Texas Department of Transportation®
DALLAS DISTRICT

DRAFT INTERIM SCHEMATIC

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

IH 35E

FROM: IH 635
TO: US 380

DALLAS & DENTON COUNTY

FUNCTIONAL CLASS: URBAN FREEWAY
PROJECT LENGTH: 28.25 MILES

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

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

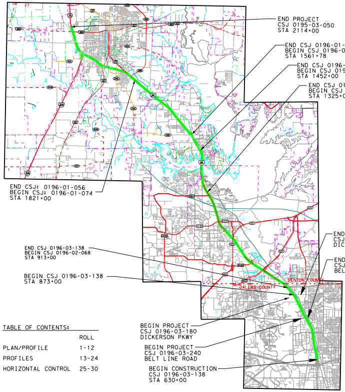

END PROJECT
CSJ 0195-03-050
STA 2114+00
END CSJ 0196-01-096
BEGIN CSJ 0196-01-056
STA 1561+78
END CSJ 0196-02-073
BEGIN CSJ 0196-01-096
STA 1452+00
END CSJ 0196-02-068
BEGIN CSJ 0196-02-073
STA 1325+00
END CSJ: 0196-01-056
BEGIN CSJ: 0196-01-074
STA 1821+00
END PROJECT
CSJ 0196-03-180
DICKERSON PKWY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

TABLE OF CONTENTS:

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

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

1/11/2013

ROLL 15 OF 30

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

© 2012 by Texas Department of Transportation all rights reserved

Plotted on 10:13:27 AM

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

LEGEND:

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

NOTES:

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

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

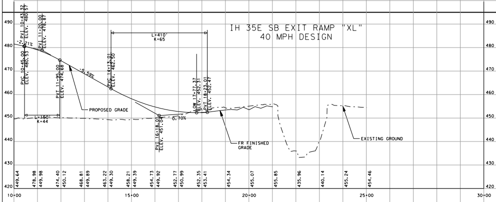
9. PROPOSED CROSS STREET SECTIONS ARE BASED ON CITY THOROUGHFARE PLANS.

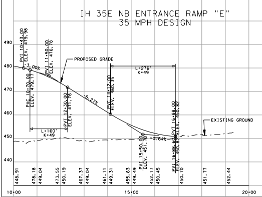
10. TYPICAL CROSS STREET TURNOUT RADIUS EQUALS 75' TYPICAL, 50' MIN. UNLESS NOTED OTHERWISE.

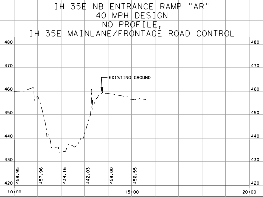
11. RAMP HORIZONTAL CURVATURE BETWEEN PHYSICAL GORES IS SHOWN IN TABLE. TYPICAL FRONTAGE ROAD GORES UTILIZE A MINIMUM 3000' RADIUS. TYPICAL MAINLANE GORES UTILIZE A MINIMUM RADIUS OF 3000'. VARIATIONS FROM TYPICAL RADIUS' ARE NECESSARY IN LOCATIONS WITH OPERATIONAL WEAVING CONSTRAINTS OR WHEN THE RAMP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

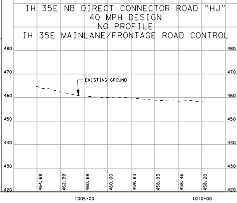
12. PROPOSED CULVERT SIZES SHOWN IN THE SCHEMATIC ARE SIZED BASED ON PRELIMINARY DRAINAGE ANALYSIS OF UPSTREAM DRAINAGE AREAS. A DETAILED DRAINAGE STUDY WILL BE PERFORMED PRIOR TO CONSTRUCTION TO FINALIZE THE PROPOSED CULVERT SIZES AND DESIGN. COORDINATION BETWEEN TXDOT, LOCAL GOVERNMENTS, AND ADJACENT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

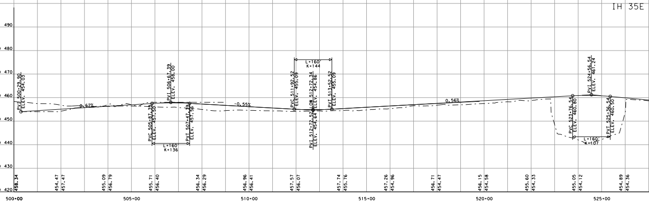
13. RAILROAD ALIGNMENTS AND PROFILES ARE SHOWN FOR REFERENCE ONLY IN DEVELOPING ROADWAY PROFILES. FINAL ALIGNMENTS AND PROFILES WILL BE DEVELOPED THROUGH COORDINATION WITH THE RAILROADS, TXDOT AND THE LOCAL GOVERNMENTS.


