Texas Department of Transportation

Dallas District Design Schematic

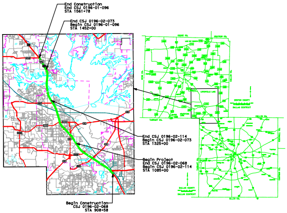
William L. Hale, P.E., District Engineer

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

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

October 2010

Roll 4 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:

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10-18-2010
DATE

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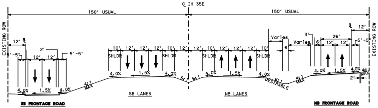
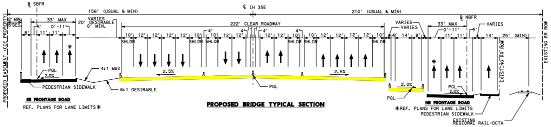
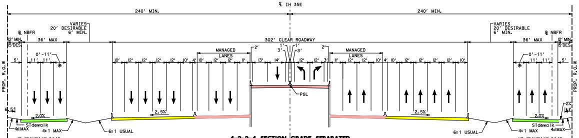

℄ IH 35E
150' USUAL
EXISTING ROW
SHLDR
SB LANES
NB LANES
4:1 MAX
6:1 DESIRABLE
SB FRONTAGE ROAD
NB FRONTAGE ROAD

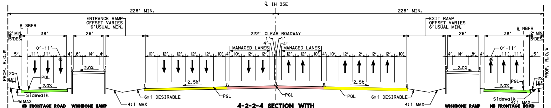
EXISTING TYPICAL 6-LANE SECTION WITH FRONTAGE ROADS


℄ SBFR
℄ IH 35E
℄ NBFR
156' (USUAL & MIN)
210' (USUAL & MIN)
222' CLEAR ROADWAY
PROPOSED EASEMENT (COE PROPERTY)
EXISTING RR ROW
EXISTING ROW
PGL
PEDESTRIAN SIDEWALK
4:1 MAX
6:1 DESIRABLE
SB FRONTAGE ROAD
NB FRONTAGE ROAD
REF. PLANS FOR LANE LIMITS✱
EXISTING REGIONAL RAIL-DCTA

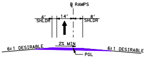
PROPOSED BRIDGE TYPICAL SECTION


℄ IH 35E
240' MIN.
302' CLEAR ROADWAY
MANAGED LANES
PROP. R.O.W
℄ NBFR
Sidewalk
4:1 MAX
6:1 USUAL
PGL
SB FRONTAGE ROAD
NB FRONTAGE ROAD
REF. PLANS FOR LANE LIMITS✱

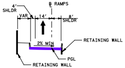
4-2-2-4 SECTION GRADE SEPARATED T-RAMP CONNECTION


℄ IH 35E
228' MIN.
222' CLEAR ROADWAY
ENTRANCE RAMP OFFSET VARIES 6'USUAL MIN.
EXIT RAMP OFFSET VARIES 6'USUAL MIN.
MANAGED LANES
PROP. R.O.W
℄ SBFR
℄ NBFR
Sidewalk
PGL
6:1 DESIRABLE
4:1 MAX
SB FRONTAGE ROAD
WISHBONE RAMP
NB FRONTAGE ROAD
✱ REF. PLANS FOR LANE LIMITS

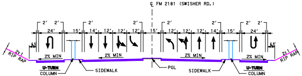
4-2-2-4 SECTION WITH WISHBONE ACCESS TO FRONTAGE ROAD


℄ RAMPS
SHLDR
2% MIN
6:1 DESIRABLE
PGL

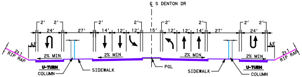
FREEWAY RAMPS
(FOR SECTION IN THE DIRECTION OF TRAVEL)


℄ RAMPS
SHLDR
2% MIN
RETAINING WALL
PGL

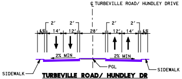
FREEWAY RAMPS WITH RETAINING WALL
(FOR SECTION IN THE DIRECTION OF TRAVEL)


℄ FM 2181 (SWISHER RD.)
2% MIN
RIP RAP
U-TURN
COLUMN
SIDEWALK
PGL

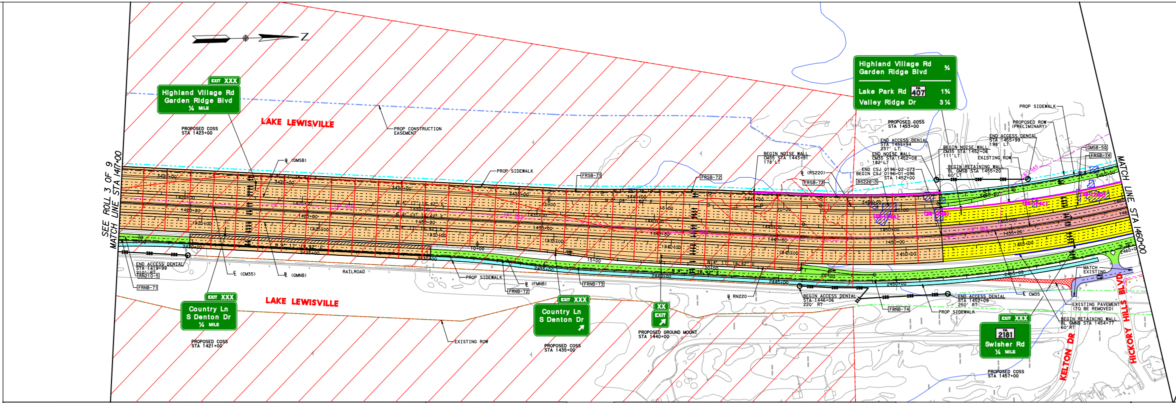
FM 2181 (SWISHER RD)
THROUGH AND TURN LANES


℄ S DENTON DR
2% MIN
RIP RAP
U-TURN
COLUMN
SIDEWALK
PGL

S DENTON DR
THROUGH AND TURN LANES


℄ TURBEVILLE ROAD/ HUNDLEY DRIVE
2% MIN
SIDEWALK
PGL

TURBEVILLE ROAD/ HUNDLEY DR
THROUGH LANES ONLY


SEE ROLL 3 OF 9
MATCH LINE STA 1417+00
MATCH LINE STA 1460+00
EXIT XXX
Highland Village Rd
Garden Ridge Blvd
¼ MILE
PROPOSED COSS STA 1423+00
LAKE LEWISVILLE
PROP CONSTRUCTION EASEMENT
℄ (GMSB)
PROP SIDEWALK
FRSB-71
FRSB-72
FRSB-73
RS220-3
℄ (RS220)
BEGIN NOISE WALL CM35 STA 1443+91 178'LT
END CSJ 0196-02-073 BEGIN CSJ 0196-01-096 STA 1452+00
END NOISE WALL CM35 STA 1452+08 182'LT
END ACCESS DENIAL STA 1451+94 237' LT
PROPOSED COSS STA 1453+00
BEGIN NOISE WALL CM35 STA 1452+06 111'LT
BEGIN RETAINING WALL BL GMSB STA 1455+20 60'LT
EXISTING ROW
END ACCESS DENIAL STA 1455+99 198' LT
PROPOSED ROW (PRELIMINARY)
PROP SIDEWALK
GMSB-50
FRSB-74
Highland Village Rd ¾
Garden Ridge Blvd
Lake Park Rd 407 1¾
Valley Ridge Dr 3¼
16" GAS
(SB-174A)
(SB-174B)
(SB-174C)
(SB-174D)
N 4° 17' 16.42" E
N 4° 08' 11.62" E
3420+00
3425+00
3430+00
3435+00
3440+00
3445+00
3450+00
3455+00
3460+00
1420+00
1425+00
1430+00
1435+00
1440+00
1445+00
1450+00
1455+00
2420+00
2425+00
2430+00
2435+00
2440+00
2445+00
2450+00
2455+00
2460+00
10+00
15+00
20+00
25+00
END ACCESS DENIAL STA 1419+99 210' RT
RN210-5
FRNB-71
℄ (CM35)
℄ (GMNB)
RAILROAD
PROP SIDEWALK
℄ (FMNB)
FRNB-72
FRNB-73
FRNB-74
℄ RN220
BEGIN ACCESS DENIAL STA 1446+06 220' RT
END ACCESS DENIAL STA 1452+09 250' RT
℄ CM35
MATCH EXISTING
EXISTING PAVEMENT (TO BE REMOVED)
BEGIN RETAINING WALL BL GMNB STA 1454+77 60'RT
EXIT XXX
Country Ln
S Denton Dr
¼ MILE
PROPOSED COSS STA 1421+00
LAKE LEWISVILLE
EXISTING ROW
EXIT XXX
Country Ln
S Denton Dr
PROPOSED COSS STA 1435+00
XX
EXIT
PROPOSED GROUND MOUNT STA 1440+00
EXIT XXX
2181
Swisher Rd
¼ MILE
PROPOSED COSS STA 1457+00
KELTON DR
HICKORY HILLS BLVD

