Texas Department of Transportation®

DALLAS DISTRICT
DRAFT INTERIM SCHEMATIC

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

IH 35E

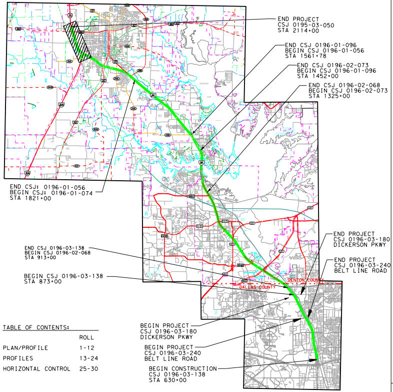
FROM: IH 635
TO: US 380

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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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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HORIZONTAL CONTROL	25-30

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

1/11/2013

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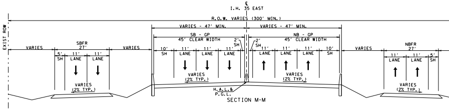
℄
I.H. 35 EAST
R.O.W. VARIES (300' MIN.)
EXIST ROW
VARIES
SBFR
27'
5'
SH
11'
LANE
11'
LANE
VARIES
(2% TYP.)
VARIES
VARIES - 47' MIN.
SB - GP
45' CLEAR WIDTH
10'
SH
11'
LANE
11'
LANE
11'
LANE
2'
SH
VARIES
(2% TYP.)
VARIES - 47' MIN.
NB - GP
45' CLEAR WIDTH
2'
SH
11'
LANE
11'
LANE
11'
LANE
10'
SH
VARIES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

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
BONNIE BRAE	30 MPH	THROUGHOUT
OAK ST.	30 MPH	THROUGHOUT
US 380	45 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.

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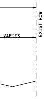
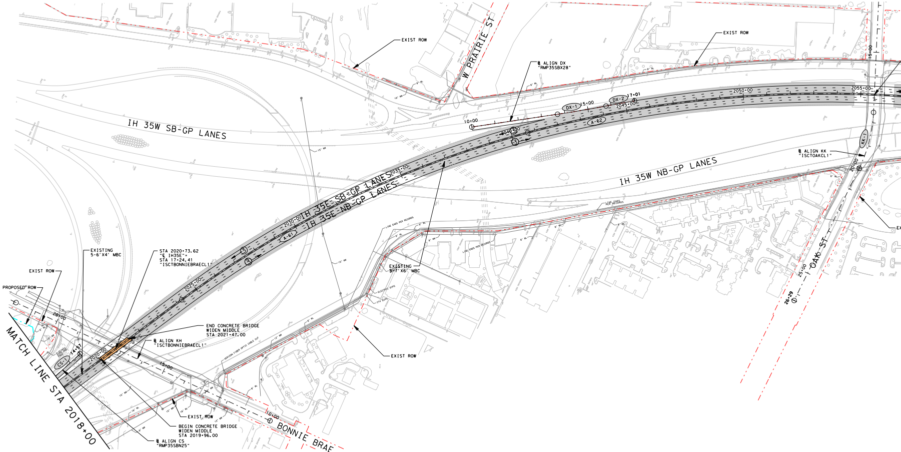
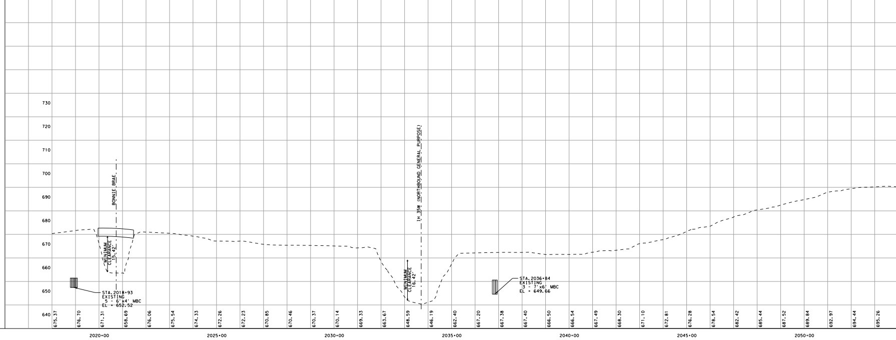