IH 35E SB EXIT RAMP "XL"
40 MPH DESIGN
PVI 10+43.32 ELEV. 480.57
PVI 11+20.00 ELEV. 478.87
-2.21%
PVC 10+45.00 ELEV. 480.53
PVT 11+95.00 ELEV. 474.68
L=150' K=44
-5.59%
PVC 14+13.01 ELEV. 462.50
L=410' K=65
PROPOSED GRADE
PVI 16+18.01 ELEV. 451.04
0.70%
LOW 17+77.37 ELEV. 452.31
PVT 18+23.01 ELEV. 452.47
FR FINISHED GRADE
EXISTING GROUND
490
480
470
460
450
440
430
420
449.64
478.98
449.98
474.40
450.12
468.81
449.89
463.22
449.30
458.21
449.39
454.73
449.92
452.77
450.99
452.35
453.41
454.34
455.07
455.85
435.96
440.14
455.24
454.46
10+00
15+00
20+00
25+00
30+00

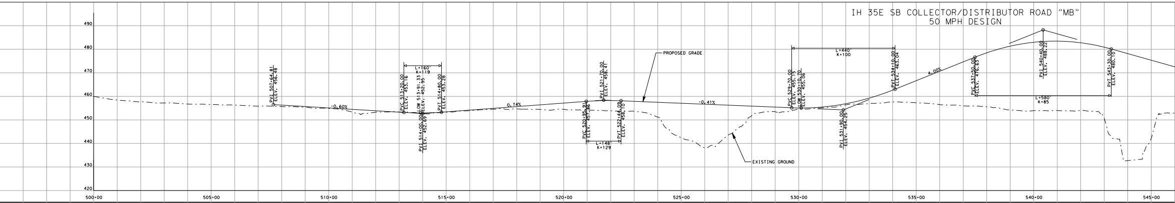

IH 35E NB ENTRANCE RAMP "E"
35 MPH DESIGN
PVI 10+43.00 ELEV. 479.98
PVI 11+50.00 ELEV. 476.78
3.00%
PVC 10+70.00 ELEV. 479.17
PVT 12+30.00 ELEV. 471.76
L=160' K=49
PROPOSED GRADE
-6.27%
PVC 14+12.00 ELEV. 460.35
L=276' K=49
PVI 15+50.00 ELEV. 451.70
-0.64%
PVT 16+88.00 ELEV. 450.82
PVI 16+88.60 ELEV. 450.82
EXISTING GROUND
490
480
470
460
450
440
448.91
478.18
449.04
473.55
450.19
467.37
449.04
461.11
449.31
455.63
449.49
452.17
450.45
450.70
451.77
452.44
10+00
15+00
20+00


IH 35E NB ENTRANCE RAMP "AR"
40 MPH DESIGN
NO PROFILE,
IH 35E MAINLANE/FRONTAGE ROAD CONTROL
EXISTING GROUND
480
470
460
450
440
430
420
459.95
457.96
434.16
442.03
459.00
456.55
10+00
15+00
20+00


IH 35E NB DIRECT CONNECTOR ROAD "HJ"
40 MPH DESIGN
NO PROFILE
IH 35E MAINLANE/FRONTAGE ROAD CONTROL
EXISTING GROUND
480
470
460
450
440
430
420
464.68
462.39
460.68
460.00
459.83
458.93
458.46
458.20
1005+00
1010+00