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

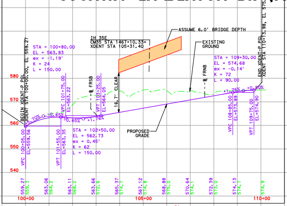
NOTES:

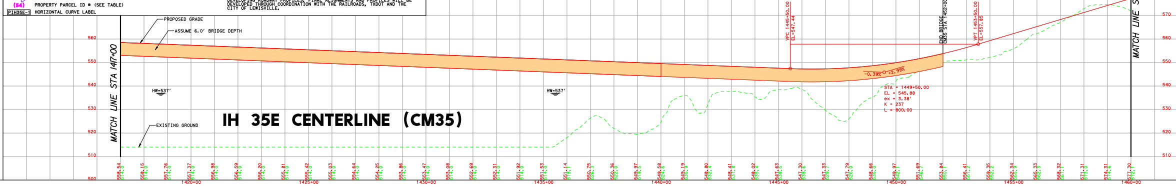
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED FEBRUARY 9, 2006 AND RECORD PLANS.
2. TRAFFIC VOLUMES ARE PRELIMINARY AND WERE PROVIDED BY WILBUR SMITH ASSOCIATES ON DECEMBER 19 2008.
3. ADA RAMPS ARE NOT DEPICTED ON THE PLAN. SIDEWALKS ARE NOT SHOWN ALONG FRONTAGE 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

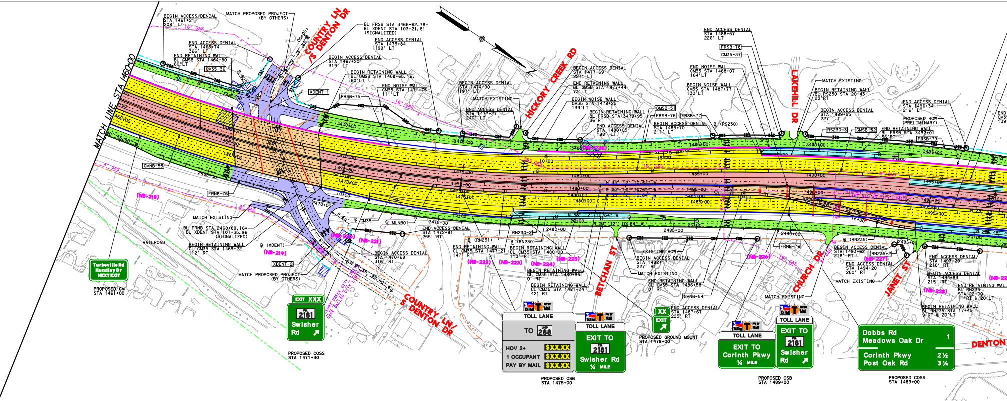
ROLL 1 - STA 908+58 TO STA 1078+00 PLAN/PROFILE
ROLL 2 - STA 1078+00 TO STA 1242+00 PLAN/PROFILE
ROLL 3 - STA 1242+00 TO STA 1417+00 PLAN/PROFILE
ROLL 4 - STA 1417+00 TO STA 1561+78 PLAN/PROFILE
ROLL 5 - PROFILES - FRONTAGE ROADS 1 OF 2
ROLL 6 - PROFILES - FRONTAGE ROADS 2 OF 2 AND DIRECT CONNECTOR
ROLL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

COUNTRY LN\DENTON DR (XDENT)



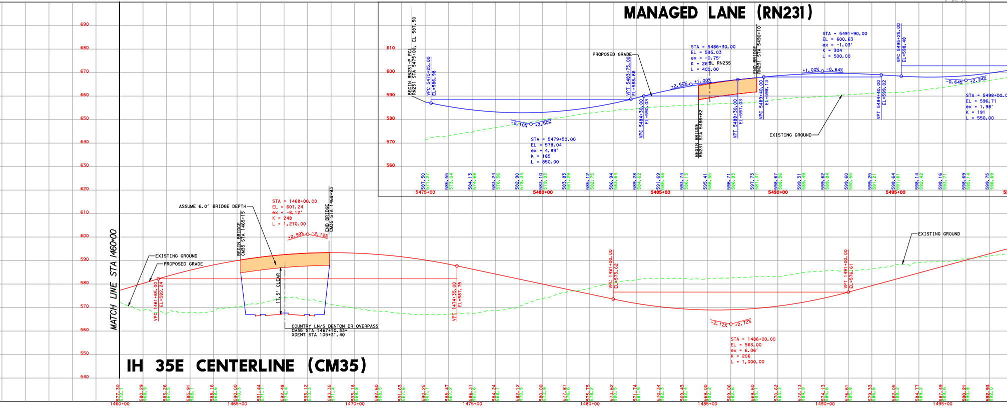


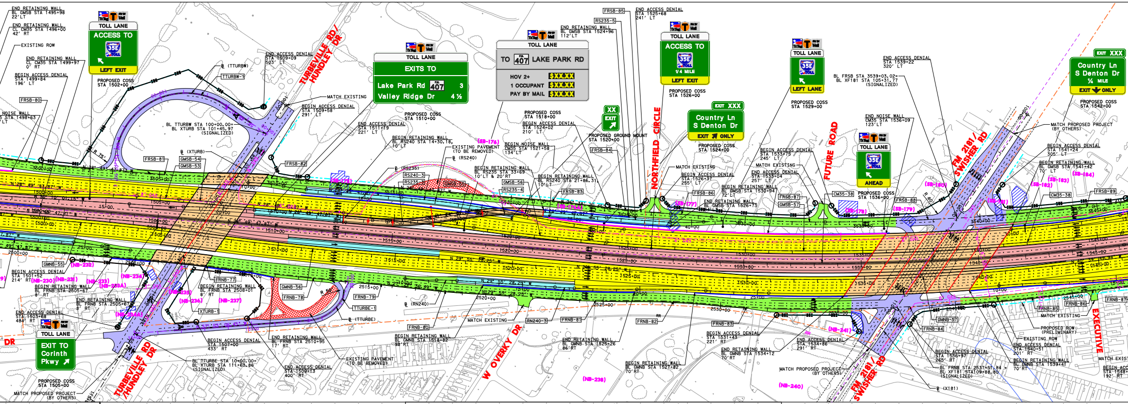
IH 35E CENTERLINE (CM35)

