SH352 - from north of Kearney Rd to US80 FR (0430-01-057)

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Texas Department of Transportation

DALLAS DISTRICT DESIGN SCHEMATIC
James K. Selman, P.E. - District Engineer

SH 352

From North of Kearney Road
To US 80 EB Frontage Road

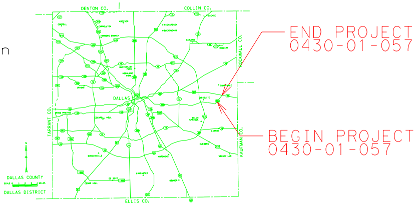
Functional Class:
Principal Arterial
Length = 1.08 mi
CSJ: 0430-01-057

Project Scope:

reconstruct existing four-lane undivided rural roadway to four-lane divided urban roadway

Design Speeds:
SH352 - 40 mph
Intersecting Street - 30 mph

Project located in
City of Sunnyvale
City of Mesquite
Dallas County, TX


END PROJECT
0430-01-057
BEGIN PROJECT
0430-01-057
DENTON CO.
COLLIN CO.
DALLAS
TARRANT CO.
ROCKWALL CO.
KAUFMAN CO.
ELLIS CO.
DALLAS COUNTY
DALLAS DISTRICT

Scale:
Horizontal 1:100
Vertical 1:10

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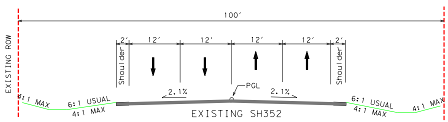
SCHEMATIC PREPARED BY:
TxDOT DALLAS DISTRICT
Grace Lo, P.E.
PROJECT MANAGER
111923
P.E. NUMBER
DATE

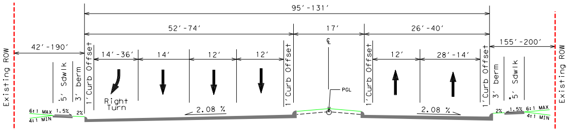
June 2016

Roll 1 of 1

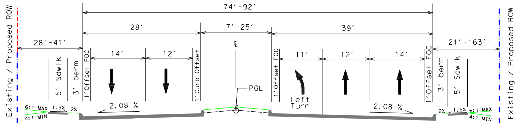
TYPICAL SECTIONS


100'
2'
12'
12'
12'
12'
2'
Shoulder
Shoulder
EXISTING ROW
EXISTING ROW
PGL
2.1%
2.1%
4:1 MAX
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX
4:1 MAX

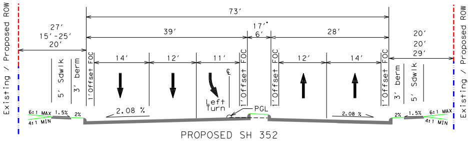
EXISTING SH352
STA. 2+00-55+00
NOT TO SCALE


95'-131'
52'-74'
17'
26'-40'
42'-190'
155'-200'
14'-36'
14'
12'
12'
12'
28'-14'
Existing ROW
Existing ROW
5' Sdwlk
3' berm
1' Curb Offset
Right Turn
PGL
2.08 %
2.08 %
6:1 MAX
4:1 MIN
1.5%
2%

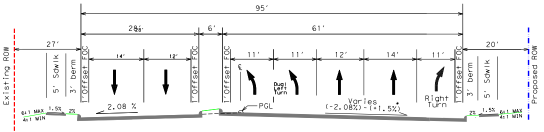
PROPOSED SH 352
STA. 2+00 - 4+50
NOT TO SCALE


74'-92'
28'
7'-25'
39'
28'-41'
21'-163'
14'
12'
11'
12'
14'
Existing / Proposed ROW
Existing / Proposed ROW
5' Sdwlk
3' berm
1' Offset FOC
1' Curb Offset
Left Turn
PGL
2.08 %
2.08 %
6:1 MAX
4:1 MIN
1.5%
2%

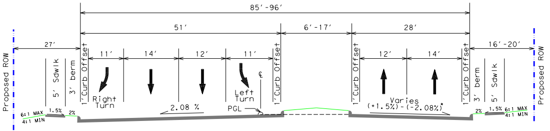
PROPOSED SH 352
STA. 4+50 - 14+50
NOT TO SCALE


