# Texas Department of Transportation
## DALLAS DISTRICT
## DRAFT INTERIM SCHEMATIC

WILLIAM L. HALE, P.E., DISTRICT ENGINEER

INTERSTATE TEXAS 35E

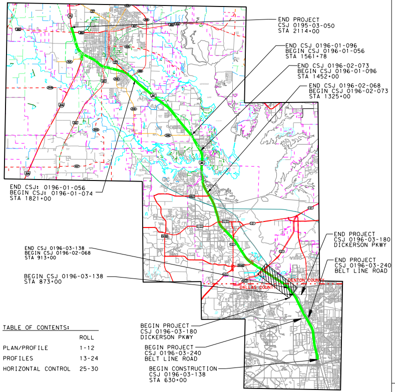
# IH 35E
FROM: IH 635
TO: US 380

## DALLAS & DENTON COUNTY

FUNCTIONAL CLASS: URBAN FREEWAY
PROJECT LENGTH: 28.25 MILES

CSJ's:
0196-03-138
0196-03-240
0196-03-180
0196-03-245
0196-02-068
0196-02-073
0196-01-096
0196-01-056
0196-01-074
0195-03-050
0195-03-071

DESIGN SPEEDS:
MAINLANES 70 MPH
MANAGED LANES 70 MPH
RAMPS 40 MPH
TURNAROUND RAMPS 20 MPH
FRONTAGE ROADS 40 MPH
CROSS STREETS 30 MPH
COLLECTOR DISTRIBUTOR 50 MPH
DIRECT CONNECTORS 50 MPH
INTERSECTIONS 30 MPH



END PROJECT
CSJ 0195-03-050
STA 2114+00
END CSJ 0196-01-096
BEGIN CSJ 0196-01-056
STA 1561+78
END CSJ 0196-02-073
BEGIN CSJ 0196-01-096
STA 1452+00
END CSJ 0196-02-068
BEGIN CSJ 0196-02-073
STA 1325+00
END CSJ: 0196-01-056
BEGIN CSJ: 0196-01-074
STA 1821+00
END PROJECT
CSJ 0196-03-180
DICKERSON PKWY
END PROJECT
CSJ 0196-03-240
BELT LINE ROAD
END CSJ 0196-03-138
BEGIN CSJ 0196-02-068
STA 913+00
BEGIN CSJ 0196-03-138
STA 873+00
DENTON COUNTY
DALLAS COUNTY
BEGIN PROJECT
CSJ 0196-03-180
DICKERSON PKWY
BEGIN PROJECT
CSJ 0196-03-240
BELT LINE ROAD
BEGIN CONSTRUCTION
CSJ 0196-03-138
STA 630+00

TABLE OF CONTENTS:

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|---|---|
| PLAN/PROFILE | 1-12 |
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SCALE:
HORIZONTAL 1"=200'
VERTICAL 1"=20'

1/11/2013

ROLL 3 OF 30

SCHEMATIC PREPARED BY:

FOR INTERIM REVIEW ONLY
NOT FOR PERMITTING, BIDDING
OR CONSTRUCTION.
Prepared by or under the
Direct Supervision of:

| NAME | P.E. NUMBER |
|---|---|
| SHAWN BRENT STOVER | 109251 |

DATE: 1/11/2013

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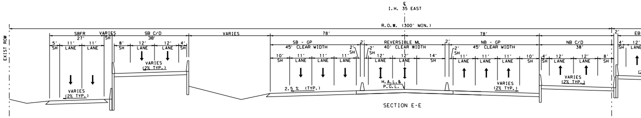
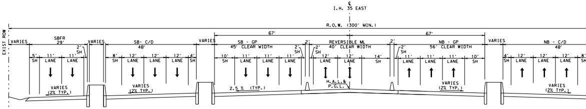


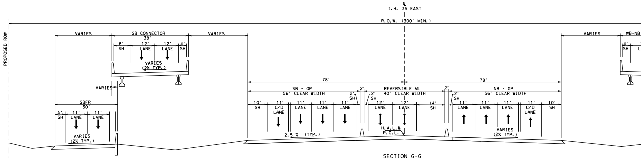
℄ I.H. 35 EAST
R.O.W. (300' MIN.)
EXIST ROW
SBFR 27'
VARIES
SH
SB C/D 38'
VARIES
78'
78'
SB - GP 45' CLEAR WIDTH
REVERSIBLE ML 40' CLEAR WIDTH
NB - GP 45' CLEAR WIDTH
NB C/D 38'
EB
5' SH
11' LANE
11' LANE
8' SH
12' LANE
12' LANE
4' SH
10' SH
11' LANE
11' LANE
11' LANE
2' SH
2'
2' SH
12' LANE
12' LANE
14' SH
2'
2' SH
11' LANE
11' LANE
11' LANE
10' SH
4' SH
12' LANE
12' LANE
8' SH
VARIES (2% TYP.)
VARIES (2% TYP.)
2.5 % (TYP.)
H.A.L.& P.G.L.
VARIES (2% TYP.)
VARIES (2% TYP.)

