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

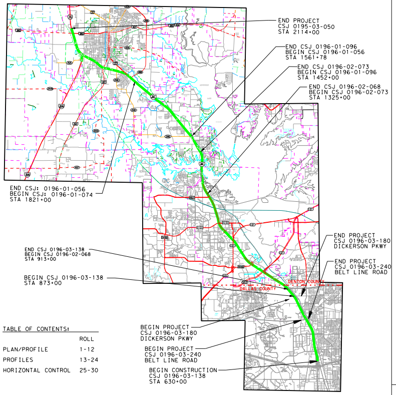
END PROJECT
CSJ 0195-03-050
STA 2114+00
END CSJ 0196-01-096
BEGIN CSJ 0196-01-056
STA 1561+78
END CSJ 0196-02-073
BEGIN CSJ 0196-01-096
STA 1452+00
END CSJ 0196-02-068
BEGIN CSJ 0196-02-073
STA 1325+00
END CSJ: 0196-01-056
BEGIN CSJ: 0196-01-074
STA 1821+00
END PROJECT
CSJ 0196-03-180
DICKERSON PKWY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

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:

NAME	P.E. NUMBER
SHAWN BRENT STOVER	109251

1/11/2013
DATE

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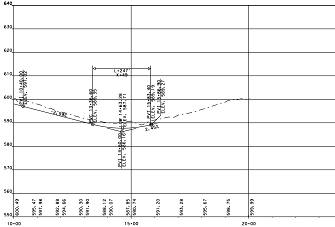
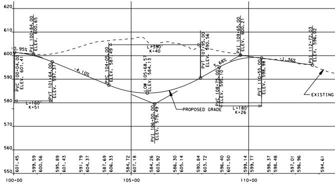
Plotted on:10:19:27 AM

TURBEVILLE ROAD ACCESS ROAD "KS"
30 MPH DESIGN



TURBEVILLE ROAD "JW"
30 MPH DESIGN



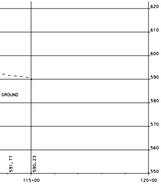
LEGEND:

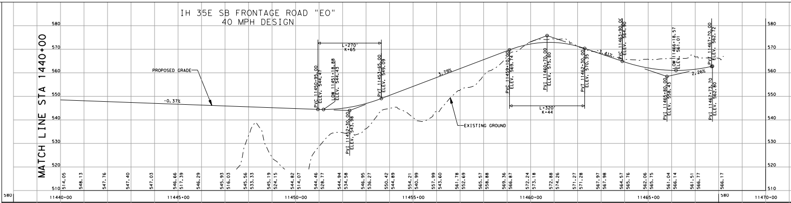
🟨	GENERAL PURPOSE LANES FULL RECONSTRUCTION
▭	REHABILITATE EXISTING PAVEMENT
🟥	MANAGED LANES
🟩	FRONTAGE ROADS/CROSS STREETS
🟪	COLLECTOR DISTRIBUTOR
▭	RAMPS/DIRECT CONNECTORS
🟧	BRIDGES
🟦	SHARED USE PATH
- · —	EXISTING ROW
- · —	PROPOSED ROW
— · ·	PROPOSED CENTERLINE/BASELINE
- - -	PROPOSED RETAINING WALL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

NOTES:

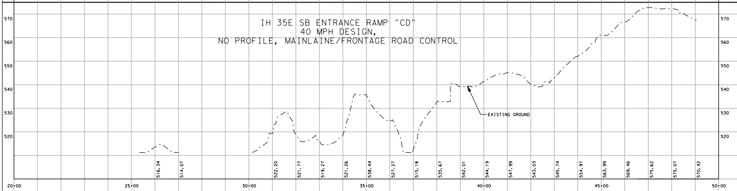
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED FEBRUARY 9, 2006 AND RECORD PLANS.
2. THE PROPOSED LOCATIONS OF THE ADA RAMPS AND SIDEWALKS INDICATED ON THIS PLAN ARE PRELIMINARY. THE EXACT LOCATIONS OF THESE SIDEWALKS WILL BE DETERMINED DURING THE PS&E DESIGN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