VARIES
EXIST ROW


IH 35W SB-GP LANES
IH 35W NB-GP LANES
IH 35E SB-GP LANES
IH 35E NB-GP LANES
W PRAIRIE ST
OAK ST
BONNIE BRAE
MATCH LINE STA 2018+00
EXIST ROW
PROPOSED ROW
EXISTING 5-6'X4' MBC
STA 2020+73.62 "℄ IH35E"= STA 17+24.41 "ISCTBONNIEBRAECL1"
END CONCRETE BRIDGE WIDEN MIDDLE STA 2021+47.00
℄ ALIGN KH "ISCTBONNIEBRAECL1"
BEGIN CONCRETE BRIDGE WIDEN MIDDLE STA 2019+96.00
℄ ALIGN CS "RMP35SBN25"
EXISTING 3-7'X6' MBC
℄ ALIGN DX "RMP35SBX28"
℄ ALIGN KK "ISCTOAKCL1"
CS-1
A-61
A-62
DX-1
DX-2
KK-1
2020+00
2025+00
2030+00
2035+00
2045+00
2050+00
2055+00
20+00
15+00
10+00
14+57
17+01
25+00
26+29



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

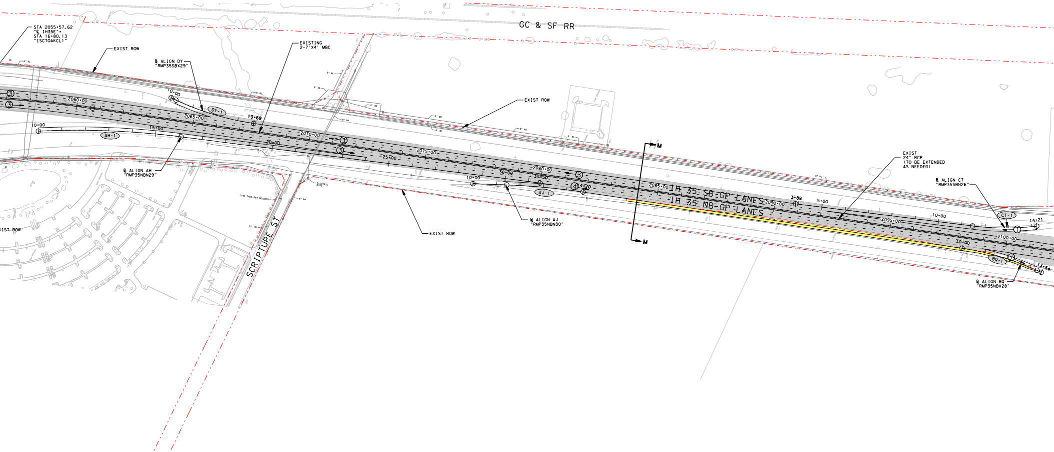
9. PROPOSED CROSS STREET SECTIONS ARE BASED ON CITY THOROUGHFARE PLANS.

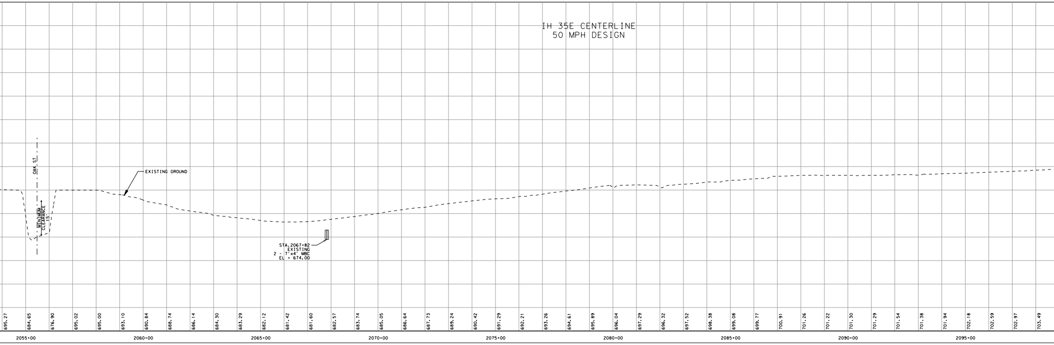
10. TYPICAL CROSS STREET TURNOUT RADIUS EQUALS 75' TYPICAL, 50' MIN. UNLESS NOTED OTHERWISE.

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.


GC & SF RR
STA 2055+57.62
"℄ IH35E"=
STA 16+80.13
"ISCTOAKCL1"
EXIST ROW
℄ ALIGN DY
"RMP35SBX29"
EXISTING
2-7'X4' MBC
EXIST ROW
℄ ALIGN AH
"RMP35NBN29"
DY-1
AH-1
AJ-1
CT-1
BQ-1
10+00
13+69
15+00
20+00
25+00
30+00
31+50
14+70
3+88
5+00
14+21
13+54
2060+00
2065+00
2070+00
2075+00
2080+00
2085+00
2090+00
2095+00
2100+00
SCRIPTURE ST
EXIST ROW
LINE ENDS PER RECORDS
℄ ALIGN AJ
"RMP35NBN30"
IH 35 SB-GP LANES
IH 35 NB-GP LANES
M
M
EXIST
24" RCP
(TO BE EXTENDED
AS NEEDED)
℄ ALIGN CT
"RMP35SBN26"
℄ ALIGN BQ
"RMP35NBX28"
③
④
①


