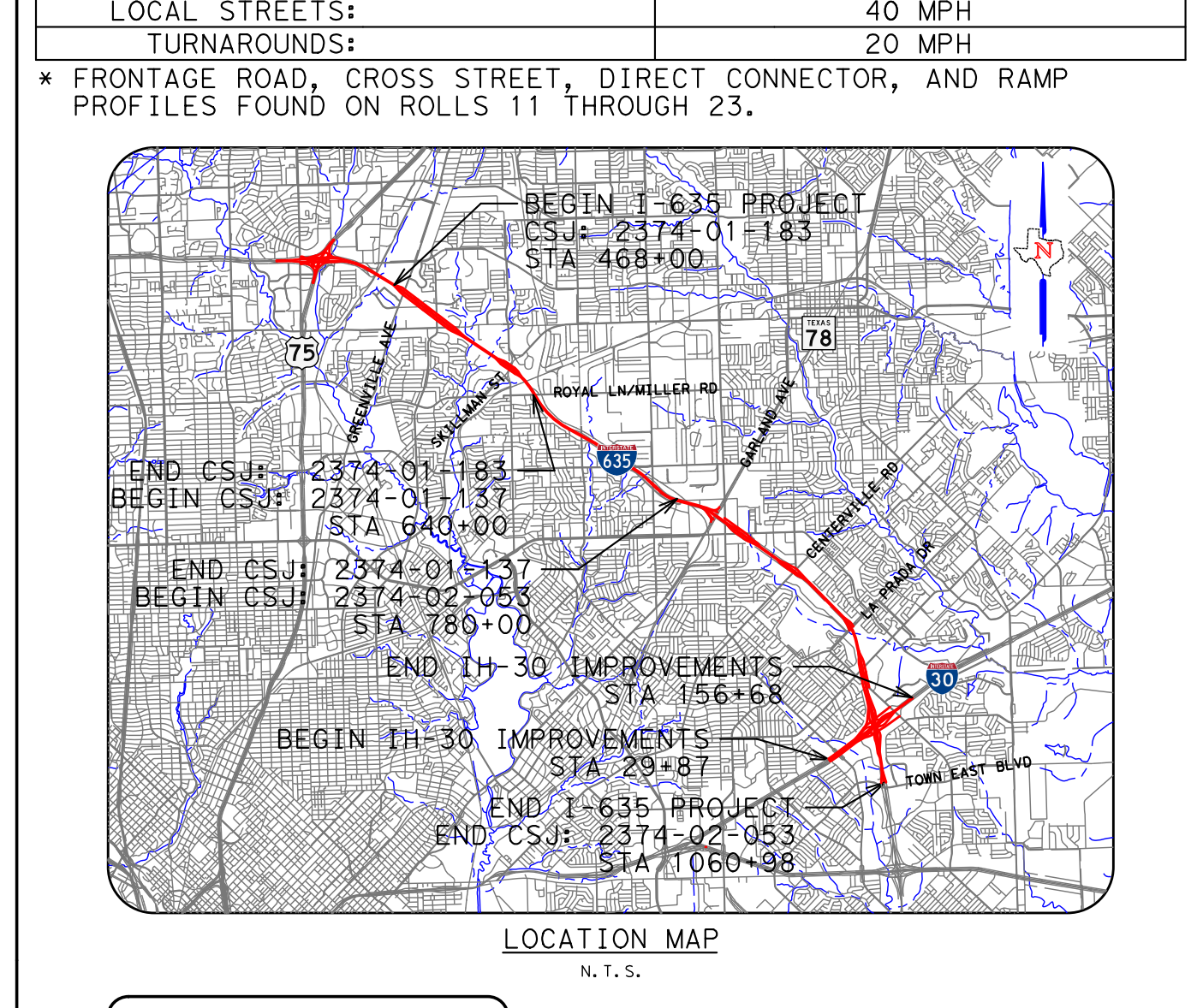
TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
JAMES K. SELMAN, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
IH 635 LBJ EAST PROJECT - ULTIMATE DESIGN
FROM EAST OF US 75 TO SOUTH OF IH 30
DALLAS COUNTY, TEXAS
CSJs: 2374-01-183, 2374-01-137, 2374-02-053

APRIL 2016
ROLL 1 OF 23

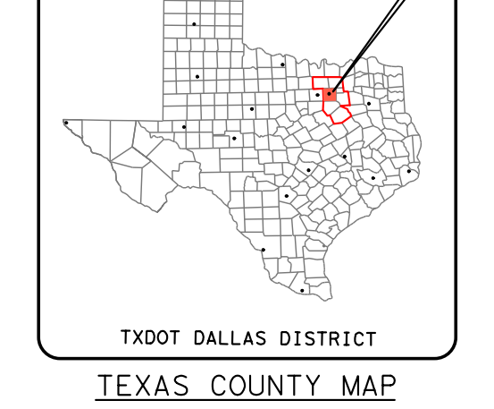
	IH 635	IH 30
LIMITS:	E. OF US 75 TO S. OF IH 30	W. OF GUS THOMASSON RD TO E. OF GALLOWAY AVE
LENGTH:	11.2 MILES	2.4 MILES
FUNCTIONAL CLASS:	URBAN FREEWAY	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	250,100 (2016) 340,700 (2036)	
SCHEMATIC ROLLS:	ROLLS 1 - 8*	ROLLS 9 - 10*
DESIGN SPEED		
MAIN LANES:	60 MPH	
MANAGED LANES:	60 MPH	
DIRECT CONNECTORS:	40 MPH	
RAMPS:	40 MPH	
FRONTAGE RD LOOP RAMPS/CONNECTORS:	25 MPH	
FRONTAGE ROADS:	40 MPH	
BYPASS ROADS:	40 MPH	
LOCAL STREETS:	40 MPH	
TURNAROUNDS:	20 MPH	

* FRONTAGE ROAD, CROSS STREET, DIRECT CONNECTOR, AND RAMP PROFILES FOUND ON ROLLS 11 THROUGH 23.


BEGIN I-635 PROJECT
CSJ: 2374-01-183
STA 468+00
END CSJ: 2374-01-183
BEGIN CSJ: 2374-01-137
STA 640+00
END CSJ: 2374-01-137
BEGIN CSJ: 2374-02-053
STA 780+00
END IH-30 IMPROVEMENTS
STA 156+68
BEGIN IH-30 IMPROVEMENTS
STA 29+87
END I-635 PROJECT
END CSJ: 2374-02-053
STA 1060+98
75
78
635
30
ROYAL LN/MILLER RD

LOCATION MAP
N.T.S.