73'
39'
17'*
6'
28'
27'
15'-25'
20'
20'
20'
29'
14'
12'
11'
12'
14'
Existing / Proposed ROW
Existing / Proposed ROW
5' Sdwlk
3' berm
1' Offset FOC
Left Turn
PGL
2.08 %
2.08 %
6:1 MAX
4:1 MIN
1.5%
2%

PROPOSED SH 352
STA. 14+50 - 17+50*
STA. 28+00 - 31+00
STA. 34+10 - 37+50
NOT TO SCALE

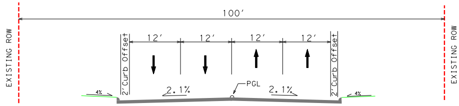

95'
28'
6'
61'
27'
20'
14'
12'
11'
11'
12'
14'
11'
Existing ROW
Proposed ROW
5' Sdwlk
3' berm
1' Offset FOC
Dual Left Turn
Right Turn
PGL
2.08 %
Varies
(-2.08%) - (+1.5%)*
6:1 MAX
4:1 MIN
1.5%
2%

PROPOSED SH 352
STA. 17+50 - 21+50* (Refer to the superelevation data table for superelevation tansistion)
NOT TO SCALE

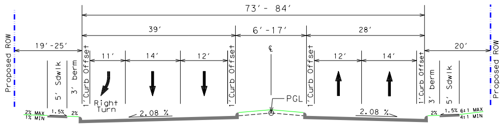

85'-96'
51'
6'-17'
28'
27'
16'-20'
11'
14'
12'
11'
12'
14'
Proposed ROW
Proposed ROW
5' Sdwlk
3' berm
1' Curb Offset
Right Turn
Left Turn
PGL
2.08 %
Varies
(+1.5%) - (-2.08%)*
6:1 MAX
4:1 MIN
1.5%
2%

PROPOSED SH 352
STA. 22+60 - 26+00* (Refer to the superelevation data table for superelevation tansistion)
NOT TO SCALE

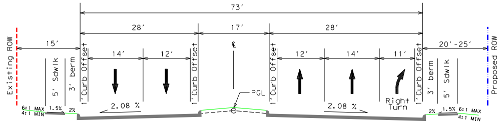
TYPICAL SECTIONS


100'
EXISTING ROW
EXISTING ROW
12'
12'
12'
12'
2' Curb Offset
2' Curb Offset
PGL
2.1%
2.1%
4%
4%

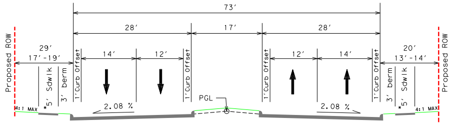
EXISTING SH352
STA. 55+00-57+00
NOT TO SCALE


73' - 84'
39'
6' - 17'
28'
19' - 25'
20'
Proposed ROW
Proposed ROW
5' Sdwlk
3' berm
1' Curb Offset
11'
14'
12'
1' Curb Offset
℄
1' Curb Offset
12'
14'
1' Curb Offset
3' berm
5' Sdwlk
Right Turn
PGL
2.08 %
2.08 %
2% MAX
1% MIN
1.5%
2%
2%
1.5%
6:1 MAX
4:1 MIN

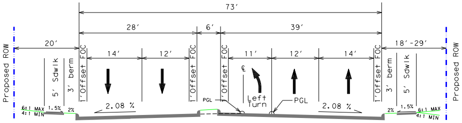
PROPOSED SH 352
STA. 26+00 - 28+00
NOT TO SCALE


73'
28'
17'
28'
15'
20' - 25'
Existing ROW
Proposed ROW
5' Sdwlk
3' berm
1' Curb Offset
14'
12'
1' Curb Offset
℄
1' Curb Offset
12'
14'
11'
1' Curb Offset
3' berm
5' Sdwlk
Right Turn
PGL
2.08 %
2.08 %
6:1 MAX
4:1 MIN
1.5%
2%
2%
1.5%
6:1 MAX
4:1 MIN

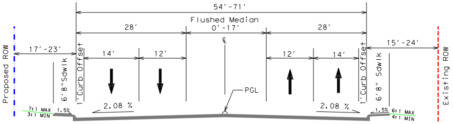
PROPOSED SH 352
STA. 31+00 - 33+10
NOT TO SCALE


