Texas Department of Transportation®

DALLAS DISTRICT
DESIGN SCHEMATIC

MOHAMED BUR, P.E., DISTRICT ENGINEER

DENTON COUNTY
SL 288

PROJECT LIMIT: FROM I.H. 35W
TO I.H. 35
CONTROL: 2250-02-013
2250-02-014

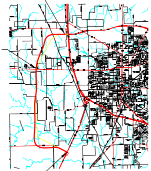
FUNCTIONAL CLASS: URBAN ARTERIAL

DESIGN SPEED: 45 mph FRONTAGE ROADS
30 mph CROSS STREETS

PROJECT LENGTH = 47,520 FT = 9.0 MILES

END PROJECT
STA 528+51.11
CSJ: 2250-02-013

END CSJ: 2250-02-014
BEGIN CSJ: 2250-02-013
STA 381+33.20



BEGIN PROJECT
STA 101+48.93
CSJ: 2250-02-014

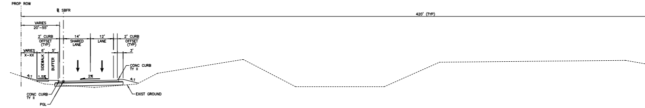
LOCATION MAP

MAY 2020
SCALE: 1"=100' H, 1"= 10' V
ROLL 1 OF 15

APPROVED SCHEMATIC NOT FOR CONSTRUCTION

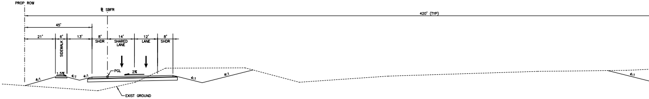
THESE DOCUMENTS ARE FOR INTERIM REVIEW AND REGULATORY APPROVAL ONLY. THEY ARE NOT INTENDED FOR PERMITTING, BIDDING, OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

	DATE: MAY 2020
THOMAS COCHILL	P.E. NO. 87665


PROP ROW
℄ SBFR
420' (TYP)
VARIES 20'-55'
2' CURB OFFSET (TYP)
14' SHARED LANE
12' LANE
2' CURB OFFSET (TYP)
VARIES X-XX
6'
5'
3'
SIDEWALK
BUFFER
CONC CURB TY II
4:1
1.5%
2%
4:1
CONC CURB TY II
PGL
EXIST GROUND

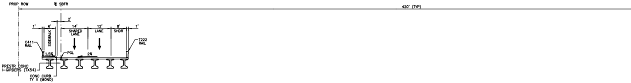
PROPOSED TYPICAL SECTION

STA 3004+11.32 TO STA 3033+38.76, STA 3044+39.47 TO STA 3080+47.42,
STA 3092+33.89 TO STA 3126+67.02, STA 3153+06.20 TO STA 3163+76.30,
STA 3174+73.85 TO STA 3227+66.89, STA 3250+69.53 TO STA 3278+50.81,
STA 3290+69.06 TO STA 3318+01.71, STA 3328+36.41 TO STA 3337+42.85,
STA 3346+56.55 TO STA 3379+47.97, STA 3400+35.75 TO STA 3420+32.99


PROP ROW
℄ SBFR
420' (TYP)
45'
21'
6'
13'
8' SHDR
14' SHARED LANE
12' LANE
8' SHDR
SIDEWALK
1.5%
4:1
4:1
4:1
PGL
2%
4:1
4:1
4:1
EXIST GROUND

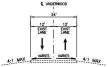
PROPOSED TYPICAL SECTION

STA 3340+12.85 TO STA 3345+13.33

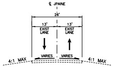

PROP ROW
℄ SBFR
420' (TYP)
2'
1'
6'
14' SHARED LANE
12' LANE
8' SHDR
1'
SIDEWALK
C411 RAIL
T222 RAIL
1.5%
PGL
2%
PRESTR CONC I-GIRDERS (TX54)
CONC CURB TY II (MONO)

PROPOSED TYPICAL SECTION

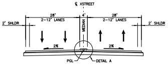
STA 3129+57.02 TO STA 3135+78.13,
STA 3140+73.88 TO STA 3151+48.88,
STA 3230+67.14 TO STA 3239+50.43,
STA 3383+16.32 TO STA 3398+80.75


℄ UNDERWOOD
24'
12' EXIST LANE
12' EXIST LANE
4:1 MAX
VARIES
VARIES
4:1 MAX

EXISTING TYPICAL SECTION


℄ JPAINE
26'
13' EXIST LANE
13' EXIST LANE
4:1 MAX
VARIES
VARIES
4:1 MAX

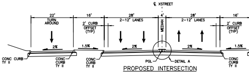
EXISTING TYPICAL SECTION


℄ XSTREET
2' SHLDR
28' 2-12' LANES
4'
MEDIAN
28' 2-12' LANES
2' SHLDR
2%
2%
PGL
DETAIL A

PROPOSED SIDE STREET
TYPICAL SECTION

UNDERWOOD RD

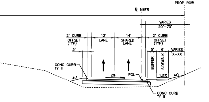
DETAIL A


℄ XSTREET
22' TURN AROUND
16'
2' CURB OFFSET (TYP)
28' 2-12' LANES
4'
MEDIAN
28' 2-12' LANES
16'
2' CURB OFFSET (TYP)
2%
1.5%
2%
2%
1.5%
CONC CURB TY II
CONC CURB TY II
CONC CURB TY II
PGL
DETAIL A
CONC CURB TY II

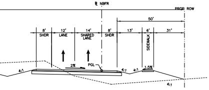
PROPOSED INTERSECTION
TYPICAL SECTION

JOHN PAINE RD, TOM COLE RD/FM 1515,
JIM CHRISTAL RD,
N MASCH BRANCH RD

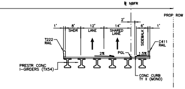
DETAIL A


PROP ROW
℄ NBFR
VARIES
20'–70'
2' CURB OFFSET (TYP)
12' LANE
14' SHARED LANE
2' CURB OFFSET (TYP)
3'
5'
6'
VARIES X–XX
BUFFER
SIDEWALK
CONC CURB TY II
4:1
2%
PGL
1.5%
4:1
CONC CURB TY II

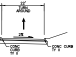
STA 2004+11.53 TO STA 2034+63.48, STA 2045+64.20 TO STA 2077+28.20,
STA 2088+94.15 TO STA 2122+92.29, STA 2146+54.53 TO STA 2158+14.92,
STA 2169+12.46 TO STA 2225+08.15, STA 2244+20.85 TO STA 2272+09.59,
STA 2284+27.82 TO STA 2330+29.00, STA 2338+25.15 TO STA 2372+22.26,
STA 2391+14.52 TO STA 2402+25.69


℄ NBFR
PROP ROW
50'
8' SHDR
12' LANE
14' SHARED LANE
8' SHDR
13'
6'
31'
SIDEWALK
4:1
2%
PGL
4:1
4:1
1.5%
4:1

STA 2331+64.00 TO STA 2335+55.15


℄ NBFR
PROP ROW
2'
1'
8' SHDR
12' LANE
14' SHARED LANE
6'
1'
SIDEWALK
T222 RAIL
C411 RAIL
2%
PGL
1.5%
PRESTR CONC I-GIRDERS (TX54)
CONC CURB TY II (MONO)

STA 2124+47.29 TO STA 2130+76.18,
STA 2134+80.42 TO STA 2143+55.42,
STA 2226+65.48 TO STA 2233+28.88,
STA 2375+42.20 TO STA 2388+24.66


22'
TURN AROUND
2%
CONC CURB TY II
CONC CURB TY II

GENERAL NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED, SCHEMATICS ARE BASED ON AERIAL SURVEYS AND RECORD PLANS PROVIDED OCTOBER 2016.
2. TRAFFIC VOLUMES BASED ON NCTCOG MODEL AND WILL BE APPROVED BY TXDOT TP&P.
3. ADA RAMPS AND SIDEWALK ARE DESIGNED PER TEXAS ACCESSIBILITY STANDARDS. LOCATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL LOCATIONS TO BE DETERMINED DURING PS&E DEVELOPMENT.
4. ACCESS DENIAL LIMITS ARE DETERMINED PER TXDOT ACCESS MANAGEMENT MANUAL.
5. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
6. DRIVEWAY LOCATIONS ARE PRELIMINARY AND WILL BE FURTHER DEVELOPED DURING PS&E DEVELOPMENT.
7. EXISTING PAVEMENT AND BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
8. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL'S AS SHOWN IN THE TYPICAL SECTIONS.
9. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
10. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS OTHERWISE NOTED).
11. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS 48121C0355G (2011).
12. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING PS&E DEVELOPMENT.
13. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DENTON COUNTY APPRAISAL DISTRICT (JULY 2018).

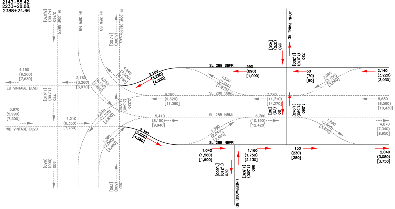
LEGEND:

🟩	FRONTAGE ROADS
▭	CROSS STREETS
▭	BRIDGE
▬	SIDEWALK
▭	DRIVEWAY
▭	PROPOSED ROADWAY BY ADJACENT PROJECT
▨	ASPHALT TO BE REMOVED
▨	FLOOD PLAINS
—‖—	CONTROL OF ACCESS
–·–·–	EXISTING ROW
–·–·–	PROPOSED ROW ACQUIRED BY ADJACENT PROJECT
–·–·–	PROPOSED ROW
–·–·–	DRAINAGE EASEMENT
——	CITY OF DENTON
XXXXX-X	CURVE NUMBER
SL-04	PARCEL NO.
- - -	EXISTING ELECTRIC LINE
- - -	EXISTING GAS LINE
- - -	EXISTING GAS LINE
- - -	EXISTING WASTEWATER LINE
- - -	EXISTING STORM SEWER LINE
- - -	EXISTING TELEPHONE LINE
- - -	EXISTING WATER LINE
——	FUTURE RAMP CONNECTION

50
25
0
50
100
SCALE
FEET

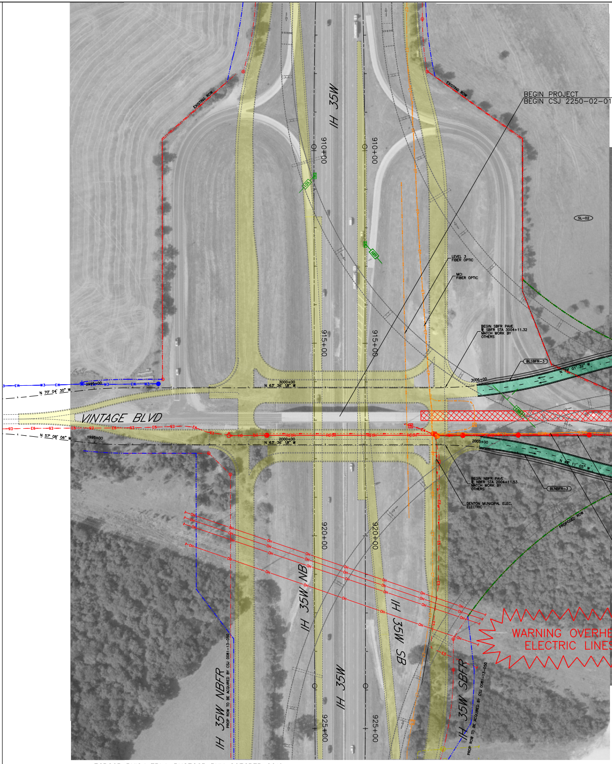
TRAFFIC DIAGRAM

N.T.S


IH 35W NBFR
2,760
(4,160)
[5,070]
IH 35W NB
IH 35W SB
IH 35W SBFR
2,240
(3,360)
[4,100]
JOHN PAINE RD
250
(370)
[450]
720
(1,070)
[1,300]
SL 288 SBFR
590
(890)
[1,090]
50
(70)
[90]
2,140
(3,220)
[3,930]
4,150
(6,260)
[7,630]
EB VINTAGE BLVD
2,160
(3,260)
[3,970]
4,050
(6,110)
[7,450]
4,640
(7,000)
[8,530]
2,180
(3,280)
[4,000]
1,590
(2,390)
[2,910]
2,090
(3,150)
[3,840]
770
(1,160)
[1,410]
2,220
(3,340)
[4,070]
6,180
(9,320)
[11,360]
SL 288 SBML
7,770
(11,710)
[14,270]
5,680
(8,560)
[10,430]
50
(70)
[90]
1,060
(1,590)
[1,940]
3,970
(5,990)
[7,300]
4,210
(6,350)
[7,730]
1,540
(2,320)
[2,830]
5,410
(8,150)
[9,940]
SL 288 NBML
6,760
(10,190)
[12,420]
1,890
(2,850)
[3,470]
4,870
(7,340)
[8,950]
WB VINTAGE BLVD
2,390
(3,600)
[4,380]
1,350
(2,040)
[2,480]
1,360
(2,040)
[2,490]
SL 288 NBFR
1,040
(1,560)
[1,900]
1,160
(1,750)
[2,130]
150
(230)
[280]
2,040
(3,080)
[3,750]
870
(1,310)
[1,600]
990
(1,500)
[1,830]
530
(800)
[980]
380
(590)
[790]
UNDERWOOD RD

LEGEND:

INTERIM TRAFFIC VOLUME X,XXX = 2020 ADT (X,XXX) = (2040) ADT [X,XXX] = [2050] ADT	ULTIMATE TRAFFIC VOLUME X,XXX= 2020 ADT (X,XXX)= (2040) ADT [X,XXX]= [2050] ADT	= ADT VOLUMES TO BE PROVIDED UNDER SEPARATE STUDY


IH 35W
910+00
910+00
915+00
915+00
920+00
920+00
925+00
925+00
EXISTING ROW
EXISTING ROW
BEGIN PROJECT
BEGIN CSJ 2250-02-01
SL-02
LEVEL 3 FIBER OPTIC
MCI FIBER OPTIC
BEGIN SBFR PAVE
℄ SBFR STA 3004+11.32
MATCH WORK BY OTHERS
BLSBFR-3
N 70° 01' 32" W
3005+00
3000+00
N 63° 36' 18" W
N 70° 04' 30" W
2995+00
VINTAGE BLVD
1995+00
2000+00
N 63° 36' 18" W
N 57° 08' 06" W
2005+00
N 48° 11' 05" W
BEGIN NBFR PAVE
℄ NBFR STA 2004+11.53
MATCH WORK BY OTHERS
BLNBFR-3
DENTON MUNICIPAL ELEC. ELECTRIC
PROPOSED ROW
WARNING OVERHE
ELECTRIC LINES
IH 35W NB
IH 35W SB
IH 35W
IH 35W NBFR
IH 35W SBFR
PROP ROW TO BE ACQUIRED BY CSJ 0081-13-050
PROP ROW TO BE ACQUIRED BY CSJ 0081-13-050

TOPOGRAPHIC/AERIAL PHOTOGRAPHY: OCTOBER 2016

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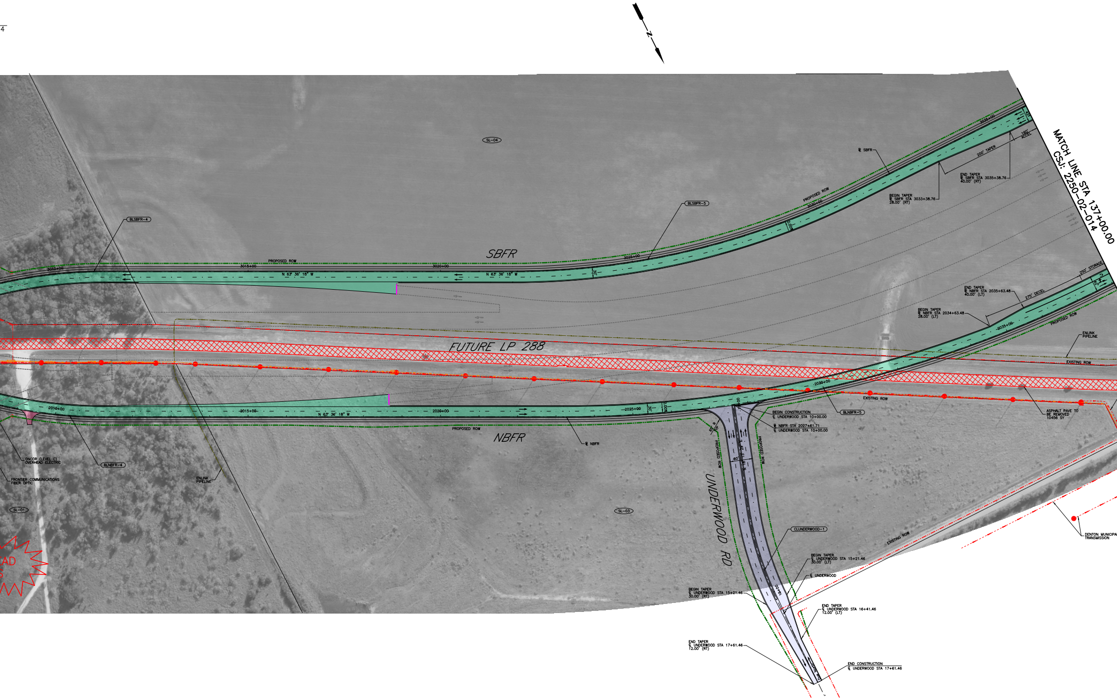

