Texas Department of Transportation®

DALLAS DISTRICT
DRAFT INTERIM SCHEMATIC

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

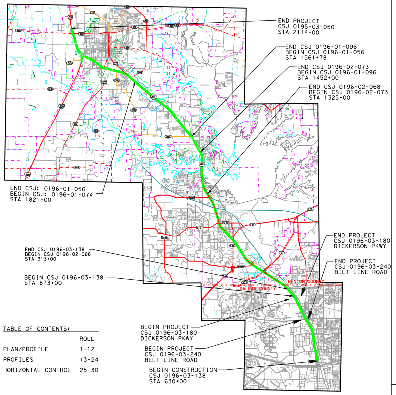
IH 35E
FROM: IH 635
TO: US 380

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 14 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: 10:12:51 AM

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

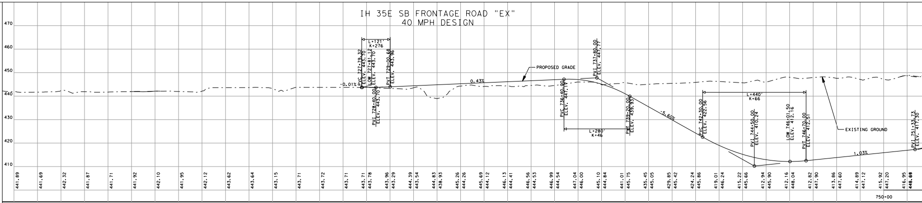
LEGEND:

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

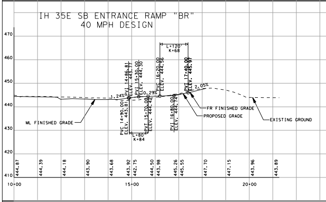
NOTES:

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.



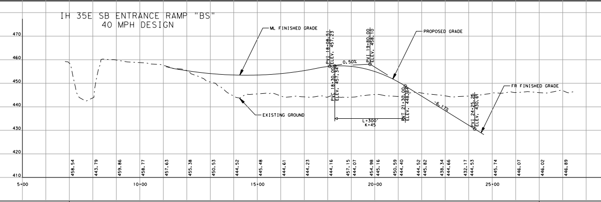
IH 35E SB FRONTAGE ROAD "EX"
40 MPH DESIGN

PROPOSED GRADE
EXISTING GROUND
PVC 727+79.32 ELEV. 443.70
LOW 727+81.11 ELEV. 443.70
PVT 729+00.68 ELEV. 443.96
PVI 728+40.00 ELEV. 443.70
L=121' K=276
-0.01%
0.43%
PVC 736+40.00 ELEV. 447.17
PVI 737+80.00 ELEV. 447.77
PVT 739+20.00 ELEV. 439.93
L=280' K=46
-5.60%
PVC 742+30.00 ELEV. 422.56
L=440' K=66
PVI 744+50.00 ELEV. 410.24
LOW 746+01.50 ELEV. 412.16
PVT 746+70.00 ELEV. 412.51
1.03%
PVI 751+33.73 ELEV. 417.30
470
460
450
440
430
420
410
750+00



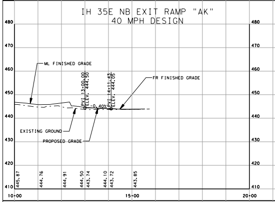
IH 35E SB ENTRANCE RAMP "BR"
40 MPH DESIGN

ML FINISHED GRADE
FR FINISHED GRADE
PROPOSED GRADE
EXISTING GROUND
PVC 14+90.00 ELEV. 443.81
PVI 14+86.81 ELEV. 443.77
PVI 15+30.00 ELEV. 444.30
PVT 15+70.00 ELEV. 444.40
L=80' K=84
-1.24%
0.29%
PVC 16+20.00 ELEV. 444.56
L=120' K=68
PVI 16+80.00 ELEV. 444.74
PVI 17+40.00 ELEV. 445.97
2.05%
470
460
450
440
430
420
410
10+00
15+00
20+00