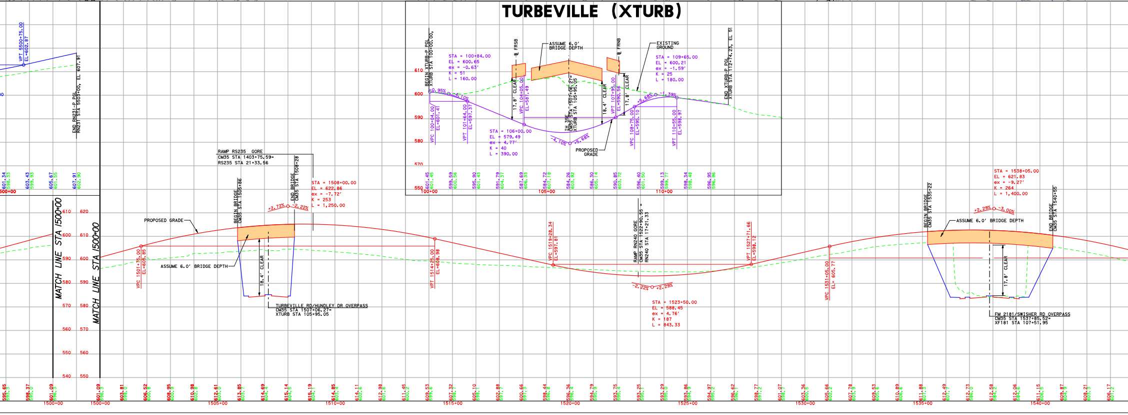

MATCH LINE STA 1460+00
BEGIN ACCESS DENIAL STA 1461+21 208' LT
MATCH PROPOSED PROJECT (BY OTHERS)
END ACCESS DENIAL STA 1465+74 366' LT
END RETAINING WALL BL GMSB STA 1464+80 60' LT
CM35-36
COUNTRY LN /S DENTON DR
BL FRSB STA 3466+62.78= BL XDENT STA 103+21.81 (SIGNALIZED)
END ACCESS DENIAL STA 1473+84 199' LT
BEGIN ACCESS DENIAL STA 1467+20 319' LT
BEGIN RETAINING WALL BL GMSB STA 1468+65.16, 60' LT
XDENT-1
FRSB-75
END NOISE WALL CM35 STA 1471+75 111' LT
BEGIN ACCESS DENIAL STA 1474+90 197' LT
MATCH EXISTING
END ACCESS DENIAL STA 1477+27 240' LT
HICKORY CREEK RD
BEGIN ACCESS DENIAL STA 1477+69 227' LT
END RETAINING WALL BL GMSB STA 1477+44 73' LT
BEGIN NOISE WALL CM35 STA 1478+25 139' LT
BEGIN RETAINING WALL BL FRSB STA 3478+95 36' RT
END ACCESS DENIAL STA 1480+05 188' LT
GMSB-51
FRSB-76
FRSB-77
BEGIN ACCESS DENIAL STA 1485+70 211' LT
RS230
END ACCESS DENIAL STA 1488+57 226' LT
FRSB-78
CM35-37
END NOISE WALL CM35 STA 1488+07 164' LT
BEGIN NOISE WALL CM35 STA 1487+77 130' LT
LAKEHILL DR
MATCH EXISTING
BEGIN RETAINING WALL BL RS230 STA 20+43 23' RT
BEGIN ACCESS DENIAL STA 1489+85 227' LT
RS230-3
GMSB-52
END RETAINING WALL BL FRSB STA 3492+01 36' RT
END ACCESS DENIAL STA 1496+34 216' LT
PROPOSED ROW (PRELIMINARY)
FRSB-79
GMNB-53
FRNB-75
(NB-218)
MATCH EXISTING
BL FRNB STA 2468+89.16= BL XDENT STA 107+35.96 (SIGNALIZED)
RAILROAD
BEGIN RETAINING WALL CL CM35 STA 1469+22 112' RT
XDENT
(NB-219)
XDENT-2
MATCH PROPOSED PROJECT (BY OTHERS)
CM35
MLNB01
END ACCESS DENIAL STA 1472+81 255' RT
BEGIN ACCESS DENIAL STA 1470+68 316' RT
(NB-220)
(NB-221)
RN231
RN230-2
RN230
END RETAINING WALL CL CM35 STA 1477+21 147' RT
BEGIN RETAINING WALL CL CM35 STA 1480+00 113' RT
(NB-222)
(NB-223)
(NB-224)
(NB-225)
BEGIN RETAINING WALL CL CM35 STA 1480+95 0' RT
BEGIN RETAINING WALL CL CM35 STA 1481+24 42' RT
BETCHAN ST
EXISTING ROW
BEGIN ACCESS DENIAL STA 1482+17 227' RT
MATCH EXISTING
END RETAINING WALL CL CM35 STA 1486+58 0' RT
GMNB-54
END ACCESS DENIAL STA 1487+67 225' RT
(NB-226)
FRNB-76
CHURCH DR
MATCH EXISTING
RN235
BEGIN ACCESS DENIAL STA 1493+62 218' RT
RN235-2
(NB-227)
END ACCESS DENIAL STA 1494+20 260' RT
MATCH EXISTING
JANET ST
END ACCESS DENIAL STA 1497+29 216' RT
BEGIN ACCESS DENIAL STA 1494+93 215' RT
(NB-228)
BEGIN RETAINING WALL BL RN235 STA 17+45 9' RT & 20' LT
END RETAINING WALL BL RN235 STA 22+00 11' RT & 20' LT
DENTON
HICKORY CREEK CITY LIMIT
LAKE DALLAS CITY LIMIT
N 33° 12' 10.64" W
Turbeville Rd Hundley Dr NEXT EXIT
PROPOSED GM STA 1461+00
EXIT XXX
2181 Swisher Rd
PROPOSED COSS STA 1471+30
TOLL LANE
TO LOOP 288
HOV 2+ $X.XX
1 OCCUPANT $X.XX
PAY BY MAIL $X.XX
PROPOSED OSB STA 1475+00
TOLL LANE
EXIT TO 2181 Swisher Rd ¼ MILE
XX EXIT
PROPOSED GROUND MOUNT STA 1478+00
TOLL LANE
EXIT TO Corinth Pkwy ¼ MILE
TOLL LANE
EXIT TO 2181 Swisher Rd
PROPOSED OSB STA 1489+00
Dobbs Rd Meadows Oak Dr 1
Corinth Pkwy 2 ¼
Post Oak Rd 3 ¼
PROPOSED COSS STA 1489+00

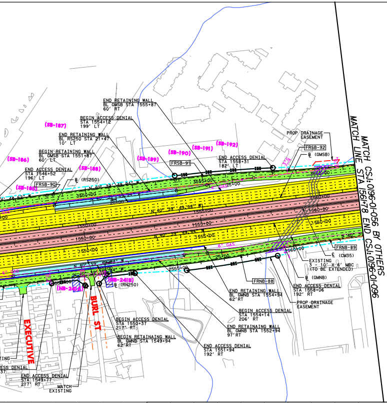
MANAGED LANE (RN231)

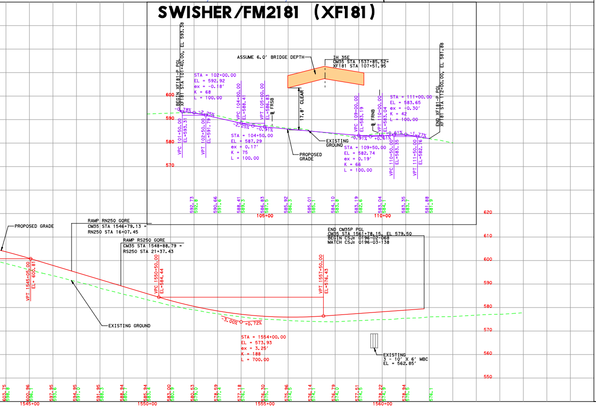
IH 35E CENTERLINE (CM35)

