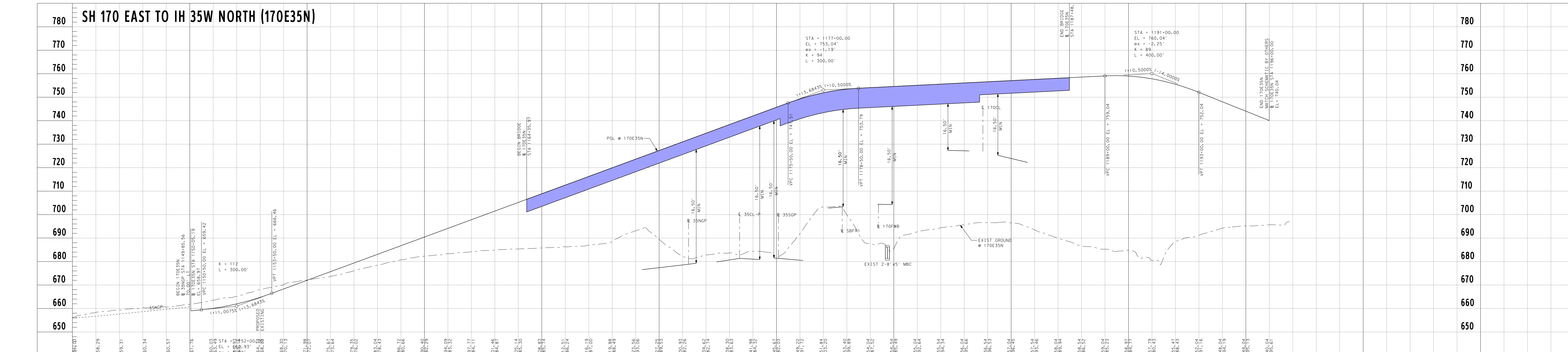
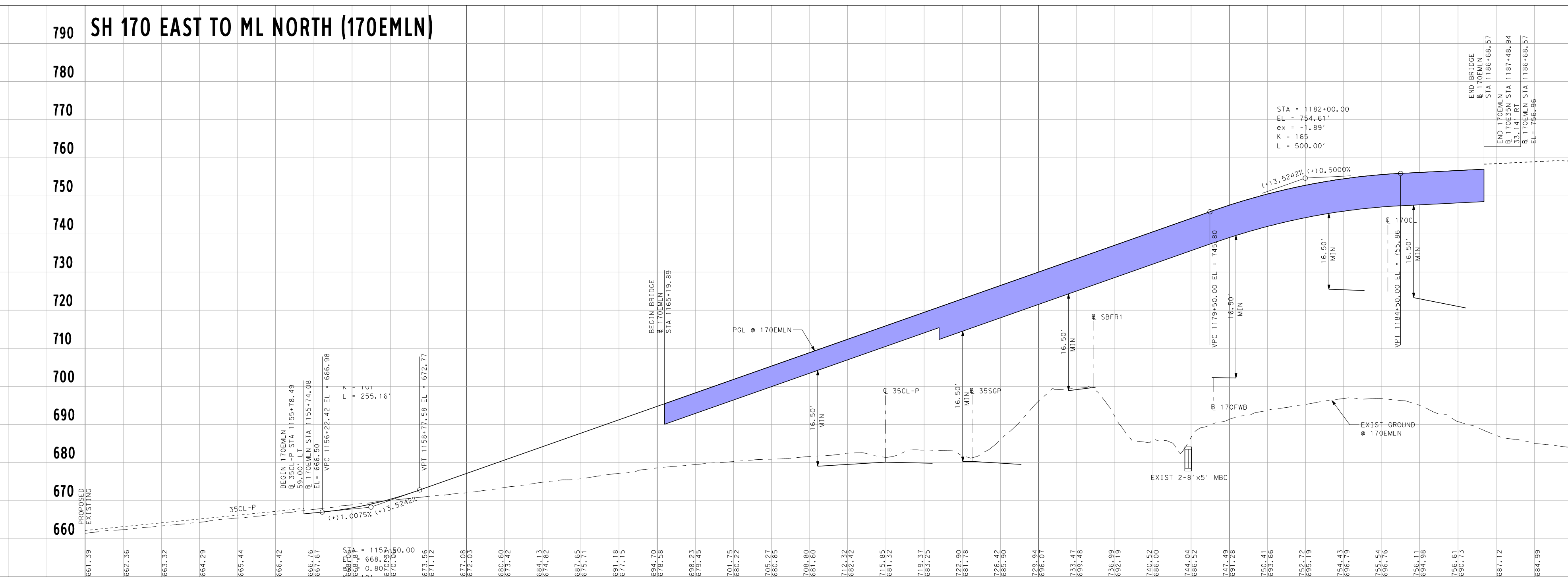
ROLL 12

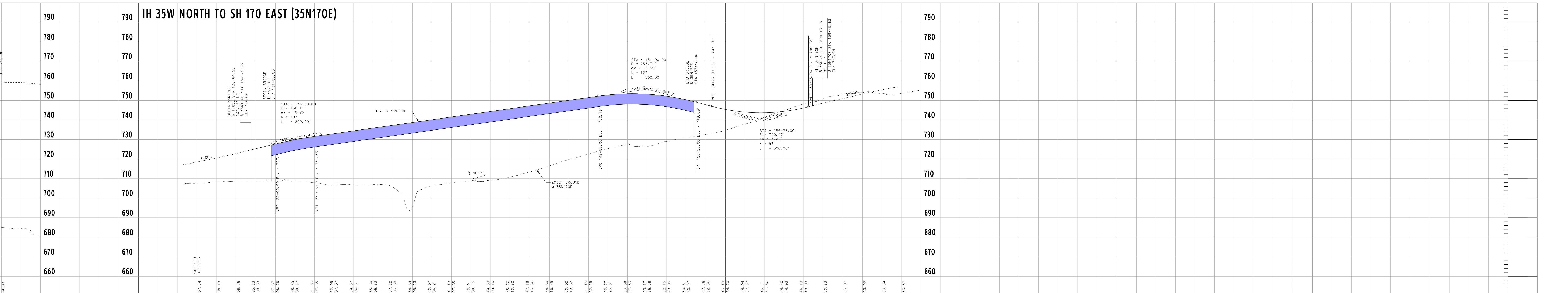
ROLL 12


SH 170 EAST TO IH 35W NORTH (170E35N)

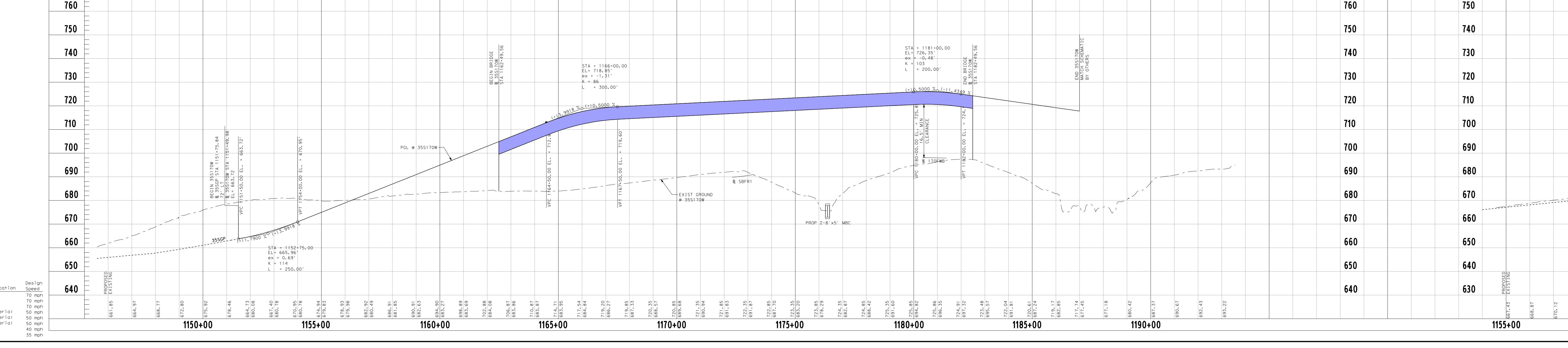
780
770
760
750
740
730
720
710
700
690
680
670
660
650
BEGIN 170E35N
K = 112
L = 300.00'
VPT 1153+50.00 EL = 666.46
PROPOSED
EXISTING
BEGIN BRIDGE
PGL @ 170E35N
STA = 1177+00.00
EL = 753.04'
K = 94
L = 300.00'
(+13.6845%) (+0.5000%)
16.50' MIN
EXIST GROUND @ 170E35N
EXIST 2-8'x5' MBC
END BRIDGE
STA = 1191+00.00
EL = 760.04'
ex = -2.25'
K = 89
L = 400.00'
(+0.5000%) (-14.0000%)
END 170E35N MATCH SCHEMATIC BY OTHERS
1150+00
1155+00
1160+00
1165+00
1170+00
1175+00
1180+00
1185+00
1190+00
1195+00
1200+00


SH 170 EAST TO ML NORTH (170EMLN)

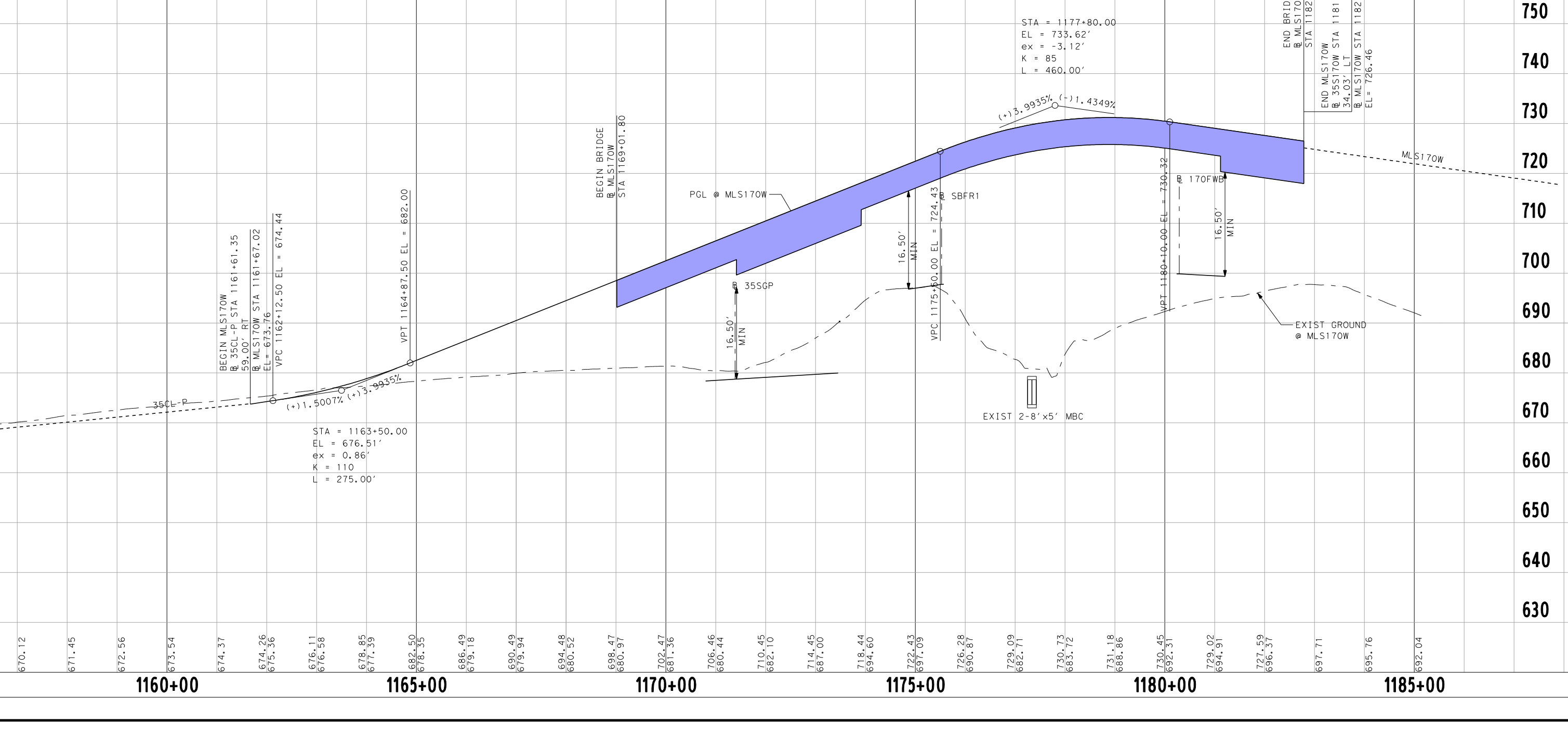
790
780
770
760
750
740
730
720
710
700
690
680
670
660
BEGIN BRIDGE
PGL @ 170EMLN
STA = 1182+00.00
EL = 754.61'
ex = -1.89'
K = 165
L = 500.00'
(+13.5242%) (+0.5000%)
16.50' MIN
EXIST GROUND @ 170EMLN
EXIST 2-8'x5' MBC
END BRIDGE
1155+00
1160+00
1165+00
1170+00
1175+00
1180+00
1185+00
1190+00


IH 35W NORTH TO SH 170 EAST (35N170E)

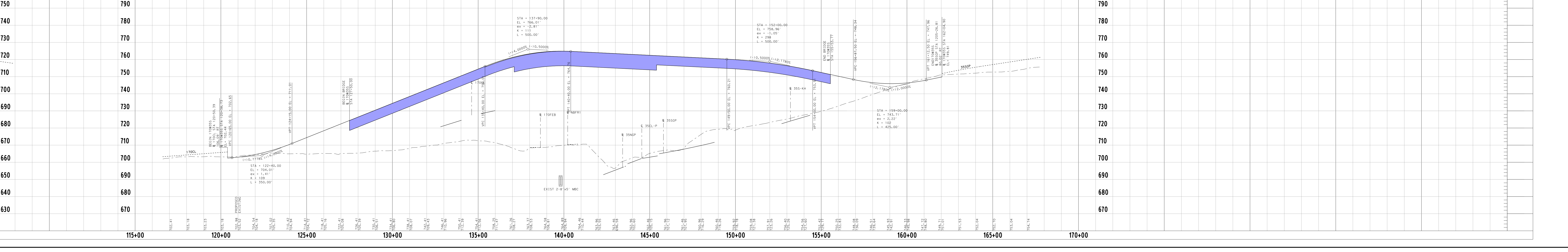
790
780
770
760
750
740
730
720
710
700
690
680
670
660
BEGIN 35N170E
BEGIN BRIDGE
STA = 133+00.00
EL = 730.11'
K = 197
L = 200.00'
PGL @ 35N170E
EXIST GROUND @ 35N170E
STA = 151+00.00
EL = 755.71'
ex = -2.55'
K = 123
L = 500.00'
END BRIDGE
STA = 156+75.00
EL = 740.47'
ex = 3.22'
K = 97
L = 500.00'
35NGP
130+00
135+00
140+00
145+00
150+00
155+00
160+00


IH 35W SOUTH TO SH 170 WEST (35S170W)

770
760
750
740
730
720
710
700
690
680
670
660
650
640
BEGIN 35S170W
STA = 1152+75.00
EL = 665.96'
ex = 0.69'
K = 114
L = 250.00'
PGL @ 35S170W
BEGIN BRIDGE
STA = 1166+00.00
EL = 718.85'
ex = -1.31'
K = 86
L = 300.00'
EXIST GROUND @ 35S170W
PROP 2-8'x5' MBC
STA = 1181+00.00
EL = 726.35'
ex = -0.48'
K = 103
L = 200.00'
END BRIDGE
END 35S170W MATCH SCHEMATIC BY OTHERS
1150+00
1155+00
1160+00
1165+00
1170+00
1175+00
1180+00
1185+00
1190+00


IH 35W MAINLANE SOUTH TO SH 170 WEST (MLS170W)

770
760
750
740
730
720
710
700
690
680
670
660
650
640
630
BEGIN MLS170W
STA = 1163+50.00
EL = 676.51'
ex = 0.86'
K = 110
L = 275.00'
BEGIN BRIDGE
PGL @ MLS170W
STA = 1177+80.00
EL = 733.62'
ex = -3.12'
K = 85
L = 460.00'
16.50' MIN
EXIST GROUND @ MLS170W
EXIST 2-8'x5' MBC
END BRIDGE
1155+00
1160+00
1165+00
1170+00
1175+00
1180+00
1185+00


SH 170 WEST TO IH 35W SOUTH (170W35S)

800
790
780
770
760
750
740
730
720
710
700
690
680
670
BEGIN 170W35S
STA = 122+40.00
EL = 704.01'
ex = 1.41'
K = 109
L = 350.00'
BEGIN BRIDGE
STA = 137+90.00
EL = 766.01'
ex = -2.81'
K = 111
L = 500.00'
(+14.0000%) (-10.5000%)
EXIST 2-8'x5' MBC
STA = 152+00.00
EL = 758.96'
ex = -1.05'
K = 298
L = 500.00'
END BRIDGE
STA = 159+00.00
EL = 743.71'
ex = 2.22'
K = 102
L = 425.00'
35SGP
115+00
120+00
125+00
130+00
135+00
140+00
145+00
150+00
155+00
160+00
165+00
170+00

Seg 3C
Index of Schematic Rolls

ROLL 1: IH35W MANAGED LANE PLAN & PROFILE
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ROLL 5: IH35W MANAGED LANE PLAN & PROFILE
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ROLL 7: IH35W SB FTG RD PROFILE
ROLL 8: IH35W NB FTG RD / SH170 WB FTG RD PROFILE
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ROLL 14: GENERAL PURPOSE LANES RAMP PROFILES / MANAGED LANE RAMP PROFILES
ROLL 15: MAJOR CROSS STREET & U-TURN PROFILES

ULTIMATE SCOPE SCHEMATIC

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER

PRELIMINARY DESIGN SCHEMATIC

IH 35W

CSJ No. 0014-16-252
CSJ No. 0081-12-041

ALONG IH 35W
FROM .177 MILES SOUTH OF EAGLE PARKWAY
TO .841 MILES SOUTH OF US 287

PREPARED BY AECOM TECHNICAL SERVICES, INC.-3580
UNDER THE SUPERVISION OF

FERNANDO GAYTÁN, P.E., 92244

7-22-2010
DATE SUBMITTED
12-06-2010
DATE REVISED

DATE APPROVED

NOT INTENDED FOR
CONSTRUCTION OR
PERMIT PURPOSES

0 100 200 300
HORIZONTAL
0 10 20 30
VERTICAL
GRAPHIC SCALES IN FEET

ROLL 12 OF 15
IH 35W / SH 170 INTERCHANGE DIRECT CONNECTORS

MOBILITY PARTNERS
PRELIMINARY

AECOM Technical Services Inc.- 3580

Roadway Type	Functional Classification	Design Speed
IH35W General Purpose Lanes	Urban Freeway	70 mph
US287 & SH170 Mainlanes	Urban Freeway	70 mph
Managed Lanes	Urban Freeway	70 mph
Direct Connectors	Urban Principal Arterial	50 mph
Ramps/Managed Lane Ramps	Urban Principal Arterial	50 mph
Collector/Distributors	Urban Principal Arterial	50 mph
Frontage Roads	Urban Local Street	40 mph
City Streets	Urban Local Street	35 mph

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER

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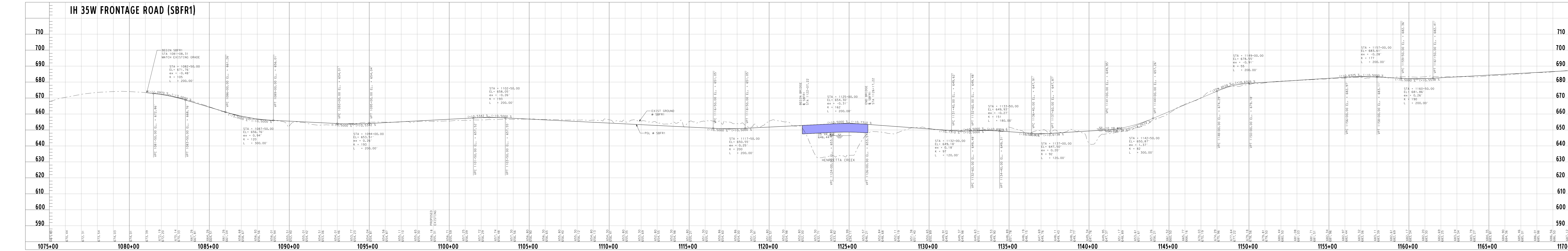
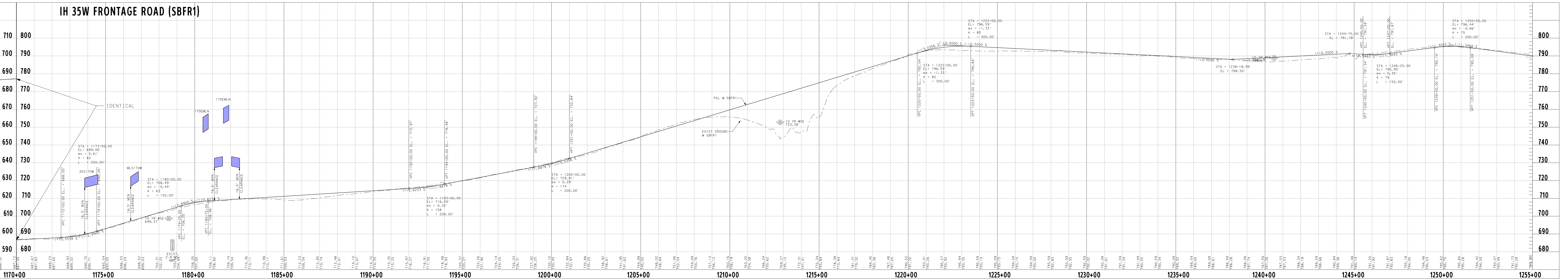
ROLL 12 OF 15
IH 35W / SH 170 INTERCHANGE DIRECT CONNECTORS

MOBILITY PARTNERS
PRELIMINARY

AECOM Technical Services Inc.- 3580


IH 35W FRONTAGE ROAD (SBFR1)
BEGIN SBFR1
STA 1081+08.31
MATCH EXISTING GRADE
STA = 1082+50.00
EL= 671.76'
ex = -0.48'
K = 105
L = 200.00'
STA = 1087+50.00
EL= 656.76'
ex = 0.94'
K = 120
L = 300.00'
STA = 1094+00.00
EL= 653.51'
ex = 0.26'
K = 193
L = 200.00'
STA = 1102+50.00
EL= 658.05'
ex = -0.26'
K = 193
L = 200.00'
EXIST GROUND @ SBFR1
PGL @ SBFR1
STA = 1117+50.00
EL= 650.55'
ex = 0.25'
K = 200
L = 200.00'
BEGIN BRIDGE @ SBFR1 STA 1122+07.22
STA = 1125+50.00
EL= 654.30'
ex = -0.31'
K = 162
L = 200.00'
END BRIDGE @ SBFR1 STA 1126+71.22
HENRIETTA CREEK
STA = 1132+00.00
EL= 649.18'
ex = 0.18'
K = 97
L = 120.00'
STA = 1133+50.00
EL= 649.93'
ex = -0.27'
K = 151
L = 180.00'
STA = 1137+00.00
EL= 647.50'
ex = 0.20'
K = 92
L = 120.00'
STA = 1142+50.00
EL= 650.87'
ex = 1.37'
K = 82
L = 300.00'
STA = 1149+00.00
EL= 678.55'
ex = -0.91'
K = 55
L = 200.00'
STA = 1157+00.00
EL= 683.61'
ex = -0.28'
K = 177
L = 200.00'
STA = 1160+50.00
EL= 681.86'
ex = 0.26'
K = 190
L = 200.00'
PROPOSED
EXISTING
710
700
690
680
670
660
650
640
630
620
610
600
590
1075+00
1080+00
1085+00
1090+00
1095+00
1100+00
1105+00
1110+00
1115+00
1120+00
1125+00
1130+00
1135+00
1140+00
1145+00
1150+00
1155+00
1160+00
1165+00


IH 35W FRONTAGE ROAD (SBFR1)
IDENTICAL
STA = 1173+50.00
EL= 689.06'
ex = 0.61'
K = 82
L = 200.00'
35S170W
MLS170W
170EMLN
170EMLN
16.5' MIN CLEARANCE
STA = 1180+00.00
EL= 708.49'
ex = -0.44'
K = 63
L = 150.00'
10 YR WSE 699.37'
EXIST. 2-6'x6' MBC
STA = 1193+00.00
EL= 716.59'
ex = 0.32'
K = 158
L = 200.00'
STA = 1200+00.00
EL= 729.81'
ex = 0.29'
K = 174
L = 200.00'
PGL @ SBFR1
EXIST GROUND @ SBFR1
10 YR WSE 753.38'
STA = 1222+00.00
EL= 796.59'
ex = -1.33'
K = 85
L = 300.00'
STA = 1238+18.99
EL = 788.50'
10 YR WSE
STA = 1244+75.00
EL = 791.78'
STA = 1246+25.00
EL= 790.90'
ex = 0.35'
K = 79
L = 150.00'
STA = 1250+50.00
EL= 796.44'
ex = -0.66'
K = 75
L = 200.00'
710 800
700 790
690 780
680 770
670 760
660 750
650 740
640 730
630 720
620 710
610 700
600 690
590 680
1170+00
1175+00
1180+00
1185+00
1190+00
1195+00
1200+00
1205+00
1210+00
1215+00
1220+00
1225+00
1230+00
1235+00
1240+00
1245+00
1250+00
1255+00

Seg 3C
Index of Schematic Rolls

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ROLL 5: IH35W MANAGED LANE PLAN & PROFILE
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TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER

PRELIMINARY DESIGN SCHEMATIC

IH 35W

CSJ No. 0014-16-252
CSJ No. 0081-12-041

ALONG IH 35W
FROM .177 MILES SOUTH OF EAGLE PARKWAY
TO .841 MILES SOUTH OF US 287

PREPARED BY AECOM TECHNICAL SERVICES, INC.-3580
UNDER THE SUPERVISION OF

FERNANDO GAYTÁN, P.E., 92244

7-22-2010
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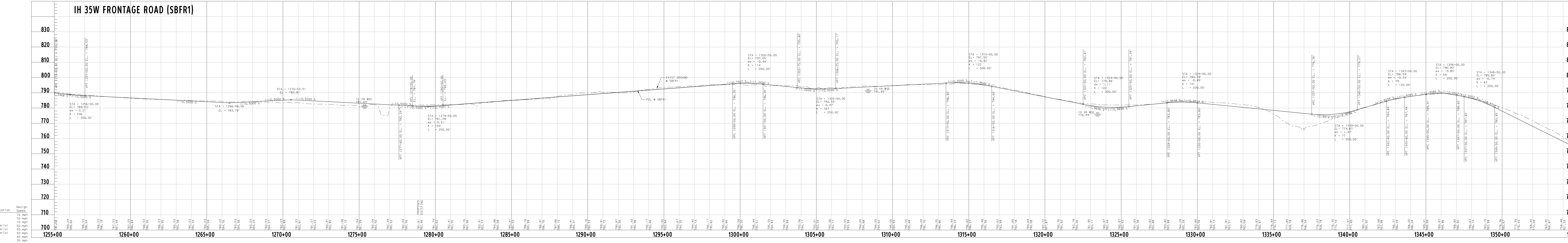
0 100 200 300
HORIZONTAL
0 10 20 30
VERTICAL
GRAPHIC SCALES IN FEET

ROLL 7 OF 15
IH 35W SOUTHBOUND FRONTAGE RD
STA 1081+08.31 TO STA 1402+00
SH 170 EASTBOUND FRONTAGE RD
STA. 136+51 TO STA. 161+60.77

MOBILITY PARTNERS
PRELIMINARY

AECOM Technical Services Inc.- 3580

Roadway Type	Functional Classification	Design Speed
IH35W General Purpose Lanes	Urban Freeway	70 mph
US287 & SH170 Mainlanes	Urban Freeway	70 mph
Managed Lanes	Urban Freeway	70 mph
Direct Connectors	Urban Principal Arterial	50 mph
Ramps/Managed Lane Ramps	Urban Principal Arterial	50 mph
Collector/Distributors	Urban Principal Arterial	50 mph
Frontage Roads	Urban Local Street	40 mph
City Streets	Urban Local Street	35 mph


IH 35W FRONTAGE ROAD (SBFR1)
STA = 1256+00.00
EL= 789.03'
ex = 0.21'
K = 236
L = 200.00'
STA = 1266+48.06
EL = 783.79'
STA = 1270+52.51
EL = 785.83'
10 YR WSE 781.64'
PROPOSED
EXISTING
STA = 1279+50.00
EL= 781.28'
ex = 0.31'
K = 159
L = 200.00'
EXIST GROUND @ SBFR1
PGL @ SBFR1
STA = 1300+50.00
EL= 797.05'
ex = -0.44'
K = 114
L = 200.00'
STA = 1305+00.00
EL= 792.55'
ex = 0.47'
K = 167
L = 250.00'
10 YR WSE 791.85'
STA = 1315+00.00
EL= 797.55'
ex = -0.92'
K = 122
L = 300.00'
STA = 1324+00.00
EL= 779.86'
ex = 1.11'
K = 102
L = 300.00'
10 YR WSE 776.49'
STA = 1329+00.00
EL= 784.79'
ex = -0.49'
K = 101
L = 200.00'
STA = 1339+00.00
EL= 774.87'
ex = 1.47'
K = 77
L = 300.00'
STA = 1343+00.00
EL= 786.59'
ex = -0.23'
K = 79
L = 120.00'
STA = 1346+00.00
EL= 790.82'
ex = -0.85'
K = 59
L = 200.00'
STA = 1348+50.00
EL= 785.82'
ex = -0.74'
K = 61
L = 200.00'
830
820
810
800
790
780
770
760
750
740
730
720
710
700
1255+00
1260+00
1265+00
1270+00
1275+00
1280+00
1285+00
1290+00
1295+00
1300+00
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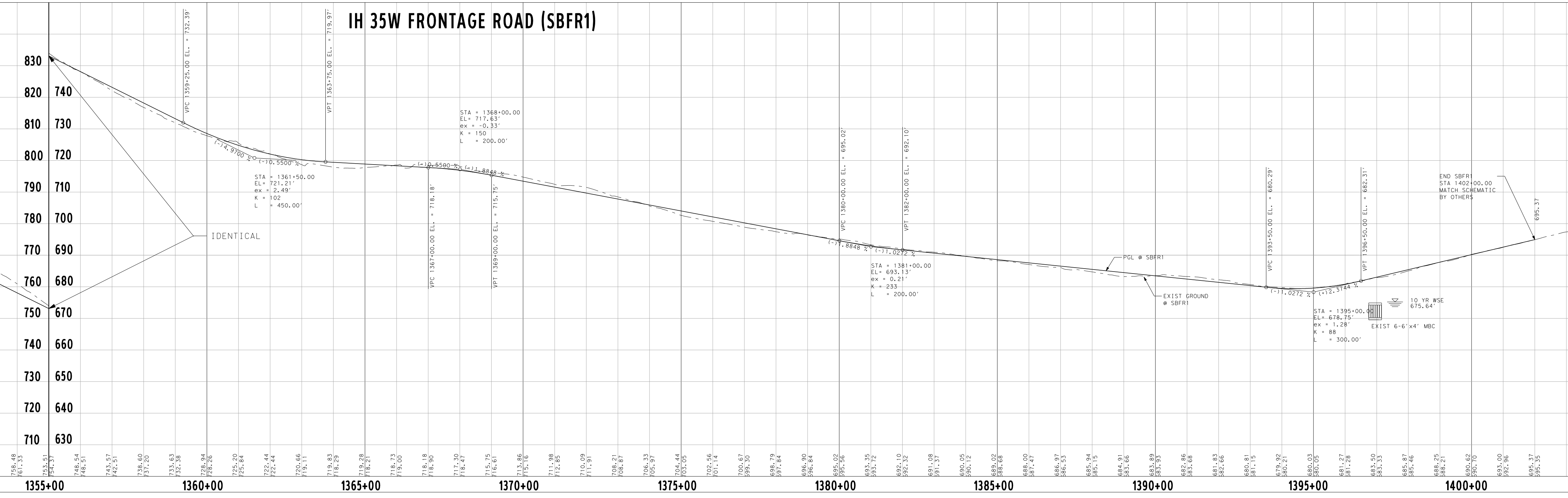
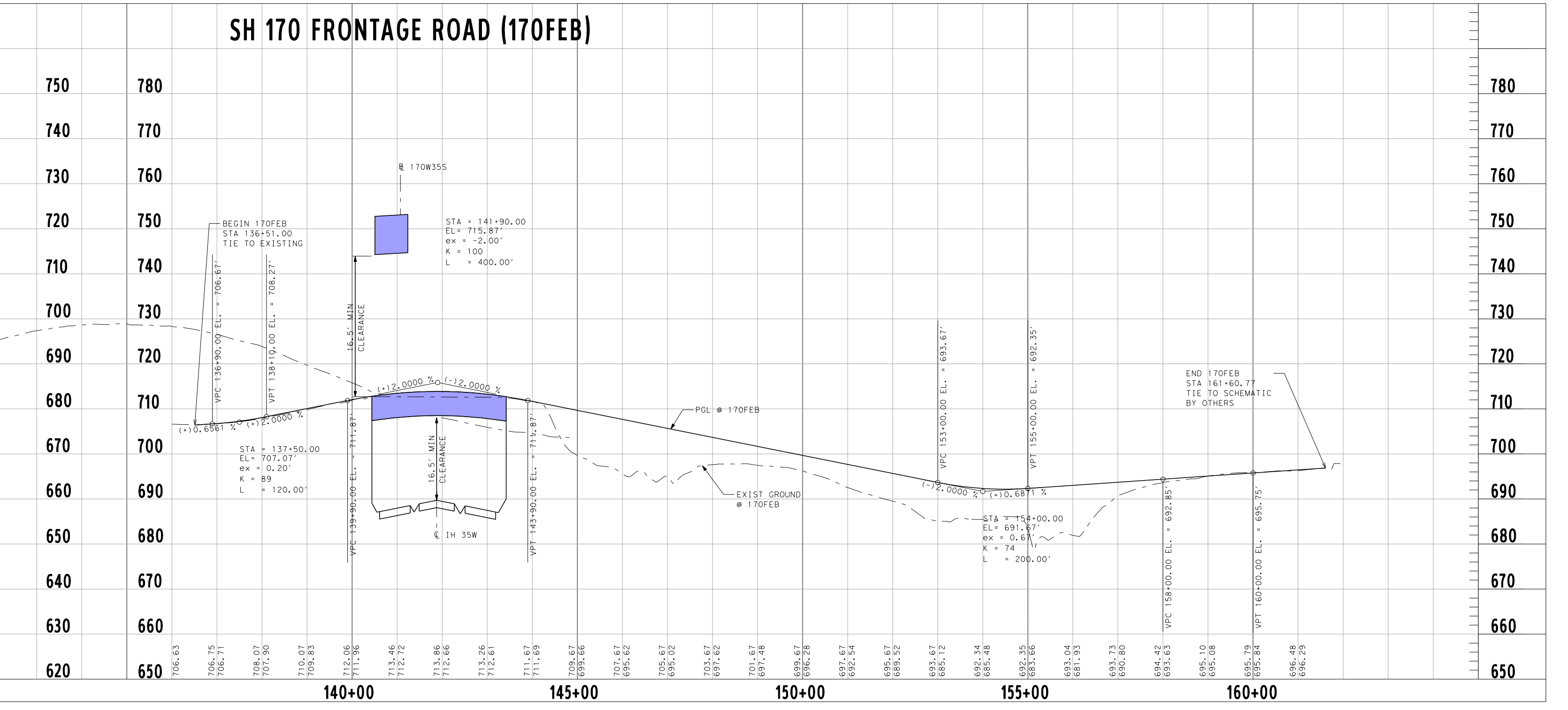
1345+00
1350+00


IH 35W FRONTAGE ROAD (SBFR1)
IDENTICAL
STA = 1361+50.00
EL= 721.21'
ex = 2.49'
K = 102
L = 450.00'
STA = 1368+00.00
EL= 717.63'
ex = -0.33'
K = 150
L = 200.00'
STA = 1381+00.00
EL= 693.13'
ex = 0.21'
K = 233
L = 200.00'
PGL @ SBFR1
EXIST GROUND @ SBFR1
STA = 1395+00.00
EL= 678.75'
ex = 1.28'
K = 88
L = 300.00'
10 YR WSE 675.64'
EXIST 6-6'x4' MBC
END SBFR1
STA 1402+00.00
MATCH SCHEMATIC
BY OTHERS
830 740
820 730
810 720
800 710
790 700
780 690
770 680
760 670
750 660
740 650
730 640
720 630
710 620
1355+00
1360+00
1365+00
1370+00
1375+00
1380+00
1385+00
1390+00
1395+00
1400+00


SH 170 FRONTAGE ROAD (170FEB)
℄ 170W35S
BEGIN 170FEB
STA 136+51.00
TIE TO EXISTING
STA = 141+90.00
EL= 715.87'
ex = -2.00'
K = 100
L = 400.00'
16.5' MIN. CLEARANCE
STA = 137+50.00
EL= 707.07'
ex = 0.20'
K = 89
L = 120.00'
℄ IH 35W
PGL @ 170FEB
EXIST GROUND @ 170FEB
STA = 154+00.00
EL= 691.67'
ex = 0.68'
K = 74
L = 200.00'
END 170FEB
STA 161+60.77
TIE TO SCHEMATIC
BY OTHERS
750 780
740 770
730 760
720 750
710 740
700 730
690 720
680 710
670 700
660 690
650 680
640 670
630 660
620 650
140+00
145+00
150+00
155+00
160+00

ULTIMATE SCOPE
SCHEMATIC

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER

PRELIMINARY DESIGN SCHEMATIC

IH 35W

CSJ No. 0014-16-252
CSJ No. 0081-12-041

ALONG IH 35W
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TO .841 MILES SOUTH OF US 287

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0 100 200 300
HORIZONTAL
0 10 20 30
VERTICAL
GRAPHIC SCALES IN FEET

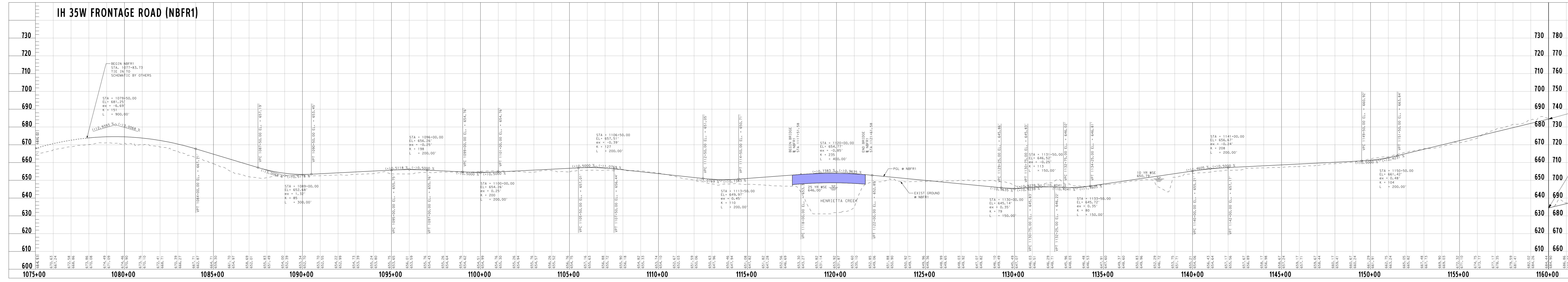
ROLL 7 OF 15
IH 35W SOUTHBOUND FRONTAGE RD
STA 1081+08.31 TO STA 1402+00
SH 170 EASTBOUND FRONTAGE RD
STA. 136+51 TO STA. 161+60.77

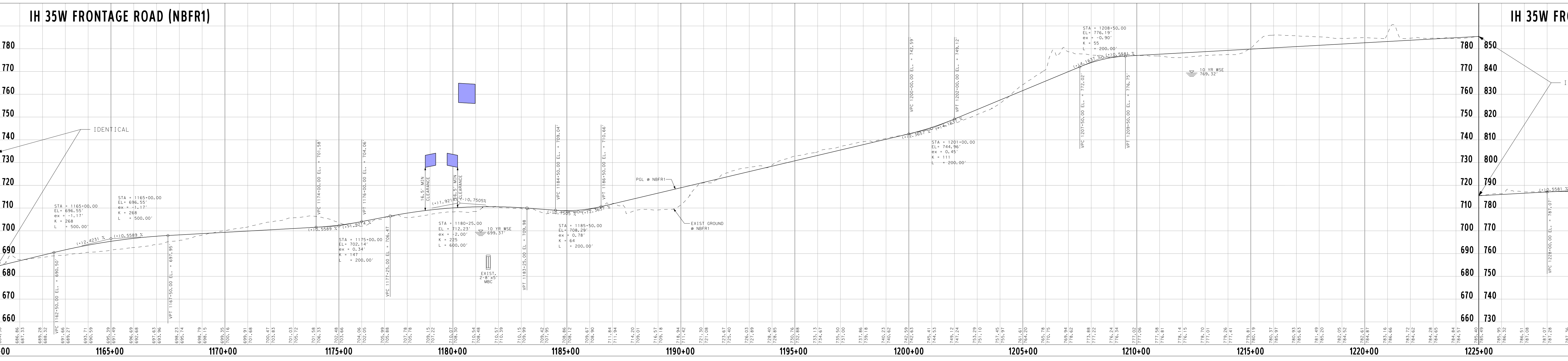
MOBILITY PARTNERS
PRELIMINARY

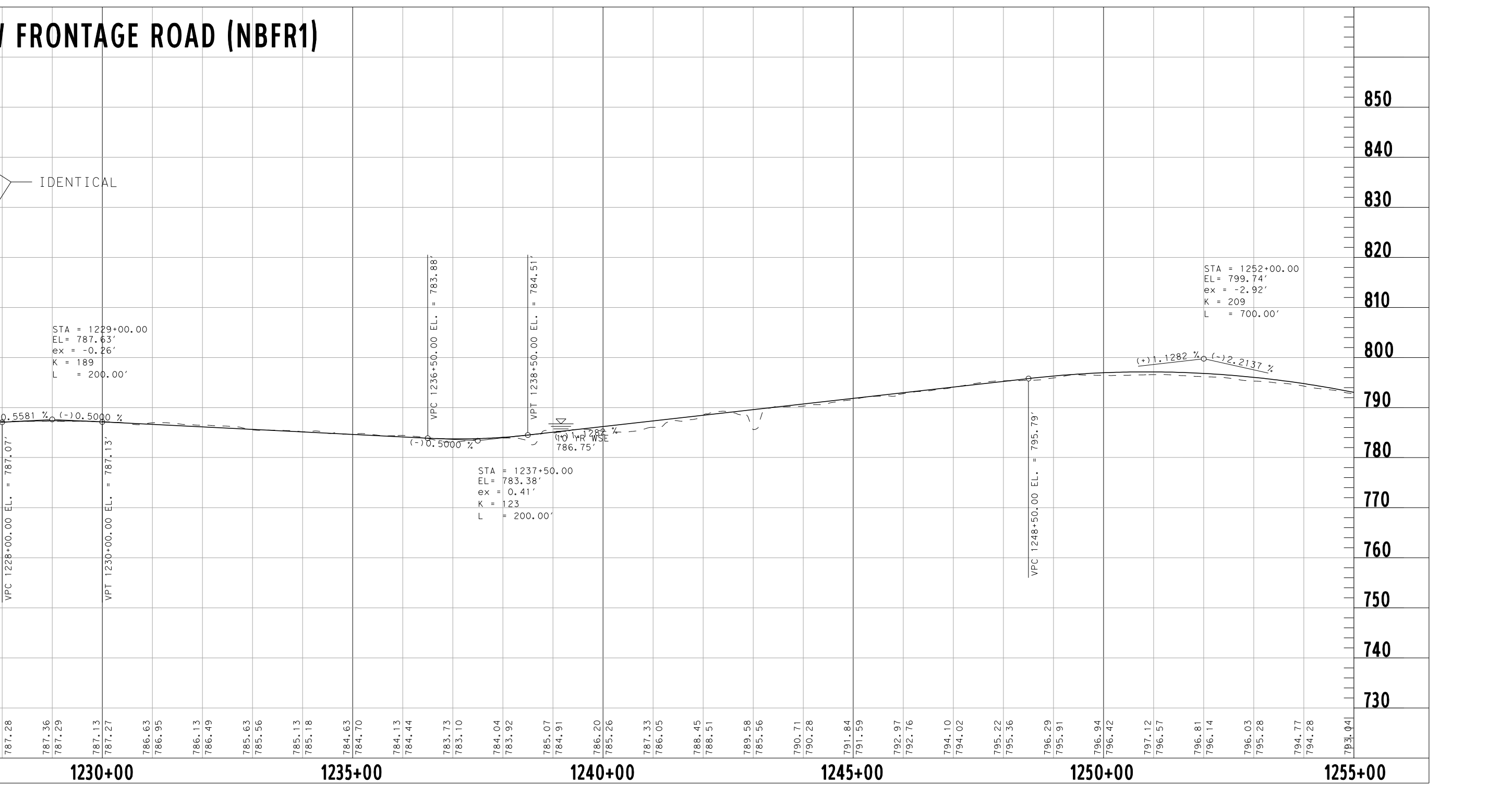
AECOM Technical Services Inc.- 3580

12/5/2010
L:\work\Trans\112671 NTE\CADD (Segment 3C and 4)\Seg3C\CADD\Sheets Ultimate\Seg3C_FRPR_01.dgn

ROLL 8


IH 35W FRONTAGE ROAD (NBFR1)
BEGIN NBFR1
STA. 1077+83.73
TIE IN TO
SCHEMATIC BY OTHERS
PGL @ NBFR1
EXIST GROUND @ NBFR1
HENRIETTA CREEK
25 YR WSE 646.00'
BEGIN BRIDGE @ NBFR1 STA 1117+51.58
END BRIDGE @ NBFR1 STA 1121+61.58
1075+00
1080+00
1085+00
1090+00
1095+00
1100+00
1105+00
1110+00
1115+00
1120+00
1125+00
1130+00
1135+00
1140+00
1145+00
1150+00
1155+00
1160+00


IH 35W FRONTAGE ROAD (NBFR1)
IDENTICAL
16.5' MIN CLEARANCE
EXIST. 2-8'x5' MBC
10 YR WSE 699.57'
PGL @ NBFR1
EXIST GROUND @ NBFR1
10 YR WSE 769.32'
1160+00
1165+00
1170+00
1175+00
1180+00
1185+00
1190+00
1195+00
1200+00
1205+00
1210+00
1215+00
1220+00
1225+00


IH 35W FRONTAGE ROAD (NBFR1)
IDENTICAL
1225+00
1230+00
1235+00
1240+00
1245+00
1250+00
1255+00

Seg 3C
Index of Schematic Rolls

ROLL 1: IH35W MANAGED LANE PLAN & PROFILE
ROLL 2: IH35W MANAGED LANE PLAN & PROFILE
ROLL 3: IH35W MANAGED LANE PLAN & PROFILE
ROLL 4: IH35W MANAGED LANE PLAN & PROFILE
ROLL 5: IH35W MANAGED LANE PLAN & PROFILE
ROLL 6: SH170 PLAN & PROFILE
ROLL 7: IH35W SB FTG RD PROFILE
ROLL 8: IH35W NB FTG RD / SH170 WB FTG RD PROFILE
ROLL 9: IH35W NB & SB GENERAL PURPOSE LANES PROFILE
ROLL 10: IH35W NB & SB GENERAL PURPOSE LANES PROFILE
ROLL 11: IH35W NB & SB GENERAL PURPOSE LANES PROFILE
ROLL 12: DIRECT CONNECTOR RAMP PROFILES
ROLL 13: GENERAL PURPOSE LANES RAMP PROFILES / MANAGED LANE RAMP PROFILES
ROLL 14: GENERAL PURPOSE LANES RAMP PROFILES / MANAGED LANE RAMP PROFILES
ROLL 15: MAJOR CROSS STREET & U-TURN PROFILES

IH 35W FRONTAGE ROAD (NBFR1)
PROPOSED
EXISTING
EXIST GROUND @ NBFR1
PGL @ NBFR1
10 YR WSE 781.64'
10 YR WSE 776.49'
1255+00
1260+00
1265+00
1270+00
1275+00
1280+00
1285+00
1290+00
1295+00
1300+00
1305+00
1310+00
1315+00
1320+00
1325+00
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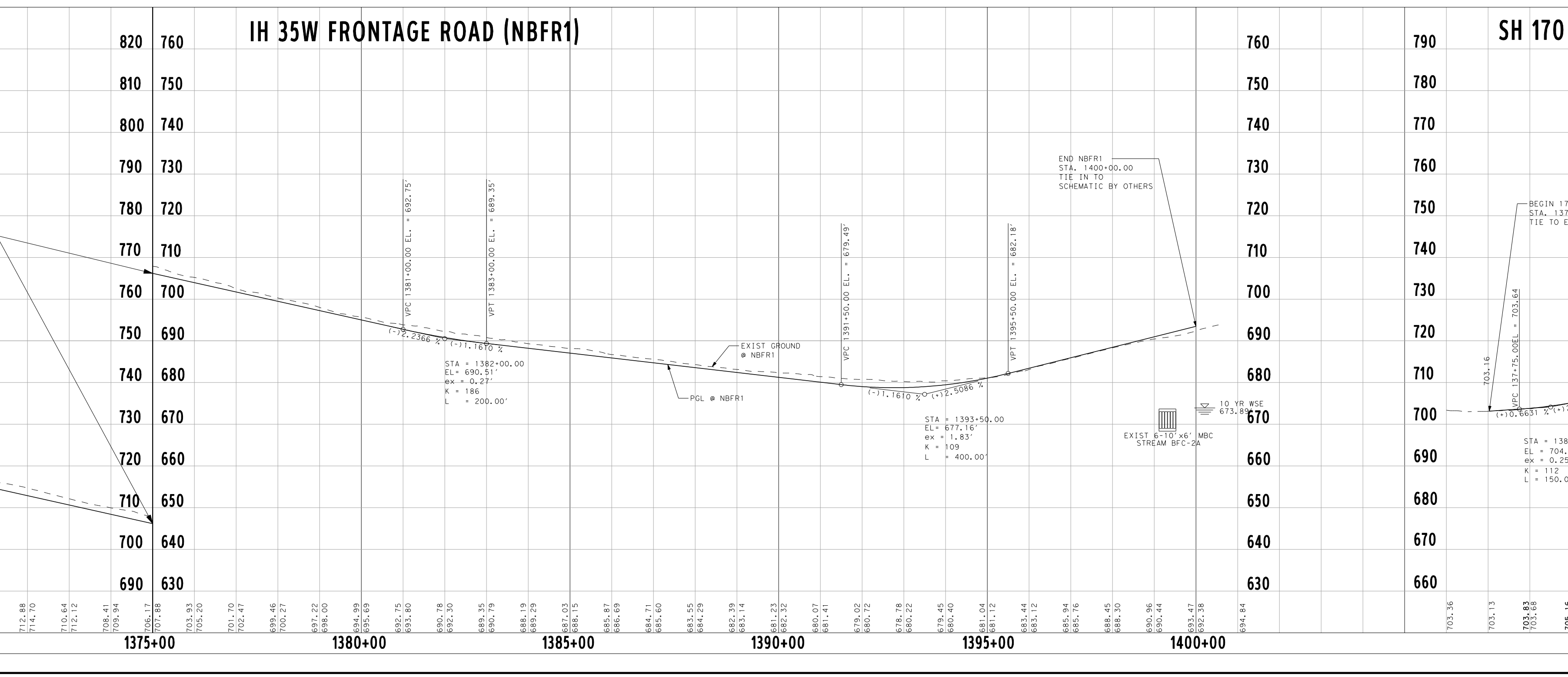
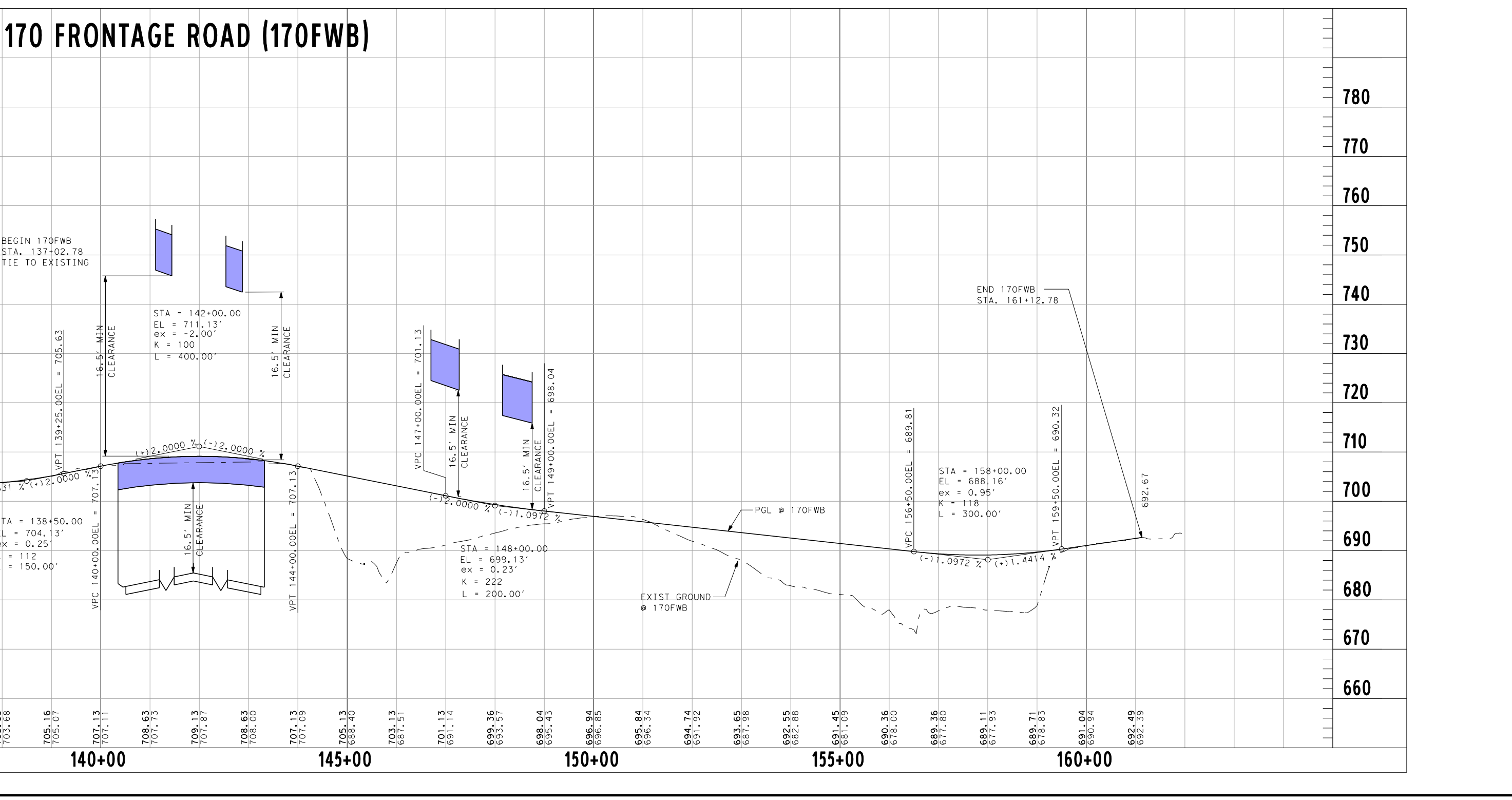
1350+00
1355+00
1360+00
1365+00
1370+00
1375+00


