Texas Department of Transportation

DALLAS DISTRICT

DRAFT INTERIM SCHEMATIC

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

INTERSTATE TEXAS 35E

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

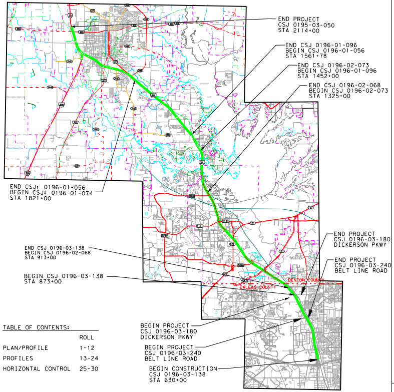
END PROJECT
CSJ 0195-03-050
STA 2114+00
END CSJ 0196-01-096
BEGIN CSJ 0196-01-056
STA 1561+78
END CSJ 0196-02-073
BEGIN CSJ 0196-01-096
STA 1452+00
END CSJ 0196-02-068
BEGIN CSJ 0196-02-073
STA 1325+00
END CSJ: 0196-01-056
BEGIN CSJ: 0196-01-074
STA 1821+00
END PROJECT
CSJ 0196-03-180
DICKERSON PKWY
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 4 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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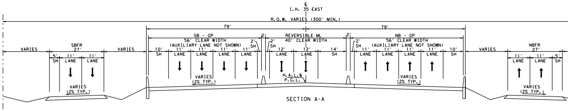
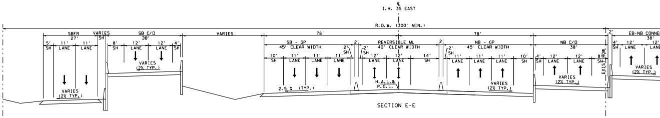

℄
I.H. 35 EAST
R.O.W. VARIES (300' MIN.)
79'
79'
VARIES
SBFR
27'
5' SH
11' LANE
11' LANE
VARIES
SB - GP
56' CLEAR WIDTH
(AUXILIARY LANE NOT SHOWN)
10' SH
11' LANE
11' LANE
11' LANE
11' LANE
2' SH
2'
REVERSIBLE ML
40' CLEAR WIDTH
2' SH
12' LANE
12' LANE
14' SH
2'
NB - GP
56' CLEAR WIDTH
(AUXILIARY LANE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

SECTION A-A


℄
I.H. 35 EAST
R.O.W. (300' MIN.)
SBFR
27'
5' SH
11' LANE
11' LANE
VARIES
SH
SB C/D
38'
8' SH
12' LANE
12' LANE
4' SH
VARIES
78'
78'
SB - GP
45' CLEAR WIDTH
10' SH
11' LANE
11' LANE
11' LANE
2' SH
2'
REVERSIBLE ML
40' CLEAR WIDTH
2' SH
12' LANE
12' LANE
14' SH
2'
NB - GP
45' CLEAR WIDTH
2' SH
11' LANE
11' LANE
11' LANE
10' SH
NB C/D
38'
4' SH
12' LANE
12' LANE
8' SH
EXIST ROW
2'
EB-NB CONNE
38'
4' SH
12' LANE
12'
VARIES (2% TYP.)
2.5 % (TYP.)
H.A.L.&
P.G.L.

SECTION E-E

ROADWAY TYPE	DESIGN SPEED	LOCATION
IH 35 NB MAINLANES	70 MPH*	THROUGHOUT
IH 35 SB MAINLANES	70 MPH*	THROUGHOUT
MANAGED LANES	70 MPH*	THROUGHOUT
DIRECT CONNECTORS	50 MPH	THROUGHOUT
SLIP RAMPS	40 MPH	THROUGHOUT
FRONTAGE ROADS	40 MPH	THROUGHOUT
FM 3040	30 MPH	THROUGHOUT
CORPORATE DR.	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
—╫—	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.

8.

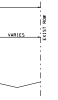
9.

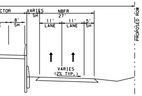
10.