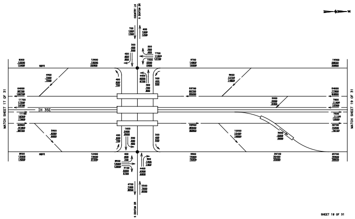

BEGIN RN231-P PGL RN231 STA 5475+00, EL 587.50
VPC 5475+25.00 EL=586.98
PROPOSED GRADE
STA = 5479+50.00
EL = 578.04
ex = 4.89'
K = 185
L = 850.00
-2.10%
+2.50%
VPT 5483+75.00 EL=588.66
VPC 5484+30.00 EL=590.03
STA = 5486+30.00
EL = 595.03
ex = -0.75'
K = 267
L = 400.00
BL RN235
+2.50%
+1.00%
BEGIN BRIDGE RN231 STA 5486+62
VPT 5488+30.00 EL=597.03
END BRIDGE RN231 STA 5490+10
VPC 5489+40.00 EL=598.13
STA = 5491+90.00
EL = 600.63
ex = -1.03'
K = 304
L = 500.00
+1.00%
-0.64%
VPT 5494+40.00 EL=599.02
VPC 5495+25.00 EL=598.48
-0.64%
+2.24%
STA = 5498+00.00
EL = 596.71
ex = 1.98'
K = 191
L = 550.00
EXISTING GROUND
610
600
590
580
570
560
5475+00
5480+00
5485+00
5490+00
5495+00
690
680
670
660
650
640
630
620
610
600
590
580
570
560
550
540
MATCH LINE STA 1460+00
ASSUME 6.0' BRIDGE DEPTH
EXISTING GROUND
PROPOSED GRADE
VPC 1461+65.00 EL=582.24
BEGIN BRIDGE CM35 STA 1465+15
STA = 1468+00.00
EL = 601.24
ex = -8.12'
K = 248
L = 1,270.00
+2.99%
-2.12%
END BRIDGE CM35 STA 1468+93
17.5' CLEAR
COUNTRY LN/S DENTON DR OVERPASS CM35 STA 1467+10.33= XDENT STA 105+31.40
VPT 1474+35.00 EL=587.75
VPC 1481+00.00 EL=573.62
-2.12%
+2.72%
STA = 1486+00.00
EL = 563.00
ex = 6.06'
K = 206
L = 1,000.00
VPT 1491+00.00 EL=576.61
EXISTING GROUND
1460+00
1465+00
1470+00
1475+00
1480+00
1485+00
1490+00
1495+00

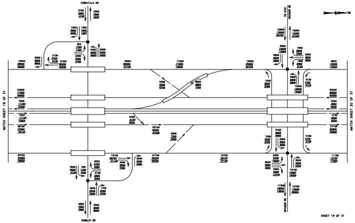

END RETAINING WALL BL GMSB STA 1495+98 22' LT
END RETAINING WALL CL CM35 STA 1496+00 42' RT
EXISTING ROW
END RETAINING WALL CL CM35 STA 1499+97 0' RT
BEGIN ACCESS DENIAL STA 1499+84 196' LT
TOLL LANE
ACCESS TO 35E TOLL
LEFT EXIT
PROPOSED COSS STA 1502+00
TOLL LANE
EXITS TO
Lake Park Rd 407 3
Valley Ridge Dr 4 ½
TOLL LANE
TO 407 LAKE PARK RD
HOV 2+ $X.XX
1 OCCUPANT $X.XX
PAY BY MAIL $X.XX
TOLL LANE
ACCESS TO 35E TOLL
1/4 MILE
LEFT EXIT
PROPOSED COSS STA 1526+00
TOLL LANE
35E TOLL
LEFT LANE
PROPOSED COSS STA 1529+00
EXIT XXX
Country Ln
S Denton Dr
¼ MILE
EXIT ONLY
PROPOSED COSS STA 1542+00
TURBEVILLE RD/HUNDLEY DR
END ACCESS DENIAL STA 1509+09 503' LT
BEGIN ACCESS DENIAL STA 1509+58 291' LT
MATCH EXISTING
BL TTURBW STA 100+00.00= BL XTURB STA 101+45.97 (SIGNALIZED)
END ACCESS DENIAL STA 1511+19 221' LT
BEGIN RETAINING WALL BL RS240 STA 14+30.18, 10' LT
PROPOSED COSS STA 1510+00
EXISTING PAVEMENT (TO BE REMOVED)
BEGIN RETAINING WALL BL RS235 STA 33+69 10' LT & 20' RT
BEGIN NOISE WALL CM35 STA 1521+58 134' LT
PROPOSED COSS STA 1518+00
BEGIN ACCESS DENIAL STA 1524+02 210' LT
END RETAINING WALL BL GMSB STA 1524+96 112' LT
END ACCESS DENIAL STA 1525+68 241' LT
XX EXIT
PROPOSED GROUND MOUNT STA 1520+00
BEGIN RETAINING WALL BL RS240 STA 21+86.31 10' LT
PROPOSED COSS STA 1524+00
NORTHFIELD CIRCLE
MATCH EXISTING
BEGIN ACCESS DENIAL STA 1526+37 255' LT
END RETAINING WALL BL GMSB STA 1526+73 72' LT
BEGIN ACCESS DENIAL STA 1533+75 245' LT
MATCH EXISTING
END ACCESS DENIAL STA 1533+04 257' LT
BEGIN RETAINING WALL BL GMSB STA 1530+94
FUTURE ROAD
TOLL LANE
35E TOLL
AHEAD
PROPOSED COSS STA 1536+00
END NOISE WALL CM35 STA 1536+09 123' LT
END ACCESS DENIAL STA 1539+22 320' LT
BL FRSB STA 3539+03.02= BL XF181 STA 105+31.77 (SIGNALIZED)
FM 2181/SWISHER RD
MATCH PROPOSED PROJECT (BY OTHERS)
BEGIN ACCESS DENIAL STA 1541+24 305' LT
BEGIN RETAINING WALL BL GMSB STA 1541+42 70' LT
NOISE WALL STA 1498+63
FRSB-80
FRSB-81
GMSB-54
GMSB-53
FRSB-82
TTURBW
TTURBW-1
XTURB
RS240
RS240-3
RS235-3
RS235-4
GMSB-55
GMSB-56
FRSB-83
FRSB-84
FRSB-85
RS235-5
FRSB-86
FRSB-87
GMSB-57
CM35-38
FRSB-88
FRSB-89
CM35-38
(SB-176)
(SB-177)
(SB-178)
(SB-179)
(SB-180)
(SB-181)
(SB-182)
(SB-183)
(SB-184)
BEGIN ACCESS DENIAL STA 1501+52 214' RT
BEGIN RETAINING WALL BL FRNB STA 2505+67 8' RT
END RETAINING WALL BL FRNB STA 2505+67 8' RT
END ACCESS DENIAL STA 1503+68 484' RT
TOLL LANE
EXIT TO Corinth Pkwy
PROPOSED COSS STA 1505+00
MATCH PROPOSED PROJECT (BY OTHERS)
BEGIN RETAINING WALL BL FRNB STA 2508+01 8' RT
BEGIN ACCESS DENIAL STA 1507+00 433' RT
BL TTURBE STA 10+00.00= BL XTURB STA 111+63.86 (SIGNALIZED)
END RETAINING WALL BL FRNB STA 2510+95 17' RT
END ACCESS DENIAL STA 1509+13 400' RT
EXISTING PAVEMENT (TO BE REMOVED)
BEGIN RETAINING WALL BL GMNB STA 1518+82 98' RT
MATCH EXISTING
W OVERKY DR
END RETAINING WALL BL GMNB STA 1525+26 86' RT
BEGIN RETAINING WALL BL GMNB STA 1527+82 70' RT
BEGIN ACCESS DENIAL STA 1531+43 221' RT
END RETAINING WALL BL GMNB STA 1534+12 70' RT
END ACCESS DENIAL STA 1534+86 291' RT
MATCH PROPOSED PROJECT (BY OTHERS)
BEGIN ACCESS DENIAL STA 1536+97 265' RT
BL FRNB STA 2537+51.84 = BL XF181 STA 109+88.80 (SIGNALIZED)
END ACCESS DENIAL STA 1540+51 201' RT
BEGIN RETAINING WALL BL GMNB STA 1539+41 70' RT
EXISTING ROW
PROPOSED ROW (PRELIMINARY)
MATCH EXISTING
EXECUTIVE
MATCH EXIST
BEGIN ACC STA 1548+ 192' RT
FRNB-77
FRNB-78
FRNB-79
FRNB-80
FRNB-81
FRNB-82
FRNB-83
FRNB-84
FRNB-85
FRNB-86
FRNB-87
GMNB-55
GMNB-56
GMNB-57
XTURB-1
TTURBE-1
TTURBE
RN240
RN240-3
XF181
(NB-230)
(NB-231)
(NB-232)
(NB-233)
(NB-233A)
(NB-234)
(NB-234A)
(NB-235)
(NB-236)
(NB-237)
(NB-238)
(NB-240)
(NB-241)
DR