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

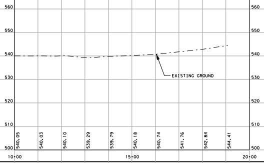



IH 35E SB FRONTAGE ROAD "EO"
40 MPH DESIGN

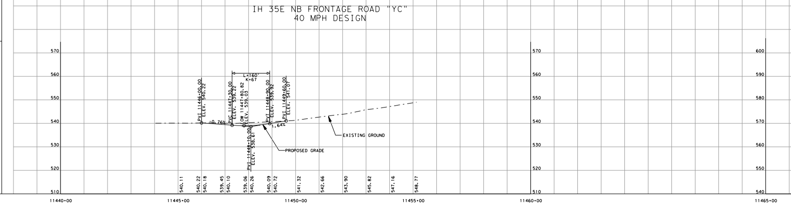
MATCH LINE STA 1440+00
PROPOSED GRADE
-0.37%
L=270'
K=65
PVC 11450+95.00
ELEV. 544.47
LOW 11451+18.88
ELEV. 544.43
PVI 11452+30.00
ELEV. 543.98
PVT 11453+65.00
ELEV. 549.09
3.79%
EXISTING GROUND
PVC 11459+10.00
ELEV. 569.74
PVI 11460+70.00
ELEV. 575.80
PVT 11462+30.00
ELEV. 570.35
L=320'
K=44
-3.41%
PVC 11463+90.00
ELEV. 564.90
PVI 11465+80.00
ELEV. 558.43
LOW 11466+18.57
ELEV. 561.01
2.26%
PVI 11467+70.00
ELEV. 562.72
PVI 11467+73.70
ELEV. 562.80
580
570
560
550
540
530
520
510
514.05
548.13
547.76
547.40
547.03
546.66
517.39
546.29
545.93
516.03
545.56
533.33
545.19
524.15
544.82
514.07
544.46
528.77
544.94
534.58
546.95
536.27
550.42
544.89
554.21
540.99
557.99
543.60
561.78
552.69
565.57
558.88
569.36
566.87
572.24
573.18
572.88
574.26
571.27
571.28
567.97
567.98
564.57
565.76
562.06
565.75
561.04
566.14
561.51
566.77
566.17
11440+00
11445+00
11450+00
11455+00
11460+00
11465+00
11470+00


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

EXISTING GROUND
580
570
560
550
540
530
520
516.34
514.07
522.20
521.77
519.27
521.26
538.44
527.27
515.18
535.67
542.01
544.19
547.99
543.03
545.74
554.97
563.99
569.46
575.62
575.07
570.42
20+00
25+00
30+00
35+00
40+00
45+00
50+00


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

EXISTING GROUND
560
550
540
530
520
510
500
540.05
540.03
540.10
539.29
539.79
540.18
540.74
541.76
542.84
544.41
10+00
15+00
20+00


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

L=160'
K=67
PVI 11446+00.00
ELEV. 540.22
-0.76%
PVC 11447+30.00
ELEV. 539.22
LOW 11447+80.82
ELEV. 539.03
PVI 11448+10.00
ELEV. 538.61
PVT 11448+90.00
ELEV. 539.92
PVI 11449+60.00
ELEV. 541.07
1.64%
EXISTING GROUND
PROPOSED GRADE
570
560
550
540
530
520
510
600
590
580
570
560
550
540
540.11
540.22
540.18
539.45
540.10
539.06
540.26
540.09
540.72
541.32
542.66
543.90
545.82
547.16
548.77
11440+00
11445+00
11450+00
11455+00
11460+00
11465+00

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

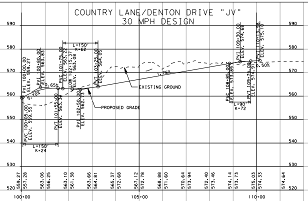
9. PROPOSED CROSS STREET SECTIONS ARE BASED ON CITY THOROUGHFARE PLANS.