IH 35W FRONTAGE ROAD (NBFR1)
IDENTICAL
END NBFR1
STA. 1400+00.00
TIE IN TO
SCHEMATIC BY OTHERS
EXIST GROUND @ NBFR1
PGL @ NBFR1
10 YR WSE 673.84'
EXIST 6-10'x6' MBC STREAM BFC-2A
1375+00
1380+00
1385+00
1390+00
1395+00
1400+00


SH 170 FRONTAGE ROAD (170FWB)
BEGIN 170FWB
STA. 137+02.78
TIE TO EXISTING
16.5' MIN CLEARANCE
PGL @ 170FWB
EXIST. GROUND @ 170FWB
END 170FWB
STA. 161+12.78
140+00
145+00
150+00
155+00
160+00

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER

PRELIMINARY DESIGN SCHEMATIC

IH 35W

CSJ No. 0014-16-252
CSJ No. 0081-12-041

ALONG IH 35W
FROM .177 MILES SOUTH OF EAGLE PARKWAY
TO .841 MILES SOUTH OF US 287

PREPARED BY AECOM TECHNICAL SERVICES, INC.-3580
UNDER THE SUPERVISION OF

FERNANDO GAYTÁN, P.E., 92244

7-22-2010
DATE SUBMITTED
12-06-2010
DATE REVISED

DATE APPROVED

NOT INTENDED FOR
CONSTRUCTION OR
PERMIT PURPOSES

GRAPHIC SCALES IN FEET
HORIZONTAL 0 100 200 300
VERTICAL 0 10 20 30

ROLL 8 OF 15
IH 35W NORTHBOUND FRONTAGE RD
STA 1075+00 TO STA 1400+00.00
SH 170 WESTBOUND FRONTAGE RD
STA 137+03 TO STA 161+16

MOBILITY PARTNERS
PRELIMINARY

AECOM Technical Services Inc.- 3580

Roadway Type	Functional Classification	Design Speed
IH35W General Purpose Lanes	Urban Freeway	70 mph
US287 & SH170 Mainlanes	Urban Freeway	70 mph
Managed Lanes	Urban Freeway	70 mph
Direct Connectors	Urban Principal Arterial	50 mph
Ramps/Managed Lane Ramps	Urban Principal Arterial	50 mph
Collector/Distributors	Urban Principal Arterial	50 mph
Frontage Roads	Urban Local Street	40 mph
City Streets	Urban Local Street	35 mph

ULTIMATE SCOPE SCHEMATIC

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER

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IH 35W

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HORIZONTAL 0 100 200 300
VERTICAL 0 10 20 30

ROLL 8 OF 15
IH 35W NORTHBOUND FRONTAGE RD
STA 1075+00 TO STA 1400+00.00
SH 170 WESTBOUND FRONTAGE RD
STA 145+07 TO STA 161+16

MOBILITY PARTNERS
PRELIMINARY

AECOM Technical Services Inc.- 3580

ROLL 9

IH 35W NORTHBOUND GENERAL PURPOSE LANE (35NGP)
BEGIN ℄ 35NGP STA 1028+00.00 MATCH SCHEMATIC BY OTHERS
EXIST 4-8'x5' MBC
50 YR WSE 653.15'
STA = 1040+50.00 EL= 662.35' ex = -1.06' K = 1177 L = 1,000.00'
(+)0.4177 % (-)0.4319 %
VPC 1035+50.00 EL. = 660.26'
VPT 1045+50.00 EL. = 660.19'
50 YR WSE 652.67'
EXIST 7-10'x5' MBC AVION CREEK
50 YR WSE 647.40'
EXIST 6-10'x6' MBC ALLIANCE CREEK
VPC 1071+00.00 EL. = 649.18'
VPT 1075+00.00 EL. = 649.18'
STA = 1073+00.00 EL= 648.31' ex = 0.43' K = 464 L = 400.00'
(-)0.4319 % (+)0.4307 %
℄ ALLIANCE BLVD
16.5' MIN CLEARANCE
STA = 1100+50.00 EL= 660.16' ex = -0.32' K = 355 L = 300.00'
(+)0.4307 % (-)0.4139 %
VPC 1099+00.00 EL. = 659.51'
VPT 1102+00.00 EL. = 659.54'
EXIST GROUND @ 35NGP
PGL @ 35NGP
VPC 1115+00.00 EL. = 654.16'
VPT 1119+00.00 EL. = 656.42'
STA = 1117+00.00 EL= 653.33' ex = 0.98' K = 204 L = 400.00'
(-)0.4139 % (+)1.5448 %
BEGIN BRIDGE @ 35NGP
END BRIDGE @ 35NGP STA 1122+70.00
50 YR WSE 647.16'
HENRIETTA CREEK
VPC 1127+50.00 EL. = 669.55'
STA = 1132+00.00 EL= 676.50' ex = -4.06' K = 249 L = 900.00'
BEGIN BRIDGE @ 35NGP STA 1130+51.06
END BRIDGE @ 35NGP STA 1133+53.06
(+)1.5448 % (-)2.0627 %
16.5' MIN CLEARANCE
℄ WESTPORT PARKWAY
VPT 1136+50.00 EL. = 667.22'
EXIST. 2-10'x6' MBC
BUFFALO CREEK
50 YR WSE 650.79'
VPC 1140+00.00 EL. = 660.00'
VPT 1146+00.00 EL. = 656.83'
STA = 1143+00.00 EL= 653.81' ex = 2.30' K = 195 L = 600.00'
(-)2.0627 % (+)1.0075 %
STA = 1163+00.00 EL = 673.96' ex = -0.11' K = 515 L = 210.00'
(+)1.0075% (+)0.6006%
VPC 1161+95.00 EL = 672.90'
VPT 1164+05.00 EL = 674.59'
PROPOSED
EXISTING
710
700
690
680
670
660
650
640
630
620
610
600
590
580
1025+00
1030+00
1035+00
1040+00
1045+00
1050+00
1055+00
1060+00
1065+00
1070+00
1075+00
1080+00
1085+00
1090+00
1095+00
1100+00
1105+00
1110+00
1115+00
1120+00
1125+00
1130+00
1135+00
1140+00
1145+00
1150+00
1155+00
1160+00
1165+00

IH 35W SOUTHBOUND GENERAL PURPOSE LANE (35SGP)
BEGIN ℄ 35SGP STA 1028+00.00 MATCH SCHEMATIC BY OTHERS
EXIST 4-8'x5' MBC
50 YR WSE 653.15'
STA = 1040+50.00 EL= 662.35' ex = -1.06' K = 1177 L = 1,000.00'
(+)0.4177 % (-)0.4319 %
VPC 1035+50.00 EL. = 660.26'
VPT 1045+50.00 EL. = 660.19'
50 YR WSE 652.67'
EXIST 7-10'x5' MBC AVION CREEK
50 YR WSE 647.40'
EXIST 6-10'x6' MBC ALLIANCE CREEK
VPC 1071+00.00 EL. = 649.18'
VPT 1075+00.00 EL. = 649.18'
STA = 1073+00.00 EL= 648.31' ex = 0.43' K = 464 L = 400.00'
(-)0.4319 % (+)0.4307 %
℄ ALLIANCE BLVD
EXISTING BRIDGE TO REMAIN
16.5' MIN CLEARANCE
EXIST GROUND @ 35SGP
PGL @ 35SGP
STA = 1100+50.00 EL= 660.16' ex = -0.32' K = 355 L = 300.00'
(+)0.4307 % (-)0.4139 %
VPC 1099+00.00 EL. = 659.51'
VPT 1102+00.00 EL. = 659.54'
VPC 1115+00.00 EL. = 654.16'
VPT 1119+00.00 EL. = 656.42'
STA = 1117+00.00 EL= 653.33' ex = 0.98' K = 204 L = 400.00'
(-)0.4139 % (+)1.5448 %
BEGIN BRIDGE @ 35SGP
END BRIDGE @ 35SGP
50 YR WSE 647.16'
VPC 1127+50.00 EL. = 669.65'
STA = 1132+00.00 EL= 676.50' ex = -4.06' K = 249 L = 900.00'
BEGIN BRIDGE @ 35SGP
END BRIDGE @ 35SGP
(+)1.5448 % (-)2.0627 %
16.5' MIN CLEARANCE
℄ WESTPORT PARKWAY
VPT 1136+50.00 EL. = 667.22'
EXIST. 2-10'x6' MBC
50 YR WSE 650.79'
BUFFALO CREEK
VPC 1140+00.00 EL. = 660.00'
VPT 1146+00.00 EL. = 656.83'
STA = 1143+00.00 EL= 653.81' ex = 2.30' K = 195 L = 600.00'
(-)2.0627 % (+)1.0075 %
STA = 1163+00.00 EL= 673.96' ex = -0.10' K = 491 L = 200.00'
(+)1.0075% (+)0.6006%
VPC 1161+95.00 EL = 672.90'
VPT 1164+05.00 EL = 674.59'
PROPOSED
EXISTING
710
700
690
680
670
660
650
640
630
620
610
600
590
580
1025+00
1030+00
1035+00
1040+00
1045+00
1050+00
1055+00
1060+00
1065+00
1070+00
1075+00
1080+00
1085+00
1090+00
1095+00
1100+00
1105+00
1110+00
1115+00
1120+00
1125+00
1130+00
1135+00
1140+00
1145+00
1150+00
1155+00
1160+00
1165+00

Seg 3C
Index of Schematic Rolls

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ROLL 5: IH35W MANAGED LANE PLAN & PROFILE
ROLL 6: SH170 PLAN & PROFILE
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ULTIMATE SCOPE SCHEMATIC

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER

PRELIMINARY DESIGN SCHEMATIC

IH 35W

CSJ No. 0014-16-252
CSJ No. 0081-12-041

ALONG IH 35W
FROM .177 MILES SOUTH OF EAGLE PARKWAY
TO .841 MILES SOUTH OF US 287

PREPARED BY AECOM TECHNICAL SERVICES, INC.-3580
UNDER THE SUPERVISION OF

FERNANDO GAYTÁN, P.E., 92244

7-22-2010
DATE SUBMITTED
12-06-2010
DATE REVISED

DATE APPROVED

NOT INTENDED FOR
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0 100 200 300
HORIZONTAL
0 10 20 30
VERTICAL
GRAPHIC SCALES IN FEET

ROLL 9 OF 15
IH 35W NB GENERAL PURPOSE LANES PROFILE
STA 1028+00.00 TO STA 1165+00.00
IH 35W SB GENERAL PURPOSE LANES PROFILE
STA 1028+00.00 TO STA 1165+00.00

MOBILITY PARTNERS
PRELIMINARY

AECOM Technical Services Inc. - 3580

Roadway Type	Functional Classification	Design Speed
IH35W General Purpose Lanes	Urban Freeway	70 mph
US287 & SH170 Mainlanes	Urban Freeway	70 mph
Managed Lanes	Urban Freeway	70 mph
Direct Connectors	Urban Principal Arterial	50 mph
Ramps/Managed Lane Ramps	Urban Principal Arterial	50 mph
Collector/Distributors	Urban Principal Arterial	50 mph
Frontage Roads	Urban Local Street	40 mph
City Streets	Urban Local Street	35 mph

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER
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STA 1028+00.00 TO STA 1165+00.00
IH 35W SB GENERAL PURPOSE LANES PROFILE
STA 1028+00.00 TO STA 1165+00.00
MOBILITY PARTNERS
PRELIMINARY
AECOM Technical Services Inc. - 3580

ROLL 10

IH 35W NORTHBOUND GENERAL PURPOSE LANE (35NGP)
℄ 170EMLN
℄ 170W35S
℄ SH 170
℄ 170FWB
℄ 170FEB
16.5' MIN CLEARANCE
50 YR WSE 699.37' (CONTROL BY FR WSE)
EXIST 2-8'x5' MBC
STA = 1182+50.00 EL= 685.66' ex = 1.47' K = 212 L = 500.00'
STA = 1205+00.00 EL= 752.10' ex = -0.89' K = 353 L = 500.00'
IDENTICAL
50 YR WSE 762.32'
EXIST. 30" RCP
STA = 1224+00.00 EL= 781.30' ex = 0.25' K = 799 L = 400.00'
50 YR WSE 789.64'
EXIST. 2-5'x3' MBC
STA = 1243+00.00 EL= 820.00' ex = -4.84' K = 258 L = 1,000.00'
BEGIN BRIDGE
END BRIDGE
℄ KELLER-HICKS RD
STA = 1262+00.00 EL= 785.10' ex = 3.23' K = 190 L = 700.00'
℄ ML-35N
50 YR WSE 781.64'
STA = 1276+00.00 EL= 811.00' ex = -4.94' K = 253 L = 1,000.00'
℄ GOLDEN TRIANGLE
STA = 1286+50.00 EL= 788.97' ex = 1.67' K = 187 L = 500.00'
STA = 1300+00.00 EL= 796.72' ex = -0.52' K = 384 L = 400.00'
PROPOSED
EXISTING
1165+00
1170+00
1175+00
1180+00
1185+00
1190+00
1195+00
1200+00
1205+00
1210+00
1215+00
1220+00
1225+00
1230+00
1235+00
1240+00
1245+00
1250+00
1255+00
1260+00
1265+00
1270+00
1275+00
1280+00
1285+00
1290+00
1295+00
1300+00
1305+00

IH 35W SOUTHBOUND GENERAL PURPOSE LANE (35SGP)
℄ MLS170W
℄ 170EMLN
℄ 170E35N
℄ SH 170
℄ 170FWB
℄ 170FEB
℄ 170W35S
16.5' MIN CLEARANCE
50 YR WSE 699.37' (CONTROL BY FR WSE)
EXIST 2-8'x5' MBC
STA = 1182+50.00 EL= 685.66' ex = 1.47' K = 212 L = 500.00'
STA = 1205+00.00 EL= 752.10' ex = -0.89' K = 353 L = 500.00'
IDENTICAL
50 YR WSE 762.32'
EXIST. 30" RCP
STA = 1224+00.00 EL= 781.30' ex = 0.25' K = 799 L = 400.00'
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EXIST. 2-5'x3' MBC
STA = 1243+00.00 EL= 820.00' ex = -4.84' K = 258 L = 1,000.00'
BEGIN BRIDGE
END BRIDGE
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STA = 1262+00.00 EL= 785.10' ex = 3.23' K = 190 L = 700.00'
℄ 35S-ML
50 YR WSE 781.64'
STA = 1276+00.00 EL= 811.00' ex = -4.94' K = 253 L = 1,000.00'
℄ GOLDEN TRIANGLE
STA = 1286+50.00 EL= 788.97' ex = 1.67' K = 187 L = 500.00'
STA = 1300+00.00 EL= 796.72' ex = -0.52' K = 384 L = 400.00'
PROPOSED
EXISTING
1165+00
1170+00
1175+00
1180+00
1185+00
1190+00
1195+00
1200+00
1205+00
1210+00
1215+00
1220+00
1225+00
1230+00
1235+00
1240+00
1245+00
1250+00
1255+00
1260+00
1265+00
1270+00
1275+00
1280+00
1285+00
1290+00
1295+00
1300+00
1305+00

Seg 3C
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ROLL 10

ULTIMATE SCOPE SCHEMATIC

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER

PRELIMINARY DESIGN SCHEMATIC

NOT INTENDED FOR CONSTRUCTION OR PERMIT PURPOSES

IH 35W

CSJ No. 0014-16-252
CSJ No. 0081-12-041

ALONG IH 35W
FROM .177 MILES SOUTH OF EAGLE PARKWAY
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Texas Department of Transportation

0 100 200 300
HORIZONTAL
0 10 20 30
VERTICAL
GRAPHIC SCALES IN FEET

ROLL 10 OF 15
IH 35W NB GENERAL PURPOSE LANES PROFILE
STA 1165+00.00 TO STA 1305+00.00
IH 35W SB GENERAL PURPOSE LANES PROFILE
STA 1165+00.00 TO STA 1305+00.00

NTE MOBILITY PARTNERS
PRELIMINARY

AECOM
AECOM Technical Services Inc.- 3580

Roadway Type	Functional Classification	Design Speed
IH35W General Purpose Lanes	Urban Freeway	70 mph
US287 & SH170 Mainlanes	Urban Freeway	70 mph
Managed Lanes	Urban Freeway	70 mph
Direct Connectors	Urban Principal Arterial	50 mph
Ramps/Managed Lane Ramps	Urban Principal Arterial	50 mph
Collector/Distributors	Urban Principal Arterial	50 mph
Frontage Roads	Urban Local Street	40 mph
City Streets	Urban Local Street	35 mph

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER
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0 100 200 300
HORIZONTAL
0 10 20 30
VERTICAL
GRAPHIC SCALES IN FEET
ROLL 10 OF 15
IH 35W NB GENERAL PURPOSE LANES PROFILE
STA 1165+00.00 TO STA 1305+00.00
IH 35W SB GENERAL PURPOSE LANES PROFILE
STA 1165+00.00 TO STA 1305+00.00
NTE MOBILITY PARTNERS
PRELIMINARY
AECOM
AECOM Technical Services Inc.- 3580

ROLL 11

IH 35W NORTHBOUND GENERAL PURPOSE LANE (35NGP)
STA = 1330+00.00 EL= 782.72' ex = -0.26' K = 762 L = 400.00'
EXIST. 4'x3' RBC
50 YR WSE 776.49'
VPC 1328+00.00 EL. = 783.65'
VPT 1332+00.00 EL. = 780.74'
(-10.4667 %) (-10.9913 %)
℄ HERITAGE TRACE PARKWAY
STA = 1343+00.00 EL= 769.83' ex = -0.64' K = 314 L = 400.00'
16.5' MIN CLEARANCE
VPC 1341+00.00 EL. = 771.82'
VPT 1345+00.00 EL. = 765.30'
(-10.9913 %) (-12.2639 %)
EXIST GROUND @ 35NGP
PGL @ 35NGP
VPC 1362+95.00 EL. = 724.67'
VPT 1365+05.00 EL. = 720.64'
(-12.2639%) (-11.5681%)
STA = 1364+00.00 EL = 722.29' ex = 0.18' K = 302 L = 210.00'
℄ ML-HTP
IDENTICAL
VPC 1388+00.00 EL. = 684.68'
VPT 1392+00.00 EL. = 680.52'
(-11.5681 %) (-10.4985 %)
STA = 1390+00.00 EL= 681.52' ex = 0.53' K = 374 L = 400.00'
50 YR WSE 676.84'
EXIST. 6-6'x4' MBC
STREAM BFC-2A
END ℄ 35NGP STA 1402+24.20 MATCH SCHEMATIC BY OTHERS
PROPOSED
EXISTING
1305+00
1310+00
1315+00
1320+00
1325+00
1330+00
1335+00
1340+00
1345+00
1350+00
1355+00
1360+00
1365+00
1370+00
1375+00
1380+00
1385+00
1390+00
1395+00
1400+00

IH 35W SOUTHBOUND GENERAL PURPOSE LANE (35SGP)
STA = 1330+00.00 EL= 782.72' ex = -0.26' K = 762 L = 400.00'
EXIST. 4'x3' RBC
50 YR WSE 776.49'
VPC 1328+00.00 EL. = 783.65'
VPT 1332+00.00 EL. = 780.74'
(-10.4667 %) (-10.9913 %)
℄ HERITAGE TRACE PARKWAY
STA = 1343+00.00 EL= 769.83' ex = -0.64' K = 314 L = 400.00'
16.5' MIN CLEARANCE
VPC 1341+00.00 EL. = 771.82'
VPT 1345+00.00 EL. = 765.30'
EXIST GROUND @ 35SGP
PGL @ 35SGP
VPC 1362+95.00 EL. = 724.67'
VPT 1365+05.00 EL. = 720.64'
(-12.2639%) (-11.5681%)
STA = 1364+00.00 EL = 722.29' ex = 0.18' K = 302 L = 210.00'
℄ HTP-ML
IDENTICAL
VPC 1388+00.00 EL. = 684.68'
VPT 1392+00.00 EL. = 680.52'
(-11.5681 %) (-10.4985 %)
STA = 1390+00.00 EL= 681.52' ex = 0.53' K = 374 L = 400.00'
50 YR WSE 676.84'
EXIST. 6-6'x4' MBC
STREAM BFC-2A
END ℄ 35SGP STA 1403+01.87 MATCH SCHEMATIC BY OTHERS
PROPOSED
EXISTING
1305+00
1310+00
1315+00
1320+00
1325+00
1330+00
1335+00
1340+00
1345+00
1350+00
1355+00
1360+00
1365+00
1370+00
1375+00
1380+00
1385+00
1390+00
1395+00
1400+00
1405+00

Seg 3C
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ROLL 1: IH35W MANAGED LANE PLAN & PROFILE
ROLL 2: IH35W MANAGED LANE PLAN & PROFILE
ROLL 3: IH35W MANAGED LANE PLAN & PROFILE
ROLL 4: IH35W MANAGED LANE PLAN & PROFILE
ROLL 5: IH35W MANAGED LANE PLAN & PROFILE
ROLL 6: SH170 PLAN & PROFILE
ROLL 7: IH35W SB FTG RD PROFILE
ROLL 8: IH35W NB FTG RD / SH170 WB FTG RD PROFILE
ROLL 9: IH35W NB & SB GENERAL PURPOSE LANES PROFILE
ROLL 10: IH35W NB & SB GENERAL PURPOSE LANES PROFILE
ROLL 11: IH35W NB & SB GENERAL PURPOSE LANES PROFILE
ROLL 12: DIRECT CONNECTOR RAMP PROFILES
ROLL 13: GENERAL PURPOSE LANES RAMP PROFILES / MANAGED LANE RAMP PROFILES
ROLL 14: GENERAL PURPOSE LANES RAMP PROFILES / MANAGED LANE RAMP PROFILES
ROLL 15: MAJOR CROSS STREET & U-TURN PROFILES

ULTIMATE SCOPE SCHEMATIC

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER

PRELIMINARY DESIGN SCHEMATIC

7-22-2010
DATE SUBMITTED
12-06-2010
DATE REVISED

DATE APPROVED

NOT INTENDED FOR
CONSTRUCTION OR
PERMIT PURPOSES

IH 35W

CSJ No. 0014-16-252
CSJ No. 0081-12-041

ALONG IH 35W
FROM .177 MILES SOUTH OF EAGLE PARKWAY
TO .841 MILES SOUTH OF US 287

PREPARED BY AECOM TECHNICAL SERVICES, INC.-3580
UNDER THE SUPERVISION OF

FERNANDO GAYTÁN, P.E., 92244

0 100 200 300
HORIZONTAL
0 10 20 30
VERTICAL
GRAPHIC SCALES IN FEET

ROLL 11 OF 15
IH 35W NB GENERAL PURPOSE LANES PROFILE
STA 1305+00.00 TO STA 1402+24.20
IH 35W SB GENERAL PURPOSE LANES PROFILE
STA 1305+00.00 TO STA 1403+01.87

MOBILITY PARTNERS
PRELIMINARY

AECOM Technical Services Inc.- 3580

Roadway Type	Functional Classification	Design Speed
IH35W General Purpose Lanes	Urban Freeway	70 mph
US287 & SH170 Mainlanes	Urban Freeway	70 mph
Managed Lanes	Urban Freeway	70 mph
Direct Connectors	Urban Principal Arterial	50 mph
Ramps/Managed Lane Ramps	Urban Principal Arterial	50 mph
Collector/Distributors	Urban Principal Arterial	50 mph
Frontage Roads	Urban Local Street	40 mph
City Streets	Urban Local Street	35 mph

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER
PRELIMINARY DESIGN SCHEMATIC
7-22-2010
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IH 35W
CSJ No. 0014-16-252
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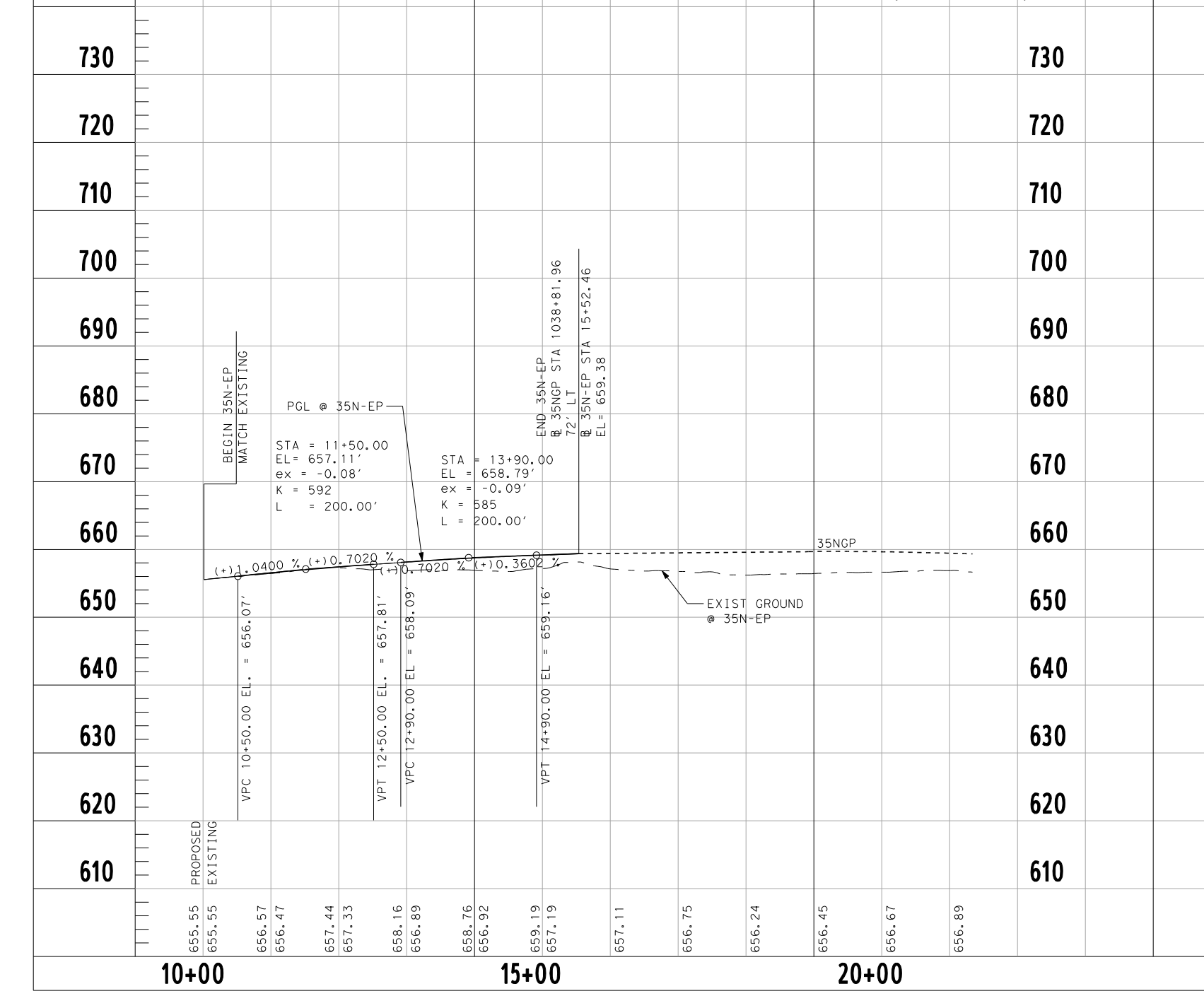
IH 35W NB GENERAL PURPOSE LANES PROFILE
STA 1305+00.00 TO STA 1402+24.20
IH 35W SB GENERAL PURPOSE LANES PROFILE
STA 1305+00.00 TO STA 1403+01.87
MOBILITY PARTNERS
PRELIMINARY
AECOM Technical Services Inc.- 3580

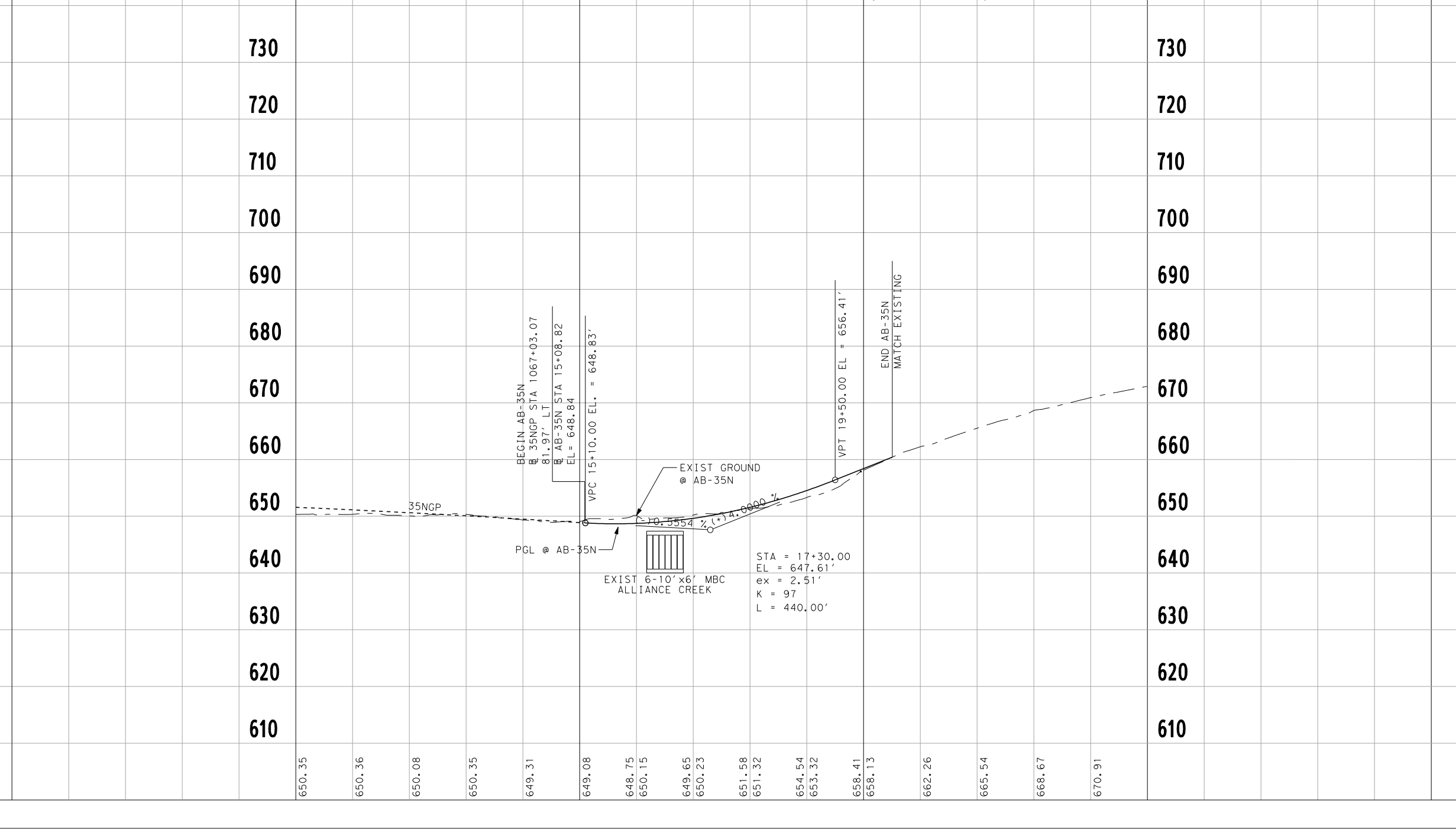
ROLL 13

IH 35W NORTHBOUND TO EAGLE PKWY RAMP (35N-EP)



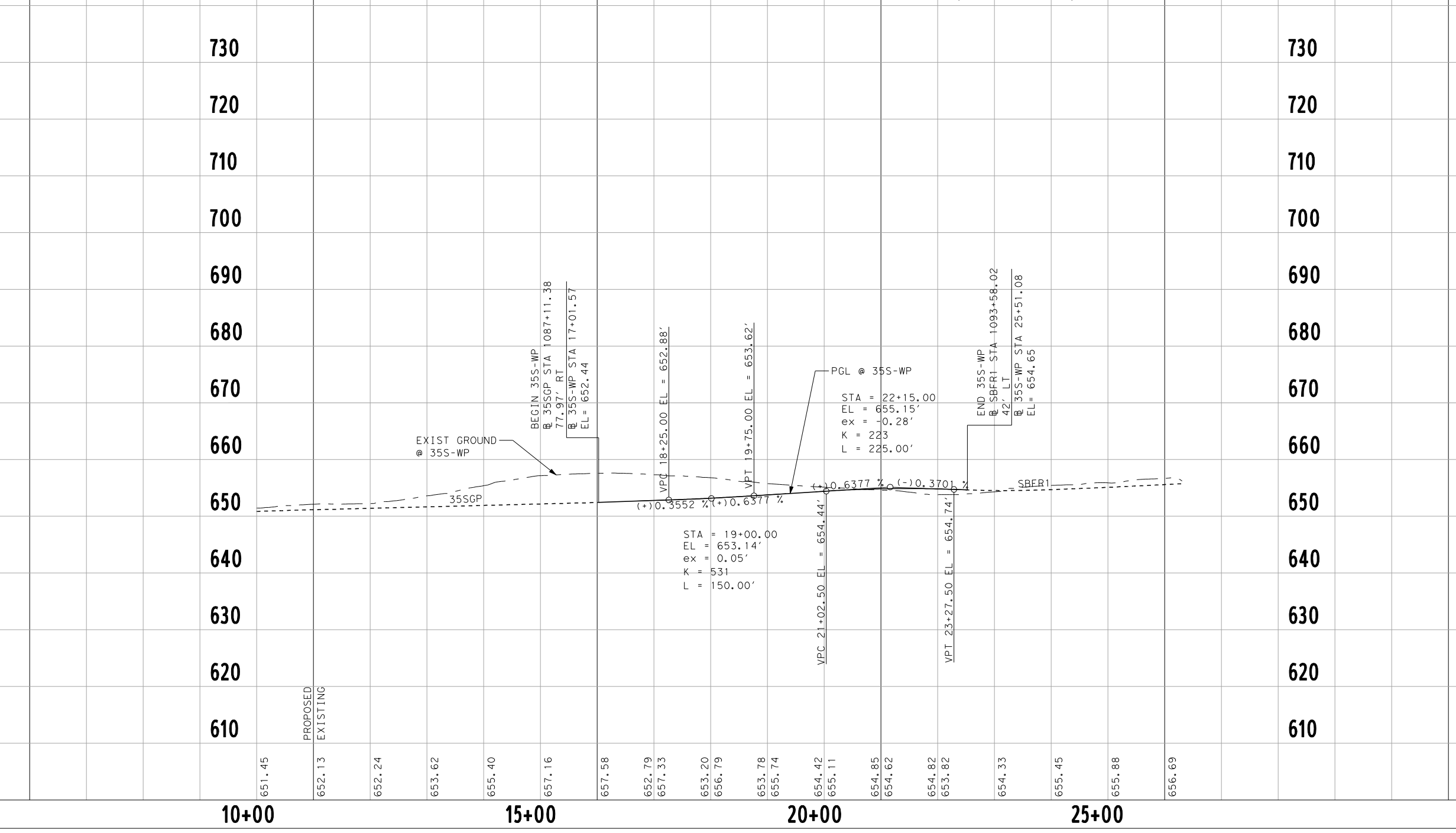
BEGIN 35N-EP MATCH EXISTING
PGL @ 35N-EP
STA = 11+50.00
EL = 657.11'
ex = -0.08'
K = 592
L = 200.00'
STA = 13+90.00
EL = 658.79'
ex = -0.09'
K = 585
L = 200.00'
END 35N-EP
EXIST GROUND @ 35N-EP
35NGP
VPC 10+50.00
VPT 12+50.00
VPC 12+90.00
VPT 14+90.00
PROPOSED
EXISTING
10+00
15+00
20+00

ALLIANCE BLVD TO IH 35W NORTH RAMP (AB-35N)



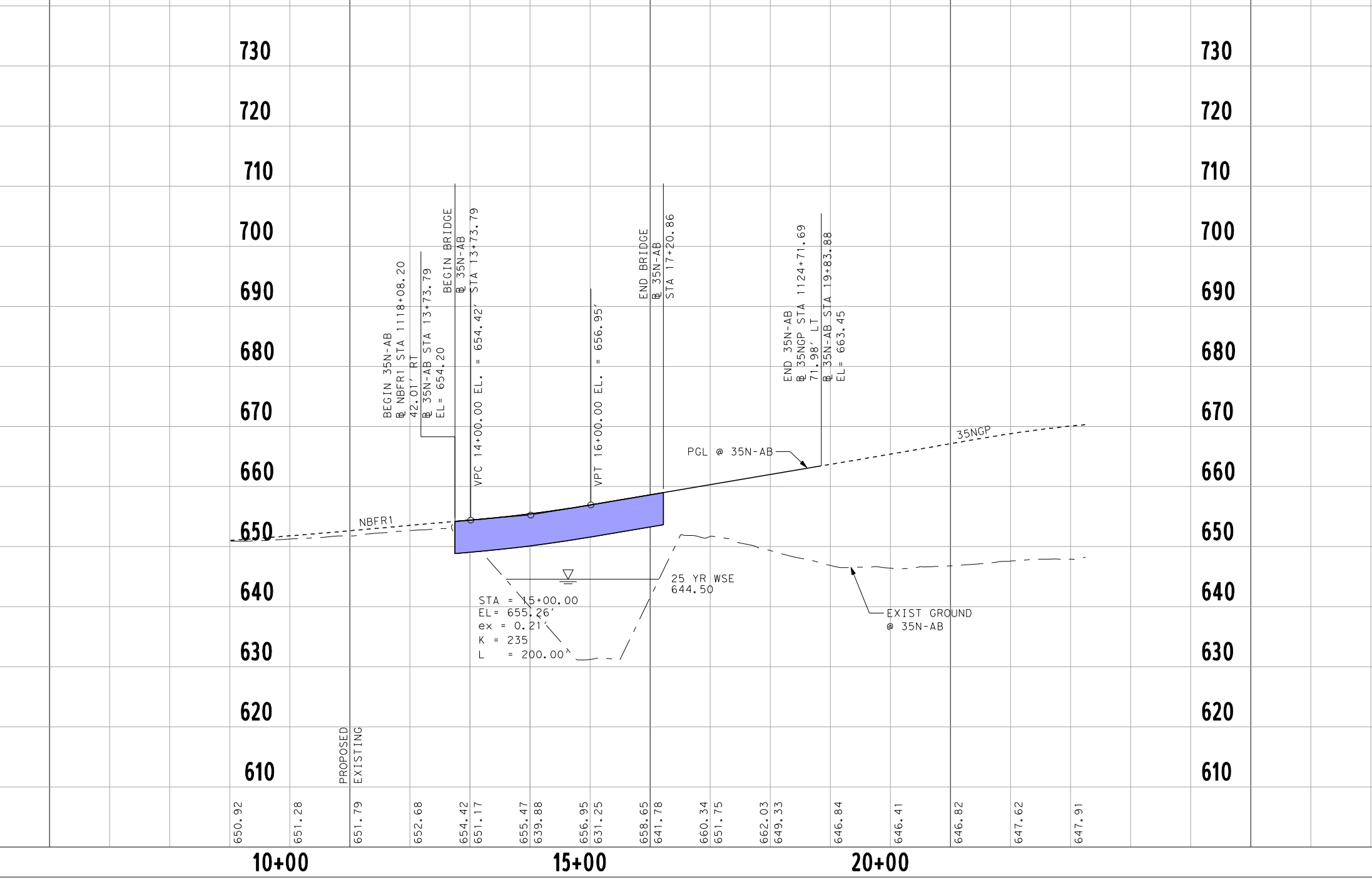
BEGIN AB-35N
EXIST GROUND @ AB-35N
PGL @ AB-35N
EXIST 6-10' x6' MBC ALLIANCE CREEK
STA = 17+30.00
EL = 647.61'
ex = 2.51'
K = 97
L = 440.00'
END AB-35N MATCH EXISTING
35NGP
10+00
15+00
20+00

IH 35W SOUTHBOUND TO WESTPORT PKWY RAMP (35S-WP)



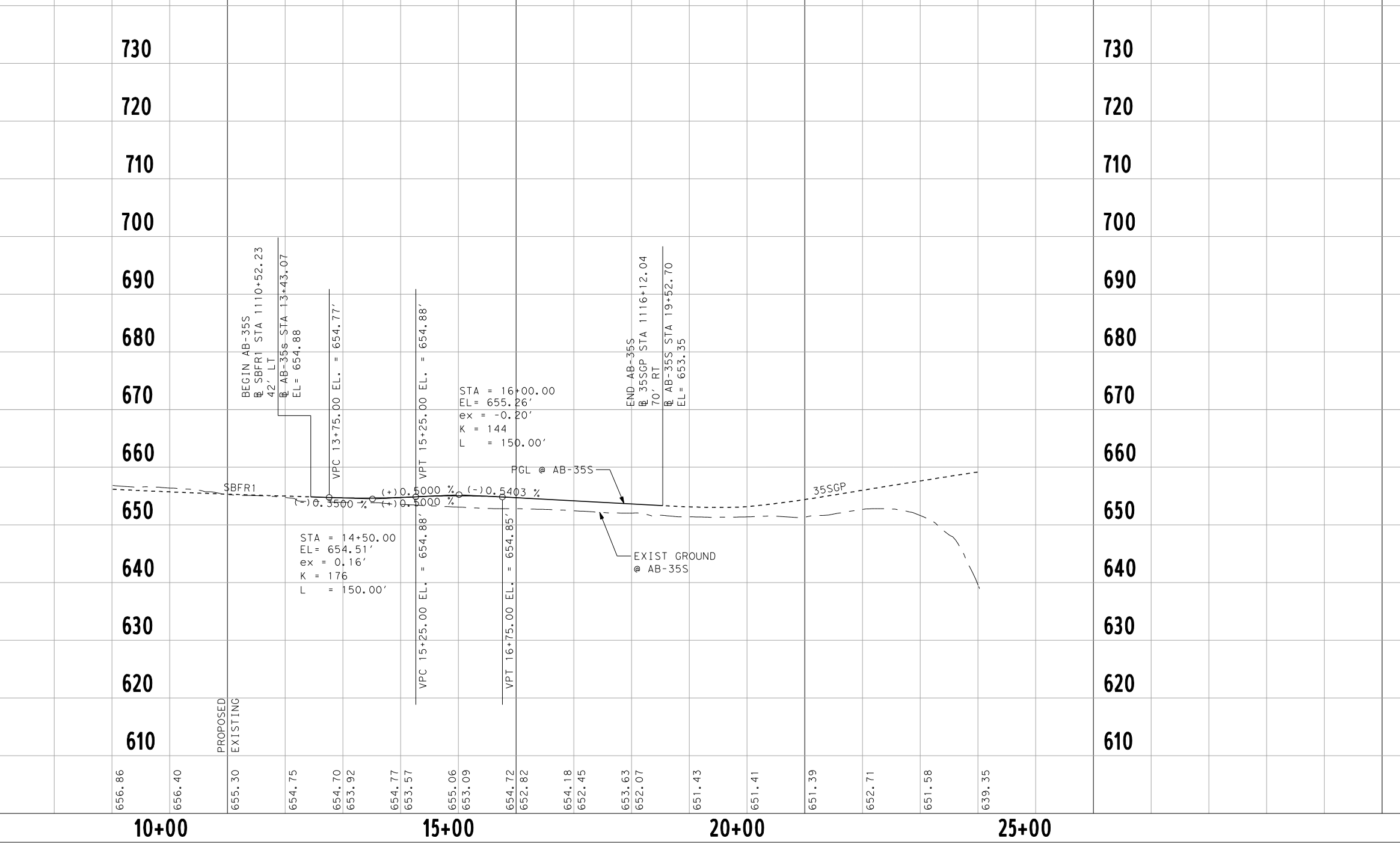
BEGIN 35S-WP
EXIST GROUND @ 35S-WP
35SGP
PGL @ 35S-WP
STA = 19+00.00
EL = 653.14'
ex = 0.05'
K = 531
L = 150.00'
STA = 22+15.00
EL = 655.15'
ex = -0.28'
K = 223
L = 225.00'
END 35S-WP
SBFR1
PROPOSED
EXISTING
10+00
15+00
20+00
25+00

IH 35W NORTHBOUND TO ALLIANCE BLVD RAMP (35N-AB)



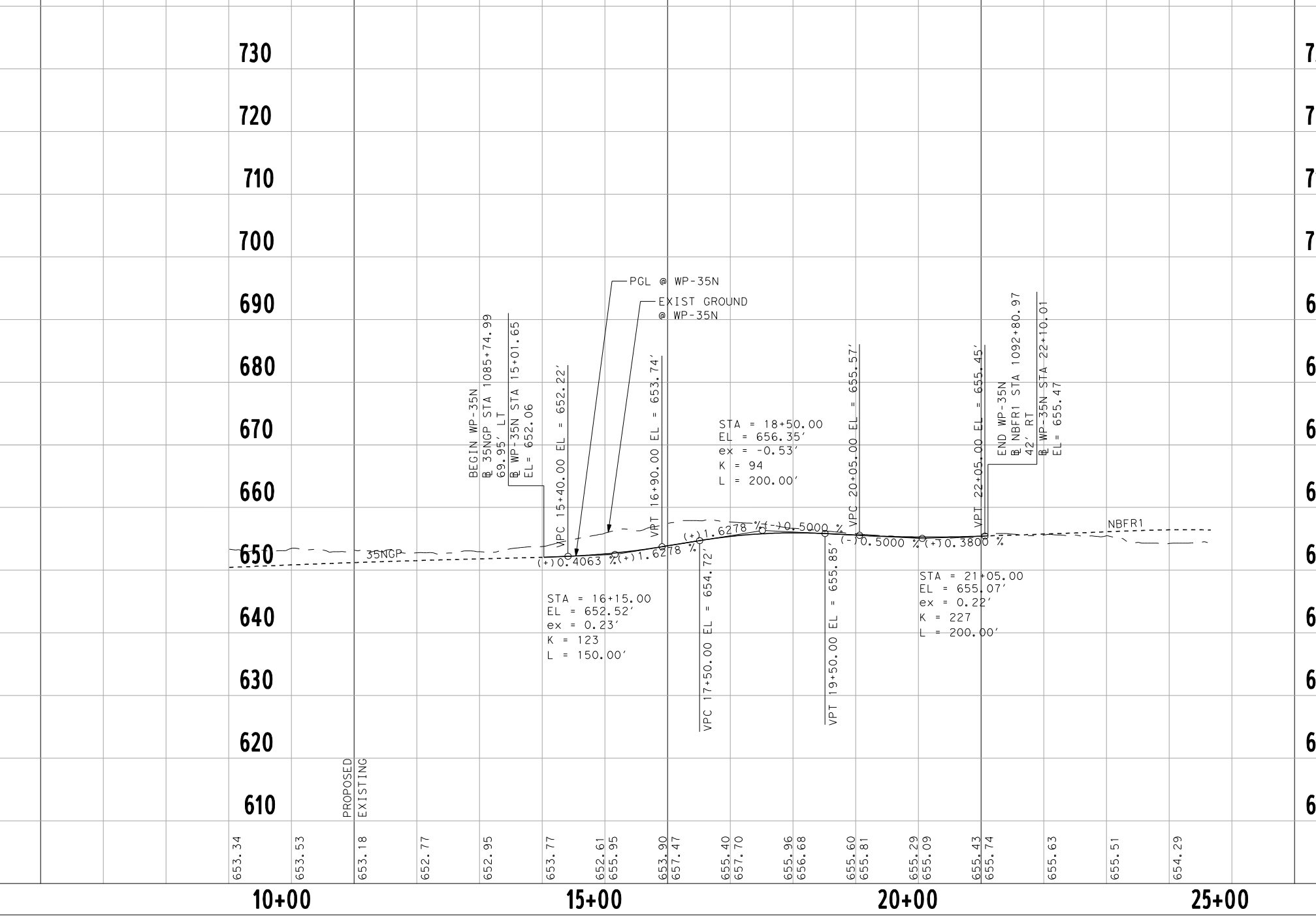
BEGIN 35N-AB
BEGIN BRIDGE
END BRIDGE
END 35N-AB
PGL @ 35N-AB
NBFR1
35NGP
STA = 15+00.00
EL = 655.26'
ex = 0.21'
K = 235
L = 200.00'
25 YR WSE 644.50
EXIST GROUND @ 35N-AB
PROPOSED
EXISTING
10+00
15+00
20+00

ALLIANCE BLVD TO IH 35W SOUTHBOUND RAMP (AB-35S)



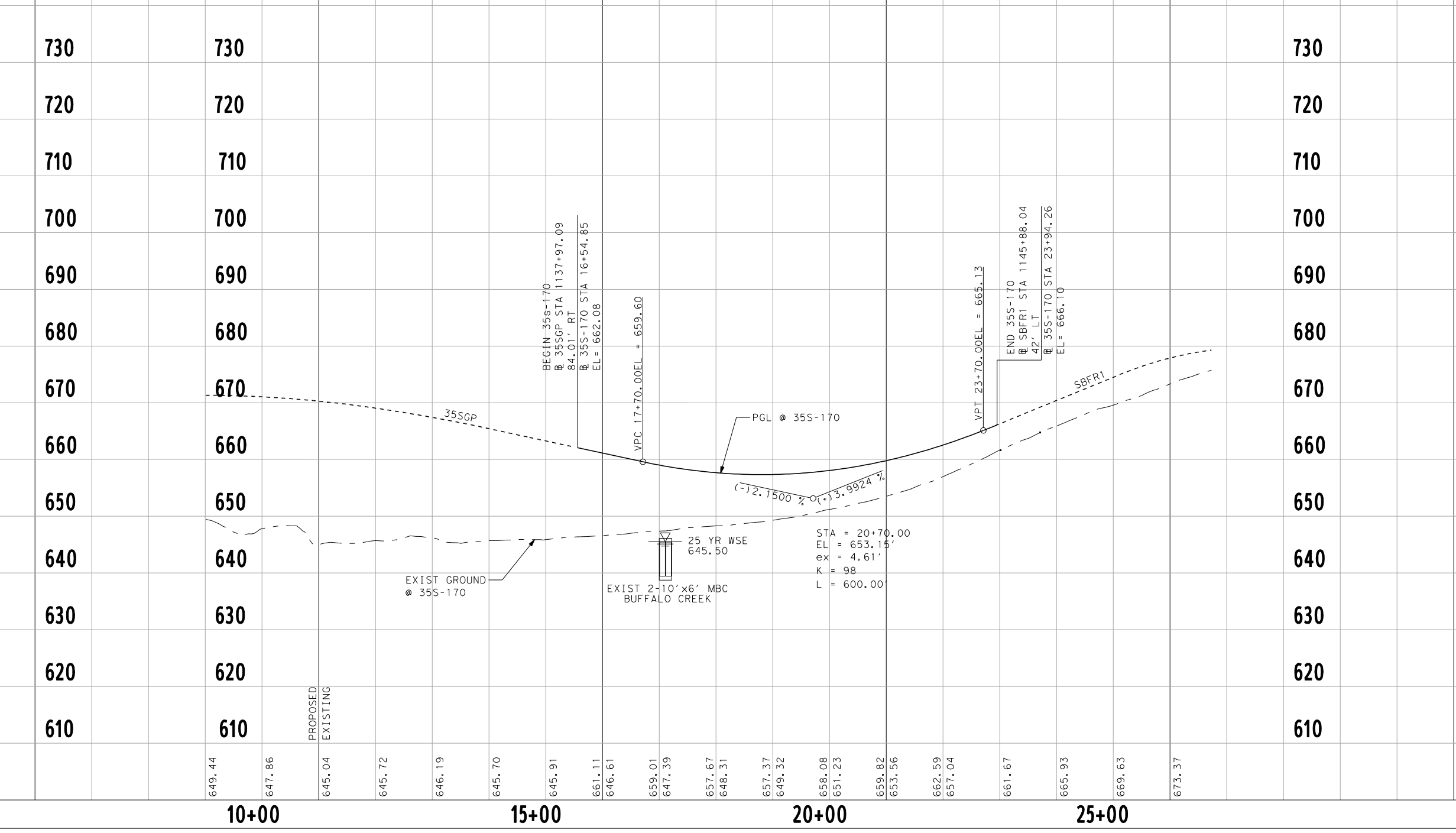
BEGIN AB-35S
STA = 14+50.00
EL = 654.51'
ex = 0.16'
K = 176
L = 150.00'
STA = 16+00.00
EL = 655.26'
ex = -0.20'
K = 144
L = 150.00'
PGL @ AB-35S
EXIST GROUND @ AB-35S
END AB-35S
SBFR1
35SGP
PROPOSED
EXISTING
10+00
15+00
20+00
25+00