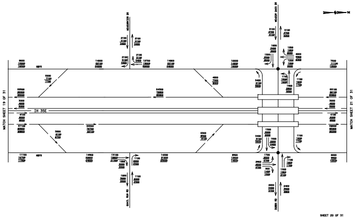

TURBEVILLE (XTURB)
BEGIN XTURB-P PGL XTURB STA 100+00.00
STA = 100+84.00 EL = 600.65 ex = -0.63' K = 51 L = 160.00
ASSUME 6.0' BRIDGE DEPTH
℄ FRSB
℄ FRNB
EXISTING GROUND
STA = 109+65.00 EL = 600.21 ex = -1.59' K = 25 L = 180.00
17.8' CLEAR
18.4' CLEAR
17.8' CLEAR
STA = 106+00.00 EL = 579.49 ex = -4.77' K = 40 L = 390.00
-0.95%
-4.10%
+6.68%
-1.39%
PROPOSED GRADE
END XTURB-P PGL XTURB STA 112+74.23, EL 5
VPC 100+04.00 EL=601.41
VPT 101+64.00 EL=597.37
VPC 104+05.00 EL=597.49
VPT 107+95.00 EL=590.56
VPC 109+75.00 EL=595.10
VPT 110+55.00 EL=598.97
100+00
105+00
110+00
VPT 5500+75.00 EL=602.87
END RN231-P PGL RN231 STA 5503+00, EL 607.91
MATCH LINE STA 1500+00
MATCH LINE STA 1500+00
RAMP RS235 GORE CM35 STA 1403+75.59= RS235 STA 21+33.56
BEGIN BRIDGE CM35 STA 1505+86
END BRIDGE CM35 STA 1508+28
STA = 1508+00.00 EL = 622.86 ex = -7.72' K = 253 L = 1,250.00
+2.72%
-2.22%
PROPOSED GRADE
ASSUME 6.0' BRIDGE DEPTH
18.4' CLEAR
TURBEVILLE RD/HUNDLEY DR OVERPASS CM35 STA 1507+06.27= XTURB STA 105+95.05
VPC 1501+75.00 EL=605.85
VPT 1514+25.00 EL=608.98
VPC 1519+28.34 EL=597.81
RAMP RN240 GORE CM35 STA 1522+90.55 = RN240 STA 17+21.33
STA = 1523+50.00 EL = 588.45 ex = 4.76' K = 187 L = 843.33
-2.22%
+2.29%
VPT 1527+71.66 EL=598.12
VPC 1531+05.00 EL=605.77
BEGIN BRIDGE CM35 STA 1535+22
END BRIDGE CM35 STA 1540+55
STA = 1538+05.00 EL = 621.83 ex = -9.27' K = 264 L = 1,400.00
+2.29%
-3.00%
ASSUME 6.0' BRIDGE DEPTH
17.8' CLEAR
FM 2181/SWISHER RD OVERPASS CM35 STA 1537+85.52= XF181 STA 107+51.95
1500+00
1505+00
1510+00
1515+00
1520+00
1525+00
1530+00
1535+00
1540+00
540
550
560
570
580
590
600
610
620


END RETAINING WALL
BL GMSB STA 1555+87
60' RT
BEGIN ACCESS DENIAL
STA 1554+12
199' LT
BEGIN RETAINING WALL
BL RS250 STA 21+47
10' LT
BEGIN RETAINING WALL
BL GMSB STA 1551+87
60' LT
END ACCESS DENIAL
STA 1546+52
196' LT
(SB-187)
(SB-186)
(SB-190)
(SB-189)
(SB-191)
(SB-192)
(SB-188)
(SB-185)
FRSB-91
FRSB-90
FRSB-92
PROP DRAINAGE
EASEMENT
END ACCESS DENIAL
STA 1558+31
182' LT
℄ (GMSB)
℄ (RS250)
N 40° 39' 49.94" W
℄ (CM35)
FRNB-89
FRNB-88
EXISTING
3 - 10' X 6' MBC
(TO BE EXTENDED)
℄ (GMNB)
END ACCESS DENIAL
STA 1558+06
192' RT
PROP DRAINAGE
EASEMENT
END RETAINING WALL
BL GMNB STA 1554+94
62' RT
BEGIN ACCESS DENIAL
STA 1554+14
206' RT
END RETAINING WALL
BL GMNB STA 1552+94
97' RT
END ACCESS DENIAL
STA 1551+94
192' RT
BEGIN ACCESS DENIAL
STA 1550+37
217' RT
BEGIN RETAINING WALL
BL GMNB STA 1549+94
62' RT
END ACCESS DENIAL
STA 1549+77
217' RT
MATCH
EXISTING
℄ (RN250)
(NB-241)
(NB-241B)
BURL ST
EXECUTIVE
6" GAS
1550+00
1555+00
1560+00
2550+00
2555+00
2560+00
MATCH LINE STA 1561+78 END CSJ:0196-01-056
MATCH CSJ:0196-01-056 BY OTHERS
CSJ:0196-01-096


