50 MPH DESIGN

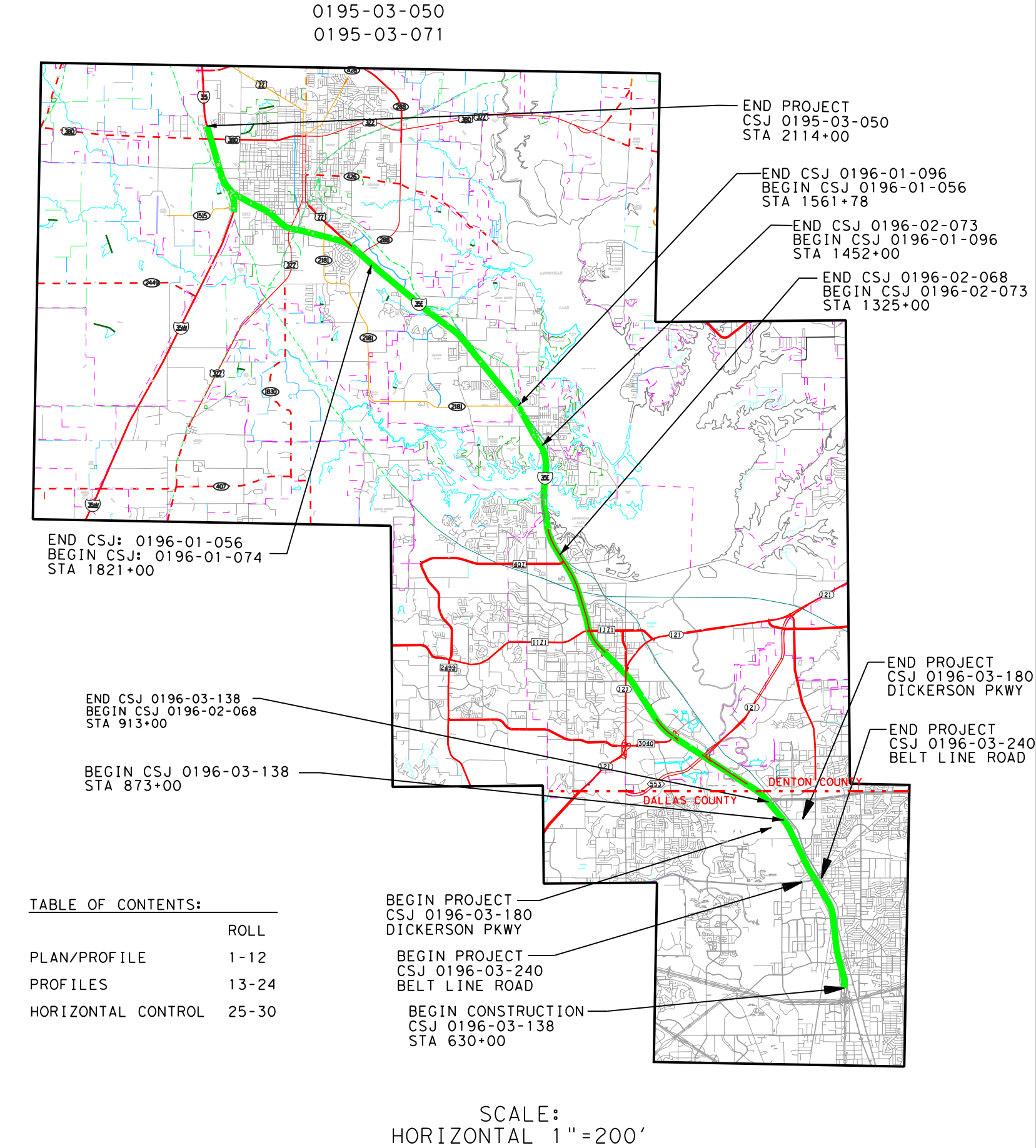
Texas Department of Transportation
DALLAS DISTRICT
DRAFT INTERIM SCHEMATIC
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

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



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HORIZONTAL CONTROL	25-30

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

1/11/2013

ROLL 13 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

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

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
—ǁǁ—	CONTROL OF ACCESS
▨	PAVEMENT REMOVAL
←③	NUMBER OF LANES (TRAFFIC DIRECTION)
▨	POTENTIAL DISPLACEMENT
●	PROPOSED GANTRY

NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED FEBRUARY 9, 2006 AND RECORD PLANS.
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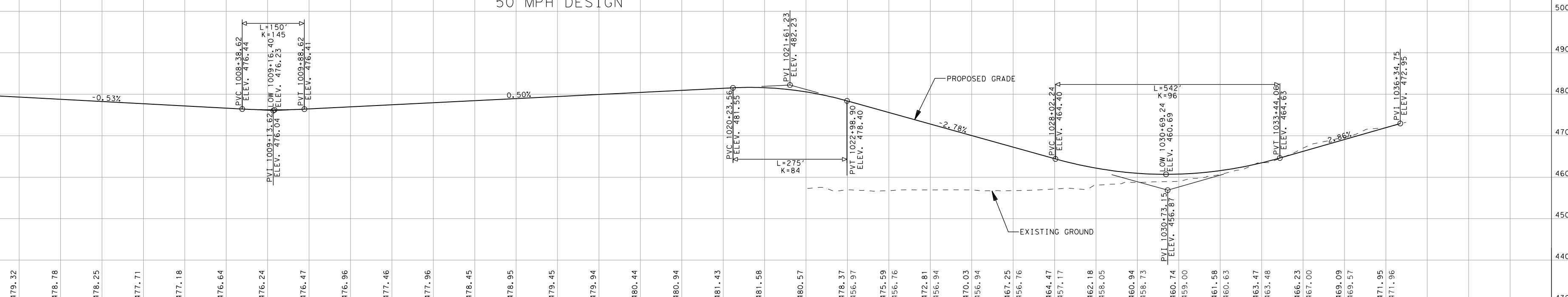
IH 35E SB DC TO EB IH 635 CONNECTOR "HC"
50 MPH DESIGN



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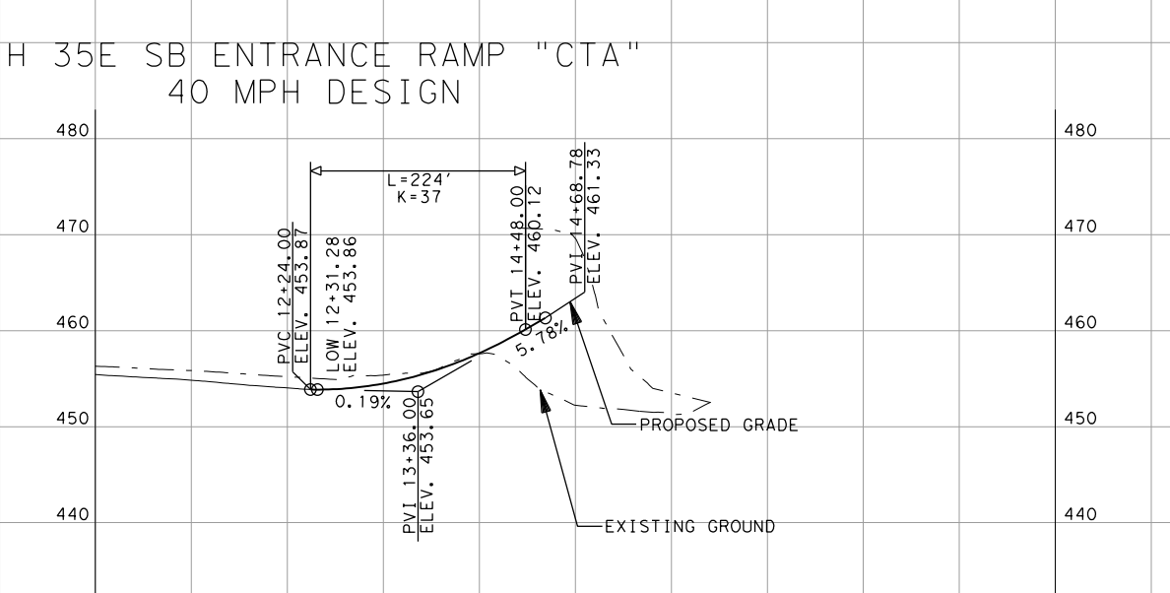
40 MPH DESIGN



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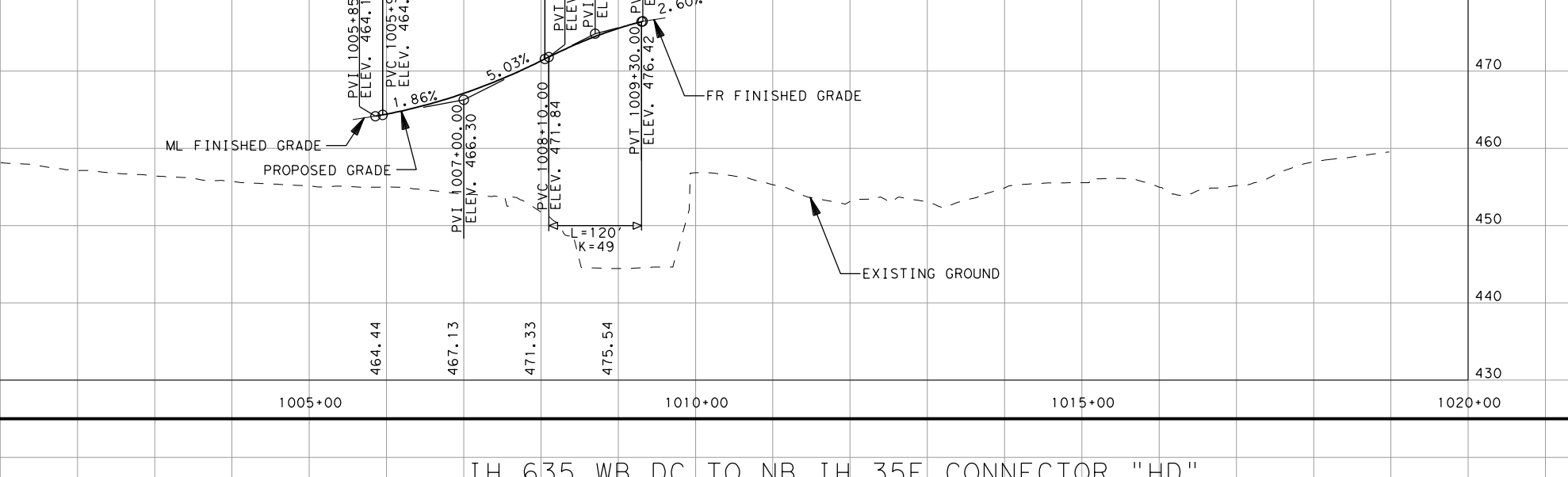
40 MPH DESIGN



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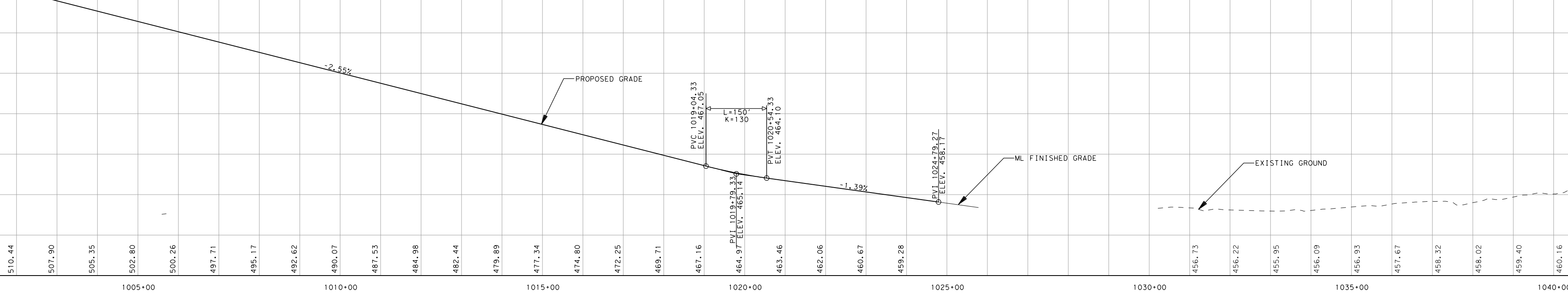
50 MPH DESIGN



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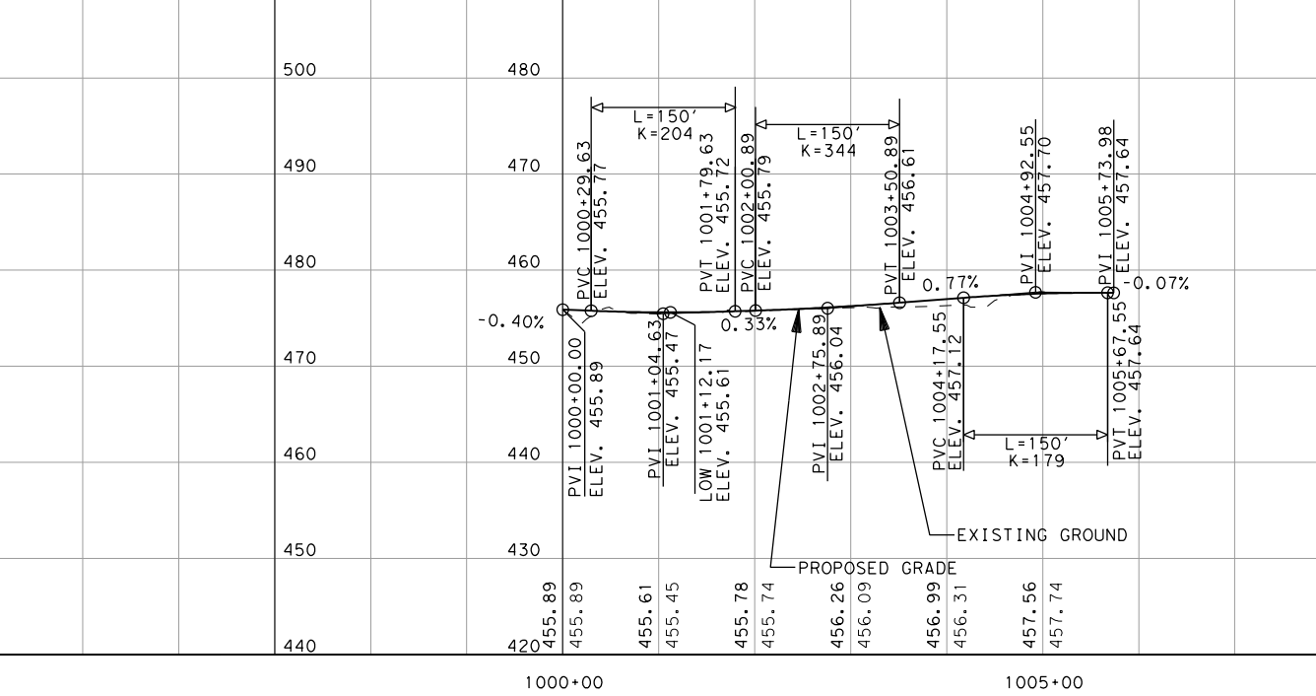
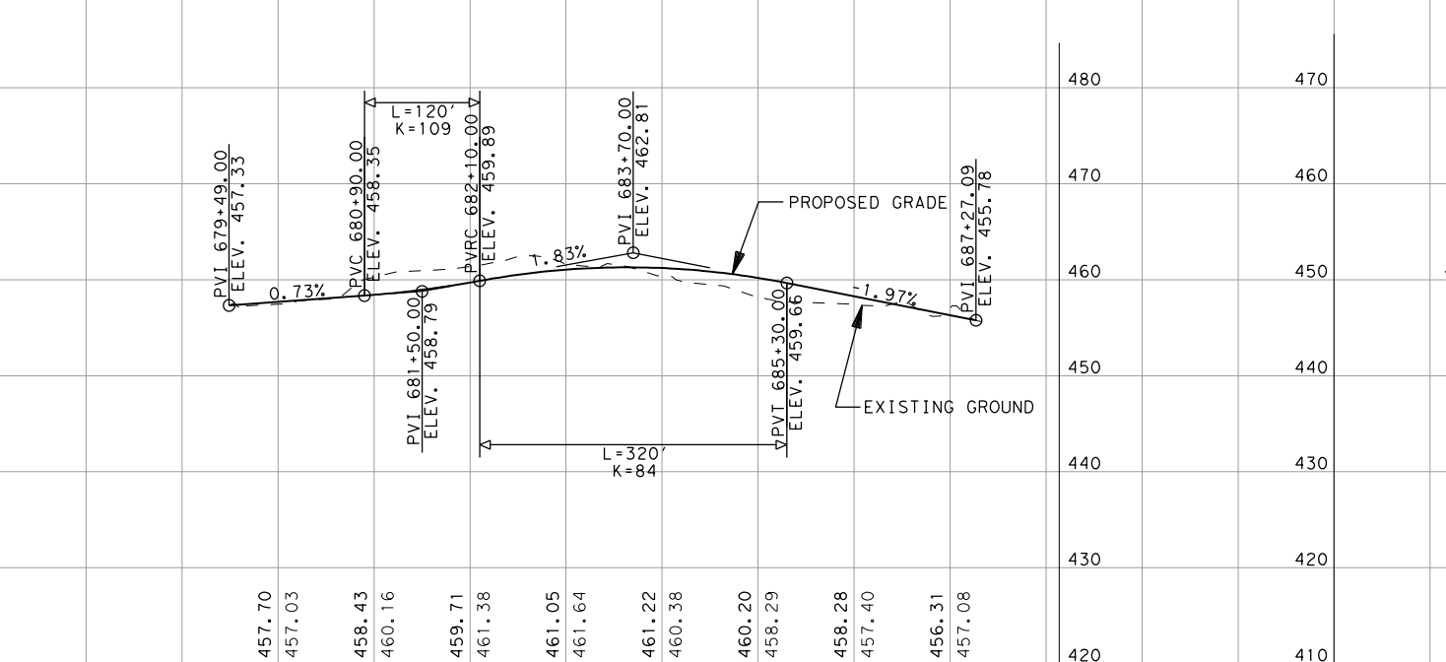
50 MPH DESIGN

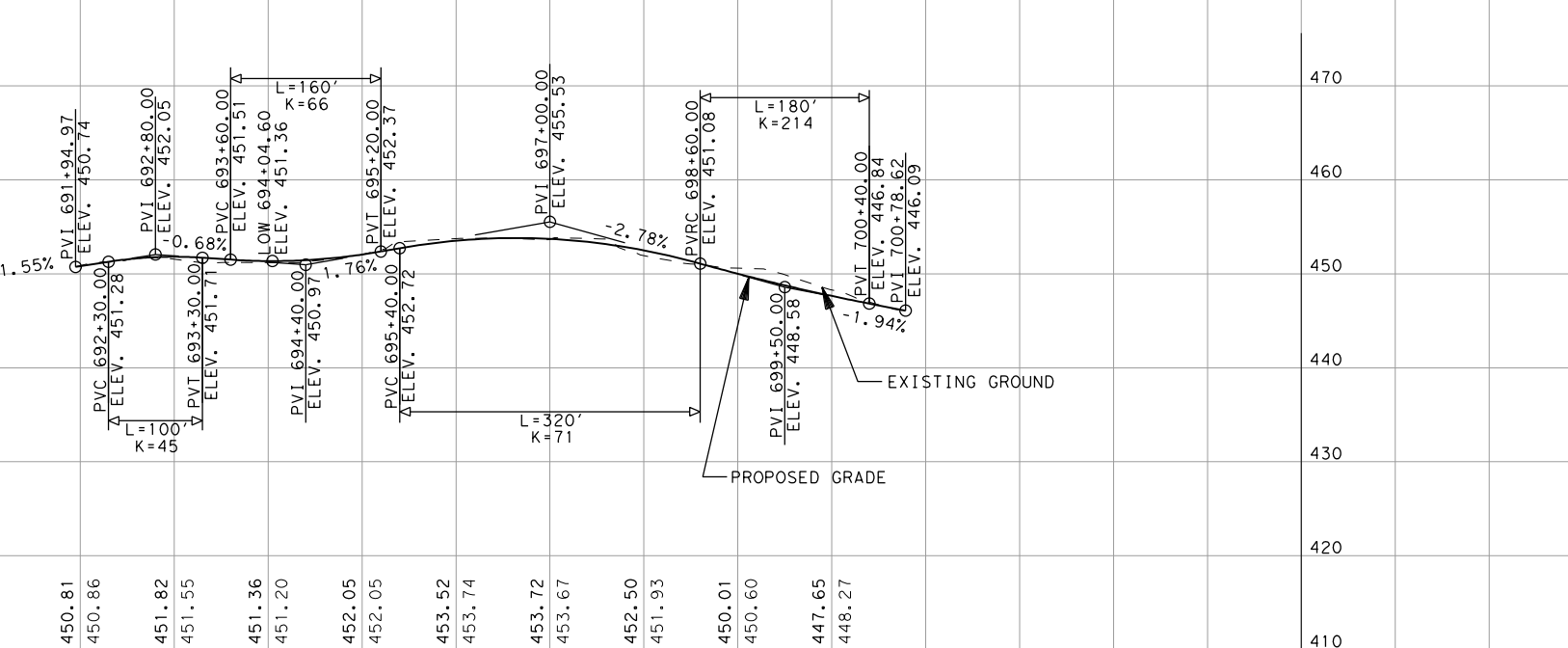


IH 35E NB EXIT RAMP "BQA"

IH 35E SB FRONTAGE ROAD "EZ"
40 MPH DESIGN



IH 35E SB FRONTAGE ROAD "EY"
40 MPH DESIGN



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40 MPH DESIGN
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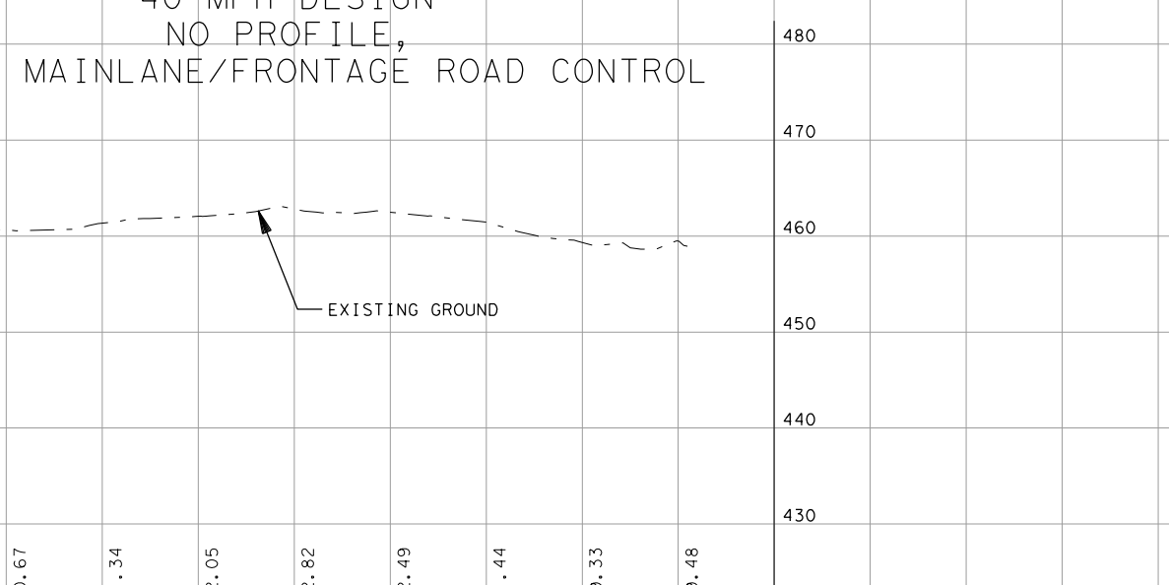
IH 35E MAINLANE/FRONTAGE ROAD CONTROL



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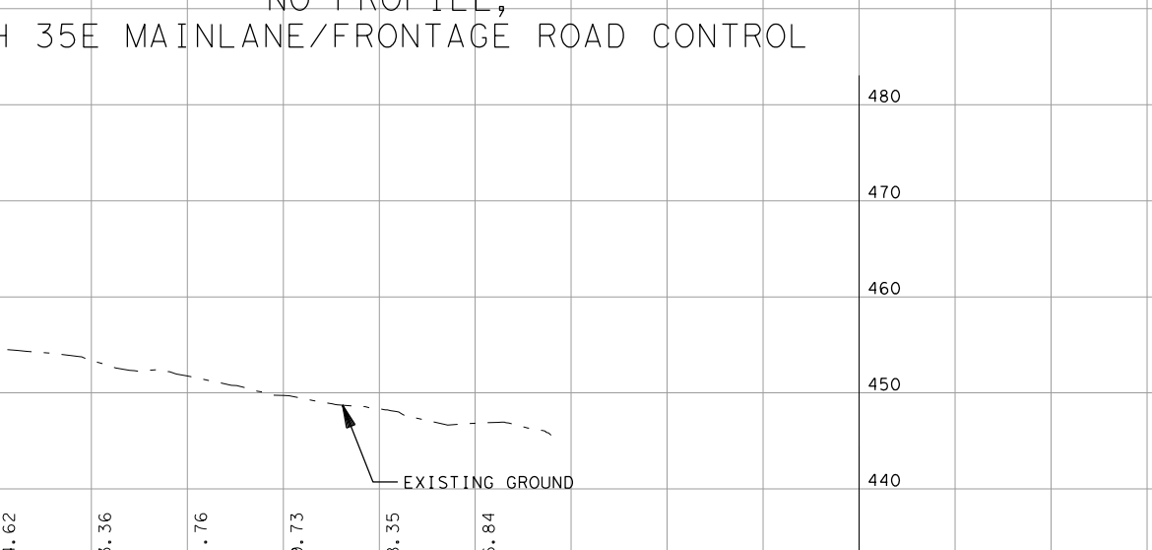
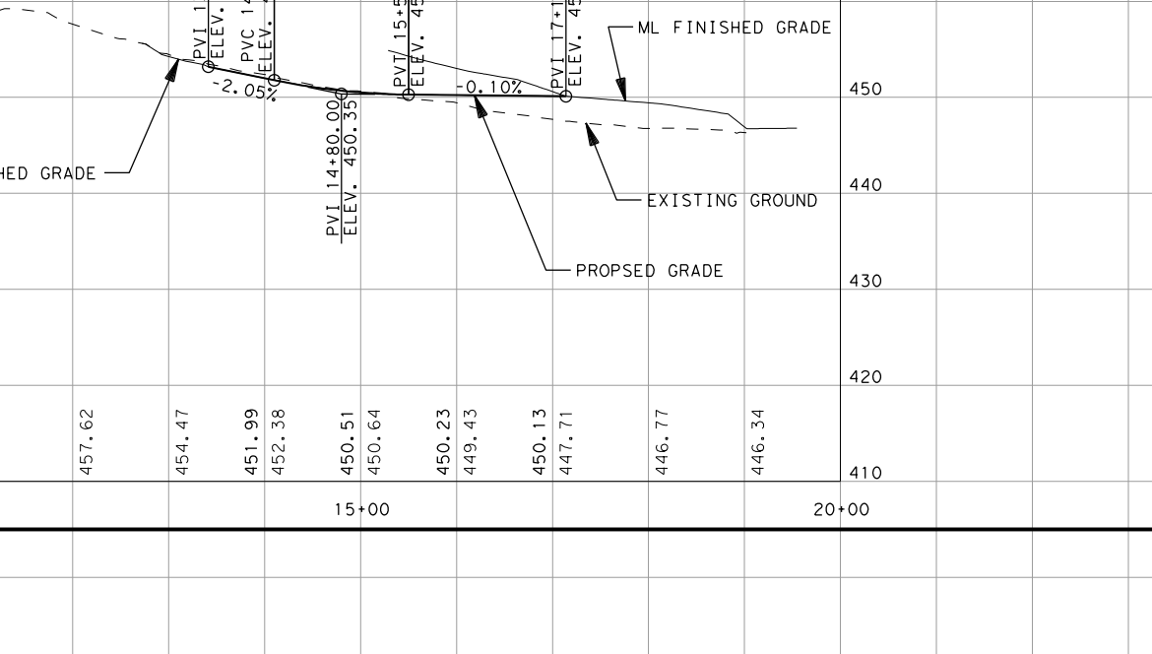
40 MPH DESIGN
NO PROFILE,
IH 35E MAINLANE/FRONTAGE ROAD CONTROL



IH 35E NB ENTRANCE RAMP "C"
40 MPH DESIGN



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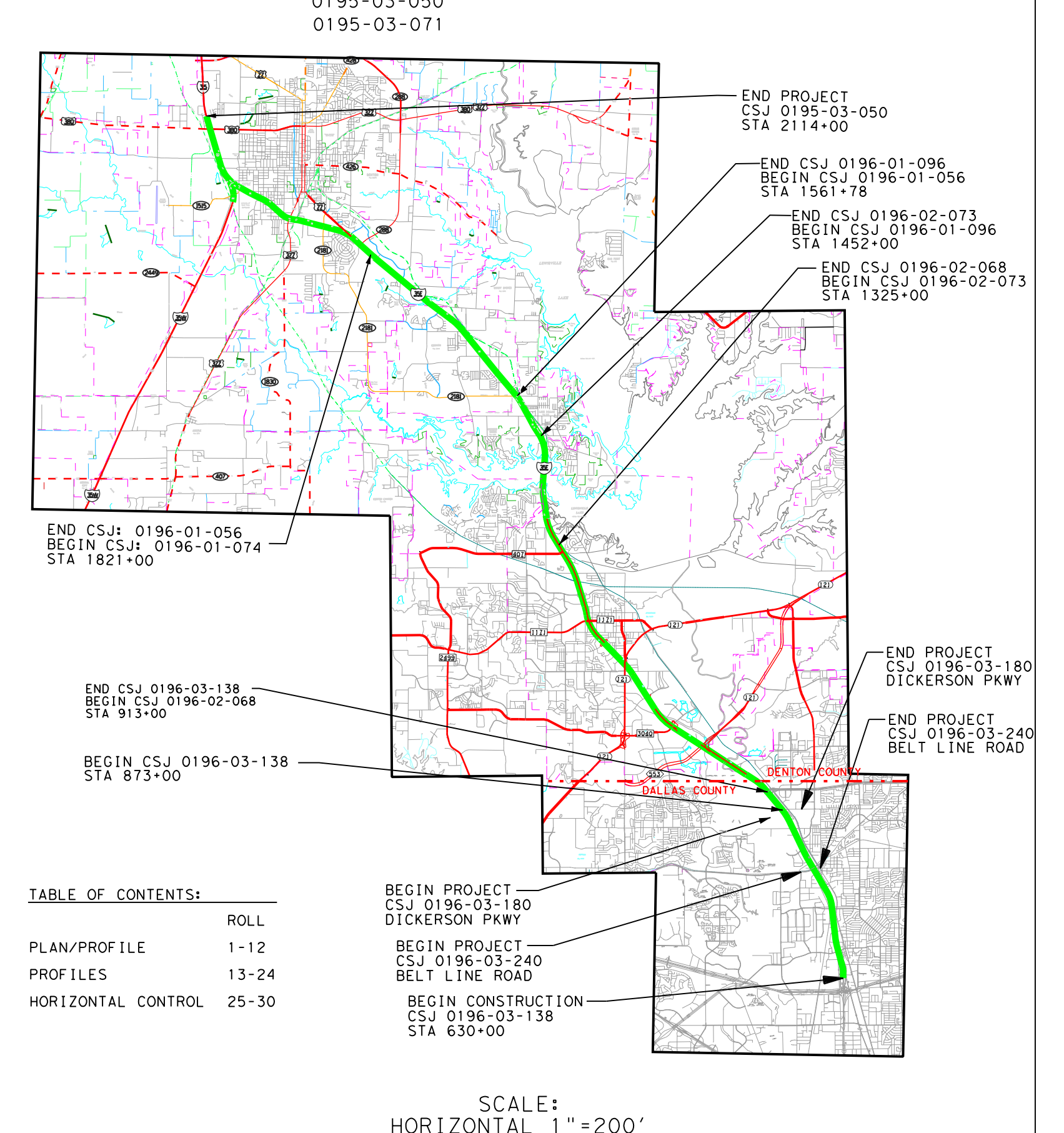

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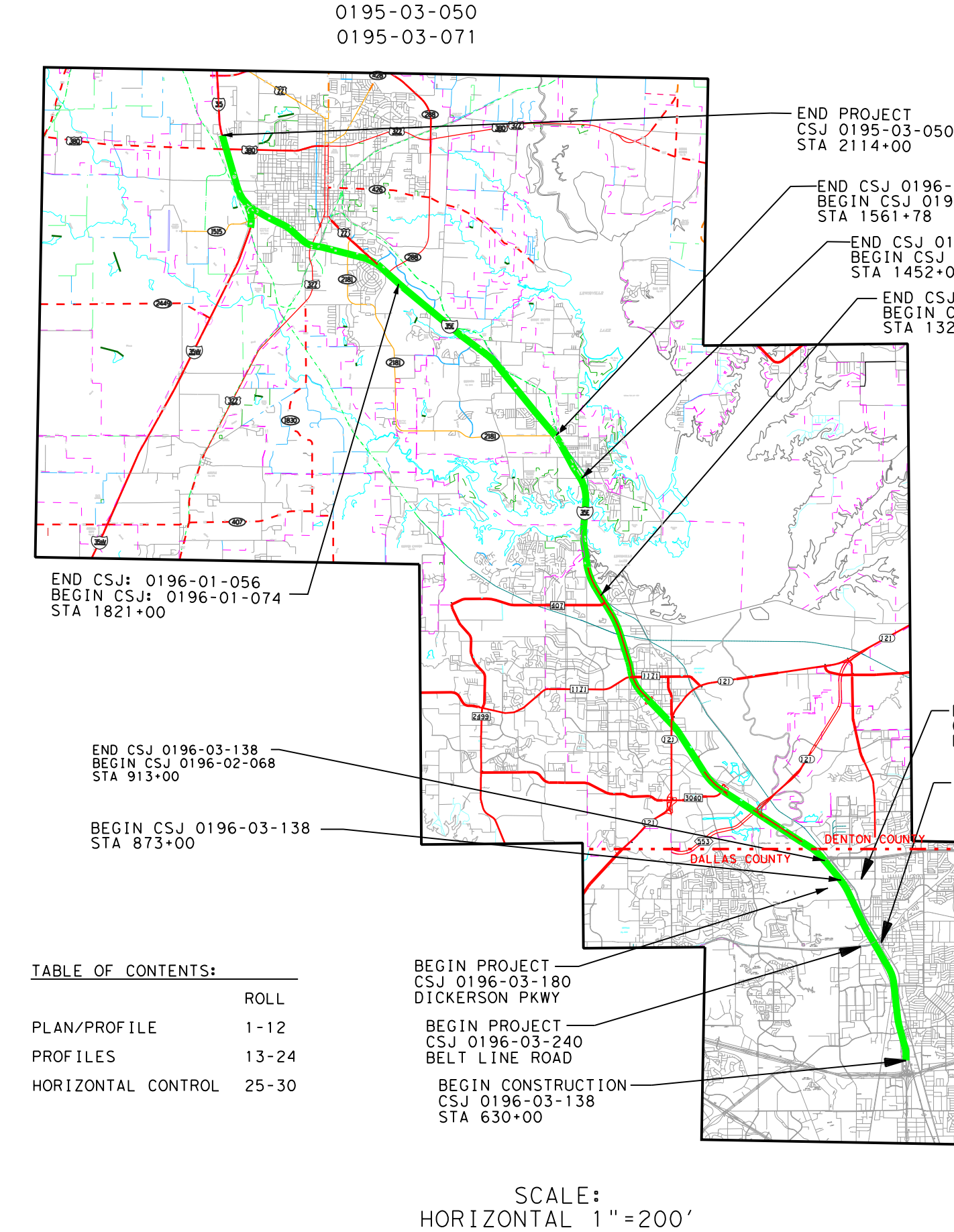
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CSJ 0195-03-050
STA 2114+00
END CSJ 0196-01-096
BEGIN CSJ 0196-01-056
STA 1561+78
END CSJ 0196-02-073
BEGIN CSJ 0196-01-096
STA 1452+00
END CSJ 0196-02-068
BEGIN CSJ 0196-02-073
STA 1325+00
END CSJ: 0196-01-056
BEGIN CSJ: 0196-01-074
STA 1821+00
END 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

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IH 35E SB FRONTAGE ROAD "EX"
40 MPH DESIGN
IH 35E SB FRONTAGE ROAD "EW"
40 MPH DESIGN
IH 35E SB FRONTAGE ROAD "EV"
40 MPH DESIGN
IH 35E SB FRONTAGE ROAD "EU"
40 MPH DESIGN
IH 35E SB FRONTAGE ROAD "ET"
40 MPH DESIGN
IH 35E SB ENTRANCE RAMP "BR"
40 MPH DESIGN
IH 35E SB ENTRANCE RAMP "BS"
40 MPH DESIGN
IH 35E SB EXIT RAMP "DZ"
40 MPH DESIGN
IH 35E SB EXIT RAMP "BU"
40 MPH DESIGN
NO PROFILE,
IH 35E MAINLANE/FRONTAGE ROAD CONTROL
IH 35E SB EXIT RAMP "CV"
40 MPH DESIGN
NO PROFILE,
IH 35E MAINLANE/FRONTAGE ROAD CONTROL
IH 35E SB EXIT RAMP "XK"
40 MPH DESIGN
IH 35E NB EXIT RAMP "AK"
40 MPH DESIGN
IH 35E NB EXIT RAMP "AM"
40 MPH DESIGN
IH 35E SB EXIT RAMP "AN"
40 MPH DESIGN
IH 35E NB ENTRANCE RAMP "D"
40 MPH DESIGN
IH 35E NB EXIT RAMP "AP"
40 MPH DESIGN
NO PROFILE,
IH 35E MAINLANE/FRONTAGE ROAD CONTROL
IH 35E NB EXIT RAMP "AQ"
40 MPH DESIGN
IH 35E NB FRONTAGE ROAD "FS"
40 MPH DESIGN
IH 35E NB FRONTAGE ROAD "FR"
40 MPH DESIGN
IH 35E NB FRONTAGE ROAD "FQ"
40 MPH DESIGN
IH 35E NB FRONTAGE ROAD "FV"
40 MPH DESIGN
PROPOSED GRADE
EXISTING GROUND
ML FINISHED GRADE
FR FINISHED GRADE
DICKERSON PKWY FINISHED GRADE

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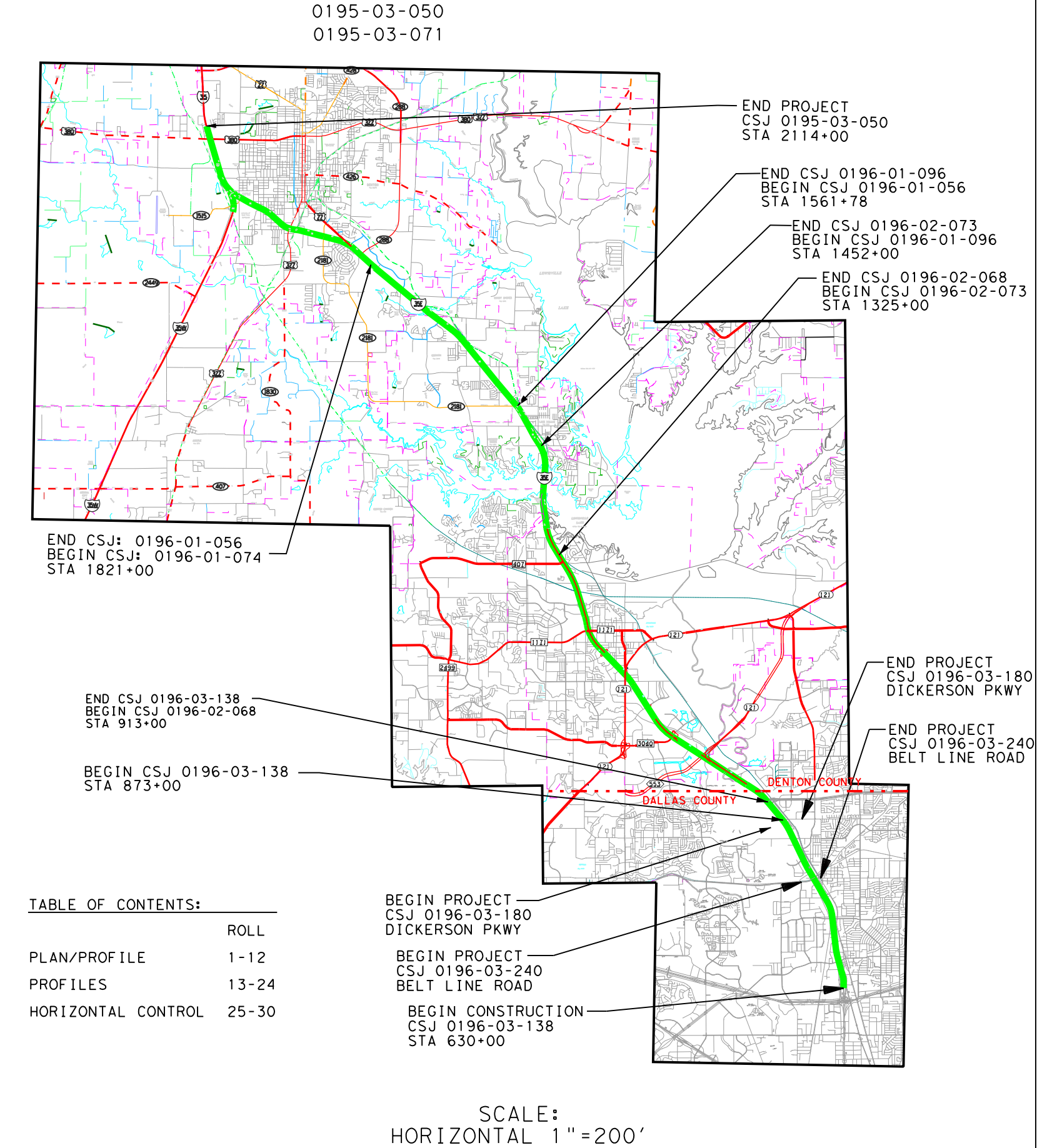

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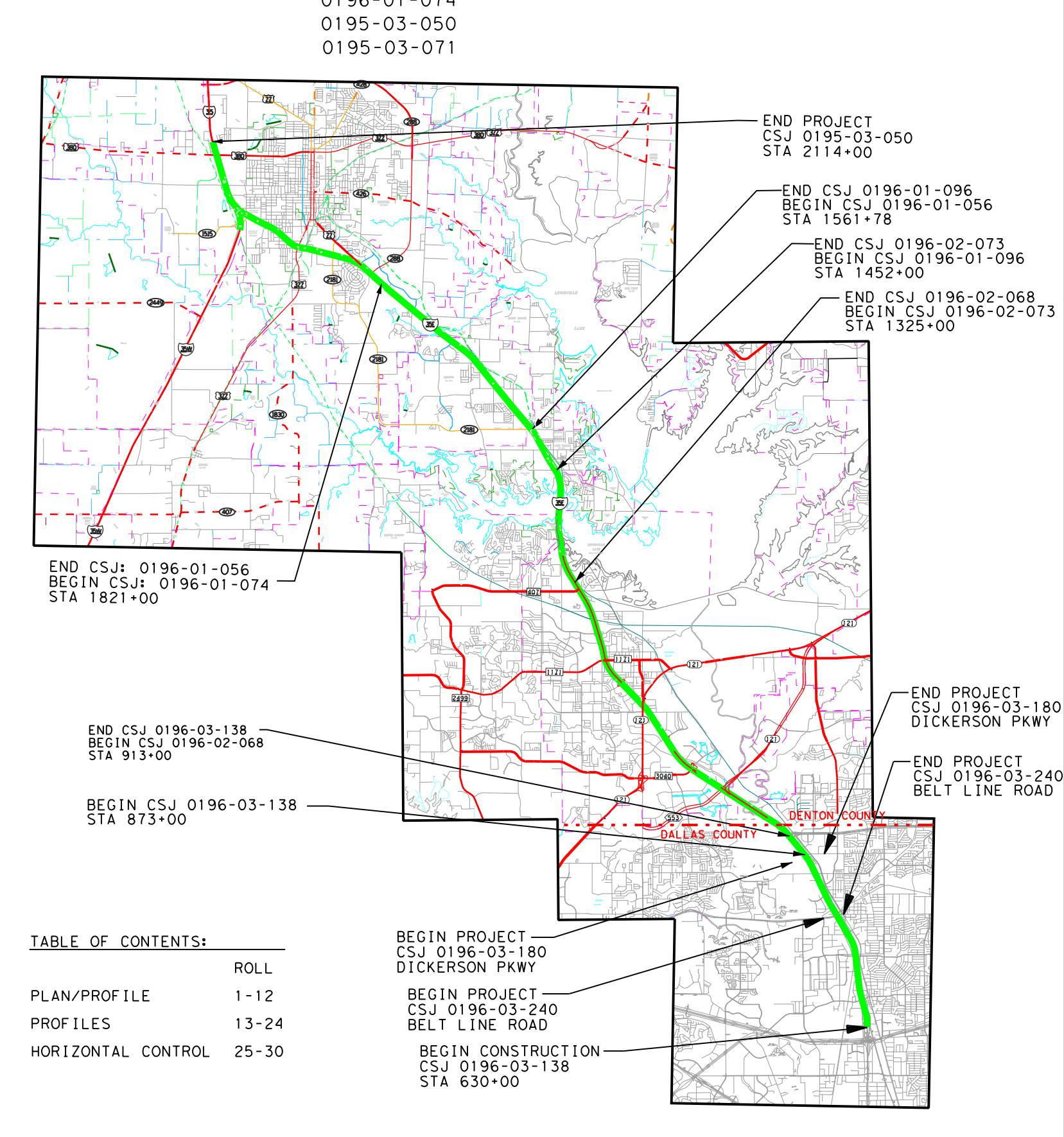
END PROJECT
CSJ 0195-03-050
STA 2114+00
END CSJ 0196-01-096
BEGIN CSJ 0196-01-056
STA 1561+78
END CSJ 0196-02-073
BEGIN CSJ 0196-01-096
STA 1452+00
END CSJ 0196-02-068
BEGIN CSJ 0196-02-073
STA 1325+00
END CSJ: 0196-01-056
BEGIN CSJ: 0196-01-074
STA 1821+00
END CSJ 0196-03-138
BEGIN CSJ 0196-02-068
STA 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
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BEGIN CONSTRUCTION
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🟩	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
—ǁǁ—	CONTROL OF ACCESS
▨	PAVEMENT REMOVAL
←③	NUMBER OF LANES (TRAFFIC DIRECTION)
▨	POTENTIAL DISPLACEMENT
●	PROPOSED GANTRY

NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED FEBRUARY 9, 2006 AND RECORD PLANS.
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6. SUPER ELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
7. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II UNLESS NOTED OTHERWISE.
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.
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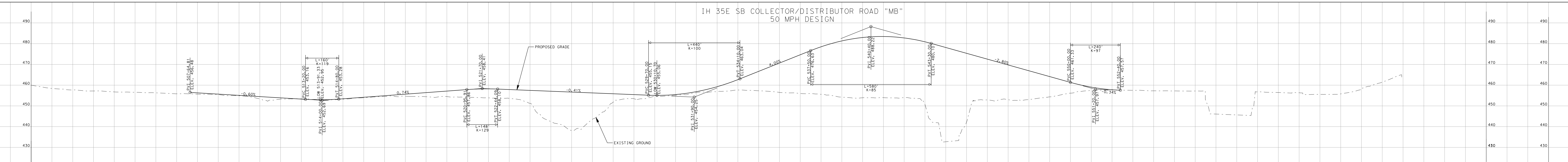
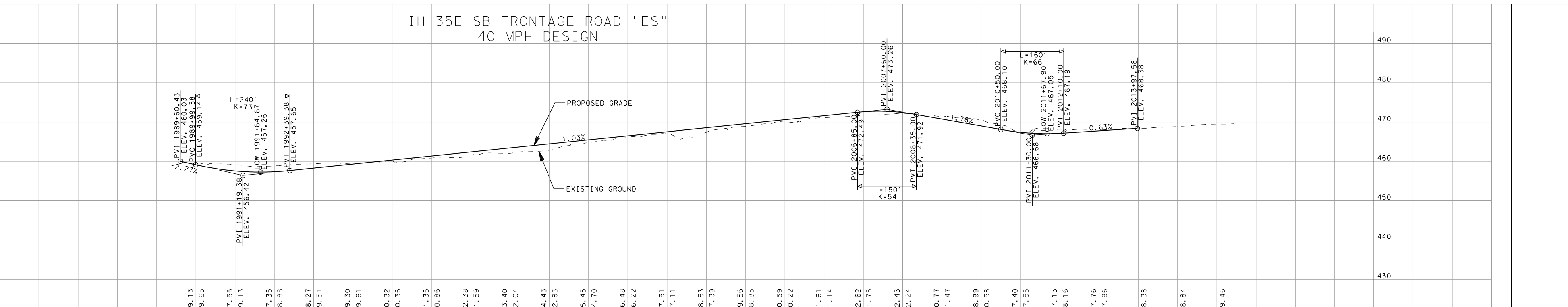
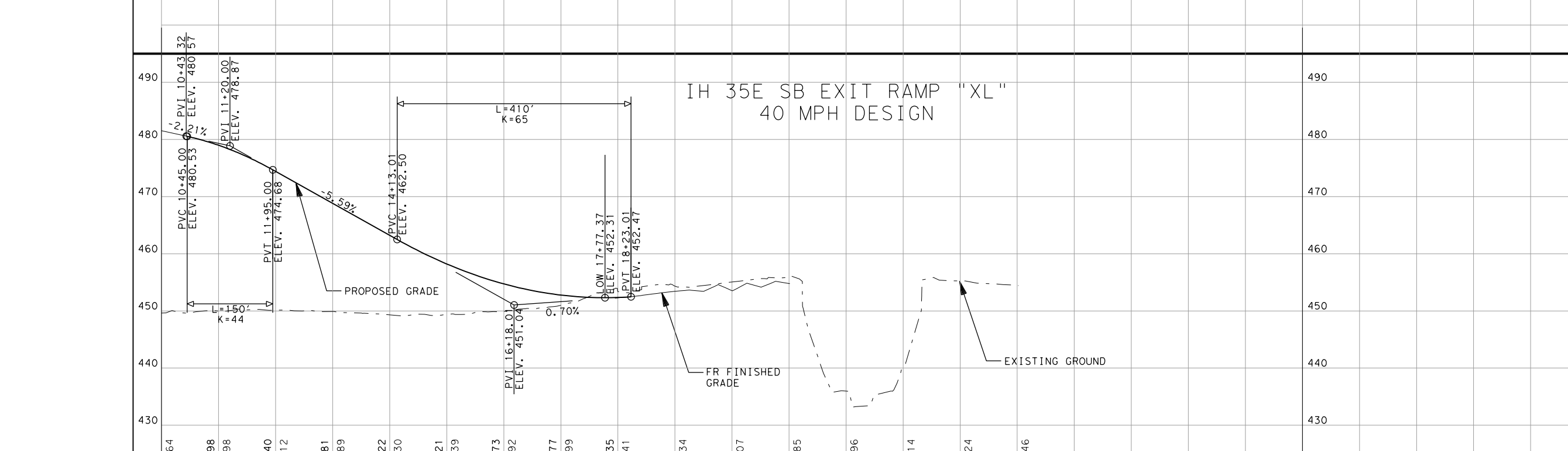
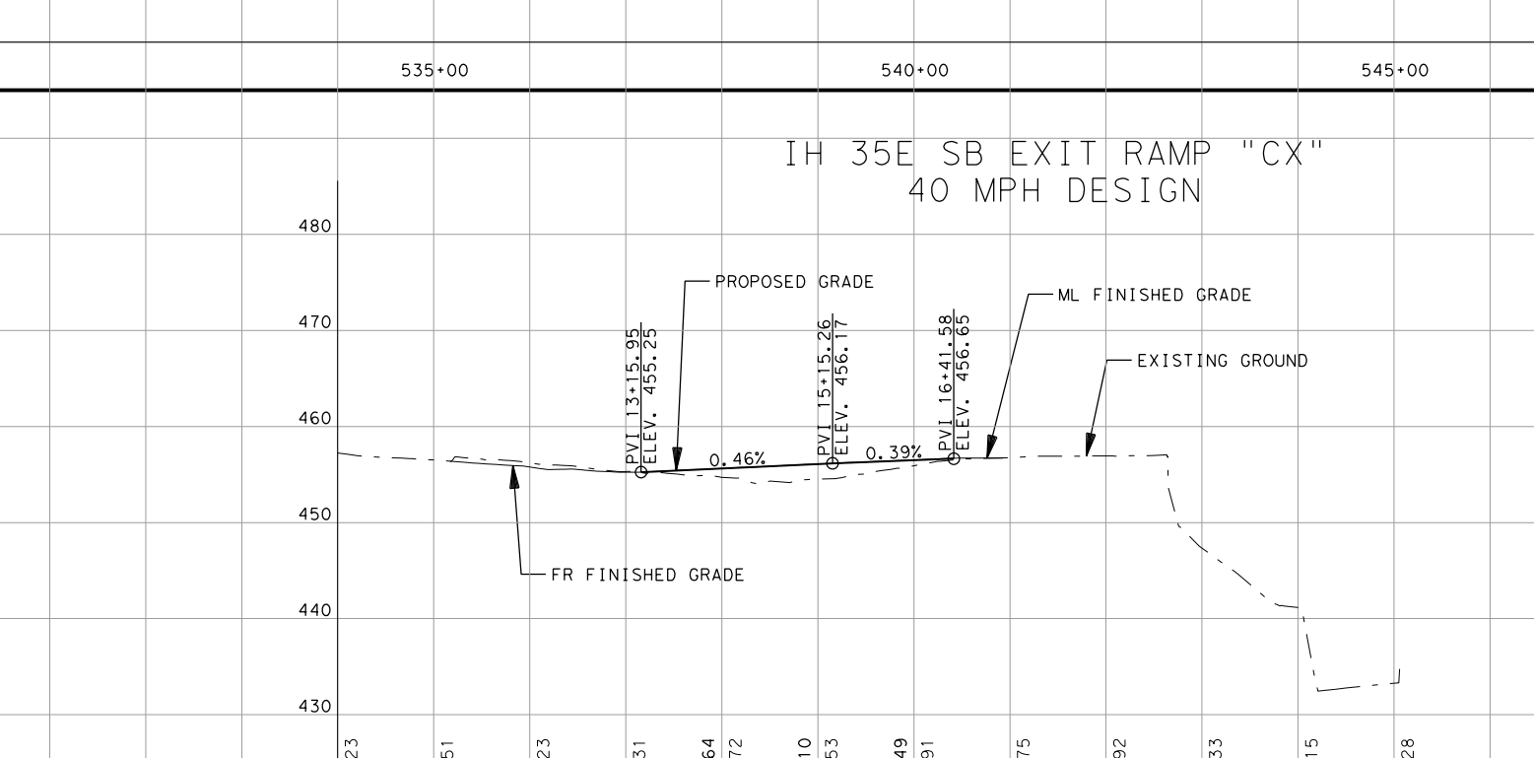
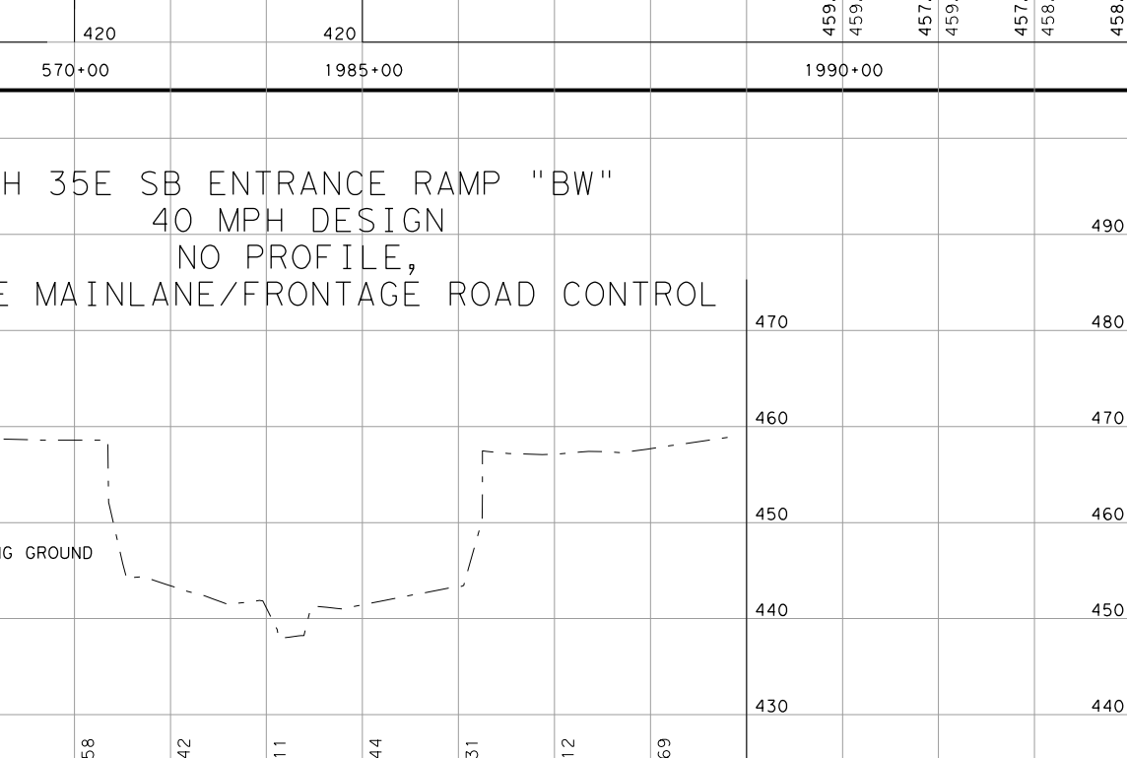
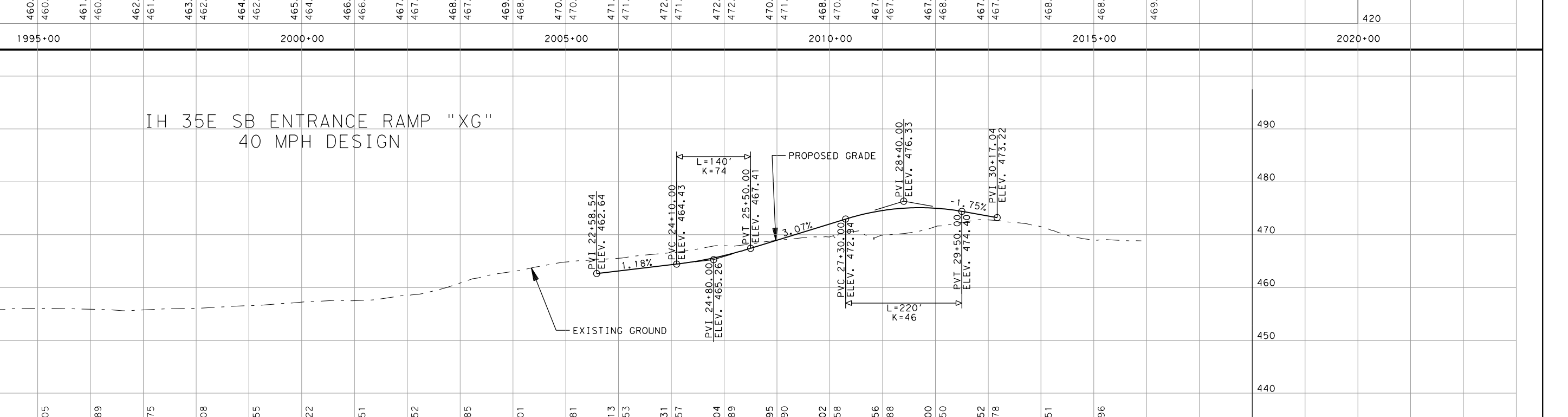

IH 35E SB COLLECTOR/DISTRIBUTOR ROAD "MB"
50 MPH DESIGN
PROPOSED GRADE
EXISTING GROUND
-0.60%
0.34%
-0.41%
6.00%
-2.80%
-0.34%
L=160' K=119
L=148' K=129
L=440' K=100
L=580' K=85
L=240' K=97
500+00
505+00
510+00
515+00
520+00
525+00
530+00
535+00
540+00
545+00
550+00
555+00
560+00
565+00
570+00

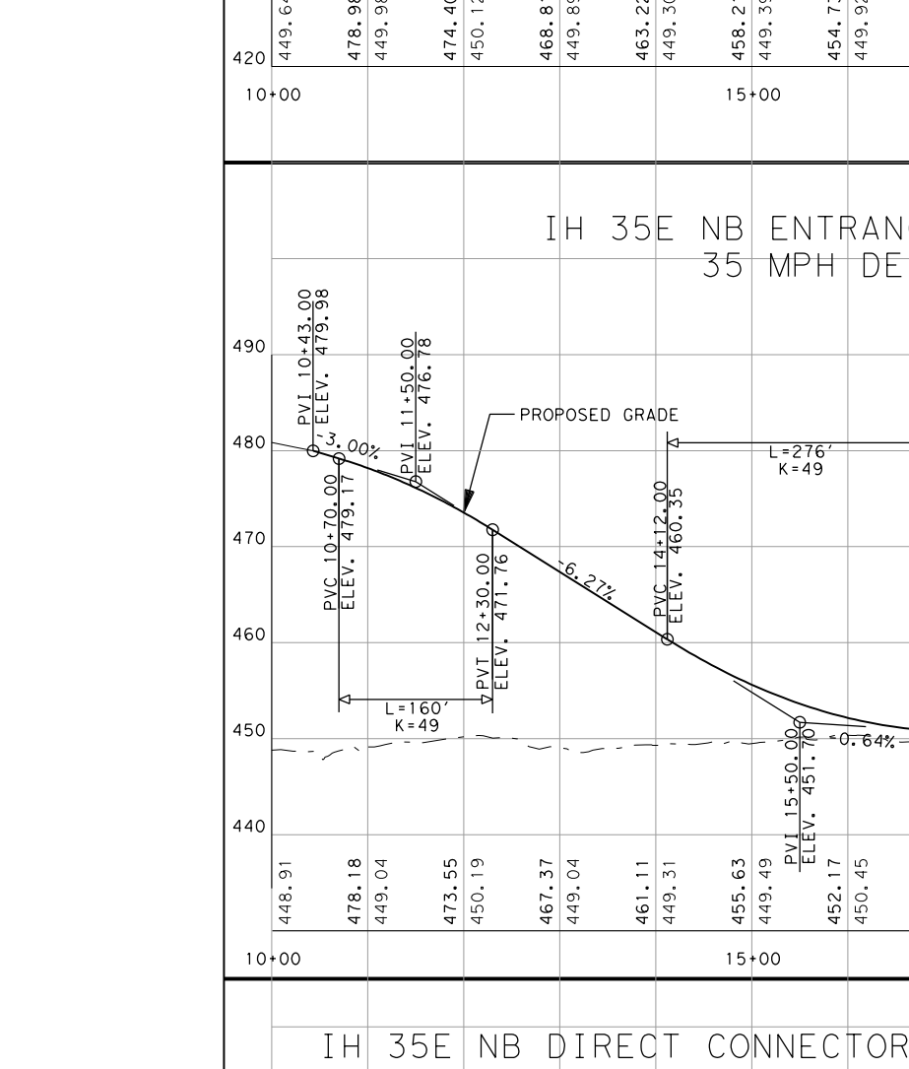

IH 35E SB FRONTAGE ROAD "ES"
40 MPH DESIGN
PROPOSED GRADE
EXISTING GROUND
1.03%
-1.78%
0.63%
L=240' K=71
L=150' K=54
L=160' K=60
1985+00
1990+00
1995+00
2000+00
2005+00
2010+00
2015+00
2020+00

