Texas Department of Transportation

Dallas District Design Schematic

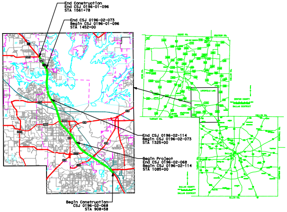
William L. Hale, P.E., District Engineer

IH 35E

From: PGBT
To: FM 2181 S. in Corinth
Dallas & Denton County
Functional Class: Urban Freeway
Project Length: 12.27 Miles

CSJ's: 0196-01-096
0196-02-073
0196-02-114
0196-02-068

Design Speeds:
Mainlanes 70 mph
Managed Lanes 70 mph
Ramps 40 mph
Turnaround Ramps 20 mph
Frontage Roads 40 mph
Cross Streets 30 mph
Collector Distributor 50 mph
Direct Connectors 50 mph


End Construction
End CSJ 0196-01-096
STA 1561+78
End CSJ 0196-02-073
Begin CSJ 0196-01-096
STA 1452+00
End CSJ 0196-02-114
Begin CSJ 0196-02-073
STA 1325+00
Begin Project
End CSJ 0196-02-068
Begin CSJ 0196-02-114
STA 1085+00
Begin Construction
CSJ 0196-02-068
STA 908+58
DALLAS COUNTY
DALLAS DISTRICT

Scale:
Horizontal 1"=100'
Vertical 1"=10'

October 2010
Roll 2 of 9

SCHEMATIC PREPARED BY:
HDR ENGINEERING, INC.
REGISTRATION NUMBER 754
FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.
Prepared by or under the Direct Supervision of:

NAME	P.E. NUMBER
PHILLIP WAYNE ULLMAN	71426
M. SHANE WALTERS	100195

DATE: 10-18-2010

HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

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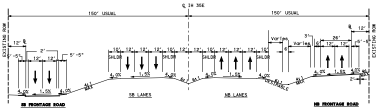
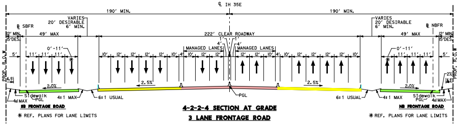
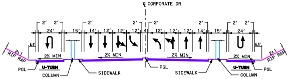

℄ IH 35E
150' USUAL
150' USUAL
EXISTING ROW
EXISTING ROW
SHLDR
4.0%
1.5%
6:1
4:1 MAX
6:1 DESIRABLE
Varies
SB LANES
NB LANES
SB FRONTAGE ROAD
NB FRONTAGE ROAD

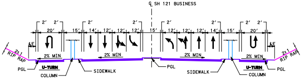
EXISTING TYPICAL 6-LANE SECTION WITH FRONTAGE ROADS


℄ IH 35E
190' MIN.
190' MIN.
℄ SBFR
℄ NBFR
VARIES
20' DESIRABLE
6' MIN.
49' MAX
222' CLEAR ROADWAY
12' MIN.
15'DES.
MANAGED LANES
MANAGED LANES
0'-11'
PROP. R.O.W.
2.0%
2.5%
Sidewalk
PGL
4:1 MAX
6:1 USUAL
SB FRONTAGE ROAD
NB FRONTAGE ROAD
✳ REF. PLANS FOR LANE LIMITS
✳ REF. PLANS FOR LANE LIMITS

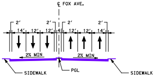
4-2-2-4 SECTION AT GRADE
3 LANE FRONTAGE ROAD


℄ CORPORATE DR
2:1 RIP RAP
2% MIN
U-TURN
COLUMN
SIDEWALK
PGL

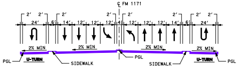
CORPORATE DRIVE
THROUGH AND TURN LANES


℄ SH 121 BUSINESS
2:1 RIP RAP
2% MIN
U-TURN
COLUMN
SIDEWALK
PGL

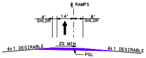
SH 121 BUSINESS
THROUGH AND TURN LANES


℄ FOX AVE.
2% MIN
SIDEWALK
PGL

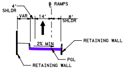
FOX AVE
THROUGH LANES


℄ FM 1171
2% MIN
U-TURN
SIDEWALK
PGL

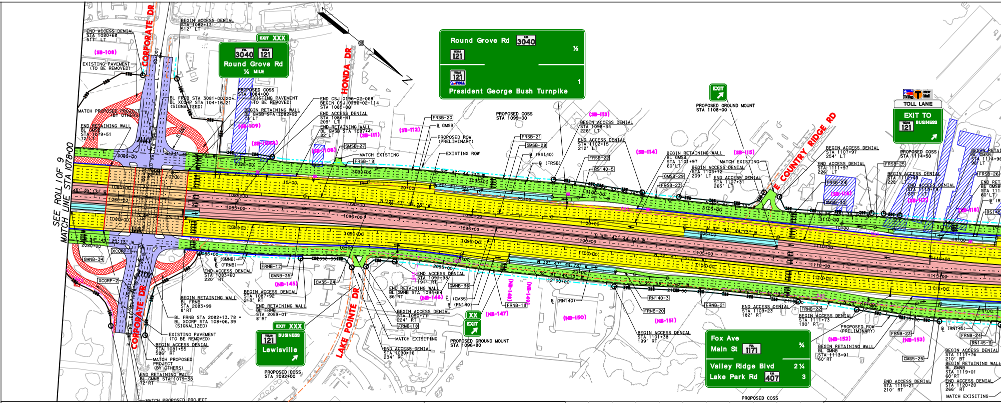
FM 1171


℄ RAMPS
4' SHLDR
14'
8' SHLDR
2% MIN
6:1 DESIRABLE
6:1 DESIRABLE
PGL

FREEWAY RAMPS
(FOR SECTION IN THE DIRECTION OF TRAVEL)


℄ RAMPS
4' SHLDR
VAR
14'
8' SHLDR
2% MIN
RETAINING WALL
RETAINING WALL
PGL

FREEWAY RAMPS WITH RETAINING WALL
(FOR SECTION IN THE DIRECTION OF TRAVEL)


SEE ROLL 1 OF 9
MATCH LINE STA 1078+00
CORPORATE DR
HONDA DR
LAKE POINTE DR
E COUNTRY RIDGE RD
EXIT XXX
3040 121
Round Grove Rd
¼ MILE
Round Grove Rd 3040 ½
121
121 TOLL
President George Bush Turnpike 1
EXIT
TOLL LANE
EXIT TO 121 BUSINESS
121 BUSINESS
Lewisville
Fox Ave
Main St 1171 ¾
Valley Ridge Blvd 2¼
Lake Park Rd 407 3
PROPOSED COSS STA 1084+00
PROPOSED COSS STA 1099+00
PROPOSED COSS STA 1092+00
PROPOSED COSS STA 1114+50
PROPOSED GROUND MOUNT STA 1108+00
PROPOSED GROUND MOUNT STA 1096+80
BEGIN ACCESS DENIAL STA 1082+13 512' LT
END ACCESS DENIAL STA 1080+68 517' LT
EXISTING PAVEMENT (TO BE REMOVED)
MATCH PROPOSED PROJECT (BY OTHERS)
END CSJ 0196-02-068 BEGIN CSJ 0196-02-114 STA 1085+00
MATCH EXISTING
EXISTING ROW
PROPOSED ROW (PRELIMINARY)
MATCH PROPOSED PROJECT
MATCH EXISITING

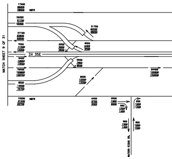
	LEGEND:
🟨	GENERAL PURPOSE LANES
🟥	MANAGED LANES
🟩	FRONTAGE ROADS
🟦	RAMPS
🟪	LOCAL STREETS
🟫	DIRECT CONNECTORS
🟦	COLLECTOR DISTRIBUTORS
🟧	BRIDGES
🟩	EXISTING BRIDGES TO REMAIN
▨	PAVEMENT TO BE REMOVED (SEE NOTE 7)
▨	POTENTIAL DISPLACEMENT
═	EXISTING CULVERT
═	PROPOSED CULVERT
─	PROPOSED BRIDGE BENT
─	PROPOSED RETAINING WALL
─	PROPOSED NOISE WALL
- - -	EXISTING TRANSMISSION LINE
- - -	EXISTING GAS LINE
●─●	PROPOSED OVERHEAD SIGN BRIDGE (OSB)
●─	PROPOSED CANTILEVERED SIGN STRUCTURE (COSS)
- - -	EXISTING ROW
- - -	PROPOSED ROW (PRELIMINARY - SUBJECT TO CHANGE)
- - -	PROPOSED DRAINAGE EASEMENT (PRELIMINARY - SUBJECT TO CHANGE)
- - -	PROPOSED CONSTRUCTION EASESMENT (PRELIMINARY - SUBJECT TO CHANGE)
- - -	EXISTING RAILROAD ROW
─╫─	CONTROL OF ACCESS
─	EXISTING PROPERTY LINE
─	100 YR FLOODPLAIN BOUNDARY
➡	LANE ARROW (TRAFFIC DIRECTION)
⇨	MAJOR DRAINAGE FLOW ARROW
(54)	PROPERTY PARCEL ID # (SEE TABLE)
PIH35E-1	HORIZONTAL CURVE LABEL