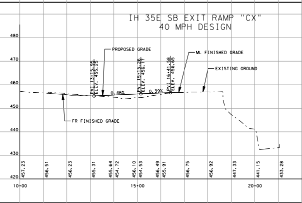

IH 35E
PVI 500+29.90 ELEV. 454.03
0.62%
PVC 505+87.39 ELEV. 457.50
PVI 506+67.39 ELEV. 458.00
PVT 507+47.39 ELEV. 457.56
L=160' K=136
-0.55%
PVC 511+92.52 ELEV. 455.09
LOW 512+72.34 ELEV. 454.86
PVI 512+72.52 ELEV. 454.64
PVT 513+52.52 ELEV. 455.09
L=160' K=144
0.56%
PVC 523+76.54 ELEV. 460.80
PVI 524+56.54 ELEV. 461.24
PVT 525+36.54 ELEV. 460.50
L=160' K=107
490
480
470
460
450
440
430
420
458.34
454.47
457.47
455.09
456.79
455.71
456.40
456.34
456.29
456.96
456.41
457.57
456.07
457.74
455.76
457.26
454.96
456.71
454.47
456.15
454.58
455.60
454.33
455.05
454.12
454.89
454.36
500+00
505+00
510+00
515+00
520+00
525+00

IH 35E SB COLLECTOR/DISTRIBUTOR ROAD "MB"
50 MPH DESIGN



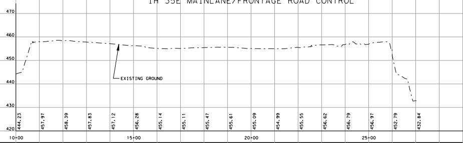
490
480
470
460
450
440
430
420
PVI 507+64.81 ELEV. 456.48
-0.60%
PVC 513+20.00 ELEV. 453.16
L=160' K=119
LOW 513+91.33 ELEV. 452.95
PVI 514+00.00 ELEV. 452.69
PVT 514+80.00 ELEV. 453.28
0.74%
PVC 520+95.91 ELEV. 457.86
PVI 521+70.00 ELEV. 458.41
PVT 522+44.09 ELEV. 458.10
L=148' K=129
PROPOSED GRADE
-0.41%
EXISTING GROUND
PVC 529+70.00 ELEV. 455.15
LOW 530+10.70 ELEV. 455.06
L=440' K=100
PVI 531+90.00 ELEV. 454.25
PVT 534+10.00 ELEV. 463.04
4.00%
PVC 537+50.00 ELEV. 476.63
L=580' K=85
PVI 540+40.00 ELEV. 488.22
PVT 543+30.00 ELEV. 480.10
500+00
505+00
510+00
515+00
520+00
525+00
530+00
535+00
540+00
545+00

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



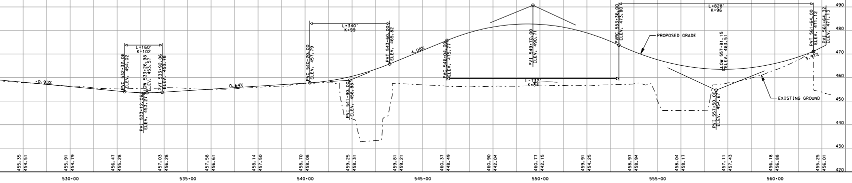
480
470
460
450
440
430
420
PROPOSED GRADE
ML FINISHED GRADE
EXISTING GROUND
FR FINISHED GRADE
PVI 13+15.95 ELEV. 455.25
0.46%
PVI 15+15.26 ELEV. 456.17
0.39%
PVI 16+41.58 ELEV. 456.65
457.23
456.51
456.23
455.31
455.64
454.72
456.10
454.53
456.49
455.91
456.75
456.92
447.33
441.15
433.28
10+00
15+00
20+00

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

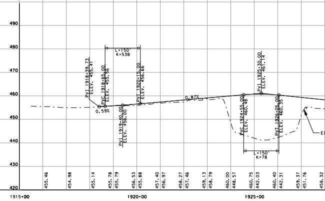


470
460
450
440
430
420
EXISTING GROUND
444.23
457.97
458.39
457.83
457.12
456.28
455.14
455.11
455.47
455.61
455.09
454.99
455.55
456.62
456.79
456.97
452.79
432.84
10+00
15+00
20+00
25+00

