Texas Department of Transportation

DALLAS DISTRICT

DRAFT INTERIM SCHEMATIC

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

I-35E

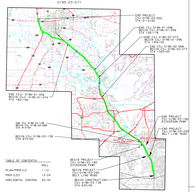
FROM: IH 635
TO: SH 348

DALLAS & DENTON COUNTY

CSJ: 0196-03-138, ETC.
PROJECT LENGTH: 28.05 MILES

CSJ's: 0196-03-138
0196-03-140
0196-03-141
0196-03-245
0196-03-246
0196-02-073
0196-01-096
0196-03-150
0196-01-074
0195-03-050
0196-03-077

DESIGN SPEEDS:
MAINLANES: 70 MPH
MANAGED LANES: 70 MPH
RAMPS: 40 MPH
TURNAROUNDS: 30 MPH
FRONTAGE ROADS: 40 MPH
COLLECTOR DISTRIBUTOR: 50 MPH
CROSS STREETS: 30 MPH
INTERSECTIONS: 30 MPH



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PLAN/PROFILE	1-12
PROFILES	13-28
HORIZONTAL CONTROL	29-30

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

1/11/2013

ROLL 13 OF 30

ENGINEER'S SEAL AND SIGNATURE BLOCK

PRELIMINARY SUBJECT TO CHANGE
REVISIONS DURING DEVELOPMENT INCLUDING PUBLIC INPUT AND ENVIRONMENTAL DOCUMENTS

LEGEND

- GENERAL PURPOSE LANES FULL RECONSTRUCTION
- GENERAL PURPOSE LANES OVERLAY
- MANAGED LANES
- FRONTAGE ROADWAYS/STREETS
- RAMPS/DIRECT CONNECTORS
- EXISTING STRUCTURES
- TOLL GANTRY
- EXISTING ROW
- PROPOSED ROW
- PROPOSED EASEMENT/BUILDING
- PROPOSED BUILDING MOD.
- EXISTING BUILDINGS
- EXISTING RR CROSS
- PROPOSED RR CROSS
- NUMBER OF LANES / TRAFFIC DIRECTION
- EXISTING GANTRY
- PROPOSED GANTRY

NOTES:

1. ALL LANE TRANSITIONS WITHIN THE LIMITS OF PROPOSED IMPROVEMENTS SHALL BE DESIGNED TO MEET THE MINIMUM REQUIREMENTS OF THE AASHTO GREEN BOOK.
2. ALL EXISTING BRIDGES WITHIN THE LIMITS OF PROPOSED IMPROVEMENTS SHALL BE EVALUATED FOR THE ADDITIONAL LOADING AND WIDENING REQUIRED FOR THE NEW CONFIGURATION. THE EXISTING BRIDGES MAY REQUIRE WIDENING OR REPLACEMENT.
3. ALL NEW BRIDGES SHALL BE DESIGNED FOR HL93 LOADING AND SHALL BE DESIGNED TO ACCOMMODATE FUTURE WIDENING. THE NEW BRIDGES SHALL BE DESIGNED TO PROVIDE AN ULTIMATE CLEAR ZONE OF 30' FROM THE MAINLANES.
4. ALL NEW BRIDGES SHALL BE DESIGNED TO ACCOMMODATE FUTURE RAIL TRANSIT. THE BRIDGES SHALL BE DESIGNED TO ACCOMMODATE THE FUTURE RAIL TRANSIT LOADING AND ALIGNMENT AS SHOWN IN THE DART RAIL SYSTEM PLAN.
5. EXISTING PAVEMENT WITHIN THE LIMITS OF PROPOSED IMPROVEMENTS SHALL BE EVALUATED FOR THE ADDITIONAL LOADING AND WIDENING REQUIRED FOR THE NEW CONFIGURATION. THE EXISTING PAVEMENT MAY REQUIRE WIDENING OR REPLACEMENT.
6. EXISTING TOLL GANTRY LOCATIONS TO BE DETERMINED AND ADJUSTED AS NECESSARY.
7. LANES ON FRONTAGE ROADS AND CROSS STREETS ARE TYPICAL UNLESS NOTED OTHERWISE.
8. CONSTRUCTION WILL OCCUR IN SOME OR ALL OF THE AREA OF HISTORICALLY SIGNIFICANT RESOURCES IDENTIFIED.
9. ALL PROPOSED STRUCTURES AND RETAINING WALLS ARE TYPICAL. ACTUAL STRUCTURE TYPES MAY VARY.
10. ACCESS TO/FROM STREET TERMINUS SHOULD REMAIN AS "STUB-OUT" TO ADJACENT PROPERTIES.
11. NEW INTERSECTIONS, CONSTRUCTED WITHIN THE LIMITS OF THESE PLANS, SHALL BE DESIGNED TO ACCOMMODATE THE ULTIMATE CONFIGURATION OF THE CROSSING ROADWAY AS SHOWN IN THE MTP. THE ULTIMATE CONFIGURATION SHALL BE DESIGNED TO ACCOMMODATE FUTURE TRAFFIC VOLUMES AS SHOWN IN THE MTP.
12. ALL NEW BRIDGES SHALL BE DESIGNED TO ACCOMMODATE THE ULTIMATE CONFIGURATION OF THE CROSSING ROADWAY AS SHOWN IN THE MTP. THE ULTIMATE CONFIGURATION SHALL BE DESIGNED TO ACCOMMODATE FUTURE TRAFFIC VOLUMES AS SHOWN IN THE MTP. THE NEW BRIDGES SHALL BE DESIGNED TO ACCOMMODATE FUTURE WIDENING.
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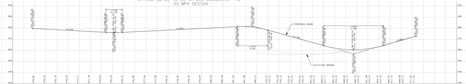
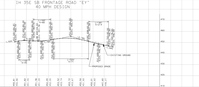
50 MPH DESIGN

I-35E SB DC TO SB I-635 CONNECTOR "HC"
50 MPH DESIGN



I-35E SB FRONTAGE ROAD "EZ"
40 MPH DESIGN

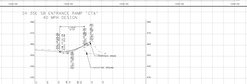
I-35E SB FRONTAGE ROAD "EX"
40 MPH DESIGN



I-35E SB EXIT RAMP "CX"
40 MPH DESIGN

I-35E SB EXIT RAMP "CY"
40 MPH DESIGN

I-35E SB ENTRANCE RAMP "CZ"
40 MPH DESIGN



I-35E SB ENTRANCE RAMP "CYA"
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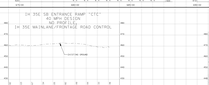
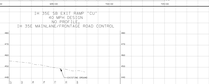
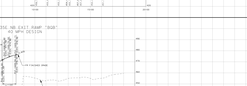


I-35E MAINLANE/FRONTAGE ROAD CONTROL

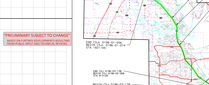


I-35E MAINLANE/FRONTAGE ROAD CONTROL

I-35E NB EXIT RAMP "BGB"
40 MPH DESIGN



I-35E NB ENTRANCE RAMP "C"
40 MPH DESIGN



PRELIMINARY SUBJECT TO CHANGE
REVISIONS DURING DEVELOPMENT INCLUDING PUBLIC INPUT AND ENVIRONMENTAL DOCUMENTS

I-35E NB DC TO NB I-35E CONNECTOR "HD"
50 MPH DESIGN

I-635 WB DC TO NB I-35E CONNECTOR "HE"
50 MPH DESIGN

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DRAFT INTERIM SCHEMATIC

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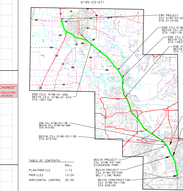

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VERTICAL 1"=20'

1/11/2013

ROLL 13 OF 30

ENGINEER'S SEAL AND SIGNATURE BLOCK

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0196-03-397
0196-03-574
0195-03-050
0196-04-077

DESIGN SPEEDS:
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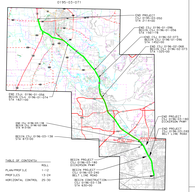
TURNAROUNDS: 30 MPH
FRONTAGE ROADS: 40 MPH
COLLECTOR DISTRIBUTOR: 50 MPH
SERVICE ROADS: 30 MPH
INTERSECTIONS: 30 MPH