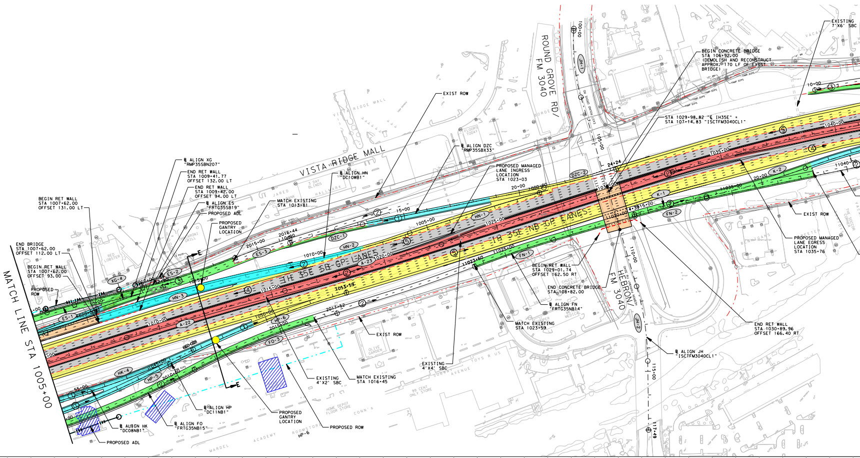
11.

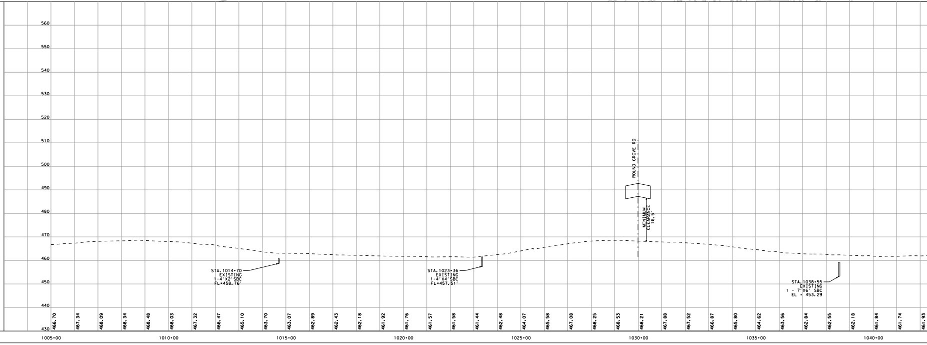
12.

13.


VARIES
EXIST ROW


CTOR
VARIES SH
NBFR 27'
8' SH
11' LANE
11' LANE
5' SH
VARIES (2% TYP.)
PROPOSED ROW


MATCH LINE STA 1005+00
VISTA RIDGE MALL
IH 35E SB GP LANES
IH 35E NB GP LANES
ROUND GROVE RD/ FM 3040
HEBRON/ FM 3040
END BRIDGE STA 1007+62.00 OFFSET 112.00 LT
BEGIN RET WALL STA 1007+62.00 OFFSET 131.00 LT
BEGIN RET WALL STA 1007+62.00 OFFSET 93.00
PROPOSED ROW
℄ ALIGN XG "RMP35SBN207"
END RET WALL STA 1009+41.77 OFFSET 132.00 LT
END RET WALL STA 1009+42.00 OFFSET 94.00 LT
℄ ALIGN ES "FRTG35SB19"
PROPOSED ADL
PROPOSED GANTRY LOCATION
MATCH EXISTING STA 1013+81
℄ ALIGN HN "DC10WB1"
EXIST ROW
℄ ALIGN DZC "RMP35SBX33"
PROPOSED MANAGED LANE INGRESS LOCATION STA 1023+03
BEGIN CONCRETE BRIDGE STA 106+92.00 (DEMOLISH AND RECONSTRUCT APPROX. 170 LF OF EXIST BRIDGE)
STA 1029+98.82 "℄ IH35E" = STA 107+14.83 "ISCTFM3040CL1"
EXISTING 7'X6' SBC
EXIST ROW
PROPOSED MANAGED LANE EGRESS LOCATION STA 1035+76
BEGIN RET WALL STA 1029+01.74 OFFSET 162.50 RT
END CONCRETE BRIDGE STA 108+82.00
℄ ALIGN FN "FRTG35NB14"
MATCH EXISTING STA 1023+59
END RET WALL STA 1030+89.96 OFFSET 166.40 RT
℄ ALIGN JH "ISCTFM3040CL1"
EXISTING 4'X4' SBC
EXIST ROW
MATCH EXISTING STA 1016+45
EXISTING 4'X2' SBC
PROPOSED ROW
PROPOSED GANTRY LOCATION
℄ ALIGN HP "DC11NB1"
℄ ALIGN FO "FRTG35NB15"
℄ ALIGN HK "DC08NB1"
PROPOSED ADL
XG-4
ES-1
ES-2
ES-3
HN-1
HN-2
HN-3
DZC-1
DZC-2
A-22
A-23
HP-5
HP-6
HK-4
FO-3
FN-1
FN-2
K-1
K-2
JH-1
JH-2
1010+00
1015+00
1020+00
1025+00
1030+00
1035+00
1040+00
1053+59
2015+00
2016+44
2017+52
100+00
105+00
110+00
115+00
117+49
24+24
1023+60
RED LOBSTER
MACARONI GRILL
OLIVE GARDEN
HOME DEPOT FLOOR STORE
TOYS R US
99 CENT ONLY STORE
CHUCK E. CHEESE
IHOP
TACO CABANA
MARDEL
ACADEMY
CONN'S