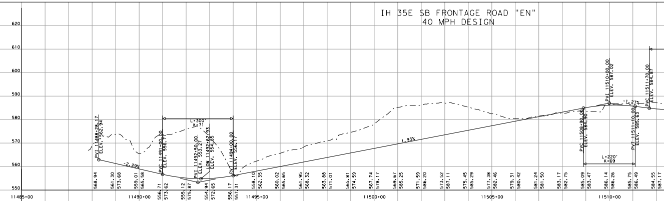
10. TYPICAL CROSS STREET TURNOUT RADIUS EQUALS 75' TYPICAL, 50' MIN. UNLESS NOTED OTHERWISE.

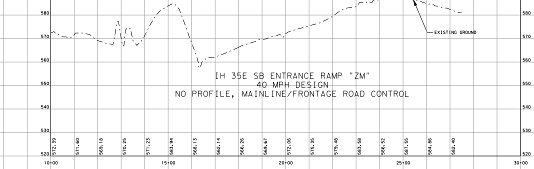
11. RAMP HORIZONTAL CURVATURE BETWEEN PHYSICAL GORES IS SHOWN IN TABLE. TYPICAL FRONTAGE ROAD GORES UTILIZE A MINIMUM 3000' RADIUS. TYPICAL MAINLANE GORES UTILIZE A MINIMUM RADIUS OF 3000'. VARIATIONS FROM TYPICAL RADIUS' ARE NECESSARY IN LOCATIONS WITH OPERATIONAL WEAVING CONSTRAINTS OR WHEN THE RAMP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

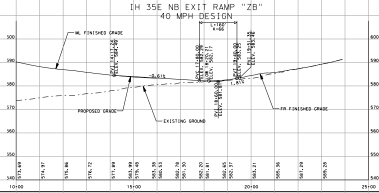
12. PROPOSED CULVERT SIZES SHOWN IN THE SCHEMATIC ARE SIZED BASED ON PRELIMINARY DRAINAGE ANALYSIS OF UPSTREAM DRAINAGE AREAS. A DETAILED DRAINAGE STUDY WILL BE PERFORMED PRIOR TO CONSTRUCTION TO FINALIZE THE PROPOSED CULVERT SIZES AND DESIGN. COORDINATION BETWEEN TXDOT, LOCAL GOVERNMENTS, AND ADJACENT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

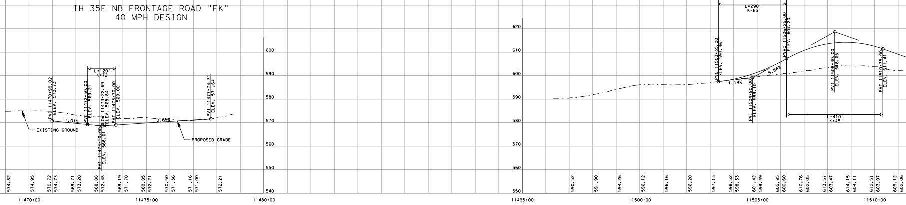
13. RAILROAD ALIGNMENTS AND PROFILES ARE SHOWN FOR REFERENCE ONLY IN DEVELOPING ROADWAY PROFILES. FINAL ALIGNMENTS AND PROFILES WILL BE DEVELOPED THROUGH COORDINATION WITH THE RAILROADS, TXDOT AND THE LOCAL GOVERNMENTS.

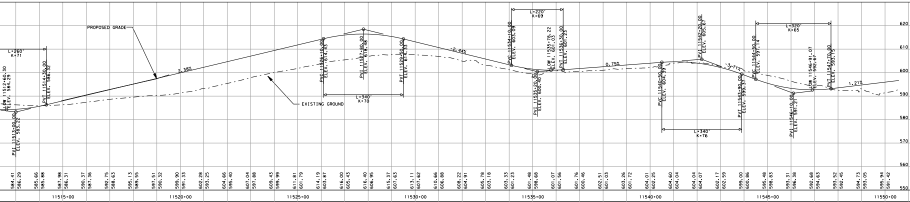

COUNTRY LANE/DENTON DRIVE "JV"
30 MPH DESIGN
PVC 100+05.00
ELEV. 559.55
PVI 100+00.00
ELEV. 559.27
PVI 100+80.00
ELEV. 563.83
L=150'
K=24
0.65%
PVI 101+55.00
ELEV. 563.34
PVC 101+75.00
ELEV. 563.22
LOW 102+15.37
ELEV. 563.08
L=150'
K=62
PVI 102+50.00
ELEV. 562.73
PVT 103+25.00
ELEV. 564.05
PROPOSED GRADE
EXISTING GROUND
1.76%
PVC 108+85.00
ELEV. 573.89
L=90'
K=72
PVI 109+30.00
ELEV. 574.68
PVT 109+75.00
ELEV. 574.91
PVI 110+13.38
ELEV. 575.10
0.50%
100+00
105+00
110+00