SWISHER/FM2181 (XF181)
BEGIN XF181-P PGL
XF181 STA 101+40.00, EL 593.38
ASSUME 6.0' BRIDGE DEPTH
IH 35E
CM35 STA 1537+85.52=
XF181 STA 107+51.95
STA = 102+00.00
EL = 592.92
ex = -0.18'
K = 68
L = 100.00
VPC 101+50.00 EL=593.31
VPT 102+50.00 EL=591.79
VPC 104+00.00 EL=588.41
VPT 105+00.00 EL=586.83
℄ FRSB
17.8' CLEAR
STA = 104+50.00
EL = 587.29
ex = 0.17'
K = 75
L = 100.00
-0.78%
-2.25%
-0.91%
EXISTING
GROUND
PROPOSED
GRADE
VPC 109+00.00 EL=583.19
℄ FRNB
VPT 110+00.00 EL=583.04
STA = 109+50.00
EL = 582.74
ex = 0.19'
K = 66
L = 100.00
STA = 111+00.00
EL = 583.65
ex = -0.30'
K = 42
L = 100.00
-0.91%
+0.61%
+0.61%
-1.77%
VPC 110+50.00 EL=583.35
VPT 111+50.00 EL=582.76
END XF181-P PGL
XF181 STA 112+00.00, EL 581.88
600
590
580
570
105+00
110+00
PROPOSED GRADE
RAMP RN250 GORE
CM35 STA 1546+79.13 =
RN250 STA 16+07.45
RAMP RS250 GORE
CM35 STA 1548+88.79 =
RS250 STA 21+37.43
VPT 1545+05.00 EL= 600.81
VPC 1550+50.00 EL=584.44
VPT 1557+50.00 EL=576.43
END CM35P PGL
CM35 STA 1561+78.15, EL 579.50
BEGIN CSJ: 0196-02-068
MATCH CSJ: 0196-03-138
EXISTING GROUND
-3.00%
+0.72%
STA = 1554+00.00
EL = 573.93
ex = 3.25'
K = 188
L = 700.00
EXISTING
3 - 10' X 6' MBC
EL = 562.85'
620
610
600
590
580
570
560
550
1545+00
1550+00
1555+00
1560+00