SECTION E-E



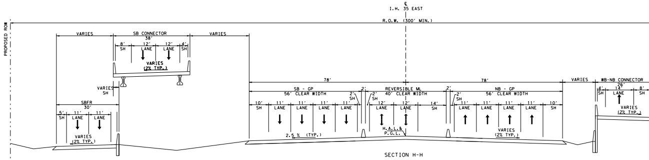
℄ I.H. 35 EAST
R.O.W. (300' MIN.)
EXIST ROW
VARIES
SBFR 29'
VARIES
SB- C/D 48'
VARIES
67'
67'
SB - GP 45' CLEAR WIDTH
REVERSIBLE ML 40' CLEAR WIDTH
NB - GP 56' CLEAR WIDTH
VARIES
NB - C/D 48'
2' SH
5' SH
11' LANE
11' LANE
8' SH
12' LANE
12' LANE
12' LANE
4' SH
10' SH
11' LANE
11' LANE
11' LANE
2' SH
2'
2' SH
12' LANE
12' LANE
14' SH
2'
2' SH
11' LANE
11' LANE
11' LANE
10' SH
4' SH
12' LANE
12' LANE
12' LANE
VARIES (2% TYP.)
VARIES (2% TYP.)
2.5 % (TYP.)
H.A.L.& P.G.L.
VARIES (2% TYP.)
VARIES (2% TYP.)

SECTION F-F



℄ I.H. 35 EAST
R.O.W. (300' MIN.)
PROPOSED ROW
VARIES
SB CONNECTOR 38'
VARIES
8' SH
12' LANE
12' LANE
4' SH
VARIES (2% TYP.)
VARIES
WB-NB
4' SH
VARIES
SBFR 30'
5' SH
11' LANE
11' LANE
VARIES (2% TYP.)
78'
78'
SB - GP 56' CLEAR WIDTH
REVERSIBLE ML 40' CLEAR WIDTH
NB - GP 56' CLEAR WIDTH
10' SH
11' C/D LANE
11' LANE
11' LANE
11' LANE
2' SH
2'
2' SH
12' LANE
12' LANE
14' SH
2'
2' SH
11' LANE
11' LANE
11' LANE
11' C/D LANE
10' SH
2.5 % (TYP.)
H.A.L.& P.G.L.
VARIES (2% TYP.)

SECTION G-G



℄ I.H. 35 EAST
R.O.W. (300' MIN.)
PROPOSED ROW
VARIES
SB CONNECTOR 38'
VARIES
8' SH
12' LANE
12' LANE
4' SH
VARIES (2% TYP.)
VARIES SH
SBFR 30'
5' SH
11' LANE
11' LANE
VARIES (2% TYP.)
78'
78'
VARIES
WB-NB CONNECTOR 26'
4' SH
14' LANE
8' SH
VARIES (2% TYP.)
SB - GP 56' CLEAR WIDTH
REVERSIBLE ML 40' CLEAR WIDTH
NB - GP 56' CLEAR WIDTH
10' SH
11' LANE
11' LANE
11' LANE
11' LANE
2' SH
2'
2' SH
12' LANE
12' LANE
14' SH
2'
2' SH
11' LANE
11' LANE
11' LANE
11' LANE
10' SH
2.5 % (TYP.)
H.A.L.& P.G.L.
VARIES (2% TYP.)

SECTION H-H

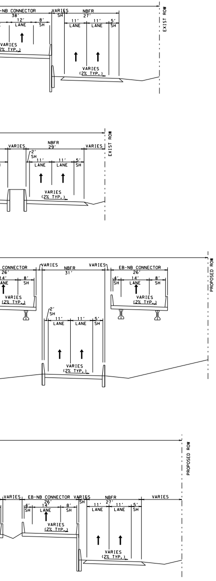
LEGEND:

| | |
|---|---|
| 🟨 | GENERAL PURPOSE LANES FULL RECONSTRUCTION |
| ▭ | REHABILITATE EXISTING PAVEMENT |
| 🟥 | MANAGED LANES |
| 🟩 | FRONTAGE ROADS/CROSS STREETS |
| 🟪 | COLLECTOR DISTRIBUTOR |
| ▭ | RAMPS/DIRECT CONNECTORS |
| 🟧 | BRIDGES |
| 🟦 | SHARED USE PATH |
| - · - | EXISTING ROW |
| - · - | PROPOSED ROW |
| — · · | PROPOSED CENTERLINE/BASELINE |
| - - - | PROPOSED RETAINING WALL |
| — | PROPOSED NOISE WALL |
| —‖— | CONTROL OF ACCESS |
| ▨ | PAVEMENT REMOVAL |
| ←③ | NUMBER OF LANES (TRAFFIC DIRECTION) |
| ▨ | POTENTIAL DISPLACEMENT |
| ● | PROPOSED GANTRY |

"PRELIMINARY SUBJECT TO CHANGE"
BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEWS

NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED FEBRUARY 9, 2006 AND RECORD PLANS.
2. THE PROPOSED LOCATIONS OF THE ADA RAMPS AND SIDEWALKS INDICATED ON THIS PLAN ARE PRELIMINARY. THE EXACT LOCATIONS OF THESE SIDEWALKS WILL BE DETERMINED DURING THE PS&E DESIGN THROUGH COORDINATION BETWEEN TXDOT AND LOCAL GOVERNMENTS. THE FRONTAGE ROAD TYPICAL SECTION RESERVES A 6' WIDE CORRIDOR ADJACENT TO THE OUTSIDE CURB FOR FUTURE SIDEWALK LOCATIONS.
3. EXISTING DRIVEWAY LOCATIONS ARE NOT SHOWN IN PLAN. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN AND COORDINATION WITH THE CITIES; THE DRIVEWAY WILL BE A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS AS SHOWN.
4. ACCESS DENIAL LIMITS ARE DETERMINED BY PROVIDING SAFETY TO THE TRAVELING PUBLIC, MAINTAINING LEVEL OF SERVICE ON THE FRONTAGE ROADS AND MAINTAINING SAFE ACCESS TO ADJACENT PROPERTY OWNERS. ACCESS DENIAL LIMITS MAY BE ADJUSTED BY PROVIDING TRAFFIC IMPACT ANALYSIS (TIA) BY THE ADJACENT PROPERTY OWNERS AND AVOIDING LANDLOCK ISSUES AS LONG AS THE SAFETY TO THE TRAVELING PUBLIC IS NOT COMPROMISED.
5. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
6. SUPER ELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
7. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II UNLESS NOTED OTHERWISE.


NB CONNECTOR
38'
12'
LANE
8'
SH
VARIES
(2% TYP.)
VARIES
SH
NBFR
27'
11'
LANE
11'
LANE
5'
SH
VARIES
(2% TYP.)
EXIST ROW
VARIES
NBFR
29'
VARIES
2'
SH
11'
LANE
11'
LANE
5'
SH
VARIES
(2% TYP.)
EXIST ROW
CONNECTOR
26'
VARIES
NBFR
31'
VARIES
EB-NB CONNECTOR
26'
14'
LANE
8'
SH
VARIES
(2% TYP.)
4'
SH
14'
LANE
8'
SH
VARIES
(2% TYP.)
2'
SH
11'
LANE
11'
LANE
5'
SH
VARIES
(2% TYP.)
PROPOSED ROW
VARIES
EB-NB CONNECTOR
26'
4'
SH
14'
LANE
8'
SH
VARIES
(2% TYP.)
VARIES
SH
NBFR
27'
11'
LANE
11'
LANE
5'
SH
VARIES
VARIES
(2% TYP.)
PROPOSED ROW

8. DIMENSIONS ARE TO FACE OF CURB OR TO THE EDGE OF UNCURBED PAVEMENT UNLESS NOTED OTHERWISE.

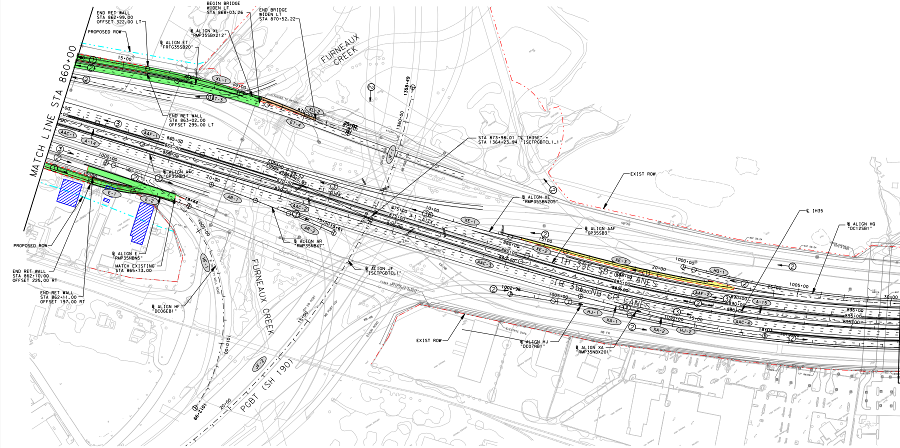
9. PROPOSED CROSS STREET SECTIONS ARE BASED ON CITY THOROUGHFARE PLANS.

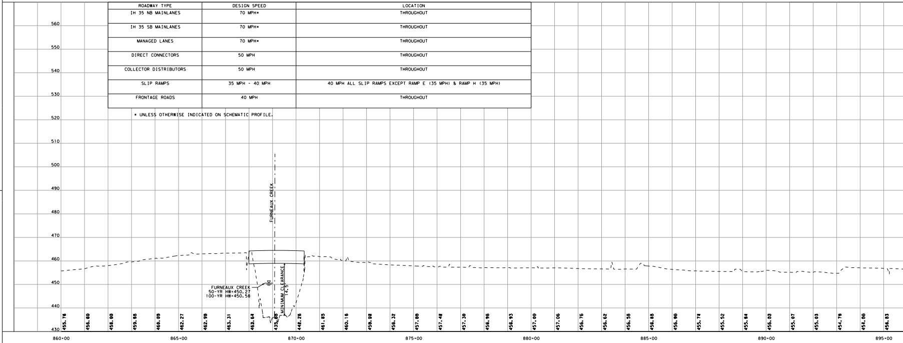
10. TYPICAL CROSS STREET TURNOUT RADIUS EQUALS 75' TYPICAL, 50' MIN. UNLESS NOTED OTHERWISE.

