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

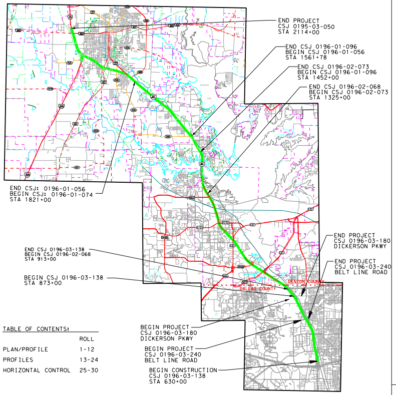
END PROJECT
CSJ 0195-03-050
STA 2114+00
END CSJ 0196-01-096
BEGIN CSJ 0196-01-056
STA 1561+78
END CSJ 0196-02-073
BEGIN CSJ 0196-01-096
STA 1452+00
END CSJ 0196-02-068
BEGIN CSJ 0196-02-073
STA 1325+00
END CSJ: 0196-01-056
BEGIN CSJ: 0196-01-074
STA 1821+00
END PROJECT
CSJ 0196-03-180
DICKERSON PKWY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

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PROFILES	13-24
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SCALE:
HORIZONTAL 1"=200'
VERTICAL 1"=20'

1/11/2013

ROLL 12 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

DATE: 1/11/2013

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BEGIN RAILROAD
BRIDGE STA 748+11
OFFSET 794.4' RT

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

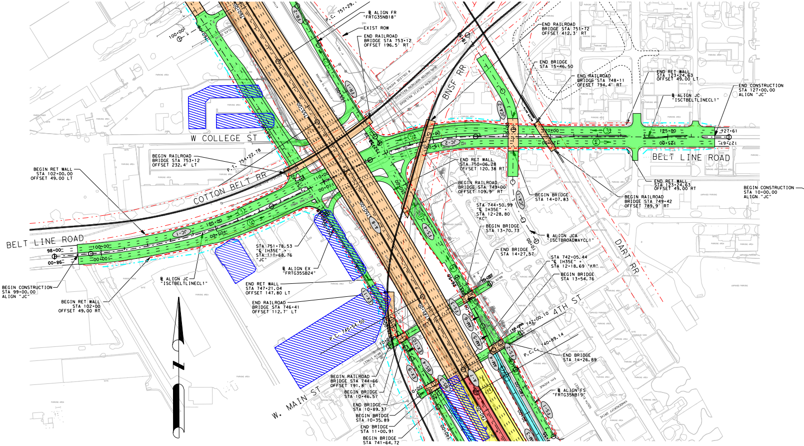
"PRELIMINARY SUBJECT TO CHANGE"
BASED ON FURTHER DEVELOPMENTS RESULTING
FROM PUBLIC INPUT AND TECHNICAL REVIEWS

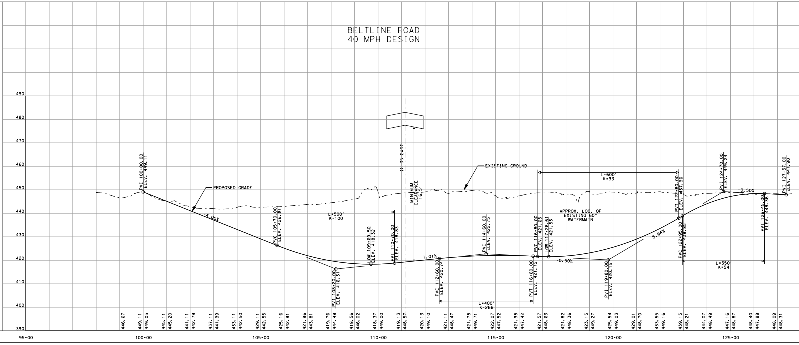
NOTES:

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.

