Texas Department of Transportation
DALLAS DISTRICT
DRAFT INTERIM SCHEMATIC

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

INTERSTATE TEXAS 35E

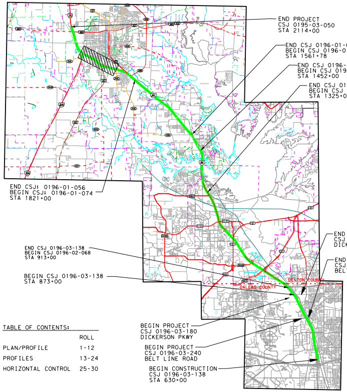
IH 35E
FROM: IH 635
TO: US 380

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

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

1/11/2013

ROLL 10 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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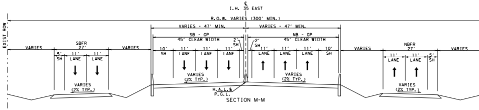


℄
I.H. 35 EAST
R.O.W. VARIES (300' MIN.)
EXIST ROW
VARIES - 47' MIN.
VARIES - 47' MIN.
SB - GP
45' CLEAR WIDTH
NB - GP
45' CLEAR WIDTH
VARIES
SBFR
27'
VARIES
5'
SH
11'
LANE
11'
LANE
10'
SH
11'
LANE
11'
LANE
11'
LANE
2'
SH
2'
SH
11'
LANE
11'
LANE
11'
LANE
10'
SH
VARIES
NBFR
27'
VARIES
11'
LANE
11'
LANE
5'
SH
VARIES
(2% TYP.)
VARIES
(2% TYP.)
VARIES
(2% TYP.)
VARIES
(2% TYP.)
H.A.L.&
P.G.L.
SECTION M-M

ROADWAY TYPE	DESIGN SPEED	LOCATION
IH 35 NB MAINLANES	70 MPH*	THROUGHOUT
IH 35 SB MAINLANES	70 MPH*	THROUGHOUT
SLIP RAMPS	40 MPH	THROUGHOUT
FRONTAGE ROADS	40 MPH	THROUGHOUT
TEASLEY LN.	30 MPH	THROUGHOUT
FT. WORTH DR.	30 MPH	THROUGHOUT
McCORMICK	30 MPH	THROUGHOUT
N. TEXAS 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

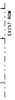
LEGEND:

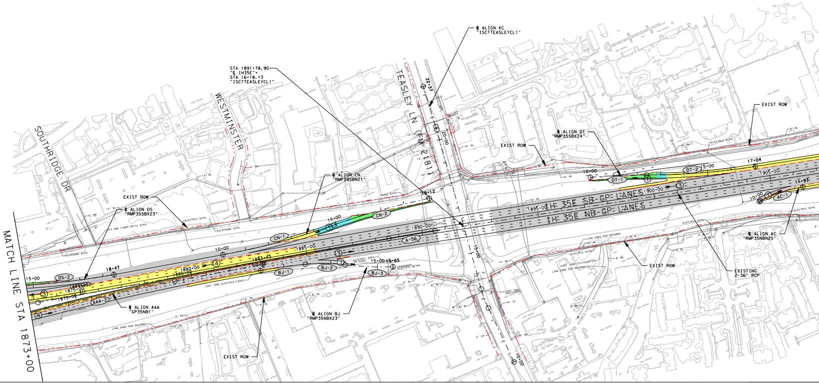
🟨	GENERAL PURPOSE LANES FULL RECONSTRUCTION
▭	REHABILITATE EXISTING PAVEMENT
🟥	MANAGED LANES
🟩	FRONTAGE ROADS/CROSS STREETS
🟪	COLLECTOR DISTRIBUTOR
▭	RAMPS/DIRECT CONNECTORS
🟧	BRIDGES
🟦	SHARED USE PATH
- · -	EXISTING ROW
- · -	PROPOSED ROW
— · ·	PROPOSED CENTERLINE/BASELINE
- - -	PROPOSED RETAINING WALL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

NOTES:

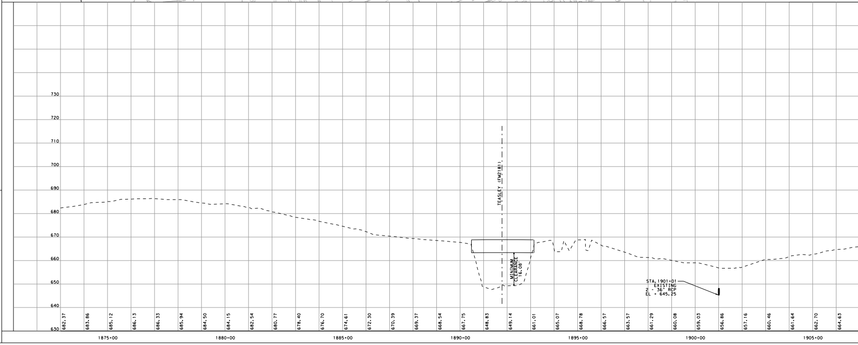
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED FEBRUARY 9, 2006 AND RECORD PLANS.
2. THE PROPOSED LOCATIONS OF THE ADA RAMPS AND SIDEWALKS INDICATED ON THIS PLAN ARE PRELIMINARY. THE EXACT LOCATIONS OF THESE SIDEWALKS WILL BE DETERMINED DURING THE PS&E DESIGN 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.





MATCH LINE STA 1873+00
SOUTHRIDGE DR
WESTMINSTER
TEASLEY LN (FM 2181)
IH 35E SB GP LANES
IH 35E NB GP LANES
STA 1891+78.90 "℄ IH35E" = STA 16+18.13 "ISCTTEASLEYCL1"
℄ ALIGN KC "ISCTTEASLEYCL1"
℄ ALIGN CN "RMP35SBN21"
℄ ALIGN DS "RMP35SBX23"
℄ ALIGN DT "RMP35SBX24"
℄ ALIGN AAA "GP35NB1"
℄ ALIGN BJ "RMP35NBX23"
℄ ALIGN AC "RMP35NBN25"
EXIST ROW
EXISTING 2-36" RCP
DS-2
AAA-2
CN-1
CN-2
A-56
BJ-1
BJ-2
BJ-3
DT-1
DT-2
AC-1
15+00
18+47
10+00
1875+00
1880+00
1883+43
1885+00
1890+00
1895+00
1900+00
1905+00
15+00 15+65
19+12
22+37
20+00
17+04
17+97
10+00



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

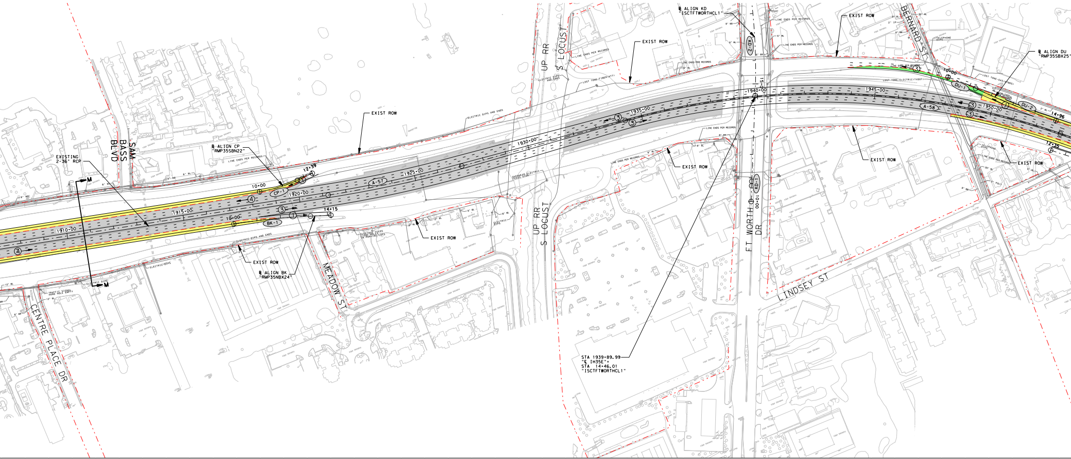
PROPOSED CROSS STREET SECTIONS ARE BASED ON CITY THOROUGHFARE PLANS.