WESTPORT PKWY TO IH 35W NORTHBOUND RAMP (WP-35N)



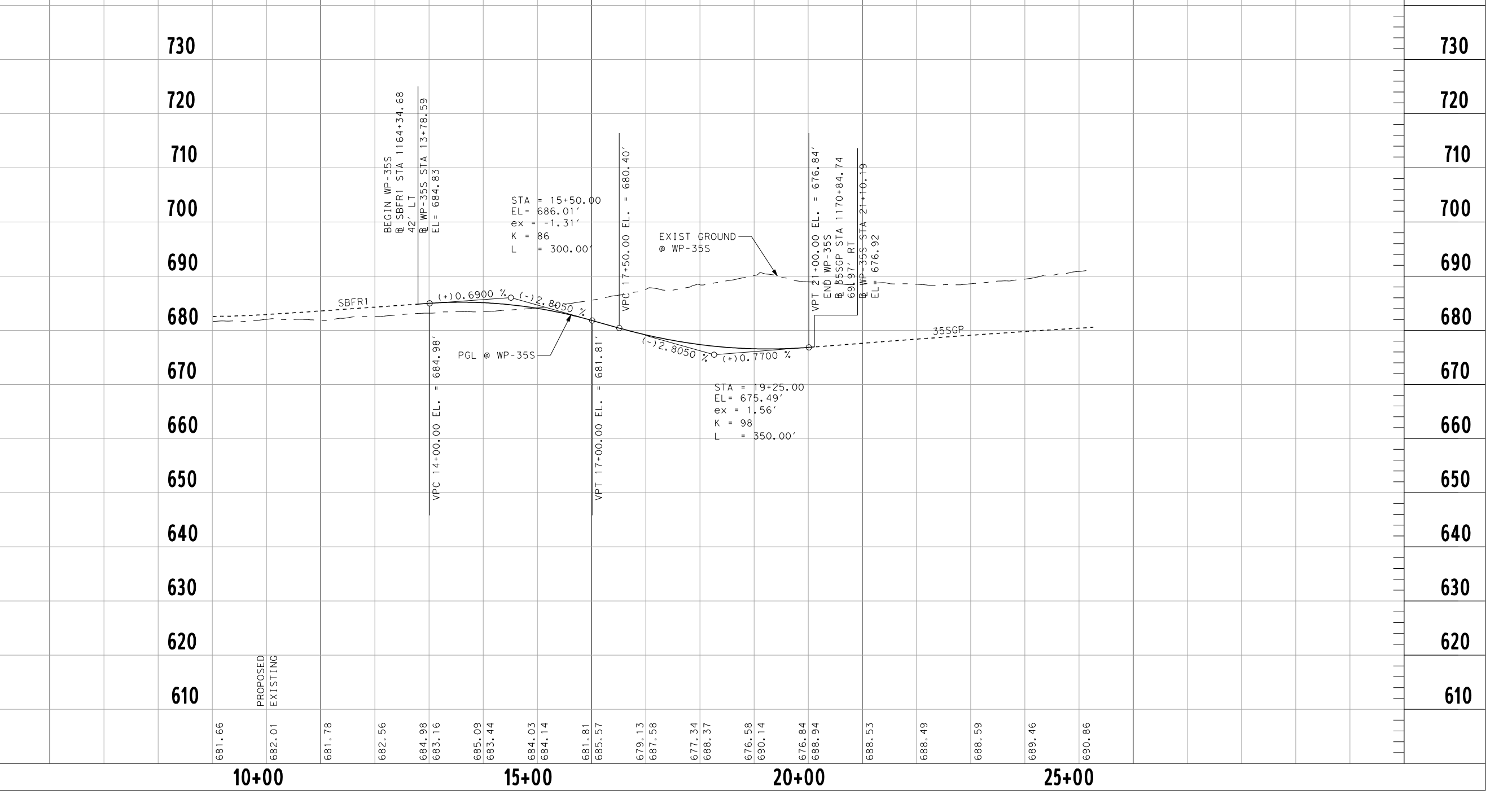
BEGIN WP-35N
PGL @ WP-35N
EXIST GROUND @ WP-35N
STA = 16+15.00
EL = 652.52'
ex = 0.23'
K = 123
L = 150.00'
STA = 18+50.00
EL = 656.35'
ex = -0.53'
K = 94
L = 200.00'
STA = 21+05.00
EL = 655.07'
ex = 0.22'
K = 227
L = 200.00'
END WP-35N
NBFR1
35NGP
PROPOSED
EXISTING
10+00
15+00
20+00
25+00

IH 35W SOUTHBOUND TO SH 170 RAMP (35S-170)



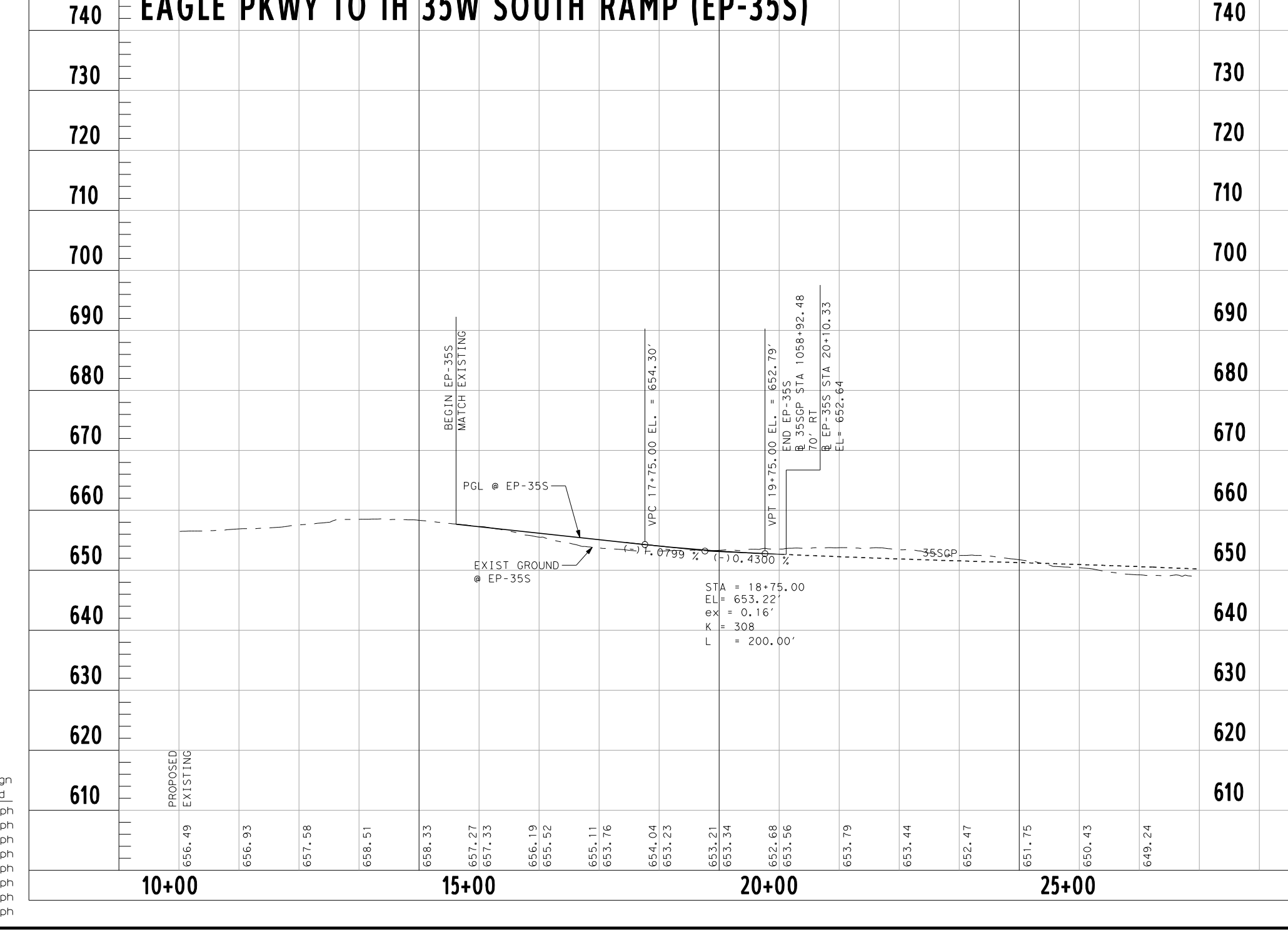
BEGIN 35S-170
35SGP
PGL @ 35S-170
EXIST GROUND @ 35S-170
EXIST 2-10' x6' MBC BUFFALO CREEK
25 YR WSE 645.50
STA = 20+70.00
EL = 653.15'
ex = 4.61'
K = 98
L = 600.00'
END 35S-170
SBFR1
PROPOSED
EXISTING
10+00
15+00
20+00
25+00

WESTPORT PKWY TO IH 35W SOUTHBOUND (WP-35S)



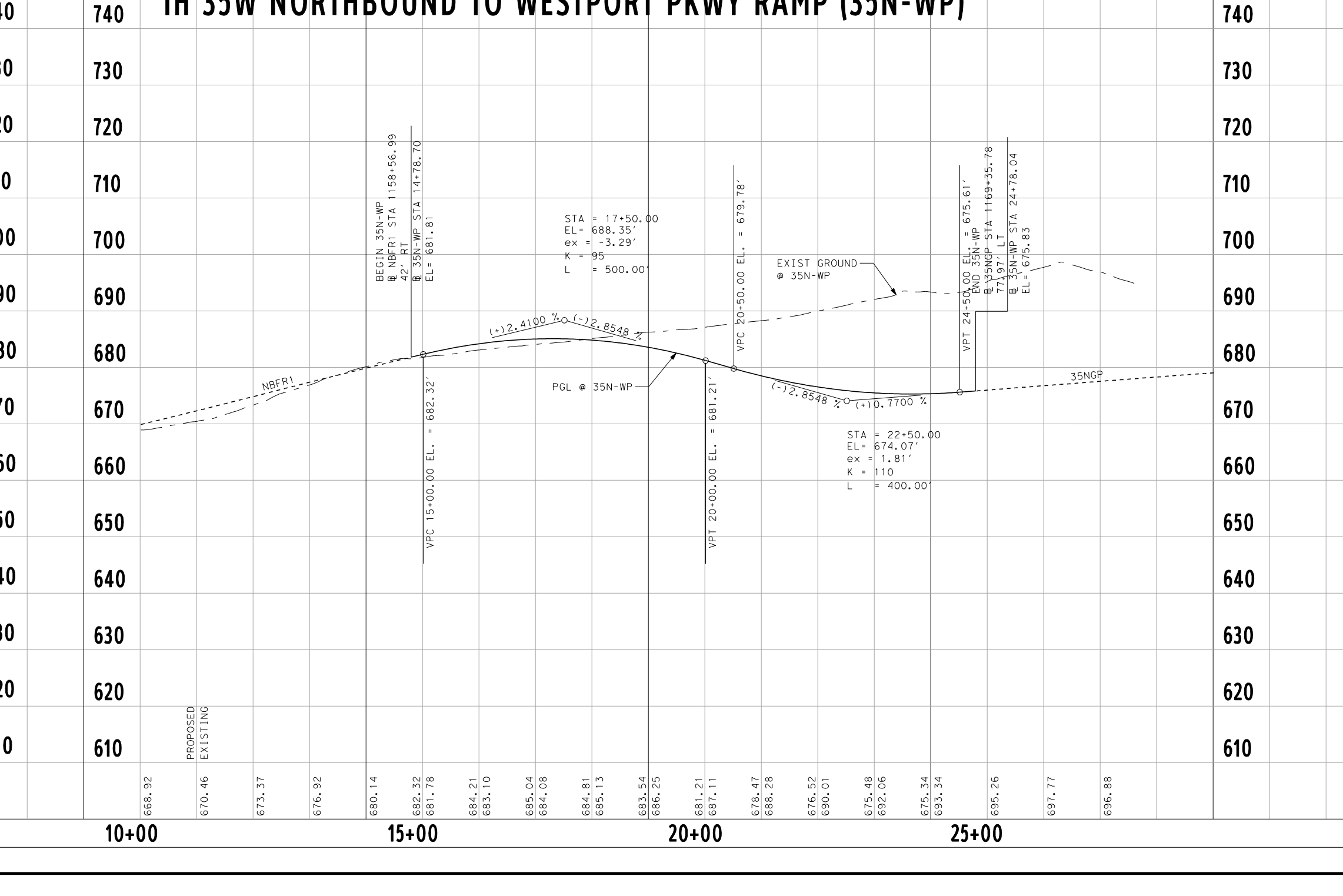
BEGIN WP-35S
STA = 15+50.00
EL = 686.01'
ex = -1.31'
K = 86
L = 300.00'
EXIST GROUND @ WP-35S
SBFR1
PGL @ WP-35S
STA = 19+25.00
EL = 675.49'
ex = 1.56'
K = 98
L = 350.00'
END WP-35S
35SGP
PROPOSED
EXISTING
10+00
15+00
20+00
25+00

EAGLE PKWY TO IH 35W SOUTH RAMP (EP-35S)



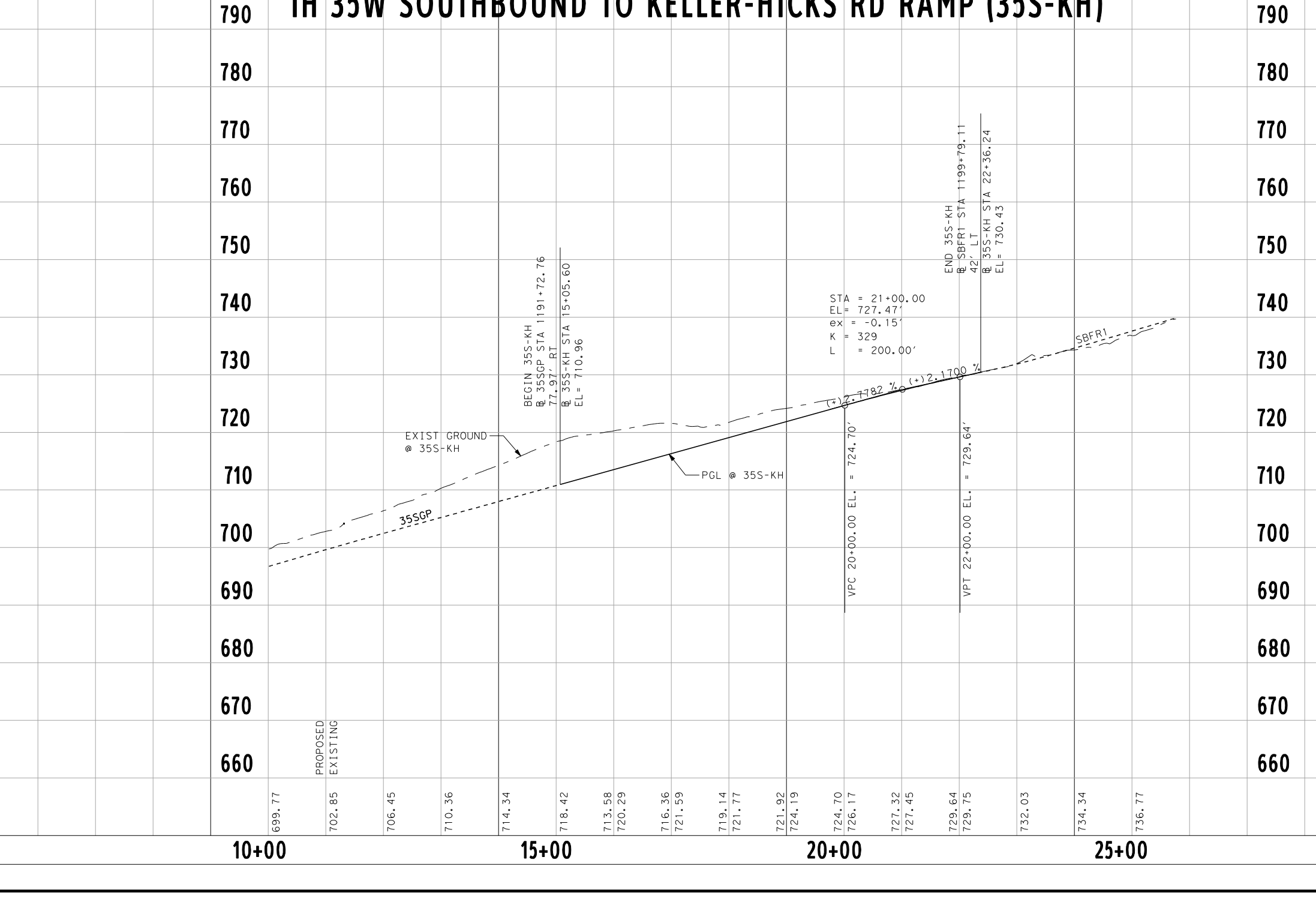
BEGIN EP-35S MATCH EXISTING
PGL @ EP-35S
EXIST GROUND @ EP-35S
STA = 18+75.00
EL = 653.22'
ex = 0.16'
K = 308
L = 200.00'
END EP-35S
35SGP
PROPOSED
EXISTING
10+00
15+00
20+00
25+00

IH 35W NORTHBOUND TO WESTPORT PKWY RAMP (35N-WP)



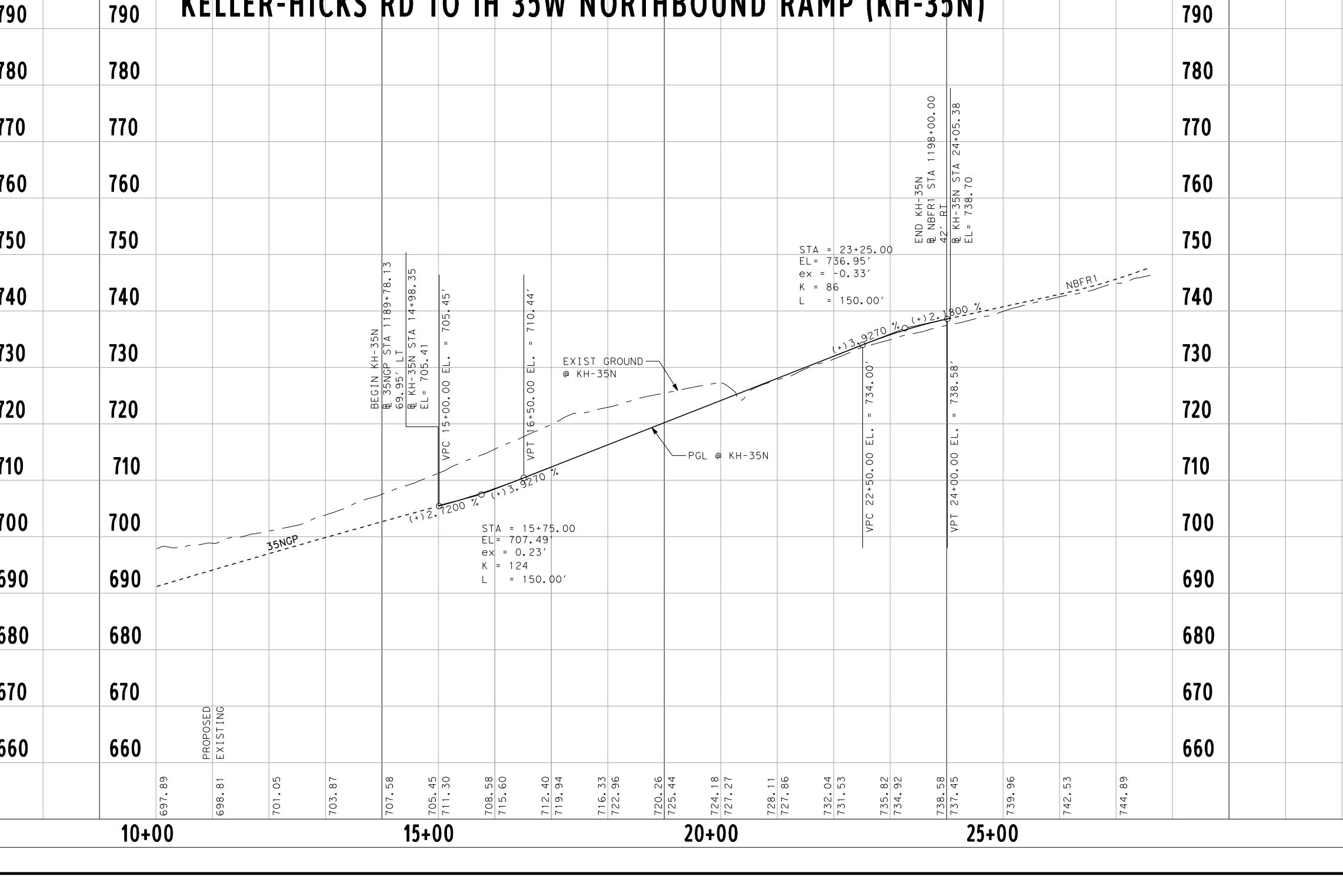
BEGIN 35N-WP
NBFR1
STA = 17+50.00
EL = 688.35'
ex = -3.29'
K = 95
L = 500.00'
PGL @ 35N-WP
EXIST GROUND @ 35N-WP
STA = 22+50.00
EL = 674.07'
ex = 1.81'
K = 110
L = 400.00'
END 35N-WP
35NGP
PROPOSED
EXISTING
10+00
15+00
20+00
25+00

IH 35W SOUTHBOUND TO KELLER-HICKS RD RAMP (35S-KH)



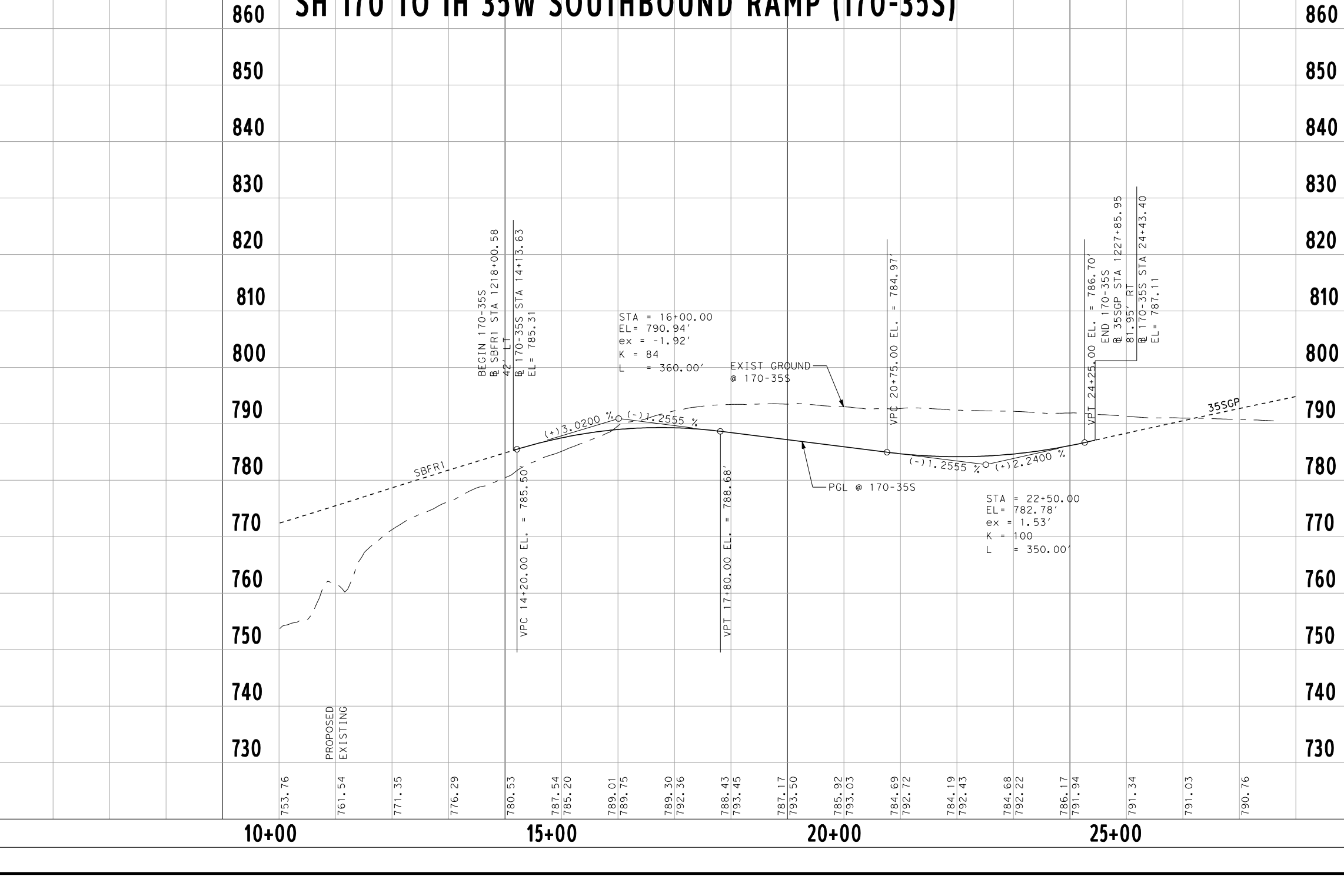
BEGIN 35S-KH
EXIST GROUND @ 35S-KH
35SGP
PGL @ 35S-KH
STA = 21+00.00
EL = 727.47'
ex = -0.15'
K = 329
L = 200.00'
END 35S-KH
SBFR1
PROPOSED
EXISTING
10+00
15+00
20+00
25+00

KELLER-HICKS RD TO IH 35W NORTHBOUND RAMP (KH-35N)



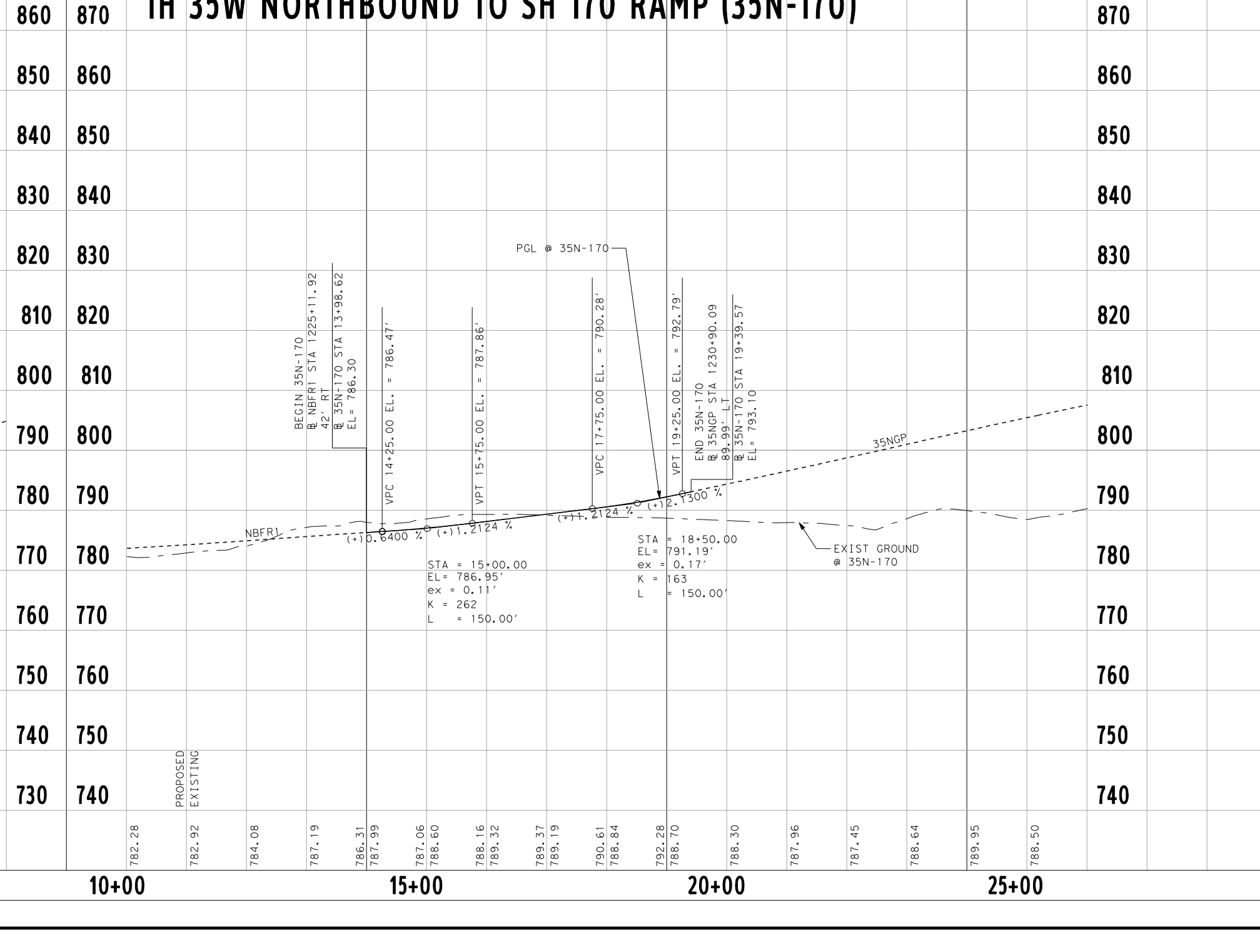
BEGIN KH-35N
35NGP
STA = 15+75.00
EL = 707.49'
ex = 0.23'
K = 124
L = 150.00'
EXIST GROUND @ KH-35N
PGL @ KH-35N
STA = 23+25.00
EL = 736.95'
ex = -0.33'
K = 86
L = 150.00'
END KH-35N
NBFR1
PROPOSED
EXISTING
10+00
15+00
20+00
25+00

SH 170 TO IH 35W SOUTHBOUND RAMP (170-35S)



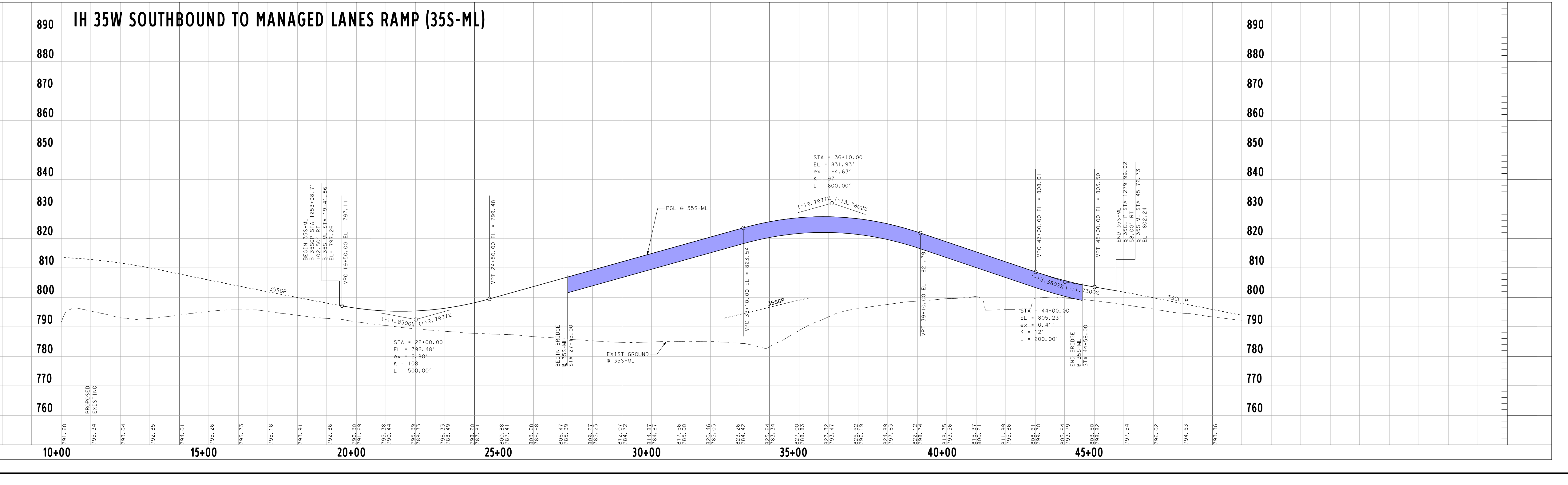
BEGIN 170-35S
SBFR1
STA = 16+00.00
EL = 790.84'
ex = -1.92'
K = 84
L = 360.00'
EXIST GROUND @ 170-35S
PGL @ 170-35S
STA = 22+50.00
EL = 782.78'
ex = 1.53'
K = 300
L = 350.00'
END 170-35S
35SGP
PROPOSED
EXISTING
10+00
15+00
20+00
25+00

IH 35W NORTHBOUND TO SH 170 RAMP (35N-170)



BEGIN 35N-170
PGL @ 35N-170
NBFR1
STA = 15+00.00
EL = 786.95'
ex = 0.17'
K = 262
L = 150.00'
STA = 18+50.00
EL = 791.19'
ex = 0.17'
K = 63
L = 150.00'
EXIST GROUND @ 35N-170
END 35N-170
35NGP
PROPOSED
EXISTING
10+00
15+00
20+00
25+00

IH 35W SOUTHBOUND TO MANAGED LANES RAMP (35S-ML)



BEGIN 35S-ML
35SGP
STA = 22+00.00
EL = 792.48'
ex = -2.90'
K = 108
L = 500.00'
PGL @ 35S-ML
BEGIN BRIDGE
EXIST GROUND @ 35S-ML
STA = 36+10.00
EL = 831.93'
ex = -4.63'
K = 97
L = 600.00'
STA = 44+00.00
EL = 805.23'
ex = 0.41'
K = 121
L = 200.00'
END BRIDGE
END 35S-ML
35CL-P
PROPOSED
EXISTING
10+00
15+00
20+00
25+00
30+00
35+00
40+00
45+00

Seg 3C
Index of Schematic Rolls

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TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER

PRELIMINARY DESIGN SCHEMATIC

NOT INTENDED FOR CONSTRUCTION OR PERMIT PURPOSES

IH 35W

CSJ No. 0014-16-252
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ALONG IH 35W
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TO .841 MILES SOUTH OF US 287

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FERNANDO GAYTÁN, P.E., 92244

7-22-2010
DATE SUBMITTED
12-06-2010
DATE REVISED

DATE APPROVED

Texas Department of Transportation

HORIZONTAL 0 100 200 300
VERTICAL 0 10 20 30
GRAPHIC SCALES IN FEET

ROLL 13 OF 15
IH 35W GENERAL PURPOSE LANE RAMP PROFILES
IH 35W MANAGED LANE RAMP PROFILES

NTE MOBILITY PARTNERS
PRELIMINARY
AECOM
AECOM Technical Services Inc.- 3580

Roadway Type	Functional Classification	Design Speed
IH35W General Purpose Lanes	Urban Freeway	70 mph
US287 & SH170 Mainlanes	Urban Freeway	70 mph
Managed Lanes	Urban Freeway	70 mph
Direct Connectors	Urban Principal Arterial	50 mph
Ramps/Managed Lane Ramps	Urban Principal Arterial	50 mph
Collector/Distributors	Urban Principal Arterial	50 mph
Frontage Roads	Urban Local Street	40 mph
City Streets	Urban Local Street	35 mph

ULTIMATE SCOPE SCHEMATIC

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FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER

PRELIMINARY DESIGN SCHEMATIC

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ALONG IH 35W
FROM .177 MILES SOUTH OF EAGLE PARKWAY
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FERNANDO GAYTÁN, P.E., 92244

7-22-2010
DATE SUBMITTED
12-06-2010
DATE REVISED

DATE APPROVED

Texas Department of Transportation
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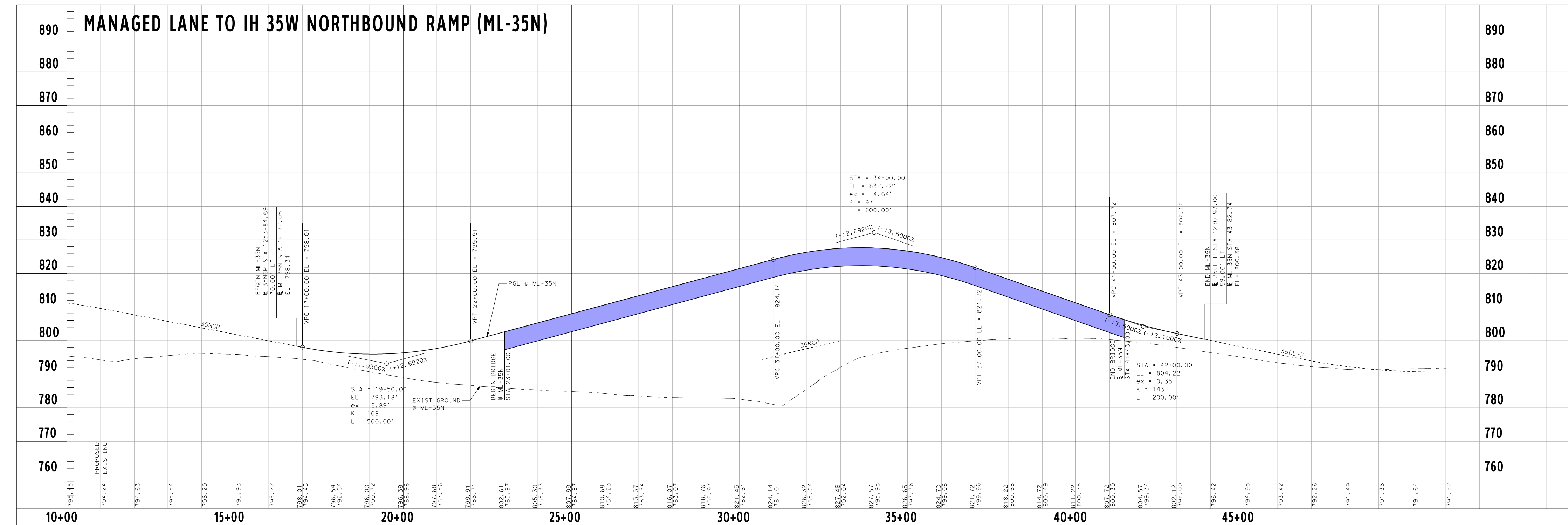
HORIZONTAL 0 100 200 300
VERTICAL 0 10 20 30
GRAPHIC SCALES IN FEET

ROLL 13 OF 15
IH 35W GENERAL PURPOSE LANE RAMP PROFILES
IH 35W MANAGED LANE RAMP PROFILES

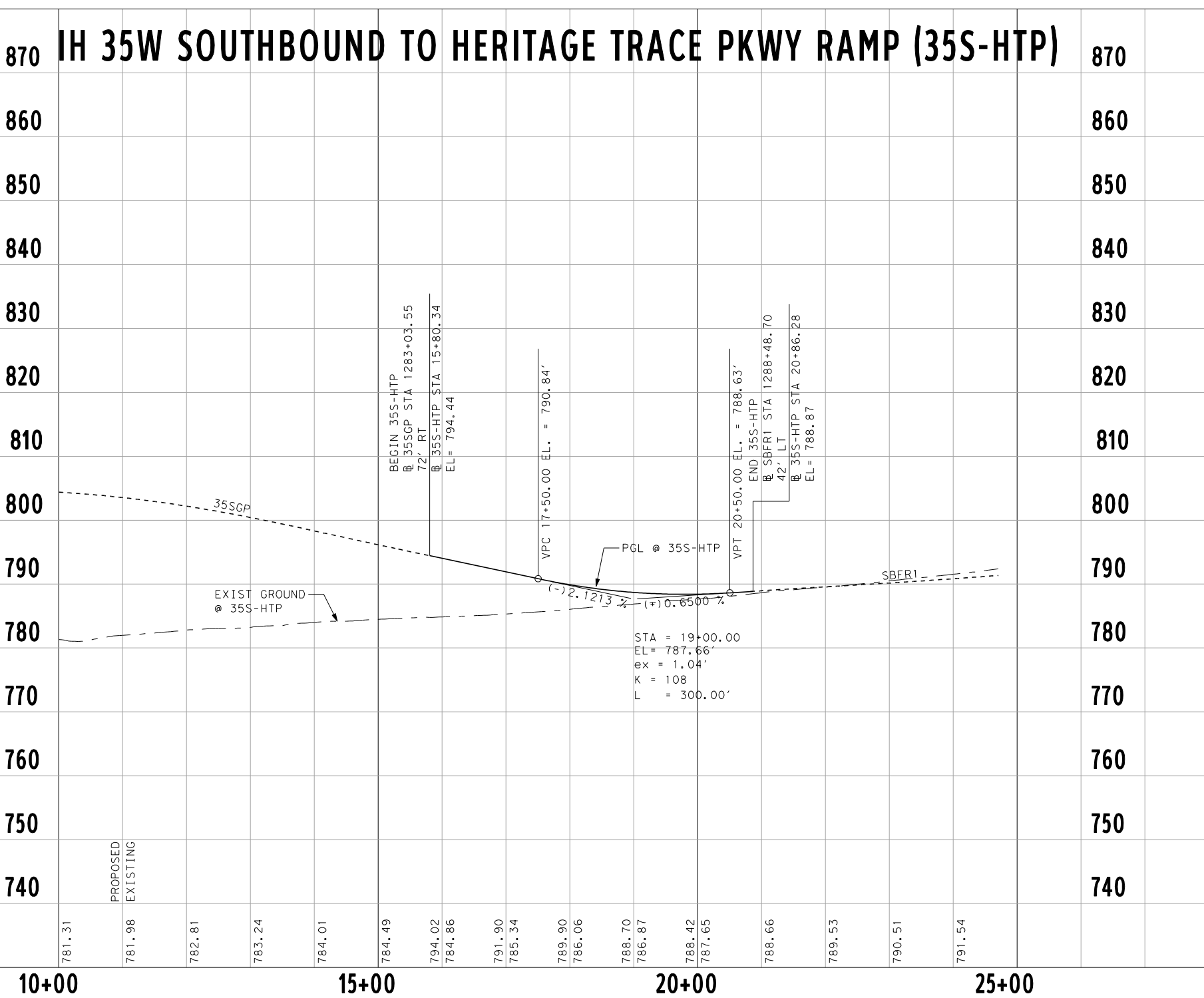
NTE MOBILITY PARTNERS
PRELIMINARY
AECOM
AECOM Technical Services Inc.- 3580

ROLL 14

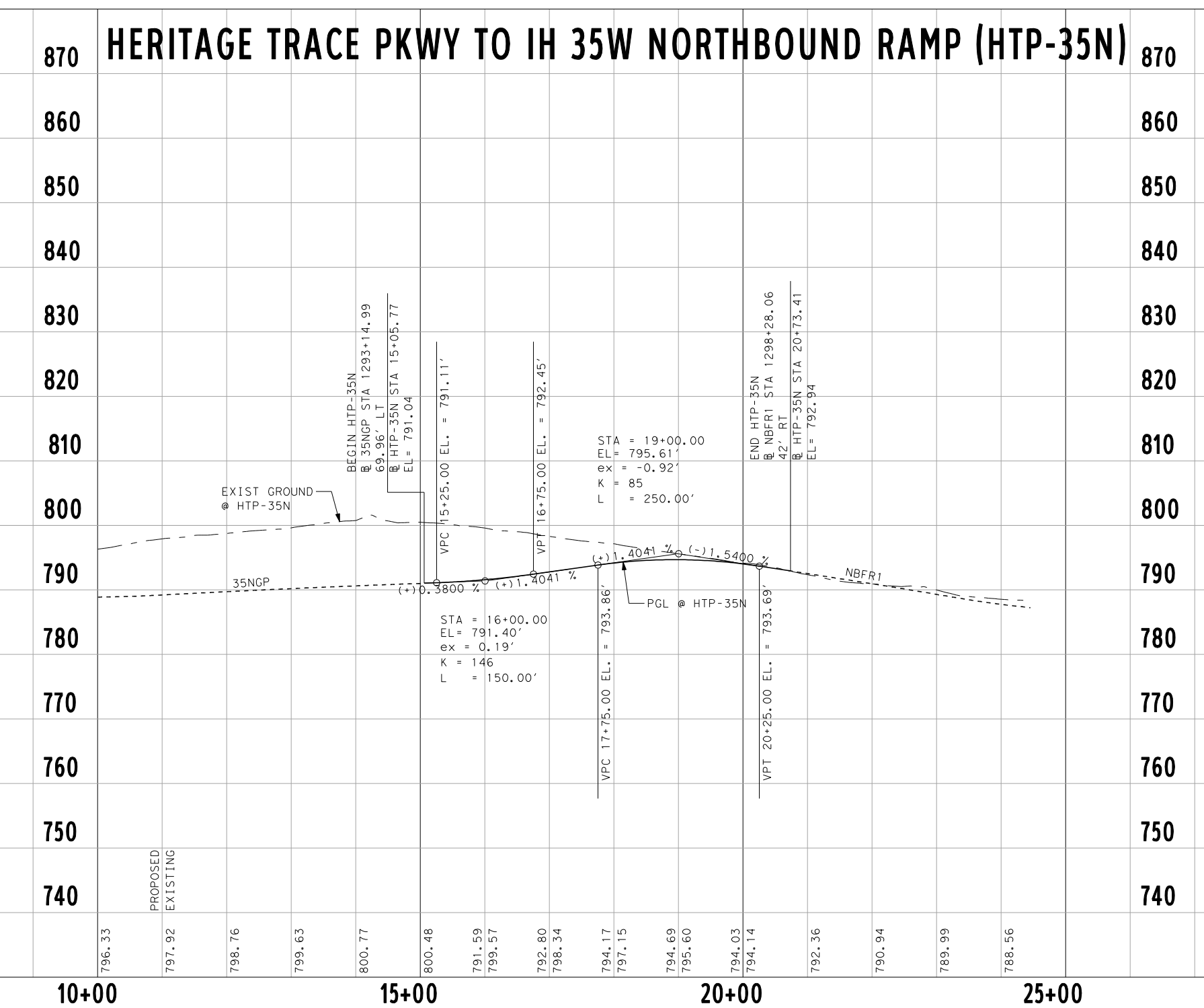
MANAGED LANE TO IH 35W NORTHBOUND RAMP (ML-35N)


890
880
870
860
850
840
830
820
810
800
790
780
770
760
BEGIN ML-35N
VPC 17+00.00 EL = 798.01
VPT 22+00.00 EL = 799.91
PGL @ ML-35N
STA = 19+50.00
EL = 793.18'
ex = 2.89'
K = 108
L = 500.00'
EXIST GROUND @ ML-35N
BEGIN BRIDGE
STA = 34+00.00
EL = 832.22'
ex = -4.64'
K = 97
L = 600.00'
(+12.6920%)
(-3.5000%)
35NGP
END BRIDGE
STA = 42+00.00
EL = 804.22'
ex = 0.35'
K = 143
L = 200.00'
VPC 41+00.00 EL = 807.72
VPT 43+00.00 EL = 802.72
END ML-35N
PROPOSED
EXISTING
10+00
15+00
20+00
25+00
30+00
35+00
40+00
45+00

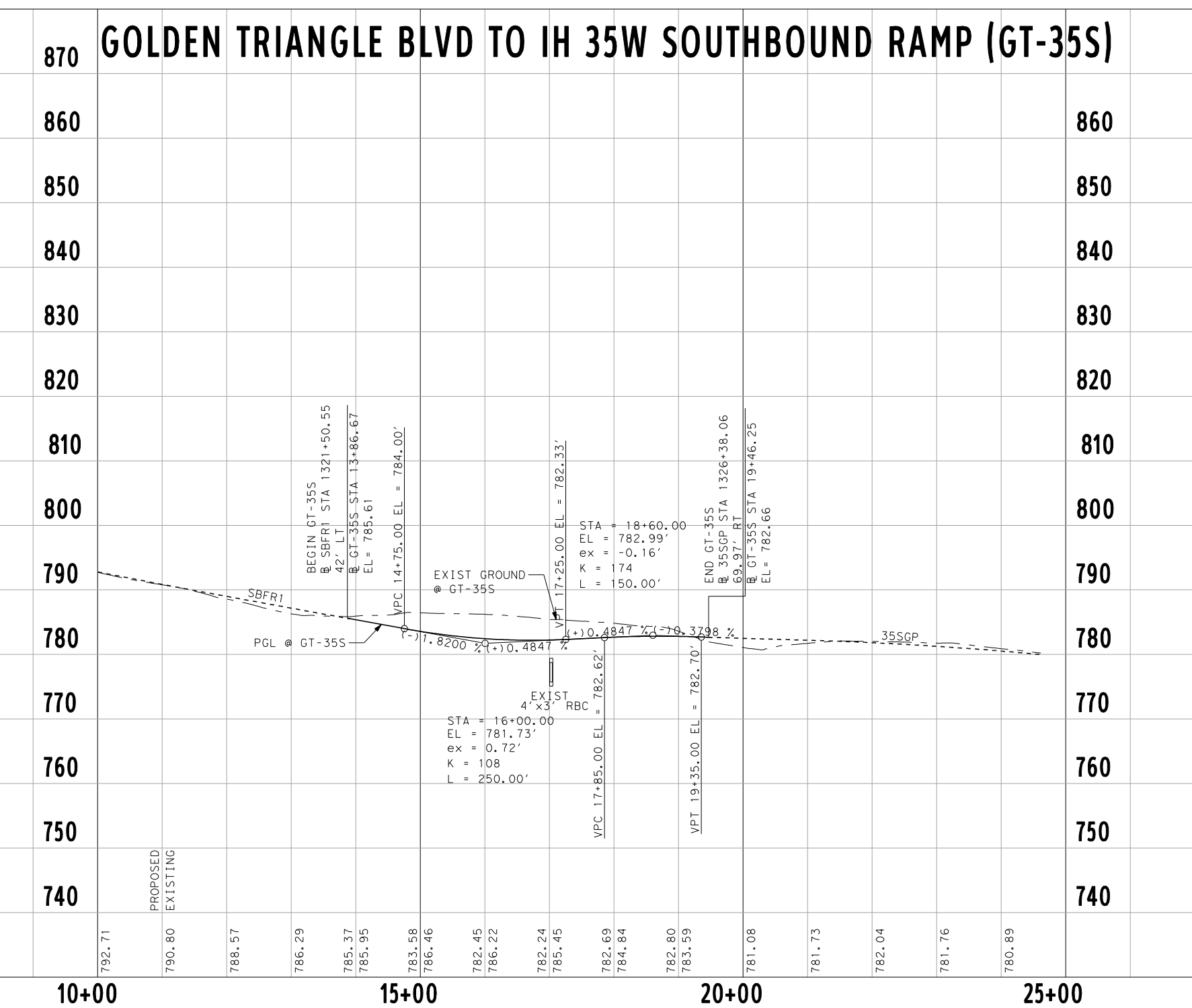
IH 35W SOUTHBOUND TO HERITAGE TRACE PKWY RAMP (35S-HTP)


870
860
850
840
830
820
810
800
790
780
770
760
750
740
BEGIN 35S-HTP
35SGP
EXIST GROUND @ 35S-HTP
VPC 17+50.00 EL = 790.84
PGL @ 35S-HTP
STA = 19+00.00
EL = 787.66'
ex = 1.04'
K = 108
L = 300.00'
END 35S-HTP
NBFR
PROPOSED
EXISTING
10+00
15+00
20+00
25+00