11. RAMP HORIZONTAL CURVATURE BETWEEN PHYSICAL GORES IS SHOWN IN TABLE. TYPICAL FRONTAGE ROAD GORES UTILIZE A MINIMUM 3000' RADIUS. TYPICAL MAINLANE GORES UTILIZE A MINIMUM RADIUS OF 3000'. VARIATIONS FROM TYPICAL RADIUS' ARE NECESSARY IN LOCATIONS WITH OPERATIONAL WEAVING CONSTRAINTS OR WHEN THE RAMP GORE IS LOCATED WITHIN A HORIZONTAL CURVE ON THE CONTROLLING ROADWAY.

12. PROPOSED CULVERT SIZES SHOWN IN THE SCHEMATIC ARE SIZED BASED ON PRELIMINARY DRAINAGE ANALYSIS OF UPSTREAM DRAINAGE AREAS. A DETAILED DRAINAGE STUDY WILL BE PERFORMED PRIOR TO CONSTRUCTION TO FINALIZE THE PROPOSED CULVERT SIZES AND DESIGN. COORDINATION BETWEEN TXDOT, LOCAL GOVERNMENTS, AND ADJACENT PROPERTY OWNERS WILL BE PERFORMED DURING THIS DETAILED DESIGN PHASE. FOR PROPOSED CULVERTS THAT CONNECT TO EXISTING, ENCLOSED DOWNSTREAM DRAINAGE SYSTEMS LOCATED OFF OF TXDOT ROW; THE DETAILED DESIGN PHASE AND COORDINATION EFFORT WILL DETERMINE IF DOWNSTREAM ENCLOSED DRAINAGE SYSTEMS WILL BE IMPROVED AND IF ANY DRAINAGE EASEMENTS WILL NEED TO BE OBTAINED BY THE LOCAL GOVERNMENTS FOR IMPROVEMENT OF THESE SYSTEMS.

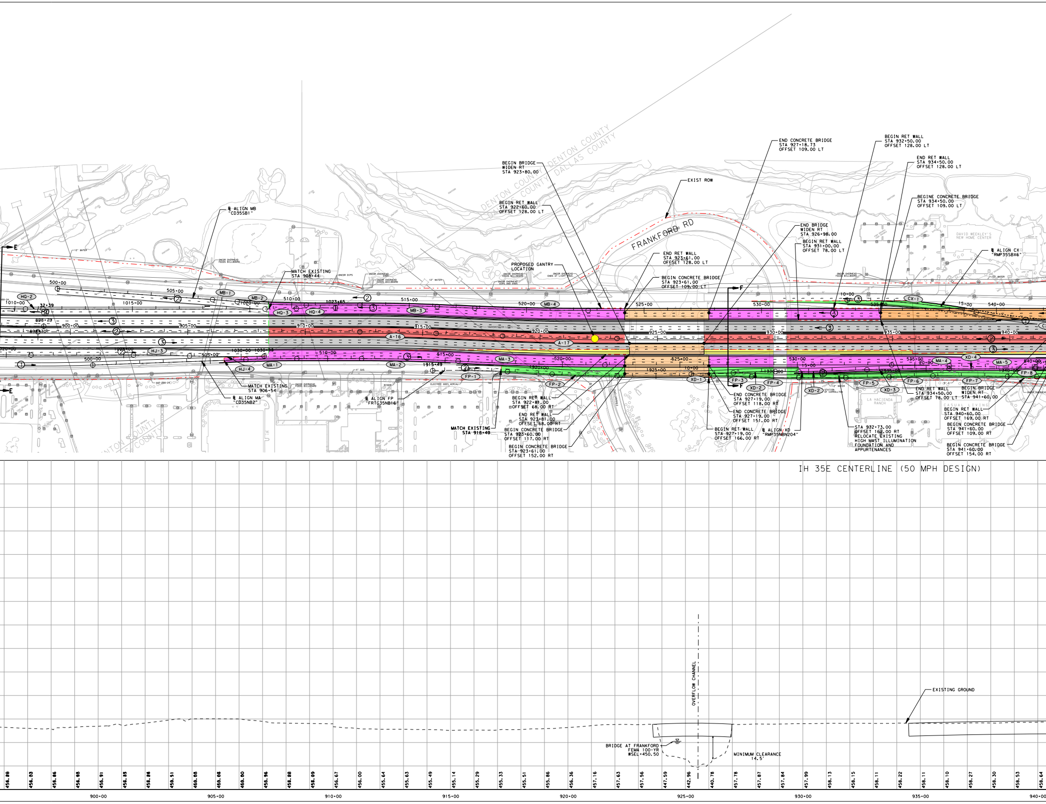
13. RAILROAD ALIGNMENTS AND PROFILES ARE SHOWN FOR REFERENCE ONLY IN DEVELOPING ROADWAY PROFILES. FINAL ALIGNMENTS AND PROFILES WILL BE DEVELOPED THROUGH COORDINATION WITH THE RAILROADS, TXDOT AND THE LOCAL GOVERNMENTS.