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

1/11/2013

SHEET 1 OF 30

PRELIMINARY PLANS NOT FOR CONSTRUCTION
APPROVED FOR PUBLIC INFORMATION MEETING
PURPOSES ONLY

PRELIMINARY SUBJECT TO CHANGE

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LEGEND

- GENERAL PURPOSE LANES FULL RECONSTRUCTION
- GENERAL PURPOSE LANES OVERLAY
- MANAGED LANES
- FRONTAGE ROAD/SERVICE STREETS
- RAMPS/DIRECT CONNECTORS
- TURNAROUNDS
- EXISTING ROW
- PROPOSED ROW
- PROPOSED EASEMENT/ROW
- EXISTING BUILDING
- PROPOSED BUILDING REL.
- CENTERLINE
- LIMITS OF WORK
- NUMBER OF LANES / TRAFFIC DIRECTION
- EXISTING BRIDGE
- PROPOSED BRIDGE

NOTES:

1. ALL LANE TRANSITIONS WITHIN THE LIMITS OF PROPOSED PAVEMENT REPAIR SHALL BE TAPERED.
2. ALL EXISTING PAVEMENT WITHIN THE LIMITS OF PROPOSED PAVEMENT REPAIR SHALL BE REMOVED. THE EXISTING PAVEMENT SHALL BE REMOVED TO A DEPTH SUFFICIENT TO ALLOW FOR THE PLACEMENT OF THE PROPOSED PAVEMENT SECTION WITHOUT DISTURBING THE UNDERLYING SUBGRADE. THE EXISTING PAVEMENT SHALL BE DISPOSED OF OUTSIDE THE RIGHT OF WAY.
3. PROPOSED PAVEMENT REPAIR SHALL BE DONE WITHIN EXISTING RIGHT OF WAY. ANY ADDITIONAL RIGHT OF WAY OR EASEMENTS REQUIRED FOR PAVEMENT REPAIR SHALL BE OBTAINED BY THE CONTRACTOR AT NO EXPENSE TO THE DEPARTMENT.
4. PROPOSED PAVEMENT REPAIR SHALL BE PERFORMED ONLY AFTER PRIOR NOTIFICATION AND APPROVAL BY THE ENGINEER. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 48 HOURS PRIOR TO BEGINNING ANY PAVEMENT REPAIR WORK. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 24 HOURS PRIOR TO BEGINNING ANY PAVEMENT REPAIR WORK. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 24 HOURS PRIOR TO BEGINNING ANY PAVEMENT REPAIR WORK. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 24 HOURS PRIOR TO BEGINNING ANY PAVEMENT REPAIR WORK.
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Texas Department of Transportation

DALLAS DISTRICT

DRAFT INTERIM SCHEMATIC

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

IH 35E

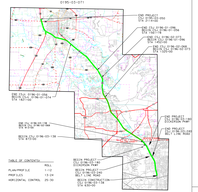
FROM: IH 635
TO: SH 348

DALLAS & DENTON COUNTY

CSJ: 0196-03-138, 0196-03-140, 0196-03-141, 0196-03-245, 0196-03-246, 0196-03-372, 0196-03-396, 0196-03-397, 0196-03-374, 0195-03-050, 0196-03-377

DESIGN SPEEDS
MAINLANE: 55 MPH
MANAGED LANES: 70 MPH
RAMPS: 40 MPH
TURNAROUNDS: 30 MPH
FRONTAGE ROADS: 40 MPH
COLLECTOR-DISTRIBUTOR: 50 MPH
INTERSECTIONS: 30 MPH

PROJECT LENGTH: 28.05 MILES



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	SHEET(S)
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SCALES:
HORIZONTAL 1"=200'
VERTICAL 1"=20'

1/11/2013

ROLL 15 OF 30

PRELIMINARY PLANS NOT FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES

PRELIMINARY SUBJECT TO CHANGE

JASON WILLIAM CRAWFORD
103747
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
JANUARY 11, 2013

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PRELIMINARY SUBJECT TO CHANGE
REVIEW AND APPROVED FOR LIMITED DESIGN USE
PURSUANT TO 43 TAC 31.2(2)(A) AND 31.2(2)(B)(ii)

LEGEND

- GENERAL PURPOSE LANES FULL RECONSTRUCTION
- GENERAL PURPOSE LANES OVERLAY
- MANAGED LANES
- FRONTAGE ROAD/CROSS STREETS
- RAMPS/DIRECT CONNECTORS
- EXISTING STRUCTURES
- TOLL GANTRY
- EXISTING ROW
- PROPOSED ROW
- PROPOSED BUILDING WALL
- EXISTING BUILDING WALL
- CENTER OF CURVE
- POINT OF INTERSECTION
- NUMBER OF LANES / TRAFFIC DIRECTION
- EXISTING CONTOURS
- PROPOSED CONTOURS

NOTES:

1. ALL LANE TRANSITIONS WILL BE LOCATED WITHIN LIMITS OF THE WORK AND WILL BE DESIGNED IN ACCORDANCE WITH TXDOT STANDARDS.
2. ALL EXISTING PAVEMENT, INCLUDING ANY PAVEMENT DESIGNATED TO REMAIN, WITHIN THE LIMITS OF THE PROJECT SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL NOT USE EXISTING PAVEMENT AS A BASE FOR NEW PAVEMENT.
3. ALL EXISTING BRIDGES AND BRIDGE CLASS CULVERTS WITHIN THE LIMITS OF THE PROJECT SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR UNLESS OTHERWISE NOTED.
4. ALL EXISTING SIGNS, SIGNALS, AND LIGHTING WITHIN THE LIMITS OF THE PROJECT SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR UNLESS OTHERWISE NOTED.
5. ALL EXISTING UTILITIES WITHIN THE LIMITS OF THE PROJECT SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES AT LEAST 48 HOURS PRIOR TO BEGINNING CONSTRUCTION OPERATIONS IN ORDER TO ALLOW THE UTILITY COMPANIES TIME TO REMOVE AND RELOCATE THEIR FACILITIES. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANIES TO AVOID DAMAGE TO THEIR FACILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO UTILITIES CAUSED BY HIS OPERATIONS.
6. ALL EXISTING SIDEWALKS, CURB RAMPS, AND DRIVEWAYS WITHIN THE LIMITS OF THE PROJECT SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR UNLESS OTHERWISE NOTED.
7. ALL EXISTING MEDIAN OPENINGS WITHIN THE LIMITS OF THE PROJECT SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR UNLESS OTHERWISE NOTED.
8. ALL EXISTING GUARDRAIL AND TRAFFIC BARRIERS WITHIN THE LIMITS OF THE PROJECT SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR UNLESS OTHERWISE NOTED.
9. ALL EXISTING TREES AND OTHER VEGETATION WITHIN THE LIMITS OF THE PROJECT SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR UNLESS OTHERWISE NOTED.
10. ALL EXISTING FENCES WITHIN THE LIMITS OF THE PROJECT SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR UNLESS OTHERWISE NOTED.
11. ALL EXISTING SIGNS, SIGNALS, AND LIGHTING WITHIN THE LIMITS OF THE PROJECT SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR UNLESS OTHERWISE NOTED.
12. ALL EXISTING PAVEMENT MARKINGS WITHIN THE LIMITS OF THE PROJECT SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR UNLESS OTHERWISE NOTED.
13. ALL EXISTING RAISED PAVEMENT MARKERS WITHIN THE LIMITS OF THE PROJECT SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR UNLESS OTHERWISE NOTED.
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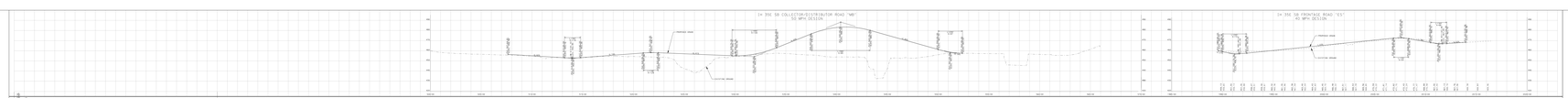
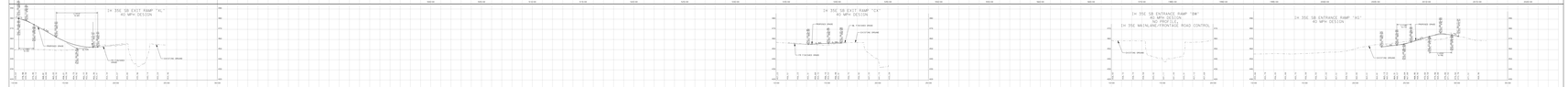
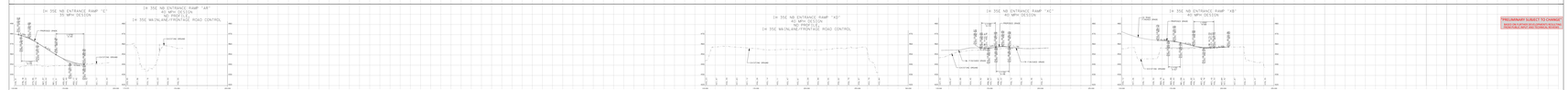
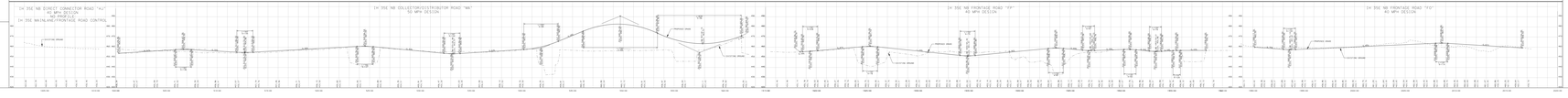
16. ALL EXISTING RAISED PAVEMENT MARKERS WITHIN THE LIMITS OF THE PROJECT SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR UNLESS OTHERWISE NOTED.









