Texas Department of Transportation

DALLAS DISTRICT

DRAFT INTERIM SCHEMATIC

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

IH 35E

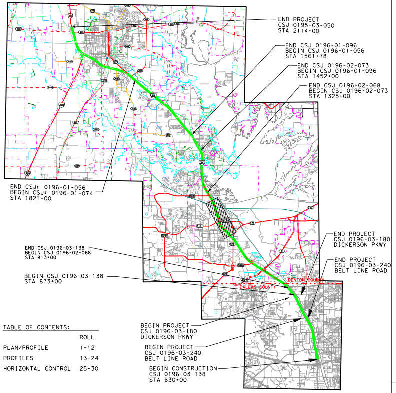
FROM: IH 635
TO: US 380

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

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

1/11/2013

ROLL 5 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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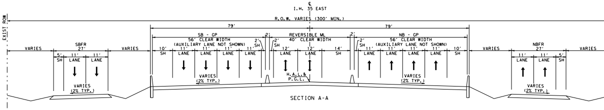

℄
I.H. 35 EAST
EXIST ROW
R.O.W. VARIES (300' MIN.)
79'
79'
SB - GP
56' CLEAR WIDTH
(AUXILIARY LANE NOT SHOWN)
REVERSIBLE ML
40' CLEAR WIDTH
NB - GP
56' CLEAR WIDTH
(AUXILIARY LANE NOT SHOWN)
2'
2' SH
SBFR
27'
NBFR
27'
VARIES
5' SH
11' LANE
10' SH
12' LANE
14' SH
H.A.L.&
P.G.L.
VARIES
(2% TYP.)

SECTION A-A

ROADWAY TYPE	DESIGN SPEED	LOCATION
IH 35 NB MAINLANES	70 MPH*	THROUGHOUT
IH 35 SB MAINLANES	70 MPH*	THROUGHOUT
MANAGED LANES	70 MPH*	THROUGHOUT
SLIP RAMPS	40 MPH	THROUGHOUT
FRONTAGE ROADS	40 MPH	THROUGHOUT
FOX AVE.	30 MPH	THROUGHOUT
VALLEY RIDGE BLVD.	30 MPH	THROUGHOUT

* UNLESS OTHERWISE INDICATED ON SCHEMATIC PROFILE.

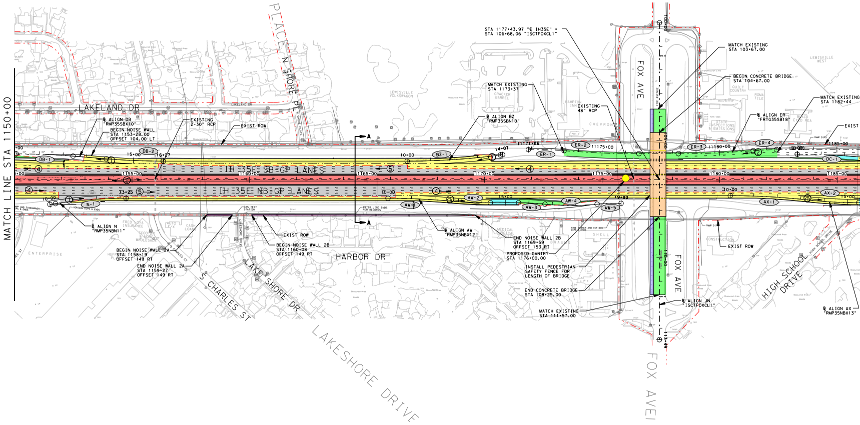
"PRELIMINARY SUBJECT TO CHANGE"
BASED ON FURTHER DEVELOPMENTS RESULTING
FROM PUBLIC INPUT AND TECHNICAL REVIEWS