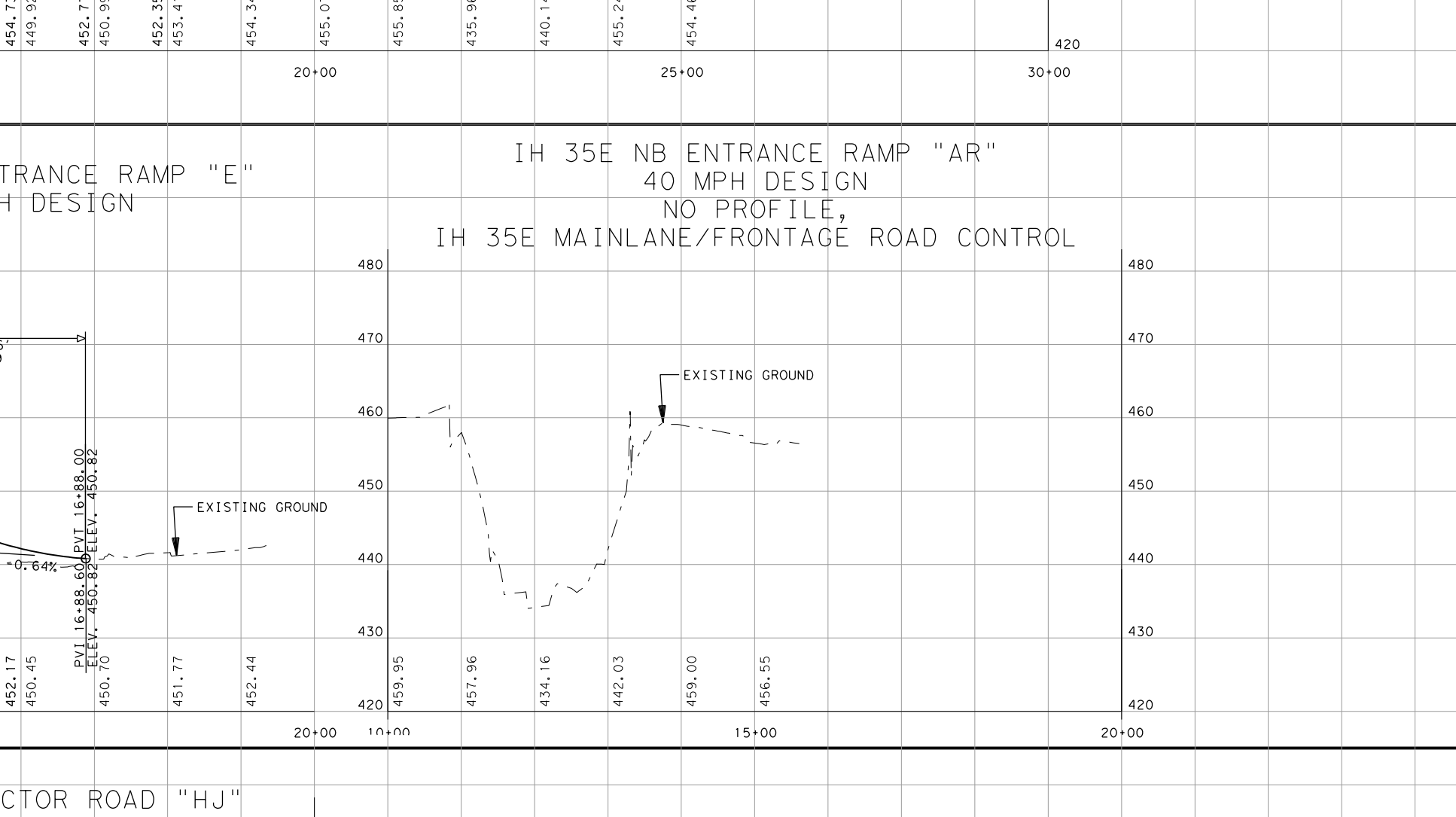

IH 35E SB EXIT RAMP "XL"
40 MPH DESIGN
PROPOSED GRADE
FR FINISHED GRADE
EXISTING GROUND
L=410' K=65
L=180' K=44
-0.70%
10+00
15+00
20+00
25+00
30+00

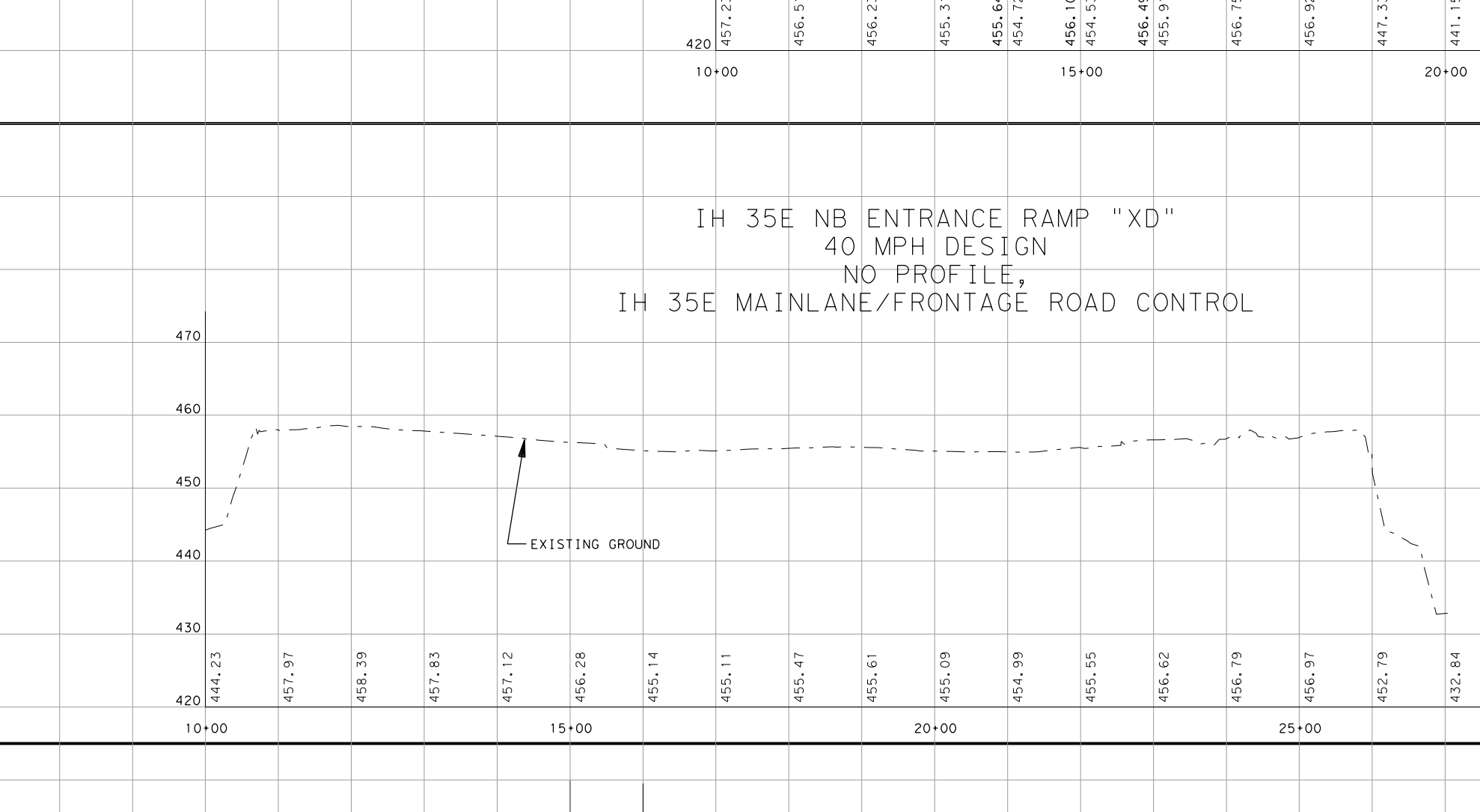

IH 35E SB EXIT RAMP "CX"
40 MPH DESIGN
PROPOSED GRADE
ML FINISHED GRADE
EXISTING GROUND
FR FINISHED GRADE
0.46%
0.39%
10+00
15+00
20+00
25+00

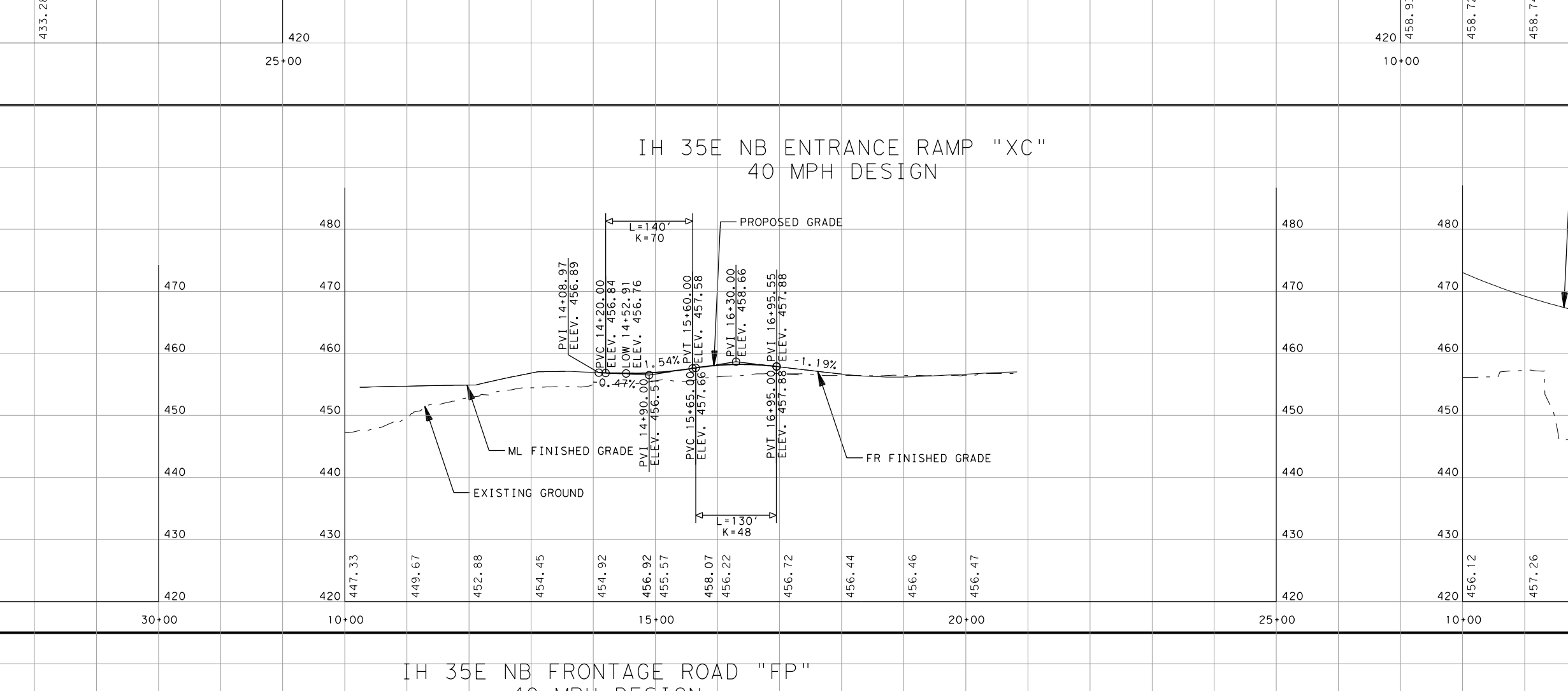

IH 35E SB ENTRANCE RAMP "BW"
40 MPH DESIGN
NO PROFILE,
IH 35E MAINLANE/FRONTAGE ROAD CONTROL
EXISTING GROUND
10+00
15+00
20+00

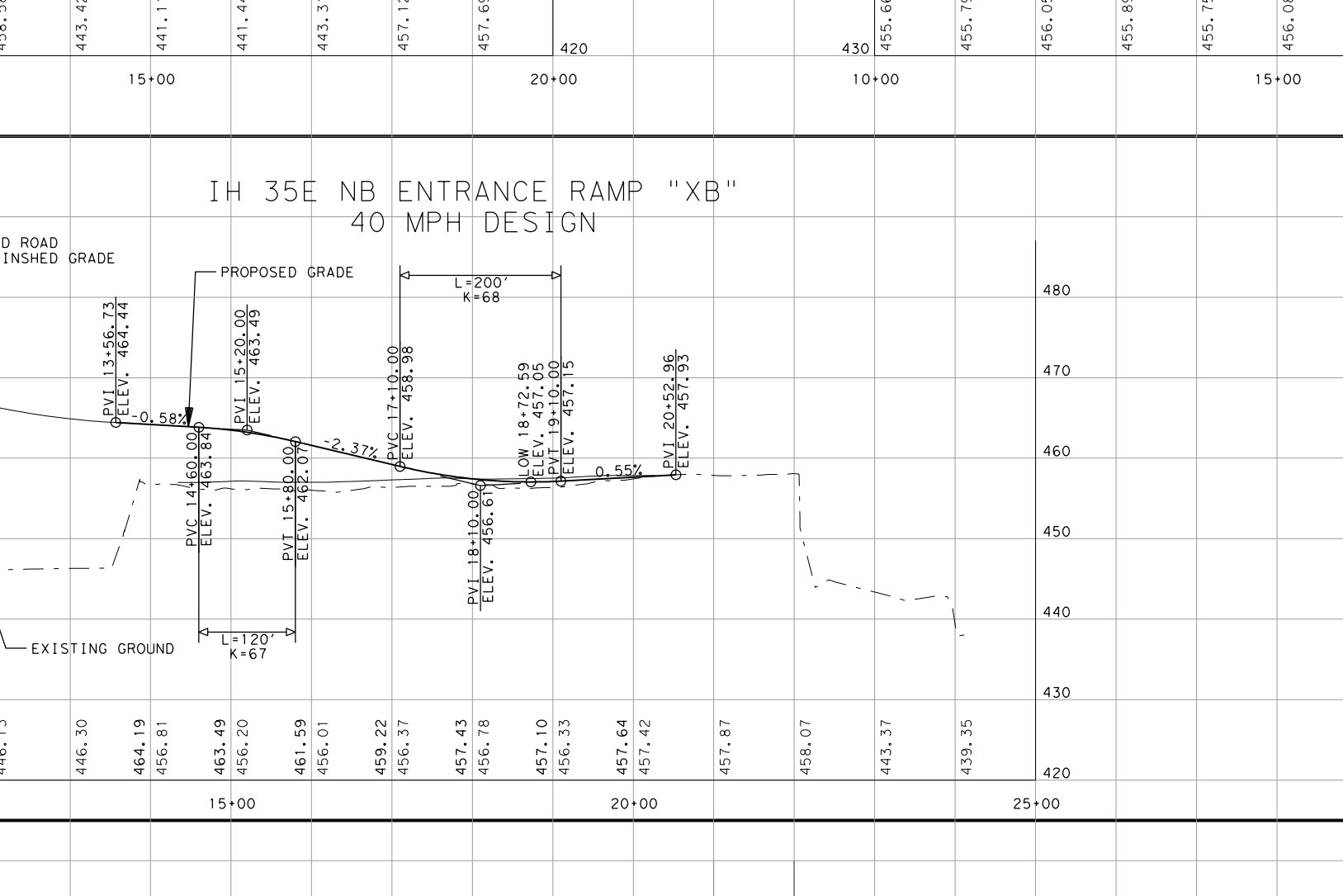

IH 35E SB ENTRANCE RAMP "XG"
40 MPH DESIGN
PROPOSED GRADE
EXISTING GROUND
L=140' K=74
L=220' K=46
1.18%
10+00
15+00
20+00
25+00
30+00
35+00


IH 35E NB ENTRANCE RAMP "E"
35 MPH DESIGN
PROPOSED GRADE
EXISTING GROUND
L=274' K=49
L=160' K=49
-0.64%
10+00
15+00
20+00

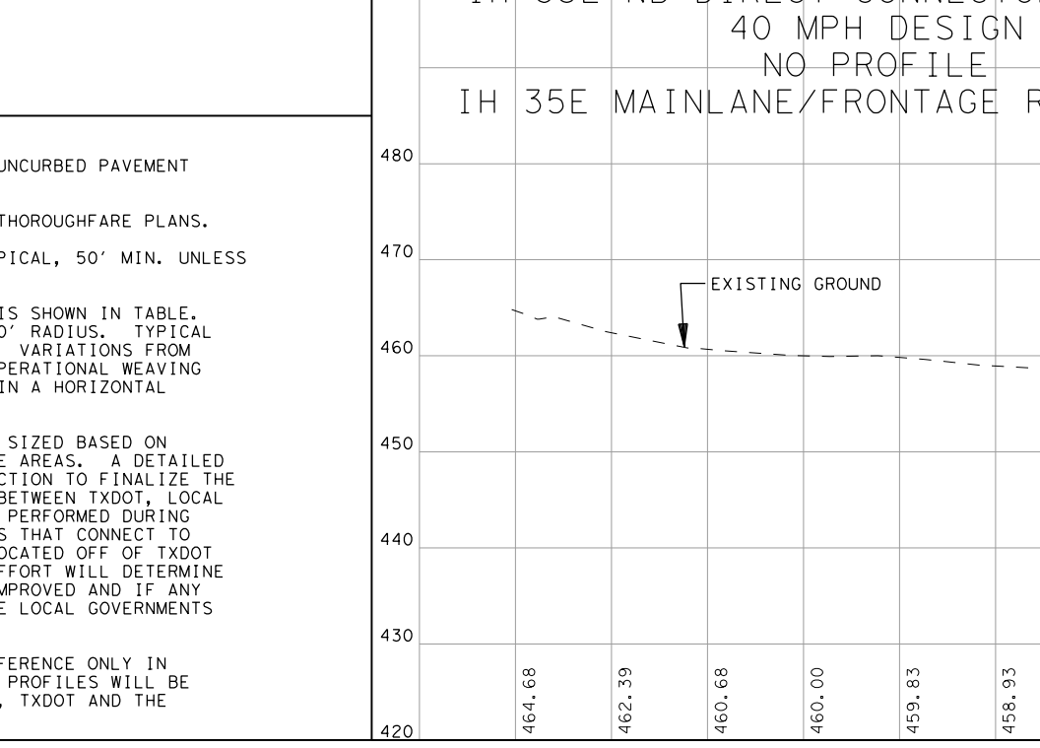

IH 35E NB ENTRANCE RAMP "AR"
40 MPH DESIGN
NO PROFILE,
IH 35E MAINLANE/FRONTAGE ROAD CONTROL
EXISTING GROUND
15+00
20+00

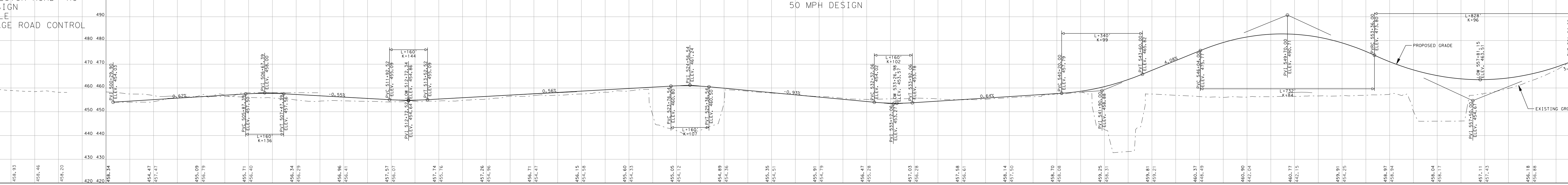

IH 35E NB ENTRANCE RAMP "XD"
40 MPH DESIGN
NO PROFILE,
IH 35E MAINLANE/FRONTAGE ROAD CONTROL
EXISTING GROUND
10+00
15+00
20+00
25+00
30+00


IH 35E NB ENTRANCE RAMP "XC"
40 MPH DESIGN
PROPOSED GRADE
ML FINISHED GRADE
EXISTING GROUND
FR FINISHED GRADE
L=140' K=70
L=130' K=48
-1.19%
10+00
15+00
20+00
25+00


IH 35E NB ENTRANCE RAMP "XB"
40 MPH DESIGN
CD ROAD
FINISHED GRADE
PROPOSED GRADE
EXISTING GROUND
L=200' K=68
L=120' K=67
-0.58%
-2.37%
0.55%
10+00
15+00
20+00
25+00

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


IH 35E NB DIRECT CONNECTOR ROAD "HJ"
40 MPH DESIGN
NO PROFILE
IH 35E MAINLANE/FRONTAGE ROAD CONTROL
EXISTING GROUND
1005+00
1010+00


IH 35E NB COLLECTOR/DISTRIBUTOR ROAD "MA"
50 MPH DESIGN
PROPOSED GRADE
EXISTING GROUND
0.67%
-0.55%
0.56%
-0.93%
0.64%
6.08%
L=160' K=136
L=160' K=144
L=160' K=107
L=160' K=102
L=340' K=99
L=732' K=84
L=828' K=96
500+00
505+00
510+00
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530+00
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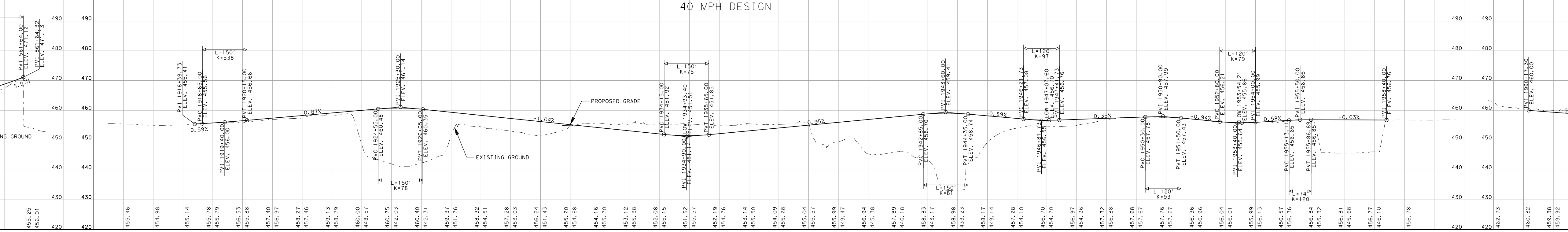
540+00
545+00
550+00
555+00
560+00


IH 35E NB FRONTAGE ROAD "FP"
40 MPH DESIGN
PROPOSED GRADE
EXISTING GROUND
0.59%
0.87%
-1.04%
0.95%
-0.89%
0.35%
-0.94%
0.58%
-0.03%
L=150' K=538
L=150' K=78
L=150' K=75
L=150' K=81
L=120' K=97
L=120' K=93
L=120' K=79
L=174' K=120
1915+00
1920+00
1925+00
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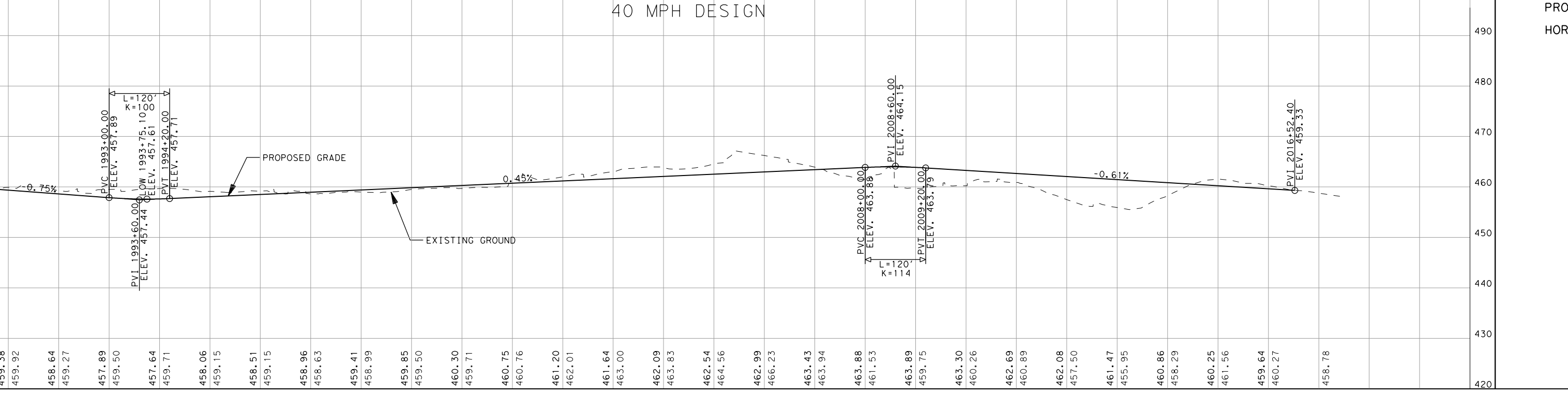
1940+00
1945+00
1950+00
1955+00
1960+00


IH 35E NB FRONTAGE ROAD "FO"
40 MPH DESIGN
PROPOSED GRADE
EXISTING GROUND
-0.75%
0.45%
-0.61%
L=120' K=100
L=120' K=114
1990+00
1995+00
2000+00
2005+00
2010+00
2015+00
2020+00

Texas Department of Transportation
DALLAS DISTRICT
DRAFT INTERIM SCHEMATIC
WILLIAM L. HALE, P.E., DISTRICT ENGINEER
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

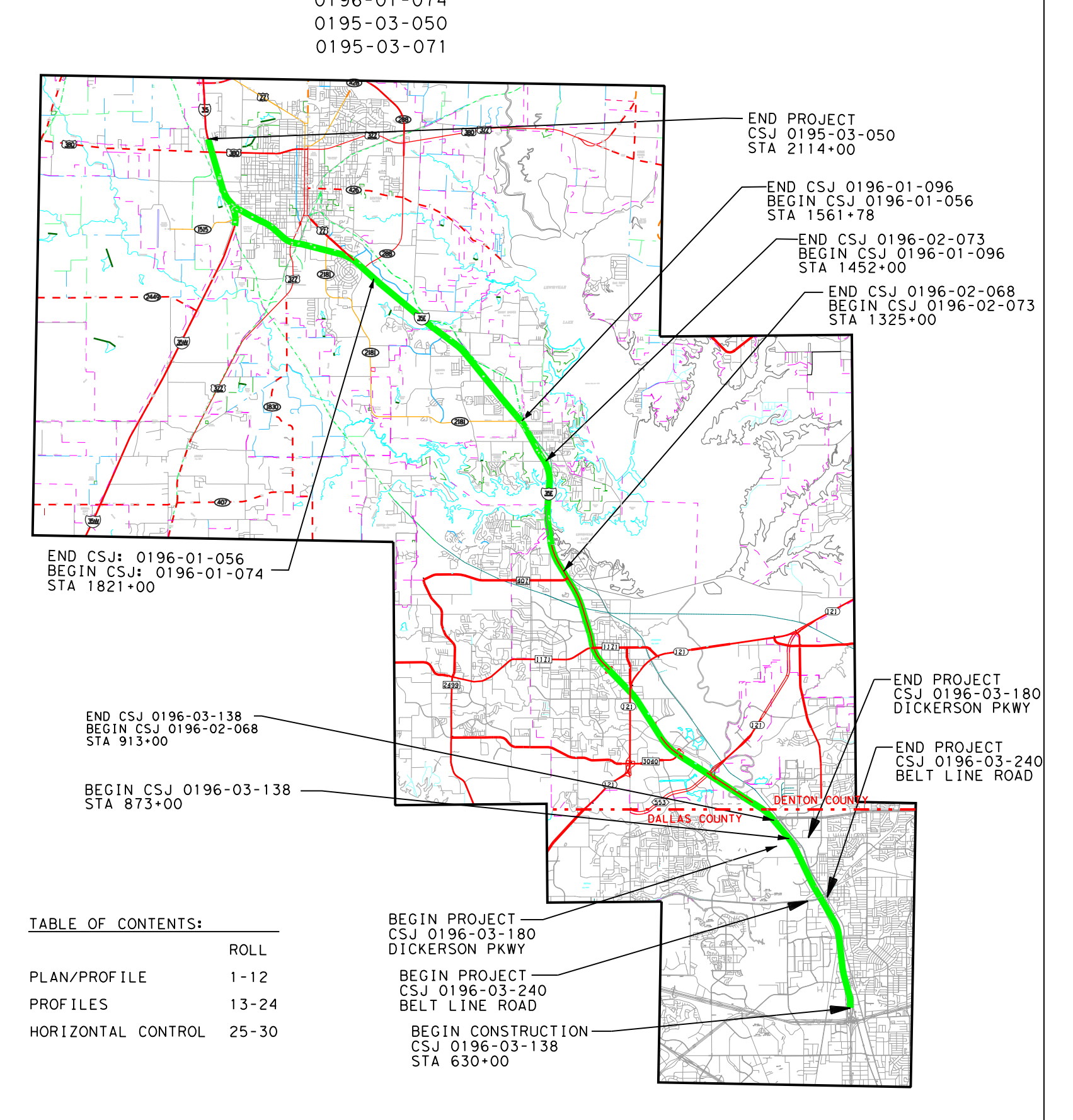


TABLE OF CONTENTS: ROLL
PLAN/PROFILE 1-12
PROFILES 13-24
HORIZONTAL CONTROL 25-30
SCALE:
HORIZONTAL 1"=200'
VERTICAL 1"=20'
1/11/2013
ROLL 15 OF 30
SCHEMATIC PREPARED BY:
FOR INTERIM REVIEW ONLY NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.
Prepared by or under the Direct Supervision of:
SHAWN BRENT STOVER 109251
NAME P.E. NUMBER
1/11/2013
DATE
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Texas Department of Transportation®
DALLAS DISTRICT
DRAFT INTERIM SCHEMATIC
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

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

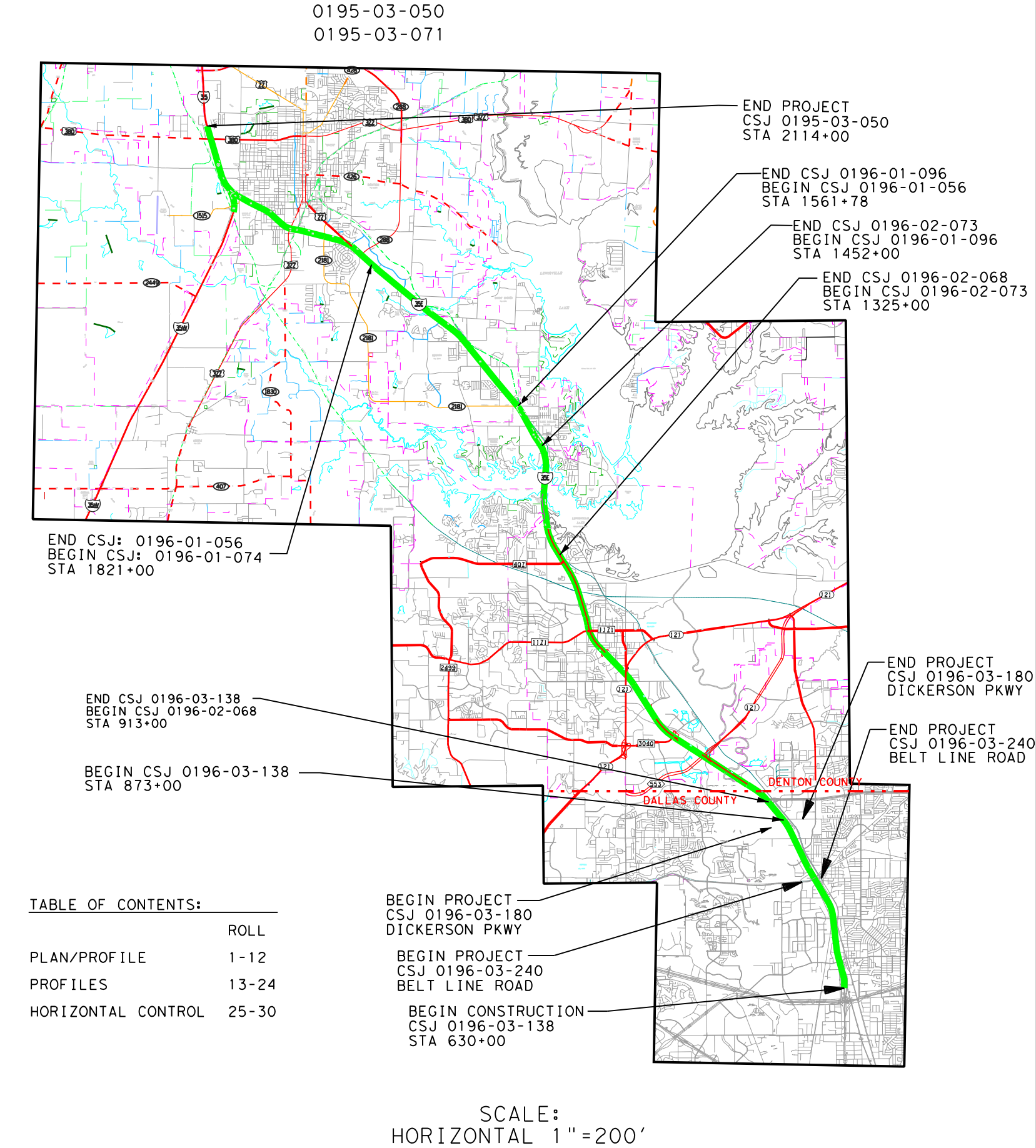

TABLE OF CONTENTS:

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HORIZONTAL CONTROL	25-30

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VERTICAL 1"=20'

1/11/2013
ROLL 16 OF 30

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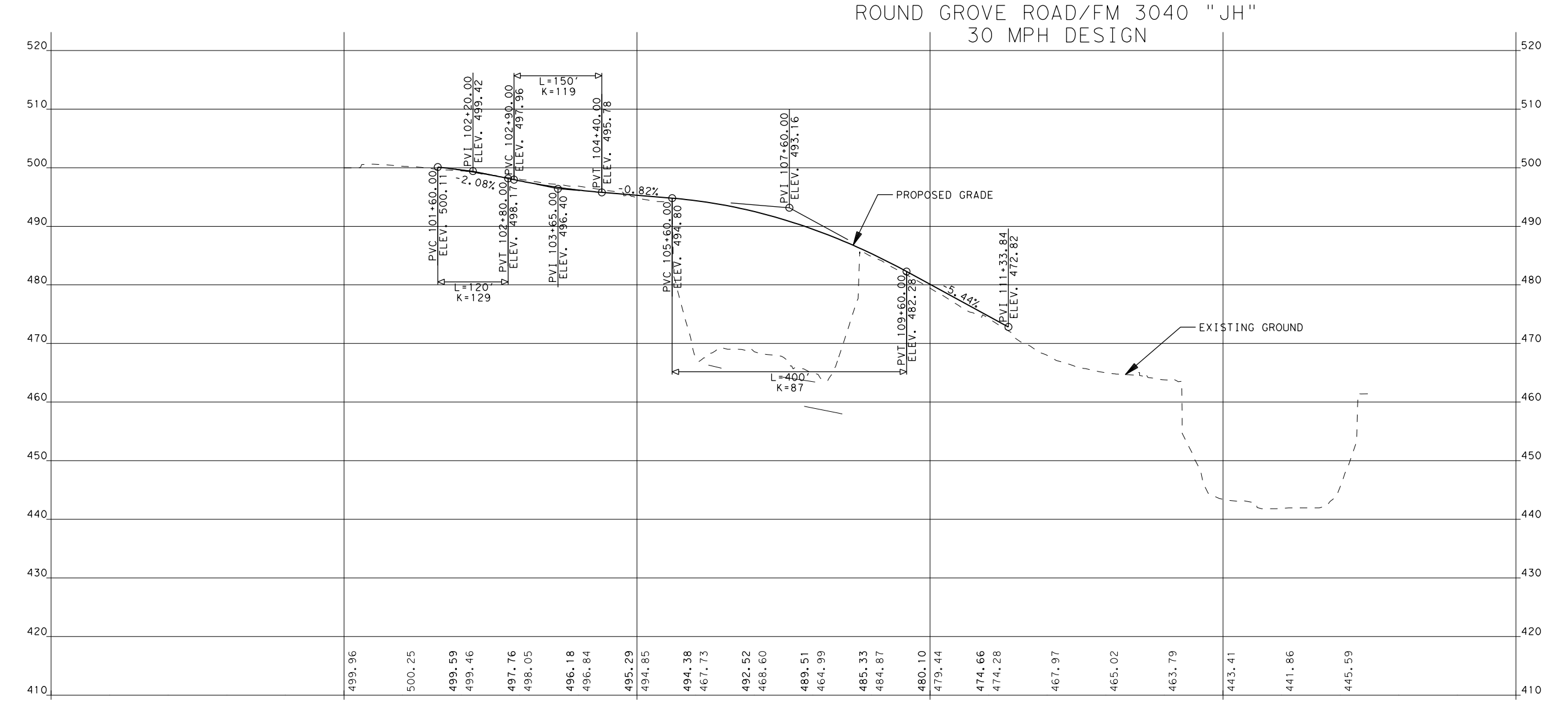
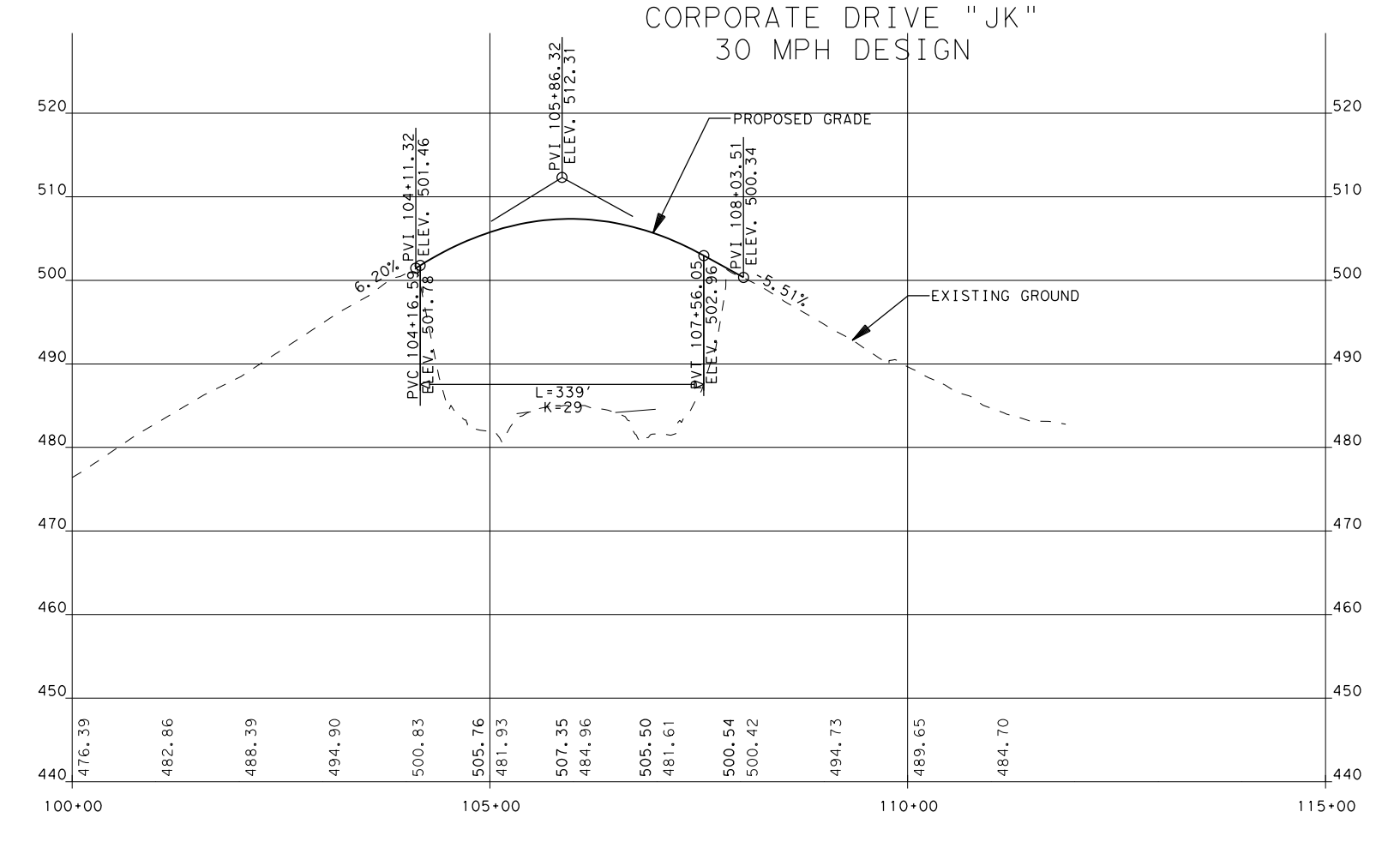

ROUND GROVE ROAD/FM 3040 "JH"
30 MPH DESIGN


CORPORATE DRIVE "JK"
30 MPH DESIGN

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

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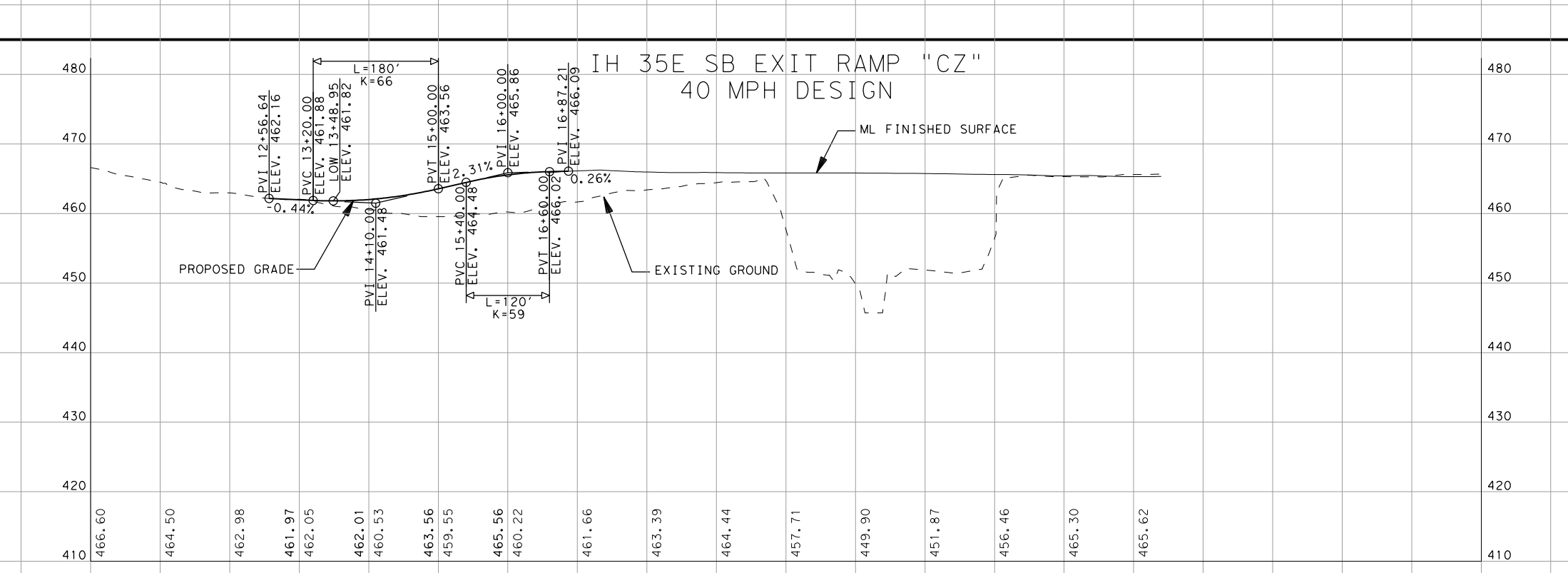
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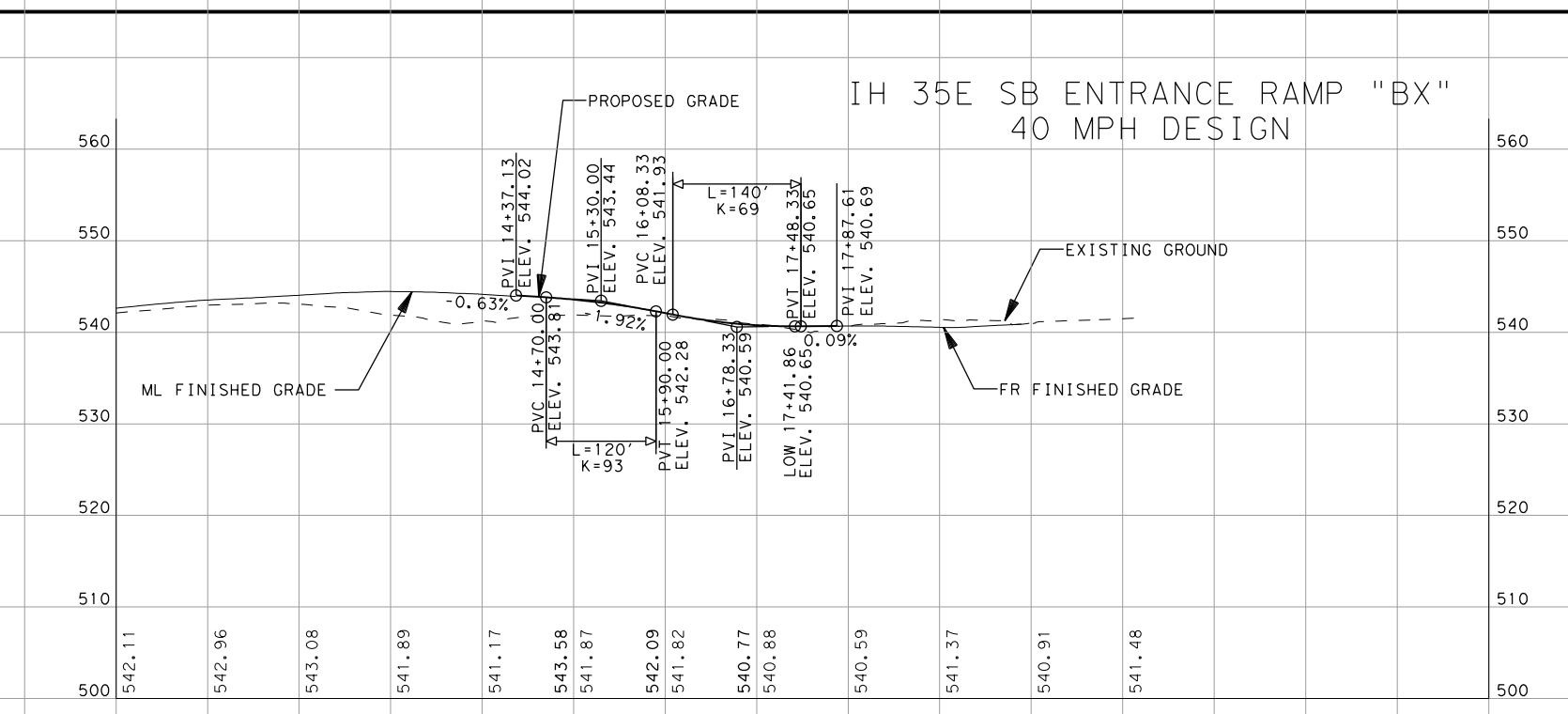
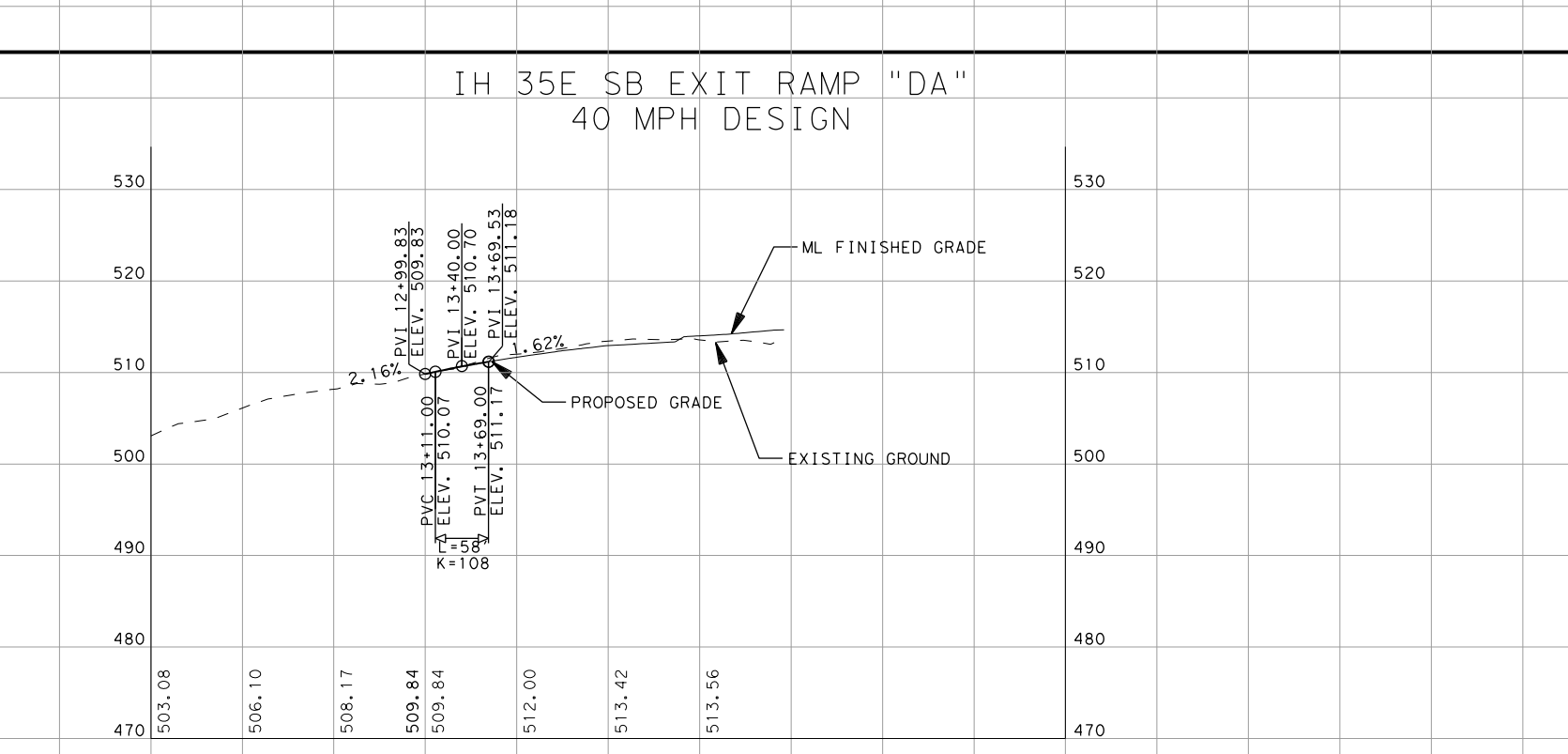
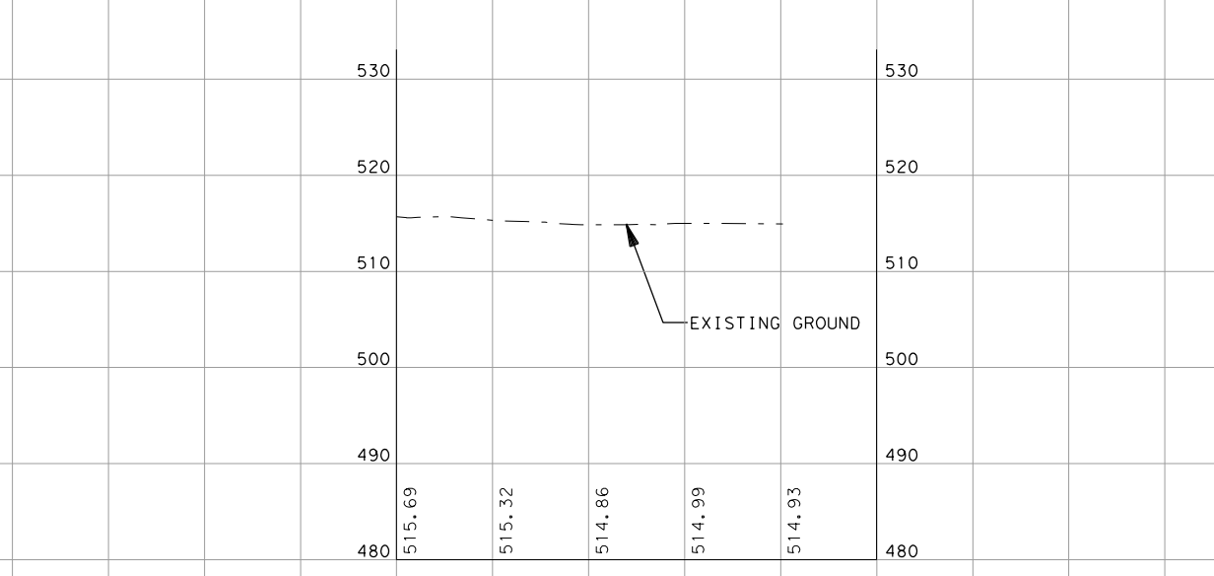
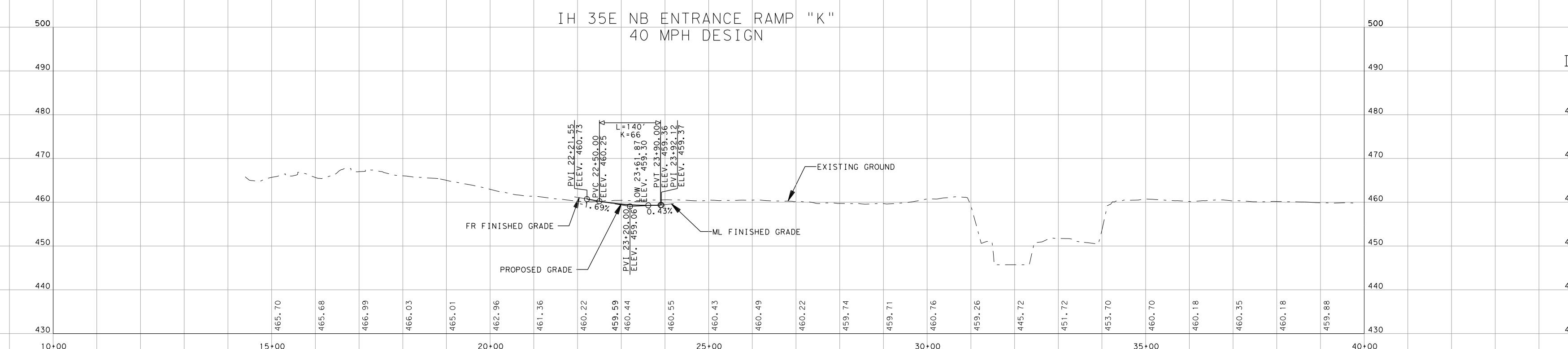
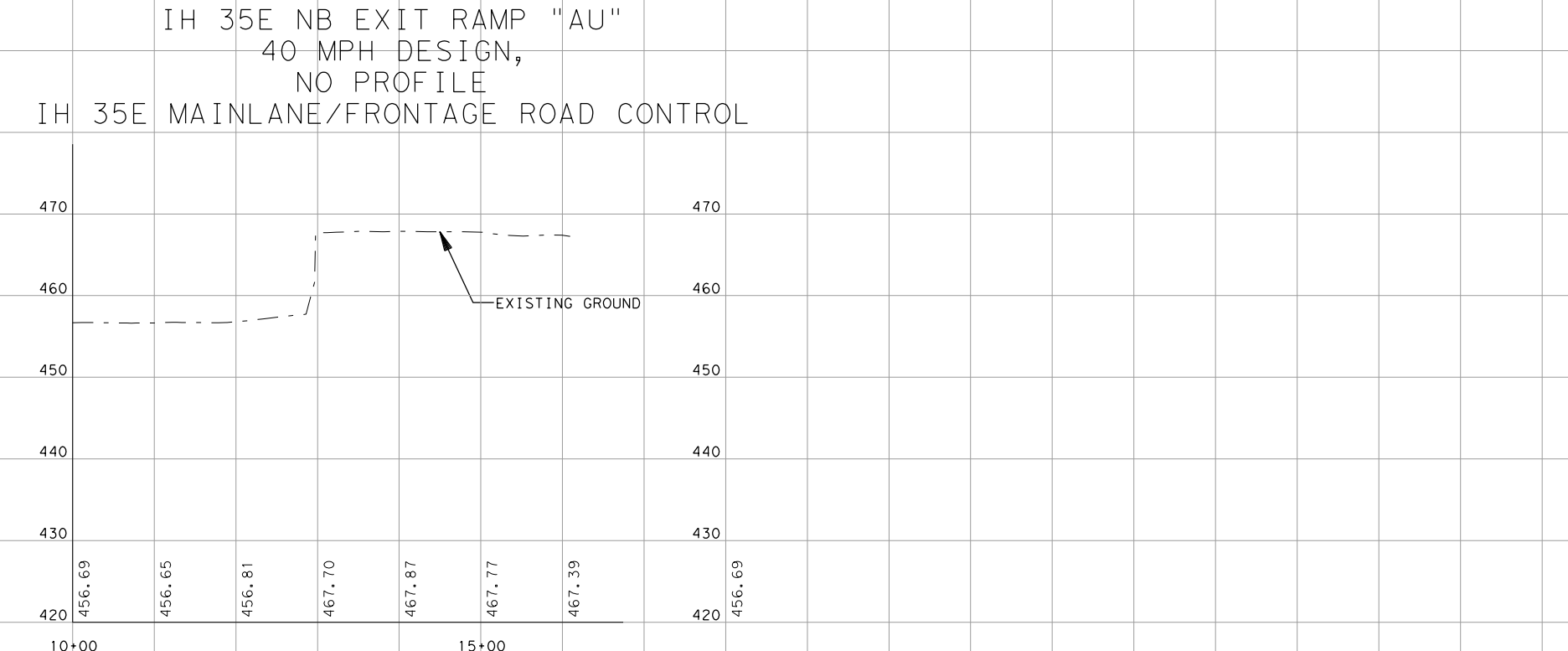
40 MPH DESIGN

