

**Texas Department of Transportation**  
**Book 2 – Technical Provisions**

**IH 35E Managed Lanes Project**

**Attachment 11-1**  
**Roadway Design Criteria**

**Table 1: Geometric Design Criteria**

	MAINLANES	Managed Lanes	FRONTAGE ROADS	RAMPS (Tollway)	RAMPS (Freeway)	DIRECT CONNECTORS	CROSSING STREETS
<b>General</b>							
Roadway Classification	Urban Freeway or Tollway	Urban Freeway or Tollway	Low Speed Urban Street	Tollway	Freeway	Urban Freeway or Tollway	Low Speed Urban Street
Design Speed	70 mph / 65 mph <sup>6</sup> / 50 mph <sup>5</sup>	70 mph / 65 mph <sup>6</sup> / 50 mph <sup>5</sup>	40 mph / 35 mph <sup>6</sup> / 15 mph <sup>6</sup>	70 mph	40 mph / 35 mph <sup>6</sup> / 25 mph <sup>6</sup>	50 / 40 <sup>9</sup> mph	40mph / 35 mph <sup>6</sup> / 30 mph <sup>6</sup>
Stopping sight distance	730' / 645' / 425'	730' / 645' / 425'	305' / 250' / 80'	730'	305' / 250' / 155'	425' / 305'	305' / 250' / 200'
Maximum super-elevation rate	6%	6%	4%	6%	6%	6%	N/A
Min. Radius of Curvature	2050' / 1660' / 835'	2050' / 1660' / 835'	490' / 345' / 40'	2050'	510' / 380' / 185'	835' / 510'	675' / 465' / 300'
<b>Vertical Alignment</b>							
Minimum Grade	0.3%	0.3%	0.5 %	0.5 %	0.5 %	0.5 %	0.5 %
Maximum grade	3.0 % / 3.0 % / 6%	3.0 % / 3.0 % / 6%	7.0 %	3.0 %	7.0 %	6 %	7.0 %
Crest (Min. K-Value)	247 / 193 / 84	247 / 193 / 84	44 / 29 / 3	247	44 / 29 / 12	84 / 44	44 / 29 / 19
Sag (Min. K-Value)	181 / 157 / 96	181 / 157 / 96	64 / 49 / 10	181	64 / 49 / 26	96 / 64	64 / 49 / 37

**Table 1: Geometric Design Criteria**

	MAINLANES	Managed Lanes	FRONTAGE ROADS	RAMPS (Tollway)	RAMPS (Freeway)	DIRECT CONNECTORS	CROSSING STREETS
<b>Cross Section</b>							
Lane width	11'	12'	2-11'lanes	14'	14'	14'	12'
Shoulder Width (min.)							
Inside Shoulder	2'	10 <sup>7,8</sup> and 2' (see Draft Interim Schematic)	none	4 <sup>4</sup>	4 <sup>4</sup>	4 <sup>4</sup>	Curb / none
Outside Shoulder	10'	10 <sup>7,8</sup> and 2' (see Draft Interim Schematic)	5'	8 <sup>4</sup>	8 <sup>4</sup>	8 <sup>4</sup>	Curb / none
Curb offset	N/A	N/A	<a href="#">-Uncurbed Sections:</a> N/A <a href="#">Curbed Sections:</a> 5'	N/A	N/A	N/A	N/A
Cross-slope (typical)	2.5 %	2.5 %					
Managed Lanes	2.5 %	2.5 %					
General Purpose Ln							
- Inside 2 lanes	2.5 %	2.5 %	2.0 %	2.0 %	2.0 %	2.0 %	2.0 %
- Outside lanes	2.5 %	2.5 %	2.0 %	2.0 %	2.0 %	2.0 %	2.0 %
-Shoulders	2.5 %	2.5 %	2.0 %	2.0 %	2.0 %	2.0 %	2.0 %
<b>Clear Zone</b>							
Distance from edge of travel lane unless noted otherwise	30'	30'	<a href="#">Uncurbed sections:</a> 10' (measured from edge of travel lane) <a href="#">Curbed sections:</a> 3' (measured from face of curb)	16'	16'	N/A	Refer to notes 2 and 3
Side slopes:							
-within clear zone	6:1 usual (4:1 Max)	6:1 usual (4:1 Max)	6:1 (4:1 Max)	6:1 (4:1 Max)	6:1 (4:1 Max)	6:1 (4:1 Max)	6:1 (4:1 Max)
- outside clear zone	3:1 max	3:1 max	3:1 max	3:1 max	3:1 max	3:1 max	3:1 max