Texas Department of Transportation

DALLAS DISTRICT

DRAFT INTERIM SCHEMATIC

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

IH 35E

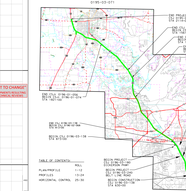
FROM: IH 635
TO: SH 348

DALLAS & DENTON COUNTY

CSJ: 0196-03-138, 0196-03-140, 0196-03-141, 0196-03-245, 0196-03-246, 0196-03-372, 0196-03-396, 0196-03-397, 0196-03-374, 0195-03-050, 0196-03-377

DESIGN SPEEDS
MAINLANE: 55 MPH
MANAGED LANES: 70 MPH
RAMPS: 40 MPH
TURNAROUNDS: 30 MPH
FRONTAGE ROADS: 40 MPH
COLLECTOR-DISTRIBUTOR: 50 MPH
INTERSECTIONS: 30 MPH

PROJECT LENGTH: 28.05 MILES



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

1/11/2013

ROLL 15 OF 30

PRELIMINARY PLANS NOT FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES

PRELIMINARY SUBJECT TO CHANGE

JASON WILLIAM CRAWFORD
103747
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
JANUARY 11, 2013

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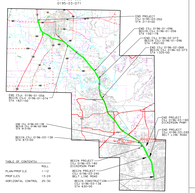
Texas Department of Transportation
DALLAS DISTRICT
DRAFT INTERIM SCHEMATIC
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

IH 35E
FROM: IH 635
TO: SH 114

DALLAS & DENTON COUNTY
CSJ: 0196-03-138, ETC.
PROJECT LENGTH: 28.05 MILES

CSJ's: 0196-03-138 — DESIGN SPEED
0196-03-140 — MAINLANES: 65 MPH
0196-03-141 — MANAGED LANES: 70 MPH
0196-03-245 — RAMPS: 40 MPH
0196-03-246 — TURNAROUNDS: 30 MPH
0196-03-272 — FRONTAGE ROADS: 40 MPH
0196-03-286 — COLLECTOR DISTRIBUTOR: 50 MPH
0196-03-287 — CROSSROADS: 40 MPH
0196-03-374 — INTERSECTIONS: 30 MPH
0195-03-050
0196-03-277



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VERTICAL 1"=20'

1/11/2013

ROLL 16 OF 30

ENGINEER'S SEAL AND SIGNATURE BLOCK
STATE OF TEXAS
WILLIAM L. HALE
103749
LICENSED PROFESSIONAL ENGINEER
DATE

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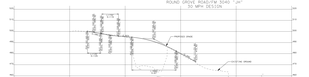

PRELIMINARY SUBJECT TO CHANGE!
REVIEW ALL OPTIONS AND ALTERNATIVES WITH LOCAL PUBLIC OFFICIALS AND OTHER INTERESTED AGENCIES

LEGEND

- GENERAL PURPOSE LANES FULL RECONSTRUCTION
- GENERAL PURPOSE LANES OVERLAY
- MANAGED LANES
- FRONTAGE ROAD/CROSS STREETS
- RAMPS/DIRECT CONNECTORS
- EMPLOYMENT CENTERS
- TOLL GANTRY
- TOWERS (SH 161)
- EXISTING ROW
- PROPOSED ROW
- PROPOSED EXISTING BUILDING
- PROPOSED BUILDING MOVE
- EXISTING BUILDING
- CENTER OF STATE
- CENTER OF COUNTY
- NUMBER OF LANES / TRAFFIC DIRECTION
- EXISTING GANTRY
- PROPOSED GANTRY

NOTES:

1. ALL LANE TRANSITIONS WILL BE MADE WITHIN EXISTING OR PROPOSED RIGHT-OF-WAY AND WILL BE DESIGNED IN ACCORDANCE WITH AASHTO CRITERIA.
2. ALL EXISTING MAINLANES, RAMPS, AND FRONTAGE ROADS WILL BE RECONSTRUCTED AS NEEDED TO MEET CURRENT DESIGN STANDARDS. THE EXISTING PAVEMENT WILL BE EVALUATED TO DETERMINE THE EXTENT OF THE PAVEMENT REHABILITATION NEEDED.
3. PROPOSED RAMPS AT IH 35E/SH 114 AND IH 35E/SH 121 WILL BE DESIGNED FOR A 70 MPH DESIGN SPEED.
4. ALL PROPOSED RAMPS AT IH 35E/SH 114 AND IH 35E/SH 121 WILL BE DESIGNED FOR A 70 MPH DESIGN SPEED.
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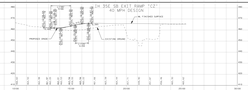
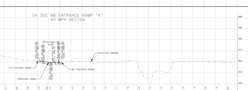
29. ALL PROPOSED RAMPS AT IH 35E/SH 114 AND IH 35E/SH 121 WILL BE DESIGNED FOR A 70 MPH DESIGN SPEED.
30. ALL PROPOSED RAMPS AT IH 35E/SH 114 AND IH 35E/SH 121 WILL BE DESIGNED FOR A 70 MPH DESIGN SPEED.





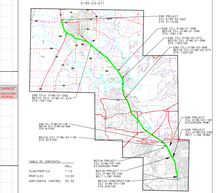
PRELIMINARY SUBJECT TO CHANGE!
REVIEW ALL OPTIONS AND ALTERNATIVES WITH LOCAL PUBLIC OFFICIALS AND OTHER INTERESTED AGENCIES

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

IH 35E
FROM: IH 635
TO: SH 114

DALLAS & DENTON COUNTY
CSJ: 0196-03-138, ETC.
PROJECT LENGTH: 28.05 MILES

CSJ's: 0196-03-138 — DESIGN SPEED
0196-03-140 — MAINLANES: 65 MPH
0196-03-141 — MANAGED LANES: 70 MPH
0196-03-245 — RAMPS: 40 MPH
0196-03-246 — TURNAROUNDS: 30 MPH
0196-03-272 — FRONTAGE ROADS: 40 MPH
0196-03-286 — COLLECTOR DISTRIBUTOR: 50 MPH
0196-03-287 — CROSSROADS: 40 MPH
0196-03-374 — INTERSECTIONS: 30 MPH
0195-03-050
0196-03-277



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HORIZONTAL CONTROL	29-30

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

1/11/2013

ROLL 16 OF 30

ENGINEER'S SEAL AND SIGNATURE BLOCK
STATE OF TEXAS
WILLIAM L. HALE
103749
LICENSED PROFESSIONAL ENGINEER
DATE

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Texas Department of Transportation

DALLAS DISTRICT

DRAFT INTERIM SCHEMATIC

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

IH 35E

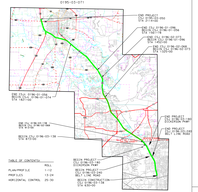
FROM: IH 635
TO: SH 348

DALLAS & DENTON COUNTY

CSJ: 0196-03-138, ETC.
PROJECT LENGTH: 28.05 MILES

CSJ's: 0196-03-138
0196-03-140
0196-03-141
0196-03-245
0196-03-246
0196-03-272
0196-03-286
0196-03-287
0196-03-374
0195-03-050
0195-03-077

DESIGN SPEED:
MAINLANES: 70 MPH
MANAGED LANES: 70 MPH
RAMPS: 40 MPH
TURNAROUNDS: 30 MPH
FRONTAGE ROADS: 40 MPH
COLLECTOR-DISTRIBUTOR: 50 MPH
SERVICE ROADS: 30 MPH
INTERSECTIONS: 30 MPH


END PROJECT
STA 2+00.00
BEGIN PROJECT
STA 1+00.00
BEGIN PROJECT
STA 1+00.00
END PROJECT
STA 1482+00.00
BEGIN PROJECT
STA 1482