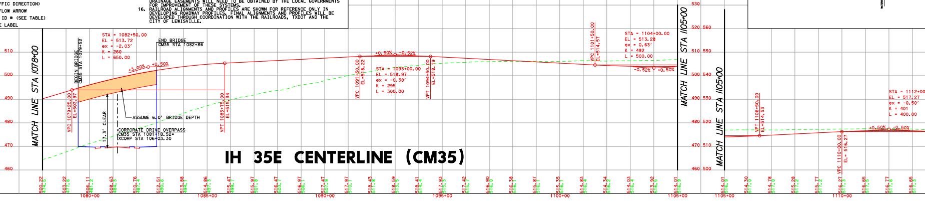
NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED FEBRUARY 9, 2006 AND RECORD PLANS.
2. TRAFFIC VOLUMES ARE PRELIMINARY AND WERE PROVIDED BY WILBUR SMITH ASSOCIATES ON DECEMBER 19 2008.
3. ADA RAMPS ARE NOT DEPICTED ON THE PLAN. SIDEWALKS ARE NOT SHOWN ALONG FRONTAGE ROADS, BUT WILL BE CONSTRUCTED IN VARIOUS LOCATIONS. THE EXACT LOCATIONS OF THESE SIDEWALKS WILL BE DETERMINED DURING THE PS&E DESIGN THROUGH COORDINATION BETWEEN TXDOT AND LOCAL GOVERNMENTS. THE FRONTAGE ROAD TYPICAL SECTION RESERVES A 6' WIDE CORRIDOR ADJACENT TO THE OUTSIDE CURB FOR FUTURE SIDEWALK LOCATIONS.
4. EXISTING DRIVEWAY LOCATIONS ARE NOT SHOWN IN PLAN. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN AND COORDINATION WITH THE CITIES; THE DRIVEWAY WILL BE A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS AS SHOWN.
5. ACCESS DENIAL LIMITS ARE DETERMINED BY PROVIDING SAFETY TO THE TRAVELING PUBLIC, MAINTAINING LEVEL OF SERVICE ON THE FRONTAGE ROADS AND MAINTAINING SAFE ACCESS TO ADJACENT PROPERTY OWNERS. ACCESS DENIAL LIMITS MAY BE ADJUSTED BY PROVIDING TRAFFIC IMPACT ANALYSIS (TIA) BY THE ADJACENT PROPERTY OWNERS AND AVOIDING LANDLOCK ISSUES AS LONG AS THE SAFETY TO THE TRAVELING PUBLIC IS NOT COMPROMISED.
6. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
7. UNLESS OTHERWISE NOTED EXISTING PAVEMENT AND BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED.
8. SUPER ELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
9. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II UNLESS NOTED OTHERWISE.
10. DIMENSIONS ARE TO FACE OF CURB OR TO THE EDGE OF UNCURBED PAVEMENT UNLESS NOTED OTHERWISE.
11. PROPOSED CROSS STREET SECTIONS ARE BASED ON CITY THOROUGHFARE PLANS.
12. TYPICAL CROSS STREET TURNOUT RADIUS EQUALS 75' TYPICAL, 50' MIN. UNLESS NOTED OTHERWISE.
13. RAMP HORIZONTAL CURVATURE BETWEEN PHYSICAL GORES IS SHOWN IN TABLE. TYPICAL FRONTAGE ROAD GORES UTILIZE A MINIMUM 1055' RADIUS. TYPICAL MAINLANE GORES UTILIZE A MINIMUM RADIUS OF 3405'. VARIATIONS FROM TYPICAL RADIUS' ARE NECESSARY IN LOCATIONS WITH OPERATIONAL WEAVING CONSTRAINTS OR WHEN THE RAMP GORE IS LOCATED WITHIN A HORIZONTAL CURVE ON THE CONTROLLING ROADWAY.
14. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS.
15. PROPOSED CULVERT SIZES SHOWN IN THE SCHEMATIC ARE SIZED BASED ON PRELIMINARY DRAINAGE ANALYSIS OF UPSTREAM DRAINAGE AREAS. A DETAILED DRAINAGE STUDY WILL BE PERFORMED PRIOR TO CONSTRUCTION TO FINALIZE THE PROPOSED CULVERT SIZES AND DESIGN. COORDINATION BETWEEN TXDOT, LOCAL GOVERNMENTS, AND ADJACENT PROPERTY OWNERS WILL BE PERFORMED DURING THIS DETAILED DESIGN PHASE. FOR PROPOSED CULVERTS THAT CONNECT TO EXISTING, ENCLOSED DOWNSTREAM DRAINAGE SYSTEMS LOCATED OFF OF TXDOT ROW, THE DETAILED DESIGN PHASE AND COORDINATION EFFORT WILL DETERMINE IF DOWNSTREAM ENCLOSED DRAINAGE SYSTEMS WILL BE IMPROVED AND IF ANY DRAINAGE EASEMENTS WILL NEED TO BE OBTAINED BY THE LOCAL GOVERNMENTS FOR IMPROVEMENT OF THESE SYSTEMS.
16. RAILROAD ALIGNMENTS AND PROFILES ARE SHOWN FOR REFERENCE ONLY IN DEVELOPING ROADWAY PROFILES. FINAL ALIGNMENTS AND PROFILES WILL BE DEVELOPED THROUGH COORDINATION WITH THE RAILROADS, TXDOT AND THE CITY OF LEWISVILLE.

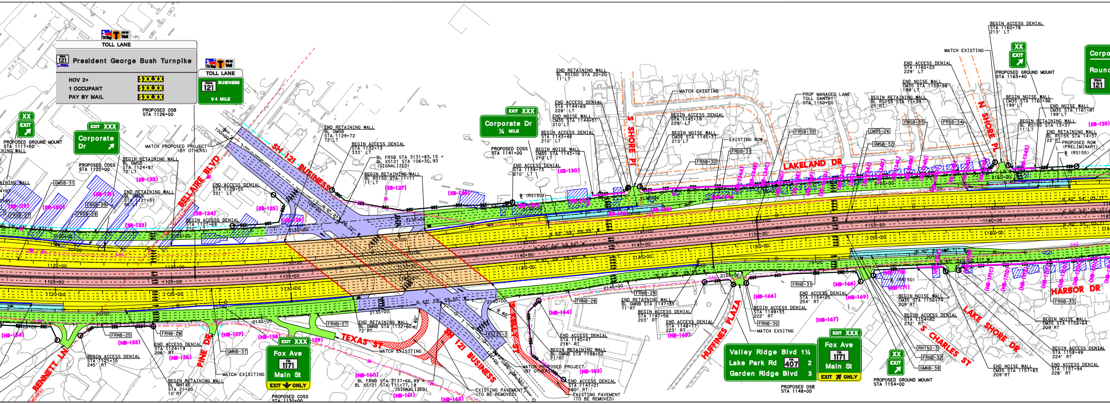
ROLL INDEX

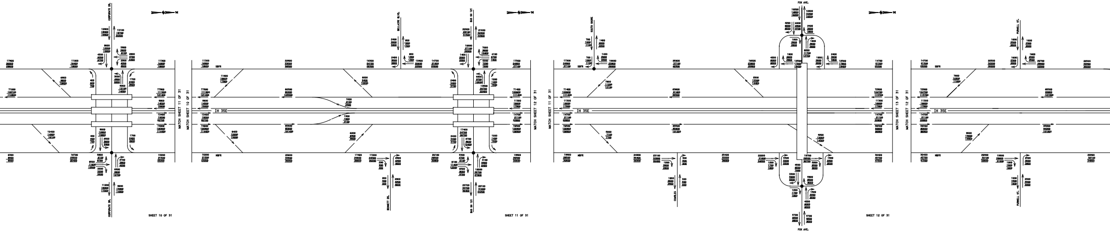
ROLL 1 - STA 908+58 TO STA 1078+00 PLAN/PROFILE
ROLL 2 - STA 1078+00 TO STA 1242+00 PLAN/PROFILE
ROLL 3 - STA 1242+00 TO STA 1417+00 PLAN/PROFILE
ROLL 4 - STA 1417+00 TO STA 1561+78 PLAN/PROFILE
ROLL 5 - PROFILES - FRONTAGE ROADS 1 OF 2
ROLL 6 - PROFILES - FRONTAGE ROADS 2 OF 2 AND DIRECT CONNECTOR
ROLL 7 - PROFILES - GENERAL PURPOSE, DIRECT CONNECTOR, COLLECTOR DISTRIBUTOR AND TURNAROUND
ROLL 8 - PROFILES - RAMPS 1 OF 2
ROLL 9 - PROFILES - RAMPS 2 OF 2

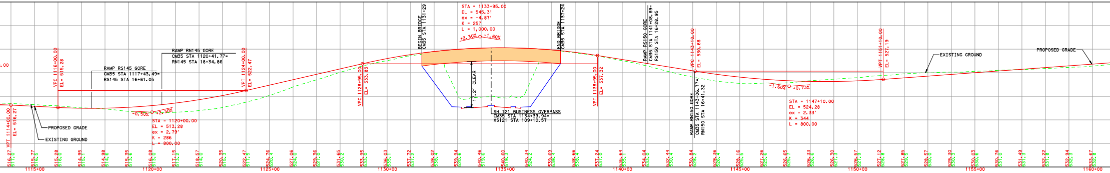

MATCH SHEET 9 OF 31
IH 35E

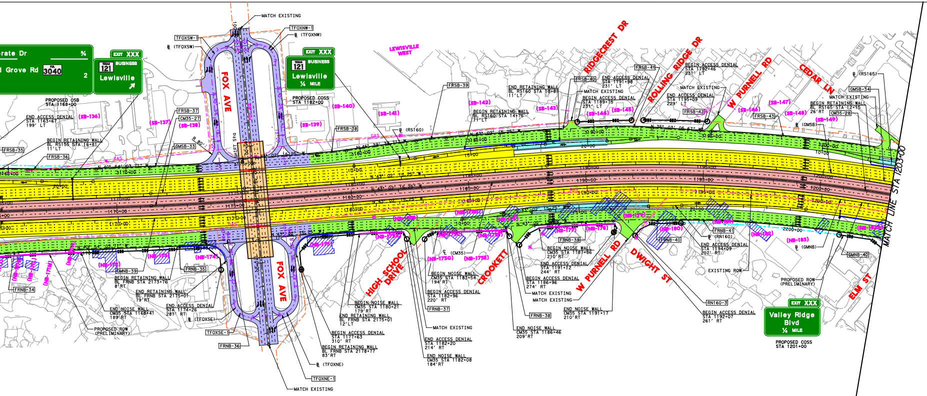

MATCH LINE STA 1078+00
BEGIN BRIDGE CM35 STA 1079+52
STA = 1082+50.00
EL = 513.72
ex = -2.03'
K = 260
L = 650.00
END BRIDGE CM35 STA 1082+86
+3.00%
+0.50%
ASSUME 6.0' BRIDGE DEPTH
17.3' CLEAR
CORPORATE DRIVE OVERPASS CM35 STA 1081+18.52= XCORP STA 106+03.30
STA = 1093+00.00
EL = 518.97
ex = -0.38'
K = 295
L = 300.00
+0.50%
-0.52%
STA = 1104+00.00
EL = 513.28
ex = 0.63'
K = 492
L = 500.00
-0.52%
+0.50%
MATCH LINE STA 1105+00
STA = 1112+00
EL = 517.27
ex = -0.50'
K = 401
L = 400.00
+0.50%
-0.50%
1080+00
1085+00
1090+00
1095+00
1100+00
1105+00
1110+00

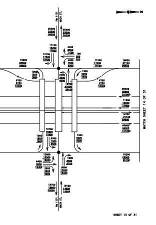
IH 35E CENTERLINE (CM35)