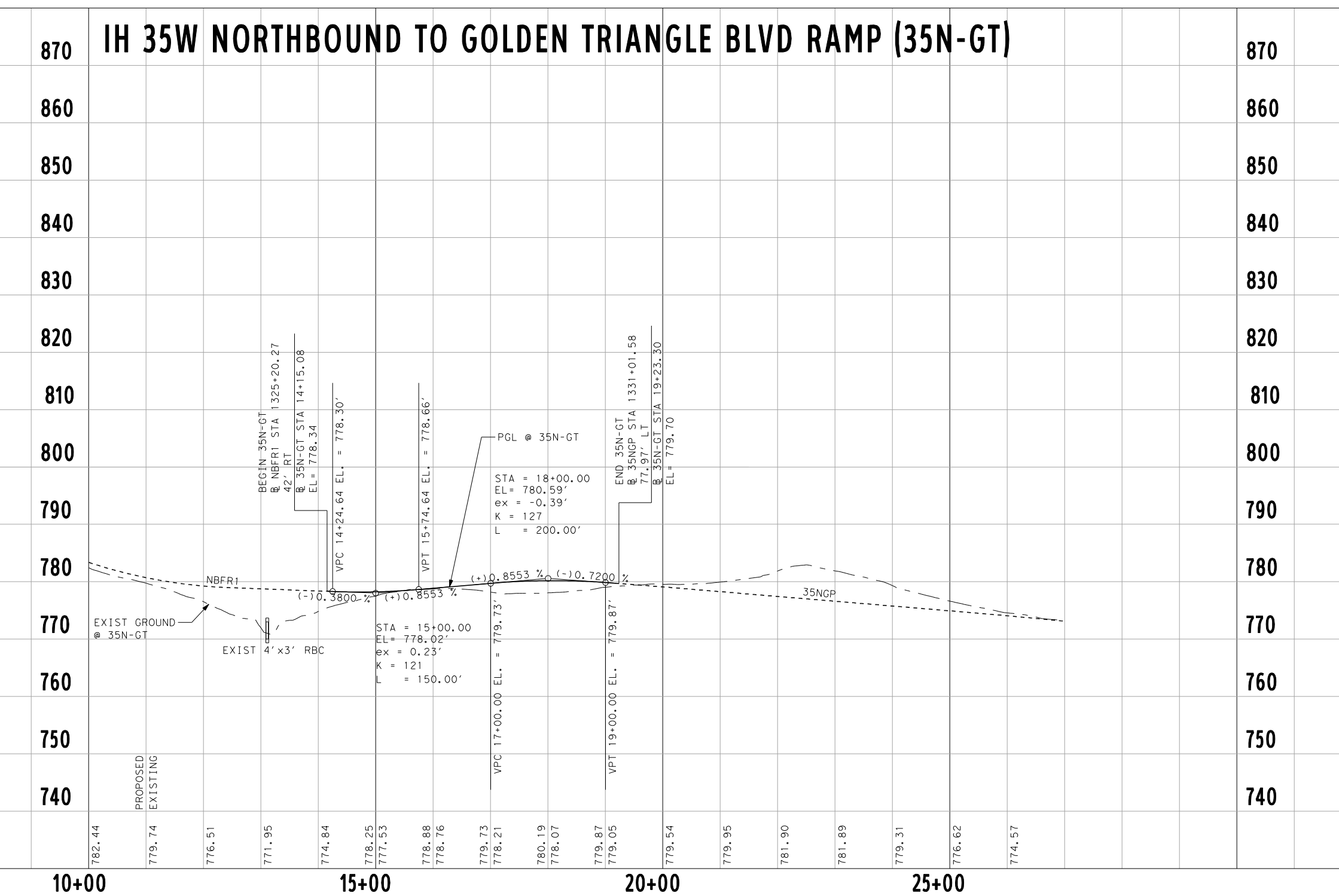
HERITAGE TRACE PKWY TO IH 35W NORTHBOUND RAMP (HTP-35N)


870
860
850
840
830
820
810
800
790
780
770
760
750
740
EXIST GROUND @ HTP-35N
BEGIN HTP-35N
35NGP
STA = 16+00.00
EL = 781.40'
ex = 0.19'
K = 146
L = 150.00'
STA = 19+00.00
EL = 795.61'
ex = -0.92'
K = 85
L = 250.00'
PGL @ HTP-35N
END HTP-35N
NBFR
PROPOSED
EXISTING
10+00
15+00
20+00
25+00

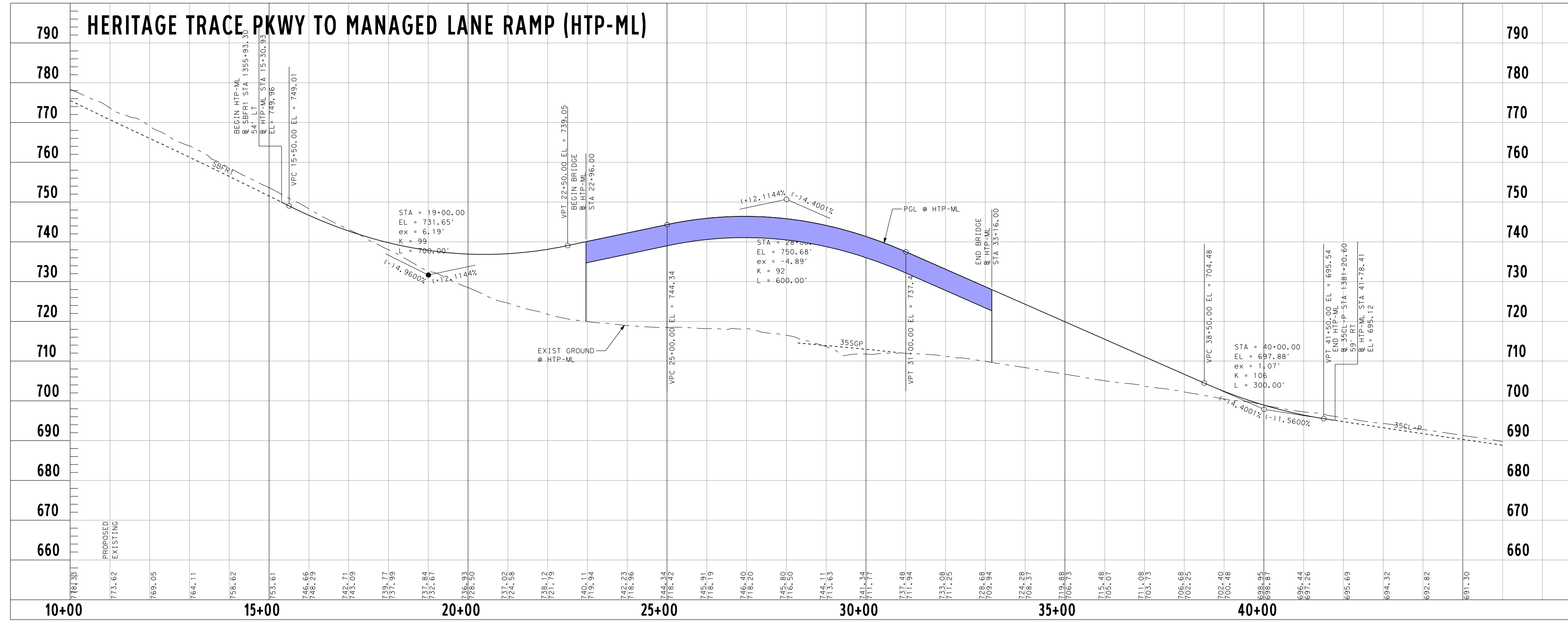
GOLDEN TRIANGLE BLVD TO IH 35W SOUTHBOUND RAMP (GT-35S)


870
860
850
840
830
820
810
800
790
780
770
760
750
740
SBFR
BEGIN GT-35S
PGL @ GT-35S
EXIST GROUND @ GT-35S
STA = 16+00.00
EL = 781.73'
ex = 0.72'
K = 108
L = 250.00'
EXIST 4'x3' RBC
STA = 18+60.00
EL = 782.99'
ex = -0.16'
K = 174
L = 150.00'
END GT-35S
35SGP
PROPOSED
EXISTING
10+00
15+00
20+00
25+00

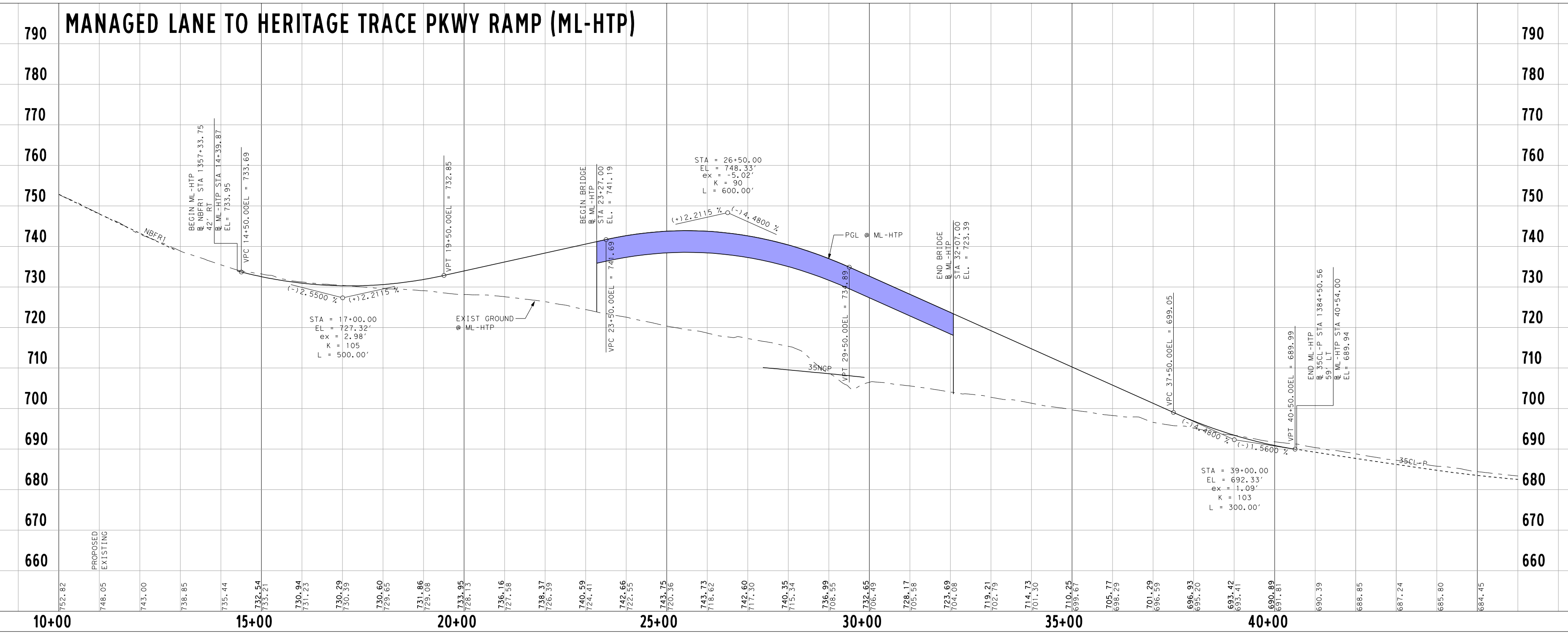
IH 35W NORTHBOUND TO GOLDEN TRIANGLE BLVD RAMP (35N-GT)


870
860
850
840
830
820
810
800
790
780
770
760
750
740
BEGIN 35N-GT
VPC 14+24.64 EL = 776.50
VPT 15+74.64 EL = 778.66
PGL @ 35N-GT
STA = 18+00.00
EL = 780.59'
ex = -0.39'
K = 127
L = 200.00'
END 35N-GT
NBFR
EXIST GROUND @ 35N-GT
EXIST 4'x3' RBC
STA = 15+00.00
EL = 778.02'
ex = 0.23'
K = 121
L = 150.00'
VPC 17+00.00 EL = 779.73
VPT 19+00.00 EL = 778.87
35NGP
PROPOSED
EXISTING
10+00
15+00
20+00
25+00

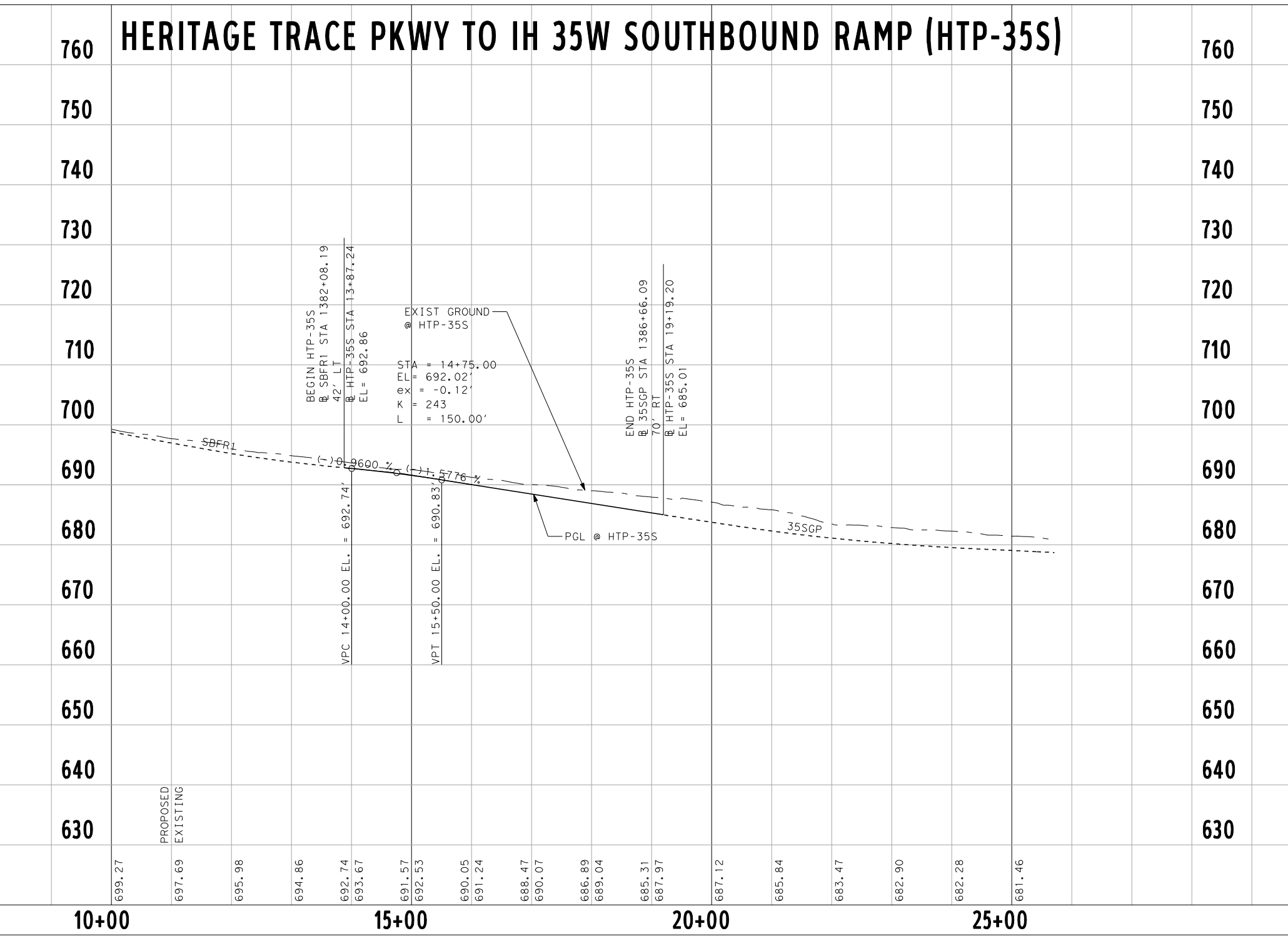
HERITAGE TRACE PKWY TO MANAGED LANE RAMP (HTP-ML)


790
780
770
760
750
740
730
720
710
700
690
680
670
660
BEGIN HTP-ML
VPC 15+50.00 EL = 749.07
STA = 19+00.00
EL = 731.65'
ex = 6.19'
K = 99
L = 500.00'
VPT 22+50.00 EL = 739.00
BEGIN BRIDGE
EXIST GROUND @ HTP-ML
VPC 25+00.00 EL = 744.34
STA = 28+00.00
EL = 750.68'
ex = -4.89'
K = 92
L = 600.00'
PGL @ HTP-ML
END BRIDGE
35SGP
STA = 40+00.00
EL = 697.88'
ex = 1.01'
K = 106
L = 300.00'
PROPOSED
EXISTING
10+00
15+00
20+00
25+00
30+00
35+00
40+00

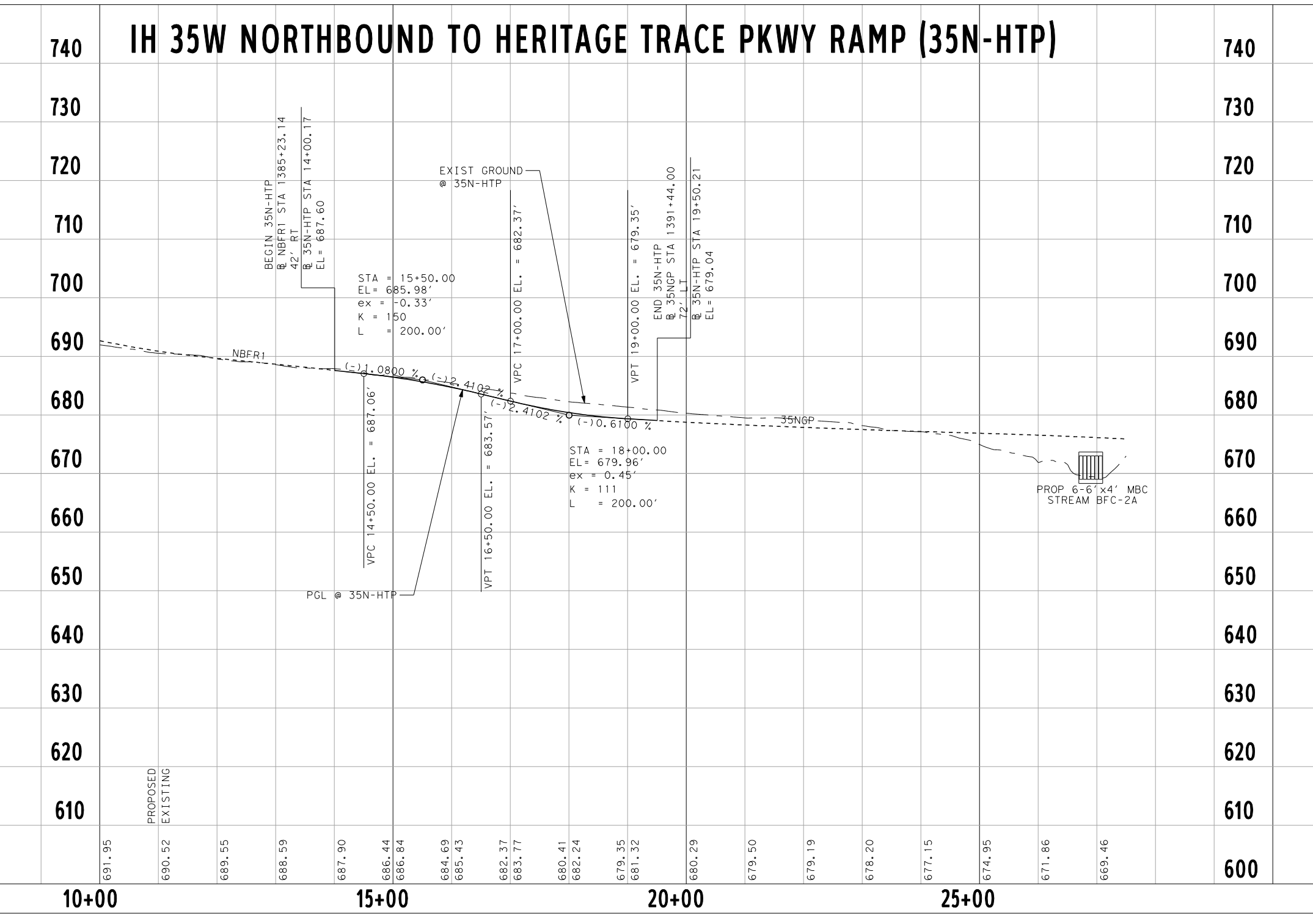
MANAGED LANE TO HERITAGE TRACE PKWY RAMP (ML-HTP)


790
780
770
760
750
740
730
720
710
700
690
680
670
660
BEGIN ML-HTP
NBFR
STA = 17+00.00
EL = 727.32'
ex = 2.98'
K = 105
L = 500.00'
EXIST GROUND @ ML-HTP
BEGIN BRIDGE
STA = 26+50.00
EL = 748.33'
ex = -5.02'
K = 90
L = 600.00'
PGL @ ML-HTP
END BRIDGE
35NGP
STA = 39+00.00
EL = 692.33'
ex = 1.09
K = 103
L = 300.00'
END ML-HTP
PROPOSED
EXISTING
10+00
15+00
20+00
25+00
30+00
35+00
40+00

HERITAGE TRACE PKWY TO IH 35W SOUTHBOUND RAMP (HTP-35S)


760
750
740
730
720
710
700
690
680
670
660
650
640
630
BEGIN HTP-35S
EXIST GROUND @ HTP-35S
STA = 14+75.00
EL = 692.02'
ex = -0.12'
K = 243
L = 150.00'
PGL @ HTP-35S
END HTP-35S
35SGP
PROPOSED
EXISTING
10+00
15+00
20+00
25+00

IH 35W NORTHBOUND TO HERITAGE TRACE PKWY RAMP (35N-HTP)


740
730
720
710
700
690
680
670
660
650
640
630
620
610
600
BEGIN 35N-HTP
EXIST GROUND @ 35N-HTP
NBFR
STA = 15+50.00
EL = 685.98'
ex = -0.33'
K = 150
L = 200.00'
PGL @ 35N-HTP
STA = 18+00.00
EL = 679.96'
ex = 0.45'
K = 111
L = 200.00'
END 35N-HTP
35NGP
PROP 8-6'x4' MBC
STREAM BFC-2A
PROPOSED
EXISTING
10+00
15+00
20+00
25+00

Seg 3C
Index of Schematic Rolls

ROLL 1: IH35W MANAGED LANE PLAN & PROFILE
ROLL 2: IH35W MANAGED LANE PLAN & PROFILE
ROLL 3: IH35W MANAGED LANE PLAN & PROFILE
ROLL 4: IH35W MANAGED LANE PLAN & PROFILE
ROLL 5: IH35W MANAGED LANE PLAN & PROFILE
ROLL 6: SH170 PLAN & PROFILE
ROLL 7: IH35W SB FTG RD PROFILE
ROLL 8: IH35W NB FTG RD / SH170 WB FTG RD PROFILE
ROLL 9: IH35W NB & SB GENERAL PURPOSE LANES PROFILE
ROLL 10: IH35W NB & SB GENERAL PURPOSE LANES PROFILE
ROLL 11: IH35W NB & SB GENERAL PURPOSE LANES PROFILE
ROLL 12: DIRECT CONNECTOR RAMP PROFILES
ROLL 13: GENERAL PURPOSE LANES RAMP PROFILES / MANAGED LANE RAMP PROFILES
ROLL 14: GENERAL PURPOSE LANES RAMP PROFILES / MANAGED LANE RAMP PROFILES
ROLL 15: MAJOR CROSS STREET & U-TURN PROFILES

ULTIMATE SCOPE SCHEMATIC

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER

PRELIMINARY DESIGN SCHEMATIC

IH 35W

CSJ No. 0014-16-252
CSJ No. 0081-12-041

ALONG IH 35W
FROM .177 MILES SOUTH OF EAGLE PARKWAY
TO .841 MILES SOUTH OF US 287

PREPARED BY AECOM TECHNICAL SERVICES, INC.-3580
UNDER THE SUPERVISION OF

FERNANDO GAYTÁN, P.E., 92244

7-22-2010
DATE SUBMITTED
12-06-2010
DATE REVISED

DATE APPROVED

NOT INTENDED FOR
CONSTRUCTION OR
PERMIT PURPOSES

0 100 200 300
HORIZONTAL
0 10 20 30
VERTICAL
GRAPHIC SCALES IN FEET

ROLL 14 OF 15
IH 35W GENERAL PURPOSE LANE RAMP PROFILES
IH 35W MANAGED LANE RAMP PROFILES

MOBILITY PARTNERS
PRELIMINARY

AECOM Technical Services Inc.- 3580

Roadway Type	Functional Classification	Design Speed
IH35W General Purpose Lanes	Urban Freeway	70 mph
US287 & SH170 Mainlanes	Urban Freeway	70 mph
Managed Lanes	Urban Freeway	70 mph
Direct Connectors	Urban Principal Arterial	50 mph
Ramps/Managed Lane Ramps	Urban Principal Arterial	50 mph
Collector/Distributors	Urban Principal Arterial	50 mph
Frontage Roads	Urban Local Street	40 mph
City Streets	Urban Local Street	35 mph

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER

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0 100 200 300
HORIZONTAL
0 10 20 30
VERTICAL
GRAPHIC SCALES IN FEET

ROLL 14 OF 15
IH 35W GENERAL PURPOSE LANE RAMP PROFILES
IH 35W MANAGED LANE RAMP PROFILES

MOBILITY PARTNERS
PRELIMINARY

AECOM Technical Services Inc.- 3580

ROLL 15

HERITAGE TRACE PKWY (HTPCL-E & HTPCL)
BEGIN PROFILE STA. 16+96.38 MATCH EXISTING
PGL @ ℄ HERITAGE TRACE PARKWAY
STA = 20+00.00
EL= 796.62'
ex = -3.67
K = 85
L = 500.00'
BEGIN BRIDGE
END BRIDGE
16.5' MIN CLEARANCE
EXIST GROUND @ ℄ HERITAGE TRACE PARKWAY
℄ 35CL-P
END PROFILE
PROPOSED
EXISTING
15+00
20+00
25+00
GOLDEN TRIANGLE BLVD (GTRCL-E & GTRCL)
℄ 35CL-P
35NGP
35SGP
16.5' MIN CLEARANCE
PGL @ ℄ GOLDEN TRIANGLE BLVD.
STA = 20+00.00
EL= 779.60'
ex = 0.91'
K = 219
L = 400.00'
EXIST GROUND @ ℄ GOLDEN TRIANGLE BLVD.
GOLDEN TRIANGLE BLVD U-TURN (GTUT1)
STA = 14+00.00
EL= 782.56'
ex = -0.22'
K = 129
L = 150.00'
STA = 11+00.00
EL= 780.56'
ex = 0.03'
K = 908
L = 150.00'
10+00
15+00
GOLDEN TRIANGLE BLVD U-TURN (GTUT2)
STA = 13+50.00
EL= 782.41'
ex = -0.28'
K = 181
L = 200.00'
STA = 11+50.00
EL= 781.04'
ex = 0.30'
K = 169
L = 200.00'
KELLER-HICKS RD (KHRCL-E & KHRCL)
STA = 18+25.00
EL= 788.53'
ex = 0.47'
K = 240
L = 300.00'
PGL @ ℄ KELLER-HICKS ROAD
EXIST GROUND @ ℄ KELLER-HICKS ROAD
SH 170 WEST TO EAST U-TURN (170UT1-1P)
STA = 14+05.00
EL= 712.11'
ex = -0.40'
K = 31
L = 100.00'
170FWB
170FEB
SH 170 EAST TO WEST U-TURN (170UT2-1P)

KELLER HICKS PKWY U-TURN (KHPUT1)
STA = 11+00.00
EL= 788.75'
ex = -0.07'
K = 389
L = 150.00'
STA = 14+00.00
EL= 790.98'
ex = -0.37'
K = 75
L = 150.00'
KELLER HICKS PKWY U-TURN (KHPUT2)
STA = 11+50.00
EL= 789.50'
ex = 0.45'
K = 112
L = 200.00'
STA = 14+43.00
EL = 791.41'
WESTPORT PKWY (WPPCL-E & WPPCL)
℄ 35CL-P
35NGP
35SGP
16.5' MIN CLEARANCE
STA = 14+00.00
EL= 645.28'
ex = 1.07'
K = 195
L = 400.00'
STA = 19+25.00
EL= 650.06'
ex = -0.15'
K = 186
L = 150.00'
PGL @ ℄ WESTPORT PARKWAY
EXIST GROUND @ ℄ WESTPORT PARKWAY
WESTPORT PKWY U-TURN (WPPUT1)
STA = 10+92.00
EL = 645.45'
ex = 0.34'
K = 106
L = 170.00'
STA = 14+00.00
EL = 649.31'
ex = -0.77'
K = 166
L = 150.00'
WESTPORT PKWY U-TURN (WPPUT2)
STA = 11+36.00
EL = 646.98'
ex = 0.13'
K = 213
L = 150.00'
STA = 14+00.00
EL = 649.76'
ex = -0.33'
K = 85
L = 150.00'
ALLIANCE BLVD (ALBCL-E & ALBCL)
STA = 15+27.81
EL= 686.26'
ex = -9.60'
K = 120
L = 960.00'
BEGIN BRIDGE
END BRIDGE
16.5' MIN CLEARANCE
PGL @ ℄ ALLIANCE BLVD.
EXIST GROUND @ ℄ ALLIANCE BLVD.
℄ 35CL-P
10+00
15+00
20+00

Seg 3C
Index of Schematic Rolls

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ULTIMATE SCOPE SCHEMATIC

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER

PRELIMINARY DESIGN SCHEMATIC

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CSJ No. 0014-16-252
CSJ No. 0081-12-041

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TO .841 MILES SOUTH OF US 287

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Texas Department of Transportation

0 100 200 300
HORIZONTAL
0 10 20 30
VERTICAL
GRAPHIC SCALES IN FEET

ROLL 15 OF 15
IH 35W MAJOR CROSS STREETS AND U-TURNS

NTE MOBILITY PARTNERS
PRELIMINARY
AECOM
AECOM Technical Services Inc.- 3580

Roadway Type	Functional Classification	Design Speed
IH35W General Purpose Lanes	Urban Freeway	70 mph
US287 & SH170 Mainlanes	Urban Freeway	70 mph
Managed Lanes	Urban Freeway	70 mph
Direct Connectors	Urban Principal Arterial	50 mph
Ramps/Managed Lane Ramps	Urban Principal Arterial	50 mph
Collector/Distributors	Urban Principal Arterial	50 mph
Frontage Roads	Urban Local Street	40 mph
City Streets	Urban Local Street	35 mph

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER
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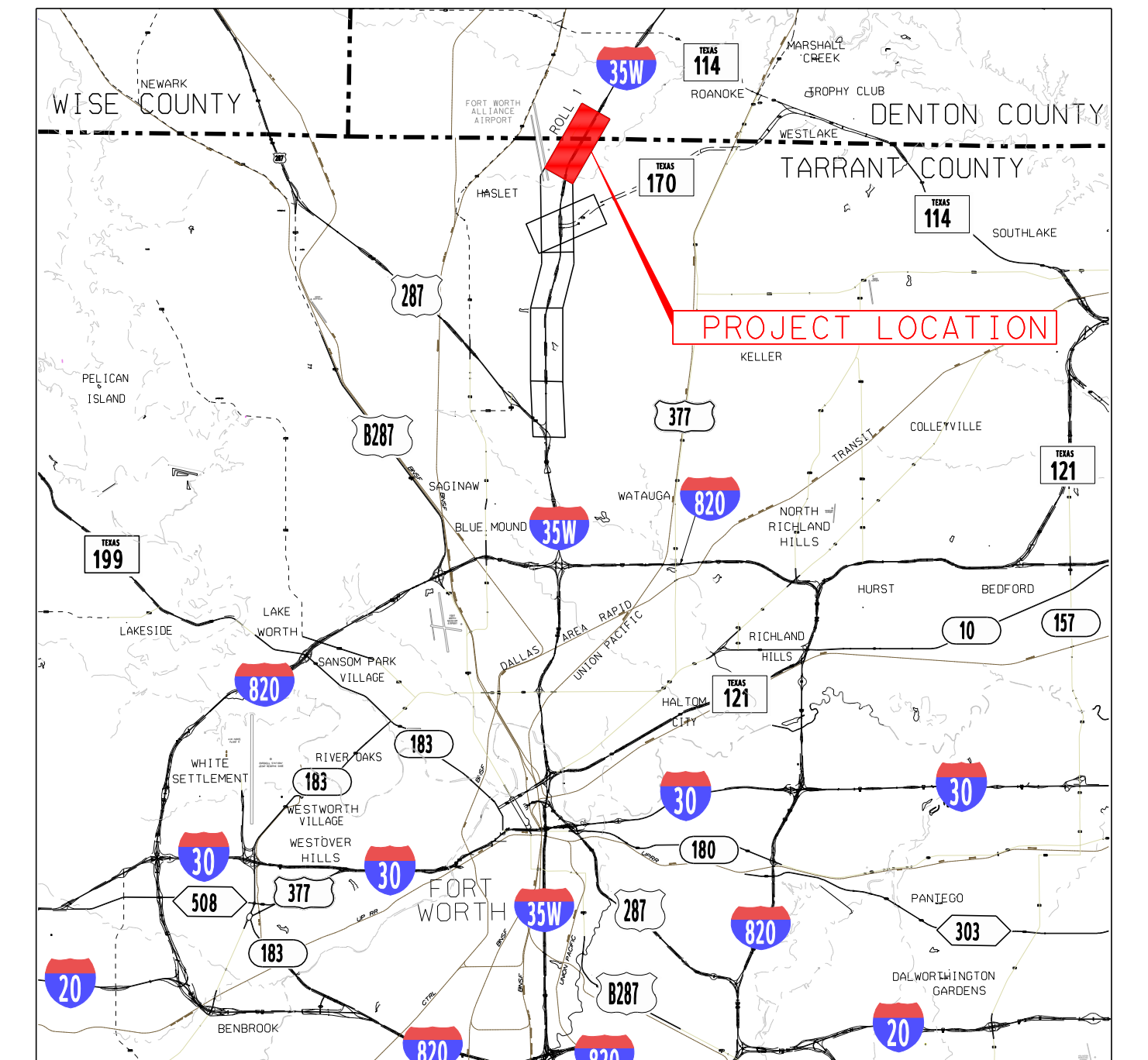
ROLL 15 OF 15
IH 35W MAJOR CROSS STREETS AND U-TURNS
AECOM Technical Services Inc.- 3580

ROLL 1


WISE COUNTY
DENTON COUNTY
TARRANT COUNTY
PROJECT LOCATION
35W
114
170
287
820
30
20
FORT WORTH

Location / Key Map

Legend:

▨	BASE SCOPE
🟨	PROPOSED MAINLANES
🟥	PROPOSED MANAGED LANES
🟩	PROPOSED FRONTAGE ROADS /SURFACE STREET
🟦	PROPOSED DIRECT CONNECTOR/PROPOSED RAMP
▨	PROPOSED SHOULDERS
🟪	PROPOSED GORE
▨	POTENTIAL DISPLACEMENTS
▨	PROPOSED CONSTRUCTION BY OTHERS
⊥⊥⊥	PROPOSED RETAINING WALL
‖	PROPOSED CONTROL-OF-ACCESS
— - —	EXISTING RIGHT-OF-WAY
— - —	PROPOSED RIGHT-OF-WAY (ACCESS RESTRICTED)
— - —	PROPOSED RIGHT-OF-WAY (EXISTING DRIVEWAY ACCESS TO REMAIN)
○—○	PROPOSED NOISE WALL
▨	STRUCTURE LIMITS AND BENTS / COLUMNS
■	SIDEWALK
✳	LUMINAIRES
—	PROPOSED CONCRETE BARRIER
⊥⊥⊥	PROPOSED FLEXIBLE BARRIER
🟪	EXISTING PAVEMENT REMOVAL
➡	TRAFFIC DIRECTION
⊢⊣	MANAGED LANE TOLL GANTRY
⊢	RAMP TOLL GANTRY
◆	HOV DECLARATION AREA
1DW35S	ALIGNMENT NAME
⬭	BRIDGE IDENTIFIER
▥	CRASH CUSHION
⁘	TRAFFIC SYMBOL

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER

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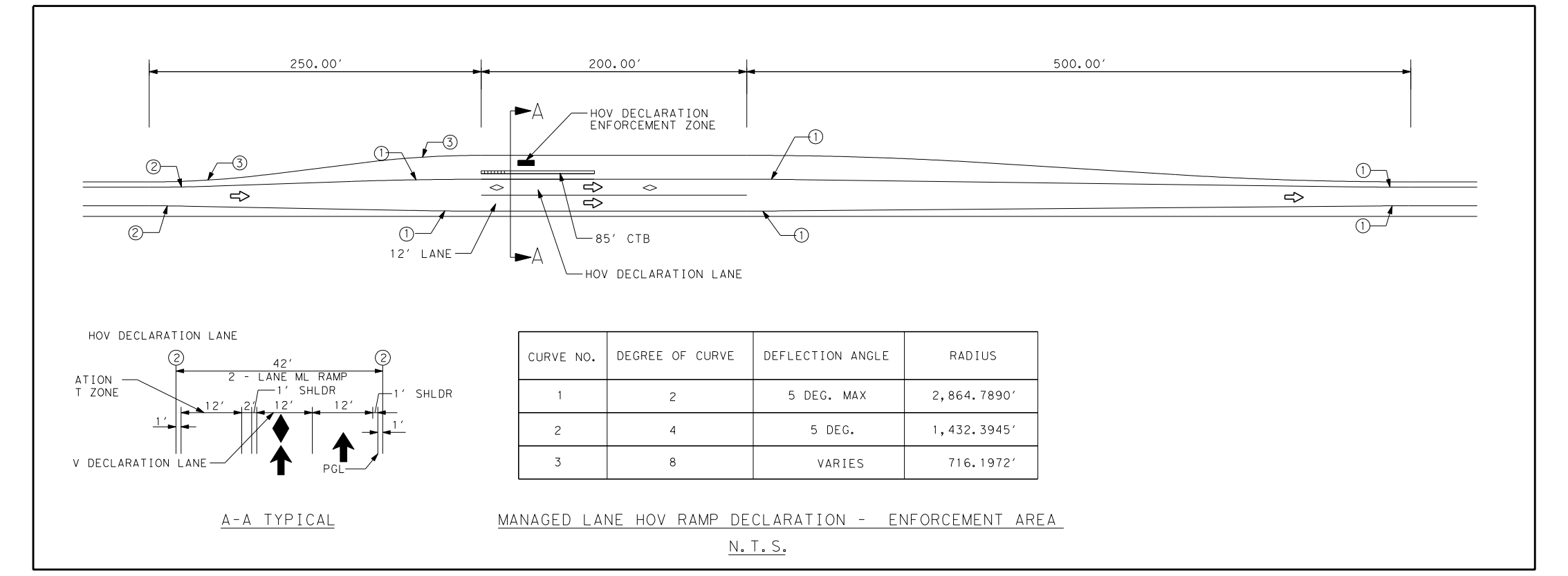
0 100 200 300
HORIZONTAL
0 10 20 30
VERTICAL
GRAPHIC SCALES IN FEET

ROLL 1 OF 15
IH 35W STA 1028+00 TO STA 1072+00
MANAGED LANE PLAN & PROFILE

NTE MOBILITY PARTNERS
PRELIMINARY
AECOM
AECOM Technical Services Inc.- 3580

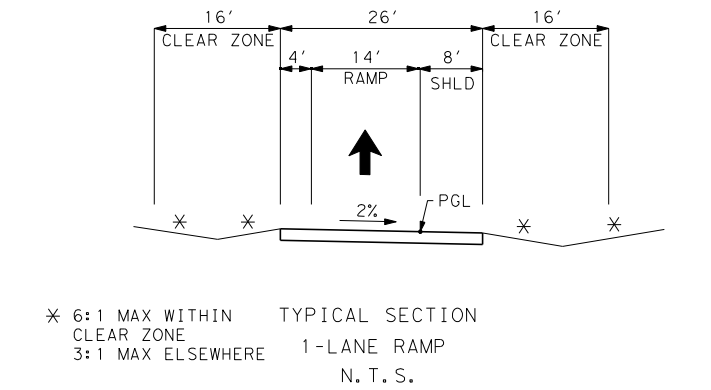
Roadway Type	Functional Classification	Design Speed
IH35W General Purpose Lanes	Urban Freeway	70 mph
US287 & SH170 Mainlanes	Urban Freeway	70 mph
Managed Lanes	Urban Freeway	70 mph
Direct Connectors	Urban Principal Arterial	50 mph
Ramps/Managed Lane Ramps	Urban Principal Arterial	50 mph
Collector/Distributors	Urban Principal Arterial	50 mph
Frontage Roads	Urban Local Street	40 mph
City Streets	Urban Local Street	35 mph


250.00'
200.00'
500.00'
HOV DECLARATION ENFORCEMENT ZONE
A
85' CTB
12' LANE
HOV DECLARATION LANE
A-A TYPICAL
42'
2 - LANE ML RAMP
1' SHLDR
12'
PGL

CURVE NO.	DEGREE OF CURVE	DEFLECTION ANGLE	RADIUS
1	2	5 DEG. MAX	2,864.7890'
2	4	5 DEG.	1,432.3945'
3	8	VARIES	716.1972'

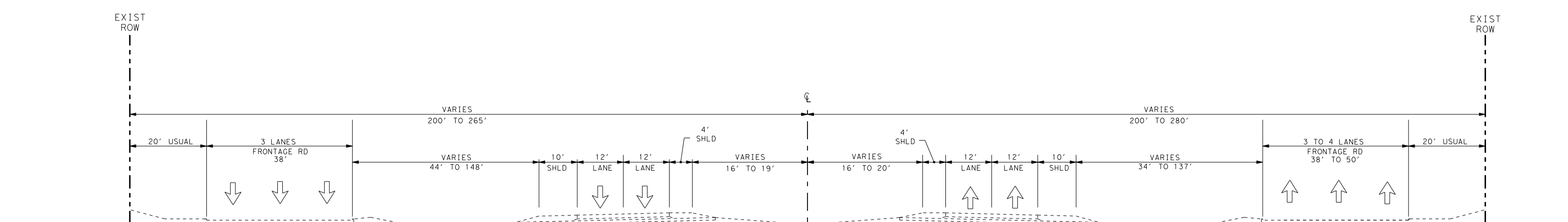
MANAGED LANE HOV RAMP DECLARATION - ENFORCEMENT AREA
N.T.S.

EXHIBIT "A"
HOV DECLARATION LANES LAYOUT

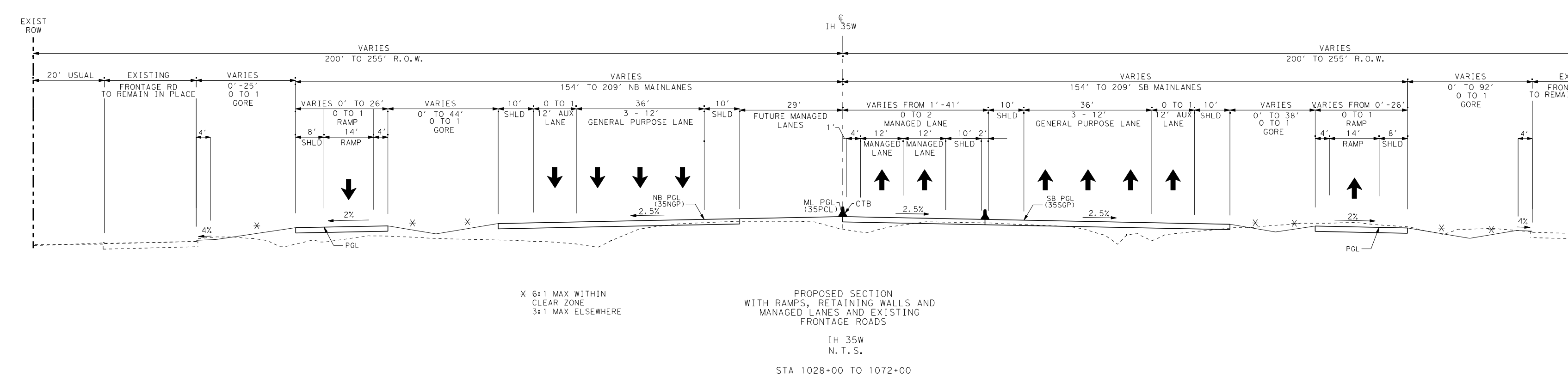

16'
CLEAR ZONE
26'
4'
14'
RAMP
8'
SHLD
16'
CLEAR ZONE
PGL
2%

* 6:1 MAX WITHIN CLEAR ZONE
3:1 MAX ELSEWHERE

TYPICAL SECTION
1-LANE RAMP
N.T.S.

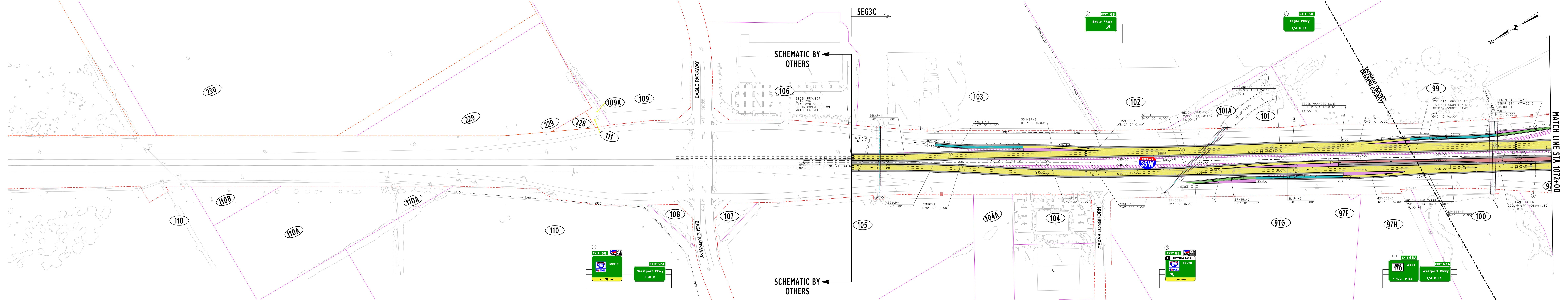

EXIST ROW
VARIES 200' TO 265'
VARIES 200' TO 280'
20' USUAL
3 LANES FRONTAGE RD 38'
VARIES 44' TO 148'
10' SHLD
12' LANE
12' LANE
4' SHLD
VARIES 16' TO 19'
VARIES 16' TO 20'
VARIES 34' TO 137'
3 TO 4 LANES FRONTAGE RD 38' TO 50'
20' USUAL

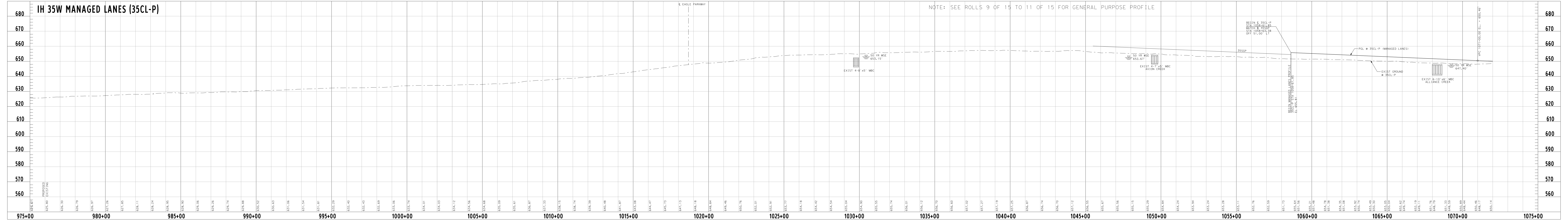
EXISTING TYPICAL SECTION
IH 35W
N.T.S.