Plotted on 10:11:42 AM

END RAILROAD
BRIDGE STA 749+42
OFFSET 789.9' RT


P.C. 757+29.
℄ ALIGN FR
"FRTG35NB18"
EXIST ROW
END RAILROAD
BRIDGE STA 753+12
OFFSET 196.5' RT
END RAILROAD
BRIDGE STA 751+72
OFFSET 412.3' RT
END BRIDGE
STA 15+46.50
END RAILROAD
BRIDGE STA 748+11
OFFSET 794.4' RT
END RET WALL
STA 123+24.63
OFFSET 49.00 LT
℄ ALIGN JC
"ISCTBELTLINECL1"
END CONSTRUCTION
STA 127+00.00
ALIGN "JC"
BNSF RR
W COLLEGE ST
BEGIN RAILROAD
BRIDGE STA 753+12
OFFSET 232.4' LT
P.I. 754+22.78
BEGIN RET WALL
STA 102+00.00
OFFSET 49.00 LT
COTTON BELT RR
END RET WALL
STA 750+06.28
OFFSET 120.38 RT
BEGIN RAILROAD
BRIDGE STA 749+00
OFFSET 109.9' RT
BEGIN BRIDGE
STA 14+07.83
BEGIN RAILROAD
BRIDGE STA 749+42
OFFSET 789.9' RT
END RET WALL
STA 123+24.63
OFFSET 49.00 RT
BELT LINE ROAD
BEGIN CONSTRUCTION
STA 10+00.00
ALIGN "JC"
STA 744+50.99
"℄ IH35E" =
STA 12+28.80
"KC"
BEGIN BRIDGE
STA 13+70.73
℄ ALIGN JCA
"ISCTBROADWAYCL1"
BELT LINE ROAD
BEGIN CONSTRUCTION
STA 99+00.00
ALIGN "JC"
BEGIN RET WALL
STA 102+00
OFFSET 49.00 RT
℄ ALIGN JC
"ISCTBELTLINECL1"
STA 751+78.53
"℄ IH35E" =
STA 110+68.76
"JC"
℄ ALIGN EX
"FRTG35SB24"
END RET WALL
STA 747+21.04
OFFSET 147.80 LT
END RAILROAD
BRIDGE STA 746+41
OFFSET 112.7' LT
END BRIDGE
STA 14+27.57
STA 742+05.44
"℄ IH35E" =
STA 12+18.69 "KB"
BEGIN BRIDGE
STA 13+54.76
DART RR
4TH ST
P.I. 742+00.10
P.C.C. 740+89.14
END BRIDGE
STA 14+26.89
P.C. 745+54.50
W. MAIN ST
BEGIN RAILROAD
BRIDGE STA 744+66
OFFSET 191.8' LT
BEGIN BRIDGE
STA 10+46.57
END BRIDGE
STA 10+89.37
BEGIN BRIDGE
STA 10+35.89
END BRIDGE
STA 11+00.91
BEGIN BRIDGE
STA 741+64.72
℄ ALIGN FS
"FRTG35NB19"
FR-1
FR-2
JCA-1
JCA-2
JC-1
JC-2
A-7
A-8
FS-1
FS-2
FS-3
FS-4
EX-9
EX-10
EX-11
AM-4
AM-5
AM-6
BS-3
BS-4



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

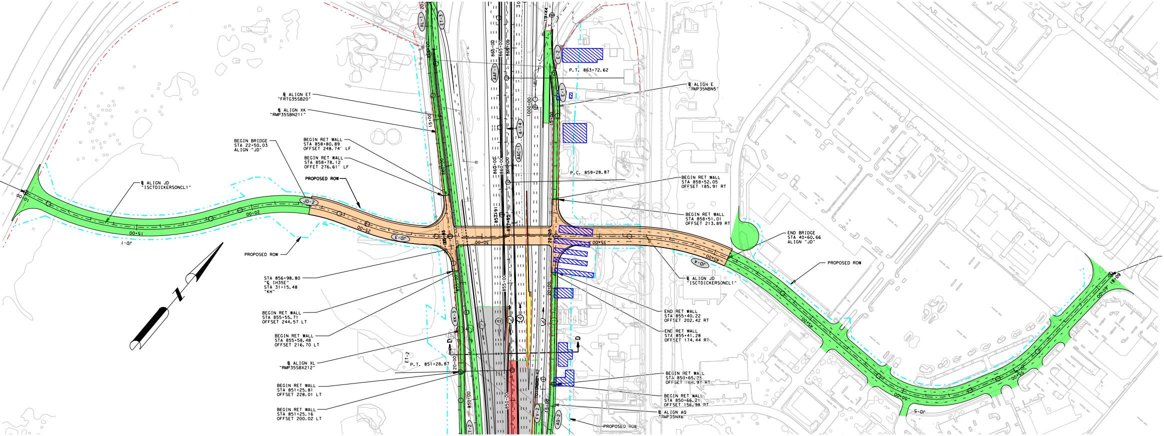
9. PROPOSED CROSS STREET SECTIONS ARE BASED ON CITY THOROUGHFARE PLANS.