MATCH LINE STA 860+00
END RET WALL
STA 862+99.00
OFFSET 322.00 LT
PROPOSED ROW
BEGIN BRIDGE
WIDEN LT
STA 868+03.26
END BRIDGE
WIDEN LT
STA 870+52.22
℄ ALIGN XL
"RMP35SBX212"
℄ ALIGN ET
"FRTG35SB20"
FURNEAUX
CREEK
END RET WALL
STA 863+02.00
OFFSET 295.00 LT
STA 873+98.01 "℄ IH35E" =
STA 1364+23.94 "ISCTPGBTCL1_1"
EXIST ROW
℄ ALIGN AAC
"GP35NB3"
℄ ALIGN XE
"RMP35SBN205"
℄ ALIGN AAF
"GP35SB3"
℄ IH35
℄ ALIGN HQ
"DC12SB1"
℄ ALIGN AR
"RMP35NBX7"
℄ ALIGN JF
"ISCTPGBTCL1"
PROPOSED ROW
END RET WALL
STA 862+10.00
OFFSET 225.00 RT
END RET WALL
STA 862+11.00
OFFSET 197.00 RT
℄ ALIGN E
"RMP35NBN5"
MATCH EXISTING
STA 865+73.00
℄ ALIGN HF
"DC06EB1"
FURNEAUX CREEK
PGBT (SH 190)
IH 35E SB GP LANES
IH 35E NB GP LANES
AUX
EXIST ROW
℄ ALIGN HJ
"DC07NB1"
℄ ALIGN XA
"RMP35NBX201"


560
550
540
530
520
510
500
490
480
470
460
450
440
430
FURNEAUX CREEK
FURNEAUX CREEK
50-YR HW=450.27
100-YR HW=450.58
MINIMUM CLEARANCE
14.5'
455.76
456.60
458.00
459.88
460.09
462.27
462.98
463.31
463.64
435.85
448.28
461.85
460.18
458.98
458.32
457.80
457.48
457.30
456.98
456.93
457.09
457.06
456.76
456.62
456.58
456.88
456.90
455.74
455.52
455.84
456.03
455.07
455.03
454.79
454.80
454.83
860+00
865+00
870+00
875+00
880+00
885+00
890+00
895+00

| ROADWAY TYPE | DESIGN SPEED | LOCATION |
|---|---|---|
| IH 35 NB MAINLANES | 70 MPH* | THROUGHOUT |
| IH 35 SB MAINLANES | 70 MPH* | THROUGHOUT |
| MANAGED LANES | 70 MPH* | THROUGHOUT |
| DIRECT CONNECTORS | 50 MPH | THROUGHOUT |
| COLLECTOR DISTRIBUTORS | 50 MPH | THROUGHOUT |
| SLIP RAMPS | 35 MPH - 40 MPH | 40 MPH ALL SLIP RAMPS EXCEPT RAMP E (35 MPH) & RAMP H (35 MPH) |
| FRONTAGE ROADS | 40 MPH | THROUGHOUT |

* UNLESS OTHERWISE INDICATED ON SCHEMATIC PROFILE.