TOLL LANE
121 President George Bush Turnpike
HOV 2+ $XX.XX
1 OCCUPANT $XX.XX
PAY BY MAIL $XX.XX
TOLL LANE
121 BUSINESS
1/4 MILE
XX EXIT
PROPOSED GROUND MOUNT STA 1117+50
EXIT XXX Corporate Dr
PROPOSED COSS STA 1122+00
PROPOSED OSB STA 1126+00
MATCH PROPOSED PROJECT (BY OTHERS)
BEGIN RETAINING WALL BL GMSB STA 1124+87 72' LT
END RETAINING WALL BL GMSB STA 1121+37 96' LT
END ACCESS DENIAL STA 1129+55 331' LT
BEGIN ACCESS DENIAL STA 1127+69 210' LT
END RETAINING WALL BL GMSB STA 1129+72 72' LT
BEGIN ACCESS DENIAL STA 1132+13 333' LT
BL FRSB STA 3131+83.15 = BL XS121 STA 106+30.93 (SIGNALIZED)
BEGIN RETAINING WALL BL RS150 STA 11+11 11' LT
BELLAIRE BLVD
SH 121 BUSINESS
EXIT XXX Corporate Dr 1/4 MILE
PROPOSED COSS STA 1141+00
END RETAINING WALL BL RS150 STA 20+20 11' LT
END ACCESS DENIAL STA 1144+69 228' LT
END NOISE WALL CM35 STA 1144+51 210' LT
BEGIN ACCESS DENIAL STA 1143+48 210' LT
BEGIN NOISE WALL CM35 STA 1143+16 210' LT
END ACCESS DENIAL STA 1139+73 210' LT
MATCH EXISTING
S SHORE PL
BEGIN ACCESS DENIAL STA 1145+19 229' LT
BEGIN NOISE WALL CM35 STA 1145+37 210' LT
EXISTING ROW
PROP MANAGED LANE TOLL GANTRY STA 1150+00
LAKELAND DR
END ACCESS DENIAL STA 1160+22 229' LT
END NOISE WALL CM35 STA 1159+98 199' LT
BEGIN RETAINING WALL BL RS155 STA 11+39 25' RT
N SHORE PL
BEGIN ACCESS DENIAL STA 1160+78 213' LT
MATCH EXISTING
XX EXIT
PROPOSED GROUND MOUNT STA 1163+40
BEGIN NOISE WALL CM35 STA 1160+96 199' LT
END NOISE WALL CM35 STA 1161+91 199' LT
BEGIN RETAINING WALL BL RS155 STA 13+37 11' LT
END RETAINING WALL BL RS155 STA 14+37 22' RT
PROPOSED ROW (PRELIMINARY)
(RS155)
Corpo
Round
121
(SB-135)
1120+00
1125+00
1130+00
1135+00
1140+00
1145+00
1150+00
1155+00
1160+00
BENNETT LN
PINE DR
BEGIN ACCESS DENIAL STA 1121+15 245' RT
END ACCESS DENIAL STA 1124+19 206' RT
BEGIN RETAINING WALL BL RN145 STA 21+00 10' RT
MATCH EXISITING
EXIT XXX Fox Ave 1171 Main St EXIT ONLY
PROPOSED COSS STA 1130+00
TEXAS ST
END RETAINING WALL BL GMNB STA 1132+60 72' RT
MATCH EXISTING
BL FRNB STA 2137+66.89 = BL XS121 STA 111+77.18 (SIGNALIZED)
121 BUSINESS
EXISTING PAVEMENT (TO BE REMOVED)
MATCH PROPOSED PROJECT (BY OTHERS)
END ACCESS DENIAL STA 1140+47 216' RT
BEGIN RETAINING WALL BL GMNB STA 1138+52 71' RT
END ACCESS DENIAL STA 1141+21 560' RT
EXISTING PAVEMENT (TO BE REMOVED)
END RETAINING WALL BL GMNB STA 1147+35 71' RT
BEGIN ACCESS DENIAL STA 1147+56 203' RT
END ACCESS DENIAL STA 1148+77 223' RT
HUFFINES PLAZA
BEGIN ACCESS DENIAL STA 1149+33 222' RT
MATCH EXSITNG
END ACCESS DENIAL STA 1154+25 254' RT
Valley Ridge Blvd 1¼
Lake Park Rd 407 2
Garden Ridge Blvd 3
PROPOSED OSB STA 1148+00
EXIT XXX Fox Ave 1171 Main St EXIT ONLY
XX EXIT
PROPOSED GROUND MOUNT STA 1154+00
BEGIN NOISE WALL CM35 STA 1156+74 209' RT
BEGIN ACCESS DENIAL STA 1154+82 232' RT
S CHARLES ST
LAKE SHORE DR
HARBOR DR
BEGIN NOISE WALL CM35 STA 1158+64 209' RT
BEGIN ACCESS DENIAL STA 1158+49 224' RT
END NOISE WALL CM35 STA 1157+83 209' RT
END ACCESS DENIAL STA 1157+94 228' RT
N 43° 59' 59.55" E
N 40° 54' 03.71" E

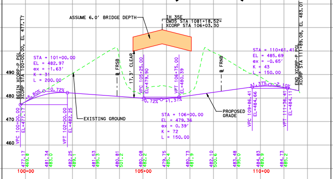

CORPORATE DR.
BELLAIRE BLVD.
BUS SH 121
SOUTH SHORE
FOX AVE.
IH 35E
SBFR
NBFR
MATCH SHEET 10 OF 31
MATCH SHEET 11 OF 31
MATCH SHEET 12 OF 31
MATCH SHEET 13 OF 31
SHEET 10 OF 31
SHEET 11 OF 31
SHEET 12 OF 31
BENNETT DR.
CHARLES
PURNELL ST.



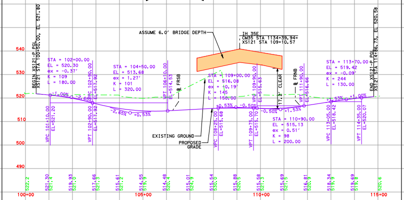

MATCH EXISTING
TFOXNW-1
℄ (TFOXNW)
TFOXSW-1
℄ (TFOXSW)
FOX AVE
LEWISVILLE WEST
EXIT XXX
BUSINESS 121 Lewisville ¾ MILE
rate Dr ¾
Grove Rd 3040 2
BUSINESS 121 Lewisville
PROPOSED OSB STA 1168+00
END ACCESS DENIAL STA 1163+67 199' LT
BEGIN RETAINING WALL BL RS155 STA 16+81 11' LT
PROPOSED COSS STA 1182+00
RIDGECREST DR
ROLLING RIDGE DR
W PURNELL RD
CEDAR LN
FRSB-39
FRSB-38
FRSB-40
FRSB-41
FRSB-42
FRSB-43
FRSB-35
FRSB-36
FRSB-37
CM35-27
GMSB-33
GMSB-34
CM35-28
℄ (RS160)
℄ (RS165)
℄ (GMSB)
END RETAINING WALL BL RS160 STA 18+81 11' LT
BEGIN RETAINING WALL BL RS160 STA 14+75 11' LT
END ACCESS DENIAL STA 1191+98 231' LT
MATCH EXISTING
BEGIN ACCESS DENIAL STA 1189+75 231' LT
BEGIN ACCESS DENIAL STA 1192+46 231' LT
END ACCESS DENIAL STA 1195+09 229' LT
BEGIN RETAINING WALL BL RS165 STA 12+15 26' RT
MATCH LINE STA 1203+00
HIGH SCHOOL DRIVE
CROCKETT
W PURNELL RD
DWIGHT ST
ELM ST
GMNB-39
FRNB-34
FRNB-35
FRNB-36
FRNB-37
FRNB-38
FRNB-39
FRNB-40
FRNB-41
GMNB-40
RN160-3
TFOXSE-1
TFOXNE-1
℄ (TFOXSE)
℄ (TFOXNE)
℄ (CM35)
℄ (RN160)
℄ (GMNB)
BEGIN RETAINING WALL BL FRNB STA 2173+76 8' RT
END RETAINING WALL BL FRNB STA 2175+01 79' RT
END NOISE WALL CM35 STA 1168+41 189' RT
END ACCESS DENIAL STA 1174+26 287' RT
PROPOSED ROW (PRELIMINARY)
BEGIN NOISE WALL CM35 STA 1180+21 179' RT
END RETAINING WALL BL FRNB STA 2175+01 12' LT
BEGIN ACCESS DENIAL STA 1177+63 310' RT
BEGIN RETAINING WALL BL FRNB STA 2178+77 83' RT
MATCH EXISTING
BEGIN NOISE WALL CM35 STA 1183+54 194' RT
BEGIN ACCESS DENIAL STA 1182+96 220' RT
END ACCESS DENIAL STA 1182+20 214' RT
END NOISE WALL CM35 STA 1182+08 184' RT
BEGIN NOISE WALL CM35 STA 1187+86 210' RT
END ACCESS DENIAL STA 1191+12 244' RT
BEGIN ACCESS DENIAL STA 1186+96 274' RT
MATCH EXISTING
END NOISE WALL CM35 STA 1186+46 209' RT
END NOISE WALL CM35 STA 1191+17 210' RT
END ACCESS DENIAL STA 1194+09 207' RT
EXISTING ROW
BEGIN ACCESS DENIAL STA 1192+07 261' RT
PROPOSED ROW (PRELIMINARY)
EXIT XXX
Valley Ridge Blvd ¼ MILE
PROPOSED COSS STA 1201+00

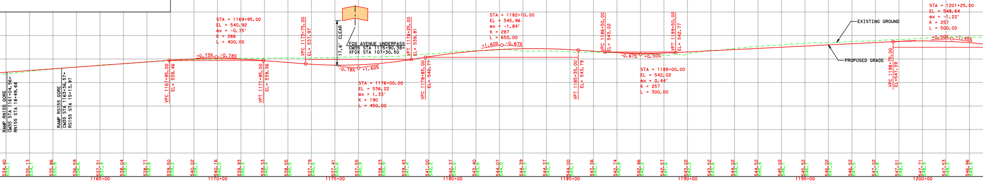

MATCH SHEET 14 OF 31
SHEET 13 OF 31

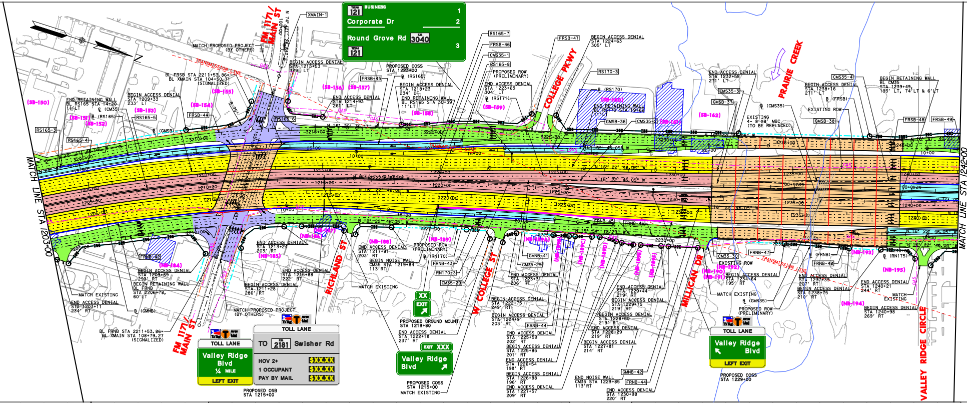
CORPORATE (XCORP)