N
MATCH LINE STA 137+00.00
CSJ: 2250-02-014
SL-04
SBFR
℄ SBFR
BLSBFR-5
BLSBFR-4
PROPOSED ROW
3010+00
3015+00
3020+00
3025+00
3030+00
3035+00
N 63° 36' 18" W
30'
12.00'
12'
180' ACCEL
200' TAPER
END TAPER
℄ SBFR STA 3035+38.76
40.00' (RT)
BEGIN TAPER
℄ SBFR STA 3033+38.76
28.00' (RT)
FUTURE LP 288
250' STORAGE
275' DECEL
END TAPER
℄ NBFR STA 2035+63.48
40.00' (LT)
BEGIN TAPER
℄ NBFR STA 2034+63.48
28.00' (LT)
2035+00
2030+00
ENLINK PIPELINE
EXISTING ROW
NBFR
2010+00
2015+00
2020+00
2025+00
N 63° 36' 18" W
PROPOSED ROW
℄ NBFR
BLNBFR-5
BLNBFR-4
BEGIN CONSTRUCTION
℄ UNDERWOOD STA 10+00.00
℄ NBFR STA 2027+61.71
℄ UNDERWOOD STA 10+00.00
ASPHALT PAVE TO BE REMOVED 10456 SY
ONCOR (LEVEL C) OVERHEAD ELECTRIC
FRONTIER COMMUNICATIONS FIBER OPTIC
ENLINK PIPELINE
SL-01
SL-03
AD
S
UNDERWOOD RD
PROPOSED ROW
60'
65' R TYP
CLUNDERWOOD-1
EXISTING ROW
DENTON MUNICIPA
TRANSMISSION
BEGIN TAPER
℄ UNDERWOOD STA 15+21.46
30.00' (LT)
℄ UNDERWOOD
BEGIN TAPER
℄ UNDERWOOD STA 15+21.46
30.00' (RT)
15+00
END TAPER
℄ UNDERWOOD STA 16+41.46
12.00' (LT)
END TAPER
℄ UNDERWOOD STA 17+61.46
12.00' (RT)
END CONSTRUCTION
℄ UNDERWOOD STA 17+61.46
Due North

PROPERTY INFORMATION

PARCEL NO.	PROPERTY ID	OWNERS NAME	OWNERS ADDRESS	SITUS ADDRESS	ACRES	DEED
SL-01	64801	SOUTHWEST DENTON J/V	ATTN: BRUCE HARBOUR 4400 ARCADY AVE, DALLAS, TX 75205	I35 TX 76207	31.90	94-0094865
SL-02	202283	JEREMIAH PARTNERS JV	ATTN: C W KENDALL III 701 N CENTRAL EXPY STE 300 BLDG 3 RICHARDSON, TX 75080	I35 TX 76259	13.83	2007-57435
SL-03	73866	PETRUS INV LP	C/O HILLWOOD ATTN: LAURIE D ZIRPEL 9800 HILLWOOD PKWY STE 300, FORT WORH, TX 76177	I35 & JOHN PAINE 76259	19.04	98-0117450
SL-04	65052	PETRUS INV LP	C/O HILLWOOD ATTN: LAURIE D ZIRPEL 9800 HILLWOOD PKWY STE 300, FORT WORH, TX 76177	I35 76207	171.66	98-0117450
SL-05	36730	SLF II COLE PROPERTY LP	C/O THE STRATFORD COMPANY LP 5949 SHERRY LN STE 1750, DALLAS, TX 75225		110.50	05-12274-78
	36689			TX	156.58	05-12274-78
	36655			6922 FM 2449 TX	560.22	05-12274-78
	36720			COLE RD 76208	153.50	05-12274-78
SL-06	65056	MCCUTCHIN, RONALD FAMILY P/S LTD	PO BOX 670307, DALLAS, TX 75367		220.00	98-0005578
	67349				2.72	98-0005578
	73313				30.24	98-0005578

CENTERLINE NBFR CURVE DATA

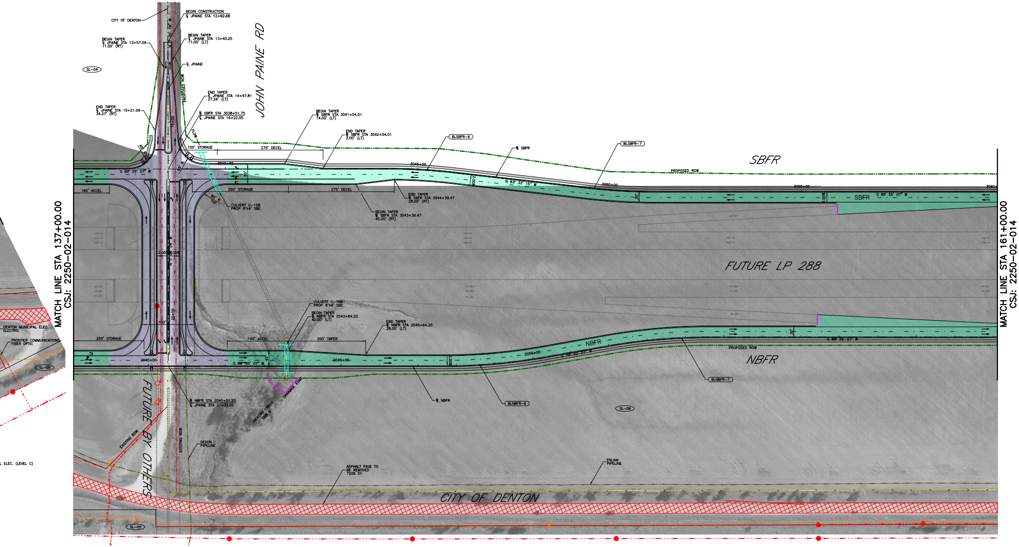
CURVE NO.	P.I STATION	P.I. NORTHING	P.I EASTING	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
BLNBFR_3	2005+38.93	7,113,077.69	2,372,024.91	15° 25' 14" (RT)	1,200.00	4° 46' 29"	162.46	322.97	N 55° 53' 41" W	321.99	2003+76.47	2006+99.43	N 63° 36' 18" W	N 48° 11' 05" W
BLNBFR_4	2009+65.70	7,113,363.54	2,371,705.38	15° 25' 14" (LT)	1,200.00	4° 46' 29"	162.46	322.97	N 55° 53' 41" W	321.99	2008+03.23	2011+26.20	N 48° 11' 05" W	N 63° 36' 18" W
BLNBFR_5	2030+48.93	7,114,290.53	2,369,837.56	26° 28' 35" (LT)	3,100.00	1° 50' 54"	729.28	1,432.51	N 76° 50' 36" W	1,419.80	2023+19.66	2037+52.16	N 63° 36' 18" W	S 89° 55' 07" W
BLNBFR_6	2048+99.24	7,114,287.86	2,367,961.21	10° 02' 60" (LT)	1,500.00	3° 49' 11"	131.89	263.11	S 84° 53' 37" W	262.77	2047+67.34	2050+30.45	S 89° 55' 07" W	S 79° 52' 07" W
BLNBFR_7	2053+28.34	7,114,212.26	2,367,538.13	10° 02' 60" (RT)	1,500.00	3° 49' 11"	131.89	263.11	S 84° 53' 37" W	262.77	2051+96.45	2054+59.56	S 79° 52' 07" W	S 89° 55' 07" W

CENTERLINE SBFR CURVE DATA

CURVE NO.	P.I STATION	P.I. NORTHING	P.I EASTING	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
BLSBFR_3	3005+38.93	7,112,945.12	2,371,959.12	15° 25' 14" (LT)	1,200.00	4° 46' 29"	162.46	322.97	N 71° 18' 55" W	321.99	3003+76.47	3006+99.43	N 63° 36' 18" W	N 79° 01' 32" W
BLSBFR_4	3009+65.70	7,113,026.74	2,371,538.23	15° 25' 14" (RT)	1,200.00	4° 46' 29"	162.46	322.97	N 71° 18' 55" W	321.99	3008+03.23	3011+26.20	N 79° 01' 32" W	N 63° 36' 18" W
BLSBFR_5	3026+57.67	7,113,779.79	2,370,020.88	26° 28' 35" (LT)	2,000.00	2° 51' 53"	470.50	924.20	N 76° 50' 36" W	916.00	3021+87.17	3031+11.37	N 63° 36' 18" W	S 89° 55' 07" W
BLSBFR_6	3045+06.28	7,113,777.14	2,368,155.47	6° 31' 38" (RT)	1,500.00	3° 49' 11"	85.54	170.89	N 86° 49' 04" W	170.79	3044+20.74	3045+91.63	S 89° 55' 07" W	N 83° 33' 14" W
BLSBFR_7	3050+33.90	7,113,836.39	2,367,631.00	6° 31' 38" (LT)	1,500.00	3° 49' 11"	85.54	170.89	N 86° 49' 04" W	170.79	3049+48.37	3051+19.25	N 83° 33' 14" W	S 89° 55' 07" W

CENTERLINE UNDERWOOD CURVE DATA

CURVE NO.	P.I STATION	P.I. NORTHING	P.I EASTING	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
UNDERWOOD_1	13+95.31	7,114,509.47	2,370,205.83	18° 13' 29" (LT)	800.00	7° 09' 43"	128.32	254.46	N 9° 06' 44" E	253.39	12+66.99	15+21.46	N 18° 13' 29" E	DUE NORTH


CITY OF DENTON
BEGIN CONSTRUCTION
℄ JPAINE STA 12+92.68
BEGIN TAPER
℄ JPAINE STA 13+57.09
11.00' (RT)
BEGIN TAPER
℄ JPAINE STA 13+40.25
11.00' (LT)
℄ JPAINE
SL-04
PROPOSED ROW
JOHN PAINE RD
END TAPER
℄ JPAINE STA 14+47.81
27.26' (LT)
END TAPER
℄ JPAINE STA 15+21.09
34.27' (RT)
℄ SBFR STA 3038+51.75
℄ JPAINE STA 16+22.05
BEGIN TAPER
℄ SBFR STA 3041+54.01
14.00' (LT)
END TAPER
℄ SBFR STA 3042+54.01
2.00' (LT)
FLOW
100' STORAGE
275' DECEL
3040+00
S 89° 55' 07" W
50'
160' ACCEL
250' STORAGE
275' DECEL
85' R
85' R TYP
CULVERT C-1SB
PROP 8'X4' SBC
END TAPER
℄ SBFR STA 3044+39.47
28.00' (RT)
BEGIN TAPER
℄ SBFR STA 3043+39.47
40.00' (RT)
BLSBFR-6
℄ SBFR
BLSBFR-7
3045+00
N 83° 33' 15" W
3050+00
PROPOSED ROW
SBFR
3055+00
SBFR
S 89° 55' 07" W
30'
FUTURE LP 288
MATCH LINE STA 137+00.00
CSJ: 2250-02-014
MATCH LINE STA 161+00.00
CSJ: 2250-02-014
2.00% 2.00%
15+00
20+00
132'
DENTON MUNICIPAL ELEC. ELECTRIC
FRONTIER COMMUNICATIONS FIBER OPTIC
SL-05
L ELEC. (LEVEL C)
CULVERT C-1NB
PROP 8'X4' SBC
BEGIN TAPER
℄ NBFR STA 2043+64.20
40.00' (LT)
END TAPER
℄ NBFR STA 2045+64.20
28.00' (LT)
250' STORAGE
160' ACCEL
200' TAPER
2040+00
S 89° 55' 07" W
42'
2045+00
2050+00
NBFR
S 79° 52' 07" W
PROPOSED ROW
NBFR
30'
S 89° 55' 07" W
℄ NBFR STA 2040+51.20
℄ JPAINE STA 21+33.05
DRAINAGE ESMT
HICKORY CREEK TRIB 9
℄ NBFR
BLNBFR-6
BLNBFR-7
SL-06
FUTURE BY OTHERS
EXISTING ROW
EXISTING ROW
DEVON PIPELINE
ENLINK PIPELINE
ASPHALT PAVE TO BE REMOVED 7208 SY
CITY OF DENTON
SL-05

Texas Department of Transportation®

DALLAS DISTRICT

DESIGN SCHEMATIC

MOHAMED BUR, P.E., DISTRICT ENGINEER

DENTON COUNTY

SL 288

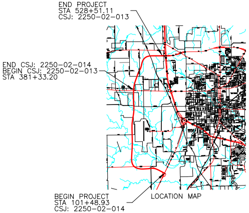
PROJECT LIMIT: FROM I.H. 35W
TO I.H. 35

CONTROL: 2250-02-013
2250-02-014

FUNCTIONAL CLASS: URBAN ARTERIAL

DESIGN SPEED: 45 mph FRONTAGE ROADS
30 mph CROSS STREETS

PROJECT LENGTH = 47,520 FT = 9.0 MILES


END PROJECT
STA 528+51.11
CSJ: 2250-02-013
END CSJ: 2250-02-014
BEGIN CSJ: 2250-02-013
STA 381+33.20
BEGIN PROJECT
STA 101+48.93
CSJ: 2250-02-014
LOCATION MAP

MAY 2020

SCALE: 1"=100' H, 1"= 10' V

ROLL 1 OF 15

APPROVED SCHEMATIC NOT FOR CONSTRUCTION

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	DATE: MAY 2020
THOMAS COCHILL	P.E. NO. 87665

Texas Department of Transportation®

DALLAS DISTRICT
DESIGN SCHEMATIC

MOHAMED BUR, P.E., DISTRICT ENGINEER

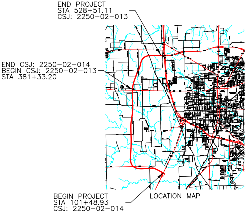
DENTON COUNTY
SL 288

PROJECT LIMIT: FROM I.H. 35W
TO I.H. 35
CONTROL: 2250–02–013
2250–02–014

FUNCTIONAL CLASS: URBAN ARTERIAL

DESIGN SPEED: 45 mph FRONTAGE ROADS
30 mph CROSS STREETS

PROJECT LENGTH = 47,520 FT = 9.0 MILES


END PROJECT
STA 528+51.11
CSJ: 2250–02–013
END CSJ: 2250–02–014
BEGIN CSJ: 2250–02–013
STA 381+33.20
BEGIN PROJECT
STA 101+48.93
CSJ: 2250–02–014

LOCATION MAP

MAY 2020
SCALE: 1"=100' H, 1"= 10' V
ROLL 2 OF 15

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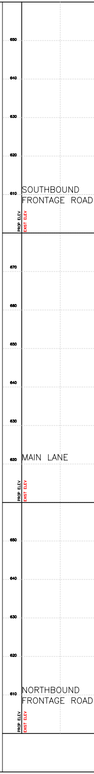
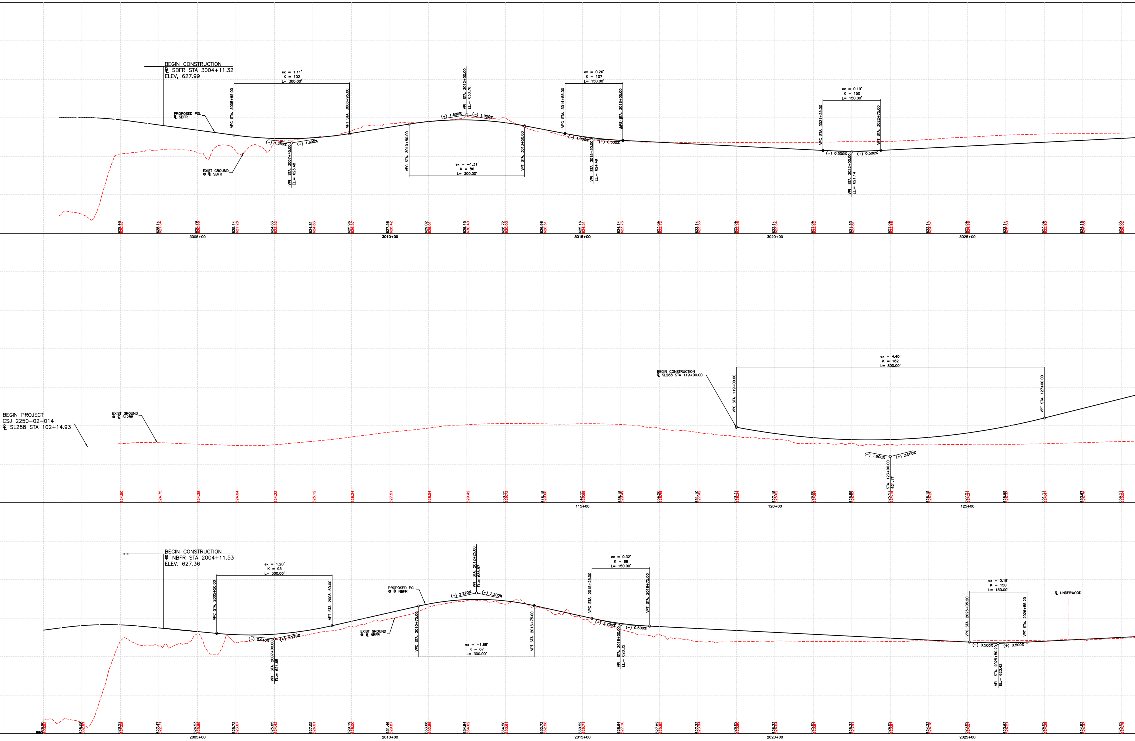
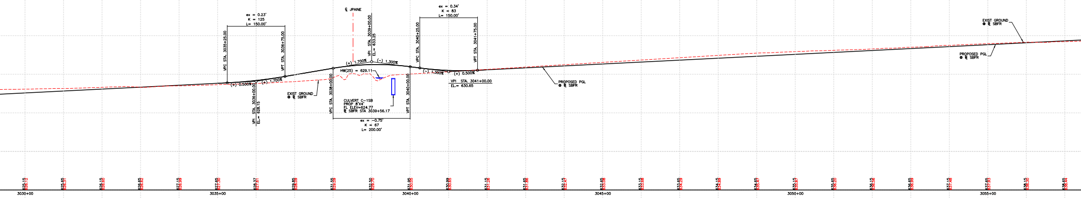
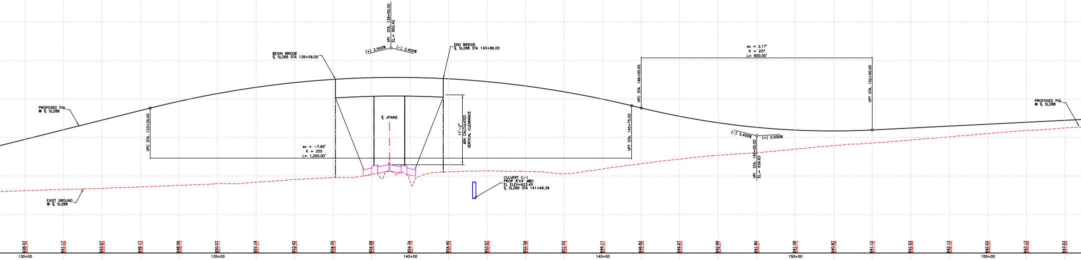
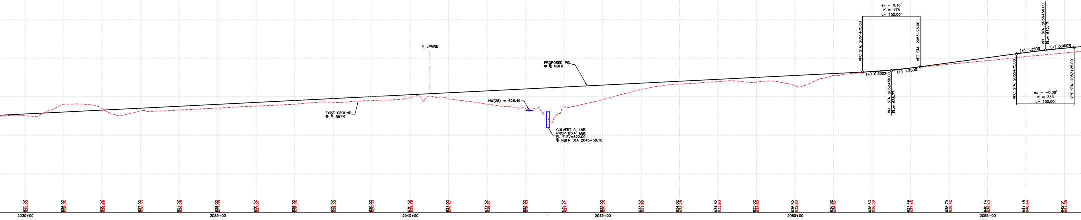
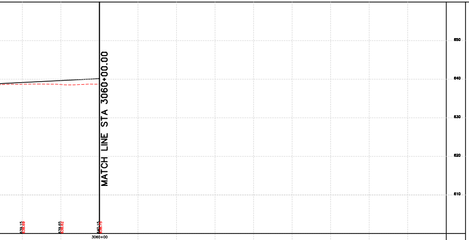

