justin Rd
COSS-S590
STA 590+00
GRAVEYARD BRANCH UNNAMED TRIB 1
EXISTING DRAINAGE EASEMENT
EXIT 78
Old Justin Rd
¼ MILE
COSS-S603
STA 603+00
HILLWOOD INVESTMENT LAND LP
SB42
℄ RRCRFC STA 11+55.18
PROP 2-157.54' 7'X4' MBC
EXIST 5'X7' SBC
℄ SBFR01 STA. 591+62.40+
℄ RRCRFD STA. 12+18.94
EXIST 24" RCP
GRANDE (FO/DUCT)
CITY OF DENTON WATER
HUNTER GATHERING GAS
ENERGY TRANSFER GAS
℄ SBML06 STA. 2594+01.09
58.00' LT
BEGIN RET. WALL
REMOVE EXIST
24" RCP
℄ SBFR01 STA 602+09.52
PROP 3-565' 9'X5'
BRIDGE CLASS CULVERT
℄ SBML06 STA 2602+16.06
58.00' LT
END RET. WALL
REMOVE EXIST 3-9'x5'
BRIDGE CLASS CULVERT
BEGIN RAMP
℄ SBER612 STA 17+10.13 =
℄ SBML06 STA 2610+28.40, 70' LT
WARNING FIBER OPTIC LINES
PETRUS INV LP
SB43
GRAVEYARD BRANCH TRIB 2.1
PROPOSED DRAINAGE EASEMENT
EXISTING DRAINAGE EASEMENT
CENTURYLINK (FO/DUCT)
END BRIDGE
℄ SBML06 STA.2594+34.00
RRCRFDRUT1
PROPOSED ROW
℄ IH 35W STA 604+02.59
PROP 3-565' 9'X5' MBC
SBFR01_41
SBER612_1
SBFR01_42
SBER612_2
12' LT ALIGNMENT SHIFT
℄ NBML06 STA. 2613+28.75=
℄ NBML07 STA. 2613+28.75
℄ SBFR01
BEGIN ACCESS DENIAL LINE
℄ IH 35W STA.615+15.95
190.0' LT
℄ SBER612
SB FRONTAGE RD
COSS-S603
MBGF (250 LF)
℄ SBML06
BEGIN PROP CABLE BARRIER FENCE
℄ SBML06 STA 2594+59.20
10.00' RT
MBGF (25 LF)
℄ RRCRFDRUT
℄ SBML07 STA. 2614+70.27
34.00' LT
BEGIN RET. WALL
END RET. WALL
IH 35W
INTERSTATE 35W
END BRIDGE
℄ NBML06 STA.1594+89.00
℄ NBML06 STA. 1595+21.91
58.00' RT
BEGIN RET. WALL
℄ NBFR01 STA 607+00.00
29.00' LT
BEGIN RET. WALL
MBGF (25 LF)
MBGF (125 LF)
COSS-N604
NB FRONTAGE RD
EXISTING ROW
NBFR01_33
NBXR609_2
℄ NBFR01
℄ NBXR609
NBXR609_3
NBXR609
RRCRFDRUT2
BEGIN ACCESS DENIAL LINE
℄ IH 35W STA.595+76.75
215.06' RT
EXISTING DRAINAGE EASEMENT
REMOVE EXIST
24" RCP
END ACCESS DENIAL LINE
℄ IH 35W STA.606+62.58
223.26' RT
℄ NBML06
℄ NBML06 STA 1609+52.52
46.01' RT
BEGIN RET. WALL
NBML07_1
CITY
TxDOT ELECTRIC
MMAC FCA WISE SPEC, LLC
NB56
OVERHEAD POWER
NBFR01_34
CHP HOLDINGS LLC
NB61
℄ NBML06
STA 1603+01.82
58.01' RT
END RET. WALL
NBXR609_1
℄ NBFR01 STA 609+60.00
29.00' LT
END RET. WALL
END RAMP
℄ NBXR609 STA. 19+68.21 =
℄ NBFR01 STA. 612+62.11,
44' LT
BEGIN ACCESS DENIAL LINE
℄ IH 35W STA.612+42.96
203.47' RT
EXIST 24" RCP
℄ RRCRFC STA 17+04.22
PROP 160' 9'X5' SBC
EXIST 5'X9' SBC
℄ NBFR01 STA 605+92.08
PROP 3-565' 9'X5' MBC
BEGIN RAMP
℄ NBXR609 STA. 16+26.34 =
℄ NBML06 STA. 1609+01.94,
72' RT
EXISTING DRAINAGE EASEMENT
12' RT ALIGNMENT SHIFT
℄ NBML06 STA. 1612+00.32=
℄ NBML07 STA. 1612+00.32
PROPOSED ROW
FR01 STA. 593+99.26=
CRFD STA. 16+41.60
MMAC FCA WISE, LLC
NB60
ARGYLE MOB PARTNERS II LLC
NB62
WYNNE/JACKSON LAKES DEVELOPMENT LLC
NB64
WARNING O/H POWER LINES
ARGYLE MOB PARTNERS I LLC
NB57
℄ RRCRFD
NB63
YDS ARGYLE LLC
WYNNE/JACKSON LAKES DEVELOPMENT LLC
NB65
CRAWFORD RD
EXIT 80
John Paine Rd
Allred Rd
COSS-N604
STA 604+00
CITY OF DENTON
UNINCORPERATED DENTON COUNTY
END PAV. MATCH EXIST
℄ RRCRFD STA. 20+66.08
CHP HOLDINGS LLC
NB58
NB59
CHP HOLDINGS LLC
595+00
600+00
605+00
610+00
615+00
2595+00
2600+00
2605+00
2610+00
2615+00
1595+00
1600+00
1605+00
1610+00
1615+00
10+00
15+00
20+00
R=75'
R=70'
R=30'
R=100'
R=99'

NBML07

| DELTA | RADIUS | DEGREE | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT | AHEAD TANGENT |
|---|---|---|---|---|---|---|---|---|---|---|
| 3° 21′ 42.90" LT | 14,100.00′ | 0° 24′ 22.87" | 413.79′ | 827.34′ | N 27° 42′ 51.09" E | 827.22′ | 1612+00.32 | 1620+27.66 | N 29° 23′ 42.54" E | N 26° 01′ 59.64" E |
| 3° 21′ 43.11" RT | 10,300.00′ | 0° 33′ 22.57" | 302.28′ | 604.38′ | N 27° 42′ 51.20" E | 604.29′ | 1620+27.66 | 1626+32.04 | N 26° 01′ 59.64" E | N 29° 23′ 42.75" E |
| 2° 24′ 21.58" RT | 10,300.00′ | 0° 33′ 22.57" | 216.29′ | 432.52′ | N 30° 35′ 53.54" E | 432.49′ | 1649+16.70 | 1653+49.23 | N 29° 23′ 42.75" E | N 31° 48′ 04.34" E |
| 5° 29′ 11.49" LT | 14,100.00′ | 0° 24′ 22.87" | 675.61′ | 1,350.19′ | N 29° 03′ 28.59" E | 1,349.67′ | 1653+49.23 | 1666+99.41 | N 31° 48′ 04.34" E | N 26° 18′ 52.85" E |

SBML07

| DELTA | RADIUS | DEGREE | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT | AHEAD TANGENT |
|---|---|---|---|---|---|---|---|---|---|---|
| 3° 21′ 44.09" RT | 14,100.00′ | 0° 24′ 22.87" | 413.83′ | 827.42′ | N 31° 04′ 34.80" E | 827.30′ | 2613+28.75 | 2621+56.17 | N 29° 23′ 42.75" E | N 32° 45′ 26.84" E |
| 3° 21′ 44.09" LT | 10,300.00′ | 0° 33′ 22.57" | 302.30′ | 604.43′ | N 31° 04′ 34.80" E | 604.34′ | 2621+56.17 | 2627+60.60 | N 32° 45′ 26.84" E | N 29° 23′ 42.75" E |
| 5° 11′ 48.60" LT | 10,300.00′ | 0° 33′ 22.57" | 467.44′ | 934.23′ | N 26° 47′ 48.45" E | 933.91′ | 2651+88.19 | 2661+22.42 | N 29° 23′ 42.75" E | N 24° 11′ 54.15" E |

NBFR01

| DELTA | RADIUS | DEGREE | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT | AHEAD TANGENT |
|---|---|---|---|---|---|---|---|---|---|---|
| 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 |
| 2° 48′ 25.88" LT | 5,000.00′ | 1° 08′ 45.30" | 122.51′ | 244.97′ | N 27° 59′ 29.81" E | 244.95′ | 599+04.07 | 601+49.04 | N 29° 23′ 42.75" E | N 26° 35′ 16.87" E |
| 2° 48′ 25.88" RT | 5,000.00′ | 1° 08′ 45.30" | 122.51′ | 244.97′ | N 27° 59′ 29.81" E | 244.95′ | 601+49.04 | 603+94.02 | N 26° 35′ 16.87" E | N 29° 23′ 42.75" E |
| 2° 11′ 27.85" RT | 10,294.00′ | 0° 33′ 23.74" | 196.85′ | 393.66′ | N 30° 29′ 26.68" E | 393.63′ | 632+89.13 | 636+82.79 | N 29° 23′ 42.75" E | N 31° 35′ 10.61" E |
| 2° 11′ 27.85" LT | 14,326.00′ | 0° 23′ 59.79" | 273.96′ | 547.85′ | N 30° 29′ 26.68" E | 547.81′ | 636+82.79 | 642+30.64 | N 31° 35′ 10.61" E | N 29° 23′ 42.75" E |
| 2° 11′ 31.06" LT | 14,300.00′ | 0° 24′ 02.41" | 273.57′ | 547.07′ | N 28° 17′ 57.22" E | 547.04′ | 644+30.64 | 649+77.71 | N 29° 23′ 42.75" E | N 27° 12′ 11.69" E |
| 2° 11′ 31.06" RT | 10,300.00′ | 0° 33′ 22.57" | 197.05′ | 394.05′ | N 28° 17′ 57.22" E | 394.02′ | 649+77.71 | 653+71.76 | N 27° 12′ 11.69" E | N 29° 23′ 42.75" E |

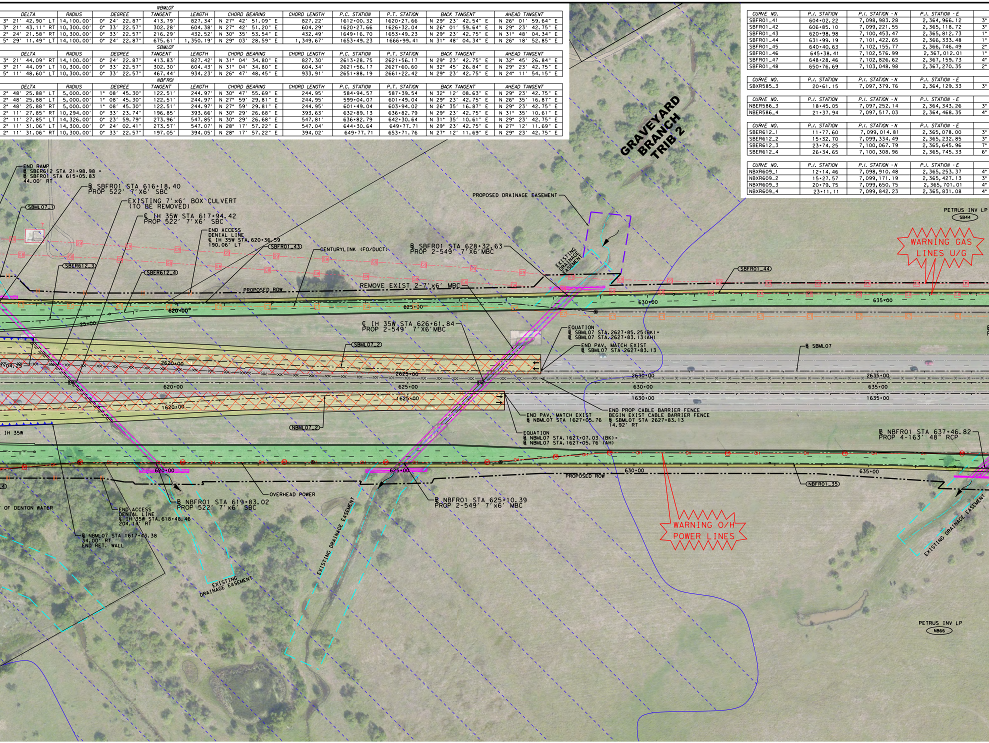
| CURVE NO. | P.I. STATION | P.I. STATION - N | P.I. STATION - E | |
|---|---|---|---|---|
| SBFR01_41 | 604+02.22 | 7,098,983.28 | 2,364,966.12 | 3° |
| SBFR01_42 | 606+85.10 | 7,099,221.55 | 2,365,118.72 | 3° |
| SBFR01_43 | 620+98.98 | 7,100,453.47 | 2,365,812.73 | 1° |
| SBFR01_44 | 631+99.19 | 7,101,422.65 | 2,366,333.48 | 1° |
| SBFR01_45 | 640+40.63 | 7,102,155.77 | 2,366,746.49 | 2° |
| SBFR01_46 | 645+38.41 | 7,102,576.99 | 2,367,012.01 | 1° |
| SBFR01_47 | 648+28.46 | 7,102,826.62 | 2,367,159.73 | 4° |
| SBFR01_48 | 650+76.69 | 7,103,048.98 | 2,367,270.35 | 2° |

| CURVE NO. | P.I. STATION | P.I. STATION - N | P.I. STATION - E | |
|---|---|---|---|---|
| SBXR585_3 | 20+61.15 | 7,097,379.76 | 2,364,129.33 | 3° |

| CURVE NO. | P.I. STATION | P.I. STATION - N | P.I. STATION - E | |
|---|---|---|---|---|
| NBER586_3 | 18+45.05 | 7,097,252.14 | 2,364,343.26 | 3° |
| NBER586_4 | 21+37.94 | 7,097,517.03 | 2,364,468.35 | 4° |

| CURVE NO. | P.I. STATION | P.I. STATION - N | P.I. STATION - E | |
|---|---|---|---|---|
| SBER612_1 | 11+77.60 | 7,099,014.81 | 2,365,078.00 | 3° |
| SBER612_2 | 15+32.70 | 7,099,334.49 | 2,365,232.85 | 3° |
| SBER612_3 | 23+74.25 | 7,100,067.79 | 2,365,645.96 | 7° |
| SBER612_4 | 26+34.65 | 7,100,308.96 | 2,365,745.33 | 6° |

| CURVE NO. | P.I. STATION | P.I. STATION - N | P.I. STATION - E | |
|---|---|---|---|---|
| NBXR609_1 | 12+14.46 | 7,098,910.48 | 2,365,253.37 | 4° |
| NBXR609_2 | 15+27.57 | 7,099,171.19 | 2,365,427.13 | 3° |
| NBXR609_3 | 20+79.75 | 7,099,650.75 | 2,365,701.01 | 4° |
| NBXR609_4 | 23+11.11 | 7,099,842.23 | 2,365,831.08 | 4° |


GRAVEYARD BRANCH TRIB 2
END RAMP
℄ SBER612 STA 21+98.98 =
℄ SBFR01 STA 615+05.83
44.00′ RT
℄ SBFR01 STA 616+18.40
PROP 522′ 7′X6′ SBC
EXISTING 7′x6′ BOX CULVERT
(TO BE REMOVED)
℄ IH 35W STA 617+94.42
PROP 522′ 7′X6′ SBC
END ACCESS
DENIAL LINE
℄ IH 35W STA 620+36.59
190.06′ LT
SBML07_1
SBER612_3
SBER612_4
SBFR01_43
CENTURYLINK (FO/DUCT)
℄ SBFR01 STA 628+32.63
PROP 2-549′ 7′X6′MBC
PROPOSED DRAINAGE EASEMENT
EXISTING DRAINAGE EASEMENT
SBFR01_44
PETRUS INV LP
SB44
WARNING GAS LINES U/G
PROPOSED ROW
REMOVE EXIST 2-7′x6′ MBC
620+00
25+00
625+00
630+00
635+00
℄ IH 35W STA 626+61.84
PROP 2-549′ 7′X6′MBC
EQUATION
℄ SBML07 STA.2627+85.25(BK)=
℄ SBML07 STA.2627+83.13(AH)
END PAV, MATCH EXIST
℄ SBML07 STA 2627+83.13
℄ SBML07
SBML07_2
2620+00
2625+00
2630+00
2635+00
1620+00
1625+00
1630+00
1635+00
NBML07_2
IH 35W
END PAV, MATCH EXIST
℄ NBML07 STA 1627+05.76
END PROP CABLE BARRIER FENCE
BEGIN EXIST CABLE BARRIER FENCE
℄ SBML07 STA 2627+83.13
14.92′ RT
EQUATION
℄ NBML07 STA.1627+07.03 (BK)=
℄ NBML07 STA.1627+05.76 (AH)
℄ NBFR01 STA 637+46.82
PROP 4-163′ 48" RCP
OVERHEAD POWER
PROPOSED ROW
NBFR01_35
OF DENTON WATER
END ACCESS
DENIAL LINE
℄ IH 35W STA.618+48.46
204.14′ RT
℄ NBFR01 STA 619+83.02
PROP 522′ 7′x6′ SBC
℄ NBFR01 STA 625+10.39
PROP 2-549′ 7′x6′ MBC
℄ NBML07 STA 1617+43.38
34.00′ RT
END RET. WALL
WARNING O/H POWER LINES
EXISTING DRAINAGE EASEMENT
EXISTING DRAINAGE EASEMENT
EXISTING DRAINAGE EASEMENT
PETRUS INV LP
NB66

| CURVE NO. | P.I. STATION | P.I. STATION - N |
|---|---|---|
| RRCRFDLUT1 | 11+23.37 | 7,097,818.44 |
| RRCRFDLUT2 | 13+48.34 | 7,097,818.07 |

| CURVE NO. | P.I. STATION | P.I. STATION - N |
|---|---|---|
| RRCRFDRUT1 | 11+23.37 | 7,097,988.20 |
| RRCRFDRUT2 | 13+48.34 | 7,097,988.57 |