IH 35E SB FRONTAGE ROAD "EN"
40 MPH DESIGN
PVI 11488+28.17
ELEV. 562.94
-2.29%
PVC 11491+00.00
ELEV. 556.71
L=300'
K=71
PVI 11492+50.00
ELEV. 553.27
LOW 11492+62.93
ELEV. 554.65
PVT 11494+00.00
ELEV. 556.17
1.93%
PVC 11508+90.00
ELEV. 584.90
L=220'
K=69
PVI 11510+00.00
ELEV. 587.02
-1.27%
PVT 11511+10.00
ELEV. 585.63
PVC 11511+70.00
ELEV. 584.87
11485+00
11490+00
11495+00
11500+00
11505+00
11510+00

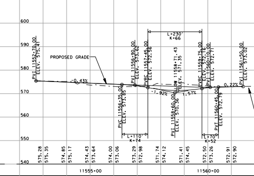

IH 35E SB ENTRANCE RAMP "ZM"
40 MPH DESIGN
NO PROFILE, MAINLINE/FRONTAGE ROAD CONTROL
EXISTING GROUND
10+00
15+00
20+00
25+00
30+00


IH 35E NB EXIT RAMP "ZB"
40 MPH DESIGN
ML FINISHED GRADE
PVI 14+17.24
ELEV. 584.49
-0.61%
PVC 17+80.00
ELEV. 582.29
LOW 18+20.21
ELEV. 582.17
L=160'
K=66
PVI 18+60.00
ELEV. 581.81
PVT 19+40.00
ELEV. 583.25
PVI 19+61.35
ELEV. 583.46
1.81%
PROPOSED GRADE
EXISTING GROUND
FR FINISHED GRADE
10+00
15+00
20+00
25+00

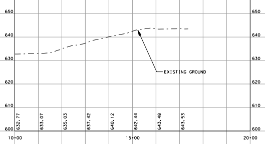

IH 35E NB FRONTAGE ROAD "FK"
40 MPH DESIGN
PVI 11470+99.02
ELEV. 570.73
-1.01%
PVC 11472+50.00
ELEV. 569.21
L=120'
K=72
PVI 11473+10.00
ELEV. 568.61
LOW 11473+22.69
ELEV. 568.84
PVT 11473+70.00
ELEV. 569.00
0.65%
PVI 11477+74.31
ELEV. 571.64
EXISTING GROUND
PROPOSED GRADE
L=290'
K=65
PVC 11503+35.00
ELEV. 597.46
1.14%
PVI 11504+80.00
ELEV. 599.10
5.58%
PVRC 11506+25.00
ELEV. 607.20
PVI 11508+30.00
ELEV. 618.65
L=410'
K=45
PVT 11510+35.00
ELEV. 611.41
11470+00
11475+00
11480+00
11495+00
11500+00
11505+00
11510+00


PROPOSED GRADE
EXISTING GROUND
L=260' K=71
PVI 11513+00.00 ELEV. 583.22
PVT 11514+30.00 ELEV. 586.32
2.38%
PVC 11526+10.00 ELEV. 614.43
PVI 11527+80.00 ELEV. 618.48
PVT 11529+50.00 ELEV. 614.33
L=340' K=70
-2.44%
L=220' K=69
PVC 11534+10.00 ELEV. 603.09
PVI 11535+20.00 ELEV. 600.40
LOW 11535+78.22 ELEV. 601.03
PVT 11536+30.00 ELEV. 601.23
0.75%
PVC 11540+50.00 ELEV. 604.39
PVI 11542+20.00 ELEV. 605.67
-3.71%
PVT 11543+90.00 ELEV. 599.37
L=340' K=76
L=320' K=65
PVC 11544+50.00 ELEV. 597.14
PVI 11546+10.00 ELEV. 591.21
LOW 11546+91.07 ELEV. 592.67
PVT 11547+70.00 ELEV. 593.15
1.21%
620
610
600
590
580
570
560
550
11515+00
11520+00
11525+00
11530+00
11535+00
11540+00
11545+00
11550+00