650
640
630
620
610
SOUTHBOUND
FRONTAGE ROAD
PROP ELEV
EXIST ELEV
670
660
650
640
630
620
MAIN LANE
PROP ELEV
EXIST ELEV
650
640
630
620
610
NORTHBOUND
FRONTAGE ROAD
PROP ELEV
EXIST ELEV

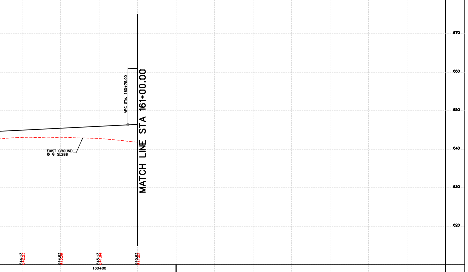

BEGIN CONSTRUCTION
℄ SBFR STA 3004+11.32
ELEV, 627.99
PROPOSED PGL
℄ SBFR
EXIST GROUND
@ ℄ SBFR
ex = 1.11'
K = 102
L= 300.00'
VPC STA. 3005+95.00
VPT STA. 3008+95.00
(−) 1.350%
(+) 1.600%
VPI STA. 3007+45.00
EL.= 623.48
VPC STA. 3010+50.00
VPT STA. 3013+50.00
ex = −1.31'
K = 86
L= 300.00'
(+) 1.600%
(−) 1.900%
VPI STA. 3012+00.00
EL.= 630.76
ex = 0.26'
K = 107
L= 150.00'
VPC STA. 3014+55.00
VPT STA. 3016+05.00
(−) 1.900%
(−) 0.500%
VPI STA. 3015+30.00
EL.= 624.49
ex = 0.19'
K = 150
L= 150.00'
VPC STA. 3021+25.00
VPT STA. 3022+75.00
(−) 0.500%
(+) 0.500%
VPI STA. 3022+00.00
EL.= 621.14
628.14
626.79
625.44
624.63
624.81
625.96
627.56
629.02
629.45
628.72
626.96
625.16
624.14
621.64
621.33
621.64
3005+00
3010+00
3015+00
3020+00
3025+00
BEGIN PROJECT
CSJ 2250-02-014
℄ SL288 STA 102+14.93
EXIST GROUND
@ ℄ SL288
BEGIN CONSTRUCTION
℄ SL288 STA 119+00.00
ex = 4.40'
K = 182
L= 800.00'
VPC STA. 119+00.00
VPT STA. 127+00.00
(−) 1.900%
(+) 2.500%
STA. 123+00.00
621.17
624.50
624.75
634.26
631.10
628.77
627.15
626.08
625.55
625.57
626.15
627.27
628.95
631.17
633.67
636.17
115+00
120+00
125+00
BEGIN CONSTRUCTION
℄ NBFR STA 2004+11.53
ELEV. 627.36
ex = 1.20'
K = 93
L= 300.00'
VPC STA. 2005+50.00
VPT STA. 2008+50.00
(−) 0.940%
(+) 2.270%
VPI STA. 2007+00.00
EL.= 624.65
PROPOSED PGL
@ ℄ NBFR
EXIST GROUND
@ ℄ NBFR
VPC STA. 2010+75.00
VPT STA. 2013+75.00
ex = −1.68'
K = 67
L= 300.00'
(+) 2.270%
(−) 2.200%
VPI STA. 2012+25.00
EL.= 636.57
ex = 0.32'
K = 88
L= 150.00'
VPC STA. 2015+25.00
VPT STA. 2016+75.00
(−) 2.200%
(−) 0.500%
VPI STA. 2016+00.00
EL.= 628.32
ex = 0.19'
K = 150
L= 150.00'
VPC STA. 2025+05.20
VPT STA. 2026+55.20
(−) 0.500%
(+) 0.500%
VPI STA. 2025+80.20
EL.= 623.42
℄ UNDERWOOD
623.82
623.62
624.02
624.52
2005+00
2010+00
2015+00
2020+00
2025+00

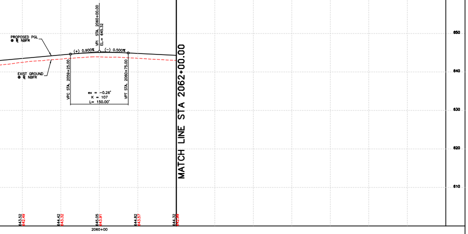

ex = 0.23'
K = 125
L= 150.00'
VPC STA. 3035+25.00
VPT STA. 3036+75.00
(+) 0.500%
(+) 1.700%
VPI STA. 3036+00.00
EL.= 628.15
EXIST GROUND
@ ℄ SBFR
℄ JPAINE
VPI STA. 3039+00.00
EL.= 633.25
(+) 1.700%
(−) 1.300%
HW(25) = 629.11
VPC STA. 3038+00.00
VPT STA. 3040+00.00
CULVERT C-1SB
PROP 8'X4'
FL ELEV=624.77
℄ SBFR STA 3039+56.17
ex = −0.75'
K = 67
L= 200.00'
ex = 0.34'
K = 83
L= 150.00'
VPC STA. 3040+25.00
VPT STA. 3041+75.00
(−) 1.300%
(+) 0.500%
VPI STA. 3041+00.00
EL.= 630.65
PROPOSED PGL
@ ℄ SBFR
EXIST GROUND
@ ℄ SBFR
PROPOSED PGL
@ ℄ SBFR
3030+00
3035+00
3040+00
3045+00
3050+00
3055+00


VPI STA. 139+50.00
EL.= 662.42
(+) 2.500%
(−) 2.400%
BEGIN BRIDGE
℄ SL288 STA 138+06.00
END BRIDGE
℄ SL288 STA 140+86.00
PROPOSED PGL
@ ℄ SL288
VPC STA. 133+25.00
℄ JPAINE
17'-2"
MIN CALCULATED
VERTICAL CLEARANCE
ex = −7.66'
K = 255
L= 1,250.00'
VPT STA. 145+75.00
CULVERT C-1
PROP 8'X4' MBC
FL ELEV=623.45
℄ SL288 STA 141+66.39
EXIST GROUND
@ ℄ SL288
ex = 2.17'
K = 207
L= 600.00'
VPC STA. 146+00.00
VPT STA. 152+00.00
(−) 2.400%
(+) 0.500%
VPI STA. 149+00.00
EL.= 639.63
PROPOSED PGL
@ ℄ SL288
130+00
135+00
140+00
145+00
150+00
155+00


℄ JPAINE
PROPOSED PGL
@ ℄ NBFR
EXIST GROUND
@ ℄ NBFR
HW(25) = 626.49
CULVERT C-1NB
PROP 8'X4' MBC
FL ELEV=622.09
℄ NBFR STA 2043+58.18
ex = 0.16'
K = 176
L= 150.00'
VPC STA. 2051+75.00
VPT STA. 2053+25.00
(+) 0.500%
(+) 1.350%
VPI STA. 2052+50.00
EL.= 636.77
VPI STA. 2056+50.00
EL.= 642.17
(+) 1.350%
(+) 0.900%
VPC STA. 2055+75.00
VPT STA. 2057+25.00
ex = −0.08'
K = 333
L= 150.00'
2030+00
2035+00
2040+00
2045+00
2050+00
2055+00


MATCH LINE STA 3060+00.00
650
640
630
620
610
639.15
638.69
639.65
638.62
640.15
638.75
3060+00


MATCH LINE STA 161+00.00
VPC STA. 160+75.00
EXIST GROUND
@ ℄ SL288
670
660
650
640
630
620
644.13
642.23
644.63
642.26
645.13
641.94
645.63
641.02
160+00


MATCH LINE STA 2062+00.00
PROPOSED PGL
@ ℄ NBFR
EXIST GROUND
@ ℄ NBFR
VPI STA. 2060+00.00
EL.= 645.32
(+) 0.900%
(−) 0.500%
VPC STA. 2059+25.00
VPT STA. 2060+75.00
ex = −0.26'
K = 107
L= 150.00'
650
640
630
620
610
643.52
642.49
644.42
643.32
645.05
643.91
644.82
643.57
644.32
642.99
2060+00

Texas Department of Transportation®

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED BUR, P.E., DISTRICT ENGINEER

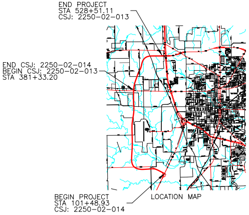
DENTON COUNTY
SL 288

PROJECT LIMIT: FROM I.H. 35W
TO I.H. 35
CONTROL: 2250−02−013
2250−02−014

FUNCTIONAL CLASS: URBAN ARTERIAL

DESIGN SPEED: 45 mph FRONTAGE ROADS
30 mph CROSS STREETS

PROJECT LENGTH = 47,520 FT = 9.0 MILES


END PROJECT
STA 528+51.11
CSJ: 2250−02−013
END CSJ: 2250−02−014
BEGIN CSJ: 2250−02−013
STA 381+33.20
BEGIN PROJECT
STA 101+48.93
CSJ: 2250−02−014
LOCATION MAP

MAY 2020
SCALE: 1"=100' H, 1"= 10' V
ROLL 2 OF 15

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DENTON COUNTY
SL 288

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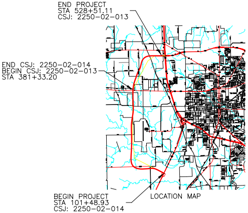
END PROJECT
STA 528+51.11
CSJ: 2250-02-013
END CSJ: 2250-02-014
BEGIN CSJ: 2250-02-013
STA 381+33.20
BEGIN PROJECT
STA 101+48.93
CSJ: 2250-02-014

LOCATION MAP

MAY 2020
SCALE: 1"=100' H, 1"= 10' V
ROLL 3 OF 15

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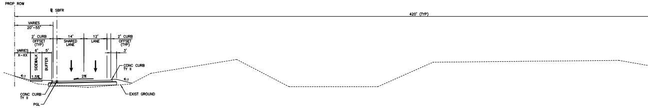
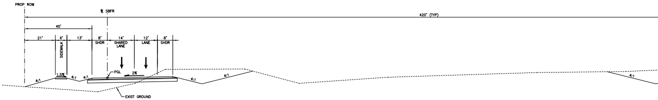

PROP ROW
℄ SBFR
420' (TYP)
VARIES
20'-55'
2' CURB
OFFSET
(TYP)
14'
SHARED
LANE
12'
LANE
2' CURB
OFFSET
(TYP)
VARIES
X-XX
6'
5'
3'
SIDEWALK
BUFFER
CONC CURB
TY II
4:1
1.5%
2%
4:1
CONC CURB
TY II
PGL
EXIST GROUND

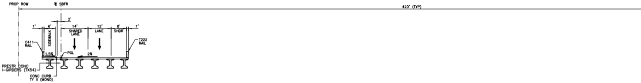
STA 3004+11.32 TO STA 3033+38.76, STA 3044+39.47 TO STA 3080+47.42,
STA 3092+33.89 TO STA 3126+67.02, STA 3153+06.20 TO STA 3163+76.30,
STA 3174+73.85 TO STA 3227+66.89, STA 3250+69.53 TO STA 3278+50.81,
STA 3290+69.06 TO STA 3318+01.71, STA 3328+36.41 TO STA 3337+42.85,
STA 3346+56.55 TO STA 3379+47.97, STA 3400+35.75 TO STA 3420+32.99

PROPOSED TYPICAL SECTION


PROP ROW
℄ SBFR
420' (TYP)
45'
21'
6'
13'
8'
SHDR
14'
SHARED
LANE
12'
LANE
8'
SHDR
SIDEWALK
PGL
1.5%
2%
4:1
4:1
4:1
4:1
4:1
4:1
4:1
EXIST GROUND

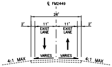
STA 3340+12.85 TO STA 3345+13.33

PROPOSED TYPICAL SECTION

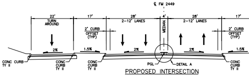

PROP ROW
℄ SBFR
420' (TYP)
2'
1'
6'
14'
SHARED
LANE
12'
LANE
8'
SHDR
1'
SIDEWALK
C411
RAIL
T222
RAIL
1.5%
PGL
2%
PRESTR CONC
I-GIRDERS (TX54)
CONC CURB
TY II (MONO)

STA 3129+57.02 TO STA 3135+78.13,
STA 3140+73.88 TO STA 3151+48.88,
STA 3230+67.14 TO STA 3239+50.43,
STA 3383+16.32 TO STA 3398+80.75

PROPOSED TYPICAL SECTION

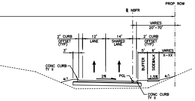

℄ FM2449
26'
2'
11'
EXIST
LANE
11'
EXIST
LANE
2'
VARIES
VARIES
4:1 MAX
4:1 MAX

EXISTING TYPICAL SECTION

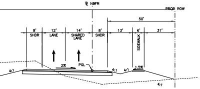

℄ FM 2449
22'
TURN
AROUND
17'
28'
2-12' LANES
4'
MEDIAN
28'
2-12' LANES
17'
2' CURB
OFFSET
(TYP)
2' CURB
OFFSET
(TYP)
2%
1.5%
2%
2%
1.5%
CONC CURB
TY II
CONC
CURB
TY II
CONC
CURB
TY II
PGL
DETAIL A
CONC
CURB
TY II

PROPOSED INTERSECTION
TYPICAL SECTION
FM 2449

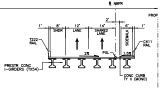
DETAIL A


PROP ROW
℄ NBFR
VARIES
20'–70'
2' CURB
OFFSET
(TYP)
12'
LANE
14'
SHARED
LANE
2' CURB
OFFSET
(TYP)
3'
5'
6'
VARIES
X–XX
BUFFER
SIDEWALK
CONC CURB
TY II
4:1
2%
PGL
1.5%
4:1
CONC CURB
TY II

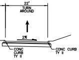
STA 2004+11.53 TO STA 2034+63.48, STA 2045+64.20 TO STA 2077+28.20,
STA 2088+94.15 TO STA 2122+92.29, STA 2146+54.53 TO STA 2158+14.92,
STA 2169+12.46 TO STA 2225+08.15, STA 2244+20.85 TO STA 2272+09.59,
STA 2284+27.82 TO STA 2330+29.00, STA 2338+25.15 TO STA 2372+22.26,
STA 2391+14.52 TO STA 2402+25.69


℄ NBFR
PROP ROW
50'
8'
SHDR
12'
LANE
14'
SHARED
LANE
8'
SHDR
13'
6'
SIDEWALK
31'
4:1
2%
PGL
4:1
4:1
1.5%
4:1

STA 2331+64.00 TO STA 2335+55.15


℄ NBFR
PROP ROW
2'
1'
8'
SHDR
12'
LANE
14'
SHARED
LANE
6'
SIDEWALK
1'
T222
RAIL
C411
RAIL
2%
PGL
1.5%
PRESTR CONC
I–GIRDERS (TX54)
CONC CURB
TY II (MONO)

STA 2124+47.29 TO STA 2130+76.18,
STA 2134+80.42 TO STA 2143+55.42,
STA 2226+65.48 TO STA 2233+28.88,
STA 2375+42.20 TO STA 2388+24.66


22'
TURN
AROUND
2%
CONC
CURB
TY II
CONC CURB
TY II

GENERAL NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED, SCHEMATICS ARE BASED ON AERIAL SURVEYS AND RECORD PLANS PROVIDED OCTOBER 2016.
2. TRAFFIC VOLUMES BASED ON NCTCOG MODEL AND WILL BE APPROVED BY TXDOT TP&P.
3. ADA RAMPS AND SIDEWALK ARE DESIGNED PER TEXAS ACCESSIBILITY STANDARDS. LOCATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL LOCATIONS TO BE DETERMINED DURING PS&E DEVELOPMENT.
4. ACCESS DENIAL LIMITS ARE DETERMINED PER TXDOT ACCESS MANAGEMENT MANUAL.
5. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
6. DRIVEWAY LOCATIONS ARE PRELIMINARY AND WILL BE FURTHER DEVELOPED DURING PS&E DEVELOPMENT.
7. EXISTING PAVEMENT AND BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
8. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL'S AS SHOWN IN THE TYPICAL SECTIONS.
9. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
10. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS OTHERWISE NOTED).
11. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS 48121C0355G (2011).
12. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING PS&E DEVELOPMENT.
13. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DENTON COUNTY APPRAISAL DISTRICT (JULY 2018).