SBFR01

| DELTA | RADIUS | DEGREE | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT | AHEAD TANGENT |
|---|---|---|---|---|---|---|---|---|---|---|
| 14′ 29.66" RT | 5,000.00′ | 1° 08′ 45.30" | 141.48′ | 282.88′ | N 31° 00′ 57.58" E | 282.84′ | 602+60.74 | 605+43.62 | N 29° 23′ 42.75" E | N 32° 38′ 12.41" E |
| 14′ 29.66" LT | 5,000.00′ | 1° 08′ 45.30" | 141.48′ | 282.88′ | N 31° 00′ 57.58" E | 282.84′ | 605+43.62 | 608+26.50 | N 32° 38′ 12.41" E | N 29° 23′ 42.75" E |
| 08′ 44.75" LT | 10,294.00′ | 0° 33′ 23.74" | 102.93′ | 205.85′ | N 28° 49′ 20.38" E | 205.85′ | 619+96.05 | 622+01.90 | N 29° 23′ 42.75" E | N 28° 14′ 58.01" E |
| 08′ 44.75" RT | 14,306.00′ | 0° 24′ 01.81" | 143.05′ | 286.08′ | N 28° 49′ 20.38" E | 286.08′ | 630+56.14 | 633+42.23 | N 28° 14′ 58.01" E | N 29° 23′ 42.75" E |
| 49′ 47.73" RT | 14,306.00′ | 0° 24′ 01.81" | 353.37′ | 706.59′ | N 30° 48′ 36.62" E | 706.52′ | 636+87.26 | 643+93.86 | N 29° 23′ 42.75" E | N 32° 13′ 30.48" E |
| 36′ 32.63" LT | 10,294.00′ | 0° 33′ 23.74" | 144.56′ | 289.09′ | N 31° 25′ 14.17" E | 289.08′ | 643+93.86 | 646+82.95 | N 32° 13′ 30.48" E | N 30° 36′ 57.85" E |
| 09′ 59.97" LT | 4,000.00′ | 1° 25′ 56.62" | 145.51′ | 290.89′ | N 28° 31′ 57.87" E | 290.82′ | 646+82.95 | 649+73.84 | N 30° 36′ 57.85" E | N 26° 26′ 57.88" E |
| 56′ 44.87" RT | 4,000.00′ | 1° 25′ 56.62" | 102.85′ | 205.66′ | N 27° 55′ 20.32" E | 205.63′ | 649+73.84 | 651+79.49 | N 26° 26′ 57.88" E | N 29° 23′ 42.75" E |

SBXR585

| DELTA | RADIUS | DEGREE | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT | AHEAD TANGENT |
|---|---|---|---|---|---|---|---|---|---|---|
| 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

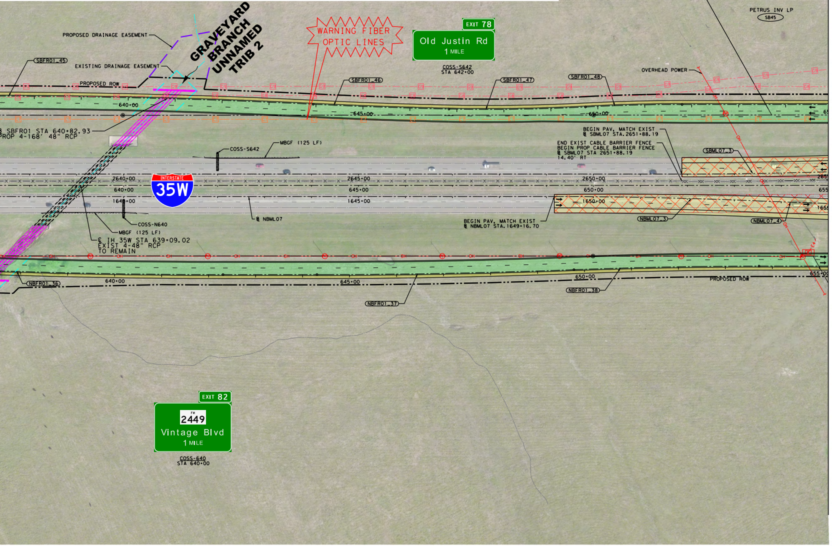
| DELTA | RADIUS | DEGREE | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT | AHEAD TANGENT |
|---|---|---|---|---|---|---|---|---|---|---|
| 28′ 37.22" LT | 2,864.79′ | 2° 00′ 00.00" | 86.95′ | 173.85′ | N 27° 00′ 58.95" E | 173.82′ | 17+58.10 | 19+31.95 | N 28° 45′ 17.56" E | N 25° 16′ 40.34" E |
| 07′ 04.97" RT | 5,729.58′ | 1° 00′ 00.00" | 205.99′ | 411.80′ | N 27° 20′ 12.82" E | 411.72′ | 19+31.95 | 23+43.75 | N 25° 16′ 40.34" E | N 29° 23′ 45.31" E |

SBER612

| DELTA | RADIUS | DEGREE | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT | AHEAD TANGENT |
|---|---|---|---|---|---|---|---|---|---|---|
| 33′ 03.35" LT | 5,729.58′ | 1° 00′ 00.00" | 177.60′ | 355.09′ | N 27° 37′ 11.08" E | 355.04′ | 10+00.00 | 13+55.09 | N 29° 23′ 42.75" E | N 25° 50′ 39.40" E |
| 33′ 03.35" RT | 5,729.58′ | 1° 00′ 00.00" | 177.60′ | 355.09′ | N 27° 37′ 11.08" E | 355.04′ | 13+55.09 | 17+10.19 | N 25° 50′ 39.40" E | N 29° 23′ 42.75" E |
| 00′ 06.93" LT | 2,864.79′ | 2° 00′ 00.00" | 175.27′ | 350.10′ | N 25° 53′ 39.29" E | 349.88′ | 21+98.98 | 25+49.07 | N 29° 23′ 42.75" E | N 22° 23′ 35.83" E |
| 50′ 16.17" RT | 1,432.39′ | 4° 00′ 00.00" | 85.57′ | 170.95′ | N 25° 48′ 43.91" E | 170.84′ | 25+49.07 | 27+20.02 | N 22° 23′ 35.83" E | N 29° 13′ 52.00" E |

NBXR609

| DELTA | RADIUS | DEGREE | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT | AHEAD TANGENT |
|---|---|---|---|---|---|---|---|---|---|---|
| 17′ 14.17" RT | 5,729.58′ | 1° 00′ 00.00" | 214.46′ | 428.73′ | N 31° 32′ 19.84" E | 428.63′ | 10+00.00 | 14+28.73 | N 29° 23′ 42.75" E | N 33° 40′ 56.92" E |
| 57′ 07.50" LT | 2,864.79′ | 2° 00′ 00.00" | 98.84′ | 197.60′ | N 31° 42′ 23.17" E | 197.57′ | 14+28.73 | 16+26.33 | N 33° 40′ 56.92" E | N 29° 43′ 49.42" E |
| 27′ 33.79" RT | 2,864.79′ | 2° 00′ 00.00" | 111.54′ | 222.97′ | N 31° 57′ 36.31" E | 222.91′ | 19+68.21 | 21+91.18 | N 29° 43′ 49.42" E | N 34° 11′ 23.20" E |
| 47′ 40.45" LT | 2,864.79′ | 2° 00′ 00.00" | 119.93′ | 239.73′ | N 31° 47′ 32.98" E | 239.66′ | 21+91.18 | 24+30.91 | N 34° 11′ 23.20" E | N 29° 23′ 42.75" E |


PROPOSED DRAINAGE EASEMENT
GRAVEYARD BRANCH UNNAMED TRIB 2
WARNING FIBER OPTIC LINES
EXIT 78
Old Justin Rd
1 MILE
COSS-S642
STA 642+00
PETRUS INV LP
SB45
SBFR01_45
EXISTING DRAINAGE EASEMENT
PROPOSED ROW
SBFR01_46
SBFR01_47
SBFR01_48
OVERHEAD POWER
640+00
645+00
650+00
SBFR01 STA 640+82.93
PROP 4-168′ 48" RCP
COSS-S642
MBGF (125 LF)
BEGIN PAV, MATCH EXIST
SBML07 STA.2651+88.19
END EXIST CABLE BARRIER FENCE
BEGIN PROP CABLE BARRIER FENCE
SBML07 STA 2651+88.19
14.40′ RT
SBML07_3
2640+00
2645+00
2650+00
INTERSTATE
35W
1640+00
1645+00
1650+00
NBML07
NBML07_3
NBML07_4
COSS-N640
MBGF (125 LF)
℄ IH 35W STA 639+09.02
EXIST 4-48" RCP
TO REMAIN
BEGIN PAV, MATCH EXIST
NBML07 STA.1649+16.70
NBFR01_36
NBFR01_37
NBFR01_38
PROPOSED ROW
655+00
EXIT 82
FM 2449
Vintage Blvd
1 MILE
COSS-640
STA 640+00

MATCH LINE STA 655+00

RRCRFDLUT

| P.I. STATION - E | DELTA | RADIUS | DEGREE | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT | AHEAD TANGENT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2,364,674.89 | 119° 27′ 42.65" LT | 72.00′ | 79° 34′ 38.90" | 123.37′ | 150.12′ | N 30° 20′ 08.57" W | 124.37′ | 10+00.00 | 11+50.12 | N 29° 23′ 42.75" E | S 89° 56′ 00.10" W |
| 2,364,353.30 | 60° 32′ 17.35" LT | 77.00′ | 74° 24′ 36.37" | 44.94′ | 81.36′ | S 59° 39′ 51.43" W | 77.63′ | 13+03.40 | 13+84.76 | S 89° 56′ 00.10" W | S 29° 23′ 42.75" W |

RRCRFDRUT

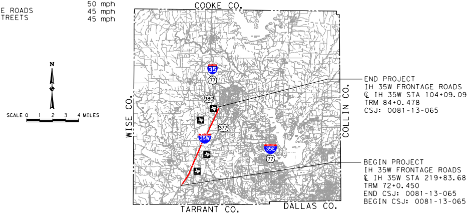
| P.I. STATION - E | DELTA | RADIUS | DEGREE | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT | AHEAD TANGENT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2,364,462.92 | 119° 27′ 42.65" LT | 72.00′ | 79° 34′ 38.90" | 123.37′ | 150.12′ | S 30° 20′ 08.57" E | 124.37′ | 10+00.00 | 11+50.12 | S 29° 23′ 42.75" W | N 89° 56′ 00.10" E |
| 2,364,784.51 | 60° 32′ 17.35" LT | 77.00′ | 74° 24′ 36.37" | 44.94′ | 81.36′ | N 59° 39′ 51.43" E | 77.63′ | 13+03.40 | 13+84.76 | N 89° 56′ 00.10" E | N 29° 23′ 42.75" 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 7 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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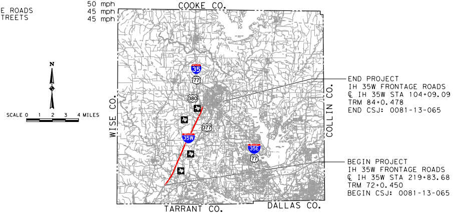
| NAME | P.E. NO. | DATE |
|---|---|---|
| JESUS GONZALEZ JR., P.E. | 111427 | 04/08/2020 |

4/7/2020
i-35W-Sch07.dgn

# Texas Department of Transportation®

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

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


COOKE CO.
WISE CO.
COLLIN CO.
TARRANT CO.
DALLAS CO.
N
SCALE 0 1 2 3 4 MILES
35
77
380
377
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 8 OF 34

SHEET INDEX

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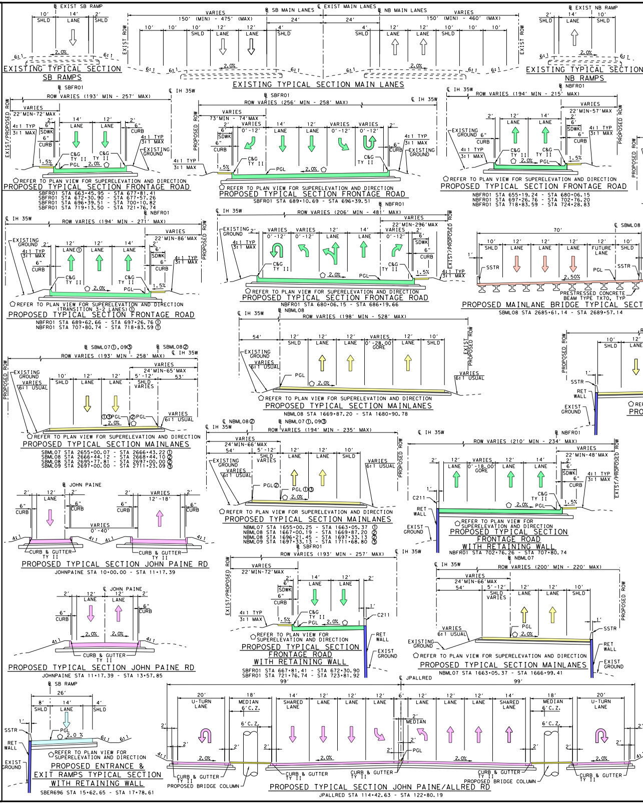
| NAME | P.E. NO. | DATE |
|---|---|---|
| JESUS GONZALEZ JR., P.E. | 111427 | 04/08/2020 |

4/7/2020
I-35W-Sch08.dgn


℄ EXIST SB RAMP
10' SHLD
14' LANE
2' SHLD
2.0%
6:1
EXIST ROW
VARIES
150' (MIN) - 475' (MAX)
℄ SB MAIN LANES
℄ EXIST MAIN LANES
℄ NB MAIN LANES
150' (MIN) - 460' (MAX)
24'
SHLD
LANE
℄ EXIST NB RAMP
℄ IH 35W
℄ SBFR01
℄ NBFR01
℄ SBML08
℄ NBML08
℄ NBML07
℄ SBML07①, 09③
℄ SBML08②
℄ JOHN PAINE
℄ JPALLRED
℄ SB RAMP
ROW VARIES (193' MIN - 257' MAX)
ROW VARIES (256' MIN - 258' MAX)
ROW VARIES (194' MIN - 215' MAX)
ROW VARIES (194' MIN - 271' MAX)
ROW VARIES (206' MIN - 481' MAX)
ROW VARIES (198' MIN - 528' MAX)
ROW VARIES (193' MIN - 258' MAX)
ROW VARIES (194' MIN - 235' MAX)
ROW VARIES (210' MIN - 234' MAX)
ROW VARIES (200' MIN - 220' MAX)
22'MIN-72'MAX
73'MIN - 74'MAX
22'MIN-57'MAX
22'MIN-86'MAX
22'MIN-296'MAX
24'MIN-65'MAX
24'MIN-66'MAX
22'MIN-48'MAX
EXIST/PROPOSED ROW
PROPOSED ROW
EXISTING GROUND
4:1 TYP
3:1 MAX
6" CURB
SDWK
C&G TY II
PGL
1.5%
2.0%
2.50%
0'-12'
0'-28.00' GORE
0'-18.00' GORE
VARIES 6:1 USUAL
SSTR
RET WALL
EXIST GROUND
C211
70'
FUTURE LANE
PRESTRESSED CONCRETE BEAM TYPE TX70, TYP
99'
U-TURN LANE
MEDIAN 6'C.Z.
SHARED LANE
2' MEDIAN
CURB & GUTTER TY II
PROPOSED BRIDGE COLUMN
VARIES 0'-40'
12'-18'
4:1

EXISTING TYPICAL SECTION
SB RAMPS

EXISTING TYPICAL SECTION MAIN LANES

EXISTING TYPICAL SECTION
NB RAMPS

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
SBFR01 STA 663+45.95 - STA 677+81.41
SBFR01 STA 672+30.90 - STA 677+57.26
SBFR01 STA 696+39.51 - STA 700+10.82
SBFR01 STA 719+13.50 - STA 721+76.74

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
SBFR01 STA 689+10.69 - STA 696+39.51