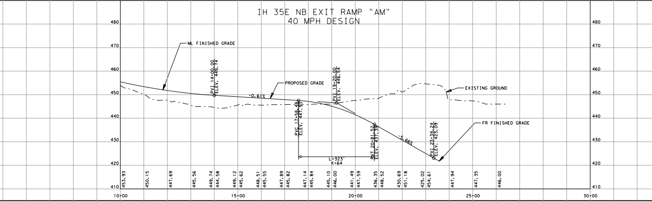
IH 35E SB ENTRANCE RAMP "BS"
40 MPH DESIGN

ML FINISHED GRADE
PROPOSED GRADE
EXISTING GROUND
FR FINISHED GRADE
PVI 18+08.51 ELEV. 457.23
0.50%
PVI 19+80.00 ELEV. 458.10
PVC 18+30.00 ELEV. 457.34
L=300' K=45
PVT 21+30.00 ELEV. 448.84
-6.17%
PVT 24+25.26 ELEV. 430.61
470
460
450
440
430
420
410
5+00
10+00
15+00
20+00
25+00



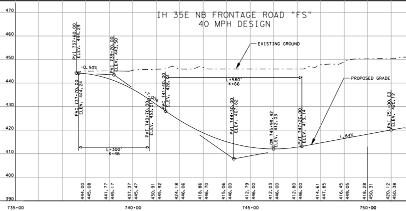
IH 35E NB EXIT RAMP "AK"
40 MPH DESIGN

ML FINISHED GRADE
FR FINISHED GRADE
EXISTING GROUND
PROPOSED GRADE
PVI 13+00.00 ELEV. 444.50
-0.40%
PVI 14+11.43 ELEV. 444.05
480
470
460
450
440
430
420
410
10+00
15+00
20+00



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

ML FINISHED GRADE
PROPOSED GRADE
EXISTING GROUND
FR FINISHED GRADE
PVI 14+00.00 ELEV. 449.74
-0.61%
PVI 19+20.00 ELEV. 446.54
PVC 17+58.48 ELEV. 447.53
L=323' K=64
PVT 20+81.52 ELEV. 437.39
-5.66%
PVI 23+34.24 ELEV. 423.09
480
470
460
450
440
430
420
410
10+00
15+00
20+00
25+00
30+00



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

EXISTING GROUND
PROPOSED GRADE
PVI 737+60.00 ELEV. 444.29
-0.50%
PVI 739+20.00 ELEV. 443.50
PVC 737+70.00 ELEV. 444.24
L=300' K=46
PVT 740+70.00 ELEV. 433.07
-7.00%
PVC 741+40.00 ELEV. 428.61
L=580' K=66
PVI 744+30.00 ELEV. 407.82
LOW 745+99.42 ELEV. 412.03
PVT 747+20.00 ELEV. 413.14
1.84%
PVI 751+00.00 ELEV. 420.12
470
460
450
440
430
420
410
400
390
735+00
740+00
745+00
750+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.

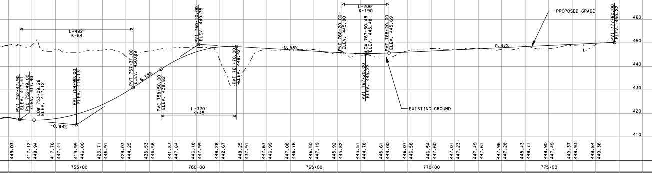
10. TYPICAL CROSS STREET TURNOUT RADIUS EQUALS 75' TYPICAL, 50' MIN. UNLESS NOTED OTHERWISE.