IH 35E CENTERLINE
50 MPH DESIGN
OAK ST
MINIMUM
CLEARANCE
15'
EXISTING GROUND
STA. 2067+82
EXISTING
2 - 7'x4' MBC
EL = 674.00
695.27
684.65
676.90
695.02
695.00
693.10
690.84
688.74
686.14
684.30
683.29
682.12
681.42
681.60
682.57
683.74
685.05
686.64
687.73
689.24
690.42
691.29
692.21
693.26
694.61
695.89
696.04
697.29
696.32
697.52
698.38
699.08
699.77
700.91
701.26
701.22
701.30
701.29
701.54
701.38
701.94
702.18
702.59
702.97
703.49
2055+00
2060+00
2065+00
2070+00
2075+00
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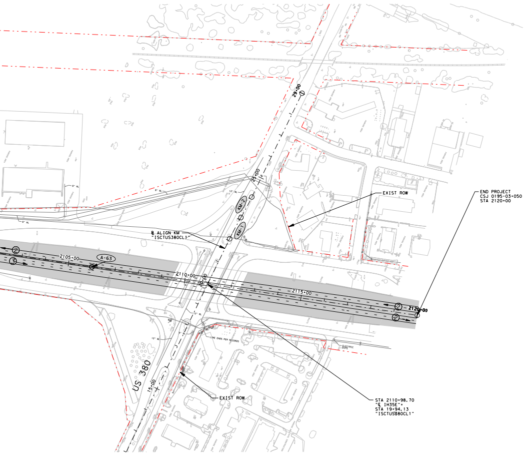
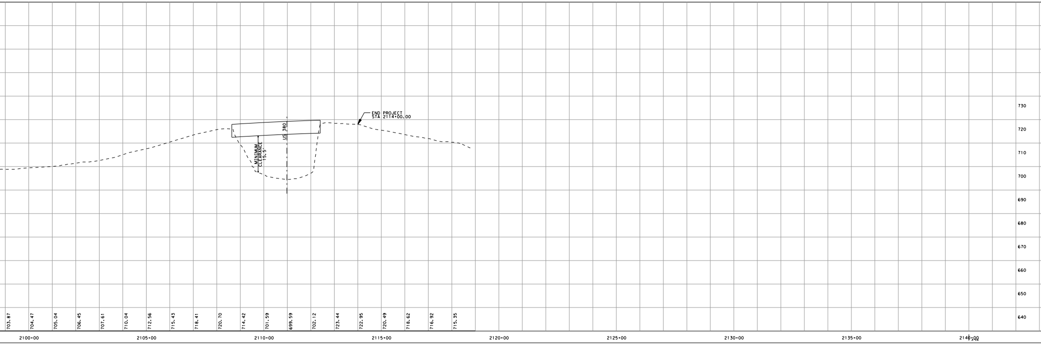
2085+00
2090+00
2095+00


29+00
25+00
KM-2
KM-1
EXIST ROW
END PROJECT
CSJ 0195-03-050
STA 2120+00
℄ ALIGN KM
"ISCTUS380CL1"
2
3
2105+00
A-63
2110+00
20+00
2115+00
2
2120+00
2
LINE ENDS PER RECORDS
US 380
15+00
EXIST ROW
STA 2110+98.70
"℄ IH35E"=
STA 19+94.13
"ISCTUS380CL1"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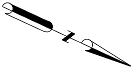
STA 2114+00.00
US 380
MINIMUM
CLEARANCE
15.5'
730
720
710
700
690
680
670
660
650
640
703.87
704.47
705.04
706.45
707.61
710.04
712.56
715.43
718.41
720.70
714.42
701.59
699.59
702.12
723.44
722.95
720.49
718.62
716.92
715.35
2100+00
2105+00
2110+00
2115+00
2120+00
2125+00
2130+00
2135+00
2140+00



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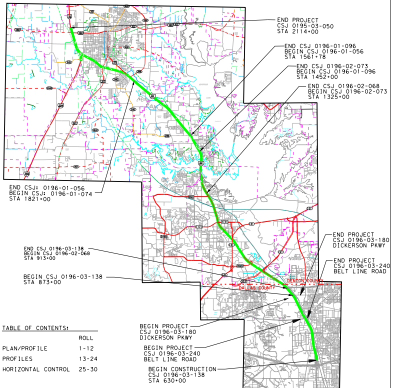
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