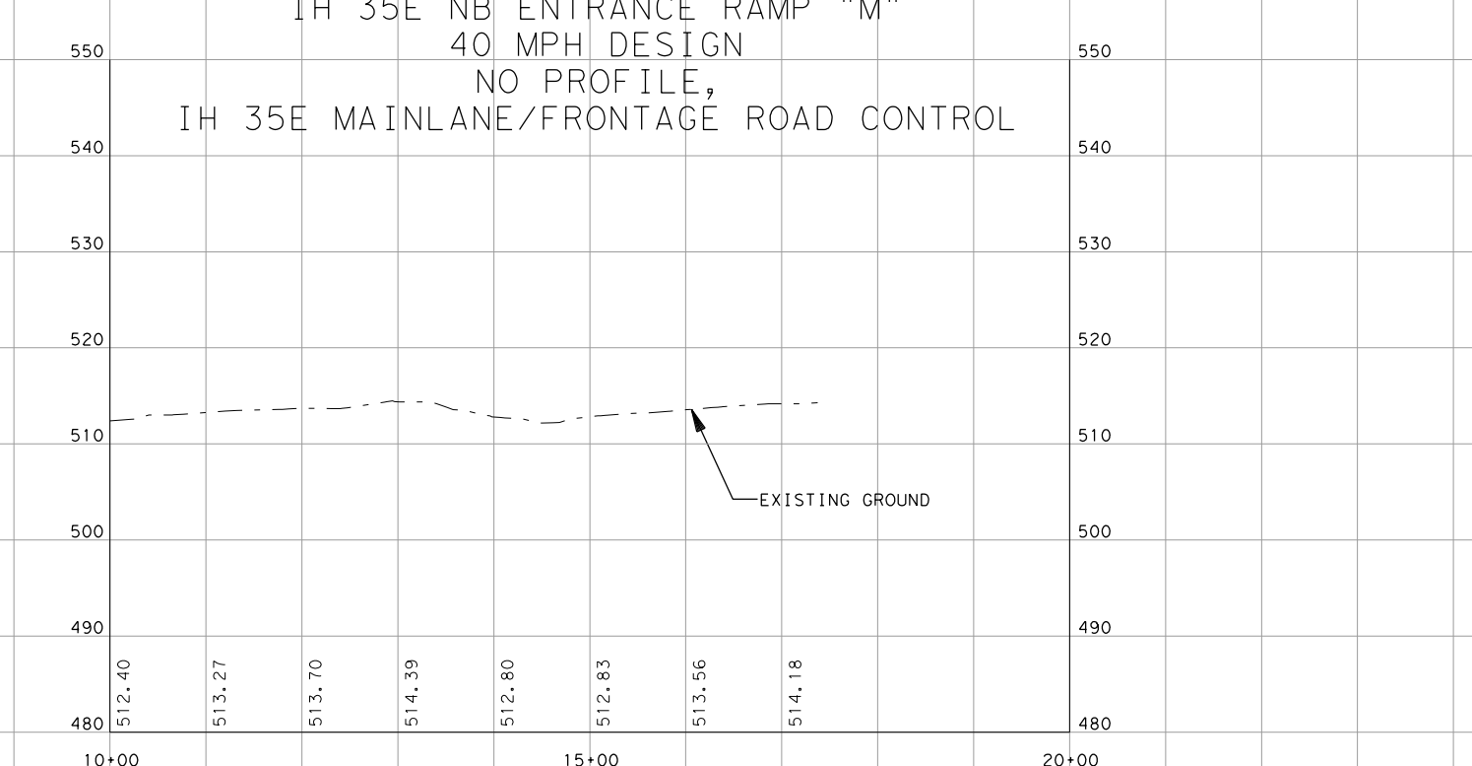

IH 35E SB ENTRANCE RAMP "BX"
40 MPH DESIGN

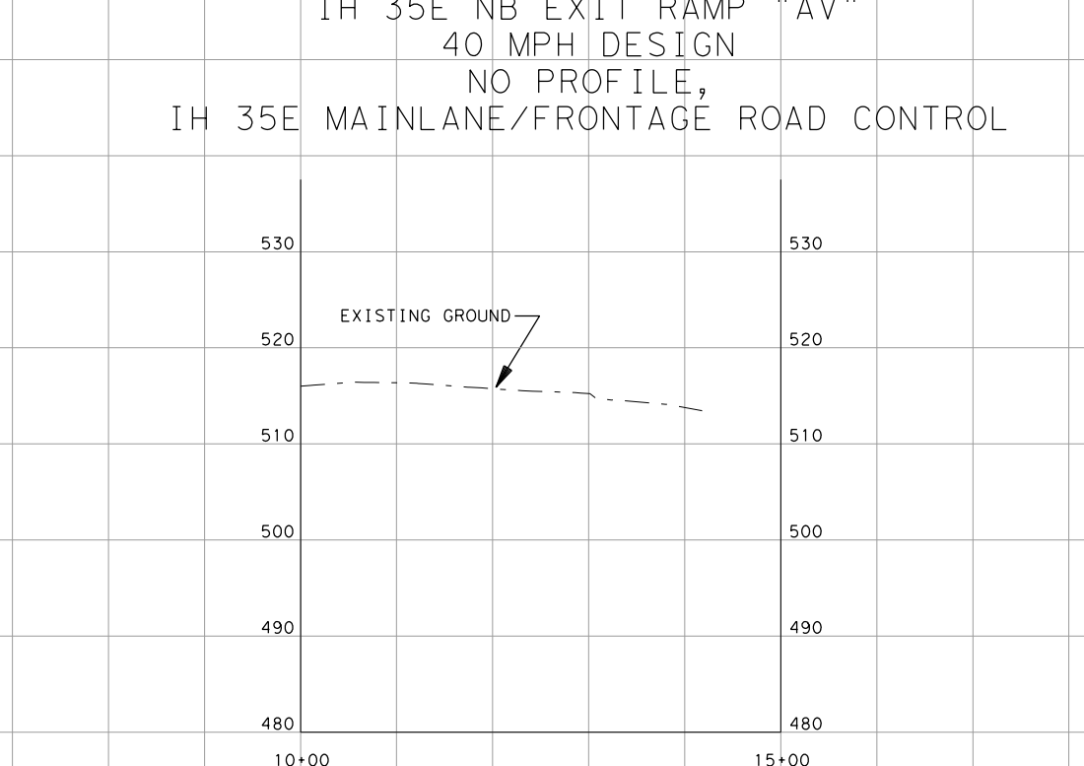

IH 35E SB EXIT RAMP "DA"
40 MPH DESIGN

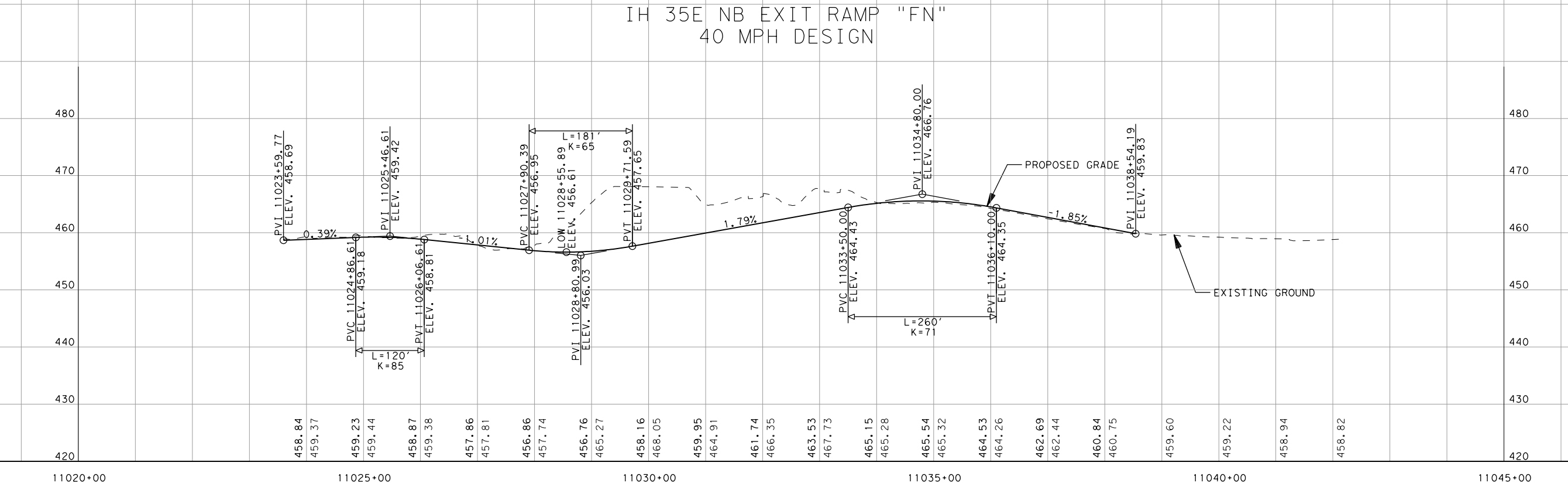

IH 35E SB ENTRANCE RAMP "BY"
40 MPH DESIGN
NO PROFILE,
IH 35E MAINLANE/FRONTAGE ROAD CONTROL

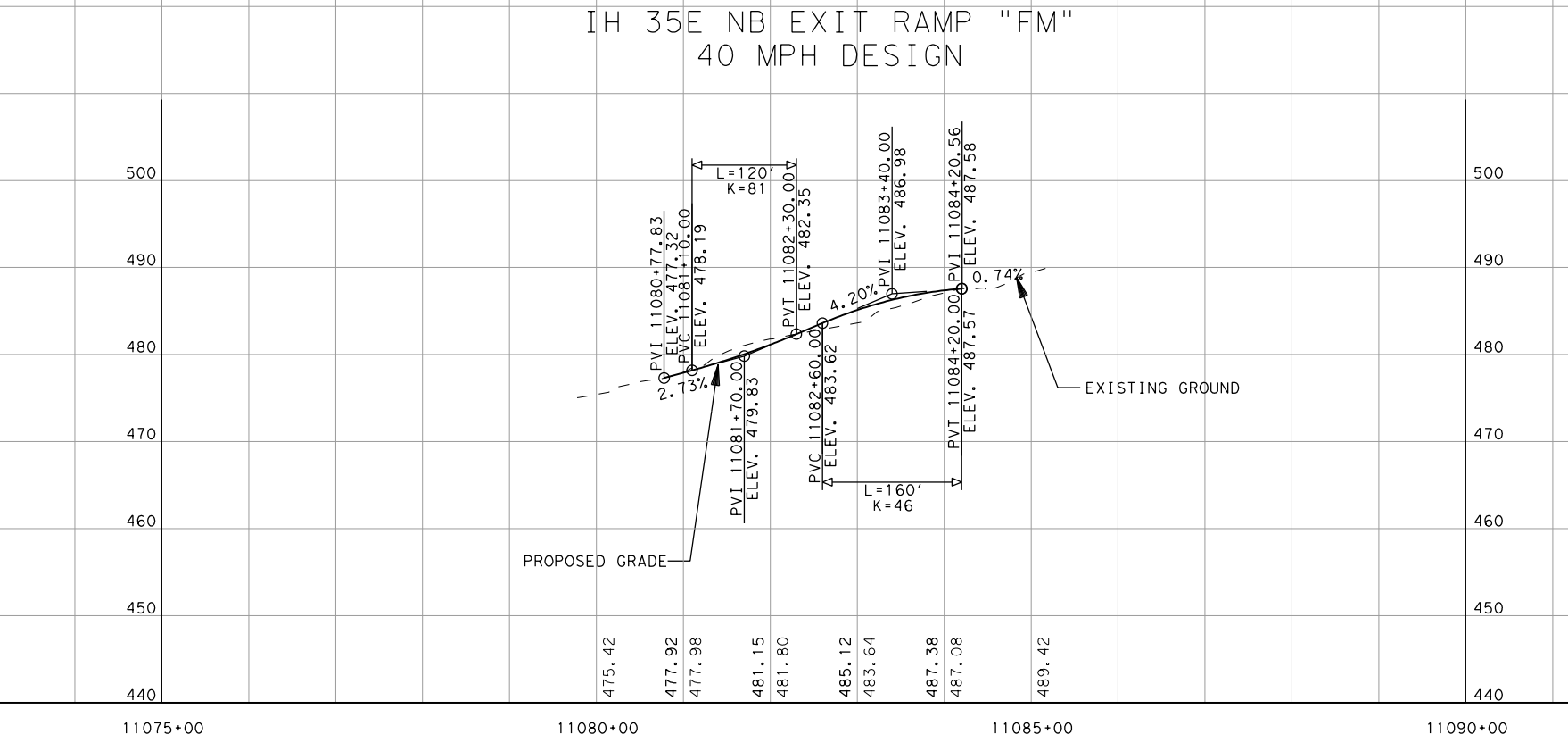

IH 35E NB ENTRANCE RAMP "K"
40 MPH DESIGN


IH 35E NB EXIT RAMP "AU"
40 MPH DESIGN,
NO PROFILE
IH 35E MAINLANE/FRONTAGE ROAD CONTROL

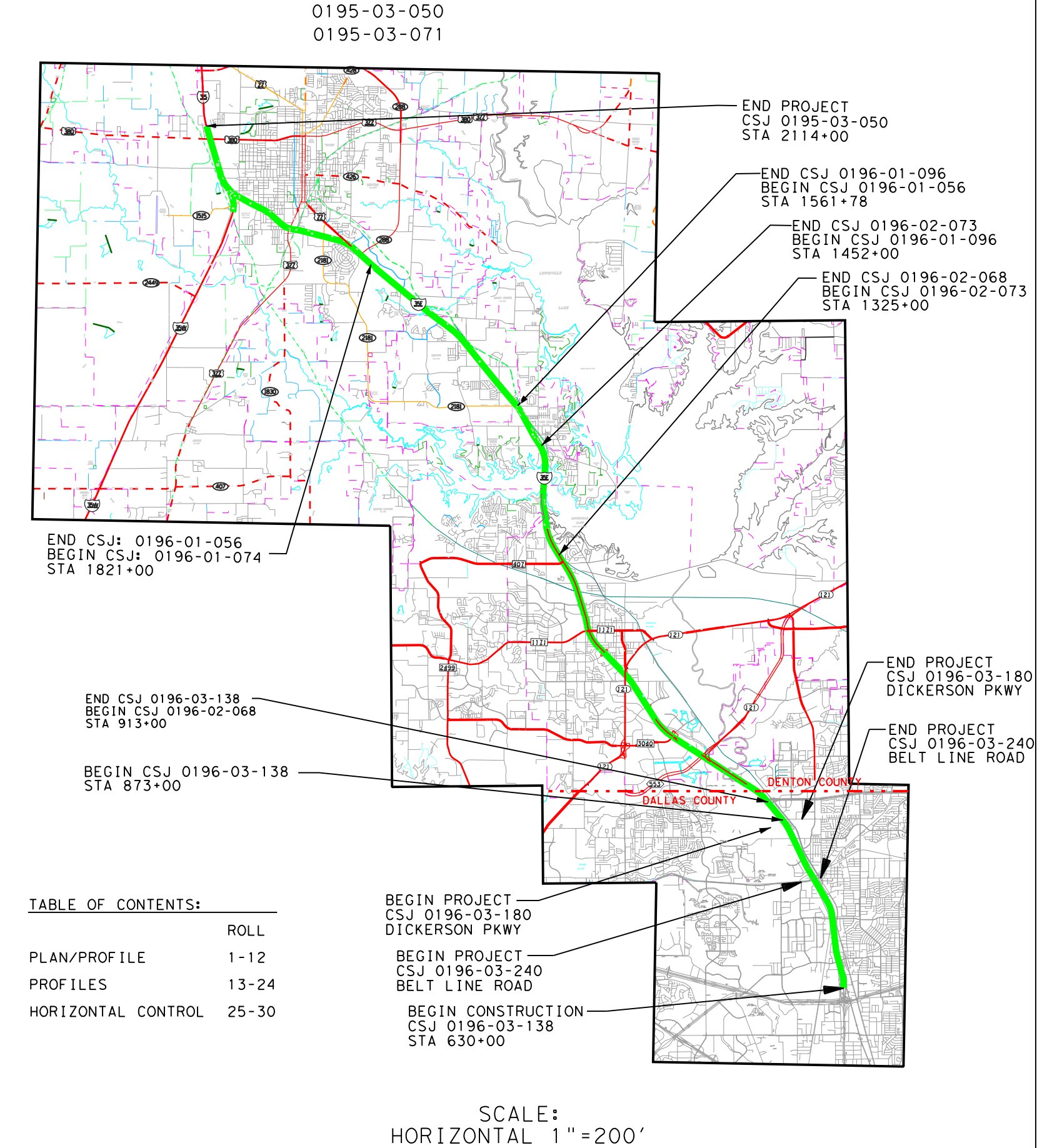

IH 35E NB ENTRANCE RAMP "M"
40 MPH DESIGN
NO PROFILE,
IH 35E MAINLANE/FRONTAGE ROAD CONTROL


IH 35E NB EXIT RAMP "AV"
40 MPH DESIGN
NO PROFILE,
IH 35E MAINLANE/FRONTAGE ROAD CONTROL


IH 35E NB EXIT RAMP "FN"
40 MPH DESIGN


IH 35E NB EXIT RAMP "FM"
40 MPH DESIGN

"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

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

TABLE OF CONTENTS:
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PLAN/PROFILE 1-12
PROFILES 13-24
HORIZONTAL CONTROL 25-30

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

1/11/2013
ROLL 16 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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Texas Department of Transportation

DALLAS DISTRICT
DRAFT INTERIM SCHEMATIC
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

IH 35E

FROM: IH 635
TO: US 380

DALLAS & DENTON COUNTY

FUNCTIONAL CLASS: URBAN FREEWAY
PROJECT LENGTH: 28.25 MILES

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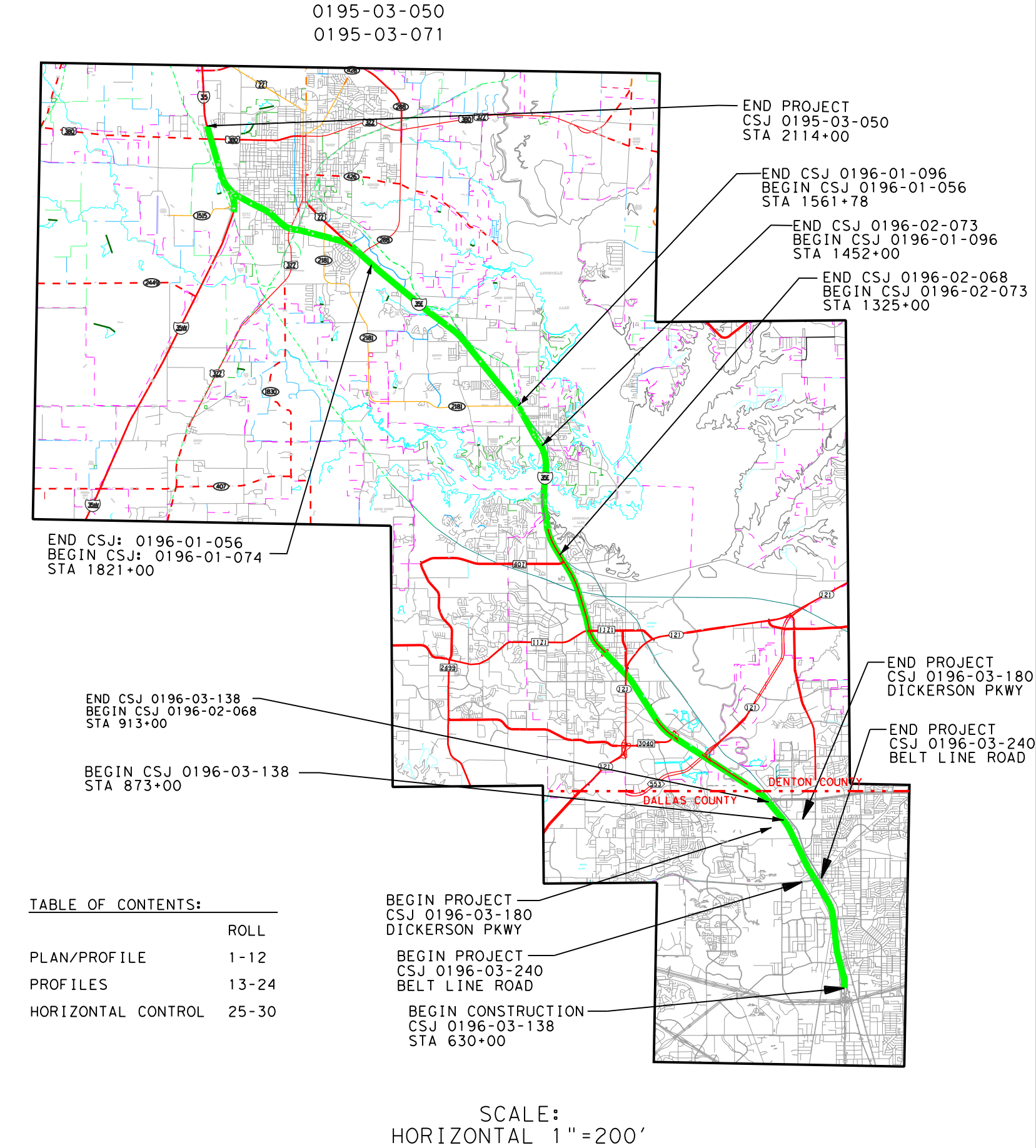
0196-03-245	TURNAROUND RAMPS 20 MPH
0196-02-068	FRONTAGE ROADS 40 MPH
0196-02-073	CROSS STREETS 30 MPH
0196-01-096	COLLECTOR DISTRIBUTOR 50 MPH
0196-01-056	DIRECT CONNECTORS 50 MPH
0196-01-074	INTERSECTIONS 30 MPH
0195-03-050	
0195-03-071	


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

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1/11/2013

ROLL 17 OF 30

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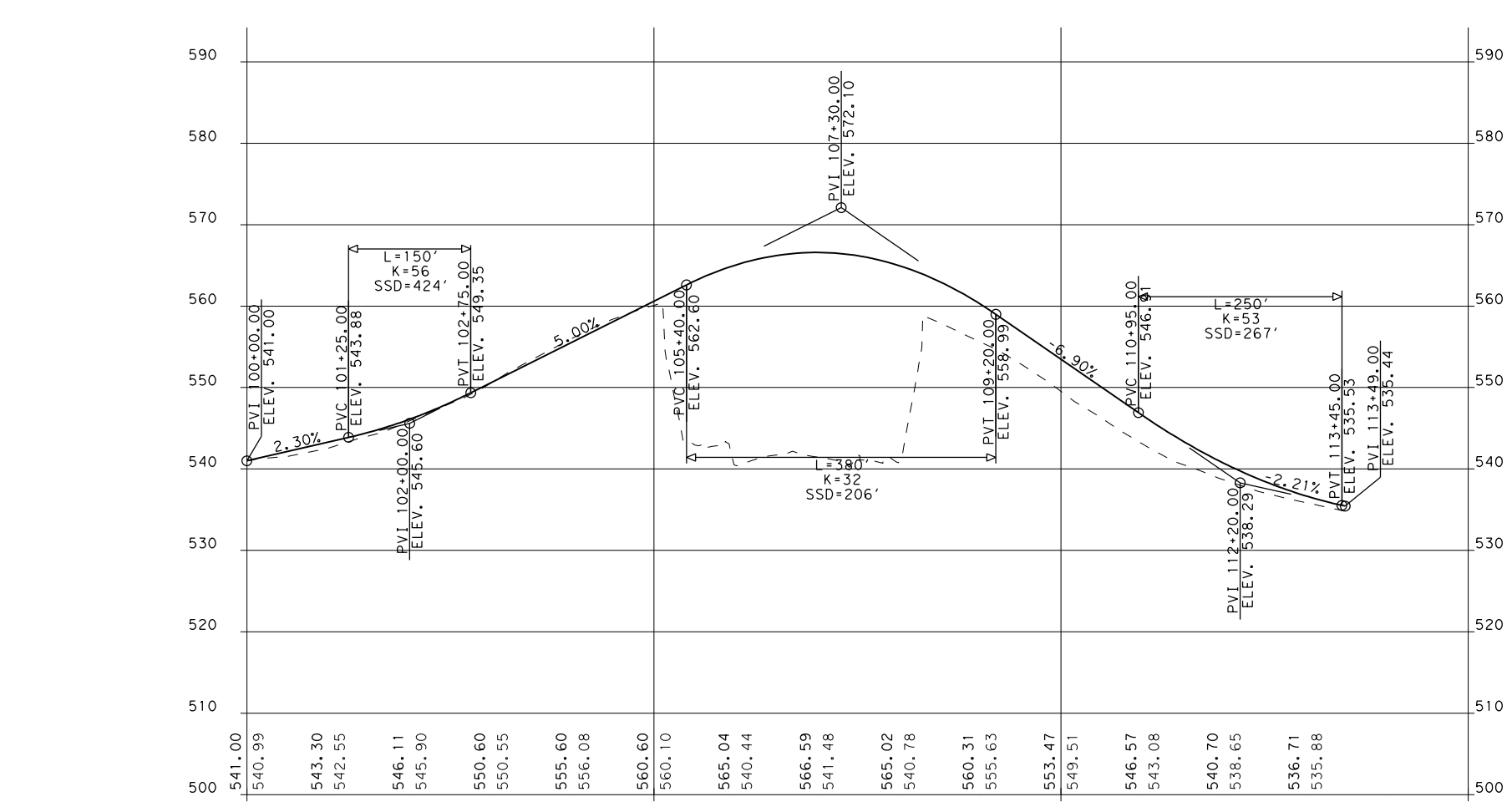
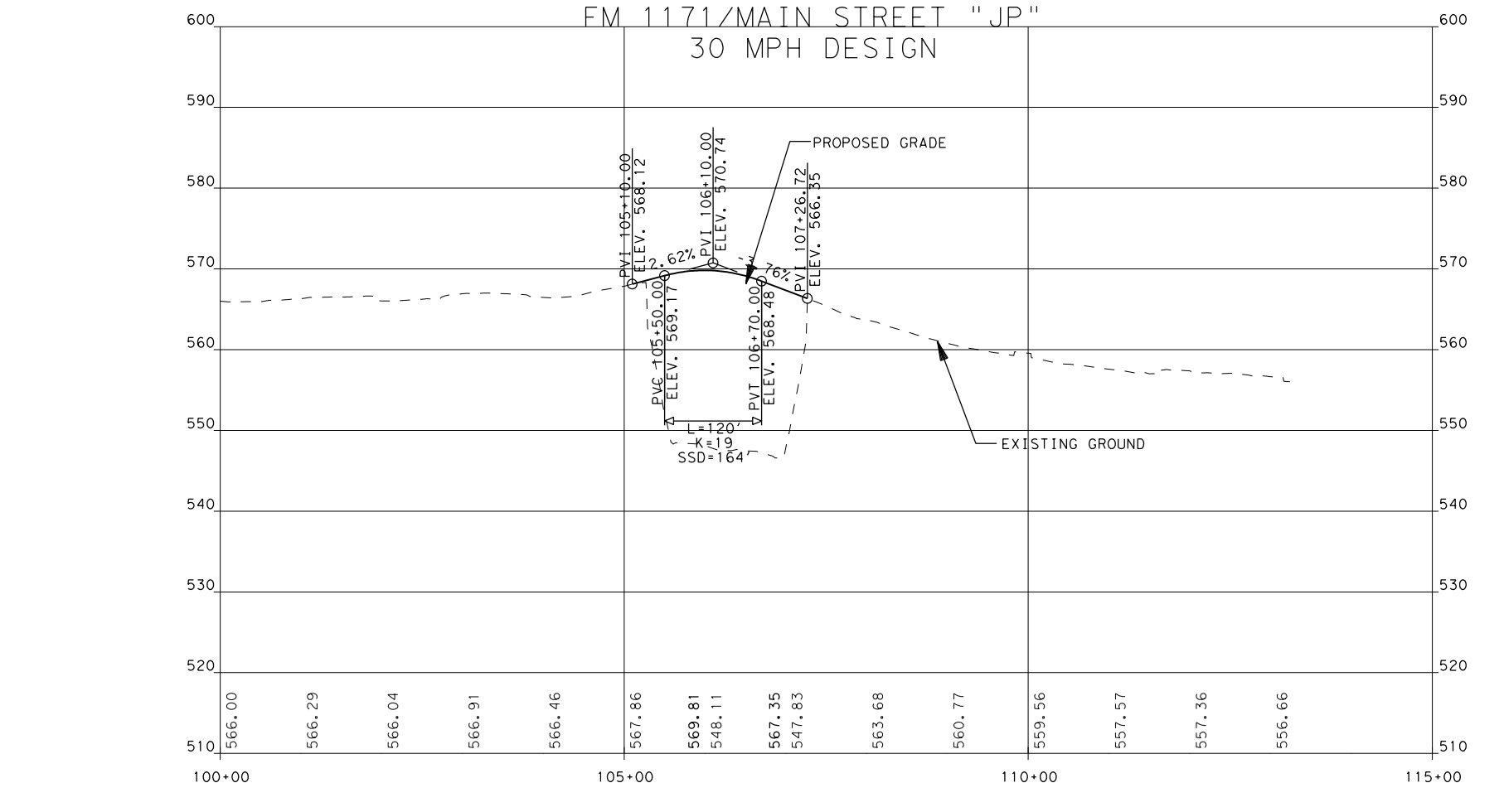
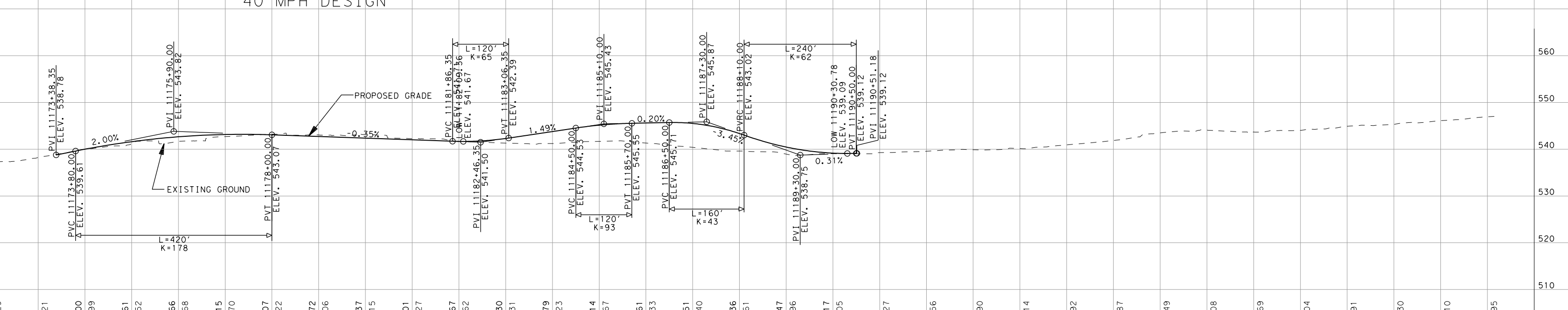
FOX AVENUE "JN"
30 MPH DESIGN


L=150'
K=56
SSD=424'
L=380'
K=32
SSD=206'
L=250'
K=53
SSD=267'
2.30%
5.00%
-6.90%
-2.21%
100+00
105+00
110+00
115+00

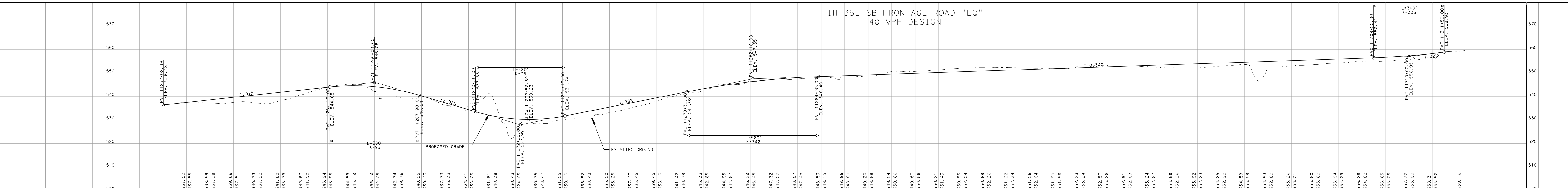
FM 1171/MAIN STREET "JP"
30 MPH DESIGN


PROPOSED GRADE
EXISTING GROUND
L=120'
K=19
SSD=164'
100+00
105+00
110+00
115+00

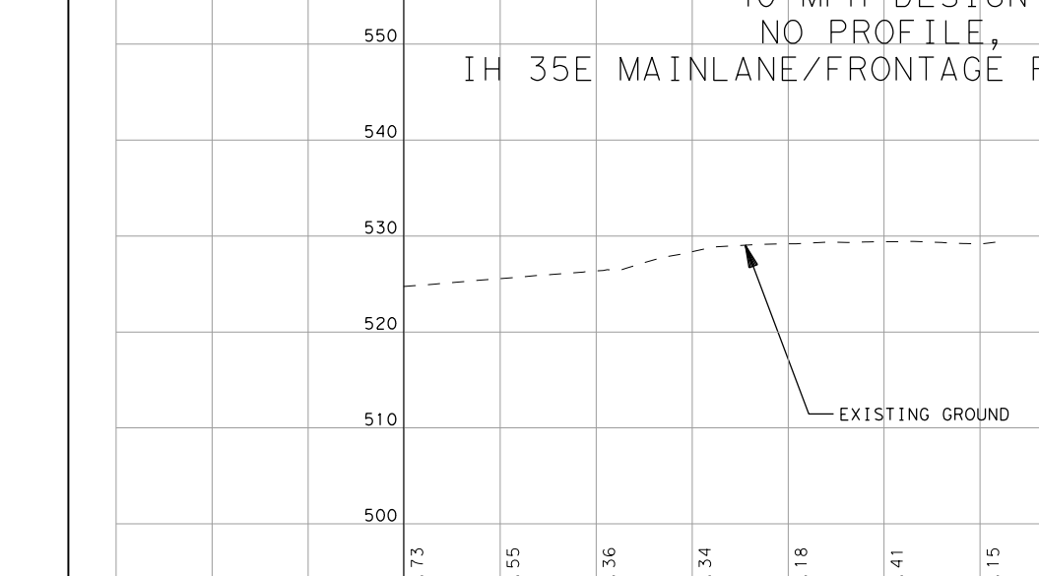
IH 35E SB FRONTAGE ROAD "ER"
40 MPH DESIGN


PROPOSED GRADE
EXISTING GROUND
2.00%
-0.35%
1.49%
0.20%
0.31%
L=420'
K=178
L=120'
K=65
L=120'
K=93
L=160'
K=43
L=240'
K=62
11170+00
11175+00
11180+00
11185+00
11190+00
11195+00
11200+00
11205+00

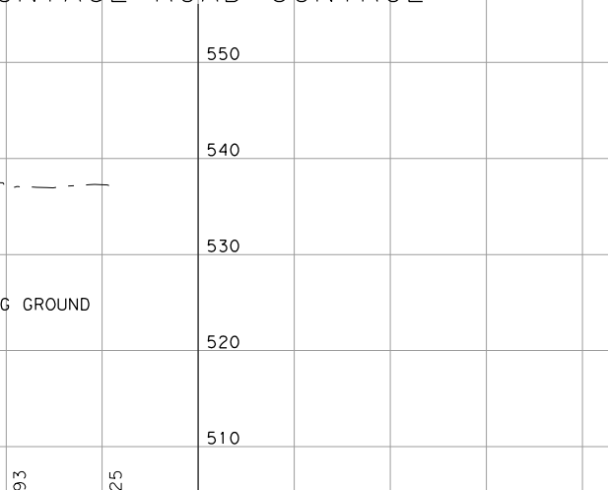
IH 35E SB FRONTAGE ROAD "EQ"
40 MPH DESIGN


1.07%
-2.92%
1.98%
0.34%
1.32%
L=380
K=95
L=380
K=78
L=560
K=342
L=300
K=306
PROPOSED GRADE
EXISTING GROUND
11255+00
11260+00
11265+00
11270+00
11275+00
11280+00
11285+00
11290+00
11295+00
11300+00
11305+00
11310+00
11315+00

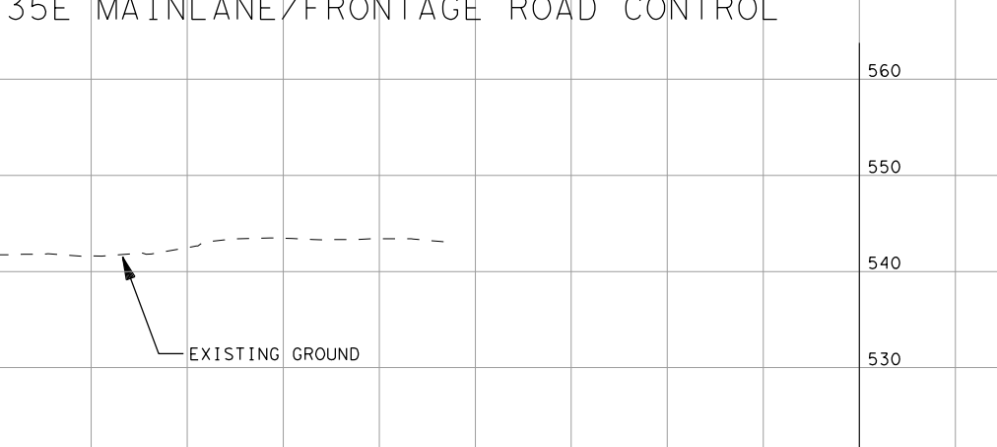
IH 35E SB EXIT RAMP "DB"
40 MPH DESIGN
NO PROFILE,
IH 35E MAINLANE/FRONTAGE ROAD CONTROL


EXISTING GROUND
10+00
15+00
20+00

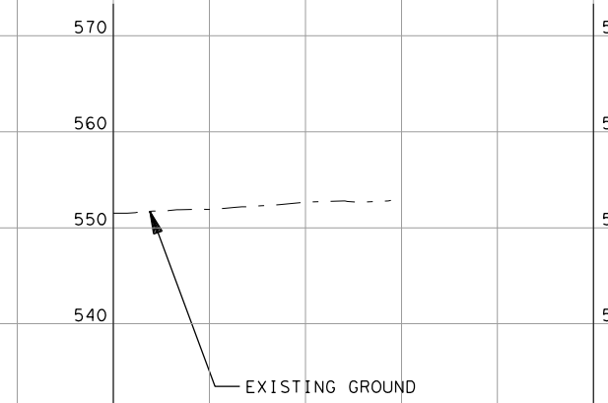
IH 35E SB ENTRANCE RAMP "BZ"
40 MPH DESIGN
NO PROFILE,
IH 35E MAINLANE/FRONTAGE ROAD CONTROL


EXISTING GROUND
10+00
15+00

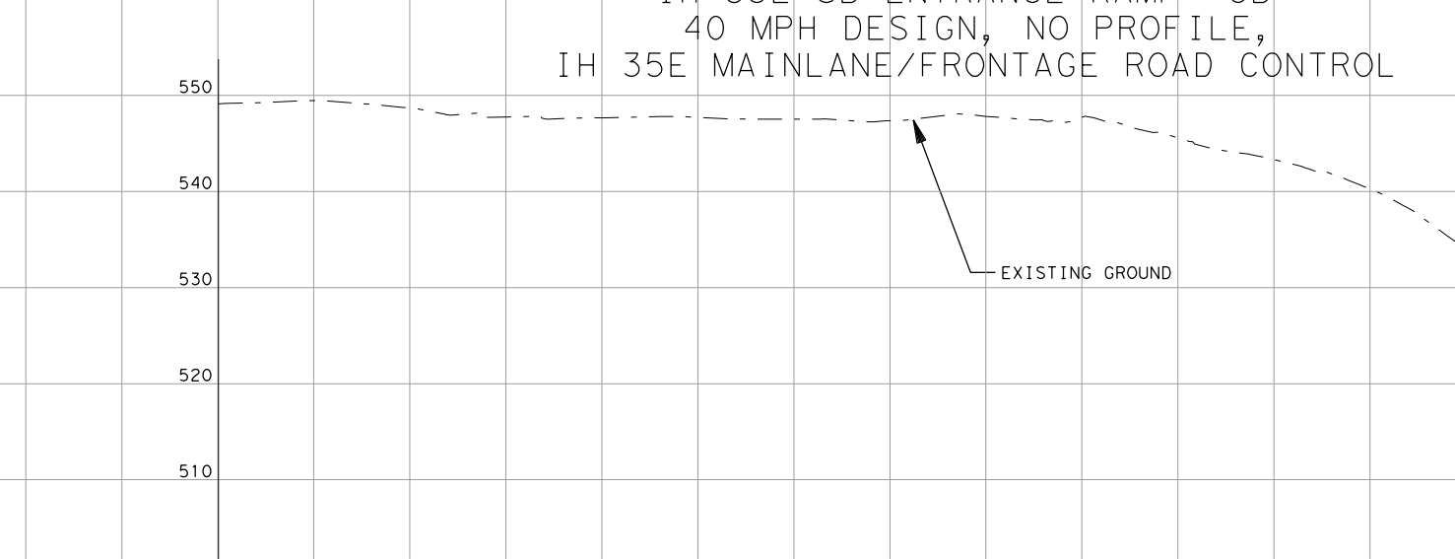
IH 35E SB EXIT RAMP "DC"
40 MPH DESIGN
NO PROFILE,
IH 35E MAINLANE/FRONTAGE ROAD CONTROL


EXISTING GROUND
10+00
15+00
20+00

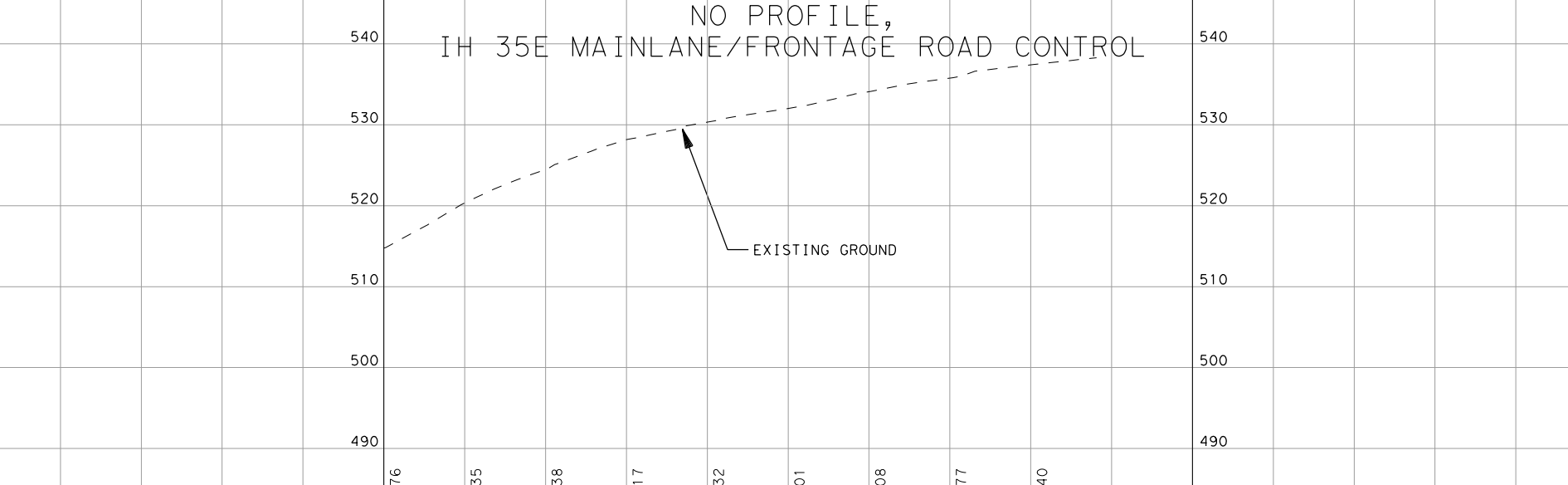
IH 35E SB ENTRANCE RAMP "CA"
40 MPH DESIGN
NO PROFILE,
IH 35E MAINLANE/FRONTAGE ROAD CONTROL


EXISTING GROUND
10+00
15+00

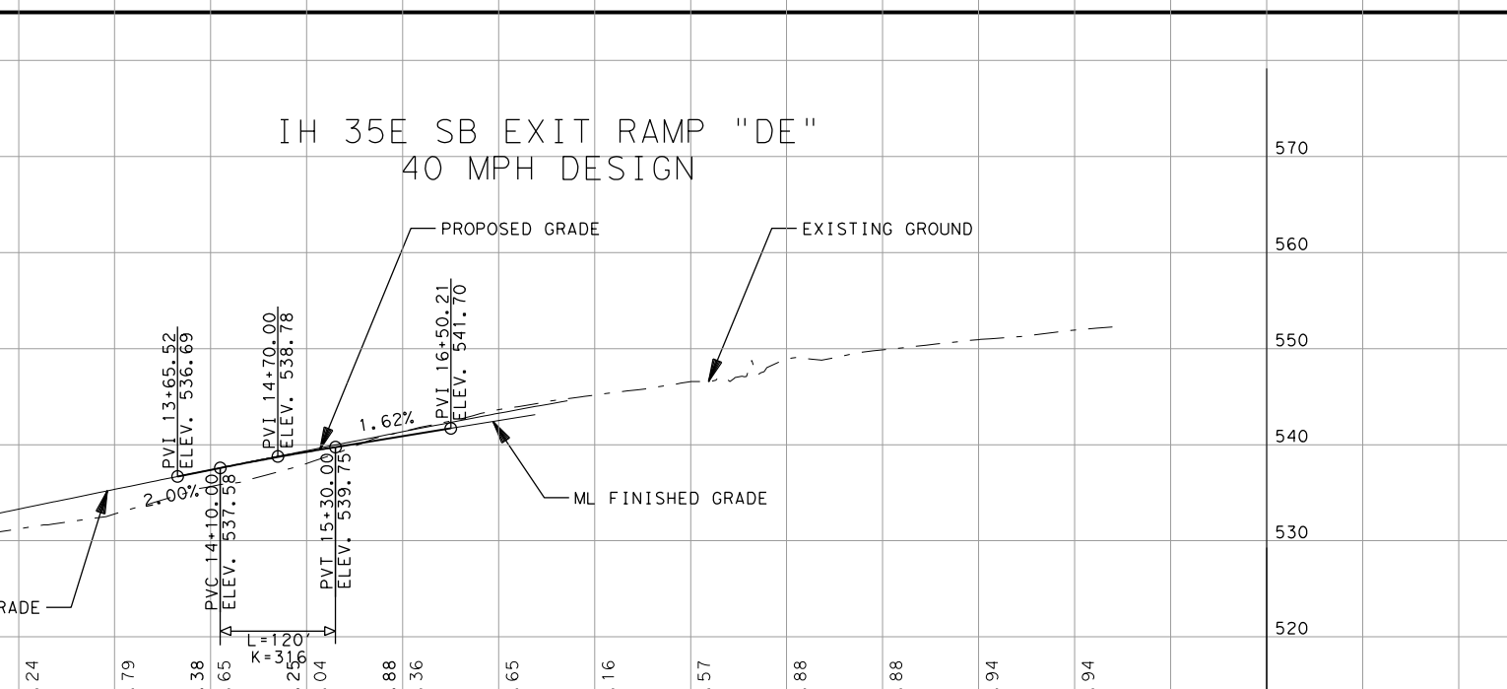
IH 35E SB ENTRANCE RAMP "CB"
40 MPH DESIGN, NO PROFILE,
IH 35E MAINLANE/FRONTAGE ROAD CONTROL


EXISTING GROUND
10+00
15+00
20+00
25+00

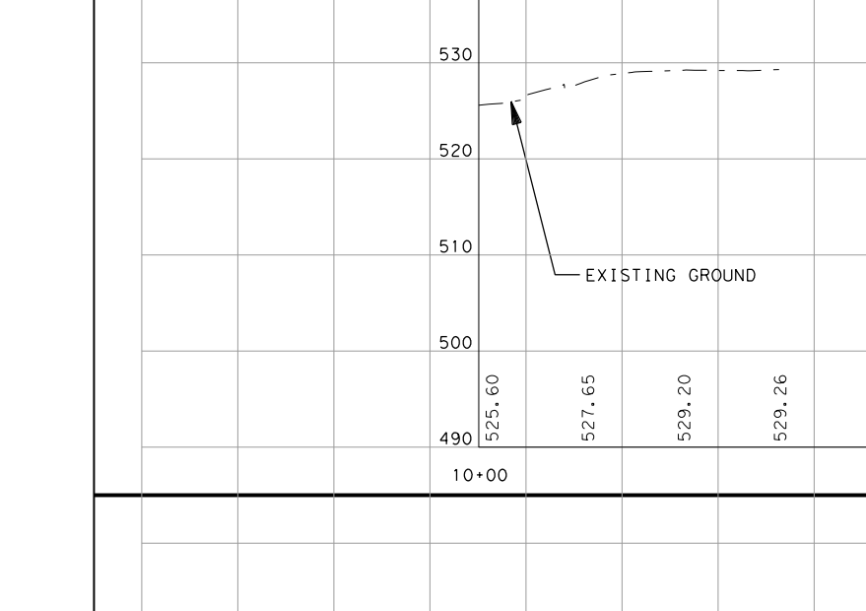
IH 35E SB EXIT RAMP "DD"
40 MPH DESIGN
NO PROFILE,
IH 35E MAINLANE/FRONTAGE ROAD CONTROL


EXISTING GROUND
10+00
15+00
20+00

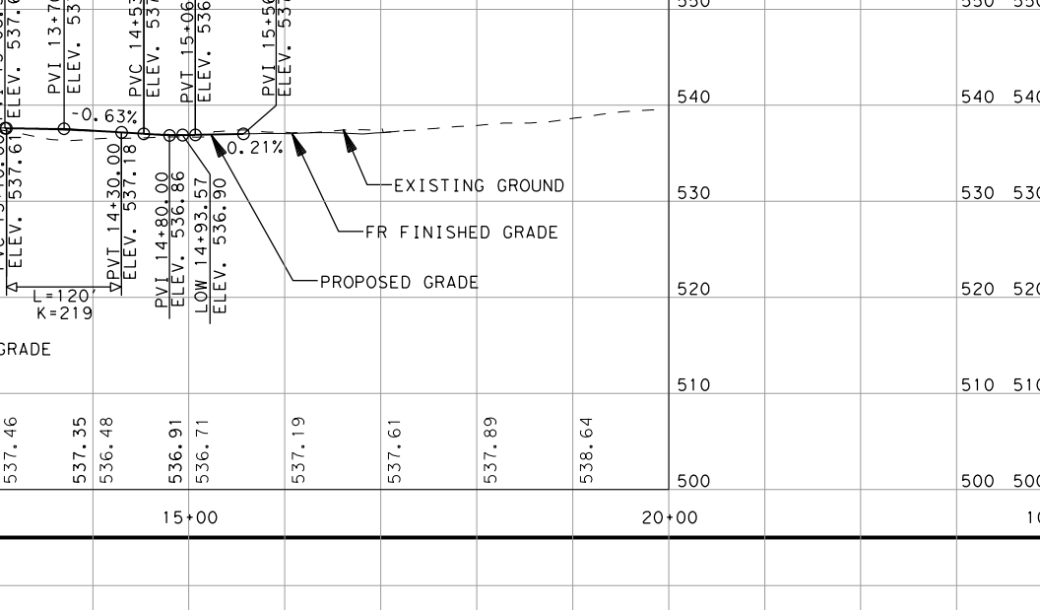
IH 35E SB EXIT RAMP "DE"
40 MPH DESIGN


PROPOSED GRADE
EXISTING GROUND
FR FINISHED GRADE
ML FINISHED GRADE
2.00%
1.62%
L=120'
K=336
10+00
15+00
20+00
25+00

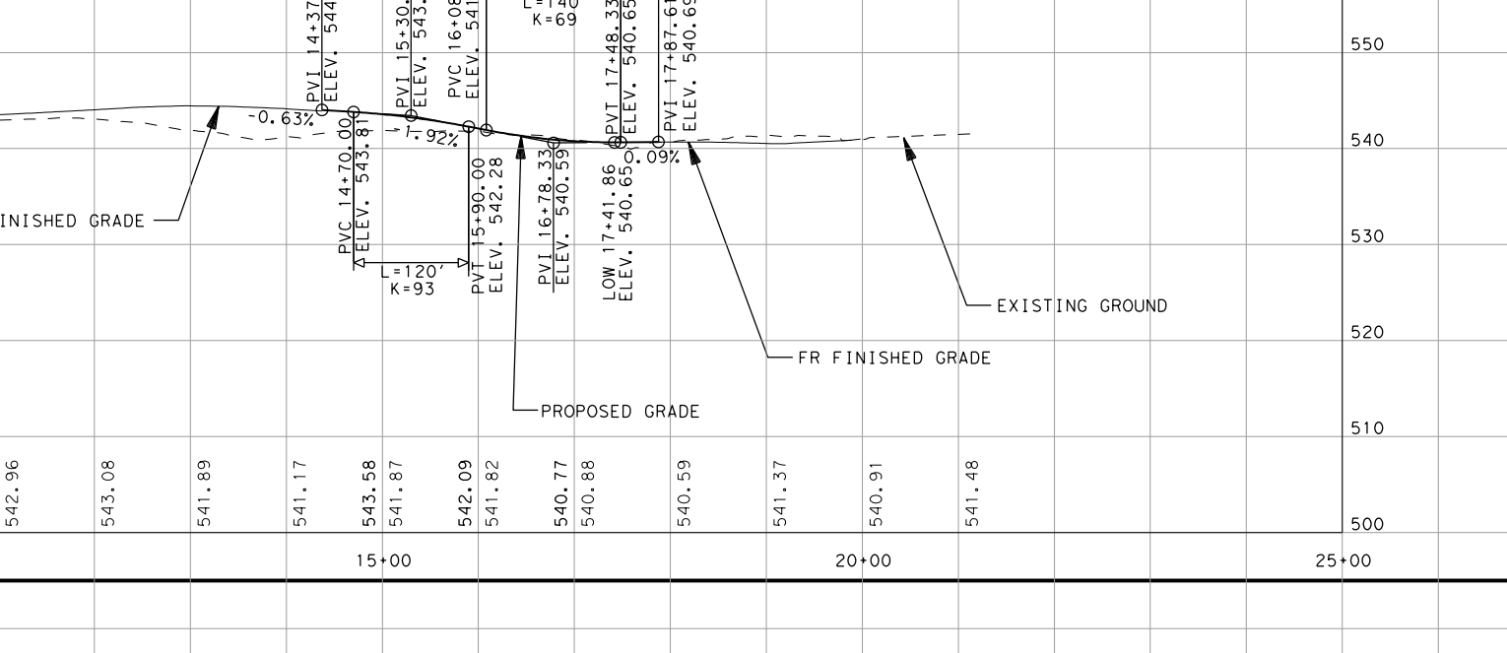
IH 35E NB ENTRANCE RAMP "N"
40 MPH DESIGN
NO PROFILE,
IH 35E MAINLANE/FRONTAGE ROAD CONTROL


EXISTING GROUND
10+00
15+00

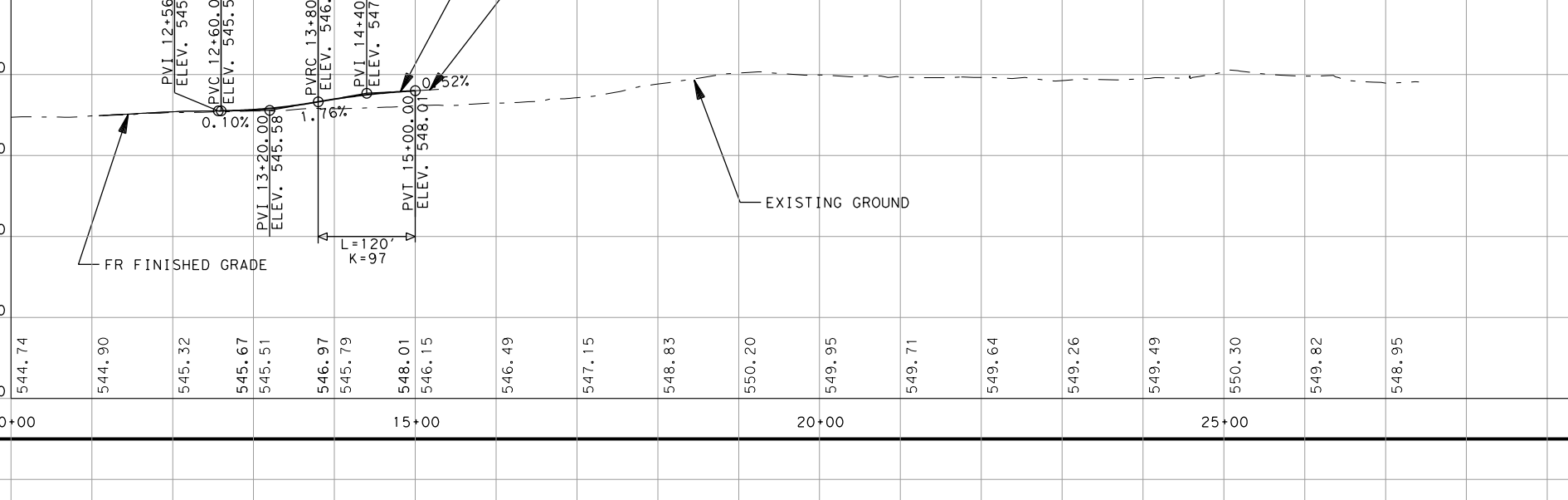
IH 35E NB EXIT RAMP "AW"
40 MPH DESIGN


ML FINISHED GRADE
EXISTING GROUND
FR FINISHED GRADE
PROPOSED GRADE
L=120'
K=219
10+00
15+00
20+00

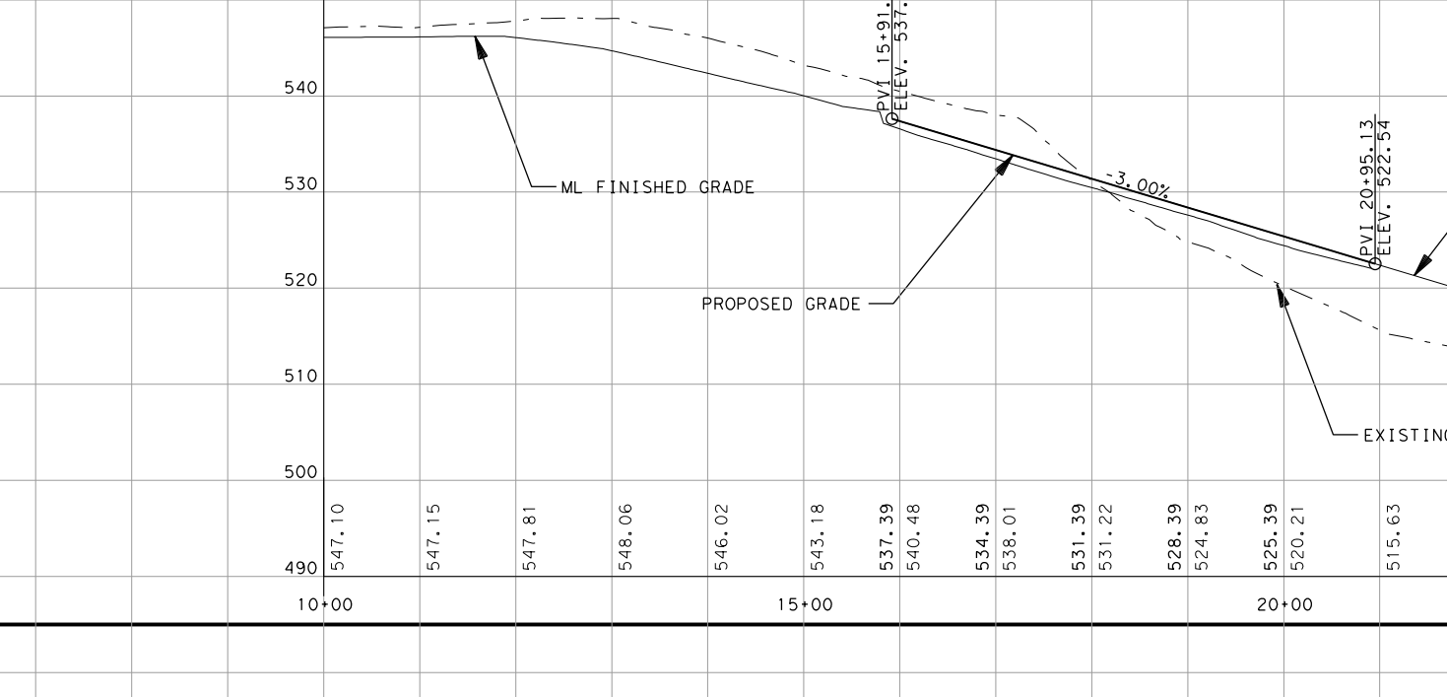
IH 35E NB EXIT RAMP "AX"
40 MPH DESIGN


ML FINISHED GRADE
PROPOSED GRADE
FR FINISHED GRADE
EXISTING GROUND
L=120'
K=93
L=140'
K=69
10+00
15+00
20+00
25+00

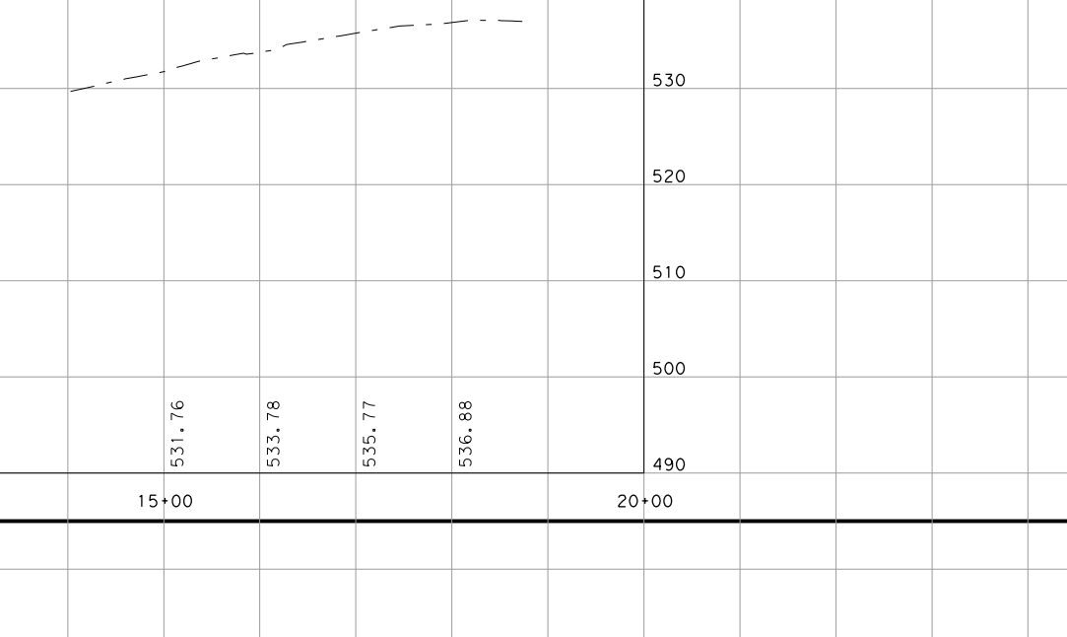
IH 35E NB ENTRANCE RAMP "P"
40 MPH DESIGN


PROPOSED GRADE
ML FINISHED GRADE
FR FINISHED GRADE
EXISTING GROUND
L=120'
K=72
L=120'
K=97
10+00
15+00
20+00
25+00
30+00

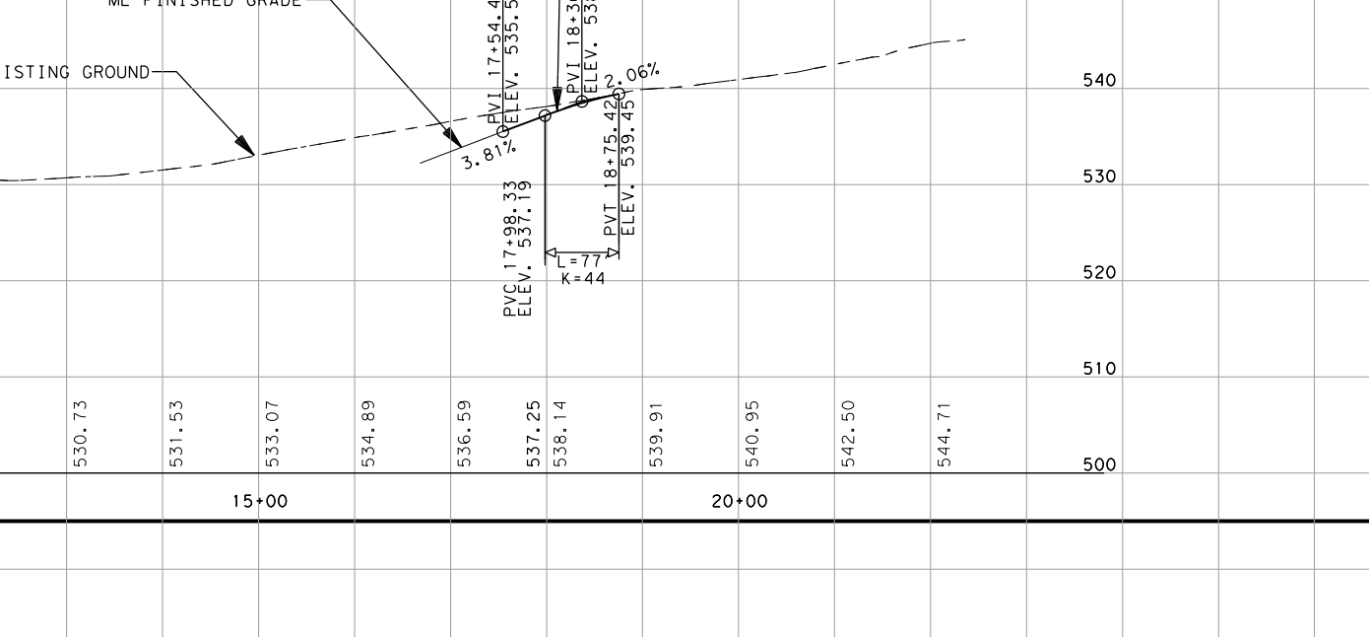
IH 35E NB EXIT RAMP "AY"
40 MPH DESIGN


PVI 15+91.90
ELEV. 537.63
PVI 20+95.13
ELEV. 522.54
-3.00%
ML FINISHED GRADE
PROPOSED GRADE
FR FINISHED GRADE
EXISTING GROUND
10+00
15+00
20+00
25+00

IH 35E NB ENTRANCE RAMP "Q"
40 MPH DESIGN
NO PROFILE,
IH35E MAINLINE/FRONTAGE ROAD CONTROL


10+00
15+00
20+00

IH 35E NB EXIT RAMP "AZ"
40 MPH DESIGN


PROPOSED GRADE
ML FINISHED GRADE
EXISTING GROUND
L=120'
K=44
10+00
15+00
20+00

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

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.
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.