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

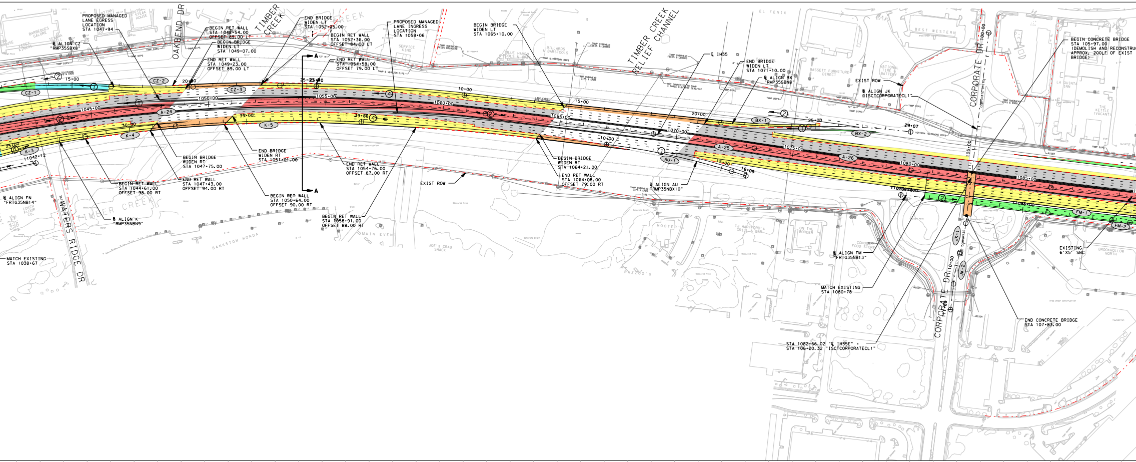
PROPOSED CROSS STREET SECTIONS ARE BASED ON CITY THOROUGHFARE PLANS.

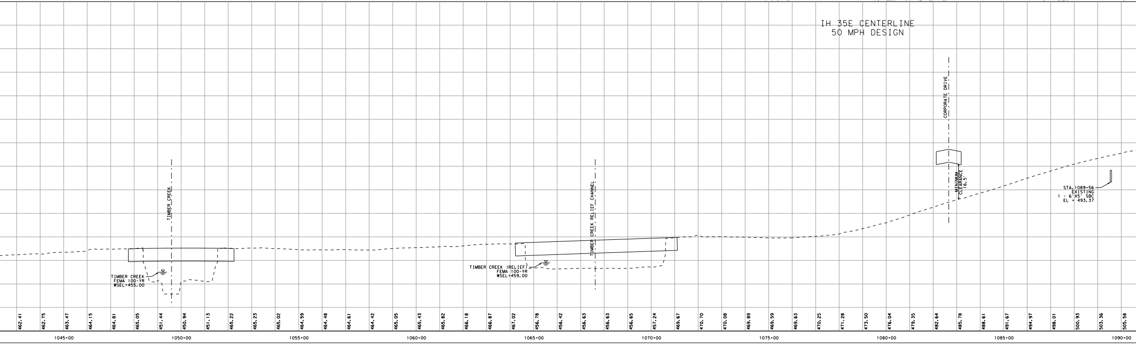
TYPICAL CROSS STREET TURNOUT RADIUS EQUALS 75' TYPICAL, 50' MIN. UNLESS NOTED OTHERWISE.