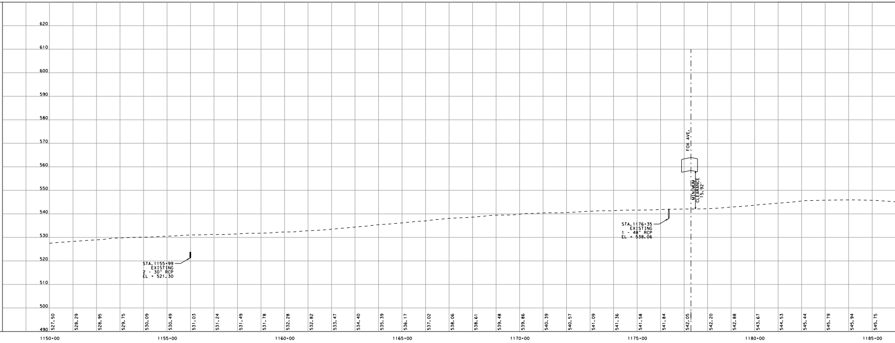
LEGEND:

🟨 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
—ꟷ— 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.


MATCH LINE STA 1150+00
LAKELAND DR
PLACE N SHORE PL
℄ ALIGN DB "RMP35SBX10"
BEGIN NOISE WALL STA 1153+28.00 OFFSET 104.00 LT
EXISTING 2-30" RCP
EXIST ROW
IH 35E SB GP LANES
IH 35E NB GP LANES
℄ ALIGN N "RMP35NBN11"
BEGIN NOISE WALL 2A STA 1158+19 OFFSET 149 RT
END NOISE WALL 2A STA 1159+27 OFFSET 149 RT
EXIST ROW
BEGIN NOISE WALL 2B STA 1160+08 OFFSET 149 RT
HARBOR DR
S CHARLES ST
LAKE SHORE DR
LAKESHORE DRIVE
ENTERPRISE
A
A
MATCH EXISTING STA 1173+37
℄ ALIGN BZ "RMP35SBN10"
EXISTING 48" RCP
STA 1177+43.97 "℄ IH35E" = STA 106+68.06 "ISCTFOXCL1"
MATCH EXISTING STA 103+67.00
BEGIN CONCRETE BRIDGE STA 104+67.00
℄ ALIGN ER "FRTG35SB18"
MATCH EXISTING STA 1182+44
EXIST
℄ ALIGN AW "RMP35NBX12"
END NOISE WALL 2B STA 1169+59 OFFSET 153 RT
PROPOSED GANTRY STA 1176+00.00
INSTALL PEDESTRIAN SAFETY FENCE FOR LENGTH OF BRIDGE
END CONCRETE BRIDGE STA 108+25.00
MATCH EXISTING STA 111+57.00
℄ ALIGN JN "ISCTFOXCL1"
EXIST ROW
HIGH SCHOOL DRIVE
℄ ALIGN AX "RMP35NBX13"
FOX AVE
FOX AVE
FOX AVE
LEWISVILLE VOLKSWAGON
CRACKER BARREL
HAMPTON INN
CHEVRON
SHELL
LEWISVILLE WEST
QUILT COUNTRY
ROMA TILE
STATE INSPECTIONS EMISSIONS
CONSTRUCTION
DB-1
DB-2
N-1
BZ-1
ER-1
ER-2
ER-3
ER-4
AW-1
AW-2
AW-3
AW-4
AW-5
AX-1
AX-2
DC-1
1155+00
1160+00
1165+00
1170+00
1175+00
1180+00
1185+00
11171+86
11175+00
11180+00
15+00
16+27
13+25
10+00
14+07
19+93
10+00
15+00