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

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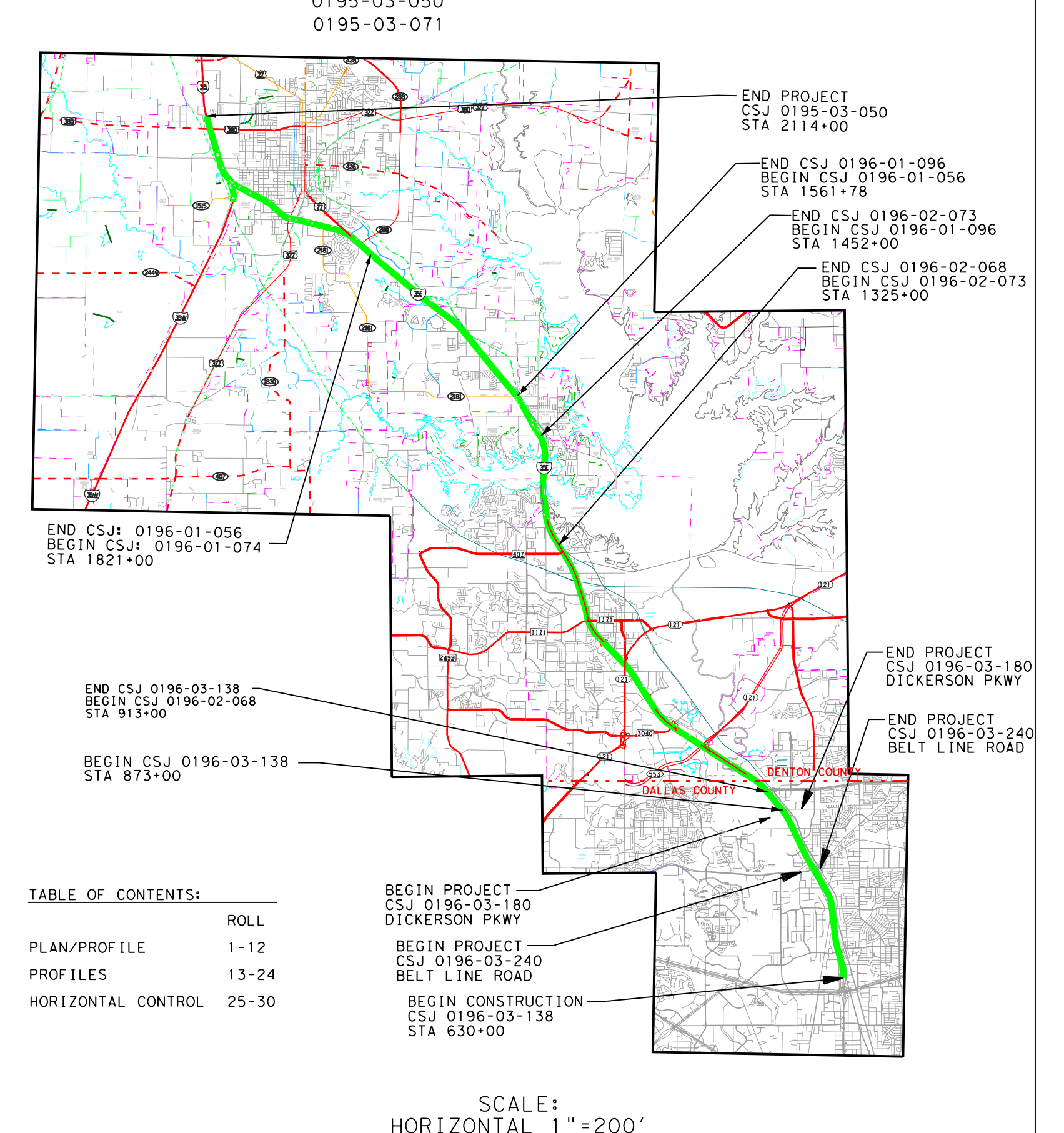
0196-03-245 RAMPS 40 MPH
0196-02-068 TURNAROUND RAMPS 20 MPH
0196-02-073 FRONTAGE ROADS 40 MPH
0196-01-096 CROSS STREETS 30 MPH
0196-01-056 COLLECTOR DISTRIBUTOR 50 MPH
0196-01-074 DIRECT CONNECTORS 50 MPH
0195-03-050 INTERSECTIONS 30 MPH
0195-03-071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CSJ 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

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DALLAS DISTRICT
DRAFT INTERIM SCHEMATIC
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

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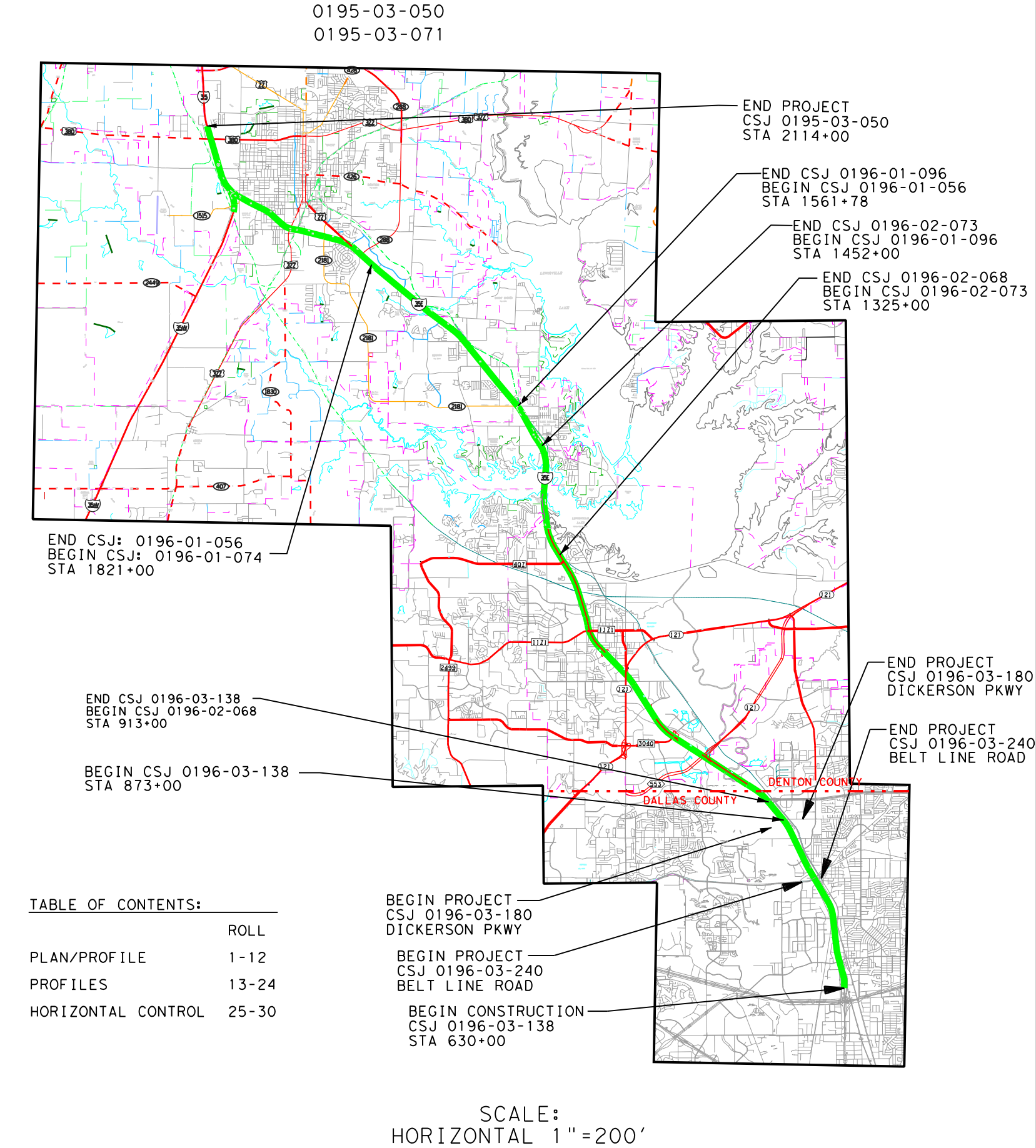
0196-01-074	INTERSECTIONS 30 MPH
0195-03-050	
0195-03-071	



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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HORIZONTAL CONTROL	25-30

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

1/11/2013

ROLL 18 OF 30

SCHEMATIC PREPARED BY:
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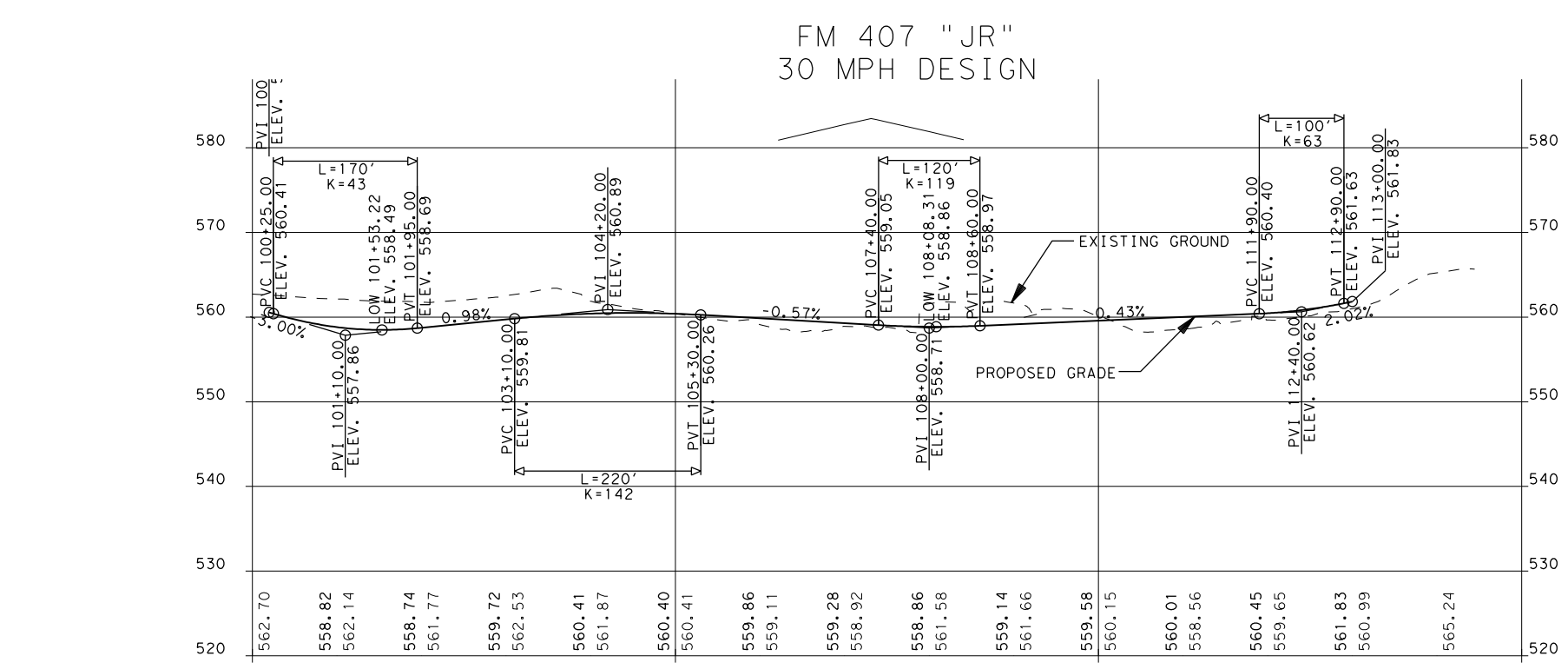
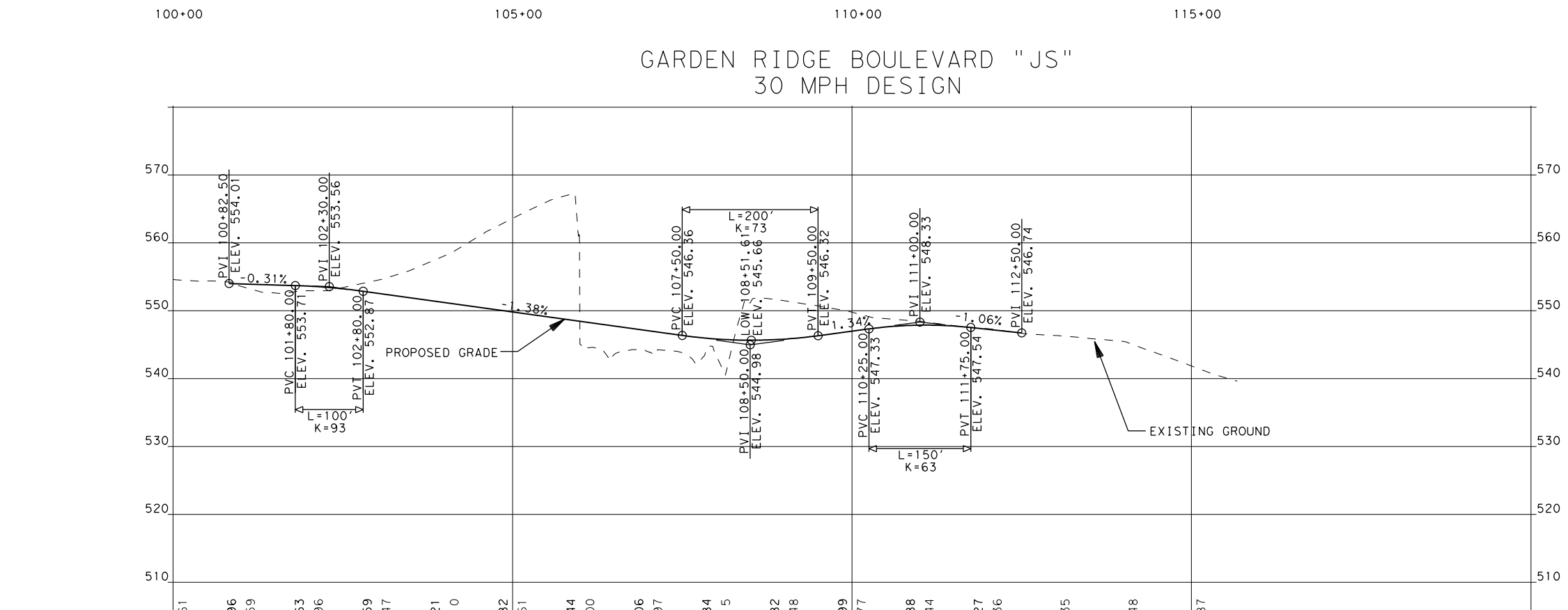
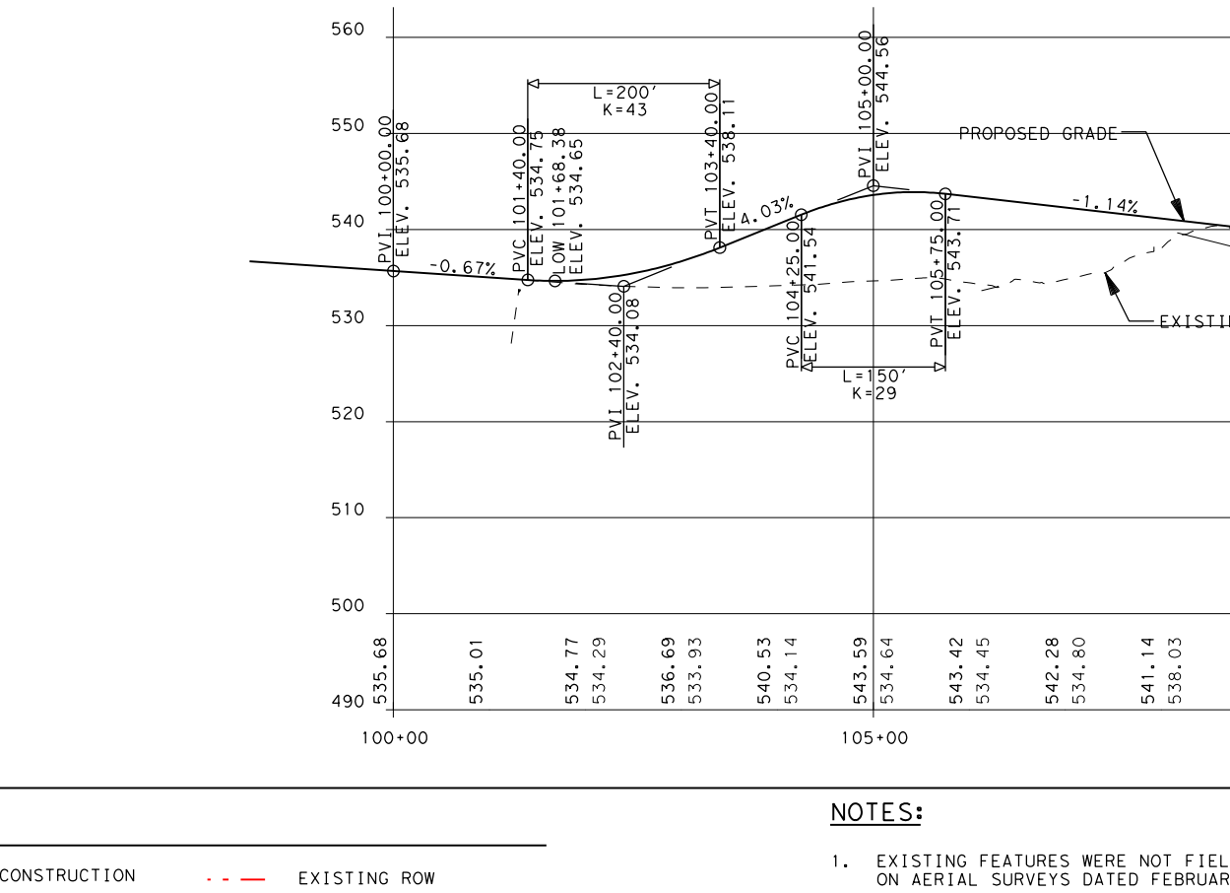
OR CONSTRUCTION.
Prepared by or under the
Direct Supervision of:
SHAWN BRENT STOVER 109251
NAME P.E. NUMBER
1/11/2013
DATE


FM 407 "JR"
30 MPH DESIGN


GARDEN RIDGE BOULEVARD "JS"
30 MPH DESIGN


HIGHLAND VILLAGE ROAD "JT"
30 MPH DESIGN

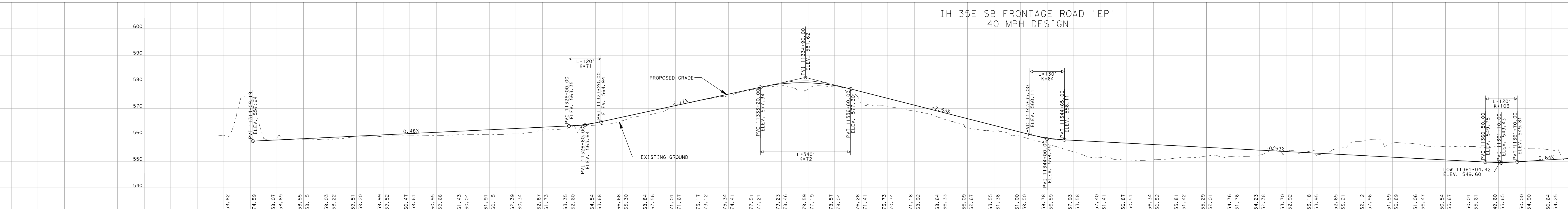
LEGEND:

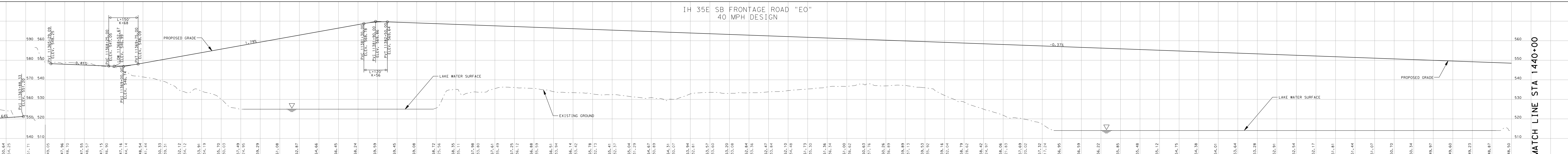
- ▭ GENERAL PURPOSE LANES FULL RECONSTRUCTION
- ▭ REHABILITATE EXISTING PAVEMENT
- 🟥 MANAGED LANES
- 🟩 FRONTAGE ROADS/CROSS STREETS
- ▭ COLLECTOR DISTRIBUTOR
- ▭ RAMPS/DIRECT CONNECTORS
- ▭ BRIDGES
- ▭ SHARED USE PATH
- - - — EXISTING ROW
- - - — PROPOSED ROW
- — - - PROPOSED CENTERLINE/BASELINE
- -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

NOTES:

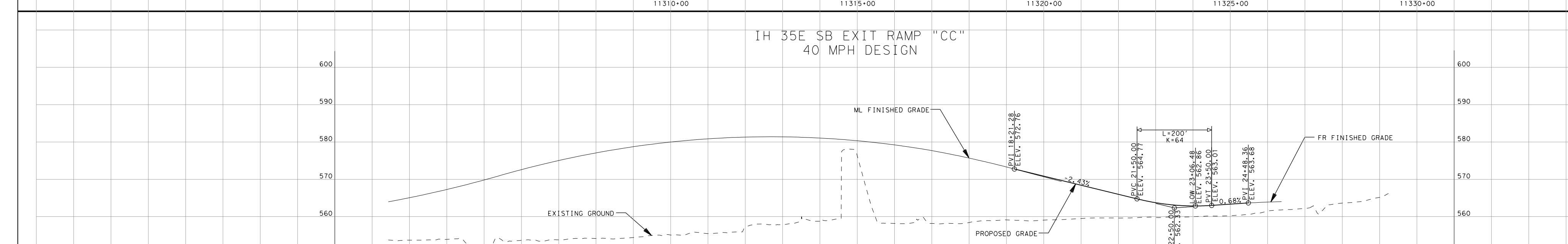
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED FEBRUARY 9, 2006 AND RECORD PLANS.
2. THE PROPOSED LOCATIONS OF THE ADA RAMPS AND SIDEWALKS INDICATED ON THIS PLAN ARE PRELIMINARY. THE EXACT LOCATIONS OF THESE SIDEWALKS WILL BE DETERMINED DURING THE PS&E DESIGN 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.
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.

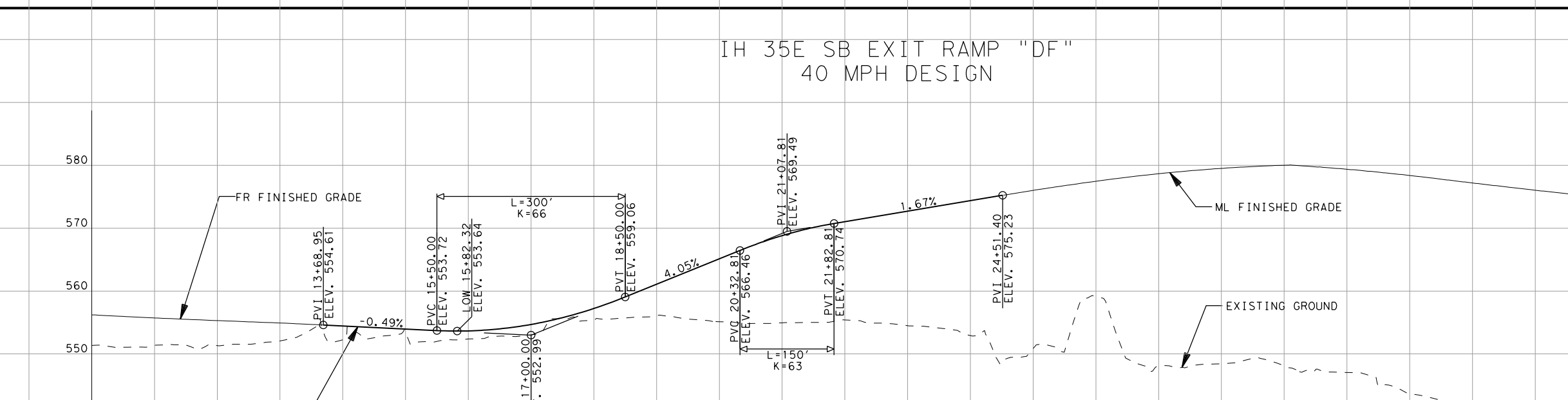
"PRELIMINARY SUBJECT TO CHANGE"
BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEWS

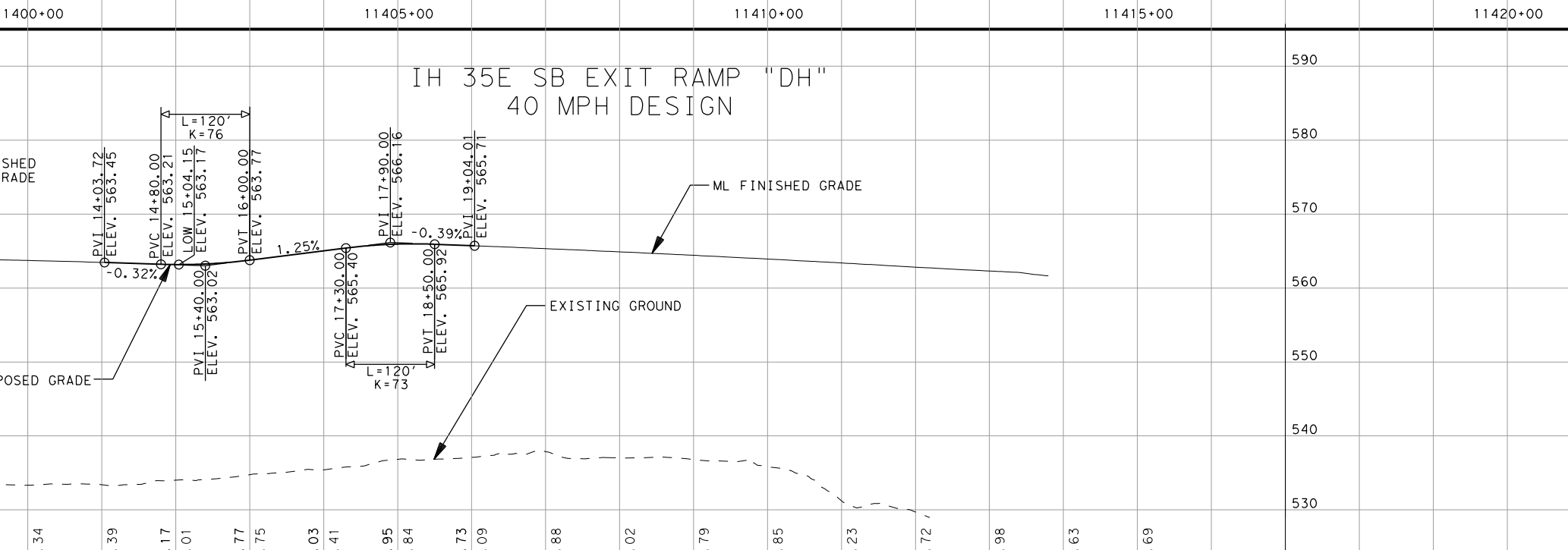

IH 35E SB FRONTAGE ROAD "EP"
40 MPH DESIGN


IH 35E SB FRONTAGE ROAD "EO"
40 MPH DESIGN

MATCH LINE STA 1440+00


IH 35E SB EXIT RAMP "CC"
40 MPH DESIGN


IH 35E SB EXIT RAMP "DF"
40 MPH DESIGN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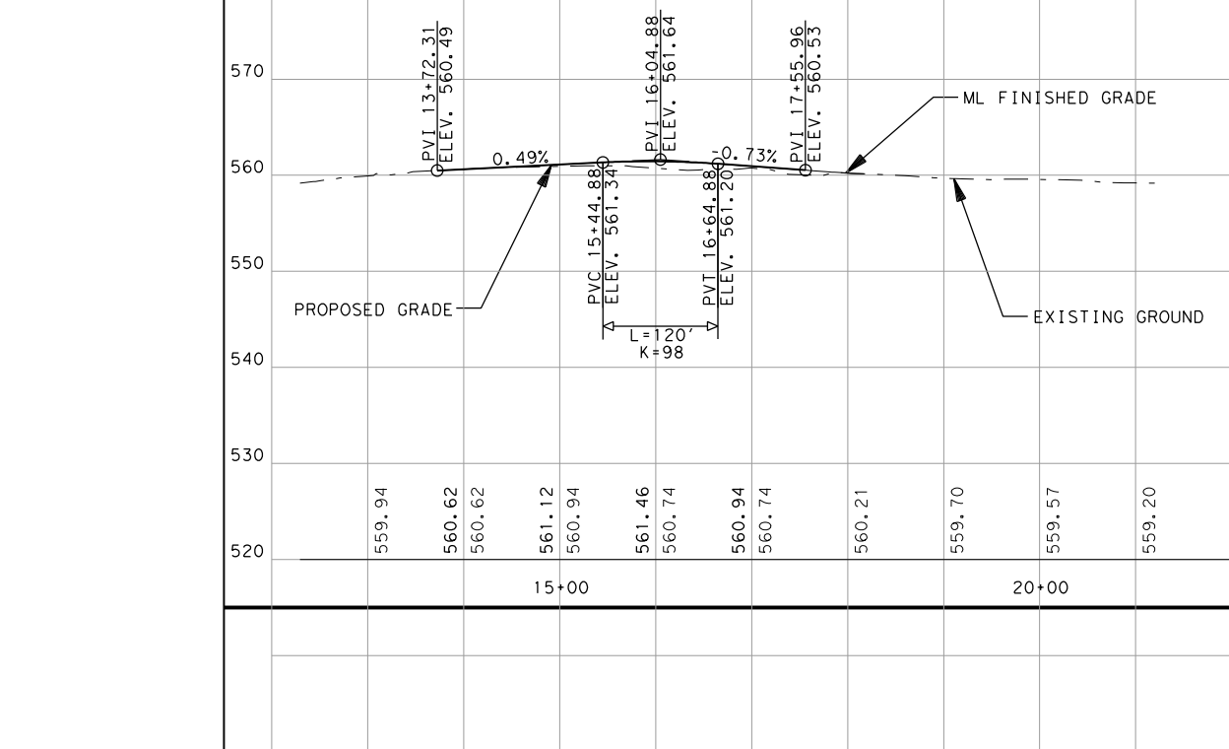
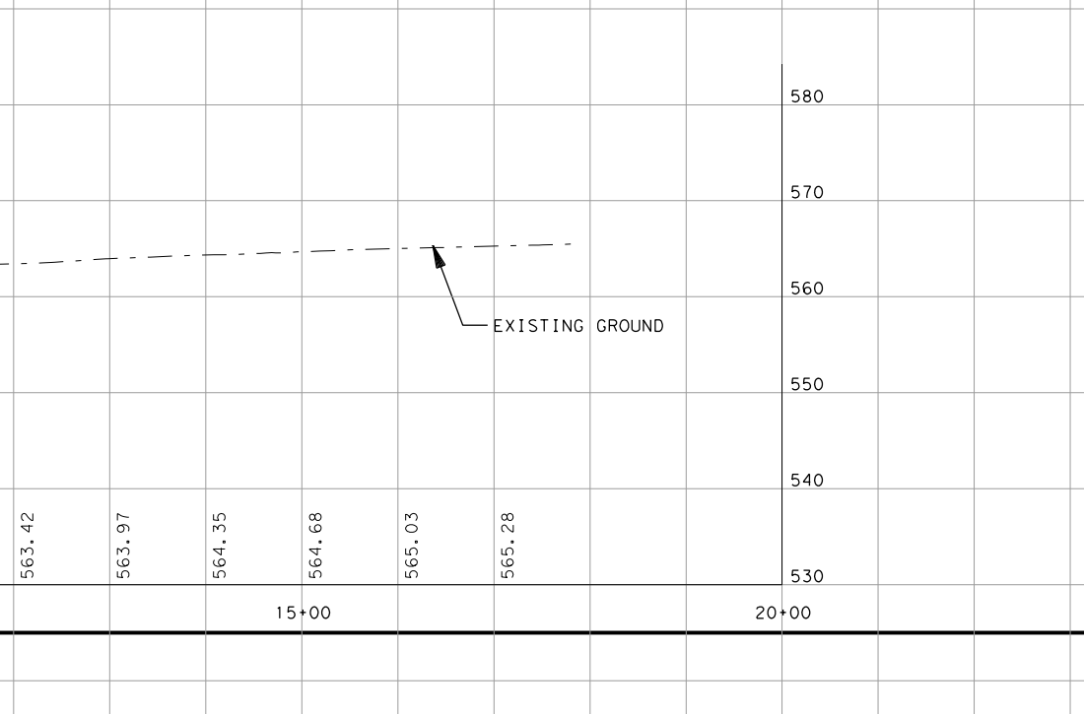
40 MPH DESIGN


IH 35E NB ENTRANCE RAMP "R"
40 MPH DESIGN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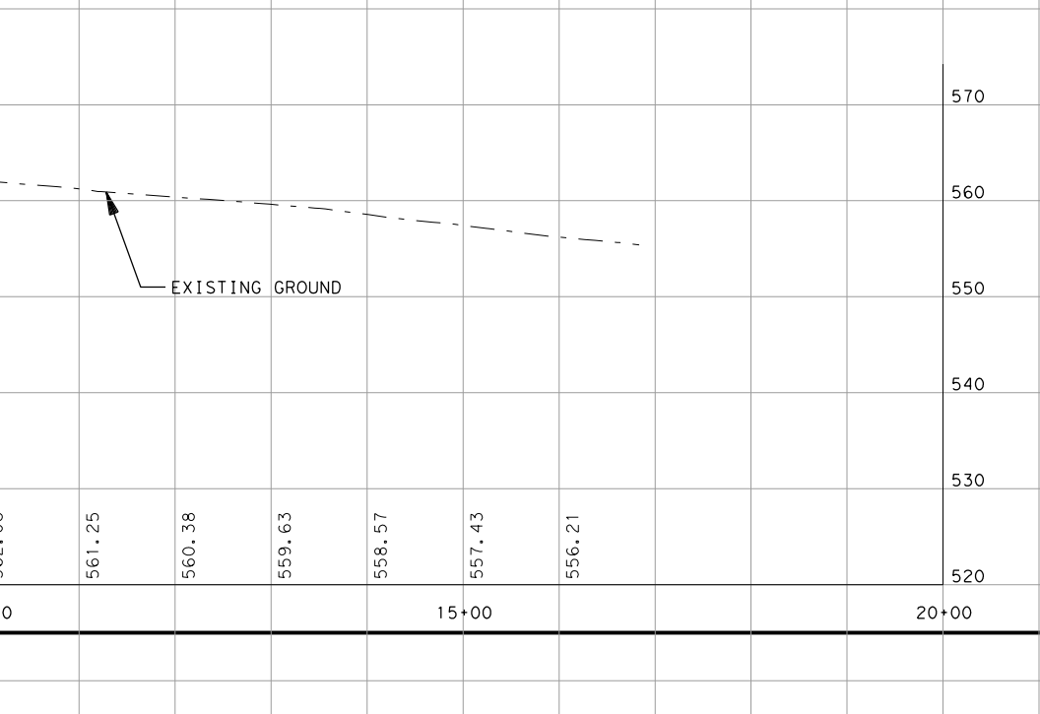
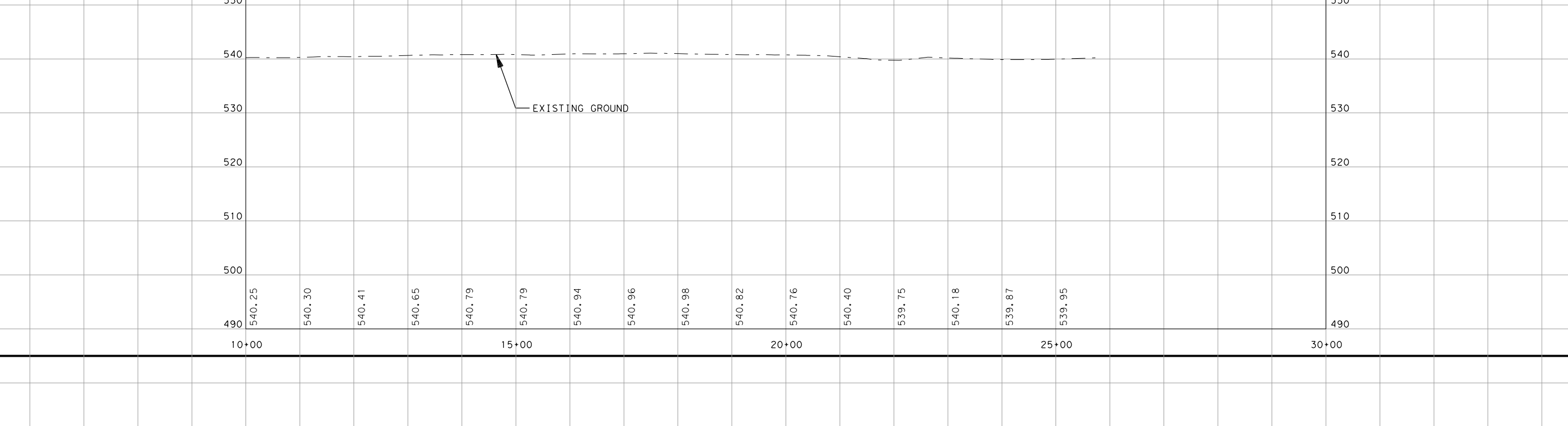
40 MPH DESIGN
NO PROFILE, MAINLANE/FRONTAGE ROAD CONTROL


IH 35E NB EXIT RAMP "BA"
40 MPH DESIGN
NO PROFILE, MAINLANE/FRONTAGE ROAD CONTROL


IH 35E NB ENTRANCE RAMP "T"
40 MPH DESIGN
NO PROFILE, MAINLANE/FRONTAGE ROAD CONTROL

"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
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
TABLE OF CONTENTS: ROLL PLAN/PROFILE 1-12 PROFILES 13-24 HORIZONTAL CONTROL 25-30
SCALE: HORIZONTAL 1"=200' VERTICAL 1"=20'
1/11/2013
ROLL 18 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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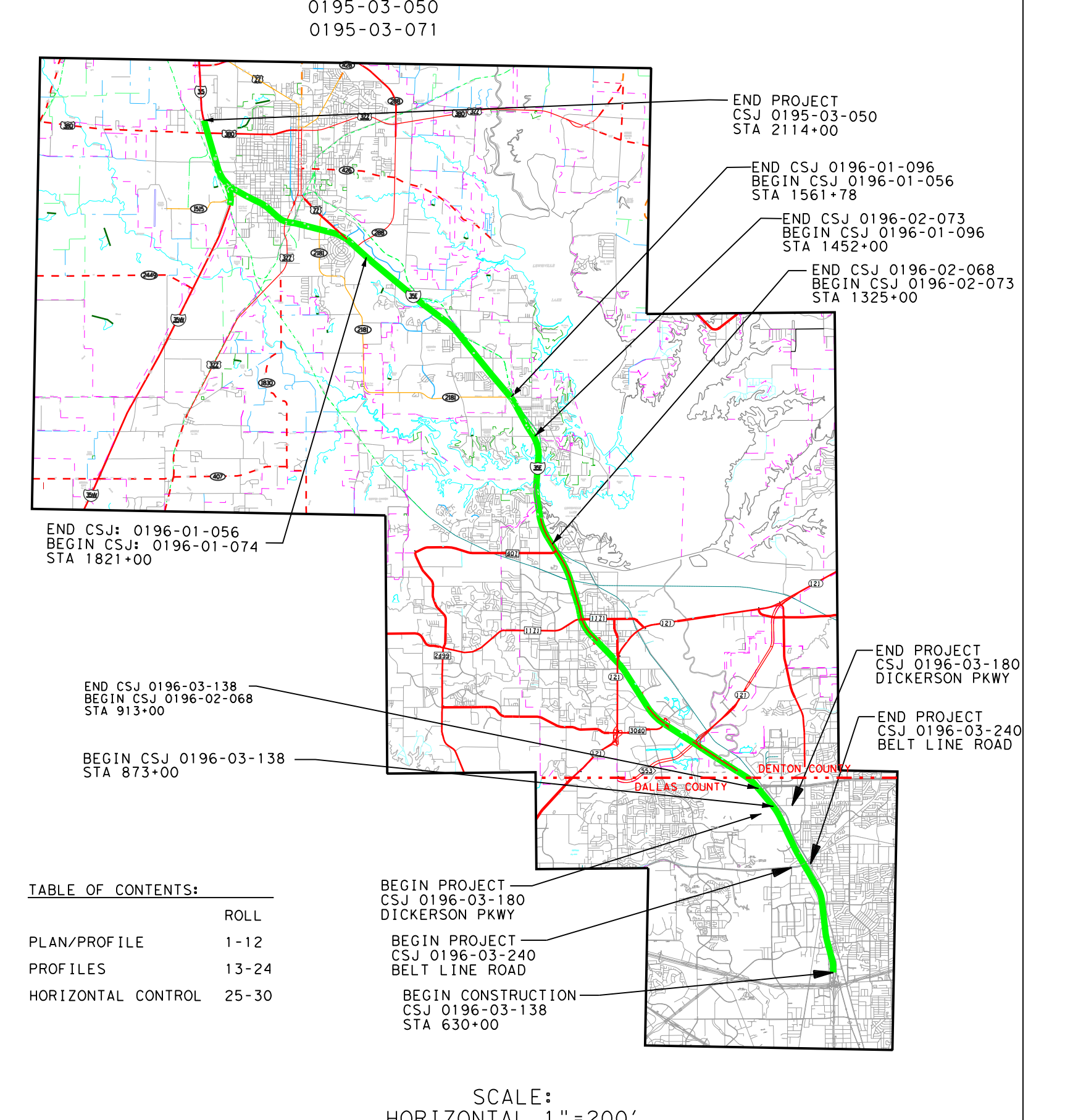

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END CSJ 0196-01-096 BEGIN CSJ 0196-01-056 STA 1561+78
END CSJ 0196-02-073 BEGIN CSJ 0196-01-096 STA 1452+00
END CSJ 0196-02-068 BEGIN CSJ 0196-02-073 STA 1325+00
END CSJ: 0196-01-056 BEGIN CSJ: 0196-01-074 STA 1821+00
END PROJECT CSJ 0196-03-180 DICKERSON PKWY
END PROJECT CSJ 0196-03-240 BELT LINE ROAD
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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

Texas Department of Transportation
DALLAS DISTRICT
DRAFT INTERIM SCHEMATIC
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

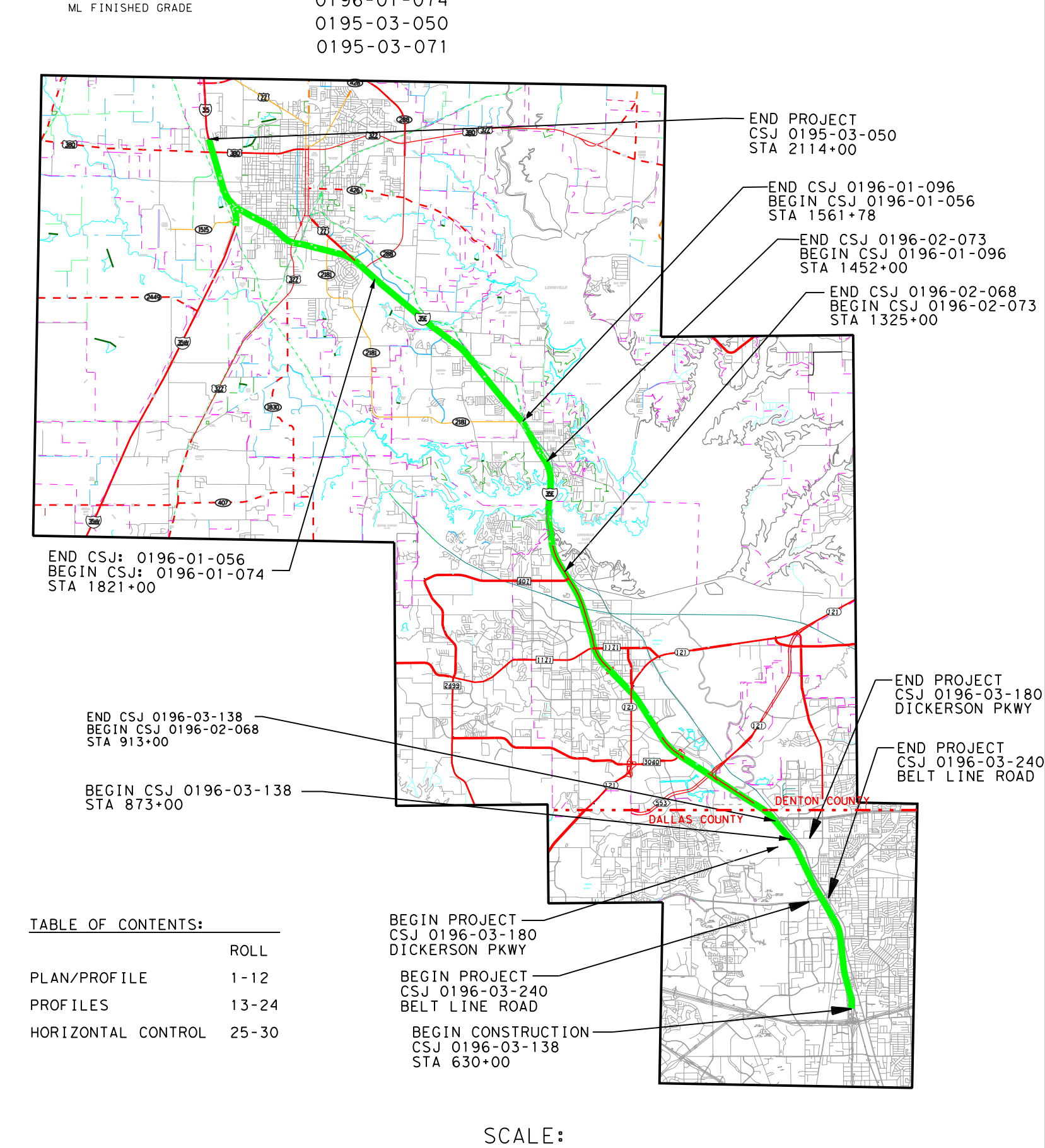
IH 35E
FROM: IH 635
TO: US 380

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

ML FINISHED GRADE



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

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SCALE:
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VERTICAL 1"=20'

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ROLL 19 OF 30

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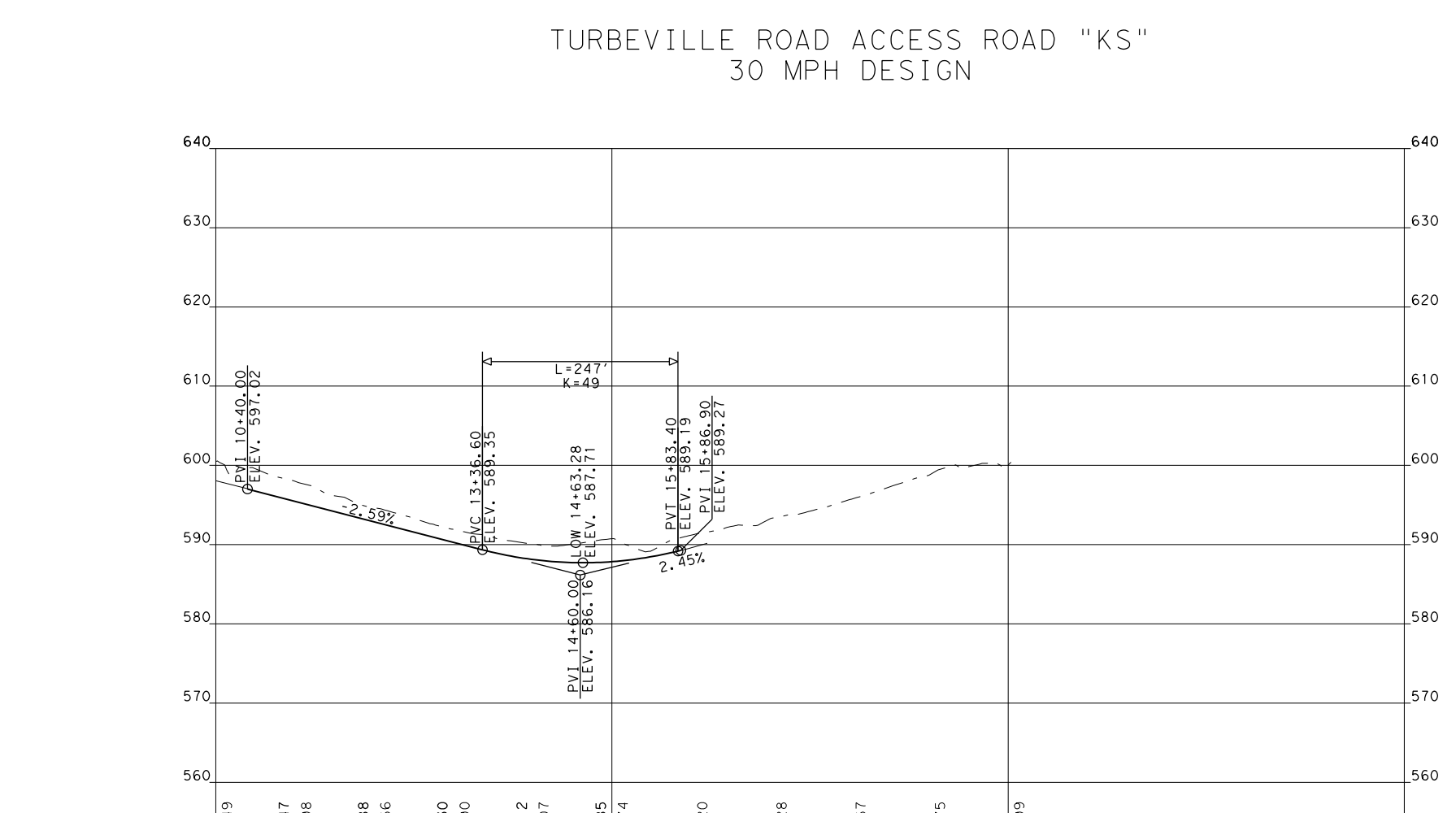
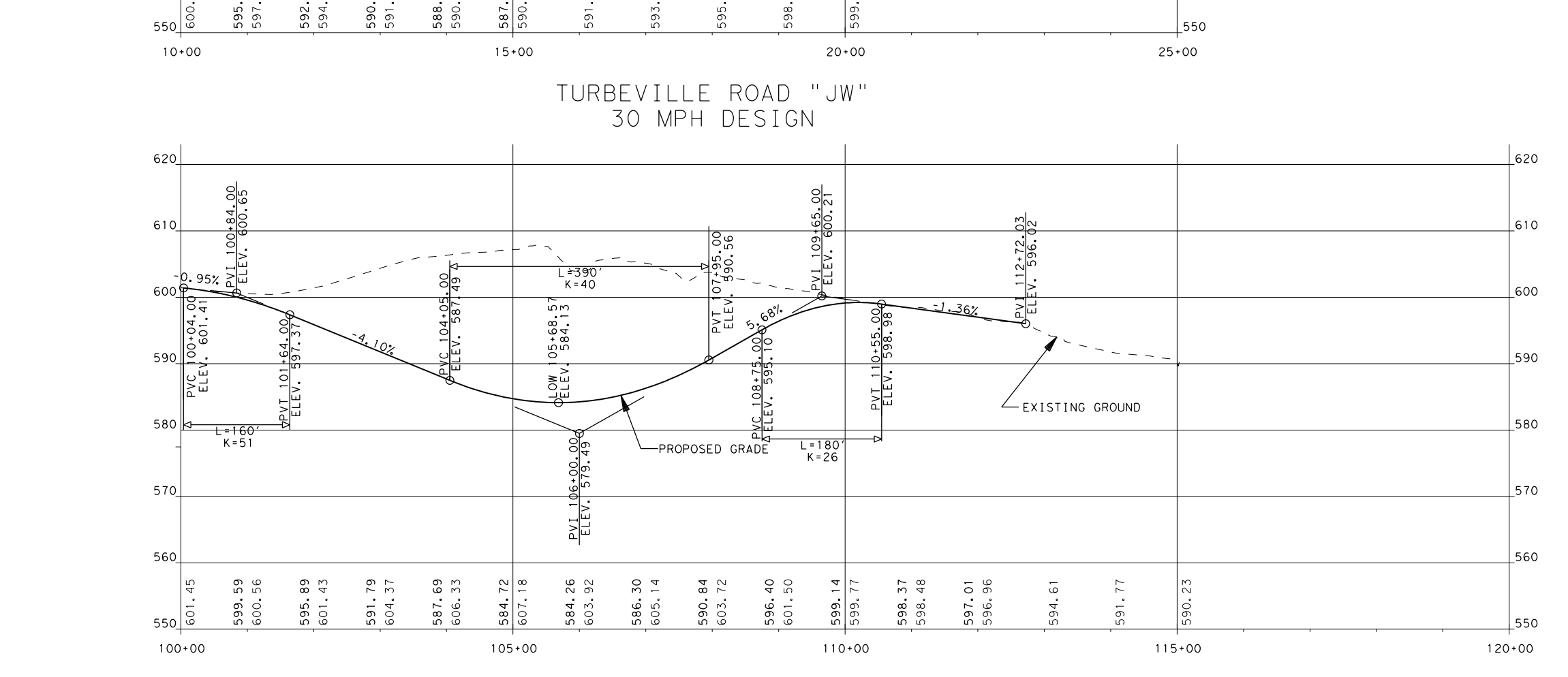
SHAWN BRENT STOVER 109251
NAME P.E. NUMBER
1/11/2013
DATE

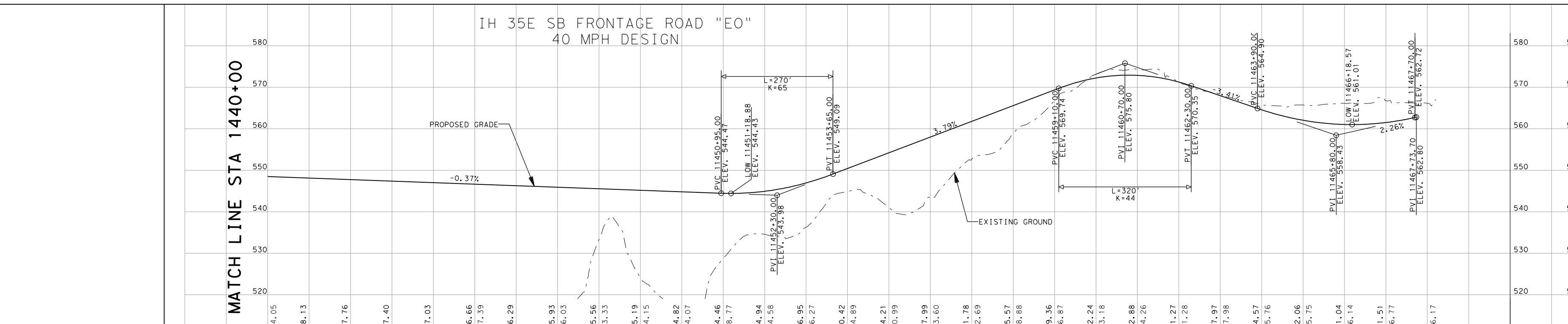
TURBEVILLE ROAD ACCESS ROAD "KS"
30 MPH DESIGN



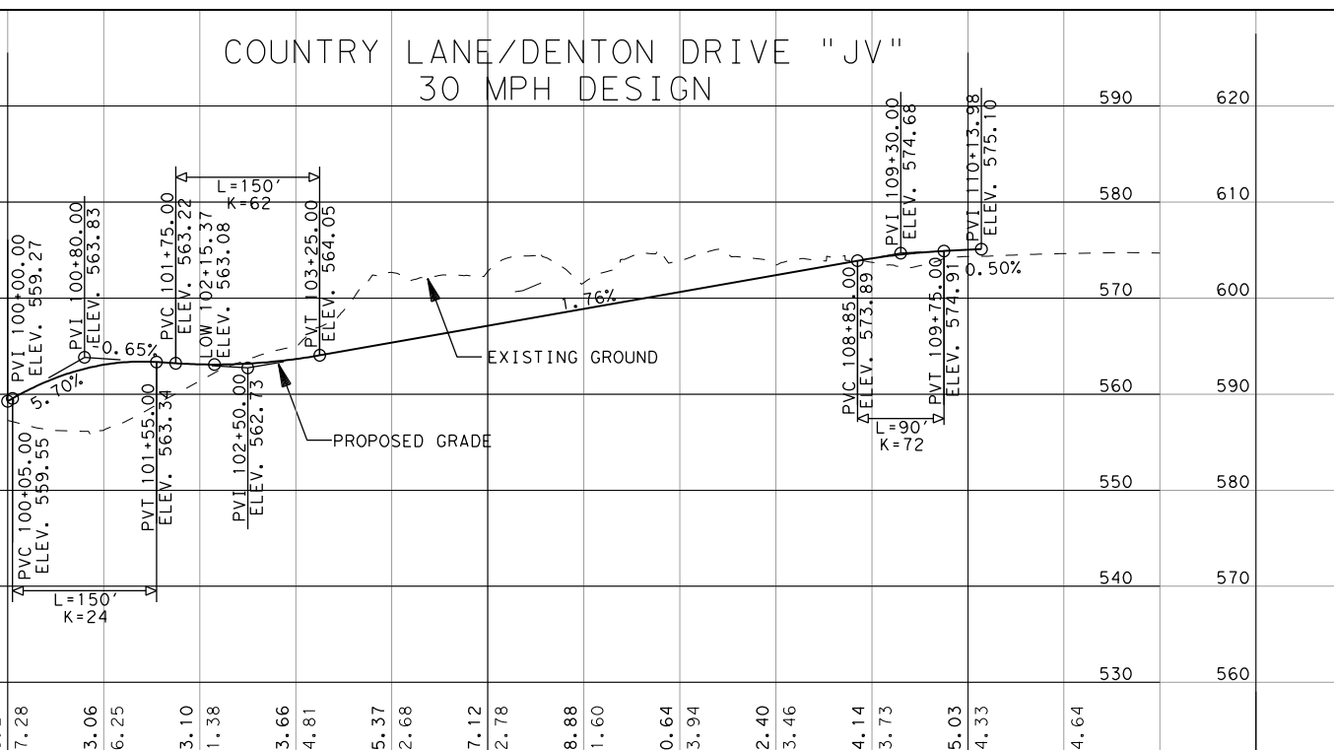
TURBEVILLE ROAD "JW"
30 MPH DESIGN



IH 35E SB FRONTAGE ROAD "EO"
40 MPH DESIGN



COUNTRY LANE/DENTON DRIVE "JV"
30 MPH DESIGN



IH 35E SB FRONTAGE ROAD "EN"
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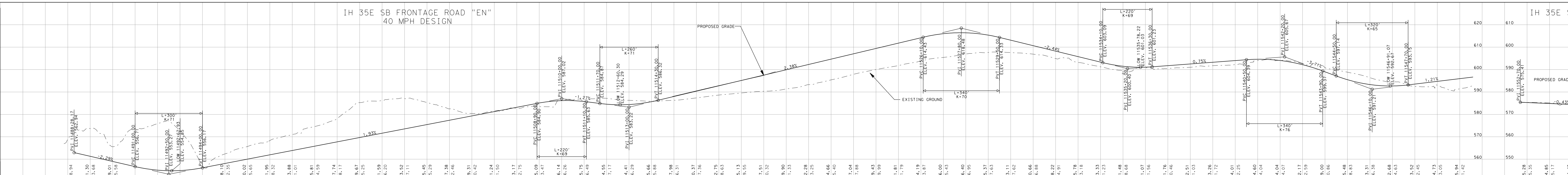

IH 35E SB FRONTAGE ROAD "EL"
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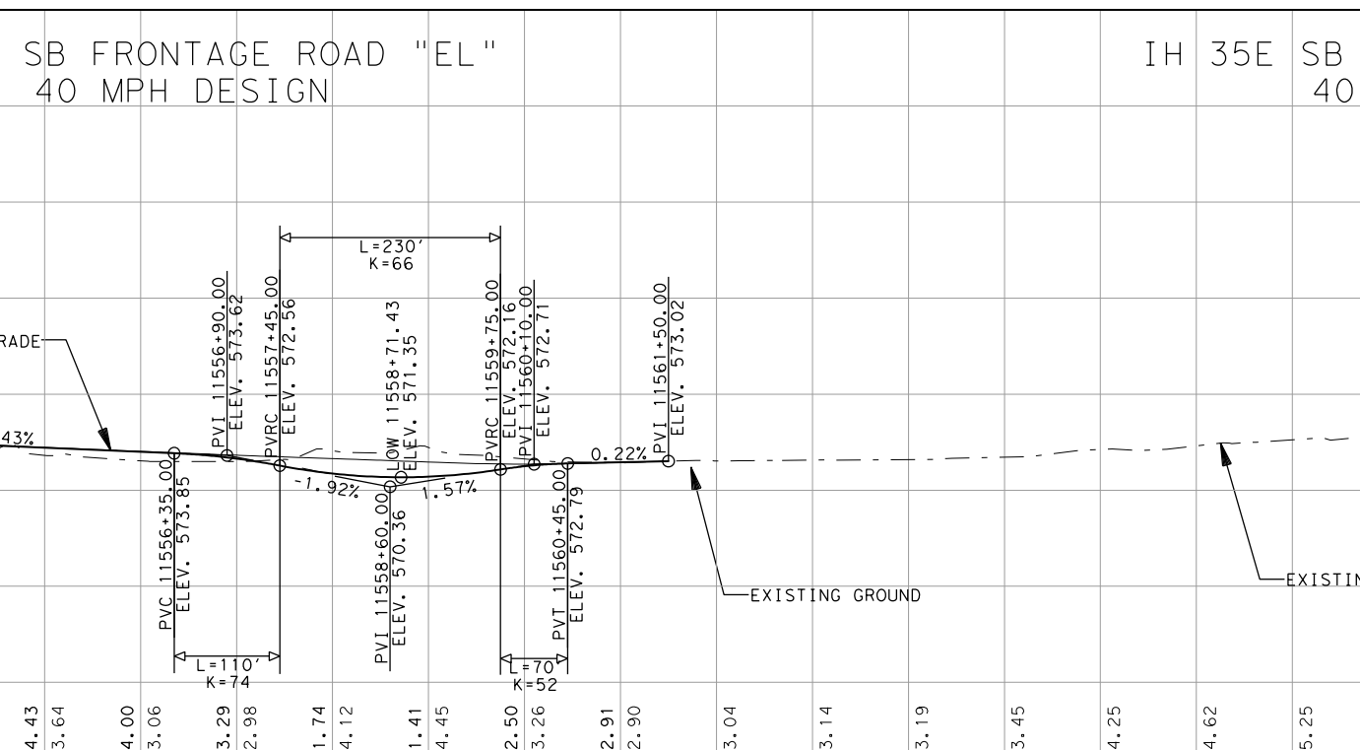

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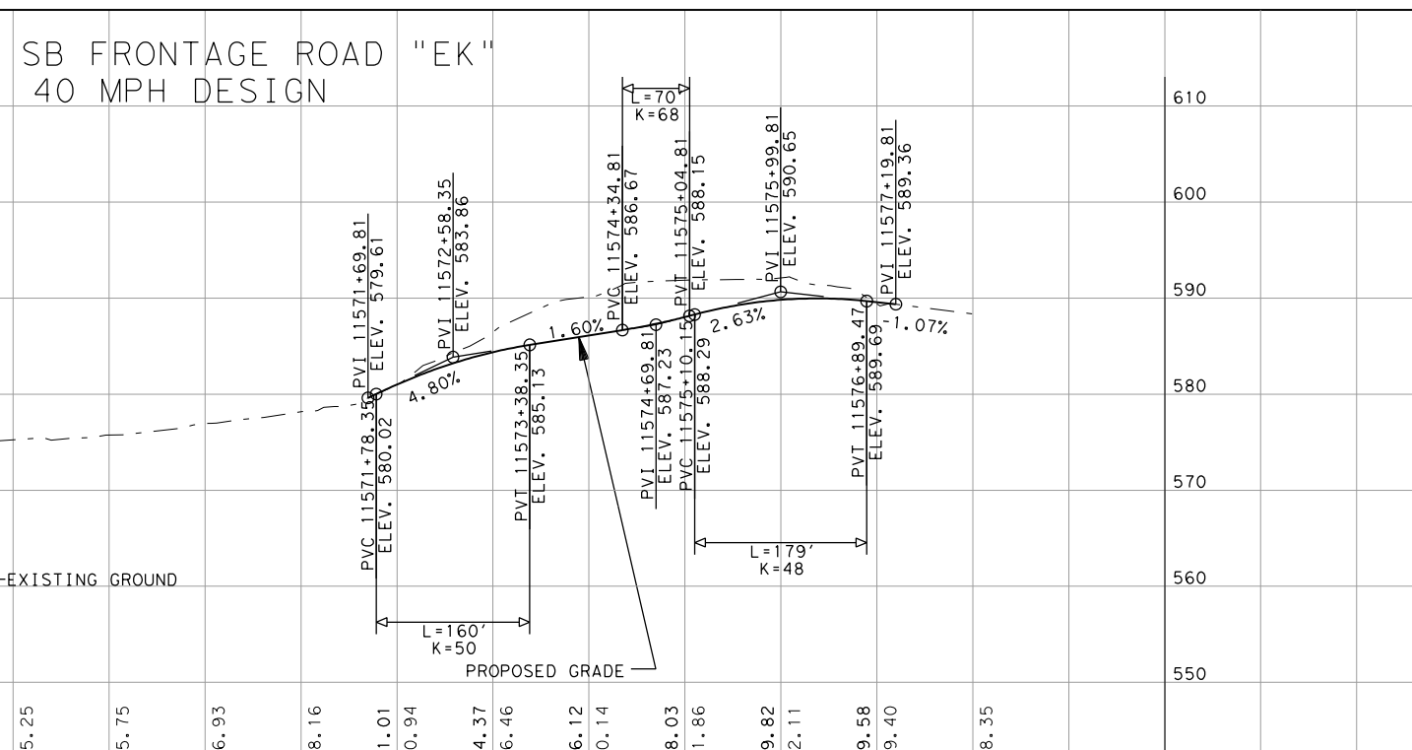

IH 35E SB ENTRANCE RAMP "CD"
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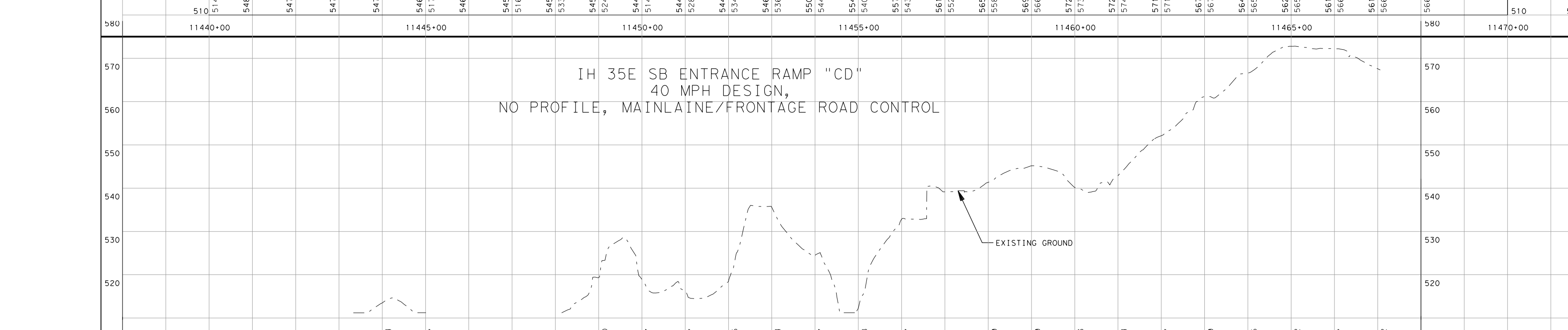
NO PROFILE, MAINLAINE/FRONTAGE ROAD CONTROL



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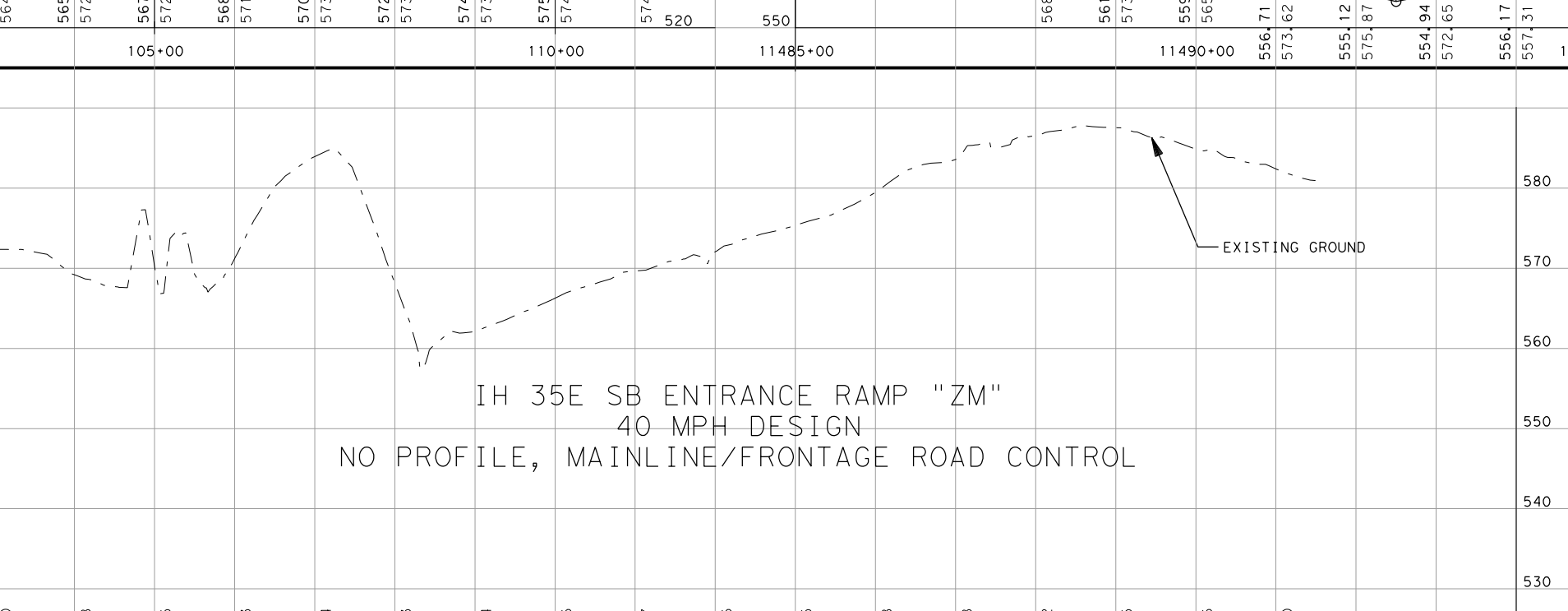
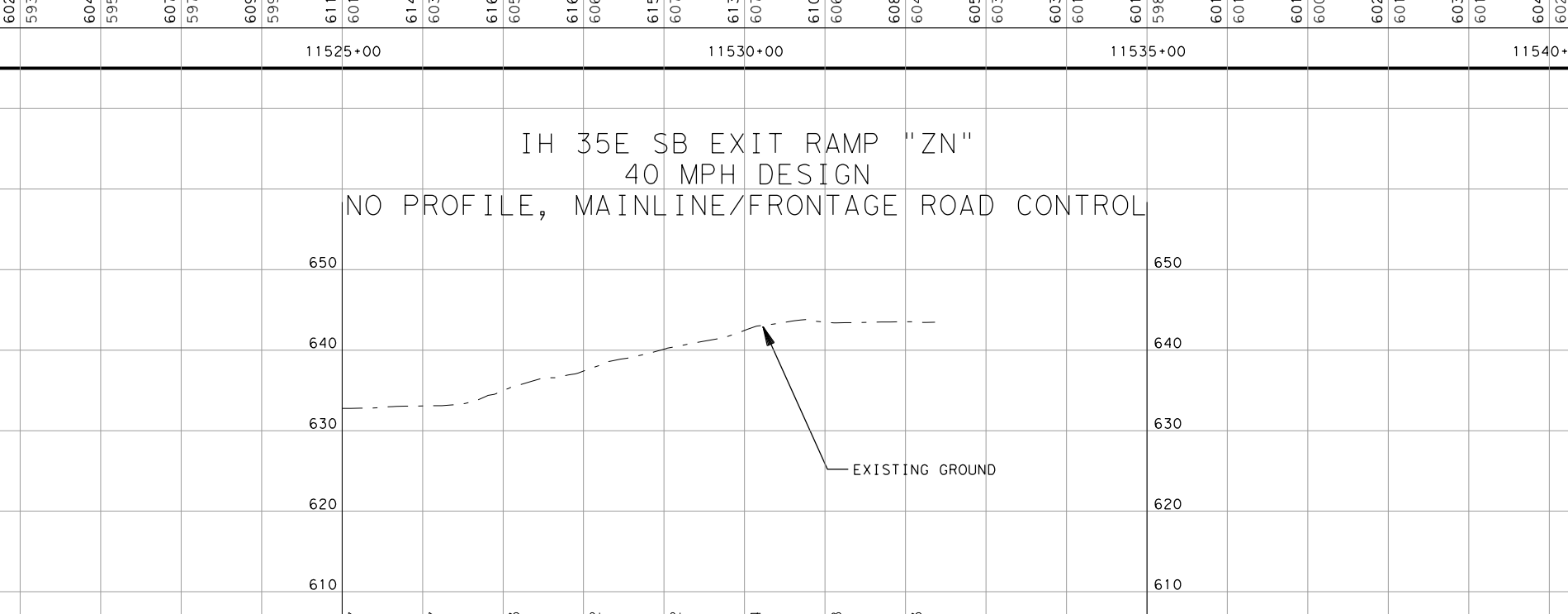
NO PROFILE, MAINLINE/FRONTAGE ROAD CONTROL