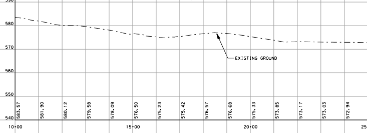
IH 35E SB FRONTAGE ROAD "EL"
40 MPH DESIGN


PROPOSED GRADE
PVI 11552+70.00 ELEV. 575.41
-0.43%
PVC 11556+35.00 ELEV. 573.85
PVI 11556+90.00 ELEV. 573.62
PVRC 11557+45.00 ELEV. 572.56
L=110' K=74
L=230' K=66
-1.92%
PVI 11558+60.00 ELEV. 570.36
LOW 11558+71.43 ELEV. 571.35
1.57%
PVRC 11559+75.00
PVI 11560+45.00 ELEV. 572.79
L=70' K=52
0.22%
PVI 11561+50.00 ELEV. 573.02
610
600
590
580
570
560
550
540
11555+00
11560+00

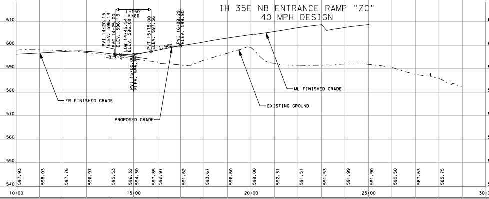
IH 35E SB EXIT RAMP "ZN"
40 MPH DESIGN
NO PROFILE, MAINLINE/FRONTAGE ROAD CONTROL


EXISTING GROUND
650
640
630
620
610
600
632.77
633.07
635.03
637.42
640.12
642.44
643.48
643.53
10+00
15+00
20+00

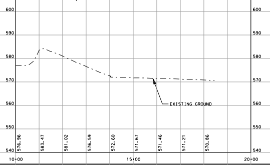
IH 35E SB ENTRANCE RAMP "ZP"
40 MPH DESIGN
NO PROFILE, MAINLINE/FRONTAGE ROAD CONTROL


EXISTING GROUND
590
580
570
560
550
540
583.57
581.90
580.12
579.58
578.09
576.50
575.23
575.42
576.57
576.68
575.33
573.85
573.17
573.03
572.94
10+00
15+00
20+00

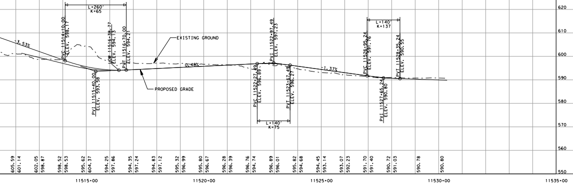
IH 35E NB ENTRANCE RAMP "ZC"
40 MPH DESIGN


PVI 14+50.15 ELEV. 596.14
PVC 14+25.00 ELEV. 596.13
LOW 14+45.64 ELEV. 596.09
L=150' K=66
PVT 15+75.00 ELEV. 597.36
PVI 16+99.29 ELEV. 599.80
PVI 15+00.00 ELEV. 595.89
-0.31%
1.96%
FR FINISHED GRADE
PROPOSED GRADE
EXISTING GROUND
ML FINISHED GRADE
610
600
590
580
570
560
550
540
10+00
15+00
20+00
25+00
30+00

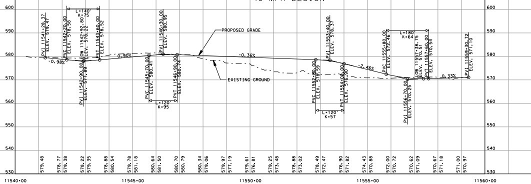
IH 35E NB EXIT RAMP "ZD"
40 MPH DESIGN
NO PROFILE, MAINLANE/FRONTAGE ROAD CONTROL