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

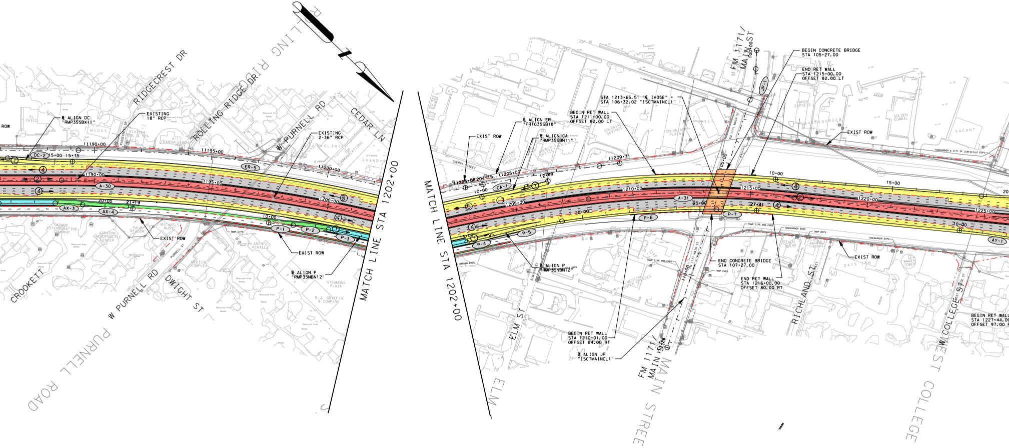
9. PROPOSED CROSS STREET SECTIONS ARE BASED ON CITY THOROUGHFARE PLANS.

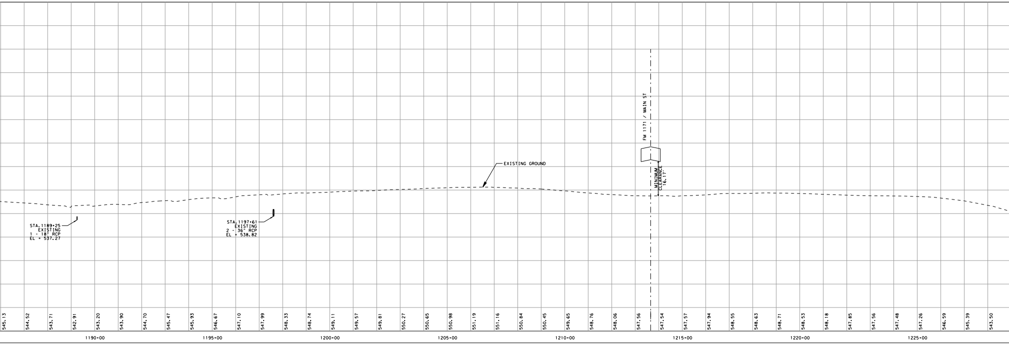
10. TYPICAL CROSS STREET TURNOUT RADIUS EQUALS 75' TYPICAL, 50' MIN. UNLESS NOTED OTHERWISE.

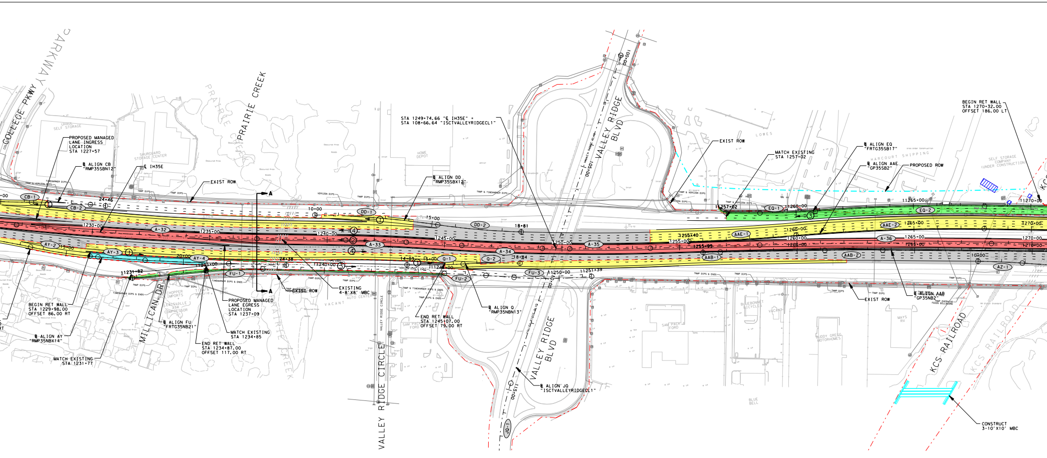
11. RAMP HORIZONTAL CURVATURE BETWEEN PHYSICAL GORES IS SHOWN IN TABLE. TYPICAL FRONTAGE ROAD GORES UTILIZE A MINIMUM 3000' RADIUS. TYPICAL MAINLANE GORES UTILIZE A MINIMUM RADIUS OF 3000'. VARIATIONS FROM TYPICAL RADIUS' ARE NECESSARY IN LOCATIONS WITH OPERATIONAL WEAVING CONSTRAINTS OR WHEN THE RAMP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