73'
28'
17'
28'
29'
17' - 19'
20'
13' - 14'
Proposed ROW
Proposed ROW
*5' Sdwlk
3' berm
1' Curb Offset
14'
12'
1' Curb Offset
1' Curb Offset
12'
14'
1' Curb Offset
3' berm
*5' Sdwlk
PGL
2.08 %
2.08 %
4:1 MAX
4:1 MAX

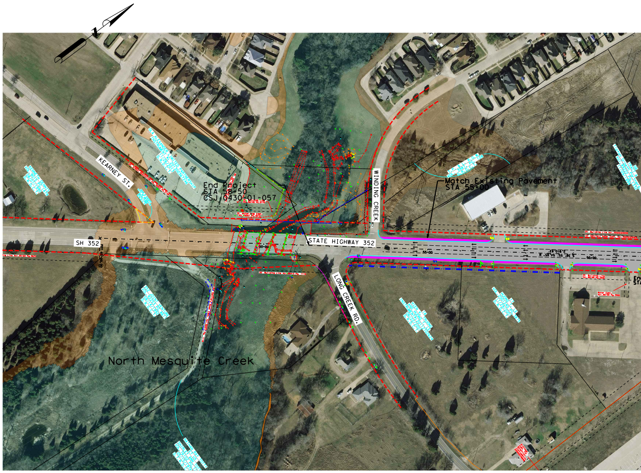
PROPOSED SH 352
STA. 37+50 - 38+50
STA. 43+00 - 44+20*(6'8"Sdwlk adjacent to curb)
NOT TO SCALE

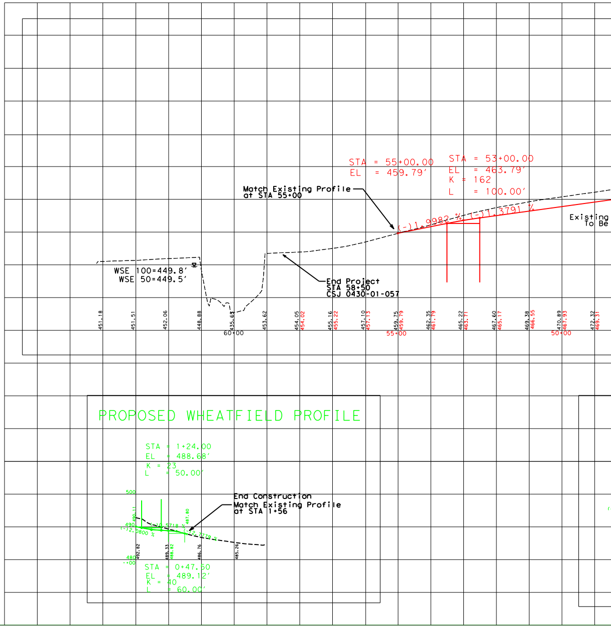

73'
28'
6'
39'
20'
18' - 29'
Proposed ROW
Proposed ROW
5' Sdwlk
3' berm
1' Offset FOC
14'
12'
1' Offset FOC
1' Offset FOC
11'
12'
14'
1' Offset FOC
3' berm
5' Sdwlk
℄
Left Turn
PGL
PGL
2.08 %
2.08 %
6:1 MAX
4:1 MIN
1.5%
2%
2%
1.5%
6:1 MAX
4:1 MIN