SBFR
NBFR
IH 35E
MATCH SHEET 17 OF 31
MATCH SHEET 19 OF 31
SHEET 18 OF 31


MATCH SHEET 18 OF 31
MATCH SHEET 20 OF 31
SHEET 19 OF 31


SBFR
NBFR
IH 35E
MATCH SHEET 19 OF 31
MATCH SHEET 21 OF 31
SHEET 20 OF 31

STREET NAME	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	NORTHING	EASTING	PI STATION	PC STATION	PT STATION
	CURVE DATA										
	MAINLANES										
CM35	CM35-36	37° 29′ 27.06" LT	1° 09′ 10.20"	1,686.65′	3,252.06′	4,970.00′	7,091,680.36	2,419,811.88	1462+95.47	1446+08.82	1478+60.89
	CM35-37	4° 22′ 22.78" RT	0° 31′ 58.74"	410.44′	820.47′	10,750.00′	7,094,040.69	2,418,267.15	1489+95.13	1485+84.69	1494+05.16
	CM35-38	11° 50′ 02.08" LT	0° 31′ 58.74"	1,114.12′	2,220.31′	10,750.00′	7,098,001.29	2,416,087.10	1535+15.67	1524+01.55	1546+21.86
	GENERAL PURPOSE										
GMNB	GMNB-53	37° 29′ 27.06" LT	1° 08′ 26.41"	1,704.63′	3,286.74′	5,023.00′	7,091,694.33	2,419,866.08	1462+62.56	1445+57.93	1478+44.67
	GMNB-54	4° 22′ 22.78" RT	0° 32′ 08.25"	408.41′	816.43′	10,697.00′	7,094,068.02	2,418,312.60	1489+76.89	1485+68.48	1493+84.91
	GMNB-55	2° 47′ 35.72" RT	0° 31′ 58.74"	262.09′	524.08′	10,750.00′	7,095,309.95	2,417,629.00	1503+94.12	1501+32.03	1506+56.11
	GMNB-56	3° 53′ 16.10" LT	0° 23′ 42.52"	492.14′	983.90′	14,500.00′	7,095,987.63	2,417,297.94	1511+48.25	1506+56.11	1516+40.01
	GMNB-57	10° 44′ 21.69" LT	0° 39′ 08.73"	825.45′	1,646.07′	8,781.97′	7,098,065.07	2,416,102.18	1535+44.87	1527+19.42	1543+65.48
GMSB	GMSB-50	37° 04′ 33.42" LT	1° 09′ 54.93"	1,648.83′	3,181.78′	4,917.00′	7,091,646.61	2,419,756.20	1462+83.73	1446+34.90	1478+16.67
	GMSB-51	2° 36′ 15.33" LT	0° 31′ 58.74"	244.35′	488.62′	10,750.00′	7,093,238.17	2,418,730.98	1480+61.03	1478+16.67	1483+05.29
	GMSB-52	6° 33′ 44.46" RT	0° 31′ 58.74"	616.30′	1,231.25′	10,750.00′	7,093,939.77	2,418,232.52	1489+21.59	1483+05.29	1495+36.54
	GMSB-53	0° 57′ 25.77" LT	0° 31′ 58.74"	89.79′	179.58′	10,750.00′	7,095,314.90	2,417,475.60	1504+89.92	1504+00.12	1505+79.71
	GMSB-54	0° 57′ 25.77" RT	0° 31′ 58.74"	89.79′	179.58′	10,750.00′	7,095,470.76	2,417,386.39	1506+69.50	1505+79.71	1507+59.29
	GMSB-55	2° 58′ 34.43" RT	0° 31′ 58.74"	279.27′	558.41′	10,750.00′	7,096,252.37	2,416,956.16	1515+61.70	1512+82.43	1518+40.84
	GMSB-56	3° 01′ 49.63" LT	0° 31′ 58.74"	284.36′	568.58′	10,750.00′	7,096,759.58	2,416,710.38	1521+25.20	1518+40.84	1524+09.42
	GMSB-57	11° 46′ 46.87" LT	0° 32′ 08.25"	1,103.51′	2,199.24′	10,697.00′	7,097,974.80	2,416,039.98	1535+12.93	1524+09.42	1546+08.66
	FRONTAGE ROADS										
FRNB	FRNB-71	3° 50′ 25.27" RT	1° 25′ 43.76"	134.44′	268.78′	4,010.00′	7,087,100.08	2,419,623.90	2416+98.25	2415+63.81	2418+32.59
	FRNB-72	4° 26′ 02.05" RT	1° 25′ 43.76"	155.24′	310.32′	4,010.00′	7,088,626.33	2,419,738.33	2432+28.68	2430+73.44	2433+83.76
	FRNB-73	4° 26′ 02.05" LT	1° 25′ 43.76"	155.24′	310.32′	4,010.00′	7,088,933.22	2,419,785.41	2435+39.00	2433+83.76	2436+94.08
	FRNB-74	16° 58′ 13.21" LT	1° 13′ 29.14"	697.91′	1,385.60′	4,678.12′	7,090,682.00	2,419,916.53	2452+92.54	2445+94.63	2459+80.24
	FRNB-75	20° 31′ 13.85" LT	1° 06′ 49.03"	931.32′	1,842.68′	5,145.00′	7,092,446.90	2,419,519.36	2470+91.35	2461+60.03	2480+02.72
	FRNB-76	4° 22′ 22.78" RT	0° 32′ 00.35"	410.09′	819.79′	10,741.00′	7,094,010.22	2,418,496.23	2489+39.76	2485+29.67	2493+49.46
	FRNB-77	2° 33′ 15.73" RT	1° 16′ 23.66"	100.33′	200.62′	4,500.00′	7,095,563.75	2,417,641.12	2507+12.69	2506+12.36	2508+12.98
	FRNB-78	2° 47′ 25.57" LT	0° 23′ 30.65"	356.13′	712.12′	14,622.00′	7,095,973.05	2,417,439.05	2511+69.11	2508+12.98	2515+25.10
	FRNB-79	1° 41′ 21.22" RT	2° 51′ 53.24"	29.48′	58.97′	2,000.00′	7,096,310.10	2,417,251.71	2515+54.59	2515+25.10	2515+84.07
	FRNB-80	2° 32′ 51.76" LT	2° 50′ 01.03"	44.96′	89.91′	2,022.00′	7,096,553.81	2,417,125.51	2518+29.03	2517+84.07	2518+73.98
	FRNB-81	4° 08′ 48.85" LT	1° 15′ 50.29"	164.11′	328.09′	4,533.00′	7,097,108.79	2,416,806.06	2524+69.37	2523+05.26	2526+33.34
	FRNB-82	6° 14′ 43.24" RT	1° 52′ 47.97"	166.27′	332.20′	3,047.66′	7,097,382.46	2,416,620.97	2527+99.61	2526+33.34	2529+65.54
	FRNB-83	4° 53′ 27.55" LT	1° 40′ 13.55"	146.49′	292.80′	3,430.00′	7,097,659.05	2,416,474.98	2531+12.03	2529+65.54	2532+58.34
	FRNB-84	5° 18′ 58.10" LT	0° 38′ 36.03"	413.46′	826.33′	8,905.97′	7,098,130.16	2,416,172.34	2536+71.80	2532+58.34	2540+84.67
	FRNB-85	3° 34′ 45.42" LT	0° 44′ 07.45"	243.43′	486.71′	7,791.09′	7,098,647.57	2,415,767.61	2543+28.11	2540+84.67	2545+71.39
	FRNB-86	1° 43′ 44.94" RT	1° 09′ 19.40"	74.84′	149.66′	4,959.00′	7,098,885.53	2,415,556.25	2546+46.22	2545+71.39	2547+21.05
	FRNB-87	0° 46′ 49.98" LT	1° 09′ 01.03"	33.93′	67.86′	4,981.00′	7,098,968.99	2,415,486.51	2547+54.97	2547+21.05	2547+88.90
	FRNB-88	4° 03′ 34.51" LT	1° 08′ 51.91"	176.92′	353.70′	4,992.00′	7,099,693.96	2,414,863.73	2557+10.71	2555+33.78	2558+87.48
	FRNB-89	4° 03′ 34.51" RT	1° 09′ 08.53"	176.21′	352.28′	4,972.00′	7,099,944.86	2,414,615.23	2560+63.70	2558+87.48	2562+39.76
FRSB	FRSB-71	2° 51′ 40.23" LT	1° 16′ 23.66"	112.38′	224.72′	4,500.00′	7,089,036.75	2,419,474.28	3437+41.61	3436+29.23	3438+53.94
	FRSB-72	2° 02′ 23.29" RT	1° 16′ 23.66"	80.11′	160.21′	4,500.00′	7,089,529.09	2,419,486.54	3442+34.06	3441+53.94	3443+14.15
	FRSB-73	8° 19′ 29.92" LT	1° 11′ 38.08"	349.26′	697.29′	4,799.00′	7,090,428.48	2,419,541.02	3451+35.07	3447+85.81	3454+83.10
	FRSB-74	12° 25′ 02.99" LT	1° 25′ 56.62"	435.16′	866.90′	4,000.00′	7,091,210.07	2,419,474.59	3459+18.25	3454+83.10	3463+50.00
	FRSB-75	9° 08′ 17.32" LT	1° 11′ 43.46"	383.03′	764.44′	4,793.00′	7,092,197.88	2,419,167.38	3469+49.32	3465+66.29	3473+30.73
	FRSB-76	10° 56′ 12.72" LT	1° 00′ 15.51"	546.16′	1,089.00′	5,705.00′	7,093,030.06	2,418,754.02	3478+76.88	3473+30.73	3484+19.72
	FRSB-77	4° 26′ 16.26" RT	1° 15′ 36.28"	176.18′	352.19′	4,547.00′	7,093,604.27	2,418,315.78	3485+95.90	3484+19.72	3487+71.91
	FRSB-78	2° 39′ 12.10" RT	0° 31′ 35.99"	251.95′	503.81′	10,879.00′	7,093,963.69	2,418,083.15	3490+23.86	3487+71.91	3492+75.72
	FRSB-79	5° 53′ 15.51" RT	1° 08′ 42.82"	257.28′	514.10′	5,003.00′	7,094,403.53	2,417,826.54	3495+32.99	3492+75.72	3497+89.82
	FRSB-80	4° 27′ 28.27" LT	1° 09′ 10.20"	193.44′	386.69′	4,970.00′	7,094,814.08	2,417,640.55	3499+83.26	3497+89.82	3501+76.50
	FRSB-81	4° 17′ 39.94" LT	1° 09′ 10.20"	186.34′	372.51′	4,970.00′	7,095,325.49	2,417,359.05	3505+66.83	3503+80.49	3507+53.00
	FRSB-82	4° 17′ 39.94" RT	1° 08′ 42.82"	187.58′	374.98′	5,003.00′	7,095,638.65	2,417,154.71	3509+40.58	3507+53.00	3511+27.98
	FRSB-83	2° 11′ 27.42" RT	2° 50′ 01.03"	38.66′	77.32′	2,022.00′	7,096,724.69	2,416,556.92	3521+80.10	3521+41.44	3522+18.76
	FRSB-84	2° 45′ 15.91" LT	2° 51′ 53.24"	48.08′	96.15′	2,000.00′	7,096,981.00	2,416,428.35	3524+66.84	3524+18.76	3525+14.91
	FRSB-85	0° 54′ 23.84" LT	0° 32′ 33.82"	83.53′	167.05′	10,557.00′	7,097,095.67	2,416,363.75	3525+98.43	3525+14.91	3526+81.95
	FRSB-86	2° 00′ 27.04" RT	1° 08′ 51.91"	87.46′	174.91′	4,992.00′	7,097,243.30	2,416,277.48	3527+69.42	3526+81.95	3528+56.86
	FRSB-87	5° 34′ 47.12" LT	1° 09′ 08.53"	242.29′	484.20′	4,972.00′	7,097,533.66	2,416,121.19	3530+99.15	3528+56.86	3533+41.06
	FRSB-88	5° 53′ 02.96" LT	0° 32′ 30.68"	543.44′	1,085.93′	10,574.00′	7,098,186.04	2,415,683.27	3538+84.50	3533+41.06	3544+26.99
	FRSB-89	1° 39′ 25.39" LT	2° 52′ 50.28"	28.76′	57.52′	1,989.00′	7,098,625.94	2,415,317.33	3544+55.75	3544+26.99	3544+84.51
	FRSB-90	0° 44′ 58.68" RT	2° 49′ 05.83"	13.30′	26.60′	2,033.00′	7,098,919.97	2,415,057.98	3548+47.81	3548+34.51	3548+61.11
	FRSB-91	4° 46′ 59.80" RT	1° 08′ 42.82"	208.96′	417.67′	5,003.00′	7,099,485.64	2,414,572.04	3555+93.55	3553+84.60	3558+02.27
	FRSB-92	4° 46′ 59.80" LT	1° 22′ 08.54"	174.80′	349.39′	4,185.11′	7,099,796.58	2,414,347.12	3559+77.06	3558+02.27	3561+51.66
	RAMPS										
RS220	RS220-3	5° 55′ 31.15" LT	1° 11′ 06.08"	250.23′	500.02′	4,835.00′	7,090,327.45	2,419,570.97	24+07.37	21+57.14	26+57.16
RN230	RN230-2	2° 07′ 35.18" LT	1° 07′ 17.28"	94.82′	189.61′	5,109.00′	7,093,127.11	2,419,031.17	18+17.58	17+22.76	19+12.37
RS230	RS230-3	2° 39′ 12.11" RT	0° 31′ 44.22"	250.86′	501.63′	10,832.00′	7,093,988.31	2,418,123.20	21+70.20	19+19.34	24+20.97
RN235	RN235-2	10° 20′ 20.77" LT	5° 25′ 51.17"	95.45′	190.38′	1,055.00′	7,094,442.71	2,418,204.53	16+77.11	15+81.66	17+72.04
RS235	RS235-3	12° 34′ 13.96" LT	5° 12′ 31.35"	121.15′	241.34′	1,100.00′	7,096,234.10	2,416,990.19	27+58.86	26+37.70	28+79.04
	RS235-4	12° 34′ 13.96" RT	5° 43′ 46.48"	110.14′	219.40′	1,000.00′	7,096,564.97	2,416,698.48	31+98.98	30+88.84	33+08.23
	RS235-5	1° 28′ 12.33" LT	0° 32′ 27.18"	135.90′	271.79′	10,593.00′	7,097,068.61	2,416,421.26	37+72.99	36+37.09	39+08.88
RN240	RN240-3	1° 03′ 10.41" LT	1° 16′ 23.66"	41.35′	82.69′	4,500.00′	7,096,967.07	2,416,833.41	16+79.99	16+38.64	17+21.33
RS240	RS240-3	6° 45′ 01.65" RT	1° 16′ 23.66"	265.40′	530.18′	4,500.00′	7,096,409.69	2,416,771.40	19+21.54	16+56.14	21+86.32
	CROSS STREETS										
COUNTRY LN/ S DENTON DR	XDENT-1	56° 26′ 48.77" LT	19° 05′ 54.94"	161.02′	295.56′	300.00′	7,091,899.34	2,419,293.17	103+59.89	101+98.88	104+94.43
	XDENT-2	34° 02′ 42.91" LT	11° 27′ 32.96"	153.08′	297.10′	500.00′	7,092,420.75	2,419,635.21	109+57.00	108+03.92	111+01.02
TURBEVILLE RD	XTURB-1	2° 38′ 53.52" LT	1° 58′ 32.58"	67.03′	134.04′	2,900.00′	7,095,537.90	2,417,575.30	107+28.55	106+61.52	107+95.56
	TURNAROUNDS										
TTURBE	TTURBE-1	86° 15′ 06.94" LT	31° 49′ 51.56"	168.59′	270.97′	180.00′	7,096,137.08	2,417,554.30	19+11.40	17+42.81	20+13.77
TTURBW	TTURBW-1	121° 15′ 47.30" LT	19° 05′ 54.94"	533.10′	634.93′	300.00′	7,095,337.84	2,416,989.34	107+42.81	102+09.71	108+44.64