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
NBFR01 STA 655+19.24 - STA 680+06.15
NBFR01 STA 697+26.76 - STA 702+76.20
NBFR01 STA 718+83.59 - STA 724+28.83

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
(TRANSITION 3-2 LANES) ①
PROPOSED TYPICAL SECTION FRONTAGE ROAD
NBFR01 STA 689+62.66 - STA 697+26.76 ①
NBFR01 STA 707+80.74 - STA 718+83.59 ①

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
NBFR01 STA 680+06.15 - STA 686+19.66

PROPOSED MAINLANE BRIDGE TYPICAL SECT
SBML08 STA 2685+61.14 - STA 2689+57.14

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION MAINLANES
NBML08 STA 1669+87.20 - STA 1680+90.78

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION MAINLANES
SBML07 STA 2655+00.07 - STA 2666+43.22 ①
SBML08 STA 2666+44.12 - STA 2668+44.10 ②
SBML08 STA 2695+77.81 - STA 2697+00.00 ②
SBML09 STA 2697+00.00 - STA 2711+23.09 ③

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION MAINLANES
NBML07 STA 1655+00.25 - STA 1663+05.37 ①
NBML08 STA 1667+00.19 - STA 1669+87.20 ②
NBML08 STA 1696+21.45 - STA 1697+33.13 ②
NBML09 STA 1697+33.13 - STA 1711+68.80 ③

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION
FRONTAGE ROAD
WITH RETAINING WALL
NBFR01 STA 702+76.26 - STA 707+80.74

PROPOSED TYPICAL SECTION JOHN PAINE RD
JOHNPAINE STA 10+00.00 - STA 11+17.39

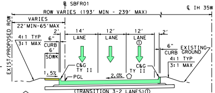
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION
FRONTAGE ROAD
WITH RETAINING WALL
SBFR01 STA 667+81.41 - STA 672+30.90
SBFR01 STA 721+76.74 - STA 723+81.92

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION MAINLANES
NBML07 STA 1663+05.37 - STA 1666+99.41

PROPOSED TYPICAL SECTION JOHN PAINE RD
JOHNPAINE STA 11+17.39 - STA 13+57.85

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED ENTRANCE &
EXIT RAMPS TYPICAL SECTION
WITH RETAINING WALL
SBER696 STA 15+62.65 - STA 17+78.61

PROPOSED TYPICAL SECTION JOHN PAINE/ALLRED RD
JPALLRED STA 114+42.63 - STA 122+80.19

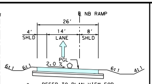


℄ SBFR01
℄ IH 35W
ROW VARIES (193' MIN - 239' MAX)
EXIST/PROPOSED ROW
VARIES
22'MIN-65'MAX
4:1 TYP
3:1 MAX
6" CURB
6' SDWK
14' LANE
12' LANE
12' LANE ①
2'
6" CURB
EXISTING GROUND
4:1 TYP
3:1 MAX
C&G TY II
1.5%
PGL
2.0%
(TRANSITION 3-2 LANES)①

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

## PROPOSED FRONTAGE ROAD TYPICAL SECTION

SBFR01 STA 654+90.77 - STA 663+44.95
SBFR01 STA 677+57.26 - STA 685+67.66 ①
SBFR01 STA 700+10.82 - STA 719+13.50

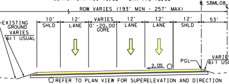


℄ NB RAMP
26'
4' SHLD
14' LANE
8' SHLD
PGL
2.0 %
6:1
6:1
6:1
4:1

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

## PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION

NBER667 STA 15+03.20 - STA 21+03.20

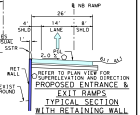


℄ SBML08
℄ IH 35W
ROW VARIES (193' MIN - 257' MAX)
EXISTING GROUND
VARIES
6:1 USUAL
10' SHLD
12' LANE
VARIES 0'-20.00' GORE
12' LANE
12' LANE
12' SHLD
53'
PGL
VARIES
6:1 USUAL
2.0%

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

## PROPOSED TYPICAL SECTION MAINLANES

SBML08 STA 2668+44.10 - STA 2677+96.79

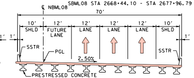


℄ NB RAMP
26'
4' SHLD
14' LANE
8' SHLD
1'
SSTR
PGL
2.0 %
6:1
4:1
RET WALL
EXIST GROUND

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

## PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION WITH RETAINING WALL

NBXR696 STA 19+16.74 - STA 22+63.57

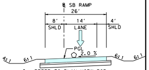


℄ NBML08
70'
10' SHLD
12' FUTURE LANE
12' LANE
12' LANE
12' LANE
10' SHLD
1'
1'
1'
SSTR
PGL
2.50%
SSTR
PRESTRESSED CONCRETE BEAM TYPE TX70, TYP

ION

## PROPOSED MAINLANE BRIDGE TYPICAL SECTION

NBML08 STA 1685+66.08 - STA 1689+62.08

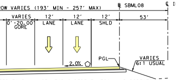


℄ SB RAMP
26'
8' SHLD
14' LANE
4' SHLD
PGL
2.0 %
4:1
6:1
6:1
6:1

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

## PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION

SBXR668 STA 15+32.86 - STA 20.32.84
SBER696 STA 17+78.61 - STA 20+13.44
SBXR725 STA 14+48.99 - STA 19+17.84

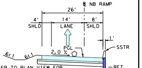


℄ SBML08
℄ IH 35W
ROW VARIES (193' MIN - 257' MAX)
VARIES 0'-20.00' GORE
12' LANE
12' LANE
12' SHLD
53'
PGL
VARIES
6:1 USUAL
2.0%

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

## PROPOSED TYPICAL SECTION MAINLANES WITH RETAINING WALL

SBML08 STA 2677+96.79 - STA 2685+61.14
SBML08 STA 2689+57.14 - STA 2695+77.81

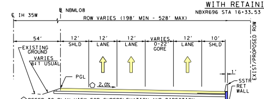


℄ NB RAMP
26'
4' SHLD
14' LANE
8' SHLD
1'
SSTR
PGL
2.0 %
6:1
6:1
RET WALL
EXIST GROUND

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

## PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION WITH RETAINING WALL

NBXR696 STA 16+33.53 - STA 19+23.09



℄ IH 35W
℄ NBML08
ROW VARIES (198' MIN - 528' MAX)
EXIST/PROPOSED ROW
54'
EXISTING GROUND
VARIES
6:1 USUAL
12' SHLD
12' LANE
12' LANE
VARIES 0-22' GORE
12' LANE
10' SHLD
PGL
2.0%
1'
SSTR
RET WALL
EXIST GROUND

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

## PROPOSED TYPICAL SECTION MAINLANES WITH RETAINING WALL

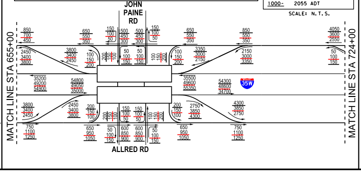
NBML08 STA 1680+90.78 - STA 1685+66.08
NBML08 STA 1689+62.08 - STA 1696+21.45

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.



JOHN PAINE RD
ALLRED RD
MATCH LINE STA 655+00
MATCH LINE STA 724+00
35W

SCALE IN FEET
0 100 200

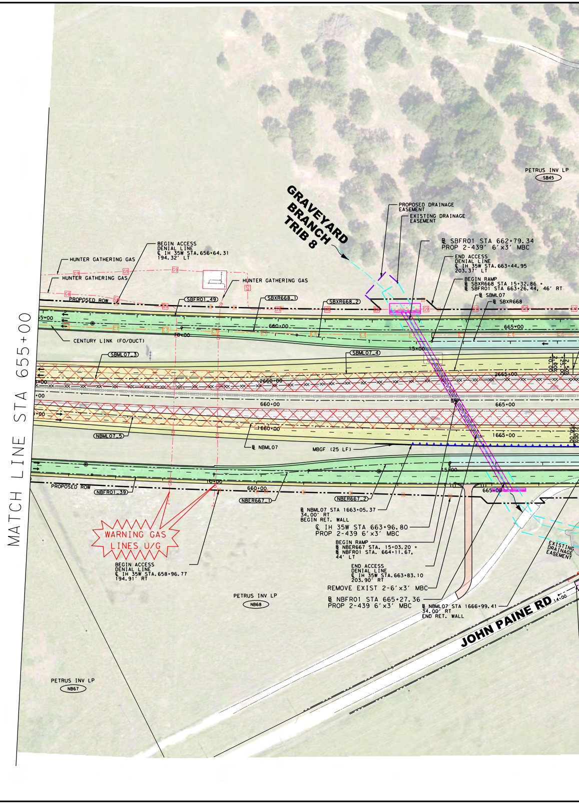
LEGEND

| | |
|---|---|
| 🟨 | 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 |
|---|---|---|
| SB45 | 67432 | PETRUS INV LP |
| SB46 | 73868 | PETRUS INV LP |
| SB47 | 73867 | PETRUS INV LP |
| SB48 | 65052 | PETRUS INV LP |
| NB67 | 64554 | PETRUS INV LP |
| NB68 | 164722 | PETRUS INV LP |
| NB69 | 75755 | PETRUS INV LP |
| NB70 | 67445 | PETRUS INV LP |
| NB71 | 164724 | PETRUS INV LP |

NOTES:

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



N
MATCH LINE STA 655+00
GRAVEYARD BRANCH TRIB 8
PETRUS INV LP
SB45
PROPOSED DRAINAGE EASEMENT
EXISTING DRAINAGE EASEMENT
℄ SBFR01 STA 662+79.34
PROP 2-439' 6'×3' MBC
END ACCESS DENIAL LINE
℄ IH 35W STA.663+44.95
203.37' LT
BEGIN RAMP
℄ SBXR668 STA 15+32.86 =
℄ SBFR01 STA 663+26.44, 46' RT
℄ SBML07
℄ SBXR668
BEGIN ACCESS DENIAL LINE
℄ IH 35W STA.656+64.31
194.32' LT
HUNTER GATHERING GAS
HUNTER GATHERING GAS
HUNTER GATHERING GAS
PROPOSED ROW
SBFR01_49
SBXR668_1
SBXR668_2
660+00
665+00
10+00
15+00
CENTURY LINK (FO/DUCT)
SBML07_3
SBML07_4
2660+00
2665+00
660+00
665+00
1660+00
1665+00
NBML07_5
℄ NBML07
MBGF (25 LF)
PROPOSED ROW
NBFR01_39
NBER667_1
NBER667_2
660+00
665+00
10+00
15+00
WARNING GAS LINES U/G
BEGIN ACCESS DENIAL LINE
℄ IH 35W STA.658+96.77
194.91' RT
℄ NBML07 STA 1663+05.37
34.00' RT
BEGIN RET. WALL
℄ IH 35W STA 663+96.80
PROP 2-439 6'×3' MBC
BEGIN RAMP
℄ NBER667 STA. 15+03.20 =
℄ NBFR01 STA. 664+11.67,
44' LT
END ACCESS DENIAL LINE
℄ IH 35W STA.663+83.10
203.90' RT
REMOVE EXIST 2-6'×3' MBC
℄ NBFR01 STA 665+27.36
PROP 2-439 6'×3' MBC
℄ NBML07 STA 1666+99.41
34.00' RT
END RET. WALL
EXISTING DRAINAGE EASEMENT
PETRUS INV LP
NB68
PETRUS INV LP
NB67
JOHN PAINE RD
14+00

NBML07

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NBML07_5 | 1660+24.84 | 7,103,751.83 | 2,367,934.25 | 5° 29′ 11.49" LT | 14,100.00′ | 0° 24′ 22.87" | 675.61′ | 1,350.19′ | N 29° 03′ 28.59" E | 1,349.67′ | 1653+49.23 | 1666+99.41 | N 31° 48′ 04.34" E | N 26° 18′ 52.85" E |

NBML09

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NBML09_1 | 1701+49.37 | 7,107,449.18 | 2,369,762.77 | 3° 22′ 54.66" LT | 14,100.00′ | 0° 24′ 22.87" | 416.24′ | 832.24′ | N 24° 37′ 25.52" E | 832.12′ | 1697+33.13 | 1705+65.37 | N 26° 18′ 52.85" E | N 22° 55′ 58.19" E |
| NBML09_2 | 1708+69.62 | 7,108,112.72 | 2,370,043.51 | 3° 23′ 01.95" RT | 10,300.00′ | 0° 33′ 22.57" | 304.25′ | 608.32′ | N 24° 37′ 29.16" E | 608.23′ | 1705+65.37 | 1711+73.69 | N 22° 55′ 58.19" E | N 26° 19′ 00.14" E |

SBML07

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SBML07_3 | 2656+55.62 | 7,103,472.71 | 2,367,678.94 | 5° 11′ 48.60" LT | 10,300.00′ | 0° 33′ 22.57" | 467.44′ | 934.23′ | N 26° 47′ 48.45" E | 933.91′ | 2651+88.19 | 2661+22.42 | N 29° 23′ 42.75" E | N 24° 11′ 54.15" E |
| SBML07_4 | 2663+82.85 | 7,104,136.63 | 2,367,977.29 | 2° 06′ 58.70" RT | 14,100.00′ | 0° 24′ 22.87" | 260.43′ | 520.80′ | N 25° 15′ 23.50" E | 520.77′ | 2661+22.42 | 2666+43.22 | N 24° 11′ 54.15" E | N 26° 18′ 52.85" E |

SBML09

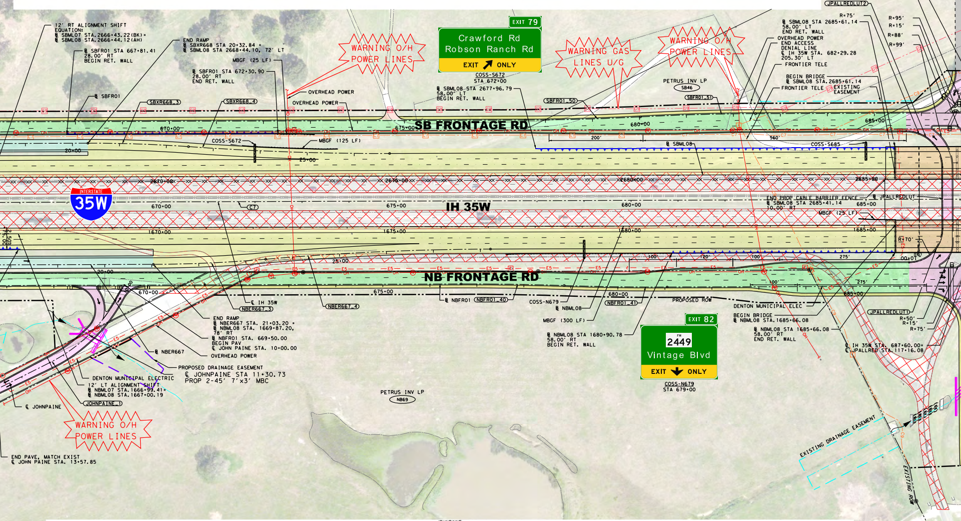
| CURVE NO. | P.I. STATION | P.I. STATION - N | P.I. STATION - E | DELTA | RADIUS | DEGREE | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT | AHEAD TANGENT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SBML09_1 | 2701+11.39 | 7,107,478.04 | 2,369,629.78 | 3° 20′ 32.88" RT | 14,100.00′ | 0° 24′ 22.87" | 411.39′ | 822.55′ | N 27° 59′ 09.29" E | 822.44′ | 2697+00.00 | 2705+22.55 | N 26° 18′ 52.85" E | N 29° 39′ 25.73" E |
| SBML09_2 | 2708+22.89 | 7,108,096.54 | 2,369,981.96 | 3° 20′ 25.59" LT | 10,300.00′ | 0° 33′ 22.57" | 300.34′ | 600.51′ | N 27° 59′ 12.93" E | 600.42′ | 2705+22.55 | 2711+23.06 | N 29° 39′ 25.73" E | N 26° 19′ 00.14" 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_39 | 660+35.92 | 7,103,691.11 | 2,368,026.94 | 3° 04′ 49.90" LT | 14,370.00′ | 0° 23′ 55.38" | 386.40′ | 772.61′ | N 27° 51′ 17.80" E | 772.52′ | 656+49.53 | 664+22.14 | N 29° 23′ 42.75" E | N 26° 18′ 52.85" E |
| NBFR01_40 | 677+76.26 | 7,105,251.26 | 2,368,798.51 | 2° 05′ 32.14" RT | 6,000.00′ | 0° 57′ 17.75" | 109.56′ | 219.10′ | N 27° 21′ 38.92" E | 219.09′ | 676+66.69 | 678+85.80 | N 26° 18′ 52.85" E | N 28° 24′ 24.99" E |
| NBFR01_41 | 679+95.36 | 7,105,444.00 | 2,368,902.75 | 2° 05′ 32.14" LT | 6,000.00′ | 0° 57′ 17.75" | 109.56′ | 219.10′ | N 27° 21′ 38.92" E | 219.09′ | 678+85.80 | 681+04.90 | N 28° 24′ 24.99" E | N 26° 18′ 52.85" E |
| NBFR01_42 | 695+37.03 | 7,106,825.94 | 2,369,586.19 | 2° 33′ 45.21" LT | 6,000.00′ | 0° 57′ 17.75" | 134.20′ | 268.35′ | N 25° 02′ 00.24" E | 268.33′ | 694+02.84 | 696+71.19 | N 26° 18′ 52.85" E | N 23° 45′ 07.64" E |
| NBFR01_43 | 698+05.38 | 7,107,071.60 | 2,369,694.30 | 2° 33′ 45.21" RT | 6,000.00′ | 0° 57′ 17.75" | 134.20′ | 268.35′ | N 25° 02′ 00.24" E | 268.33′ | 696+71.19 | 699+39.54 | N 23° 45′ 07.64" E | N 26° 18′ 52.85" 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_49 | 659+23.77 | 7,103,787.05 | 2,367,686.15 | 3° 04′ 49.90" LT | 14,028.00′ | 0° 24′ 30.38" | 377.20′ | 754.22′ | N 27° 51′ 17.80" E | 754.13′ | 655+46.57 | 663+00.79 | N 29° 23′ 42.75" E | N 26° 18′ 52.85" E |
| SBFR01_50 | 678+79.77 | 7,105,540.51 | 2,368,553.33 | 2° 48′ 25.88" LT | 5,000.00′ | 1° 08′ 45.30" | 122.51′ | 244.97′ | N 24° 54′ 39.91" E | 244.95′ | 677+57.26 | 680+02.23 | N 26° 18′ 52.85" E | N 23° 30′ 26.97" E |
| SBFR01_51 | 681+24.74 | 7,105,765.20 | 2,368,651.06 | 2° 48′ 25.88" RT | 5,000.00′ | 1° 08′ 45.30" | 122.51′ | 244.97′ | N 24° 54′ 39.91" E | 244.95′ | 680+02.23 | 682+47.21 | N 23° 30′ 26.97" E | N 26° 18′ 52.85" E |
| SBFR01_52 | 701+95.37 | 7,107,621.30 | 2,369,568.99 | 3° 01′ 55.78" RT | 5,000.00′ | 1° 08′ 45.30" | 132.33′ | 264.61′ | N 27° 49′ 50.74" E | 264.58′ | 700+63.04 | 703+27.64 | N 26° 18′ 52.85" E | N 29° 20′ 48.63" E |
| SBFR01_53 | 704+59.98 | 7,107,852.00 | 2,369,698.70 | 3° 01′ 55.78" LT | 5,000.00′ | 1° 08′ 45.30" | 132.33′ | 264.61′ | N 27° 49′ 50.74" E | 264.58′ | 703+27.64 | 705+92.25 | N 29° 20′ 48.63" E | N 26° 18′ 52.85" E |