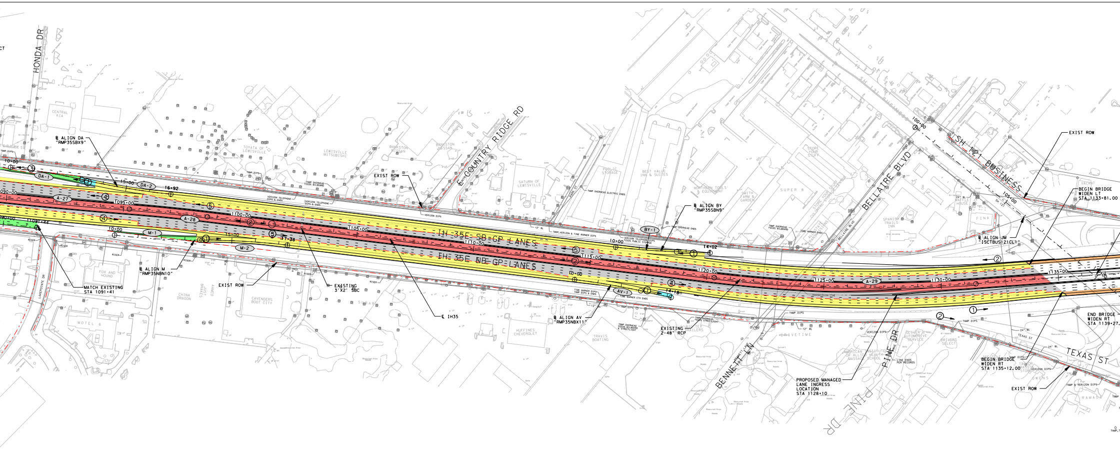
RAMP HORIZONTAL CURVATURE BETWEEN PHYSICAL GORES IS SHOWN IN TABLE. TYPICAL FRONTAGE ROAD GORES UTILIZE A MINIMUM 3000' RADIUS. TYPICAL MAINLANE GORES UTILIZE A MINIMUM RADIUS OF 3000'. VARIATIONS FROM TYPICAL RADIUS' ARE NECESSARY IN LOCATIONS WITH OPERATIONAL WEAVING CONSTRAINTS OR WHEN THE RAMP GORE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

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.

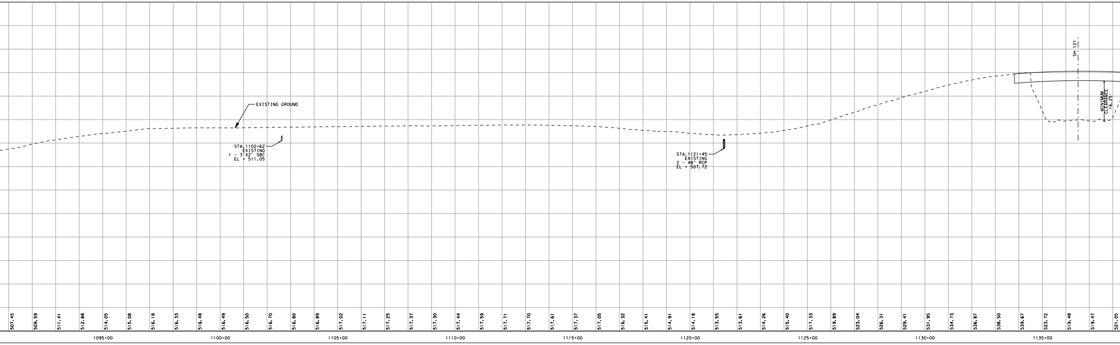
RAILROAD ALIGNMENTS AND PROFILES ARE SHOWN FOR REFERENCE ONLY IN DEVELOPING ROADWAY PROFILES. FINAL ALIGNMENTS AND PROFILES WILL BE DEVELOPED THROUGH COORDINATION WITH THE RAILROADS, TXDOT AND THE LOCAL GOVERNMENTS.