FRANKFORD RD
DENTON COUNTY
DALLAS COUNTY
EXIST ROW
℄ ALIGN MB "CD35SB1"
MATCH EXISTING STA 908+44
PROPOSED GANTRY LOCATION
BEGIN BRIDGE WIDEN RT STA 923+80.00
BEGIN RET WALL STA 922+60.00 OFFSET 128.00 LT
END RET WALL STA 923+61.00 OFFSET 128.00 LT
BEGIN CONCRETE BRIDGE STA 923+61.00 OFFSET 109.00 LT
END CONCRETE BRIDGE STA 927+18.73 OFFSET 109.00 LT
END BRIDGE WIDEN RT STA 926+98.00
BEGIN RET WALL STA 931+00.00 OFFSET 78.00 LT
BEGIN RET WALL STA 932+50.00 OFFSET 128.00 LT
END RET WALL STA 934+50.00 OFFSET 128.00 LT
BEGINE CONCRETE BRIDGE STA 934+50.00 OFFSET 109.00 LT
℄ ALIGN CX "RMP35SBX6"
DAVID WEEKLEY'S NEW HOME CENTER
MATCH EXISTING STA 906+54
℄ ALIGN MA "CD35NB2"
℄ ALIGN FP "FRTG35NB16"
MATCH EXISTING STA 916+40
BEGIN RET WALL STA 922+81.00 OFFSET 68.00 RT
END RET WALL STA 923+81.00 OFFSET 68.00 RT
BEGIN CONCRETE BRIDGE STA 923+60.00 OFFSET 117.00 RT
BEGIN CONCRETE BRIDGE STA 923+61.00 OFFSET 152.00 RT
END CONCRETE BRIDGE STA 927+19.00 OFFSET 118.00 RT
END CONCRETE BRIDGE STA 927+19.00 OFFSET 151.00 RT
BEGIN RET WALL STA 927+19.00 OFFSET 166.00 RT
℄ ALIGN XD "RMP35NBN204"
STA 932+73.00 OFFSET 162.00 RT RELOCATE EXISTING HIGH MAST ILLUMINATION FOUNDATION AND APPURTENANCES
LA HACIENDA RANCH
END RET WALL STA 934+50.00 OFFSET 78.00 LT
BEGIN BRIDGE WIDEN RT STA 941+60.00
BEGIN RET WALL STA 940+60.00 OFFSET 169.00 RT
BEGIN CONCRETE BRIDGE STA 941+60.00 OFFSET 109.00 RT
BEGIN CONCRETE BRIDGE STA 941+60.00 OFFSET 154.00 RT
HQ-2
HQ-3
HQ-4
MB-1
MB-2
MB-3
MB-4
A-16
A-17
HJ-3
HJ-4
MA-1
MA-2
MA-3
MA-4
MA-5
FP-1
FP-2
FP-3
FP-4
FP-5
FP-6
FP-7
FP-8
XD-1
XD-2
XD-3
XD-4
CX-1
500+00
505+00
510+00
515+00
520+00
525+00
530+00
535+00
540+00
900+00
905+00
910+00
915+00
920+00
925+00
930+00
935+00
940+00
1010+00
1015+00
1020+00
1023+65
1030+00
1030+38
1915+49
1920+00
1925+00
1930+00
898+79
898+70
32+39
10+00
15+00
20+00
IH 35E CENTERLINE (50 MPH DESIGN)
OVERFLOW CHANNEL
EXISTING GROUND
BRIDGE AT FRANKFORD FEMA 100-YR WSEL=450.50
MINIMUM CLEARANCE 14.5'
456.20
456.03
456.86
456.95
456.91
458.39
458.26
459.51
460.05
460.08
460.00
458.96
458.88
458.09
456.67
456.00
455.64
455.63
455.49
455.14
455.29
455.33
455.51
455.86
456.36
457.16
457.63
457.56
447.59
442.96
440.78
457.78
457.87
457.84
457.99
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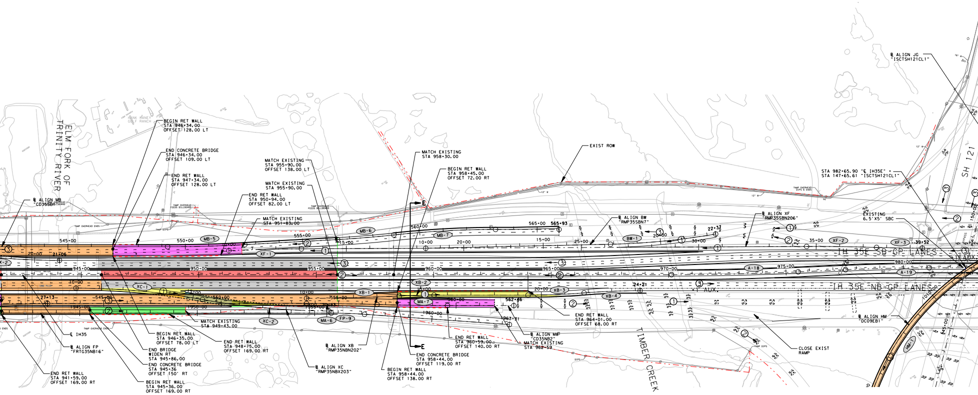
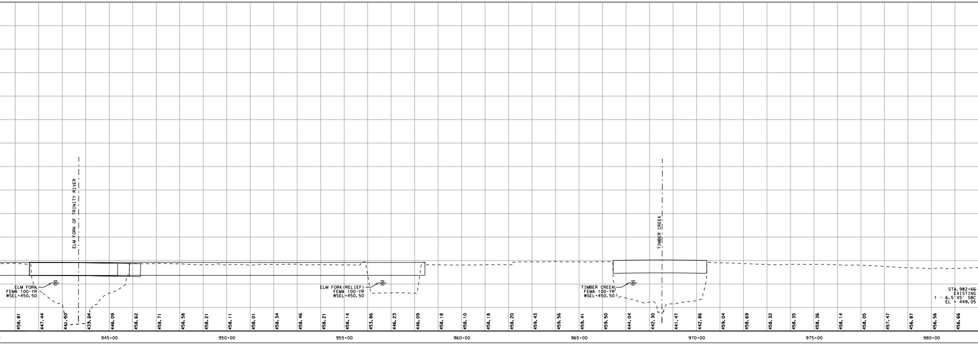
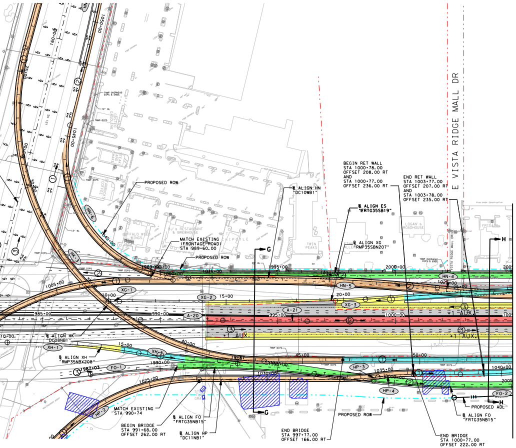
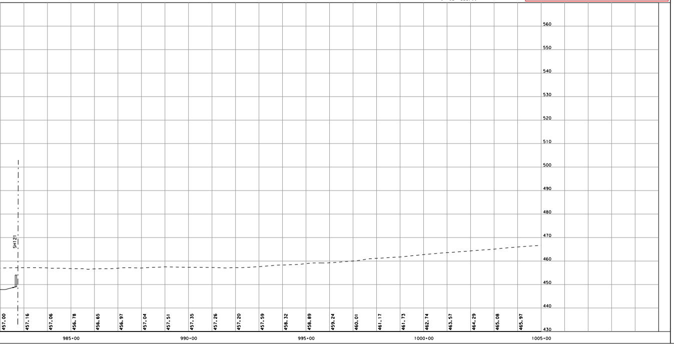
458.15
458.11
458.22
458.11
458.10
458.27
458.30
458.53
458.64