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.


℄ ALIGN ET
"FRTG35SB20"
℄ ALIGN XK
"RMP35SBN211"
BEGIN BRIDGE
STA 22+50.03
ALIGN "JD"
BEGIN RET WALL
STA 858+80.89
OFFSET 248.74' LF
BEGIN RET WALL
STA 858+78.12
OFFET 276.61' LF
PROPOSED ROW
℄ ALIGN JD
"ISCTDICKERSONCL1"
PROPOSED ROW
STA 856+98.80
"℄ IH35E"
STA 31+15.48
"KH"
BEGIN RET WALL
STA 855+55.71
OFFSET 244.57 LT
BEGIN RET WALL
STA 855+58.48
OFFSET 216.70 LT
℄ ALIGN XL
"RMP35SBX212"
BEGIN RET WALL
STA 851+25.81
OFFSET 228.01 LT
BEGIN RET WALL
STA 851+25.16
OFFSET 200.02 LT
ET-2
P.T. 851+28.87
P.T. 863+72.62
℄ ALIGN E
"RMP35NBN5"
P.C. 859+28.87
BEGIN RET WALL
STA 858+52.05
OFFSET 185.91 RT
BEGIN RET WALL
STA 858+51.01
OFFSET 213.89 RT
END BRIDGE
STA 40+60.66
ALIGN "JD"
PROPOSED ROW
℄ ALIGN JD
"ISCTDICKERSONCL1"
END RET WALL
STA 855+40.22
OFFSET 202.42 RT
END RET WALL
STA 855+41.28
OFFSET 174.44 RT
BEGIN RET WALL
STA 850+65.25
OFFSET 184.97 RT
BEGIN RET WALL
STA 850+66.21
OFFSET 156.98 RT
℄ ALIGN AQ
"RMP35NX6"
PROPOSED ROW
JD-1
JD-2
JD-3
JD-4
JD-5
XL-1
ET-1
ET-2
XK-3
E-1
E-2
FV-2
AQ-2
AAF-1
AAC-1
A-14
10+00
15+00
20+00
25+00
30+00
35+00
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50+00
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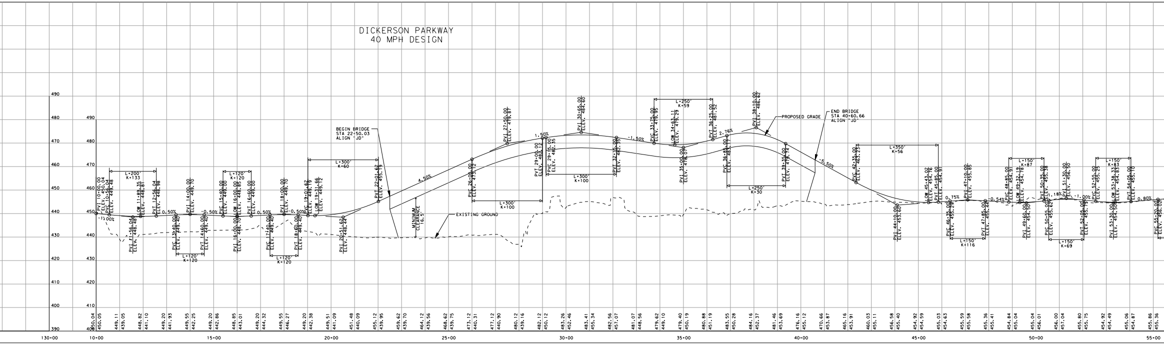
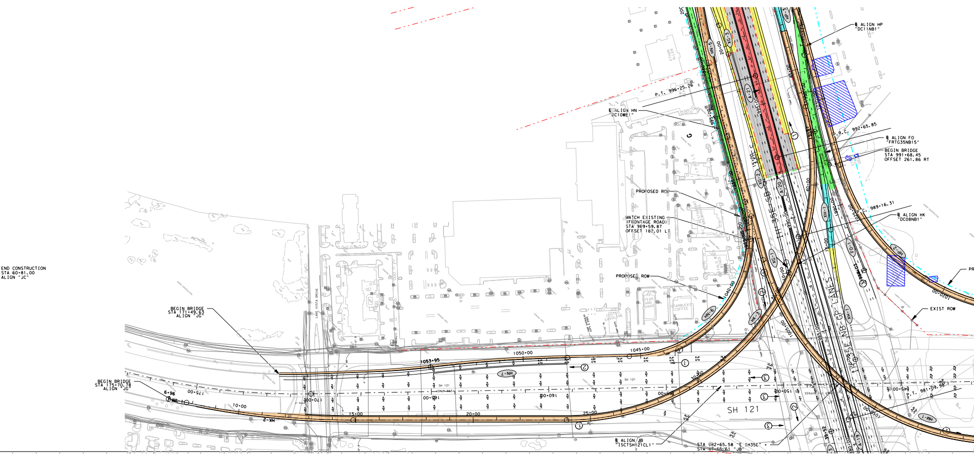
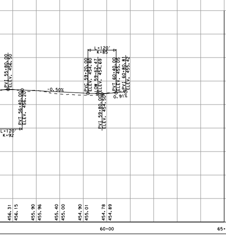
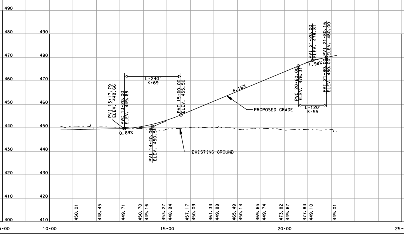
850+00
855+00
860+00
865+00
1000+00
D
D