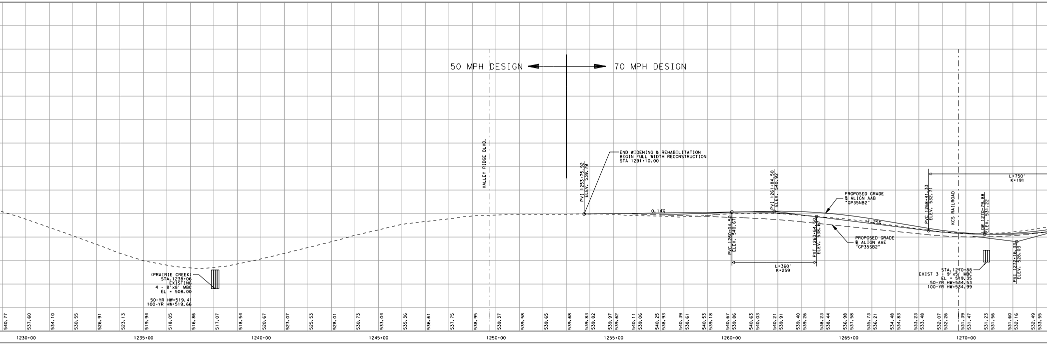
12. PROPOSED CULVERT SIZES SHOWN IN THE SCHEMATIC ARE SIZED BASED ON PRELIMINARY DRAINAGE ANALYSIS OF UPSTREAM DRAINAGE AREAS. A DETAILED DRAINAGE STUDY WILL BE PERFORMED PRIOR TO CONSTRUCTION TO FINALIZE THE PROPOSED CULVERT SIZES AND DESIGN. COORDINATION BETWEEN TXDOT, LOCAL GOVERNMENTS, AND ADJACENT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