ELM FORK OF TRINITY RIVER
BEGIN RET WALL STA 946+34.00 OFFSET 128.00 LT
END CONCRETE BRIDGE STA 946+34.00 OFFSET 109.00 LT
END RET WALL STA 947+34.00 OFFSET 128.00 LT
℄ ALIGN MB "CD35SB4"
MATCH EXISTING STA 955+90.00 OFFSET 138.00 LT
MATCH EXISTING STA 955+90.00
END RET WALL STA 950+94.00 OFFSET 82.00 LT
MATCH EXISTING STA 951+83.00
MATCH EXISTING STA 958+30.00
BEGIN RET WALL STA 958+45.00 OFFSET 72.00 RT
EXIST ROW
℄ ALIGN BW "RMP35SBN7"
℄ ALIGN XF "RMP35SBN206"
℄ ALIGN JG "ISCTSH121CL1"
STA 982+65.90 "℄ IH35E" = STA 147+65.61 "ISCTSH121CL1"
EXISTING 6.5' X5' SBC
SH 121
IH 35E SB GP LANES
IH 35E NB GP LANES
AUX
545+00
550+00
555+00
560+00
565+00
565+93
945+00
950+00
955+00
960+00
965+00
970+00
975+00
980+00
20+00
21+06
27+13
10+00
15+00
20+00
25+00
30+00
35+00
22+37
24+21
39+52
562+66
963+21
MB-5
MB-6
MB-7
XF-1
XF-2
XF-3
BW-1
A-18
A-19
XC-1
XC-2
XB-1
XB-2
XB-3
XB-4
MA-6
MA-7
FP-9
E
E
℄ IH35
℄ ALIGN FP "FRTG35NB16"
END RET WALL STA 941+59.00 OFFSET 169.00 RT
BEGIN RET WALL STA 946+35.00 OFFSET 78.00 LT
END BRIDGE WIDEN RT STA 945+86.00
END CONCRETE BRIDGE STA 945+36 OFFSET 150' RT
BEGIN RET WALL STA 945+36.00 OFFSET 169.00 RT
MATCH EXISTING STA 949+43.00
END RET WALL STA 948+75.00 OFFSET 169.00 RT
℄ ALIGN XB "RMP35NBN202"
℄ ALIGN XC "RMP35NBX203"
BEGIN RET WALL STA 958+44.00 OFFSET 138.00 RT
END CONCRETE BRIDGE STA 958+44.00 OFFSET 119.00 RT
END RET WALL STA 960+59.00 OFFSET 140.00 RT
MATCH EXISTING STA 962+59
℄ ALIGN MA "CD35NB2"
END RET WALL STA 964+01.00 OFFSET 68.00 RT
TIMBER CREEK
℄ ALIGN HM "DC09EB1"
CLOSE EXIST RAMP


ELM FORK OF TRINITY RIVER
TIMBER CREEK
ELM FORK FEMA 100-YR WSEL=450.50
ELM FORK (RELIEF) FEMA 100-YR WSEL=450.50
TIMBER CREEK FEMA 100-YR WSEL=450.50
STA. 982+66 EXISTING 1 - 6.5'X5' SBC EL = 449.05
458.81
447.44
441.50
433.24
446.09
458.62
458.71
458.58
458.21
458.11
458.01
458.34
458.46
458.21
458.14
453.86
446.23
446.09
458.18
458.10
458.18
458.20
459.43
459.56
459.41
459.50
444.04
442.30
441.47
442.86
459.04
458.69
458.32
458.35
458.36
458.14
458.05
457.47
456.87
456.56
456.66
945+00
950+00
955+00
960+00
965+00
970+00
975+00
980+00