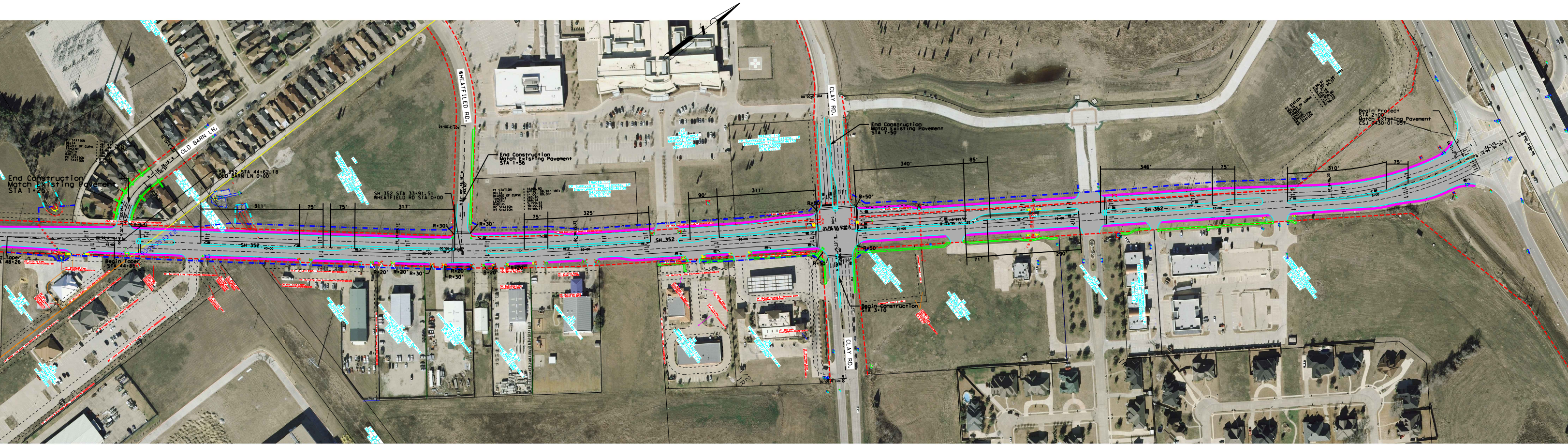
PROPOSED SH 352
STA. 38+50 - 43+00
NOT TO SCALE

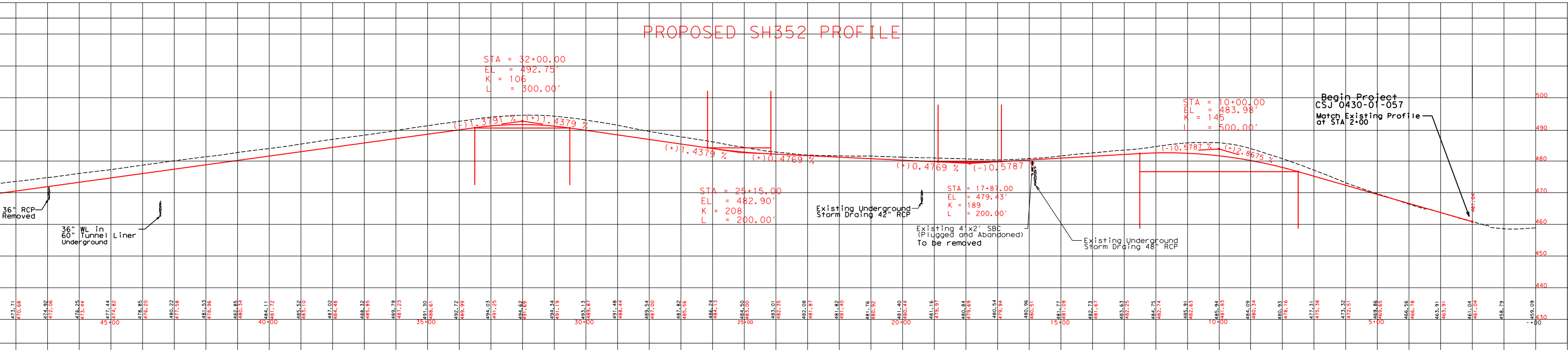

54' - 71'
Flushed Median
0' - 17'
28'
28'
17' - 23'
15' - 24'
Proposed ROW
Existing ROW
6'8"Sdwlk
1' Curb Offset
14'
12'
℄
12'
14'
1' Curb Offset
6'8" Sdwlk
PGL
2.08 %
2.08 %
7:1 MAX
3:1 MIN
1.5%
1.5%
6:1 MAX
4:1 MIN

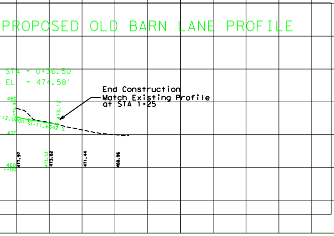
PROPOSED SH 352
STA. 45+00 - 48+50
NOT TO SCALE