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

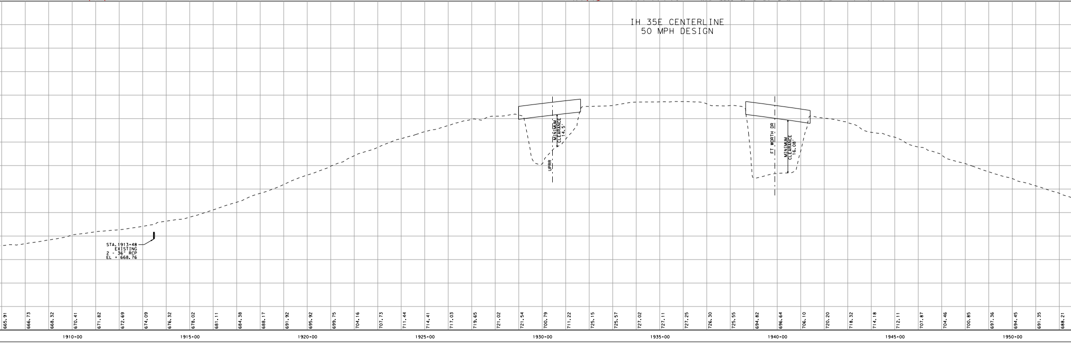
RAMP HORIZONTAL CURVATURE BETWEEN PHYSICAL GORES IS SHOWN IN TABLE. TYPICAL FRONTAGE ROAD GORES UTILIZE A MINIMUM 3000' RADIUS. TYPICAL MAINLANE GORES UTILIZE A MINIMUM RADIUS OF 3000'. VARIATIONS FROM TYPICAL RADIUS' ARE NECESSARY IN LOCATIONS WITH OPERATIONAL WEAVING CONSTRAINTS OR WHEN THE RAMP GORE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

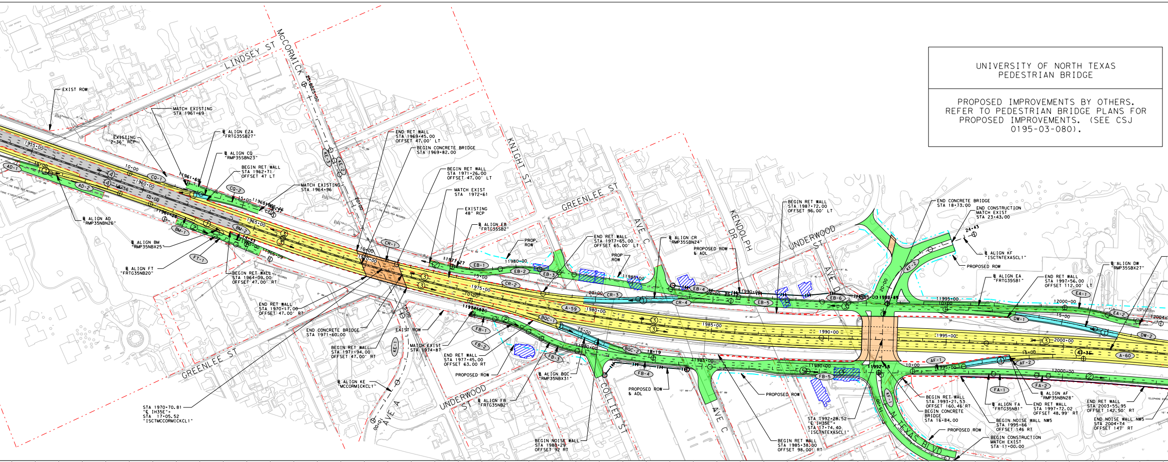
RAILROAD ALIGNMENTS AND PROFILES ARE SHOWN FOR REFERENCE ONLY IN DEVELOPING ROADWAY PROFILES. FINAL ALIGNMENTS AND PROFILES WILL BE DEVELOPED THROUGH COORDINATION WITH THE RAILROADS, TXDOT AND THE LOCAL GOVERNMENTS.



EXISTING
2-36" RCP
SAM BASS BLVD
℄ ALIGN CP
"RMP35SBN22"
LINE ENDS PER RECORDS
12+39
10+00
CP-1
1920+00
1915+00
1910+00
14+15
10+00
BK-1
EXIST ROW
℄ ALIGN BK
"RMP35NBX24"
ELECTRIC DIPS AND ENDS
ELECTRIC DIPS
TRAFFIC SIGNAL HAND HOLE EMPTY
M
M
CENTRE PLACE DR
MEADOW ST
EXIST ROW
EXIST ROW
1925+00
A-57
1930+00
UP RR
S LOCUST
UP RR
S LOCUST
EXIST ROW
1935+00
EXIST ROW
℄ ALIGN KD
"ISCTFTWORTHCL1"
KD-2
15+00
1940+00
KD-1
10+00
FT WORTH DR
EXIST ROW
STA 1939+89.99
"℄ IH35E" =
STA 14+46.01
"ISCTFTWORTHCL1"
EXIST ROW
BERNARD ST
1945+00
A-58
10+00
DU-1
DU-2
1950+00
14+96
12+35
℄ ALIGN DU
"RMP35SBX25"
EXIST ROW
LOST TONE-ELECTRIC(TXDOT)
LOST TONE-GAS(ATMOS)
TELEPHONE DIPS
LINDSEY ST