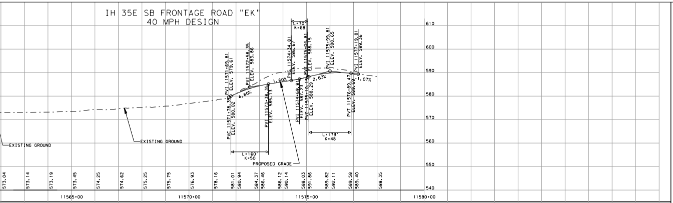

EXISTING GROUND
600
590
580
570
560
550
540
576.96
583.47
581.02
576.59
572.60
571.67
571.46
571.21
570.86
10+00
15+00
20+00

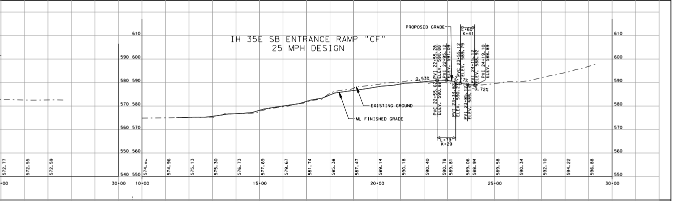
IH 35E NB FRONTAGE ROAD "FI"
40 MPH DESIGN

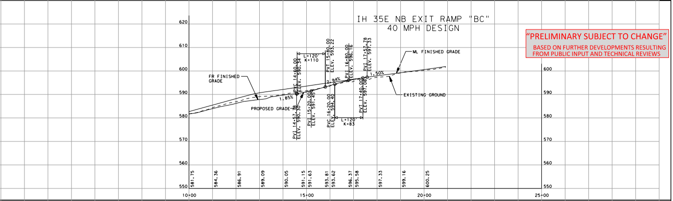

-3.53%
L=260' K=65
PVC 11514+10.00 ELEV. 598.17
PVI 11515+40.00 ELEV. 593.58
LOW 11516+38.27 ELEV. 594.13
PVT 11516+70.00 ELEV. 594.21
EXISTING GROUND
PROPOSED GRADE
0.48%
PVC 11522+27.49 ELEV. 596.89
PVI 11522+97.49 ELEV. 597.23
PVT 11523+67.49 ELEV. 596.27
L=140' K=75
-1.37%
L=140' K=137
PVC 11526+95.24 ELEV. 591.76
PVI 11527+65.24 ELEV. 590.80
PVT 11528+35.24 ELEV. 590.55
620
610
600
590
580
570
560
550
11515+00
11520+00
11525+00
11530+00
11535+00

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


PVI 11541+28.37 ELEV. 579.47
-0.98%
PVC 11542+20.00 ELEV. 578.58
L=140' K=75
PVI 11542+90.00 ELEV. 577.89
LOW 11542+92.80 ELEV. 578.22
PVT 11543+60.00 ELEV. 578.52
0.90%
PVC 11545+70.00 ELEV. 580.41
PVI 11546+30.00 ELEV. 580.95
PVT 11546+90.00 ELEV. 580.74
L=120' K=95
PROPOSED GRADE
-0.36%
EXISTING GROUND
PVC 11552+80.00 ELEV. 578.59
PVI 11553+40.00 ELEV. 578.37
PVT 11554+00.00 ELEV. 576.90
L=120' K=57
-2.46%
PVC 11555+80.00 ELEV. 572.46
L=180' K=64
PVI 11556+70.00 ELEV. 570.25
LOW 11557+38.75 ELEV. 570.51
PVT 11557+60.00 ELEV. 570.54
0.33%
PVI 11559+30.72 ELEV. 571.10
610
600
590
580
570
560
550
540
530
11540+00
11545+00
11550+00
11555+00
11560+00