DALLAS COUNTY, TEXAS


TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY
FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

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CHAD R. GARDINER	93793	04-19-2016
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HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
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LEGEND:

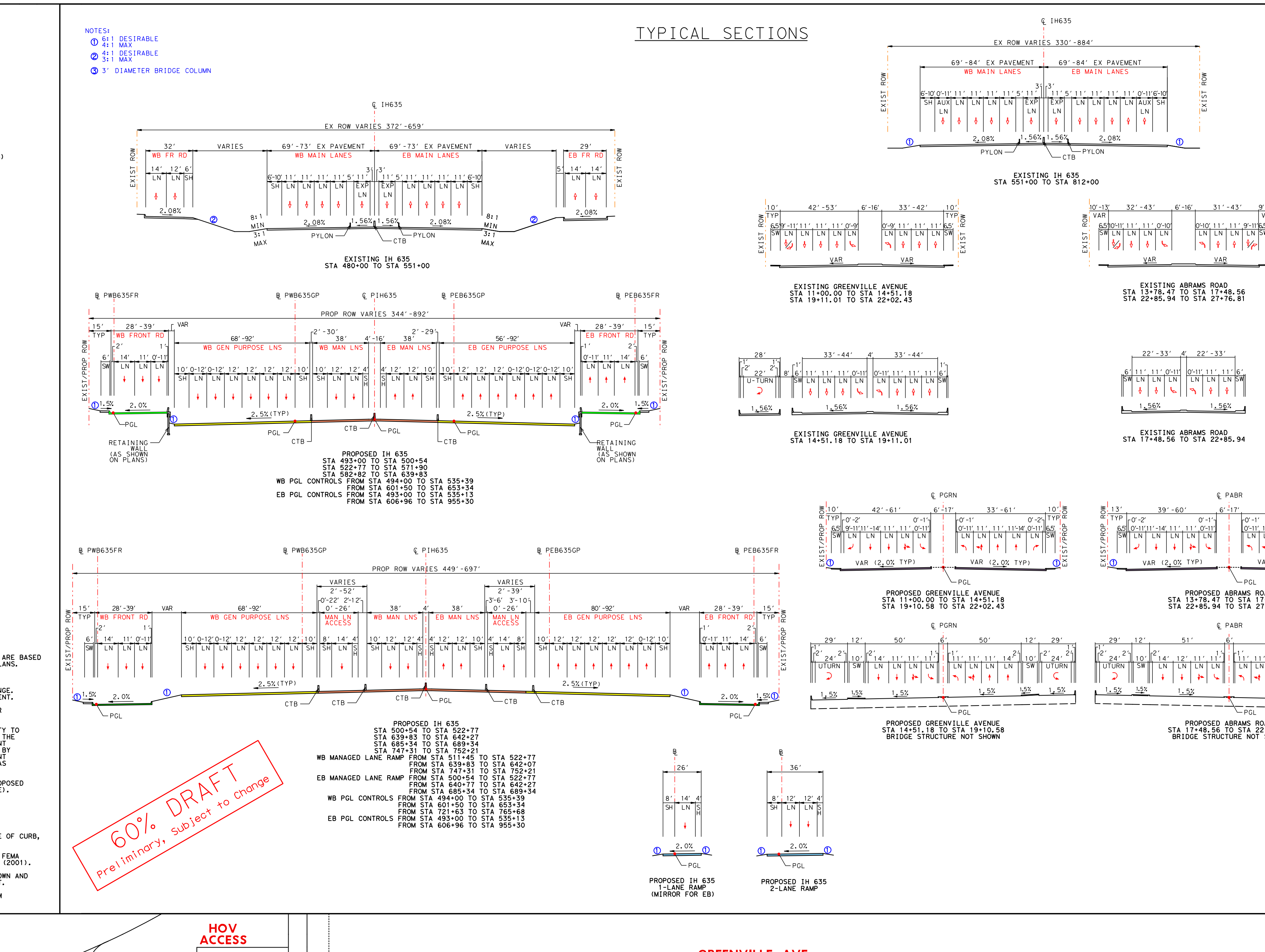
- EXISTING ROW
- EXISTING ACCESS DENIAL
- EXISTING EASEMENT
- EXISTING PROPERTY LIMITS
- EXISTING STORM SEWER
- EXISTING 100 YR FLOODPLAIN LIMITS
- EXISTING PLANIMETRIC FEATURES
- EXISTING TOPOGRAPHIC CONTOURS (5-FT INTERVALS)
- PROPOSED CENTERLINE/BASELINE
- PROPOSED ROW
- PROPOSED ROW (BY OTHERS)
- PROPOSED DRAINAGE EASEMENT
- TEMPORARY CONSTRUCTION EASEMENT
- PROPOSED ACCESS DENIAL
- PROPOSED EDGE OF PAVEMENT
- PROPOSED TRAFFIC BARRIER
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE BENT
- PROPOSED RETAINING WALL
- PROPOSED PRELIMINARY NOISE WALL
- PROPOSED CULVERT
- ⇨ DIRECTION OF TRAVEL
- EXISTING ROADWAY TO REMAIN
- EXISTING BRIDGE TO REMAIN
- PROPOSED BRIDGE
- 🟨 PROPOSED MAIN LANES
- PROPOSED MANAGED LANES
- PROPOSED RAMP
- 🟩 PROPOSED FRONTAGE ROAD
- 🟪 PROPOSED CROSS STREET
- PROPOSED SIDEWALK
- 🟧 POTENTIAL DISPLACEMENTS
- ▨ PAVEMENT / BRIDGE TO BE REMOVED
- 100 PARCEL ID

GENERAL NOTES:

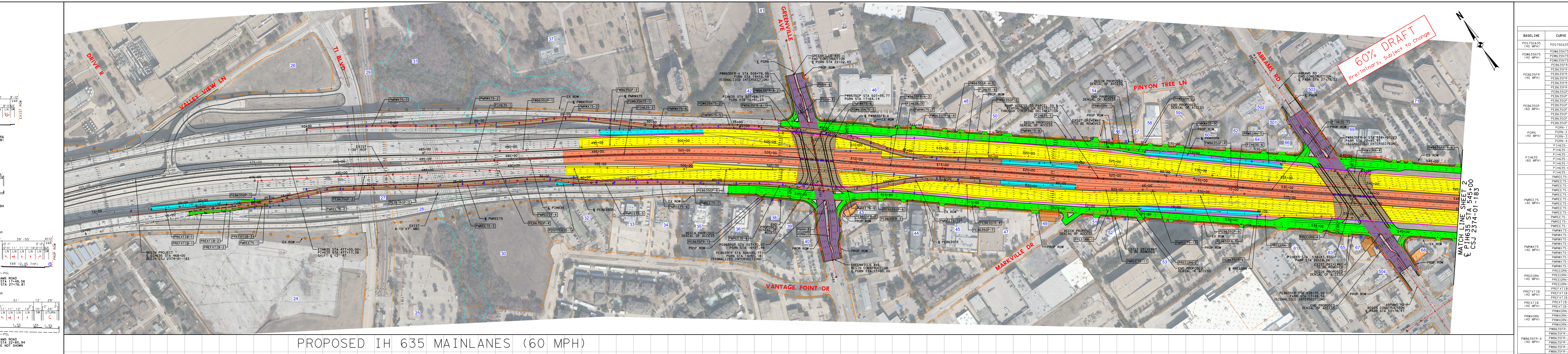
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED JANUARY 21, 2013 AND RECORD PLANS.
2. TRAFFIC VOLUMES APPROVED BY TP&P ON XXXXXXXX XX, 2014.
3. SIDEWALK LOCATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL LOCATIONS TO BE DETERMINED DURING PS&E DEVELOPMENT.
4. DRIVEWAY LOCATIONS ARE PRELIMINARY AND WILL BE FURTHER DEVELOPED DURING PS&E DESIGN.
5. 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.
6. EXISTING PAVEMENT/BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
7. SUPER ELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
8. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
9. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
10. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS 48113C0345J AND 48113C0485J (2001).
11. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
12. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DALLAS COUNTY APPRAISAL DISTRICT (FEBRUARY 2014).