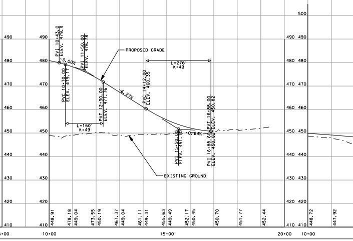

END CONSTRUCTION
STA 60+81.00
ALIGN "JC"
BEGIN BRIDGE
STA 171+49.63
ALIGN "JG"
BEGIN BRIDGE
STA 175+70.78
ALIGN "JG"
℄ ALIGN HP
"DC11NB1"
P.T. 996+25.26
℄ ALIGN HN
"DC10WB1"
P.R.C. 992+65.85
℄ ALIGN FO
"FRTG35NB15"
BEGIN BRIDGE
STA 991+68.45
OFFSET 261.86 RT
PROPOSED ROW
MATCH EXISTING
(FRONTAGE ROAD)
STA 989+59.87
OFFSET 182.01 LT
P.C. 989+16.31
℄ ALIGN HK
"DC08NB1"
PROPOSED ROW
EXIST ROW
IH 35E SB
IH 35E NB GP LANES
SH 121
LAKE VISTA DRIVE
ETHAN ALLEN
STEAK AND SHAKE
STARBUCKS COFFEE
COSTCO GASOLINE
BUFFALO WILD WINGS
BJ'S RESTAURANT BREWHOUSE
HN-5
HN-6
HN-7
HK-2
HK-3
HM-1
HP-2
XG-1
XG-2
XG-3
XH-1
A-19
A-20
A-21
FO-1
1053+95
1050+00
1045+00
1040+00
175+00
170+00
165+00
160+00
155+00
150+00
145+00
10+00
15+00
20+00
25+00
30+00
P.T. 981+09.98
℄ ALIGN JB
"ISCTSH121CL1"
STA 982+65.58 "℄ IH35E" =
STA 47+65.61 "JB"

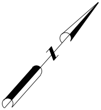

PVI 55+80.00
ELEV. 456.50
PVT 56+40.00
ELEV. 456.20
L=120'
K=92
-0.50%
L=120'
K=85
PVC 59+20.00
ELEV. 454.80
LOW 59+62.47
ELEV. 454.69
PVI 59+80.00
ELEV. 454.50
PVT 60+40.00
ELEV. 455.05
PVI 60+80.81
ELEV. 455.42
0.91%
490
480
470
460
450
440
430
420
410
400
456.31
456.15
455.90
455.96
455.40
455.00
454.90
455.01
454.78
454.89
60+00
65+00