Texas Department of Transportation

DALLAS DISTRICT

DRAFT INTERIM SCHEMATIC

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

IH 35E

FROM: US 380

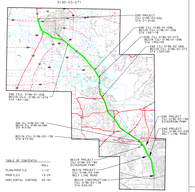
TO: SH 114

DALLAS & DENTON COUNTY

CSJ: 0196-03-138
0196-03-140
0196-03-141
0196-03-245
0196-03-246
0196-03-273
0196-03-286
0196-03-287
0196-03-374
0196-03-050
0196-03-051

DESIGN SPEED:
MAINLANES: 70 MPH
MANAGED LANES: 70 MPH
RAMPS: 40 MPH
TURNAROUNDS: 30 MPH
FRONTAGE ROADS: 40 MPH
COLLECTOR DISTRIBUTOR: 50 MPH
CROSSROADS: 40 MPH
INTERSECTIONS: 30 MPH

PROJECT LENGTH: 28.05 MILES



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

1/11/2023

ROLL 18 OF 30

GRAPHIC SCALES ARE SUITABLE FOR 11 X 17 PLOTS ONLY IF PLOTTED AT 50% OF FULL SIZE

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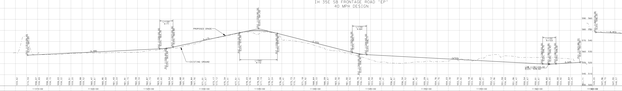
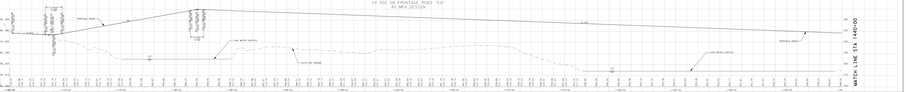
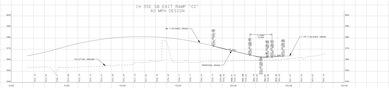
IH 35E NB FRONTAGE ROAD "EF"
40 MPH DESIGN



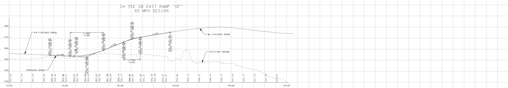
IH 35E SB FRONTAGE ROAD "EG"
50 MPH DESIGN



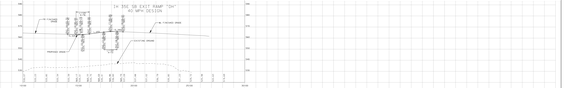
IH 35E SB EXIT RAMP "CC"
50 MPH DESIGN



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



IH 35E SB EXIT RAMP "CH"
50 MPH DESIGN



GARDEN RIDGE BOULEVARD "JS"
50 MPH DESIGN

HIGHLAND VILLAGE ROAD "JT"
50 MPH DESIGN

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

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

IH 35E NB EXIT RAMP "BA"
50 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!
REVISIONS DURING DEVELOPMENT INCLUDING PUBLIC INPUT AND FUTURE DESIGN

LEGEND

- GENERAL PURPOSE LANES FULL RECONSTRUCTION
- GENERAL PURPOSE LANES OVERLAY
- MANAGED LANES
- FRONTAGE ROADWAYS STRUCTS
- RAMPS AND DIRECTS
- EMBEDDED CONNECTORS
- SHARED USE PATH
- EXISTING ROW
- PROPOSED ROW
- PROPOSED CONTROL OF ACCESS ROW
- PROPOSED BUILDING WALL
- EXISTING BUILDING
- EXISTING STRUCTURES
- EXISTING WATER LINE
- NUMBER OF LANES / TRAFFIC DIRECTION
- PROPOSED BRIDGE
- PROPOSED CULVERT

NOTES

1. ALL LANE TAPERS WERE INCLUDED WHERE POSSIBLE AS PER TXDOT ROADWAY DESIGN MANUAL. ALL TAPERS ARE 50:1 UNLESS NOTED.
2. ALL EXISTING ROADWAY, RAILROAD, AND UTILITY FACILITIES SHOWN ON THESE PLANS ARE BASED ON THE BEST AVAILABLE INFORMATION AT THE TIME OF PREPARATION. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING FACILITIES PRIOR TO CONSTRUCTION AND SHALL NOTIFY THE ENGINEER OF ANY CONFLICTS.
3. ALL EXISTING ROADWAY, RAILROAD, AND UTILITY FACILITIES SHOWN ON THESE PLANS ARE BASED ON THE BEST AVAILABLE INFORMATION AT THE TIME OF PREPARATION. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING FACILITIES PRIOR TO CONSTRUCTION AND SHALL NOTIFY THE ENGINEER OF ANY CONFLICTS.
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Texas Department of Transportation

DALLAS DISTRICT

DRAFT INTERIM SCHEMATIC

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

IH 35E

FROM: US 380

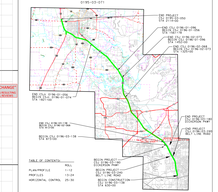
TO: SH 114

DALLAS & DENTON COUNTY

CSJ: 0196-03-138
0196-03-140
0196-03-141
0196-03-245
0196-03-246
0196-03-273
0196-03-286
0196-03-287
0196-03-374
0196-03-050
0196-03-051

DESIGN SPEED:
MAINLANES: 70 MPH
MANAGED LANES: 70 MPH
RAMPS: 40 MPH
TURNAROUNDS: 30 MPH
FRONTAGE ROADS: 40 MPH
COLLECTOR DISTRIBUTOR: 50 MPH
CROSSROADS: 40 MPH
INTERSECTIONS: 30 MPH

PROJECT LENGTH: 28.05 MILES



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

1/11/2023

ROLL 18 OF 30

GRAPHIC SCALES ARE SUITABLE FOR 11 X 17 PLOTS ONLY IF PLOTTED AT 50% OF FULL SIZE

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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

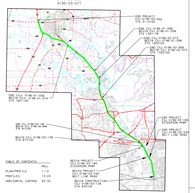
TO: SH 342

DALLAS & DENTON COUNTY

PROJECT HISTORY

PROJECT LENGTH: 28.05 MILES

CSJ's	DESIGN SPECIFICS
0196-03-138	DESIGN SPEED: 60 MPH
0196-03-140	MANAGED LANES: 3 PER DIR
0196-03-141	MANAGED LANES TYP WIDTH: 14'
0196-03-245	RAMPS: 40 MPH
0196-03-246	TURNAROUNDS: 30 MPH
0196-03-372	FRONTAGE ROADS: 40 MPH
0196-03-396	COLLECTOR DISTRIBUTOR: 50 MPH
0196-03-397	CROSSROADS: 40 MPH
0196-03-574	INTERSECTIONS: 30 MPH
0195-03-050	
0196-03-577	



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HORIZONTAL CONTROL	29-30

SCALES:

HORIZONTAL 1" = 200'

VERTICAL 1" = 20'

1/11/2013

ROLL 19 OF 30

PRELIMINARY SUBJECT TO CHANGE

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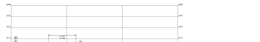
TURNEVILLE ROAD ACCESS ROAD "AS"

30 MPH DESIGN



TURNEVILLE ROAD "AR"

30 MPH DESIGN

LEGEND

- GENERAL PURPOSE LANES FULL RECONSTRUCTION
- GENERAL PURPOSE LANES OVERLAY
- MANAGED LANES
- FRONTAGE ROADWAYS STRUCTS
- RAMPS STRUCTS
- EXPRESS CONNECTORS
- RAMPS
- SERVICE ROADS
- RAILROADS
- EXISTING ROW
- PROPOSED ROW
- PROPOSED BUILDING MALL
- EXISTING BUILDINGS
- CENTER OF STATE
- CENTER OF COUNTY
- NUMBER OF LANES / TRAFFIC DIRECTION
- EXISTING BRIDGE
- PROPOSED BRIDGE

NOTES:

1. ALL LANE TRANSITIONS WILL BE MADE AT RATIOS APPROPRIATE TO THE DESIGN SPEED AND IN ACCORDANCE WITH THE TEXAS MUTCD.
2. ALL PROPOSED CONSTRUCTION, INCLUDING ANY ADJUSTMENTS OR RELOCATIONS OF EXISTING UTILITIES, SHALL BE COORDINATED WITH THE UTILITY OWNERS IN ACCORDANCE WITH THE UTILITY ACCOMMODATION POLICY AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MAINTENANCE OF HIGHWAYS, STREETS, AND BRIDGES.
3. ALL PUBLIC ROADS AFFECTED BY THE PROJECT SHALL BE RESTORED TO A CONDITION EQUAL TO OR BETTER THAN THAT EXISTING PRIOR TO THE START OF CONSTRUCTION.
4. ALL PROPOSED ROADWAY AND DRAINAGE FACILITIES SHALL CONFORM TO THE CURRENT EDITION OF THE TXDOT ROADWAY DESIGN MANUAL.
5. ALL PROPOSED BRIDGES SHALL CONFORM TO THE CURRENT EDITION OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AND THE TXDOT BRIDGE DESIGN MANUAL.
6. ALL PROPOSED RAMPS AND CROSS STREETS ARE TYPE 10 UNLESS NOTED OTHERWISE.
7. ALL PROPOSED RAMPS AND CROSS STREETS ARE TYPE 10 UNLESS NOTED OTHERWISE.
8. CONSTRUCTION WILL BE DONE IN STAGES TO MAINTAIN TRAFFIC DURING CONSTRUCTION.
9. ALL PROPOSED RAMPS AND CROSS STREETS ARE TYPE 10 UNLESS NOTED OTHERWISE.
10. ALL PROPOSED RAMPS AND CROSS STREETS ARE TYPE 10 UNLESS NOTED OTHERWISE.
11. ALL PROPOSED RAMPS AND CROSS STREETS ARE TYPE 10 UNLESS NOTED OTHERWISE.
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26. ALL PROPOSED RAMPS AND CROSS STREETS ARE TYPE 10 UNLESS NOTED OTHERWISE.
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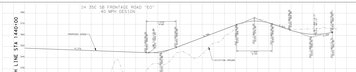
100. ALL PROPOSED RAMPS AND CROSS STREETS ARE TYPE 10 UNLESS NOTED OTHERWISE.

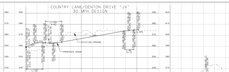
IH 35E SB FRONTAGE ROAD "ED"

40 MPH DESIGN



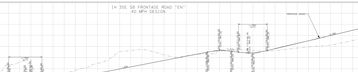
COUNTRY LANE/DENTON DRIVE "JA"

30 MPH DESIGN



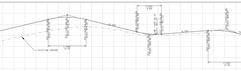
IH 35E SB FRONTAGE ROAD "EN"

40 MPH DESIGN



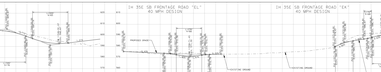
IH 35E SB FRONTAGE ROAD "EL"

40 MPH DESIGN



IH 35E SB FRONTAGE ROAD "EA"

40 MPH DESIGN



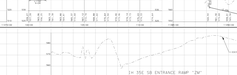
IH 35E SB ENTRANCE RAMP "ZD"

NO PROFILE, MAINLINE/FRONTAGE ROAD CONTROL

IH 35E SB ENTRANCE RAMP "ZN"

NO SHOW DESIGN

NO PROFILE, MAINLINE/FRONTAGE ROAD CONTROL



IH 35E SB EXIT RAMP "ZN"

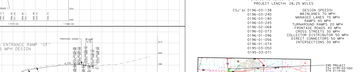
NO PROFILE, MAINLINE/FRONTAGE ROAD CONTROL

IH 35E SB ENTRANCE RAMP "ZP"

NO PROFILE, MAINLINE/FRONTAGE ROAD CONTROL

IH 35E SB ENTRANCE RAMP "CE"

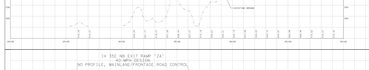
0% MPH DESIGN



IH 35E NB EXIT RAMP "ZA"

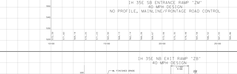
NO SHOW DESIGN

NO PROFILE, MAINLINE/FRONTAGE ROAD CONTROL



IH 35E NB EXIT RAMP "ZB"

40 MPH DESIGN



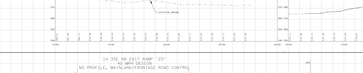
IH 35E NB ENTRANCE RAMP "ZC"

40 MPH DESIGN

IH 35E NB EXIT RAMP "ZD"

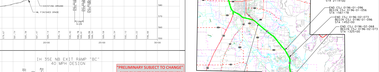
NO SHOW DESIGN

NO PROFILE, MAINLINE/FRONTAGE ROAD CONTROL



IH 35E NB EXIT RAMP "BC"

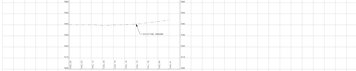
40 MPH DESIGN



PRELIMINARY SUBJECT TO CHANGE

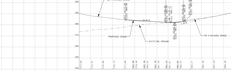
IH 35E NB FRONTAGE ROAD "FC"

40 MPH DESIGN



IH 35E NB FRONTAGE ROAD "FA"

40 MPH DESIGN

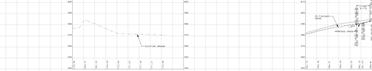


IH 35E NB FRONTAGE ROAD "FE"

40 MPH DESIGN

IH 35E NB FRONTAGE ROAD "FA"

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: SH 342

DALLAS & DENTON COUNTY

PROJECT HISTORY

PROJECT LENGTH: 28.05 MILES

CSJ's: 0196-03-138, 0196-03-140, 0196-03-141, 0196-03-245, 0196-03-246, 0196-03-372, 0196-03-396, 0196-03-397, 0196-03-574, 0195-03-050, 0196-03-577

DESIGN SPECIFICS: DESIGN SPEED: 60 MPH; MANAGED LANES: 3 PER DIR; MANAGED LANES TYP WIDTH: 14'; RAMPS: 40 MPH; TURNAROUNDS: 30 MPH; FRONTAGE ROADS: 40 MPH; COLLECTOR DISTRIBUTOR: 50 MPH; CROSSROADS: 40 MPH; INTERSECTIONS: 30 MPH

TABLE OF CONTENTS: TURNOVER SHEETS 2; PLAN/PROFILE 7-12; PROFILES 13-26; HORIZONTAL CONTROL 29-30

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

1/11/2013

ROLL 19 OF 30

PRELIMINARY SUBJECT TO CHANGE

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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: SH 342

DALLAS & DENTON COUNTY
CSJ: 0196-03-138, ETC.
PROJECT LENGTH: 28.09 MILES

CSJ's: 0196-03-138
0196-03-140
0196-03-141
0196-03-245
0196-03-246
0196-03-272
0196-01-096
0196-01-097
0196-01-274
0195-01-050
0196-04-077

DESIGN SPEED:
MAINLANES: 70 MPH
MANAGED LANES: 70 MPH
RAMPS: 40 MPH
TURNAROUNDS: 30 MPH
FRONTAGE ROADS: 40 MPH
COLLECTOR DISTRIBUTOR: 50 MPH
ALLEYS: 30 MPH
INTERSECTIONS: 30 MPH

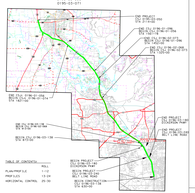

TABLE OF CONTENTS

	SHEET(S)
PLAN/PROFILE	1-12
PROFILES	13-24
HORIZONTAL CONTROL	25-30

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

1/11/2013

ROLL 22 OF 30

PRELIMINARY SUBJECT TO CHANGE
DESIGN DECISIONS REMAIN WITH FHWA
PUBLIC INPUT MAY CHANGE ALIGNMENT

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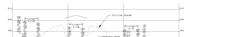
CORINTH PARKWAY "J1"
30 MPH DESIGN



POST OAK ROAD "J2"
30 MPH DESIGN

LEGEND

- EXISTING ROW
- PROPOSED ROW
- PROPOSED EXISTING BUILDING
- PROPOSED BUILDING WALL
- EXISTING BUILDING
- EXISTING WALL
- NUMBER OF LANES / TRAFFIC DIRECTION
- EXISTING RAMP
- PROPOSED RAMP

NOTES:

1. ALL LEVEL TRAVERSES WERE RUN AT LEAST SECOND ORDER CLASS II OR BETTER ACCORDING TO THE STANDARDS OF THE FEDERAL GEODETIC CONTROL COMMITTEE.
2. ALL HORIZONTAL CONTROL TRAVERSES WERE RUN TO FIRST ORDER ACCURACY OR BETTER ACCORDING TO THE STANDARDS OF THE FEDERAL GEODETIC CONTROL COMMITTEE. THE CONTROL WAS ESTABLISHED USING GPS EQUIPMENT AND TECHNIQUES THAT MEET OR EXCEED THE REQUIREMENTS FOR FIRST ORDER ACCURACY.
3. ALL BENCH MARKS ARE 1/2" REBARS WITH PLASTIC CAPS STAMPED "TXDOT" UNLESS OTHERWISE NOTED. ALL COORDINATES SHOWN ARE GRID VALUES BASED ON THE NAD 83 (2011) EPOCH 2010.00 HORIZONTAL DATUM AND THE NAVD 88 VERTICAL DATUM.
4. ALL DISTANCES SHOWN ARE SURFACE VALUES BASED ON A COMBINED SCALE FACTOR OF 1.00013 AND ARE REFERENCED TO GRID NORTH OF THE TEXAS COORDINATE SYSTEM OF 1983 (2011) EPOCH 2010.00, NORTH CENTRAL ZONE (4202).
5. BASIS(ES) FOR LAND AREA IS THE TEXAS COORDINATE SYSTEM OF 1983 (2011) EPOCH 2010.00, NORTH CENTRAL ZONE (4202).
6. CURVE AND TANGENT BEARINGS AND DISTANCES ARE TYPICAL AT LOCATIONS NOTED.
7. ALL DIMENSIONS ARE IN FEET AND DECIMALS THEREOF UNLESS OTHERWISE NOTED.
8. ALIGNMENTS AND PLANS OF ALL RAMPS TO BE FIELD BY CONVENTIONAL METHODS UNLESS OTHERWISE NOTED.
9. ALL CONTROL POINTS SHOWN ARE BEING USED AS CITY, TOWNSHIPS PLANE COORDINATES.
10. ALL CONTROL POINTS SHOWN ARE BEING USED AS U.S. SURVEY FEET.
11. ROAD CENTERLINES, RIGHTS-OF-WAY, AND PROPERTY LINES SHOWN ON THESE PLANS ARE BASED ON DEEDS, PLATS, AND OTHER RECORDS AVAILABLE AT THE TIME OF SURVEY. THE RIGHTS-OF-WAY AND PROPERTY LINES SHOWN ARE NOT THE RESULT OF A BOUNDARY SURVEY.
12. MONUMENTS MUST BE LOCATED IN THE FIELD AND TIES MUST BE MADE TO ALL PROPERTY CORNERS OR WITNESS CORNERS BEFORE ANY CONSTRUCTION OR DISTURBANCE OF THE MONUMENTS OCCURS. ANY MONUMENTS DISTURBED OR DESTROYED BEFORE THIS REQUIREMENT IS FULFILLED SHALL BE RESTORED BY A REGISTERED PROFESSIONAL LAND SURVEYOR AT THE EXPENSE OF THE PARTY RESPONSIBLE FOR THE DISTURBANCE OR DESTRUCTION. ALL MONUMENTS SHALL BE REFERENCED AND A RECORD FILED SUFFICIENT TO RESTORE THE MONUMENTS IF DISTURBED OR DESTROYED.
13. ALL PUBLIC LAND SURVEY SYSTEM CORNERS AND PROPERTY CORNERS THAT ARE DISTURBED DURING CONSTRUCTION SHALL BE RESTORED BY A REGISTERED PROFESSIONAL LAND SURVEYOR AT THE EXPENSE OF THE PARTY RESPONSIBLE FOR THE DISTURBANCE.

PRELIMINARY SUBJECT TO CHANGE
DESIGN DECISIONS REMAIN WITH FHWA
PUBLIC INPUT MAY CHANGE ALIGNMENT

IH 35E SB FRONTAGE ROAD "E1"
40 MPH DESIGN

IH 35E SB FRONTAGE ROAD "E4"
40 MPH DESIGN

IH 35E SB FRONTAGE ROAD "E1"
40 MPH DESIGN

IH 35E SB FRONTAGE ROAD "E2"
40 MPH DESIGN

IH 35E SB FRONTAGE ROAD "E3"
40 MPH DESIGN

IH 35E SB EXIT RAMP "D4"
40 MPH DESIGN

IH 35E SB EXIT RAMP "D1"
40 MPH DESIGN
NO PROFILE, MAINLINE/FRONTAGE ROAD CONTROL

IH 35E SB ENTRANCE RAMP "Z5"
40 MPH DESIGN

IH 35E SB EXIT RAMP "Z1"
40 MPH DESIGN
NO PROFILE, MAINLINE/FRONTAGE ROAD CONTROL

IH 35E SB ENTRANCE RAMP "Z4"
40 MPH DESIGN
NO PROFILE, MAINLINE/FRONTAGE ROAD CONTROL

IH 35E NB EXIT RAMP "B5"
40 MPH DESIGN

IH 35E NB EXIT RAMP "B2"
40 MPH DESIGN

IH 35E NB ENTRANCE RAMP "Z2"
40 MPH DESIGN

IH 35E NB ENTRANCE RAMP "Z6"
40 MPH DESIGN

PRELIMINARY SUBJECT TO CHANGE
DESIGN DECISIONS REMAIN WITH FHWA
PUBLIC INPUT MAY CHANGE ALIGNMENT

IH 35E NB FRONTAGE ROAD "F5"
40 MPH DESIGN

IH 35E NB FRONTAGE ROAD "F4"
40 MPH DESIGN

IH 35E NB FRONTAGE ROAD "F6"
40 MPH DESIGN

IH 35E NB FRONTAGE ROAD "F2"
40 MPH DESIGN

IH 35E NB FRONTAGE ROAD "F3"
40 MPH DESIGN

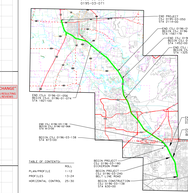
Texas Department of Transportation
DALLAS DISTRICT
DRAFT INTERIM SCHEMATIC
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

IH 35E
FROM: IH 635
TO: SH 342

DALLAS & DENTON COUNTY
CSJ: 0196-03-138, ETC.
PROJECT LENGTH: 28.09 MILES

CSJ's: 0196-03-138
0196-03-140
0196-03-141
0196-03-245
0196-03-246
0196-03-272
0196-01-096
0196-01-097
0196-01-274
0195-01-050
0196-04-077

DESIGN SPEED:
MAINLANES: 70 MPH
MANAGED LANES: 70 MPH
RAMPS: 40 MPH
TURNAROUNDS: 30 MPH
FRONTAGE ROADS: 40 MPH
COLLECTOR DISTRIBUTOR: 50 MPH
ALLEYS: 30 MPH
INTERSECTIONS: 30 MPH



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HORIZONTAL CONTROL	25-30

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

1/11/2013

ROLL 22 OF 30

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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: SH 348

DALLAS & DENTON COUNTY

CSJ: 0196-03-138, 0196-03-140, 0196-03-141, 0196-03-142, 0196-03-245, 0196-03-246, 0196-03-372, 0196-03-373, 0196-03-396, 0196-03-397, 0196-03-574, 0195-03-050, 0196-03-577

DESIGN SPEED(S):
MAINLANE: 70 MPH
MANAGED LANES: 70 MPH
RAMPS: 40 MPH
TURNAROUND: 30 MPH
FRONTAGE ROAD: 40 MPH
COLLECTOR DISTRIBUTOR: 50 MPH
ARTERIAL: 45 MPH
INTERSECTIONS: 30 MPH

PROJECT LENGTH: 28.05 MILES

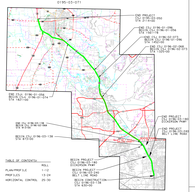


TABLE OF CONTENTS

PLAN/PROFILE	1-12
PROFILES	13-28
HORIZONTAL CONTROL	29-30

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

1/17/2013

ROLL 21 OF 30

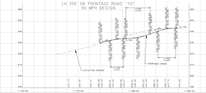
PRELIMINARY SUBJECT TO CHANGE
BASED ON CURRENT ENGINEERING ANALYSIS
PUBLIC HEARING MAPS WILL FOLLOW ALIGNMENT

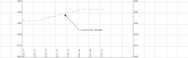
LEGEND

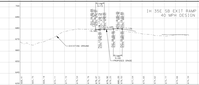
- GENERAL PURPOSE LANES FULL RECONSTRUCTION
- GENERAL PURPOSE LANES OVERLAY
- MANAGED LANES
- FRONTAGE ROAD/ONE WAYS
- RAMPS/DIRECT CONNECTORS
- EXISTING STRUCTURES
- TOLLED LANES
- EXISTING ROW
- PROPOSED ROW
- PROPOSED CENTER OF ROADWAY
- PROPOSED BUILDING WALL
- EXISTING BUILDING
- CENTER OF LANES
- EXISTING CENTERLINE
- NUMBER OF LANES / TRAFFIC DIRECTION
- PROPOSED BRIDGE
- PROPOSED RAMP

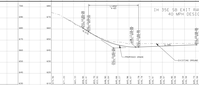
NOTES:

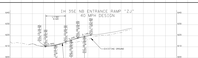
1. ALL LANE TAPERS WERE DETERMINED USING GUIDANCE IN THE MOST RECENT VERSION OF THE TXDOT ROADWAY DESIGN MANUAL.
2. ALL LANE WIDTHS SHOWN ARE 12' UNLESS OTHERWISE NOTED. ALL SHOULDER WIDTHS SHOWN ARE 10' UNLESS OTHERWISE NOTED. ALL SHOULDER WIDTHS SHOWN ARE MEASURED FROM THE EDGE OF THE OUTSIDE LANE TO THE FACE OF THE CURB OR BARRIER.
3. ALL RAMP WIDTHS SHOWN ARE ONE LANE WITH A 4' INSIDE SHOULDER AND A 10' OUTSIDE SHOULDER UNLESS OTHERWISE NOTED.
4. ALL FRONTAGE ROAD WIDTHS SHOWN ARE TWO 12' LANES WITH A 4' INSIDE SHOULDER AND A 10' OUTSIDE SHOULDER UNLESS OTHERWISE NOTED.
5. ALL MANAGED LANES WIDTHS SHOWN ARE TWO 12' LANES WITH A 4' INSIDE SHOULDER AND A 10' OUTSIDE SHOULDER UNLESS OTHERWISE NOTED. THE MANAGED LANES WILL BE SEPARATED FROM THE GENERAL PURPOSE LANES BY A BARRIER SEPARATION. THE BARRIER SEPARATION WILL BE 2' WIDE WHERE NO BARRIER IS PRESENT AND 4' WIDE WHERE BARRIER IS PRESENT. THE BARRIER SEPARATION WILL BE 2' WIDE WHERE NO BARRIER IS PRESENT AND 4' WIDE WHERE BARRIER IS PRESENT.
6. BICYCLE FACILITIES WILL BE PROVIDED ALONG FRONTAGE ROADS.
7. SIDEWALKS WILL BE PROVIDED ALONG FRONTAGE ROADS AND CROSS STREETS.
8. LANE ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE 'C' UNLESS NOTED OTHERWISE.
9. CONSTRUCTION LIMITS OF 1.0' ARE TO BE THE SAME AS MAINLANE PAVEMENT WIDTHS UNLESS OTHERWISE NOTED.
10. ALL RAMP CONNECTIONS ARE TO BE MADE AS CLOSE TO PERPENDICULAR AS POSSIBLE.
11. ALL RAMP CONNECTIONS ARE TO BE MADE AS CLOSE TO PERPENDICULAR AS POSSIBLE.
12. RAMP METERING LOCATIONS SHOWN ARE PRELIMINARY. RAMP METERING LOCATIONS WILL BE DETERMINED DURING THE DESIGN PHASE OF THE PROJECT. RAMP METERING LOCATIONS WILL BE DETERMINED BY THE TRANSPORTATION MANAGEMENT PLAN (TMP) AND THE RAMP METERING PLAN.
13. MANAGED LANES ARE PLANNED TO BE CONTINUOUS FOR THE ENTIRE LENGTH OF THE PROJECT. THE MANAGED LANES WILL BE OPERATED AS A TOLLED FACILITY. THE MANAGED LANES WILL BE SEPARATED FROM THE GENERAL PURPOSE LANES BY A BARRIER SEPARATION. THE MANAGED LANES WILL BE OPERATED AS A TOLLED FACILITY. THE MANAGED LANES WILL BE SEPARATED FROM THE GENERAL PURPOSE LANES BY A BARRIER SEPARATION. THE MANAGED LANES WILL BE OPERATED AS A TOLLED FACILITY. THE MANAGED LANES WILL BE SEPARATED FROM THE GENERAL PURPOSE LANES BY A BARRIER SEPARATION.
14. ALL RAMPS IN MANAGED LANES WILL BE DESIGNED FOR AT LEAST TWO LANES. THE TOLLING SYSTEM WILL BE DESIGNED TO ACCOMMODATE TWO TOLL TRANSACTIONS.
15. ALL RAMPS IN MANAGED LANES WILL BE DESIGNED FOR AT LEAST TWO LANES. THE TOLLING SYSTEM WILL BE DESIGNED TO ACCOMMODATE TWO TOLL TRANSACTIONS.

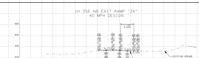


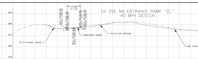


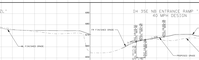


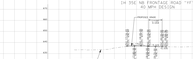












PRELIMINARY SUBJECT TO CHANGE
BASED ON CURRENT ENGINEERING ANALYSIS
PUBLIC HEARING MAPS WILL FOLLOW ALIGNMENT

Texas Department of Transportation

DALLAS DISTRICT

DRAFT INTERIM SCHEMATIC

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

IH 35E

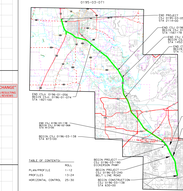
FROM: IH 635
TO: SH 348

DALLAS & DENTON COUNTY

CSJ: 0196-03-138, 0196-03-140, 0196-03-141, 0196-03-142, 0196-03-245, 0196-03-246, 0196-03-372, 0196-03-373, 0196-03-396, 0196-03-397, 0196-03-574, 0195-03-050, 0196-03-577

DESIGN SPEED(S):
MAINLANE: 70 MPH
MANAGED LANES: 70 MPH
RAMPS: 40 MPH
TURNAROUND: 30 MPH
FRONTAGE ROAD: 40 MPH
COLLECTOR DISTRIBUTOR: 50 MPH
ARTERIAL: 45 MPH
INTERSECTIONS: 30 MPH

PROJECT LENGTH: 28.05 MILES



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

1/17/2013

ROLL 21 OF 30

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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

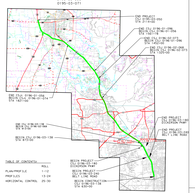
TO: SH 348

DALLAS & DENTON COUNTY

CSJ: 0196-03-138, 0196-03-140, 0196-03-141, 0196-03-143, 0196-03-145, 0196-03-146, 0196-02-072, 0196-01-096, 0196-01-097, 0196-01-074, 0195-01-050, 0196-02-071

PROJECT LENGTH: 28.09 MILES

DESIGN SPEED:
MAINLANES: 70 MPH
MANAGED LANES: 70 MPH
RAMPS: 40 MPH
TURNAROUNDS: 30 MPH
FRONTAGE ROADS: 40 MPH
COLLECTOR DISTRIBUTOR: 50 MPH
CROSSROADS: 40 MPH
INTERSECTIONS: 30 MPH



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

1/17/2013

ROLL 22 OF 30

PRELIMINARY PLANS NOT
APPROVED FOR CONSTRUCTION
RIGHT-OF-WAY OR
UTILITY ADJUSTMENT

JAMES DARRELL CRAIG
103747
LICENSED PROFESSIONAL ENGINEER

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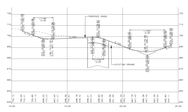
N TEXAS BOULEVARD "AE"
50 MPH DESIGN


EXISTING GROUND
PROPOSED GRADE
EXISTING GROUND
PROPOSED GRADE
EXISTING GROUND
PROPOSED GRADE

Texas Department of Transportation

DALLAS DISTRICT

DRAFT INTERIM SCHEMATIC

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

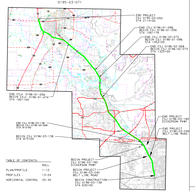
IH 35E

FROM IH 635
TO IH 380

DALLAS & DENTON COUNTY

CSJ: 0196-03-138, ETC.
PROJECT LENGTH: 26.05 MILES

CSJ	DESIGN SPEED
0196-03-138	MANAINGLANES: 70 MPH
0196-03-140	MANAINGLANES TO NB/SB: 50 MPH
0196-03-245	RAMPS: 40 MPH
0196-03-246	TURNAROUND: 30 MPH
0196-03-372	FRONTAGE ROADS: 40 MPH
0196-03-373	COLLECTOR DISTRIBUTOR: 50 MPH
0196-03-396	COLLECTOR DISTRIBUTOR TO MPH
0196-03-397	INTERSECTIONS: 30 MPH
0196-03-374	INTERSECTIONS: 30 MPH
0195-03-050	
0196-04-071	


IH 635
SEE PROJECT
CSJ: 0196-03-050
SEE CSJ 0196-03-050 FOR
IH 635 LANE ADDITION
SEE CSJ 0196-03-050 FOR
IH 635 LANE ADDITION
SEE CSJ 0196-03-138 FOR
IH 35E