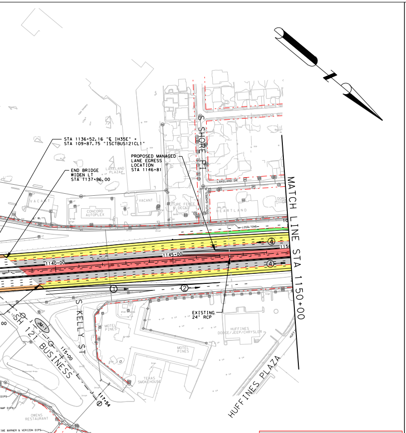

PROPOSED MANAGED LANE EGRESS LOCATION STA 1047+94
℄ ALIGN CZ "RMP35SBX8"
BEGIN RET WALL STA 1048+54.00 OFFSET 89.00 LT
BEGIN BRIDGE WIDEN LT STA 1049+07.00
END RET WALL STA 1049+23.00 OFFSET 89.00 LT
OAKBEND DR
TIMBER CREEK
END BRIDGE WIDEN LT STA 1052+25.00
BEGIN RET WALL STA 1052+36.00 OFFSET 84.00 LT
END RET WALL STA 1054+58.00 OFFSET 79.00 LT
PROPOSED MANAGED LANE INGRESS LOCATION STA 1058+06
BEGIN BRIDGE WIDEN LT STA 1065+10.00
TIMBER CREEK RELIEF CHANNEL
℄ IH35
END BRIDGE WIDEN LT STA 1071+10.00
℄ ALIGN BX "RMP35SBN8"
EXIST ROW
℄ ALIGN JK "ISCTCORPORATECL1"
CORPORATE DR
BEGIN CONCRETE BRIDGE STA 105+97.00 (DEMOLISH AND RECONSTRUCT APPROX. 200LF OF EXIST BRIDGE)
CZ-1
CZ-2
CZ-3
A-24
A-25
A-26
K-3
K-4
K-5
BX-1
BX-2
AU-1
FM-1
FM-2
JK-1
JK-2
1045+00
1050+00
1055+00
1060+00
1065+00
1070+00
1075+00
1080+00
1085+00
11042+12
15+00
20+00
25+00
30+00
35+00
39+88
10+00
16+09
29+07
105+00
110+00
A
A
BEGIN BRIDGE WIDEN RT STA 1047+75.00
END RET WALL STA 1047+43.00 OFFSET 94.00 RT
BEGIN RET WALL STA 1044+61.00 OFFSET 98.00 RT
END BRIDGE WIDEN RT STA 1051+01.00
BEGIN RET WALL STA 1050+64.00 OFFSET 90.00 RT
END RET WALL STA 1054+76.00 OFFSET 87.00 RT
BEGIN RET WALL STA 1058+91.00 OFFSET 88.00 RT
EXIST ROW
BEGIN BRIDGE WIDEN RT STA 1064+21.00
END RET WALL STA 1064+08.00 OFFSET 79.00 RT
℄ ALIGN AU "RMP35NBX10"
℄ ALIGN FN "FRTG35NB14"
℄ ALIGN K "RMP35NBN9"
WATERS RIDGE DR
TIMBER CREEK
MATCH EXISTING STA 1038+67
℄ ALIGN FM "FRTG35NB13"
MATCH EXISTING STA 1080+78
STA 1082+66.02 "℄ IH35E" = STA 106+20.32 "ISCTCORPORATECL1"
END CONCRETE BRIDGE STA 107+83.00
EXISTING 6'X5' SBC
EL FENIX
BEST WESTERN
BILLARDS & BARSTOOLS
BASSETT FURNITURE DIRECT
NATIONAL TIRE & BATTERY
LA QUINTA INN
THE KETTLE (VACANT)
HOOTERS
TJ HARTFORD'S GRILL & BAR
ON THE BORDER
JOE'S CRAB SHACK
MAIN EVENT
BANKSTON HONDA
BROOKHOLLOW NORTH
SERVICE KING


IH 35E CENTERLINE
50 MPH DESIGN
TIMBER CREEK
TIMBER CREEK FEMA 100-YR WSEL=455.00
TIMBER CREEK RELIEF CHANNEL
TIMBER CREEK (RELIEF) FEMA 100-YR WSEL=459.00
CORPORATE DRIVE
MINIMUM CLEARANCE 16.5'
STA 1089+56 EXISTING 1 - 6'X5' SBC EL = 493.37
462.41
462.75
463.47
464.15
464.81
465.05
451.44
450.94
451.13
465.22
465.23
465.02
464.59
464.48
464.61
464.42
465.05
465.43
465.82
466.18
466.87
467.02
456.78
456.42
456.63
456.63
456.65
457.24
469.67
470.70
470.08
469.89
469.59
469.63
470.25
471.28
473.50
476.04
479.35
482.64
485.78
488.61
491.67
494.97
498.01
500.93
503.36
505.58
1045+00
1050+00
1055+00
1060+00
1065+00
1070+00
1075+00
1080+00
1085+00
1090+00