ASSUME 6.0' BRIDGE DEPTH
IH 35E CM35 STA 1081+18.52= XCORP STA 106+03.30
BEGIN XCORP-P PGL XCORP STA 100+00.00, EL 477.17
END XCORP-P PGL XCORP STA 111+89.08, EL 483.01
STA = 101+00.00 EL = 482.97 ex = -1.63' K = 31 L = 200.00
STA = 106+00.00 EL = 479.36 ex = 0.39' K = 72 L = 150.00
STA = 110+61.41 EL = 485.69 ex = -0.65' K = 43 L = 150.00
17.3' CLEAR
FRSB
FRNB
EXISTING GROUND
PROPOSED GRADE
+5.80%
-0.72%
+1.31%
+1.37%
-2.10%
490
480
470
460
100+00
105+00
110+00

SH 121 BUS (XS121)


ASSUME 6.0' BRIDGE DEPTH
IH 35E CM35 STA 1134+39.94= XS121 STA 109+10.57
BEGIN XS121-P PGL XS121 STA 100+00.00, EL 521.80
END XS121-P PGL XS121 STA 114+86.73, EL 520.58
STA = 102+00.00 EL = 520.30 ex = -0.37' K = 109 L = 180.00
STA = 104+50.00 EL = 513.68 ex = 1.27' K = 101 L = 320.00
STA = 109+00.00 EL = 516.08 ex = +0.19' K = 145 L = 150.00
STA = 110+90.00 EL = 515.13 ex = 0.51' K = 98 L = 200.00
STA = 113+70.00 EL = 519.42 ex = -0.09' K = 244 L = 130.00
17.2' CLEAR
FRSB
FRNB
EXISTING GROUND
PROPOSED GRADE
-1.00%
-2.65%
+0.53%
-0.50%
+1.53%
+1.00%
540
530
520
510
500
490
100+00
105+00
110+00
115+00

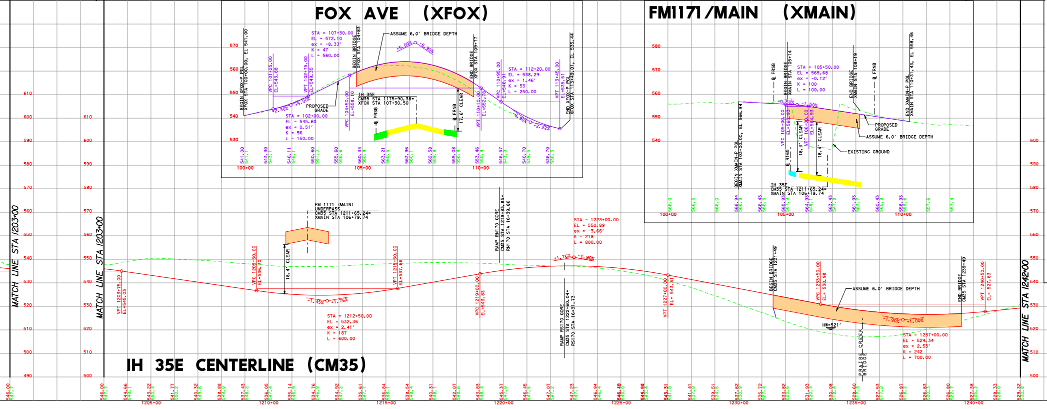

RAMP RN155 GORE CM35 STA 1161+04.56= RN155 STA 18+49.68
RAMP RS155 GORE CM35 STA 1163+36.57= RS155 STA 15+13.97
STA = 1169+95.00 EL = 540.92 ex = -0.75' K = 266 L = 400.00
+0.73%
-0.78%
FOX AVENUE UNDERPASS CM35 STA 1175+90.38= XFOX STA 107+30.50
17.6' CLEAR
-0.78%
+1.60%
STA = 1176+00.00 EL = 536.22 ex = 1.33' K = 190 L = 450.00
STA = 1182+10.00 EL = 545.96 ex = -1.84' K = 287 L = 650.00
+1.60%
-0.67%
-0.67%
+0.50%
STA = 1188+00.00 EL = 542.02 ex = 0.44' K = 257 L = 300.00
EXISTING GROUND
PROPOSED GRADE
STA = 1201+25.00 EL = 548.64 ex = -1.22' K = 257 L = 500.00
+0.50%
-1.45%
1165+00
1170+00
1175+00
1180+00
1185+00
1190+00
1195+00
1200+00


BUSINESS 121
Corporate Dr 1
Round Grove Rd 3040 2
121 3
TOLL LANE
TO 2181 Swisher Rd
HOV 2+ $X.XX
1 OCCUPANT $X.XX
PAY BY MAIL $X.XX
TOLL LANE
Valley Ridge Blvd
¼ MILE
LEFT EXIT
EXIT XX
Valley Ridge Blvd
TOLL LANE
Valley Ridge Blvd
LEFT EXIT
XX
EXIT
FM 1171/MAIN ST
FM 1171/MAIN ST
COLLEGE PKWY
W COLLEGE ST
RICHLAND ST
MILLICAN DR
PRAIRIE CREEK
VALLEY RIDGE CIRCLE
TRANSMISSION LINE
MATCH LINE STA 1203+00
MATCH LINE STA 1242+00 SEE ROLL 3 OF 9
MATCH PROPOSED PROJECT (BY OTHERS)
BL FRSB STA 2211+53.86= BL XMAIN STA 104+50.71 (SIGNALIZED)
BL FRNB STA 2211+53.86= BL XMAIN STA 108+79.27 (SIGNALIZED)
BEGIN ACCESS DENIAL STA 1213+53 329' LT
END ACCESS DENIAL STA 1214+93 261' LT
BEGIN ACCESS DENIAL STA 1209+33 233' LT
END RETAINING WALL BL RS165 STA 14+20 11' LT
BEGIN ACCESS DENIAL STA 1218+23 234' LT
END RETAINING WALL BL RS165 STA 30+39 11' LT
PROPOSED COSS STA 1223+00
PROPOSED ROW (PRELIMINARY)
END ACCESS DENIAL STA 1218+23 304' LT
END RETAINING WALL BL RS170 STA 19+66 11' LT
BEGIN ACCESS DENIAL STA 1224+63 305' LT
END ACCESS DENIAL STA 1232+58 271' LT
BEGIN ACCESS DENIAL STA 1238+16 271' LT
BEGIN RETAINING WALL BL CM35 STA 1239+49, 193' LT, 74' LT & 6' LT
EXISTING ROW
EXISTING 4- 8'X8' MBC (TO BE REPLACED)
END ACCESS DENIAL STA 1213+24 203' RT
END ACCESS DENIAL STA 1217+91 203' RT
PROPOSED ROW (PRELIMINARY)
BEGIN NOISE WALL CM35 STA 1219+84 113' RT
BEGIN ACCESS DENIAL STA 1209+69 299' RT
BEGIN RETAINING WALL BL FRNB STA 2206+78, 60' LT
END ACCESS DENIAL STA 1203+11 234' RT
MATCH EXISTING
BEGIN ACCESS DENIAL STA 1211+28 286' RT
END ACCESS DENIAL STA 1215+88 222' RT
MATCH PROPOSED PROJECT (BY OTHERS)
MATCH EXISTING
PROPOSED GROUND MOUNT STA 1219+80
END ACCESS DENIAL STA 1222+18 237' RT
PROPOSED OSB STA 1215+00
PROPOSED COSS STA 1215+00
MATCH EXISTING
END ACCESS DENIAL STA 1223+31 206' RT
BEGIN ACCESS DENIAL STA 1222+75 249' RT
BEGIN ACCESS DENIAL STA 1224+91 203' RT
END ACCESS DENIAL STA 1225+59 202' RT
BEGIN ACCESS DENIAL STA 1225+85 201' RT
END ACCESS DENIAL STA 1226+54 198' RT
BEGIN ACCESS DENIAL STA 1226+88 196' RT
END ACCESS DENIAL STA 1227+57 209' RT
END ACCESS DENIAL STA 1229+44 219' RT
BEGIN ACCESS DENIAL STA 1229+75 219' RT
BEGIN ACCESS DENIAL STA 1228+60 219' RT
END ACCESS DENIAL STA 1228+29 219' RT
BEGIN ACCESS DENIAL STA 1227+81 214' RT
END NOISE WALL CM35 STA 1229+85 113' RT
END ACCESS DENIAL STA 1230+98 220' RT
EXISTING ROW
BEGIN ACCESS DENIAL STA 1234+64 195' RT
MATCH EXISTING
PROPOSED ROW (PRELIMINARY)
PROPOSED COSS STA 1229+00
END ACCESS DENIAL STA 1237+39 207' RT
BEGIN ACCESS DENIAL STA 1238+75 210' RT
END ACCESS DENIAL STA 1240+21 244' RT
MATCH EXISTING
BEGIN ACCESS DENIAL STA 1240+98 269' RT
XMAIN-1
FRSB-45
FRSB-46
FRSB-47
RS165-7
RS165-8
RS165-6
RS165-5
RS165-4
RS165-3
FRSB-44
CMS35-1
RS170-3
CMS35-3
GMSB-37
GMSB-36
CMS35-2
GMSB-38
CMS35-4
FRSB-48
FRSB-49
FRNB-42
FRNB-43
RN170-3
CMS35-29
GMNB-41
CMS35-29
FRNB-44
GMNB-42
FRNB-44
FRNB-45
FRNB-46
CMS35-30
FRNB-47
FRNB-48
(SB-150)
(SB-151)
(SB-152)
(SB-153)
(SB-154)
(SB-155)
(SB-156)
(SB-157)
(SB-158)
(SB-159)
(SB-160)
(SB-161)
(SB-162)
(NB-184)
(NB-185)
(NB-186)
(NB-187)
(NB-188)
(NB-189)
(NB-189A)
(NB-189C)
(NB-189D)
(NB-189E)
(NB-189F)
(NB-190)
(NB-191)
(NB-192)
(NB-193)
(NB-194)
(NB-195)
℄ (GMSB)
℄ (RS165)
℄ (CM35)
℄ (RS170)
℄ (RS171)
℄ (CMS35)
℄ (FRSB)
℄ (GMNB)
℄ (RN170)
℄ (CMN35)
℄ (FRNB)
℄ (RN175)
N 16° 22' 46.05" W
1205+00
1210+00
1215+00
1220+00
1225+00
1230+00
1235+00
1240+00
3210+00
3215+00
3220+00
3225+00
3235+00
3240+00
2205+00
2210+00
2220+00
2225+00
2230+00
2235+00
2240+00
GAS