Texas Department of Transportation

DALLAS DISTRICT

DRAFT INTERIM SCHEMATIC

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

IH 35E

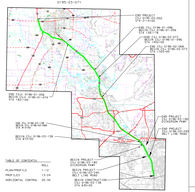
FROM: IH 635
TO: SH 348

DALLAS & DENTON COUNTY

PROJECT LENGTH: 16.05 MILES

CSJ's: 0196-03-138
0196-03-140
0196-03-141
0196-03-245
0196-03-246
0196-03-372
0196-03-396
0196-03-397
0196-03-574
0196-03-050
0196-03-077

DESIGN SPEEDS:
FUTURE MANAGED LANES: 70 MPH
MANAGED LANES: 70 MPH
RAMPS: 50 MPH
FUTURE MAINLANES: 60 MPH
MAINLANES: 60 MPH
FRONTAGE ROADS: 40 MPH
COLLECTOR DISTRIBUTOR: 50 MPH
LOCAL ROADS: 30 MPH
INTERSECTIONS: 30 MPH



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SCALES:
HORIZONTAL 1" = 2000'
VERTICAL 1" = 20'

1/11/2013

ROLL 24 OF 30

PRELIMINARY SUBJECT TO CHANGE
REVIEW AND APPROVED FOR SCHEMATIC DEVELOPMENT PURPOSES ONLY
PUBLIC HEARING MAPS AND EXHIBITS ONLY

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PRELIMINARY SUBJECT TO CHANGE
REVIEW AND APPROVED FOR SCHEMATIC DEVELOPMENT PURPOSES ONLY
PUBLIC HEARING MAPS AND EXHIBITS ONLY

LEGEND

- GENERAL PURPOSE LANES FULL RECONSTRUCTION
- GENERAL PURPOSE LANES OVERLAY
- MANAGED LANES
- FRONTAGE ROAD/CROSS STREETS
- RAMPS/DIRECT CONNECTORS
- EXISTING STRUCTURES
- TOLLED LANES
- EXISTING R.O.W.
- PROPOSED R.O.W.
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING BUILDINGS
- PROPOSED BUILDINGS TO BE DEMOLISHED
- CONTROL OF ACCESS
- NUMBER OF LANES / TRAFFIC DIRECTION
- EXISTING SIGNALS
- PROPOSED SIGNALS

NOTES:

1. ALL LANE TRANSITIONS WITHIN THE LIMITS OF PROPOSED PAVEMENT REPAIR SHALL BE TAPERED.
2. ALL EXISTING PAVEMENT MARKINGS SHALL BE REMOVED AND REPLACED AS PART OF THIS PROJECT. ALL PAVEMENT MARKINGS SHALL BE REMOVED AND REPLACED AS PART OF THIS PROJECT. ALL PAVEMENT MARKINGS SHALL BE REMOVED AND REPLACED AS PART OF THIS PROJECT. ALL PAVEMENT MARKINGS SHALL BE REMOVED AND REPLACED AS PART OF THIS PROJECT.
3. ALL LANE WIDTHS SHOWN ARE FOR THE MAIN LANES UNLESS OTHERWISE NOTED. ALL RAMP LANES SHALL BE 12' WIDE UNLESS OTHERWISE NOTED. ALL SHOULDER WIDTHS SHOWN ARE FOR THE MAIN LANES UNLESS OTHERWISE NOTED.
4. ALL PROPOSED RAMPS AND CROSS STREETS ARE TYPE 10 UNLESS NOTED OTHERWISE.
5. ALL PROPOSED ROADS AND CROSS STREETS ARE TYPE 10 UNLESS NOTED OTHERWISE.
6. CONSTRUCTION WILL BE DONE IN STAGES TO THE EXTENT OF ONE-WAY TRAFFIC OPERATIONS.
7. ALL EXISTING STREET CURBS ARE BEING RECONSTRUCTED AS PART OF THIS PROJECT.
8. ALL EXISTING STREET CURBS ARE BEING RECONSTRUCTED AS PART OF THIS PROJECT.
9. ROAD APPROACH GRADES ARE BEING RECONSTRUCTED AS PART OF THIS PROJECT. ALL ROAD APPROACH GRADES ARE BEING RECONSTRUCTED AS PART OF THIS PROJECT. ALL ROAD APPROACH GRADES ARE BEING RECONSTRUCTED AS PART OF THIS PROJECT. ALL ROAD APPROACH GRADES ARE BEING RECONSTRUCTED AS PART OF THIS PROJECT.
10. PAVEMENT REPAIR WILL BE DONE AS NECESSARY AS PART OF THIS PROJECT. ALL PAVEMENT REPAIR WILL BE DONE AS NECESSARY AS PART OF THIS PROJECT. ALL PAVEMENT REPAIR WILL BE DONE AS NECESSARY AS PART OF THIS PROJECT. ALL PAVEMENT REPAIR WILL BE DONE AS NECESSARY AS PART OF THIS PROJECT.
11. ALL EXISTING SIGNALS, LIGHTING, AND SIGNS WITHIN THE LIMITS OF CONSTRUCTION WILL BE REMOVED AND REPLACED AS PART OF THIS PROJECT. ALL EXISTING SIGNALS, LIGHTING, AND SIGNS WITHIN THE LIMITS OF CONSTRUCTION WILL BE REMOVED AND REPLACED AS PART OF THIS PROJECT. ALL EXISTING SIGNALS, LIGHTING, AND SIGNS WITHIN THE LIMITS OF CONSTRUCTION WILL BE REMOVED AND REPLACED AS PART OF THIS PROJECT. ALL EXISTING SIGNALS, LIGHTING, AND SIGNS WITHIN THE LIMITS OF CONSTRUCTION WILL BE REMOVED AND REPLACED AS PART OF THIS PROJECT.
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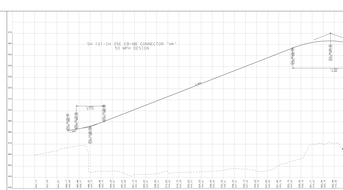
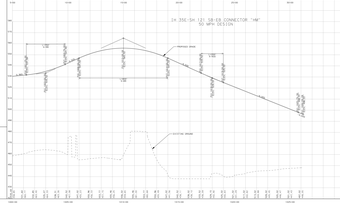
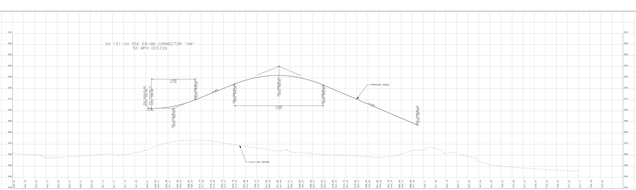
SH 121-IH 35E EB-NB CONNECTOR "HA"
50 MPH DESIGN



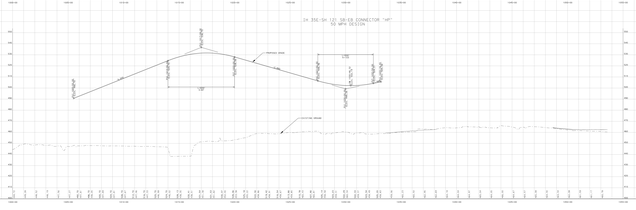
IH 35E-SH 121 SB-EB CONNECTOR "HB"
50 MPH DESIGN



SH 121-IH 35E EB-NB CONNECTOR "HA"
50 MPH DESIGN



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



Texas Department of Transportation

DALLAS DISTRICT

DRAFT INTERIM SCHEMATIC

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

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FROM: IH 635
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DALLAS & DENTON COUNTY

PROJECT LENGTH: 16.05 MILES

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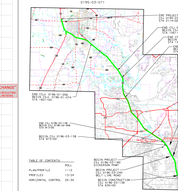
0196-03-372
0196-03-396
0196-03-397
0196-03-574
0196-03-050
0196-03-077

DESIGN SPEEDS:
FUTURE MANAGED LANES: 70 MPH
MANAGED LANES: 70 MPH
RAMPS: 50 MPH
FUTURE MAINLANES: 60 MPH
MAINLANES: 60 MPH
FRONTAGE ROADS: 40 MPH
COLLECTOR DISTRIBUTOR: 50 MPH
LOCAL ROADS: 30 MPH
INTERSECTIONS: 30 MPH



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HORIZONTAL 1" = 2000'
VERTICAL 1" = 20'

1/11/2013

ROLL 24 OF 30

PRELIMINARY SUBJECT TO CHANGE
REVIEW AND APPROVED FOR SCHEMATIC DEVELOPMENT PURPOSES ONLY
PUBLIC HEARING MAPS AND EXHIBITS ONLY

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