IH 35E SB EXIT RAMP "ZN"
40 MPH DESIGN
NO PROFILE, MAINLINE/FRONTAGE ROAD CONTROL



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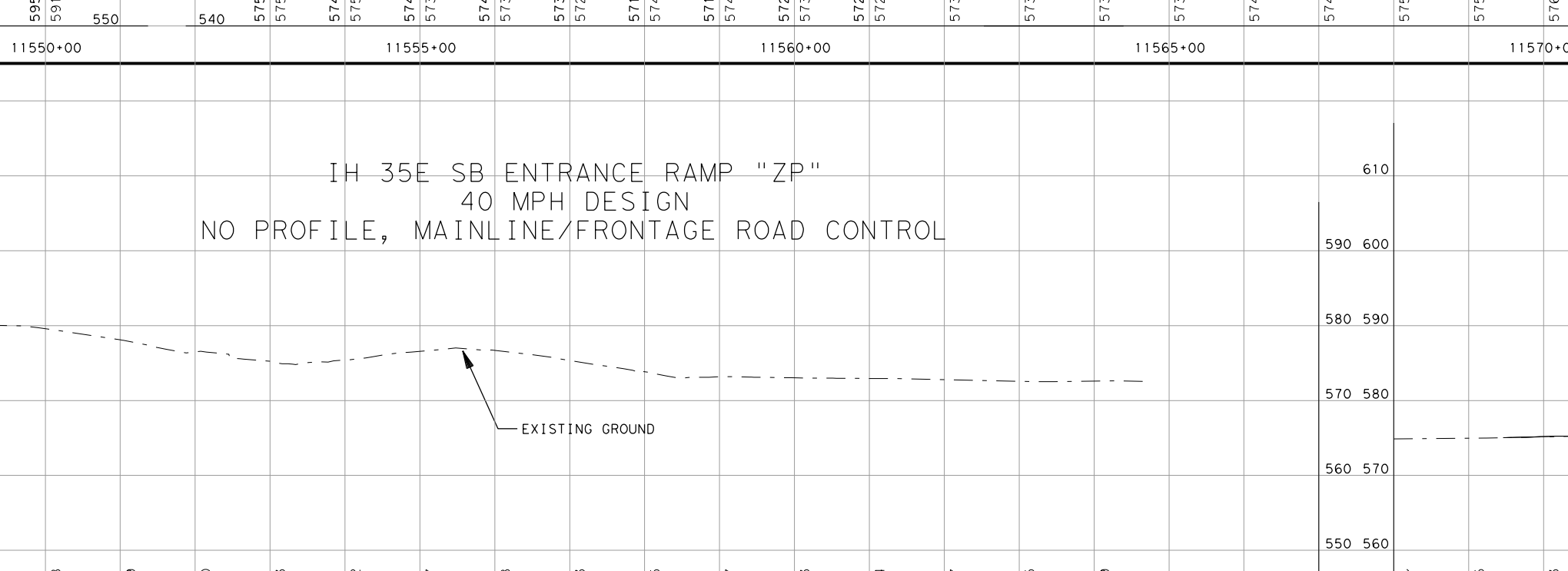
NO PROFILE, MAINLINE/FRONTAGE ROAD CONTROL



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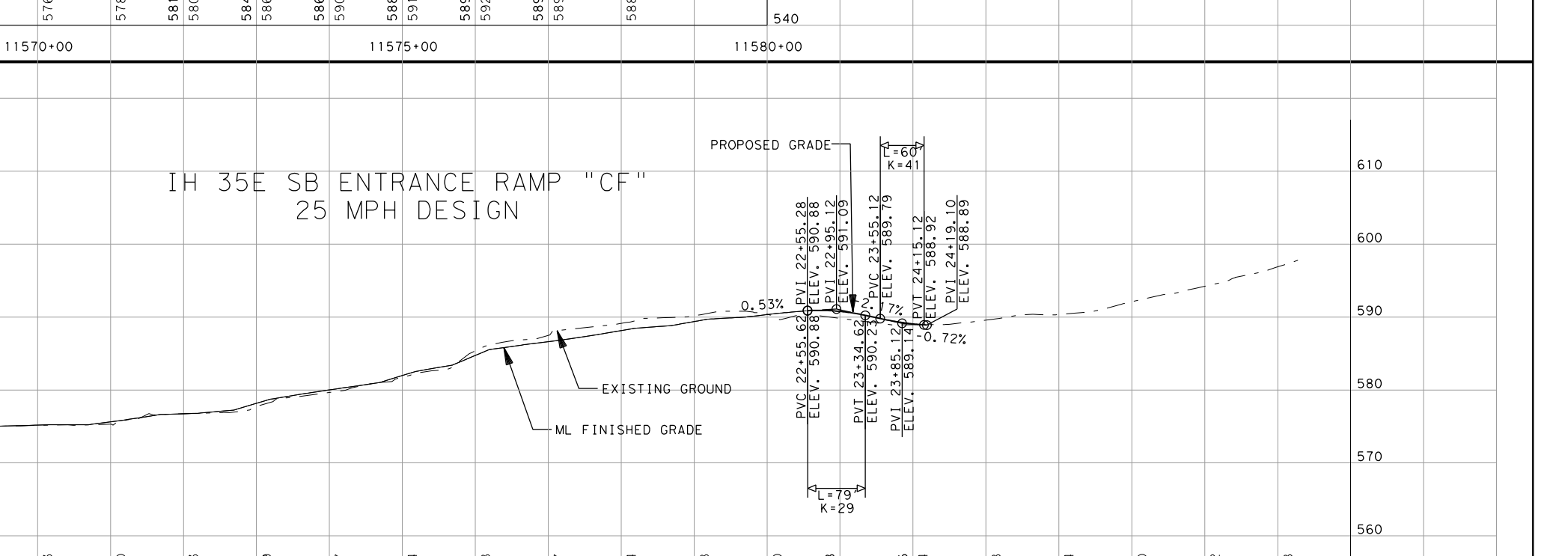
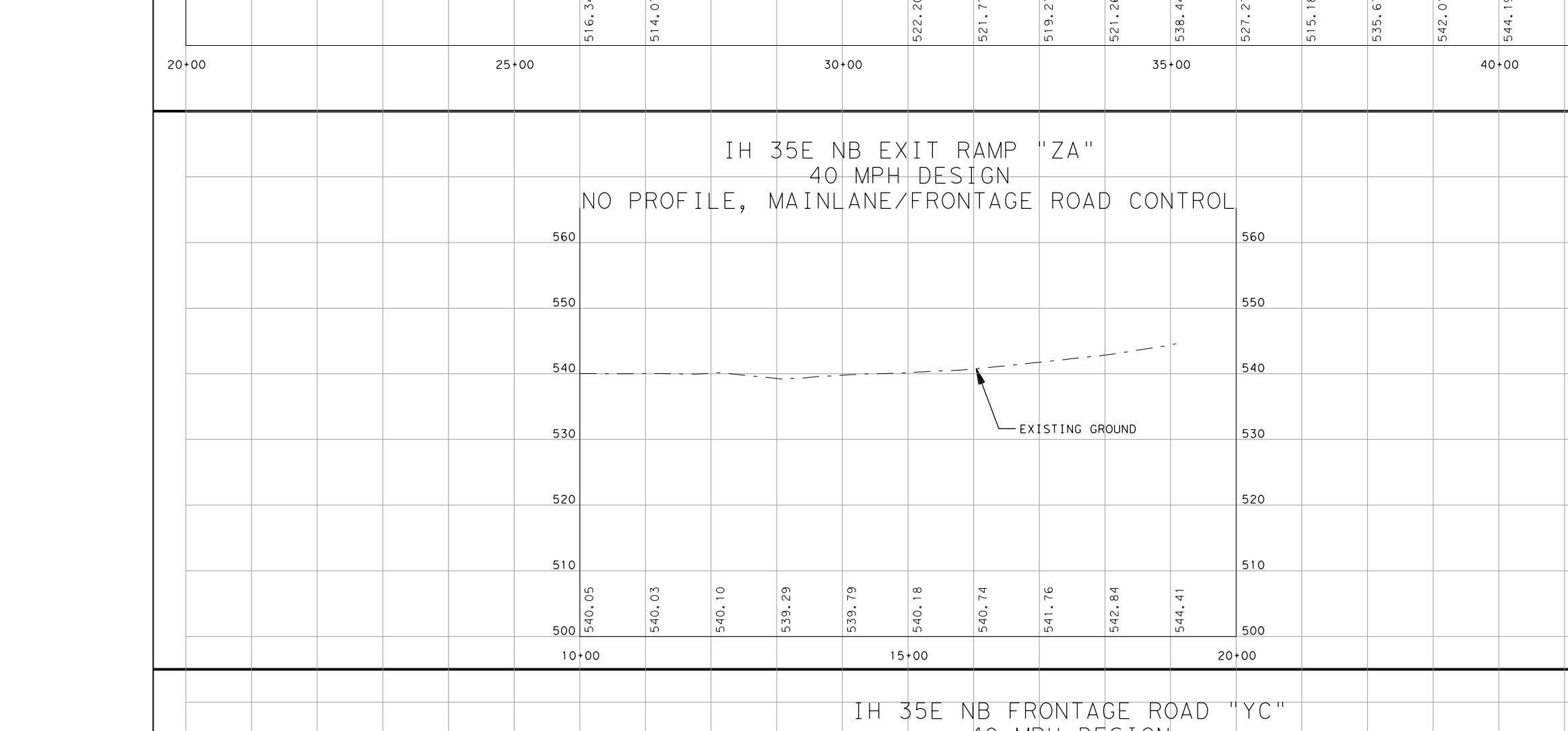
25 MPH DESIGN



IH 35E NB EXIT RAMP "ZA"
40 MPH DESIGN
NO PROFILE, MAINLANE/FRONTAGE ROAD CONTROL



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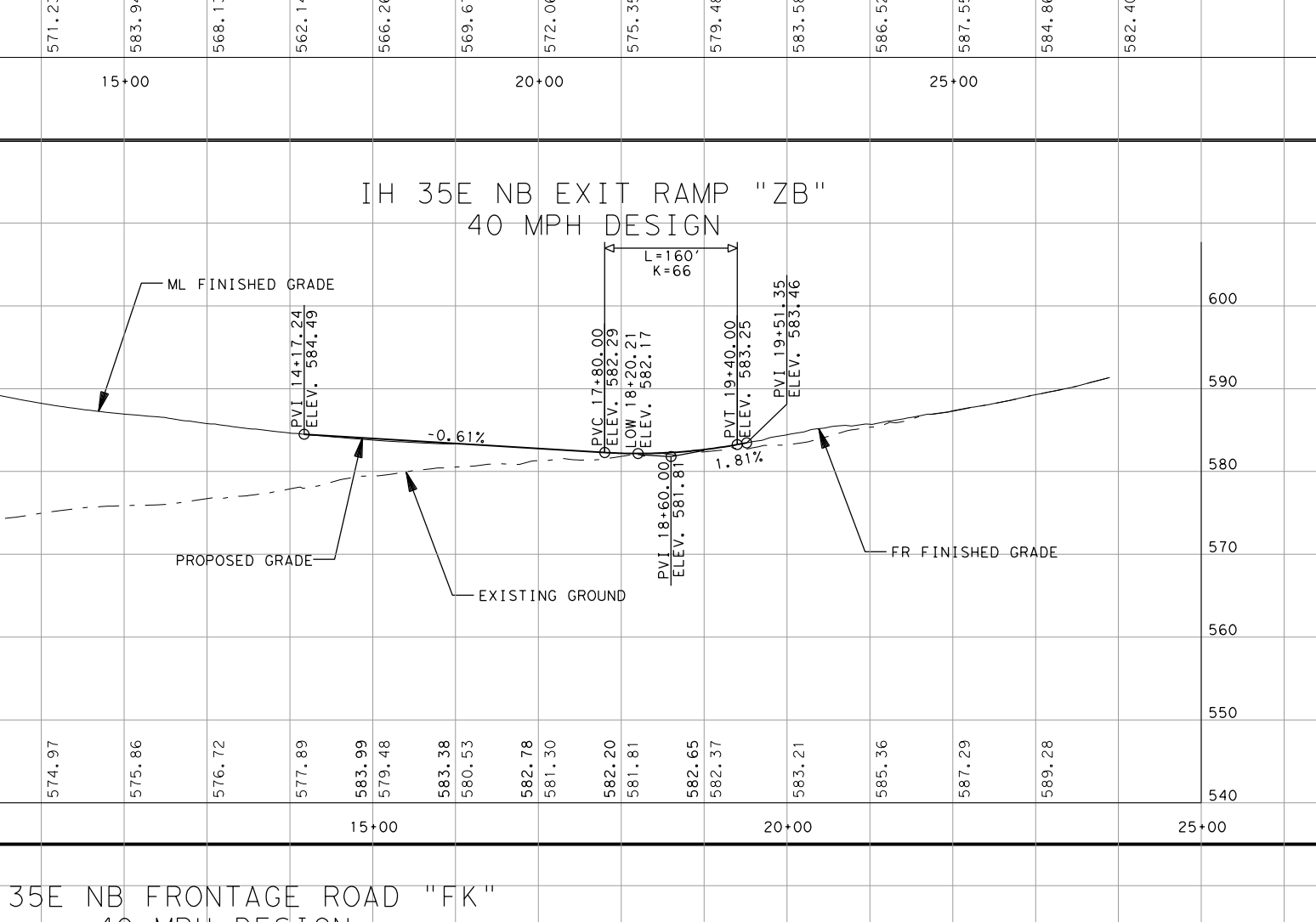

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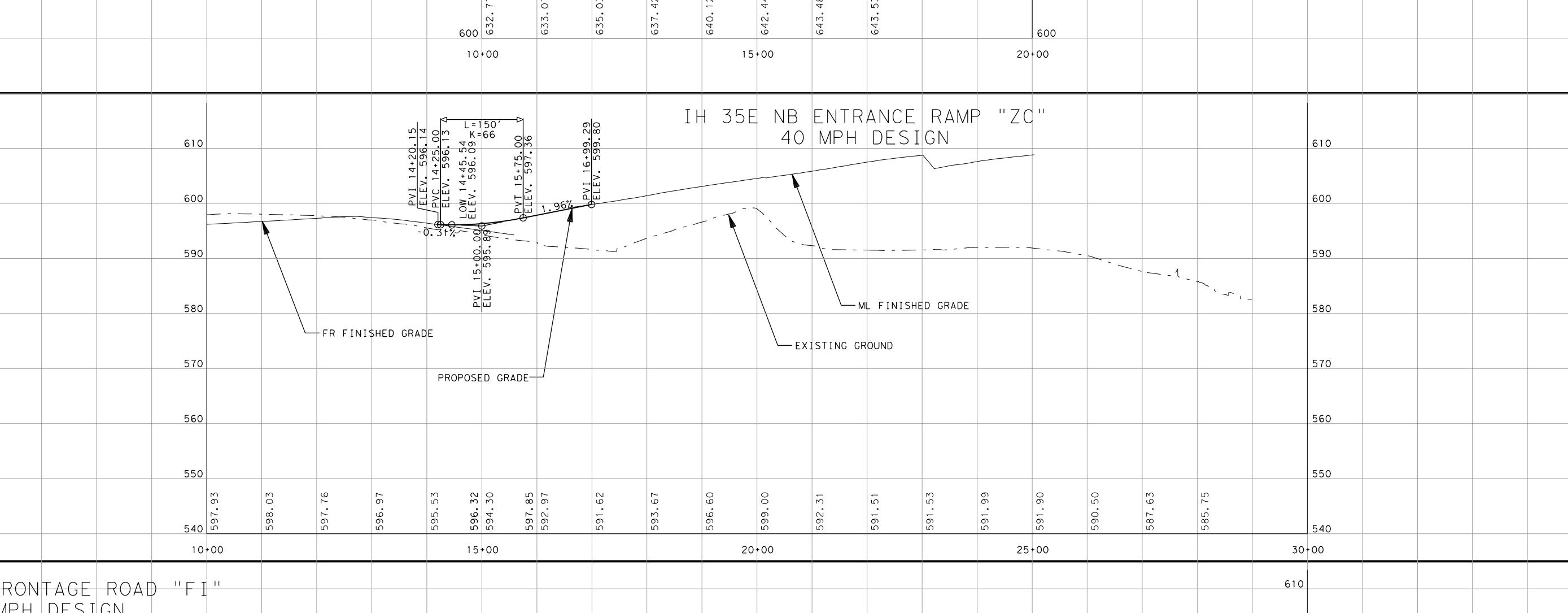

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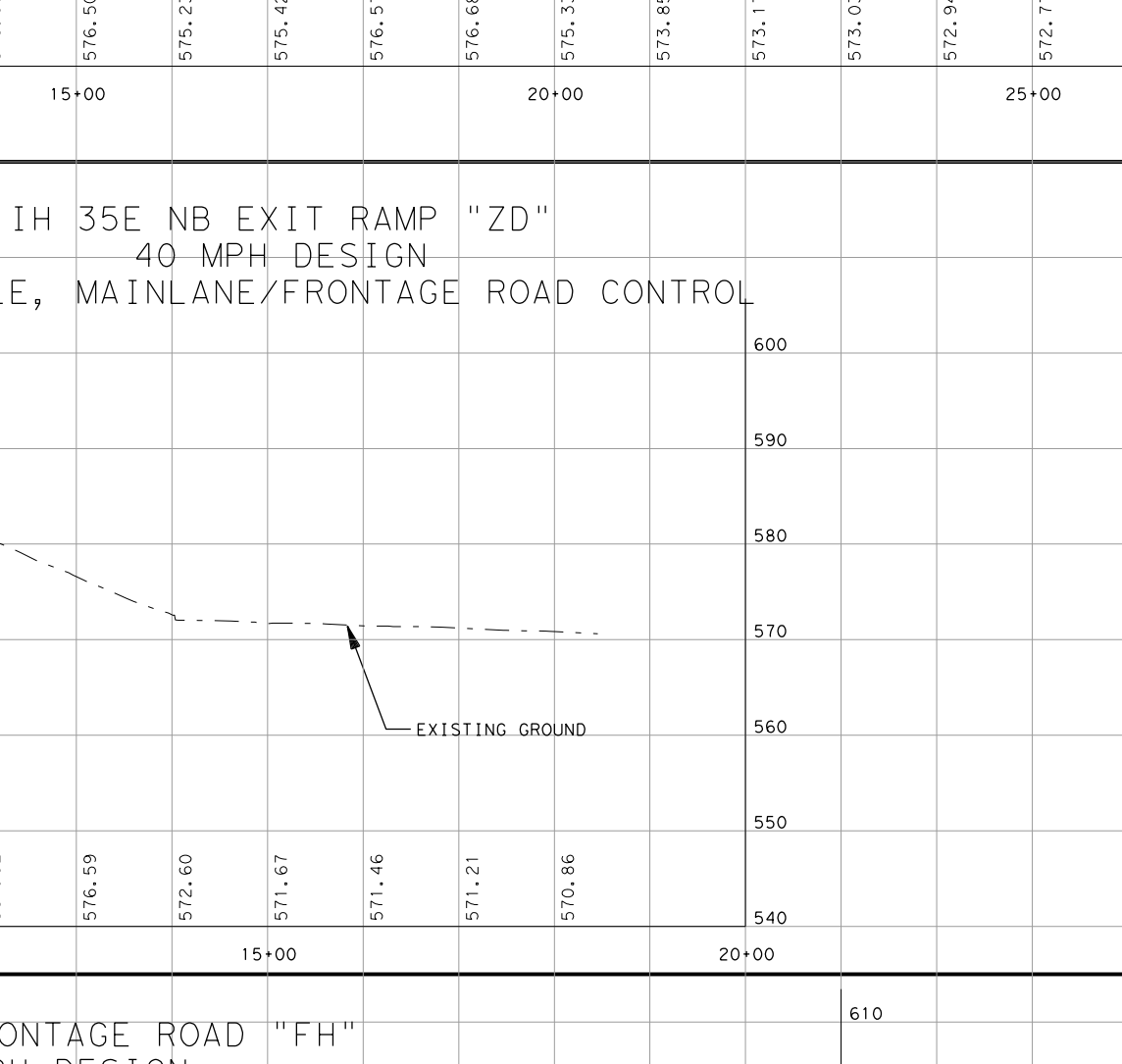
40 MPH DESIGN
NO PROFILE, MAINLANE/FRONTAGE ROAD CONTROL



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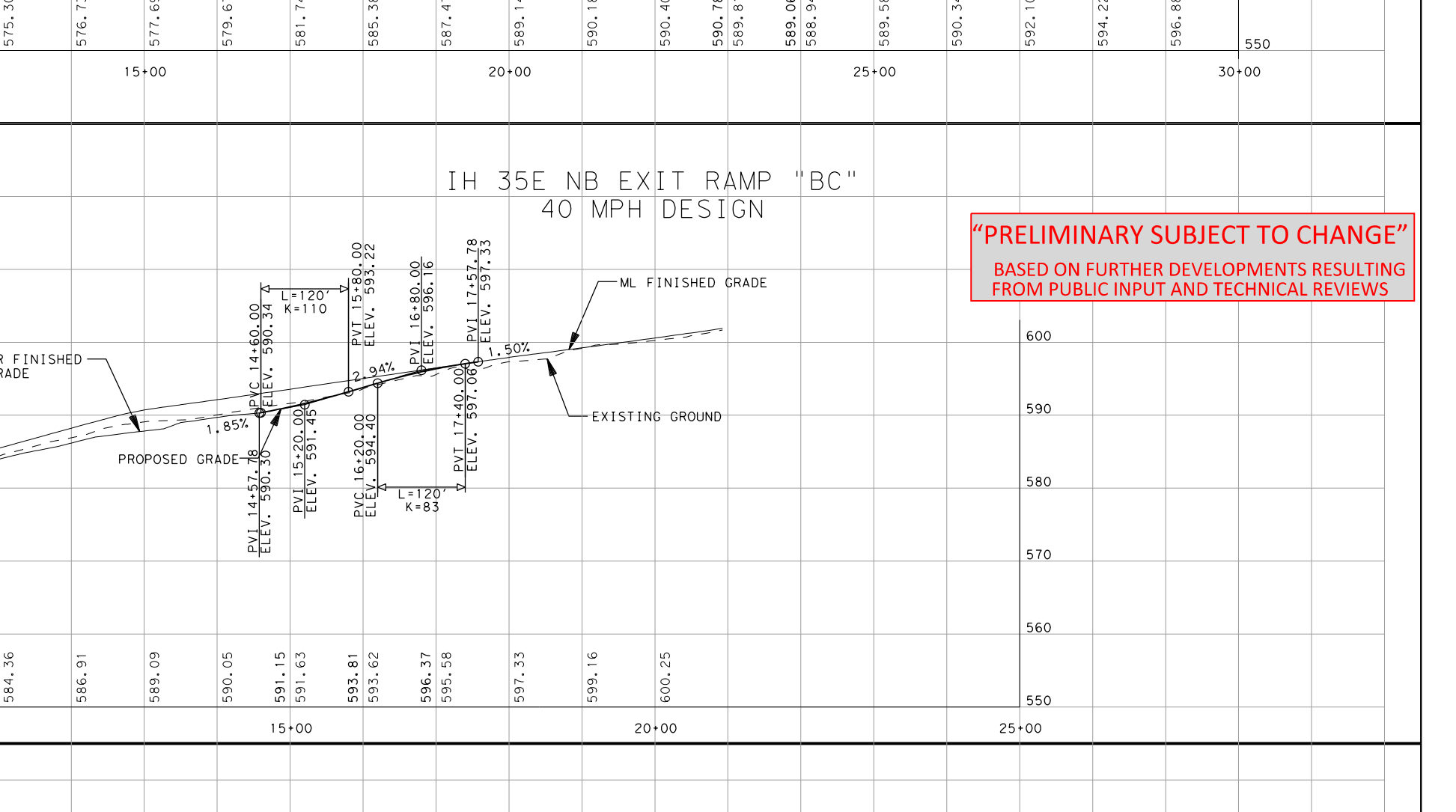
40 MPH DESIGN



"PRELIMINARY SUBJECT TO CHANGE"
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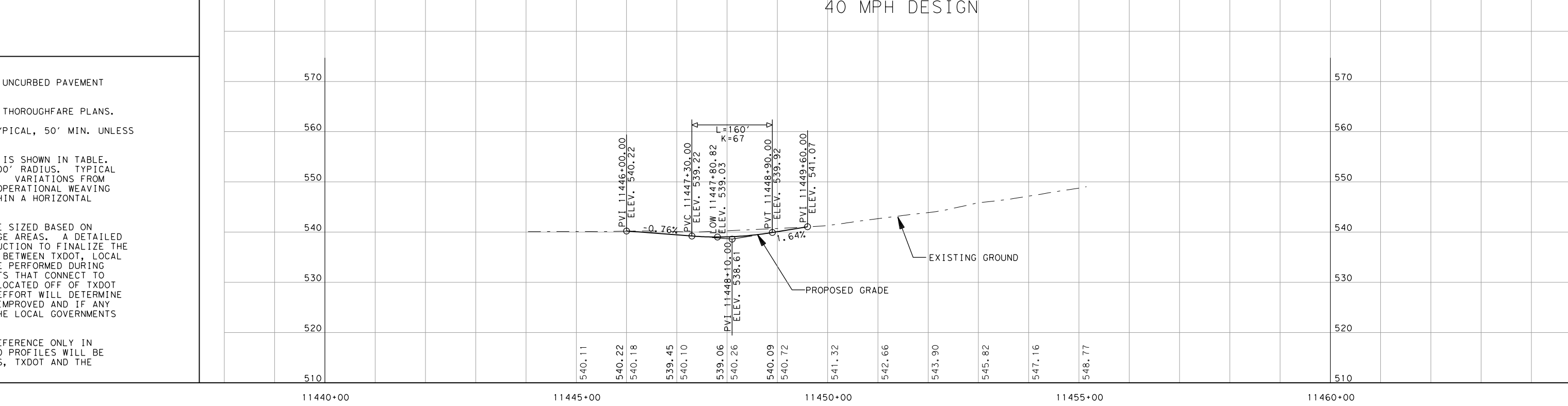
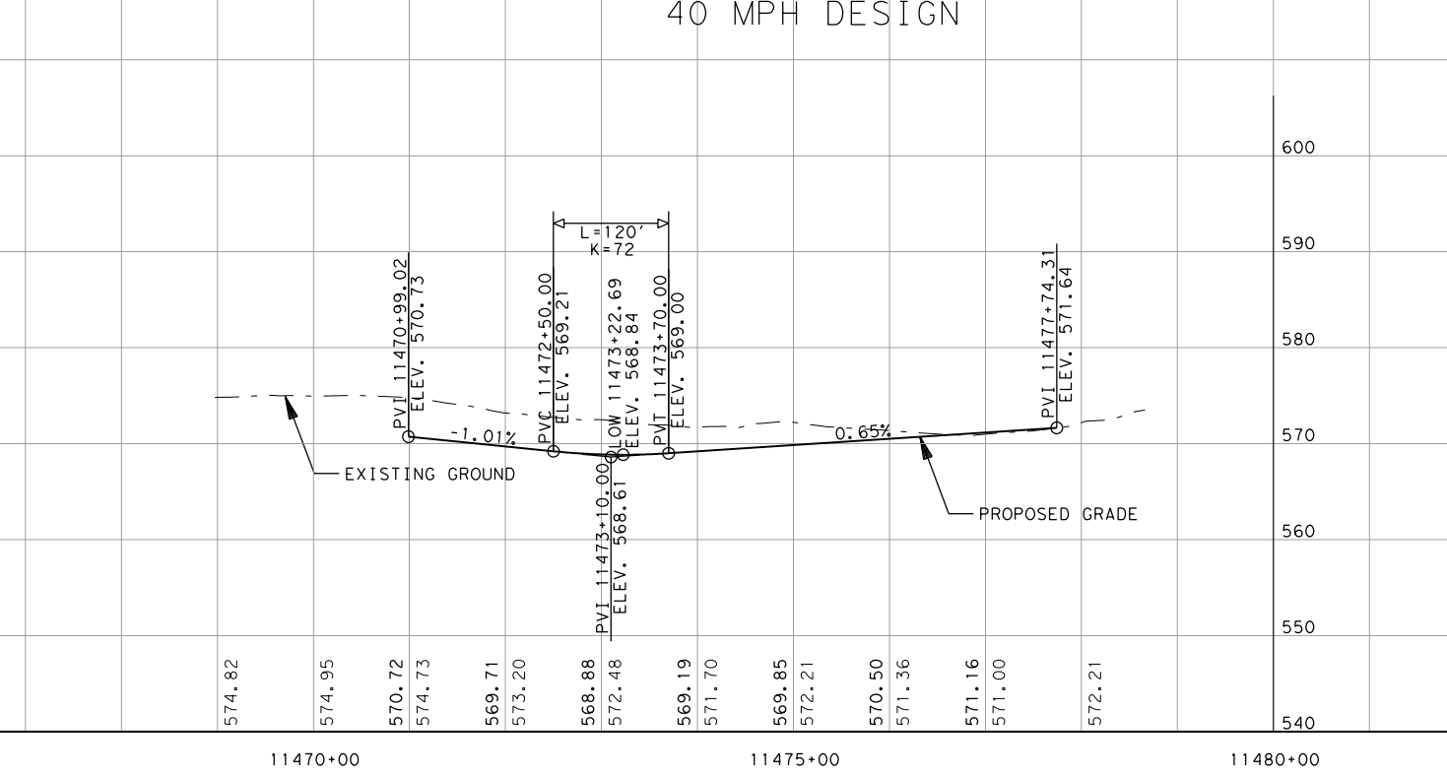
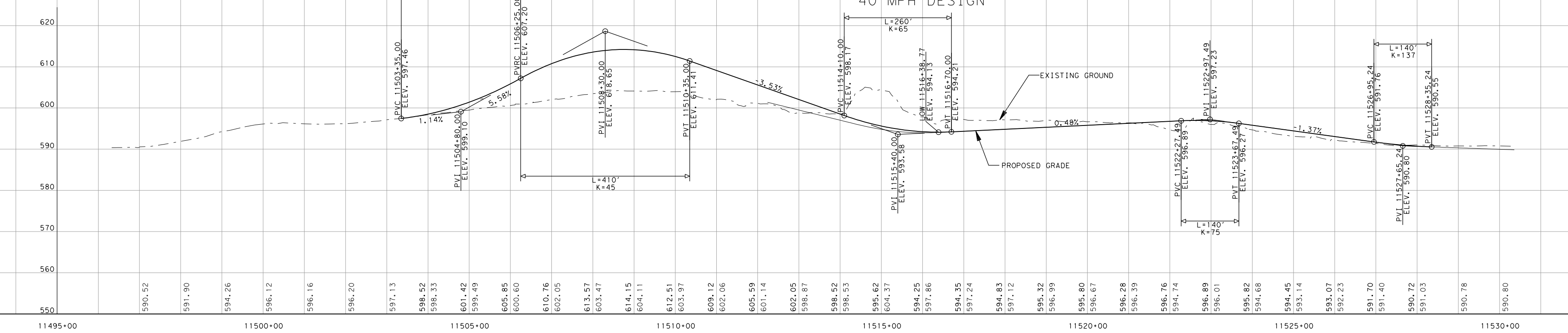
IH 35E NB FRONTAGE ROAD "YC"
40 MPH DESIGN



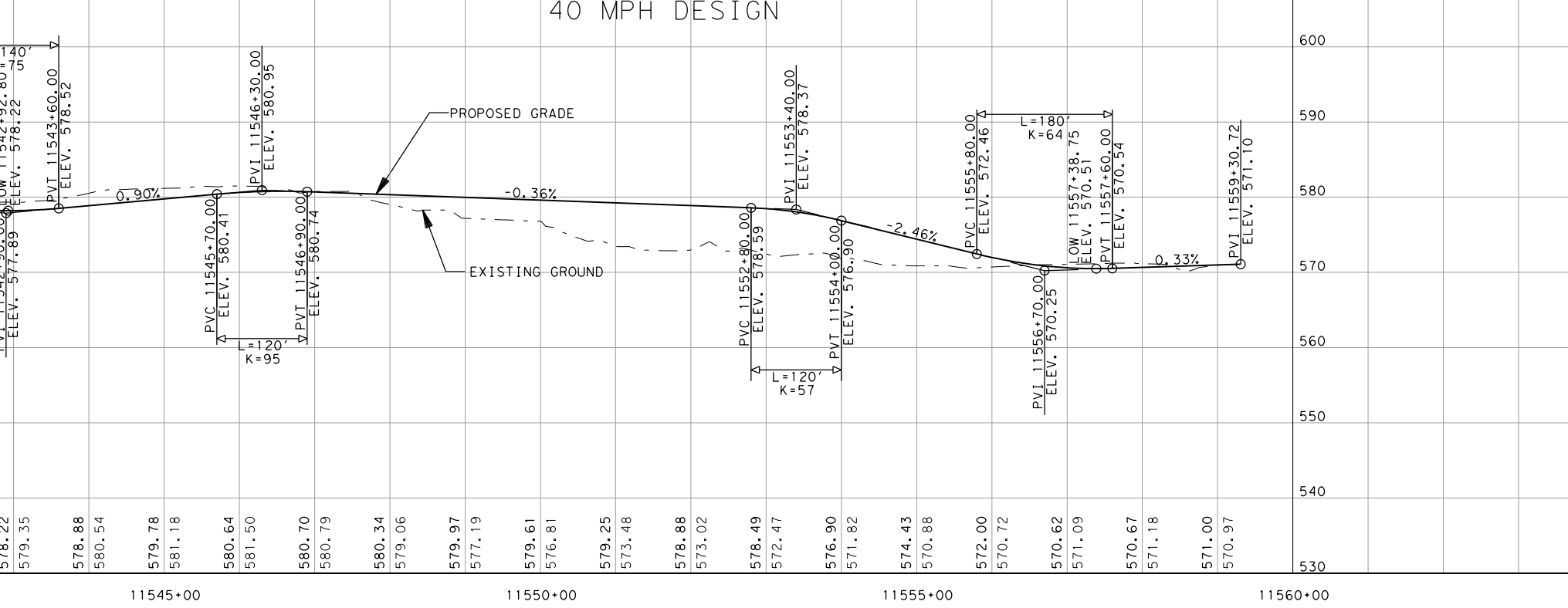
IH 35E NB FRONTAGE ROAD "FK"
40 MPH DESIGN



IH 35E NB FRONTAGE ROAD "FI"
40 MPH DESIGN



IH 35E NB FRONTAGE ROAD "FH"
40 MPH DESIGN



LEGEND:

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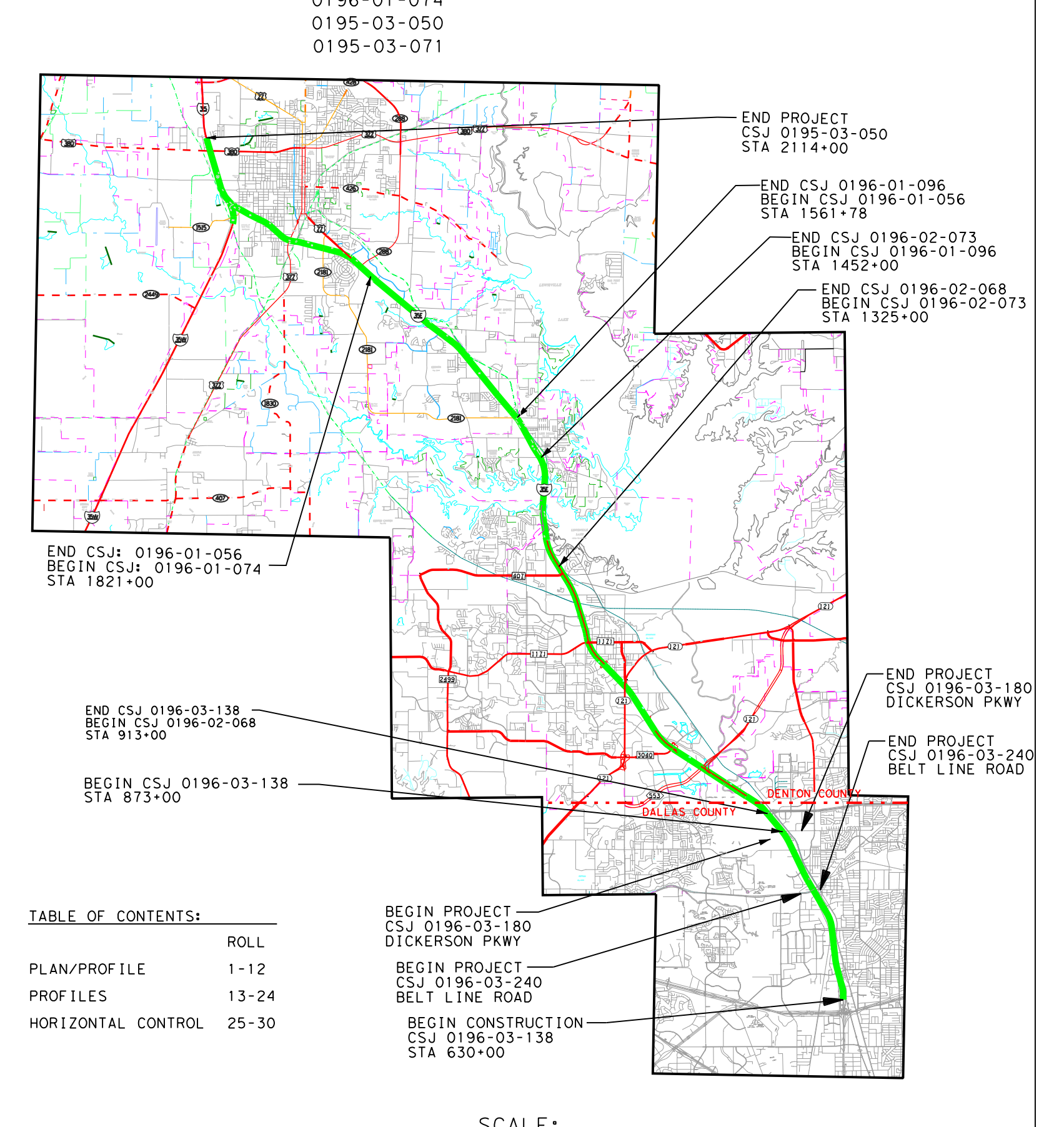
—	PROPOSED ROW
—	PROPOSED CENTERLINE/BASELINE
—	PROPOSED RETAINING WALL
—	PROPOSED NOISE WALL
—	CONTROL OF ACCESS
▨	PAVEMENT REMOVAL
→③	NUMBER OF LANES (TRAFFIC DIRECTION)
▨	POTENTIAL DISPLACEMENT
●	PROPOSED GANTRY

NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED, SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED FEBRUARY 8, 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 SAFE ACCESS TO 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.
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.

"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
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:
ROLL
PLAN/PROFILE 1-12
PROFILES 13-24
HORIZONTAL CONTROL 25-30
SCALE:
HORIZONTAL 1"=200'
VERTICAL 1"=20'
1/11/2013
ROLL 19 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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Texas Department of Transportation
DALLAS DISTRICT
DRAFT INTERIM SCHEMATIC
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

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

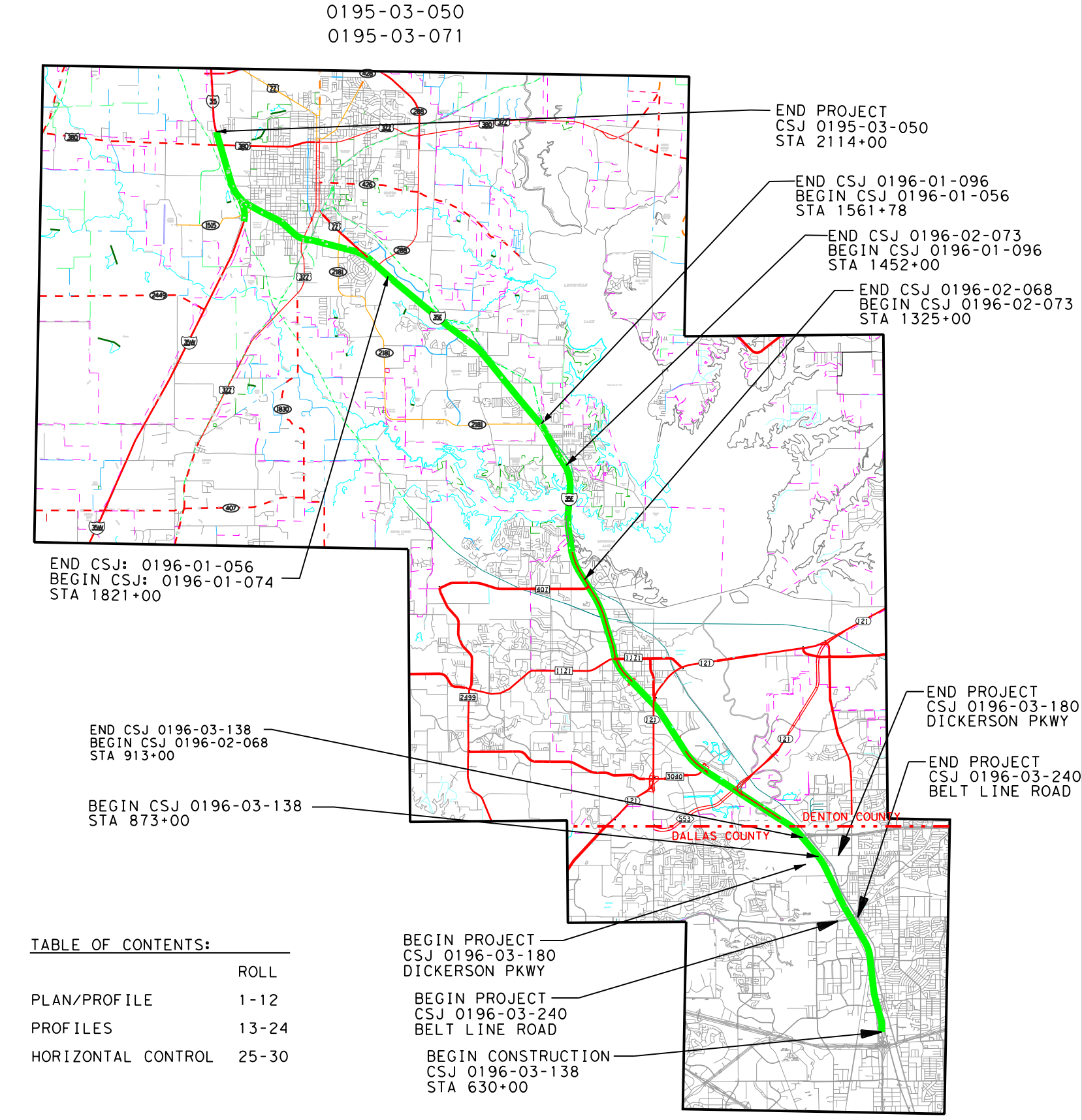
END PROJECT
CSJ 0195-03-050
STA 2114+00
END CSJ 0196-01-096
BEGIN CSJ 0196-01-056
STA 1561+78
END CSJ 0196-02-073
BEGIN CSJ 0196-01-096
STA 1452+00
END CSJ 0196-02-068
BEGIN CSJ 0196-02-073
STA 1325+00
END CSJ: 0196-01-056
BEGIN CSJ: 0196-01-074
STA 1821+00
END PROJECT
CSJ 0196-03-180
DICKERSON PKWY
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:

	ROLL
PLAN/PROFILE	1-12
PROFILES	13-24
HORIZONTAL CONTROL	25-30

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

1/11/2013
ROLL 20 OF 30

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NAME P.E. NUMBER
1/11/2013
DATE

"PRELIMINARY SUBJECT TO CHANGE"
BASED ON FURTHER DEVELOPMENTS RESULTING
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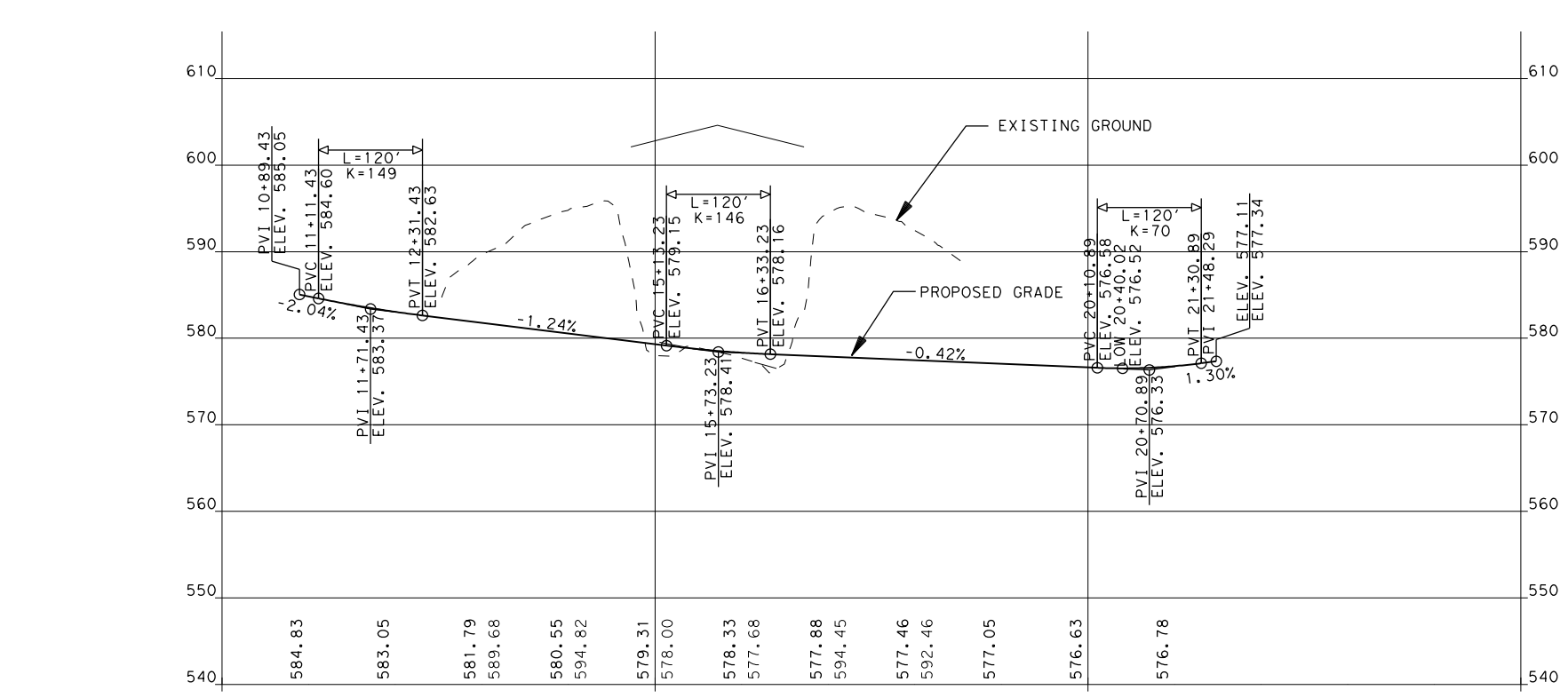
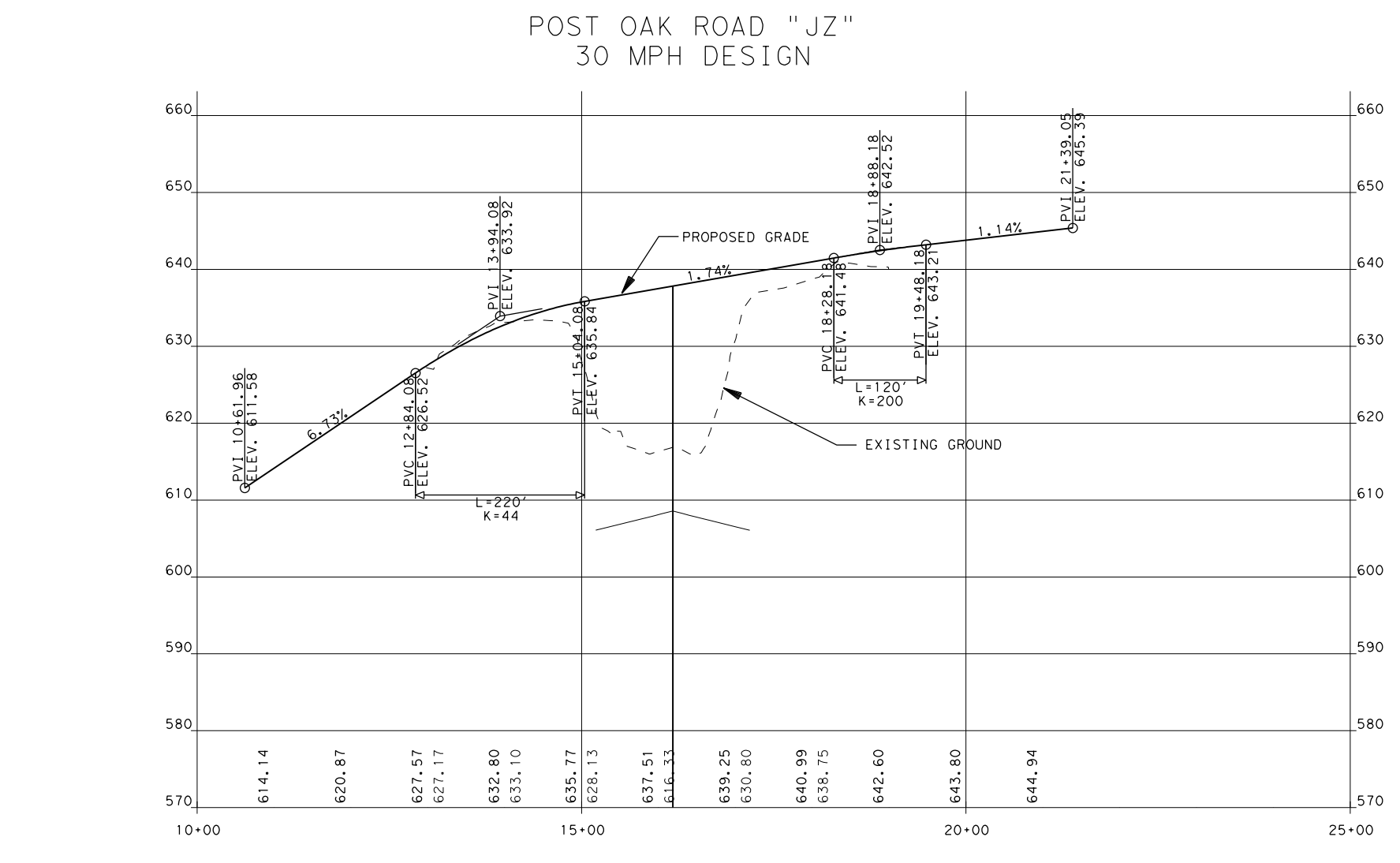
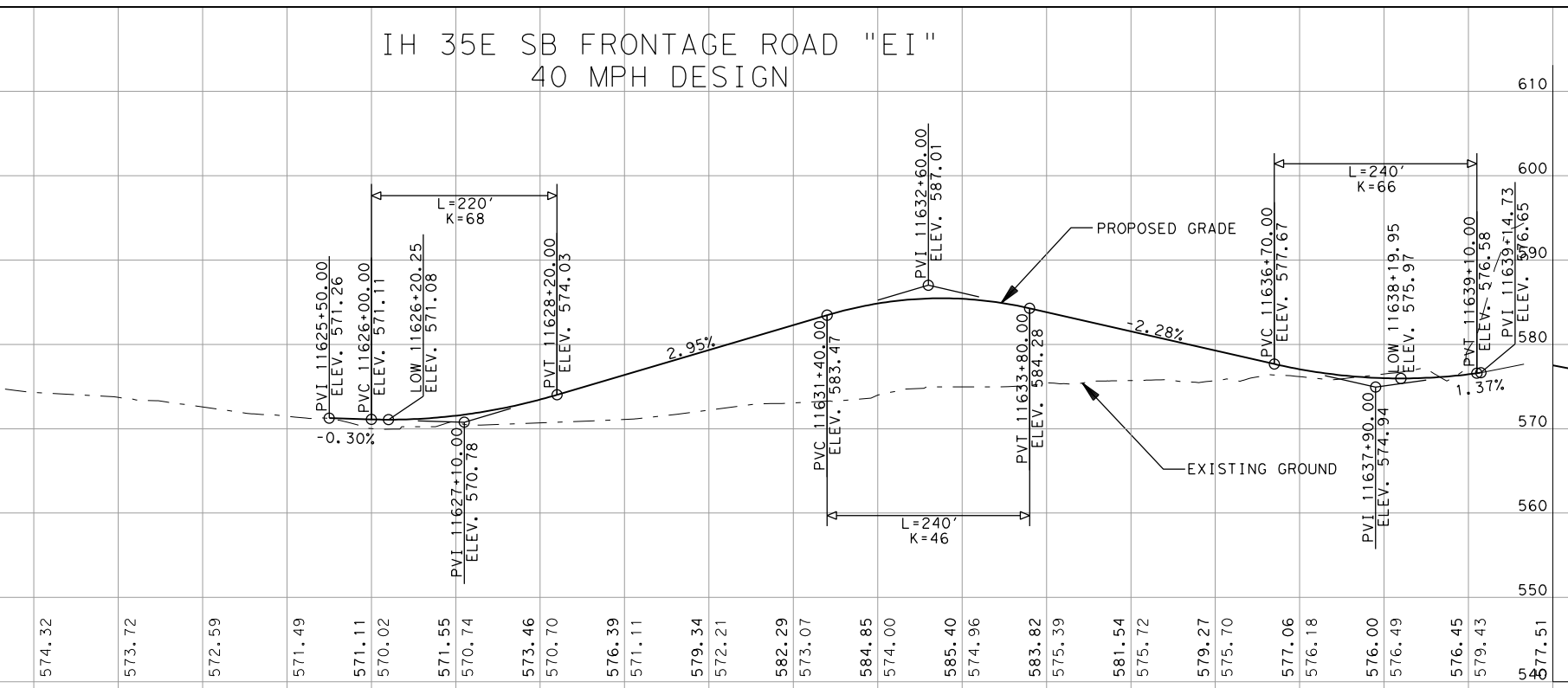
CORINTH PARKWAY "JY"
30 MPH DESIGN


EXISTING GROUND
PROPOSED GRADE
L=120'
K=149
L=120'
K=146
L=120'
K=70
-1.24%
-0.42%
1.30%
10+00
15+00
20+00
25+00

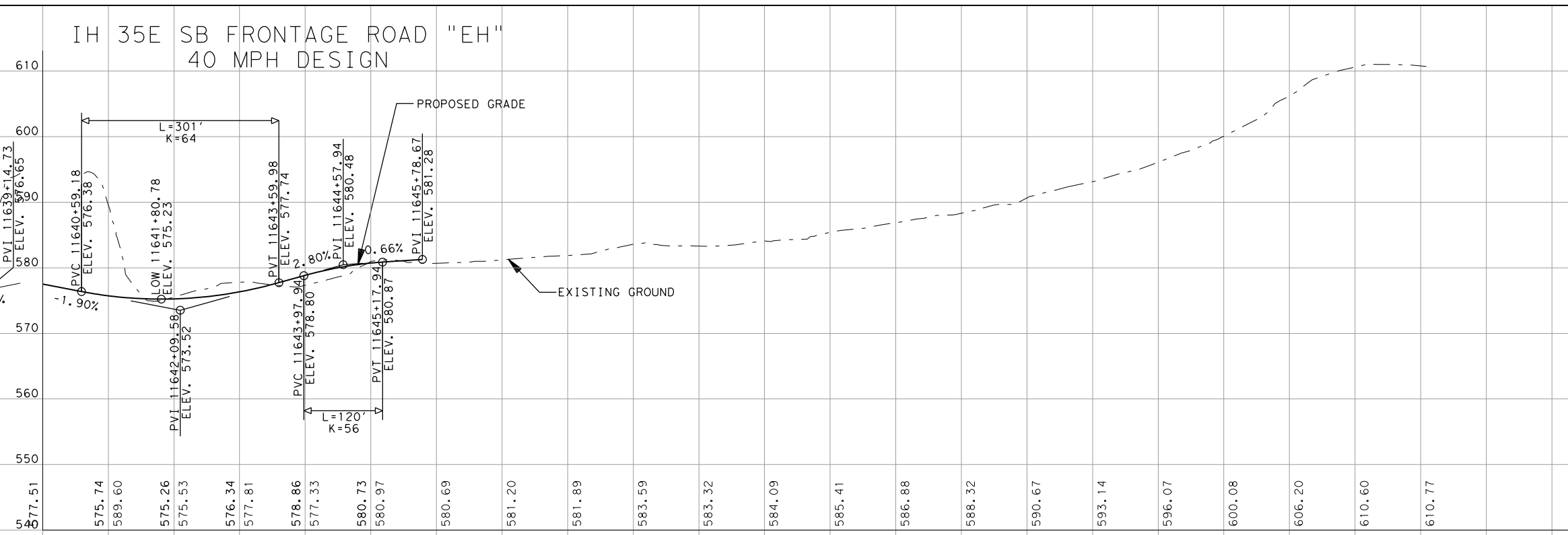
POST OAK ROAD "JZ"
30 MPH DESIGN


PROPOSED GRADE
EXISTING GROUND
L=120'
K=200
L=220'
K=44
1.74%
1.14%
10+00
15+00
20+00
25+00

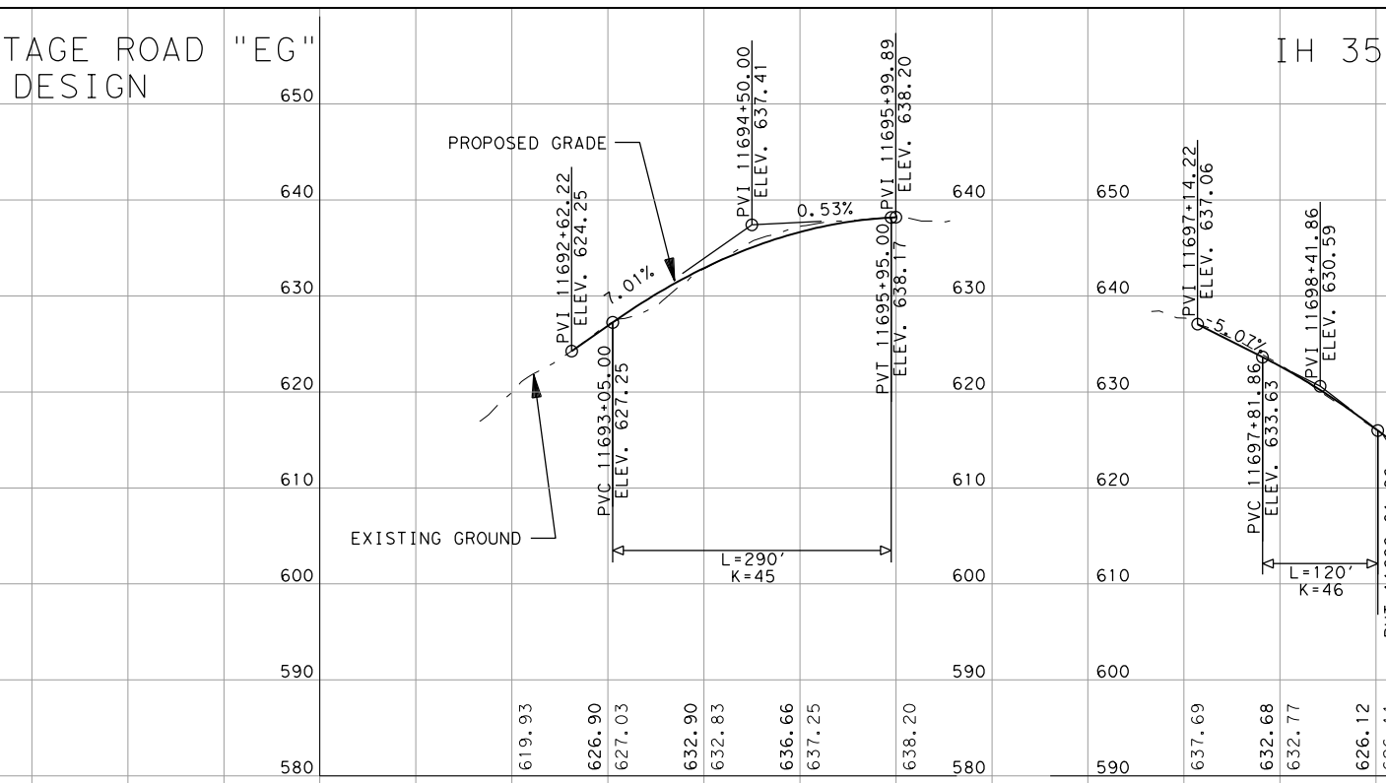
IH 35E SB FRONTAGE ROAD "EI"
40 MPH DESIGN


L=220'
K=68
L=240'
K=46
L=240'
K=66
PROPOSED GRADE
EXISTING GROUND
-0.30%
2.90%
-1.28%
1.57%

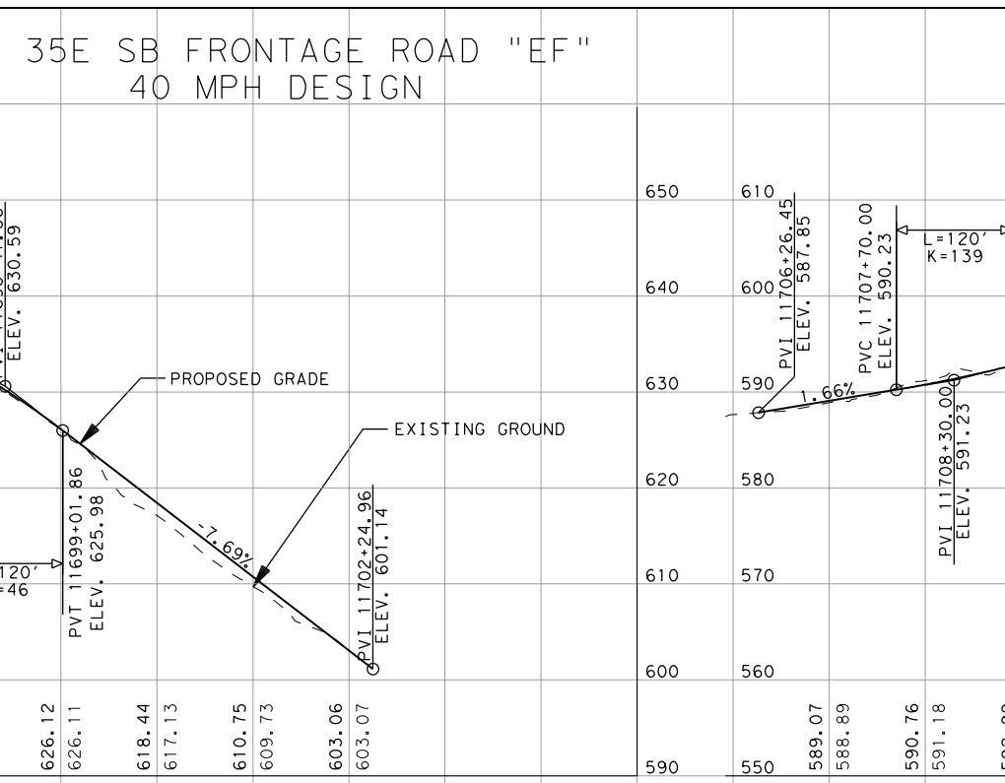
IH 35E SB FRONTAGE ROAD "EH"
40 MPH DESIGN