EXIT 79
Crawford Rd
Robson Ranch Rd
EXIT ONLY
COSS-S685
STA 685+00
EXISTING EASEMENT
BEGIN PAV, MATCH BY OTHERS
℄ JPALLRED STA. 114+42.63
℄ SBFR01 STA. 687+41.64=
℄ JPALLRED STA.115+32.66
BEGIN ACCESS DENIAL LINE
℄ IH 35W STA.686+82.08
212.70′ LT
JPALLREDLUT2
R=75′
R=95′
R=15′
R=88′
R=99′
℄ SBML08 STA 2685+61.14
58.00′ LT
END RET. WALL
OVERHEAD POWER
END ACCESS DENIAL LINE
℄ IH 35W STA. 682+29.28
205.30′ LT
FRONTIER TELE
BEGIN BRIDGE
℄ SBML08 STA.2685+61.14
FRONTIER TELE
EXISTING EASEMENT
12′ RT ALIGNMENT SHIFT
EQUATION:
℄ SBML07 STA.2666+43.22(BK)=
℄ SBML08 STA.2666+44.12(AH)
℄ SBFR01 STA 667+81.41
28.00′ RT
BEGIN RET. WALL
END RAMP
℄ SBXR668 STA 20+32.84 =
℄ SBML08 STA 2668+44.10, 72′ LT
MBGF (25 LF)
℄ SBFR01 STA 672+30.90
28.00′ RT
END RET. WALL
WARNING O/H POWER LINES
EXIT 79
Crawford Rd
Robson Ranch Rd
EXIT ONLY
COSS-S672
STA 672+00
WARNING GAS LINES U/G
WARNING O/H POWER LINES
PETRUS INV LP
SB46
℄ SBML08 STA 2677+96.79
58.00′ LT
BEGIN RET. WALL
OVERHEAD POWER
OVERHEAD POWER
℄ SBFR01
SBXR668_3
SBXR668_4
SBFR01_50
SBFR01_51
670+00
675+00
SB FRONTAGE RD
680+00
685+00
200′
560′
COSS-S672
MBGF (125 LF)
℄ SBML08
COSS-S685
20+00
25+00
2670+00
2675+00
2680+00
2685+00
INTERSTATE
35W
670+00
C7
675+00
IH 35W
680+00
END PROP CABLE BARRIER FENCE
℄ SBML08 STA 2685+41.14
℄ JPALLREDLUT
685+00
MBGF (25 LF)
1670+00
1675+00
1680+00
1685+00
R=70′
100′
120′
100′
275′
100′
275′
20+00
25+00
NB FRONTAGE RD
670+00
675+00
680+00
685+00
℄ IH 35W
NBER667_3
NBER667_4
℄ NBFR01
NBFR01_40
NBFR01_41
COSS-N679
℄ NBML08
MBGF (300 LF)
PROPOSED ROW
DENTON MUNICIPAL ELEC
JPALLREDLUT1
R=50′
R=15′
R=75′
END RAMP
℄ NBER667 STA. 21+03.20 =
℄ NBML08 STA. 1669+87.20,
78′ RT
℄ NBFR01 STA. 669+50.00
BEGIN PAV
℄ JOHN PAINE STA. 10+00.00
℄ NBER667
OVERHEAD POWER
PROPOSED DRAINAGE EASEMENT
℄ JOHNPAINE STA 11+30.73
PROP 2-45′ 7′x3′ MBC
DENTON MUNICIPAL ELECTRIC
12′ LT ALIGNMENT SHIFT
℄ NBML07 STA.1666+99.41=
℄ NBML08 STA.1667+00.19
JOHNPAINE_1
℄ JOHNPAINE
WARNING O/H POWER LINES
END PAVE, MATCH EXIST
℄ JOHN PAINE STA. 13+57.85
℄ NBML08 STA 1680+90.78
58.00′ RT
BEGIN RET. WALL
EXIT 82
FM
2449
Vintage Blvd
EXIT ONLY
COSS-N679
STA 679+00
BEGIN BRIDGE
℄ NBML08 STA.1685+66.08
℄ NBML08 STA 1685+66.08
58.00′ RT
END RET. WALL
℄ IH 35W STA. 687+60.00=
℄ JPALLRED STA.117+16.08
PETRUS INV LP
NB69
EXISTING DRAINAGE EASEMENT
EXISTING ROW

JOHNPAINE

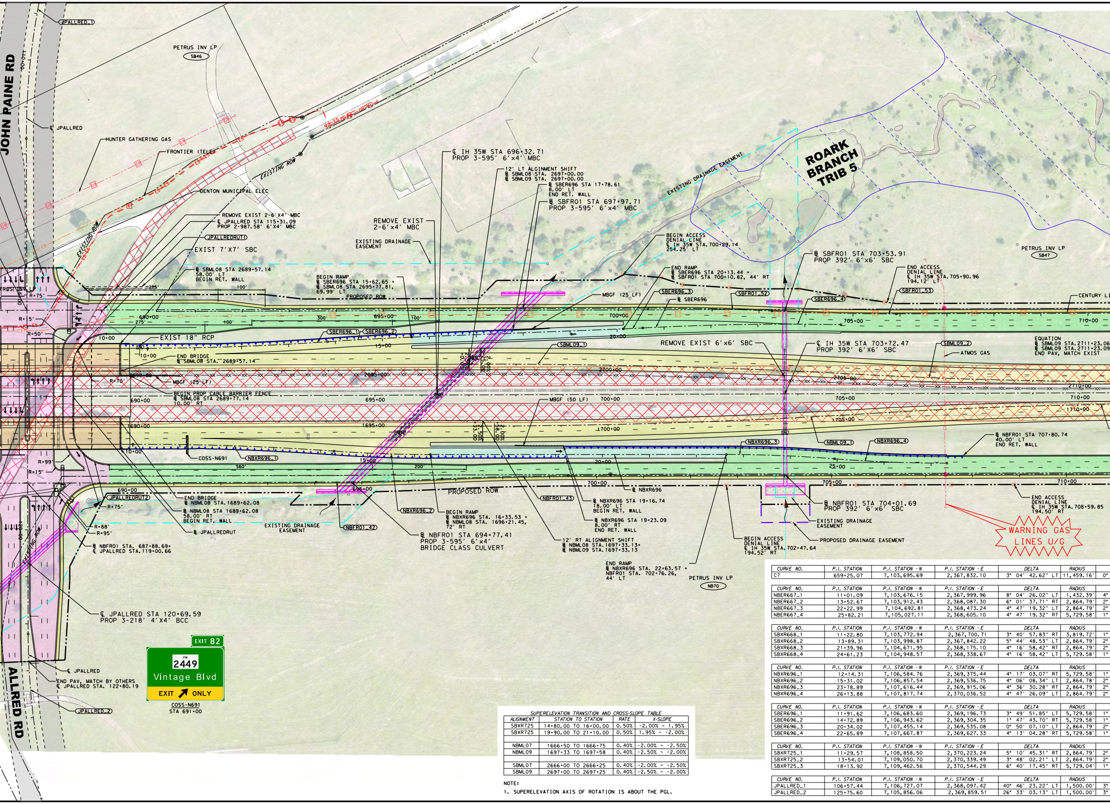
| CURVE NO. | P.I. STATION | P.I. STATION - N | P.I. STATION - E | DELTA | RADIUS | DEGREE | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT | AHEAD TANGENT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| JOHNPAINE_1 | 11+38.11 | 7,104,395.71 | 2,368,508.83 | 33° 35′ 47.88" RT | 333.00′ | 17° 12′ 21.38" | 100.53′ | 195.26′ | S 16° 53′ 13.21" E | 192.48′ | 10+37.58 | 12+32.85 | S 33° 41′ 07.15" E | S 0° 05′ 19.27" E |

JPALLREDLUT

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| JPALLREDLUT1 | 10+72.01 | 7,106,090.35 | 2,369,166.63 | 90° 00′ 40.51" LT | 72.00′ | 79° 34′ 38.90" | 72.01′ | 113.11′ | N 18° 41′ 27.41" W | 101.83′ | 10+00.00 | 11+13.11 | N 26° 18′ 52.85" E | N 63° 41′ 47.66" W |
| JPALLREDLUT2 | 13+21.10 | 7,106,214.43 | 2,368,915.62 | 89° 59′ 19.49" LT | 77.00′ | 74° 24′ 36.37" | 76.98′ | 120.94′ | S 71° 18′ 32.59" W | 108.88′ | 12+44.11 | 13+65.05 | N 63° 41′ 47.66" W | S 26° 18′ 52.85" W |

JPALLREDRUT

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| JPALLREDRUT1 | 10+72.01 | 7,106,383.00 | 2,369,012.37 | 90° 00′ 40.51" LT | 72.00′ | 79° 34′ 38.90" | 72.01′ | 113.11′ | S 18° 41′ 27.41" E | 101.83′ | 10+00.00 | 11+13.11 | S 26° 18′ 52.85" W | S 63° 41′ 47.66" E |
| JPALLREDRUT2 | 13+21.10 | 7,106,258.93 | 2,369,263.38 | 89° 59′ 19.49" LT | 77.00′ | 74° 24′ 36.37" | 76.98′ | 120.94′ | N 71° 18′ 32.59" E | 108.88′ | 12+44.11 | 13+65.05 | S 63° 41′ 47.66" E | N 26° 18′ 52.85" E |


JOHN PAINE RD
JPALLRED_1
110+00
PETRUS INV LP
SB46
℄ JPALLRED
HUNTER GATHERING GAS
FRONTIER (TELE)
EXISTING ROW
DENTON MUNICIPAL ELEC
REMOVE EXIST 2-6'X4' MBC
℄ JPALLRED STA 115+31.09
PROP 2-987.58' 6'X4' MBC
JPALLREDRUT1
EXIST 7'X7' SBC
EXISTING ROW
BL SBML08 STA 2689+57.14
58.00' LT
BEGIN RET. WALL
275'
100'
℄ IH 35W STA 696+32.71
PROP 3-595' 6'x4' MBC
12' LT ALGINMENT SHIFT
BL SBML08 STA. 2697+00.00
BL SBML09 STA. 2697+00.00
BL SBER696 STA 17+78.61
8.00' LT
END RET. WALL
BL SBFR01 STA 697+97.71
PROP 3-595' 6'x4' MBC
REMOVE EXIST
2-6'x4' MBC
EXISTING DRAINAGE
EASEMENT
BEGIN RAMP
BL SBER696 STA 15+62.65 =
BL SBML08 STA 2695+77.81,
69.99' LT
PROPOSED ROW
EXISTING DRAINAGE EASEMENT
ROARK
BRANCH
TRIB 5
BEGIN ACCESS
DENIAL LINE
℄ IH 35W STA. 700+29.14
254.25' LT
END RAMP
BL SBER696 STA 20+13.44 =
BL SBFR01 STA 700+10.82, 44' RT
BL SBFR01 STA 703+53.91
PROP 392' 6'x6' SBC
END ACCESS
DENIAL LINE
℄ IH 35W STA. 705+90.96
194.12' LT
PETRUS INV LP
SB47
MBGF (25 LF)
SBER696_3
BL SBER696
SBFR01_52
SBER696_4
SBFR01_53
CENTURY LI
TRUS INV LP
R=75'
R=15'
R=50'
690+00
275'
+00'
300'
695+00
100'
700+00
705+00
710+00
C7
10+00
EXIST 18" RCP
SBER696_1
SBER696_2
15+00
20+00
SBML09_1
REMOVE EXIST 6'x6' SBC
℄ IH 35W STA 703+72.47
PROP 392' 6'X6' SBC
SBML09_2
ATMOS GAS
EQUATION
BL SBML09 STA.2711+23.06
BL SBML09 STA.2711+23.09
END PAV, MATCH EXIST
10+00
END BRIDGE
BL SBML08 STA. 2689+57.14
2700+00
2690+00
2695+00
2705+00
2710+00
R=70'
MBGF (25 LF)
BEGIN PROP CABLE BARRIER FENCE
BL SBML08 STA 2689+77.14
10.00' RT
690+00
695+00
MBGF (50 LF)
700+00
705+00
710+00
1690+00
1695+00
1700+00
1705+00
1710+00
2.50%
33.00
2.00%
58.00
2.00%
25.00
NBXR696_3
NBML09_1
NBXR696_4
BL NBFR01 STA 707+80.74
40.00' LT
END RET. WALL
10+00
COSS-N691
NBXR696_1
560'
200'
15+00
20+00
25+00
R=99'
R=15'
690+00
695+00
700+00
705+00
710+00
PROPOSED ROW
JPALLREDRUT2
R=75'
END BRIDGE
BL NBML08 STA. 1689+62.08
BL NBML08 STA 1689+62.08
58.00' RT
BEGIN RET. WALL
NBXR696_2
BEGIN RAMP
BL NBXR696 STA. 16+33.53 =
BL NBML08 STA. 1696+21.45,
72' RT
NBFR01_43
BL NBXR696 STA 19+16.74
18.00' LT
BEGIN RET. WALL
BL NBXR696
BL NBXR696 STA 19+23.09
8.00' RT
END RET. WALL
BL NBFR01 STA 704+01.69
PROP 392' 6'x6' SBC
EXISTING DRAINAGE
EASEMENT
PROPOSED DRAINAGE EASEMENT
END ACCESS
DENIAL LINE
℄ IH 35W STA. 708+59.85
194.50' RT
WARNING GAS
LINES U/G
R=88'
R=95'
EXISTING DRAINAGE
EASEMENT
NBFR01_42
BL JPALLREDRUT
BL NBFR01 STA. 687+88.69=
℄ JPALLRED STA.119+00.66
BL NBFR01 STA 694+77.41
PROP 3-595' 6'x4'
BRIDGE CLASS CULVERT
12' RT ALIGNMENT SHIFT
BL NBML08 STA.1697+33.13=
BL NBML09 STA.1697+33.13
BEGIN ACCESS
DENIAL LINE
℄ IH 35W STA. 702+47.64
194.52' RT
END RAMP
BL NBXR696 STA. 22+63.57 =
NBFR01 STA. 702+76.26,
44' LT
PETRUS INV LP
NB70
EXISTING ROW
120+00
℄ JPALLRED STA 120+69.59
PROP 3-218' 4'X4' BCC
EXIT 82
FM
2449
Vintage Blvd
EXIT ↗ ONLY
COSS-N691
STA 691+00
℄ JPALLRED
END PAV, MATCH BY OTHERS
℄ JPALLRED STA. 122+80.19
ALLRED RD
JPALLRED_2