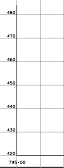
11. RAMP HORIZONTAL CURVATURE BETWEEN PHYSICAL GORES IS SHOWN IN TABLE. TYPICAL FRONTAGE ROAD GORES UTILIZE A MINIMUM 3000' RADIUS. TYPICAL MAINLANE GORES UTILIZE A MINIMUM RADIUS OF 3000'. VARIATIONS FROM TYPICAL RADIUS' ARE NECESSARY IN LOCATIONS WITH OPERATIONAL WEAVING CONSTRAINTS OR WHEN THE RAMP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

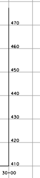
12. PROPOSED CULVERT SIZES SHOWN IN THE SCHEMATIC ARE SIZED BASED ON PRELIMINARY DRAINAGE ANALYSIS OF UPSTREAM DRAINAGE AREAS. A DETAILED DRAINAGE STUDY WILL BE PERFORMED PRIOR TO CONSTRUCTION TO FINALIZE THE PROPOSED CULVERT SIZES AND DESIGN. COORDINATION BETWEEN TXDOT, LOCAL GOVERNMENTS, AND ADJACENT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

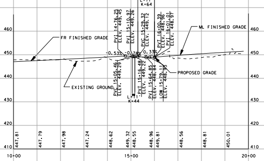
IH 35E SB FRONTAGE ROAD "EW"
40 MPH DESIGN


L=482'
K=64
PVI 752+47.90
ELEV. 417.41
PVC 752+49.00
ELEV. 417.40
LOW 753+09.28
ELEV. 417.12
-0.94%
PVI 754+90.00
ELEV. 415.13
PVT 757+31.00
ELEV. 430.99
6.58%
PVC 758+50.00
ELEV. 438.82
PVI 760+10.00
ELEV. 449.35
L=320'
K=45
PVT 761+70.00
ELEV. 448.42
-0.58%
L=200'
K=190
PVC 766+20.00
ELEV. 445.80
LOW 767+30.48
ELEV. 445.48
PVI 767+20.00
ELEV. 445.22
PVT 768+20.00
ELEV. 445.69
EXISTING GROUND
0.47%
PROPOSED GRADE
PVI 777+80.00
ELEV. 450.22
470
460
450
440
430
420
410
449.03
417.12
448.94
417.76
447.41
419.95
446.00
423.71
446.91
429.03
444.25
435.53
446.56
441.83
447.84
446.18
447.99
448.28
442.67
448.25
437.91
447.67
446.99
447.08
446.76
446.50
447.19
445.92
445.82
445.51
444.78
445.61
444.00
446.07
446.58
446.54
447.60
447.01
447.23
447.49
447.61
447.96
447.28
448.43
448.71
448.90
447.49
449.37
448.93
449.84
449.38
755+00
760+00
765+00
770+00
775+00
780+00

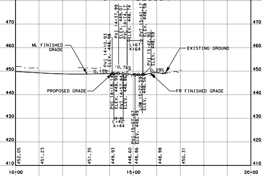

480
470
460
450
440
430
420
795+00


470
460
450
440
430
420
410
30+00

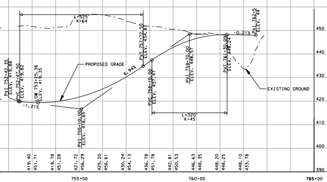
IH 35E SB EXIT RAMP "DZ"
40 MPH DESIGN


480
L=71'
K=64
PVI 14+76.25
ELEV. 449.45
PVI 15+10.97
ELEV. 449.26
PVC 15+29.32
ELEV. 449.12
PVT 16+00.39
ELEV. 448.96
PVI 16+01.01
ELEV. 448.97
ML FINISHED GRADE
FR FINISHED GRADE
-0.53%
-0.78%
0.33%
PVC 15+05.46
ELEV. 449.29
PVT 15+16.48
ELEV. 449.22
PVI 15+64.85
ELEV. 448.84
LOW 15+79.11
ELEV. 448.93
PROPOSED GRADE
EXISTING GROUND
L=11'
K=44
460
450
440
430
420
410
447.81
447.79
447.98
447.24
448.62
449.32
448.55
448.96
449.81
448.56
448.81
450.01
10+00
15+00
20+00