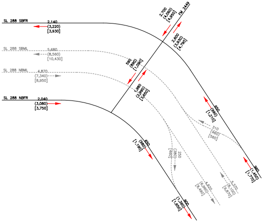
LEGEND:

🟩	FRONTAGE ROADS
▭	CROSS STREETS
▭	BRIDGE
▬	SIDEWALK
▭	DRIVEWAY
▭	PROPOSED ROADWAY BY ADJACENT PROJECT
▨	ASPHALT TO BE REMOVED
▨	FLOOD PLAINS
—‖—	CONTROL OF ACCESS
–·–·–	EXISTING ROW
–··–··–	PROPOSED ROW ACQUIRED BY ADJACENT PROJECT
–·–·–	PROPOSED ROW
–·–·–	DRAINAGE EASEMENT
——	CITY OF DENTON
XXXXX-X	CURVE NUMBER
SL-04	PARCEL NO.
–·–·–	EXISTING ELECTRIC LINE
–·–·–	EXISTING GAS LINE
–·–·–	EXISTING GAS LINE
–·–·–	EXISTING WASTEWATER LINE
–·–·–	EXISTING STORM SEWER LINE
–·–·–	EXISTING TELEPHONE LINE
–·–·–	EXISTING WATER LINE
——	FUTURE RAMP CONNECTION

50
25
0
50
100
SCALE
FEET

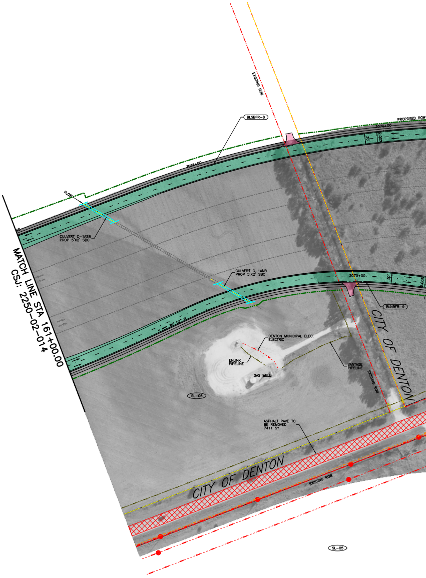
TRAFFIC DIAGRAM

N.T.S

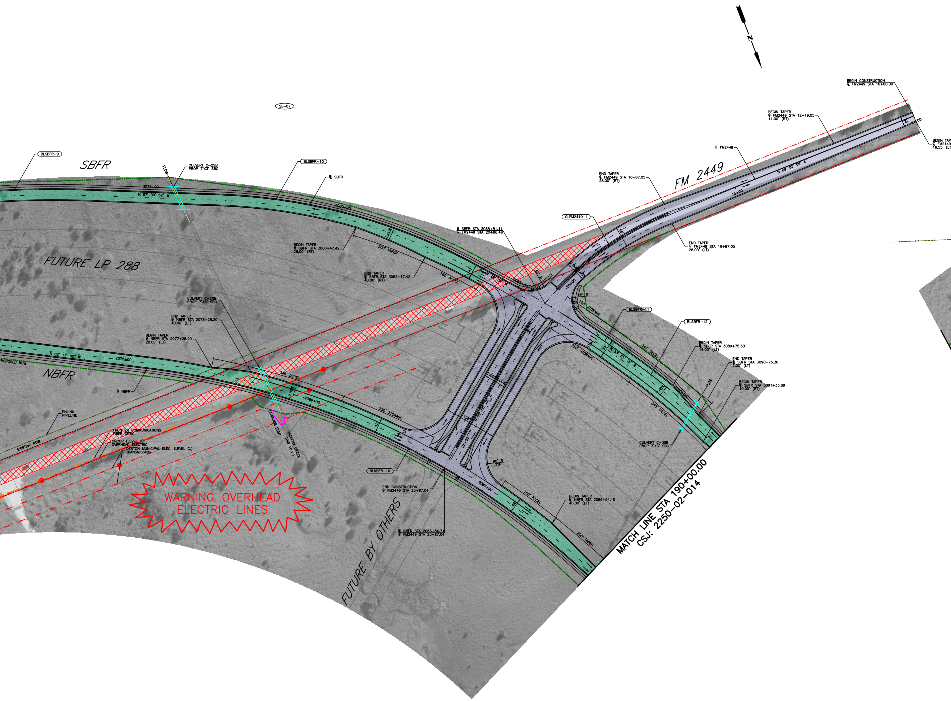

SL 288 SBFR
2,140
(3,220)
[3,930]
SL 288 SBML
5,680
(8,560)
[10,430]
SL 288 NBML
4,870
(7,340)
[8,950]
SL 288 NBFR
2,040
(3,080)
[3,750]
FM 2449
2,700
(4,060)
[4,950]
2,600
(3,930)
[4,790]
590
(890)
[1,090]
1,980
(2,990)
[3,650]
650
(990)
[1,210]
310
(460)
[560]
650
(980)
[1,190]
250
(380)
[460]
4,620
(6,960)
[8,490]
5,370
(8,100)
[9,870]
960
(1,450)
[1,770]
900
(1,360)
[1,650]

LEGEND:

← INTERIM TRAFFIC VOLUME X,XXX = 2020 ADT (X,XXX) = (2040) ADT [X,XXX] = [2050] ADT	← - - ULTIMATE TRAFFIC VOLUME X,XXX= 2020 ADT (X,XXX)= (2040) ADT [X,XXX]= [2050] ADT	← = ADT VOLUMES TO BE PROVIDED UNDER SEPARATE STUDY


EXISTING ROW
BLSBFR-8
PROPOSED ROW
3070+00
30'
2.00%
3065+00
FLOW
CULVERT C-1ASB
PROP 5'X2' SBC
MATCH LINE STA 161+00.00
CSJ: 2250-02-014
CULVERT C-1ANB
PROP 5'X2' SBC
2070+00
BLNBFR-9
S 85° 39' 52" W
CITY OF DENTON
DENTON MUNICIPAL ELEC.
ELECTRIC
ENLINK
PIPELINE
GAS WELL
VANTAGE
PIPELINE
EXISTING ROW
SL-06
ASPHALT PAVE TO
BE REMOVED
7411 SY
CITY OF DENTON
EXISTING ROW
SL-05

TOPOGRAPHIC/AERIAL PHOTOGRAPHY: OCTOBER 2016

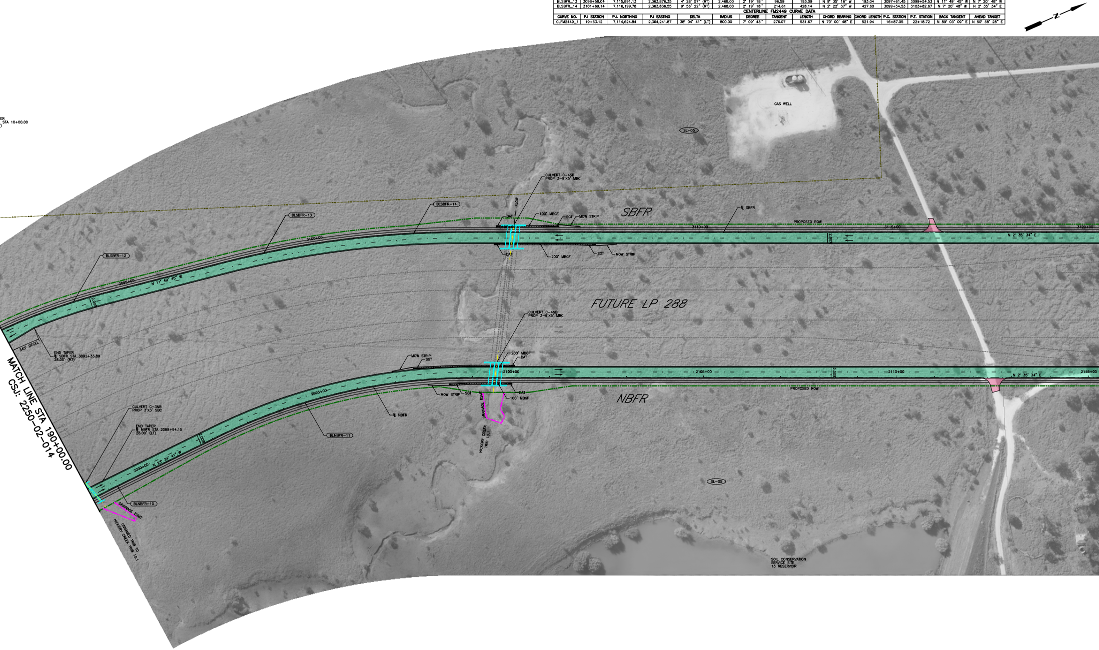

N
SL-07
BEGIN CONSTRUCTION
℄ FM2449 STA 10+00.00
BEGIN TAPER
℄ FM2449 STA 12+19.05
11.00' (RT)
BEGIN TAP
℄ FM2449
16.55' (LT
10+00
℄ FM2449
N 69° 03' 09" E
15+00
FM 2449
END TAPER
℄ FM2449 STA 16+87.05
28.00' (RT)
END TAPER
℄ FM2449 STA 16+87.05
28.00' (LT)
CLFM2449-1
56'
BLSBFR-9
BLSBFR-10
SBFR
FLOW
CULVERT C-2SB
PROP 7'X3' SBC
BL SBFR
3075+00
N 67° 09' 52" W
3080+00
2.00%
BEGIN TAPER
BL SBFR STA 3080+47.42
28.00' (RT)
200' TAPER
END TAPER
BL SBFR STA 3082+47.42
40.00' (RT)
160' ACCEL
42'
N 46° 48' 09" W
3085+00
BL SBFR STA 3085+81.41
℄ FM2449 STA 20+86.46
65' R
20+00
2.00%
2.00%
65' R
100' STORAGE
BLSBFR-11
BLSBFR-12
54'
N 33° 51' 15" W
250' STORAGE
345' DECEL
BEGIN TAPER
BL SBFR STA 3089+75.30
14.00' (LT)
END TAPER
BL SBFR STA 3090+75.30
2.00' (LT)
BEGIN TAPER
BL SBFR STA 3091+33.89
40.00' (RT)
3090+00
2.00%
345' DECEL
FLOW
CULVERT C-3SB
PROP 3'X3' SBC
FUTURE LP 288
CULVERT C-2NB
PROP 7'X3' SBC
END TAPER
BL NBFR STA 2078+28.20
40.00' (LT)
BEGIN TAPER
BL NBFR STA 2077+28.20
28.00' (LT)
PROPOSED ROW
N 62° 17' 00" W
2075+00
NBFR
BL NBFR
345' DECEL
2.00%
2080+00
250' STORAGE
42
ENLINK
PIPELINE
EXISTING ROW
FRONTIER COMMUNICATIONS
FIBER OPTIC
ONCOR (LEVEL C)
OVERHEAD ELECTRIC
DENTON MUNICIPAL ELEC. (LEVEL C.)
TRANSMISSION
DRAINAGE ESMT
HICKORY CREEK
TRIB 10.1.1
WARNING OVERHEAD
ELECTRIC LINES
2.00%
2.00%
138'
N 33° 58' 28" E
25+00
90' R
TYP
BLNBFR-10
END CONSTRUCTION
℄ FM2449 STA 25+87.04
BL NBFR STA 2083+84.71
℄ FM2449 STA 25+87.04
2085+00
160' ACCEL
42
BEGIN TAPER
BL NBFR STA 2086+94.15
40.00' (LT)
200' TAPER
FUTURE BY OTHERS
MATCH LINE STA 190+00.00
CSJ: 2250-02-014

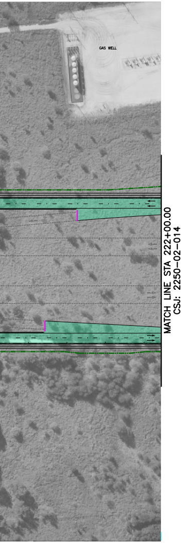
PROPERTY INFORMATION						
PARCEL NO.	PROPERTY ID	OWNERS NAME	OWNERS ADDRESS	SITUS ADDRESS	ACRES	DEED
SL-05	36730	SLF II COLE PROPERTY LP	C/O THE STRATFORD COMPANY LP 5949 SHERRY LN STE 1750, DALLAS, TX 75225		110.50	05-12274-78
	36689			TX	156.58	05-12274-78
	36655			6922 FM 2449 TX	560.22	05-12274-78
	36720			COLE RD 76208	153.50	05-12274-78
SL-06	65056	MCCUTCHIN, RONALD FAMILY P/S LTD	PO BOX 670307, DALLAS, TX 75367		220.00	98-0005578
	67349				2.72	98-0005578
	73313				30.24	98-0005578
SL-07	155742	SELF II COLE PROPERTY LP	C/O THE STRATFORD COMPANY LP 5949 SHERRY LN STE 1750, DALLAS, TX 75225		36.37	05-12274-78
	73311				78.74	05-12274-78

CENTERLINE NBFR CURVE DATA														
CURVE NO.	PJ STATION	P.I. NORTHING	PJ EASTING	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
BLNBFR_8	2063+04.66	7,114,210.87	2,366,561.14	4° 15' 15" (LT)	4,000.00	1° 25' 57"	148.57	296.99	S 87° 47' 29" W	296.93	2061+56.10	2064+53.09	S 89° 55' 07" W	S 85° 39' 52" W
BLNBFR_9	2068+40.33	7,114,170.36	2,366,026.86	32° 03' 09" (RT)	1,000.00	5° 43' 46"	287.24	559.42	N 78° 18' 34" W	552.15	2065+53.09	2071+12.51	S 85° 39' 52" W	N 62° 16' 60" W
BLNBFR_10	2082+74.23	7,114,844.28	2,364,744.16	38° 42' 18" (RT)	2,020.00	2° 50' 11"	709.47	1364.57	N 42° 55' 50" W	1338.77	2075+64.75	2089+29.32	N 62° 16' 60" W	N 23° 34' 41" W
BLNBFR_11	2095+62.10	7,116,074.47	2,364,207.27	26° 10' 15" (RT)	1,500.00	3° 49' 11"	348.66	685.15	N 10° 29' 34" W	679.21	2092+13.44	2098+98.59	N 23° 34' 41" W	N 2° 35' 34" E

CENTERLINE SBFR CURVE DATA														
CURVE NO.	PJ STATION	P.I. NORTHING	PJ EASTING	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
BLSBFR_8	3065+39.73	7,113,834.25	2,366,124.98	8° 49' 00" (RT)	2,468.00	2° 19' 18"	190.26	190.26	N 85° 40' 23" W	379.40	3063+49.47	3067+29.25	S 89° 55' 07" W	N 81° 15' 53" W
BLSBFR_9	3070+34.48	7,113,909.50	2,365,635.24	14° 06' 02" (RT)	2,468.00	2° 19' 18"	305.23	607.37	N 74° 12' 52" W	605.84	3067+29.25	3073+36.62	N 81° 15' 53" W	N 67° 09' 52" W
BLSBFR_10	3080+31.72	7,114,297.72	2,364,713.31	26° 21' 42" (RT)	1,500.00	3° 49' 11"	351.29	690.15	N 53° 59' 00" W	684.08	3076+80.43	3083+70.58	N 67° 09' 52" W	N 40° 48' 09" W
BLSBFR_11	3086+45.34	7,114,771.62	2,364,304.21	6° 56' 55" (RT)	2,520.00	2° 16' 25"	152.99	305.61	N 37° 19' 42" W	305.43	3084+92.35	3087+97.96	N 40° 48' 09" W	N 33° 51' 15" W
BLSBFR_12	3091+49.71	7,115,190.79	2,364,023.03	22° 01' 30" (RT)	1,500.00	3° 49' 11"	291.91	576.61	N 22° 50' 30" W	573.07	3088+57.80	3094+34.41	N 33° 51' 15" W	N 11° 49' 45" W
BLSBFR_13	3098+58.04	7,115,891.13	2,363,876.35	4° 28' 57" (RT)	2,468.00	2° 19' 18"	96.59	193.09	N 9° 35' 16" W	193.04	3097+61.45	3099+54.53	N 11° 49' 45" W	N 7° 20' 48" W
BLSBFR_14	3101+69.14	7,116,199.78	2,363,836.55	9° 56' 22" (RT)	2,468.00	2° 19' 18"	214.61	428.14	N 2° 22' 37" W	427.60	3099+54.53	3103+82.67	N 7° 20' 48" W	N 2° 35' 34" E