TYPICAL SECTIONS

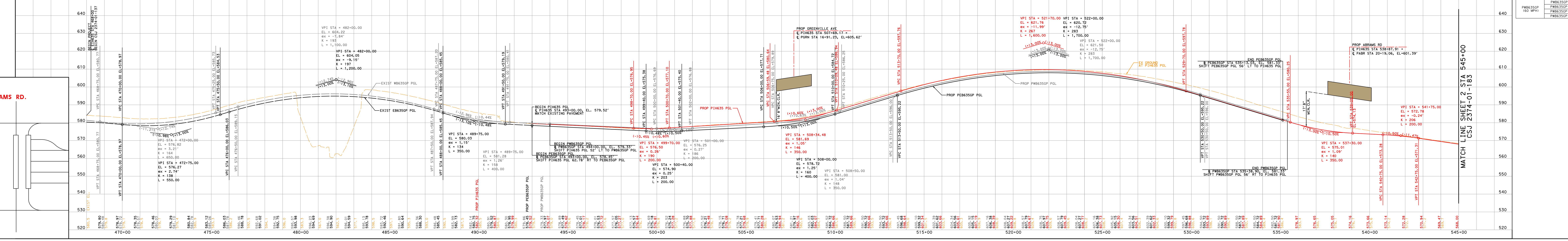
NOTES:
① 6:1 DESIRABLE 4:1 MAX
② 4:1 DESIRABLE 3:1 MAX
③ 3' DIAMETER BRIDGE COLUMN


EX ROW VARIES 372'-659'
EXISTING IH 635
STA 480+00 TO STA 551+00
EX ROW VARIES 330'-884'
EXISTING IH 635
STA 551+00 TO STA 812+00
EXISTING GREENVILLE AVENUE
STA 11+00.00 TO STA 14+51.18
STA 19+11.01 TO STA 22+02.43
EXISTING ABRAMS ROAD
STA 13+78.47 TO STA 17+48.56
STA 22+85.94 TO STA 27+76.81
EXISTING GREENVILLE AVENUE
STA 14+51.18 TO STA 19+11.01
EXISTING ABRAMS ROAD
STA 17+48.56 TO STA 22+85.94
PROP ROW VARIES 344'-892'
WB FRONT RD
WB GEN PURPOSE LNS
WB MAN LANES
EB MAN LANES
EB GEN PURPOSE LNS
EB FRONT RD
RETAINING WALL (AS SHOWN ON PLANS)
PROPOSED IH 635
STA 493+00 TO STA 500+54
STA 522+77 TO STA 571+90
STA 582+82 TO STA 639+83
WB PGL CONTROLS FROM STA 494+00 TO STA 535+39
FROM STA 601+50 TO STA 653+34
EB PGL CONTROLS FROM STA 493+00 TO STA 535+13
FROM STA 606+96 TO STA 955+30
PROPOSED GREENVILLE AVENUE
STA 11+00.00 TO STA 14+51.18
STA 19+10.58 TO STA 22+02.43
PROPOSED ABRAMS ROAD
STA 13+78.47 TO STA 17+48.56
STA 22+85.94 TO STA 27+76.81
PROP ROW VARIES 449'-697'
MAN LN ACCESS
PROPOSED IH 635
STA 500+54 TO STA 522+77
STA 639+83 TO STA 642+27
STA 685+34 TO STA 689+34
STA 747+31 TO STA 752+21
WB MANAGED LANE RAMP FROM STA 511+45 TO STA 522+77
FROM STA 639+83 TO STA 642+07
FROM STA 747+31 TO STA 752+21
EB MANAGED LANE RAMP FROM STA 500+54 TO STA 522+77
FROM STA 640+77 TO STA 642+27
FROM STA 685+34 TO STA 689+34
WB PGL CONTROLS FROM STA 494+00 TO STA 535+39
FROM STA 601+50 TO STA 653+34
FROM STA 721+63 TO STA 765+68
EB PGL CONTROLS FROM STA 493+00 TO STA 535+13
FROM STA 606+96 TO STA 955+30
PROPOSED GREENVILLE AVENUE
STA 14+51.18 TO STA 19+10.58
BRIDGE STRUCTURE NOT SHOWN
PROPOSED ABRAMS ROAD
STA 17+48.56 TO STA 22+85.94
BRIDGE STRUCTURE NOT SHOWN
PROPOSED IH 635
1-LANE RAMP
(MIRROR FOR EB)
PROPOSED IH 635
2-LANE RAMP

60% DRAFT
Preliminary, Subject to change


DRIVE R
VALLEY VIEW LN
TI BLVD
GREENVILLE AVE
PINYON TREE LN
ABRAMS RD
VANTAGE POINT DR
MARKVILLE DR
BEGIN PROJECT
℄ EIH635 STA 468+00
BEGIN CSJ 2374-01-183
EIH635 STA 477+00.00=
PIH635 STA 477+17.38
SHIFT ℄ 12' RT
EXIST 1-30" RCP
EXIST 6-10'X7' MBC
GREENVILLE AVE
END CONSTRUCTION
℄ PGRN STA 22+02.43
GREENVILLE AVE
BEGIN CONSTRUCTION
℄ PGRN STA 11+00.00
PWB635FR-A STA 508+78.95
PGRN STA 19+10.58
(SIGNALIZED INTERSECTION)
PEB635FR STA 506+45.77
PGRN STA 14+51.18
(SIGNALIZED INTERSECTION)
RAMP ACCESS TO PARCEL 55 & PINYON TREE LN RESTRICTED THROUGH STRIPING DELINEATION
BEGIN PROPOSED DENIAL OF ACCESS
END PROPOSED DENIAL OF ACCESS
EXIST DRIVEWAY TO BE REMOVED
ABRAMS RD
END CONSTRUCTION
℄ PABR STA 27+75.22
PWB635FR-A STA 538+91.23
PABR STA 22+85.93
(SIGNALIZED INTERSECTION)
PEB635FR STA 538+70.02
PABR STA 17+48.56
(SIGNALIZED INTERSECTION)
ABRAMS RD
BEGIN CONSTRUCTION
℄ PABR STA 13+78.47
MATCH LINE SHEET 2
℄ PIH635 STA 545+00
CSJ 2374-01-183
60% DRAFT
Preliminary, Subject to change
N

PROPOSED IH 635 MAINLANES (60 MPH)