HONDA DR
E COUNTRY RIDGE RD
BELLAIRE BLVD
SH 121 BUSINESS
BENNETT LN
PINE DR
TEXAS ST
LAKEPOINTE DR
IH 35E SB GP LANES
IH 35E NB GP LANES
℄ ALIGN DA "RMP35SBX9"
℄ ALIGN M "RMP35NBN10"
℄ ALIGN BY "RMP35SBN9"
℄ ALIGN AV "RMP35NBX11"
℄ ALIGN JM "ISCTBUS121CL1"
℄ IH35
MATCH EXISTING STA 1091+41
EXISTING 3'X2' SBC
EXISTING 2-48" RCP
EXIST ROW
BEGIN BRIDGE WIDEN LT STA 1133+81.00
BEGIN BRIDGE WIDEN RT STA 1135+12.00
END BRIDGE WIDEN RT STA 1139+27.
PROPOSED MANAGED LANE INGRESS LOCATION STA 1128+10
DA-1
DA-2
A-27
A-28
A-29
M-1
M-2
BY-1
AV-1
10+00
15+00
16+92
17+38
14+02
14+18
100+00
105+00
1090+00
1095+00
1100+00
1105+00
1110+00
1115+00
1120+00
1125+00
1130+00
1135+00
CENTRAL KIA
TOYOTA OF LEWISVILLE
LEWISVILLE MITSUBISHI
BANKSTON NISSAN
SATURN OF LEWISVILLE
PUBLIC STORAGE
BEST VALUE INN & SUITES
NORTHERN TOOLS & EQUIPMENT
SOUTH FARM & GARDEN
SUPER 8
SPANISH TRAILS INN
FINA
WAFFLE HOUSE
FOX AND HOUND
CHINA DRAGON
MOTEL 6
CAVENDERS BOOT CITY
HUFFINES CHEVROLET
TRAVIS BOATING
AMERICAN INSTITUTE OF ALLIED HEALTH MASSAGE SCHOOL
OLIVER'S AUTOMOTIVE SERVICE
DRIVERS SELECT
RAMADA
OWENS




STA 1136+52.16 "℄ IH35E" = STA 109+87.75 "ISCTBUS121CL1"
PROPOSED MANAGED LANE EGRESS LOCATION STA 1146+81
END BRIDGE WIDEN LT STA 1137+96.00
S SHORE PL
LAKELAND DR
LAKELAND PLAZA
CONCORD AUTOPLEX
VACANT
HEARTLAND
1140+00
1145+00
MATCH LINE STA 1150+00
EXISTING 24" RCP
S KELLY ST
SH 121 BUSINESS
MOTEL PINES
HUFFINES DODGE/JEEP/CHRYSLER
TEXAS SMOKEHOUSE
OWENS RESTAURANT
HUFFINES PLAZA

"PRELIMINARY SUBJECT TO CHANGE"
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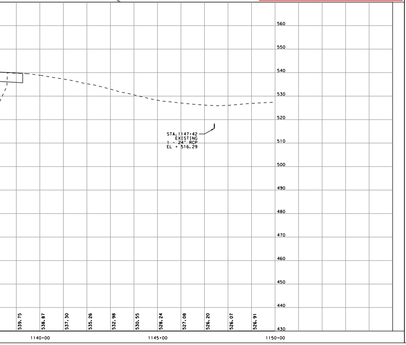

Texas Department of Transportation

DALLAS DISTRICT

DRAFT INTERIM SCHEMATIC

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

IH 35E
FROM: IH 635
TO: US 380

DALLAS & DENTON COUNTY

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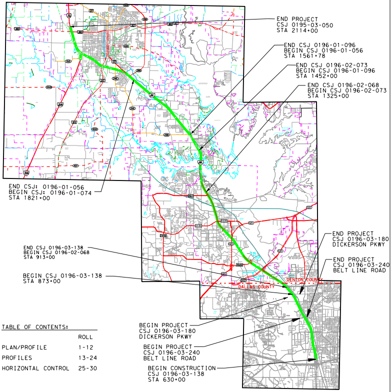
END PROJECT CSJ 0195-03-050 STA 2114+00
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END CSJ 0196-02-068 BEGIN CSJ 0196-02-073 STA 1325+00
END CSJ: 0196-01-056 BEGIN CSJ: 0196-01-074 STA 1821+00
END PROJECT CSJ 0196-03-180 DICKERSON PKWY
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END 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 4 OF 30

SCHEMATIC PREPARED BY:

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OR CONSTRUCTION.
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1/11/2013
DATE

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