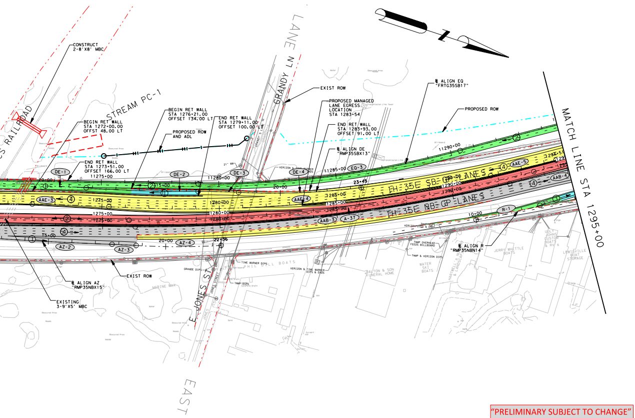

RIDGECREST DR
ROLLING RIDGE DR
W PURNELL RD
CEDAR LN
CROOKETT
W PURNELL RD
DWIGHT ST
PURNELL ROAD
℄ ALIGN DC "RMP35SBX11"
EXISTING 18" RCP
EXISTING 2-36" RCP
EXIST ROW
EXIST ROW
℄ ALIGN P "RMP35NBN12"
11190+00
11195+00
11200+00
1190+00
1195+00
1200+00
15+00
15+75
20+00
21+19
10+00
DC-2
ER-5
A-30
AX-3
AX-4
P-1
P-2
P-3
MATCH LINE STA 1202+00
MATCH LINE STA 1202+00
EXIST ROW
℄ ALIGN ER "FRTG35SB18"
℄ ALIGN CA "RMP35SBN11"
BEGIN RET WALL STA 1211+00.00 OFFSET 82.00 LT
STA 1213+65.51 "℄ IH35E" = STA 106+32.02 "ISCTMAINCL1"
BEGIN CONCRETE BRIDGE STA 105+27.00
END RET WALL STA 1215+00.00 OFFSET 82.00 LT
EXIST ROW
FM 1171/ MAIN ST
CHERRY STREET
11205+00
11209+71
1205+00
1210+00
1215+00
1220+00
1225+00
10+00
12+89
15+00
20+00
25+00
27+41
30+00
CA-1
A-31
P-5
P-6
P-7
P-4
AY-1
JP-1
END CONCRETE BRIDGE STA 107+27.00
END RET WALL STA 1216+00.00 OFFSET 80.00 RT
EXIST ROW
℄ ALIGN P "RMP35NBN12"
BEGIN RET WALL STA 1210+01.00 OFFSET 84.00 RT
℄ ALIGN JP "ISCTMAINCL1"
ELM ST
ELM
FM 1171/ MAIN ST
FM 1171/ MAIN STREE
RICHLAND ST
W COLLEGE ST
WEST COLLEGE
BEGIN RET WALL STA 1227+44.0 OFFSET 97.00


EXISTING GROUND
FM 1171 / MAIN ST
MINIMUM CLEARANCE 16.17
STA. 1189+25 EXISTING 1 - 18" RCP EL = 537.27
STA. 1197+61 EXISTING 2 - 36" RCP EL = 538.82
545.13
544.52
543.71
542.91
543.20
543.90
544.70
545.47
545.93
546.67
547.10
547.99
548.33
548.74
549.11
549.57
549.81
550.27
550.65
550.98
551.19
551.16
550.84
550.45
549.65
548.76
548.06
547.56
547.54
547.57
547.94
548.55
548.63
548.71
548.53
548.18
547.85
547.56
547.48
547.26
546.59
545.39
543.50
1190+00
1195+00
1200+00
1205+00
1210+00
1215+00
1220+00
1225+00


COLLEGE PKWY
PARKWAY
PRAIRIE CREEK
PRAIRIE CREEK
PROPOSED MANAGED LANE INGRESS LOCATION STA 1227+57
℄ ALIGN CB "RMP35SBN12"
℄ IH35E
EXIST ROW
STA 1249+74.66 "℄ IH35E" = STA 108+66.64 "ISCTVALLEYRIDGECL1"
℄ ALIGN DD "RMP35SBX12"
VALLEY RIDGE BLVD
EXIST ROW
MATCH EXISTING STA 1257+02
℄ ALIGN EQ "FRTG35SB17"
℄ ALIGN AAE "GP35SB2"
PROPOSED ROW
BEGIN RET WALL STA 1270+32.00 OFFSET 186.00 LT
CB-1
CB-2
24+46
1230+00
A-32
1235+00
AY-2
15+00
AY-3
20+00
AY-4
11235+00
11231+82
FU-1
10+00
DD-1
15+00
1240+00
A-33
24+38
11240+00
DD-2
18+81
1245+00
14+03
15+00
Q-1
11245+00
Q-2
18+84
FU-2
FU-3
11250+00
11251+39
1250+00
A-35
A-34
1255+40
1255+00
1255+99
AAE-1
AAB-1
11257+02
EQ-1
11260+00
1260+00
1260+00
1260+00
AAB-2
11265+00
EQ-2
AAE-2
1265+00
A-36
1265+00
1265+00
10+00
11270+00
1270+00
1270+00
1270+00
AZ-1
A
A
BEGIN RET WALL STA 1229+98.00 OFFSET 86.00 RT
℄ ALIGN AY "RMP35NBX14"
MATCH EXISTING STA 1231+77
MILLICAN DR
℄ ALIGN FU "FRTG35NB21"
END RET WALL STA 1234+87.00 OFFSET 117.00 RT
MATCH EXISTING STA 1234+85
PROPOSED MANAGED LANE EGRESS LOCATION STA 1237+09
EXIST ROW
EXISTING 4-8'X8' MBC
VALLEY RIDGE CIRCLE
END RET WALL STA 1245+07.00 OFFSET 79.00 RT
℄ ALIGN Q "RMP35NBN13"
VALLEY RIDGE BLVD
℄ ALIGN JQ "ISCTVALLEYRIDGECL1"
JQ-1
EXIST ROW
℄ ALIGN AAB "GP35NB2"
KCS RAILROAD
KCS RAILROAD
CONSTRUCT 3-10'X10' MBC
U-HAUL SELF STORAGE
SHURGUARD STORAGE CENTER
HOME DEPOT
LOWES
HARCOURT SHIPPING
SELF STORAGE COMPANY (UNDER CONSTRUCTION)
CHOPPER IMPORTS
LEWISVILLE AIR COMPRESSOR
VACANT
SAM PACK FORD
BLUEBONNET BICYCLES
VACANT
SAM PACK FORD
BUDDY GREGG MOTORHOMES
MAYS RV
BLUE BELL