CENTERLINE FM2449 CURVE DATA														
CURVE NO.	PJ STATION	P.I. NORTHING	PJ EASTING	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGET
CLFM2449_1	19+63.12	7,114,624.84	2,364,241.87	38° 04' 41" (LT)	800.00	7° 09' 43"	276.07	531.67	N 70° 00' 48" E	521.94	16+87.05	22+18.72	N 89° 03' 09" E	N 50° 58' 28" E


N
ER
STA 10+00.00
)
GAS WELL
SL-05
CULVERT C-4SB
PROP 3-9'X5' MBC
FLOW
BLSBFR-14
BLSBFR-13
BLSBFR-12
DAT
100' MBGF
SGT
MOW STRIP
SBFR
℄ SBFR
PROPOSED ROW
3100+00
3095+00
N 11° 49' 45" W
3105+00
3110+00
3115+00
3120+00
N 2° 35' 34" E
2.00%
DAT
200' MBGF
SGT
MOW STRIP
FUTURE LP 288
345' DECEL
END TAPER
℄ SBFR STA 3092+33.89
28.00' (RT)
MATCH LINE STA 190+00.00
CSJ: 2250-02-014
CULVERT C-4NB
PROP 3-9'X5' MBC
200' MBGF
DAT
MOW STRIP
SGT
2095+00
2100+00
2105+00
2110+00
2115+00
N 2° 35' 34" E
PROPOSED ROW
MOW STRIP
SGT
DAT
100' MBGF
NBFR
℄ NBFR
DRAINAGE ESMT
HICKORY CREEK
TRIB 10.1
BLNBFR-11
CULVERT C-3NB
PROP 3'X3' SBC
END TAPER
℄ NBFR STA 2088+94.15
28.00' (LT)
2090+00
N 23° 34' 41" W
BLNBFR-10
DRAINAGE ESMT
UNNAMED TRIB TO
HICKORY CREEK TRIB 10.1
SL-05
SOIL CONSERVATION
SERVICE SITE
13 RESERVOIR


GAS WELL
MATCH LINE STA 222+00.00
CSJ: 2250-02-014

Texas Department of Transportation®

DALLAS DISTRICT

DESIGN SCHEMATIC

MOHAMED BUR, P.E., DISTRICT ENGINEER

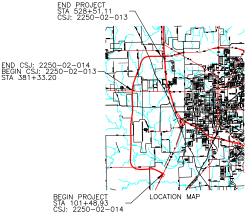
DENTON COUNTY
SL 288

PROJECT LIMIT: FROM I.H. 35W
TO I.H. 35
CONTROL: 2250-02-013
2250-02-014

FUNCTIONAL CLASS: URBAN ARTERIAL

DESIGN SPEED: 45 mph FRONTAGE ROADS
30 mph CROSS STREETS

PROJECT LENGTH = 47,520 FT = 9.0 MILES


END PROJECT
STA 528+51.11
CSJ: 2250-02-013
END CSJ: 2250-02-014
BEGIN CSJ: 2250-02-013
STA 381+33.20
BEGIN PROJECT
STA 101+48.93
CSJ: 2250-02-014

LOCATION MAP

MAY 2020
SCALE: 1"=100' H, 1"= 10' V
ROLL 3 OF 15

APPROVED SCHEMATIC NOT FOR CONSTRUCTION

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

	DATE: MAY 2020
THOMAS COCHILL	P.E. NO. 87665

CP&Y

Texas Department of Transportation®

DALLAS DISTRICT
DESIGN SCHEMATIC

MOHAMED BUR, P.E., DISTRICT ENGINEER

DENTON COUNTY
SL 288

PROJECT LIMIT: FROM I.H. 35W
TO I.H. 35
CONTROL: 2250-02-013
2250-02-014

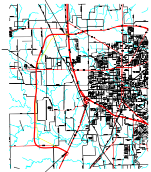
FUNCTIONAL CLASS: URBAN ARTERIAL

DESIGN SPEED: 45 mph FRONTAGE ROADS
30 mph CROSS STREETS

PROJECT LENGTH = 47,520 FT = 9.0 MILES

END PROJECT
STA 528+51.11
CSJ: 2250-02-013

END CSJ: 2250-02-014
BEGIN CSJ: 2250-02-013
STA 381+33.20



BEGIN PROJECT
STA 101+48.93
CSJ: 2250-02-014

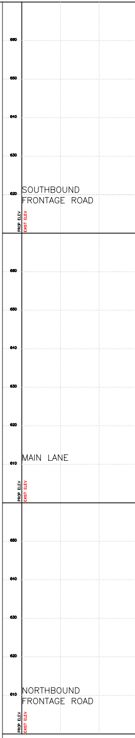
LOCATION MAP

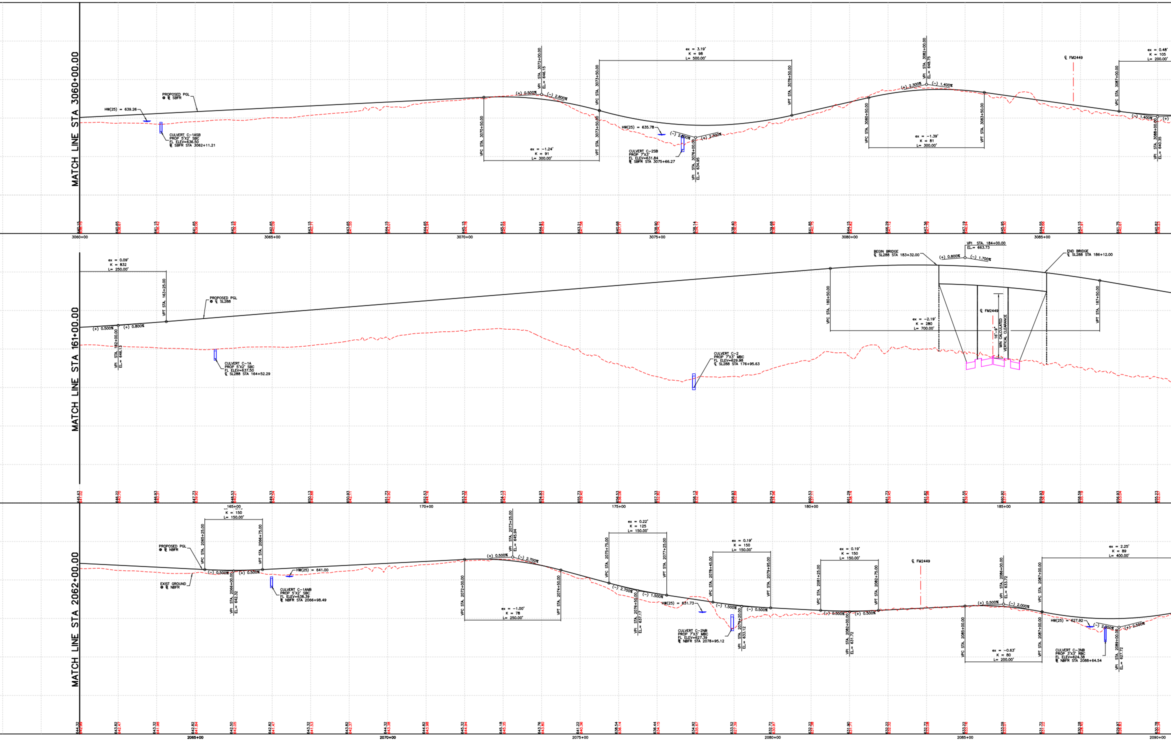
MAY 2020
SCALE: 1"=100' H, 1"= 10' V
ROLL 4 OF 15

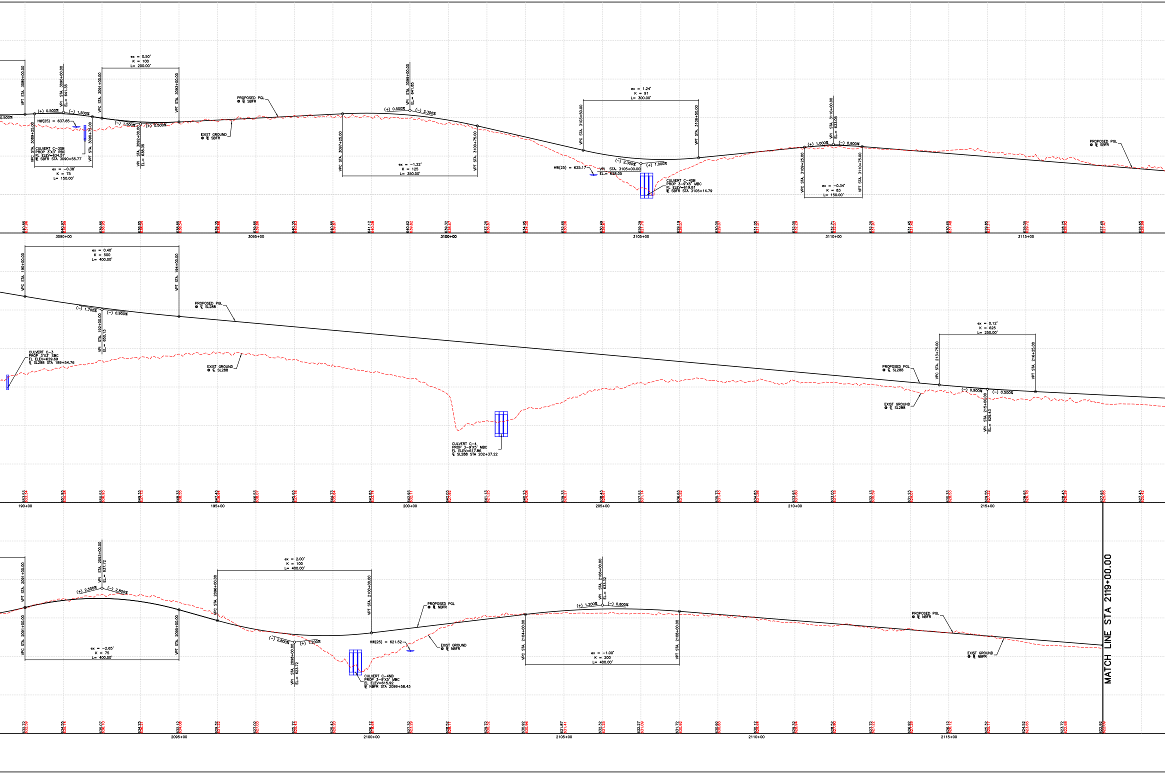
APPROVED SCHEMATIC NOT FOR CONSTRUCTION

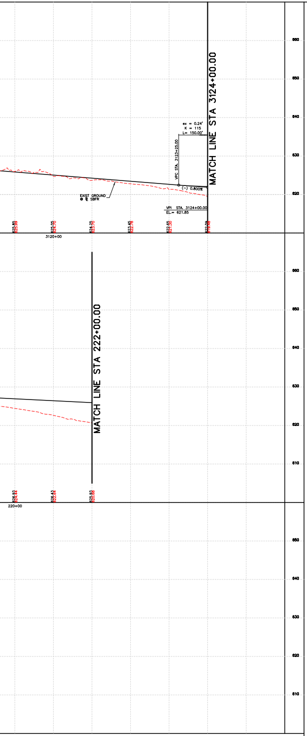
THESE DOCUMENTS ARE FOR INTERIM REVIEW AND REGULATORY APPROVAL ONLY. THEY ARE NOT INTENDED FOR PERMITTING, BIDDING, OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

	DATE: MAY 2020
THOMAS COCHILL	P.E. NO. 87665


660
650
640
630
620
PROP ELEV
EXIST ELEV
SOUTHBOUND
FRONTAGE ROAD
660
650
640
630
620
610
MAIN LANE
PROP ELEV
EXIST ELEV
650
640
630
620
610
NORTHBOUND
FRONTAGE ROAD
PROP ELEV
EXIST ELEV


MATCH LINE STA 3060+00.00
PROPOSED PGL
@ ℄ SBFR
HW(25) = 639.26
CULVERT C-1ASB
PROP 5'X2' SBC
FL ELEV=636.50
℄ SBFR STA 3062+11.21
VPC STA. 3070+50.00
VPI STA. 3072+00.00
EL.= 646.15
(+) 0.500%
(-) 2.800%
VPT STA. 3073+50.00
ex = -1.24'
K = 91
L= 300.00'
VPC STA. 3073+50.00
ex = 3.19'
K = 98
L= 500.00'
VPT STA. 3078+50.00
HW(25) = 635.78
(-) 2.800%
(+) 2.300%
CULVERT C-2SB
PROP 7'X3'
FL ELEV=631.84
℄ SBFR STA 3075+66.27
VPI STA. 3076+00.00
EL.= 634.95
VPC STA. 3080+50.00
VPI STA. 3082+00.00
EL.= 648.75
(+) 2.300%
(-) 1.400%
VPT STA. 3083+50.00
ex = -1.39'
K = 81
L= 300.00'
℄ FM2449
VPC STA. 3087+00.00
ex = 0.48'
K = 105
L= 200.00'
(-) 1.400%
(+)
VPI STA. 3088+00.00
EL.= 640.35
640.15 638.75
640.65 638.67
641.15 638.42
641.65 639.06
642.15 639.48
642.65 640.09
643.15 640.71
643.65 641.55
644.15 643.01
644.65 643.34
645.15 644.78
645.51 645.68
644.91 645.89
643.21 641.58
640.68 637.71
638.90 634.75
638.14 634.17
638.40 636.09
639.68 638.45
641.85 640.75
644.15 643.82
646.29 647.12
647.36 647.79
647.19 646.94
645.95 645.90
644.55 643.66
643.15 641.91
641.75 640.61
640.82 639.23
3060+00
3065+00
3070+00
3075+00
3080+00
3085+00
MATCH LINE STA 161+00.00
ex = 0.09'
K = 832
L= 250.00'
VPT STA. 163+25.00
(+) 0.500%
(+) 0.800%
VPI STA. 162+00.00
EL.= 646.13
PROPOSED PGL
@ ℄ SL288
CULVERT C-1A
PROP 5'X2' SBC
FL ELEV=637.50
℄ SL288 STA 164+52.29
CULVERT C-2
PROP 7'X3' MBC
FL ELEV=629.98
℄ SL288 STA 176+95.63
BEGIN BRIDGE
℄ SL288 STA 183+32.00
VPI STA. 184+00.00
EL.= 663.73
(+) 0.800%
(-) 1.700%
END BRIDGE
℄ SL288 STA 186+12.00
VPC STA. 180+50.00
ex = -2.19'
K = 280
L= 700.00'
℄ FM2449
16'-9"
MIN CALCULATED
VERTICAL CLEARANCE
VPT STA. 187+50.00
645.63 641.02
646.22 640.70
646.93 640.31
647.73 639.92
648.53 640.21
649.33 640.54
650.13 640.88
650.93 642.11
651.73 642.92
652.53 644.76
653.33 644.56
654.13 645.23
654.93 643.03
655.73 639.40
656.53 638.06
657.33 632.82
658.13 632.16
658.93 632.89
659.73 634.96
660.53 637.11
661.29 638.14
661.73 639.45
661.82 639.98
661.55 639.43
660.92 637.51
659.93 636.48
658.59 635.79
656.93 633.04
655.23 632.57
165+00
170+00
175+00
180+00
185+00
MATCH LINE STA 2062+00.00
K = 150
L= 150.00'
PROPOSED PGL
@ ℄ NBFR
EXIST GROUND
@ ℄ NBFR
VPC STA. 2065+25.00
VPT STA. 2066+75.00
(-) 0.500%
(+) 0.500%
VPI STA. 2066+00.00
EL.= 642.32
HW(25) = 641.00
CULVERT C-1ANB
PROP 5'X2' SBC
FL ELEV=638.39
℄ NBFR STA 2066+98.49
VPC STA. 2072+00.00
VPI STA. 2073+25.00
EL.= 645.94
(+) 0.500%
(-) 2.700%
VPT STA. 2074+50.00
ex = -1.00'
K = 78
L= 250.00'
ex = 0.22'
K = 125
L= 150.00'
VPC STA. 2075+75.00
VPT STA. 2077+25.00
(-) 2.700%
(-) 1.500%
VPI STA. 2076+50.00
EL.= 637.17
HW(25) = 631.73
ex = 0.19'
K = 150
L= 150.00'
VPC STA. 2078+45.00
VPT STA. 2079+95.00
(-) 1.500%
(-) 0.500%
CULVERT C-2NB
PROP 7'X3' MBC
FL ELEV=627.39
℄ NBFR STA 2078+95.12
VPI STA. 2079+20.00
EL.= 633.12
ex = 0.19'
K = 150
L= 150.00'
VPC STA. 2081+25.00
VPT STA. 2082+75.00
(-) 0.500%
(+) 0.500%
VPI STA. 2082+00.00
EL.= 631.72
℄ FM2449
VPC STA. 2085+00.00
VPI STA. 2086+00.00
EL.= 633.72
(+) 0.500%
(-) 2.000%
VPT STA. 2087+00.00
ex = -0.63'
K = 80
L= 200.00'
ex = 2.25'
K = 89
L= 400.00'
VPC STA. 2087+00.00
HW(25) = 627.92
(-) 2.000%
(+) 2.500%
CULVERT C-3NB
PROP 3'X3' RBC
FL ELEV=624.38
℄ NBFR STA 2088+64.54
VPI STA. 2089+00.00
EL.= 627.72
644.32
643.82 642.47
643.32 641.98
642.82 641.84
642.50 642.05
642.82 641.47
643.32 641.53
643.82 642.37
644.32 643.38
644.82 643.98
645.32 644.94
645.18 645.35
643.76 643.80
641.22 640.36
638.54 636.14
636.44 634.15
634.92 635.67
633.52 627.39
632.72 630.97
632.22
631.90
632.22
632.72
633.22
633.09
631.72
630.28
629.97
630.78
2065+00
2070+00
2075+00
2080+00
2085+00
2090+00