IH 35 NB EXIT RAMP "AQ"
(NBFR TO DICKERSON PARKWAY)
30 MPH DESIGN

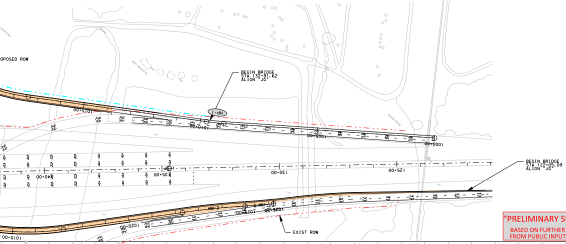

PVI 13+17.79
ELEV. 449.66
PVC 13+20.00
ELEV. 449.68
0.69%
L=240'
K=69
PVI 14+40.00
ELEV. 450.51
PVT 15+60.00
ELEV. 455.50
4.16%
PROPOSED GRADE
EXISTING GROUND
PVC 20+60.00
ELEV. 476.31
PVI 21+20.00
ELEV. 478.81
1.98%
PVT 21+80.00
ELEV. 480.00
PVI 21+80.16
ELEV. 480.00
L=120'
K=55
490
480
470
460
450
440
430
420
410
400
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

IH 35 NB ENTRANCE RAMP "E"
(DICKERSON PARKWAY TO NBFR)
30 MPH DESIGN


PVI 10+43.0
ELEV. 479.9
-3.00%
PVC 10+70.00
ELEV. 479.17
PVI 11+50.00
ELEV. 476.78
PROPOSED GRADE
L=160'
K=49
PVT 12+30.00
ELEV. 471.76
-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
500
490
480
470
460
450
440
430
420
410
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
448.72
447.92
10+00
15+00
20+00
10+00



SEE ROLL # 24 OF 30 FOR SH 121 INTERCHANGE CONNECTOR PROFILES.


OPOSED ROW
BEGIN BRIDGE
STA 132+91.62
ALIGN "JG"
HP-1
BEGIN BRIDGE
STA 122+05.09
ALIGN "JG"
EXIST ROW
WM-2
101+00
100+00
125+00
130+00
135+00
140+00
120+00
1015+00

"PRELIMINARY SUBJECT TO CHANGE"
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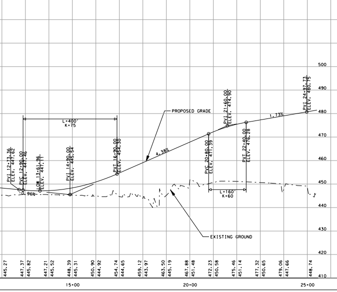
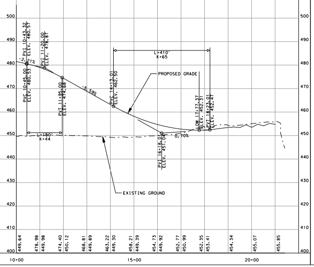
IH 35 SB ENTRANCE RAMP "XK"
(SBFR TO DICKERSON PARKWAY)
30 MPH DESIGN



IH 35 SB EXITRAMP "XL"
(DICKERSON PARKWAY TO SBFR)
30 MPH DESIGN



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

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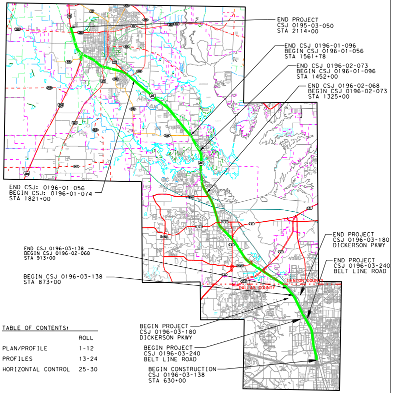
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CSJ 0196-03-138
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NAME	P.E. NUMBER
SHAWN BRENT STOVER	109251

1/11/2013
DATE

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