BEGIN PROJECT
℄ EIH635 STA 468+00
BEGIN CSJ 2374-01-137
VPI STA = 472+75.00
EL = 576.27
ex = 2.74'
K = 138
L = 550.00
VPI STA = 482+00.00
EL = 604.05
ex = -9.15'
K = 197
L = 1,200.00
EXIST WB635GP PGL
EXIST EB635GP PGL
VPI STA = 489+75.00
EL = 580.03
ex = 1.15'
K = 134
L = 350.00
BEGIN PIH635 PGL
℄ PIH635 STA 493+00.00, EL. 579.52'
MATCH EXISTING PAVEMENT
BEGIN PWB635GP PGL
℄ PWB635GP STA 494+00.00, EL. 579.33'
SHIFT PIH635 PGL 52' LT TO PWB635GP PGL
BEGIN PEB635GP PGL
℄ PEB635GP STA 493+00.00, EL. 578.45'
SHIFT PIH635 PGL 62.78' RT TO PEB635GP PGL
VPI STA = 499+70.00
EL = 576.50
ex = 0.26'
K = 190
L = 200.00
VPI STA = 500+40.00
EL = 574.90
ex = 0.25'
K = 203
L = 200.00
PROP PIH635 PGL
PROP GREENVILLE AVE
℄ PIH635 STA 507+69.17 =
℄ PGRN STA 16+91.23, EL=605.62'
16'8" MIN. CLR.
VPI STA = 508+34.48
EL = 581.69
ex = 1.05'
K = 146
L = 350.00
VPI STA = 508+00.00
EL = 578.72
ex = 1.25'
K = 160
L = 400.00
PROP PEB635GP PGL
PROP PWB635GP PGL
VPI STA = 521+70.00
EL = 621.76
ex = -11.99'
K = 267
L = 1,600.00
VPI STA = 522+00.00
EL = 620.72
ex = -12.75'
K = 283
L = 1,700.00
EX GROUND AT PIH635 PGL
END PEB635GP PGL
℄ PEB635GP STA 535+13.03, EL. 581.33'
SHIFT PEB635GP PGL 56' LT TO PIH635 PGL
END PWB635GP PGL
℄ PWB635GP STA 535+38.90, EL. 581.33'
SHIFT PWB635GP PGL 56' RT TO PIH635 PGL
PROP ABRAMS RD
℄ PIH635 STA 538+87.91 =
℄ PABR STA 20+19.06, EL=601.39'
17'8" MIN. CLR.
VPI STA = 537+30.00
EL = 575.01
ex = 1.09'
K = 140
L = 350.00
VPI STA = 541+75.00
EL = 572.78
ex = -0.24'
K = 206
L = 200.00
MATCH LINE SHEET 2 STA 545+00
CSJ 2374-01-183
470+00
475+00
480+00
485+00
490+00
495+00
500+00
505+00
510+00
515+00
520+00
525+00
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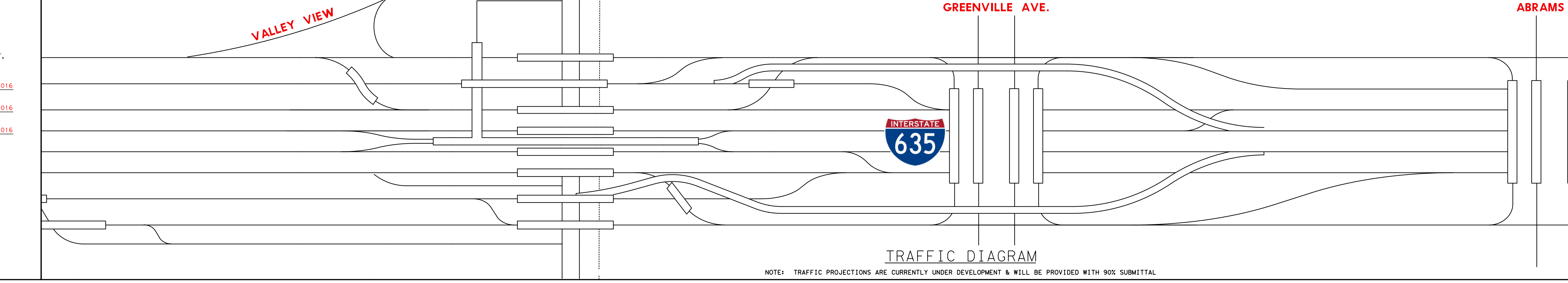