EXIST ROW
IH 35W
VARIES 200' TO 255' R.O.W.
20' USUAL
EXISTING FRONTAGE RD TO REMAIN IN PLACE
VARIES 0'-25' 0 TO 1 GORE
VARIES 0' TO 26' 0 TO 1 RAMP
14' RAMP
8' SHLD
VARIES 0' TO 44' 0 TO 1 GORE
VARIES 154' TO 209' NB MAINLANES
10' SHLD
0 TO 1 12' AUX LANE
36' 3 - 12' GENERAL PURPOSE LANE
29' FUTURE MANAGED LANES
VARIES FROM 1'-41' 0 TO 2 MANAGED LANE
12' MANAGED LANE
10' SHLD
154' TO 209' SB MAINLANES
ML PGL (35CL-P)
CTB
NB PGL (35NGP)
SB PGL (35SGP)
2.5%
2%
4%
PGL

* 6:1 MAX WITHIN CLEAR ZONE
3:1 MAX ELSEWHERE

PROPOSED SECTION
WITH RAMPS, RETAINING WALLS AND MANAGED LANES AND EXISTING FRONTAGE ROADS
IH 35W
N.T.S.
STA 1028+00 TO 1072+00


SEG3C
SCHEMATIC BY OTHERS
SCHEMATIC BY OTHERS
230
229
228
109A
109
111
110
110B
110A
108
107
106
105
104
104A
103
102
101A
101
99
97G
97F
97H
100
EAGLE PARKWAY
TEXAS LONGHORN
AVION CREEK
ALLIANCE CREEK
TARRANT COUNTY
DENTON COUNTY
35W
EXIT 68
SOUTH
EXIT ONLY
EXIT 67A
Westport Pkwy
1 MILE
EXIT 68
Eagle Pkwy
EXIT 68
Eagle Pkwy
1/4 MILE
HOV/TOLL LANE
LEFT EXIT
EXIT 66A
170
WEST
1 1/2 MILE
EXIT 67A
Westport Pkwy
1/4 MILE
BEGIN PROJECT
IH 35W
STA 1028+00.00
BEGIN CONSTRUCTION
MATCH EXISTING
INTERIM STRIPING
END LANE TAPER
35NGP STA 1054+94.87
60.00 LT
BEGIN LANE TAPER
35NGP STA 1054+94.87
48.00 LT
BEGIN MANAGED LANE
35CL-P STA 1058+61.85
15.00' RT
35CL-P
POT STA 1063+38.95
TARRANT COUNTY AND DENTON COUNTY LINE
BEGIN LANE TAPER
35NGP STA 1070+55.31
48.00 LT
BEGIN LANE TAPER
35CL-P STA 1065+61.80
15.00 RT
END LANE TAPER
35SGP STA 1068+61.80
5.00 RT
MATCH LINE STA 1072+00



ALIGNMENT DATA									
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
35CL-P	IH 35W PROPOSED CENTERLINE									
35CL-P-2	0° 55' 05.47" LT	0° 15' 00.00"	183.64'	367.27'	22,918.31'	1043+02.45	7,047,695.19	2,337,498.65	1041+18.81	1044+86.08
35NGP	IH 35W NORTH GENERAL PURPOSE LANE									
35NGP-1	2° 15' 13.21" LT	0° 30' 00.00"	225.40'	450.73'	11,459.16'	1031+39.52	7,048,692.56	2,338,096.83	1029+14.12	1033+64.85
35NGP-2	1° 20' 07.74" RT	0° 30' 00.00"	133.55'	267.10'	11,459.16'	1034+98.41	7,048,375.95	2,337,927.72	1033+64.85	1036+31.95
35SGP	IH 35W SOUTH GENERAL PURPOSE LANE									
35SGP-1	3° 16' 53.44" RT	0° 30' 00.00"	328.24'	656.30'	11,459.16'	1033+16.10	7,048,552.32	2,337,986.87	1029+87.86	1036+44.17
35SGP-2	4° 11' 58.91" LT	0° 30' 00.00"	420.16'	839.94'	11,459.16'	1040+64.32	7,047,929.28	2,337,572.23	1036+44.17	1044+84.11
AB-35N	ALLIANCE BLVD TO IH 35W NORTH GENERAL PURPOSE LANE									
AB-35N-1	4° 00' 00.00" LT	2° 00' 00.00"	100.04'	200.00'	2,864.79'	11+00.04	7,046,170.93	2,336,751.91	10+00.00	12+00.00
AB-35N-2	3° 45' 46.46" RT	2° 00' 00.00"	94.11'	188.15'	2,864.79'	14+86.59	7,045,821.80	2,336,585.80	13+92.49	15+80.63
AB-35N-3	7° 23' 57.41" LT	2° 00' 00.00"	185.24'	369.96'	2,864.79'	18+92.34	7,045,467.95	2,336,387.11	17+07.10	20+77.06
EP-35S	EAGLE PKWY TO IH 35W SOUTH GENERAL PURPOSE LANE									
EP-35S-1	6° 08' 16.08" LT	4° 00' 00.00"	76.80'	153.44'	1,432.39'	10+76.80	7,047,195.64	2,337,049.43	10+00.00	11+53.44
EP-35S-2	6° 08' 16.08" RT	2° 00' 00.00"	153.59'	306.89'	2,864.79'	13+07.04	7,046,984.06	2,336,958.28	11+53.44	14+60.33
EP-35S-3	3° 33' 03.35" LT	1° 00' 00.00"	177.60'	355.09'	5,729.58'	21+87.94	7,046,216.68	2,336,525.10	20+10.33	23+65.43
EP-35S-4	3° 33' 03.35" RT	1° 00' 00.00"	177.60'	355.09'	5,729.58'	25+43.03	7,045,897.13	2,336,369.99	23+65.43	27+20.52
35N-EP	IH 35W NORTH GENERAL PURPOSE LANE TO EAGLE PKWY									
35N-EP-1	5° 35' 41.20" LT	2° 00' 00.00"	139.98'	279.74'	2,864.79'	11+58.44	7,048,347.52	2,337,999.74	10+18.46	12+98.20
35N-EP-2	3° 38' 14.68" RT	1° 00' 00.00"	181.93'	363.74'	5,729.58'	17+34.56	7,047,849.03	2,337,710.47	15+52.63	19+16.37
35N-EP-3	4° 19' 08.54" LT	2° 00' 00.00"	108.03'	215.95'	2,864.79'	20+24.40	7,047,607.97	2,337,549.32	19+16.37	21+32.32
SLIP1	IH 35W SOUTH GENERAL PURPOSE LANE TO MANAGED LANE SOUTH									
SLIP1-1	3° 12' 42.64" LT	0° 30' 00.00"	321.27'	642.37'	11,459.16'	13+21.27	7,047,200.76	2,337,160.99	10+00.00	16+42.37
SLIP1-2	3° 12' 42.64" RT	0° 30' 00.00"	321.27'	642.37'	11,459.16'	19+63.64	7,046,624.40	2,336,876.98	16+42.37	22+84.74

PROPERTY OWNERSHIP
(DATA OBTAINED FROM TARRANT COUNTY CENTRAL APPRAISAL DISTRICT, MARCH 27, 2009)

PARCEL	OWNER	TENANT
97C	UNKNOWN	
97F	ADL DEVELOPMENT LP	
97G	ADL DEVELOPMENT LP	
97H	ADL DEVELOPMENT LP	
97I	ADL DEVELOPMENT LP	
99	MT OLIVET CEMETERY ASSN	
100	ALLIANCE CENTER-EAST ASSOC	
100	ADL DEVELOPMENT LP	
101	KENDALL, C B JR EST ETAL	

PROPERTY OWNERSHIP
(DATA OBTAINED FROM DENTON COUNTY CENTRAL APPRAISAL DISTRICT, MARCH 27, 2009)

PARCEL	OWNER	TENANT
101A	KENDALL, C B JR EST &	
102	KENDALL, C B JR EST &	
103	AIL INVESTMENT LP	
104	CLIFTON PROPERTIES INC	
104A	CLIFTON PROPERTIES INC	
105	AIL INVESTMENT LP	
106	GLEN E CAPITAL LLC	
107	ALLIANCE CENTER EAST ASSOCIATION	
108	ROANOKE 35/114 PARTNERS LP &	
109	AIL INVESTMENT LP	
109A	AIL INVESTMENT LP	
110	INTEL CORP	
110A	INTEL CORP	
110B	INTEL CORP	
111	AIL INVESTMENT LP	
228	AIL INVESTMENT LP	
229	AIL INVESTMENT LP	
230	AIL INVESTMENT LP	

Seg 3C
Index of Schematic Rolls

ROLL 1: IH35W MANAGED LANE PLAN & PROFILE
ROLL 2: IH35W MANAGED LANE PLAN & PROFILE
ROLL 3: IH35W MANAGED LANE PLAN & PROFILE
ROLL 4: IH35W MANAGED LANE PLAN & PROFILE
ROLL 5: IH35W MANAGED LANE PLAN & PROFILE
ROLL 6: SH170 PLAN & PROFILE
ROLL 7: IH35W SB FTG RD PROFILE
ROLL 8: IH35W NB FTG RD / SH170 WB FTG RD PROFILE
ROLL 9: IH35W NB & SB GENERAL PURPOSE LANES PROFILE
ROLL 10: IH35W NB & SB GENERAL PURPOSE LANES PROFILE
ROLL 11: IH35W NB & SB GENERAL PURPOSE LANES PROFILE
ROLL 12: DIRECT CONNECTOR RAMP PROFILES
ROLL 13: GENERAL PURPOSE LANES RAMP PROFILES / MANAGED LANE RAMP PROFILES
ROLL 14: GENERAL PURPOSE LANES RAMP PROFILES / MANAGED LANE RAMP PROFILES
ROLL 15: MAJOR CROSS STREET & U-TURN PROFILES

ROLL 1

ULTIMATE SCOPE SCHEMATIC

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER

PRELIMINARY DESIGN SCHEMATIC

NOT INTENDED FOR CONSTRUCTION OR PERMIT PURPOSES

IH 35W

CSJ No. 0014-16-252
CSJ No. 0081-12-041

ALONG IH 35W
FROM .177 MILES SOUTH OF EAGLE PARKWAY
TO .841 MILES SOUTH OF US 287

PREPARED BY AECOM TECHNICAL SERVICES, INC.-3580
UNDER THE SUPERVISION OF

FERNANDO GAYTÁN, P.E., 92244

7-22-2010
DATE SUBMITTED
12-06-2010
DATE REVISED

DATE APPROVED

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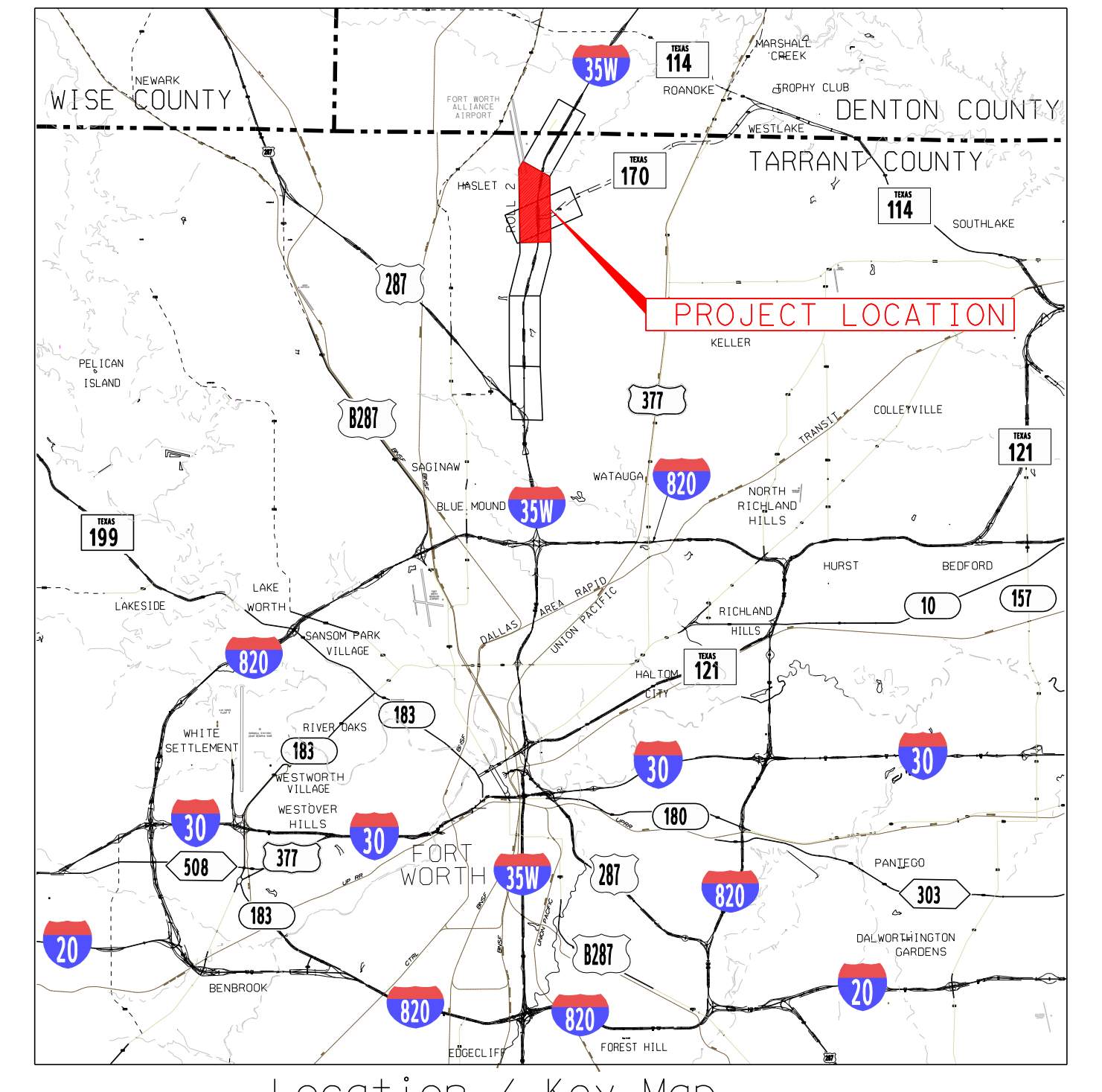
ROLL 1 OF 15
IH 35W STA 1028+00 TO STA 1072+00
MANAGED LANE PLAN & PROFILE

NTE MOBILITY PARTNERS
PRELIMINARY
AECOM
AECOM Technical Services Inc.- 3580

ROLL 2


WISE COUNTY
DENTON COUNTY
TARRANT COUNTY
PROJECT LOCATION
FORT WORTH
35W
820
30
20
114
170
377
287
121
199
183
180
303
10
157
KELLER
SAGINAW
WATAUGA
LAKE WORTH
BENBROOK
HALTOM CITY
RICHLAND HILLS
NORTH RICHLAND HILLS
HURST
BEDFORD
COLLEYVILLE
SOUTHLAKE
ROANOKE
HASLET
WESTOVER HILLS
WESTWORTH VILLAGE
WHITE SETTLEMENT
RIVER OAKS
LAKESIDE
PELICAN ISLAND
FOREST HILL
EDGECLIFF
PANTEGO
DALWORTHINGTON GARDENS
BLUE MOUND

Location / Key Map

Legend:

🟨	BASE SCOPE
🟨	PROPOSED MAINLANES
🟥	PROPOSED MANAGED LANES
🟩	PROPOSED FRONTAGE ROADS /SURFACE STREET
🟦	PROPOSED DIRECT CONNECTOR/PROPOSED RAMP
▨	PROPOSED SHOULDERS
🟪	PROPOSED GORE
▨	POTENTIAL DISPLACEMENTS
▨	PROPOSED CONSTRUCTION BY OTHERS
┴┴┴┴	PROPOSED RETAINING WALL
‖	PROPOSED CONTROL-OF-ACCESS
— - —	EXISTING RIGHT-OF-WAY
— - —	PROPOSED RIGHT-OF-WAY (ACCESS RESTRICTED)
— - —	PROPOSED RIGHT-OF-WAY (EXISTING DRIVEWAY ACCESS TO REMAIN)
○——○	PROPOSED NOISE WALL
▨	STRUCTURE LIMITS AND BENTS / COLUMNS
■	SIDEWALK
✳	LUMINAIRES
—	PROPOSED CONCRETE BARRIER
⌒⌒⌒	PROPOSED FLEXIBLE BARRIER
🟪	EXISTING PAVEMENT REMOVAL
➡	TRAFFIC DIRECTION
↔	MANAGED LANE TOLL GANTRY
↔	RAMP TOLL GANTRY
◆	HOV DECLARATION AREA
170W35S	ALIGNMENT NAME
⬭	BRIDGE IDENTIFIER
▥	CRASH CUSHION
⁂	TRAFFIC SYMBOL

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER

PRELIMINARY DESIGN SCHEMATIC

IH 35W

CSJ No. 0014-16-252
CSJ No. 0081-12-041

ALONG IH 35W
FROM .177 MILES SOUTH OF EAGLE PARKWAY
TO .841 MILES SOUTH OF US 287

PREPARED BY AECOM TECHNICAL SERVICES, INC.-3580
UNDER THE SUPERVISION OF

FERNANDO GAYTAN, P.E., 92244

7-22-2010
DATE SUBMITTED
12-06-2010
DATE REVISED

DATE APPROVED

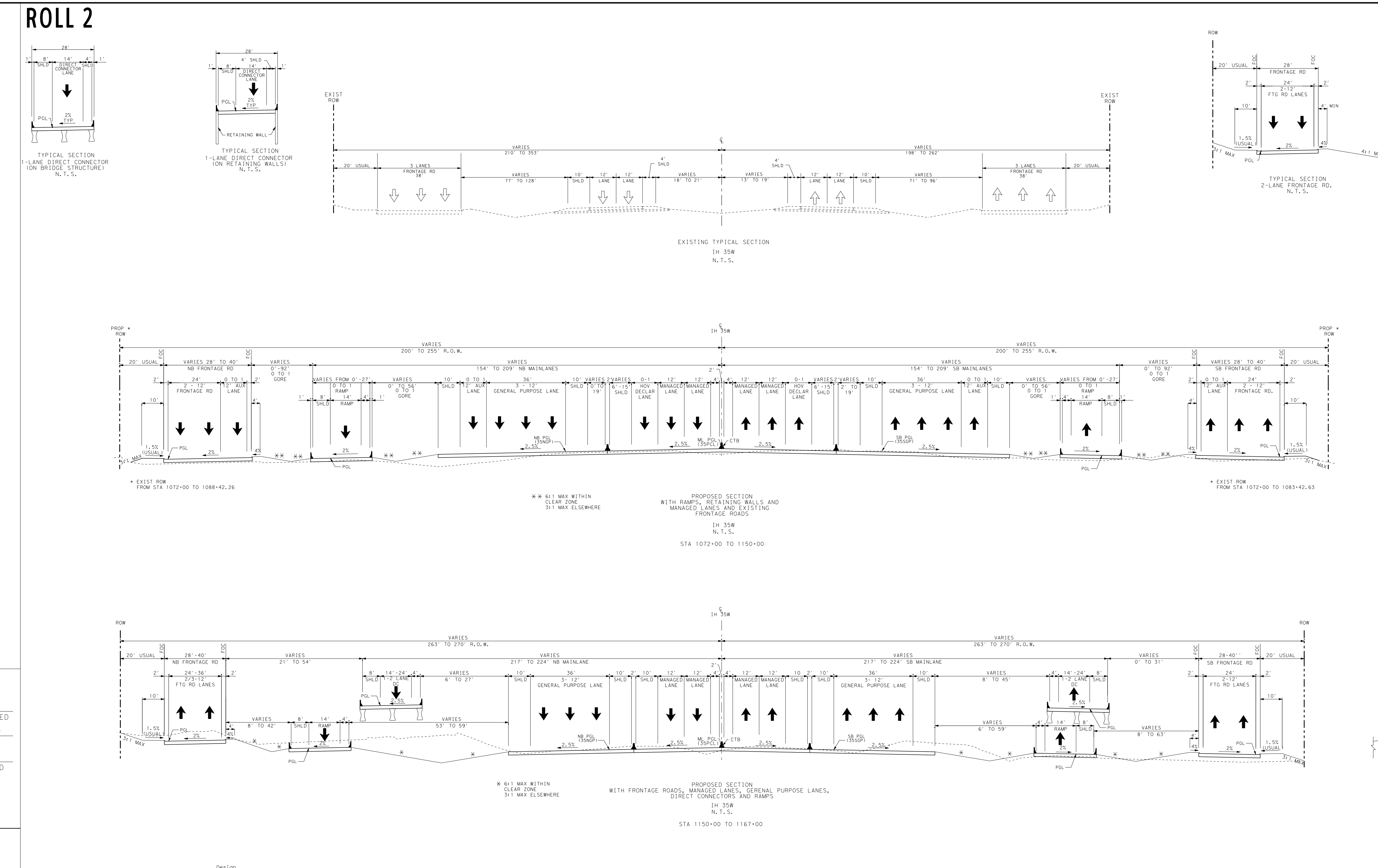
NOT INTENDED FOR CONSTRUCTION OR PERMIT PURPOSES

0 100 200 300
HORIZONTAL
0 10 20 30
VERTICAL
GRAPHIC SCALES IN FEET

ROLL 2 OF 15
IH 35 STA 1072+00 TO STA 1167+00
MANAGED LANE PLAN & PROFILE

NTE MOBILITY PARTNERS
PRELIMINARY
AECOM
AECOM Technical Services Inc.- 3580

Roadway Type	Functional Classification	Design Speed
IH35W General Purpose Lanes	Urban Freeway	70 mph
US287 & SH170 Mainlanes	Urban Freeway	70 mph
Managed Lanes	Urban Freeway	70 mph
Direct Connectors	Urban Principal Arterial	50 mph
Ramps/Managed Lane Ramps	Urban Principal Arterial	50 mph
Collector/Distributors	Urban Principal Arterial	50 mph
Frontage Roads	Urban Local Street	40 mph
City Streets	Urban Local Street	35 mph


28'
8' SHLD
14' DIRECT CONNECTOR LANE
4' SHLD
PGL
2% TYP
4' SHLD
RETAINING WALL
EXIST ROW
VARIES 210' TO 353'
VARIES 198' TO 262'
20' USUAL
3 LANES FRONTAGE RD 36'
VARIES 77' TO 128'
12' LANE
PROP ROW
VARIES 200' TO 255' R.O.W.
VARIES 154' TO 209' NB MAINLANES
VARIES 154' TO 209' SB MAINLANES
VARIES 28' TO 40' NB FRONTAGE RD
VARIES 28' TO 40' SB FRONTAGE RD
3 - 12' GENERAL PURPOSE LANE
MANAGED LANE
HOV DECLAR LANE
CTB
NB PGL (35NGP)
ML PGL (35CL-P)
SB PGL (35SGP)
VARIES 263' TO 270' R.O.W.
VARIES 217' TO 224' NB MAINLANE
VARIES 217' TO 224' SB MAINLANE
FTG RD LANES
RAMP
2-12' LANE DC
4:1 MAX
3:1 MAX
1.5% (USUAL)

TYPICAL SECTION
1-LANE DIRECT CONNECTOR
(ON BRIDGE STRUCTURE)
N.T.S.

TYPICAL SECTION
1-LANE DIRECT CONNECTOR
(ON RETAINING WALLS)
N.T.S.

EXISTING TYPICAL SECTION
IH 35W
N.T.S.

* EXIST ROW FROM STA 1072+00 TO 1088+42.26

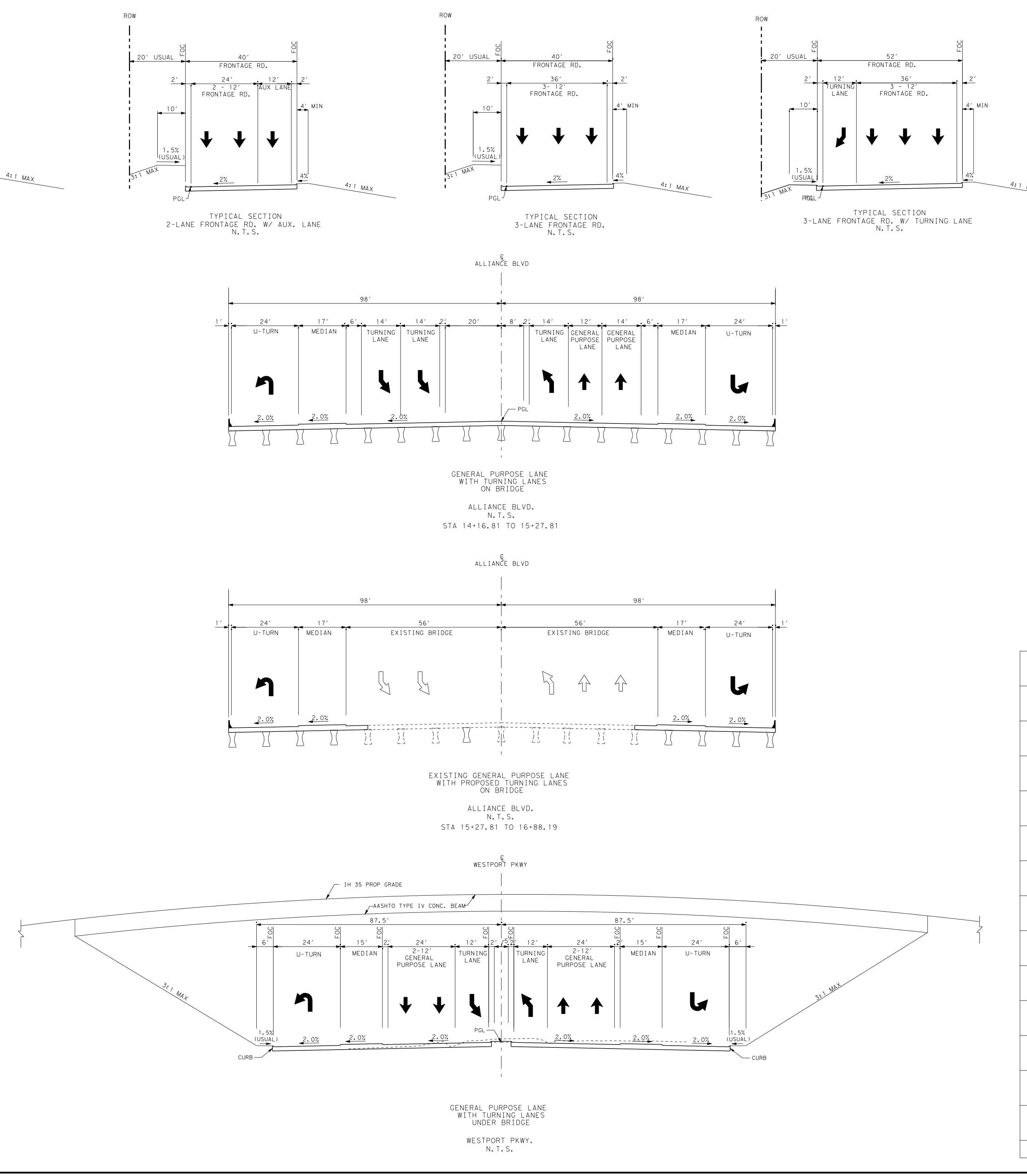
* EXIST ROW FROM STA 1072+00 TO 1083+42.63

✱✱ 6:1 MAX WITHIN CLEAR ZONE
3:1 MAX ELSEWHERE

PROPOSED SECTION
WITH RAMPS, RETAINING WALLS AND MANAGED LANES AND EXISTING FRONTAGE ROADS
IH 35W
N.T.S.
STA 1072+00 TO 1150+00

✱ 6:1 MAX WITHIN CLEAR ZONE
3:1 MAX ELSEWHERE

PROPOSED SECTION
WITH FRONTAGE ROADS, MANAGED LANES, GERENAL PURPOSE LANES, DIRECT CONNECTORS AND RAMPS
IH 35W
N.T.S.
STA 1150+00 TO 1167+00


ROW
20' USUAL
28' FRONTAGE RD
24' 2-12' FTG RD LANES
40' FRONTAGE RD.
24' 2-12' FRONTAGE RD.
12' AUX LANE
36' 3-12' FRONTAGE RD.
52' FRONTAGE RD.
12' TURNING LANE
4' MIN
4:1 MAX
PGL
ALLIANCE BLVD
98'
24' U-TURN
17' MEDIAN
14' TURNING LANE
12' GENERAL PURPOSE LANE
56' EXISTING BRIDGE
WESTPORT PKWY
IH 35 PROP GRADE
AASHTO TYPE IV CONC. BEAM
87.5'
15' MEDIAN
2-12' GENERAL PURPOSE LANE
CURB
3:1 MAX

TYPICAL SECTION
2-LANE FRONTAGE RD.
N.T.S.

TYPICAL SECTION
2-LANE FRONTAGE RD. W/ AUX. LANE
N.T.S.

TYPICAL SECTION
3-LANE FRONTAGE RD.
N.T.S.

TYPICAL SECTION
3-LANE FRONTAGE RD. W/ TURNING LANE
N.T.S.

GENERAL PURPOSE LANE
WITH TURNING LANES
ON BRIDGE

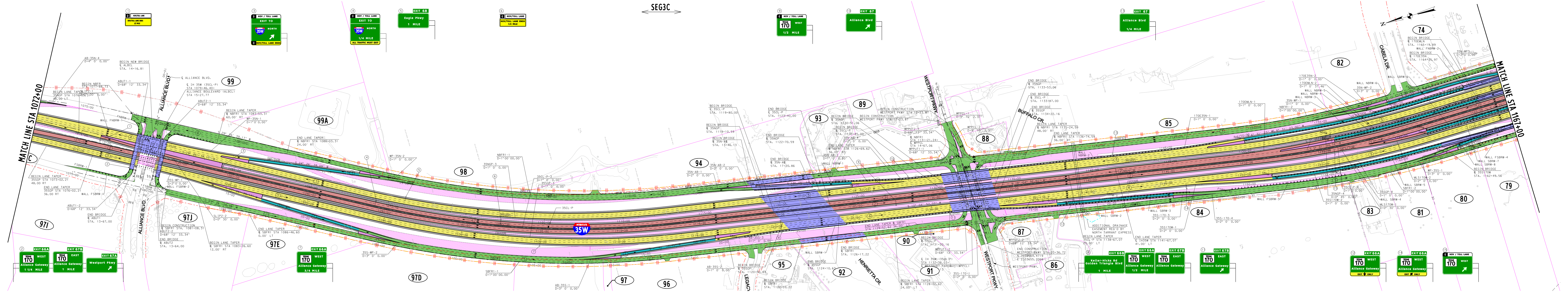
ALLIANCE BLVD.
N.T.S.
STA 14+16.81 TO 15+27.81

EXISTING GENERAL PURPOSE LANE
WITH PROPOSED TURNING LANES
ON BRIDGE

ALLIANCE BLVD.
N.T.S.
STA 15+27.81 TO 16+88.19

GENERAL PURPOSE LANE
WITH TURNING LANES
UNDER BRIDGE

WESTPORT PKWY.
N.T.S.


SEG3C
MATCH LINE STA 1072+00
MATCH LINE STA 1167+00
ALLIANCE BLVD
WESTPORT PKWY
BUFFALO CR.
HENRIETTA CR.
CABELA DR.
LEGACY
35W
HOV / TOLL LANE EXIT TO 35W NORTH
EXIT 68 Eagle Pkwy 1 MILE
HOV/TOLL LANE ENDS 1/2 MILE
EXIT 67 Alliance Blvd
EXIT 66A 170 WEST Alliance Gateway 1 1/4 MILE
EXIT 67B 170 EAST Alliance Gateway 1 MILE
EXIT 67A Westport Pkwy
EXIT 66A 170 WEST Alliance Gateway 3/4 MILE
EXIT 66B Keller-Hicks Rd Golden Triangle Blvd 1 MILE
EXIT 66A 170 WEST Alliance Gateway 1/2 MILE
EXIT 67B 170 EAST Alliance Gateway
EXIT 67B 170 EAST Alliance Gateway
EXIT ONLY
HOV / TOLL LANE 170 WEST
74
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
97D
97E
97I
97J
98
99
99A

IH 35W MANAGED LANES (35CL-P)
NOTE: SEE ROLLS 9 OF 15 TO 11 OF 15 FOR GENERAL PURPOSE PROFILE
710
700
690
680
670
660
650
640
630
620
610
600
590
1070+00
1075+00
1080+00
1085+00
1090+00
1095+00
1100+00
1105+00
1110+00
1115+00
1120+00
1125+00
1130+00
1135+00
1140+00
1145+00
1150+00
1155+00
1160+00
1165+00
1170+00
℄ ALLIANCE BLVD
16.5' MIN CLEARANCE
PGL @ 35CL-P
EXIST GROUND @ 35CL-P
STA = 1073+00.00 EL= 649.60' ex = 0.43' K = 464 L = 400.00'
STA = 1100+50.00 EL= 661.44' ex = -0.32' K = 355 L = 300.00'
STA = 1117+00.00 EL= 654.61' ex = 0.98' K = 204 L = 400.00'
STA = 1132+00.00 EL= 677.78' ex = -4.06' K = 249 L = 900.00'
STA = 1143+00.00 EL= 655.09' ex = 2.30' K = 195 L = 600.00'
STA = 1163+00.00 EL= 675.24' ex = -0.11' K = 515 L = 210.00'
HENRIETTA CREEK
50 YR WSE 647.16
50 YR WSE 650.79
BEGIN BRIDGE
END BRIDGE
℄ WESTPORT PARKWAY
EXIST. 2-10'x6' MBC BUFFALO CREEK
PROPOSED
EXISTING

ULTIMATE SCOPE SCHEMATIC

ALIGNMENT DATA									
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
35CL-P	IH 35W PROPOSED CENTERLINE									
35CL-P-3	19° 21′ 47.15" LT	1° 00′ 00.00"	977.48′	1,936.31′	5,729.58′	1103+82.49	7,042,400.48	2,334,509.85	1094+05.02	1113+41.33
35CL-P-4	10° 20′ 21.11" LT	1° 00′ 00.00"	518.37′	1,033.92′	5,729.58′	1155+91.65	7,037,253.39	2,333,594.76	1150+73.28	1161+07.20
35NGP	IH 35W NORTH GENERAL PURPOSE LANE									
35NGP-3	19° 21′ 47.15" LT	1° 00′ 00.00"	977.48′	1,936.31′	5,729.58′	1103+22.21	7,042,427.63	2,334,583.74	1093+44.73	1112+81.04
35NGP-4	10° 20′ 21.11" LT	0° 45′ 00.00"	691.16′	1,378.56′	7,639.44′	1155+03.60	7,037,307.89	2,333,673.52	1148+12.44	1161+91.00
35SGP	IH 35W SOUTH GENERAL PURPOSE LANE									
35SGP-3	19° 21′ 47.15" LT	1° 00′ 00.00"	977.48′	1,936.31′	5,729.58′	1104+43.99	7,042,373.32	2,334,435.95	1094+66.52	1114+02.83
35SGP-4	10° 20′ 21.11" LT	1° 00′ 00.00"	518.37′	1,033.92′	5,729.58′	1156+80.92	7,037,198.89	2,333,516.01	1151+62.55	1161+96.47
AB-35N	ALLIANCE BLVD TO IH 35W NORTH GENERAL PURPOSE LANE									
AB-35N-4	4° 30′ 49.72" RT	4° 00′ 00.21"	56.45′	112.84′	1,432.37′	24+16.46	7,044,981.67	2,336,190.19	23+60.01	24+72.86
ABUT1	ALLIANCE BLVD U-TURN 1									
ABUT1-1	82° 25′ 26.84" RT	68° 12′ 33.34"	73.57′	120.84′	84.00′	10+73.57	7,044,486.81	2,335,918.43	10+00.00	11+20.84
ABUT1-2	90° 00′ 00.00" RT	68° 12′ 33.34"	84.00′	131.95′	84.00′	14+51.52	7,044,685.20	2,335,566.21	13+67.52	14+99.47
ABUT2	ALLIANCE BLVD U-TURN 2									
ABUT2-1	90° 03′ 09.39" LT	68° 12′ 33.34"	84.08′	132.02′	84.00′	10+84.08	7,044,366.72	2,335,834.14	10+00.00	11+32.02
ABUT2-2	94° 13′ 20.59" LT	68° 12′ 33.34"	90.43′	138.14′	84.00′	14+55.41	7,044,566.69	2,335,479.12	13+64.98	15+03.12
WP-35N	WESTPORT PKWY TO IH 35W NORTH GENERAL PURPOSE LANE									
WP-35N-1	5° 00′ 00.08" LT	1° 00′ 00.00"	250.16′	500.00′	5,729.58′	12+50.16	7,044,144.02	2,335,607.74	10+00.00	15+00.00
WP-35N-2	2° 38′ 46.13" RT	1° 00′ 00.00"	132.33′	264.61′	5,729.58′	24+32.81	7,043,067.09	2,335,118.23	23+00.48	25+65.09
35S-WP	IH 35W SOUTH GENERAL PURPOSE LANE TO WESTPORT PKWY									
35S-WP-1	4° 00′ 00.00" RT	2° 00′ 00.00"	100.04′	200.00′	2,864.79′	11+00.04	7,044,422.46	2,335,551.33	10+00.00	12+00.00
35S-WP-2	7° 01′ 09.94" LT	3° 00′ 00.00"	117.14′	233.98′	1,909.86′	26+12.66	7,043,160.23	2,334,717.65	24+95.52	27+29.50
AB-35S	ALLIANCE BLVD TO IH 35W SOUTH GENERAL PURPOSE LANE									
AB-35S-1	8° 59′ 55.67" LT	3° 00′ 00.00"	150.29′	299.96′	1,909.86′	11+50.29	7,042,012.96	2,334,267.12	10+00.00	12+99.96
AB-35S-2	1° 33′ 33.93" LT	1° 00′ 00.00"	77.98′	155.94′	5,729.58′	20+31.25	7,041,139.36	2,334,148.76	19+53.27	21+09.22
AB-35S-3	3° 55′ 27.51" RT	1° 00′ 00.00"	196.29′	392.43′	5,729.58′	23+05.51	7,040,866.67	2,334,119.34	21+09.22	25+01.65
35N-AB	IH 35W NORTH GENERAL PURPOSE LANE TO ALLIANCE BLVD									
35N-AB-1	5° 14′ 29.32" RT	2° 00′ 00.00"	131.13′	262.07′	2,864.79′	11+31.13	7,041,109.39	2,334,475.32	10+00.00	12+62.07
35N-AB-2	2° 14′ 03.39" LT	2° 00′ 00.00"	55.86′	111.71′	2,864.79′	13+17.94	7,040,929.05	2,334,425.91	12+62.07	13+73.79
35N-AB-3	1° 55′ 34.62" RT	1° 00′ 00.00"	96.32′	192.63′	5,729.58′	20+80.78	7,040,186.01	2,334,253.16	19+84.45	21+77.08
35N-AB-4	4° 56′ 00.55" LT	2° 00′ 00.00"	123.41′	246.67′	2,864.79′	23+00.50	7,039,973.77	2,334,196.23	21+77.08	24+23.76
WPPUT1	WESTPORT PKWY U-TURN 1									
WPPUT1-1	78° 54′ 31.61" RT	68° 12′ 33.34"	69.13′	115.69′	84.00′	10+69.13	7,039,631.95	2,334,220.78	10+00.00	11+15.69
WPPUT1-2	101° 05′ 29.54" RT	68° 12′ 33.34"	102.07′	148.21′	84.00′	14+54.17	7,039,624.77	2,333,813.23	13+52.10	15+00.31
WPPUT2	WESTPORT PKWY U-TURN 2									
WPPUT2-1	101° 05′ 31.48" LT	68° 12′ 33.34"	102.07′	148.21′	84.00′	11+02.07	7,039,516.36	2,334,188.04	10+00.00	11+48.21
WPPUT2-2	78° 54′ 32.47" LT	68° 12′ 33.34"	69.13′	115.69′	84.00′	14+53.76	7,039,509.17	2,333,780.49	13+84.62	15+00.31
WPPCL	WESTPORT PKWY CENTERLINE									
WPPCL-1	11° 59′ 36.00" LT	9° 10′ 02.37"	65.65′	130.83′	625.00′	12+02.55	7,039,601.70	2,334,487.58	11+36.90	12+67.73
WPPCL-2	10° 32′ 19.84" RT	9° 10′ 02.37"	57.64′	114.96′	625.00′	13+25.37	7,039,577.02	2,334,366.78	12+67.73	13+82.69
35S-170	IH 35W SOUTH GENERAL PURPOSE LANE TO SH 170									
35S-170-1	5° 23′ 46.93" RT	2° 00′ 00.00"	135.01′	269.82′	2,864.79′	11+35.01	7,039,572.70	2,333,889.29	10+00.00	12+69.82
35S-170-2	3° 50′ 47.54" LT	1° 00′ 00.00"	192.40′	384.65′	5,729.58′	14+62.22	7,039,257.16	2,333,801.92	12+69.82	16+54.47
35S-170-3	2° 21′ 50.57" RT	2° 00′ 00.00"	59.11′	118.20′	2,864.79′	24+53.37	7,038,286.50	2,333,600.78	23+94.26	25+12.46
35S-170-4	5° 11′ 20.57" LT	2° 00′ 00.00"	129.81′	259.45′	2,864.79′	26+42.28	7,038,104.24	2,333,551.02	25+12.46	27+71.92
WP-35S	WESTPORT PKWY TO IH 35W SOUTH GENERAL PURPOSE LANE									
WP-35S-1	7° 00′ 32.56" LT	3° 00′ 00.00"	116.96′	233.63′	1,909.86′	11+16.96	7,036,782.74	2,333,378.61	10+00.00	12+33.63
35N-WP	IH 35W NORTH GENERAL PURPOSE LANE TO WESTPORK PKWY									
35N-WP-1	2° 24′ 05.51" RT	1° 00′ 00.00"	120.09′	240.15′	5,729.58′	11+20.09	7,037,227.26	2,333,824.72	10+00.00	12+40.15
35N-WP-2	7° 09′ 23.11" LT	3° 00′ 00.00"	119.43′	238.55′	1,909.86′	13+59.58	7,036,989.47	2,333,795.95	12+40.15	14+78.70
35N-WP-3	5° 38′ 16.03" RT	2° 00′ 00.00"	141.06′	281.89′	2,864.79′	20+16.20	7,036,332.55	2,333,798.91	18+75.14	21+57.03
170E35N	DIRECT CONNECTOR 170E35N									
170E35N-1	3° 33′ 29.02" LT	1° 00′ 00.00"	177.96′	355.81′	5,729.58′	1146+19.32	7,038,190.40	2,333,879.17	1144+41.36	1147+97.17
170E35N-2	6° 05′ 43.13" LT	1° 00′ 00.00"	305.05′	609.53′	5,729.58′	1157+26.26	7,037,090.51	2,333,753.41	1154+21.21	1160+30.74
170EMLN	DIRECT CONNECTOR 170EMLN									
170EMLN-1	5° 03′ 07.28" LT	1° 00′ 00.00"	252.76′	505.20′	5,729.58′	1151+19.83	7,037,710.74	2,333,717.72	1148+67.07	1153+72.27
170EMLN-2	5° 17′ 13.83" LT	1° 00′ 37.46"	261.82′	523.27′	5,670.58′	1158+35.90	7,036,997.11	2,333,654.92	1155+74.08	1160+97.35
MLS170W	DIRECT CONNECTOR MLS170W									
MLS170W-1	1° 32′ 13.09" RT	0° 30′ 00.00"	153.71′	307.39′	11,459.16′	1156+12.06	7,037,233.00	2,333,585.37	1154+58.35	1157+65.74
MLS170W-2	8° 01′ 31.77" LT	2° 00′ 00.00"	200.97′	401.27′	2,864.79′	1159+66.71	7,036,881.58	2,333,537.44	1157+65.74	1161+67.02
35S170W	DIRECT CONNECTOR 35S170W									
35S170W-1	4° 17′ 57.71" RT	2° 00′ 00.00"	107.53′	214.97′	2,864.79′	1146+60.63	7,038,185.60	2,333,642.68	1145+53.10	1147+68.07
35S170W-2	13° 01′ 32.71" LT	1° 00′ 00.00"	654.11′	1,302.58′	5,729.58′	1154+22.18	7,037,447.83	2,333,453.52	1147+68.07	1160+70.64
SLIP2	MANAGED LANE NORTH TO IH 35W NORTH GENERAL PURPOSE LANE									
SLIP2-1	3° 07′ 16.78" RT	0° 30′ 00.00"	312.21′	624.27′	11,459.16′	13+12.21	7,044,907.42	2,335,969.78	10+00.00	16+24.27
SLIP2-2	3° 07′ 16.78" LT	0° 30′ 00.00"	312.21′	624.27′	11,459.16′	19+36.48	7,044,381.18	2,335,633.67	16+24.27	22+48.53
NBFR1	NORTHBOUND FRONTAGE RD 1 BASELINE									
NBFR1-1	19° 21′ 47.15" LT	1° 00′ 00.00"	977.48′	1,936.31′	5,729.58′	1103+76.39	7,042,295.34	2,334,708.51	1093+98.91	1113+35.22
NBFR1-2	10° 20′ 21.11" LT	1° 00′ 00.00"	518.37′	1,033.92′	5,729.58′	1153+41.44	7,037,388.59	2,333,836.16	1148+23.07	1158+56.99
SBFR1	SOUTHBOUND FRONTAGE RD 1 BASELINE									
SBFR1-1	19° 21′ 46.96" LT	1° 00′ 00.00"	977.47′	1,936.30′	5,729.58′	1104+12.76	7,042,480.63	2,334,306.74	1094+35.29	1113+71.59
SBFR1-2	10° 20′ 21.11" LT	1° 00′ 00.00"	518.37′	1,033.92′	5,729.58′	1158+40.66	7,037,118.18	2,333,353.37	1153+22.29	1163+56.21

RETAINING WALLS		
WALL NAME	BEGINNING STATION & OFFSET	ENDING STATION & OFFSET
NBRW-1	35N-AB 14+00.00 (8.00′ LT)	35NGP 1130+39.89 (58.00′ LT)
NBRW-2	35NGP 1133+41.89 (58.00′ LT)	35NGP 1148+00.00 (68.54′ LT)
NBRW-3	170E35N 1150+10.00 (18.00′ RT)	170E35N 1164+35.97 (18.00′ RT)
NBRW-4	170EMLN 1155+74.08 (8.00′ LT)	170EMLN 1165+19.89 (8.00′ LT)
NBRW-5	170EMLN 1155+85.05 (18.00′ RT)	170EMLN 1165+19.89 (18.00′ RT)
NBRW-6	170E35N 1158+50.00 (8.00′ LT)	170E35N 1164+35.97 (8.00′ LT)
SBRW-1	35SGP 11180+00.00 (67.57′ RT)	35SGP 1131+31.53 (58.00′ RT)
SBRW-2	35S-170 12+95.00 (8.00′ RT)	35S-170 23+80.00 (8.00′ RT)
SBRW-3	35S-170 20+60.00 (18.00′ LT)	35S-170 25+00.00 (18.00′ LT)
SBRW-4	35S170W 1151+55.00 (18.00′ LT)	35S170W 1162+49.56 (18.00′ LT)
SBRW-5	35S170W 1156+00.00 (8.00′ RT)	35S170W 1162+49.56 (8.00′ RT)
SBRW-6	MLS170W 1161+77.00 (18.00′ LT)	MLS170W 1169+01.80 (18.00′ LT)
SBRW-7	MLS170W 1161+67.02 (8.00′ RT)	MLS170W 1169+01.80 (8.00′ RT)
SBRW-8	WP-35S 13+00.00 (18.00′ LT)	WP-35S 19+26.00 (18.00′ LT)

SUPERELEVATION TRANSITION TABLE									
BASELINE	CURVE NAME	DIRECTION	BEGIN CROSS SLOPE	BEGIN TRANSITION	END TRANSITION AND BEGIN FULL SUPER ELEVATION	FULL SUPERELEVATION	END FULL SUPERELEVATION AND BEGIN TRANSITION	END TRANSITION	END CROSS SLOPE
35CL-P	35CL-P-3	LT	-2.50%	1090+50.00	1095+80.00	3.34%	1111+60.00	1116+90.00	-2.50%
35CL-P	35CL-P-4	LT	-2.50%	1147+20.00	1152+50.00	3.34%	1159+30.00	1164+60.00	-2.50%
35NGP	35NGP-3	LT	2.50%	1092+00.00	1094+10.00	3.34%	1112+10.00	1114+20.00	2.50%
35NGP	35NGP-4	LT	2.50%	1146+70.00	1148+80.00	2.63%	1161+20.00	1163+30.00	2.50%
35SGP	35SGP-3	LT	-2.5	1091+10.00	1096+40.00	3.34%	1112+30.00	1117+60.00	-2.5
35SGP	35SGP-4	LT	-2.5	1148+10.00	1153+40.00	3.34%	1160+20.00	1165+50.00	-2.5

PROPERTY OWNERSHIP (ALL DATA OBTAINED FROM TARRANT COUNTY CENTRAL APPRAISAL DISTRICT, MARCH 27, 2009)		
PARCEL	OWNER	TENANT
74	CABELAS RETAIL TX LP	CABELAS RETAIL TX
79	FRANK, STARLYN J	
80	FORT WORTH, CITY OF	
81	FORT WORTH, CITY OF	
82	AIL INVESTMENT LP	
83	FORT WORTH, CITY OF	
84	FORT WORTH, CITY OF	
85	AIL INVESTMENT LP	
86	ALLIANCE #5 BLDG PRTNS LP	WELLS FARGO #120303
		PROCUTS
		MANPOWER
		FASTSIGNS
		JPS FAMILY & URGENT CARE
87	ALLIANCE # 5 BUILDING PRTNS	WENDYS
		MOBIL
		ALLIANCE TEXAS STATION/QUIX
		FORTUNA ITALIAN BISTRO
88	TEXAS BANK	COMPASS BANK
89	ADL DEVELOPMENT LP	
90	AIL INVESTMENT LP	
91	ALLIANCE # 5 BUILDING PRTNS	SONNY BRYANS SMOKEHOUSE
		CORNERSTONE STAFFING
		BELL/AGUSTA AEROSPACE CO
		ALLIANCE DENTAL
		SNOOTY PIG CAF***
		WESTPORT PHYSICAL THERAPY
		SUBWAY #10896
		WESTPORT FAMILY MEDICINE
		HILLWOOD CONSTRUCTION SERVIC
		TEXAS COALITION FOR ANIMAL P
92	FORT WORTH, CITY OF	
93	SAGAMORE-FORT WORTH LP	HAMPTON INN & SUITES
94	ADL DEVELOPMENT LP	
95	HERITAGE COMMONS III LTD	
96	HERITAGE COMMONS III LTD	
97	UNKNOWN	
97A	UNKNOWN	
97B	UNKNOWN	
97D	ADL DEVELOPMENT LP	
97E	ADL DEVELOPMENT LP	
97H	ADL DEVELOPMENT LP	
97I	ADL DEVELOPMENT LP	
97J	ADL DEVELOPMENT LP	
98	ADL DEVELOPMENT LP	
99	MT OLIVET CEMETERY ASSN	
99A	MT OLIVET CEMETERY ASSN	

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER

PRELIMINARY DESIGN SCHEMATIC

IH 35W

CSJ No. 0014-16-252
CSJ No. 0081-12-041

ALONG IH 35W
FROM .177 MILES SOUTH OF EAGLE PARKWAY
TO .841 MILES SOUTH OF US 287

PREPARED BY AECOM TECHNICAL SERVICES, INC.-3580
UNDER THE SUPERVISION OF

FERNANDO GAYTAN, P.E., 92244

7-22-2010
DATE SUBMITTED
12-06-2010
DATE REVISED

DATE APPROVED

NOT INTENDED FOR CONSTRUCTION OR PERMIT PURPOSES

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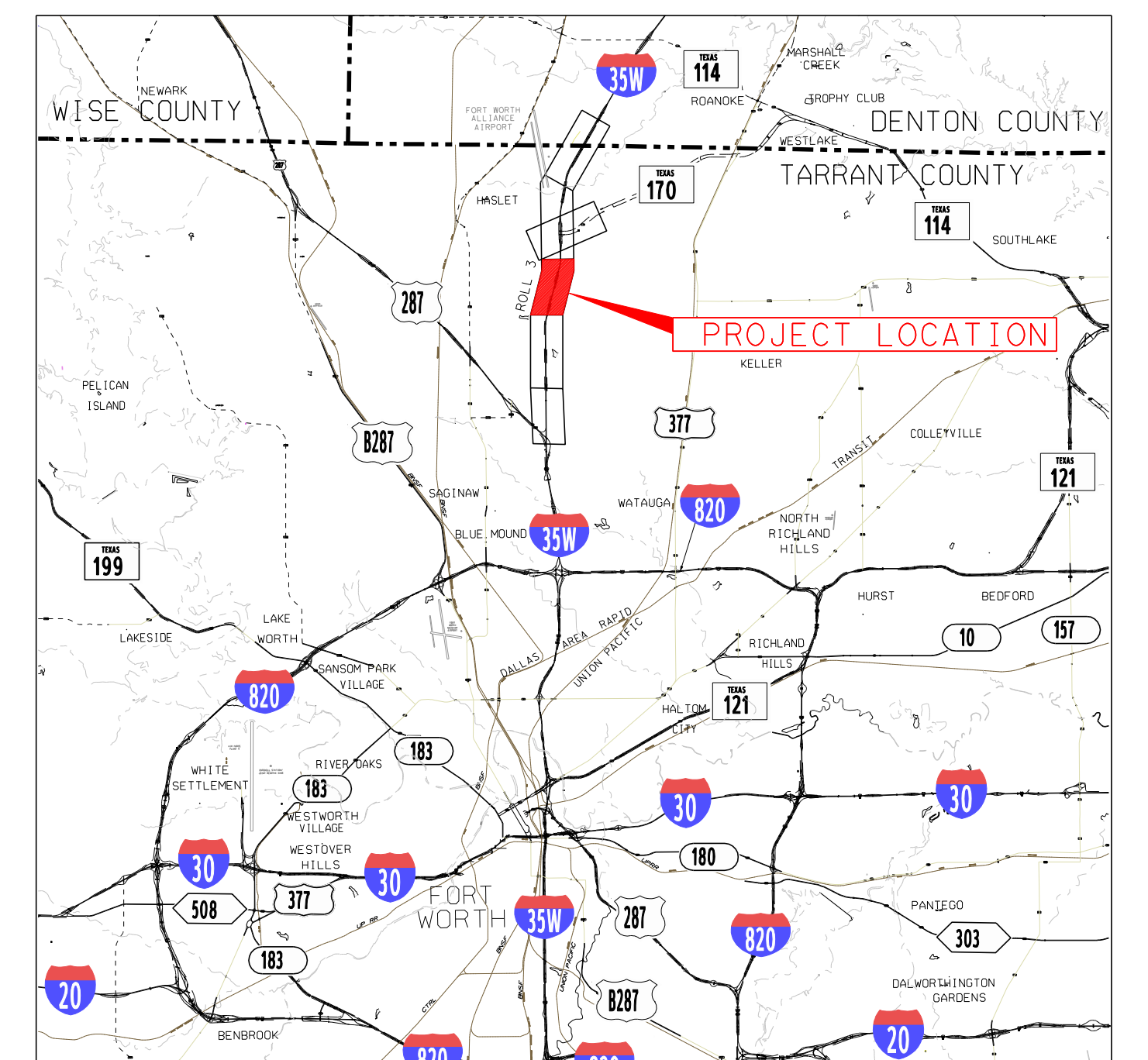
0 100 200 300
HORIZONTAL
0 10 20 30
VERTICAL
GRAPHIC SCALES IN FEET

ROLL 2 OF 15
IH 35 STA 1072+00 TO STA 1167+00
MANAGED LANE PLAN & PROFILE

NTE MOBILITY PARTNERS
PRELIMINARY
AECOM
AECOM Technical Services Inc.- 3580

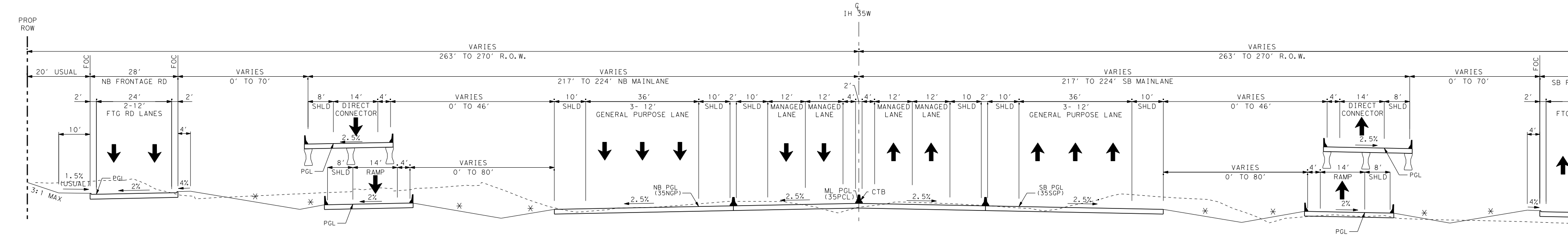
ROLL 3


WISE COUNTY
DENTON COUNTY
TARRANT COUNTY
PROJECT LOCATION
35W
114
170
287
377
121
199
820
30
20
183
180
B287
10
157
303
508
FORT WORTH
KELLER
SAGINAW
WATAUGA
NORTH RICHLAND HILLS
HURST
BEDFORD
LAKESIDE
WHITE SETTLEMENT
WESTWORTH VILLAGE
RIVER OAKS
HALTOM CITY
RICHLAND HILLS
BENBROOK
FOREST HILL
EDGECLIFF
PANTEGO
DALWORTHINGTON GARDENS
ROANOKE
SOUTHLAKE
COLLEYVILLE
HASLET
PELICAN ISLAND
LAKE WORTH
SANSOM PARK VILLAGE
WESTOVER HILLS
BLUE MOUND

Location / Key Map

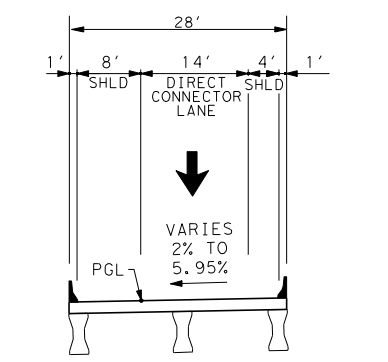
Legend:

▨	BASE SCOPE
🟨	PROPOSED MAINLANES
🟥	PROPOSED MANAGED LANES
🟩	PROPOSED FRONTAGE ROADS /SURFACE STREET
▨	PROPOSED DIRECT CONNECTOR/PROPOSED RAMP
▨	PROPOSED SHOULDERS
▨	PROPOSED GORE
▨	POTENTIAL DISPLACEMENTS
▨	PROPOSED CONSTRUCTION BY OTHERS
▲▲▲	PROPOSED RETAINING WALL
‖	PROPOSED CONTROL-OF-ACCESS
– – –	EXISTING RIGHT-OF-WAY
– – –	PROPOSED RIGHT-OF-WAY (ACCESS RESTRICTED)
– · –	PROPOSED RIGHT-OF-WAY (EXISTING DRIVEWAY ACCESS TO REMAIN)
◦—◦	PROPOSED NOISE WALL
▨	STRUCTURE LIMITS AND BENTS / COLUMNS
▬	SIDEWALK
☀	LUMINAIRES
—	PROPOSED CONCRETE BARRIER
·····	PROPOSED FLEXIBLE BARRIER
▨	EXISTING PAVEMENT REMOVAL
➡	TRAFFIC DIRECTION
◆	MANAGED LANE TOLL GANTRY
◆	RAMP TOLL GANTRY
◆	HOV DECLARATION AREA
170W35S	ALIGNMENT NAME
⬭	BRIDGE IDENTIFIER
▥	CRASH CUSHION
⁂	TRAFFIC SYMBOL

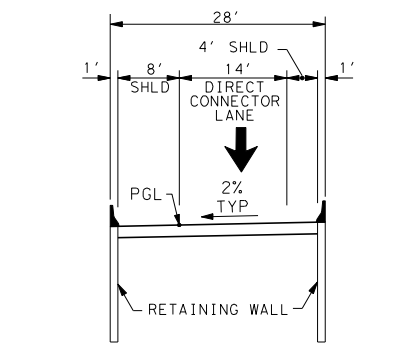

PROP ROW
IH 35W
VARIES 263' TO 270' R.O.W.
20' USUAL
28' NB FRONTAGE RD
24' 2-12' FTG RD LANES
VARIES 0' TO 70'
VARIES 217' TO 224' NB MAINLANE
8' SHLD 14' DIRECT CONNECTOR
14' RAMP 8' SHLD
VARIES 0' TO 46'
VARIES 0' TO 80'
10' SHLD 36' 3-12' GENERAL PURPOSE LANE
12' MANAGED LANE 12' MANAGED LANE
NB PGL (35NGP)
ML PGL (35CL-P)
CTB
SB PGL (35SGP)
VARIES 217' TO 224' SB MAINLANE
28' SB FRONTAGE RD
1.5% (USUAL)
3:1 MAX
PGL

* 6:1 MAX WITHIN CLEAR ZONE
3:1 MAX ELSEWHERE

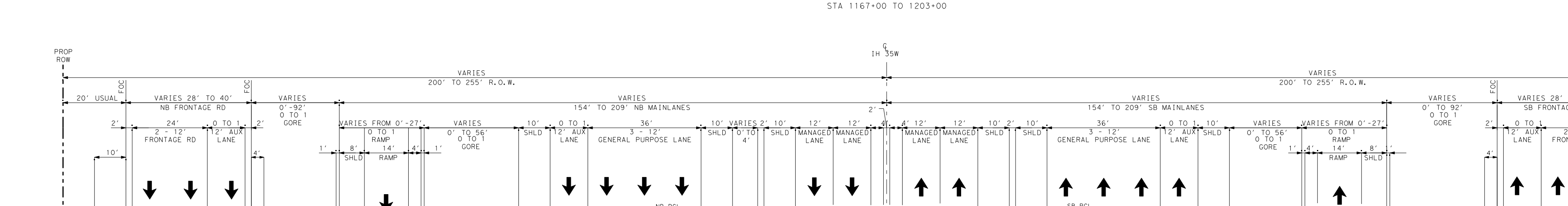
PROPOSED SECTION
WITH FRONTAGE ROADS, MANAGED LANES, GENERAL PURPOSE LANES, DIRECT CONNECTORS AND RAMPS
IH 35W
N.T.S.
STA 1167+00 TO 1203+00


28'
1' 8' SHLD 14' DIRECT CONNECTOR LANE 4' SHLD 1'
VARIES 2% TO 5.95%
PGL

TYPICAL SECTION
1-LANE DIRECT CONNECTOR
(ON BRIDGE STRUCTURE)
N.T.S.