**Table 1: Geometric Design Criteria**

	MAINLANES	Managed Lanes	FRONTAGE ROADS	RAMPS (Tollway)	RAMPS (Freeway)	DIRECT CONNECTORS	CROSSING STREETS
Vertical Clearance							
Roadway	16'-6" Min. (For ultimate bridges) 14'-6" Min. (For existing bridges to be widened)	16'-6" Min. (For ultimate bridges) 14'-6" Min. (For existing bridges to be widened)	16'-6" Desirable 14'-6" Min.	16'-6" Desirable 14'-6" Min.	16'-6" Desirable 14'-6" Min.	16'-6" Desirable 14'-6" Min.	Existing clearance
Railroad	23'-0"	23'-0"	23'-0"	23'-0"	23'-0"	23'-0"	23'-0"
Electrified light Rail	26'	26'	26'	26'	26'	26'	26'
Overhead Signs	17'-6"	17'-6"	17'-6"	17'-6"	17'-6"	17'-6"	17'-6"
Pedestrian	17'-6"	17'-6"	17'-6"	17'-6"	17'-6"	17'-6"	17'-6"
Design Vehicles	WB-62	WB-62	WB-62	WB-62	WB-62	WB-62	As noted in Attachment 11-1, Table 2
Driveway Radius	N/A	N/A	30' min commercial, 15' min. residential	NA	NA	NA	30' min commercial, 15' min. residential

Notes:

1. Design criteria lower than shown above will not be allowed without TxDOT approval
2. See Attachment 11-1, Table 2 for crossing street functional classification
3. The face of the new bridge columns shall be located 6 feet or more from the face of curb
4. To mitigate restrictions on the design imposed by sight distance, it is acceptable to position the 8-foot shoulder on the inside of the curve and the 4-foot shoulder on the outside of the curve.
5. TxDOT will allow the reduction of the Design Speed for the Mainlanes and Managed Lanes for the station ranges listed in Table 1A: Design Speed for Mainlanes and Managed Lanes. No Design Speed reductions will be allowed for other station ranges without TxDOT approval.
6. These design speeds / criteria correspond to the vertical alignment design exceptions listed in 11.2.24.1
7. Developer shall provide a minimum 14' immediately downstream from each tolling gantry to allow for enforcement areas..
8. Developer shall coordinate with local entities during final design to ensure adequate enforcement zones are provided
9. IH 35E SB to SH 121 WB Direct Connector only

<b>Table 1A: Design Speed for Mainlanes and Managed Lanes</b>		
<b>STATION</b>	<b>STATION</b>	<b>DESIGN SPEED</b>
550+00	728+00	50 mph
728+00	767+00	70 mph [50 mph*]
767+00	1253+00	50 mph
1253+00	1524+75	70 mph
1524+75	1632+00	50 mph
1632+00	1646+00	70 mph
1646+00	1688+00	50 mph
1688+00	1703+00	70 mph
1703+00	1986+00	50 mph
1986+00	1997+00	70 mph
1997+00	2120+00	50 mph

*\*Applies to Package 3 and Package 4*

Table 2: Crossing Street Function Classification

Intersecting Street	Jurisdiction	Function Classification / Roadway Classification	Design Speed (MPH)	Position (over / under)	Design Vehicle	SBNB U-Turn	Sidewalk & Min. Usable Width <sup>3</sup>	Curb and Gutter	WB Offsets to face of curb	WB thru lanes	Turn lanes	EB thru lanes	EB Offsets to face of curb	Curb and Gutter	Sidewalk & Min. Usable Width <sup>3</sup>	Clear Zone for Cross Street Thru Lanes	NBSB U Turn	Bike / Ped. Accommodation?	Pedestrian Rail protection barrier?
4 <sup>th</sup> St.	Carrollton	Collector Urban	30	Under	WB-62	N	N	Curb, no gutter	0	1 (18')	NA	1 (18')	0'	Curb, no gutter	N	3' From face of curb	N	N	N
Main W.	Carrollton	Collector Urban	30	Under	WB-62	N	N	Curb, no gutter	0	1 (14.5')	NA	1 (14.5')	0'	Curb, no gutter	N	2.5' From face of curb	N	N	N
Belt Line Road	Carrollton	Arterial Urban	30	Under	WB-62	Y	Y (6.5') (5' at Walls)	Y	0'	3 (11')	median with turn bays	3 (11')	0	Y	Y (6.5') (5' at Walls)	3' From face of curb	Y	N	N
N. Broadway St.	Carrollton	Collector Urban	30	Over	WB-62	N	Match Existing	Match Existing	0'	2 (11')	NA	2 (11')	0'	Match Existing	Match Existing	Match Existing	N	N	N
Dickerson Pkwy.	Carrollton	Arterial Urban	30	Over	WB-62	N	Y (5-56') (WB Only)	Y (WB Only)	<del>7'</del> Offset to inside curb - 2' Offset to outside curb - 2'	2 (14')	median with turn bays	2 (14')	Offset to inside curb - 2' Offset to outside barrier - 2' <del>4'</del>	N	N	3' From face of curb	N	N	N
Round Grove Rd. (FM3040)	Lewisville	Arterial Urban	30	Over	WB-62	N	Y (6')	Y	2'	2 (12') 1 (14')	2 (12') with curbed median	2 (12') 1 (14')	2'	Y	Y (6')	3' From face of curb	N	N	N