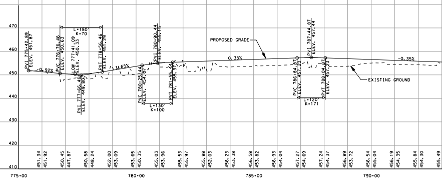
IH 35E SB EXIT RAMP "AN"
40 MPH DESIGN


480
470
460
450
440
430
420
410
PVI 14+37.99
ELEV. 449.01
PVC 14+74.17
ELEV. 448.74
PVT 15+41.17
ELEV. 448.58
PVI 14+10.93
ELEV. 448.98
L=67'
K=64
PVI 15+42.90
ELEV. 448.59
ML FINISHED
GRADE
EXISTING GROUND
-0.76%
0.15%
0.29%
PROPOSED GRADE
FR FINISHED GRADE
PVC 14+18.14
ELEV. 448.99
PVT 14+57.84
ELEV. 448.86
LOW 15+22.59
ELEV. 448.56
L=40'
K=44
PVI 15+07.67
ELEV. 448.49
452.05
451.23
451.35
449.93
448.60
448.86
448.98
450.31
10+00
15+00
20+00

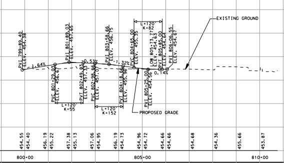
IH 35E NB FRONTAGE ROAD "FR"
40 MPH DESIGN


L=525'
K=64
PVI 752+42.35
ELEV. 419.88
PVC 752+47.50
ELEV. 419.82
LOW 753+25.36
ELEV. 419.35
-1.21%
PROPOSED GRADE
PVI 755+10.00
ELEV. 416.65
6.94%
PVT 757+72.50
ELEV. 434.87
PVC 758+10.00
ELEV. 437.47
PVI 759+70.00
ELEV. 448.57
L=320'
K=45
PVT 761+30.00
ELEV. 448.24
-0.21%
PVI 762+5
ELEV. 44
EXISTING GROUND
450
440
430
420
410
400
390
419.40
451.71
419.78
451.28
421.72
456.29
425.20
456.61
430.24
454.13
436.78
451.78
442.81
450.53
446.63
448.35
448.20
448.25
448.10
433.78
755+00
760+00
765+00

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

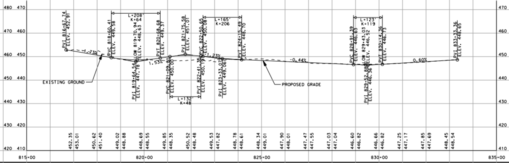

470
460
450
440
430
420
410
PVI 775+42.89
ELEV. 451.87
-0.92%
PVC 776+76.46
ELEV. 450.63
L=180'
K=70
LOW 777+41.09
ELEV. 450.33
PVI 777+66.46
ELEV. 449.80
PVT 778+56.46
ELEV. 451.29
1.65%
PVC 780+25.44
ELEV. 454.67
PVI 780+90.44
ELEV. 455.15
PVT 781+55.44
ELEV. 455.37
L=130'
K=100
PROPOSED GRADE
0.35%
PVC 786+84.87
ELEV. 457.23
PVI 787+44.87
ELEV. 457.44
PVT 788+04.87
ELEV. 457.23
L=120'
K=171
-0.35%
EXISTING GROUND
451.34
451.92
450.45
447.87
450.58
448.24
452.00
453.09
453.65
450.35
455.03
453.96
455.53
455.97
455.88
452.03
456.23
453.38
456.58
453.82
456.93
454.04
457.27
454.69
457.24
454.37
456.89
453.72
456.54
455.04
456.19
454.35
455.84
454.30
455.49
775+00
780+00
785+00
790+00