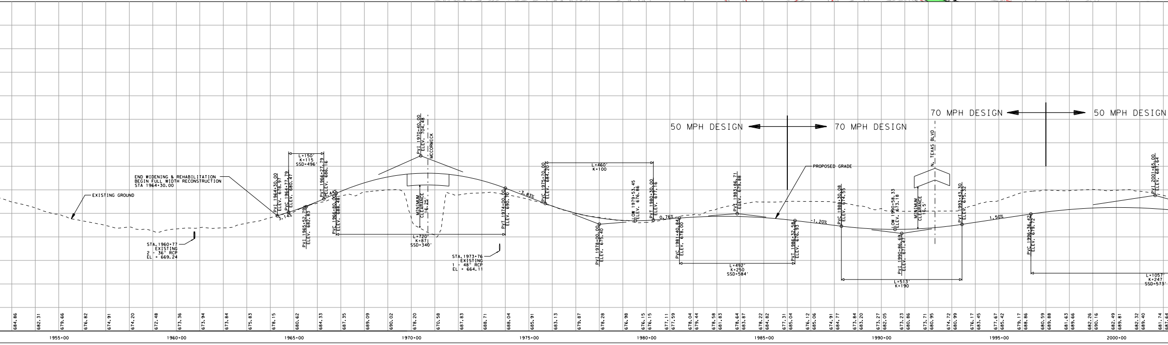


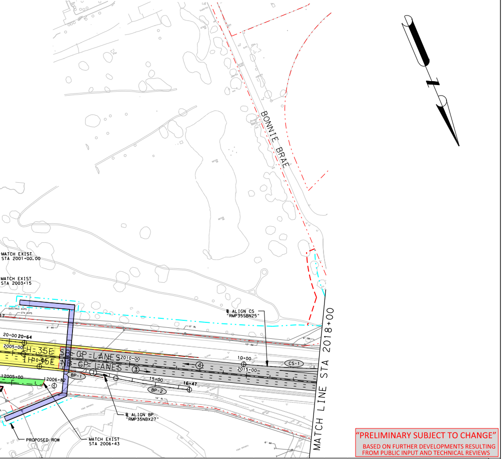
IH 35E CENTERLINE
50 MPH DESIGN
MINIMUM CLEARANCE 14.5'
UPRR
FT WORTH DR
MINIMUM CLEARANCE 16.08'
STA. 1913+48
EXISTING
2 - 36" RCP
EL = 668.76
665.91
666.73
668.32
670.41
671.82
672.69
674.09
676.32
678.02
681.11
684.38
688.17
691.92
695.92
699.75
704.16
707.73
711.44
714.41
717.03
719.65
721.02
721.54
700.79
711.22
725.15
725.57
727.02
727.11
727.25
726.30
725.55
694.82
696.64
706.10
720.20
718.32
714.18
712.11
707.87
704.46
700.85
697.36
694.45
691.35
688.21
1910+00
1915+00
1920+00
1925+00
1930+00
1935+00
1940+00
1945+00
1950+00