0.500%
VPT STA. 3089+00.00
VPI STA. 3090+00.00 EL.= 641.35
(+) 0.500%
(-) 1.500%
VPC STA. 3089+25.00
VPT STA. 3090+75.00
HW(25) = 637.65
CULVERT C-3SB
PROP 3'X3' RBC
FL ELEV=634.57
℄ SBFR STA 3090+55.77
ex = -0.38'
K = 75
L= 150.00'
VPC STA. 3091+00.00
VPT STA. 3093+00.00
ex = 0.50'
K = 100
L= 200.00'
(-) 1.500%
(+) 0.500%
VPI STA. 3092+00.00 EL.= 638.35
PROPOSED PGL @ ℄ SBFR
EXIST GROUND @ ℄ SBFR
VPC STA. 3097+25.00
ex = -1.22'
K = 125
L= 350.00'
VPI STA. 3099+00.00 EL.= 641.85
(+) 0.500%
(-) 2.300%
VPT STA. 3100+75.00
VPC STA. 3103+50.00
VPT STA. 3106+50.00
ex = 1.24'
K = 91
L= 300.00'
HW(25) = 625.17
VPI STA. 3105+00.00 EL.= 628.05
(-) 2.300%
(+) 1.000%
CULVERT C-4SB
PROP 3-9'X5' MBC
FL ELEV=619.81
℄ SBFR STA 3105+14.79
VPC STA. 3109+25.00
VPI STA. 3110+00.00 EL.= 633.05
VPT STA. 3110+75.00
(+) 1.000%
(-) 0.800%
ex = -0.34'
K = 83
L= 150.00'
PROPOSED PGL @ ℄ SBFR
640.85 637.96
640.97 636.99
639.85 636.95
638.85 638.04
638.85 638.54
639.35 639.86
639.85 639.86
640.35 640.63
640.85 639.87
641.12 640.08
640.62 639.82
639.32 638.67
637.25 636.67
634.95 634.30
632.65 630.08
630.49 626.81
629.29 621.70
629.19 626.07
630.05 629.07
631.05 631.01
632.05 632.29
632.71 632.07
632.25 631.97
631.45 631.40
630.65 631.48
629.85 631.11
629.05 629.72
628.25 628.92
627.45 627.47
626.65 626.99
3090+00
3095+00
3100+00
3105+00
3110+00
3115+00
VPC STA. 190+00.00
VPT STA. 194+00.00
ex = 0.40'
K = 500
L= 400.00'
(-) 1.700%
(-) 0.900%
VPI STA. 192+00.00 EL.= 650.13
PROPOSED PGL @ ℄ SL288
CULVERT C-3
PROP 3'X3' SBC
FL ELEV=629.69
℄ SL288 STA 189+54.76
EXIST GROUND @ ℄ SL288
CULVERT C-4
PROP 3-9'X5' MBC
FL ELEV=617.86
℄ SL288 STA 202+37.22
PROPOSED PGL @ ℄ SL288
EXIST GROUND @ ℄ SL288
VPC STA. 213+75.00
VPT STA. 216+25.00
ex = 0.12'
K = 625
L= 250.00'
(-) 0.900%
(-) 0.500%
VPI STA. 215+00.00 EL.= 629.43
653.53
651.93
650.53
649.33
648.33
647.43
646.53
645.63
644.73
643.83
642.93 632.11
642.03 627.92
641.13 621.25
640.23 624.08
639.33 626.27
638.43 629.67
637.53 631.14
636.63 631.52
635.73 631.43
634.83 631.56
633.93 631.60
633.03 631.15
632.13 630.59
631.23 629.01
630.33 628.53
629.55 627.22
628.93 626.78
628.43 626.29
627.93 625.85
627.43 625.42
190+00
195+00
200+00
205+00
210+00
215+00
VPT STA. 2091+00.00
VPI STA. 2093+00.00 EL.= 637.72
(+) 2.500%
(-) 2.800%
VPC STA. 2091+00.00
VPT STA. 2095+00.00
ex = -2.65'
K = 75
L= 400.00'
VPC STA. 2096+00.00
VPT STA. 2100+00.00
ex = 2.00'
K = 100
L= 400.00'
(-) 2.800%
(+) 1.200%
VPI STA. 2098+00.00 EL.= 623.72
CULVERT C-4NB
PROP 3-9'X5' MBC
FL ELEV=615.92
℄ NBFR STA 2099+58.43
HW(25) = 621.52
PROPOSED PGL @ ℄ NBFR
EXIST GROUND @ ℄ NBFR
VPI STA. 2106+00.00 EL.= 633.32
(+) 1.200%
(-) 0.800%
VPC STA. 2104+00.00
VPT STA. 2108+00.00
ex = -1.00'
K = 200
L= 400.00'
PROPOSED PGL @ ℄ NBFR
EXIST GROUND @ ℄ NBFR
632.72 632.59
634.55 635.14
635.07 636.10
634.25 636.21
632.12 634.08
629.32 631.22
627.02 627.03
625.72 625.43
625.42 620.20
626.12 618.64
627.32 623.29
628.52 628.11
629.72 630.32
630.92 630.96
631.87 631.41
632.32 631.25
632.27 631.09
631.72 630.92
630.92 630.83
630.12 629.84
629.32 628.94
628.52 627.90
627.72 627.22
626.92 627.29
626.12 626.12
625.32 625.17
624.52 623.65
623.72 622.68
622.92 622.09
2095+00
2100+00
2105+00
2110+00
2115+00
MATCH LINE STA 2119+00.00


MATCH LINE STA 3124+00.00
ex = 0.24'
K = 115
L= 150.00'
VPC STA. 3123+25.00
(–) 0.800%
EXIST GROUND
@ ℄ SBFR
VPI STA. 3124+00.00
EL.= 621.85
625.85
625.99
625.05
624.70
624.25
623.70
623.45
622.78
622.65
621.30
622.08
619.48
3120+00
860
850
840
830
820
MATCH LINE STA 222+00.00
626.93
624.44
626.43
622.64
625.93
620.68
220+00
860
850
840
830
820
810
850
840
830
820
810

Texas Department of Transportation®

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED BUR, P.E., DISTRICT ENGINEER

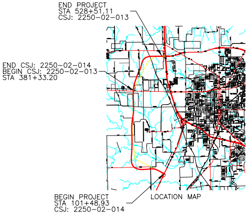
DENTON COUNTY
SL 288

PROJECT LIMIT: FROM I.H. 35W
TO I.H. 35
CONTROL: 2250–02–013
2250–02–014

FUNCTIONAL CLASS: URBAN ARTERIAL

DESIGN SPEED: 45 mph FRONTAGE ROADS
30 mph CROSS STREETS

PROJECT LENGTH = 47,520 FT = 9.0 MILES


END PROJECT
STA 528+51.11
CSJ: 2250–02–013
END CSJ: 2250–02–014
BEGIN CSJ: 2250–02–013
STA 381+33.20
BEGIN PROJECT
STA 101+48.93
CSJ: 2250–02–014
LOCATION MAP

MAY 2020
SCALE: 1"=100' H, 1"= 10' V
ROLL 4 OF 15

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

CP&Y

	DATE: MAY 2020
THOMAS COCHILL	P.E. NO. 87665

Texas Department of Transportation®

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED BUR, P.E., DISTRICT ENGINEER

DENTON COUNTY
SL 288

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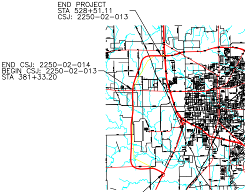
END PROJECT
STA 528+51.11
CSJ: 2250–02–013
END CSJ: 2250–02–014
BEGIN CSJ: 2250–02–013
STA 381+33.20
BEGIN PROJECT
STA 101+48.93
CSJ: 2250–02–014

LOCATION MAP

MAY 2020
SCALE: 1"=100' H, 1"= 10' V
ROLL 5 OF 15

APPROVED SCHEMATIC NOT FOR CONSTRUCTION

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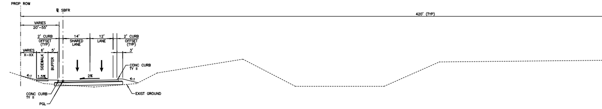
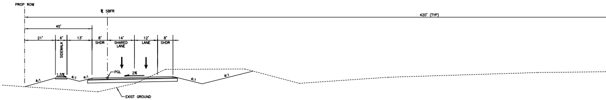
	DATE: MAY 2020
THOMAS COCHILL	P.E. NO. 87665

CP&Y


PROP ROW
℄ SBFR
420' (TYP)
VARIES
20'–55'
2' CURB
OFFSET
(TYP)
14'
SHARED
LANE
12'
LANE
2' CURB
OFFSET
(TYP)
VARIES
X–XX
6'
5'
3'
SIDEWALK
BUFFER
CONC CURB
TY II
4:1
1.5%
2%
4:1
CONC CURB
TY II
PGL
EXIST GROUND

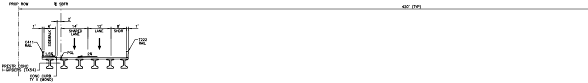
STA 3004+11.32 TO STA 3033+38.76, STA 3044+39.47 TO STA 3080+47.42,
STA 3092+33.89 TO STA 3126+67.02, STA 3153+06.20 TO STA 3163+76.30,
STA 3174+73.85 TO STA 3227+66.89, STA 3250+69.53 TO STA 3278+50.81,
STA 3290+69.06 TO STA 3318+01.71, STA 3328+36.41 TO STA 3337+42.85,
STA 3346+56.55 TO STA 3379+47.97, STA 3400+35.75 TO STA 3420+32.99

PROPOSED TYPICAL SECTION


PROP ROW
℄ SBFR
420' (TYP)
45'
21'
6'
13'
8'
SHDR
14'
SHARED
LANE
12'
LANE
8'
SHDR
SIDEWALK
PGL
4:1
1.5%
4:1
4:1
2%
4:1
4:1
EXIST GROUND

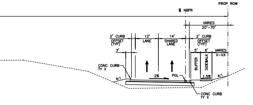
STA 3340+12.85 TO STA 3345+13.33

PROPOSED TYPICAL SECTION

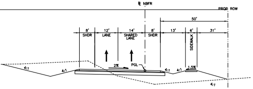

PROP ROW
℄ SBFR
420' (TYP)
2'
1'
6'
14'
SHARED
LANE
12'
LANE
8'
SHDR
1'
SIDEWALK
C411
RAIL
T222
RAIL
1.5%
PGL
2%
PRESTR CONC
I–GIRDERS (TX54)
CONC CURB
TY II (MONO)

STA 3129+57.02 TO STA 3135+78.13,
STA 3140+73.88 TO STA 3151+48.88,
STA 3230+67.14 TO STA 3239+50.43,
STA 3383+16.32 TO STA 3398+80.75

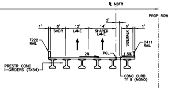
PROPOSED TYPICAL SECTION


PROP ROW
℄ NBFR
VARIES
20'–70'
2' CURB
OFFSET
(TYP)
12'
LANE
14'
SHARED
LANE
2' CURB
OFFSET
(TYP)
3'
5'
6'
VARIES
X–XX
BUFFER
SIDEWALK
CONC CURB
TY II
4:1
2%
PGL
1.5%
4:1
CONC CURB
TY II

STA 2004+11.53 TO STA 2034+63.48, STA 2045+64.20 TO STA 2077+28.20,
STA 2088+94.15 TO STA 2122+92.29, STA 2146+54.53 TO STA 2158+14.92,
STA 2169+12.46 TO STA 2225+08.15, STA 2244+20.85 TO STA 2272+09.59,
STA 2284+27.82 TO STA 2330+29.00, STA 2338+25.15 TO STA 2372+22.26,
STA 2391+14.52 TO STA 2402+25.69


℄ NBFR
PROP ROW
50'
8'
SHDR
12'
LANE
14'
SHARED
LANE
8'
SHDR
13'
SIDEWALK
31'
4:1
4:1
2%
PGL
4:1
1.5%
4:1

STA 2331+64.00 TO STA 2335+55.15


℄ NBFR
PROP ROW
2'
1'
8'
SHDR
12'
LANE
14'
SHARED
LANE
6'
SIDEWALK
1'
T222
RAIL
C411
RAIL
2%
PGL
1.5%
PRESTR CONC
I–GIRDERS (TX54)
CONC CURB
TY II (MONO)

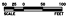
STA 2124+47.29 TO STA 2130+76.18,
STA 2134+80.42 TO STA 2143+55.42,
STA 2226+65.48 TO STA 2233+28.88,
STA 2375+42.20 TO STA 2388+24.66

GENERAL NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED, SCHEMATICS ARE BASED ON AERIAL SURVEYS AND RECORD PLANS PROVIDED OCTOBER 2016.
2. TRAFFIC VOLUMES BASED ON NCTCOG MODEL AND WILL BE APPROVED BY TXDOT TP&P.
3. ADA RAMPS AND SIDEWALK ARE DESIGNED PER TEXAS ACCESSIBILITY STANDARDS. LOCATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL LOCATIONS TO BE DETERMINED DURING PS&E DEVELOPMENT.
4. ACCESS DENIAL LIMITS ARE DETERMINED PER TXDOT ACCESS MANAGEMENT MANUAL.
5. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
6. DRIVEWAY LOCATIONS ARE PRELIMINARY AND WILL BE FURTHER DEVELOPED DURING PS&E DEVELOPMENT.
7. EXISTING PAVEMENT AND BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
8. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL'S AS SHOWN IN THE TYPICAL SECTIONS.
9. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
10. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS OTHERWISE NOTED).
11. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS 48121C0355G (2011).
12. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING PS&E DEVELOPMENT.
13. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DENTON COUNTY APPRAISAL DISTRICT (JULY 2018).

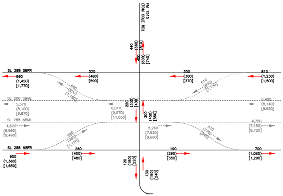
LEGEND:

🟩 FRONTAGE ROADS
🟦 CROSS STREETS
🟧 BRIDGE
⬛ SIDEWALK
🟥 DRIVEWAY
🟨 PROPOSED ROADWAY BY ADJACENT PROJECT
▨ ASPHALT TO BE REMOVED
▨ FLOOD PLAINS
—‖— CONTROL OF ACCESS
—·— EXISTING ROW
—··— PROPOSED ROW ACQUIRED BY ADJACENT PROJECT
—··— PROPOSED ROW
—·— DRAINAGE EASEMENT
—— CITY OF DENTON
XXXXX-X CURVE NUMBER
SL-04 PARCEL NO.
---- EXISTING ELECTRIC LINE
---- EXISTING GAS LINE
---- EXISTING GAS LINE
---- EXISTING WASTEWATER LINE
---- EXISTING STORM SEWER LINE
---- EXISTING TELEPHONE LINE
---- EXISTING WATER LINE
—— FUTURE RAMP CONNECTION


50
25
0
50
100
SCALE
FEET

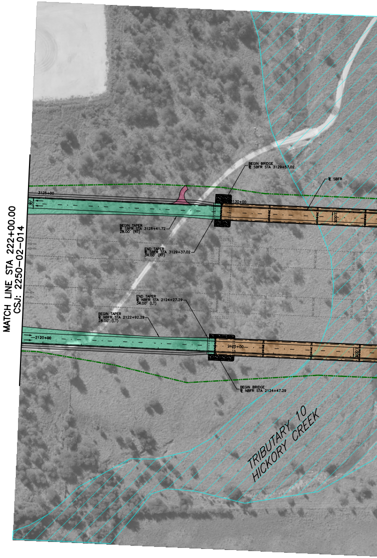
TRAFFIC DIAGRAM

N.T.S

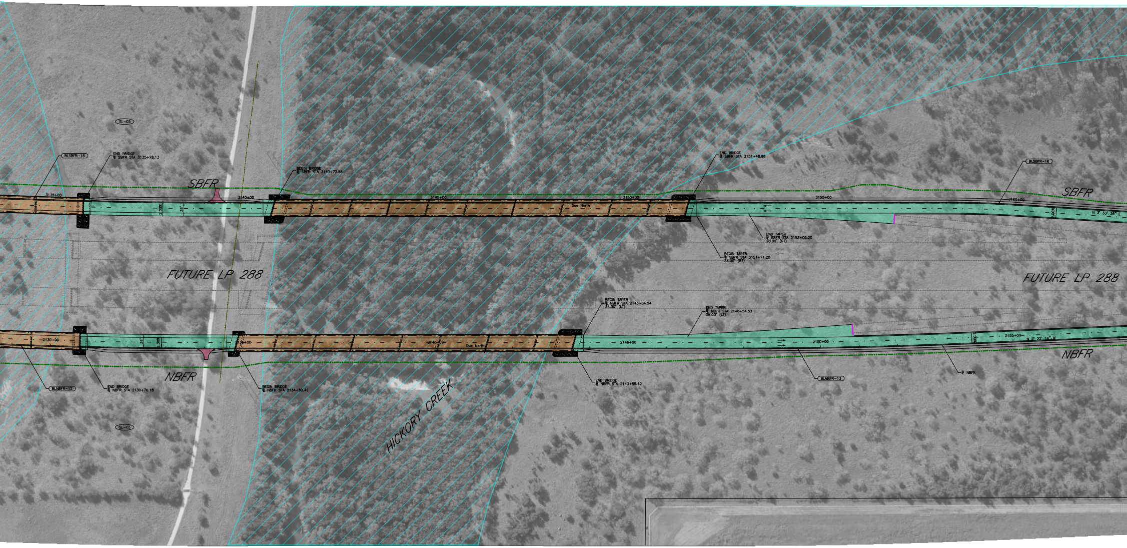

FM 1515
(TOM COLE RD)
440
(660)
[810]
400
(600)
[740]
SL 288 SBFR
960
(1,450)
[1,770]
320
(480)
[590]
200
(300)
[370]
810
(1,230)
[1,500]
640
(970)
[1,180]
610
(930)
[1,130]
SL 288 SBML
5,370
(8,100)
[9,870]
6,010
(9,070)
[11,050]
220
(330)
[400]
300
(450)
[550]
5,400
(8,140)
[9,920]
SL 288 NBML
4,620
(6,960)
[8,490]
5,260
(7,920)
[9,660]
4,750
(7,150)
[8,720]
640
(960)
[1,170]
510
(770)
[940]
SL 288 NBFR
900
(1,360)
[1,650]
260
(400)
[480]
190
(290)
[350]
700
(1,060)
[1,290]
120
(180)
[220]
130
(190)
[240]