NORTHBOUND BUSINESSES:

Parcel ID	Business Name	Parcel Address
NB-218	MARINE QUEST	6060 STEMMONS
NB-219	HONDA MARINE	6060 STEMMONS
NB-220	TEXAS SPRINGS POOLS, SPAS AND PATIOS	637 DENTON DR
NB-221	VACANT	635 DENTON DR
NB-222	COVENANT FELLOWSHIP	5118 S STEMMONS FWY
NB-223	FLYING PIG ROADHOUSE	5300 S STEMMONS FWY
NB-224	VACANT	5006 S STEMMONS FWY
NB-225	LAKE SHORE ANIMAL CLINIC	5004 S STEMMONS FWY
NB-226	ALL TEXAS FENCE	4000 S STEMMONS
NB-227	LAKESIDE REAL T TEAM	3000 S STEMMONS
NB-228	NORTHSTAR BANK OF TEXAS	2004 S STEMMONS
NB-229	COMMERCIAL PROPERTIES	2002 S STEMMONS FWY
NB-230	PRIMEMEDIA	2000 S STEMMONS
NB-231	VACANT	1010 S STEMMONS FWY
NB-232	VACANT	1008 S STEMMONS FWY
NB-233	MECHICANOS MEXICAN FOOD	1006 S STEMMONS FWY
NB-233A	QUALITY SURPLUS	1004 S STEMMONS
NB-234	VACANT	1000-1002 S STEMMONS
NB-234A	RESIDENCE	101 S DENTON DR
NB-235	SHELL	301 HUNDLEY & IH35E
NB-236	SHAX'S LIQUOR BEER & WINE	301 HUNDLEY & IH35E
NB-237	BUCKEYE CUT RATE LIQUOR BEER & WINE	102 N STEMMONS
NB-238	COORS	400 N STEMMONS
NB-239	DALLAS VEHICLE PROCESSING CENTER & STORAGE FACILITY	500 N STEMMONS
NB-240	CAR WASH	302 SWISHER RD
NB-241	KICKS 66 PHILLIPS 66	I35E & SWISHER RD (SEC)
NB-241A	RESIDENCE	102 BURL ST
NB-241B	RESIDENCE	101 BURL ST

SOUTHBOUND BUSINESSES:

Parcel ID	Business Name	Parcel Address
SB-175	CHILI'S	8394 STEMMONS FWY
SB-176	RAVE MOTION PICTURES	8380 S STEMMONS FWY
SB-176A	VACANT	8350 S STEMMONS FWY
SB-177	ATTOURNEY WAAGE	8350 S STEMMONS
SB-178	IHOP	8310 STEMMONS FWY
SB-179	CHEVRON	8300 S STEMMONS
SB-180	MCDONALD'S	8300 S STEMMONS
SB-181	EXXON CORP	8100 E I35
SB-182	BURGER KING	8100 E I35
SB-183	KAIZEN REAL EST INC.	8000 I35E
SB-184	JACK IN THE BOX	7900 I35E
SB-185	COMET CLEANERS	4451 FM2181
SB-186	MOVIE GALLERY	4451 FM2181
SB-187	ALBERTSON'S	4351 FM2181
SB-188	DISCOUNT TIRE COMPANY	7700 IH35E
SB-189	PIZZA HUT	7650 I35E
SB-190	LADY OF AMERICAN FITNESS	7650 I35E
SB-191	RETAIL CENTER	7650 I35E
SB-192	MONARCH RENTAL	7650 I35E

CHAIN NAME	CURVE NAME	BEGIN CROSS SLOPE	BEGIN TRANSITION	BEGIN FULL SUPER	SUPER RATE	END FULL SUPER	END TRANSITION	END CROSS SLOPE
				SUPERELEVATION DATA				
				I-35 MAINLANES				
CM35	CM35-36 LT	-2.50%	1443+00	1447+63	-3.72%	1477+06	1481+70	-2.50%
CM35	CM35-36 RT	-2.50%	1431+83	1453+22	3.72%	1471+48	1492+86	-2.50%
GMNB	GMNB-57	-2.50%	1520+26	1530+66	2.34%	1540+19	1550+59	-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
RN230		2.50%	17+23				18+40	2.00%
RS230		2.50%	19+19				20+37	2.00%
RN235		2.50%	12+99				14+16	2.00%
RN235	RN235-2	2.00%	14+72	16+36	-4.79%	17+17	18+81	2.00%
RS235		2.50%	21+34				22+51	2.00%
RS235	RS235-3	2.00%	25+60	26+77	5.39%	28+40	29+57	2.00%
RS235	RS235-4	2.00%	29+70	31+48	-5.39%	32+49	34+27	2.00%
RN240		2.00%	16+04				17+21	2.50%
RS240		2.00%	20+20				21+37	2.50%
RN250		2.50%	16+07				17+25	2.00%
RS250		2.50%	17+36				18+53	2.00%

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

Texas Department of Transportation®

Dallas District Design Schematic

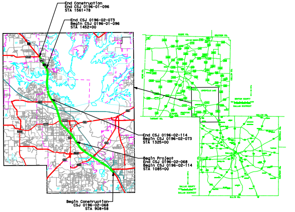
William L. Hale, P.E., District Engineer

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

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

October 2010

Roll 4 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
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DATE: 10-18-2010

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