LINDSEY ST
McCORMICK ST
KNIGHT ST
GREENLEE ST
AVE C
KENDOLPH DR
UNDERWOOD ST
AVE D
AVE A
COLLIER ST
N TEXAS BLVD
EXIST ROW
MATCH EXISTING STA 1961+69
EXISTING 2-36" RCP
℄ ALIGN EZA "FRTG35SB27"
℄ ALIGN CQ "RMP35SBN23"
BEGIN RET WALL STA 1962+71 OFFSET 47 LT
MATCH EXISTING STA 1964+96
END RET WALL STA 1969+45.00 OFFSET 47.00' LT
BEGIN CONCRETE BRIDGE STA 1969+82.00
BEGIN RET WALL STA 1971+26.00 OFFSET 47.00' LT
MATCH EXIST STA 1972+61
EXISTING 48" RCP
℄ ALIGN EB "FRTG35SB2"
PROP. ROW
END RET WALL STA 1977+65.00 OFFSET 65.00' LT
PROP ROW
℄ ALIGN CR "RMP35SBN24"
PROPOSED ROW & ADL
BEGIN RET WALL STA 1987+72.00 OFFSET 96.00' LT
END CONCRETE BRIDGE STA 18+73.00
END CONSTRUCTION MATCH EXIST STA 23+43.00
24+43
℄ ALIGN KF "ISCTNTEXASCL1"
PROPOSED ROW
℄ ALIGN EA "FRTG35SB1"
END RET WALL STA 1997+56.00 OFFSET 112.00' LT
℄ ALIGN DW "RMP35SBX27"
℄ ALIGN AD "RMP35NBN26"
℄ ALIGN BM "RMP35NBX25"
℄ ALIGN FT "FRTG35NB20"
BEGIN RET WALL STA 1964+09.00 OFFSET 47.00' RT
END RET WALL STA 1970+17.00 OFFSET 47.00' RT
END CONCRETE BRIDGE STA 1971+60.00
BEGIN RET WALL STA 1971+94.00 OFFSET 47.00' RT
EXIST ROW
MATCH EXIST STA 1974+87
END RET WALL STA 1977+45.00 OFFSET 63.00' RT
PROPOSED ROW
℄ ALIGN KE "MCCORMICKCL1"
℄ ALIGN FB "FRTG35NB2"
℄ ALIGN BQC "RMP35NBX31"
PROPOSED ROW & ADL
PROPOSED ROW
STA 1970+70.81 "℄ IH35E" = STA 17+05.52 "ISCTMCCORMICKCL1"
BEGIN NOISE WALL STA 1980+29 OFFSET 92 RT
BEGIN RET WALL STA 1985+38.00 OFFSET 98.00' RT
STA 1992+28.52 "℄ IH35E" = STA 17+74.40 "ISCTNTEXASCL1"
BEGIN RET WALL STA 1993+21.53 OFFSET 160.46' RT
BEGIN CONCRETE BRIDGE STA 16+84.00
℄ ALIGN FA "FRTG35NB1"
END RET WALL STA 1997+72.02 OFFSET 48.99' RT
℄ ALIGN AF "RMP35NBN28"
BEGIN NOISE WALL NW5 STA 1995+66 OFFSET 146 RT
PROPOSED ROW
BEGIN CONSTRUCTION MATCH EXIST STA 11+00.00
END RET WALL STA 2003+55.95 OFFSET 142.50' RT
END NOISE WALL NW5 STA 2004+74 OFFSET 147' RT
AD-1
AD-2
CQ-1
CQ-2
BM-1
BM-2
FT-1
CR-1
CR-2
CR-3
CR-4
EB-1
EB-2
EB-3
EB-4
EB-5
EB-6
A-59
A-60
BQC-1
BQC-2
FB-1
FB-2
FB-3
FB-4
FB-5
KE-1
KE-2
KE-3
KF-1
KF-2
EA-1
EA-2
DW-1
DW-2
AF-1
AF-2
FA-1
FA-2
1955+00
1960+00
1965+00
1970+00
1975+00
1980+00
1985+00
1990+00
1995+00
2000+00
12000+00
11980+00
11985+00
11990+00
11995+00

UNIVERSITY OF NORTH TEXAS
PEDESTRIAN BRIDGE

PROPOSED IMPROVEMENTS BY OTHERS. REFER TO PEDESTRIAN BRIDGE PLANS FOR PROPOSED IMPROVEMENTS. (SEE CSJ 0195-03-080).