LEGEND:

INTERIM TRAFFIC VOLUME X,XXX = 2020 ADT (X,XXX) = (2040) ADT [X,XXX] = [2050] ADT	ULTIMATE TRAFFIC VOLUME X,XXX= 2020 ADT (X,XXX)= (2040) ADT [X,XXX]= [2050] ADT	= ADT VOLUMES TO BE PROVIDED UNDER SEPARATE STUDY


MATCH LINE STA 222+00.00
CSJ: 2250-02-014
BEGIN BRIDGE
℄ SBFR STA 3129+57.02
℄ SBFR
3125+00
3130+00
30'
BEGIN TAPER
℄ SBFR STA 3128+41.72
28.00' (RT)
END TAPER
℄ SBFR STA 3129+37.02
34.00' (RT)
END TAPER
℄ NBFR STA 2124+27.29
34.00' (LT)
BEGIN TAPER
℄ NBFR STA 2122+92.29
28.00' (LT)
2120+00
2125+00
BEGIN BRIDGE
℄ NBFR STA 2124+47.29
TRIBUTARY 10
HICKORY CREEK

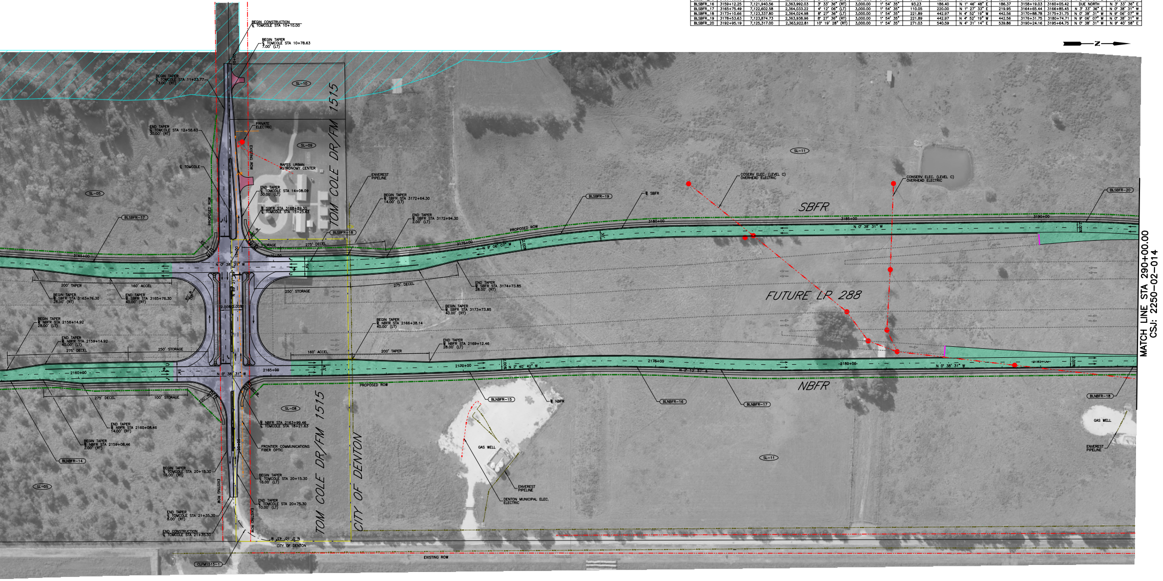
TOPOGRAPHIC/AERIAL PHOTOGRAPHY: OCTOBER 2016


SL-05
BLSBFR-15
END BRIDGE
℄ SBFR STA 3135+78.13
BEGIN BRIDGE
℄ SBFR STA 3140+73.88
SBFR
3135+00
3140+00
2.00%
36'
3145+00
Due North
3150+00
END BRIDGE
℄ SBFR STA 3151+48.88
3155+00
BLSBFR-16
3160+00
SBFR
N 3° 33' 36" E
END TAPER
℄ SBFR STA 3153+06.20
28.00' (RT)
BEGIN TAPER
℄ SBFR STA 3151+71.20
34.00' (RT)
FUTURE LP 288
FUTURE LP 288
BEGIN TAPER
℄ NBFR STA 2143+84.54
34.00' (LT)
END TAPER
℄ NBFR STA 2146+54.53
28.00' (LT)
2130+00
36'
2.00%
2135+00
2140+00
Due North
2145+00
2150+00
2155+00
N 2° 22' 16" W
NBFR
NBFR
BLNBFR-12
END BRIDGE
℄ NBFR STA 2130+76.18
BEGIN BRIDGE
℄ NBFR STA 2134+80.42
END BRIDGE
℄ NBFR STA 2143+55.42
BLNBFR-13
℄ NBFR
HICKORY CREEK
SL-05

PROPERTY INFORMATION						
PARCEL NO.	PROPERTY ID	OWNERS NAME	OWNERS ADDRESS	SITUS ADDRESS	ACRES	DEED
SL-05	36730	SLF II COLE PROPERTY LP	C/O THE STRATFORD COMPANY LP 5949 SHERRY LN STE 1750, DALLAS, TX 75225		110.50	05-12274-78
	36689			TX	156.58	05-12274-78
	36655			6922 FM 2449 TX	560.22	05-12274-78
	36720			COLE RD 76208	153.50	05-12274-78
SL-08	164577	EVANS, HENRY L JR	1106 RIDGECREST CIR, DENTON, TX 76205	TOM COLE RD 76207	5.43	99-0075409
SL-09	306699	UNIVERSITY OF NORTH TEXAS SYS	NTUNION STATION PO BOX 310907, DENTON, TX 76203		2.15	2006-155067
SL-10	199225	UNIVERSITY OF NORTH TEXAS SYS	NTUNION STATION PO BOX 310907, DENTON, TX 76203	TOM COLE RD TX 76207	1.00	2006-155067
SL-11	36643	DENTON, CITY OF	MUNICIPAL BUILDING 215 E MCKINNEY ST, DENTON, TX 76201	TOM COLE RD TX 76259	141.65	2012-147183

CENTERLINE NBFR CURVE DATA														
CURVE NO.	P.I STATION	P.I. NORTHING	P.I EASTING	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
BLNBFR_12	2131+03.87	7,119,624.77	2,364,368.03	2° 35' 34" (LT)	14,288.00	0° 24' 04"	323.34	646.57	N 1° 17' 47" E	646.51	2127+80.53	2134+27.10	N 2° 35' 34" E	DUE NORTH
BLNBFR_13	2150+74.18	7,121,595.18	2,364,368.03	2° 22' 16" (LT)	14,288.00	0° 24' 04"	295.68	591.28	N 1° 11' 08" W	591.24	2147+78.50	2153+69.77	DUE NORTH	N 2° 22' 16" W
BLNBFR_14	2159+85.68	7,122,505.99	2,364,330.32	1° 43' 45" (RT)	13,912.00	0° 24' 43"	209.95	419.88	N 1° 30' 23" W	419.88	2157+75.73	2161+95.61	N 2° 22' 16" W	N 0° 38' 31" W
BLNBFR_15	2168+52.18	7,123,372.47	2,364,320.61	2° 02' 12" (LT)	14,248.00	0° 24' 08"	253.25	506.44	N 1° 39' 36" W	506.41	2165+98.94	2171+05.38	N 0° 38' 31" W	N 2° 40' 42" W
BLNBFR_16	2173+76.91	7,123,896.67	2,364,296.09	4° 54' 39" (RT)	4,000.00	1° 25' 57"	171.53	342.85	N 0° 13' 22" W	342.75	2172+05.38	2175+48.23	N 2° 40' 42" W	N 2° 13' 57" E
BLNBFR_17	2177+48.58	7,124,268.28	2,364,310.58	2° 52' 28" (LT)	4,000.00	1° 25' 57"	100.36	200.67	N 0° 47' 43" E	200.65	2176+48.22	2178+48.90	N 2° 13' 57" E	N 0° 38' 31" W
BLNBFR_18	2188+49.36	7,125,369.03	2,364,298.25	6° 46' 03" (RT)	2,812.00	2° 02' 15"	166.26	332.14	N 2° 44' 31" E	331.95	2186+83.09	2190+15.24	N 0° 38' 31" W	N 6° 07' 33" E

CENTERLINE SBFR CURVE DATA														
CURVE NO.	P.I STATION	P.I. NORTHING	P.I EASTING	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
BLSBFR_15	3136+05.08	7,119,633.27	2,363,992.03	2° 35' 34" (LT)	13,912.00	0° 24' 43"	314.83	629.55	N 1° 17' 47" E	629.50	3132+90.25	3139+19.80	N 2° 35' 34" E	DUE NORTH
BLSBFR_16	3159+12.25	7,121,940.56	2,363,992.03	3° 33' 36" (RT)	3,000.00	1° 54' 35"	93.23	186.40	N 1° 46' 48" E	186.37	3158+19.03	3160+05.42	DUE NORTH	N 3° 33' 36" E
BLSBFR_17	3165+75.49	7,122,602.58	2,364,033.22	4° 12' 06" (LT)	3,000.00	1° 54' 35"	110.05	220.00	N 1° 27' 33" E	219.95	3164+65.44	3166+85.45	N 3° 33' 36" E	N 0° 38' 31" W
BLSBFR_18	3173+10.66	7,123,337.80	2,364,024.98	8° 27' 36" (LT)	3,000.00	1° 54' 35"	221.89	442.97	N 4° 52' 19" W	442.56	3170+88.78	3175+31.75	N 0° 38' 31" W	N 9° 06' 07" W
BLSBFR_19	3178+53.63	7,123,874.73	2,363,938.96	8° 27' 36" (RT)	3,000.00	1° 54' 35"	221.89	442.97	N 4° 52' 19" W	442.56	3176+31.75	3180+74.71	N 9° 06' 07" W	N 0° 38' 31" W
BLSBFR_20	3192+95.19	7,125,317.00	2,363,922.81	10° 19' 28" (RT)	3,000.00	1° 54' 35"	271.03	540.59	N 4° 31' 14" E	539.86	3190+24.16	3195+64.75	N 0° 38' 31" W	N 9° 40' 58" E


N
BEGIN CONSTRUCTION ℄ TOMCOLE STA 10+10.00
BEGIN TAPER ℄ TOMCOLE STA 10+78.63 7.00' (LT)
BEGIN TAPER ℄ TOMCOLE STA 11+23.77 13.00' (RT)
SL-10
TOM COLE DR/FM 1515
END TAPER ℄ TOMCOLE STA 12+58.63 30.00' (RT)
PRIVATE ELECTRIC
SL-09
EXISTING ROW
RAFES URBAN ASTRONOMY CENTER
℄ TOMCOLE
ENVEREST PIPELINE
SL-05
END TAPER ℄ TOMCOLE STA 14+08.09 30.00' (LT)
℄ SBFR STA 3168+89.30 ℄ TOMCOLE STA 15+25.63
BEGIN TAPER ℄ SBFR STA 3172+64.30 14.00' (LT)
END TAPER ℄ SBFR STA 3172+94.30 2.00' (LT)
PROPOSED ROW
BLSBFR-17
BLSBFR-18
BLSBFR-19
℄ SBFR
SL-11
COSERV ELEC. (LEVEL C) OVERHEAD ELECTRIC
CONSERV ELEC. (LEVEL C) OVERHEAD ELECTRIC
BLSBFR-20
SBFR
3165+00
3170+00
3175+00
3180+00
3185+00
3190+00
100' STORAGE
275' DECEL
N 0° 38' 31" W
N 9° 06' 07" W
200' TAPER
160' ACCEL
BEGIN TAPER ℄ SBFR STA 3163+76.30 28.00' (RT)
END TAPER ℄ SBFR STA 3165+76.30 40.00' (RT)
250' STORAGE
275' DECEL
END TAPER ℄ SBFR STA 3174+73.85 28.00' (RT)
BEGIN TAPER ℄ SBFR STA 3173+73.85 40.00' (RT)
FUTURE LP 288
2.00%
BEGIN TAPER ℄ NBFR STA 2158+14.92 28.00' (LT)
END TAPER ℄ NBFR STA 2159+14.92 40.00' (LT)
275' DECEL
250' STORAGE
BEGIN TAPER ℄ NBFR STA 2166+38.14 40.00' (LT)
160' ACCEL
200' TAPER
END TAPER ℄ NBFR STA 2169+12.46 28.00' (LT)
2160+00
2165+00
2170+00
2175+00
2180+00
2185+00
N 0° 38' 31" W
N 2° 40' 42" W
N 2° 13' 57" E
PROPOSED ROW
275' DECEL
100' STORAGE
BLNBFR-15
℄ NBFR
BLNBFR-16
BLNBFR-17
NBFR
BLNBFR-18
SL-08
END TAPER ℄ NBFR STA 2160+08.46 14.00' (RT)
BEGIN TAPER ℄ NBFR STA 2159+08.46 2.00' (RT)
℄ NBFR STA 2163+99.46 ℄ TOMCOLE STA 18+21.63
FRONTIER COMMUNICATIONS FIBER OPTIC
BLNBFR-14
GAS WELL
ENVEREST PIPELINE
DENTON MUNICIPAL ELEC. ELECTRIC
BEGIN TAPER ℄ TOMCOLE STA 20+15.30 16.00' (RT)
BEGIN TAPER ℄ TOMCOLE STA 20+15.30 16.00' (LT)
END TAPER ℄ TOMCOLE STA 20+75.30 10.00' (LT)
END TAPER ℄ TOMCOLE STA 21+35.30 8.00' (RT)
END CONSTRUCTION ℄ TOMCOLE STA 21+35.30
CITY OF DENTON
N 0° 10' 43" W
EXISTING ROW
CLFM1515-1
GAS WELL
ENVEREST PIPELINE

MATCH LINE STA 290+00.00
CSJ: 2250-02-014

Texas Department of Transportation®

DALLAS DISTRICT
DESIGN SCHEMATIC

MOHAMED BUR, P.E., DISTRICT ENGINEER

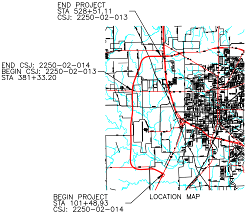
DENTON COUNTY
SL 288

PROJECT LIMIT: FROM I.H. 35W
TO I.H. 35
CONTROL: 2250-02-013
2250-02-014

FUNCTIONAL CLASS: URBAN ARTERIAL

DESIGN SPEED: 45 mph FRONTAGE ROADS
30 mph CROSS STREETS

PROJECT LENGTH = 47,520 FT = 9.0 MILES


END PROJECT
STA 528+51.11
CSJ: 2250-02-013
END CSJ: 2250-02-014
BEGIN CSJ: 2250-02-013
STA 381+33.20
BEGIN PROJECT
STA 101+48.93
CSJ: 2250-02-014
LOCATION MAP

MAY 2020
SCALE: 1"=100' H, 1"= 10' V
ROLL 5 OF 15

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

	DATE: MAY 2020
THOMAS COCHILL	P.E. NO. 87665

Texas Department of Transportation®

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED BUR, P.E., DISTRICT ENGINEER

DENTON COUNTY
SL 288

PROJECT LIMIT: FROM I.H. 35W
TO I.H. 35
CONTROL: 2250-02-013
2250-02-014

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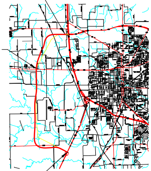
DESIGN SPEED: 45 mph FRONTAGE ROADS
30 mph CROSS STREETS