FOX AVE (XFOX)

FM1171/MAIN (XMAIN)

IH 35E CENTERLINE (CM35)


MATCH LINE STA 1203+00
MATCH LINE STA 1203+00
MATCH LINE STA 1242+00
BEGIN XFOX-P PGL XFOX STA 100+00.00, EL 541.00
VPC 101+25.00 EL=543.88
VPT 102+75.00 EL=549.35
STA = 102+00.00
EL = 545.60
ex = 0.51'
K = 56
L = 150.00
+2.30%
+5.00%
PROPOSED GRADE
STA = 107+30.00
EL = 572.10
ex = -8.33'
K = 47
L = 560.00
ASSUME 6.0' BRIDGE DEPTH
+5.00%
-6.90%
BEGIN BRIDGE XFOX STA 104+83
END BRIDGE XFOX STA 109+77
VPC 104+50.00 EL=558.10
IH 35E CM35 STA 1175+90.38= XFOX STA 107+30.50
℄ FRSB
℄ FRNB
17.6' CLEAR
VPT 110+10.00 EL=552.78
VPC 110+95.00 EL=546.91
STA = 112+20.00
EL = 538.29
ex = 1.46'
K = 53
L = 250.00
-6.90%
-2.22%
VPT 113+45.00 EL=535.51
END XFOX-P PGL XFOX STA 113+49.01, EL 535.44
100+00
105+00
110+00
570
560
550
540
530
BEGIN XMAIN-P PGL XMAIN STA 103+00.00, EL 566.94
℄ FRSB
BEGIN BRIDGE XMAIN STA 105+14
STA = 105+50.00
EL = 565.68
ex = -0.12'
K = 100
L = 100.00
-0.50%
-1.50%
END BRIDGE XMAIN STA 108+19
℄ FRNB
END XMAIN-P PGL XMAIN STA 110+31.43, EL 558.46
VPC 105+00.00 EL=565.93
VPT 106+00.00 EL=564.93
18.3' CLEAR
18.4' CLEAR
℄ R165
PROPOSED GRADE
ASSUME 6.0' BRIDGE DEPTH
EXISTING GROUND
IH 35E CM35 STA 1211+65.24= XMAIN STA 106+79.74
100+00
105+00
110+00
580
570
560
550
540
FM 1171 (MAIN) UNDERPASS CM35 STA 1211+65.24= XMAIN STA 106+79.74
18.4' CLEAR
VPT 1203+75.00 EL=545.03
VPC 1209+50.00 EL=536.70
-1.45%
+1.76%
STA = 1212+50.00
EL = 532.36
ex = 2.41'
K = 187
L = 600.00
VPT 1215+50.00 EL=537.66
VPC 1219+00.00 EL=543.83
RAMP RN170 GORE CM35 STA 1219+83.85= RN170 STA 16+39.86
STA = 1223+00.00
EL = 550.89
ex = -3.66'
K = 218
L = 800.00
+1.76%
-1.90%
RAMP RS170 GORE CM35 STA 1222+60.04= RS170 STA 16+31.73
VPT 1227+00.00 EL=543.31
BEGIN BRIDGE CM35 STA 1231+49
VPC 1233+50.00 EL=530.98
ASSUME 6.0' BRIDGE DEPTH
-1.90%
+1.00%
HW=521'
PRAIRIE CREEK BRIDGE
STA = 1237+00.00
EL = 524.34
ex = 2.53'
K = 242
L = 700.00
END BRIDGE CM35 STA 1239+49
VPT 1240+50.00 EL=527.83
1205+00
1210+00
1215+00
1220+00
1225+00
1230+00
1235+00
1240+00
610
600
590
580
570
560
550
540
530
520
510
500
490

NORTHBOUND BUSINESSES:

Parcel ID	Business Name	Parcel Address
NB-145	BROOKHOLLOW NORTH	1660 S STEMMONS
NB-146	FOX AND HOUND	1640 S STEMMONS FWY
NB-147	CHINA DRAGON	1630 STEMMONS
NB-148	JUST BRAKES	1620 S STEMMONS FWY
NB-149	AAMCO	1620 S STEMMONS FWY
NB-150	CAVENDERS BOOT CITY	1610 S STEMMONS FWY
NB-151	SUBURU	1300 STEMMONS
NB-152	HUFFINES CHEVROLET	1300 STEMMONS
NB-153	TRAVIS BOATING	1320 S STEMMONS
NB-154	BIG TEX TRAILERS	1312 S I35E
NB-155	DRIVETIME	1280 S STEMMONS FWY
NB-156	AMERICAN INST OF ALLIED HEALTH MASSAGE SCH	1310 S STEMMONS
NB-157	OLIVER'S AUTOMOTIVE SERVICE	1244 TEXAS ST
NB-158	DRIVERS SELECT	1240 TEXAS ST
NB-159	35E SELF STORAGE	1236 TEXAS ST
NB-160	TAYLOR GRASS & STORE	STEMMONS & SH121
NB-161	RAMADA	1102 TEXAS ST
NB-162	OWENS RESTAURANT	1070 TEXAS ST
NB-163	TEXAS SMOKEHOUSE	1022 S STEMMONS
NB-164	MOTEL PINES	1199 S MILL
NB-165	HUFFINES DODGE/JEEP/CHRYSLER	1024 S STEMMONS
NB-166	ENTERPRISE	229 HUFFINES ST
NB-167	HUFFINES PLAZA	229 HUFFINES ST
NB-168	FRED LOYA INSURANCE	229 HUFFINES ST
NB-169	SCOOTER & MORE WHOLESALE	229 HUFFINES ST
NB-170	AUTO F/X	946 S STEMMONS
NB-171	CASH LOANS	946 S STEMMONS
NB-171A	RESIDENCE	1014 LAKE SHORE
NB-171B	RESIDENCE	1013 LAKE SHORE
NB-171C	RESIDENCE	1001 LAKE SHORE
NB-171D	RESIDENCE	897 HARBOR DR
NB-171E	RESIDENCE	891 HARBOR DR
NB-171F	RESIDENCE	879 HARBOR DR
NB-171G	RESIDENCE	873 HARBOR DR
NB-171H	RESIDENCE	867 HARBOR DR
NB-171I	RESIDENCE	861 HARBOR DR
NB-171J	RESIDENCE	855 HARBOR DR
NB-171K	RESIDENCE	849 HARBOR DR
NB-171L	RESIDENCE	843 HARBOR DR
NB-171M	RESIDENCE	837 HARBOR DR
NB-171N	RESIDENCE	831 HARBOR DR
NB-172	MEDICAL SURGICAL CLINIC	800 S STEMMONS
NB-173	BRAUMS	812 S STEMMONS
NB-174	SHELL	802 S STEMMONS
NB-175	NF CONSTRUCTION	702 S STEMMONS FWY
NB-175A	RESIDENCE	432 HIGH SCHOOL DR
NB-175B	RESIDENCE	448 HIGH SCHOOL DR
NB-175C	RESIDENCE	457 HIGH SCHOOL DR
NB-175D	RESIDENCE	696 S STEMMONS
NB-175E	RESIDENCE	456 CROCKETT
NB-175F	RESIDENCE	462 CROCKETT
NB-175G	RESIDENCE	447 HIGH SCHOOL DR
NB-176	ADAMS EXTERMINATING COMPANY	690 S STEMMONS FWY
NB-177	AIRASON CHIROPRACTIC CENTER	487 CROCKETT
NB-178	PALM READER	506 S STEMMONS FWY
NB-179	MICHAELS MUSIC	524 W PURNELL RD
NB-180	MEDICAL COMPLEX	535 W PURNELL RD
NB-181	ARENTO RENTALS	510 S STEMMONS FWY
NB-182	GARAGE	400 S STEMMONS
NB-183	STEMMONS PLAZA	400 S STEMMONS
NB-183A	VACANT	400 S STEMMONS
NB-184	MEDICAL CENTER OFFICES	250 S STEMMONS
NB-185	IHOP	647 W MAIN
NB-186	TACO BUENO	180 N STEMMONS
NB-187	CARLSON WAGONLIT TRAVEL	190 N STEMMONS
NB-188	SELECT INN	200 N STEMMONS
NB-189	WATER TOWER	I35E
NB-189A	RESIDENCE	418 N STEMMONS
NB-189B	RESIDENCE	428 N STEMMONS
NB-189C	RESIDENCE	436 N STEMMONS
NB-189D	RESIDENCE	512 N STEMMONS
NB-189E	RESIDENCE	518 N STEMMONS
NB-189F	RESIDENCE	N STEMMONS
NB-190	CHOPPER IMPORTS	600 N STEMMONS FWY
NB-191	LEWISVILLE AIR COMPRESSOR	600 N STEMMONS FWY
NB-192	TILE & MARBLE	600 N STEMMONS FWY
NB-193	DENCO EQUIPMENT	802 N STEMMONS
NB-194	VACANT	740 VALLEY RIDGE CIR
NB-195	BOB'S TIRE & AUTO CENTER	740 VALLEY RIDGE CIR

SOUTHBOUND BUSINESSES:

Parcel ID	Business Name	Parcel Address
SB-108	BEST WESTERN	330 E CORPORATE DR
SB-109	LA QUINTA INN	1657 S STEMMONS FWY
SB-109A	KETTLE	1655 S STEMMONS FWY
SB-110B	ENTERPRISE	1653 S STEMMONS
SB-111	VACANT	1653 S STEMMONS
SB-112	VACANT	1653 S STEMMONS
SB-113	LEWISVILLE MITSUBISHI	1547 S STEMMONS FWY
SB-114	BANKSTON NISSAN	1651 S STEMMONS FWY
SB-115	SATURN OF LEWISVILLE	1601 S STEMMONS
SB-116	PUBLIC STORAGE	1515 S STEMMONS
SB-117	BEST VALUE INN & SUITES	1419 S STEMMONS
SB-118	NORTHERN TOOLS & EQUIPMENT	1401 S STEMMONS
SB-119	SMITH FARM & GARDEN	1329 S STEMMONS
SB-120	SUPER 8	1311 STEMMONS
SB-121	STORE YOUR STUFF	1305 S STEMMONS
SB-122	ALL STATE TRANSMISSIONS	1303 S STEMMONS
SB-123	SPANISH TRAIL INN	1301 S STEMMONS
SB-124	WAFFLE HOUSE	1191 S STEMMONS
SB-125	FINA	1181 S STEMMONS/HWY 121
SB-126	VACANT	1201 SH 121
SB-127	VACANT	1153 1/2 S STEMMONS
SB-128	CONCORD AUTOPLEX	1133 S STEMMONS
SB-129	LAKELAND PLAZA	1131 S STEMMONS
SB-130	VACANT	1111 S STEMMONS FWY
SB-131	FUTURE FENCE DECKS	1111 S STEMMONS FWY
SB-132	HEARTLAND	1045 S STEMMONS
SB-133	DOROTHY'S GRASS	1029 STEMMONS
SB-134	ANDERTON, JOE	1022 S STEMMONS
SB-134A	GARCIA, JUAN M	1014 LAKELAND DR
SB-134B	HO, LA VIET	1010 LAKELAND DR
SB-134C	ZELLARS, JOAN & RODNEY N	PO BOX 455
SB-134D	GOWER, LEMUEL RAY	1002 LAKELAND DR
SB-134E	ZELLARS, JOAN & RODNEY N	PO BOX 455
SB-134F	ATASHAIN, VARTAN & SONIA	409 KIRKWOOD DR
SB-134G	NEAL, TRACY C	972 LAKELAND DR
SB-134H	HERMES, LYNETTE S	PO BOX 822
SB-134I	HERMES, CYRIL C	PO BOX 822
SB-134J	WHALEY, ALVIN	1700 TIMBER RIDGE CIR
SB-134K	RODRIGUEZ, ROSITA	956 LAKELAND DR
SB-134L	RIOS, MIGUEL A ETAL	952 LAKELAND DR
SB-134M	BILLINGS, TERRY P	2211 WREN LN
SB-134N	GARRETT, TONEY	944 LAKELAND DR
SB-134O	FORD, DANIEL & JODEE S	3212 PARKHURST CIR
SB-134P	TICKENOFF, BEVERLY	1305 VALLEY VIEW DR
SB-134Q	CHAFFIN, DAVID M & SANDRA L TR CHAFFIN FAM RE	632 MARCUS DR
SB-134R	MAYFIELD, FABIENNE	928 LAKELAND DR
SB-134S	MCCARTY, CARLA A	305 N SHORE PL
SB-135	LEWISVILLE VOLKSWAGON	893 S STEMMONS FWY
SB-136	CRACKER BARREL	889 S STEMMONS
SB-137	HAMPTON INN	885 S STEMMONS FWY
SB-138	CHEVRON	877 S STEMMONS FWY
SB-139	STATE INSPECTIONS & EMISSIONS	797 S STEMMONS FWY
SB-140	ROMA TILE	701S STEMMONS FWY
SB-141	VACANT	699 S STEMMONS FWY
SB-142	EL CHICO	697 S STEMMONS
SB-143	MIDAS	685 S STEMMONS
SB-144	RIVERIA POOL & SPA	671 S STEMMONS
SB-145	A-1 TRANSMISSION	659 S STEMMONS
SB-146	JC'S CASUCHA	501 STEMMONS
SB-147	K CLINIC	501 STEMMONS
SB-148	TOP COMMUNICATIONS	525 STEMMONS
SB-149	GRANDY'S	401 S STEMMONS
SB-150	LAKELAND BAPTIST CHURCH	397 S. STEMMONS
SB-151	LAKELAND BAPTIST CHURCH OFFICE	397 S. STEMMONS
SB-152	REMAX	325 S STEMMONS
SB-153	COLONIAL SAVINGS & LOAN	211-221 S STEMMONS
SB-154	COLONIAL PLAZA	211-221 S STEMMONS
SB-155	EXXON	101 S STEMMONS
SB-156	PANDA EXPRESS	326 EDMONDS
SB-157	WHATBURGER	171 N STEMMONS
SB-158	GOLDEN CORRAL	251 N STEMMONS
SB-159	VACANT	355 STEMMONS N
SB-160	UHAUL SELF STORAGE	525 N STEMMONS
SB-161	SHURGUARD STORAGE CENTER	601 STEMMONS FWY
SB-162	SHURGUARD STORAGE CENTER	601 STEMMONS FWY