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

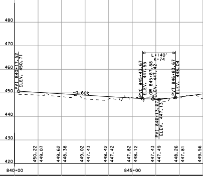


EXISTING GROUND
PROPOSED GRADE
PVI 799+89.40 ELEV. 454.38
PVC 801+29.03 ELEV. 456.67
PVI 801+89.03 ELEV. 457.65
PVT 802+49.03 ELEV. 457.33
PVC 802+98.66 ELEV. 457.07
PVI 803+58.66 ELEV. 456.75
PVT 804+18.66 ELEV. 455.96
PVC 804+65.00 ELEV. 455.35
PVI 805+25.00 ELEV. 454.56
LOW 805+73.77 ELEV. 454.63
PVT 805+85.00 ELEV. 454.64
PVI 806+06.55 ELEV. 454.67
L=120' K=55
L=120' K=152
L=120' K=82
1.64%
0.53%
0.14%
800+00
805+00
810+00
454.55 454.40 456.19 455.22 457.38 455.13 457.06 454.95 456.19 454.73 454.96 454.72 454.66 454.66 454.68 454.36 455.66 453.87

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

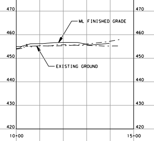


480 470 460 450 440 430 420 410
470 460 450 440 430 420 410
EXISTING GROUND
PROPOSED GRADE
PVI 816+67.74 ELEV. 452.91
PVC 818+60.41 ELEV. 449.58
PVI 819+64.54 ELEV. 447.78
LOW 819+70.94 ELEV. 448.63
PVT 820+68.68 ELEV. 449.37
PVC 821+09.81 ELEV. 450.00
PVI 821+75.58 ELEV. 451.01
PVT 822+41.35 ELEV. 450.19
PVC 822+50.65 ELEV. 450.08
PVI 823+33.07 ELEV. 449.06
PVT 824+15.49 ELEV. 448.70
PVC 828+91.39 ELEV. 446.63
PVI 829+52.88 ELEV. 446.36
LOW 829+43.03 ELEV. 446.52
PVT 830+14.36 ELEV. 446.73
PVI 833+33.36 ELEV. 448.65
L=208' K=64
L=132' K=48
L=165' K=206
L=123' K=119
-1.73%
1.53%
1.23%
-0.44%
0.60%
815+00
820+00
825+00
830+00
835+00
452.35 453.01 450.62 451.40 449.02 448.88 448.69 448.55 449.85 448.35 450.52 448.48 449.53 447.82 448.78 448.61 448.34 449.01 447.90 448.01 447.47 447.55 447.03 447.04 446.60 446.82 446.66 446.82 447.25 447.17 447.85 447.69 448.45 448.54



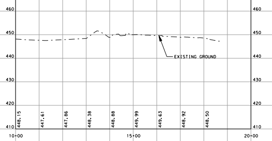
480 470 460 450 440 430 420
PVI 840+17.52 ELEV. 450.71
PVC 845+43.67 ELEV. 447.55
LOW 845+87.88 ELEV. 447.42
PVI 846+13.67 ELEV. 447.13
PVT 846+83.67 ELEV. 448.04
L=140' K=74
-0.60%
840+00
845+00
450.22 449.07 449.62 448.38 449.02 447.43 448.42 447.42 447.82 448.12 447.43 447.49 448.26 447.81 449.56

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



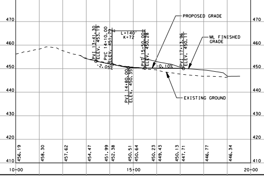
470 460 450 440 430 420
ML FINISHED GRADE
EXISTING GROUND
10+00
15+00

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



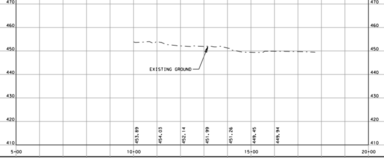
470 460 450 440 430 420 410
EXISTING GROUND
10+00
15+00
20+00
448.15 447.61 447.86 448.38 448.88 449.99 449.63 448.92 448.50