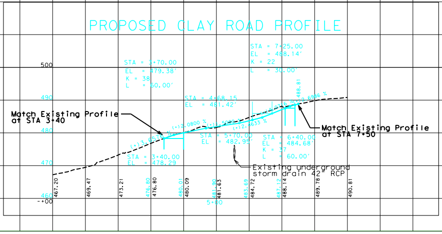

KEARNEY ST.
End Project
STA 58+50
CSJ 0430-01-057
WINDING CREEK
Match Existing Pavement
STA 55+00
SH 352
STATE HIGHWAY 352
LONG CREEK RD.
North Mesquite Creek

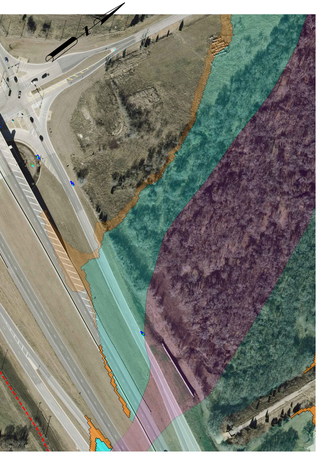


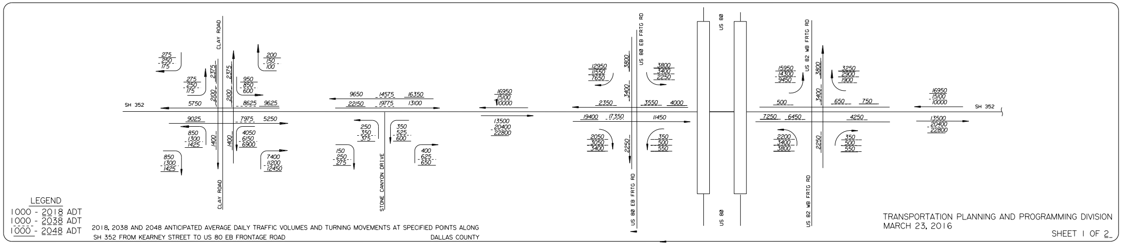

OLD BARN LN.
WHEATFIELD RD.
CLAY RD.
SH 352
End Construction
Match Existing Pavement
STA 1+25
SH 352 STA 44+62.18
OLD BARN LN 0+00
SH 352 STA 33+91.51
WHEATFIELD RD STA 0+00
End Construction
Match Existing Pavement
STA 1+56
End Construction
Match Existing Pavement
STA 7+50
Begin Construction
STA 3+10
Begin Project
STA 2+00
Match Existing Pavement
CSJ 0430-01-057
Begin Taper
STA 44+86
311'
75'
75'
317'
75'
325'
90'
311'
340'
85'
71'
290'
346'
75'
310'
75'
R=30'
R=20'
R=50'
45+00
40+00
35+00
20+00
15+00
10+00
5+00





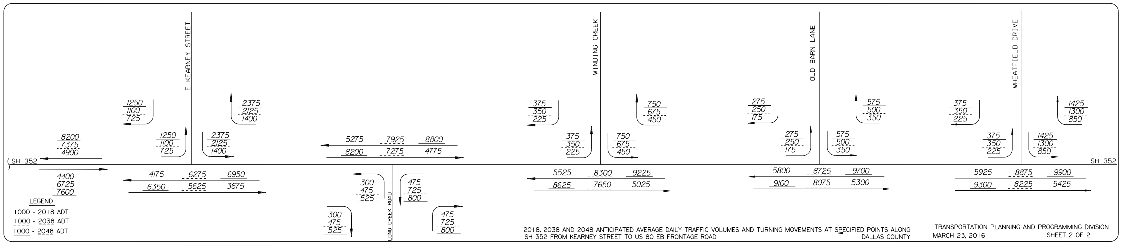





CLAY ROAD
SH 352
275 250 175
275 250 175
2375 2375
2100 2100
200 150 100
950 850 600
5750
8625 9625
9025
7975 5250
850 1300 1425
850 1300 1425
1400 1400
4050 6150 6900
7400 11200 12450
9650 14575 16350
22150 19775 13100
250 350 375
350 525 600
150 250 275
400 625 650
STONE CANYON DRIVE
16950 15100 10000
13500 20400 22800
12950 11550 7650
3800
3400
3800 3400 2250
2350 3550 4000
19400 17350 11450
2050 3050 3400
2250
350 500 550
US 80 EB FRTG RD
US 80
15950 14300 9450
3800
3400
3250 2900 1900
500 650 750
7250 6450 4250
2200 3400 3800
2250
350 500 550
US 82 WB FRTG RD
16950 15100 10000
13500 20400 22800
SH 352
LEGEND
1000 - 2018 ADT
1000 - 2038 ADT
1000 - 2048 ADT