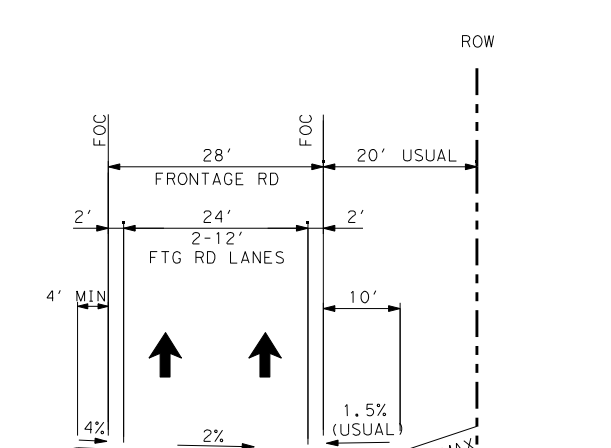

28'
4' SHLD
1' 8' SHLD 14' DIRECT CONNECTOR LANE 1'
2% TYP
PGL
RETAINING WALL

TYPICAL SECTION
1-LANE DIRECT CONNECTOR
(ON RETAINING WALLS)
N.T.S.

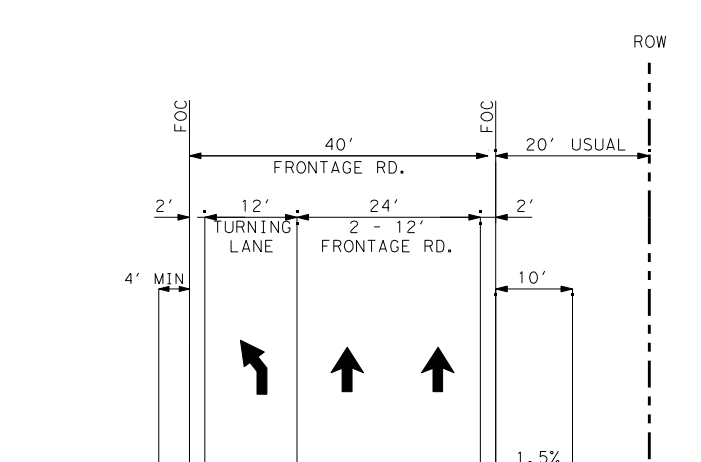

PROP ROW
IH 35W
VARIES 200' TO 255' R.O.W.
VARIES 28' TO 40' NB FRONTAGE RD
2-12' FRONTAGE RD 12' AUX LANE
VARIES 0' TO 92' 0 TO 1 GORE
VARIES FROM 0'-27' 0 TO 1 RAMP
14' RAMP 8' SHLD
VARIES 0' TO 56' 0 TO 1 GORE
VARIES 154' TO 209' NB MAINLANES
0 TO 1 12' AUX LANE
36' 3-12' GENERAL PURPOSE LANE
12' MANAGED LANE 12' MANAGED LANE
NB PGL (35NGP)
ML PGL (35CL-P)
CTB
SB PGL (35SGP)
VARIES 154' TO 209' SB MAINLANES
VARIES 28' TO 40' SB FRONTAGE RD
3:1 MAX

* 6:1 MAX WITHIN CLEAR ZONE
3:1 MAX ELSEWHERE

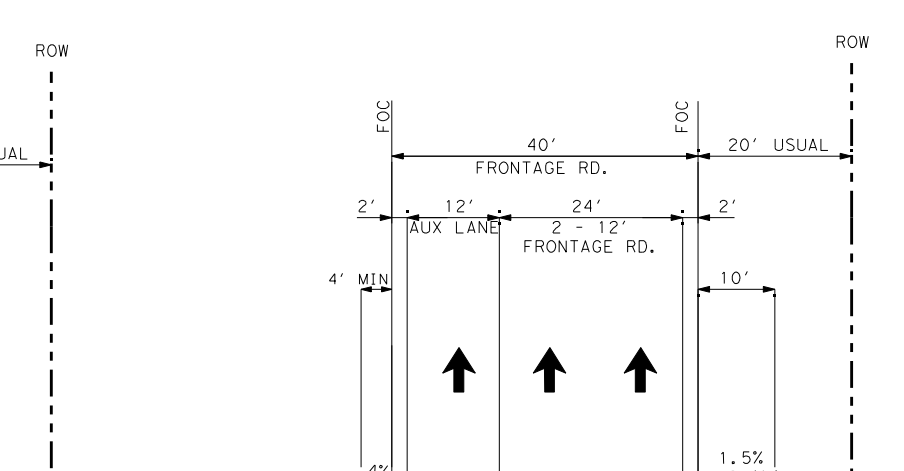
PROPOSED SECTION
WITH RAMPS, RETAINING WALLS AND MANAGED LANES AND EXISTING FRONTAGE ROADS
IH 35W
N.T.S.
STA 1203+00 TO 1231+00


ROW
28' FRONTAGE RD
24' 2-12' FTG RD LANES
4' MIN
10'
1.5% (USUAL)
4:1 MAX
3:1 MAX
PGL

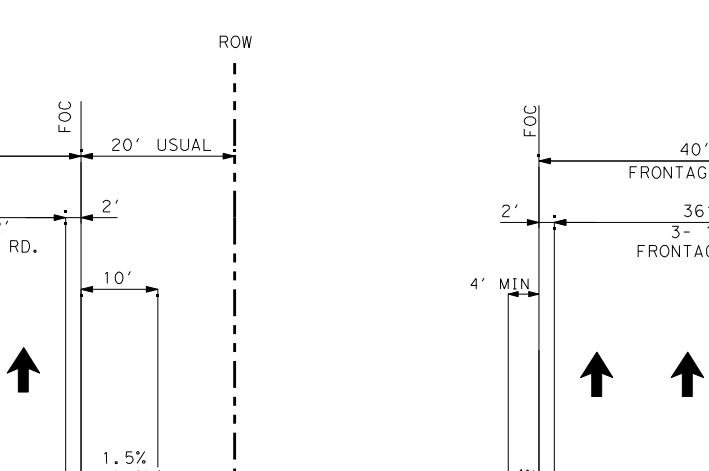
TYPICAL SECTION
2-LANE FRONTAGE RD.
N.T.S.


ROW
40' FRONTAGE RD.
12' TURNING LANE
24' 2-12' FRONTAGE RD.
20' USUAL
4' MIN
10'
1.5% (USUAL)
4:1 MAX
3:1 MAX
PGL

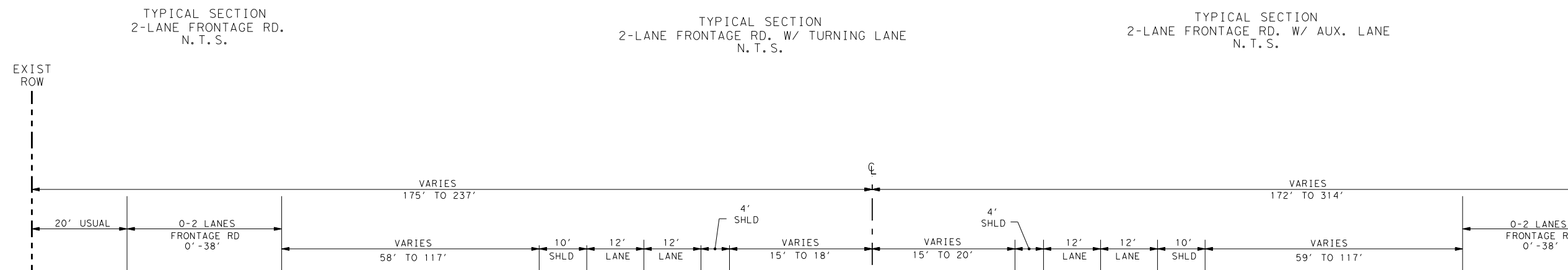
TYPICAL SECTION
2-LANE FRONTAGE RD. W/ TURNING LANE
N.T.S.


ROW
40' FRONTAGE RD.
12' AUX LANE
24' 2-12' FRONTAGE RD.
20' USUAL
4' MIN
10'
1.5% (USUAL)
4:1 MAX
3:1 MAX
PGL

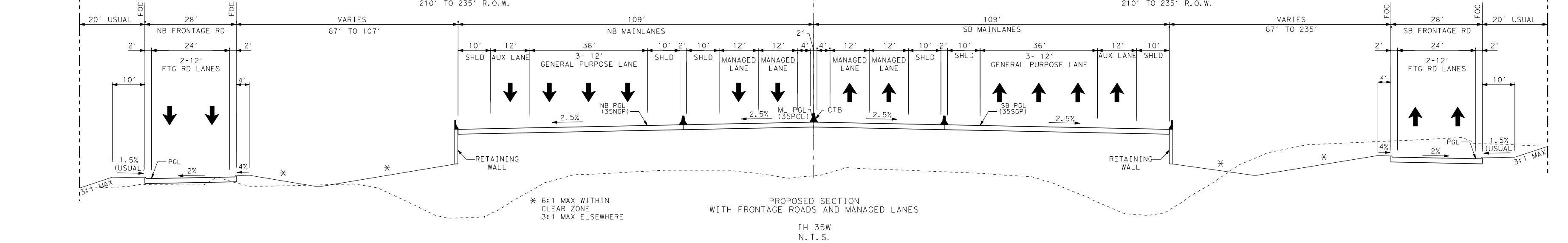
TYPICAL SECTION
2-LANE FRONTAGE RD. W/ AUX. LANE
N.T.S.


ROW
40' FRONTAGE RD.
36' 3-12' FRONTAGE RD.
20' USUAL
4' MIN
10'
1.5% (USUAL)
4:1 MAX
3:1 MAX
PGL

TYPICAL SECTION
3-LANE FRONTAGE RD.
N.T.S.

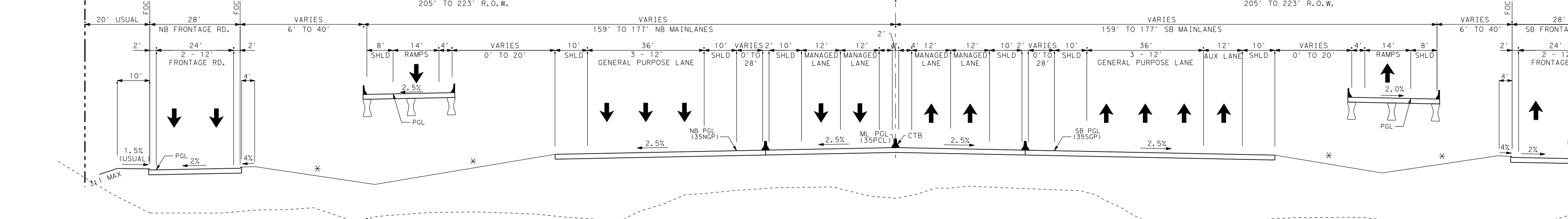

EXIST ROW
VARIES 175' TO 237'
VARIES 172' TO 314'
20' USUAL
0-2 LANES FRONTAGE RD 0'-38'
VARIES 58' TO 117'
10' SHLD 12' LANE 12' LANE
4' SHLD
VARIES 15' TO 18'
VARIES 15' TO 20'
VARIES 59' TO 117'

EXISTING TYPICAL SECTION
IH 35W
N.T.S.


PROP ROW
IH 35W
VARIES 210' TO 235' R.O.W.
20' USUAL
28' NB FRONTAGE RD
24' 2-12' FTG RD LANES
VARIES 67' TO 107'
109' NB MAINLANES
10' SHLD 12' AUX LANE 36' 3-12' GENERAL PURPOSE LANE
12' MANAGED LANE 12' MANAGED LANE
NB PGL (35NGP)
ML PGL (35CL-P)
CTB
SB PGL (35SGP)
109' SB MAINLANES
28' SB FRONTAGE RD
RETAINING WALL
3:1 MAX

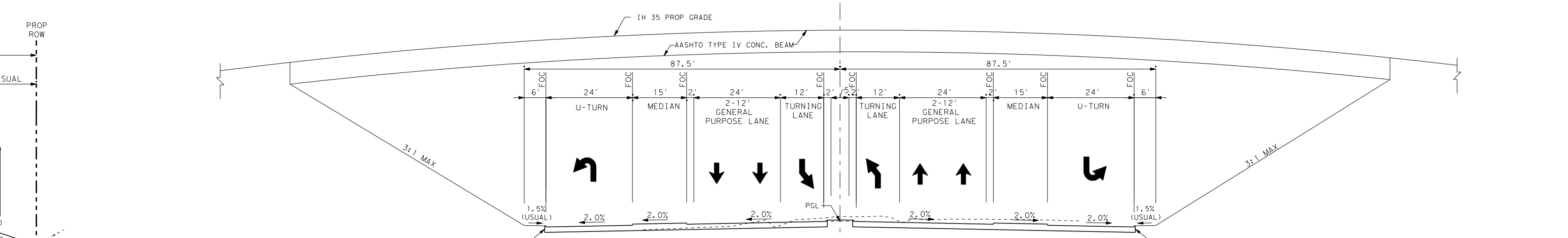
* 6:1 MAX WITHIN CLEAR ZONE
3:1 MAX ELSEWHERE

PROPOSED SECTION
WITH FRONTAGE ROADS AND MANAGED LANES
IH 35W
N.T.S.
STA 1231+00 TO 1250+00

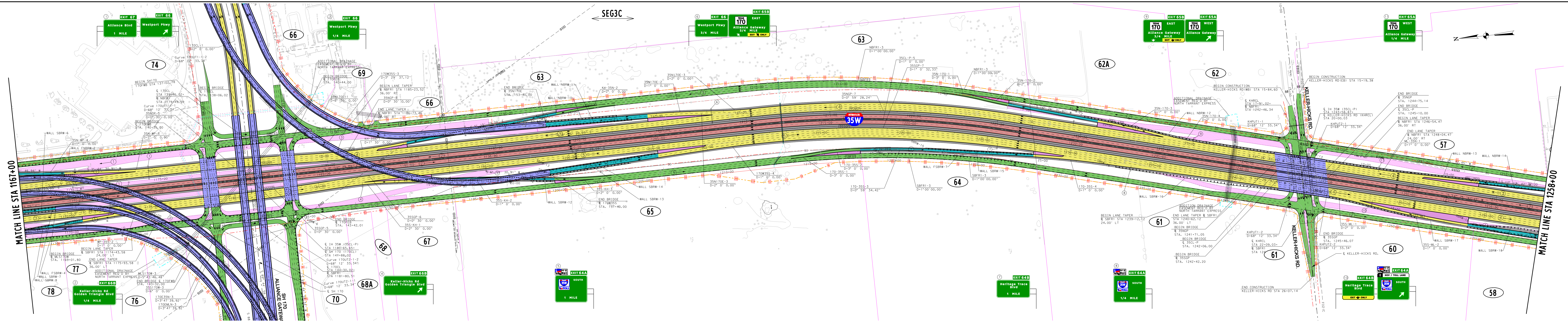

PROP ROW
IH 35W
VARIES 205' TO 223' R.O.W.
20' USUAL
28' NB FRONTAGE RD.
24' 2-12' FRONTAGE RD.
VARIES 6' TO 40'
8' SHLD 14' RAMPS 4'
VARIES 0' TO 20'
VARIES 159' TO 177' NB MAINLANES
10' SHLD 36' 3-12' GENERAL PURPOSE LANE
12' MANAGED LANE 12' MANAGED LANE
NB PGL (35NGP)
ML PGL (35CL-P)
CTB
SB PGL (35SGP)
VARIES 159' TO 177' SB MAINLANES
28' SB FRONTAGE RD
3:1 MAX

* 6:1 MAX WITHIN CLEAR ZONE
3:1 MAX ELSEWHERE

ELEVATED SECTION
WITH FRONTAGE ROADS, RAMPS, RETAINING WALLS AND MANAGED LANES
IH 35W
N.T.S.
STA 1250+00 TO 1258+00


IH 35 PROP GRADE
AASHTO TYPE IV CONC. BEAM
KELLER HICKS RD
87.5'
87.5'
24' U-TURN
15' MEDIAN
24' 2-12' GENERAL PURPOSE LANE
12' TURNING LANE
12' TURNING LANE
24' 2-12' GENERAL PURPOSE LANE
15' MEDIAN
24' U-TURN
PGL
1.5% (USUAL)
2.0%
CURB
3:1 MAX

GENERAL PURPOSE LANE
WITH TURNING LANES
UNDER BRIDGE
KELLER HICKS RD
N.T.S.


SEG3C
MATCH LINE STA 1167+00
MATCH LINE STA 1258+00
EXIT 67 Alliance Blvd 1 MILE
EXIT 66 Westport Pkwy
EXIT 66 Westport Pkwy 1/4 MILE
EXIT 66 Westport Pkwy 3/4 MILE
EXIT 65B TEXAS 170 EAST Alliance Gateway 3/4 MILE EXIT ONLY
EXIT 65B TEXAS 170 EAST Alliance Gateway 3/4 MILE EXIT ONLY
EXIT 65A TEXAS 170 WEST Alliance Gateway
EXIT 65A TEXAS 170 WEST Alliance Gateway 1/4 MILE
EXIT 66B Keller-Hicks Rd Golden Triangle Blvd 1/4 MILE
EXIT 66B Keller-Hicks Rd Golden Triangle Blvd
EXIT 64A SOUTH 1 MILE
EXIT 64A SOUTH 1/4 MILE
EXIT 64B Heritage Trace Blvd 1 MILE
EXIT 64B Heritage Trace Blvd
EXIT 64A HOV / TOLL LANE SOUTH
EXIT ONLY
35W
SH 170 ALLIANCE GATEWAY
KELLER-HICKS RD.
BEGIN CONSTRUCTION KELLER-HICKS RD(WB) STA 15+19.38
BEGIN CONSTRUCTION KELLER-HICKS RD(EB) STA 15+84.60
END CONSTRUCTION KELLER-HICKS RD STA 26+07.14
ADDITIONAL DRAINAGE EASEMENT REQ'D BY NORTH TARRANT EXPRESS
BEGIN BRIDGE
END BRIDGE
BEGIN LANE TAPER
END LANE TAPER
WALL SBRW-6
WALL SBRW-7
WALL SBRW-8
WALL SBRW-12
WALL SBRW-13
WALL SBRW-14
WALL SBRW-15
WALL SBRW-16
WALL SBRW-17
WALL SBRW-18
WALL NBRW-15
WALL NBRW-14
WALL NBRW-12
WALL NBRW-13
WALL FSBRW-4
WALL FSBRW-7
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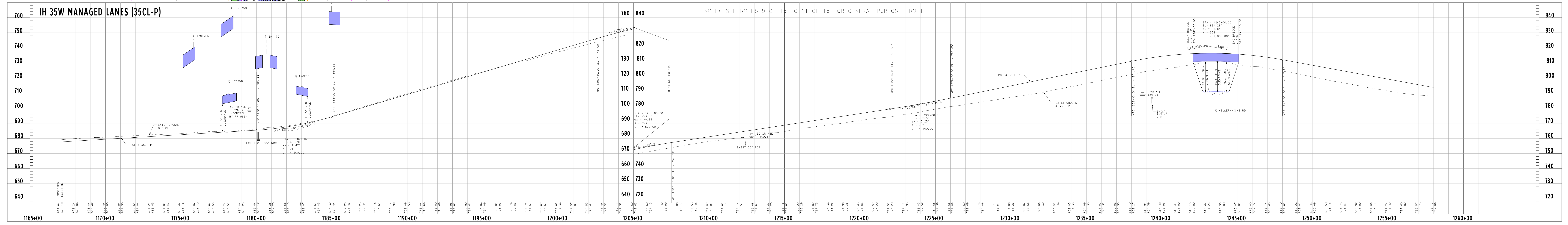

ALIGNMENT DATA										
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
35CL-P	IH 35W PROPOSED CENTERLINE									
35CL-P-5	14° 41′ 11.54" RT	1° 00′ 00.00"	738.37′	1,468.65′	5,729.58′	1218+50.35	7,030,991.93	2,333,622.97	1211+11.98	1225+80.63
35NGP	IH 35W NORTH GENERAL PURPOSE LANE									
35NGP-5	2° 49′ 56.99" RT	0° 30′ 00.00"	283.31′	566.50′	11,459.16′	1180+24.62	7,034,783.14	2,333,684.89	1177+41.32	1183+07.81
35NGP-6	2° 49′ 56.99" LT	0° 30′ 00.00"	283.31′	566.50′	11,459.16′	1185+91.12	7,034,217.09	2,333,659.44	1183+07.81	1188+74.31
35NGP-7	14° 41′ 11.54" RT	0° 59′ 28.24"	744.95′	1,481.73′	5,780.58′	1218+22.54	7,030,985.59	2,333,674.00	1210+77.60	1225+59.32
35SGP	IH 35W SOUTH GENERAL PURPOSE LANE									
35SGP-5	2° 49′ 56.99" LT	0° 30′ 00.00"	283.31′	566.50′	11,459.16′	1182+37.06	7,034,639.97	2,333,527.53	1179+53.75	1185+20.25
35SGP-6	2° 49′ 56.99" RT	0° 30′ 00.00"	283.31′	566.50′	11,459.16′	1188+03.55	7,034,074.18	2,333,558.08	1185+20.25	1190+86.75
35SGP-7	14° 41′ 11.54" RT	1° 00′ 32.33"	731.80′	1,455.58′	5,678.58′	1218+79.37	7,030,998.28	2,333,571.94	1211+47.57	1226+03.15
170E35N	DIRECT CONNECTOR 170E35N									
170E35N-3	90° 41′ 12.71" RT	3° 47′ 39.92"	1,528.21′	2,390.00′	1,510.00′	1182+19.13	7,034,597.14	2,333,734.79	1166+90.91	1190+80.92
170EMLN	DIRECT CONNECTOR 170EMLN									
170EMLN-3	91° 22′ 21.67" RT	3° 47′ 39.92"	1,546.62′	2,408.08′	1,510.00′	1182+22.17	7,034,610.49	2,333,665.67	1166+75.56	1190+83.63
MLS170W	DIRECT CONNECTOR MLS170W									
MLS170W-3	89° 10′ 50.89" RT	5° 43′ 46.48"	985.80′	1,556.50′	1,000.00′	1179+24.01	7,034,923.64	2,333,546.26	1169+38.21	1184+94.71
35S170W	DIRECT CONNECTOR 35S170W									
35S170W-3	87° 34′ 04.78" RT	6° 00′ 00.00"	915.23′	1,459.47′	954.93′	1179+32.28	7,034,932.78	2,333,394.04	1170+17.05	1184+76.52
35N-WP	IH 35W NORTH GENERAL PURPOSE LANE TO WESTPORT PKWY									
35N-WP-4	1° 38′ 16.03" LT	1° 00′ 00.00"	81.89′	163.78′	5,729.58′	23+95.18	7,035,955.01	2,333,763.36	23+13.28	24+77.06
35N-WP-5	4° 00′ 00.00" LT	2° 00′ 00.00"	100.04′	200.00′	2,864.79′	29+07.62	7,035,443.65	2,333,729.92	28+07.58	30+07.58
WP-35S	WESTPORT PKWY TO IH 35W SOUTH GENERAL PURPOSE LANE									
WP-35S-2	4° 00′ 00.00" RT	1° 00′ 00.00"	200.08′	400.00′	5,729.58′	24+25.09	7,035,477.93	2,333,475.76	22+25.01	26+25.01
170CL	SH 170 CENTERLINE									
170CL-1	41° 31′ 53.16" RT	2° 00′ 00.00"	1,086.27′	2,076.57′	2,864.79′	125+79.42	7,034,784.05	2,335,310.47	114+93.15	135+69.72
170W35S	DIRECT CONNECTOR 170W35S									
170W35S-3	75° 56′ 10.29" LT	3° 29′ 37.12"	1,279.84′	2,173.55′	1,640.00′	143+96.18	7,034,542.62	2,333,377.21	131+16.35	152+89.90
170W35S-4	2° 34′ 42.05" RT	1° 00′ 00.00"	128.94′	257.83′	5,729.58′	166+50.03	7,031,905.88	2,333,507.85	165+21.09	167+78.92
35N170E	DIRECT CONNECTOR 35N170E									
35N170E-1	71° 55′ 04.56" LT	6° 30′ 00.00"	639.46′	1,106.43′	881.47′	140+78.21	7,034,429.83	2,333,786.96	134+38.75	145+45.18
35N170E-2	3° 54′ 09.37" RT	1° 00′ 00.00"	195.21′	390.26′	5,729.58′	161+41.37	7,032,194.55	2,333,746.10	159+46.17	163+36.43
35N170E-3	5° 12′ 29.10" LT	2° 00′ 00.00"	130.29′	260.40′	2,864.79′	164+66.72	7,031,870.26	2,333,718.01	163+36.43	165+96.83
KH-35N	KELLER-HICKS RD TO IH 35W NORTH GENERAL PURPOSE LANE									
KH-35N-1	6° 58′ 42.47" LT	1° 30′ 00.00"	232.90′	465.23′	3,819.72′	12+32.90	7,034,095.19	2,333,706.75	10+00.00	14+65.23
KH-35N-2	5° 00′ 00.00" RT	2° 00′ 00.00"	125.08′	250.00′	2,864.79′	26+34.85	7,032,698.56	2,333,835.28	25+09.77	27+59.77
35S-KH	IH 35W SOUTH GENERAL PURPOSE LANE TO KELLER-HICKS RD									
35S-KH-1	6° 06′ 11.91" RT	2° 30′ 00.00"	122.18′	244.13′	2,291.83′	11+22.18	7,034,087.34	2,333,506.82	10+00.00	12+44.13
35S-KH-2	2° 30′ 00.00" RT	1° 00′ 00.00"	125.02′	250.00′	5,729.58′	17+74.47	7,033,436.22	2,333,464.23	16+49.45	18+99.45
35S-KH-3	6° 30′ 00.00" LT	2° 00′ 00.00"	162.67′	325.00′	2,864.79′	24+12.92	7,032,801.51	2,333,394.81	22+50.24	25+75.24
35N-170	IH 35W NORTH GENERAL PURPOSE LANE TO SH 170									
35N-170-1	7° 20′ 30.83" RT	3° 00′ 00.00"	122.53′	244.73′	1,909.86′	11+22.53	7,030,508.36	2,333,684.84	10+00.00	12+44.73
35N-170-2	3° 04′ 40.40" LT	2° 00′ 00.00"	76.97′	153.89′	2,864.79′	13+21.70	7,030,320.33	2,333,618.18	12+44.73	13+98.62
35N-170-3	3° 53′ 11.38" RT	1° 00′ 00.00"	194.40′	388.65′	5,729.58′	21+33.97	7,029,541.23	2,333,388.25	19+39.57	23+28.22
35N-170-4	5° 54′ 00.90" LT	2° 00′ 00.00"	147.64′	295.01′	2,864.79′	24+75.86	7,029,220.50	2,333,269.43	23+28.22	26+23.24
170-35S	SH 170 TO IH 35W SOUTH GENERAL PURPOSE LANE									
170-35S-1	4° 09′ 29.49" LT	3° 00′ 00.00"	69.33′	138.61′	1,909.86′	10+69.33	7,031,496.75	2,333,400.13	10+00.00	11+38.61
170-35S-2	8° 16′ 15.89" RT	3° 00′ 00.00"	138.09′	275.70′	1,909.86′	12+76.70	7,031,289.84	2,333,414.79	11+38.61	14+14.31
170-35S-3	4° 38′ 01.79" RT	0° 59′ 34.42"	233.48′	466.70′	5,770.58′	16+47.79	7,030,919.28	2,333,387.45	14+14.31	18+81.01
170-35S-4	5° 34′ 29.28" RT	1° 00′ 00.00"	278.96′	557.48′	5,729.58′	26+66.53	7,029,912.43	2,333,230.61	23+87.57	29+45.05
KHPUT1	KELLER-HICKS RD U-TURN 1									
KHPUT1-1	75° 07′ 30.44" RT	68° 12′ 33.34"	64.60′	110.14′	84.00′	10+64.60	7,028,613.92	2,333,217.65	10+00.00	11+10.14
KHPUT1-2	104° 52′ 30.15" RT	68° 12′ 33.34"	109.22′	153.75′	84.00′	14+46.99	7,028,610.80	2,332,816.21	13+37.77	14+91.52
KHPUT2	KELLER-HICKS RD U-TURN 2									
KHPUT2-1	104° 52′ 26.24" LT	68° 12′ 33.34"	109.22′	153.75′	84.00′	11+09.22	7,028,498.59	2,333,175.59	10+00.00	11+53.75
KHPUT2-2	75° 07′ 33.76" LT	68° 12′ 33.34"	64.60′	110.14′	84.00′	14+45.98	7,028,495.47	2,332,774.15	13+81.38	14+91.52
ML-35N	MANAGED LANE TO IH 35W NORTH GENERAL PURPOSE LANE									
ML-35N-1	2° 12′ 00.00" LT	1° 00′ 00.00"	110.01′	220.00′	5,729.58′	11+10.01	7,028,070.80	2,332,973.63	10+00.00	12+20.00
35S-ML	IH 35W SOUTH GENERAL PURPOSE LANE TO MANAGED LANE									
35S-ML-1	6° 27′ 29.33" RT	2° 00′ 00.00"	161.62′	322.91′	2,864.79′	11+61.62	7,028,347.69	2,332,840.42	10+00.00	13+22.91
35S-ML-2	6° 11′ 19.16" LT	1° 00′ 00.00"	309.73′	618.87′	5,729.58′	16+32.64	7,027,907.31	2,332,672.37	13+22.91	19+41.77
NBFR1	NORTHBOUND FRONTAGE RD 1 BASELINE									
NBFR1-3	14° 41′ 11.54" RT	1° 00′ 00.00"	738.37′	1,468.65′	5,729.58′	1216+07.67	7,031,119.61	2,333,864.39	1208+69.30	1223+37.95
NBFR1-4	14° 58′ 28.15" LT	0° 30′ 00.00"	1,506.03′	2,994.90′	11,459.16′	1295+17.61	7,023,451.32	2,331,891.45	1280+11.58	1310+06.48
NBFR1-5	4° 05′ 01.70" LT	2° 00′ 00.00"	102.14′	204.19′	2,864.79′	1336+62.09	7,019,289.86	2,331,931.11	1335+59.96	1337+64.15
NBFR1-6	4° 00′ 59.72" RT	2° 00′ 00.00"	100.46′	200.83′	2,864.79′	1338+64.60	7,019,087.92	2,331,947.46	1337+64.15	1339+64.98
NBFR1-7	5° 35′ 59.75" RT	2° 00′ 00.00"	140.11′	280.00′	2,864.79′	1350+80.83	7,017,871.68	2,331,960.48	1349+40.72	1352+20.72
NBFR1-8	5° 31′ 57.77" LT	2° 00′ 00.00"	138.43′	276.64′	2,864.79′	1353+59.14	7,017,594.20	2,331,936.27	1352+20.72	1354+97.35
SBFR1	SOUTHBOUND FRONTAGE RD 1 BASELINE									
SBFR1-3	14° 41′ 11.54" RT	1° 00′ 00.00"	738.37′	1,468.65′	5,729.58′	1220+91.83	7,030,864.26	2,333,381.54	1213+53.45	1228+22.11
SBFR1-4	14° 58′ 28.15" LT	0° 30′ 00.00"	1,506.03′	2,994.90′	11,459.16′	1296+87.25	7,023,500.56	2,331,486.96	1281+81.22	1311+76.12
SBFR1-5	5° 08′ 07.92" RT	2° 00′ 00.00"	128.47′	256.78′	2,864.79′	1334+42.17	7,019,728.65	2,331,522.91	1333+13.70	1335+70.47
SBFR1-6	5° 08′ 07.92" LT	2° 00′ 00.00"	128.47′	256.78′	2,864.79′	1336+98.95	7,019,472.52	2,331,502.35	1335+70.47	1338+27.25
SBFR1-7	5° 01′ 21.28" LT	2° 00′ 00.00"	125.64′	251.13′	2,864.79′	1349+16.63	7,018,254.72	2,331,513.96	1347+90.99	1350+42.12
SBFR1-8	5° 01′ 21.28" RT	2° 00′ 00.00"	125.64′	251.13′	2,864.79′	1351+67.76	7,018,004.62	2,331,538.34	1350+42.12	1352+93.25
170UT1-1	170 U-TURN 1									
170UT1-1-1	90° 00′ 27.43" LT	68° 12′ 33.34"	84.01′	131.96′	84.00′	10+84.01	7,034,985.70	2,333,858.98	10+00.00	11+31.96
170UT1-1-2	89° 59′ 32.57" LT	68° 12′ 33.34"	83.99′	131.94′	84.00′	14+74.95	7,034,558.71	2,333,860.90	13+90.96	15+22.89
170UT2-1	170 U-TURN 2									
170UT2-1-1	89° 59′ 32.57" RT	68° 12′ 33.34	83.99′	131.94′	84.00′	10+83.99	7,035,007.48	2,333,350.38	10+00.00	11+31.94
170UT1-1-2	90° 00′ 27.43" RT	68° 12′ 33.34"	84.01′	131.96′	84.00′	14+86.95	7,034,568.49	2,333,352.35	14+02.94	15+34.89

RETAINING WALLS		
WALL NAME	BEGINNING STATION & OFFSET	ENDING STATION & OFFSET
NBRW-10	35N170E 153+40.00 (8.00′ LT)	35N170E 157+60.00 (8.00′ LT)
NBRW-11	35N170E 153+40.00 (28.00′ RT)	35N170E 158+50.00 (18.00′ RT)
NBRW-12	35N-170 18+50.00 (8.00′ LT)	35NGP 1241+55.00 (58.00′ LT)
NBRW-13	35NGP 1244+60.00 (58.00′ LT)	ML-35N 23+01.00 (8.00′ LT)
NBRW-14	ML-35N 16+90.00 (18.00′ RT)	ML-35N 23+01.00 (35.00′ RT)
SBRW-6	MLS170W 1161+77.00 (18.00′ LT)	MLS170W 1169+01.80 (18.00′ LT)
SBRW-7	MLS170W 1161+67.02 (8.00′ RT)	MLS170W 1169+01.80 (8.00′ RT)
SBRW-8	WP-35S 13+00.00 (18.00′ LT)	WP-35S 19+26.00 (18.00′ LT)
SBRW-12	35S-KH 21+28.00 (8.00′ RT)	35S-KH 22+28.00 (8.00′ RT)
SBRW-13	170W35S 157+40.00 (28.00′ LT)	170W35S 163+50.00 (18.00′ LT)
SBRW-14	170W35S 157+40.00 (8.00′ RT)	170W35S 162+00.00 (8.00′ RT)
SBRW-15	170-35S 18+00.00 (18.00′ LT)	170-35S 24+30.00 (18.00′ LT)
SBRW-16	35SGP 1232+80.00 (70.00′ RT)	35SGP 1242+58.00 (59.16′ RT)
SBRW-17	35S-ML 11+00.00 (9.44′ RT)	35S-ML 27+15.00 (8.00′ RT)
SBRW-18	35S-ML 19+55.00 (18.00′ LT)	35S-ML 27+15.00 (26.56′ LT)

SUPERELEVATION TRANSITION TABLE									
BASELINE	CURVE NAME	DIRECTION	BEGIN CROSS SLOPE	BEGIN TRANSITION	END TRANSITION AND BEGIN FULL SUPER ELEVATION	FULL SUPERELEVATION	END FULL SUPERELEVATION AND BEGIN TRANSITION	END TRANSITION	END CROSS SLOPE
35CL-P	35CL-P-5	RT	-2.50%	1207+60.00	1212+90.00	3.34%	1224+00.00	1229+30.00	-2.50%
35NGP	35NGP-5	RT	-2.50%	1174+70.00	1178+80.00	2.03%	1181+70.00	1185+80.00	-2.50%
	35NGP-6	LT	2.50%	N/A	N/A	2.03%	N/A	N/A	2.50%
	35NGP-7	RT	-2.50%	1207+20.00	1212+50.00	3.31%	1223+80.00	1229+10.00	-2.50%
35SGP	35SGP-5	LT	-2.50%	1176+80.00	1180+90.00	2.03%	1183+80.00	1187+90.00	-2.50%
	35SGP-6	RT	2.50%	N/A	N/A	2.03%	N/A	N/A	2.50%
	35SGP-7	RT	2.50%	1210+10.00	1212+20.00	3.36%	1225+30.00	1227+40.00	2.50%

Seg 3C
Index of Schematic Rolls

ROLL 1: IH35W MANAGED LANE PLAN & PROFILE
ROLL 2: IH35W MANAGED LANE PLAN & PROFILE
ROLL 3: IH35W MANAGED LANE PLAN & PROFILE
ROLL 4: IH35W MANAGED LANE PLAN & PROFILE
ROLL 5: IH35W MANAGED LANE PLAN & PROFILE
ROLL 6: SH170 PLAN & PROFILE
ROLL 7: IH35W SB FTG RD PROFILE
ROLL 8: IH35W NB FTG RD / SH170 WB FTG RD PROFILE
ROLL 9: IH35W NB & SB GENERAL PURPOSE LANES PROFILE
ROLL 10: IH35W NB & SB GENERAL PURPOSE LANES PROFILE
ROLL 11: IH35W NB & SB GENERAL PURPOSE LANES PROFILE
ROLL 12: DIRECT CONNECTOR RAMP PROFILES
ROLL 13: GENERAL PURPOSE LANES RAMP PROFILES / MANAGED LANE RAMP PROFILES
ROLL 14: GENERAL PURPOSE LANES RAMP PROFILES / MANAGED LANE RAMP PROFILES
ROLL 15: MAJOR CROSS STREET & U-TURN PROFILES

PROPERTY OWNERSHIP

(ALL DATA OBTAINED FROM TARRANT COUNTY CENTRAL APPRAISAL DISTRICT, MARCH 27, 2009)

PARCEL	OWNER	TENANT
57	TRIANGLE I-35 REALTY LTD	
58	STATE OF TEXAS	
59	ALLEN SAMUELS REALTY INC	ALLEN SAMUELS ALLIANCE DODGE
		ENTERPRISE RENT-A-CAR #09AL
60	11501 PARTNERS LTD	
61	YAZHARI, PARVIZ	
62	STATE OF TEXAS	
62A	STATE OF TEXAS	
63	AIL INVESTMENT LP	
64	H35 ALLIANCE 40 LTD	
65	SHAFIPOUR, NASSAR	
66	PTCAA TEXAS LP	PILOT TRAVEL CENTERS #434
		MCDONALDS #28530
		CAT SCALE CO OF TEXAS
		IDEALAIRE TECHNOLOGIES CORP
67	KORMAN, RICHARD (CONT)	
68	DEAVERS, JOSEPH R JR	
68A	DEAVERS, JOSEPH R JR	
69	JEFFRIS, BEN & ANN	I H O P
70	DEAVERS, JOSEPH R JR	
71	PACK, JAMES M ETUX MAUDIE	
71A	PACK, JAMES M ETUX MAUDIE	
72	FORT WORTH, CITY OF	
73	FORT WORTH, CITY OF	
74	CABELAS RETAIL TX LP	CABELAS RETAIL TX
75	DAILY, MARVIN JR TR	
76	DAILY, MARVIN JR TR	
77	DAILY, MARVIN JR TR	
78	FAMBROUGH, ALEX COUGER	

Roadway Type	Functional Classification	Design Speed
IH35W General Purpose Lanes	Urban Freeway	70 mph
US287 & SH170 Mainlanes	Urban Freeway	70 mph
Managed Lanes	Urban Freeway	70 mph
Direct Connectors	Urban Principal Arterial	50 mph
Ramps/Managed Lane Ramps	Urban Principal Arterial	50 mph
Collector/Distributors	Urban Principal Arterial	50 mph
Frontage Roads	Urban Local Street	40 mph
City Streets	Urban Local Street	35 mph

ULTIMATE SCOPE SCHEMATIC

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER

PRELIMINARY DESIGN SCHEMATIC

IH 35W

CSJ No. 0014-16-252
CSJ No. 0081-12-041

ALONG IH 35W
FROM .177 MILES SOUTH OF EAGLE PARKWAY
TO .841 MILES SOUTH OF US 287

PREPARED BY AECOM TECHNICAL SERVICES, INC.-3580
UNDER THE SUPERVISION OF
FERNANDO GAYTAN, P.E., 92244

7-22-2010
DATE SUBMITTED
12-06-2010
DATE REVISED

DATE APPROVED

NOT INTENDED FOR
CONSTRUCTION OR
PERMIT PURPOSES

0 100 200 300
HORIZONTAL
0 10 20 30
VERTICAL
GRAPHIC SCALES IN FEET

ROLL 3 OF 15
IH 35W STA 1167+00 TO STA 1258+00
MANAGED LANE PLAN & PROFILE

NTE MOBILITY PARTNERS
PRELIMINARY

AECOM Technical Services Inc.- 3580

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
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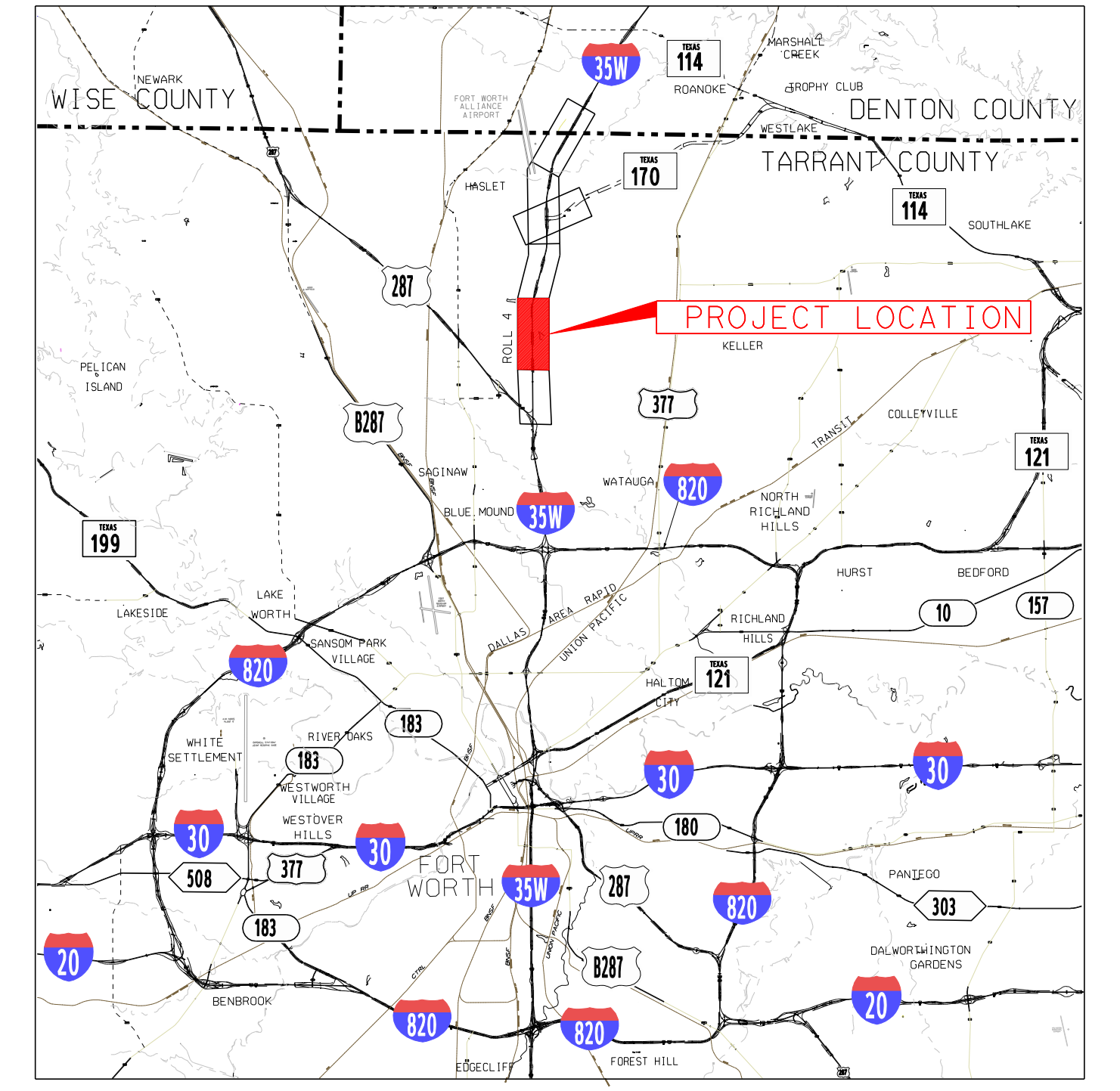
ROLL 3 OF 15
IH 35W STA 1167+00 TO STA 1258+00
MANAGED LANE PLAN & PROFILE

AECOM Technical Services Inc.- 3580

ROLL 4


WISE COUNTY
DENTON COUNTY
TARRANT COUNTY
PROJECT LOCATION
KELLER
SAGINAW
WATAUGA
NORTH RICHLAND HILLS
HURST
BEDFORD
COLLEYVILLE
SOUTHLAKE
HALTOM CITY
RICHLAND HILLS
LAKE WORTH
WHITE SETTLEMENT
RIVER OAKS
WESTWORTH VILLAGE
WESTOVER HILLS
FORT WORTH
PANTEGO
DALWORTHINGTON GARDENS
BENBROOK
EDGECLIFF
FOREST HILL
LAKESIDE
PELICAN ISLAND
HASLET
ROANOKE
TROPHY CLUB
WESTLAKE
NEWARK

Location / Key Map

Legend:

🟨	BASE SCOPE
🟨	PROPOSED MAINLANES
🟥	PROPOSED MANAGED LANES
🟩	PROPOSED FRONTAGE ROADS /SURFACE STREET
🟦	PROPOSED DIRECT CONNECTOR/PROPOSED RAMP
▬	PROPOSED SHOULDERS
🟪	PROPOSED GORE
▨	POTENTIAL DISPLACEMENTS
┅	PROPOSED CONSTRUCTION BY OTHERS
▲▲▲	PROPOSED RETAINING WALL
∣∣∣	PROPOSED CONTROL-OF-ACCESS
— - —	EXISTING RIGHT-OF-WAY
— - —	PROPOSED RIGHT-OF-WAY (ACCESS RESTRICTED)
— - —	PROPOSED RIGHT-OF-WAY (EXISTING DRIVEWAY ACCESS TO REMAIN)
◇—◇	PROPOSED NOISE WALL
▨	STRUCTURE LIMITS AND BENTS / COLUMNS
▬	SIDEWALK
✳	LUMINAIRES
—	PROPOSED CONCRETE BARRIER
∘∘∘	PROPOSED FLEXIBLE BARRIER
▨	EXISTING PAVEMENT REMOVAL
➡	TRAFFIC DIRECTION
● ●	MANAGED LANE TOLL GANTRY
●	RAMP TOLL GANTRY
◆	HOV DECLARATION AREA
170W35S	ALIGNMENT NAME
⬡	BRIDGE IDENTIFIER
▭	CRASH CUSHION
↑↑↑	TRAFFIC SYMBOL

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER

PRELIMINARY DESIGN SCHEMATIC

7-22-2010
DATE SUBMITTED
12-06-2010
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TO .841 MILES SOUTH OF US 287

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UNDER THE SUPERVISION OF
FERNANDO GAYTÁN, P.E., 92244

0 100 200 300
HORIZONTAL
0 10 20 30
VERTICAL
GRAPHIC SCALES IN FEET

ROLL 4 OF 15
IH 35W STA 1258+00 TO STA 1352+00
MANAGED LANE PLAN & PROFILE

NTE MOBILITY PARTNERS
PRELIMINARY
AECOM
AECOM Technical Services Inc.- 3580

Roadway Type	Functional Classification	Design Speed
IH35W General Purpose Lanes	Urban Freeway	70 mph
US287 & SH170 Mainlanes	Urban Freeway	70 mph
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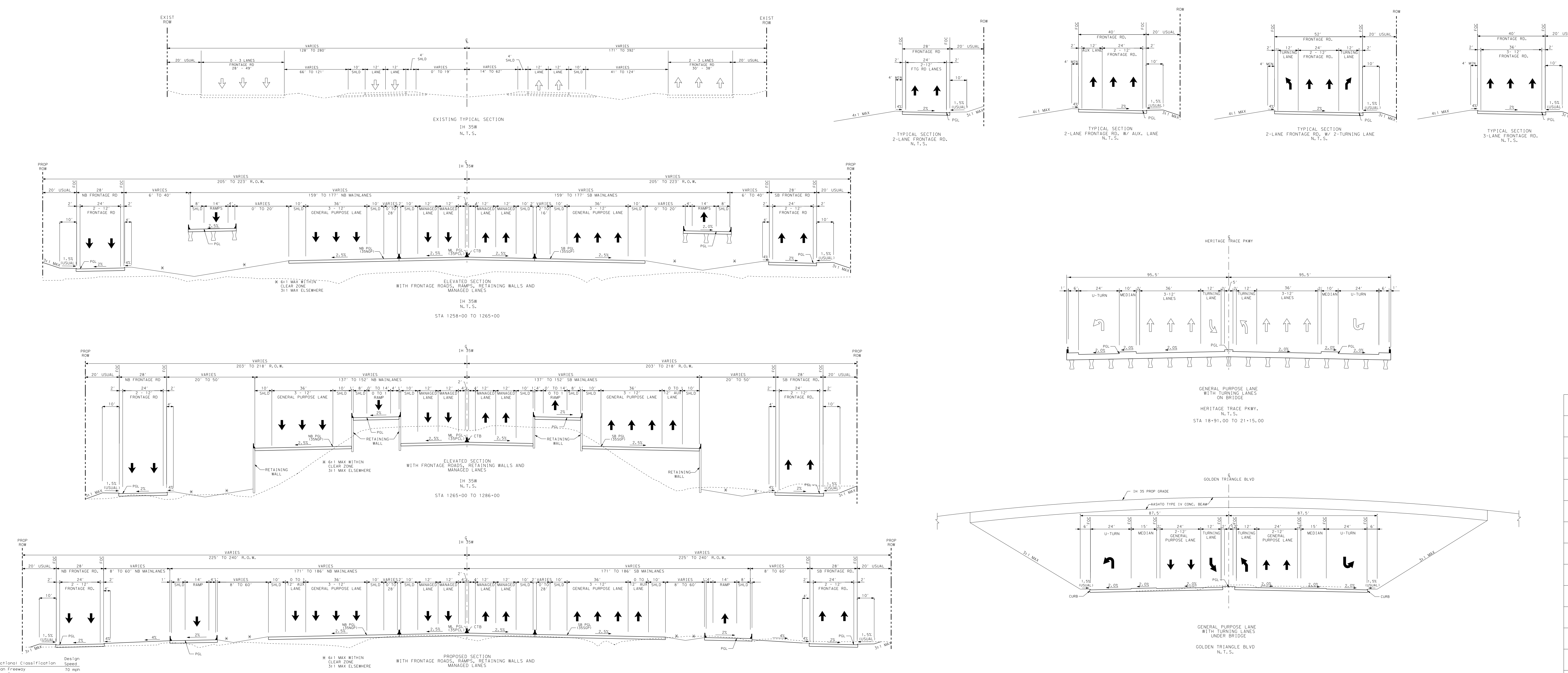

EXIST ROW
VARIES 128' TO 280'
VARIES 171' TO 392'
20' USUAL
0 - 3 LANES FRONTAGE RD 28' - 49'
2 - 3 LANES FRONTAGE RD 30' - 38'
PROP ROW
IH 35W
VARIES 205' TO 223' R.O.W.
NB FRONTAGE RD
SB FRONTAGE RD
159' TO 177' NB MAINLANES
159' TO 177' SB MAINLANES
GENERAL PURPOSE LANE
MANAGED LANE
RAMPS
SHLD
CTB
PGL
RETAINING WALL
VARIES 203' TO 218' R.O.W.
137' TO 152' NB MAINLANES
137' TO 152' SB MAINLANES
VARIES 225' TO 240' R.O.W.
171' TO 186' SB MAINLANES
HERITAGE TRACE PKWY
GOLDEN TRIANGLE BLVD
IH 35 PROP GRADE
AASHTO TYPE IV CONC. BEAM
U-TURN
MEDIAN
TURNING LANE
3:1 MAX
4:1 MAX
* 6:1 MAX WITHIN CLEAR ZONE 3:1 MAX ELSEWHERE

EXISTING TYPICAL SECTION
IH 35W
N.T.S.