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

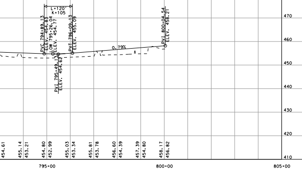


480 470 460 450 440 430 420 410
PROPOSED GRADE
ML FINISHED GRADE
EXISTING GROUND
PVI 13+41.30 ELEV. 453.19
PVC 14+10.00 ELEV. 451.72
PVI 14+80.00 ELEV. 450.35
PVT 15+50.00 ELEV. 450.28
PVI 17+13.96 ELEV. 450.11
L=140' K=72
-2.05%
-0.10%
10+00
15+00
20+00
456.19 458.30 457.62 454.47 451.99 452.38 450.51 450.64 450.23 449.43 450.13 447.71 446.77 446.34

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

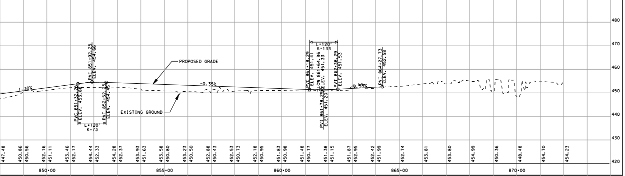


480 470 460 450 440 430 420 410
EXISTING GROUND
5+00
10+00
15+00
20+00
453.89 454.03 452.14 451.99 451.26 449.45 449.94

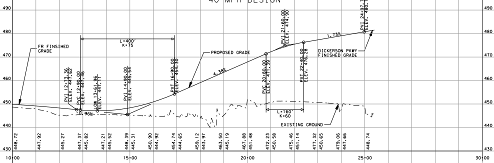


470 460 450 440 430 420 410
PVC 794+89.13 ELEV. 454.83
LOW 795+26.04 ELEV. 454.77
PVI 795+49.13 ELEV. 454.62
PVT 796+09.13 ELEV. 455.09
PVI 800+04.54 ELEV. 458.21
L=120' K=105
0.79%
795+00
800+00
805+00
454.61 455.14 453.21 454.80 452.99 455.03 453.34 455.81 453.78 456.60 454.39 457.39 454.80 458.17 456.82

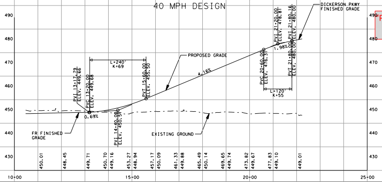
IH 35E SB FRONTAGE ROAD "ET"
40 MPH DESIGN


480
470
460
450
440
430
420
PVI 851+92.25 ELEV. 454.66
PVC 851+32.26 ELEV. 453.88
PVT 852+52.25 ELEV. 454.45
L=120'
K=73
1.30%
PROPOSED GRADE
-0.35%
EXISTING GROUND
L=120'
K=133
PVC 861+18.29 ELEV. 451.41
LOW 861+64.96 ELEV. 451.33
PVI 861+78.29 ELEV. 451.20
PVT 862+38.29 ELEV. 451.53
0.55%
PVI 864+27.73 ELEV. 452.58
447.48
450.86
450.56
452.16
451.11
453.46
452.17
454.44
452.33
454.28
452.37
453.93
451.63
453.58
450.80
453.23
450.50
452.88
450.43
452.53
450.73
452.18
450.95
451.83
450.98
451.48
450.77
451.38
451.15
451.87
452.95
452.42
451.99
452.74
453.81
453.80
454.99
450.36
448.48
454.70
454.23
850+00
855+00
860+00
865+00
870+00