PROJECT LENGTH = 47,520 FT = 9.0 MILES



END PROJECT
STA 528+51.11
CSJ: 2250-02-013

END CSJ: 2250-02-014
BEGIN CSJ: 2250-02-013
STA 381+33.20

BEGIN PROJECT
STA 101+48.93
CSJ: 2250-02-014

LOCATION MAP

MAY 2020
SCALE: 1"=100' H, 1"= 10' V
ROLL 6 OF 15

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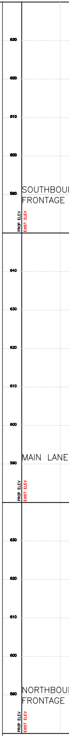
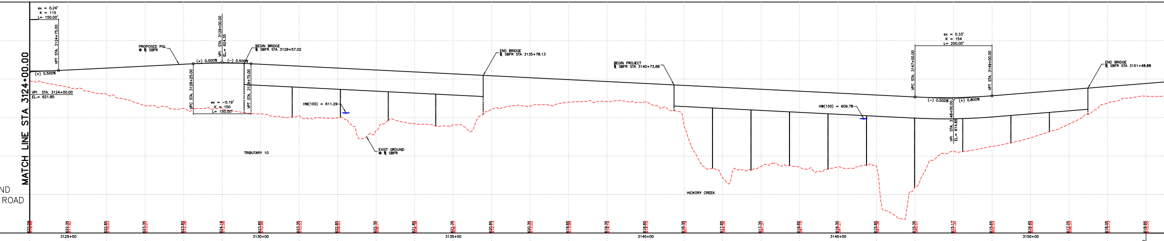
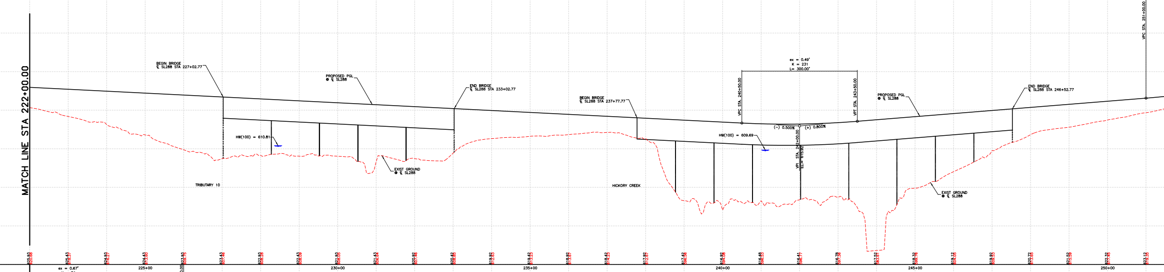
	DATE: MAY 2020
THOMAS COCHILL	P.E. NO. 87665




MATCH LINE STA 3124+00.00
ND
ROAD
ex = 0.24'
K = 115
L= 150.00'
VPT STA. 3124+75.00
(+) 0.500%
VPI STA. 3124+00.00
EL.= 621.85
PROPOSED PGL
@ ℄ SBFR
VPI STA. 3129+00.00
EL.= 624.35
(+) 0.500%
(−) 0.500%
BEGIN BRIDGE
℄ SBFR STA 3129+57.02
VPC STA. 3128+25.00
VPT STA. 3129+75.00
ex = −0.19'
K = 150
L= 150.00'
HW(100) = 611.29
EXIST GROUND
@ ℄ SBFR
TRIBUTARY 10
END BRIDGE
℄ SBFR STA 3135+78.13
BEGIN PROJECT
℄ SBFR STA 3140+73.88
HW(100) = 609.78
HICKORY CREEK
ex = 0.33'
K = 154
L= 200.00'
VPC STA. 3147+00.00
VPT STA. 3149+00.00
(−) 0.500%
(+) 0.800%
VPI STA. 3148+00.00
EL.= 614.85
END BRIDGE
℄ SBFR STA 3151+48.88
622.09
622.35
622.85
623.35
623.85
624.16
623.85
623.35
622.85
622.35
621.85
621.35
620.85
620.35
619.85
619.35
618.85
618.35
617.85
617.35
616.85
616.35
615.85
615.35
615.17
615.65
616.45
617.25
618.05
618.85
3125+00
3130+00
3135+00
3140+00
3145+00
3150+00


MATCH LINE STA 222+00.00
BEGIN BRIDGE
℄ SL288 STA 227+02.77
PROPOSED PGL
@ ℄ SL288
END BRIDGE
℄ SL288 STA 233+02.77
HW(100) = 610.81
EXIST GROUND
@ ℄ SL288
TRIBUTARY 10
BEGIN BRIDGE
℄ SL288 STA 237+77.77
ex = 0.49'
K = 231
L= 300.00'
VPC STA. 240+50.00
VPT STA. 243+50.00
(−) 0.500%
(+) 0.800%
VPI STA. 242+00.00
EL.= 615.92
HW(100) = 609.69
HICKORY CREEK
PROPOSED PGL
@ ℄ SL288
END BRIDGE
℄ SL288 STA 246+52.77
EXIST GROUND
@ ℄ SL288
VPC STA. 251+00.00
625.93
625.43
624.93
624.43
623.93
623.43
622.93
622.43
621.93
621.43
620.92
620.42
619.92
619.42
618.92
618.42
617.92
617.42
616.92
616.48
616.41
616.78
617.52
618.32
619.12
619.92
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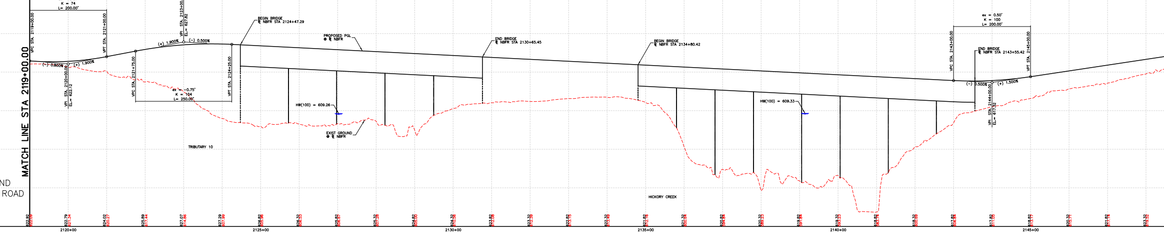
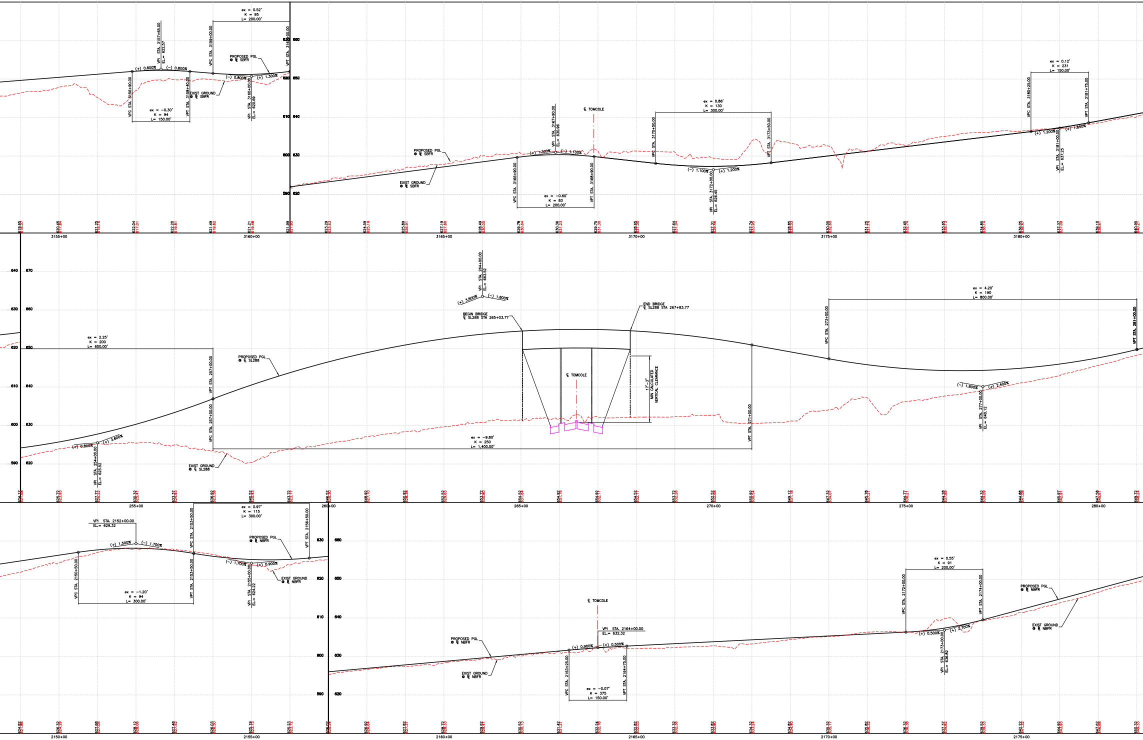
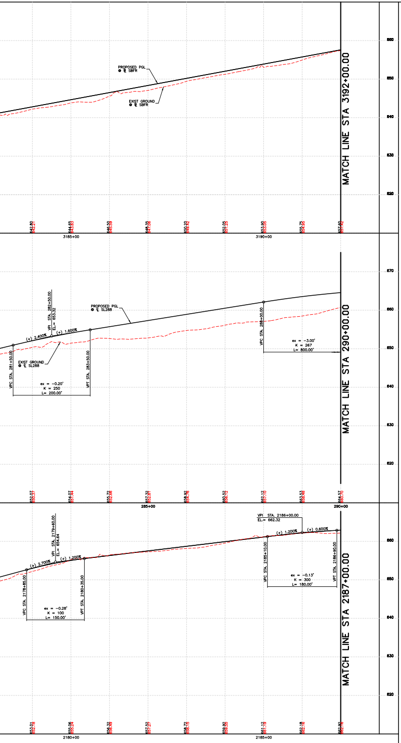
621.52
622.32
623.12
225+00
230+00
235+00
240+00
245+00
250+00


MATCH LINE STA 2119+00.00
ND
ROAD
ex = 0.67'
K = 74
L= 200.00'
VPC STA. 2119+00.00
VPT STA. 2121+00.00
(−) 0.800%
(+) 1.900%
VPI STA. 2120+00.00
EL.= 622.12
VPI STA. 2123+00.00
EL.= 627.82
(+) 1.900%
(−) 0.500%
VPC STA. 2121+75.00
VPT STA. 2124+25.00
ex = −0.75'
K = 104
L= 250.00'
BEGIN BRIDGE
℄ NBFR STA 2124+47.29
PROPOSED PGL
@ ℄ NBFR
HW(100) = 609.26
EXIST GROUND
@ ℄ NBFR
TRIBUTARY 10
END BRIDGE
℄ NBFR STA 2130+65.45
BEGIN BRIDGE
℄ NBFR STA 2134+80.42
HW(100) = 609.33
HICKORY CREEK
ex = 0.50'
K = 100
L= 200.00'
VPC STA. 2143+00.00
VPT STA. 2145+00.00
END BRIDGE
℄ NBFR STA 2143+55.42
(−) 0.500%
(+) 1.500%
VPI STA. 2144+00.00
EL.= 617.32
622.92
622.79
624.02
625.89
627.07
627.29
626.82
626.32
625.82
625.32
624.82
624.32
623.82
623.32
622.82
622.32
621.82
621.32
620.82
620.32
619.82
619.32
618.82
618.32
617.82
617.82
618.82
620.32
621.82
623.32
2120+00
2125+00
2130+00
2135+00
2140+00
2145+00


ex = 0.52'
K = 95
L= 200.00'
VPI STA. 3157+65.00
EL.= 622.57
VPC STA. 3159+00.00
VPT STA. 3160+00.00
PROPOSED PGL
⊙ ℄ SBFR
(+) 0.800%
(−) 0.800%
(−) 0.800%
(+) 1.300%
VPC STA. 3156+90.00
VPT STA. 3158+40.00
EXIST GROUND
⊙ ℄ SBFR
VPI STA. 3160+00.00
EL.= 620.69
ex = −0.30'
K = 94
L= 150.00'
630 660
620 650
610 640
600 630
590 620
PROPOSED PGL
⊙ ℄ SBFR
EXIST GROUND
⊙ ℄ SBFR
VPI STA. 3167+90.00
EL.= 630.96
(+) 1.300%
(−) 1.100%
℄ TOMCOLE
VPC STA. 3166+90.00
VPT STA. 3168+90.00
ex = −0.60'
K = 83
L= 200.00'
ex = 0.86'
K = 130
L= 300.00'
VPC STA. 3170+50.00
VPT STA. 3173+50.00
(−) 1.100%
(+) 1.200%
VPI STA. 3172+00.00
EL.= 626.45
ex = 0.12'
K = 231
L= 150.00'
VPC STA. 3180+25.00
VPT STA. 3181+75.00
(+) 1.200%
(+) 1.850%
VPI STA. 3181+00.00
EL.= 637.25
619.65
620.45
621.25
622.04
622.20
621.49
621.21
621.99
623.29
624.59
625.89
627.19
628.49
629.78
630.36
629.75
628.65
627.64
627.31
627.74
628.85
630.05
631.25
632.45
633.65
634.85
636.05
637.37
639.10
640.95
3155+00
3160+00
3165+00
3170+00
3175+00
3180+00
640 670
630 660
620 650
610 640
600 630
590 620
VPI STA. 264+00.00
EL.= 663.52
(+) 3.800%
(−) 1.800%
BEGIN BRIDGE
℄ SL288 STA 265+03.77
END BRIDGE
℄ SL288 STA 267+83.77
ex = 4.20'
K = 190
L= 800.00'
VPC STA. 273+00.00
VPT STA. 281+00.00
ex = 2.25'
K = 200
L= 600.00'
PROPOSED PGL
⊙ ℄ SL288
VPT STA. 257+00.00
VPC STA. 257+00.00
℄ TOMCOLE
17'-3"
MIN CALCULATED
VERTICAL CLEARANCE
(−) 1.800%
(+) 2.400%
VPI STA. 277+00.00
EL.= 640.12
VPT STA. 271+00.00
(+) 0.800%
(+) 3.800%
ex = −9.80'
K = 250
L= 1,400.00'
EXIST GROUND
⊙ ℄ SL288
VPI STA. 254+00.00
EL.= 625.52
624.17
625.72
627.77
630.32
633.37
636.92
640.52
643.72
646.52
648.92
650.92
652.52
653.72
654.52
654.92
654.92
654.52
653.72
652.52
650.92
649.12
647.32
645.78
644.77
644.28
644.32
644.88
645.97
647.58
649.72
255+00
260+00
265+00
270+00
275+00
280+00
VPI STA. 2152+00.00
EL.= 629.32
ex = 0.97'
K = 115
L= 300.00'
VPC STA. 2153+50.00
VPT STA. 2156+50.00
(+) 1.500%
(−) 1.700%
PROPOSED PGL
⊙ ℄ NBFR
630 660
620 650
610 640
600 630
590 620
(−) 1.700%
(+) 0.900%
EXIST GROUND
⊙ ℄ NBFR
VPC STA. 2150+50.00
VPT STA. 2153+50.00
ex = −1.20'
K = 94
L= 300.00'
VPI STA. 2155+00.00
EL.= 624.22
℄ TOMCOLE
VPI STA. 2164+00.00
EL.= 632.32
PROPOSED PGL
⊙ ℄ NBFR
(+) 0.900%
(+) 0.500%
EXIST GROUND
⊙ ℄ NBFR
VPC STA. 2163+25.00
VPT STA. 2164+75.00
ex = −0.07'
K = 375
L= 150.00'
ex = 0.55'
K = 91
L= 200.00'
VPC STA. 2172+00.00
VPT STA. 2174+00.00
(+) 0.500%
(+) 2.700%
VPI STA. 2173+00.00
EL.= 636.82
PROPOSED PGL
⊙ ℄ NBFR
EXIST GROUND
⊙ ℄ NBFR
624.82
626.32
627.68
628.12
627.48
626.03
625.19
625.23
626.02
626.92
627.82
628.72
629.62
630.52
631.42
632.24
632.82
633.32
633.82
634.32
634.82
635.32
635.82
636.32
637.37
639.52
642.22
644.92
647.62
650.32
2150+00
2155+00
2160+00
2165+00
2170+00
2175+00


PROPOSED PGL
@ ℄ SBFR
EXIST GROUND
@ ℄ SBFR
MATCH LINE STA 3192+00.00
860
850
840
830
820
3185+00
3190+00
VPI STA. 282+50.00
EL.= 653.32
(+) 2.400%
(+) 1.600%
PROPOSED PGL
@ ℄ SL288
EXIST GROUND
@ ℄ SL288
VPC STA. 281+50.00
VPT STA. 283+50.00
ex = -0.20'
K = 250
L= 200.00'
VPC STA. 288+00.00
ex = -3.00'
K = 267
L= 800.00'
MATCH LINE STA 290+00.00
870
860
850
840
830
820
285+00
290+00
VPI STA. 2179+60.00
EL.= 654.64
(+) 2.700%
(+) 1.200%
VPC STA. 2178+85.00
VPT STA. 2180+35.00
ex = -0.28'
K = 100
L= 150.00'
VPI STA. 2186+00.00
EL.= 662.32
(+) 1.200%
(+) 0.600%
VPC STA. 2185+10.00
VPT STA. 2186+90.00
ex = -0.13'
K = 300
L= 180.00'
MATCH LINE STA 2187+00.00
860
850
840
830
820
2180+00
2185+00

Texas Department of Transportation®

DALLAS DISTRICT
DESIGN SCHEMATIC

MOHAMED BUR, P.E., DISTRICT ENGINEER

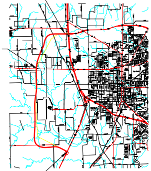
DENTON COUNTY
SL 288

PROJECT LIMIT: FROM I.H. 35W
TO I.H. 35
CONTROL: 2250–02–013
2250–02–014

FUNCTIONAL CLASS: URBAN ARTERIAL

DESIGN SPEED: 45 mph FRONTAGE ROADS
30 mph CROSS STREETS

PROJECT LENGTH = 47,520 FT = 9.0 MILES


END PROJECT
STA 528+51.11
CSJ: 2250–02–013
END CSJ: 2250–02–014
BEGIN CSJ: 2250–02–013
STA 381+33.20
BEGIN PROJECT
STA 101+48.93
CSJ: 2250–02–014

LOCATION MAP

MAY 2020
SCALE: 1"=100' H, 1"= 10' V
ROLL 6 OF 15

APPROVED SCHEMATIC NOT FOR CONSTRUCTION
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	DATE: MAY 2020
THOMAS COCHILL	P.E. NO. 87665