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

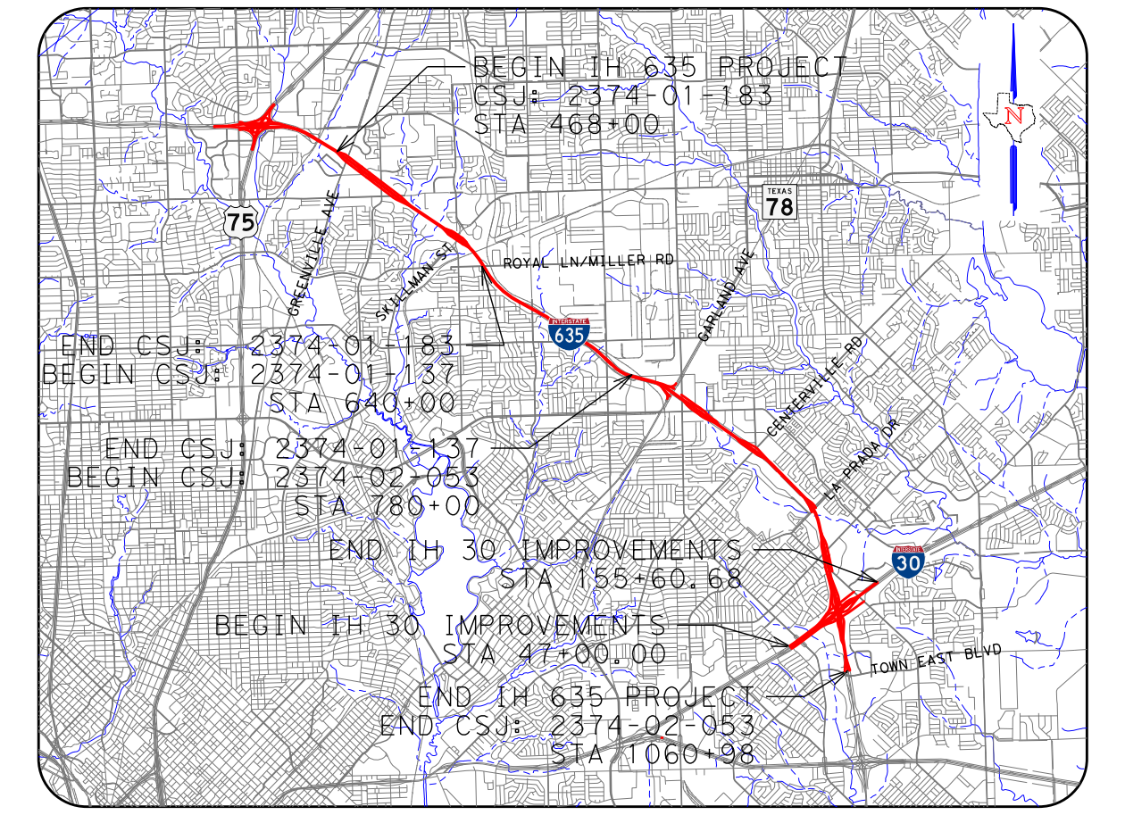
DESIGN SCHEMATIC
IH 635 LBJ EAST PROJECT - ULTIMATE DESIGN FROM EAST OF US 75 TO SOUTH OF IH 30
DALLAS COUNTY, TEXAS
CSJ LIMITS:
2374-01-183: EAST OF US 75 TO MILLER ROAD
2374-01-137: MILLER ROAD TO WEST OF THE KCS RR
2374-02-053: WEST OF THE KCS RR TO IH 30

DECEMBER 2016
ROLL 10 OF 24

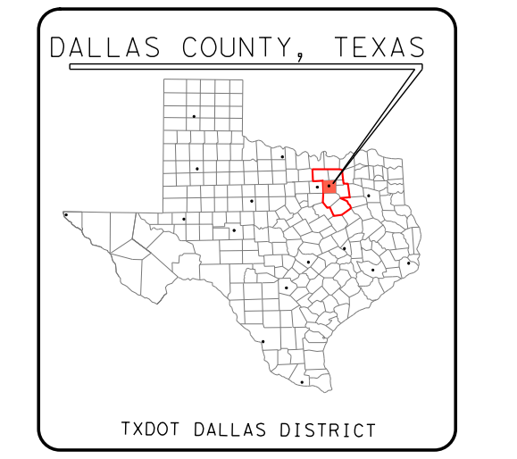
	IH 635		IH 30
LIMITS:	E. OF US 75 TO S. OF IH 30		W. OF GUS THOMASSON RD TO E. OF GALLOWAY AVE
LENGTH:	11.2 MILES		2.1 MILES
FUNCTIONAL CLASS:	URBAN INTERSTATE		URBAN INTERSTATE
AVERAGE DAILY TRAFFIC:	2374-01-183	263,250 (2022)	353,550 (2042)
	2374-01-137	224,200 (2022)	301,850 (2042)
	2374-02-053	236,950 (2022)	318,600 (2042)
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 ROADS/BYPASSES:	40 MPH
FRONTAGE ROAD CONNECTORS:	30 MPH
LOCAL STREETS:	40 MPH
TURNAROUNDS:	15 MPH
SHARED USE PATHS:	18 MPH