*SUPERELEVATION TRANSITION AND CROSS-SLOPE TABLE*

| ALIGNMENT | STATION TO STATION | RATE | X-SLOPE |
|---|---|---|---|
| SBXR725 | 14+80.00 TO 16+00.00 | 0.50% | -2.00% ~ 1.95% |
| SBXR725 | 19+90.00 TO 21+10.00 | 0.50% | 1.95% ~ -2.00% |
| | | | |
| NBML07 | 1666+50 TO 1666+75 | 0.40% | -2.00% ~ -2.50% |
| NBML09 | 1697+33 TO 1697+58 | 0.40% | -2.50% ~ -2.00% |
| | | | |
| SBML07 | 2666+00 TO 2666+25 | 0.40% | -2.00% ~ -2.50% |
| SBML09 | 2697+00 TO 2697+25 | 0.40% | -2.50% ~ -2.00% |

NOTE:

1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

| CURVE NO. | P.I. STATION | P.I. STATION - N | P.I. STATION - E | DELTA | RADIUS | |
|---|---|---|---|---|---|---|
| C7 | 659+25.07 | 7,103,695.69 | 2,367,832.10 | 3° 04' 42.62" LT | 11,459.16' | 0° |

| CURVE NO. | P.I. STATION | P.I. STATION - N | P.I. STATION - E | DELTA | RADIUS | |
|---|---|---|---|---|---|---|
| NBER667_1 | 11+01.09 | 7,103,676.15 | 2,367,999.96 | 8° 04' 26.02" LT | 1,432.39' | 4° |
| NBER667_2 | 13+52.67 | 7,103,912.43 | 2,368,087.30 | 6° 01' 37.71" RT | 2,864.79' | 2° |
| NBER667_3 | 22+22.99 | 7,104,692.81 | 2,368,473.24 | 4° 47' 19.32" LT | 2,864.79' | 2° |
| NBER667_4 | 25+82.21 | 7,105,027.11 | 2,368,605.10 | 4° 47' 19.32" RT | 5,729.58' | 1° |

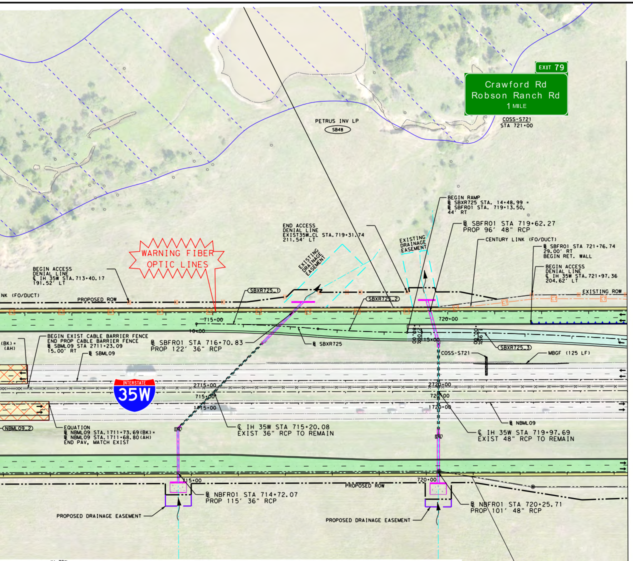
| CURVE NO. | P.I. STATION | P.I. STATION - N | P.I. STATION - E | DELTA | RADIUS | |
|---|---|---|---|---|---|---|
| SBXR668_1 | 11+22.80 | 7,103,772.94 | 2,367,700.71 | 3° 40' 57.83" RT | 3,819.72' | 1° |
| SBXR668_2 | 13+89.31 | 7,103,998.87 | 2,367,842.22 | 5° 44' 48.53" LT | 2,864.79' | 2° |
| SBXR668_3 | 21+39.96 | 7,104,671.95 | 2,368,175.10 | 4° 16' 58.42" RT | 2,864.79' | 2° |
| SBXR668_4 | 24+61.23 | 7,104,948.57 | 2,368,338.67 | 4° 16' 58.42" LT | 5,729.58' | 1° |

| CURVE NO. | P.I. STATION | P.I. STATION - N | P.I. STATION - E | DELTA | RADIUS | |
|---|---|---|---|---|---|---|
| NBXR696_1 | 12+14.31 | 7,106,584.76 | 2,369,375.44 | 4° 17' 03.07" RT | 5,729.58' | 1° |
| NBXR696_2 | 15+31.02 | 7,106,857.54 | 2,369,536.75 | 4° 06' 08.34" LT | 2,864.78' | 2° |
| NBXR696_3 | 23+78.89 | 7,107,616.44 | 2,369,915.06 | 4° 36' 30.28" RT | 2,864.79' | 2° |
| NBXR696_4 | 26+13.88 | 7,107,817.74 | 2,370,036.52 | 4° 47' 26.09" LT | 2,864.79' | 2° |

| CURVE NO. | P.I. STATION | P.I. STATION - N | P.I. STATION - E | DELTA | RADIUS | |
|---|---|---|---|---|---|---|
| SBER696_1 | 11+91.62 | 7,106,683.60 | 2,369,196.73 | 3° 49' 51.85" LT | 5,729.58' | 1° |
| SBER696_2 | 14+72.89 | 7,106,943.62 | 2,369,304.35 | 1° 47' 43.70" RT | 5,729.58' | 1° |
| SBER696_3 | 20+34.02 | 7,107,455.14 | 2,369,535.08 | 0° 50' 07.10" LT | 2,864.79' | 2° |
| SBER696_4 | 22+65.89 | 7,107,667.87 | 2,369,627.33 | 4° 13' 04.28" RT | 5,729.58' | 1° |

| CURVE NO. | P.I. STATION | P.I. STATION - N | P.I. STATION - E | DELTA | RADIUS | |
|---|---|---|---|---|---|---|
| SBXR725_1 | 11+29.57 | 7,108,858.50 | 2,370,223.24 | 5° 10' 45.31" RT | 2,864.79' | 2° |
| SBXR725_2 | 13+54.01 | 7,109,050.70 | 2,370,339.49 | 3° 48' 02.21" LT | 2,864.79' | 2° |
| SBXR725_3 | 18+13.92 | 7,109,462.56 | 2,370,544.29 | 6° 40' 17.45" RT | 5,729.04' | 1° |

| CURVE NO. | P.I. STATION | P.I. STATION - N | P.I. STATION - E | DELTA | RADIUS | |
|---|---|---|---|---|---|---|
| JPALLRED_1 | 106+57.44 | 7,106,727.07 | 2,368,097.42 | 40° 46' 23.22" LT | 1,500.00' | 3° |
| JPALLRED_2 | 125+75.60 | 7,105,856.06 | 2,369,859.51 | 26° 33' 03.13" LT | 1,500.00' | 3° |


EXIT 79
Crawford Rd
Robson Ranch Rd
1 MILE
PETRUS INV LP
SB48
COSS-S721
STA 721+00
BEGIN RAMP
℄ SBXR725 STA. 14+48.99 =
℄ SBFR01 STA. 719+13.50,
44' RT
END ACCESS
DENIAL LINE
EXIST35W_CL STA. 719+31.74
211.54' LT
℄ SBFR01 STA 719+62.27
PROP 96' 48" RCP
CENTURY LINK (FO/DUCT)
EXISTING DRAINAGE EASEMENT
EXISTING DRAINAGE EASEMENT
℄ SBFR01 STA 721+76.74
29.00' RT
BEGIN RET. WALL
BEGIN ACCESS
DENIAL LINE
℄ IH 35W STA. 721+97.36
204.62' LT
EXISTING ROW
WARNING FIBER OPTIC LINES
BEGIN ACCESS
DENIAL LINE
℄ IH 35W STA. 713+40.17
191.52' LT
NK (FO/DUCT)
PROPOSED ROW
SBXR725_1
SBXR725_2
SBXR725_3
715+00
10+00
720+00
15+00
℄ SBXR725
BEGIN EXIST CABLE BARRIER FENCE
END PROP CABLE BARRIER FENCE
℄ SBML09 STA 2711+23.09
15.00' RT
℄ SBML09
(BK) =
(AH)
℄ SBFR01 STA 716+70.83
PROP 122' 36" RCP
COSS-S721
MBGF (125 LF)
INTERSTATE 35W
2715+00
715+00
1715+00
2720+00
720+00
1720+00
NBML09_2
EQUATION
℄ NBML09 STA. 1711+73.69(BK) =
℄ NBML09 STA. 1711+68.80(AH)
END PAV, MATCH EXIST
℄ IH 35W STA 715+20.08
EXIST 36" RCP TO REMAIN
℄ NBML09
℄ IH 35W STA 719+97.69
EXIST 48" RCP TO REMAIN
715+00
720+00
PROPOSED ROW
℄ NBFR01 STA 714+72.07
PROP 115' 36" RCP
℄ NBFR01 STA 720+25.71
PROP 101' 48" RCP
PROPOSED DRAINAGE EASEMENT
PROPOSED DRAINAGE EASEMENT
PETRUS INV LP
NB71
MATCH LINE STA 724+00

IH 35W

| DEGREE | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT | AHEAD TANGENT |
|---|---|---|---|---|---|---|---|---|
| 30' 00.00" | 307.92' | 615.70' | N 27° 51' 21.44" E | 615.63' | 656+17.14 | 662+32.84 | N 29° 23' 42.75" E | N 26° 19' 00.14" E |

NBER667

| DEGREE | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT | AHEAD TANGENT |
|---|---|---|---|---|---|---|---|---|
| 00' 00.00" | 101.09' | 201.85' | N 24° 19' 28.15" E | 201.68' | 10+00.00 | 12+01.85 | N 28° 21' 41.16" E | N 20° 17' 15.14" E |
| 00' 00.00" | 150.82' | 301.36' | N 23° 18' 03.99" E | 301.22' | 12+01.85 | 15+03.20 | N 20° 17' 15.14" E | N 26° 18' 52.85" E |
| 00' 00.00" | 119.79' | 239.44' | N 23° 55' 13.19" E | 239.37' | 21+03.20 | 23+42.64 | N 26° 18' 52.85" E | N 21° 31' 33.53" E |
| 00' 00.00" | 239.57' | 478.87' | N 23° 55' 13.19" E | 478.73' | 23+42.64 | 28+21.51 | N 21° 31' 33.53" E | N 26° 18' 52.85" E |

SBXR668

| DEGREE | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT | AHEAD TANGENT |
|---|---|---|---|---|---|---|---|---|
| 30' 00.00" | 122.80' | 245.52' | N 30° 13' 12.47" E | 245.47' | 10+00.00 | 12+45.52 | N 28° 22' 43.55" E | N 32° 03' 41.38" E |
| 00' 00.00" | 143.79' | 287.34' | N 29° 11' 17.12" E | 287.22' | 12+45.52 | 15+32.86 | N 32° 03' 41.38" E | N 26° 18' 52.85" E |
| 00' 00.00" | 107.12' | 214.14' | N 28° 27' 22.06" E | 214.09' | 20+32.84 | 22+46.98 | N 26° 18' 52.85" E | N 30° 35' 51.27" E |
| 00' 00.00" | 214.24' | 428.29' | N 28° 27' 22.06" E | 428.19' | 22+46.98 | 26+75.27 | N 30° 35' 51.27" E | N 26° 18' 52.85" E |

NBXR696

| DEGREE | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT | AHEAD TANGENT |
|---|---|---|---|---|---|---|---|---|
| 00' 00.00" | 214.31' | 428.42' | N 28° 27' 24.38" E | 428.32' | 10+00.00 | 14+28.42 | N 26° 18' 52.85" E | N 30° 35' 55.92" E |
| 00' 00.03" | 102.60' | 205.12' | N 28° 32' 51.74" E | 205.07' | 14+28.42 | 16+33.53 | N 30° 35' 55.92" E | N 26° 29' 47.57" E |
| 00' 00.00" | 115.27' | 230.42' | N 28° 48' 02.71" E | 230.36' | 22+63.62 | 24+94.04 | N 26° 29' 47.57" E | N 31° 06' 17.85" E |
| 00' 00.00" | 119.83' | 239.53' | N 28° 42' 35.89" E | 239.46' | 24+94.04 | 27+33.57 | N 31° 06' 18.94" E | N 26° 18' 52.85" E |

SBER696

| DEGREE | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT | AHEAD TANGENT |
|---|---|---|---|---|---|---|---|---|
| 00' 00.00" | 191.62' | 383.11' | N 24° 23' 56.93" E | 383.04' | 10+00.00 | 13+83.11 | N 26° 18' 52.85" E | N 22° 29' 01.00" E |
| 00' 00.00" | 89.78' | 179.55' | N 23° 22' 52.85" E | 179.54' | 13+83.11 | 15+62.65 | N 22° 29' 01.00" E | N 24° 16' 44.70" E |
| 00' 00.00" | 20.88' | 41.77' | N 23° 51' 41.15" E | 41.76' | 20+13.14 | 20+54.91 | N 24° 16' 44.70" E | N 23° 26' 37.60" E |
| 00' 00.00" | 210.99' | 421.79' | N 25° 33' 09.74" E | 421.69' | 20+54.91 | 24+76.69 | N 23° 26' 37.60" E | N 27° 39' 41.88" E |

SBXR725

| DEGREE | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT | AHEAD TANGENT |
|---|---|---|---|---|---|---|---|---|
| 00' 00.00" | 129.57' | 258.96' | N 28° 54' 15.51" E | 258.87' | 10+00.00 | 12+58.96 | N 26° 18' 52.85" E | N 31° 29' 38.16" E |
| 00' 00.00" | 95.05' | 190.03' | N 28° 49' 09.95" E | 190.00' | 12+58.96 | 14+48.99 | N 30° 43' 11.05" E | N 26° 55' 08.84" E |
| 00' 00.34" | 333.92' | 667.09' | N 29° 39' 01.06" E | 666.71' | 14+80.00 | 21+47.09 | N 26° 18' 52.34" E | N 32° 59' 09.79" E |

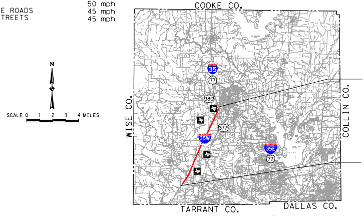
JPALLRED

| DEGREE | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT | AHEAD TANGENT |
|---|---|---|---|---|---|---|---|---|
| 49' 10.99" | 557.44' | 1,067.44' | S 43° 18' 36.05" E | 1,045.06' | 101+00.00 | 111+67.44 | S 22° 55' 24.44" E | S 63° 41' 47.66" E |
| 49' 10.99" | 353.91' | 695.10' | S 76° 58' 19.22" E | 688.90' | 122+21.69 | 129+16.79 | S 63° 41' 47.66" E | N 89° 45' 09.21" 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 8 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-Sch08.dgn

**®**

# Texas Department of Transportation

## DALLAS DISTRICT
## DESIGN SCHEMATIC

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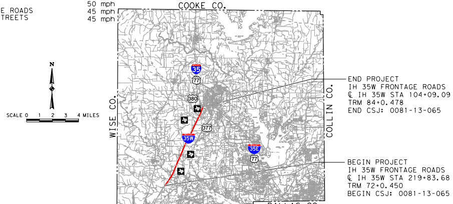
COOKE CO.
N
SCALE 0 1 2 3 4 MILES
WISE CO.
COLLIN CO.
TARRANT CO.
DALLAS CO.
35
77
380
377
35W
35E
77
END PROJECT
IH 35W FRONTAGE ROADS
℄ IH 35W STA 104+09.09
TRM 84+0.478
END CSJ: 0081-13-065
BEGIN PROJECT
IH 35W FRONTAGE ROADS
℄ IH 35W STA 219+83.68
TRM 72+0.450
BEGIN CSJ: 0081-13-065

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

## LOCATION MAP
MARCH 2020
SCALE: 1"=100'
ROLL 9 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
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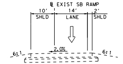
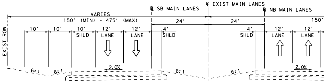
| NAME | P.E. NO. | DATE |
|---|---|---|
| JESUS GONZALEZ JR., P.E. | 111427 | 04/08/2020 |

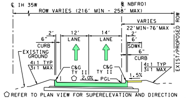
4/9/2020
I-35W-Sch09.dgn


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

EXISTING TYPICAL SECTION
SB RAMPS

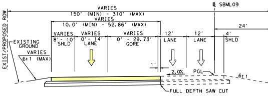

B SB MAIN LANES
℄ EXIST MAIN LANES
B NB MAIN LANES
VARIES
150' (MIN) - 475' (MAX)
EXIST ROW
10'
10'
10'
SHLD
12'
LANE
12'
LANE
4'
SHLD
24'
24'
4'
SHLD
12'
LANE
12'
LANE
150'
2.0%
6:1
6:1
6:1
6:1
2.0%