NB GENERAL PURPOSE


CONSTRUCT 2-8'X8' MBC
RAILROAD
STREAM PC-1
BEGIN RET WALL STA 1272+00.00 OFFST 48.00 LT
BEGIN RET WALL STA 1276+21.00 OFFSET 134.00 LT
END RET WALL STA 1279+11.00 OFFSET 100.00 LT
PROPOSED ROW AND ADL
END RET WALL STA 1273+51.00 OFFSET 166.00 LT 11275+00
LANE
GRANDY LN
EXIST ROW
PROPOSED MANAGED LANE EGRESS LOCATION STA 1283+54
END RET WALL STA 1283+93.00 OFFSET 91.00 LT
℄ ALIGN DE "RMP35SBX13"
℄ ALIGN EQ "FRTG35SB17"
PROPOSED ROW
11290+00
11285+00
IH 35E SB GP LANES
IH 35E NB GP LANES
MATCH LINE STA 1295+00
DE-1
DE-2
DE-3
DE-4
EQ-3
AAE-3
AAE-4
AAE-5
AAB-3
AAB-4
A-37
AZ-2
AZ-3
AZ-4
R-1
℄ ALIGN R "RMP35NBN14"
℄ ALIGN AZ "RMP35NBX15"
EXIST ROW
EXISTING 3-9'X5' MBC
E JONES ST
EAST

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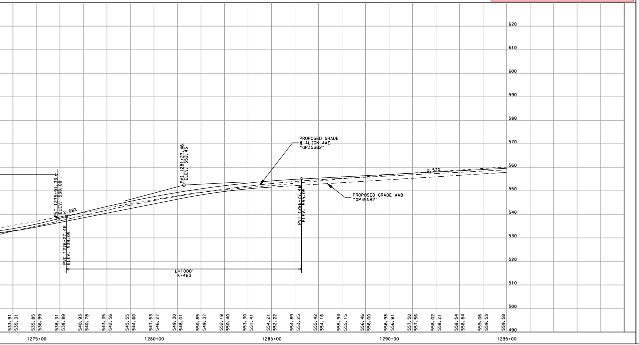

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DRAFT INTERIM SCHEMATIC
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

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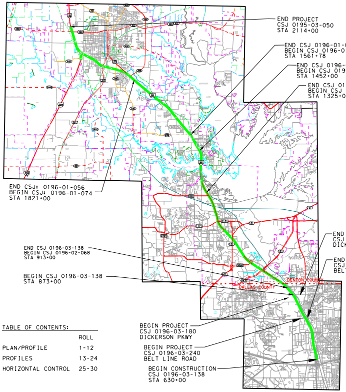
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BEGIN CONSTRUCTION CSJ 0196-03-138 STA 630+00

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1/11/2013

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SCHEMATIC PREPARED BY:

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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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