CURVE DATA

STREET NAME	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	NORTHING	EASTING	PI STATION	PC STATION	PT STATION
	MAINLANES										
CM35	CM35-24	1° 57' 38.39" RT	0° 31' 58.74"	183.95'	367.87'	10,750.00'	7,058,379.31	2,433,341.93	1089+75.16	1087+91.21	1091+59.07
	CM35-25	11° 12' 14.82" LT	0° 31' 58.74"	1,054.44'	2,102.15'	10,750.00'	7,061,069.98	2,431,608.19	1121+75.99	1111+21.56	1132+23.70
	CM35-26	3° 05' 55.85" RT	0° 31' 58.74"	290.78'	581.41'	10,750.00'	7,063,377.89	2,429,379.48	1153+77.63	1150+86.85	1156+68.27
	CM35-27	2° 08' 11.54" LT	0° 31' 58.74"	200.46'	400.86'	10,750.00'	7,064,866.35	2,428,090.09	1173+46.76	1171+46.30	1175+47.17
	CM35-28	26° 39' 29.20" RT	0° 57' 17.75"	1,421.55'	2,791.63'	6,000.00'	7,066,995.40	2,426,102.10	1202+59.61	1188+38.06	1216+29.69
	CM35-29	3° 29' 43.99" RT	0° 31' 57.85"	328.18'	656.15'	10,755.00'	7,068,913.35	2,425,538.36	1222+07.21	1218+79.04	1225+35.19
	CM35-30	3° 29' 43.99" LT	0° 31' 59.64"	327.87'	655.54'	10,745.00'	7,069,552.88	2,425,392.08	1228+63.06	1225+35.19	1231+90.73
CMS35	CMS35-1	2° 04' 04.04" LT	0° 31' 57.85"	194.09'	388.14'	10,755.00'	7,068,736.43	2,425,590.37	4220+22.81	4218+28.71	4222+16.86
	CMS35-2	2° 04' 04.04" RT	0° 31' 59.64"	193.91'	387.78'	10,745.00'	7,069,104.50	2,425,467.59	4224+10.77	4222+16.86	4226+04.64
	CMS35-3	2° 49' 04.98" LT	0° 31' 57.85"	264.54'	528.98'	10,755.00'	7,069,835.01	2,425,252.87	4231+72.15	4229+07.61	4234+36.58
	CMS35-4	2° 49' 04.98" RT	0° 31' 59.64"	264.30'	528.48'	10,745.00'	7,070,334.44	2,425,078.98	4237+00.88	4234+36.58	4239+65.07
	GENERAL PURPOSE										
GMNB	GMNB-35	1° 56' 06.77" LT	0° 31' 58.74"	181.56'	363.09'	10,750.00'	7,058,253.10	2,433,530.52	1087+54.66	1085+73.10	1089+36.19
	GMNB-36	3° 53' 45.16" RT	0° 31' 58.74"	365.62'	730.96'	10,750.00'	7,058,691.87	2,433,203.58	1093+01.81	1089+36.19	1096+67.14
	GMNB-37	11° 12' 14.82" LT	0° 31' 49.33"	1,059.64'	2,112.51'	10,803.00'	7,061,103.06	2,431,649.92	1121+69.92	1111+10.28	1132+22.80
	GMNB-38	3° 05' 55.85" RT	0° 32' 08.25"	289.34'	578.55'	10,697.00'	7,063,413.68	2,429,418.60	1153+75.29	1150+85.95	1156+64.49
	GMNB-39	2° 08' 11.54" LT	0° 31' 49.33"	201.44'	402.84'	10,803.00'	7,064,901.80	2,428,129.50	1173+43.97	1171+42.53	1175+45.37
	GMNB-40	26° 39' 29.20" RT	0° 57' 48.38"	1,409.00'	2,766.97'	5,947.00'	7,067,022.40	2,426,149.41	1202+45.26	1188+36.26	1216+03.23
	GMNB-41	3° 29' 43.99" RT	0° 32' 07.35"	326.56'	652.92'	10,702.00'	7,068,926.74	2,425,589.67	1221+79.14	1218+52.58	1225+05.50
	GMNB-42	3° 29' 43.99" LT	0° 31' 50.21"	329.49'	658.77'	10,798.00'	7,069,566.28	2,425,443.39	1228+34.99	1225+05.50	1231+64.27
GMSB	GMSB-27	1° 57' 38.39" RT	0° 31' 49.33"	184.86'	369.68'	10,803.00'	7,058,349.84	2,433,297.87	1089+69.13	1087+84.28	1091+53.96
	GMSB-28	3° 01' 37.63" LT	0° 31' 58.74"	284.04'	567.96'	10,750.00'	7,058,841.74	2,432,980.91	1095+54.27	1092+70.23	1098+38.19
	GMSB-29	3° 01' 37.63" RT	0° 31' 58.74"	284.04'	567.96'	10,750.00'	7,059,302.36	2,432,648.42	1101+22.23	1098+38.19	1104+06.14
	GMSB-30	1° 09' 32.37" RT	0° 31' 58.74"	108.73'	217.45'	10,750.00'	7,059,968.78	2,432,219.01	1109+14.87	1108+06.14	1110+23.60
	GMSB-31	12° 21' 47.19" LT	0° 31' 58.74"	1,164.32'	2,319.60'	10,750.00'	7,061,052.64	2,431,551.26	1121+87.92	1110+23.60	1133+43.20
	GMSB-32	3° 05' 55.85" RT	0° 31' 49.33"	292.21'	584.28'	10,803.00'	7,063,342.11	2,429,340.36	1153+61.60	1150+69.39	1156+53.67
	GMSB-33	2° 08' 11.54" LT	0° 32' 08.25"	199.47'	398.89'	10,697.00'	7,064,830.90	2,428,050.68	1173+31.17	1171+31.70	1175+30.59
	GMSB-34	27° 15' 15.05" RT	0° 56' 47.65"	1,467.40'	2,879.26'	6,053.00'	7,066,992.75	2,426,032.07	1202+88.89	1188+21.48	1217+00.75
	GMSB-35	2° 43' 47.19" LT	0° 32' 07.35"	254.99'	509.88'	10,702.00'	7,068,650.20	2,425,563.57	1219+55.73	1217+00.75	1222+10.63
	GMSB-36	2° 08' 01.33" RT	0° 31' 50.21"	201.08'	402.12'	10,798.00'	7,069,082.67	2,425,418.76	1224+11.71	1222+10.63	1226+12.75
	GMSB-37	2° 49' 04.98" LT	0° 32' 07.35"	263.24'	526.37'	10,702.00'	7,069,818.82	2,425,202.39	1231+78.95	1229+15.71	1234+42.08
	GMSB-38	2° 49' 04.98" RT	0° 31' 50.21"	265.60'	531.09'	10,798.00'	7,070,318.25	2,425,028.49	1237+07.68	1234+42.08	1239+73.17
	FRONTAGE ROADS										
FRNB	FRNB-17	4° 11' 38.28" LT	1° 25' 43.76"	146.83'	293.53'	4,010.00'	7,058,270.35	2,433,664.62	2088+02.65	2086+55.82	2089+49.34
	FRNB-18	8° 47' 59.99" RT	1° 25' 43.76"	308.55'	615.89'	4,010.00'	7,058,624.50	2,433,378.34	2092+57.90	2089+49.34	2095+65.24
	FRNB-19	2° 38' 43.31" LT	1° 24' 20.47"	94.11'	188.19'	4,076.00'	7,058,972.68	2,433,176.10	2096+59.35	2095+65.24	2097+53.43
	FRNB-20	3° 10' 42.89" LT	2° 50' 01.03"	56.10'	112.17'	2,022.00'	7,059,502.33	2,432,834.82	2102+89.39	2102+33.29	2103+45.46
	FRNB-21	3° 10' 42.89" RT	2° 51' 53.24"	55.49'	110.95'	2,000.00'	7,059,750.45	2,432,654.72	2105+95.95	2105+40.46	2106+51.42
	FRNB-22	3° 46' 01.57" RT	2° 51' 53.24"	65.77'	131.50'	2,000.00'	7,060,217.24	2,432,353.94	2111+51.23	2110+85.46	2112+16.95
	FRNB-23	5° 53' 53.25" LT	2° 50' 01.03"	104.17'	208.15'	2,022.00'	7,060,540.71	2,432,174.43	2115+21.12	2114+16.95	2116+25.10
	FRNB-24	2° 46' 07.33" LT	0° 31' 24.91"	264.45'	528.80'	10,942.98'	7,060,842.93	2,431,963.39	2118+89.55	2116+25.10	2121+53.90
	FRNB-25	4° 05' 19.05" LT	1° 15' 10.26"	163.24'	326.35'	4,573.24'	7,061,181.35	2,431,701.87	2123+17.14	2121+53.90	2124+80.24
	FRNB-26	1° 49' 01.98" RT	1° 41' 59.33"	53.46'	106.91'	3,370.71'	7,061,342.93	2,431,557.47	2125+33.70	2124+80.24	2125+87.15
	FRNB-27	4° 01' 58.73" LT	0° 31' 23.79"	385.52'	770.72'	10,949.45'	7,061,679.37	2,431,275.50	2129+72.67	2125+87.15	2133+57.87
	FRNB-28	4° 54' 28.86" LT	1° 54' 35.49"	128.57'	256.98'	3,000.00'	7,062,639.04	2,430,348.76	2143+06.44	2141+77.87	2144+34.86
	FRNB-29	4° 54' 28.86" RT	1° 54' 35.49"	128.57'	256.98'	3,000.00'	7,062,808.05	2,430,154.97	2145+63.43	2144+34.86	2146+91.84
	FRNB-30	5° 27' 52.39" RT	1° 42' 24.32"	160.21'	320.17'	3,357.00'	7,063,159.27	2,429,815.81	2150+51.51	2148+91.31	2152+11.48
	FRNB-31	3° 51' 36.74" LT	1° 15' 36.28"	153.23'	306.35'	4,547.00'	7,063,404.44	2,429,620.53	2153+64.71	2152+11.48	2155+17.82
	FRNB-32	1° 29' 40.20" RT	0° 32' 33.64"	137.70'	275.39'	10,558.00'	7,063,619.30	2,429,424.37	2156+55.53	2155+17.82	2157+93.22
	FRNB-33	3° 37' 27.51" LT	1° 08' 45.30"	158.19'	316.28'	5,000.00'	7,064,157.56	2,428,958.10	2163+67.64	2162+09.45	2165+25.73
	FRNB-34	3° 37' 27.51" RT	1° 08' 45.30"	158.19'	316.28'	5,000.00'	7,064,383.12	2,428,736.25	2166+83.92	2165+25.73	2168+42.01
	FRNB-35	1° 12' 01.67" LT	0° 31' 28.53"	114.42'	228.84'	10,922.00'	7,064,913.94	2,428,276.42	2173+86.10	2172+71.68	2175+00.51
	FRNB-36	0° 56' 09.88" LT	0° 31' 30.43"	89.13'	178.26'	10,911.00'	7,065,057.59	2,428,131.79	2175+89.65	2175+00.51	2176+78.77
	FRNB-37	4° 35' 18.82" RT	1° 09' 10.20"	199.12'	398.02'	4,970.00'	7,065,568.60	2,427,654.64	2182+88.78	2180+89.66	2184+87.69
	FRNB-38	4° 35' 18.82" LT	1° 08' 33.78"	200.88'	401.55'	5,014.00'	7,065,881.86	2,427,405.91	2186+88.57	2184+87.69	2188+89.24
	FRNB-39	4° 05' 25.71" RT	0° 59' 12.00"	207.38'	414.57'	5,807.00'	7,066,239.67	2,427,071.81	2191+77.90	2189+70.52	2193+85.10
	FRNB-40	1° 18' 55.62" LT	1° 38' 52.26"	39.92'	79.83'	3,477.00'	7,066,432.00	2,426,916.36	2194+25.01	2193+85.10	2194+64.92
	FRNB-41	5° 04' 32.79" RT	1° 40' 57.70"	150.92'	301.65'	3,405.00'	7,066,577.62	2,426,793.03	2196+15.85	2194+64.92	2197+66.57
	FRNB-42	18° 48' 26.32" RT	0° 59' 07.73"	962.88'	1,908.44'	5,814.00'	7,067,487.91	2,426,151.21	2207+29.45	2197+66.57	2216+75.01
	FRNB-43	3° 15' 42.85" RT	0° 32' 31.60"	300.93'	601.70'	10,569.00'	7,068,939.66	2,425,724.50	2222+25.29	2219+24.36	2225+26.06
	FRNB-44	2° 47' 15.09" LT	2° 50' 01.03"	49.20'	98.37'	2,022.00'	7,069,280.65	2,425,645.04	2225+75.26	2225+26.06	2226+24.44
	FRNB-45	1° 25' 22.48" RT	2° 51' 53.24"	24.84'	49.67'	2,000.00'	7,069,544.20	2,425,569.94	2228+49.27	2228+24.44	2228+74.10
	FRNB-46	2° 16' 19.58" LT	0° 31' 28.87"	216.55'	433.04'	10,920.00'	7,069,777.91	2,425,509.57	2230+90.65	2228+74.10	2233+07.14
	FRNB-47	3° 50' 53.48" RT	1° 09' 10.20"	166.96'	333.80'	4,970.00'	7,070,145.14	2,425,399.02	2234+74.11	2233+07.14	2236+40.95
	FRNB-48	3° 28' 24.15" LT	1° 08' 33.78"	152.03'	303.96'	5,014.00'	7,070,456.07	2,425,327.77	2237+92.97	2236+40.95	2239+44.91
FRSB	FRSB-19	2° 10' 34.54" LT	0° 49' 25.28"	132.12'	264.21'	6,956.00'	7,058,255.21	2,433,200.43	3089+29.92	3087+97.80	3090+62.01
	FRSB-20	4° 08' 12.93" RT	1° 36' 14.49"	129.01'	257.91'	3,572.00'	7,058,463.94	2,433,043.52	3091+91.02	3090+62.01	3093+19.92
	FRSB-21	1° 38' 19.28" LT	0° 32' 24.06"	151.74'	303.45'	10,610.00'	7,058,863.22	2,432,786.25	3096+65.90	3095+14.16	3098+17.61
	FRSB-22	5° 03' 20.22" RT	2° 48' 31.02"	90.06'	180.00'	2,040.00'	7,059,062.64	2,432,649.52	3099+07.67	3098+17.61	3099+97.62
	FRSB-23	3° 25' 00.94" LT	2° 48' 31.02"	60.85'	121.66'	2,040.00'	7,059,368.42	2,432,477.37	3102+58.46	3101+97.62	3103+19.27
	FRSB-24	3° 37' 54.47" LT	2° 51' 53.24"	63.41'	126.77'	2,000.00'	7,059,906.63	2,432,130.58	3108+98.69	3108+35.28	3109+62.05
	FRSB-25	3° 21' 27.55" RT	2° 50' 01.03"	59.26'	118.49'	2,022.00'	7,060,166.25	2,431,938.97	3112+21.32	3111+62.05	3112+80.55
	FRSB-26	2° 20' 40.42" LT	0° 32' 22.78"	217.26'	434.45'	10,617.00'	7,060,397.98	2,431,788.09	3114+97.80	3112+80.55	3117+15.00
	FRSB-27	0° 56' 14.11" RT	2° 50' 01.03"	16.54'	33.08'	2,022.00'	7,060,588.52	2,431,652.61	3117+31.54	3117+15.00	3117+48.07
	FRSB-28	3° 34' 17.24" LT	2° 51' 53.24"	62.35'	124.67'	2,000.00'	7,060,818.42	2,431,494.73	3120+10.43	3119+48.07	3120+72.74
	FRSB-29	5° 57' 04.34" LT	0° 32' 33.82"	548.76'	1,096.54'	10,557.00'	7,061,299.67	2,431,118.08	3126+21.50	3120+72.74	3131+69.28
	FRSB-30	3° 16' 32.76" RT	2° 50' 01.03"	57.82'	115.60'	2,022.00'	7,062,732.67	2,429,734.26	3146+12.62	3145+54.80	3146+70.40
	FRSB-31	3° 16' 32.76" LT	2° 51' 53.24"	57.19'	114.35'	2,000.00'	7,062,971.40	2,429,528.74	3149+27.59	3148+70.40	3149+84.75
	FRSB-32	3° 08' 03.76" RT	0° 31' 28.01"	298.90'	597.65'	10,925.00'	7,063,262.17	2,429,247.95	3153+31.78	3150+32.88	3156+30.53
	FRSB-33	1° 36' 28.54" LT	2° 51' 53.24"	28.07'	56.13'	2,000.00'	7,063,509.44	2,429,034.02	3156+58.60	3156+30.53	3156+86.66
	FRSB-34	1° 34' 20.62" RT	2° 50' 01.03"	27.75'	55.49'	2,022.00'	7,063,698.12	2,428,861.28	3159+14.41	3158+86.66	3159+42.15
	FRSB-35	3° 20' 43.97" RT	1° 08' 42.82"	146.11'	292.13'	5,003.00'	7,064,093.41	2,428,518.86	3164+37.38	3162+91.27	3165+83.40
	FRSB-36	3° 20' 43.97" LT	1° 09' 08.53"	145.20'	290.32'	4,972.00'	7,064,324.35	2,428,341.30	3167+28.60	3165+83.40	3168+73.72
	FRSB-37	2° 08' 11.54" LT	0° 32' 28.65"	197.38'	394.71'	10,585.00'	7,064,755.99	2,427,967.39	3172+99.59	3171+02.21	3174+96.92
	FRSB-38	3° 37' 24.46" LT	2° 52' 50.28"	62.91'	125.79'	1,989.00'	7,065,171.76	2,427,564.12	3178+78.66	3178+15.75	3179+41.53
	FRSB-39	3° 37' 24.46" RT	2° 49' 05.83"	64.31'	128.57'	2,033.00'	7,065,464.97	2,427,253.40	3183+05.84	3182+41.53	3183+70.10
	FRSB-40	2° 26' 42.86" RT	0° 55' 25.24"	132.38'	264.73'	6,203.00'	7,065,914.60	2,426,833.55	3189+20.97	3187+88.59	3190+53.31
	FRSB-41	5° 32' 26.73" RT	2° 50' 01.03"	97.84'	195.54'	2,022.00'	7,066,089.43	2,426,683.75	3191+51.16	3190+53.31	3192+48.85
	FRSB-42	1° 25' 33.00" LT	2° 51' 53.24"	24.89'	49.77'	2,000.00'	7,066,353.62	2,426,498.40	3194+73.74	3194+48.85	3194+98.62
	FRSB-43	7° 50' 50.57" RT	0° 55' 34.38"	424.29'	847.25'	6,186.00'	7,066,714.80	2,426,231.36	3199+22.91	3194+98.62	3203+45.87
	FRSB-44	12° 17' 11.98" RT	1° 15' 50.29"	487.91'	972.07'	4,533.00'	7,067,795.37	2,425,641.49	3211+52.67	3206+64.77	3216+36.84
	FRSB-45	2° 27' 41.92" LT	1° 09' 09.58"	106.80'	213.56'	4,970.73'	7,068,404.59	2,425,462.84	3217+83.81	3216+77.01	3218+90.57
	FRSB-46	5° 06' 40.10" RT	1° 08' 33.78"	223.79'	447.28'	5,014.00'	7,068,717.53	2,425,356.27	3221+14.36	3218+90.57	3223+37.85
	FRSB-47	2° 41' 08.12" LT	1° 09' 26.97"	116.03'	232.02'	4,950.00'	7,069,047.69	2,425,275.83	3224+53.88	3223+37.85	3225+69.87
	FRSB-48	2° 24' 54.18" LT	2° 51' 53.24"	42.16'	84.30'	2,000.00'	7,070,529.19	2,424,840.37	3239+98.00	3239+55.85	3240+40.15
	FRSB-49	2° 24' 54.18" RT	2° 50' 01.03"	42.62'	85.23'	2,022.00'	7,070,798.78	2,424,748.63	3242+82.77	3242+40.15	3243+25.38
	RAMPS										
RS140	RS140-3	1° 38' 19.28" LT	0° 32' 13.49"	152.57'	305.11'	10,668.00'	7,058,895.33	2,432,834.56	24+65.92	23+13.35	26+18.46
RN145	RN145-3	2° 46' 24.87" LT	0° 31' 34.95"	263.51'	526.92'	10,885.00'	7,060,808.95	2,431,916.37	15+71.45	13+07.94	18+34.86
RS145	RS145-3	2° 21' 11.87" LT	0° 32' 14.22"	219.03'	438.00'	10,664.00'	7,060,425.11	2,431,826.51	14+42.08	12+23.05	16+61.05
	RS145-4	3° 13' 06.52" RT	1° 16' 23.66"	126.42'	252.78'	4,500.00'	7,060,706.62	2,431,626.28	17+87.47	16+61.05	19+13.83
RN150	RN150-3	1° 29' 40.20" RT	0° 32' 24.98"	138.32'	276.62'	10,605.00'	7,063,588.07	2,429,389.25	17+86.92	16+48.60	19+25.22
RN160	RN160-3	4° 05' 25.71" RT	0° 58' 36.88"	209.45'	418.72'	5,865.00'	7,066,201.60	2,427,028.01	15+86.25	13+76.80	17+95.51
RS160	RS160-3	2° 27' 10.61" RT	0° 55' 56.63"	131.56'	263.08'	6,145.00'	7,065,953.58	2,426,876.51	19+51.08	18+19.52	20+82.60
RS165	RS165-3	1° 06' 19.82" RT	0° 55' 59.91"	59.23'	118.45'	6,139.00'	7,067,057.75	2,426,097.70	13+06.06	12+46.83	13+65.28
	RS165-4	6° 46' 15.65" RT	1° 08' 45.30"	295.79'	590.88'	5,000.00'	7,067,488.05	2,425,862.79	17+96.30	15+00.51	20+91.40
	RS165-5	5° 30' 56.33" RT	0° 55' 55.54"	296.10'	591.75'	6,147.00'	7,068,037.39	2,425,642.42	23+87.50	20+91.40	26+83.14
	RS165-6	4° 57' 48.23" LT	1° 08' 12.77"	218.43'	436.58'	5,039.73'	7,068,531.13	2,425,497.64	29+01.57	26+83.14	31+19.72
	RS165-7	0° 09' 47.20" RT	1° 08' 58.55"	7.09'	14.19'	4,983.99'	7,068,741.23	2,425,415.69	31+26.82	31+19.72	31+33.91
RN170	RN170-3	2° 42' 14.15" RT	0° 32' 22.23"	250.64'	501.18'	10,620.00'	7,068,977.07	2,425,663.41	18+90.23	16+39.59	21+40.78
RS170	RS170-3	1° 47' 29.05" RT	0° 31' 35.82"	170.10'	340.17'	10,880.00'	7,069,089.27	2,425,331.35	18+01.72	16+31.62	19+71.79
	CROSS STREETS										
CORPORATE DR	XCORP-1	9° 03' 39.86" RT	7° 09' 43.10"	63.39'	126.52'	800.00'	7,057,825.90	2,434,061.57	108+79.18	108+15.79	109+42.30
	XCORP-2	9° 21' 41.21" LT	7° 09' 43.10"	65.50'	130.71'	800.00'	7,057,880.68	2,434,184.76	110+13.73	109+48.23	110+78.94
SH 121 BUS	XS121-1	11° 24' 01.04" RT	6° 44' 26.45"	84.84'	169.13'	850.00'	7,062,415.29	2,430,722.82	113+41.84	112+57.00	114+26.13
MAIN ST/FM1171	XMAIN-1	15° 42' 03.96" RT	11° 41' 34.86"	67.56'	134.28'	490.00'	7,067,919.72	2,425,315.82	101+47.10	100+79.54	102+13.81
	TURNAROUNDS										
TFOXNE	TFOXNE-1	89° 59' 37.74" RT	77° 25' 36.22"	73.99'	116.23'	74.00'	7,065,432.53	2,428,136.39	13+56.34	12+82.34	13+98.57
TFOXNW	TFOXNW-1	90° 02' 13.57" RT	77° 25' 36.22"	74.05'	116.29'	74.00'	7,064,633.33	2,427,406.65	11+38.22	10+64.17	11+80.46
TFOXSE	TFOXSE-1	89° 59' 57.20" LT	77° 25' 36.22"	74.00'	116.24'	74.00'	7,065,243.99	2,428,318.59	13+64.78	12+90.78	14+07.02
TFOXSW	TFOXSW-1	89° 57' 52.26" LT	77° 25' 36.22"	73.95'	116.19'	74.00'	7,064,541.44	2,427,495.58	11+37.66	10+63.70	11+79.90