VALLEY VIEW
HOV ACCESS
GREENVILLE AVE.
ABRAMS RD.
INTERSTATE 635

TRAFFIC DIAGRAM

NOTE: TRAFFIC PROJECTIONS ARE CURRENTLY UNDER DEVELOPMENT & WILL BE PROVIDED WITH 90% SUBMITTAL

HORIZONTAL ALIGNMENT DATA

ROLL 1

BASELINE	CURVE	P.I. STA	DELTA	RADIUS (FT)	TANGENT LENGTH (FT)	CURVE LENGTH (FT)	CHORD BEARING	CHORD LENGTH (FT)	P.C. STA	P.T. STA	BACK TANGENT	AHEAD TANGENT
PDS75E635 (40 MPH)	PDS75E635-1	91+07.20	8° 14′ 55.86" (RT)	3800.00	274.02	547.08	S 59° 11′ 22.18" E	546.61	88+33.18	93+80.26	S 63° 18′ 50.11" E	S 55° 03′ 54.25" E
PDW635N75 (40 MPH)	PDW635N75-1	22+49.22	1° 54′ 09.49" (LT)	5300.00	88.01	176.00	S 56° 16′ 01.48" E	175.99	21+61.21	23+37.21	S 55° 18′ 56.73" E	S 57° 13′ 06.22" E
	PDW635N75-2	29+64.47	7° 53′ 00.40" (RT)	3800.00	261.84	522.85	S 53° 16′ 36.03" E	522.44	27+02.63	32+25.48	S 57° 13′ 06.22" E	S 49° 20′ 05.83" E
	PDW635N75-3	34+29.05	4° 23′ 57.15" (LT)	5300.00	203.57	406.94	S 51° 32′ 04.40" E	406.84	32+25.48	36+32.42	S 49° 20′ 05.83" E	S 53° 44′ 02.98" E
PEB635FR (40 MPH)	PEB635FR-1	503+15.13	4° 14′ 01.59" (RT)	2000.00	73.93	147.79	S 52° 01′ 27.92" E	147.75	502+41.20	503+88.99	S 54° 08′ 28.71" E	S 49° 54′ 27.13" E
	PEB635FR-2	506+81.85	10° 08′ 56.60" (LT)	1500.00	133.20	265.70	S 54° 58′ 55.43" E	265.35	505+48.66	508+14.36	S 49° 54′ 27.13" E	S 60° 03′ 23.73" E
	PEB635FR-3	509+83.62	9° 40′ 29.94" (RT)	2000.00	169.26	337.72	S 55° 13′ 08.76" E	337.32	508+14.36	511+52.08	S 60° 03′ 23.73" E	S 50° 22′ 53.79" E
	PEB635FR-4	514+86.46	1° 37′ 57.62" (LT)	2000.00	28.50	56.99	S 51° 11′ 52.60" E	56.99	514+57.97	515+14.96	S 50° 22′ 53.79" E	S 52° 00′ 51.41" E
	PEB635FR-5	530+86.69	1° 28′ 32.79" (RT)	2000.00	25.76	51.51	S 51° 16′ 35.02" E	51.51	530+60.93	531+12.45	S 52° 00′ 51.41" E	S 50° 32′ 18.62" E
	PEB635FR-6	531+40.00	1° 34′ 43.52" (LT)	2000.00	27.56	55.11	S 51° 19′ 40.38" E	55.11	531+12.45	531+67.55	S 50° 32′ 18.62" E	S 52° 07′ 02.14" E
PEB635GP (60 MPH)	PEB635GP-1	475+17.36	0° 24′ 24.90" (RT)	5738.16	20.38	40.75	S 59° 00′ 10.21" E	40.75	474+96.98	475+37.73	S 59° 12′ 22.66" E	S 58° 47′ 57.76" E
	PEB635GP-2	481+67.61	1° 51′ 36.82" (RT)	8100.00	131.50	262.98	S 57° 52′ 09.35" E	262.97	480+36.10	482+99.09	S 58° 47′ 57.76" E	S 56° 56′ 20.94" E
	PEB635GP-3	485+38.21	2° 28′ 05.50" (LT)	11100.00	239.12	478.17	S 58° 10′ 23.69" E	478.13	482+99.09	487+77.25	S 56° 56′ 20.94" E	S 59° 24′ 26.44" E
	PEB635GP-4	492+01.47	4° 20′ 32.19" (RT)	9000.00	341.20	682.08	S 57° 14′ 10.34" E	681.92	488+60.26	495+42.35	S 59° 24′ 26.44" E	S 55° 03′ 54.25" E
	PEB635GP-5	501+19.27	1° 15′ 44.44" (LT)	12000.00	132.20	264.38	S 55° 41′ 46.46" E	264.38	499+87.08	502+51.46	S 55° 03′ 54.25" E	S 56° 19′ 38.68" E
	PEB635GP-6	507+45.36	6° 16′ 55.95" (RT)	9000.00	493.90	986.81	S 53° 11′ 10.71" E	986.31	502+51.46	512+38.27	S 56° 19′ 38.68" E	S 50° 02′ 42.74" E
	PEB635GP-7	521+05.26	5° 23′ 04.97" (LT)	11100.00	521.98	1,043.19	S 52° 44′ 15.22" E	1042.81	515+83.28	526+26.47	S 50° 02′ 42.74" E	S 55° 25′ 47.71" E
	PEB635GP-8	528+93.89	3° 24′ 13.99" (RT)	9000.00	267.42	534.68	S 53° 43′ 40.71" E	534.60	526+26.47	531+61.15	S 55° 25′ 47.71" E	S 52° 01′ 33.72" E
PGRN (40 MPH)	PGRN-1	11+87.97	10° 09′ 15.80" (RT)	1000.00	88.85	177.23	N 26° 33′ 34.60" E	177.00	10+99.13	12+76.36	N 21° 28′ 56.70" E	N 31° 38′ 12.50" E
	PGRN-2	13+91.08	10° 05′ 12.82" (LT)	1300.00	114.73	228.86	N 26° 35′ 36.09" E	228.57	12+76.36	15+05.22	N 31° 38′ 12.50" E	N 21° 32′ 59.68" E
	PGRN-3	20+10.00	9° 10′ 45.73" (LT)	800.00	64.22	128.17	N 16° 57′ 36.81" E	128.03	19+45.78	20+73.95	N 21° 32′ 59.68" E	N 12° 22′ 13.95" E
	PGRN-4	21+38.33	9° 12′ 06.95" (RT)	800.00	64.38	128.48	N 16° 58′ 17.42" E	128.35	20+73.95	22+02.43	N 12° 22′ 13.95" E	N 21° 34′ 20.90" E
PIH635 (60 MPH)	PIH635-1	487+90.87	1° 03′ 13.49" (LT)	12000.00	110.35	220.70	S 58° 08′ 30.99" E	220.69	486+80.52	489+01.22	S 57° 36′ 54.25" E	S 58° 40′ 07.73" E
	PIH635-2	501+88.41	8° 04′ 48.77" (RT)	11094.00	783.57	1,564.55	S 54° 37′ 43.35" E	1563.25	494+04.84	509+69.38	S 58° 40′ 07.73" E	S 50° 35′ 18.96" E
	PIH635-3	512+42.46	2° 49′ 01.24" (LT)	11106.00	273.07	546.04	S 51° 59′ 49.58" E	545.98	509+69.38	515+15.42	S 50° 35′ 18.96" E	S 53° 24′ 20.20" E
	PIH635-4	516+59.97	1° 22′ 46.47" (RT)	12006.00	144.55	289.08	S 52° 42′ 56.96" E	289.08	515+15.42	518+04.50	S 53° 24′ 20.20" E	S 52° 01′ 33.72" E
	PIH635-5	523+31.46	0° 58′ 24.93" (LT)	12000.00	101.96	203.91	S 52° 30′ 46.18" E	203.91	522+29.50	524+33.41	S 52° 01′ 33.72" E	S 52° 59′ 58.65" E
	PIH635-6	529+97.87	2° 20′ 44.45" (RT)	12000.00	245.67	491.28	S 51° 49′ 36.42" E	491.24	527+52.20	532+43.48	S 52° 59′ 58.65" E	S 50° 39′ 14.19" E
	PIH635-7	533+87.17	1° 22′ 19.53" (LT)	12000.00	143.69	287.37	S 51° 20′ 23.96" E	287.36	532+43.48	535+30.85	S 50° 39′ 14.19" E	S 52° 01′ 33.72" E
PMREE75 (40 MPH)	PMREE75-1	13+75.18	5° 42′ 41.77" (LT)	2000.00	99.77	199.37	S 65° 12′ 35.51" E	199.29	12+75.41	14+74.79	S 62° 21′ 14.62" E	S 68° 03′ 56.40" E
	PMREE75-2	17+58.99	10° 17′ 33.56" (RT)	835.00	75.20	150.00	S 62° 55′ 09.62" E	149.80	16+83.79	18+33.79	S 68° 03′ 56.40" E	S 57° 46′ 22.84" E
	PMREE75-3	25+15.99	2° 47′ 41.78" (LT)	5300.00	129.29	258.54	S 59° 10′ 13.73" E	258.51	23+86.70	26+45.23	S 57° 46′ 22.84" E	S 60° 34′ 04.62" E
	PMREE75-4	29+55.76	8° 26′ 54.38" (RT)	1500.00	110.79	221.18	S 56° 20′ 37.43" E	220.98	28+44.97	30+66.15	S 60° 34′ 04.62" E	S 52° 07′ 10.24" E
	PMREE75-5	33+37.18	4° 49′ 39.42" (LT)	1500.00	63.23	126.39	S 54° 31′ 59.95" E	126.35	32+73.95	34+00.34	S 52° 07′ 10.24" E	S 56° 56′ 49.66" E
	PMREE75-6	37+03.01	3° 05′ 44.00" (RT)	3800.00	102.68	205.31	S 55° 23′ 57.66" E	205.28	36+00.34	38+05.64	S 56° 56′ 49.66" E	S 53° 51′ 05.66" E