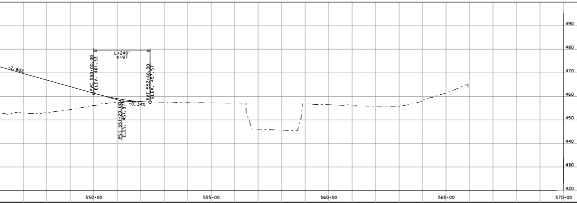
NB COLLECTOR/DISTRIBUTOR ROAD "MA"
50 MPH DESIGN



-0.93%
PVC 532+32.06 ELEV. 454.02
L=160' K=102
PVI 533+12.06 ELEV. 453.27
LOW 533+26.98 ELEV. 453.57
PVT 533+92.06 ELEV. 453.78
0.64%
PVC 540+20.00 ELEV. 457.79
L=340' K=99
PVI 541+90.00 ELEV. 458.88
PVT 543+60.00 ELEV. 465.82
4.08%
PVC 546+04.00 ELEV. 475.77
L=732' K=84
PVI 549+70.00 ELEV. 490.71
PVRC 553+36.00 ELEV. 473.80
PROPOSED GRADE
L=828' K=96
PVI 557+50.00 ELEV. 454.67
LOW 557+81.15 ELEV. 463.51
EXISTING GROUND
PVT 561+64.00 ELEV. 471.12
PVI 561+64.32 ELEV. 471.13
3.97%
455.35
454.51
455.91
454.79
456.47
455.28
457.03
456.28
457.58
456.61
458.14
457.50
458.70
458.08
459.25
458.31
459.81
459.21
460.37
448.49
460.90
442.04
460.77
442.15
459.91
454.25
458.97
458.94
458.04
458.17
457.11
457.43
456.18
456.88
455.25
456.01
490
480
470
460
450
440
430
420
530+00
535+00
540+00
545+00
550+00
555+00
560+00

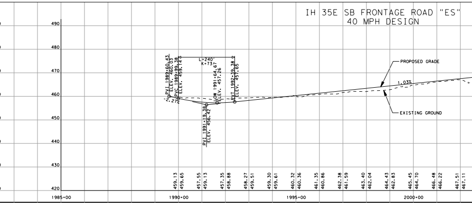


490
480
470
460
450
440
430
420
PVI 1918+39.73 ELEV. 455.41
PVC 1918+65.00 ELEV. 455.56
0.59%
L=150' K=538
PVI 1919+40.00 ELEV. 456.00
PVT 1920+15.00 ELEV. 456.66
0.87%
PVC 1924+55.00 ELEV. 460.48
PVI 1925+30.00 ELEV. 461.14
PVT 1926+05.00 ELEV. 460.35
L=150' K=78
EX
455.46
454.98
455.14
455.78
455.79
456.53
455.88
457.40
456.97
458.27
457.46
459.13
458.79
460.00
448.57
460.75
442.03
460.40
442.31
459.37
451.76
458.32
1915+00
1920+00
1925+00

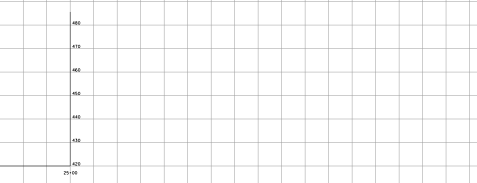


-2.80%
L=240'
K=97
PVC 550+00.00
ELEV. 461.33
PVT 552+40.00
ELEV. 457.57
PVI 551+20.00
ELEV. 457.97
-0.34%
550+00
555+00
560+00
565+00
570+00
490
480
470
460
450
440
430
420

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

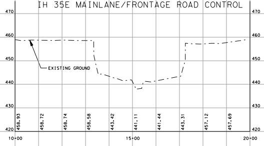


L=240'
K=73
PVI 1989+60.43
ELEV. 460.03
PVC 1989+99.38
ELEV. 459.14
LOW 1991+64.67
ELEV. 457.26
PVT 1992+39.38
ELEV. 457.65
PVI 1991+19.38
ELEV. 456.42
-1.27%
1.03%
PROPOSED GRADE
EXISTING GROUND
459.13
459.65
457.55
459.13
457.35
458.88
458.27
459.51
459.30
459.61
460.32
460.36
461.35
460.86
462.38
461.59
463.40
462.04
464.43
462.83
465.45
464.70
466.48
466.22
467.51
467.11
1985+00
1990+00
1995+00
2000+00
490
480
470
460
450
440
430
420