IH 35E SB FRONTAGE ROAD "EK"
40 MPH DESIGN
610
600
590
580
570
560
550
540
EXISTING GROUND
EXISTING GROUND
PROPOSED GRADE
PVC 11571+78.35
ELEV. 580.02
PVI 11571+69.81
ELEV. 579.61
PVI 11572+58.35
ELEV. 583.86
PVT 11573+38.35
ELEV. 585.13
PVG 11574+34.81
ELEV. 586.67
PVI 11574+69.81
ELEV. 587.23
PVC 11575+10.15
ELEV. 588.29
PVI 11575+04.81
ELEV. 588.15
PVI 11575+99.81
ELEV. 590.65
PVT 11576+89.47
ELEV. 589.69
PVI 11577+19.81
ELEV. 589.36
4.80%
1.60%
2.63%
-1.07%
L=160'
K=50
L=70'
K=68
L=179'
K=48
573.04
573.14
573.19
573.45
574.25
574.62
575.25
575.75
576.93
578.16
581.01
580.94
584.37
586.46
586.12
590.14
588.03
591.86
589.82
592.11
589.58
589.40
588.35
11565+00
11570+00
11575+00
11580+00


IH 35E SB ENTRANCE RAMP "CF"
25 MPH DESIGN
610
590 600
580 590
570 580
560 570
550 560
540 550
610
600
590
580
570
560
550
PROPOSED GRADE
EXISTING GROUND
ML FINISHED GRADE
PVC 22+55.62
ELEV. 590.88
PVI 22+55.28
ELEV. 590.88
PVI 22+95.12
ELEV. 591.09
PVT 23+34.62
ELEV. 590.2
PVC 23+55.12
ELEV. 589.79
PVI 23+85.12
ELEV. 589.14
PVT 24+15.12
ELEV. 588.92
PVI 24+19.10
ELEV. 588.89
0.53%
-0.72%
L=79
K=29
L=60
K=41
572.77
572.55
572.59
574.96
575.13
575.30
576.73
577.69
579.67
581.74
585.38
587.47
589.14
590.18
590.40
590.78
589.81
589.06
588.94
589.58
590.34
592.10
594.22
596.88
+00
30+00
10+00
15+00
20+00
25+00
30+00


IH 35E NB EXIT RAMP "BC"
40 MPH DESIGN
620
610
600
590
580
570
560
550
600
590
580
570
560
550
FR FINISHED GRADE
ML FINISHED GRADE
EXISTING GROUND
PROPOSED GRADE
PVI 14+57.78
ELEV. 590.30
PVC 14+60.00
ELEV. 590.34
PVI 15+20.00
ELEV. 591.45
PVT 15+80.00
ELEV. 593.22
PVC 16+20.00
ELEV. 594.40
PVI 16+80.00
ELEV. 596.16
PVT 17+40.00
ELEV. 597.08
PVI 17+57.78
ELEV. 597.33
1.85%
2.94%
1.50%
L=120'
K=110
L=120'
K=83
581.75
584.36
586.91
589.09
590.05
591.15
591.63
593.81
593.62
596.37
595.58
597.33
599.16
600.25
10+00
15+00
20+00
25+00

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

®
Texas Department of Transportation

DALLAS DISTRICT
DRAFT INTERIM SCHEMATIC

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

IH 35E

FROM: IH 635
TO: US 380

DALLAS & DENTON COUNTY

FUNCTIONAL CLASS: URBAN FREEWAY
PROJECT LENGTH: 28.25 MILES

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

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

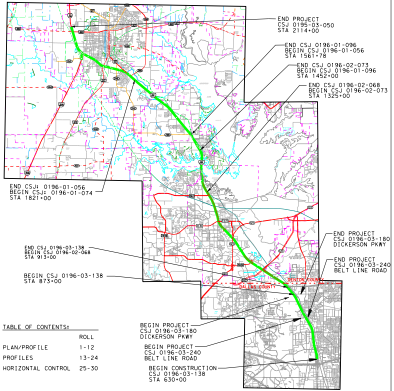

END PROJECT
CSJ 0195-03-050
STA 2114+00
END CSJ 0196-01-096
BEGIN CSJ 0196-01-056
STA 1561+78
END CSJ 0196-02-073
BEGIN CSJ 0196-01-096
STA 1452+00
END CSJ 0196-02-068
BEGIN CSJ 0196-02-073
STA 1325+00
END CSJ: 0196-01-056
BEGIN CSJ: 0196-01-074
STA 1821+00
END CSJ 0196-03-138
BEGIN CSJ 0196-02-068
STA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

TABLE OF CONTENTS:

	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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