	PMREE75-7	38+64.72	1° 16′ 38.34" (LT)	5300.00	59.08	118.15	S 54° 29′ 24.83" E	118.15	38+05.64	39+23.80	S 53° 51′ 05.66" E	S 55° 07′ 44.00" E
	PMREE75-8	43+28.32	4° 13′ 50.52" (RT)	3800.00	140.36	280.59	S 53° 00′ 48.74" E	280.53	41+87.96	44+68.55	S 55° 07′ 44.00" E	S 50° 53′ 53.47" E
	PMREE75-9	47+80.11	14° 59′ 20.20" (LT)	1000.00	131.55	261.61	S 58° 23′ 33.57" E	260.86	46+48.55	49+10.16	S 50° 53′ 53.47" E	S 65° 53′ 13.67" E
	PMREE75-10	52+11.02	13° 31′ 35.46" (RT)	1000.00	118.59	236.08	S 59° 07′ 25.94" E	235.53	50+92.42	53+28.51	S 65° 53′ 13.67" E	S 52° 21′ 38.21" E
	PMREE75-11	62+81.25	4° 12′ 20.28" (LT)	5300.00	194.60	389.03	S 54° 27′ 48.35" E	388.94	60+86.65	64+75.68	S 52° 21′ 38.21" E	S 56° 33′ 58.49" E
	PMREE75-12	66+15.39	3° 58′ 51.31" (RT)	4020.00	139.71	279.31	S 54° 34′ 32.84" E	279.25	64+75.68	67+54.99	S 56° 33′ 58.49" E	S 52° 35′ 07.18" E
PMRWX75 (40 MPH)	PMRWX75-1	12+53.46	3° 49′ 12.73" (RT)	7600.00	253.46	506.73	S 58° 22′ 17.84" E	506.64	10+00.00	15+06.73	S 60° 16′ 54.20" E	S 56° 27′ 41.47" E
	PMRWX75-2	20+56.85	5° 26′ 02.57" (LT)	7000.00	332.20	663.89	S 59° 10′ 42.76" E	663.65	17+24.66	23+88.55	S 56° 27′ 41.47" E	S 61° 53′ 44.04" E
	PMRWX75-3	25+56.41	12° 58′ 42.25" (RT)	1060.00	120.57	240.11	S 55° 24′ 22.92" E	239.59	24+35.84	26+75.94	S 61° 53′ 44.04" E	S 48° 55′ 01.79" E
	PMRWX75-4	30+27.15	8° 18′ 04.43" (LT)	835.00	60.60	120.98	S 53° 04′ 04.01" E	120.87	29+66.55	30+87.53	S 48° 55′ 01.79" E	S 57° 13′ 06.22" E
	PMRWX75-5	34+29.81	4° 11′ 32.63" (RT)	5318.00	194.65	389.12	S 55° 07′ 19.91" E	389.04	32+35.16	36+24.28	S 57° 13′ 06.22" E	S 53° 01′ 33.60" E
	PMRWX75-6	40+52.68	15° 37′ 41.10" (RT)	1700.00	233.30	463.69	S 45° 12′ 43.05" E	462.26	38+19.39	42+83.08	S 53° 01′ 33.60" E	S 37° 23′ 52.50" E
	PMRWX75-7	45+15.80	15° 19′ 04.46" (LT)	1000.00	134.48	267.35	S 45° 03′ 24.73" E	266.55	43+81.32	46+48.67	S 37° 23′ 52.50" E	S 52° 42′ 56.96" E
	PMRWX75-8	54+14.71	3° 07′ 37.00" (RT)	5300.00	144.66	289.25	S 51° 09′ 08.46" E	289.21	52+70.05	55+59.30	S 52° 42′ 56.96" E	S 49° 35′ 19.96" E
	PMRWX75-9	60+91.05	2° 25′ 36.62" (LT)	3800.00	80.49	160.95	S 50° 48′ 08.27" E	160.94	60+10.56	61+71.52	S 49° 35′ 19.96" E	S 52° 00′ 56.58" E
PREEGRN (40 MPH)	PREEGRN-1	10+78.30	8° 31′ 45.75" (LT)	1050.00	78.30	156.31	S 56° 16′ 44.29" E	156.16	10+00.00	11+56.31	S 52° 00′ 51.41" E	S 60° 32′ 37.17" E
	PREEGRN-2	12+23.62	7° 20′ 08.72" (RT)	1050.00	67.31	134.43	S 56° 52′ 32.81" E	134.34	11+56.31	12+90.74	S 60° 32′ 37.17" E	S 53° 12′ 28.45" E
	PREEGRN-3	20+59.90	1° 30′ 18.07" (LT)	5300.00	69.61	139.22	S 53° 57′ 37.48" E	139.21	19+90.28	21+29.50	S 53° 12′ 28.45" E	S 54° 42′ 46.52" E
	PREEGRN-4	24+34.49	2° 41′ 12.80" (RT)	3800.00	89.12	178.20	S 53° 22′ 10.12" E	178.18	23+45.37	25+23.57	S 54° 42′ 46.52" E	S 52° 01′ 33.72" E
PREFXTIB (40 MPH)	PREFXTIB-1	16+59.18	5° 41′ 37.10" (RT)	1000.00	49.73	99.37	S 63° 53′ 48.86" E	99.33	16+09.45	17+08.82	S 66° 44′ 37.41" E	S 61° 03′ 00.31" E
	PREFXTIB-2	18+62.90	7° 10′ 37.30" (LT)	800.00	50.17	100.21	S 64° 38′ 18.96" E	100.14	18+12.73	19+12.94	S 61° 03′ 00.31" E	S 68° 13′ 37.61" E
	PREFXTIB-3	19+88.94	10° 51′ 15.60" (RT)	800.00	76.00	151.56	S 62° 47′ 59.81" E	151.33	19+12.94	20+64.49	S 68° 13′ 37.61" E	S 57° 22′ 22.01" E
PREXTIB (40 MPH)	PREXTIB-1	17+81.92	1° 47′ 01.65" (LT)	5300.00	82.51	165.00	S 61° 43′ 17.13" E	165.00	16+99.41	18+64.41	S 60° 49′ 46.30" E	S 62° 36′ 47.95" E
	PREXTIB-2	20+38.32	5° 14′ 25.94" (RT)	3800.00	173.90	347.57	S 59° 59′ 34.98" E	347.44	18+64.41	22+11.98	S 62° 36′ 47.95" E	S 57° 22′ 22.01" E
PRWXGRN (40 MPH)	PRWXGRN-1	10+59.03	6° 26′ 05.97" (RT)	1050.00	59.03	117.93	S 48° 47′ 48.88" E	117.87	10+00.00	11+17.93	S 52° 00′ 51.87" E	S 45° 34′ 45.90" E
	PRWXGRN-2	11+65.88	5° 13′ 45.27" (LT)	1050.00	47.95	95.83	S 48° 11′ 38.53" E	95.80	11+17.93	12+13.76	S 45° 34′ 45.90" E	S 50° 48′ 31.17" E
	PRWXGRN-3	19+21.21	1° 52′ 33.73" (RT)	5300.00	86.78	173.54	S 49° 52′ 14.30" E	173.53	18+34.43	20+07.97	S 50° 48′ 31.17" E	S 48° 55′ 57.43" E
	PRWXGRN-4	24+21.28	3° 05′ 36.29" (LT)	3800.00	102.61	205.16	S 50° 28′ 45.58" E	205.14	23+18.68	25+23.84	S 48° 55′ 57.43" E	S 52° 01′ 33.72" E
PWB635FR-A (40 MPH)	PWB635FR-A-1	506+97.98	1° 45′ 34.23" (RT)	5729.58	87.98	175.95	S 52° 02′ 56.12" E	175.94	506+10.00	507+85.95	S 52° 55′ 43.24" E	S 51° 10′ 09.01" E
	PWB635FR-A-2	508+00.70	0° 50′ 42.84" (LT)	2000.00	14.75	29.50	S 51° 35′ 30.43" E	29.50	507+85.95	508+15.46	S 51° 10′ 09.01" E	S 52° 00′ 51.84" E
	PWB635FR-A-3	513+71.46	2° 53′ 17.28" (LT)	1000.00	25.21	50.41	S 53° 27′ 30.49" E	50.40	513+46.26	513+96.66	S 52° 00′ 51.84" E	S 54° 54′ 09.13" E
	PWB635FR-A-4	515+17.57	4° 56′ 01.56" (RT)	1000.00	43.08	86.11	S 52° 26′ 08.35" E	86.08	514+74.49	515+60.60	S 54° 54′ 09.13" E	S 49° 58′ 07.57" E
	PWB635FR-A-5	517+23.77	2° 02′ 44.27" (LT)	2000.00	35.71	71.41	S 50° 59′ 29.71" E	71.40	516+88.07	517+59.47	S 49° 58′ 07.57" E	S 52° 00′ 51.84" E
	PWB635FR-A-6	547+06.73	1° 57′ 00.24" (RT)	2150.00	36.59	73.18	S 51° 08′ 32.02" E	73.17	546+70.14	547+43.32	S 52° 07′ 02.14" E	S 50° 10′ 01.90" E
PWB635GP (60 MPH)	PWB635GP-1	490+12.07	1° 05′ 15.55" (LT)	8100.00	76.88	153.76	S 58° 07′ 29.96" E	153.76	489+35.19	490+88.95	S 57° 34′ 52.18" E	S 58° 40′ 07.73" E
	PWB635GP-2	500+13.22	4° 56′ 04.75" (RT)	14000.00	603.25	1,205.76	S 56° 12′ 05.35" E	1205.39	494+09.97	506+15.73	S 58° 40′ 07.73" E	S 53° 44′ 02.98" E
	PWB635GP-3	519+38.39	3° 47′ 38.25" (RT)	11100.00	367.64	735.01	S 51° 50′ 13.85" E	734.88	515+70.75	523+05.76	S 53° 44′ 02.98" E	S 49° 56′ 24.72" E
	PWB635GP-4	532+34.88	2° 05′ 09.00" (LT)	9000.00	163.84	327.64	S 50° 58′ 59.22" E	327.62	530+71.04	533+98.68	S 49° 56′ 24.72" E	S 52° 01′ 33.72" E