BEGIN RET WALL
STA 1000+78.00
OFFSET 208.00 RT
AND
STA 1000+77.00
OFFSET 236.00 RT
END RET WALL
STA 1003+77.00
OFFSET 207.00 RT
AND
STA 1003+78.00
OFFSET 235.00 RT
E VISTA RIDGE MALL DR
PROPOSED ROW
℄ ALIGN HN "DC10WB1"
℄ ALIGN ES "FRTG35SB19"
℄ ALIGN XG "RMP35SBN207"
MATCH EXISTING (FRONTAGE ROAD) STA 989+60.00
PROPOSED ROW
℄ ALIGN HK "DC08NB1"
℄ ALIGN XH "RMP35NBX208"
MATCH EXISTING STA 990+74
BEGIN BRIDGE STA 991+68.00 OFFSET 262.00 RT
℄ ALIGN FO "FRTG35NB15"
℄ ALIGN HP "DC11NB1"
END BRIDGE STA 997+77.00 OFFSET 166.00 RT
PROPOSED ROW
END BRIDGE STA 1000+77.00 OFFSET 222.00 RT
℄ ALIGN FO "FRTG35NB15"
PROPOSED ADL
1 AUX
1 AUX
1 AUX
MATCH LINE STA 1005+00
G
G
H
H
HN-4
HN-5
HN-6
HK-3
XG-1
XG-2
XG-3
A-20
A-21
XH-1
XH-2
FO-1
FO-2
HP-2
HP-3
HP-4
985+00
990+00
995+00
1000+00
1005+00
1040+00
1045+00
1050+00
2000+00
1995+00

“PRELIMINARY SUBJECT TO CHANGE”
BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEWS



# Texas Department of Transportation

## DALLAS DISTRICT

## DRAFT INTERIM SCHEMATIC

WILLIAM L. HALE, P.E., DISTRICT ENGINEER

INTERSTATE TEXAS 35E

IH 35E
FROM: IH 635
TO: US 380

## DALLAS & DENTON COUNTY

FUNCTIONAL CLASS: URBAN FREEWAY
PROJECT LENGTH: 28.25 MILES

CSJ's: 0196-03-138
0196-03-240
0196-03-180
0196-03-245
0196-02-068
0196-02-073
0196-01-096
0196-01-056
0196-01-074
0195-03-050
0195-03-071

DESIGN SPEEDS:
MAINLANES 70 MPH
MANAGED LANES 70 MPH
RAMPS 40 MPH
TURNAROUND RAMPS 20 MPH
FRONTAGE ROADS 40 MPH
CROSS STREETS 30 MPH
COLLECTOR DISTRIBUTOR 50 MPH
DIRECT CONNECTORS 50 MPH
INTERSECTIONS 30 MPH

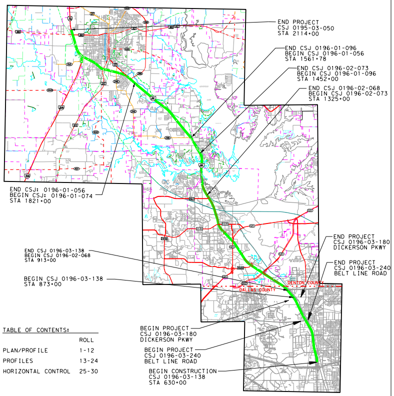

END PROJECT CSJ 0195-03-050 STA 2114+00
END CSJ 0196-01-096 BEGIN CSJ 0196-01-056 STA 1561+78
END CSJ 0196-02-073 BEGIN CSJ 0196-01-096 STA 1452+00
END CSJ 0196-02-068 BEGIN CSJ 0196-02-073 STA 1325+00
END CSJ: 0196-01-056 BEGIN CSJ: 0196-01-074 STA 1821+00
END CSJ 0196-03-138 BEGIN CSJ 0196-02-068 STA 913+00
BEGIN CSJ 0196-03-138 STA 873+00
END PROJECT CSJ 0196-03-180 DICKERSON PKWY
END PROJECT CSJ 0196-03-240 BELT LINE ROAD
DENTON COUNTY
DALLAS COUNTY
BEGIN PROJECT CSJ 0196-03-180 DICKERSON PKWY
BEGIN PROJECT CSJ 0196-03-240 BELT LINE ROAD
BEGIN CONSTRUCTION CSJ 0196-03-138 STA 630+00

TABLE OF CONTENTS:

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SCALE:
HORIZONTAL 1"=200'
VERTICAL 1"=20'

1/11/2013

ROLL 3 OF 30

SCHEMATIC PREPARED BY:

FOR INTERIM REVIEW ONLY
NOT FOR PERMITTING, BIDDING
OR CONSTRUCTION.
Prepared by or under the
Direct Supervision of:

SHAWN BRENT STOVER 109251
NAME P.E. NUMBER

1/11/2013
DATE

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