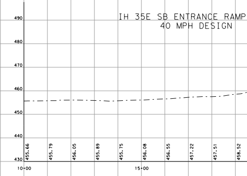
480
470
460
450
440
430
420
25+00

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



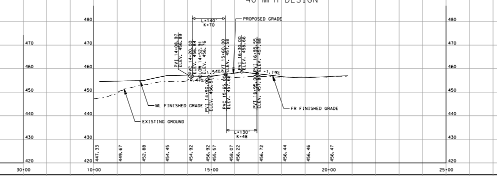
EXISTING GROUND
458.93
458.72
458.74
458.58
443.42
441.11
441.44
443.31
457.12
457.69
10+00
15+00
20+00
470
460
450
440
430
420

IH 35E SB ENTRANCE RAMP
40 MPH DESIGN



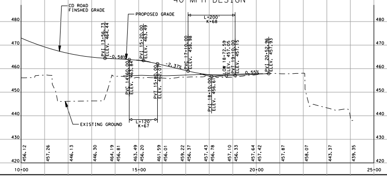
455.66
455.79
456.05
455.89
455.75
456.08
456.55
457.22
457.51
458.52
10+00
15+00
490
480
470
460
450
440
430

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



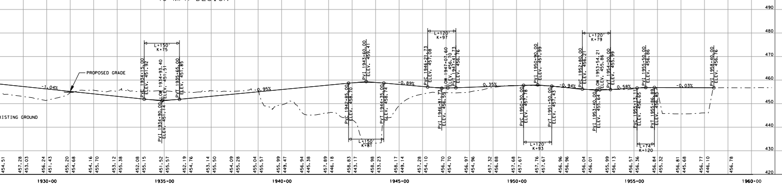
L=140'
K=70
PROPOSED GRADE
PVI 14+08.97
ELEV. 456.89
PVC 14+20.00
ELEV. 456.84
LOW 14+52.91
ELEV. 456.76
PVT 15+60.00
ELEV. 457.58
PVI 16+30.00
ELEV. 458.66
PVI 16+95.55
ELEV. 457.88
PVI 14+90.00
ELEV. 456.51
PVC 15+65.00
ELEV. 457.60
PVT 16+95.00
ELEV. 457.88
0.47%
1.54%
-1.19%
ML FINISHED GRADE
EXISTING GROUND
FR FINISHED GRADE
L=130'
K=48
447.33
449.67
452.88
454.45
454.92
456.92
455.57
458.07
456.22
456.72
456.44
456.46
456.47
30+00
10+00
15+00
20+00
25+00
480
470
460
450
440
430
420

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

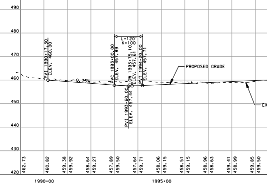


CD ROAD
FINISHED GRADE
PROPOSED GRADE
L=200'
K=68
PVI 13+56.73
ELEV. 464.44
PVI 15+20.00
ELEV. 463.49
PVC 17+10.00
ELEV. 458.98
LOW 18+72.59
ELEV. 457.05
PVT 19+10.00
ELEV. 457.15
PVI 20+52.96
ELEV. 457.93
-0.58%
-2.37%
0.55%
PVC 14+60.00
ELEV. 463.84
PVT 15+80.00
ELEV. 462.07
PVI 18+10.00
ELEV. 456.61
EXISTING GROUND
L=120'
K=67
456.12
457.26
446.13
446.30
464.19
456.81
463.49
456.20
461.59
456.01
459.22
456.37
457.43
456.78
457.10
456.33
457.64
457.42
457.87
458.07
443.37
439.35
10+00
15+00
20+00
25+00
480
470
460
450
440
430
420