SUPERELEVATION

BASELINE	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
PMREE75 (40 MPH)	12+47.00	2.08%	12+82.00	3.50%
	14+29.00	3.50%	15+62.00	-2.00%
	16+12.00	-2.00%	17+02.00	-5.71%
	18+16.00	-5.71%	19+06.00	-2.00%
	27+96.00	-2.00%	28+57.00	-4.50%
	30+54.00	-4.50%	31+15.00	-2.00%
	31+48.00	-2.00%	33+05.00	4.50%
	33+69.00	4.50%	35+26.00	-2.00%
	45+03.00	-2.00%	46+85.00	5.50%
	48+37.00	5.50%	50+19.00	-2.00%
	50+24.00	-2.00%	51+09.00	-5.50%
	53+12.00	-5.50%	53+97.00	-2.00%
	60+73.00	-2.00%	60+86.00	-2.50%
PMRWX75 (40 MPH)	23+71.00	-2.05%	24+52.00	-5.40%
	26+40.00	-5.40%	28+19.00	2.00%
	28+94.00	2.00%	29+84.00	5.71%
	30+70.00	5.71%	31+60.00	2.00%
	37+01.00	2.00%	38+49.00	-4.10%
	42+14.00	-4.10%	44+46.00	5.50%
	46+32.00	5.50%	47+17.00	2.00%
	54+76.00	2.00%	54+89.00	2.50%
PDS75E635 (40 MPH)	89+34.00	-2.00%	89+55.00	-2.50%
PDW635N75 (40 MPH)	27+41.00	2.00%	27+62.00	2.50%
PREEGRN (40 MPH)	19+76.00	-2.00%	19+89.00	-2.50%
PRWXGRN (40 MPH)	20+00.00	2.00%	20+13.00	2.50%

SUPERELEVATION SIGN CONVENTION

℄/B	
(−)	(+)
(+)	(−)