Table 2: Crossing Street Function Classification

Intersecting Street	Jurisdiction	Function Classification / Roadway Classification	Design Speed (MPH)	Position (over / under)	Design Vehicle	SBNB U-Turn	Sidewalk & Min. Usable Width <sup>3</sup>	Curb and Gutter	WB Offsets to face of curb	WB thru lanes	Turn lanes	EB thru lanes	EB Offsets to face of curb	Curb and Gutter	Sidewalk & Min. Usable Width <sup>3</sup>	Clear Zone for Cross Street Thru Lanes	NBSB U Turn	Bike / Ped. Accommodation?	Pedestrian Rail protection barrier?
Corporate Dr.	Lewisville	Arterial Urban	30	Under	WB-62	N	Y (Variable)	Y	2'	2 (12') 1 (14')	4 (12') with curbed median	2 (12') 1 (14')	2'	Y	Y (Variable)	3' From face of curb	N	N	N
Fox Ave.	Lewisville	Collector Urban	30	Over	WB-62	N	Y (Variable)	Y	0'-1'	2 (11')	NA	2 (11')	0'-1'	N	Y (Variable)	3' From face of curb	N	N	N
FM 1171 / Main St.	Lewisville	Arterial Urban	30	Over	WB-62	N	Y (4')	Y	0'	2 (11') 1 (10')	2 (11') with curbed median	2 (11')	0'	Y	Y (4')	3' From face of curb	N	N	N
FM 407 / Lake Park Rd. (Construction to be completed by others)	Lewisville	Arterial Urban	30	Under	WB-62	Y	Y (Variable)	Y	0'	2 (12')	4 (12') with curbed median	2 (12')	0'	Y	Y (Variable)	3' From face of curb	Y	N	N
Garden Ridge Blvd.	Lewisville	Arterial Urban	30	Under	WB-62	N	Y (Variable)	Y	0'	2 (12')	2 (12') with curbed median	2 (12')	0'	Y	Y (Variable)	3' From face of curb	N	N	N
Highland Village	Lewisville	Collector Urban	30	N/A	WB-62	N	Y (Variable)	Y	0'	2 (12')	N/A	N/A	0'	Y	Y (Variable)	3' From face of curb	N	N	N



**Table 2: Crossing Street Function Classification**

Intersecting Street	Jurisdiction	Function Classification / Roadway Classification	Design Speed (MPH)	Position (over / under)	Design Vehicle	SBNB U-Turn	Sidewalk & Min. Usable Width <sup>3</sup>	Curb and Gutter	WB Offsets to face of curb	WB thru lanes	Turn lanes	EB thru lanes	EB Offsets to face of curb	Curb and Gutter	Sidewalk & Min. Usable Width <sup>3</sup>	Clear Zone for Cross Street Thru Lanes	NBSB U Turn	Bike / Ped. Accommodation?	Pedestrian Rail protection barrier?
<b>County Ln. / Denton Dr.</b>	Lake Dallas	Collector Urban	30	Under	WB-62	N	Y (Variable)	Y	0'	2 (12')	2 (12') with curbed median	2 (12')	0'	Y	Y (Variable)	3' From face of curb	N	N	N
<b>Turbeville Rd. / Hurley Dr.</b>	Lake Dallas	Collector Urban	30	Under	WB-62	N	N	N	0'	1 (12') 1 (16')	2 (18') (partial)	1 (12') 1 (16')	0'	N	N	N/A	N	N	N
<b>Corinth Pkwy.</b>	Corinth	Collector Urban	30	Under	WB-62	N	Y (6')	Y	0'	1 (12') 1 (16')	4 (11')	1 (12') 1 (16')	0'	Y	Y (6')	3' From face of curb	N	N	N
<b>Post Oak</b>	Corinth	Arterial Urban	30	Over	WB-62	N	Y (Variable)	Y	2'	1 (12') 1 (16')	4 (11')	1 (12') 1 (16')	2'	Y	Y (Variable)	3' From face of curb	N	N	N
<b>N. Texas Blvd.</b>	Denton	Arterial Urban	30	Over	WB-62	N	Y (Variable)	Y	0'	2 (12')	4 (11')	1 (12') 1 (14')	2'	Y	Y (15')	3' From face of curb	Y	N	N

**Notes:**

1. Bridge columns shall be 6' (min.) from face of curb
2. Crossing streets not indicated to include sidewalks shall be laid out (including structural elements) to not preclude sidewalk construction in the future
3. Sidewalks shall be designed in accordance with applicable standards and Section 20.3.2