L=301'
K=64
L=120'
K=56
PROPOSED GRADE
EXISTING GROUND
-1.90%
2.80%
1.66%
11640+00
11645+00
11650+00
11655+00
11660+00
11665+00

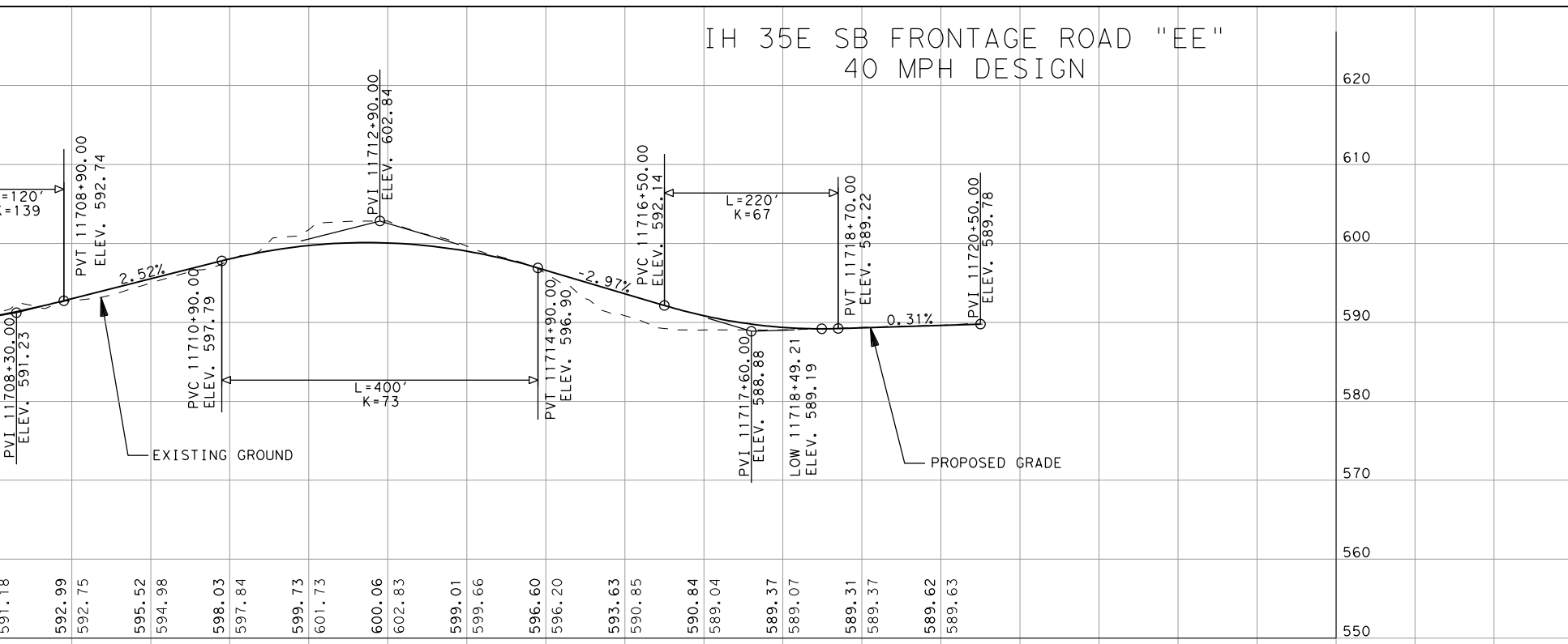
IH 35E SB FRONTAGE ROAD "EG"
40 MPH DESIGN


PROPOSED GRADE
EXISTING GROUND
L=290'
K=45
0.53%
11690+00
11695+00

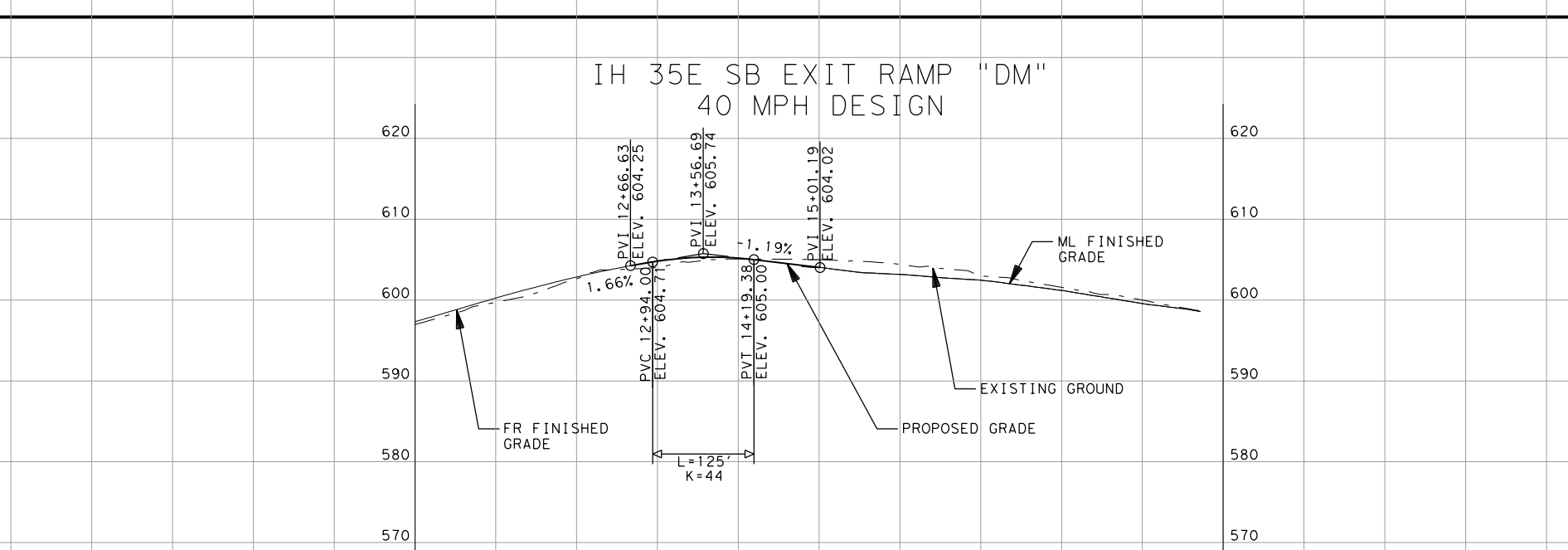
IH 35E SB FRONTAGE ROAD "EF"
40 MPH DESIGN


PROPOSED GRADE
EXISTING GROUND
L=120'
K=46
11700+00
11705+00

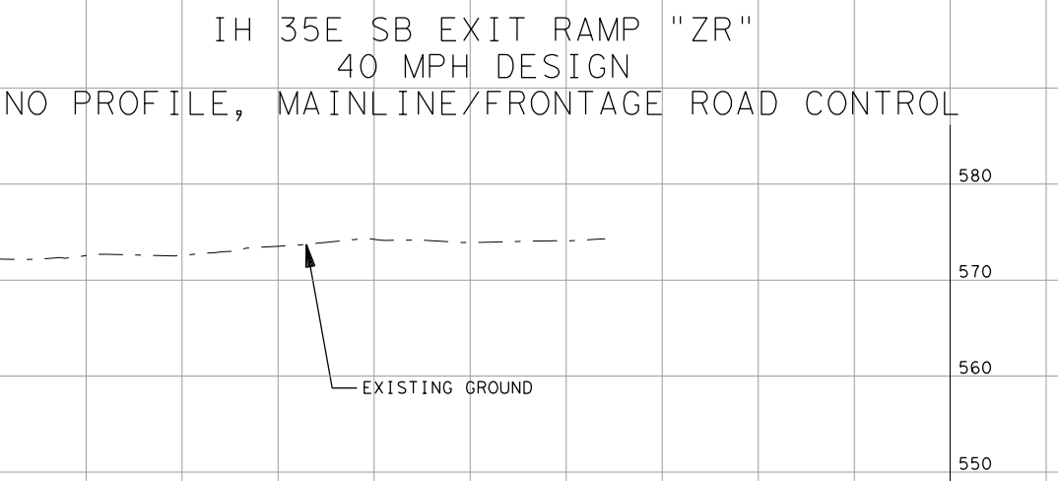
IH 35E SB FRONTAGE ROAD "EE"
40 MPH DESIGN


L=120'
K=139
L=220'
K=67
L=400'
K=13
EXISTING GROUND
PROPOSED GRADE
1.66%
2.52%
0.31%
11710+00
11715+00
11720+00
11725+00

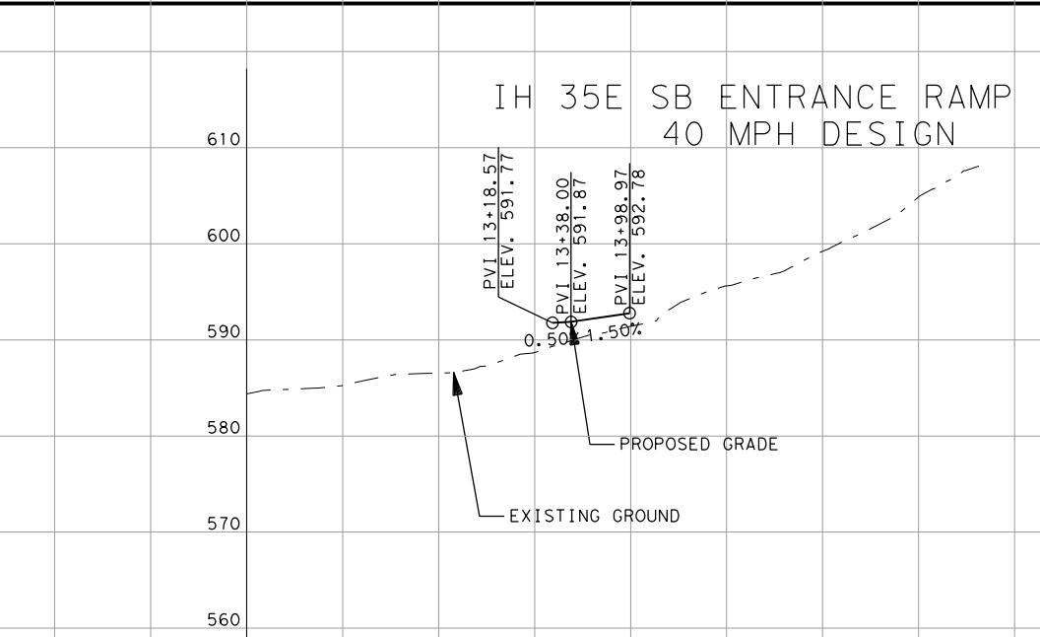
IH 35E SB EXIT RAMP "DM"
40 MPH DESIGN


ML FINISHED GRADE
FR FINISHED GRADE
EXISTING GROUND
PROPOSED GRADE
L=125'
K=44
1.66%
-1.19%
10+00
15+00
20+00

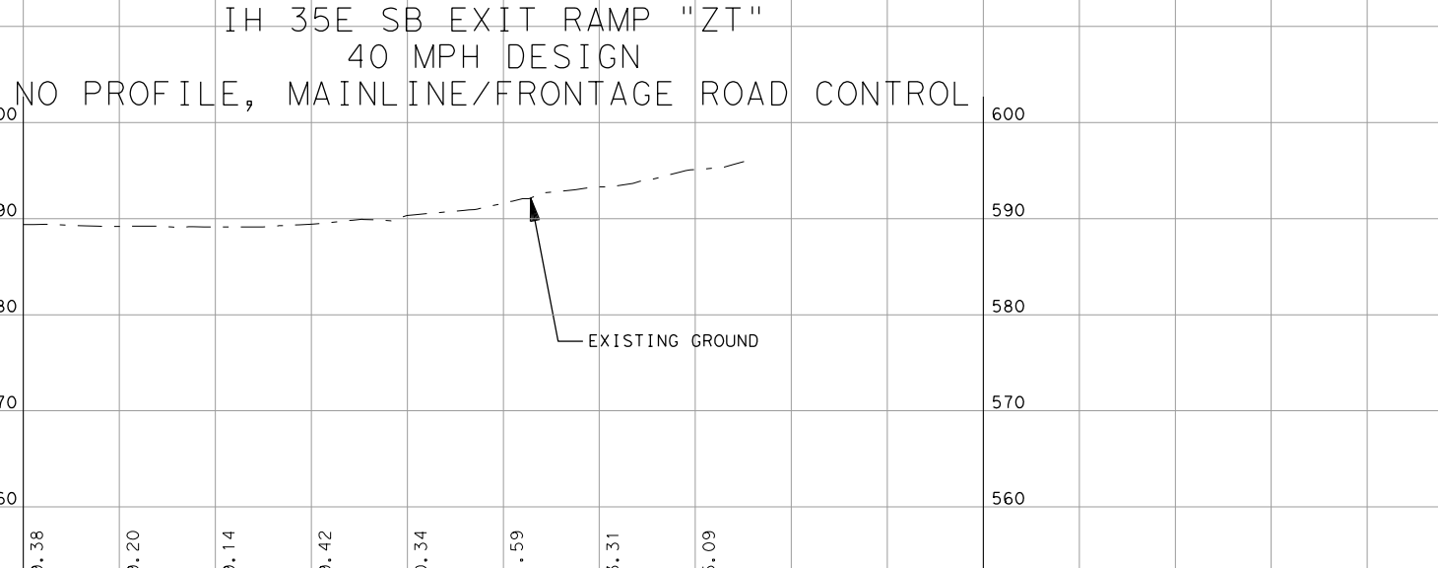
IH 35E SB EXIT RAMP "ZR"
40 MPH DESIGN
NO PROFILE, MAINLINE/FRONTAGE ROAD CONTROL


EXISTING GROUND
10+00
15+00
20+00

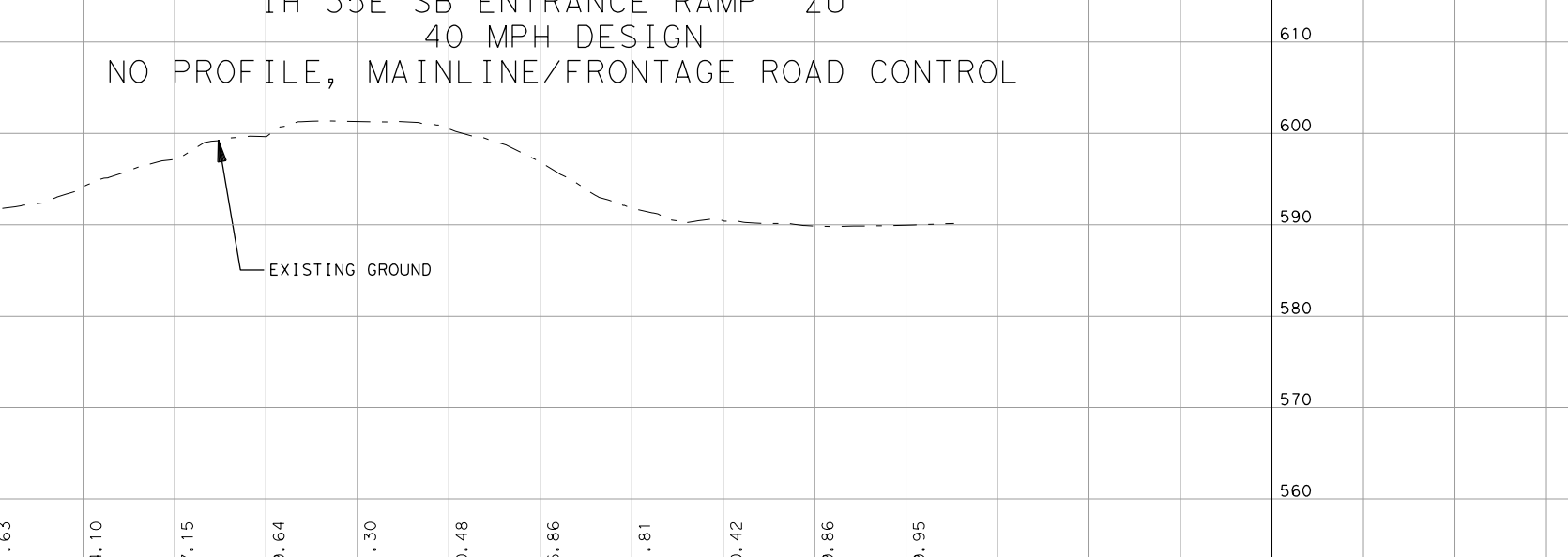
IH 35E SB ENTRANCE RAMP "ZS"
40 MPH DESIGN


PROPOSED GRADE
EXISTING GROUND
10+00
15+00
20+00

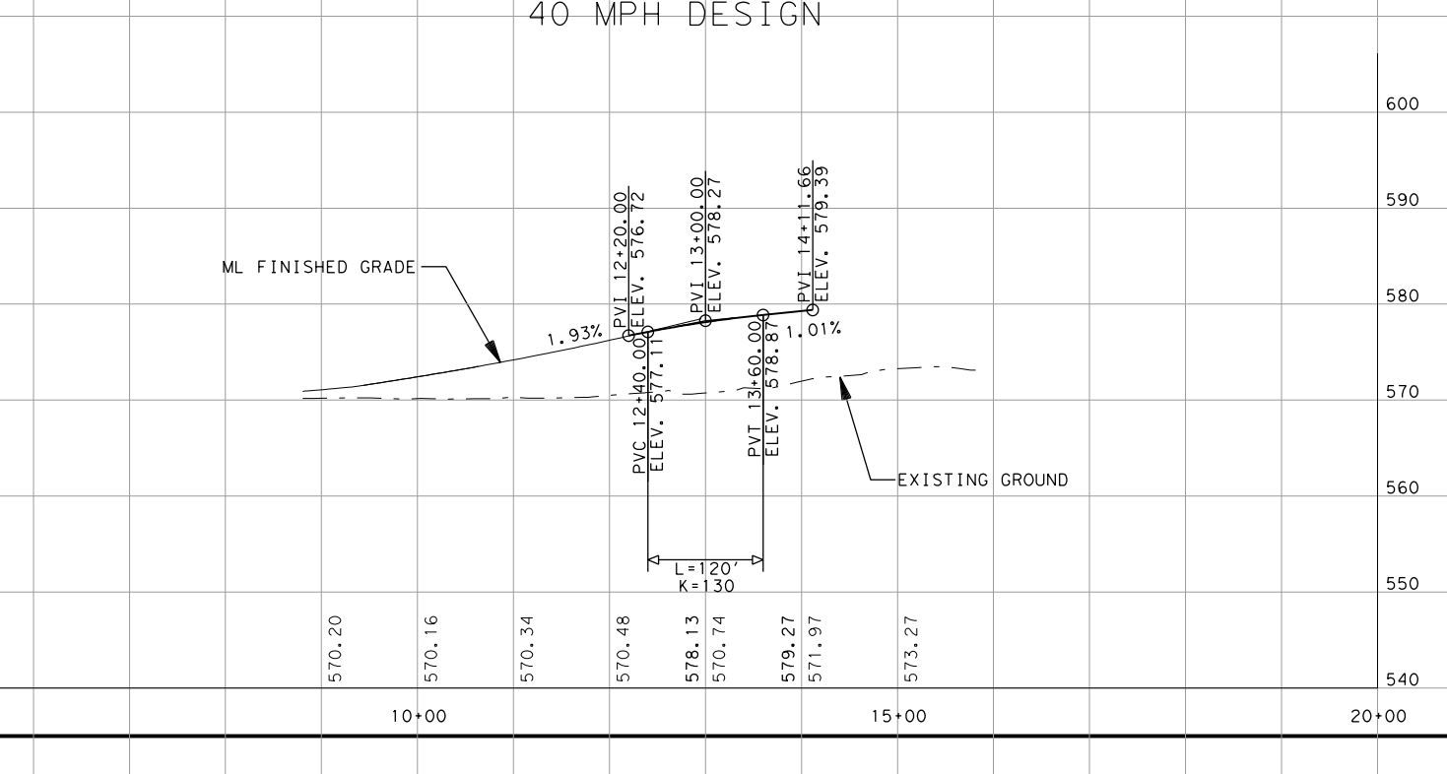
IH 35E SB EXIT RAMP "ZT"
40 MPH DESIGN
NO PROFILE, MAINLINE/FRONTAGE ROAD CONTROL


EXISTING GROUND
10+00
15+00
20+00

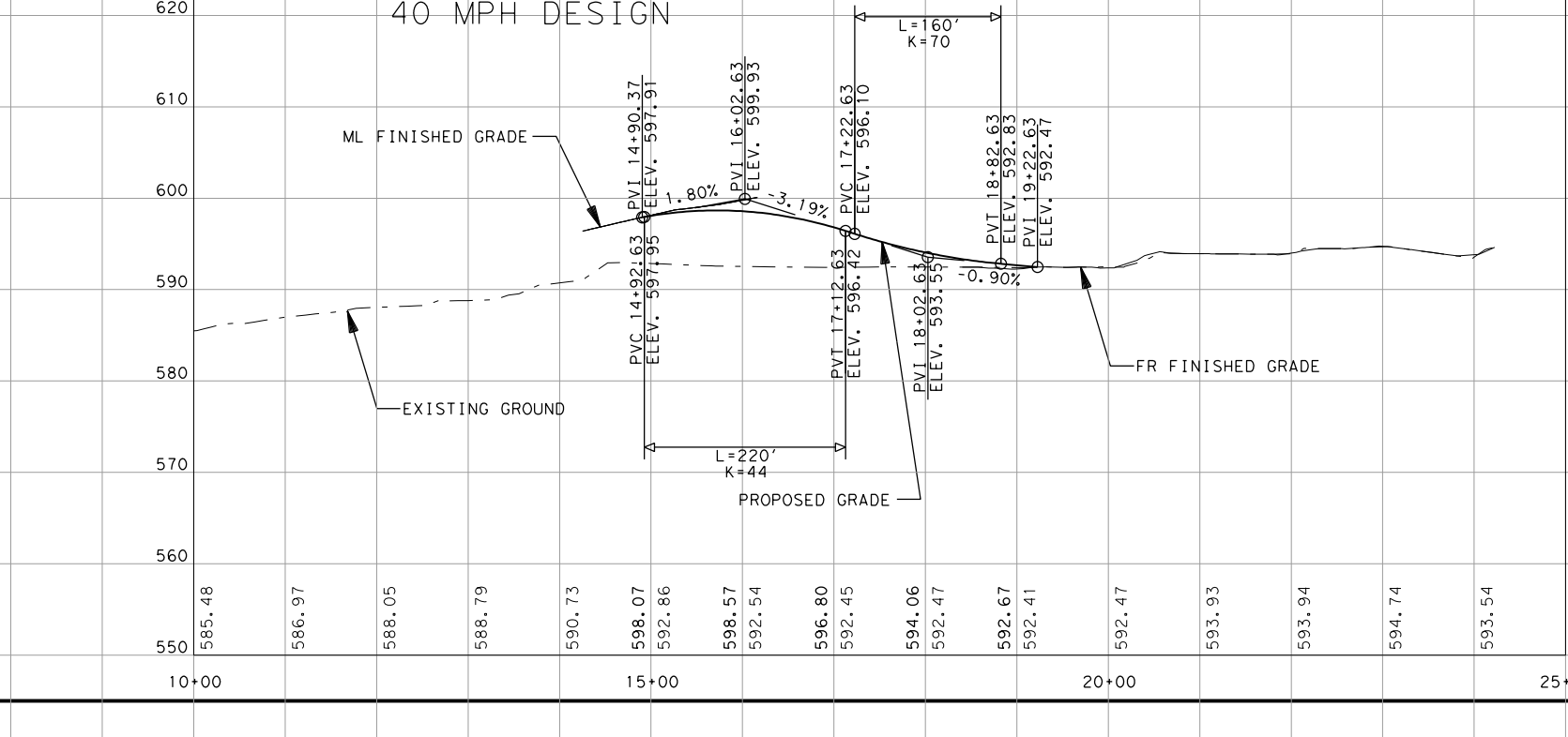
IH 35E SB ENTRANCE RAMP "ZU"
40 MPH DESIGN
NO PROFILE, MAINLINE/FRONTAGE ROAD CONTROL


EXISTING GROUND
10+00
15+00
20+00
25+00

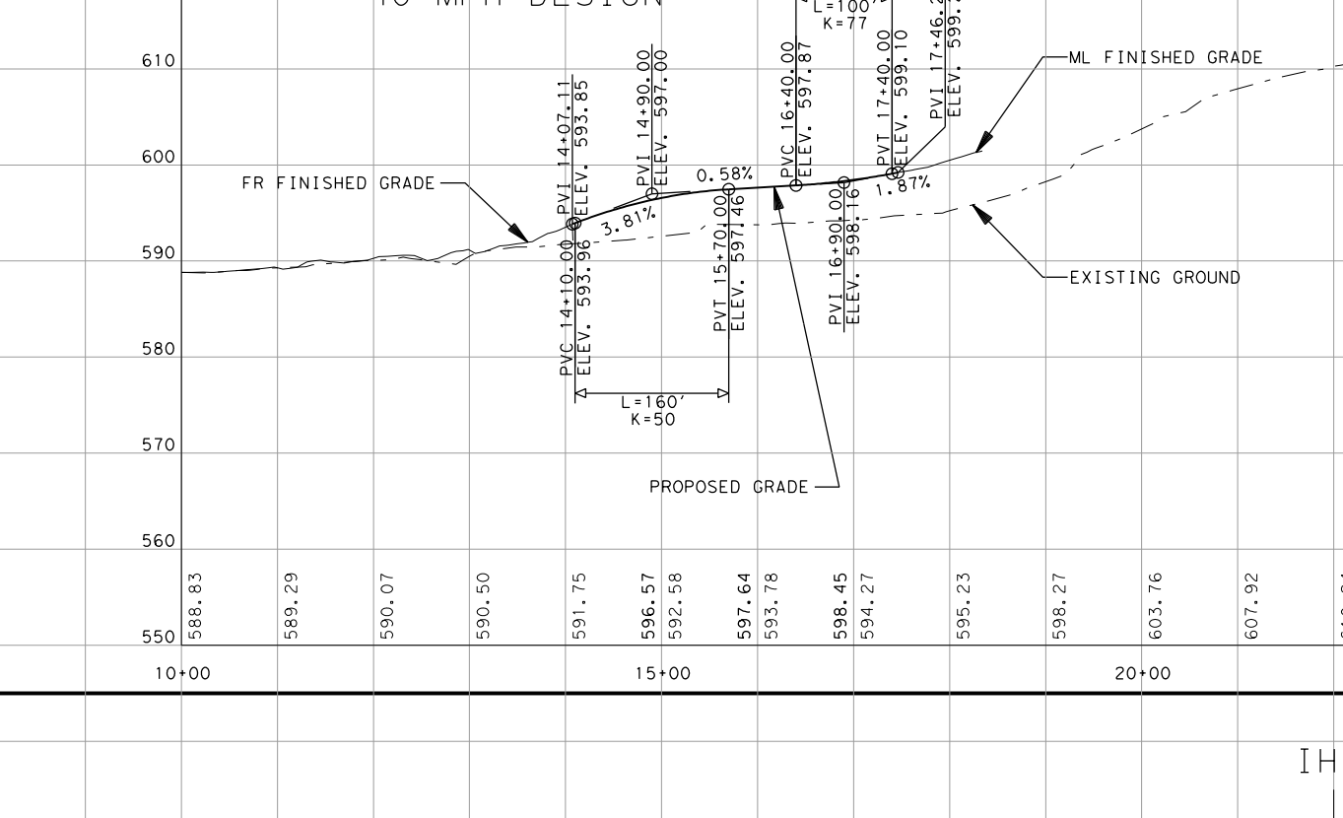
IH 35E NB EXIT RAMP "BD"
40 MPH DESIGN


ML FINISHED GRADE
EXISTING GROUND
L=120'
K=130
1.93%
1.01%
5+00
10+00
15+00
20+00

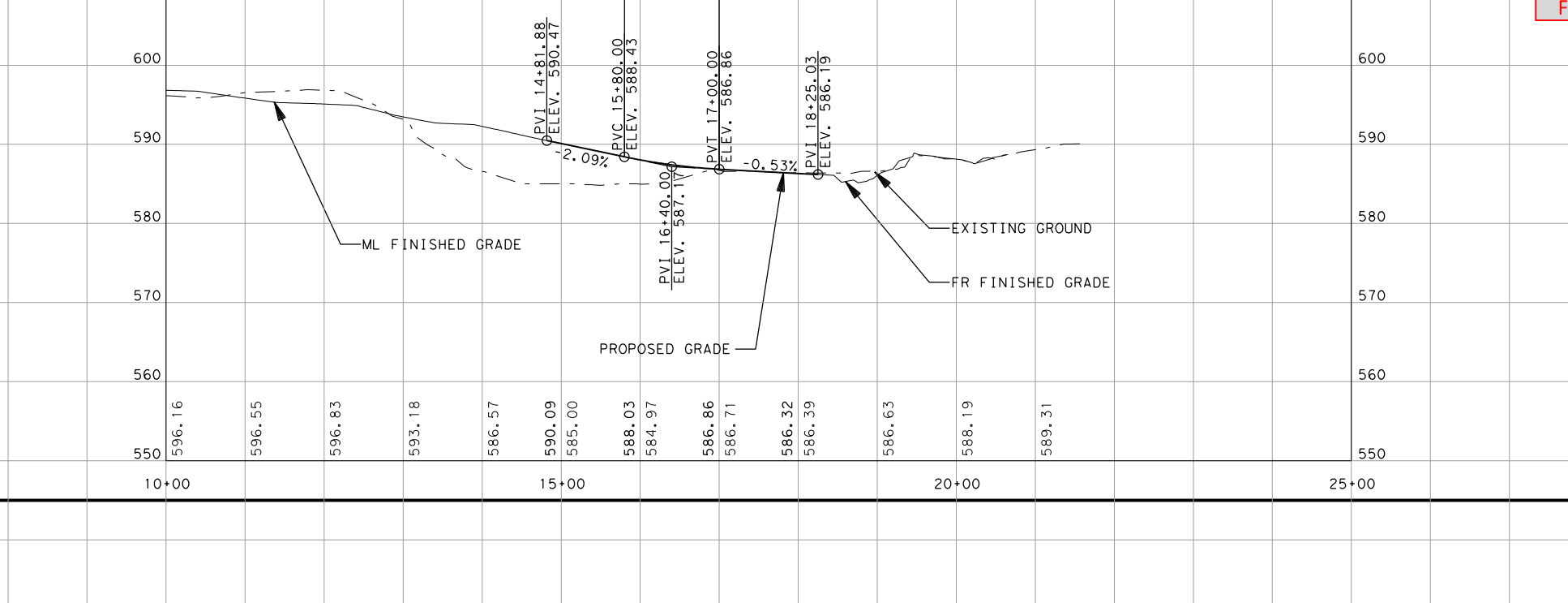
IH 35E NB EXIT RAMP "ZF"
40 MPH DESIGN


L=160'
K=70
L=220'
K=44
ML FINISHED GRADE
EXISTING GROUND
PROPOSED GRADE
FR FINISHED GRADE
10+00
15+00
20+00
25+00

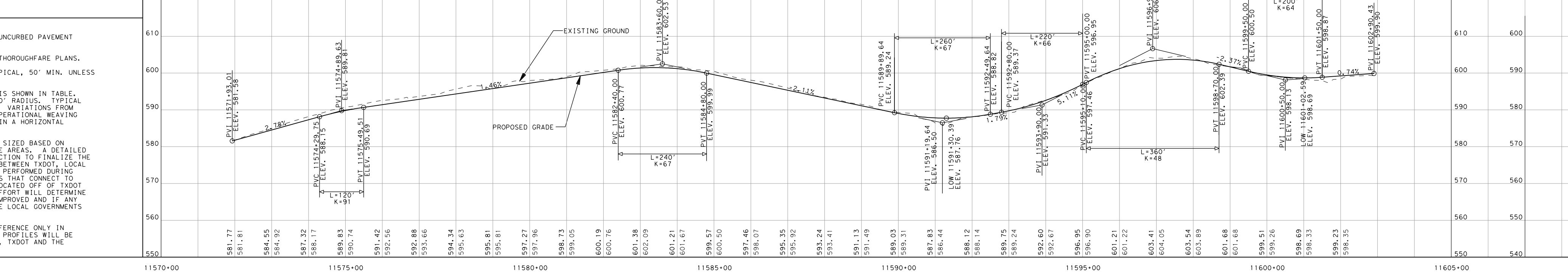
IH 35E NB ENTRANCE RAMP "ZG"
40 MPH DESIGN


L=100'
K=77
FR FINISHED GRADE
ML FINISHED GRADE
EXISTING GROUND
PROPOSED GRADE
L=160'
K=50
0.58%
1.61%
10+00
15+00
20+00
25+00

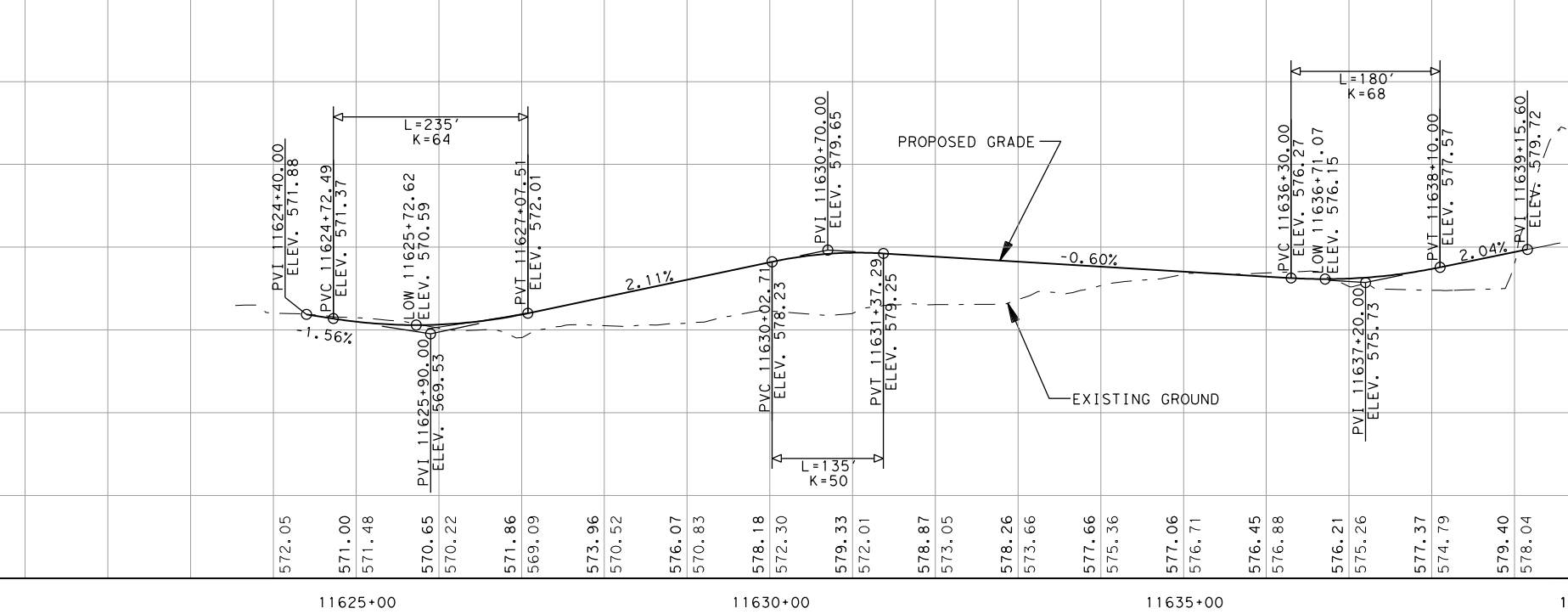
IH 35E NB EXIT RAMP "ZH"
40 MPH DESIGN


L=120'
K=77
ML FINISHED GRADE
EXISTING GROUND
FR FINISHED GRADE
PROPOSED GRADE
10+00
15+00
20+00
25+00

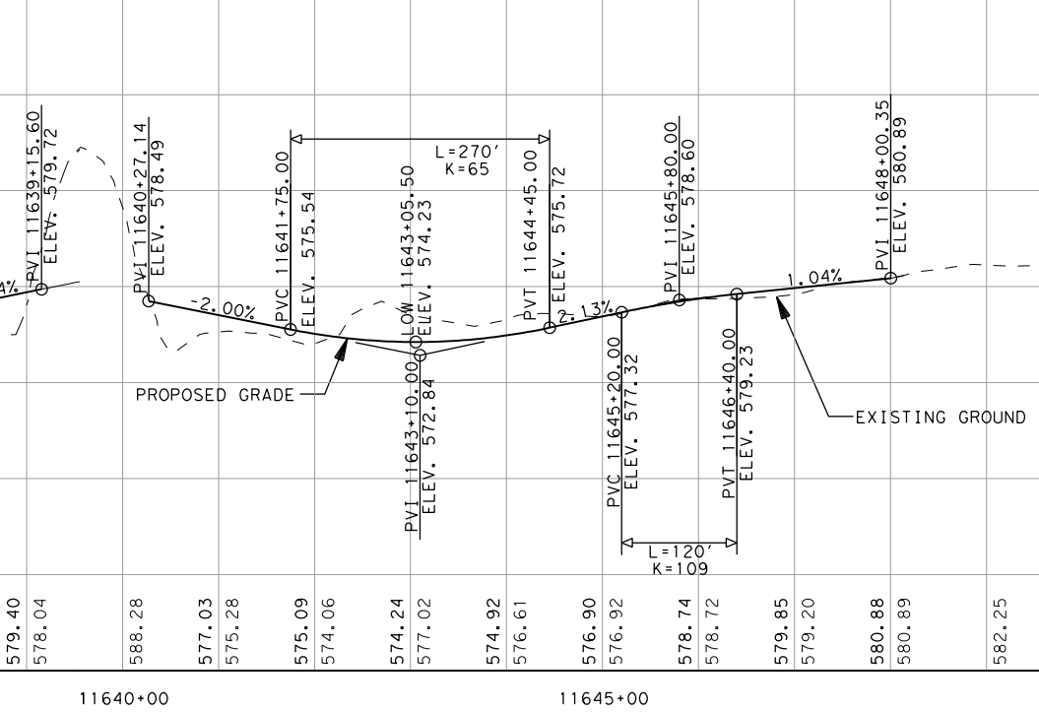
IH 35E NB FRONTAGE ROAD "FG"
40 MPH DESIGN


EXISTING GROUND
PROPOSED GRADE
L=120'
K=91
L=240'
K=67
L=260'
K=67
L=220'
K=66
L=360'
K=48
L=200'
K=64
2.78%
1.46%
11570+00
11575+00
11580+00
11585+00
11590+00
11595+00
11600+00
11605+00

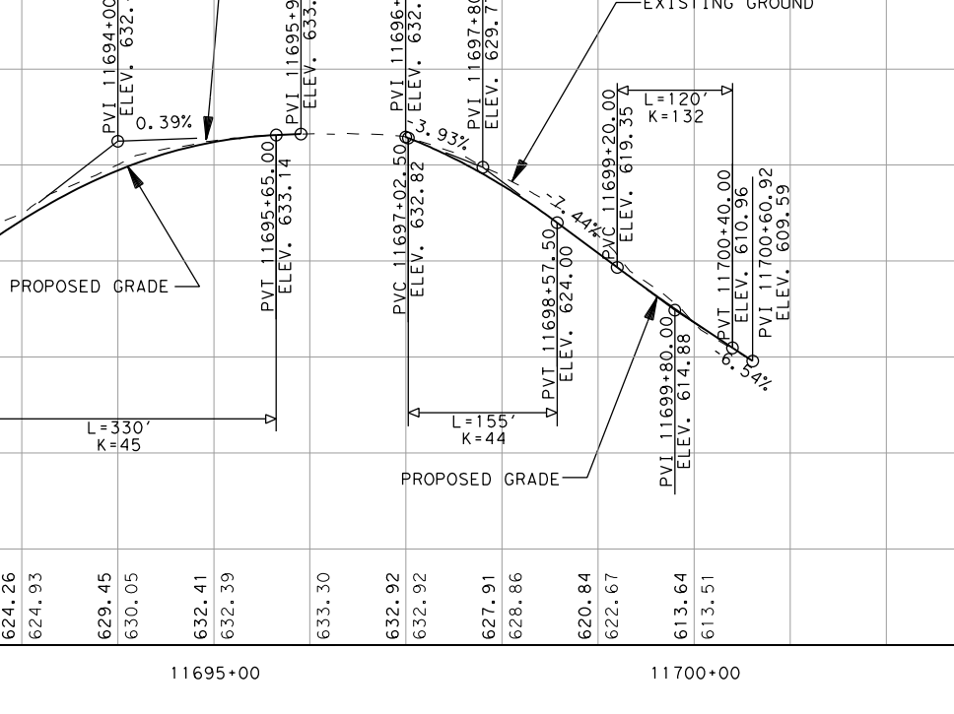
IH 35E NB FRONTAGE ROAD "FF"
40 MPH DESIGN


L=235'
K=64
L=180'
K=68
L=135'
K=50
PROPOSED GRADE
EXISTING GROUND
2.11%
-0.60%
11625+00
11630+00
11635+00

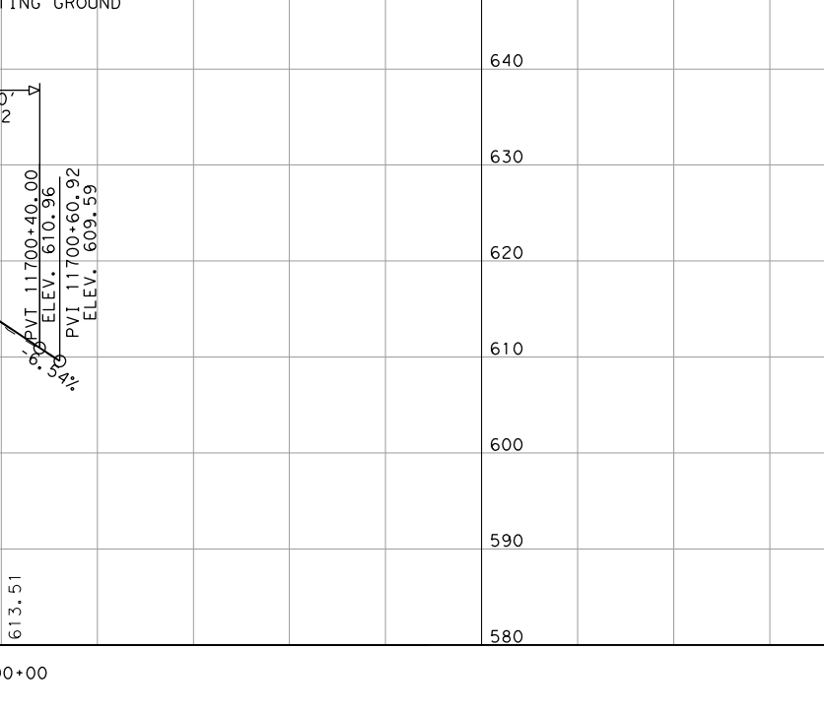
IH 35E NB FRONTAGE ROAD "FE"
40 MPH DESIGN


L=270'
K=65
L=120'
K=109
PROPOSED GRADE
EXISTING GROUND
11640+00
11645+00
11650+00

IH 35E NB FRONTAGE ROAD "FD"
40 MPH DESIGN


EXISTING GROUND
PROPOSED GRADE
L=330'
K=45
0.39%
11690+00
11695+00

IH 35E NB FRONTAGE ROAD "FC"
40 MPH DESIGN


EXISTING GROUND
L=120'
K=132
L=155'
K=44
PROPOSED GRADE
11700+00

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
—ǁ—	CONTROL OF ACCESS
▨	PAVEMENT REMOVAL
←③	NUMBER OF LANES (TRAFFIC DIRECTION)
▨	POTENTIAL DISPLACEMENT
●	PROPOSED GANTRY

NOTES:

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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.
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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.

"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
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

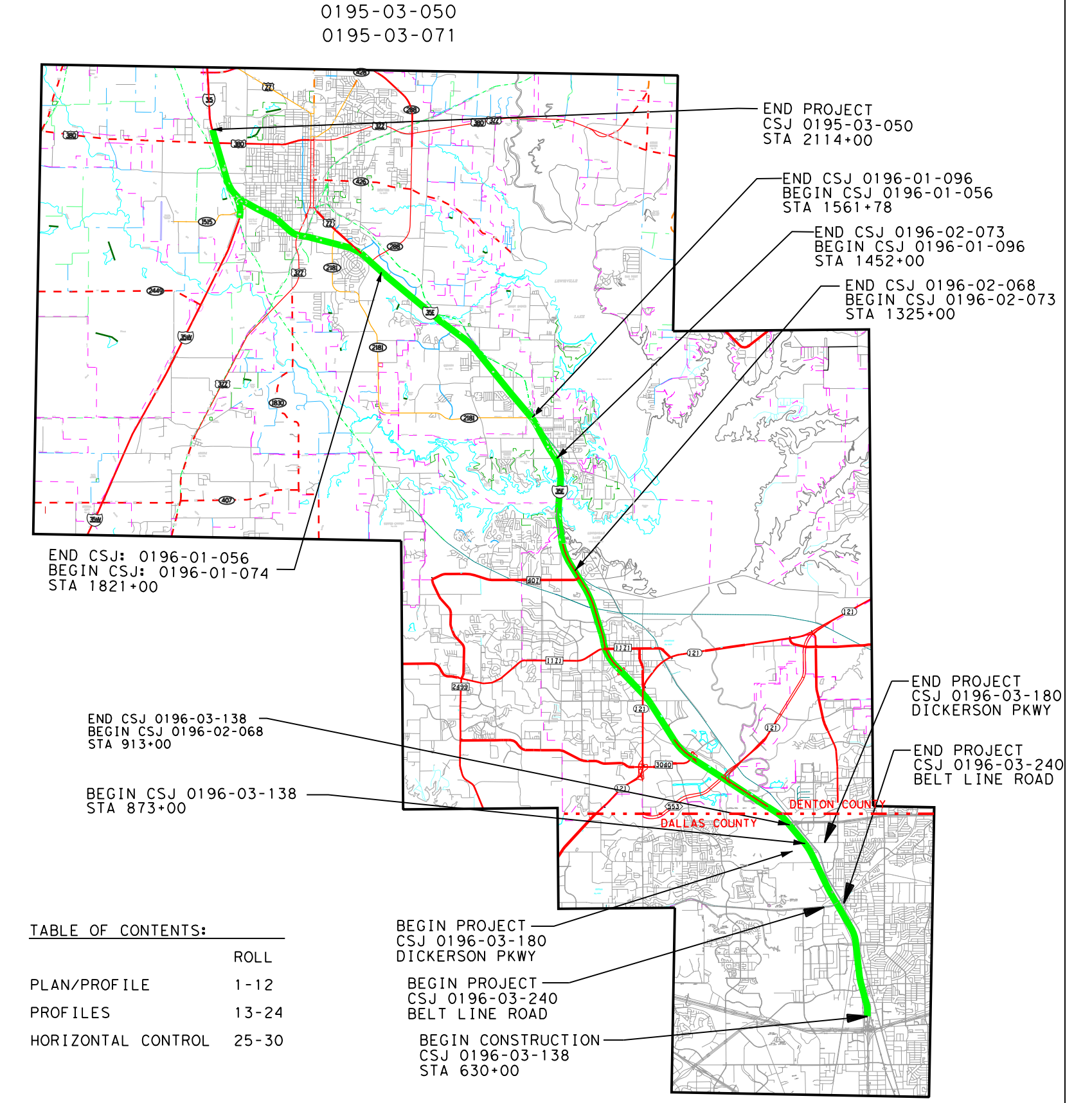

TABLE OF CONTENTS: ROLL
PLAN/PROFILE 1-12
PROFILES 13-24
HORIZONTAL CONTROL 25-30
SCALE:
HORIZONTAL 1"=200'
VERTICAL 1"=20'
1/11/2013
ROLL 20 OF 30
SCHEMATIC PREPARED BY:
FOR INTERIM REVIEW ONLY
NOT FOR PERMITTING, BIDDING
OR CONSTRUCTION.
Prepared by or under the
Direct Supervision of:
SHAWN BRENT STOVER 109251
NAME P.E. NUMBER
1/11/2013
DATE
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Texas Department of Transportation

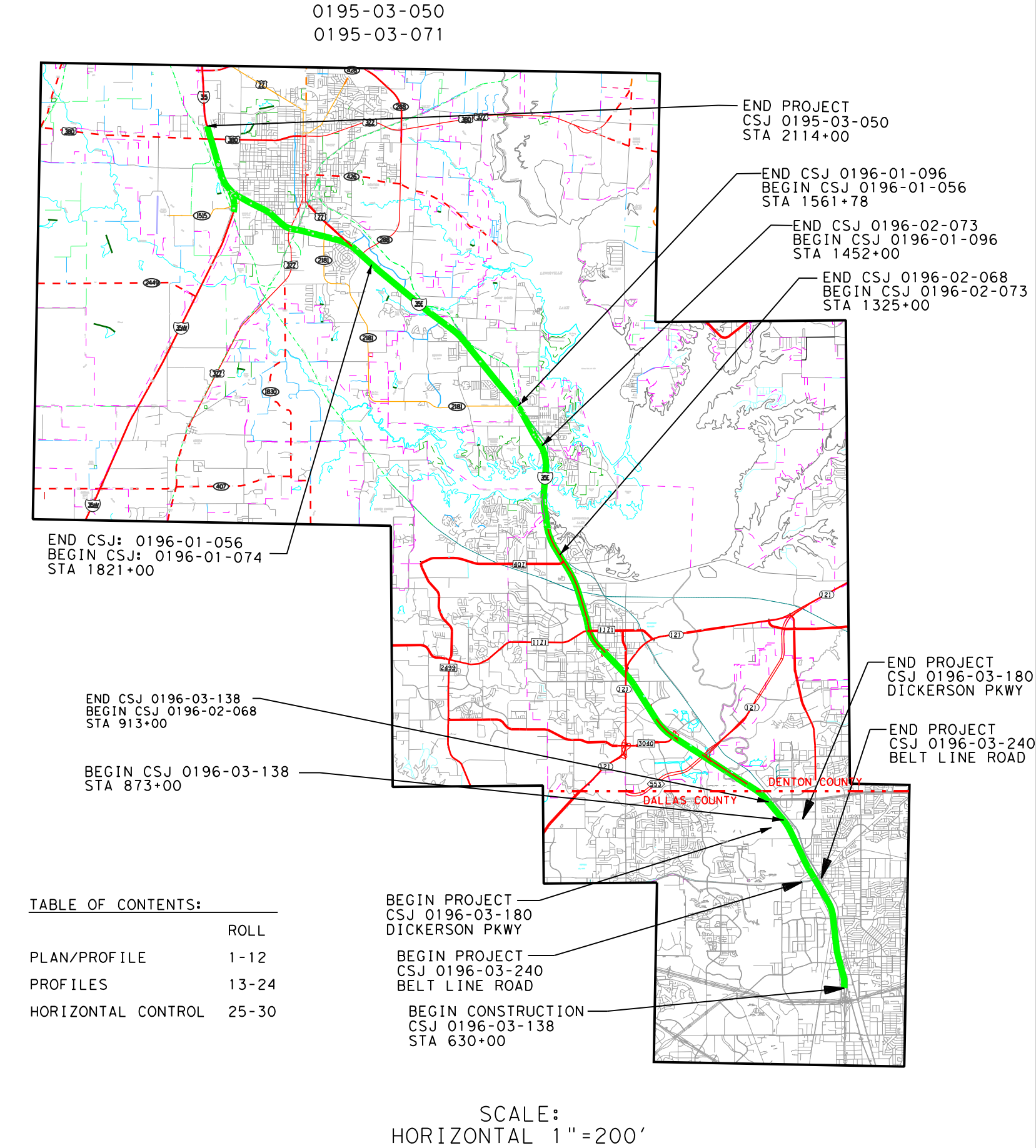
DALLAS DISTRICT
DRAFT INTERIM SCHEMATIC
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

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

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:

	ROLL
PLAN/PROFILE	1-12
PROFILES	13-24
HORIZONTAL CONTROL	25-30

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

1/11/2013

ROLL 21 OF 30

SCHEMATIC PREPARED BY:
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Prepared by or under the
Direct Supervision of:

NAME	P.E. NUMBER
SHAWN BRENT STOVER	109251

1/11/2013
DATE

Plotted on: 10:16:26 AM

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

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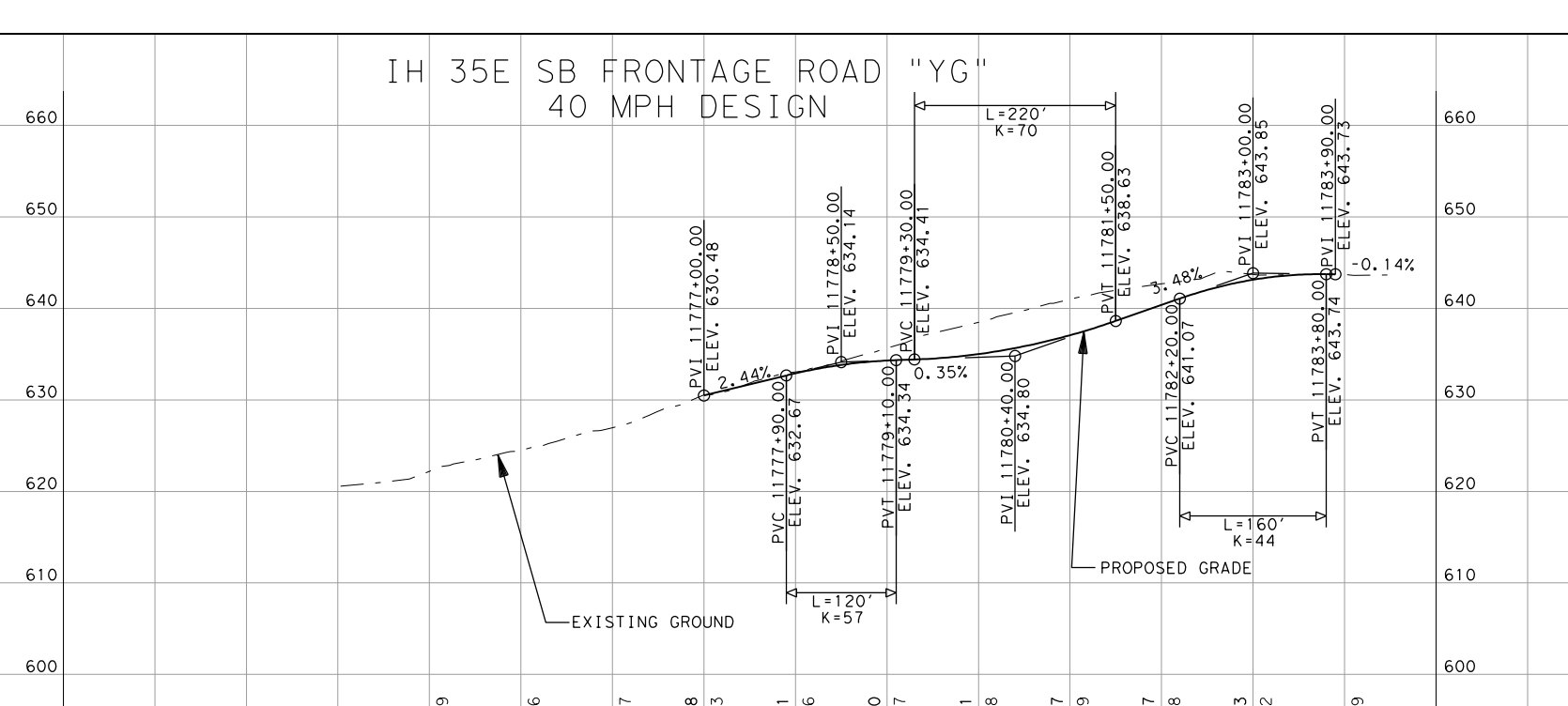
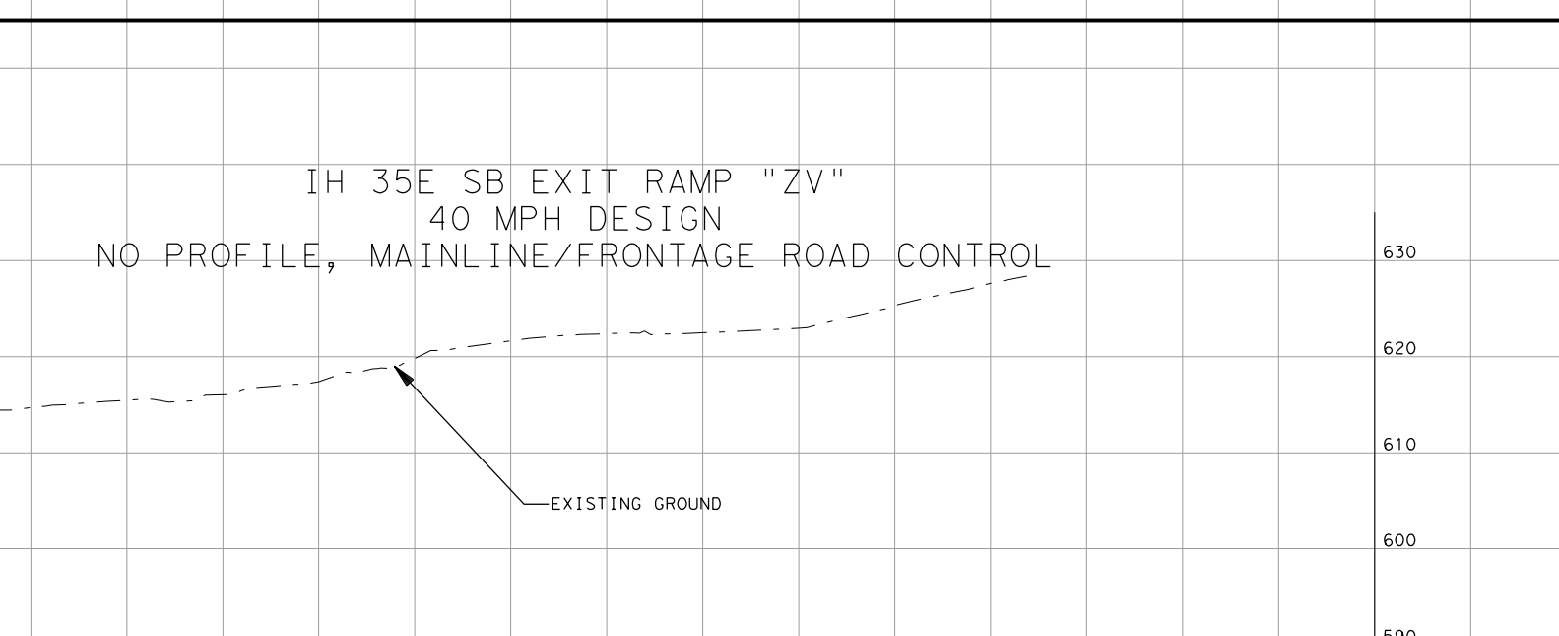
"PRELIMINARY SUBJECT TO CHANGE"
BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEWS

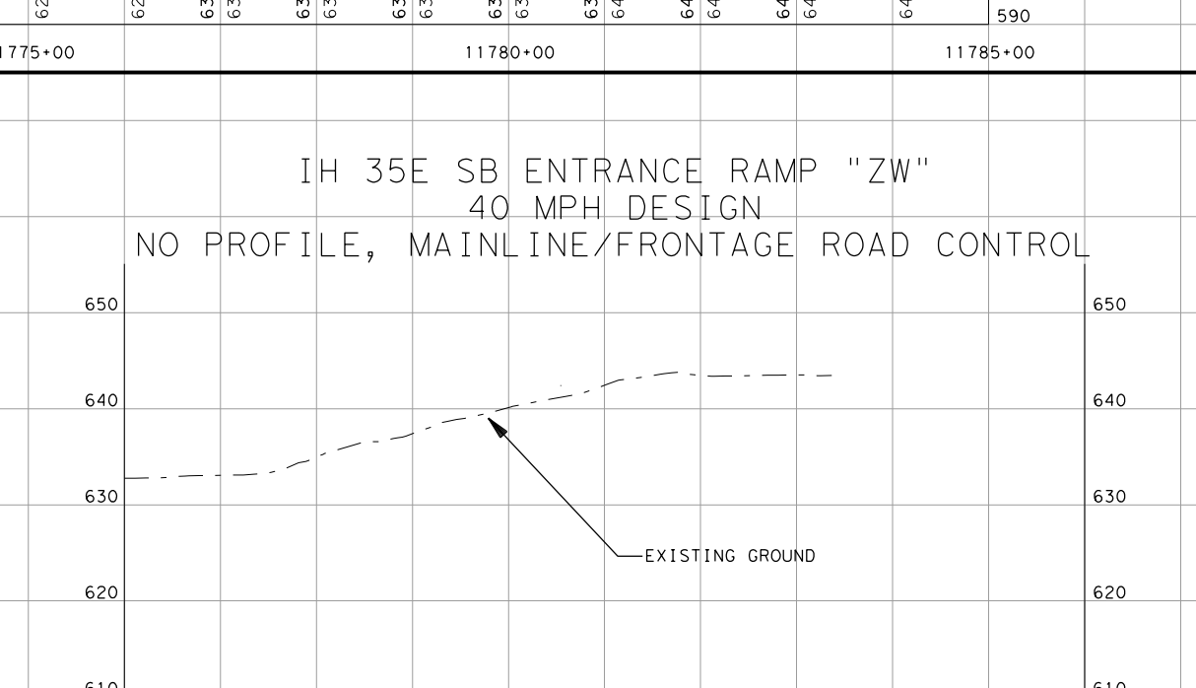
IH 35E SB FRONTAGE ROAD "YG"
40 MPH DESIGN



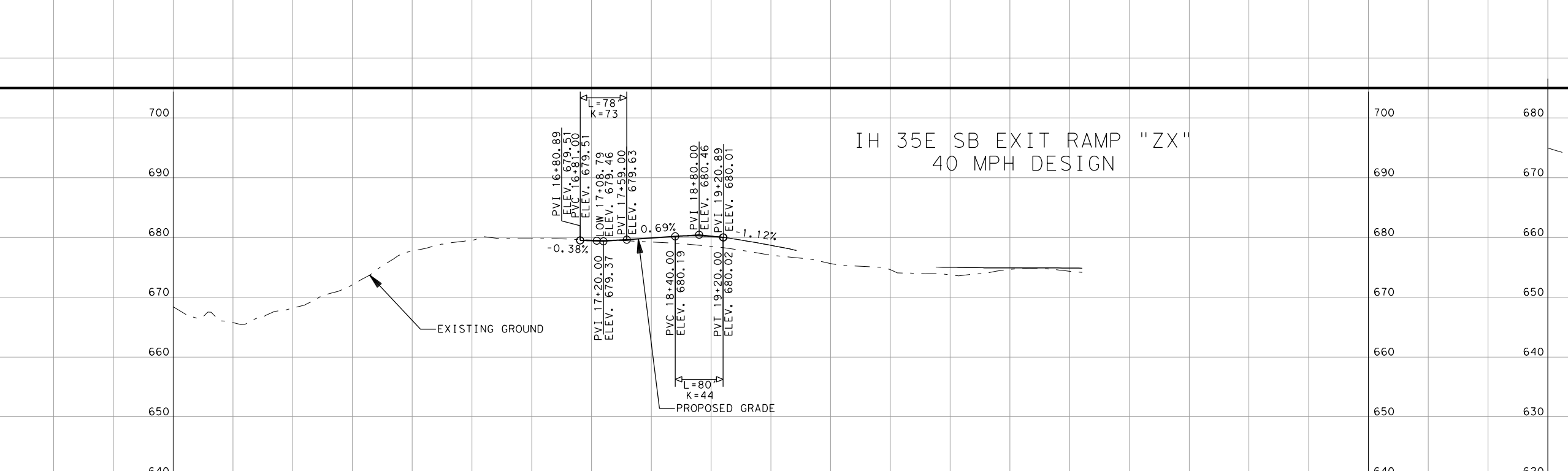
IH 35E SB EXIT RAMP "ZV"
40 MPH DESIGN
NO PROFILE, MAINLINE/FRONTAGE ROAD CONTROL