PROPERTY OWNERS

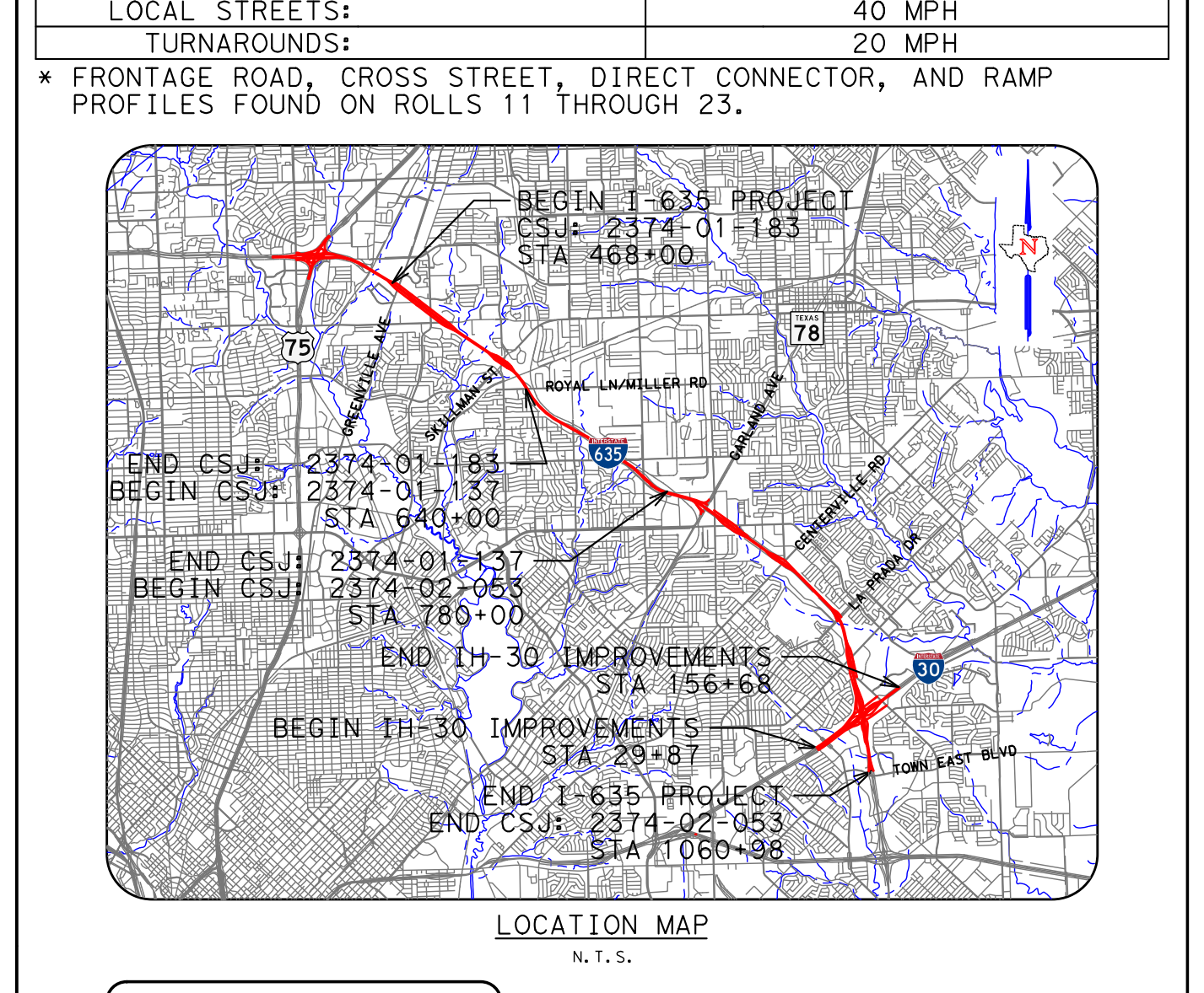
ID #	SITE ADDRESS	OWNER	OCCUPANT
24	8700 LBJ FWY	TEXAS INSTRUMENTS INC	PAVED PARKING LOT/TEXAS INSTRUMENTS
25	8902 LBJ FWY	DALLAS AREA RAPID TRANSIT	VACANT - DART
26	8800 VALLEY VIEW LN	TEXAS INSTRUMENTS INC	VACANT LAND
27	401 S BUCKNER BLVD	DART	VACANT
28	12600 T I BLVD	TEXAS INSTRUMENTS INC	VACANT
29	401 S BUCKNER BLVD	DART	VACANT
30	9000 VANTAGE POINT DR	LBJ STATION LTD	LBJ STATION
31	9000 LBJ FWY	TEXAS INSTRUMENTS INC	TEXINS ARCHERY CLUB
32	9019 VANTAGE POINT DR	BRE/ESA P PORTFOLIO TXNC	EXTENDED STAY AMERICA
33	9039 VANTAGE POINT DR	DUCKWIN LLC	ESPRESSO
34	9049 VANTAGE POINT DR	NEW PRIVATE RESTAURANT PPTIES	OUTBACK STEAK HOUSE
35	9069 VANTAGE POINT DR	ARCP RL PORTFOLIO VII LLC	RED LOBSTER
36	9079 VANTAGE POINT DR	FCPT SW PROPERTIES LLC	OLIVE GARDEN
37	12705 GREENVILLE AVE	NORTHSTAR CEMETERY SERVICES OF	RESTLAND CEMETERY
38	9170 LBJ FWY	D & V INC	BEST THAI
39	9172 LBJ FWY	D & V INC	BILLBOARD SITE
40	12355 GREENVILLE AVE	CHEDDARS INC	CHEDDARS
41	9101 LBJ FWY	WHITESTONE OFFICES LLC	INTERCHANGE I
42	12525 GREENVILLE AVE	CANDLEWOOD DALLAS TX	CANDLEWOOD SUITES - DALLAS NORTH
43	12330 GREENVILLE AVE	VANDALAR PARTNERS	JACK IN THE BOX
44	9230 LBJ FWY	HERITAGE INN NUMBER XXXIII LIMITED PARTNERSHIP	FAIRFIELD INN
45	9250 LBJ FWY	ACD PARTNERS LP	HONDA POWERHOUSE
46	9229 LBJ FWY	NP I DALLAS PORTFOLIO LP	TEXAS HEALTH PHYSICIANS GROUP
47	9272 LBJ FWY	DAVIS SANDRA & JEFFREY FAM LTD PS	ROCKYWOOD STONE & CABINETS
48	9221 LBJ FWY	NEELGIRI INV LLC	L B J NORTH
49	9292 LBJ FWY	SPEIR PPTIES INC	METROPLEX PIANO WAREHOUSE
50	9241 LBJ FWY	2 BUILDING LBJ LTD	L B J NORTH
51	9310 LBJ FWY	DHA LC	AUTO HOSPITAL
52	9322 LBJ FWY	MZLS ENTERPRISES LP	DYNAMIC IMPORTS
53	9330 LBJ FWY	LAKE HIGHLANDS TOWER LLC	ABRAMS CENTRE
54	9275 LBJ FWY	PACIFIC MONTEREY INC	SOLARIUM APTS
55	9301 LBJ FWY	HANS DEVELOPMENT INC	RICHLAND AUTO REPAIR
57	9309 LBJ FWY	CPL THREE LLC	PAVED PARKING
58	9311 LBJ FWY	CPL THREE LP	HIGH 5 CYCLES
59	9319 LBJ FWY	9319 LBJ LLC	PINYON TREE OFFICE BLDG
60	9323 LBJ FWY	CN LAKE HIGHLANDS INVESTORS LLC	UNOCCUPIED
61	9386 LBJ FWY	MACBRIDE LIVING TRUST THE &	CHICK-FIL-A
62	9331 ABRAMS RD	CHAPTER 8 LP	VACANT PARKING LOT
63	9394 LBJ FWY	GADDY EDWARD E ET AL	WHATABURGER
64	9341 LBJ FWY	CONCHO TRUSTS &	UNOCC
65	9394 LBJ FWY	GADDY EDWARD E ET AL	VACANT
66	9351 LBJ FWY	PREMJEE INC	7-11/SHELL
67	11919 ABRAMS RD	GADDY WILLIAM DAVID ET AL	TITLE MAX
68	11820 ABRAMS RD	MCDONALDS REAL ESTATE CO	MCDONALDS
69	9401 LBJ FWY	WISLEY MARY G TRUST NO 1 &	CHASE OFFICE BLDG
71	9441 LBJ FWY	SHAWNEE INC	NORTH CREEK PLACE 1 BLDG A
501	12107 ABRAMS RD	RC & C PROPERTIES LLC	POLLO REGIO
502	12121 ABRAMS RD	CENTURY ABRAMS LLC	ABRAMS FOOD AND RETAIL
503	12160 ABRAMS RD	AREA EY NCLBJ LLC	NORTHCREEK PLACE II
504	9375 FOREST LN	GADDY A E & ETAL #5053	A & W/LONG JOHN SILVER RESTAURANT

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
JAMES K. SELMAN, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
IH 635 LBJ EAST PROJECT - ULTIMATE DESIGN
FROM EAST OF US 75 TO SOUTH OF IH 30
DALLAS COUNTY, TEXAS
CSJs: 2374-01-183, 2374-01-137, 2374-02-053

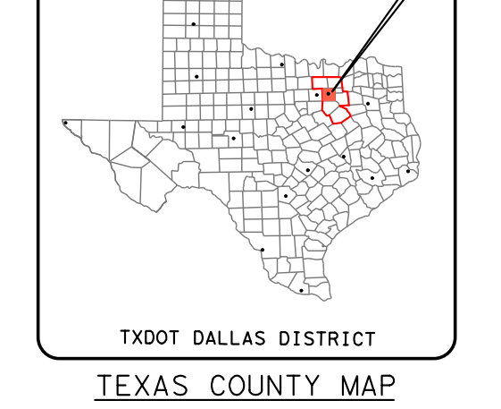
APRIL 2016
ROLL 1 OF 23

LIMITS: IH 635 E. OF US 75 TO S. OF IH 30; IH 30 W. OF GUS THOMASSON RD TO E. OF GALLOWAY AVE
LENGTH: 11.2 MILES; 2.4 MILES
FUNCTIONAL CLASS: URBAN FREEWAY; URBAN FREEWAY
AVERAGE DAILY TRAFFIC: 250,100 (2016) 340,700 (2036)
SCHEMATIC ROLLS: ROLLS 1 - 8*; ROLLS 9 - 10*
DESIGN SPEED
MAIN LANES: 60 MPH
MANAGED LANES: 60 MPH
DIRECT CONNECTORS: 40 MPH
RAMPS: 40 MPH
FRONTAGE RD LOOP RAMPS/CONNECTORS: 25 MPH
FRONTAGE ROADS: 40 MPH
BYPASS ROADS: 40 MPH
LOCAL STREETS: 40 MPH
TURNAROUNDS: 20 MPH
* FRONTAGE ROAD, CROSS STREET, DIRECT CONNECTOR, AND RAMP PROFILES FOUND ON ROLLS 11 THROUGH 23.


BEGIN I-635 PROJECT
CSJ: 2374-01-183
STA 468+00
END CSJ: 2374-01-183
BEGIN CSJ: 2374-01-137
STA 640+00
END CSJ: 2374-01-137
BEGIN CSJ: 2374-02-053
STA 780+00
END IH-30 IMPROVEMENTS
STA 156+68
BEGIN IH-30 IMPROVEMENTS
STA 29+87
END I-635 PROJECT
END CSJ: 2374-02-053
STA 1060+98

LOCATION MAP
N.T.S.

DALLAS COUNTY, TEXAS


TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:
0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY
FOR INTERIM REVIEW ONLY
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