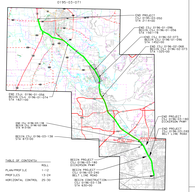
Texas Department of Transportation
DALLAS DISTRICT
DRAFT INTERIM SCHEMATIC
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

IH 35E
FROM: IH 820
TO: US 380

DALLAS & DENTON COUNTY
CONTROL SECTION JOB
PROJECT LENGTH 20.20 MILES

CSJ's/	DESIGN SPEEDS
0196-03-138	MAINLANES: 70 MPH
0196-03-140	MAINLANES: 70 MPH
0196-03-141	RAMPS: 40 MPH
0196-03-245	TURNAROUNDS: 25 MPH
0196-03-246	FRONTAGE ROADS: 40 MPH
0196-03-247	FRONTAGE ROADS: 40 MPH
0196-03-096	COLLECTOR DISTRIBUTOR: 50 MPH
0196-03-097	RAMPS: 40 MPH
0196-03-174	INTERSECTIONS: 30 MPH
0196-03-050	
0196-03-051	



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

1/11/2013
ROLL 1 OF 30

PRELIMINARY
NOT FOR CONSTRUCTION
BIDDING OR RECORDING PURPOSES
PRELIMINARY SUBJECT TO CHANGE
PROFESSIONAL ENGINEER
STATE OF TEXAS
DATE

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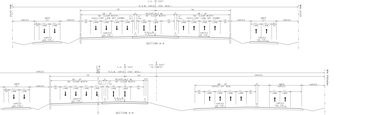

ROADWAY TYPE	DESIGN SPEED	LOCATION
IH 35E MAINLANES	70 MPH	THROughout
IH 35E RAMPS	40 MPH	THROughout
FRONTAGE ROADS	40 MPH / 30 MPH	IH 820 NBFR/SBFR/NBER/SBER / IH 820 NBFR/SBFR/NBER/SBER
FRONTAGE ROADS	30 MPH	THROughout
COLLECTOR DISTRIBUTOR	50 MPH	THROughout
RAMPS	40 MPH	THROughout
TURNAROUNDS	25 MPH	THROughout

(1 MILES STARTING FROM/TO IH 35W/NORTH PROJECT)

LEGEND:

- GENERAL PURPOSE LANES/FULL DESIGNATION
- HOV/HOT LANES/FULL DESIGNATION
- FRONTAGE LANES
- PROPOSED MAINLANE/RAMPS
- PROPOSED FRONTAGE ROADS
- EXISTING/FUTURE CONNECTIONS
- RAMP METERS
- RAMP DIR TRAFFIC
- EXISTING RW
- PROPOSED RW
- PROPOSED EXISTING RW/ROW
- PROPOSED BUILDING WALL
- EXISTING BUILDING
- EXISTING WALLS
- EXISTING CONCRETE
- NUMBER OF LANES/ TRAFFIC DIRECTION
- EXISTING CULVERTS
- PROPOSED CULVERT

PRELIMINARY SUBJECT TO CHANGE
BASED ON CURRENT DESIGN STANDARDS, DESIGN EXCEPTIONS AND DESIGN DECISIONS

NOTES:

1. EXISTING TRAFFIC BASED ON LATEST AVAILABLE DATA AS OF 2010 TRAFFIC DATA FOR DALLAS COUNTY, TEXAS, TRANSPORTATION PLANNING DIVISION.
2. ALL PROPOSED DESIGN SPEEDS, ALIGNMENTS, GRADES, CROSSWALKS, SIGNALS, SIGNS, PAVEMENT MARKINGS, ETC. ARE PRELIMINARY AND SUBJECT TO CHANGE. THE FINAL DESIGN WILL BE DEVELOPED BY THE DESIGN BUILD TEAM AND SUBMITTED FOR REVIEW AND ACCEPTANCE BY TXDOT.
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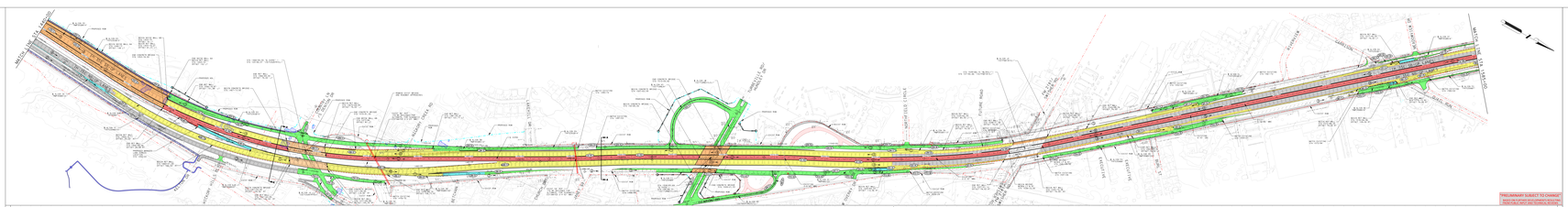

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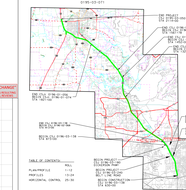

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