2018, 2038 AND 2048 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG
SH 352 FROM KEARNEY STREET TO US 80 EB FRONTAGE ROAD
DALLAS COUNTY

TRANSPORTATION PLANNING AND PROGRAMMING DIVISION
MARCH 23, 2016
SHEET 1 OF 2


E KEARNEY STREET
SH 352
8200 7375 4900
4400 6725 7600
1250 1100 725
1250 1100 725
2375 2125 1400
2375 2125 1400
4175 6275 6950
6350 5625 3675
5275 7925 8800
8200 7275 4775
300 475 525
475 725 800
300 475 525
475 725 800
LONG CREEK ROAD
WINDING CREEK
375 350 225
375 350 225
750 675 450
750 675 450
5525 8300 9225
8625 7650 5025
OLD BARN LANE
275 250 175
275 250 175
575 500 350
575 500 350
5800 8725 9700
9100 8075 5300
WHEATFIELD DRIVE
375 350 225
375 350 225
1425 1300 850
1425 1300 850
5925 8875 9900
9300 8225 5425
SH 352
LEGEND
1000 - 2018 ADT
1000 - 2038 ADT
1000 - 2048 ADT

2018, 2038 AND 2048 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG
SH 352 FROM KEARNEY STREET TO US 80 EB FRONTAGE ROAD
DALLAS COUNTY

TRANSPORTATION PLANNING AND PROGRAMMING DIVISION
MARCH 23, 2016
SHEET 2 OF 2

SH 352 SUPERELEVATION DATA	
Right	
STA 17+00	-2.08%
STA 17+73	-2.08%
STA 21+37	+1.5%
STA 22+63	+1.5%
STA 24+24	-2.08%

CLAY ROAD SUPERELEVATION DATA			
Left		Right	
STA 3+19	-2.0%	STA 3+19	-2.0%
STA 4+32	+0.48%	STA 4+32	-0.48%
STA 5+27	+0.48%	STA 5+27	-0.48%
STA 6+81	-2.0%	STA 6+81	-2.0%

LEGEND	
PROPOSED PAVEMENT	▬
PROPOSED ROW	— · · — · · —
PROOSED DRAINAGE EASEMENT	- - - - - -
EXISTING ROW	- - - - - -
ADJACENT PROPERTY LINE	——
PROPOSED SIDEWALK	▬
EXISTING SIDEWALK	▭

note: topography provided by TxDOT 2016

Note:

Schematics are based on field survey (Mobile LIDAR) dated March 31, 2016

Superelevation axis of rotation is about the PGL

Ownership information shown on scheamtic obtaine
from Dallas County appraisal District April 12,2016

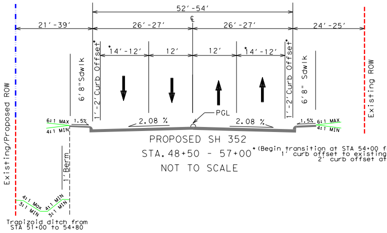
Existing culvert locations, size, and elevations obtained from
record documents and are shown for informational purpose only

Curbs on main roadway and cross streets are Type II

Conventional roadway signage (small signs) are not shown and
will be developed during the PS&E phase of the project.

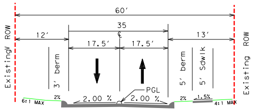
Typical corner radii is 25 feet unless otherwise noted.

TYPICAL SECTIONS

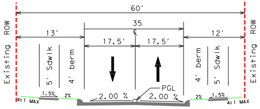

52'-54'
21'-39'
26'-27'
℄
26'-27'
24'-25'
*14'-12'
12'
12'
*14'-12'
1'-2' Curb Offset*
1'-2' Curb Offset*
6'8"Sdwlk
6'8" Sdwlk
Existing/Proposed ROW
Existing ROW
PGL
2.08 %
2.08 %
6:1 MAX
4:1 MIN
1.5%
1.5%
6:1 MAX
4:1 MIN
1' Berm
4:1 Max
3:1 MIN
4:1 MIN
3:1 MIN
Trapizoid ditch from STA 51+00 to 54+80