TYPICAL SECTION
2-LANE FRONTAGE RD.
N.T.S.

TYPICAL SECTION
2-LANE FRONTAGE RD. W/ AUX. LANE
N.T.S.

TYPICAL SECTION
2-LANE FRONTAGE RD. W/ 2-TURNING LANE
N.T.S.

TYPICAL SECTION
3-LANE FRONTAGE RD.
N.T.S.

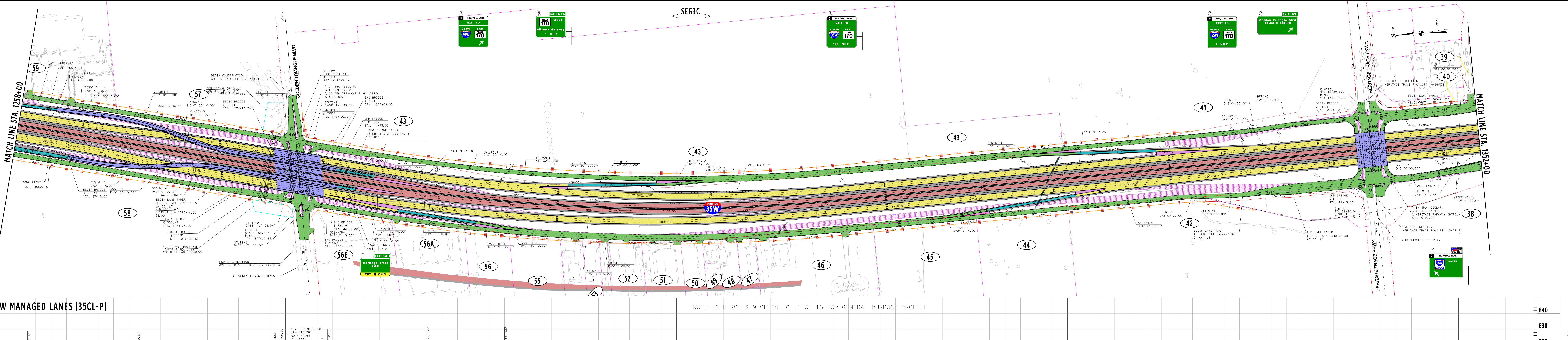
ELEVATED SECTION
WITH FRONTAGE ROADS, RAMPS, RETAINING WALLS AND MANAGED LANES
IH 35W
N.T.S.
STA 1258+00 TO 1265+00

ELEVATED SECTION
WITH FRONTAGE ROADS, RETAINING WALLS AND MANAGED LANES
IH 35W
N.T.S.
STA 1265+00 TO 1286+00

PROPOSED SECTION
WITH FRONTAGE ROADS, RETAINING WALLS AND MANAGED LANES
IH 35W
N.T.S.
STA 1286+00 TO 1358+00

GENERAL PURPOSE LANE
WITH TURNING LANES
ON BRIDGE
HERITAGE TRACE PKWY.
N.T.S.
STA 18+91.00 TO 21+15.00

GENERAL PURPOSE LANE
WITH TURNING LANES
UNDER BRIDGE
GOLDEN TRIANGLE BLVD
N.T.S.


SEG3C
MATCH LINE STA. 1258+00
MATCH LINE STA. 1352+00
GOLDEN TRIANGLE BLVD.
HERITAGE TRACE PKWY.
35W
EXIT TO NORTH 35W EAST TEXAS 170
EXIT 65A TEXAS 170 WEST Alliance Gateway 1 MILE
EXIT TO NORTH 35W EAST TEXAS 170 1/2 MILE
EXIT 63 Golden Triangle Blvd Keller-Hicks Rd
EXIT 64B Heritage Trace Blvd EXIT ONLY
SOUTH TOLL
BEGIN CONSTRUCTION GOLDEN TRIANGLE BLVD STA 15+11.28
END CONSTRUCTION GOLDEN TRIANGLE BLVD STA 24+36.52
BEGIN CONSTRUCTION HERITAGE TRACE PKWY STA 16+86.58
END CONSTRUCTION HERITAGE TRACE PKWY STA 23+08.71
℄ IH 35W (35CL-P) STA 1276+17.28
℄ IH 35W (35CL-P) STA 1345+07.47
ADDITIONAL DRAINAGE EASEMENT NEEDED BY NORTH TARRANT EXPRESS
59
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840
830
820
810
800
790
780
770
760
750
740
730
720
1255+00
1260+00
1265+00
1270+00
1275+00
1280+00
1285+00
1290+00
1295+00
1300+00
1305+00
1310+00
1315+00
1320+00
1325+00
1330+00
1335+00
1340+00
1345+00
1350+00
1355+00
STA = 1276+00.00 EL= 812.28' ex = -4.94' K = 253 L = 1,000.00'
STA = 1262+00.00 EL= 786.38' ex = 3.23' K = 190 L = 700.00'
STA = 1286+50.00 EL= 790.25' ex = -1.67' K = 187 L = 500.00'
STA = 1300+00.00 EL= 798.00' ex = -0.52' K = 384 L = 400.00'
STA = 1330+00.00 EL= 784.00' ex = -0.26' K = 762 L = 400.00'
STA = 1343+00.00 EL= 771.12' ex = -0.64' K = 314 L = 400.00'
50 YR WSE 781.64
50 YR WSE 776.49
EXIST. 4'x3' RBC
℄ GOLDEN TRIANGLE
℄ HERITAGE TRACE PARKWAY
16.5' MIN CLEARANCE
PGL @ 35CL-P
EXIST GROUND @ 35CL-P
PROPOSED
EXISTING

IH 35W MANAGED LANES (35CL-P)

NOTE: SEE ROLLS 9 OF 15 TO 11 OF 15 FOR GENERAL PURPOSE PROFILE

ALIGNMENT DATA										
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
35CL-P	IH 35W PROPOSED CENTERLINE									
35CL-P-6	14° 58' 28.15" LT	0° 30' 00.00"	1,506.03'	2,994.90'	11,459.16'	1296+03.03	7,023,475.94	2,331,689.21	1280+97.00	1310+91.90
35NGP	IH 35W NORTH GENERAL PURPOSE LANE									
35NGP-8	2° 49' 56.99" LT	0° 30' 00.00"	283.31'	566.50'	11,459.16'	1262+77.48	7,026,663.25	2,332,561.92	1259+94.17	1265+60.67
35NGP-9	2° 49' 56.99" RT	0° 30' 00.00"	283.31'	566.50'	11,459.16'	1268+43.98	7,026,108.20	2,332,448.03	1265+60.67	1271+27.17
35NGP-10	14° 58' 28.15" LT	0° 30' 00.00"	1,506.03'	2,994.90'	11,459.16'	1296+80.16	7,023,361.36	2,331,741.30	1281+74.13	1311+69.03
35SGP	IH 35W SOUTH GENERAL PURPOSE LANE									
35SGP-8	2° 49' 56.99" RT	0° 30' 00.00"	283.31'	566.50'	11,459.16'	1262+61.05	7,026,747.03	2,332,478.15	1259+77.74	1265+44.24
35SGP-9	2° 49' 56.99" LT	0° 30' 00.00"	283.31'	566.50'	11,459.16'	1268+27.55	7,026,205.93	2,332,310.02	1265+44.24	1271+10.74
35SGP-10	14° 58' 28.15" LT	0° 30' 00.00"	1,506.03'	2,994.90'	11,459.16'	1295+28.03	7,023,590.51	2,331,637.11	1280+22.00	1310+16.90
ML-35N	MANAGED LANE TO IH 35W NORTH GENERAL PURPOSE LANE									
ML-35N-2	15° 40' 30.69" RT	2° 46' 52.85"	283.56'	563.58'	2,060.00'	28+64.98	7,026,355.62	2,332,601.90	25+81.42	31+45.00
ML-35N-3	13° 28' 30.69" LT	3° 49' 10.99"	177.21'	352.78'	1,500.00'	33+22.21	7,025,948.42	2,332,386.27	31+45.00	34+97.78
ML-35N-4	2° 23' 28.16" RT	0° 30' 00.00"	239.15'	478.23'	11,459.16'	46+21.89	7,024,688.16	2,332,062.02	43+82.74	48+60.97
ML-35N-5	5° 59' 26.14" LT	2° 30' 00.00"	119.92'	239.62'	2,291.83'	49+80.89	7,024,344.45	2,331,958.12	48+60.97	51+00.59
35S-ML	IH 35W SOUTH GENERAL PURPOSE LANE TO MANAGED LANE									
35S-ML-3	14° 08' 06.37" LT	2° 46' 52.85"	255.40'	508.21'	2,060.00'	31+13.59	7,026,475.06	2,332,293.32	28+58.19	33+66.40
35S-ML-4	13° 42' 24.11" RT	3° 49' 10.99"	180.28'	358.84'	1,500.00'	35+46.68	7,026,039.42	2,332,287.83	33+66.40	37+25.24
35S-ML-5	4° 09' 30.58" LT	1° 30' 00.00"	138.68'	277.23'	3,819.72'	47+11.41	7,024,909.76	2,331,997.19	45+72.73	48+49.96
35S-ML-6	1° 38' 14.09" RT	0° 30' 00.00"	163.74'	327.45'	11,459.16'	50+13.70	7,024,612.19	2,331,943.27	48+49.96	51+77.41
GTUT1	GOLDEN TRIANGLE BLVD U-TURN 1									
GTUT1-1	75° 29' 14.72" RT	68° 12' 33.34"	65.03'	110.67'	84.00'	10+65.03	7,025,456.88	2,332,405.39	10+00.00	11+10.67
GTUT1-2	104° 30' 49.90" RT	68° 12' 33.34"	108.51'	153.23'	84.00'	14+46.44	7,025,456.29	2,332,004.60	13+37.92	14+91.15
GTUT2	GOLDEN TRIANGLE BLVD U-TURN 2									
GTUT2-1	104° 30' 47.21" LT	68° 12' 33.34"	108.51'	153.22'	84.00'	11+08.51	7,025,341.82	2,332,363.40	10+00.00	11+53.22
GTUT2-2	75° 29' 14.08" LT	68° 12' 33.34"	65.02'	110.67'	84.00'	14+45.50	7,025,341.23	2,331,962.61	13+80.48	14+91.15
35S-HTP	IH 35W SOUTH GENERAL PURPOSE LANE TO HERITAGE TRACE PKWY									
35S-HTP-1	4° 31' 44.27" RT	2° 00' 00.00"	113.28'	226.45'	2,864.79'	11+13.28	7,025,238.43	2,332,011.54	10+00.00	12+26.45
35S-HTP-2	5° 18' 29.99" LT	1° 30' 00.00"	177.07'	353.89'	3,819.72'	14+03.52	7,024,963.83	2,331,917.21	12+26.45	15+80.34
35S-HTP-3	1° 55' 13.76" RT	1° 30' 00.00"	64.02'	128.03'	3,819.72'	21+50.30	7,024,237.89	2,331,740.93	20+86.28	22+14.31
35S-HTP-4	6° 24' 02.31" LT	2° 30' 00.00"	128.15'	256.03'	2,291.83'	23+42.46	7,024,052.78	2,331,689.35	22+14.31	24+70.33
HTP-35N	HERITAGE TRACE PKWY TO IH 35W NORTH GENERAL PURPOSE LANE									
HTP-35N-1	6° 51' 41.19" LT	1° 30' 00.00"	228.99'	457.43'	3,819.72'	12+28.99	7,023,968.60	2,331,978.15	10+00.00	14+57.43
HTP-35N-2	5° 47' 34.99" LT	2° 30' 00.00"	115.96'	231.72'	2,291.83'	21+89.37	7,023,010.51	2,331,904.41	20+73.41	23+05.13
HTP-35N-3	4° 53' 23.09" RT	3° 30' 00.00"	69.90'	139.71'	1,637.02'	23+75.02	7,022,824.71	2,331,908.93	23+05.13	24+44.84
GT-35S	GOLDEN TRIANGLE BLVD TO IH 35W SOUTH GENERAL PURPOSE LANE									
GT-35S-1	4° 00' 00.00" LT	2° 00' 00.00"	100.04'	200.00'	2,864.79'	11+00.04	7,021,306.42	2,331,529.88	10+00.00	12+00.00
GT-35S-2	4° 00' 00.00" RT	1° 00' 00.00"	200.08'	400.00'	5,729.58'	22+61.14	7,020,148.89	2,331,621.91	20+61.06	24+61.06
35N-GT	IH 35W NORTH GENERAL PURPOSE LANE TO GOLDEN TRIANGLE BLVD									
35N-GT-1	3° 30' 00.00" RT	2° 00' 00.00"	87.53'	175.00'	2,864.79'	10+87.53	7,020,758.40	2,331,895.11	10+00.00	11+75.00
35N-GT-2	3° 30' 00.00" LT	2° 00' 00.00"	87.53'	175.00'	2,864.79'	26+10.85	7,019,237.05	2,331,816.61	25+23.32	26+98.32
HTP-ML	HERITAGE TRACE PKWY TO MANAGED LANE									
HTP-ML-1	3° 02' 07.27" LT	2° 00' 00.00"	75.90'	151.77'	2,864.79'	10+75.90	7,018,032.38	2,331,557.01	10+00.00	11+51.77
HTP-ML-2	7° 34' 59.35" RT	2° 00' 00.00"	189.86'	379.16'	2,864.79'	13+41.62	7,017,769.30	2,331,594.59	11+51.77	15+30.93

RETAINING WALLS		
WALL NAME	BEGINNING STATION & OFFSET	ENDING STATION & OFFSET
NBRW-13	35NGP 1244+60.00 (58.00' LT)	ML-35N 23+01.00 (8.00' LT)
NBRW-14	ML-35N 16+90.00 (18.00' RT)	ML-35N 23+01.00 (35.00' RT)
NBRW-15	35NGP 1261+00.00 (46.00' LT)	35NGP 1274+11.79 (46.00' LT)
NBRW-16	ML-35N 41+43.00 (8.00' LT)	ML-35N 43+85.19 (8.00' LT)
NBRW-17	ML-35N 41+43.00 (18.00' RT)	ML-35N 43+80.00 (18.00' RT)
NBRW-18	35NGP 1277+15.00 (46.00' LT)	35NGP 1284+40.00 (58.00' LT)
NBRW-19	35NGP 1299+00.00 (46.00' LT)	35NGP 1305+60.00 (46.00' LT)
NBRW-20	35NGP 1323+00.00 (46.00' LT)	35NGP 1329+00.00 (46.00' LT)
SBRW-17	35S-ML 11+00.00 (9.44' RT)	35S-ML 27+15.00 (8.00' RT)
SBRW-18	35S-ML 19+55.00 (18.00' LT)	35S-ML 27+15.00 (26.56' LT)
SBRW-19	35SGP 1264+50.00 (58.00' RT)	35SGP 1275+23.96 (58.00' RT)
SBRW-20	35S-ML 44+58.00 (18.00' LT)	35S-ML 45+70.00 (18.00' LT)
SBRW-21	35S-ML 44+58.00 (8.00' RT)	35S-ML 45+74.59 (8.00' RT)
SBRW-22	35S-HTP 11+00.00 (9.22' RT)	35S-HTP 20+75.00 (8.00' RT)

SUPERELEVATION TRANSITION TABLE									
BASELINE	CURVE NAME	DIRECTION	BEGIN CROSS SLOPE	BEGIN TRANSITION	END TRANSITION AND BEGIN FULL SUPER ELEVATION	FULL SUPERELEVATION	END FULL SUPERELEVATION AND BEGIN TRANSITION	END TRANSITION	END CROSS SLOPE
35CL-P	35CL-P-6	LT	-2.50%	1278+20.00	1282+30.00	2.03%	1309+60.00	1313+70.00	-2.50%
35NGP	35NGP-8	LT	2.50%	N/A	N/A	2.03%	N/A	N/A	2.50%
	35NGP-9	RT	-2.50%	1262+90.00	1267+00.00	2.03%	1269+90.00	1274+00.00	-2.50%
	35NGP-10	LT	2.50%	N/A	N/A	2.03%	N/A	N/A	2.50%
35SGP	35SGP-8	RT	2.50%	N/A	N/A	2.03%	N/A	N/A	2.50%
	35SGP-9	LT	-2.50%	1262+70.00	1266+80.00	2.03%	1269+70.00	1273+80.00	-2.50%
	35SGP-10	LT	-2.50%	1277+50.00	1281+60.00	2.03%	1308+80.00	1312+90.00	-2.50%

Seg 3C
Index of Schematic Rolls

ROLL 1: IH35W MANAGED LANE PLAN & PROFILE
ROLL 2: IH35W MANAGED LANE PLAN & PROFILE
ROLL 3: IH35W MANAGED LANE PLAN & PROFILE
ROLL 4: IH35W MANAGED LANE PLAN & PROFILE
ROLL 5: IH35W MANAGED LANE PLAN & PROFILE
ROLL 6: SH170 PLAN & PROFILE
ROLL 7: IH35W SB FTG RD PROFILE
ROLL 8: IH35W NB FTG RD / SH170 WB FTG RD PROFILE
ROLL 9: IH35W NB & SB GENERAL PURPOSE LANES PROFILE
ROLL 10: IH35W NB & SB GENERAL PURPOSE LANES PROFILE
ROLL 11: IH35W NB & SB GENERAL PURPOSE LANES PROFILE
ROLL 12: DIRECT CONNECTOR RAMP PROFILES
ROLL 13: GENERAL PURPOSE LANES RAMP PROFILES / MANAGED LANE RAMP PROFILES
ROLL 14: GENERAL PURPOSE LANES RAMP PROFILES / MANAGED LANE RAMP PROFILES
ROLL 15: MAJOR CROSS STREET & U-TURN PROFILES

PROPERTY OWNERSHIP

(ALL DATA OBTAINED FROM TARRANT COUNTY CENTRAL APPRAISAL DISTRICT, MARCH 27, 2009)

PARCEL	OWNER	TENANT
38	CY HERITAGE INN OF TOPEKA INC	
39	ALLIANCE TOWN CENTER I LP	HOBBY LOBBY
		PETSMART #2065
		BANFIELD PET HOSPITAL
40	ALLIANCE TOWN CENTER I LP	
41	AIL INVESTMENT LP	
42	BAPTIST FOUNDATION OF TEXAS	
43	AIL INVESTMENT LP	
44	BAPTIST FOUNDATION OF TX	
45	BAPTIST FOUNDATION OF TX	
46	NEWTON BUSINESS PARK INC	A B C WRECKER SERVICE INC
		BRAND FX BODY CO
		ALLIANCE EQUIPMENT PAINTING
47	MOONEYHAM, JERRY WAYNE	LGS WHOLESALE
		LANDCO EQUIPMENT
48	HOWARD MCNEAR INVESTMENTS INC	HOWARD-MCANEAR EQPT CO
49	MOORE, LEROY	BRIGHT LIGHTS VIDEO, #2
50	HOLIFIELD, JEFFERY DWIGHT	ALL STAR PATIO & STONE
51	HELZER, JAMES E & MARILYN	HELZER & HELZER COMPANY INC
		JEH LEASING COMPANY INC
		JEH LEASING COMPANY INC
52	BAKER FAMILY PARTNERS LTD	BAKER TANKHEAD CO INC
53	LEE SICILIO LTD SIX	
54	LEE SICILIO LTD FIVE	BANE MACHINERY
55	KEY, HOWARD W TR EST	
56	WSI GOLDEN TRIANGLE LLC	
56A	WSI GOLDEN TRIANGLE LLC	
56B	WSI GOLDEN TRIANGLE LLC	REGENCY VANS OF TEXAS
		AUTO DESIGNS
57	TRIANGLE I-35 REALTY LTD	
58	STATE OF TEXAS	
59	ALLEN SAMUELS REALTY INC	ALLEN SAMUELS ALLIANCE DODGE
		ENTERPRISE RENT-A-CAR #09AL

ULTIMATE SCOPE SCHEMATIC

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER

PRELIMINARY DESIGN SCHEMATIC

7-22-2010
DATE SUBMITTED
12-06-2010
DATE REVISED
DATE APPROVED

NOT INTENDED FOR CONSTRUCTION OR PERMIT PURPOSES

IH 35W
CSJ No. 0014-16-252
CSJ No. 0081-12-041

ALONG IH 35W
FROM .177 MILES SOUTH OF EAGLE PARKWAY
TO .841 MILES SOUTH OF US 287

PREPARED BY AECOM TECHNICAL SERVICES, INC.-3580
UNDER THE SUPERVISION OF
FERNANDO GAYTÁN, P.E., 92244

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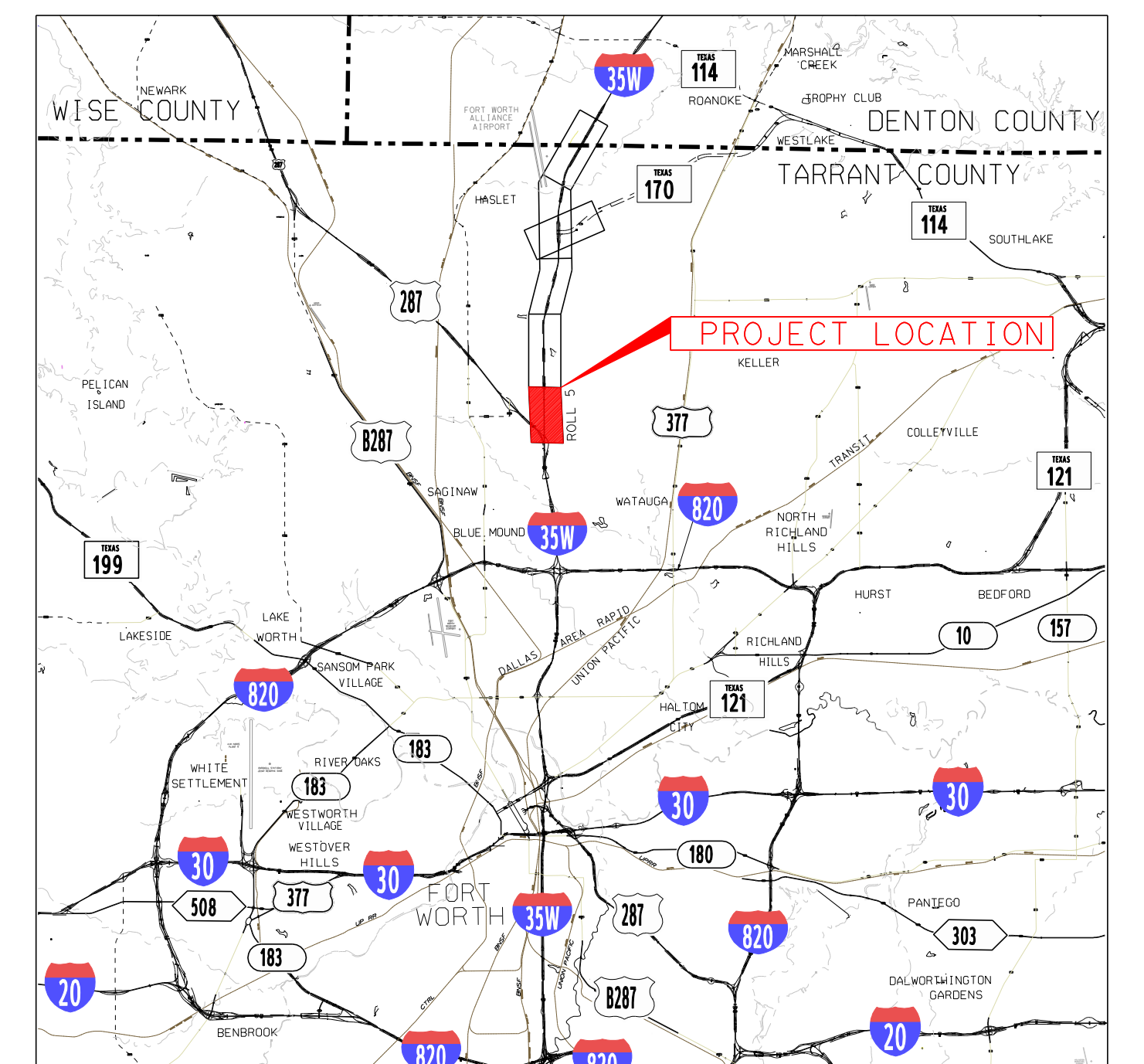
0 100 200 300
HORIZONTAL
0 10 20 30
VERTICAL
GRAPHIC SCALES IN FEET

ROLL 4 OF 15
IH 35W STA 1258+00 TO STA 1352+00
MANAGED LANE PLAN & PROFILE

NTE MOBILITY PARTNERS
PRELIMINARY
AECOM
AECOM Technical Services Inc.- 3580


WISE COUNTY
DENTON COUNTY
TARRANT COUNTY
PROJECT LOCATION
35W
114
170
287
377
820
121
199
B287
30
20
183
180
303
10
157
NEWARK
ROANOKE
TROPHY CLUB
WESTLAKE
SOUTHLAKE
KELLER
COLLEYVILLE
HASLET
PELICAN ISLAND
SAGINAW
WATAUGA
BLUE MOUND
NORTH RICHLAND HILLS
HURST
BEDFORD
LAKESIDE
LAKE WORTH
RIVER OAKS
WHITE SETTLEMENT
WESTWORTH VILLAGE
WESTOVER HILLS
FORT WORTH
RICHLAND HILLS
HALTOM CITY
PANTEGO
DALWORTHINGTON GARDENS
BENBROOK
EDGECLIFF
FOREST HILL

Location / Key Map

Legend:

▬	BASE SCOPE
▬	PROPOSED MAINLANES
▬	PROPOSED MANAGED LANES
▬	PROPOSED FRONTAGE ROADS /SURFACE STREET
▬	PROPOSED DIRECT CONNECTOR/PROPOSED RAMP
▬	PROPOSED SHOULDERS
▬	PROPOSED GORE
▨	POTENTIAL DISPLACEMENTS
┅	PROPOSED CONSTRUCTION BY OTHERS
┴┴┴	PROPOSED RETAINING WALL
‖‖	PROPOSED CONTROL-OF-ACCESS
— - —	EXISTING RIGHT-OF-WAY
— · —	PROPOSED RIGHT-OF-WAY (ACCESS RESTRICTED)
— · —	PROPOSED RIGHT-OF-WAY (EXISTING DRIVEWAY ACCESS TO REMAIN)
◇—◇	PROPOSED NOISE WALL
▨	STRUCTURE LIMITS AND BENTS / COLUMNS
▬	SIDEWALK
✳	LUMINAIRES
▬	PROPOSED CONCRETE BARRIER
○○○	PROPOSED FLEXIBLE BARRIER
▨	EXISTING PAVEMENT REMOVAL
➡	TRAFFIC DIRECTION
● ●	MANAGED LANE TOLL GANTRY
●	RAMP TOLL GANTRY
◆	HOV DECLARATION AREA
170W35S	ALIGNMENT NAME
⬡	BRIDGE IDENTIFIER
▥	CRASH CUSHION
↑↑↑	TRAFFIC SYMBOL

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER

PRELIMINARY DESIGN SCHEMATIC

NOT INTENDED FOR CONSTRUCTION OR PERMIT PURPOSES

IH 35W

CSJ No. 0014-16-252
CSJ No. 0081-12-041

ALONG IH 35W
FROM .177 MILES SOUTH OF EAGLE PARKWAY
TO .841 MILES SOUTH OF US 287

PREPARED BY AECOM TECHNICAL SERVICES, INC.-3580
UNDER THE SUPERVISION OF

FERNANDO GAYTÁN, P.E., 92244

7-22-2010
DATE SUBMITTED
12-06-2010
DATE REVISED

DATE APPROVED

Texas Department of Transportation

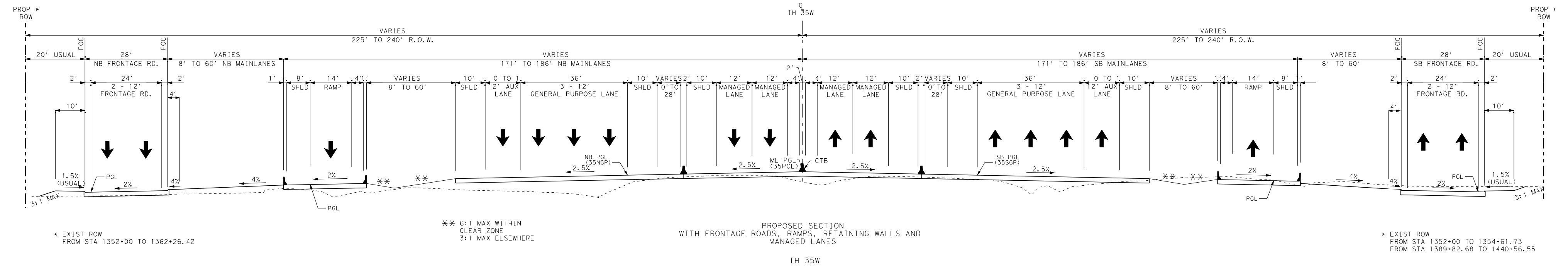
0 100 200 300
HORIZONTAL
0 10 20 30
VERTICAL
GRAPHIC SCALES IN FEET

ROLL 5 OF 15
IH 35W STA 1352+00 TO STA 1402+61
MANAGED LANE PLAN & PROFILE

NTE MOBILITY PARTNERS
PRELIMINARY

AECOM
AECOM Technical Services Inc.- 3580

Roadway Type	Functional Classification	Design Speed
IH35W General Purpose Lanes	Urban Freeway	70 mph
US287 & SH170 Mainlanes	Urban Freeway	70 mph
Managed Lanes	Urban Freeway	70 mph
Direct Connectors	Urban Principal Arterial	50 mph
Ramps/Managed Lane Ramps	Urban Principal Arterial	50 mph
Collector/Distributors	Urban Principal Arterial	50 mph
Frontage Roads	Urban Local Street	40 mph
City Streets	Urban Local Street	35 mph

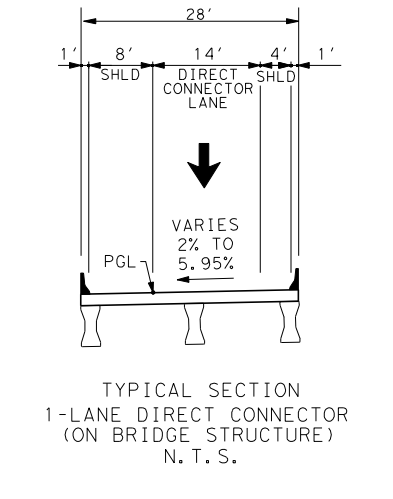

PROP ROW
IH 35W
225' TO 240' R.O.W.
NB FRONTAGE RD.
8' TO 60' NB MAINLANES
171' TO 186' NB MAINLANES
GENERAL PURPOSE LANE
MANAGED LANE
171' TO 186' SB MAINLANES
SB FRONTAGE RD.
RAMP
SHLD
AUX LANE
CTB
NB PGL (35NGP)
ML PGL (35PGL)
SB PGL (35SGP)
PGL
3:1 MAX

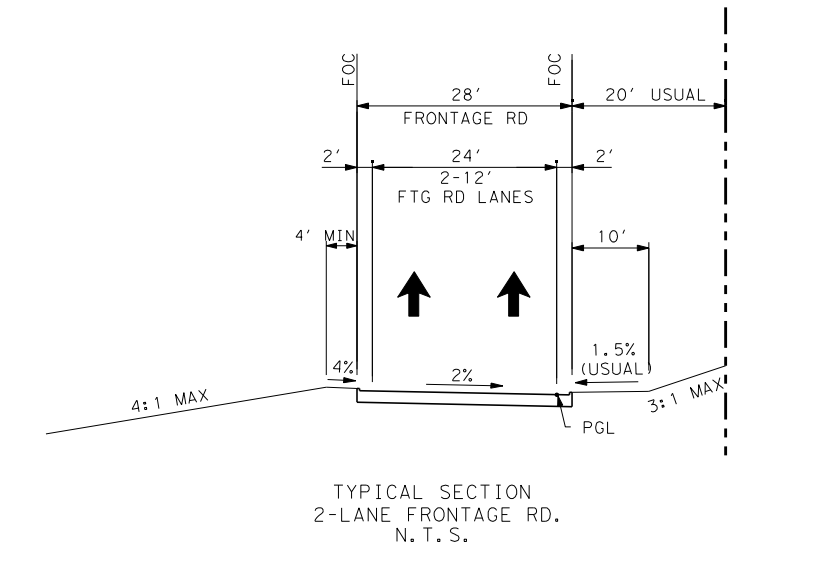
* EXIST ROW FROM STA 1352+00 TO 1362+26.42

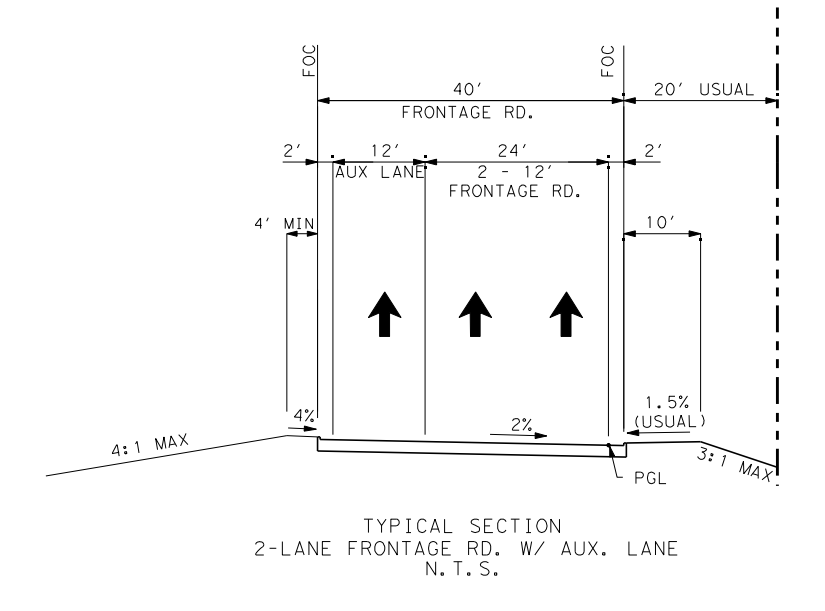
** 6:1 MAX WITHIN CLEAR ZONE
3:1 MAX ELSEWHERE

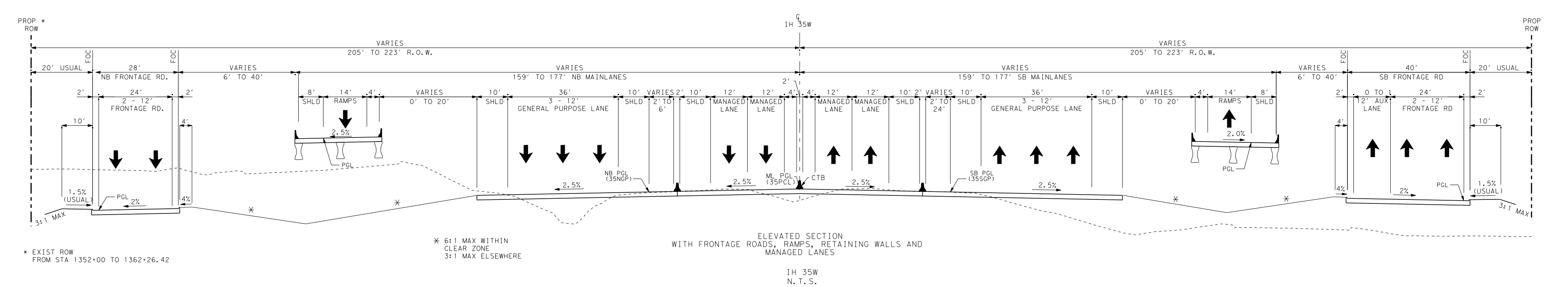
* EXIST ROW FROM STA 1352+00 TO 1354+61.73
FROM STA 1389+82.68 TO 1440+56.55

PROPOSED SECTION
WITH FRONTAGE ROADS, RAMPS, RETAINING WALLS AND MANAGED LANES
IH 35W
N.T.S.
STA 1286+00 TO 1358+00
STA 1380+50 TO 1403+00


TYPICAL SECTION
1-LANE DIRECT CONNECTOR
(ON BRIDGE STRUCTURE)
N.T.S.


TYPICAL SECTION
2-LANE FRONTAGE RD.
N.T.S.

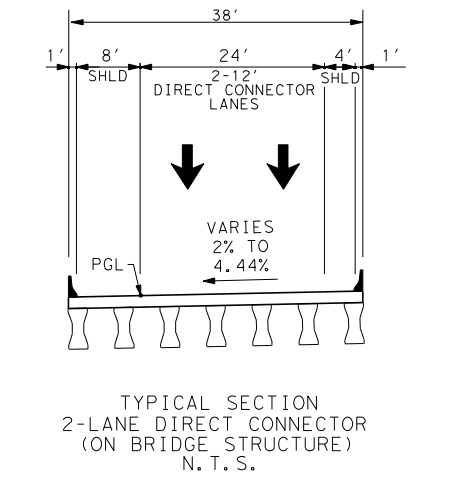

TYPICAL SECTION
2-LANE FRONTAGE RD. W/ AUX. LANE
N.T.S.

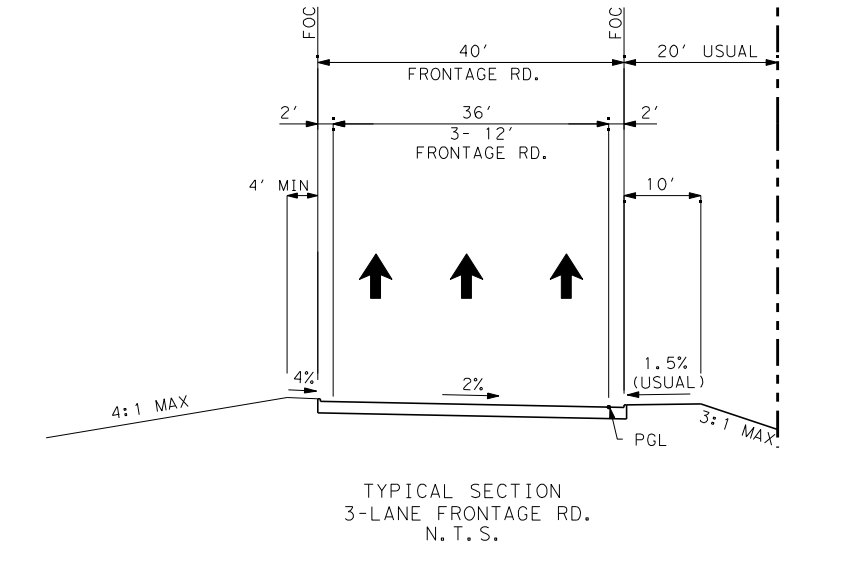

PROP ROW
IH 35W
205' TO 223' R.O.W.
NB FRONTAGE RD.
159' TO 177' NB MAINLANES
RAMPS
GENERAL PURPOSE LANE
MANAGED LANE
159' TO 177' SB MAINLANES
SB FRONTAGE RD
CTB
PGL
3:1 MAX

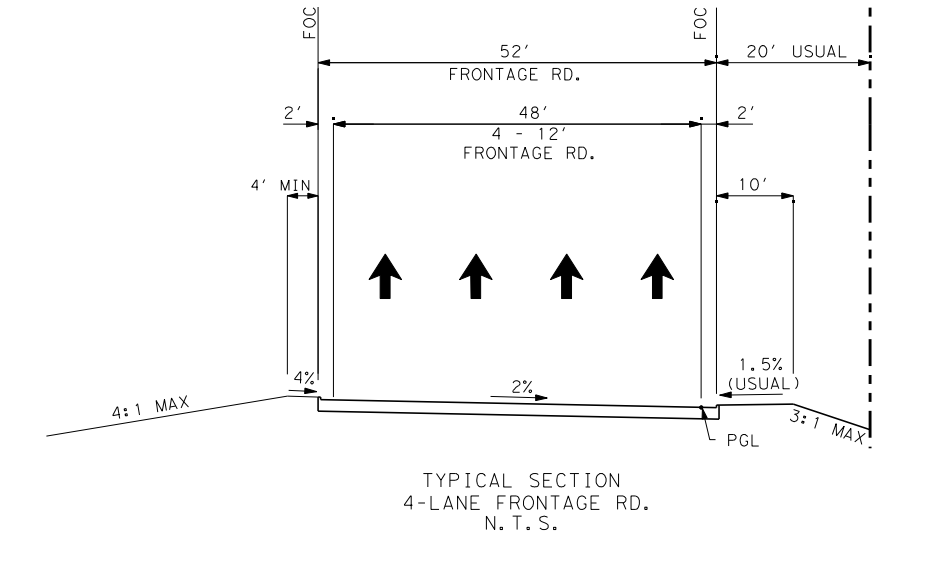
* EXIST ROW FROM STA 1352+00 TO 1362+26.42

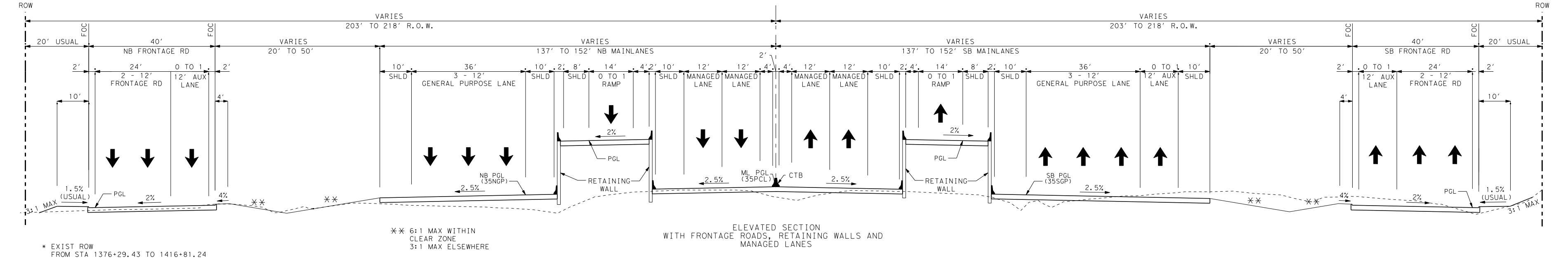
** 6:1 MAX WITHIN CLEAR ZONE
3:1 MAX ELSEWHERE

ELEVATED SECTION
WITH FRONTAGE ROADS, RAMPS, RETAINING WALLS AND MANAGED LANES
IH 35W
N.T.S.
STA 1358+00 TO 1368+00


TYPICAL SECTION
2-LANE DIRECT CONNECTOR
(ON BRIDGE STRUCTURE)
N.T.S.


TYPICAL SECTION
3-LANE FRONTAGE RD.
N.T.S.

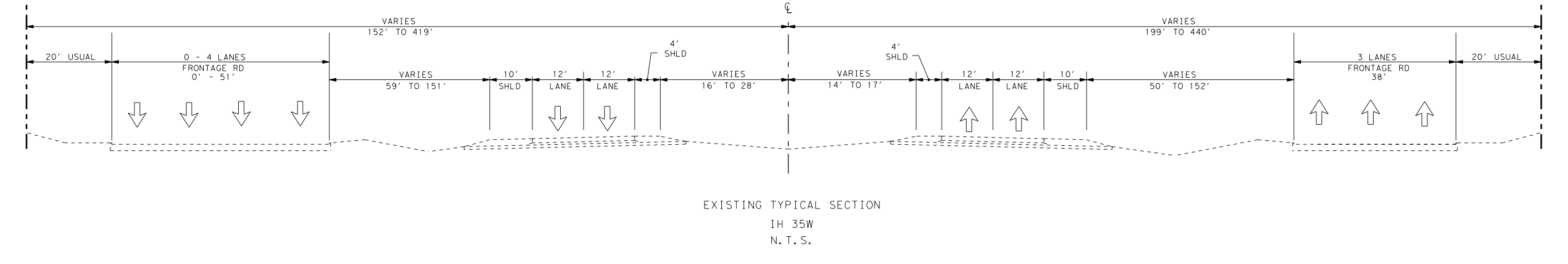

TYPICAL SECTION
4-LANE FRONTAGE RD.
N.T.S.


PROP ROW
IH 35W
203' TO 218' R.O.W.
NB FRONTAGE RD
137' TO 152' NB MAINLANES
GENERAL PURPOSE LANE
RAMP
RETAINING WALL
MANAGED LANE
137' TO 152' SB MAINLANES
SB FRONTAGE RD
CTB
PGL
3:1 MAX

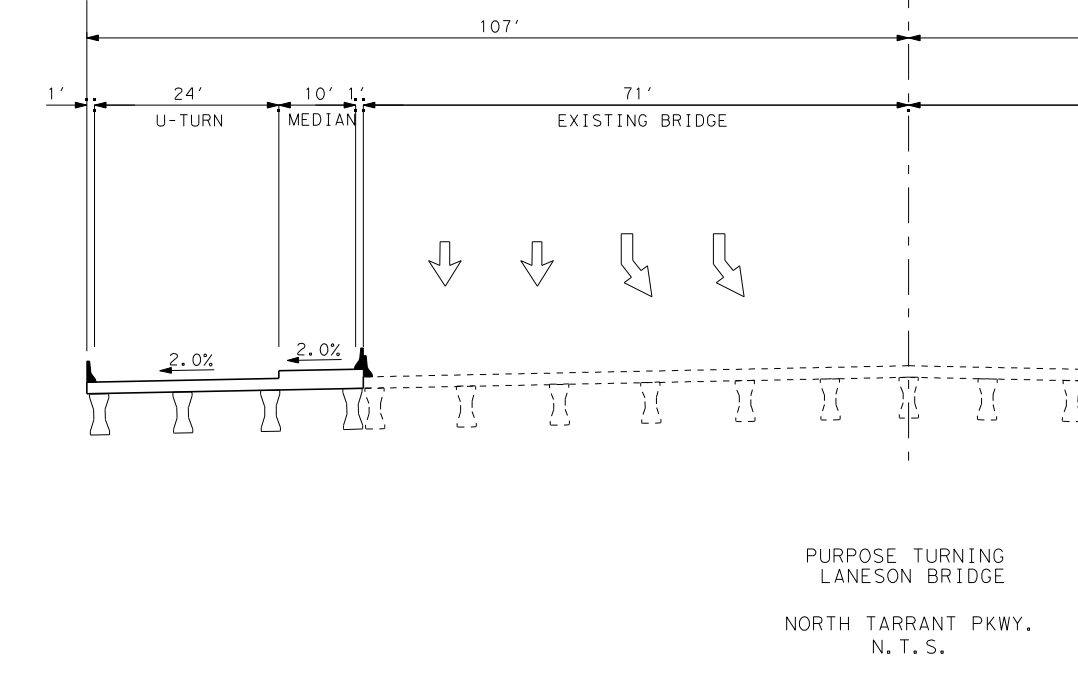
* EXIST ROW FROM STA 1376+29.43 TO 1416+81.24

** 6:1 MAX WITHIN CLEAR ZONE
3:1 MAX ELSEWHERE

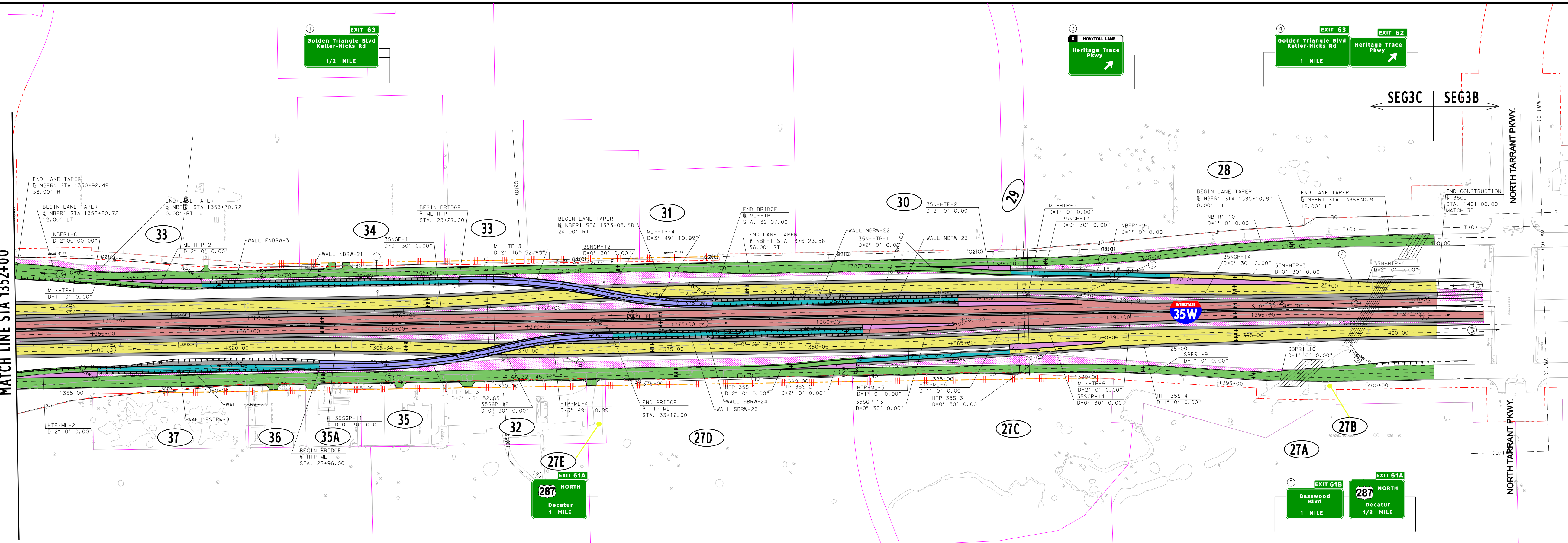
ELEVATED SECTION
WITH FRONTAGE ROADS, RETAINING WALLS AND MANAGED LANES
IH 35W
N.T.S.
STA 1368+00 TO 1380+50

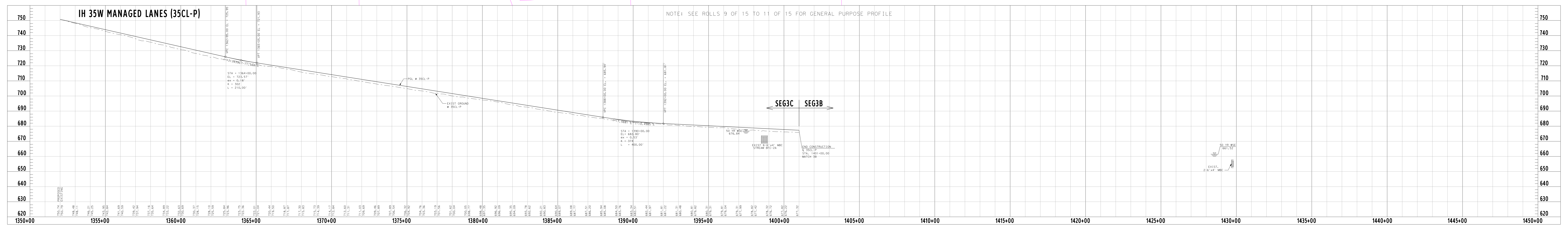

EXIST ROW
VARIES
152' TO 419'
199' TO 440'
0 - 4 LANES FRONTAGE RD
SHLD
LANE
3 LANES FRONTAGE RD
20' USUAL

EXISTING TYPICAL SECTION
IH 35W
N.T.S.