EXISTING TYPICAL SECTION MAIN LANES

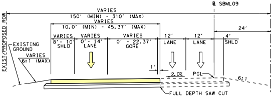

℄ IH 35W
B NBFR01
ROW VARIES (216' MIN - 258' MAX)
VARIES
22'MIN-76'MAX
2'
6"
CURB
12'
LANE
14'
LANE
2'
6'
SDWK
6"
CURB
EXISTING GROUND
4:1 TYP
3:1 MAX
C&G TY II
C&G TY II
2.0%
PGL
1.5%
4:1 TYP
3:1 MAX
EXIST/PROPOSED ROW

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

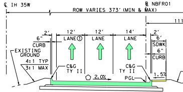
PROPOSED TYPICAL SECTION FRONTAGE ROAD
NBFR01 STA 724+28.83 - STA 729+60.47
NBFR01 STA 734+25.93 - STA 734+80.00
NBFR01 STA 743+60.00 - STA 752+64.22


B SBML09
VARIES
150' (MIN) - 310' (MAX)
VARIES
10.0' (MIN) - 52.86' (MAX)
EXIST/PROPOSED ROW
EXISTING GROUND
VARIES
6:1 (MAX)
VARIES
8' - 10'
SHLD
VARIES
0' - 14'
LANE
VARIES
0' - 29.73'
GORE
12'
LANE
12'
LANE
24'
4'
SHLD
1'
2.0%
PGL
6:1
FULL DEPTH SAW CUT

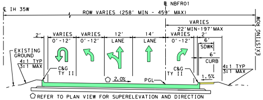
PROPOSED WIDENING TYPICAL SECTION MAIN LANES
SBML09 STA 2725+93.54 - STA 2732+93.58


B SBML09
VARIES
150' (MIN) - 310' (MAX)
VARIES
10.0' (MIN) - 45.37' (MAX)
EXIST/PROPOSED ROW
EXISTING GROUND
VARIES
6:1 (MAX)
VARIES
8' - 10'
SHLD
VARIES
0' - 14'
LANE
VARIES
0' - 22.37'
GORE
12'
LANE
12'
LANE
24'
4'
SHLD
1'
2.0%
PGL
6:1
FULL DEPTH SAW CUT

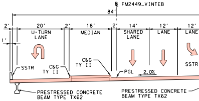
PROPOSED WIDENING TYPICAL SECTION MAIN LANES
SBML09 STA 2750+44.65 - STA 2763+60.50


℄ IH 35W
℄ IH 35W
B NBFR01
ROW VARIES 373' (MIN & MAX)
111
2'
6"
CURB
12'
LANE①
12'
LANE
14'
LANE
2'
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%

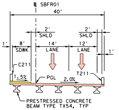
(TRANSITION 3-2 LANES) ①
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE RO
NBFR01 STA 763+46.72 - STA 767+44.65


℄ IH 35W
B NBFR01
ROW VARIES (258' MIN - 459' MAX)
VARIES
22'MIN-197'MAX
2'
VARIES
0'-12'
VARIES
0'-12'
12'
LANE
14'
LANE
VARIES
0'-12'
2'
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
EXISTING ROW

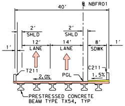
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
NBFR01 STA 752+64.22 - STA 759+65.72


B FM2449_VINTEB
84'
2'
20'
U-TURN LANE
2'
18'
MEDIAN
2'
14'
SHARED LANE
12'
LANE
12'
LANE
1'
SSTR
C&G TY II
C&G TY II
PGL
2.0%
SSTR
PRESTRESSED CONCRETE BEAM TYPE TX62
PRESTRESSED CONCRETE BEAM TYPE TX62

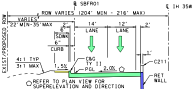
PROPOSED TYPICAL SECTION EB FM 2449
FM2449_VINTEB STA 2999+47.69 - STA 3003+37.69


B SBFR01
40'
1'
8'
SDWK
2'
SHLD
14'
LANE
12'
LANE
2'
SHLD
1'
C211
1.5%
PGL
2.0%
T211
PRESTRESSED CONCRETE BEAM TYPE TX54, TYP

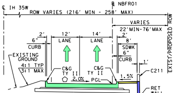
PROPOSED FRONTAGE ROAD
BRIDGE TYPICAL SECTION
SBFR01 STA 732+75.00 - STA 737+15.00
SBFR01 STA 775+81.00 - STA 782+35.00
SBFR01 STA 784+05.00 - STA 791+68.00


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

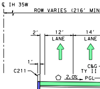
PROPOSED FRONTAGE ROAD
BRIDGE TYPICAL SECTION
NBFR01 STA 734+80.00 - STA 743+60.00
NBFR01 STA 776+85.00 - STA 782+55.00
NBFR01 STA 784+70.00 - STA 791+96.00


B SBFR01
℄ IH 35W
ROW VARIES (204' MIN - 216' MAX)
VARIES
22'MIN-35'MAX
2'
6'
SDWK
6"
CURB
14'
LANE
12'
LANE
2'
1'
EXIST/PROPOSED ROW
4:1 TYP
3:1 MAX
1.5%
C&G TY II
PGL
2.0%
C211
RET WALL
EXIST GROUND

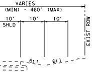
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION
FRONTAGE ROAD
WITH RETAINING WALL
SBFR01 STA 723+81.92 - STA 725+49.04

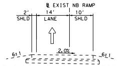

℄ IH 35W
B NBFR01
ROW VARIES (216' MIN - 258' MAX)
VARIES
22'MIN-76'MAX
2'
6"
CURB
12'
LANE
14'
LANE
2'
8'
SDWK
6"
CURB
1'
EXISTING GROUND
4:1 TYP
3:1 MAX
C&G TY II
C&G TY II
2.0%
PGL
1.5%
C211
RET WALL
EXIST GROUND
EXIST/PROPOSED ROW

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION
FRONTAGE ROAD
WITH RETAINING WALL
NBFR01 STA 771+06.85 - STA 776+85.00
NBFR01 STA 782+55.00 - STA 784+70.00
NBFR01 STA 791+96.00 - STA 793+42.24

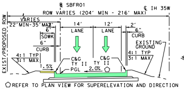

℄ IH 35W
ROW VARIES (216' MIN
2'
12'
LANE
14'
LANE
1'
C211
C&G TY II
2.0%
PGL
RET WALL
EXIST GROUND

⬠ REFER TO PLAN SUPERELEVATION
PROPOSED TYP
FRONTAG
WITH RETA
NBFR01 STA 729+60.


VARIES
(MIN) - 460' (MAX)
10'
SHLD
10'
10'
6:1
6:1


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

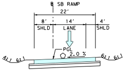
EXISTING TYPICAL SECTION
NB RAMPS


℄ SBFR01
ROW VARIES (204' MIN - 216' MAX)
℄ IH 35W
EXIST/PROPOSED ROW
VARIES
22' MIN-35' MAX
6'
SDWK
6"
CURB
14'
LANE
12'
LANE
2'
6"
CURB
EXISTING GROUND
4:1 TYP
3:1 MAX
4:1 TYP
3:1 MAX
1.5%
C&G TY II
C&G TY II
PGL
2.0%

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED TYPICAL SECTION FRONTAGE ROAD

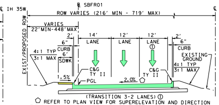
SBFR01 STA 725+49.04 - STA 732+75.00
SBFR01 STA 741+79.71 - STA 751+48.94


℄ SB RAMP
22'
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

SBXR725 STA 19+17.85 - STA 21+12.24
SBER765 STA 15+43.67 - STA 23+77.23

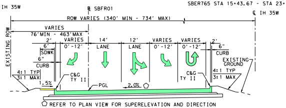

℄ IH 35W
℄ SBFR01
ROW VARIES (216' MIN - 719' MAX)
℄ IH 35W
EXIST/PROPOSED ROW
VARIES
22' MIN-448' MAX
2'
6"
CURB
6'
SDWK
14'
LANE
12'
LANE
12'
LANE
①
2'
6"
CURB
EXISTING GROUND
4:1 TYP
3:1 MAX
4:1 TYP
3:1 MAX
1.5%
C&G TY II
C&G TY II
PGL
2.0%

(TRANSITION 3-2 LANES) ①

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED FRONTAGE ROAD TYPICAL SECTION

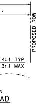
SBFR01 STA 751+48.94 - STA 759+15.63

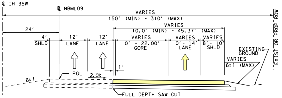

℄ SBFR01
ROW VARIES (340' MIN - 734' MAX)
℄ IH 35W
EXISTING ROW
VARIES
76' MIN - 463' MAX
2'
6'
SDWK
6"
CURB
VARIES
0'-12'
14'
LANE
12'
LANE
VARIES
0'-12'
VARIES
0'-12'
2'
6"
CURB
EXISTING GROUND
4:1 TYP
3:1 MAX
4:1 TYP
3:1 MAX
1.5%
C&G TY II
C&G TY II
PGL
2.0%

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED TYPICAL SECTION FRONTAGE ROAD

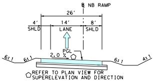
SBFR01 STA 762+96.62 - STA 769+20.78


PROPOSED ROW
4:1 TYP
3:1 MAX
N
AD


℄ IH 35W
℄ NBML09
VARIES
150' (MIN) - 310' (MAX)
VARIES
10.0' (MIN) - 45.37' (MAX)
24'
4'
SHLD
12'
LANE
12'
LANE
VARIES
0' - 22.00'
GORE
VARIES
0' - 14'
LANE
VARIES
8' - 10'
SHLD
EXISTING GROUND
VARIES
6:1 (MAX)
EXIST OR PROP ROW
PGL
2.0%
1'
6:1
FULL DEPTH SAW CUT

PROPOSED WIDENING TYPICAL SECTION MAIN LANES

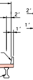
NBML09 STA 1760+61.38 - STA 1773+34.35

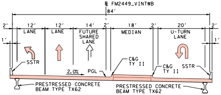

℄ NB RAMP
26'
4'
SHLD
14'
LANE
8'
SHLD
PGL
2.0%
6:1
6:1
6:1
4:1

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED ENTRANCE &
EXIT RAMPS
TYPICAL SECTION

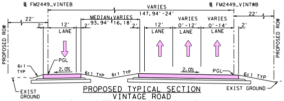
NBER760 STA 12+98.46 - STA 21+95.26




℄ FM2449_VINTWB
84'
2'
12'
LANE
12'
LANE
14'
FUTURE SHARED LANE
2'
18'
MEDIAN
2'
20'
U-TURN LANE
2'
SSTR
2.0%
PGL
C&G TY II
C&G TY II
SSTR
PRESTRESSED CONCRETE BEAM TYPE TX62
PRESTRESSED CONCRETE BEAM TYPE TX62

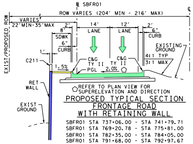
PROPOSED TYPICAL SECTION WB FM 2449

FM2449_VINTWB STA 1999+48.29 - STA 2003+38.29


℄ FM2449_VINTEB
℄ FM2449_VINTWB
VARIES
147.94' - 24'
22'
2'
12'
LANE
MEDIAN VARIES
93.94' - 16.18'
2'
12'
LANE
VARIES
0'-12'
LANE
VARIES
0'-14'
LANE
22'
2'
PROPOSED ROW
PROPOSED ROW
PGL
2.0%
6:1 TYP
6:1 TYP
6:1 TYP
6:1 TYP
2.0%
PGL
EXIST GROUND
EXIST GROUND

PROPOSED TYPICAL SECTION
VINTAGE ROAD

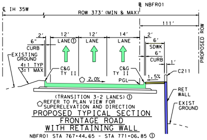
FM2449_VINTEB STA 2992+97.76 - STA 2997+98.21
FM2449_VINTWB STA 1993+00.19 - STA 1997+99.01


℄ SBFR01
ROW VARIES (204' MIN - 216' MAX)
℄ IH 35W
EXIST/PROPOSED ROW
VARIES
22' MIN-35' MAX
2'
8'
SDWK
6"
CURB
1'
14'
LANE
12'
LANE
2'
6"
CURB
EXISTING GROUND
4:1 TYP
3:1 MAX
C211
1.5%
C&G TY II
C&G TY II
PGL
2.0%
RET WALL
EXIST GROUND

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED TYPICAL SECTION
FRONTAGE ROAD
WITH RETAINING WALL

SBFR01 STA 737+06.00 - STA 741+79.71
SBFR01 STA 769+20.78 - STA 775+81.00
SBFR01 STA 782+35.00 - STA 784+05.00
SBFR01 STA 791+68.00 - STA 792+97.67

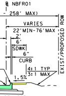

℄ IH 35W
℄ NBFR01
ROW 373' (MIN & MAX)
111'
PROPOSED ROW
2'
6"
CURB
EXISTING GROUND
4:1 TYP
3:1 MAX
12'
LANE ①
12'
LANE
14'
LANE
2'
6'
SDWK
6"
CURB
1'
C211
1.5%
C&G TY II
C&G TY II
2.0%
PGL
RET WALL
EXIST GROUND

(TRANSITION 3-2 LANES) ①

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED TYPICAL SECTION
FRONTAGE ROAD
WITH RETAINING WALL

NBFR01 STA 767+44.65 - STA 771+06.85 ①


℄ NBFR01
- 258' MAX)
VARIES
22' MIN-76' MAX
2'
6'
SDWK
6"
CURB
4:1 TYP
3:1 MAX
1.5%
EXIST/PROPOSED ROW

VIEW FOR
AND DIRECTION

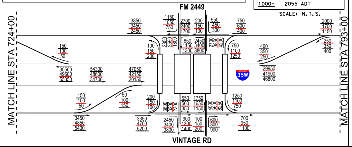
ICAL SECTION
GE ROAD
INING WALL

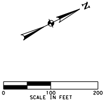
47 - STA 734+25.93

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

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

SCALE: N.T.S.


FM 2449
VINTAGE RD
MATCH LINE STA 724+00
MATCH LINE STA 793+00
35W
3850
3450
2450
1150
1050
750
2700
2400
1700
200
150
100
550
450
300
750
600
400
2000
1700
1150
2850
2550
1800
850
1150
1300
2450
3400
3800
2700
3850
4200
100
150
200
750
1100
1250
400
350
250
250
350
400
150
100
50
35500
49600
55350
54300
48600
34700
47050
42150
30150
29950
41900
46800
150
100
50
50
100
150
200
150
100
550
500
350
1750
1650
1150
1250
1100
750
3450
4850
5400
3350
4700
5200
2450
3400
3800
900
1300
1400
100
150
200
600
800
900
700
950
1100


N
0
100
200
SCALE IN FEET

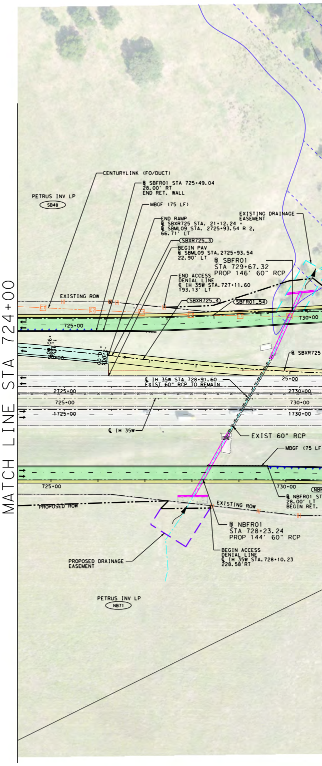
LEGEND

| | |
|---|---|
| 🟨 | 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 |
| —x— | EXISTING CABLE BARRIER FENCE |
| —xx— | PROPOSED CABLE BARRIER FENCE |
| - - - | CITY LIMITS |

| Parcel Number | Denton County Property | Owner Name |
|---|---|---|
| SB48 | 65052 | PETRUS INV LP |
| SB49 | 202283 | JEREMIAH PARTNERS JV |
| SB50 | 64801 | SOUTHWEST DENTON J/V |
| SB51 | 67049 | PETRUS INV LP |
| SB52 | 37340 | MEADOR, TERRI J |
| SB53 | 37343 | MEADOR, TERRI J |
| NB71 | 164724 | PETRUS INV LP |
| NB72 | 64803 | PETRUS INV LP |
| NB73 | 524172 | HICKORY VENTURE GROUP |
| NB74 | 37184 | DENTON CJW PARTNERS LTD |
| NB75 | 162869 | 195 DENTON PARTNERS 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.