50 MPH DESIGN
70 MPH DESIGN
70 MPH DESIGN
50 MPH DESIGN
EXISTING GROUND
END WIDENING & REHABILITATION BEGIN FULL WIDTH RECONSTRUCTION STA 1964+30.00
STA. 1960+77 EXISTING 2 - 36" RCP EL = 669.24
PVI 1964+30.00 ELEV. 678.97
PVC 1964+77.79 ELEV. 680.47
PVI 1965+52.79 ELEV. 682.83
L=150' K=115 SSD=496'
PVT 1966+27.79 ELEV. 686.16
PVC 1966+80.00 ELEV. 688.48
PVI 1970+40.00 ELEV. 704.48
McCORMICK
MINIMUM CLEARANCE 16.2'
L=720' K=87 SSD=340'
-3.83%
3.14%
PVT 1974+00.00 ELEV. 690.10
STA. 1973+76 EXISTING 1 - 48" RCP EL = 664.11
PVC 1976+70.00 ELEV. 684.20
L=460' K=100
PVI 1978+00.00 ELEV. 675.40
LOW 1979+53.45 ELEV. 676.86
PVT 1980+30.00 ELEV. 677.16
0.76%
PVC 1981+40.84 ELEV. 678.00
PVI 1983+86.71 ELEV. 679.88
L=492' K=250 SSD=584'
PVT 1986+32.58 ELEV. 676.93
PROPOSED GRADE
-1.20%
PVC 1988+30.08 ELEV. 674.55
LOW 1990+58.33 ELEV. 673.18
PVI 1990+86.69 ELEV. 671.47
N. TEXAS BLVD
MINIMUM CLEARANCE 16.5'
PVT 1993+43.30 ELEV. 675.32
L=513' K=190
1.50%
PVC 1996+36.42 ELEV. 679.72
PVI 2001+65.00 ELEV. 689.64
L=1057' K=247 SSD=573'
684.86
682.31
679.66
676.82
674.91
674.20
672.48
673.36
673.94
673.84
675.83
678.15
680.62
684.33
687.35
689.09
690.02
678.20
670.58
687.83
688.71
688.04
685.91
683.13
679.87
678.28
676.98
676.15
676.15
677.11
677.59
678.04
679.44
678.58
681.83
678.64
683.87
678.22
684.82
677.31
685.04
676.12
685.06
674.91
684.77
673.84
683.20
673.27
682.05
673.23
680.86
673.71
680.95
674.72
680.99
676.17
683.45
677.67
685.42
679.17
688.86
680.59
689.88
681.63
689.66
682.26
690.16
682.49
689.81
682.32
689.40
681.74
687.64
1955+00
1960+00
1965+00
1970+00
1975+00
1980+00
1985+00
1990+00
1995+00
2000+00


BONNIE BRAE
MATCH EXIST
STA 2001+00.00
MATCH EXIST
STA 2003+15
ELECTRIC DIPS
CTV DIPS
℄ ALIGN CS
"RMP35SBN25"
20+00
20+64
2005+00
IH 35E SB GP LANES
IH 35E NB GP LANES
2010+00
10+00
2015+00
CS-1
④
③
①
BP-1
BP-2
12005+00
12006+82
15+00
16+47
℄ ALIGN BP
"RMP35NBX27"
PROPOSED ROW
MATCH EXIST
STA 2006+43
MATCH LINE STA 2018+00

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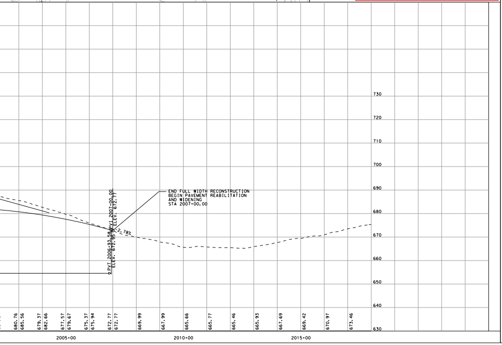

Texas Department of Transportation

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DRAFT INTERIM SCHEMATIC

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

INTERSTATE TEXAS 35E

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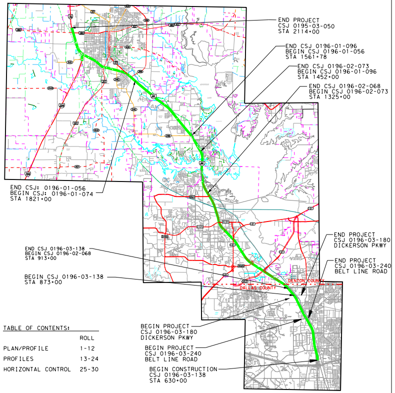
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BELT LINE ROAD
BEGIN CONSTRUCTION
CSJ 0196-03-138
STA 630+00

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

1/11/2013

ROLL 10 OF 30

SCHEMATIC PREPARED BY:

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1/11/2013
DATE

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