NORTH TARRANT PKWY.
107'
U-TURN
MEDIAN
EXISTING BRIDGE
PROPOSED BY OTHERS

PURPOSE TURNING LANESON BRIDGE
NORTH TARRANT PKWY.
N.T.S.


MATCH LINE STA 1352+00
EXIT 63 Golden Triangle Blvd Keller-Hicks Rd 1/2 MILE
TOLL LANE Heritage Trace Pkwy
EXIT 63 Golden Triangle Blvd Keller-Hicks Rd 1 MILE
EXIT 62 Heritage Trace Pkwy
SEG3C
SEG3B
NORTH TARRANT PKWY.
35W
EXIT 61A 287 NORTH Decatur 1 MILE
EXIT 61B Basswood Blvd 1 MILE
EXIT 61A 287 NORTH Decatur 1/2 MILE
28
29
30
31
33
34
35
35A
36
37
32
27A
27B
27C
27D
27E
END LANE TAPER
BEGIN LANE TAPER
BEGIN BRIDGE
END BRIDGE
END CONSTRUCTION



ALIGNMENT DATA										
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
35NGP	IH 35W NORTH GENERAL PURPOSE LANE									
35NGP-11	2° 49′ 56.99" LT	0° 30′ 00.00"	283.31′	566.50′	11,459.16′	1366+30.02	7,016,394.66	2,331,807.70	1363+46.71	1369+13.21
35NGP-12	2° 49′ 56.99" RT	0° 30′ 00.00"	283.31′	566.50′	11,459.16′	1371+96.52	7,015,829.03	2,331,841.09	1369+13.21	1374+79.71
35NGP-13	2° 49′ 56.99" RT	0° 30′ 00.00"	283.31′	566.50′	11,459.16′	1386+96.40	7,014,329.10	2,331,855.38	1384+13.09	1389+79.59
35NGP-14	2° 49′ 56.99" LT	0° 30′ 00.00"	283.31′	566.50′	11,459.16′	1392+62.90	7,013,762.94	2,331,832.78	1389+79.59	1395+46.09
35NGP-15	3° 42′ 31.97" LT	0° 30′ 00.00"	371.02′	741.78′	11,459.16′	1438+23.21	7,009,202.72	2,331,876.24	1434+52.19	1441+93.97
35NGP-16	3° 42′ 31.97" RT	0° 30′ 00.00"	371.02′	741.78′	11,459.16′	1445+64.99	7,008,462.73	2,331,931.29	1441+93.97	1449+35.74
35SGP	IH 35W SOUTH GENERAL PURPOSE LANE									
35SGP-11	2° 49′ 56.99" RT	0° 30′ 00.00"	283.31′	566.50′	11,459.16′	1363+44.70	7,016,756.98	2,331,702.24	1360+61.40	1366+27.90
35SGP-12	2° 49′ 56.99" LT	0° 30′ 00.00"	283.31′	566.50′	11,459.16′	1369+11.20	7,016,190.82	2,331,679.63	1366+27.90	1371+94.40
35SGP-13	2° 08′ 27.86" LT	0° 30′ 00.00"	214.13′	428.21′	11,459.16′	1383+75.25	7,014,726.72	2,331,693.59	1381+61.12	1385+89.34
35SGP-14	2° 08′ 27.86" RT	0° 30′ 00.00"	214.13′	428.21′	11,459.16′	1388+03.47	7,014,298.93	2,331,713.66	1385+89.34	1390+17.55
35SGP-15	1° 51′ 15.11" LT	0° 29′ 52.80"	186.18′	372.33′	11,505.16′	1407+58.59	7,012,343.85	2,331,732.30	1405+72.41	1409+44.73
35SGP-16	1° 51′ 15.11" RT	0° 30′ 07.25"	184.69′	369.35′	11,413.16′	1411+29.43	7,011,973.30	2,331,747.83	1409+44.73	1413+14.08
35SGP-17	3° 42′ 31.97" RT	0° 30′ 00.00"	371.02′	741.78′	11,459.16′	1439+23.10	7,009,179.72	2,331,774.45	1435+52.09	1442+93.86
35SGP-18	3° 42′ 31.97" LT	0° 30′ 00.00"	371.02′	741.78′	11,459.16′	1446+64.88	7,008,438.82	2,331,733.51	1442+93.86	1450+35.64
HTP-ML	HERITAGE TRACE PKWY TO MANAGED LANE									
HTP-ML-2	7° 34′ 59.35" RT	2° 00′ 00.00"	189.86′	379.16′	2,864.79′	13+41.62	7,017,769.30	2,331,594.59	11+51.77	15+30.93
HTP-ML-3	12° 54′ 38.87" LT	2° 46′ 52.85"	233.08′	464.19′	2060.00′	26+99.67	7,016,410.76	2,331,607.53	24+66.59	29+30.78
HTP-ML-4	12° 54′ 38.87" RT	3° 49′ 10.99"	169.72′	338.00′	1,500.00′	31+00.50	7,016,019.01	2,331,701.27	29+30.78	32+68.78
HTP-ML-5	3° 12′ 42.64" LT	1° 00′ 00.00"	160.63′	321.18′	5,729.58′	43+37.72	7,014,780.41	2,331,713.08	41+77.09	44+98.27
HTP-ML-6	3° 12′ 42.64" RT	1° 00′ 00.00"	160.63′	321.18′	5,729.58′	46+58.91	7,014,459.83	2,331,734.13	44+98.27	48+19.46
ML-HTP	MANAGED LANE TO HERITAGE TRACE PKWY									
ML-HTP-1	1° 35′ 31.07" RT	1° 00′ 00.00"	79.60′	159.20′	5,729.58′	10+79.60	7,017,578.63	2,331,915.94	10+00.00	11+59.20
ML-HTP-2	5° 36′ 48.81" LT	2° 00′ 00.00"	140.45′	280.68′	2,864.79′	12+99.65	7,017,359.44	2,331,896.51	11+59.20	14+39.87
ML-HTP-3	12° 54′ 38.87" RT	2° 46′ 52.85"	233.08′	464.19′	2,060.00′	26+08.62	7,016,050.30	2,331,908.98	23+75.53	28+39.73
ML-HTP-4	12° 54′ 38.87" LT	3° 49′ 10.99"	169.72′	338.00′	1,500.00′	30+09.45	7,015,656.84	2,331,822.73	28+39.73	31+77.73
ML-HTP-5	4° 47′ 19.32" RT	1° 00′ 00.00"	239.57′	478.87′	5,729.58′	42+92.27	7,014,372.64	2,331,834.97	40+52.69	45+31.56
ML-HTP-6	4° 47′ 19.32" LT	2° 00′ 00.00"	119.79′	239.44′	2,864.79′	46+51.35	7,014,014.26	2,331,808.38	45+31.56	47+71.00
HTP-35S	HERITAGE TRACE PKWY TO IH 35W SOUTH GENERAL PURPOSE LANE									
HTP-35S-1	5° 05′ 18.42" LT	2° 00′ 00.00"	127.29′	254.42′	2,864.79′	11+27.29	7,015,223.68	2,331,586.85	10+00.00	12+54.42
HTP-35S-2	2° 38′ 55.39" RT	2° 00′ 00.00"	66.23′	132.44′	2,864.79′	13+20.65	7,015,031.09	2,331,605.85	12+54.42	13+86.86
HTP-35S-3	1° 21′ 28.37" LT	0° 30′ 00.00"	135.79′	271.58′	11,459.16′	20+54.99	7,014,297.72	2,331,644.10	19+19.20	21+90.78
HTP-35S-4	3° 47′ 51.40" RT	1° 00′ 00.00"	189.95′	379.76′	5,729.58′	23+80.73	7,013,972.91	2,331,668.77	21+90.78	25+70.54
35N-HTP	IH 35W NORTH GENERAL PURPOSE LANE TO HERITAGE TRACE PKWY									
35N-HTP-1	4° 59′ 16.34" RT	2° 00′ 00.00"	124.78′	249.39′	2,864.79′	11+24.78	7,014,704.69	2,331,941.81	10+00.00	12+49.39
35N-HTP-2	3° 00′ 33.49" LT	2° 00′ 00.00"	75.25′	150.47′	2,864.79′	13+24.64	7,014,505.27	2,331,926.32	12+49.39	13+99.86
35N-HTP-3	2° 48′ 09.06" RT	0° 30′ 00.00"	280.31′	560.50′	11,459.16′	22+30.52	7,013,599.64	2,331,903.67	19+50.21	25+10.72
35N-HTP-4	4° 46′ 51.91" LT	2° 00′ 00.00"	119.60′	239.05′	2,864.79′	26+30.31	7,013,200.83	2,331,874.14	25+10.72	27+49.77
NBFR1	NORTHBOUND FRONTAGE RD 1 BASELINE									
NBFR1-9	5° 10′ 28.90" LT	1° 00′ 00.00"	258.91′	517.47′	5,729.58′	1388+70.25	7,014,083.03	2,331,969.73	1386+11.34	1391+28.81
NBFR1-10	5° 12′ 03.57" RT	1° 00′ 00.00"	260.23′	520.10′	5,729.58′	1393+89.04	7,013,566.48	2,332,021.48	1391+28.81	1396+48.91
SBFR1	SOUTHBOUND FRONTAGE RD 1 BASELINE									
SBFR1-9	5° 08′ 51.31" RT	1° 00′ 00.00"	257.55′	514.76′	5,729.58′	1391+52.34	7,014,020.06	2,331,576.32	1388+94.79	1394+09.55
SBFR1-10	5° 13′ 05.01" LT	1° 00′ 00.00"	261.08′	521.81′	5,729.58′	1396+70.63	7,013,503.09	2,331,534.71	1394+09.55	1399+31.35

RETAINING WALLS		
WALL NAME	BEGINNING STATION & OFFSET	ENDING STATION & OFFSET
NBRW-21	ML-HTP 14+50.00 (8′.00 LT)	ML-HTP 23+27.00 (8.00′ LT)
NBRW-22	ML-HTP 32+07.00 (8.00′ LT)	ML-HTP 40+54.01 (8.00′ LT)
NBRW-23	ML-HTP 32+07.00 (18.00′ RT)	ML-HTP 40+45.00 (18.00′ RT)
SBRW-23	HTP-ML 15+40.00 (8.00′ RT)	HTP-ML 22+96.00 (8.00′ RT)
SBRW-24	HTP-ML 33+16.00 (18.00′ LT)	HTP-ML 41+70.00 (18.00′ LT)
SBRW-25	HTP-ML 33+16.00 (8.00′ RT)	HTP-ML 41+78.41 (8.00′ RT)

SUPERELEVATION TRANSITION TABLE									
BASELINE	CURVE NAME	DIRECTION	BEGIN CROSS SLOPE	BEGIN TRANSITION	END TRANSITION AND BEGIN FULL SUPER ELEVATION	FULL SUPERELEVATION	END FULL SUPERELEVATION AND BEGIN TRANSITION	END TRANSITION	END CROSS SLOPE
35CL-P	35CL-P-7	LT	-2.50%	1477+60.00	1481+70.00	2.03%	1499+10.00	1503+20.00	-2.50%
	35CL-P-8	RT	-2.50%	1557+00.00	1561+10.00	2.03%	1578+10.00	1582+20.00	-2.50%
	35CL-P-9	LT	-2.50%	1607+90.00	1612+00.00	2.03%	1614+30.00	1618+40.00	-2.50%
	35CL-P-10	RT	-2.50%	1613+00.00	1617+10.00	2.03%	1619+30.00	1623+40.00	-2.50%
35NGP	35NGP-11	LT	2.50%	N/A	N/A	2.03%	N/A	N/A	2.50%
	35NGP-12	RT	-2.50%	1366+40.00	1366+40.00	2.03%	1373+40.00	1377+50.00	-2.50%
	35NGP-13	RT	-2.50%	1381+40.00	1381+40.00	2.03%	1388+40.00	1392+50.00	-2.50%
	35NGP-14	LT	2.50%	N/A	N/A	2.03%	N/A	N/A	2.50%
35SGP	35SGP-11	RT	2.50%	N/A	N/A	2.03%	N/A	N/A	2.50%
	35SGP-12	LT	-2.50%	1363+50.00	1367+60.00	2.03%	1370+60.00	1374+70.00	-2.50%
	35SGP-13	LT	-2.50%	1378+90.00	1383+00.00	2.03%	1384+50.00	1388+60.00	-2.50%
	35SGP-14	RT	2.50%	N/A	N/A	2.03%	N/A	N/A	2.50%

Seg 3C
Index of Schematic Rolls

ROLL 1: IH35W MANAGED LANE PLAN & PROFILE
ROLL 2: IH35W MANAGED LANE PLAN & PROFILE
ROLL 3: IH35W MANAGED LANE PLAN & PROFILE
ROLL 4: IH35W MANAGED LANE PLAN & PROFILE
ROLL 5: IH35W MANAGED LANE PLAN & PROFILE
ROLL 6: SH170 PLAN & PROFILE
ROLL 7: IH35W SB FTG RD PROFILE
ROLL 8: IH35W NB FTG RD / SH170 WB FTG RD PROFILE
ROLL 9: IH35W NB & SB GENERAL PURPOSE LANES PROFILE
ROLL 10: IH35W NB & SB GENERAL PURPOSE LANES PROFILE
ROLL 11: IH35W NB & SB GENERAL PURPOSE LANES PROFILE
ROLL 12: DIRECT CONNECTOR RAMP PROFILES
ROLL 13: GENERAL PURPOSE LANES RAMP PROFILES / MANAGED LANE RAMP PROFILES
ROLL 14: GENERAL PURPOSE LANES RAMP PROFILES / MANAGED LANE RAMP PROFILES
ROLL 15: MAJOR CROSS STREET & U-TURN PROFILES

PROPERTY OWNERSHIP

(ALL DATA OBTAINED FROM TARRANT COUNTY CENTRAL APPRAISAL DISTRICT, MARCH 27, 2009)

PARCEL	OWNER	TENANT
20	ROYAL, DENNISON A	
22	ROYAL, DENNISON A ETAL	
24	ELLESMERE CORP	
25	AIL INVESTMENT LP	
25A	AIL INVESTMENT LP	
26	AIL INVESTMENT LP	
27	ELLESMERE CORP	
27A	FORT WORTH, CITY OF	
27B	FORT WORTH, CITY OF	
27C	UNKNOWN	
27D	UNKNOWN	
27E	LNR CPI PRESIDIO LAND LLC	FORT WORTH GRASS & STONE
28	HCA HEALTH SERVICES OF TX	
29	AIL INVESTMENT LP	
30	S M CENTER FORT WORTH LTD	
31	AIL INVESTMENT LP	
32	CLUB VISTA PROPERTIES III LLC	
33	ALLIANCE TOWN CENTER I LP	
34	ALLIANCE TOWN CENTER I LP	
35	HE HERITAGE INN WICHITA ETAL	BEST USED TRUCKS
		SAGE WEST DESIGNS
35A	HE HERITAGE INN WICHITA ETAL	
36	CLUB VISTA PROPERTIES III LLC	
37	CLUB VISTA PROPERTIES III LLC	
38	CY HERITAGE INN OF TOPEKA INC	

ULTIMATE SCOPE SCHEMATIC

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER

PRELIMINARY DESIGN SCHEMATIC

NOT INTENDED FOR CONSTRUCTION OR PERMIT PURPOSES

IH 35W

CSJ No. 0014-16-252
CSJ No. 0081-12-041

ALONG IH 35W
FROM .177 MILES SOUTH OF EAGLE PARKWAY
TO .841 MILES SOUTH OF US 287

PREPARED BY AECOM TECHNICAL SERVICES, INC.-3580
UNDER THE SUPERVISION OF

FERNANDO GAYTÁN, P.E., 92244

7-22-2010
DATE SUBMITTED
12-06-2010
DATE REVISED

DATE APPROVED

Texas Department of Transportation
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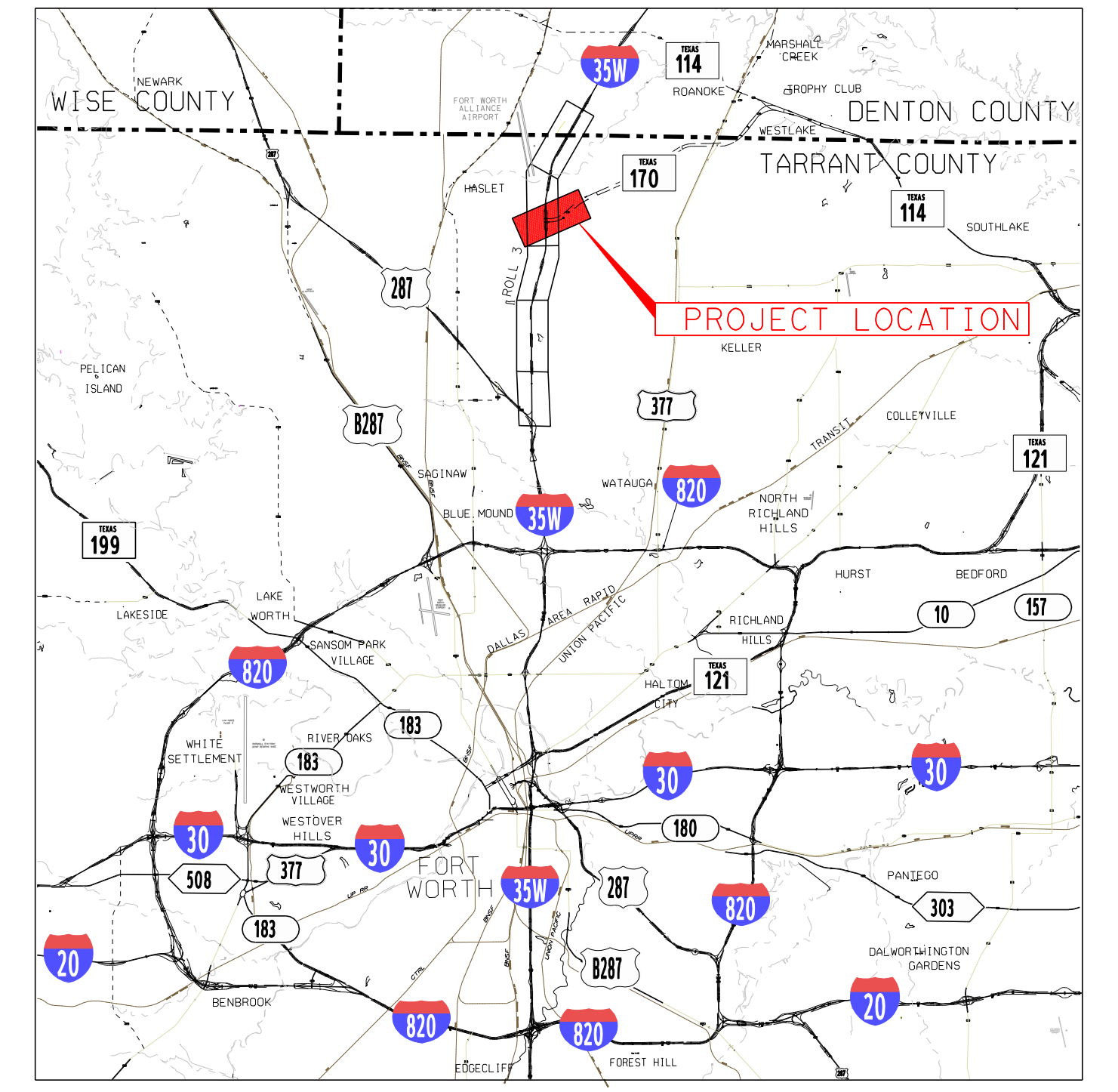
0 100 200 300
HORIZONTAL
0 10 20 30
VERTICAL
GRAPHIC SCALES IN FEET

ROLL 5 OF 15
IH 35W STA 1352+00 TO STA 1402+61
MANAGED LANE PLAN & PROFILE

NTE MOBILITY PARTNERS
PRELIMINARY

AECOM
AECOM Technical Services Inc.- 3580


WISE COUNTY
DENTON COUNTY
TARRANT COUNTY
PROJECT LOCATION
35W
114
170
287
377
121
820
199
B287
30
20
183
10
157
FORT WORTH
KELLER
SOUTHLAKE
HASLET
ROANOKE
COLLEYVILLE
WATAUGA
NORTH RICHLAND HILLS
HURST
BEDFORD
SAGINAW
BLUE MOUND
PELICAN ISLAND
LAKESIDE
LAKE WORTH
WHITE SETTLEMENT
RIVER OAKS
WESTWORTH VILLAGE
WESTOVER HILLS
BENBROOK
EDGECLIFF
FOREST HILL
PANTEGO
DALWORTHINGTON GARDENS

Location / Key Map

Legend:

- ▨ BASE SCOPE
- 🟨 PROPOSED MAINLANES
- 🟥 PROPOSED MANAGED LANES
- 🟩 PROPOSED FRONTAGE ROADS /SURFACE STREET
- 🟦 PROPOSED DIRECT CONNECTOR/PROPOSED RAMP
- ▨ PROPOSED SHOULDERS
- ▨ PROPOSED GORE
- ▨ POTENTIAL DISPLACEMENTS
- ▨ PROPOSED CONSTRUCTION BY OTHERS
- PROPOSED RETAINING WALL
- PROPOSED CONTROL-OF-ACCESS
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (ACCESS RESTRICTED)
- PROPOSED RIGHT-OF-WAY (EXISTING DRIVEWAY ACCESS TO REMAIN)
- PROPOSED NOISE WALL
- ▨ STRUCTURE LIMITS AND BENTS / COLUMNS
- ■ SIDEWALK
- ✺ LUMINAIRES
- PROPOSED CONCRETE BARRIER
- PROPOSED FLEXIBLE BARRIER
- ▨ EXISTING PAVEMENT REMOVAL
- ➡ TRAFFIC DIRECTION
- MANAGED LANE TOLL GANTRY
- RAMP TOLL GANTRY
- ◆ HOV DECLARATION AREA
- 170W35S ALIGNMENT NAME
- BRIDGE IDENTIFIER
- CRASH CUSHION
- TRAFFIC SYMBOL

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER

PRELIMINARY DESIGN SCHEMATIC

IH 35W

CSJ No. 0014-16-252
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FROM .177 MILES SOUTH OF EAGLE PARKWAY
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7-22-2010
DATE SUBMITTED
12-06-2010
DATE REVISED

DATE APPROVED

NOT INTENDED FOR CONSTRUCTION OR PERMIT PURPOSES

Texas Department of Transportation

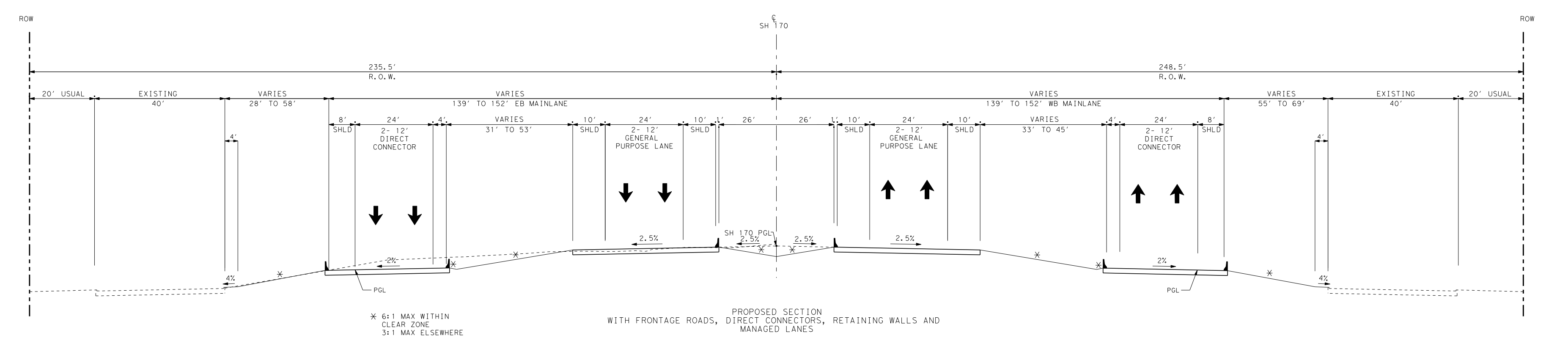
GRAPHIC SCALES IN FEET
HORIZONTAL 0 100 200 300
VERTICAL 0 10 20 30

ROLL 6 OF 15
SH 170 STA 115+00 TO STA 161+16
GENERAL PURPOSE LANE PLAN & PROFILE

NTE MOBILITY PARTNERS
PRELIMINARY
AECOM
AECOM Technical Services Inc.- 3580

Roadway Type	Functional Classification	Design Speed
IH35W General Purpose Lanes	Urban Freeway	70 mph
US287 & SH170 Mainlanes	Urban Freeway	70 mph
Managed Lanes	Urban Freeway	70 mph
Direct Connectors	Urban Principal Arterial	50 mph
Ramps/Managed Lane Ramps	Urban Principal Arterial	50 mph
Collector/Distributors	Urban Principal Arterial	50 mph
Frontage Roads	Urban Local Street	40 mph
City Streets	Urban Local Street	35 mph

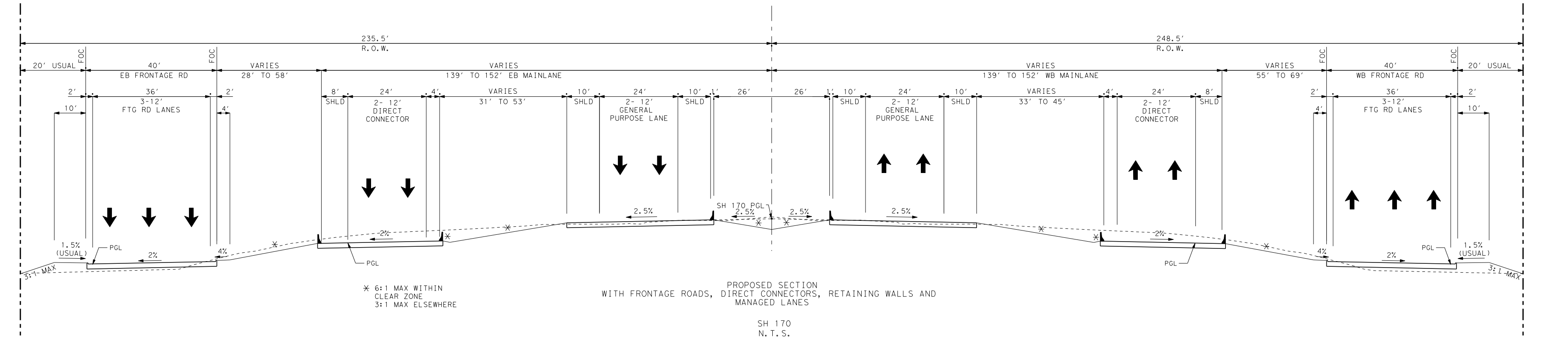
ROLL 6


ROW
SH 170
235.5'
R.O.W.
248.5'
R.O.W.
20' USUAL
EXISTING 40'
VARIES 28' TO 58'
VARIES 139' TO 152' EB MAINLANE
VARIES 139' TO 152' WB MAINLANE
VARIES 55' TO 69'
8' SHLD
24' 2- 12' DIRECT CONNECTOR
VARIES 31' TO 53'
10' SHLD
24' 2- 12' GENERAL PURPOSE LANE
26'
VARIES 33' TO 45'
SH 170 PGL
2.5%
2%
4%
PGL
* 6:1 MAX WITHIN CLEAR ZONE 3:1 MAX ELSEWHERE

PROPOSED SECTION
WITH FRONTAGE ROADS, DIRECT CONNECTORS, RETAINING WALLS AND MANAGED LANES

SH 170
N.T.S.

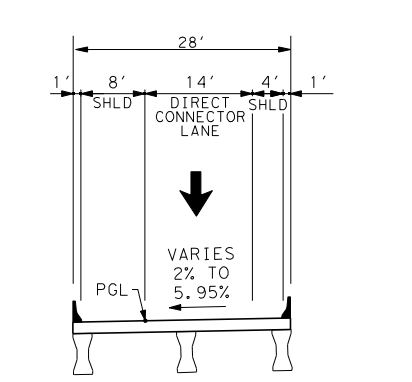
STA 115+00 TO 135+00


ROW
SH 170
235.5'
R.O.W.
248.5'
R.O.W.
20' USUAL
40' EB FRONTAGE RD
40' WB FRONTAGE RD
36' 3-12' FTG RD LANES
VARIES 28' TO 58'
VARIES 139' TO 152' EB MAINLANE
VARIES 139' TO 152' WB MAINLANE
VARIES 55' TO 69'
24' 2- 12' DIRECT CONNECTOR
24' 2- 12' GENERAL PURPOSE LANE
VARIES 31' TO 53'
VARIES 33' TO 45'
SH 170 PGL
1.5% (USUAL)
2.5%
2%
3%
4%
PGL
3:1 MAX

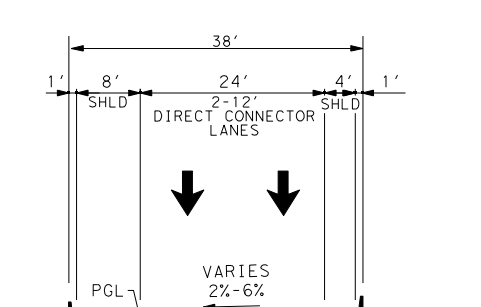
PROPOSED SECTION
WITH FRONTAGE ROADS, DIRECT CONNECTORS, RETAINING WALLS AND MANAGED LANES

SH 170
N.T.S.

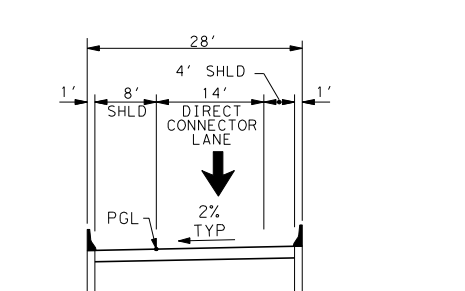
STA 135+00 TO 161+16


28'
14' DIRECT CONNECTOR LANE
SHLD
VARIES 2% TO 5.95%
PGL

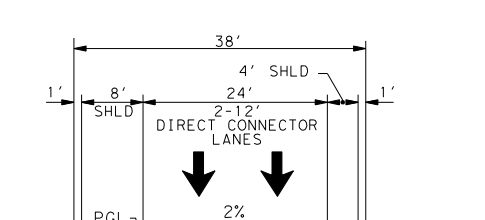
TYPICAL SECTION
1-LANE DIRECT CONNECTOR
(ON BRIDGE STRUCTURE)
N.T.S.


38'
24' 2-12' DIRECT CONNECTOR LANES
SHLD
VARIES 2%-6%
PGL

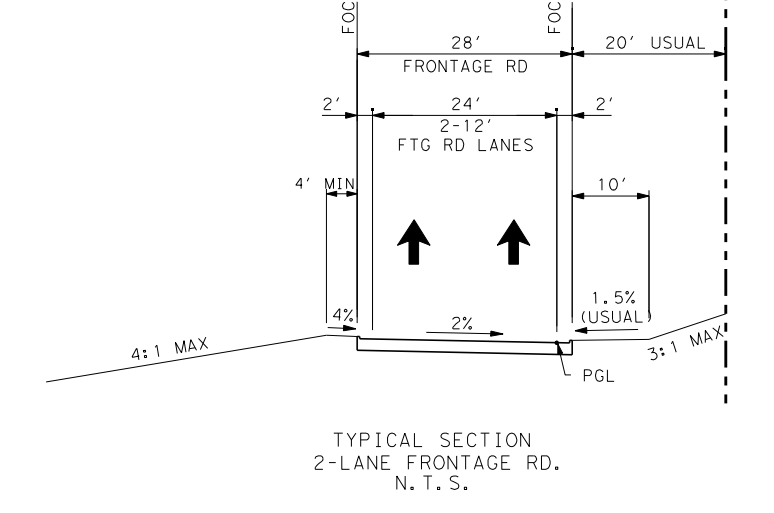
TYPICAL SECTION
2-LANE DIRECT CONNECTOR
(ON BRIDGE STRUCTURE)
N.T.S.


28'
4' SHLD
DIRECT CONNECTOR LANE
2% TYP
PGL
RETAINING WALL

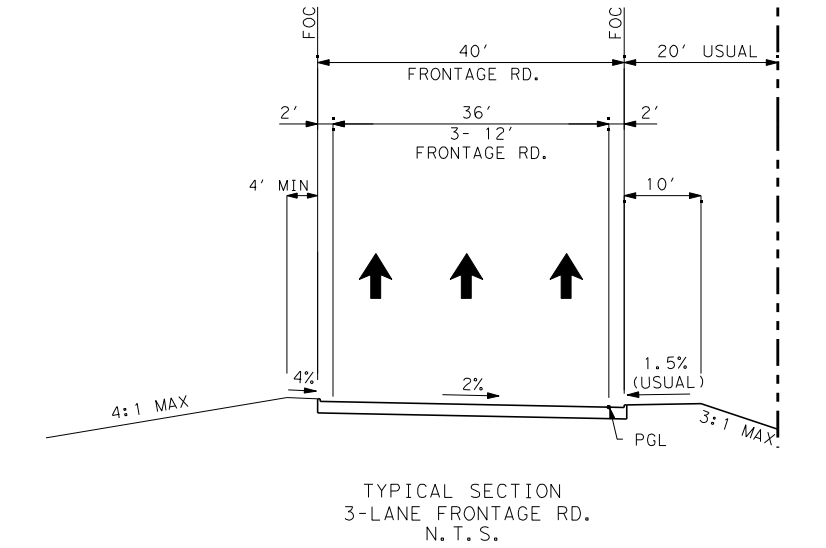
TYPICAL SECTION
1-LANE DIRECT CONNECTOR
(ON RETAINING WALLS)
N.T.S.


38'
4' SHLD
24' 2-12' DIRECT CONNECTOR LANES
2% TYP
PGL
RETAINING WALL

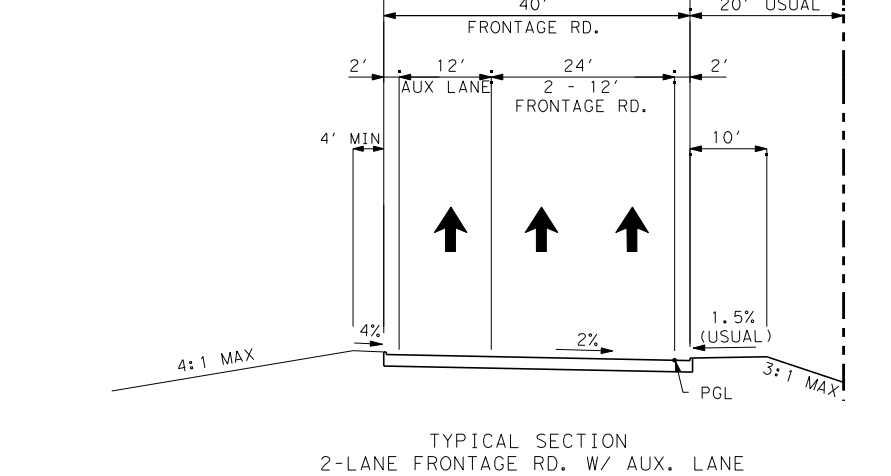
TYPICAL SECTION
2-LANE DIRECT CONNECTOR
(ON RETAINING WALLS)
N.T.S.


ROW
28' FRONTAGE RD
24' 2-12' FTG RD LANES
20' USUAL
4' MIN
10'
1.5% (USUAL)
2%
4:1 MAX
3:1 MAX
PGL

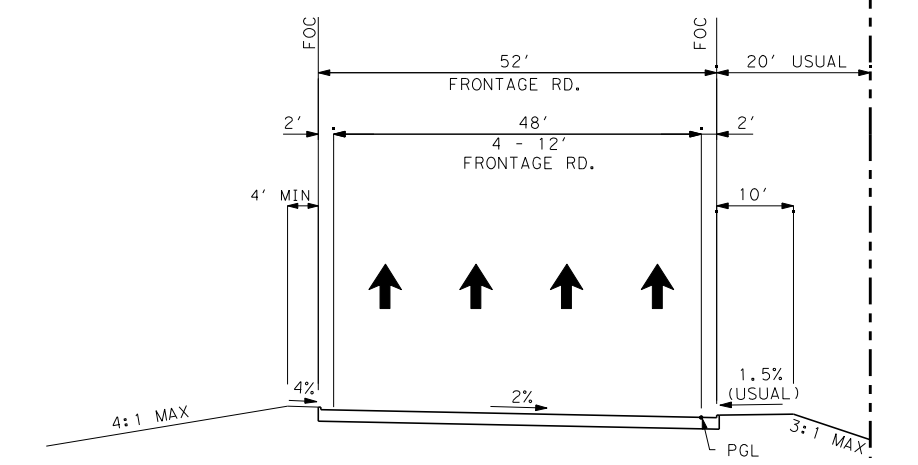
TYPICAL SECTION
2-LANE FRONTAGE RD.
N.T.S.


ROW
40' FRONTAGE RD.
36' 3- 12' FRONTAGE RD.
20' USUAL
4' MIN
10'
1.5% (USUAL)
2%
4:1 MAX
3:1 MAX
PGL

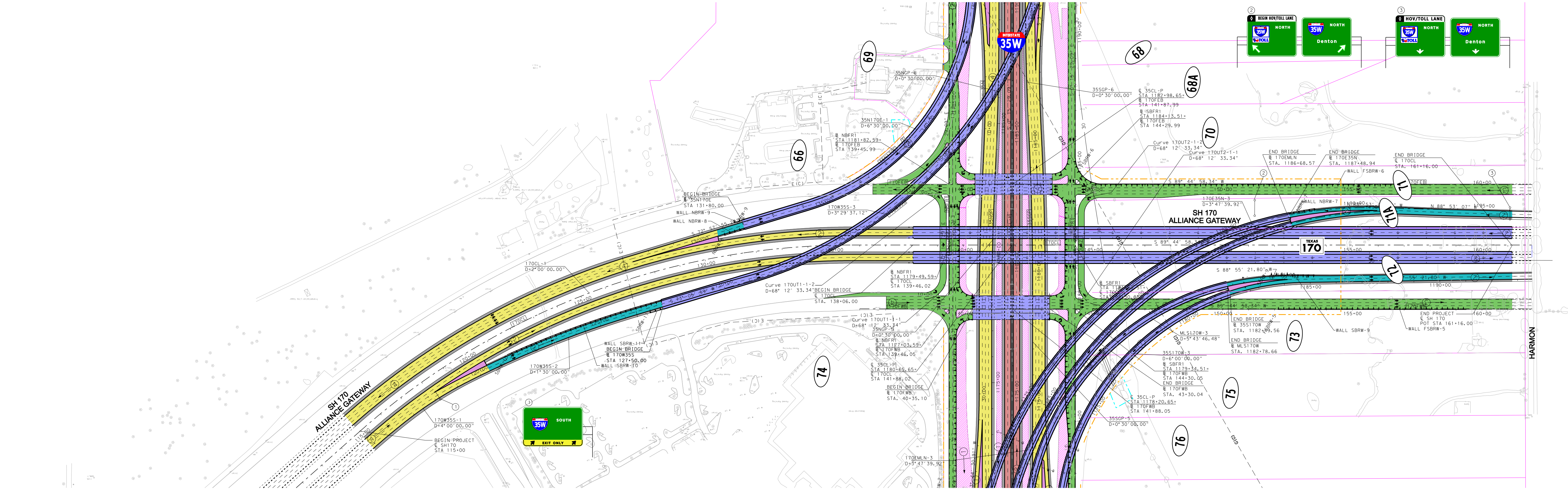
TYPICAL SECTION
3-LANE FRONTAGE RD.
N.T.S.

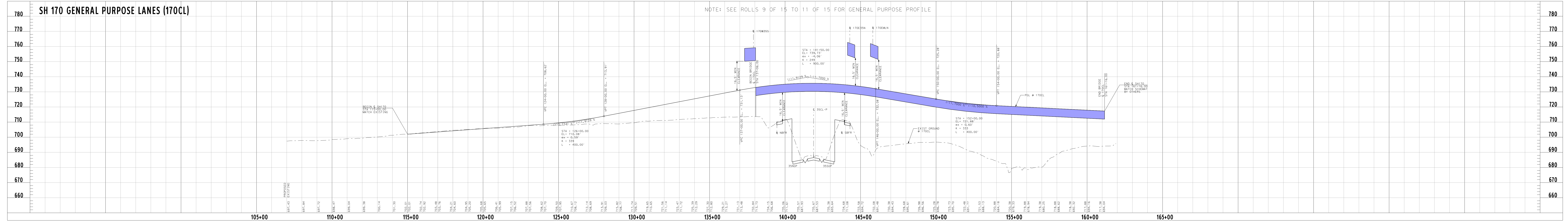

ROW
40' FRONTAGE RD.
12' AUX LANE
24' 2 - 12' FRONTAGE RD.
20' USUAL
4' MIN
10'
1.5% (USUAL)
2%
4:1 MAX
3:1 MAX
PGL

TYPICAL SECTION
2-LANE FRONTAGE RD. W/ AUX. LANE
N.T.S.


ROW
52' FRONTAGE RD.
48' 4 - 12' FRONTAGE RD.
20' USUAL
4' MIN
10'
1.5% (USUAL)
2%
4:1 MAX
3:1 MAX
PGL

TYPICAL SECTION
4-LANE FRONTAGE RD.
N.T.S.


35W
SH 170 ALLIANCE GATEWAY
TEXAS 170
BEGIN HOV/TOLL LANE
35W NORTH TOLL
35W NORTH Denton
HOV/TOLL LANE
35W SOUTH EXIT ONLY
66
68
68A
69
70
71
71A
72
73
74
75
76
BEGIN PROJECT SH170 STA 115+00
END PROJECT SH 170 POT STA 161+16.00
HARMON
N



ALIGNMENT DATA										
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
35NGP	IH 35W NORTH GENERAL PURPOSE LANE									
35NGP-5	2° 49′ 56.99" RT	0° 30′ 00.00"	283.31′	566.50′	11,459.16′	1180+24.62	7,034,783.14	2,333,684.89	1177+41.32	1183+07.81
35NGP-6	2° 49′ 56.99" LT	0° 30′ 00.00"	283.31′	566.50′	11,459.16′	1185+91.12	7,034,217.09	2,333,659.44	1183+07.81	1188+74.31
35SGP	IH 35W SOUTH GENERAL PURPOSE LANE									
35SGP-5	2° 49′ 56.99" LT	0° 30′ 00.00"	283.31′	566.50′	11,459.16′	1182+37.06	7,034,639.97	2,333,527.53	1179+53.75	1185+20.25
35SGP-6	2° 49′ 56.99" RT	0° 30′ 00.00"	283.31′	566.50′	11,459.16′	1188+03.55	7,034,074.18	2,333,558.08	1185+20.25	1190+86.75
35N170E	DIRECT CONNECTOR 35N170E									
35N170E-1	71° 55′ 04.56" LT	6° 30′ 00.00"	639.46′	1,106.43′	881.47′	140+78.21	7,034,429.83	2,333,786.96	134+38.75	145+45.18
170W35S	DIRECT CONNECTOR 170W35S									
170W35S-1	11° 16′ 02.48" RT	4° 00′ 00.00"	141.30′	281.68′	1,432.39′	118+02.57	7,035,377.56	2,335,829.01	116+61.27	119+42.95
170W35S-2	10° 15′ 07.01" RT	1° 30′ 00.00"	342.65′	683.46′	3,819.72′	122+85.60	7,035,156.71	2,335,398.40	119+42.95	126+26.42
170W35S-3	75° 56′ 10.29" LT	3° 29′ 37.12"	1,279.84′	2,173.55′	1,640.00′	143+96.18	7,034,542.62	2,333,377.21	131+16.35	152+89.90
170CL	SH 170 CENTERLINE									
170CL-1	41° 31′ 53.16" RT	2° 00′ 00.00"	1,086.27′	2,076.57′	2,864.79′	125+79.42	7,034,784.05	2,335,310.47	114+93.15	135+69.72
170E35N	DIRECT CONNECTOR 170E35N									
170E35N-3	90° 41′ 12.71" RT	3° 47′ 39.92"	1,528.21′	2,390.00′	1,510.00′	1182+19.13	7,034,597.14	2,333,734.79	1166+90.91	1190+80.92
170EMLN	DIRECT CONNECTOR 170EMLN									
170EMLN-3	91° 22′ 21.67" RT	3° 47′ 39.92"	1,546.62′	2,408.08′	1,510.00′	1182+22.17	7,034,610.49	2,333,665.67	1166+75.56	1190+83.63
MLS170W	DIRECT CONNECTOR MLS170W									
MLS170W-3	89° 10′ 50.89" RT	5° 43′ 46.48"	985.80′	1,556.50′	1,000.00′	1179+24.01	7,034,923.64	2,333,546.26	1169+38.21	1184+94.71
35S170W	DIRECT CONNECTOR 35S170W									
35S170W-3	87° 34′ 04.78" RT	6° 00′ 00.00"	915.23′	1,459.47′	954.93′	1179+32.28	7,034,932.78	2,333,394.04	1170+17.05	1184+76.52
170UT1-1	170 U-TURN 1									
170UT1-1-1	90° 00′ 27.43" LT	68° 12′ 33.34"	84.01′	131.96′	84.00′	10+84.01	7,034,985.70	2,333,858.98	10+00.00	11+31.96
170UT1-1-2	89° 59′ 32.57" LT	68° 12′ 33.34"	83.99′	131.94′	84.00′	14+74.95	7,034,558.71	2,333,860.90	13+90.96	15+22.89
170UT2-1	170 U-TURN 2									
170UT2-1-1	89° 59′ 32.57" RT	68° 12′ 33.34	83.99′	131.94′	84.00′	10+83.99	7,035,007.48	2,333,350.38	10+00.00	11+31.94
170UT1-1-2	90° 00′ 27.43" RT	68° 12′ 33.34"	84.01′	131.96′	84.00′	14+86.95	7,034,568.49	2,333,352.35	14+02.94	15+34.89

RETAINING WALLS		
WALL NAME	BEGINNING STATION & OFFSET	ENDING STATION & OFFSET
NBRW-7	170E35N 1188+95.00 (30.00′ RT)	170E35N 1189+95.00 (30.00′ RT)
NBRW-8	35N170E 131+00.00 (18.00′ RT)	35N170E 131+80.00 (28.00′ RT)
NBRW-9	35N170E 131+50.00 (8.00′ LT)	35N170E 131+80.00 (8.00′ LT)
SBRW-9	35S170W 1183+55.00 (38.03′ LT)	35S170W 1185+14.00 (28.00′ LT)
SBRW-10	170W35S 121+25.00 (18.00′ LT)	170W35S 127+50.00 (28.00′ LT)
SBRW-11	170W35S 127+00.00 (8.00′ RT)	170W35S 127+50.00 (8.00′ RT)

RETAINING WALLS		
WALL NAME	BEGINNING STATION & OFFSET	ENDING STATION & OFFSET
FSBRW-1	SBFR1 1075+90.00 (37.00′ LT)	ALBCL 16+88.06 (56.00′ RT)
FSBRW-2	ALBCL 16+88.27 (56.00′ LT)	SBFR1 1081+03.75 (26.00′ LT)
FSBRW-3	SBFR1 1149+66.00 (38.00′ LT)	SBFR1 1157+00.00 (38.00′ LT)
FSBRW-4	SBFR1 1165+60.00 (26.00′ LT)	SBFR1 1185+15.00 ((26.00′ LT)
FSBRW-6	170FEB 157+10.00 (2.00′ LT)	SBFR1 1184+90.50 (2.00′ RT)
FSBRW-7	SBFR1 1219+59.00 (26.00′ LT)	SBFR1 1228+00.00 (26.00′ LT)

PROPERTY OWNERSHIP

(ALL DATA OBTAINED FROM TARRANT COUNTY CENTRAL APPRAISAL DISTRICT, MARCH 27, 2009)

PARCEL	OWNER	TENANT
57	TRIANGLE I-35 REALTY LTD	
58	STATE OF TEXAS	
59	ALLEN SAMUELS REALTY INC	ALLEN SAMUELS ALLIANCE DODGE
		ENTERPRISE RENT-A-CAR #09AL
60	11501 PARTNERS LTD	
61	YAZHARI, PARVIZ	
62	STATE OF TEXAS	
62A	STATE OF TEXAS	
63	AIL INVESTMENT LP	
64	H35 ALLIANCE 40 LTD	
65	SHAFIPOUR, NASSAR	
66	PTCAA TEXAS LP	PILOT TRAVEL CENTERS #434
		MCDONALDS #28530
		CAT SCALE CO OF TEXAS
		IDEALAIRE TECHNOLOGIES CORP
67	KORMAN, RICHARD (CONT)	
68	DEAVERS, JOSEPH R JR	
68A	DEAVERS, JOSEPH R JR	
69	JEFFRIS, BEN & ANN	I H O P
70	DEAVERS, JOSEPH R JR	
71	PACK, JAMES M ETUX MAUDIE	
71A	PACK, JAMES M ETUX MAUDIE	
72	FORT WORTH, CITY OF	
73	FORT WORTH, CITY OF	
74	CABELAS RETAIL TX LP	CABELAS RETAIL TX
75	DAILY, MARVIN JR TR	
76	DAILY, MARVIN JR TR	
77	DAILY, MARVIN JR TR	
78	FAMBROUGH, ALEX COUGER	

SUPERELEVATION TRANSITION TABLE									
BASELINE	CURVE NAME	DIRECTION	BEGIN CROSS SLOPE	BEGIN TRANSITION	END TRANSITION AND BEGIN FULL SUPER ELEVATION	FULL SUPERELEVATION	END FULL SUPERELEVATION AND BEGIN TRANSITION	END TRANSITION	END CROSS SLOPE
170CL	170CL-1	RT	2.50%	113+10.00	115+80.00	5.44%	134+80.00	137+50.00	2.50%

Seg 3C
Index of Schematic Rolls

ROLL 1: IH35W MANAGED LANE PLAN & PROFILE
ROLL 2: IH35W MANAGED LANE PLAN & PROFILE
ROLL 3: IH35W MANAGED LANE PLAN & PROFILE
ROLL 4: IH35W MANAGED LANE PLAN & PROFILE
ROLL 5: IH35W MANAGED LANE PLAN & PROFILE
ROLL 6: SH170 PLAN & PROFILE
ROLL 7: IH35W SB FTG RD PROFILE
ROLL 8: IH35W NB FTG RD / SH170 WB FTG RD PROFILE
ROLL 9: IH35W NB & SB GENERAL PURPOSE LANES PROFILE
ROLL 10: IH35W NB & SB GENERAL PURPOSE LANES PROFILE
ROLL 11: IH35W NB & SB GENERAL PURPOSE LANES PROFILE
ROLL 12: DIRECT CONNECTOR RAMP PROFILES
ROLL 13: GENERAL PURPOSE LANES RAMP PROFILES / MANAGED LANE RAMP PROFILES
ROLL 14: GENERAL PURPOSE LANES RAMP PROFILES / MANAGED LANE RAMP PROFILES
ROLL 15: MAJOR CROSS STREET & U-TURN PROFILES

ULTIMATE SCOPE SCHEMATIC

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER

PRELIMINARY DESIGN SCHEMATIC

IH 35W

CSJ No. 0014-16-252
CSJ No. 0081-12-041

ALONG IH 35W
FROM .177 MILES SOUTH OF EAGLE PARKWAY
TO .841 MILES SOUTH OF US 287

PREPARED BY AECOM TECHNICAL SERVICES, INC.-3580
UNDER THE SUPERVISION OF

FERNANDO GAYTÁN, P.E., 92244

7-22-2010
DATE SUBMITTED
12-06-2010
DATE REVISED

DATE APPROVED

NOT INTENDED FOR CONSTRUCTION OR PERMIT PURPOSES

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GRAPHIC SCALES IN FEET
HORIZONTAL 0 100 200 300
VERTICAL 0 10 20 30

ROLL 6 OF 15
SH 170 STA 115+00 TO STA 161+16
GENERAL PURPOSE LANE PLAN & PROFILE

NTE MOBILITY PARTNERS
PRELIMINARY
AECOM
AECOM Technical Services Inc.- 3580