IH 35E SB ENTRANCE RAMP "ZW"
40 MPH DESIGN
NO PROFILE, MAINLINE/FRONTAGE ROAD CONTROL



IH 35E SB EXIT RAMP "ZX"
40 MPH DESIGN



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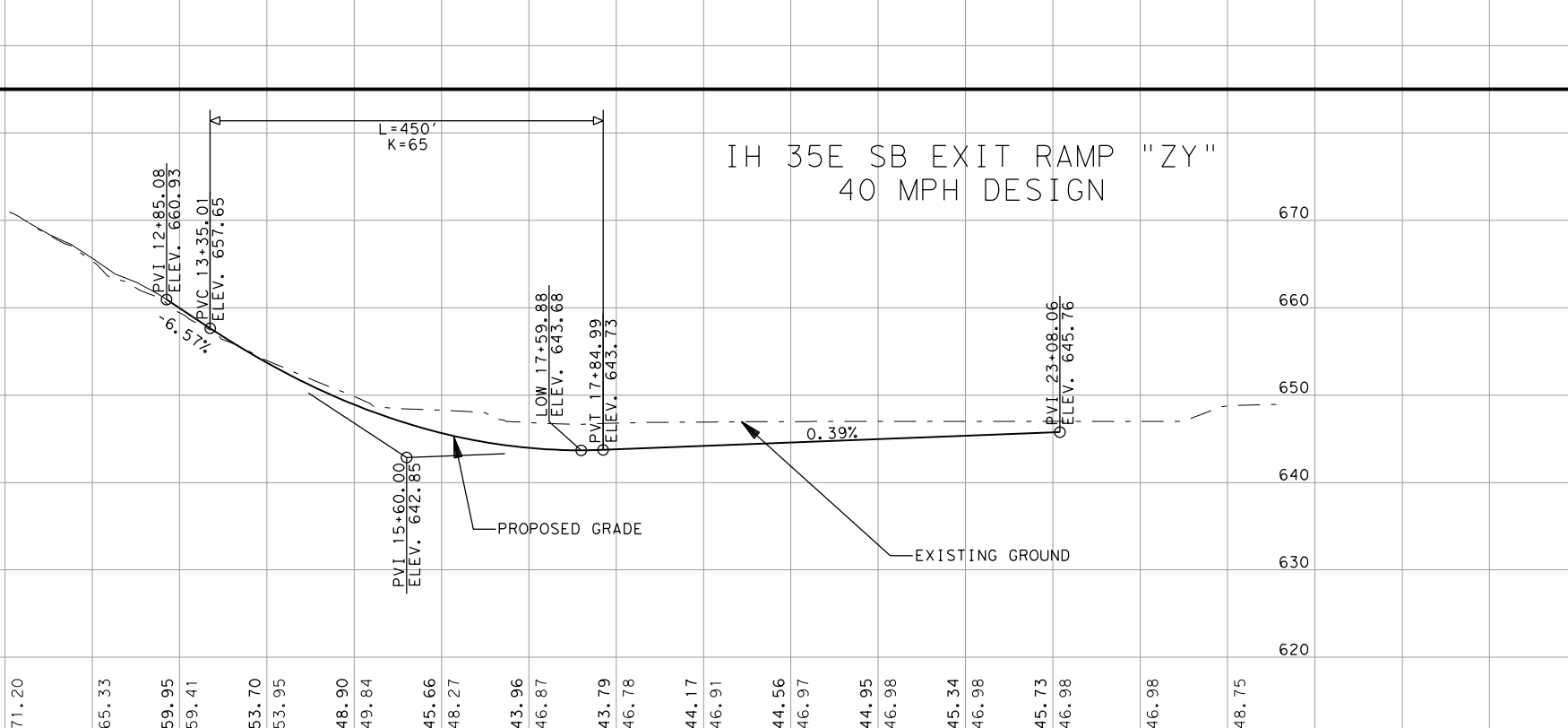
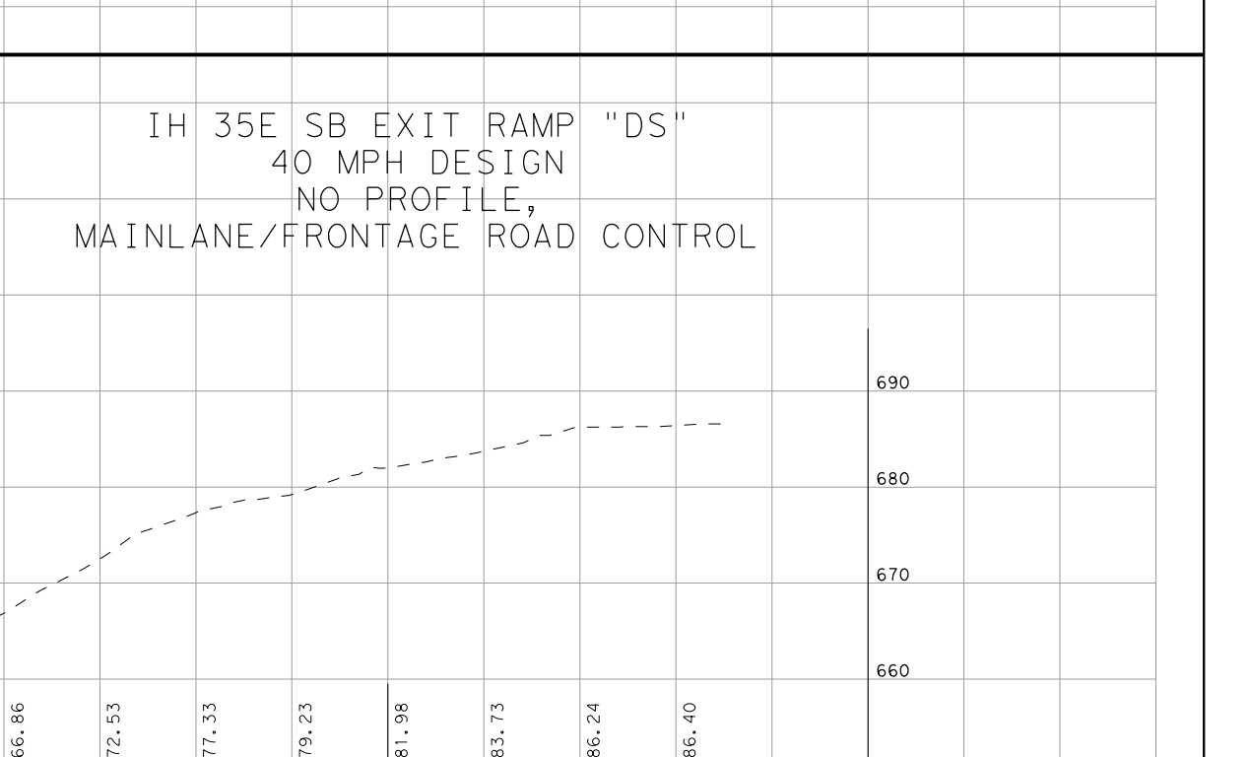


IH 35E SB EXIT RAMP "DS"
40 MPH DESIGN
NO PROFILE,
MAINLANE/FRONTAGE ROAD CONTROL



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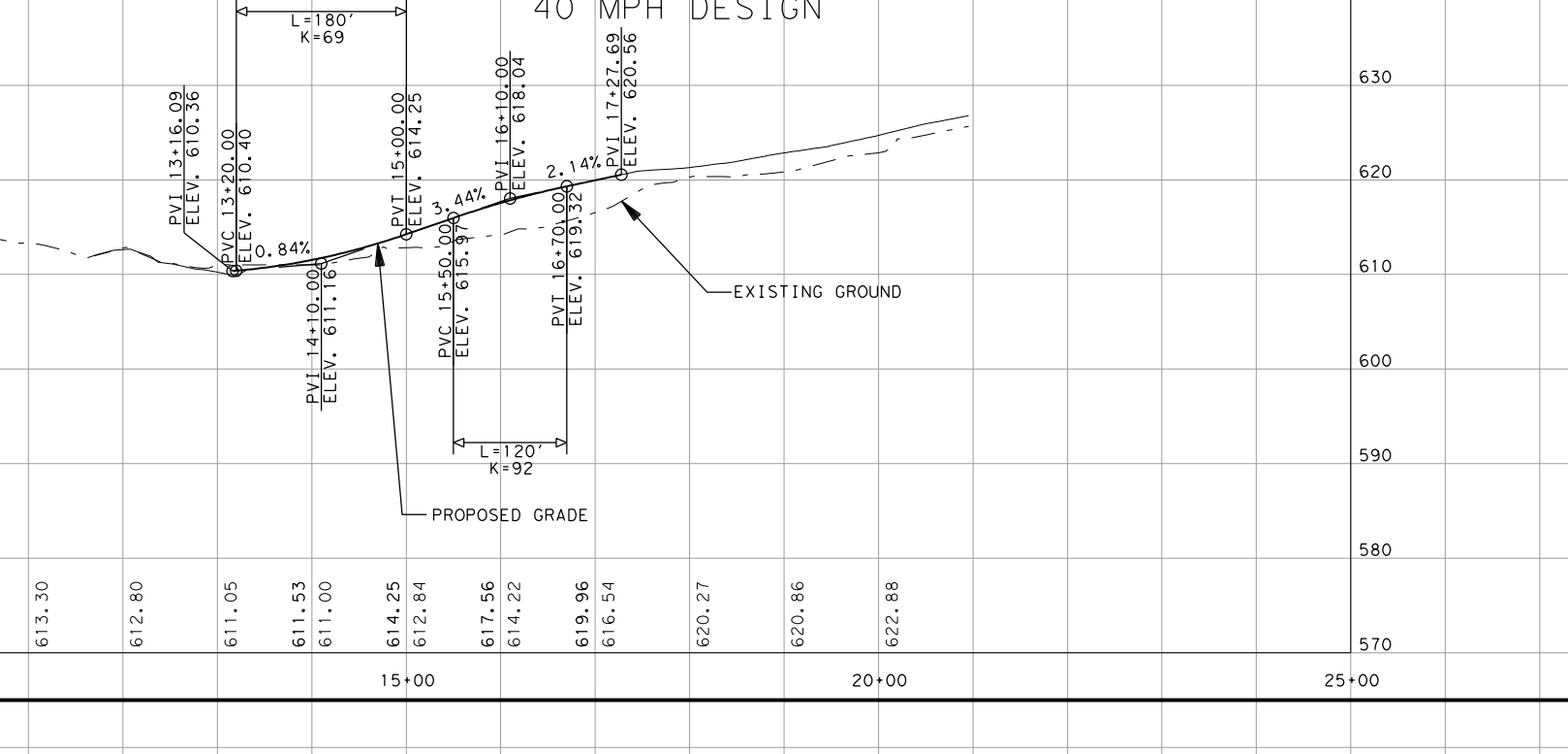
40 MPH DESIGN



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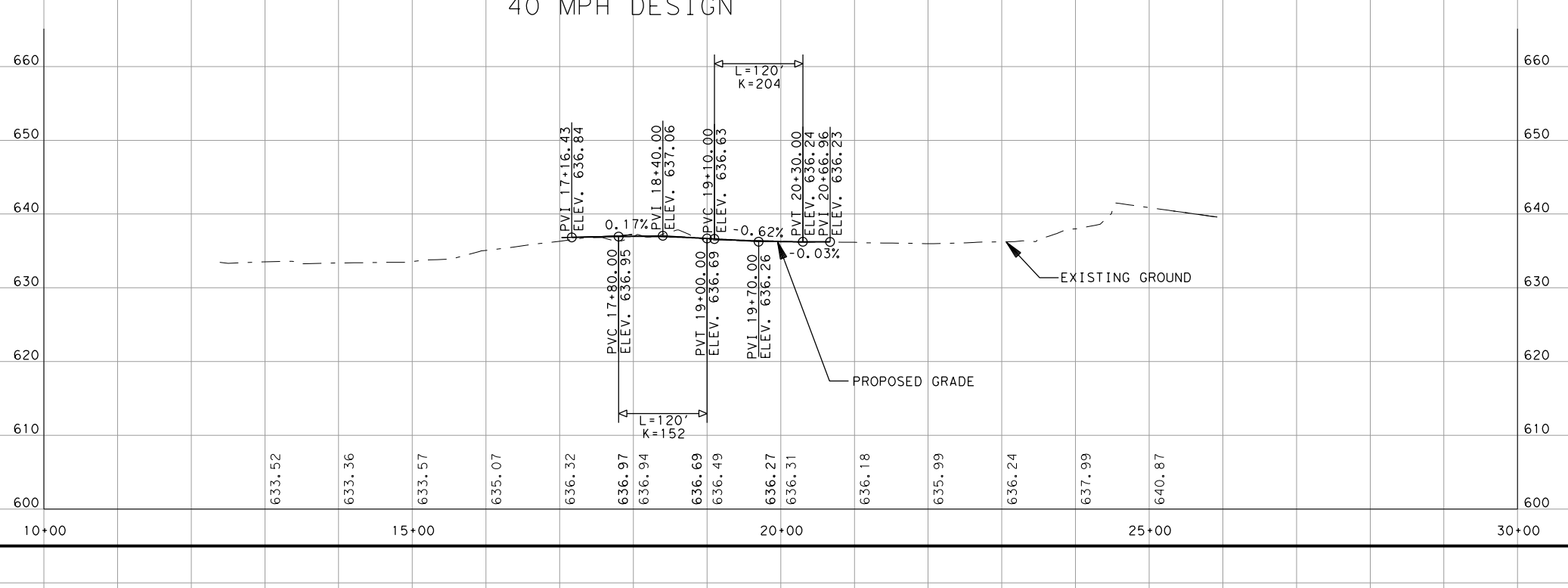

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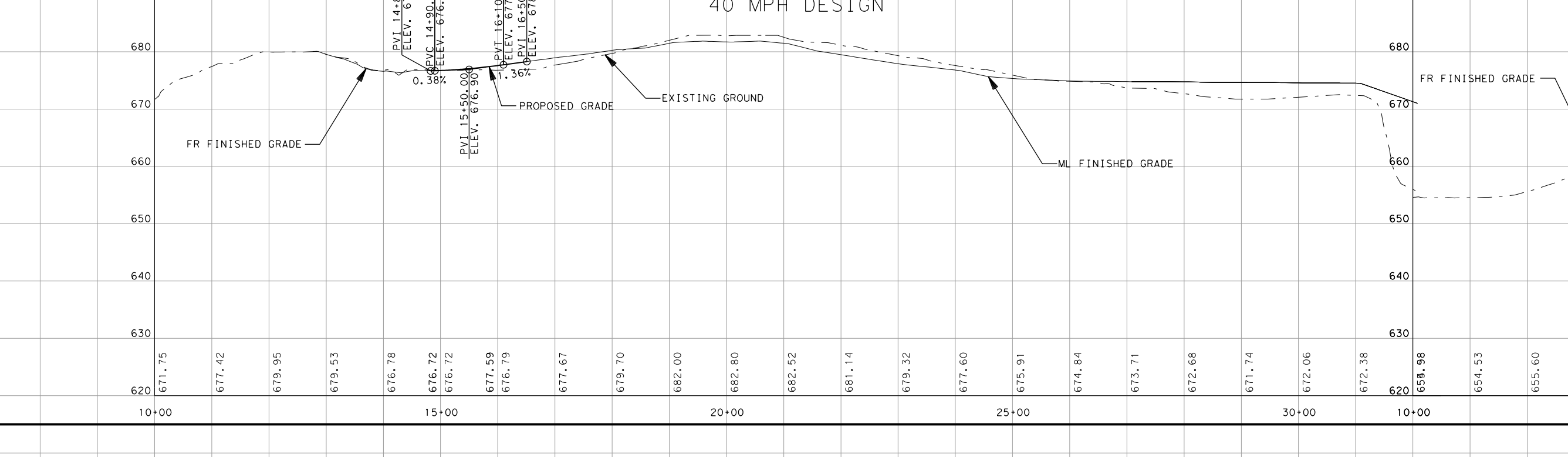
40 MPH DESIGN



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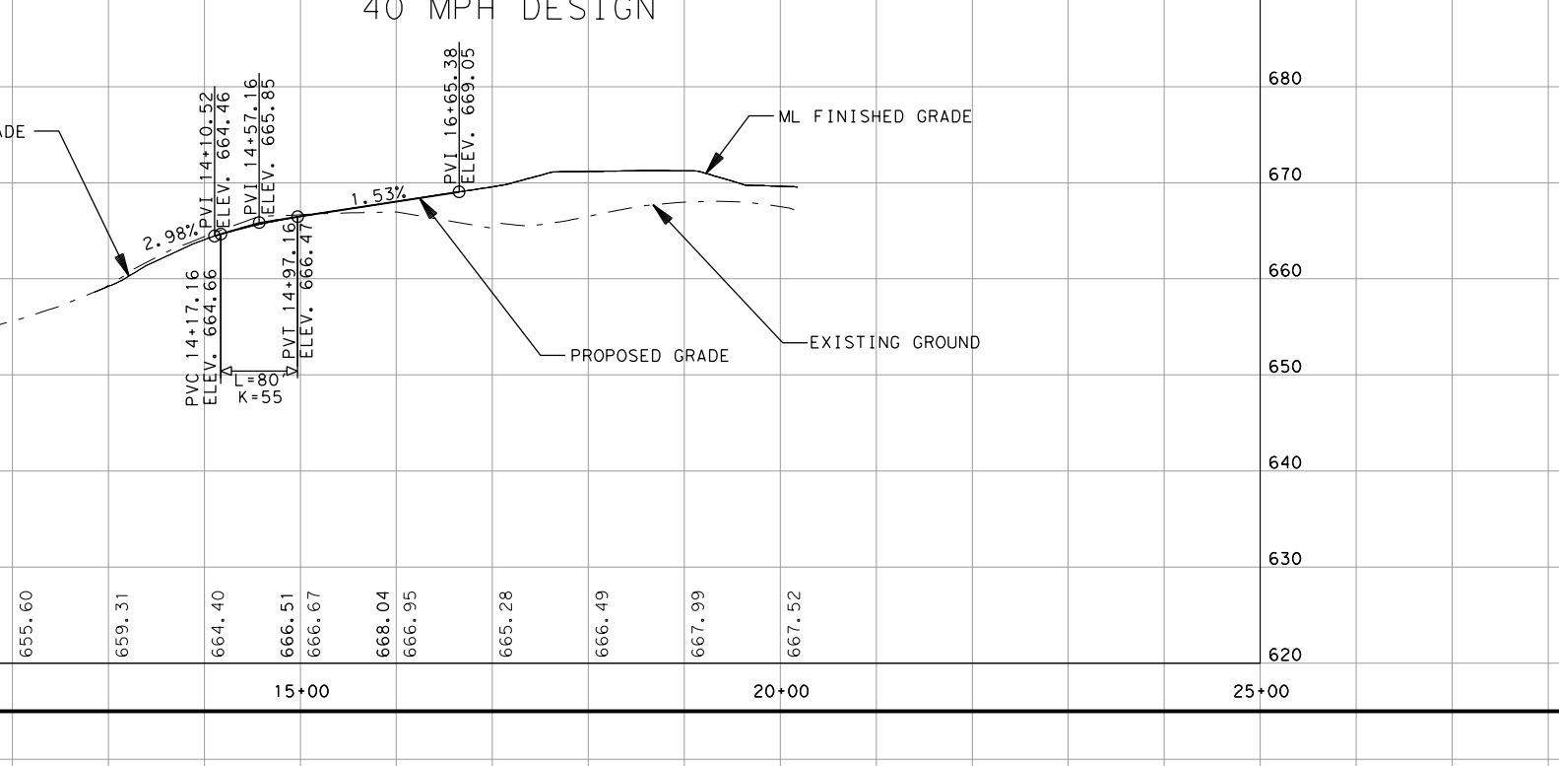
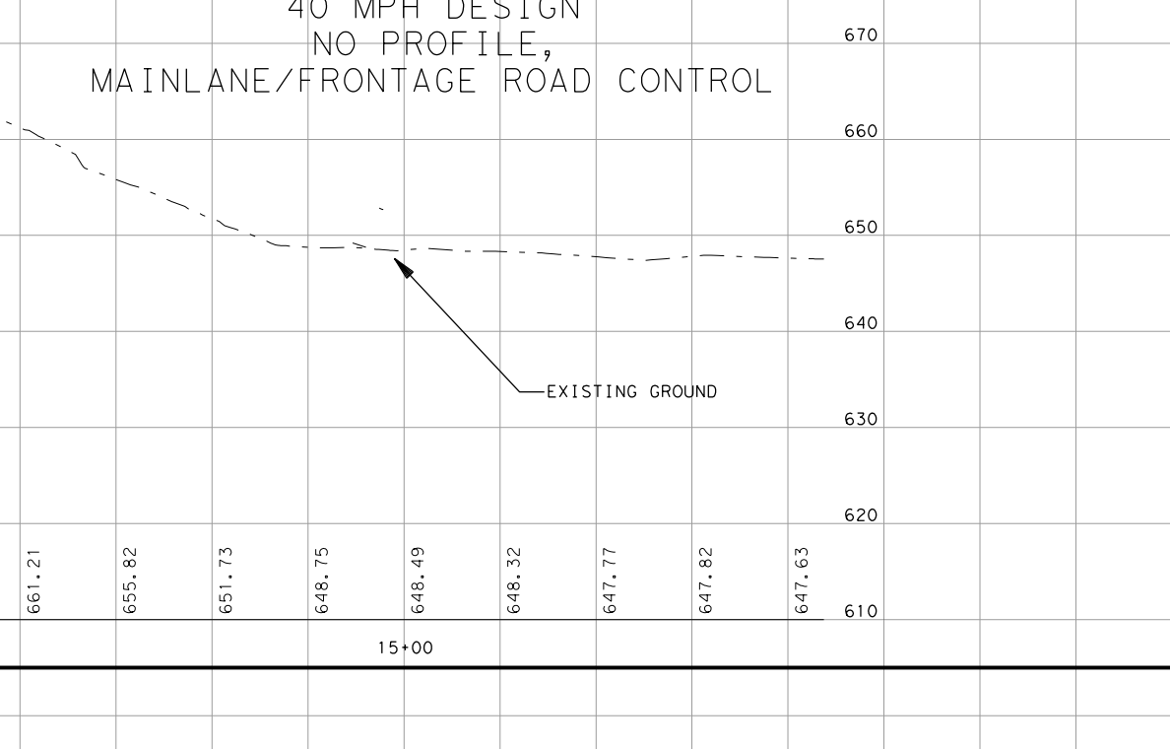
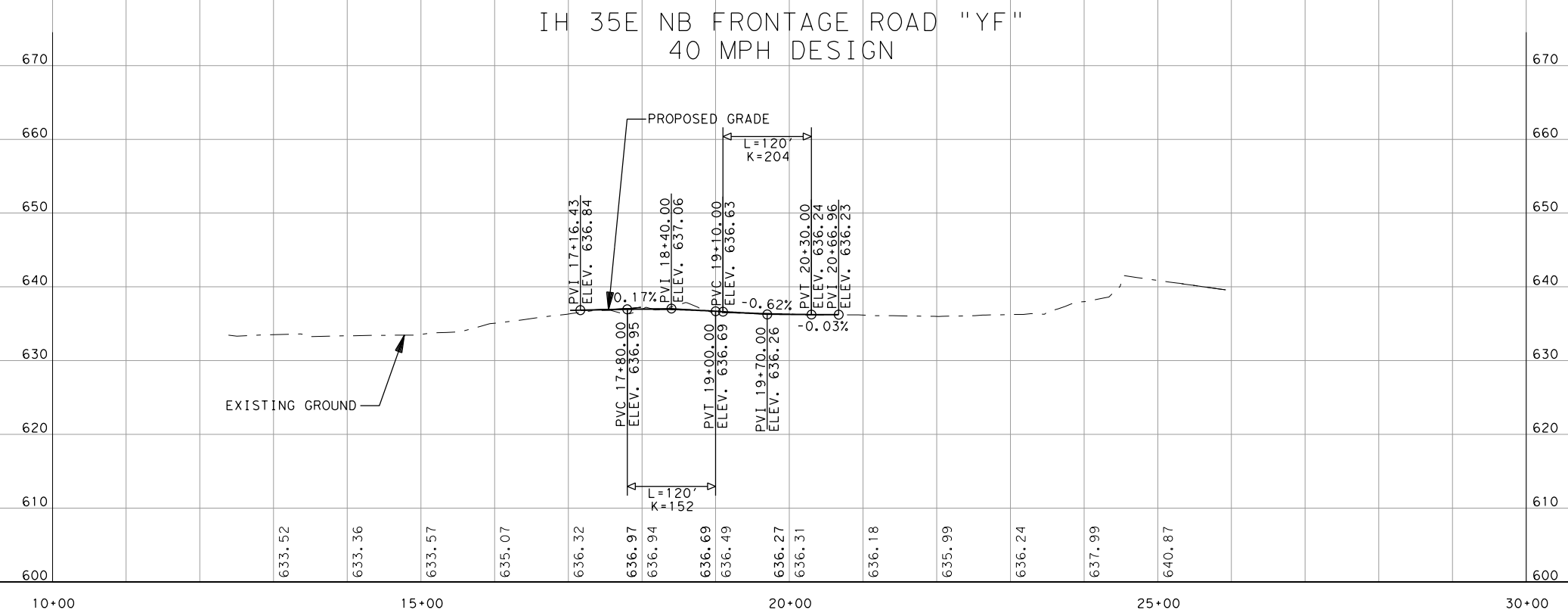


IH 35E SB ENTRANCE RAMP "CTB"
40 MPH DESIGN
NO PROFILE,
MAINLANE/FRONTAGE ROAD CONTROL

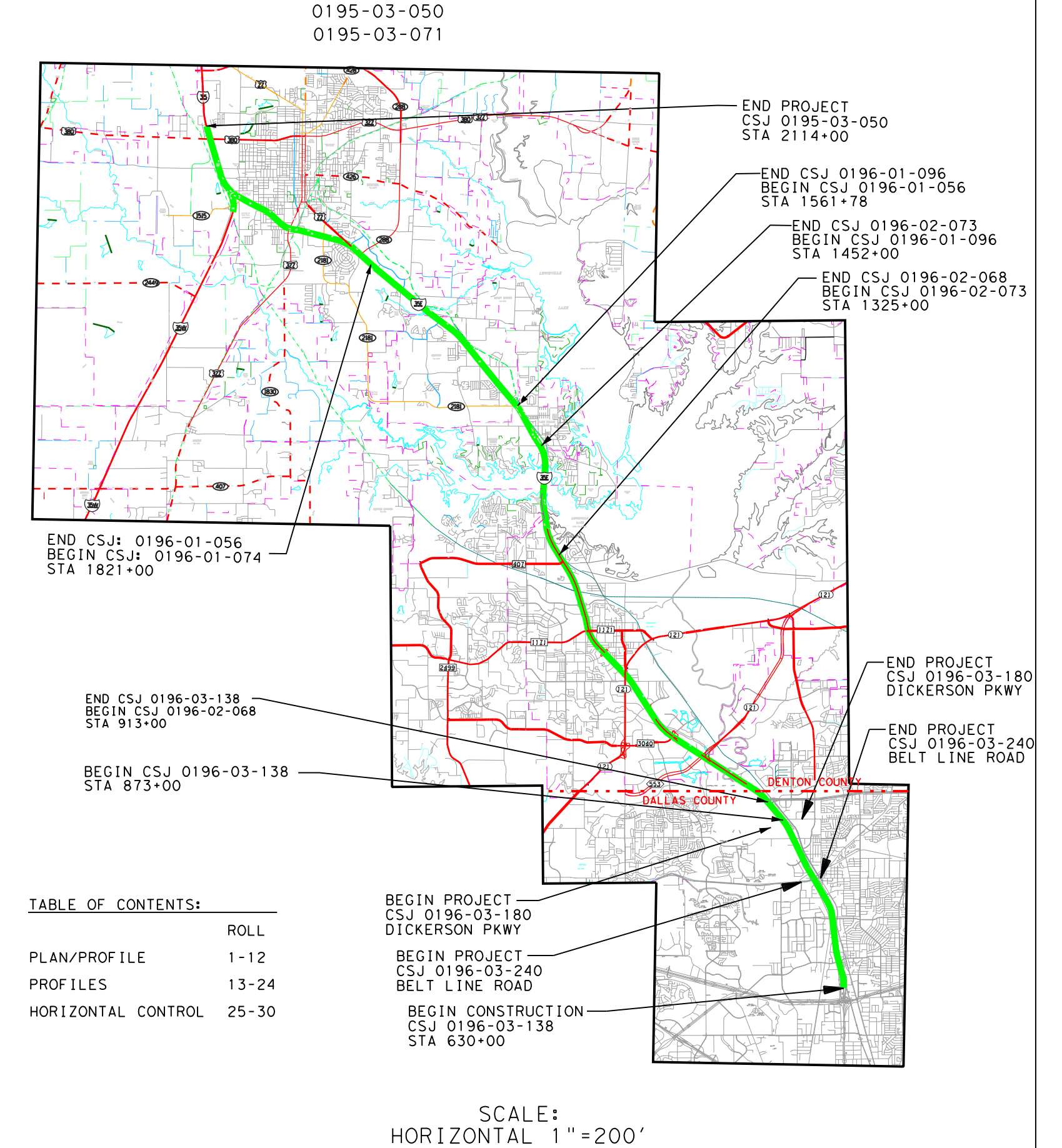


"PRELIMINARY SUBJECT TO CHANGE"
BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEWS

IH 35E NB FRONTAGE ROAD "YF"
40 MPH DESIGN



Texas Department of Transportation
DALLAS DISTRICT
DRAFT INTERIM SCHEMATIC
WILLIAM L. HALE, P.E., DISTRICT ENGINEER
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



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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
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: ROLL
PLAN/PROFILE 1-12
PROFILES 13-24
HORIZONTAL CONTROL 25-30
SCALE: HORIZONTAL 1"=200' VERTICAL 1"=20'
1/11/2013
ROLL 21 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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Texas Department of Transportation

DALLAS DISTRICT
DRAFT INTERIM SCHEMATIC
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

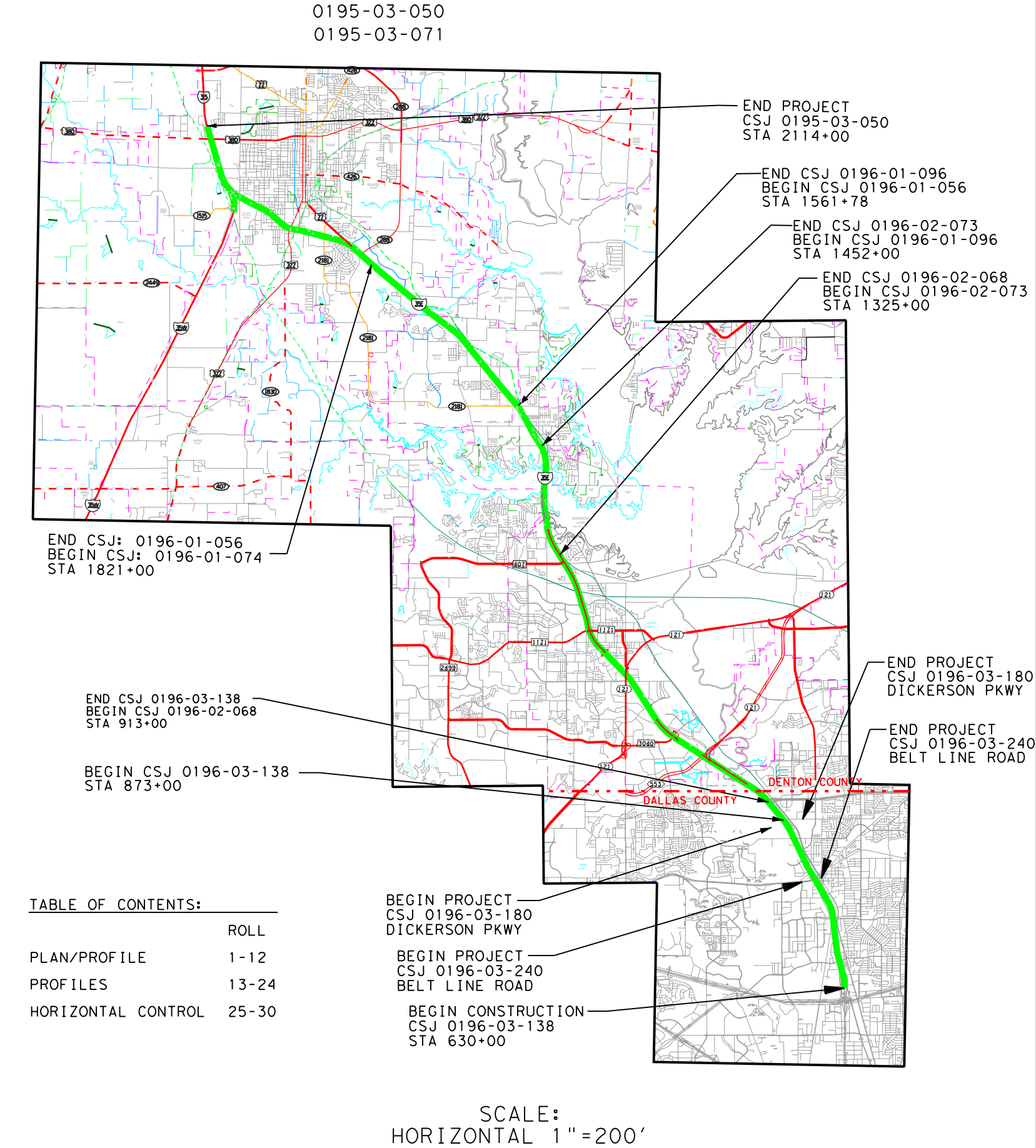
IH 35E

FROM: IH 635
TO: US 380

DALLAS & DENTON COUNTY

FUNCTIONAL CLASS: URBAN FREEWAY
PROJECT LENGTH: 28.25 MILES

CSJ's:	DESIGN SPEEDS:
0196-03-138	MAINLANES 70 MPH
0196-03-240	MANAGED LANES 70 MPH
0196-03-180	RAMPS 40 MPH
0196-03-245	TURNAROUND RAMPS 20 MPH
0196-02-068	FRONTAGE ROADS 40 MPH
0196-02-073	CROSS STREETS 30 MPH
0196-01-096	COLLECTOR DISTRIBUTOR 50 MPH
0196-01-056	DIRECT CONNECTORS 50 MPH
0196-01-074	INTERSECTIONS 30 MPH
0195-03-050	
0195-03-071	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STA 2114+00
END CSJ 0196-01-096
BEGIN CSJ 0196-01-056
STA 1561+78
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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:

	ROLL
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PROFILES	13-24
HORIZONTAL CONTROL	25-30

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

1/11/2013

ROLL 22 OF 30

SCHEMATIC PREPARED BY:
FOR INTERIM REVIEW ONLY
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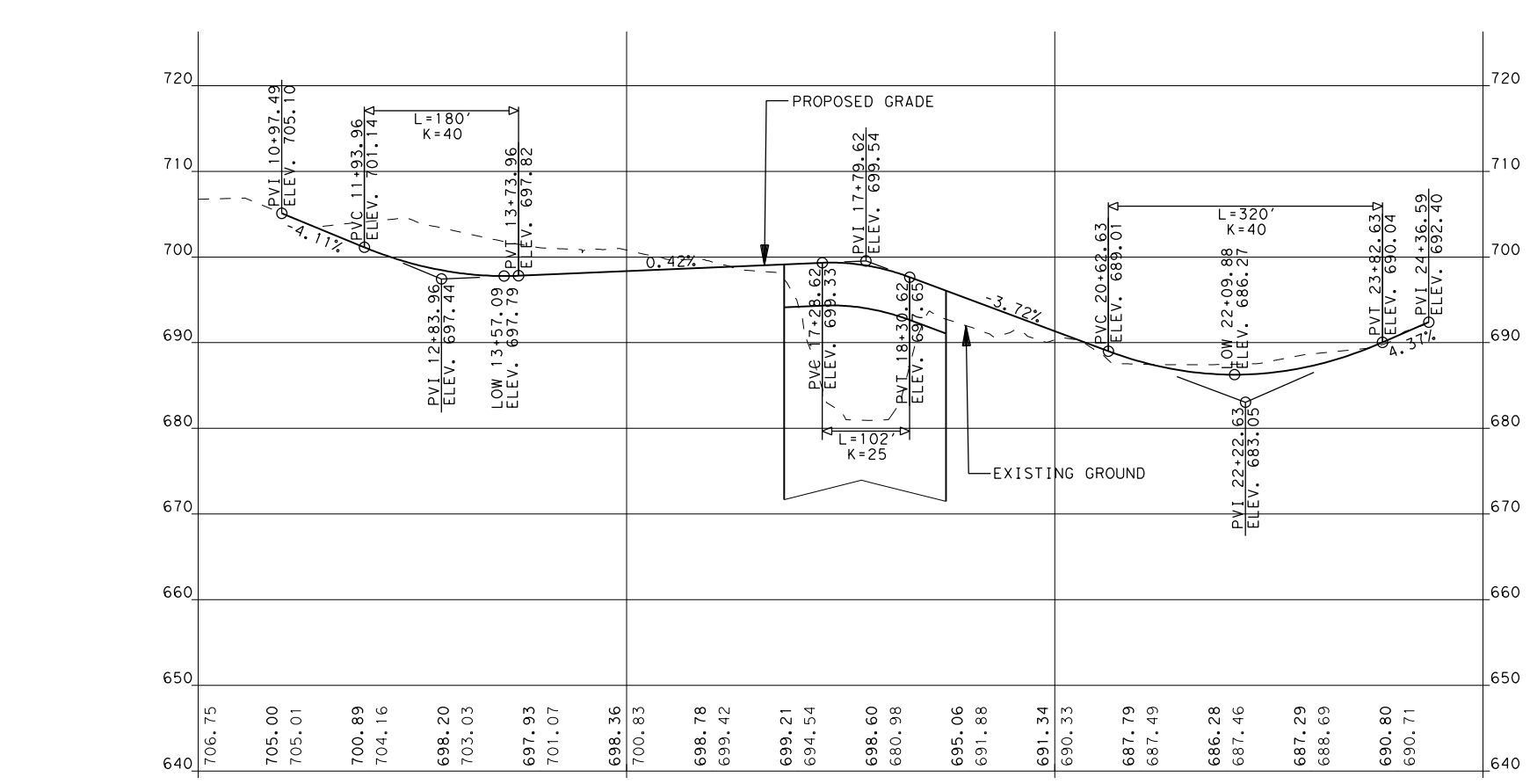
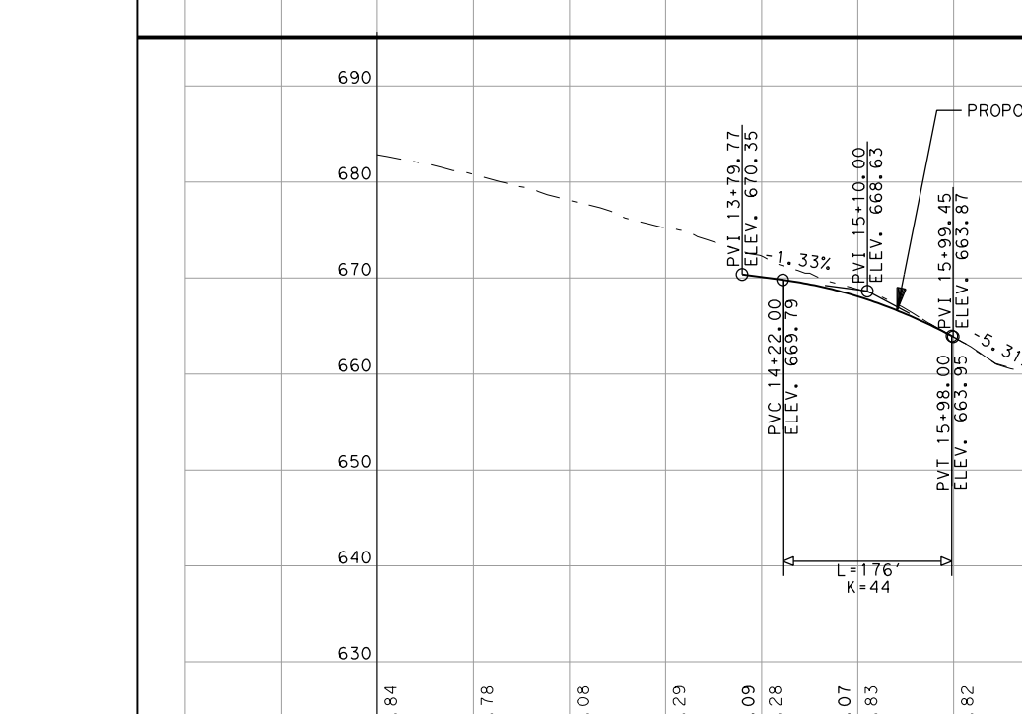
OR CONSTRUCTION.
Prepared by or under the
Direct Supervision of:
SHAWN BRENT STOVER 109251
NAME P.E. NUMBER
1/11/2013
DATE

Plotted on: 10:17:04 AM

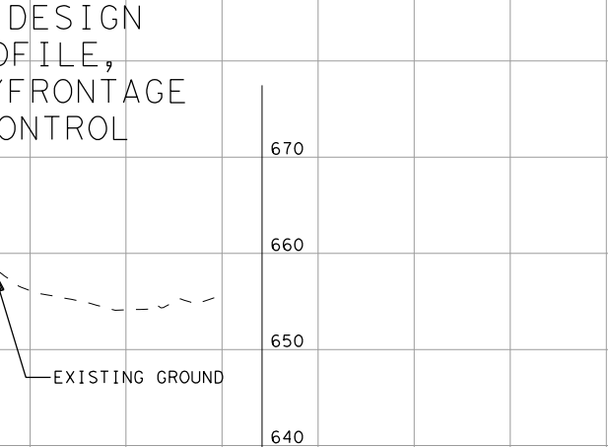
N TEXAS BOULEVARD "KF"
30 MPH DESIGN


PROPOSED GRADE
EXISTING GROUND
L=180
K=40
L=320
K=40
L=102
K=25
720
710
700
690
680
670
660
650
640
10+00
15+00
20+00
25+00

IH 35E SB ENTRANCE RAMP "CN"
40 MPH DESIGN


PROPOSED GRADE
EXISTING GROUND
L=176
K=44
690
680
670
660
650
640
630
620
10+00
15+00
20+00

IH 35E SB EXIT RAMP "DT"
40 MPH DESIGN
NO PROFILE,
MAINLANE/FRONTAGE
ROAD CONTROL


EXISTING GROUND
670
660
650
640
630
620
10+00
15+00

IH 35E SB ENTRANCE RAMP "CP"
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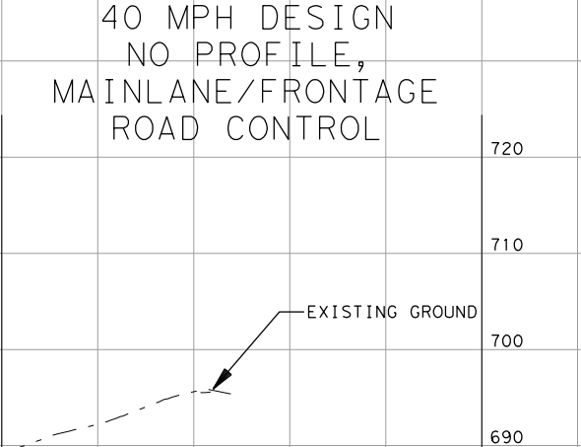
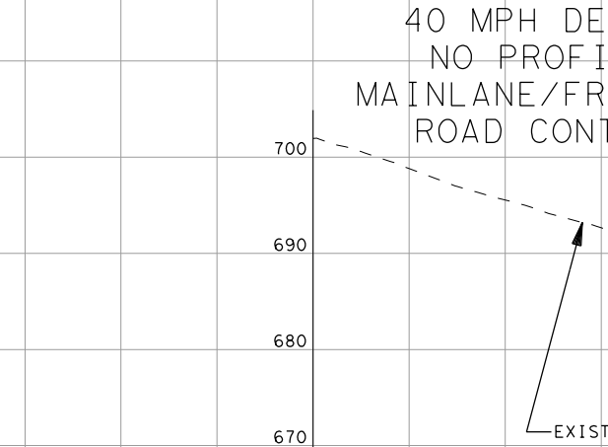
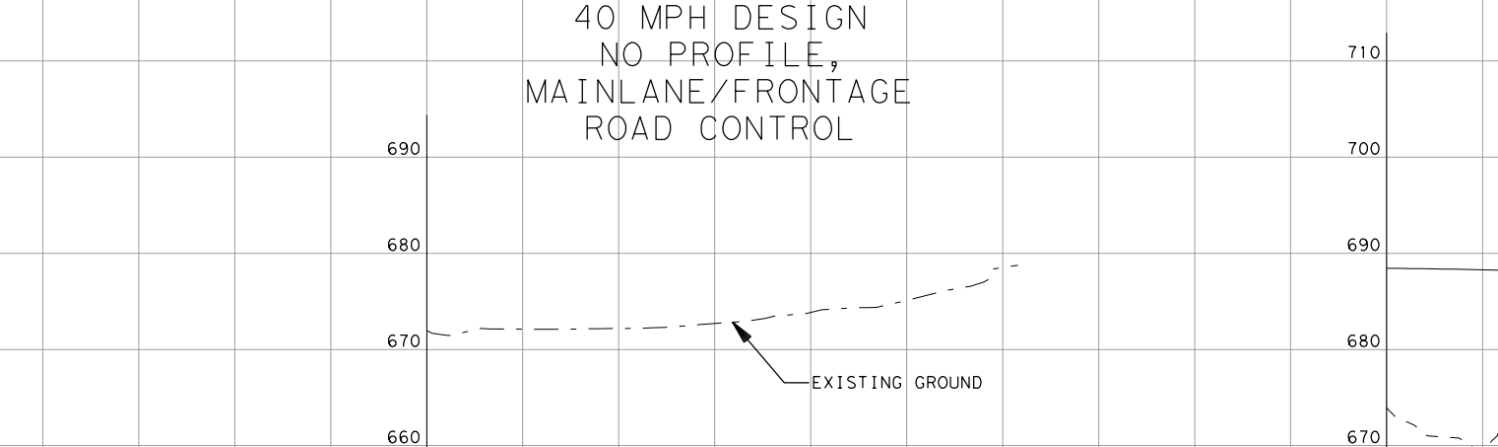
NO PROFILE,
MAINLANE/FRONTAGE
ROAD CONTROL


EXISTING GROUND
720
710
700
690
680
670
10+00
15+00

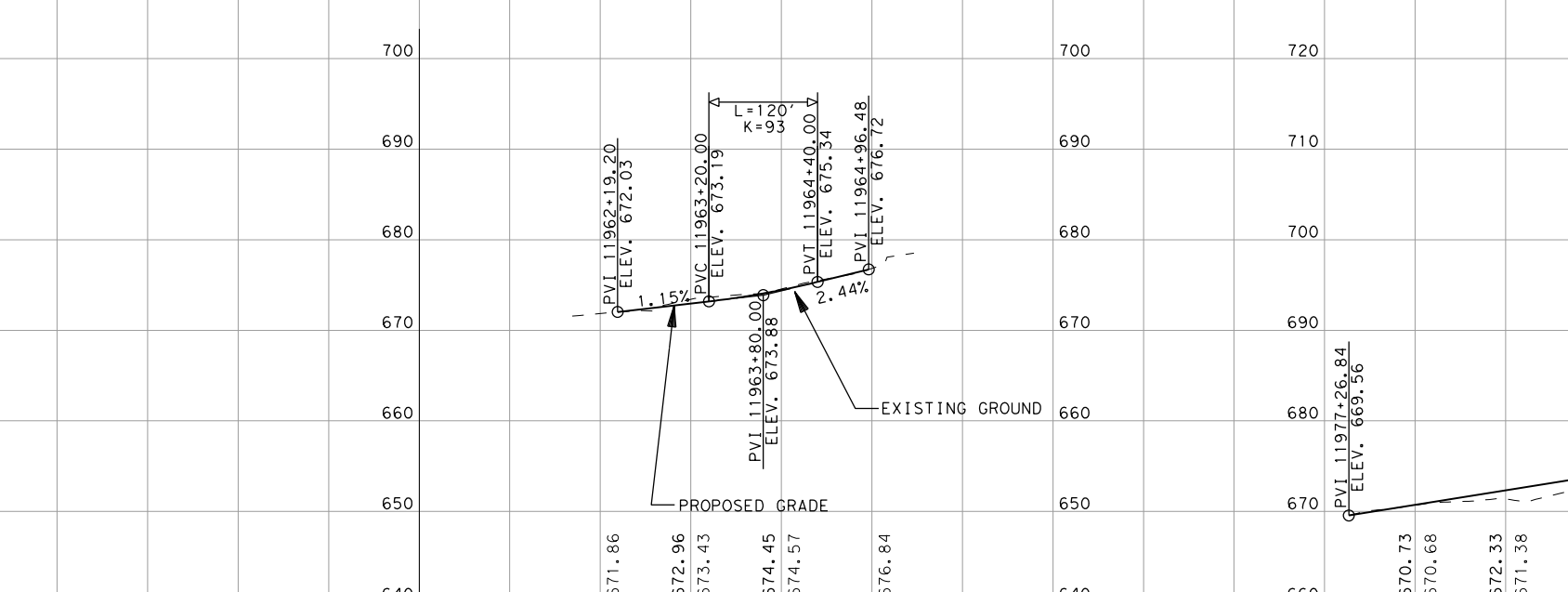
IH 35E SB EXIT RAMP "DU"
40 MPH DESIGN
NO PROFILE,
MAINLANE/FRONTAGE
ROAD CONTROL


EXISTING GROUND
700
690
680
670
660
650
10+00
15+00

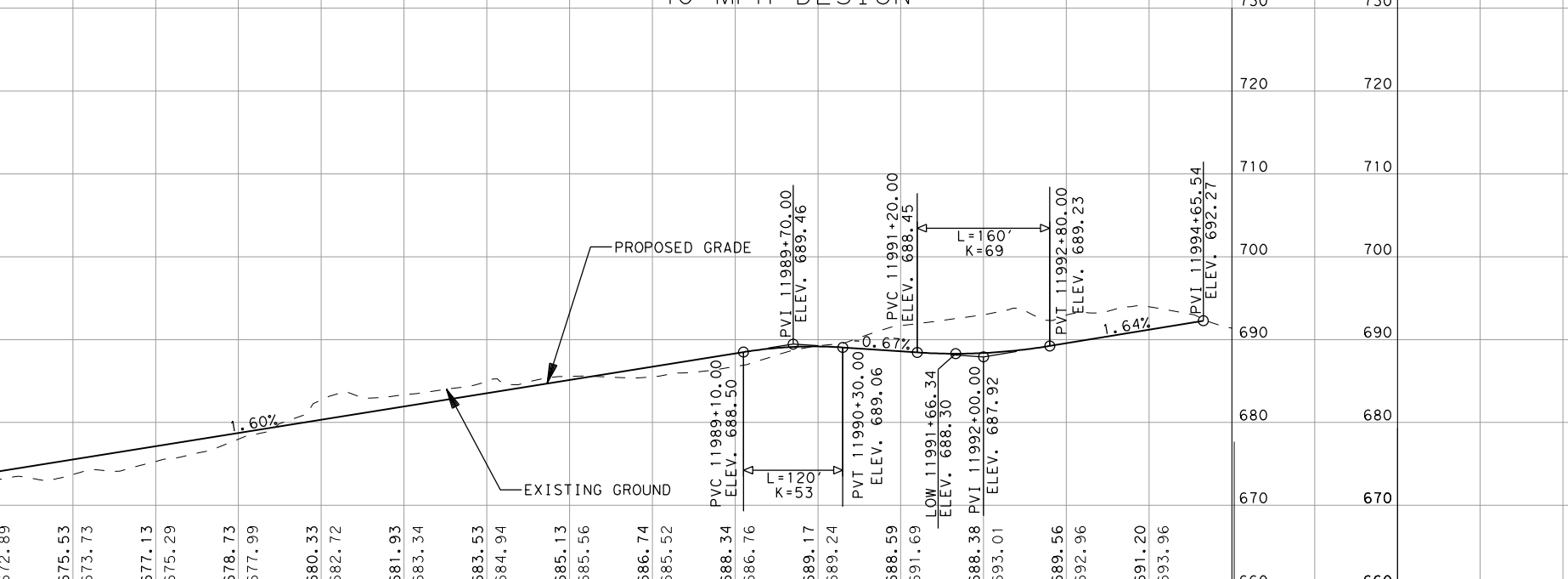
IH 35E SB ENTRANCE RAMP "CQ"
40 MPH DESIGN
NO PROFILE,
MAINLANE/FRONTAGE
ROAD CONTROL


EXISTING GROUND
690
680
670
660
650
640
10+00
15+00

IH 35E SB FRONTAGE ROAD "EZA"
40 MPH DESIGN


L=120
K=93
EXISTING GROUND
PROPOSED GRADE
700
690
680
670
660
650
640
11960+00
11970+00
11965+00
11975+00

IH 35E SB FRONTAGE ROAD "EB"
40 MPH DESIGN


PROPOSED GRADE
EXISTING GROUND
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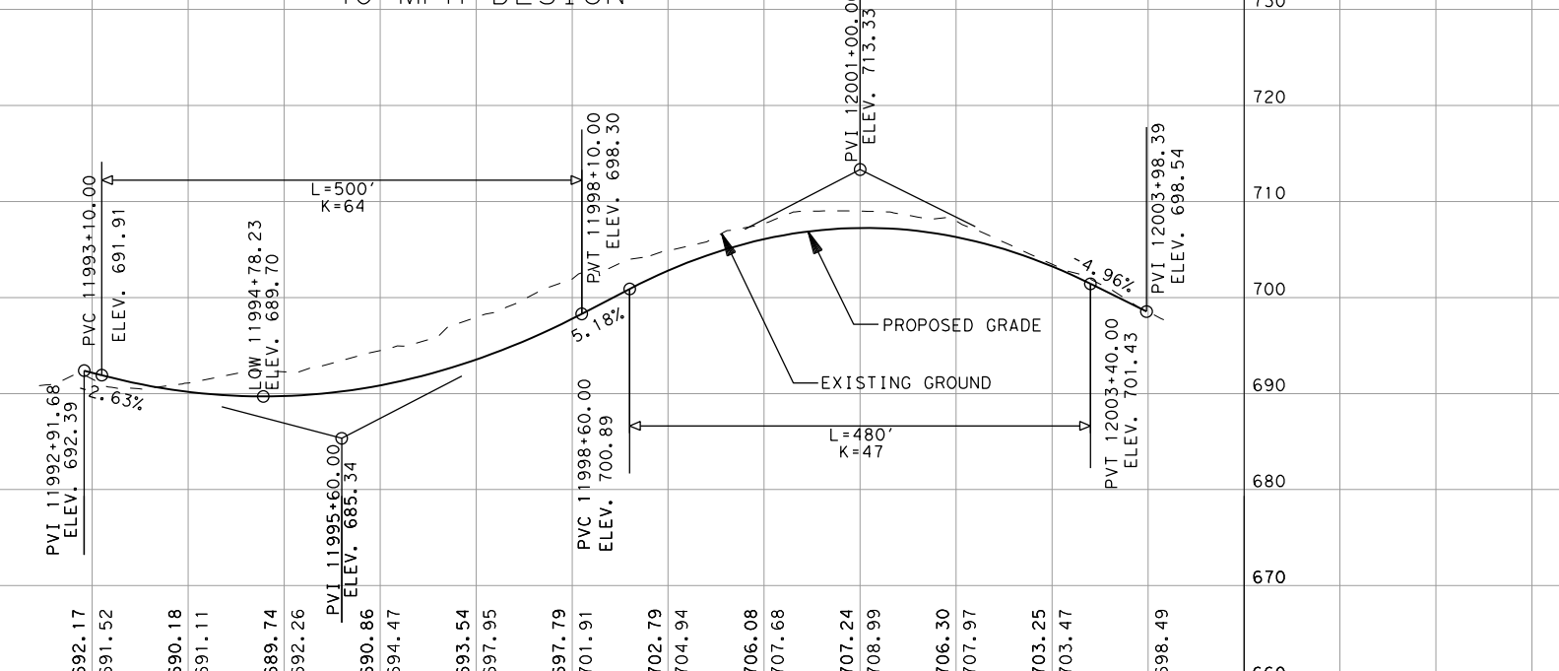
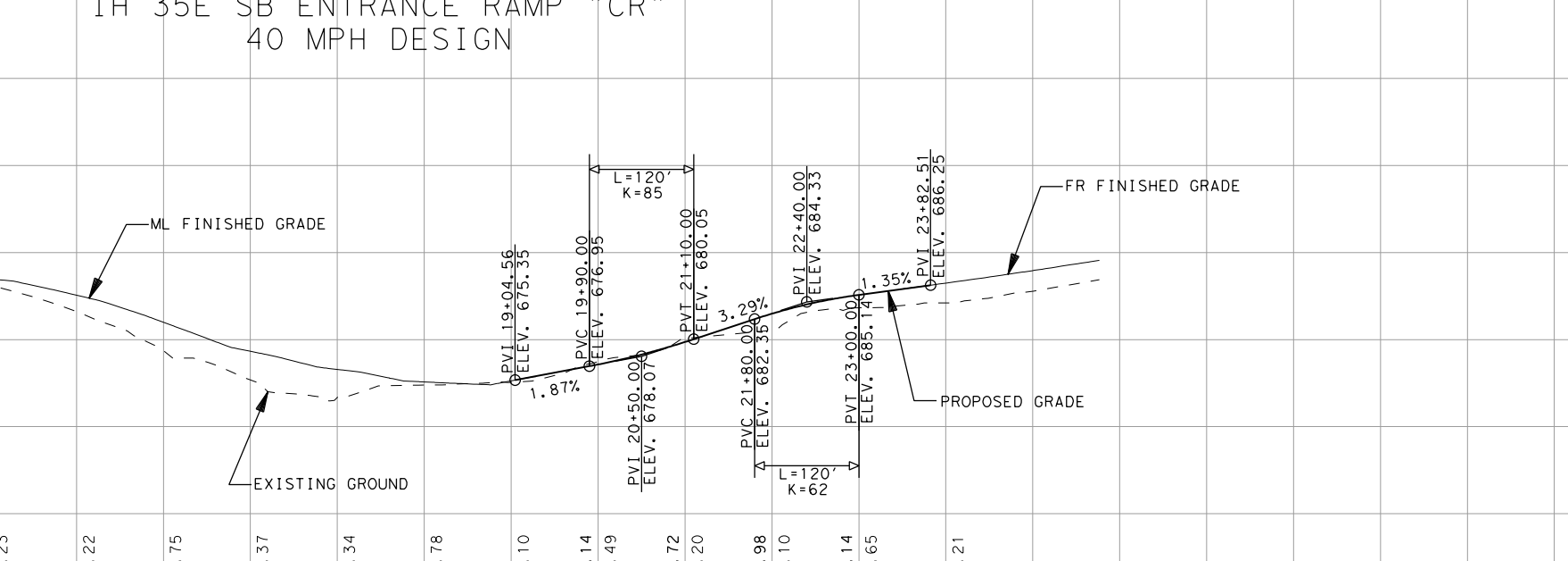
K=69
L=120
K=53
1.60%
1.64%
730
720
710
700
690
680
670
660
11980+00
11985+00
11990+00
11995+00

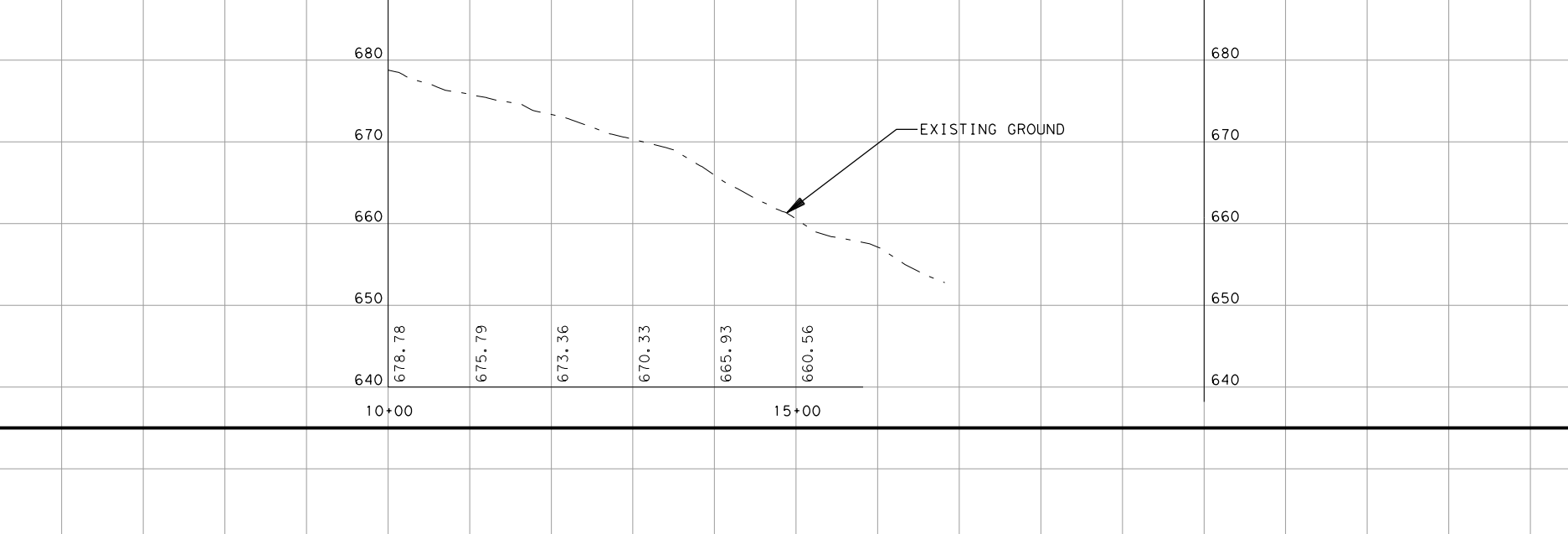
IH 35E SB FRONTAGE ROAD "EA"
40 MPH DESIGN


L=500
K=64
L=480
K=47
PROPOSED GRADE
EXISTING GROUND
730
720
710
700
690
680
670
660
11990+00
11995+00
12000+00
12005+00

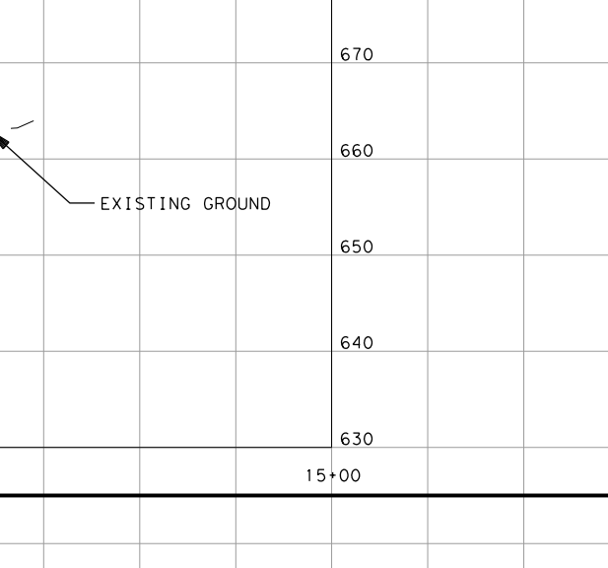
IH 35E SB ENTRANCE RAMP "CR"
40 MPH DESIGN


ML FINISHED GRADE
FR FINISHED GRADE
EXISTING GROUND
PROPOSED GRADE
L=120
K=85
L=120
K=62
1.67%
710
700
690
680
670
660
10+00
15+00
20+00
25+00

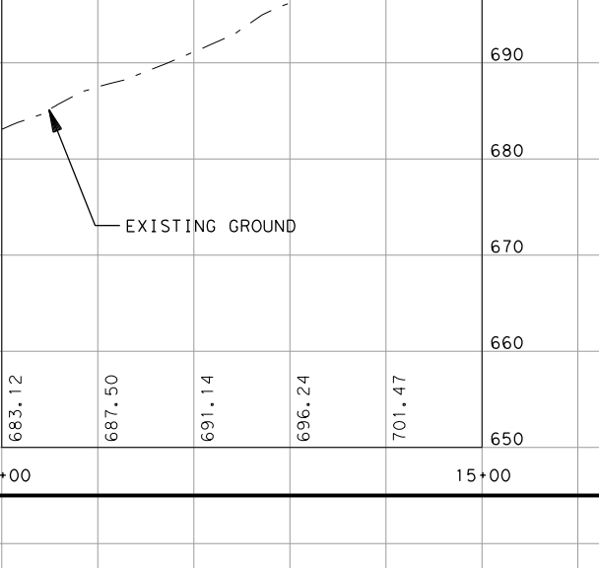
IH 35E NB EXIT RAMP "BJ"
40 MPH DESIGN
NO PROFILE,
IH 35E MAINLANE/FRONTAGE ROAD CONTROL