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


490
480
470
460
450
440
430
FR FINSIHED GRADE
L=400'
K=75
PVI 12+73.36 ELEV. 447.62
PVC 12+90.00 ELEV. 447.46
LOW 13+61.96 ELEV. 447.11
PVI 14+90.00 ELEV. 445.54
PVT 16+90.00 ELEV. 454.30
0.96%
PROPOSED GRADE
4.38%
PVC 20+80.00 ELEV. 471.39
PVI 21+60.00 ELEV. 474.90
PVT 22+40.00 ELEV. 476.28
L=160'
K=60
1.73%
PVI 24+97.73 ELEV. 480.75
DICKERSON PKWY FINISHED GRADE
EXISTING GROUND
448.72
447.92
445.27
447.37
445.82
447.21
445.52
448.39
445.31
450.90
444.92
454.74
444.65
459.12
443.97
463.50
445.19
467.88
451.48
472.23
450.58
475.46
451.14
477.32
450.65
479.06
447.66
448.74
10+00
15+00
20+00
25+00
30+00

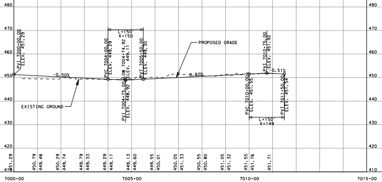
IH 35E NB EXIT RAMP "AQ"
40 MPH DESIGN


490
480
470
460
450
440
430
DICKERSON PKWY FINISHED GRADE
L=240'
K=69
PVI 13+17.79 ELEV. 449.66
PVC 13+20.00 ELEV. 449.68
0.69%
PVI 14+40.00 ELEV. 450.51
PVT 15+60.00 ELEV. 455.50
PROPOSED GRADE
4.16%
PVC 20+60.00 ELEV. 476.31
PVI 21+20.00 ELEV. 478.81
PVI 21+80.16 ELEV. 480.00
PVT 21+80.00 ELEV. 480.00
1.98%
L=120'
K=55
FR FINISHED GRADE
EXISTING GROUND
450.01
448.45
449.71
450.70
449.16
453.27
448.94
457.17
450.09
461.33
449.88
465.49
450.14
469.65
449.74
473.82
449.67
477.83
449.10
449.01
10+00
15+00
20+00
25+00

"PRELIMINARY SUBJECT TO CHANGE"

BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEWS

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


480
470
460
450
440
430
420
410
PVI 7000+00.00 ELEV. 451.29
-0.50%
EXISTING GROUND
L=150'
K=150
PVC 7004+00.00 ELEV. 449.29
LOW 7004+74.92 ELEV. 449.11
PVI 7004+75.00 ELEV. 448.92
PVT 7005+50.00 ELEV. 449.30
PROPOSED GRADE
0.60%
PVI 7010+75.00 ELEV. 451.92
-0.51%
PVC 7010+00.00 ELEV. 451.55
PVT 7011+50.00 ELEV. 451.54
L=150'
K=149
451.29
450.79
449.48
450.29
449.74
449.79
449.33
449.29
449.17
449.13
449.60
449.55
450.01
450.05
451.33
450.55
450.80
451.05
451.32
451.55
451.76
451.71
7000+00
7005+00
7010+00
7015+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

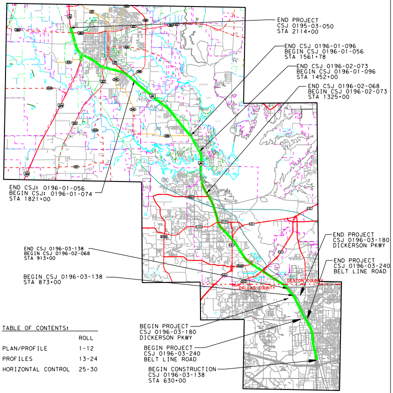

END PROJECT CSJ 0195-03-050 STA 2114+00
END CSJ 0196-01-096 BEGIN CSJ 0196-01-056 STA 1561+78
END CSJ 0196-02-073 BEGIN CSJ 0196-01-096 STA 1452+00
END CSJ 0196-02-068 BEGIN CSJ 0196-02-073 STA 1325+00
END CSJ: 0196-01-056 BEGIN CSJ: 0196-01-074 STA 1821+00
END CSJ 0196-03-138 BEGIN CSJ 0196-02-068 STA 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:

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

1/11/2013

ROLL 14 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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