PROPOSED SH 352
STA. 48+50 - 57+00
NOT TO SCALE

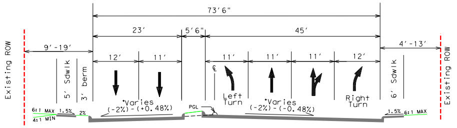
*(Begin transition at STA 54+00 from 14' share-use lane with 1' curb offset to existing 12' travel lane with 2' curb offset at STA 55+00)


60'
35
℄
12'
17.5'
17.5'
13'
Existing ROW
3' berm
5' berm
5' Sdwlk
Existing ROW
PGL
2.00 %
2.00 %
6:1 MAX
2%
2%
1.5%
4:1 MAX

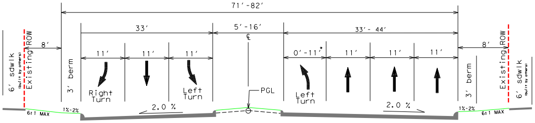
EXISTING & PROPOSED WHEATFIELD RD.
STA. 0+50 - 1+56
NOT TO SCALE


60'
35
℄
13'
17.5'
17.5'
12'
Existing ROW
5' Sdwlk
4' berm
4' berm
5' Sdwlk
Existing ROW
PGL
2.00 %
2.00 %
4:1 MAX
1.5%
2%
2%
1.5%
4:1 MAX

EXISTING & PROPOSED OLD BARN LANE
STA. 0+50 - 1+25
NOT TO SCALE


73'6"
23'
5'6"
45'
9'-19'
4'-13'
12'
11'
11'
11'
11'
12'
Existing ROW
5' Sdwlk
3' berm
℄
Left Turn
Right Turn
6' Sdwlk
Existing ROW
*Varies (-2%)-(+0.48%)
PGL
*Varies (-2%)-(-0.48%)
6:1 MAX
4:1 MIN
1.5%
2%
1.5%
6:1 MAX

EXISTING AND PROPOSED CLAY ROAD
STA 3+10 - 4+00*(Refer to the superelevation data table for superelevation tansistion)
NOT TO SCALE


71'-82'
33'
5'-16'
33'- 44'
8'
8'
11'
11'
11'
0'-11'*
11'
11'
11'
℄
6' sdwlk (built by others)
Existing ROW
3' berm
Right Turn
Left Turn
PGL
Left Turn
3' berm
Existing ROW
6' sdwlk (built by others)
2.0 %
2.0 %
6:1 MAX
1%-2%
1%-2%
6:1 MAX

EXISTING AND PROPOSED CLAY ROAD
STA 5+50 - 6+50
STA 6+50 - 7+50*(With Left Turn)
NOT TO SCALE

TYPICAL SECTIONS

© 2016

Texas Department of Transportation®

DALLAS DISTRICT DESIGN SCHEMATIC

James K. Selman, P.E. - District Engineer

SH 352

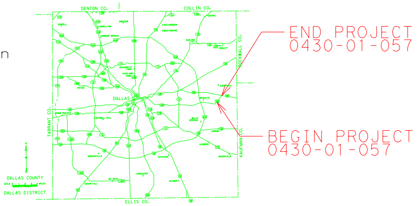
From North of Kearney Road
To US 80 EB Frontage Road

Functional Class:
Principal Arterial
Length = 1.08 mi
CSJ: 0430-01-057

Project Scope:
reconstruct existing four-lane undivided rural roadway to four-lane divided urban roadway

Design Speeds:
SH352 - 40 mph
Intersecting Street - 30 mph

Project located in
City of Sunnyvale
City of Mesquite
Dallas County, TX


DENTON CO.
COLLIN CO.
ROCKWALL CO.
KAUFMAN CO.
TARRANT CO.
ELLIS CO.
DALLAS
DALLAS COUNTY
DALLAS DISTRICT
END PROJECT 0430-01-057
BEGIN PROJECT 0430-01-057

Scale:
Horizontal 1:100
Vertical 1:10

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SCHEMATIC PREPARED BY:
TxDOT DALLAS DISTRICT
Grace Lo, P.E.
PROJECT MANAGER
111923
P.E. NUMBER
DATE

June 2016

Roll 1 of 1

SH352 - from north of Kearney Rd to US80 FR (0430-01-057)