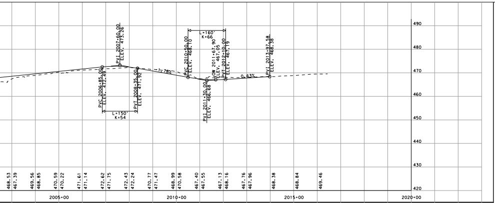
IH 35E NB FRONTAGE ROAD "FP"
40 MPH DESIGN

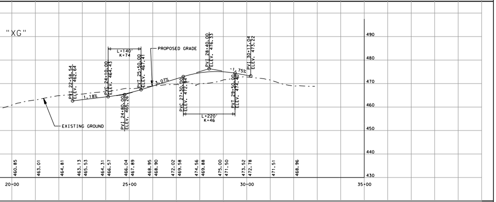


PROPOSED GRADE
EXISTING GROUND
-1.04%
L=150'
K=75
PVC 1934+15.00
ELEV. 451.92
LOW 1934+93.40
ELEV. 451.51
PVT 1935+65.00
ELEV. 451.85
PVI 1934+90.00
ELEV. 451.14
0.95%
PVI 1943+60.00
ELEV. 459.41
PVC 1942+85.00
ELEV. 458.70
PVT 1944+35.00
ELEV. 458.74
L=150'
K=81
-0.89%
L=120'
K=97
PVC 1946+21.73
ELEV. 457.08
LOW 1947+07.60
ELEV. 456.70
PVT 1947+41.73
ELEV. 456.76
PVI 1946+81.73
ELEV. 456.55
0.35%
PVI 1950+90.00
ELEV. 457.99
PVC 1950+30.00
ELEV. 457.78
PVT 1951+50.00
ELEV. 457.43
L=120'
K=93
-0.94%
L=120'
K=79
PVC 1952+80.00
ELEV. 456.21
LOW 1953+54.21
ELEV. 455.96
PVT 1954+00.00
ELEV. 455.99
PVI 1953+40.00
ELEV. 455.64
0.58%
PVI 1955+50.00
ELEV. 456.86
PVC 1955+13.11
ELEV. 456.65
PVT 1955+86.89
ELEV. 456.85
L=74'
K=120
-0.03%
PVI 1958+40.00
ELEV. 456.76
454.51
457.28
453.03
456.24
451.43
455.20
454.68
454.16
455.70
453.12
455.38
452.08
455.15
451.52
455.57
452.19
454.76
453.14
455.50
454.09
455.28
455.04
455.57
455.99
449.47
456.94
445.38
457.89
446.18
458.83
443.17
458.98
433.23
458.17
449.14
457.28
454.10
456.70
454.70
456.97
454.96
457.32
456.88
457.68
457.67
457.76
457.67
456.96
456.96
456.04
456.01
455.99
456.13
456.57
456.36
456.84
455.32
456.81
445.68
456.77
446.10
456.78
1930+00
1935+00
1940+00
1945+00
1950+00
1955+00
1960+00
490
480
470
460
450
440
430
420



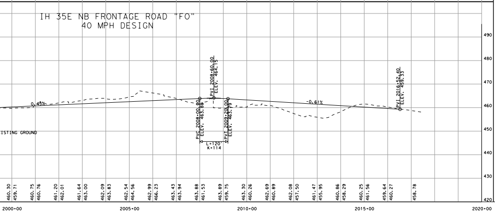
PVI 1990+17.30
ELEV. 460.00
-0.75%
L=120'
K=100
PVC 1993+00.00
ELEV. 457.89
LOW 1993+75.10
ELEV. 457.61
PVT 1994+20.00
ELEV. 457.71
PVI 1993+60.00
ELEV. 457.44
PROPOSED GRADE
EX
462.73
460.82
459.38
459.92
458.64
459.27
457.89
459.50
457.64
459.71
458.06
459.15
458.51
459.15
458.96
458.63
459.41
458.99
459.85
459.50
1990+00
1995+00
490
480
470
460
450
440
430
420