MATCH LINE STA 724+00
CENTURYLINK (FO/DUCT)
℄ SBFR01 STA 725+49.04
28.00' RT
END RET. WALL
MBGF (75 LF)
PETRUS INV LP
SB48
END RAMP
℄ SBXR725 STA. 21+12.24 =
℄ SBML09 STA. 2725+93.54 R 2,
66.71' LT
SBXR725_3
BEGIN PAV
℄ SBML09 STA. 2725+93.54
22.90' LT
℄ SBFR01
STA 729+67.32
PROP 146' 60" RCP
EXISTING DRAINAGE EASEMENT
END ACCESS
DENIAL LINE
℄ IH 35W STA. 727+11.60
193.13' LT
EXISTING ROW
SBXR725_4
SBFR01_54
725+00
730+00
℄ SBXR725
℄ IH 35W STA. 728+91.60
EXIST 60" RCP TO REMAIN
2725+00
2730+00
725+00
730+00
1725+00
1730+00
25+00
℄ IH 35W
EXIST 60" RCP
MBGF (75 LF
725+00
730+00
PROPOSED ROW
EXISTING ROW
℄ NBFR01 ST
28.00' LT
BEGIN RET.
℄ NBFR01
STA 728+23.24
PROP 144' 60" RCP
BEGIN ACCESS
DENIAL LINE
℄ IH 35W STA. 728+10.23
228.58' RT
PROPOSED DRAINAGE
EASEMENT
PETRUS INV LP
NB71

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_44 | 731+02.27 | 7,110,026.88 | 2,371,155.83 | 3° 48′ 04.57" RT | 5,000.00′ | 1° 08′ 45.30" | 165.92′ | 331.72′ | N 28° 12′ 55.13" E | 331.66′ | 729+36.35 | 732+68.07 | N 26° 18′ 52.85" E | N 30° 06′ 57.42" E |
| NBFR01_45 | 734+33.99 | 7,110,313.93 | 2,371,322.33 | 3° 48′ 04.57" LT | 5,000.00′ | 1° 08′ 45.30" | 165.92′ | 331.72′ | N 28° 12′ 55.13" E | 331.66′ | 732+68.07 | 735+99.79 | N 30° 06′ 57.42" E | N 26° 18′ 52.85" E |
| NBFR01_46 | 750+94.38 | 7,111,802.37 | 2,372,058.44 | 14° 37′ 13.70" RT | 1,050.00′ | 5° 27′ 24.27" | 134.70′ | 267.93′ | N 33° 37′ 29.70" E | 267.21′ | 749+59.69 | 752+27.62 | N 26° 18′ 52.85" E | N 40° 56′ 06.55" E |
| NBFR01_47 | 753+62.32 | 7,112,005.89 | 2,372,234.95 | 14° 37′ 13.70" LT | 1,050.00′ | 5° 27′ 24.27" | 134.70′ | 267.93′ | N 33° 37′ 29.70" E | 267.21′ | 752+27.62 | 754+95.55 | N 40° 56′ 06.55" E | N 26° 18′ 52.85" E |
| NBFR01_48 | 772+61.73 | 7,113,709.78 | 2,373,077.61 | 15° 39′ 53.79" LT | 1,050.00′ | 5° 27′ 24.27" | 144.44′ | 287.08′ | N 18° 28′ 55.96" E | 286.18′ | 771+17.29 | 774+04.36 | N 26° 18′ 52.85" E | N 10° 38′ 59.06" E |
| NBFR01_49 | 775+48.80 | 7,113,993.68 | 2,373,130.99 | 15° 39′ 53.79" RT | 1,050.00′ | 5° 27′ 24.27" | 144.44′ | 287.08′ | N 18° 28′ 55.96" E | 286.18′ | 774+04.36 | 776+91.44 | N 10° 38′ 59.06" E | N 26° 18′ 52.85" 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_54 | 727+41.77 | 7,109,897.39 | 2,370,710.25 | 3° 58′ 13.30" LT | 5,000.00′ | 1° 08′ 45.30" | 173.31′ | 346.48′ | N 24° 19′ 46.20" E | 346.41′ | 725+68.46 | 729+14.94 | N 26° 18′ 52.85" E | N 22° 20′ 39.55" E |
| SBFR01_55 | 730+88.25 | 7,110,217.98 | 2,370,842.03 | 3° 58′ 13.30" RT | 5,000.00′ | 1° 08′ 45.30" | 173.31′ | 346.48′ | N 24° 19′ 46.20" E | 346.41′ | 729+14.94 | 732+61.42 | N 22° 20′ 39.55" E | N 26° 18′ 52.85" E |
| SBFR01_56 | 751+41.08 | 7,112,058.21 | 2,371,752.11 | 15° 39′ 53.79" LT | 1,050.00′ | 5° 27′ 24.27" | 144.44′ | 287.08′ | N 18° 28′ 55.96" E | 286.18′ | 749+96.64 | 752+83.72 | N 26° 18′ 52.85" E | N 10° 38′ 59.06" E |
| SBFR01_57 | 754+28.15 | 7,112,342.11 | 2,371,805.50 | 15° 39′ 53.79" RT | 1,050.00′ | 5° 27′ 24.27" | 144.44′ | 287.08′ | N 18° 28′ 55.96" E | 286.18′ | 752+83.72 | 755+70.79 | N 10° 38′ 59.06" E | N 26° 18′ 52.85" E |
| SBFR01_58 | 769+11.23 | 7,113,673.12 | 2,372,463.74 | 15° 39′ 53.79" RT | 1,050.00′ | 5° 27′ 24.27" | 144.44′ | 287.08′ | N 34° 08′ 49.74" E | 286.18′ | 767+66.79 | 770+53.87 | N 26° 18′ 52.85" E | N 41° 58′ 46.64" E |
| SBFR01_59 | 771+98.31 | 7,113,887.86 | 2,372,656.96 | 15° 39′ 53.79" LT | 1,050.00′ | 5° 27′ 24.27" | 144.44′ | 287.08′ | N 34° 08′ 49.74" E | 286.18′ | 770+53.87 | 773+40.94 | N 41° 58′ 46.64" E | N 26° 18′ 52.85" E |
| SBFR01_60 | 777+87.71 | 7,114,417.80 | 2,372,919.04 | 4° 43′ 33.85" RT | 5,000.00′ | 1° 08′ 45.30" | 206.33′ | 412.43′ | N 28° 40′ 39.78" E | 412.31′ | 775+81.38 | 779+93.81 | N 26° 18′ 52.85" E | N 31° 02′ 26.70" E |
| SBFR01_61 | 782+00.14 | 7,114,771.37 | 2,373,131.83 | 4° 43′ 33.85" LT | 5,000.00′ | 1° 08′ 45.30" | 206.33′ | 412.43′ | N 28° 40′ 39.78" E | 412.31′ | 779+93.81 | 784+06.23 | N 31° 02′ 26.70" E | N 26° 18′ 52.85" E |

SBXR725

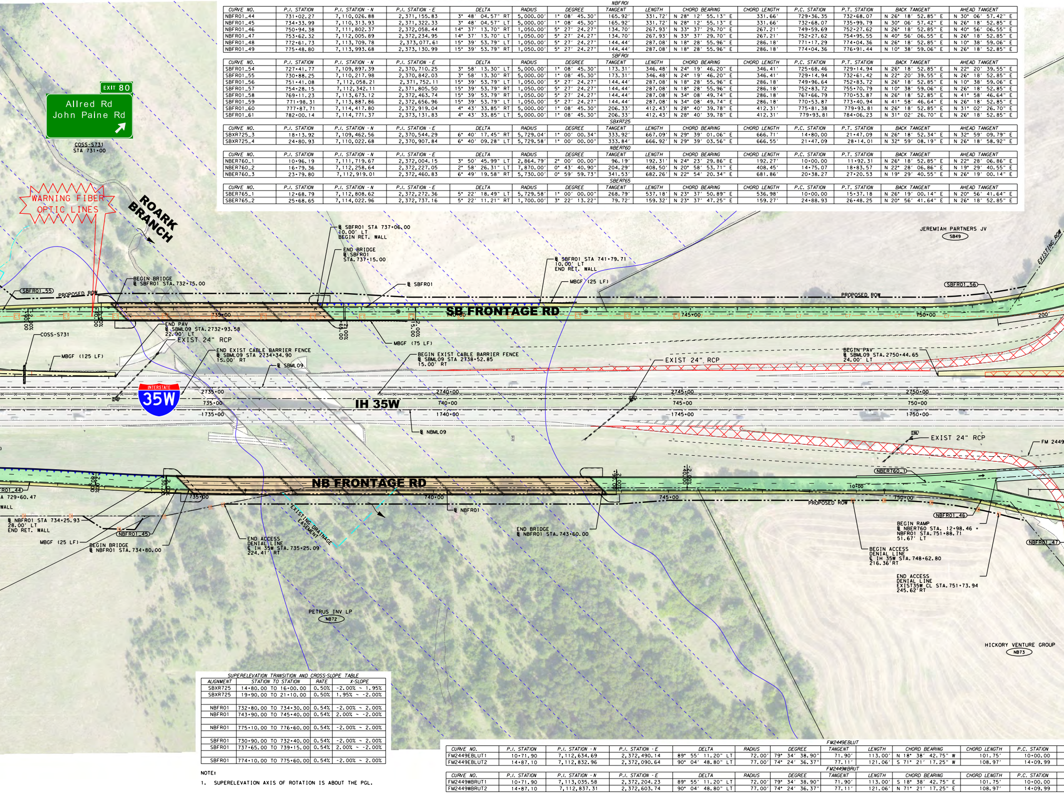
| CURVE NO. | P.I. STATION | P.I. STATION - N | P.I. STATION - E | DELTA | RADIUS | DEGREE | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT | AHEAD TANGENT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SBXR725_3 | 18+13.92 | 7,109,462.56 | 2,370,544.29 | 6° 40′ 17.45" RT | 5,729.04′ | 1° 00′ 00.34" | 333.92′ | 667.09′ | N 29° 39′ 01.06" E | 666.71′ | 14+80.00 | 21+47.09 | N 26° 18′ 52.34" E | N 32° 59′ 09.79" E |
| SBXR725_4 | 24+80.93 | 7,110,022.68 | 2,370,907.84 | 6° 40′ 09.28" LT | 5,729.58′ | 1° 00′ 00.00" | 333.84′ | 666.92′ | N 29° 39′ 03.56" E | 666.55′ | 21+47.09 | 28+14.01 | N 32° 59′ 08.19" E | N 26° 18′ 58.92" E |

NBER760

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NBER760_1 | 10+96.19 | 7,111,719.67 | 2,372,004.15 | 3° 50′ 45.99" LT | 2,864.79′ | 2° 00′ 00.00" | 96.19′ | 192.31′ | N 24° 23′ 29.86" E | 192.27′ | 10+00.00 | 11+92.31 | N 26° 18′ 52.85" E | N 22° 28′ 06.86" E |
| NBER760_2 | 16+79.36 | 7,112,258.64 | 2,372,227.05 | 2° 58′ 26.31" LT | 7,870.00′ | 0° 43′ 40.90" | 204.29′ | 408.50′ | N 20° 58′ 53.71" E | 408.45′ | 14+75.07 | 18+83.57 | N 22° 28′ 06.86" E | N 19° 29′ 40.55" E |
| NBER760_3 | 23+79.80 | 7,112,919.01 | 2,372,460.83 | 6° 49′ 19.58" RT | 5,730.00′ | 0° 59′ 59.73" | 341.53′ | 682.26′ | N 22° 54′ 20.34" E | 681.86′ | 20+38.27 | 27+20.53 | N 19° 29′ 40.55" E | N 26° 19′ 00.14" E |

SBER765

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SBER765_1 | 12+68.79 | 7,112,808.62 | 2,372,272.36 | 5° 22′ 18.49" LT | 5,729.58′ | 1° 00′ 00.00" | 268.79′ | 537.18′ | N 23° 37′ 50.89" E | 536.98′ | 10+00.00 | 15+37.18 | N 26° 19′ 00.14" E | N 20° 56′ 41.64" E |
| SBER765_2 | 25+68.65 | 7,114,022.96 | 2,372,737.16 | 5° 22′ 11.21" RT | 1,700.00′ | 3° 22′ 13.22" | 79.72′ | 159.32′ | N 23° 37′ 47.25" E | 159.27′ | 24+88.93 | 26+48.25 | N 20° 56′ 41.64" E | N 26° 18′ 52.85" E |


EXIT 80
Allred Rd
John Paine Rd
COSS-S731
STA 731+00
WARNING FIBER OPTIC LINES
ROARK BRANCH
℄ SBFR01 STA 737+06.00
10.00′ LT
BEGIN RET. WALL
END BRIDGE
℄ SBFR01
STA. 737+15.00
℄ SBFR01 STA 741+79.71
10.00′ LT
END RET. WALL
MBGF (25 LF)
℄ SBFR01
JEREMIAH PARTNERS JV
SB49
EXISTING ROW
SBFR01_56
PROPOSED ROW
BEGIN BRIDGE
℄ SBFR01 STA. 732+75.00
SBFR01_55
PROPOSED ROW
SB FRONTAGE RD
735+00
740+00
745+00
750+00
200′
C7
+90.00 -2.00%
+40.00 -2.00%
+65.00 2.00%
+15.00 2.00%
END PAV
℄ SBML09 STA. 2732+93.58
22.90′ LT
EXIST 24" RCP
COSS-S731
MBGF (125 LF)
MBGF (75 LF)
END EXIST CABLE BARRIER FENCE
℄ SBML09 STA 2734+34.90
15.00′ RT
℄ SBML09
BEGIN EXIST CABLE BARRIER FENCE
℄ SBML09 STA 2738+52.85
15.00′ RT
EXIST 24" RCP
BEGIN PAV
℄ SBML09 STA. 2750+44.65
24.00′ LT
INTERSTATE
35W
IH 35W
2735+00
735+00
1735+00
2740+00
740+00
1740+00
2745+00
745+00
1745+00
2750+00
750+00
1750+00
℄ NBML09
EXIST 24" RCP
FM 2449
NBER760_1
10+00
NBFR01_44
A 729+60.47
WALL
+80.00 -2.00%
+30.00 -2.00%
+90.00 2.00%
+40.00 -2.00%
NB FRONTAGE RD
735+00
740+00
745+00
750+00
PROPOSED ROW
℄ NBFR01
℄ NBFR01 STA 734+25.93
28.00′ LT
END RET. WALL
NBFR01_45
MBGF (25 LF)
BEGIN BRIDGE
℄ NBFR01 STA. 734+80.00
END ACCESS
DENIAL LINE
℄ IH 35W STA. 735+25.09
224.41′ RT
EXISTING DRAINAGE EASEMENT
END BRIDGE
℄ NBFR01 STA. 743+60.00
NBFR01_46
BEGIN RAMP
℄ NBER760 STA. 12+98.46 =
NBFR01 STA. 751+88.71
51.67′ LT
NBFR01_47
BEGIN ACCESS
DENIAL LINE
℄ IH 35W STA. 748+62.80
216.36′RT
END ACCESS
DENIAL LINE
EXIST35W CL STA. 751+73.94
245.62′RT
PETRUS INV LP
NB72
HICKORY VENTURE GROUP
NB73

SUPERELEVATION TRANSITION AND CROSS-SLOPE TABLE

| ALIGNMENT | STATION TO STATION | RATE | X-SLOPE |
|---|---|---|---|
| SBXR725 | 14+80.00 TO 16+00.00 | 0.50% | -2.00% ~ 1.95% |
| SBXR725 | 19+90.00 TO 21+10.00 | 0.50% | 1.95% ~ -2.00% |
| | | | |
| NBFR01 | 732+80.00 TO 734+30.00 | 0.54% | -2.00% ~ 2.00% |
| NBFR01 | 743+90.00 TO 745+40.00 | 0.54% | 2.00% ~ -2.00% |
| | | | |
| NBFR01 | 775+10.00 TO 776+60.00 | 0.54% | -2.00% ~ 2.00% |
| | | | |
| SBFR01 | 730+90.00 TO 732+40.00 | 0.54% | -2.00% ~ 2.00% |
| SBFR01 | 737+65.00 TO 739+15.00 | 0.54% | 2.00% ~ -2.00% |
| | | | |
| SBFR01 | 774+10.00 TO 775+60.00 | 0.54% | -2.00% ~ 2.00% |

NOTE:

1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

FM2449EBLUT

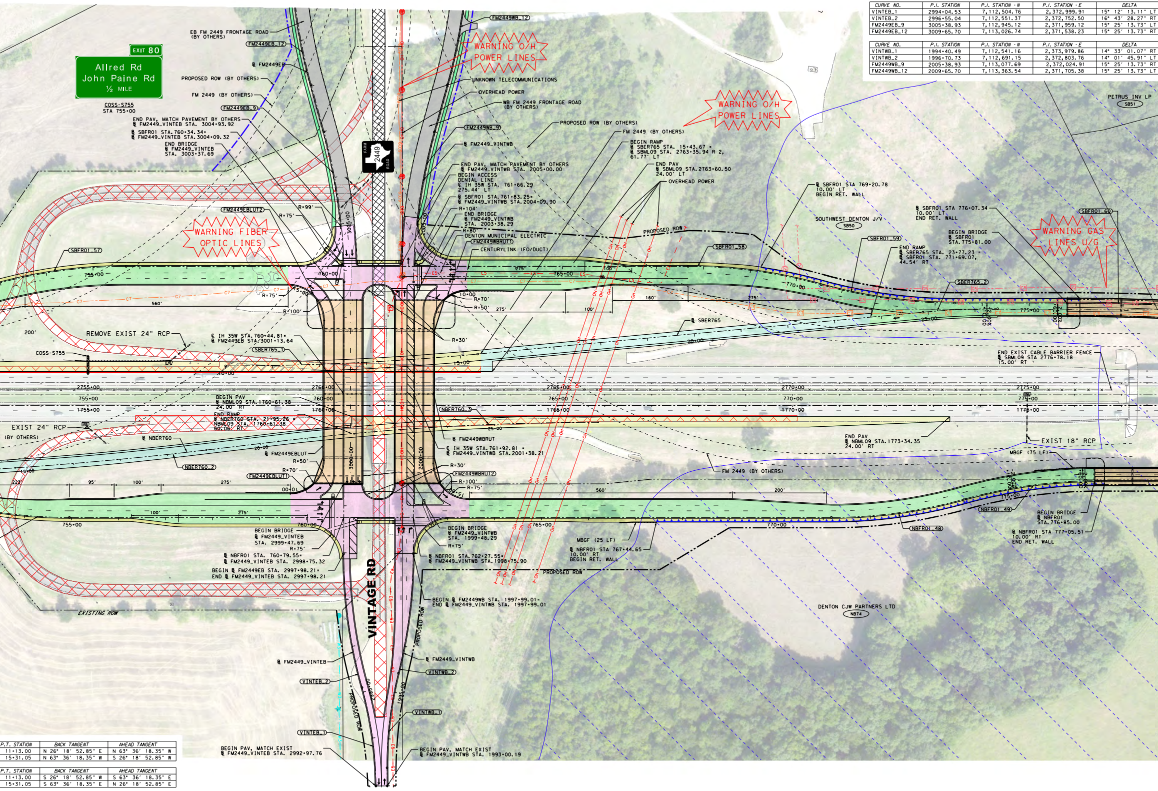
| CURVE NO. | P.I. STATION | P.I. STATION - N | P.I. STATION - E | DELTA | RADIUS | DEGREE | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FM2449EBLUT1 | 10+71.90 | 7,112,634.69 | 2,372,490.14 | 89° 55′ 11.20" LT | 72.00′ | 79° 34′ 38.90" | 71.90′ | 113.00′ | N 18° 38′ 42.75" W | 101.75′ | 10+00.00 |
| FM2449EBLUT2 | 14+87.10 | 7,112,832.96 | 2,372,090.64 | 90° 04′ 48.80" LT | 77.00′ | 74° 24′ 36.37" | 77.11′ | 121.06′ | S 71° 21′ 17.25" W | 108.97′ | 14+09.99 |

FM2449WBRUT

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FM2449WBRUT1 | 10+71.90 | 7,113,035.58 | 2,372,204.23 | 89° 55′ 11.20" LT | 72.00′ | 79° 34′ 38.90" | 71.90′ | 113.00′ | S 18° 38′ 42.75" E | 101.75′ | 10+00.00 |
| FM2449WBRUT2 | 14+87.10 | 7,112,837.31 | 2,372,603.74 | 90° 04′ 48.80" LT | 77.00′ | 74° 24′ 36.37" | 77.11′ | 121.06′ | N 71° 21′ 17.25" E | 108.97′ | 14+09.99 |

| CURVE NO. | P.I. STATION | P.I. STATION - N | P.I. STATION - E | DELTA |
|---|---|---|---|---|
| VINTEB_1 | 2994+04.53 | 7,112,504.76 | 2,372,999.91 | 15° 12' 13.11" LT |
| VINTEB_2 | 2996+55.04 | 7,112,551.37 | 2,372,752.50 | 16° 43' 28.27" RT |
| FM2449EB_9 | 3005+38.93 | 7,112,945.12 | 2,371,959.12 | 15° 25' 13.73" LT |
| FM2449EB_12 | 3009+65.70 | 7,113,026.74 | 2,371,538.23 | 15° 25' 13.73" RT |

| CURVE NO. | P.I. STATION | P.I. STATION - N | P.I. STATION - E | DELTA |
|---|---|---|---|---|
| VINTWB_1 | 1994+40.49 | 7,112,541.16 | 2,373,979.86 | 14° 33' 01.07" RT |
| VINTWB_2 | 1996+70.73 | 7,112,691.15 | 2,372,803.76 | 14° 01' 45.91" LT |
| FM2449WB_9 | 2005+38.93 | 7,113,077.69 | 2,372,024.91 | 15° 25' 13.73" RT |
| FM2449WB_12 | 2009+65.70 | 7,113,363.54 | 2,371,705.38 | 15° 25' 13.73" LT |


EXIT 80
Allred Rd
John Paine Rd
½ MILE
COSS-S755
STA 755+00
EB FM 2449 FRONTAGE ROAD (BY OTHERS)
FM2449EB_12
℄ FM2449EB
PROPOSED ROW (BY OTHERS)
FM 2449 (BY OTHERS)
FM2449EB_9
END PAV, MATCH PAVEMENT BY OTHERS ℄ FM2449_VINTEB STA. 3004+93.92
℄ SBFR01 STA.760+34.34= ℄ FM2449_VINTEB STA.3004+09.32
END BRIDGE ℄ FM2449_VINTEB STA. 3003+37.69
FARM ROAD 2449
FM2449WB_12
WARNING O/H POWER LINES
UNKNOWN TELECOMMUNICATIONS
OVERHEAD POWER
WB FM 2449 FRONTAGE ROAD (BY OTHERS)
PROPOSED ROW (BY OTHERS)
FM2449WB_9
℄ FM2449_VINTWB
END PAV, MATCH PAVEMENT BY OTHERS ℄ FM2449_VINTWB STA. 2005+00.00
BEGIN ACCESS DENIAL LINE ℄ IH 35W STA. 761+66.29 275.44' LT
℄ SBFR01 STA.761+83.25= ℄ FM2449_VINTWB STA.2004+09.90
R=104'
END BRIDGE ℄ FM2449_VINTWB STA. 2003+38.29
R=80'
DENTON MUNICIPAL ELECTRIC
FM2449WBRUT1
CENTURYLINK (FO/DUCT)
FM 2449 (BY OTHERS)
BEGIN RAMP ℄ SBER765 STA. 15+43.67 = ℄ SBML09 STA. 2763+35.94 R 2, 61.77' LT
END PAV ℄ SBML09 STA.2763+60.50 24.00' LT
OVERHEAD POWER
WARNING O/H POWER LINES
PROPOSED ROW
SBFR01_58
PETRUS INV LP
SB51
℄ SBFR01 STA 769+20.78 10.00' LT BEGIN RET. WALL
SOUTHWEST DENTON J/V
SB50
SBFR01_59
END RAMP ℄ SBER765 STA. 23+77.23 = ℄ SBFR01 STA. 771+69.07, 44.54' RT
℄ SBFR01 STA 776+07.34 10.00' LT END RET. WALL
BEGIN BRIDGE ℄ SBFR01 STA.775+81.00
SBFR01_60
WARNING GAS LINES U/G
SBER765_2
WARNING FIBER OPTIC LINES
FM2449EBLUT2
R=99'
R=75'
SBFR01_57
755+00
760+00
765+00
770+00
775+00
275'
100'
160'
560'
200'
R=75'
R=100'
R=70'
R=50'
R=30'
10+00
15+00
20+00
25+00
REMOVE EXIST 24" RCP
℄ IH 35W STA.760+44.81= ℄ FM2449EB STA.3001+13.64
SBER765_1
℄ SBER765
COSS-S755
END EXIST CABLE BARRIER FENCE ℄ SBML09 STA 2776+78.18 15.00' RT
2755+00
2760+00
2765+00
2770+00
2775+00
1755+00
1760+00
1765+00
1770+00
1775+00
BEGIN PAV ℄ NBML09 STA.1760+61.38 24.00' RT
END RAMP ℄ NBER760 STA. 21+95.26 = NBML09 STA. 1760+61.38 60.06' RT
NBER760_3
EXIST 24" RCP (BY OTHERS)
℄ NBER760
℄ FM2449WBRUT
℄ IH 35W STA.761+92.81 = ℄ FM2449_VINTWB STA.2001+38.21
END PAV ℄ NBML09 STA.1773+34.35 24.00' RT
EXIST 18" RCP
MBGF (75 LF)
FM 2449 (BY OTHERS)
℄ FM2449EBLUT
NBER760_2
FM2449EBLUT1
FM2449WBRUT2
3000+00
2000+00
2005+00
3005+00
223'
95'
00+01
BEGIN BRIDGE ℄ FM2449_VINTEB STA. 2999+47.69
℄ NBFR01 STA. 760+79.55= ℄ FM2449_VINTEB STA. 2998+75.32
BEGIN ℄ FM2449EB STA. 2997+98.21= END ℄ FM2449_VINTEB STA. 2997+98.21
BEGIN BRIDGE ℄ FM2449_VINTWB STA. 1999+48.29
℄ NBFR01 STA.762+27.55= ℄ FM2449_VINTWB STA.1998+75.90
MBGF (25 LF)
℄ NBFR01 STA 767+44.65 10.00' RT BEGIN RET. WALL
PROPOSED ROW
NBFR01_49
NBFR01_48
BEGIN BRIDGE ℄ NBFR01 STA.776+85.00
℄ NBFR01 STA 777+05.51 10.00' RT END RET. WALL
BEGIN ℄ FM2449WB STA. 1997+99.01= END ℄ FM2449_VINTWB STA. 1997+99.01
DENTON CJW PARTNERS LTD
NB74
EXISTING ROW
VINTAGE RD
PROPOSED ROW
℄ FM2449_VINTEB
℄ FM2449_VINTWB
VINTEB_2
VINTWB_2
VINTWB_1
VINTEB_1
1995+00
2995+00
BEGIN PAV, MATCH EXIST ℄ FM2449_VINTEB STA. 2992+97.76
BEGIN PAV, MATCH EXIST ℄ FM2449_VINTWB STA. 1993+00.19
OH
E5
C7
G5
G3

| P.T. STATION | BACK TANGENT | AHEAD TANGENT |
|---|---|---|
| 11+13.00 | N 26° 18' 52.85" E | N 63° 36' 18.35" W |
| 15+31.05 | N 63° 36' 18.35" W | S 26° 18' 52.85" W |

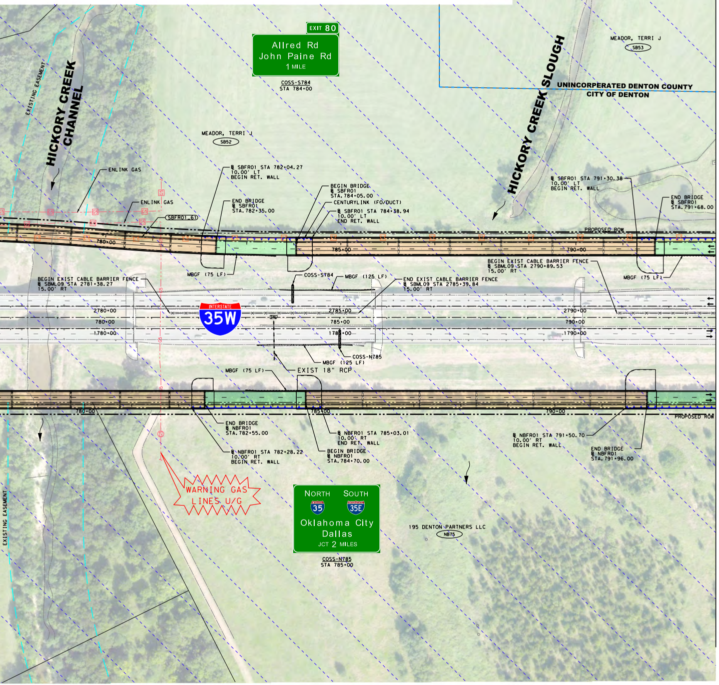
| P.T. STATION | BACK TANGENT | AHEAD TANGENT |
|---|---|---|
| 11+13.00 | S 26° 18' 52.85" W | S 63° 36' 18.35" E |
| 15+31.05 | S 63° 36' 18.35" E | N 26° 18' 52.85" E |

FM2449 VINTEB

| RADIUS | DEGREE | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT | AHEAD TANGENT |
|---|---|---|---|---|---|---|---|---|---|
| 800.00′ | 7° 09′ 43.10" | 106.77′ | 212.28′ | N 71° 43′ 40.07" W | 211.66′ | 2992+97.76 | 2995+10.04 | N 64° 07′ 33.51" W | N 79° 19′ 46.63" W |
| 1,050.00′ | 5° 27′ 24.27" | 288.17′ | 288.17′ | N 71° 28′ 02.49" W | 287.26′ | 2995+10.04 | 2997+98.21 | N 79° 19′ 46.63" W | N 63° 36′ 18.35" W |
| 1,200.00′ | 4° 46′ 28.73" | 162.46′ | 322.97′ | N 71° 18′ 55.22" W | 321.99′ | 3003+76.47 | 3006+99.43 | N 63° 36′ 18.35" W | N 79° 01′ 32.09" W |
| 1,200.00′ | 4° 46′ 28.73" | 162.46′ | 322.97′ | N 71° 18′ 55.22" W | 321.99′ | 3008+03.23 | 3011+26.20 | N 79° 01′ 32.09" W | N 63° 36′ 18.35" W |

FM2449 VINTWB

| RADIUS | DEGREE | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT | AHEAD TANGENT |
|---|---|---|---|---|---|---|---|---|---|
| 800.00′ | 7° 09′ 43.10" | 102.13′ | 203.16′ | N 56° 51′ 02.98" W | 202.62′ | 1993+38.37 | 1995+41.53 | N 64° 07′ 33.51" W | N 49° 34′ 32.44" W |
| 1,050.00′ | 5° 27′ 24.27" | 129.20′ | 257.10′ | N 60° 22′ 12.41" W | 256.46′ | 1995+41.53 | 1997+98.63 | N 49° 34′ 32.44" W | N 63° 36′ 18.35" W |
| 1,200.00′ | 4° 46′ 28.73" | 162.46′ | 322.97′ | N 56° 35′ 25.40" W | 321.99′ | 2003+76.47 | 2006+99.43 | N 63° 36′ 18.35" W | N 48° 11′ 04.62" W |
| 1,200.00′ | 4° 46′ 28.73" | 162.46′ | 322.97′ | N 55° 53′ 41.49" W | 321.99′ | 2008+03.23 | 2011+26.20 | N 48° 11′ 04.62" W | N 63° 36′ 18.35" W |


EXIT 80
Allred Rd
John Paine Rd
1 MILE
COSS-S784
STA 784+00
EXISTING EASEMENT
HICKORY CREEK CHANNEL
MEADOR, TERRI J
SB52
MEADOR, TERRI J
SB53
UNINCORPERATED DENTON COUNTY
CITY OF DENTON
HICKORY CREEK SLOUGH
ENLINK GAS
ENLINK GAS
SBFR01_61
℄ SBFR01 STA 782+04.27
10.00′ LT
BEGIN RET. WALL
END BRIDGE
℄ SBFR01
STA. 782+35.00
BEGIN BRIDGE
℄ SBFR01
STA. 784+05.00
CENTURYLINK (FO/DUCT)
℄ SBFR01 STA 784+38.94
10.00′ LT
END RET. WALL
℄ SBFR01 STA 791+30.38
10.00′ LT
BEGIN RET. WALL
END BRIDGE
℄ SBFR01
STA. 791+68.00
PROPOSED ROW
780+00
785+00
790+00
MBGF (75 LF)
COSS-S784
MBGF (125 LF)
BEGIN EXIST CABLE BARRIER FENCE
℄ SBML09 STA 2781+38.27
15.00′ RT
END EXIST CABLE BARRIER FENCE
℄ SBML09 STA 2785+39.84
15.00′ RT
BEGIN EXIST CABLE BARRIER FENCE
℄ SBML09 STA 2790+89.53
15.00′ RT
MBGF (75 LF)
INTERSTATE
35W
2780+00
780+00
1780+00
2785+00
785+00
1785+00
2790+00
790+00
1790+00
COSS-N785
MBGF (125 LF)
EXIST 18" RCP
MBGF (75 LF)
780+00
785+00
790+00
PROPOSED ROW
END BRIDGE
℄ NBFR01
STA. 782+55.00
℄ NBFR01 STA 782+28.22
10.00′ RT
BEGIN RET. WALL
℄ NBFR01 STA 785+03.01
10.00′ RT
END RET. WALL
BEGIN BRIDGE
℄ NBFR01
STA. 784+70.00
℄ NBFR01 STA 791+50.70
10.00′ RT
BEGIN RET. WALL
END BRIDGE
℄ NBFR01
STA. 791+96.00
WARNING GAS LINES U/G
NORTH SOUTH
35 35E
Oklahoma City
Dallas
JCT 2 MILES
COSS-N785
STA 785+00
195 DENTON PARTNERS LLC
NB75
EXISTING EASEMENT

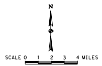
MATCH LINE STA 793+00

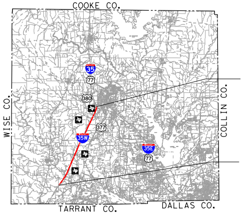
Texas Department of Transportation

# DALLAS DISTRICT
# DESIGN SCHEMATIC

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

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


N
SCALE 0 1 2 3 4 MILES


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

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

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

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

LOCATION MAP
MARCH 2020
SCALE: 1"=100′
ROLL 9 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 |

4/9/2020
I-35W-Sch-09.dgn