EXISTING GROUND
700
690
680
670
660
650
640
10+00
15+00

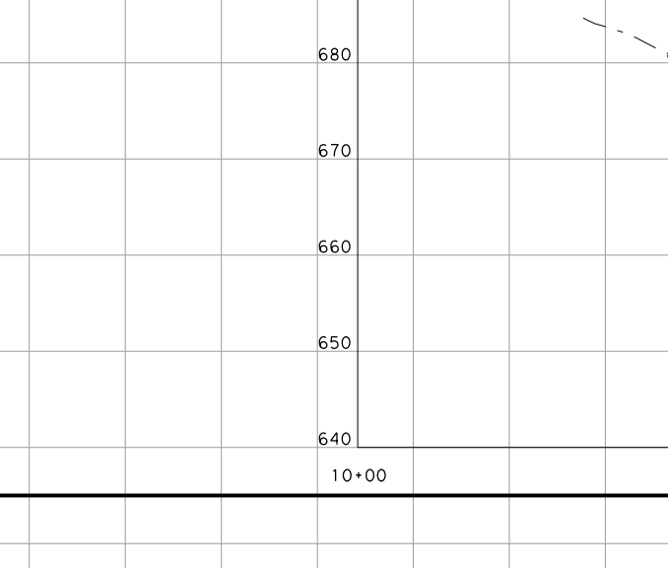
IH 35E NB ENTRANCE RAMP "AC"
40 MPH DESIGN
NO PROFILE,
MAINLANE/FRONTAGE
ROAD CONTROL


EXISTING GROUND
700
690
680
670
660
650
640
630
10+00
15+00

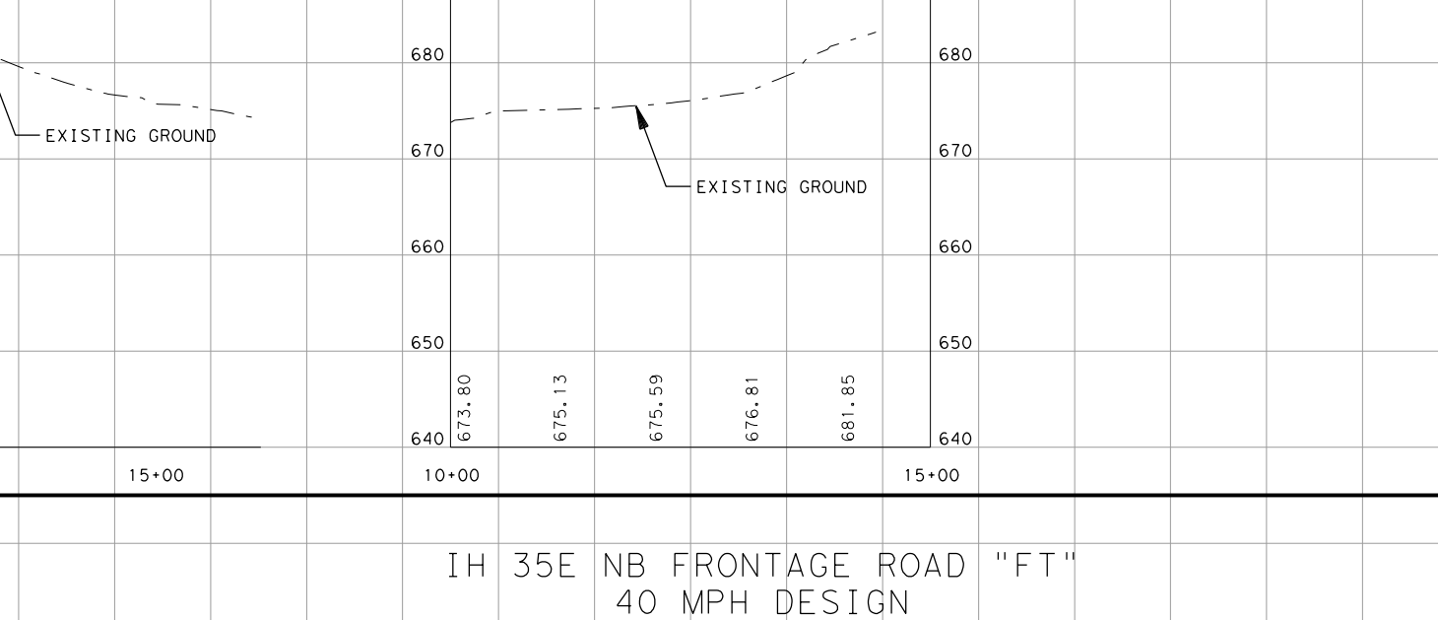
IH 35E NB EXIT RAMP "BK"
40 MPH DESIGN
NO PROFILE,
MAINLANE/FRONTAGE
ROAD CONTROL


EXISTING GROUND
710
700
690
680
670
660
650
10+00
15+00

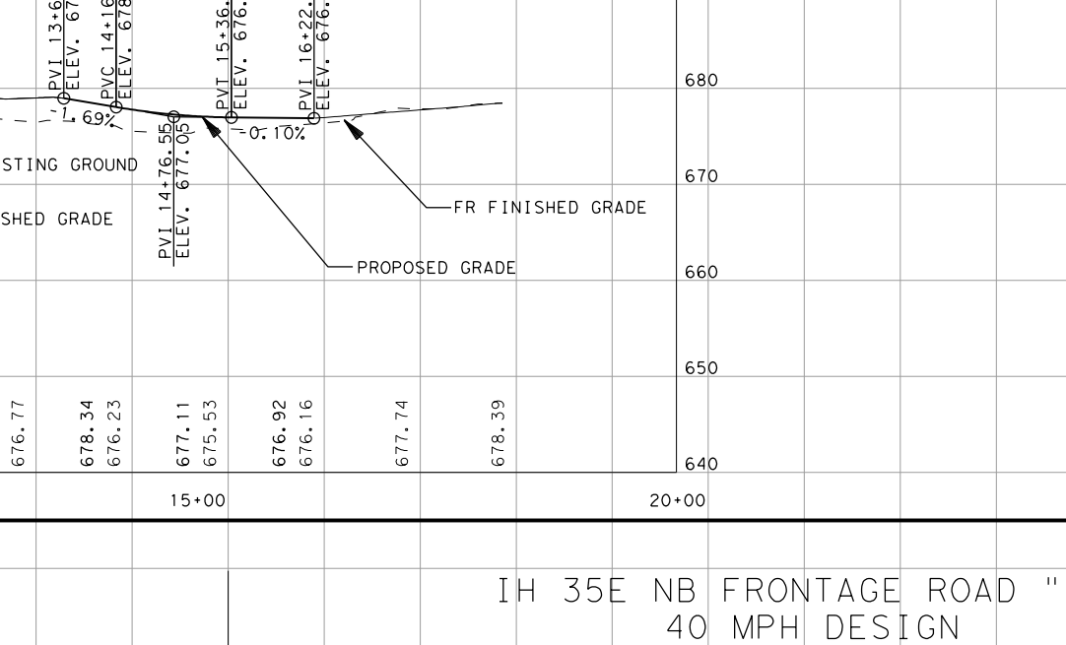
IH 35E NB ENTRANCE RAMP "AD"
40 MPH DESIGN
NO PROFILE,
MAINLANE/FRONTAGE
ROAD CONTROL


EXISTING GROUND
700
690
680
670
660
650
640
10+00
15+00

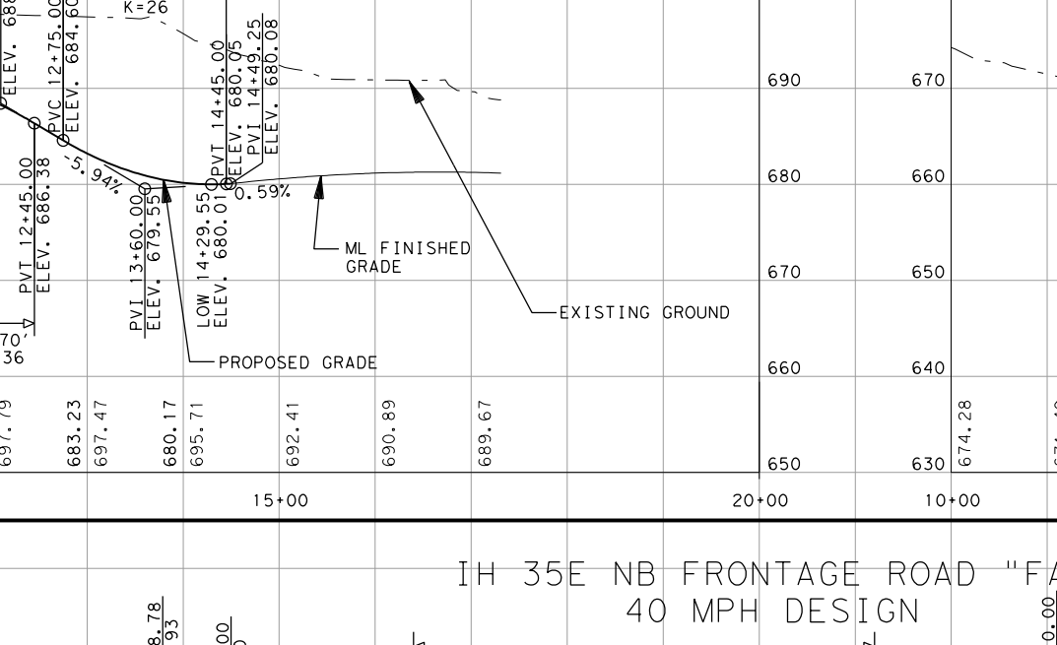
IH 35E NB EXIT RAMP "BM"
40 MPH DESIGN
NO PROFILE,
MAINLANE/FRONTAGE
ROAD CONTROL


EXISTING GROUND
700
690
680
670
660
650
640
10+00
15+00

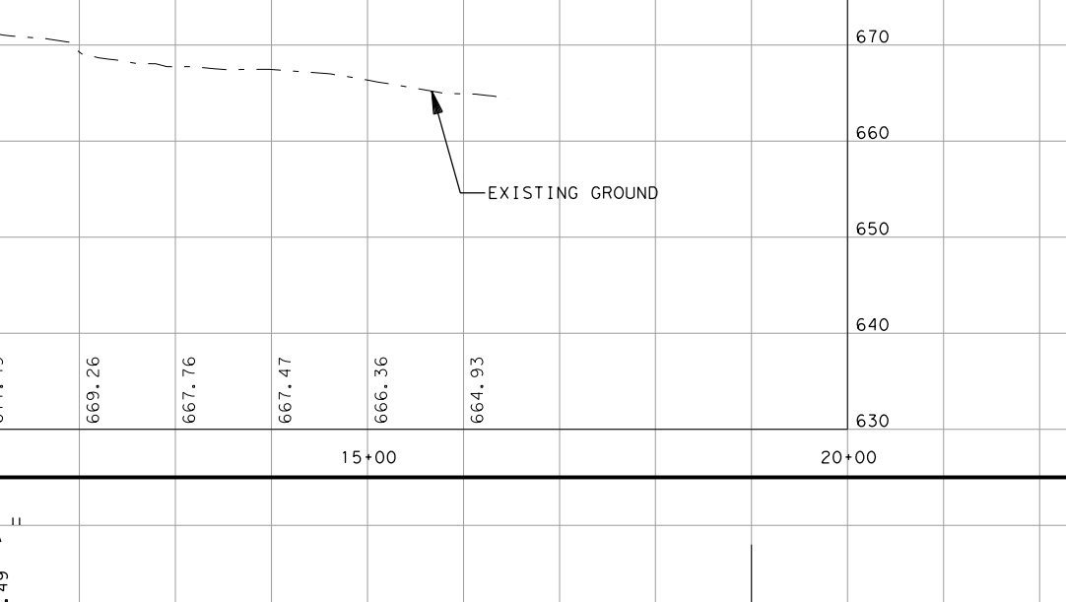
IH 35E NB EXIT RAMP "BQC"
40 MPH DESIGN


L=120
K=76
EXISTING GROUND
ML FINISHED GRADE
FR FINISHED GRADE
PROPOSED GRADE
1.69%
0.10%
700
690
680
670
660
650
640
10+00
15+00
20+00

IH 35E NB ENTRANCE RAMP "AF"
25 MPH DESIGN

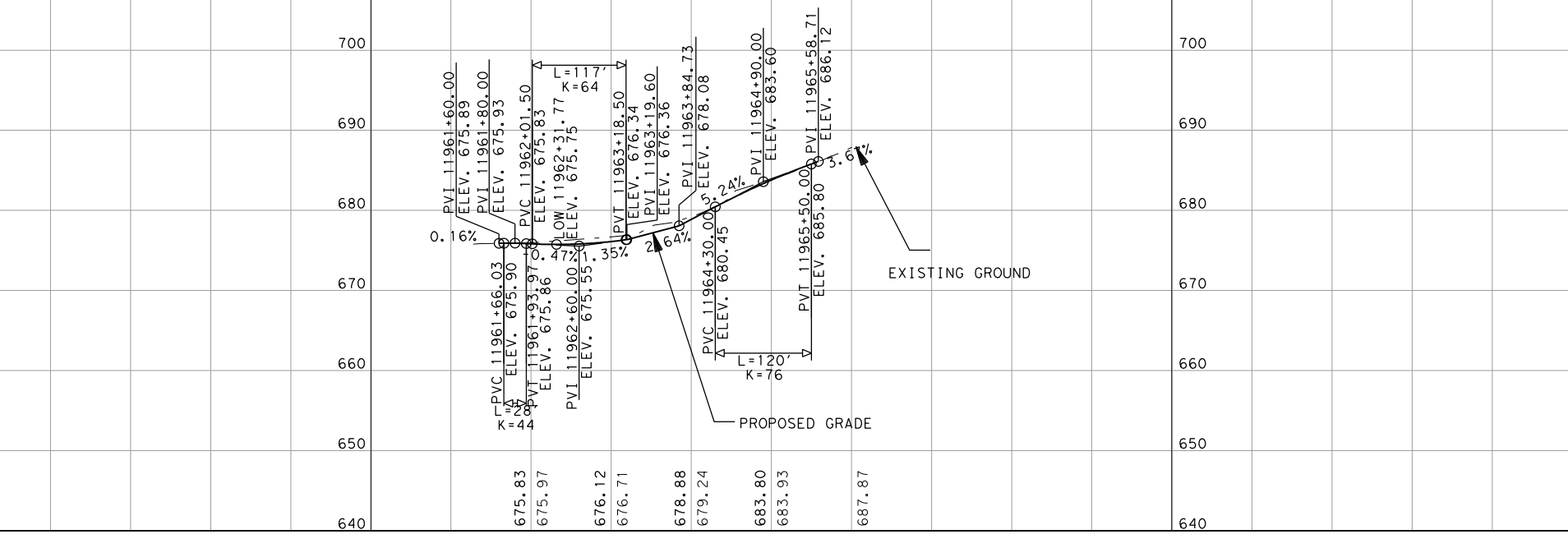

FR FINISHED GRADE
ML FINISHED GRADE
EXISTING GROUND
PROPOSED GRADE
L=170
K=26
L=70
K=36
4.00%
0.59%
710
700
690
680
670
660
650
10+00
15+00
20+00

IH 35E NB EXIT RAMP "BP"
40 MPH DESIGN
NO PROFILE,
MAINLANE/FRONTAGE
ROAD CONTROL

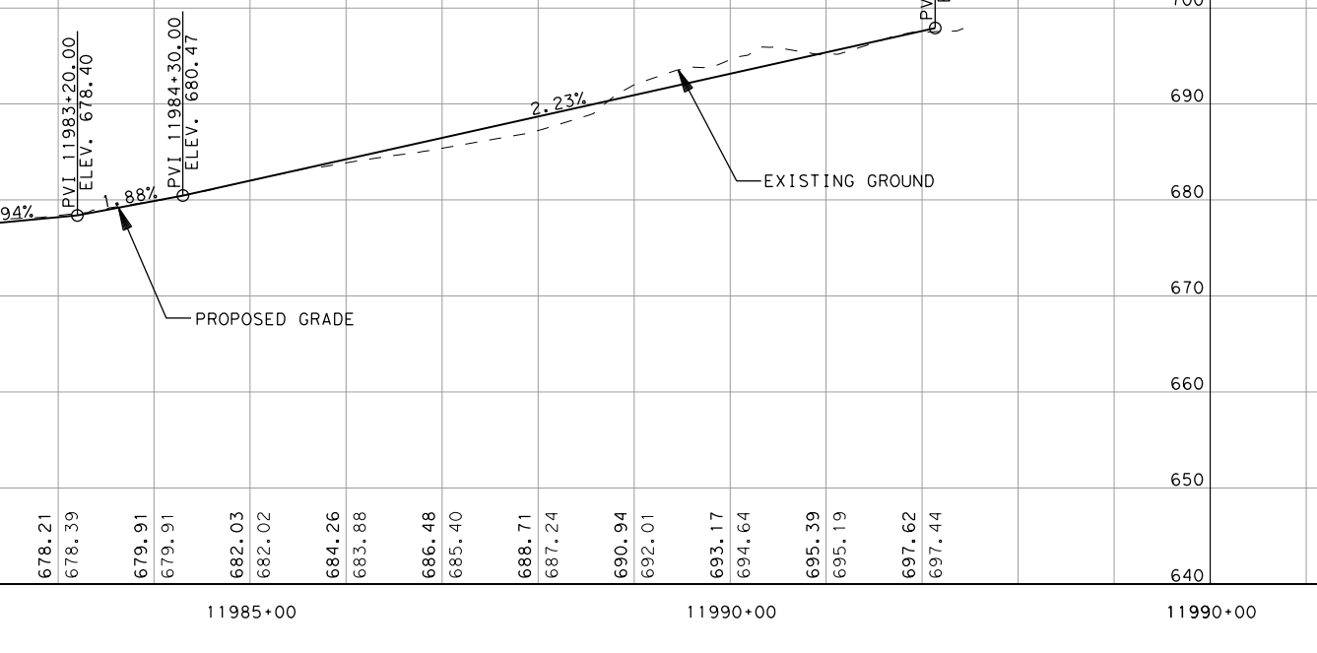

EXISTING GROUND
690
680
670
660
650
640
630
10+00
15+00
20+00

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

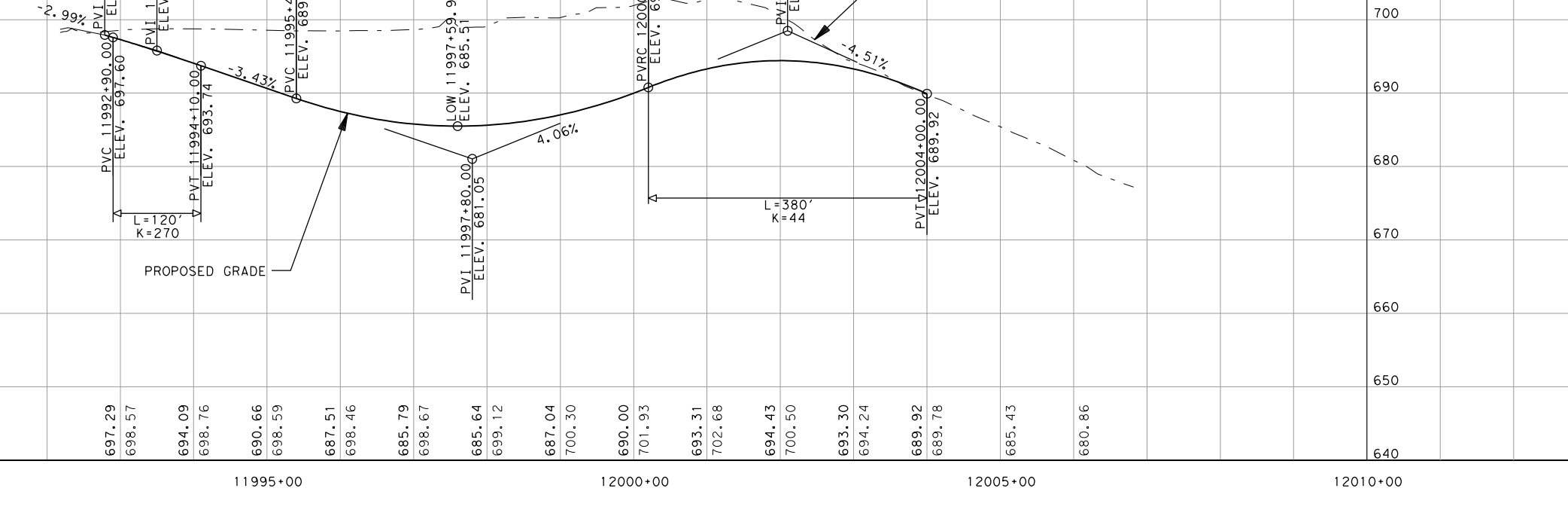
IH 35E NB FRONTAGE ROAD "FT"
40 MPH DESIGN


L=112
K=64
L=120
K=76
K=44
EXISTING GROUND
PROPOSED GRADE
700
690
680
670
660
650
640
11960+00
11965+00
11970+00

IH 35E NB FRONTAGE ROAD "FB"
40 MPH DESIGN


EXISTING GROUND
PROPOSED GRADE
0.94%
2.23%
710
700
690
680
670
660
650
640
11980+00
11985+00
11990+00

IH 35E NB FRONTAGE ROAD "FA"
40 MPH DESIGN


L=480
K=64
L=120
K=270
L=380
K=44
EXISTING GROUND
PROPOSED GRADE
4.06%
4.51%
710
700
690
680
670
660
650
640
11990+00
11995+00
12000+00
12005+00
12010+00

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.
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.

Texas Department of Transportation
DALLAS DISTRICT
DRAFT INTERIM SCHEMATIC
WILLIAM L. HALE, P.E., DISTRICT ENGINEER
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

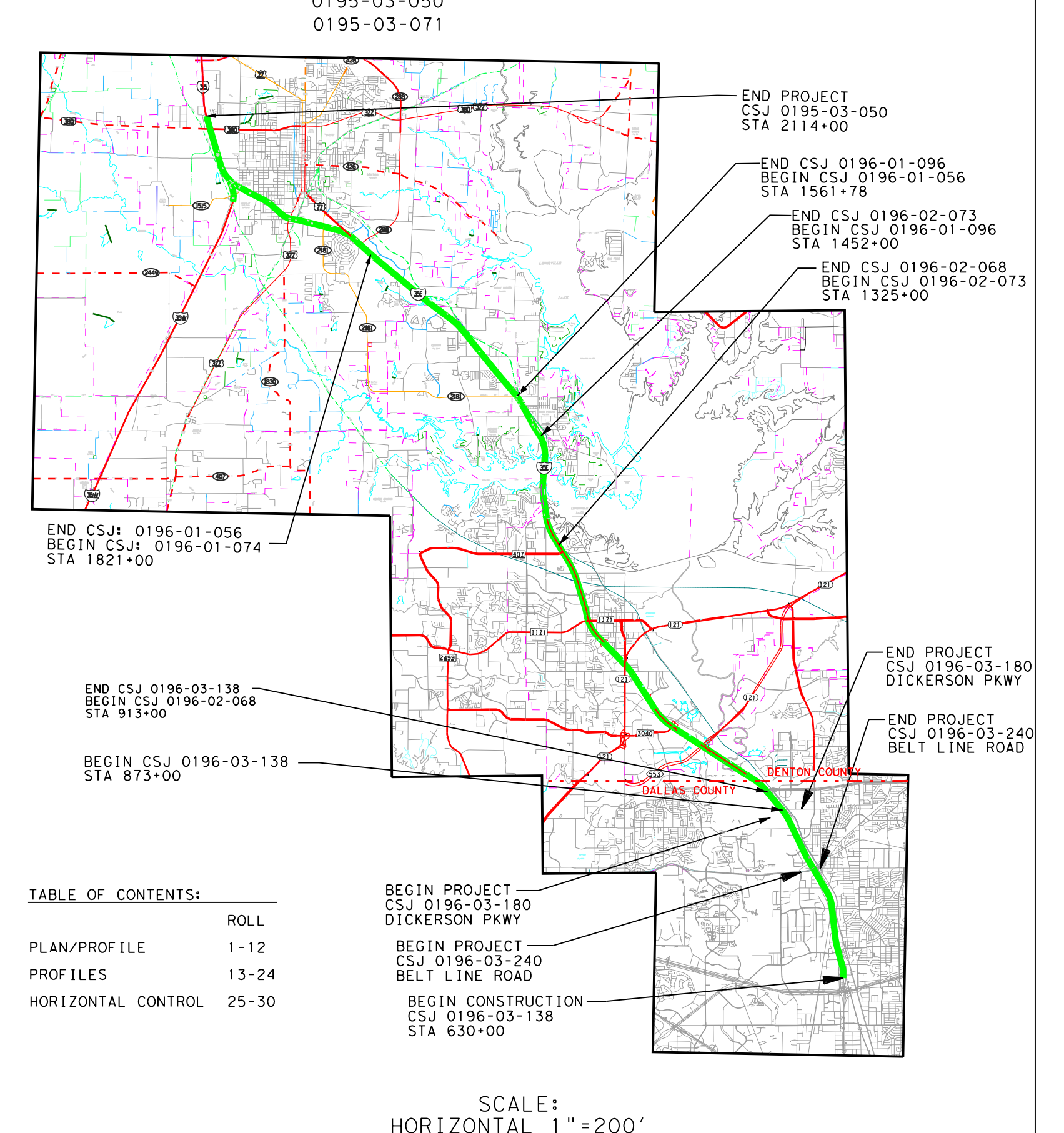

END PROJECT
CSJ 0195-03-050
STA 2114+00
END CSJ 0196-01-096
BEGIN CSJ 0196-01-056
STA 1561+78
END CSJ 0196-02-073
BEGIN CSJ 0196-01-096
STA 1452+00
END CSJ 0196-02-068
BEGIN CSJ 0196-02-073
STA 1325+00
END CSJ: 0196-01-056
BEGIN CSJ: 0196-01-074
STA 1821+00
END PROJECT
CSJ 0196-03-180
DICKERSON PKWY
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:
ROLL
PLAN/PROFILE 1-12
PROFILES 13-24
HORIZONTAL CONTROL 25-30
SCALE:
HORIZONTAL 1"=200'
VERTICAL 1"=20'
1/11/2013
ROLL 22 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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Texas Department of Transportation
DALLAS DISTRICT
DRAFT INTERIM SCHEMATIC
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

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

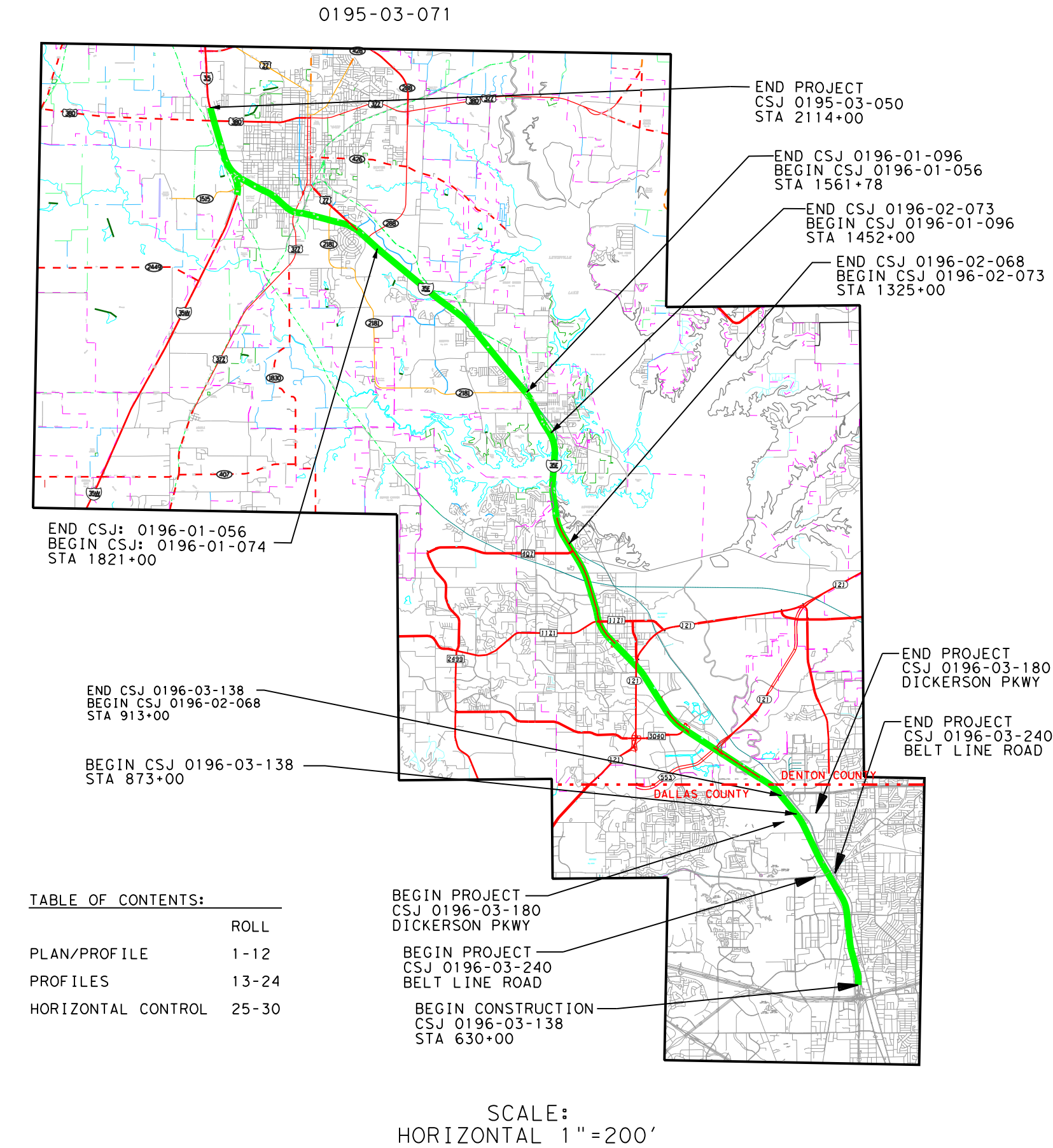

END PROJECT
CSJ 0195-03-050
STA 2114+00
END CSJ 0196-01-096
BEGIN CSJ 0196-01-056
STA 1561+78
END CSJ 0196-02-073
BEGIN CSJ 0196-01-096
STA 1452+00
END CSJ 0196-02-068
BEGIN CSJ 0196-02-073
STA 1325+00
END CSJ: 0196-01-056
BEGIN CSJ: 0196-01-074
STA 1821+00
END PROJECT
CSJ 0196-03-180
DICKERSON PKWY
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:

	ROLL
PLAN/PROFILE	1-12
PROFILES	13-24
HORIZONTAL CONTROL	25-30

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

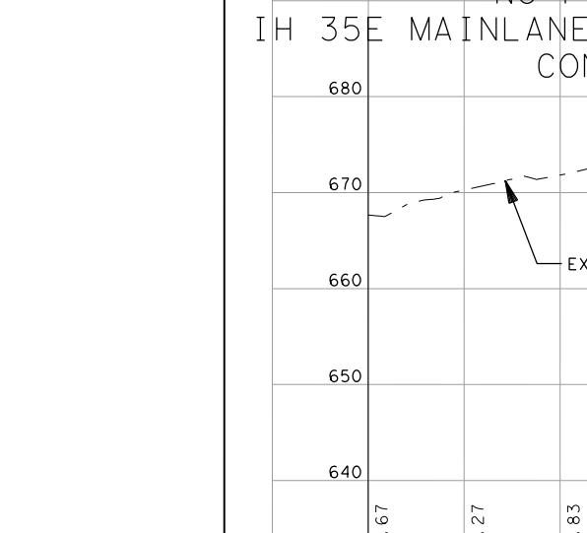
1/11/2013

ROLL 23 OF 30

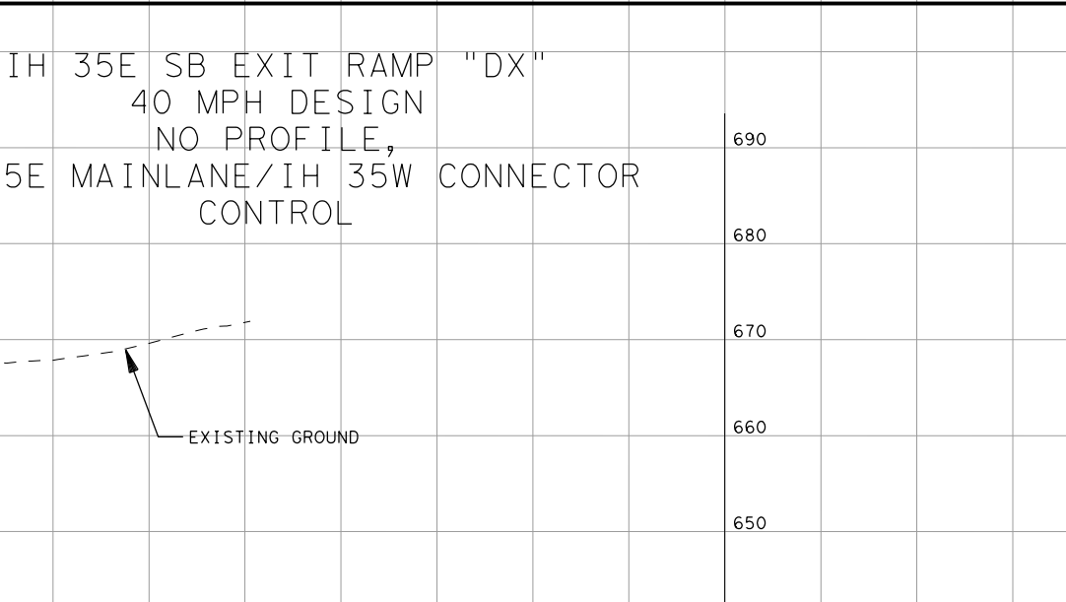
SCHEMATIC PREPARED BY:
FOR INTERIM REVIEW ONLY
NOT FOR PERMITTING, BIDDING
OR CONSTRUCTION.
Prepared by or under the
Direct Supervision of:
SHAWN BRENT STOVER 109251
NAME P.E. NUMBER
1/11/2013
DATE

Plotted on: 10:17:21 AM

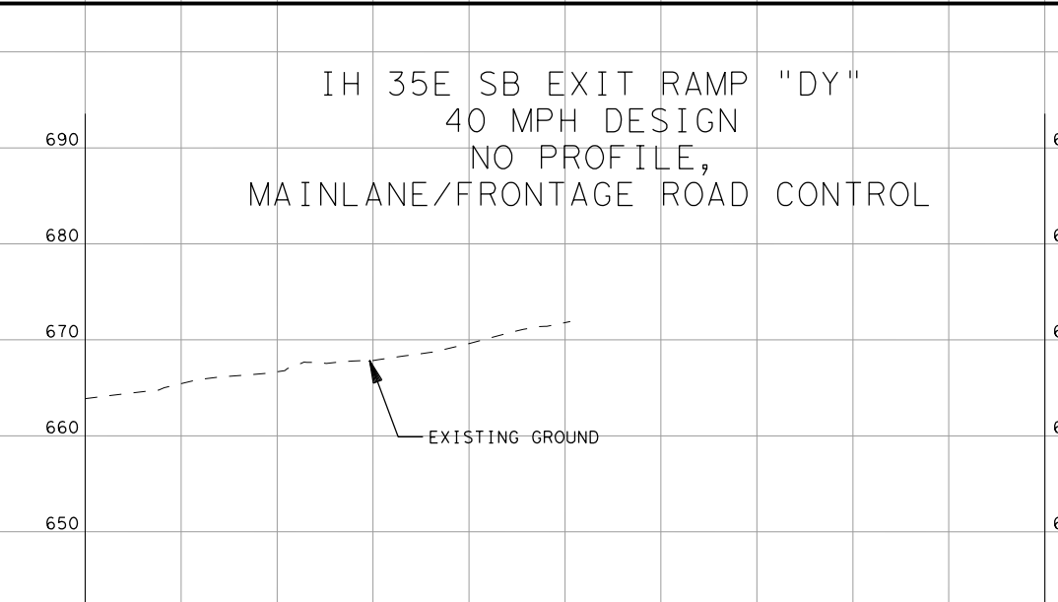
IH 35E SB ENTRANCE RAMP "CS"
40 MPH DESIGN
NO PROFILE,
IH 35E MAINLANE/IH 35W CONNECTOR
CONTROL



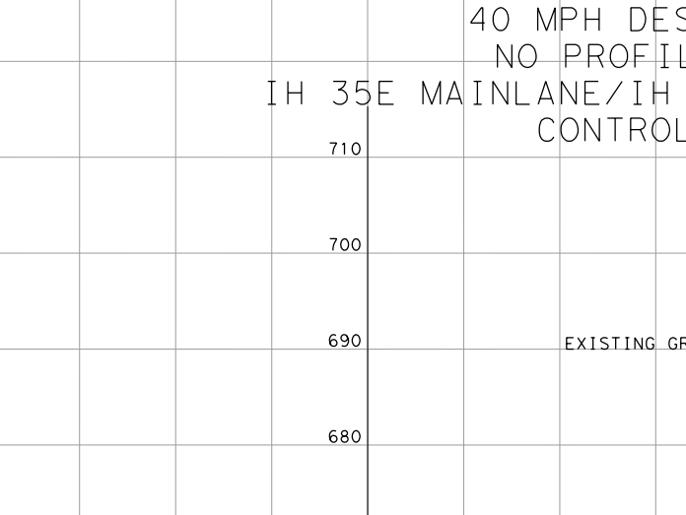
IH 35E SB EXIT RAMP "DX"
40 MPH DESIGN
NO PROFILE,
IH 35E MAINLANE/IH 35W CONNECTOR
CONTROL



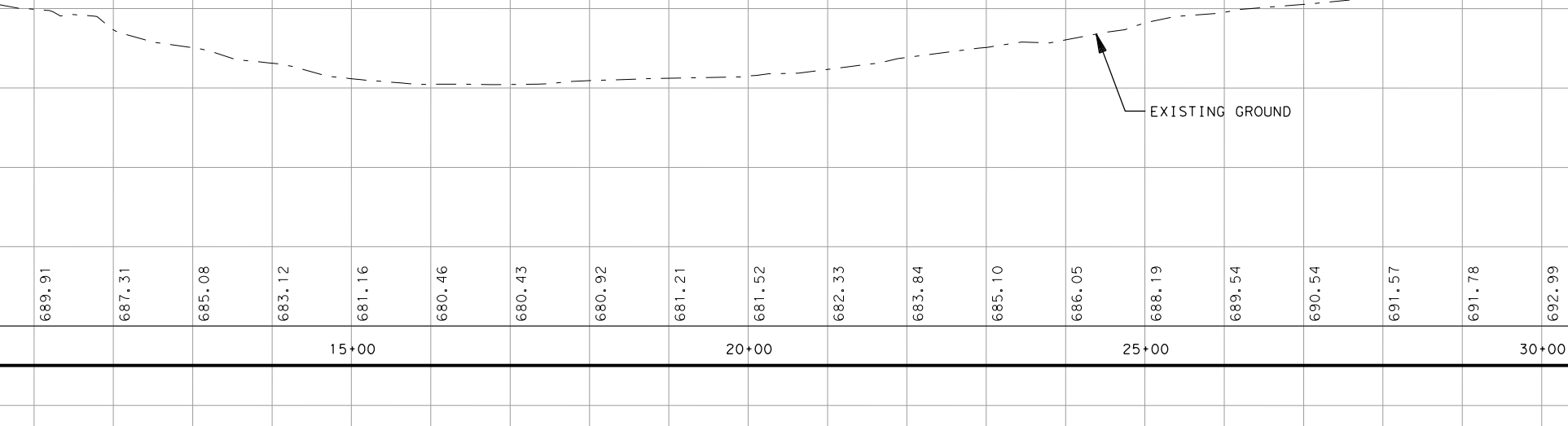
IH 35E SB EXIT RAMP "DY"
40 MPH DESIGN
NO PROFILE,
MAINLANE/FRONTAGE ROAD CONTROL



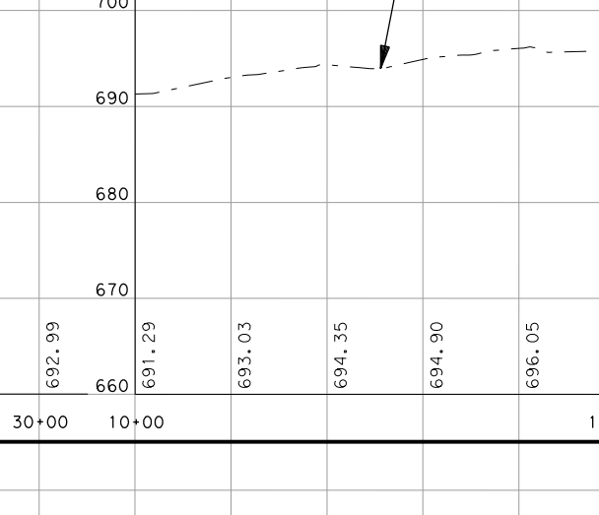
IH 35E SB ENTRANCE RAMP "CT"
40 MPH DESIGN
NO PROFILE,
IH 35E MAINLANE/IH 35W MAINLANE
CONTROL



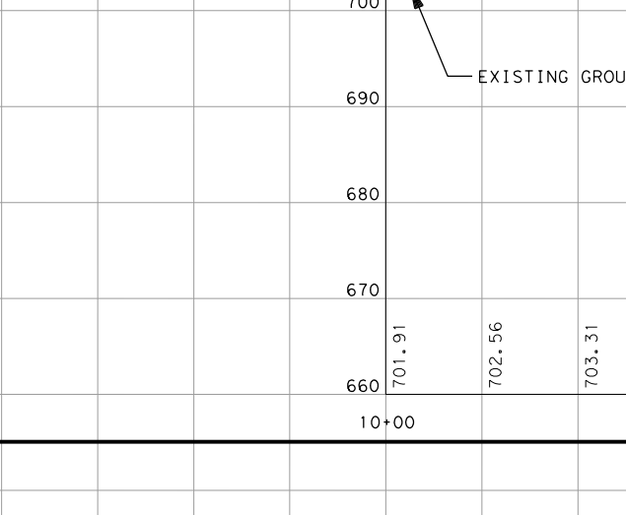
IH 35E NB ENTRANCE RAMP "AH"
40 MPH DESIGN
NO PROFILE,
IH 35E MAINLANE/IH 35W MAINLANE
CONTROL



IH 35E NB ENTRANCE RAMP "AJ"
40 MPH DESIGN
NO PROFILE, MAINLANE/FRONTAGE ROAD CONTROL



IH 35E NB EXIT RAMP "BQ"
40 MPH DESIGN
NO PROFILE, MAINLANE/FRONTAGE ROAD CONTROL



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

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.

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.

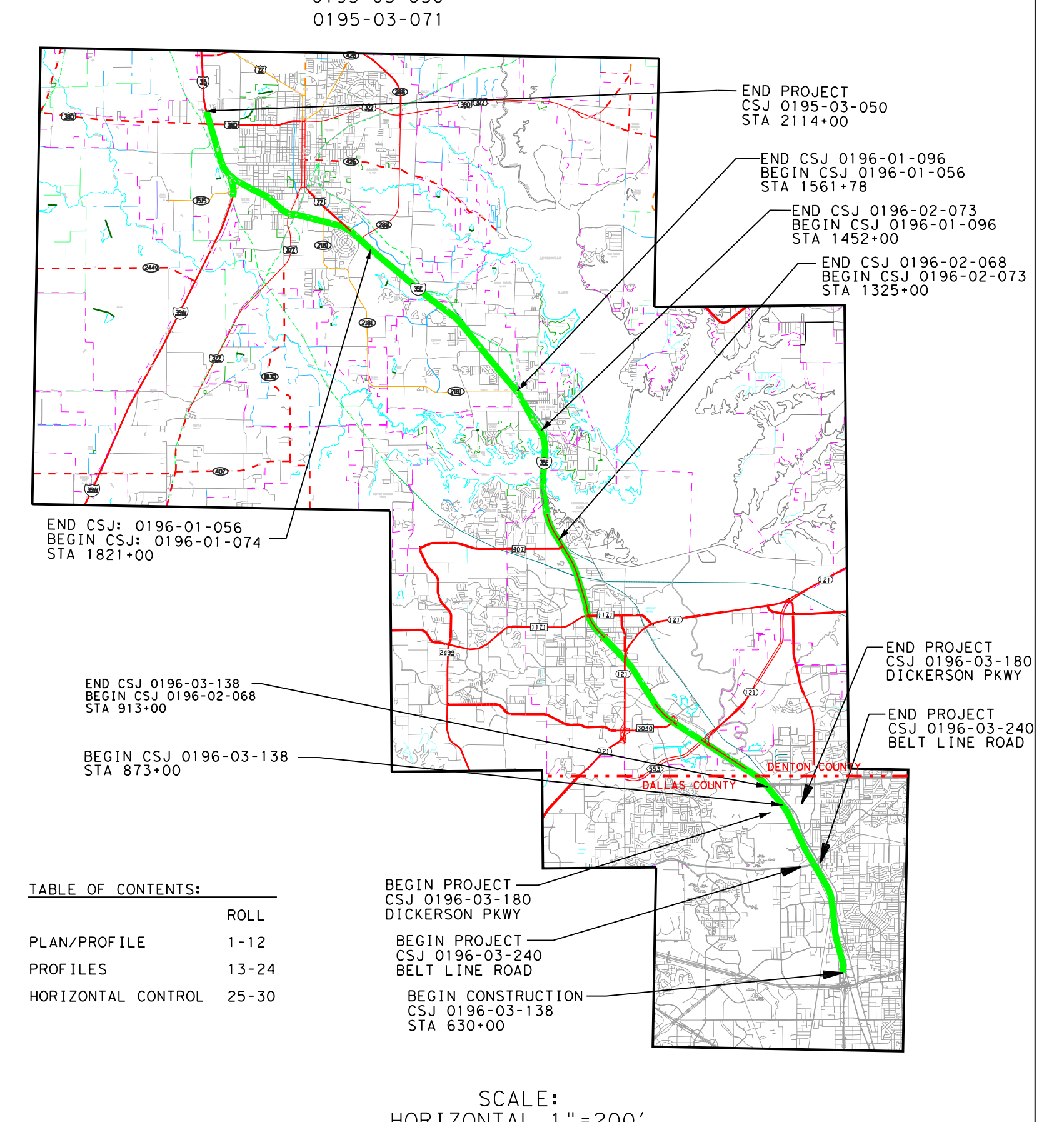
12. PROPOSED CULVERT SIZES SHOWN IN THE SCHEMATIC ARE SIZED BASED ON PRELIMINARY DRAINAGE ANALYSIS OF UPSTREAM DRAINAGE AREAS. A DETAILED DRAINAGE STUDY WILL BE PERFORMED PRIOR TO CONSTRUCTION TO FINALIZE THE PROPOSED CULVERT SIZES AND DESIGN. COORDINATION BETWEEN TXDOT, LOCAL GOVERNMENTS, AND ADJACENT 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.

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

"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
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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CSJ 0195-03-050
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END CSJ 0196-01-096
BEGIN CSJ 0196-01-056
STA 1561+78
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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:
ROLL
PLAN/PROFILE 1-12
PROFILES 13-24
HORIZONTAL CONTROL 25-30
SCALE:
HORIZONTAL 1"=200'
VERTICAL 1"=20'
1/11/2013
ROLL 23 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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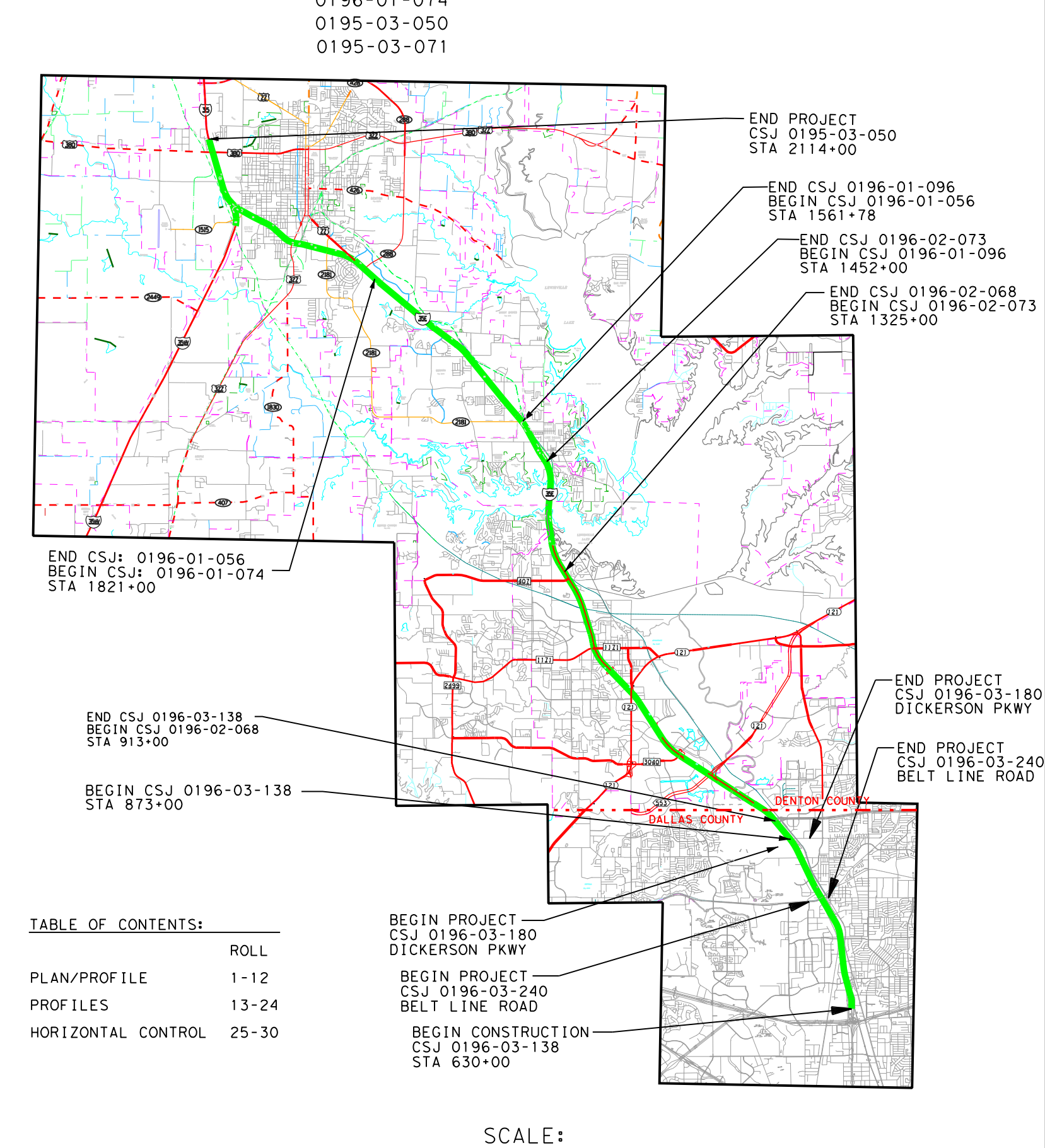

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Plotted on: 10:17:36 AM

"PRELIMINARY SUBJECT TO CHANGE"
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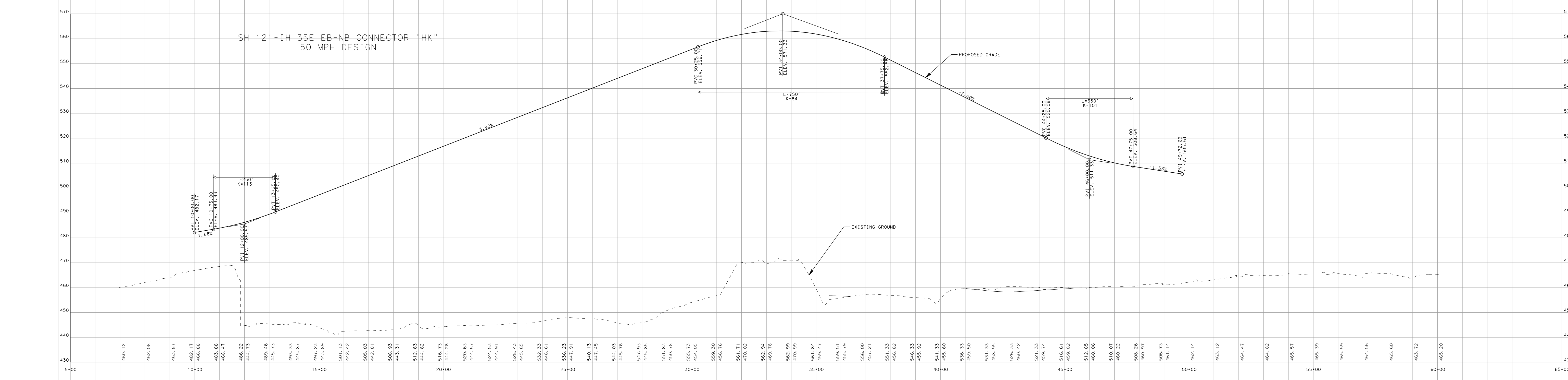
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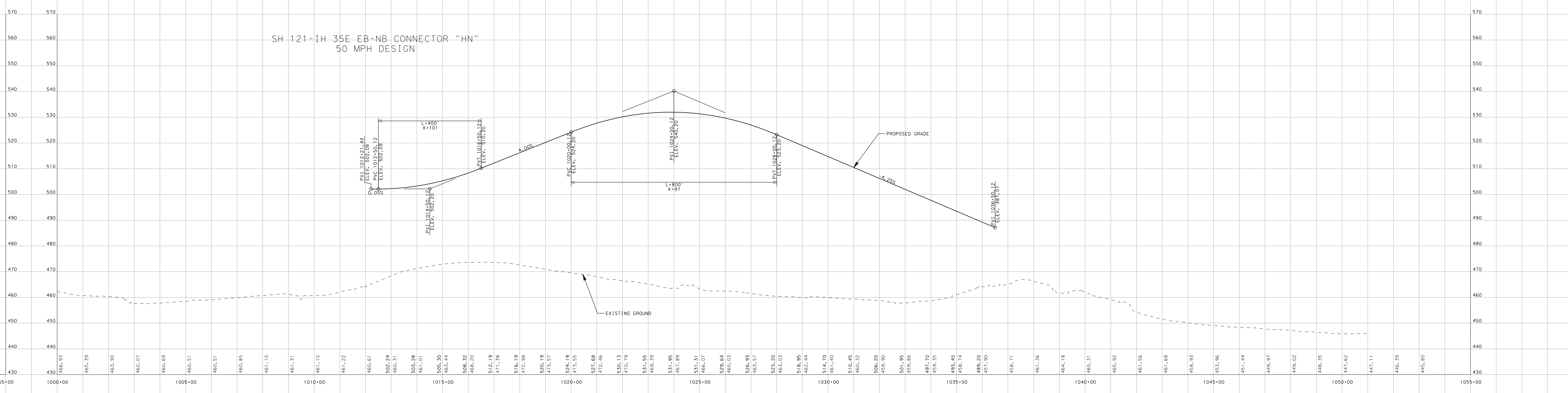
50 MPH DESIGN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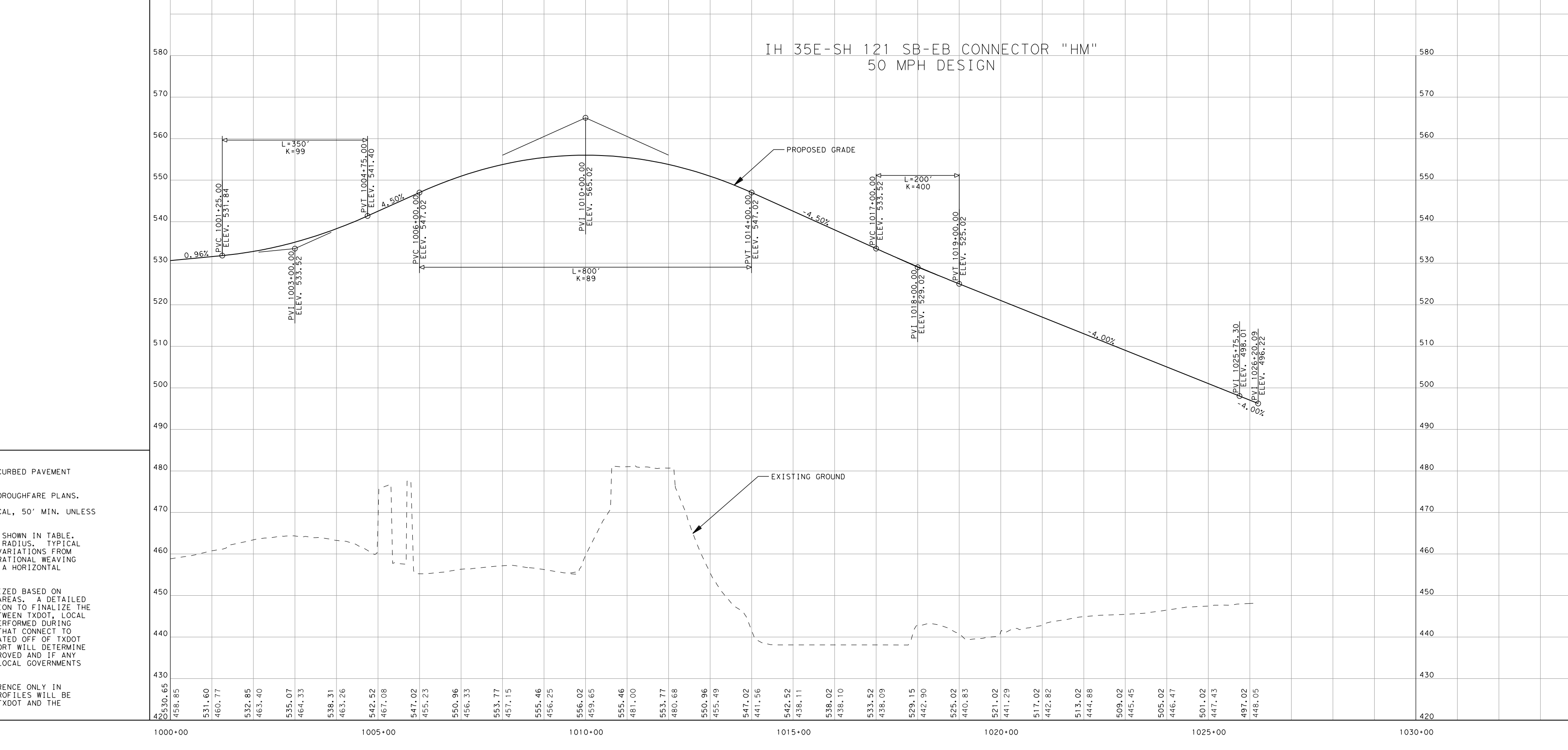
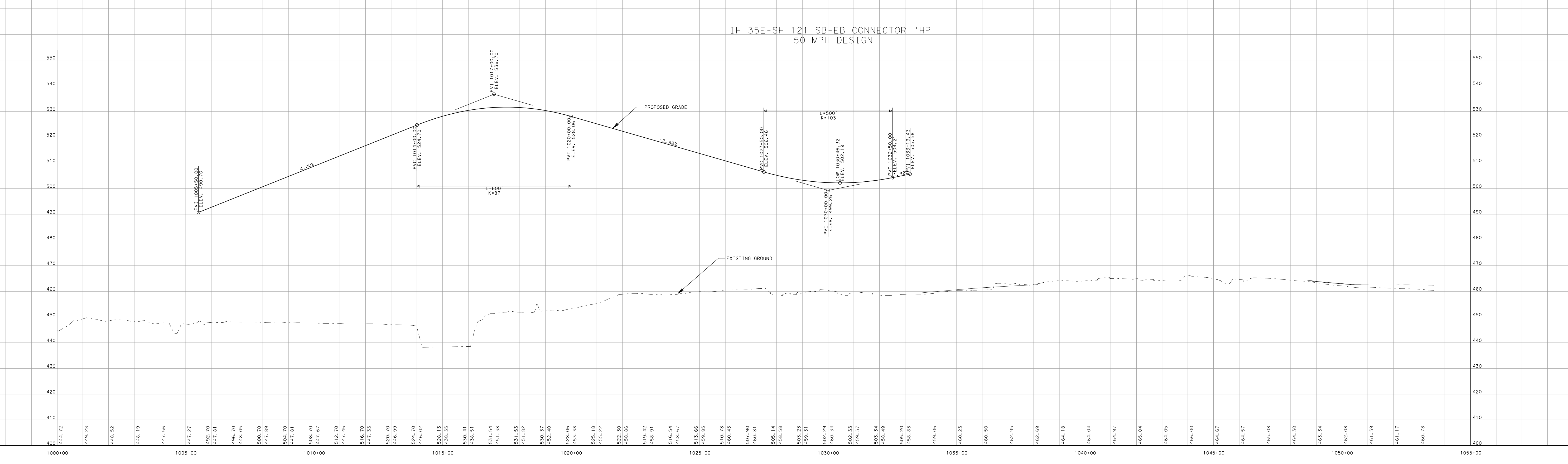
50 MPH DESIGN


IH 35E-SH 121 SB-EB CONNECTOR "HM"
50 MPH DESIGN


IH 35E-SH 121 SB-EB CONNECTOR "HP"
50 MPH DESIGN

LEGEND:

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

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.
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.

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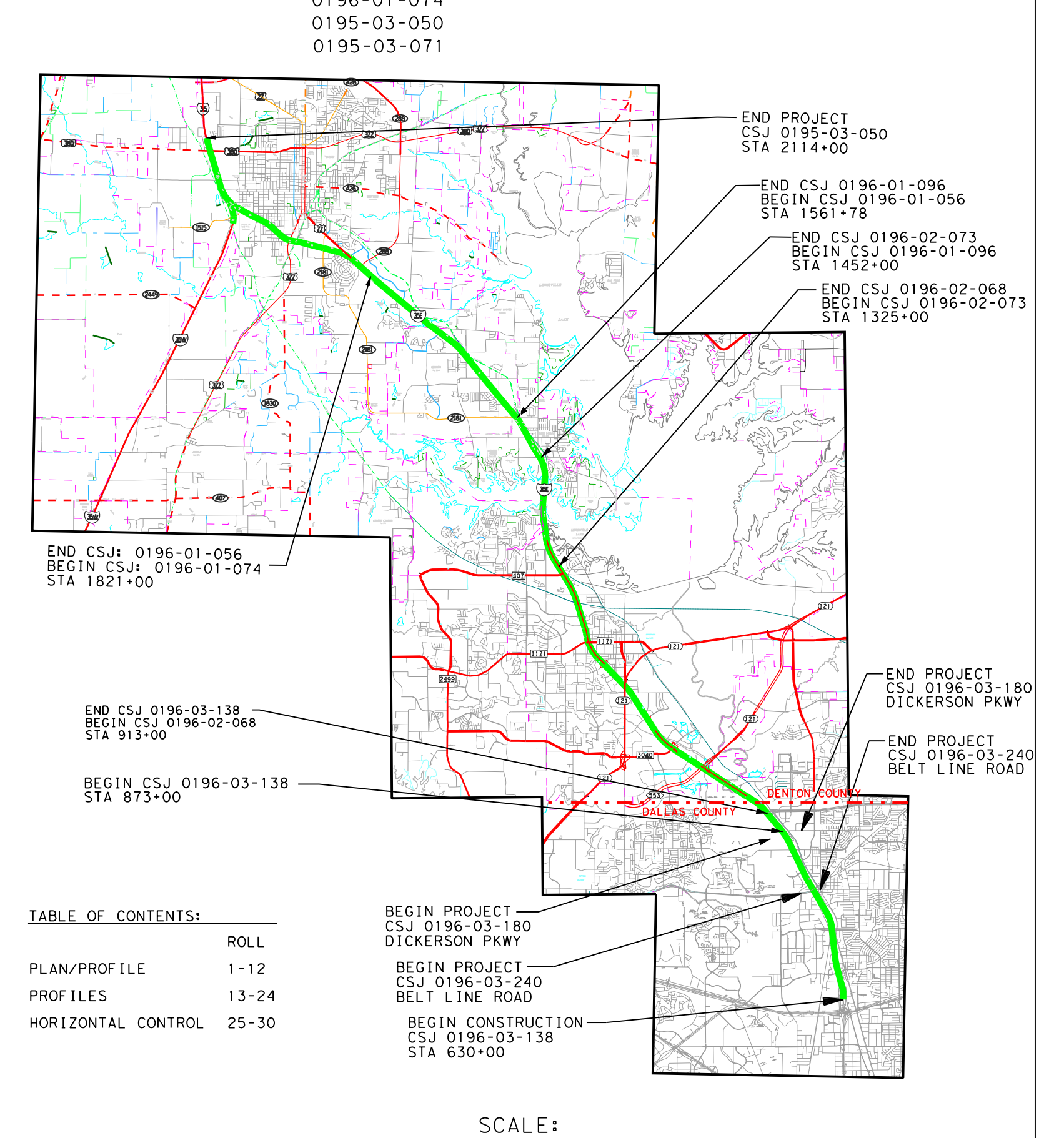
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