SUPERELEVATION DATA

I-35 MAINLANES

CHAIN NAME	CURVE NAME	BEGIN CROSS SLOPE	BEGIN TRANSITION	BEGIN FULL SUPER	SUPER RATE	END FULL SUPER	END TRANSITION	END CROSS SLOPE
CM35	CM35-28 LT	-2.50%	1174+08	1195+53	3.20%	1209+15	1230+59	-2.50%
CM35	CM35-28 RT	-2.50%	1186+81	1189+17	-3.20%	1215+51	1217+87	-2.50%
GMNB	GMNB-35	-2.50%	1075+50	1087+69	3.45%	1087+69	1099+89	-2.50%

I-35 RAMPS

CHAIN NAME	CURVE NAME	BEGIN CROSS SLOPE	BEGIN TRANSITION	BEGIN FULL SUPER	SUPER RATE	END FULL SUPER	END TRANSITION	END CROSS SLOPE
RN140		2.50%	15+22				16+39	2.00%
RS140		2.50%	21+19				22+36	2.00%
RN145		2.00%	17+18				18+35	2.50%
RS145		2.00%	15+44				16+61	2.50%
RS150		2.50%	16+29				17+47	2.00%
RN150		2.50%	16+41				17+59	2.00%
RS155		2.00%	14+57				15+74	2.50%
RN155		2.50%	18+50				19+67	2.00%
RS160		2.50%	16+84				18+01	2.00%
RN160		2.00%	16+78				17+96	2.50%
RN170		2.50%	16+40				17+57	2.00%
RS170		2.50%	16+32				17+49	2.00%
RN175		2.00%	15+80				16+98	2.50%
RS175		2.00%	16+37				17+54	2.50%

SUPERELEVATION FOR THE GENERAL PURPOSE LANES SHALL BE CONTROLLED BY CM35 SUPERELEVATION UNLESS NOTED OTHERWISE.

®
Texas Department of Transportation

Dallas District Design Schematic

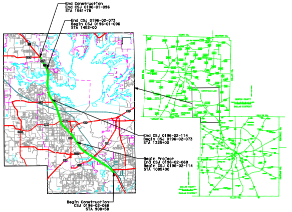
William L. Hale, P.E., District Engineer

IH 35E

From: PGBT
To: FM 2181 S. in Corinth
Dallas & Denton County
Functional Class: Urban Freeway
Project Length: 12.27 Miles

CSJ's: 0196-01-096
0196-02-073
0196-02-114
0196-02-068

Design Speeds:
Mainlanes 70 mph
Managed Lanes 70 mph
Ramps 40 mph
Turnaround Ramps 20 mph
Frontage Roads 40 mph
Cross Streets 30 mph
Collector Distributor 50 mph
Direct Connectors 50 mph



End Construction
End CSJ 0196-01-096
STA 1561+78
End CSJ 0196-02-073
Begin CSJ 0196-01-096
STA 1452+00
End CSJ 0196-02-114
Begin CSJ 0196-02-073
STA 1325+00
Begin Project
End CSJ 0196-02-068
Begin CSJ 0196-02-114
STA 1085+00
Begin Construction
CSJ 0196-02-068
STA 908+58
DENTON COUNTY
DALLAS DISTRICT
DALLAS COUNTY
DALLAS DISTRICT
LEWISVILLE LAKE
DALLAS

Scale:
Horizontal 1"=100'
Vertical 1"=10'

October 2010

Roll 2 of 9

SCHEMATIC PREPARED BY:

HDR ENGINEERING, INC.
REGISTRATION NUMBER 754

FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.

Prepared by or under the Direct Supervision of:

NAME	P.E. NUMBER
PHILLIP WAYNE ULLMAN	71426
M. SHANE WALTERS	100195

DATE: 10-18-2010

HDR
HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

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