490
480
470
460
450
440
430
420
PVI 2007+60.00 ELEV. 473.26
PVC 2006+85.00 ELEV. 472.49
PVT 2008+35.00 ELEV. 471.92
L=150' K=54
-1.78%
L=160' K=66
PVC 2010+50.00 ELEV. 468.10
PVI 2011+30.00 ELEV. 466.68
LOW 2011+67.90 ELEV. 467.05
PVT 2012+10.00 ELEV. 467.19
0.63%
PVI 2013+97.58 ELEV. 468.38
468.53 467.39
469.56 468.85
470.59 470.22
471.61 471.14
472.62 471.75
472.43 472.24
470.77 471.47
468.99 470.58
467.40 467.55
467.13 468.16
467.76 467.96
468.38
468.84
469.46
2005+00
2010+00
2015+00
2020+00


"XG"
490
480
470
460
450
440
430
L=140' K=74
PROPOSED GRADE
PVI 22+58.54 ELEV. 462.64
1.18%
PVC 24+10.00 ELEV. 464.43
PVI 24+80.00 ELEV. 465.26
PVT 25+50.00 ELEV. 467.41
3.07%
PVC 27+30.00 ELEV. 472.84
PVI 28+40.00 ELEV. 476.33
-1.75%
PVT 29+50.00 ELEV. 474.40
PVI 30+17.04 ELEV. 473.22
L=220' K=46
EXISTING GROUND
460.85
463.01
464.81
463.13 465.53
464.31 466.57
466.04 467.89
468.95 468.90
472.02 469.58
474.56 469.88
475.00 471.50
473.52 472.78
471.51
468.96
20+00
25+00
30+00
35+00

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

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


490
480
470
460
450
440
430
420
0.45%
EXISTING GROUND
PVC 2008+00.00 ELEV. 463.88
PVI 2008+60.00 ELEV. 464.15
PVT 2009+20.00 ELEV. 463.79
L=120' K=114
-0.61%
PVI 2016+52.40 ELEV. 459.33
460.30 459.71
460.75 460.76
461.20 462.01
461.64 463.00
462.09 463.83
462.54 464.56
462.99 466.23
463.43 463.94
463.88 461.53
463.89 459.75
463.30 460.26
462.69 460.89
462.08 457.50
461.47 455.95
460.86 458.29
460.25 461.56
459.64 460.27
458.78
2000+00
2005+00
2010+00
2015+00
2020+00

Texas Department of Transportation®

DALLAS DISTRICT

DRAFT INTERIM SCHEMATIC

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

IH 35E

FROM: IH 635
TO: US 380

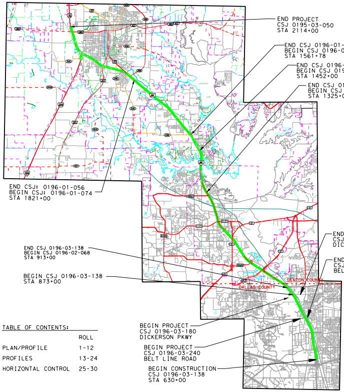
DALLAS & DENTON COUNTY

FUNCTIONAL CLASS: URBAN FREEWAY
PROJECT LENGTH: 28.25 MILES

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

DESIGN SPEEDS:

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


DENTON COUNTY
DALLAS COUNTY

END PROJECT
CSJ 0195-03-050
STA 2114+00

END CSJ 0196-01-096
BEGIN CSJ 0196-01-056
STA 1561+78

END CSJ 0196-02-073
BEGIN CSJ 0196-01-096
STA 1452+00

END CSJ 0196-02-068
BEGIN CSJ 0196-02-073
STA 1325+00

END CSJ: 0196-01-056
BEGIN CSJ: 0196-01-074
STA 1821+00

END PROJECT
CSJ 0196-03-180
DICKERSON PKWY

END PROJECT
CSJ 0196-03-240
BELT LINE ROAD

END CSJ 0196-03-138
BEGIN CSJ 0196-02-068
STA 913+00

BEGIN CSJ 0196-03-138
STA 873+00

BEGIN PROJECT
CSJ 0196-03-180
DICKERSON PKWY

BEGIN PROJECT
CSJ 0196-03-240
BELT LINE ROAD

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

TABLE OF CONTENTS:

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

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

1/11/2013

ROLL 15 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

© 2012 by Texas Department of Transportation all rights reserved