* FRONTAGE ROAD, CROSS STREET, DIRECT CONNECTOR, AND RAMP PROFILES FOUND ON ROLLS 11 THROUGH 24.



LOCATION MAP
N.T.S.



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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TAYLOR H. PERRINE	116960	12-12-2016

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
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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)
- EXISTING TELEPHONE / CABLE / FIBER LINE
- EXISTING WATER LINE
- EXISTING ELECTRIC LINE
- EXISTING SANITARY SEWER LINE
- EXISTING GAS / PETROLEUM LINE
- 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
- PERPENDICULAR CURB RAMP
- PARALLEL CURB RAMP
- DIRECTIONAL CURB RAMP
- 🟧 POTENTIAL DISPLACEMENTS
- ▨ PAVEMENT / BRIDGE TO BE REMOVED
- 100 PARCEL ID

GENERAL NOTES:

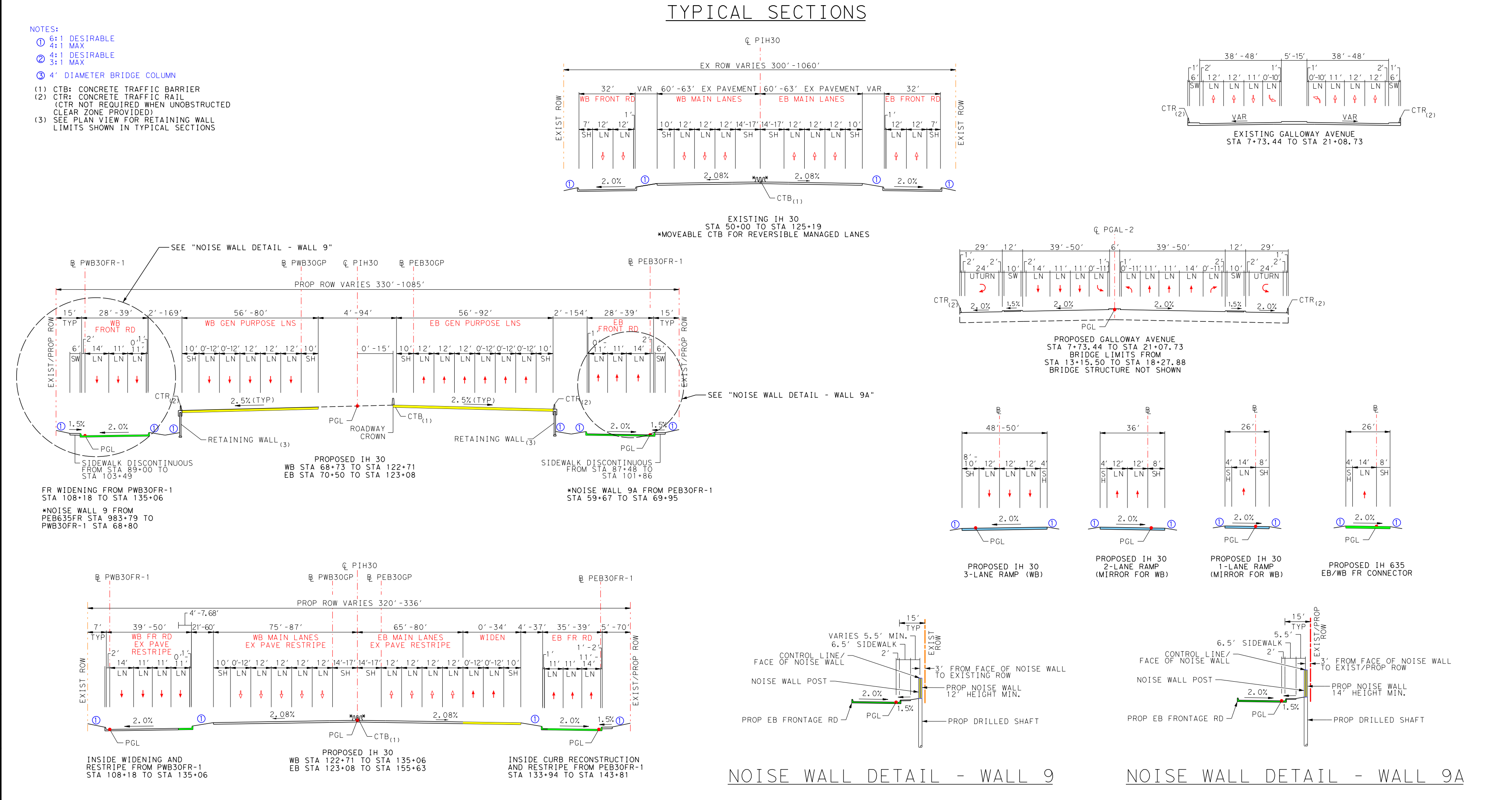
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED JANUARY 21, 2013 AND RECORD PLANS.
2. TRAFFIC VOLUMES AND METHODOLOGY APPROVED BY TP&P ON OCTOBER 12, 2016.
3. MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
4. SIDEWALK INTERSECTION ADA RAMP LOCATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL LOCATIONS TO BE DETERMINED DURING PS&E DEVELOPMENT.
5. DRIVEWAY LOCATIONS ARE PRELIMINARY. FRONTAGE ROAD DRIVEWAY RETURN RADII ARE R=15' MINIMUM OR R=25' DESIRABLE UNLESS NOTED OTHERWISE ON EACH SCHEMATIC ROLL. FINAL DRIVEWAY DESIGN TO BE DETERMINED DURING PS&E DEVELOPMENT.
6. 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.
7. EXISTING PAVEMENT/BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
8. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
9. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
10. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
11. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS 48113C0345J AND 48113C0485J (2014).
12. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
13. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
14. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DALLAS COUNTY APPRAISAL DISTRICT (JUNE 2016).
15. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE. ACTUAL DAMAGES TO THE BUILDING AND PROPERTY TO BE DETERMINED DURING THE ROW ACQUISITION PROCESS.
16. ALL SUPERELEVATION RATES WERE CALCULATED BASED ON USING A MAXIMUM SUPERELEVATION RATE OF 6%. SEE CHAPTER 2, SECTION 4 OF THE TXDOT ROADWAY DESIGN MANUAL FOR REFERENCE.
17. LOW SPEED ROADWAYS HAVE A NC OF +/-2% AND HIGH SPEED MAIN LANES HAVE A NC OF +/-2.5% UNLESS NOTED OTHERWISE ON EACH ROLL IN THE SUPERELEVATION TABLES.
18. MINOR CROSS STREET CORNER RADII ARE R=25' UNLESS NOTED OTHERWISE ON EACH SCHEMATIC ROLL.
19. MAJOR CROSS STREET CORNER RADII ARE R=50' UNLESS NOTED OTHERWISE ON EACH SCHEMATIC ROLL.
20. U-TURNS WERE DESIGNED TO ACCOMMODATE A WB-67 DESIGN VEHICLE. CORNER RADII VARY PER INTERSECTION DUE TO THE DIFFERENCES IN SKEW.
21. TRAVEL LANE WIDTHS SHOWN IN THE TYPICAL SECTIONS THAT ARE LESS THAN 10' WIDE ARE DUE TO TRANSITIONS TO/FROM EXISTING PAVEMENT AND NOT DUE TO A DESIGN DEFICIENCY.

95% DRAFT
Preliminary, Subject to Change

TYPICAL SECTIONS

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

(1) CTB: CONCRETE TRAFFIC BARRIER
(2) CTR: CONCRETE TRAFFIC RAIL (CTR NOT REQUIRED WHEN UNOBSTRUCTED CLEAR ZONE PROVIDED)
(3) SEE PLAN VIEW FOR RETAINING WALL LIMITS SHOWN IN TYPICAL SECTIONS



EXISTING IH 30
STA 50+00 TO STA 125+19
*MOVEABLE CTB FOR REVERSIBLE MANAGED LANES

PROPOSED IH 30
WB STA 68+73 TO STA 122+71
EB STA 70+50 TO STA 123+08

SIDEWALK DISCONTINUOUS FROM STA 89+00 TO STA 103+49

FR WIDENING FROM PWB30FR-1 STA 108+18 TO STA 135+06

*NOISE WALL 9 FROM PEB635FR STA 983+79 TO PWB30FR-1 STA 68+80

SIDEWALK DISCONTINUOUS FROM STA 87+48 TO STA 101+86

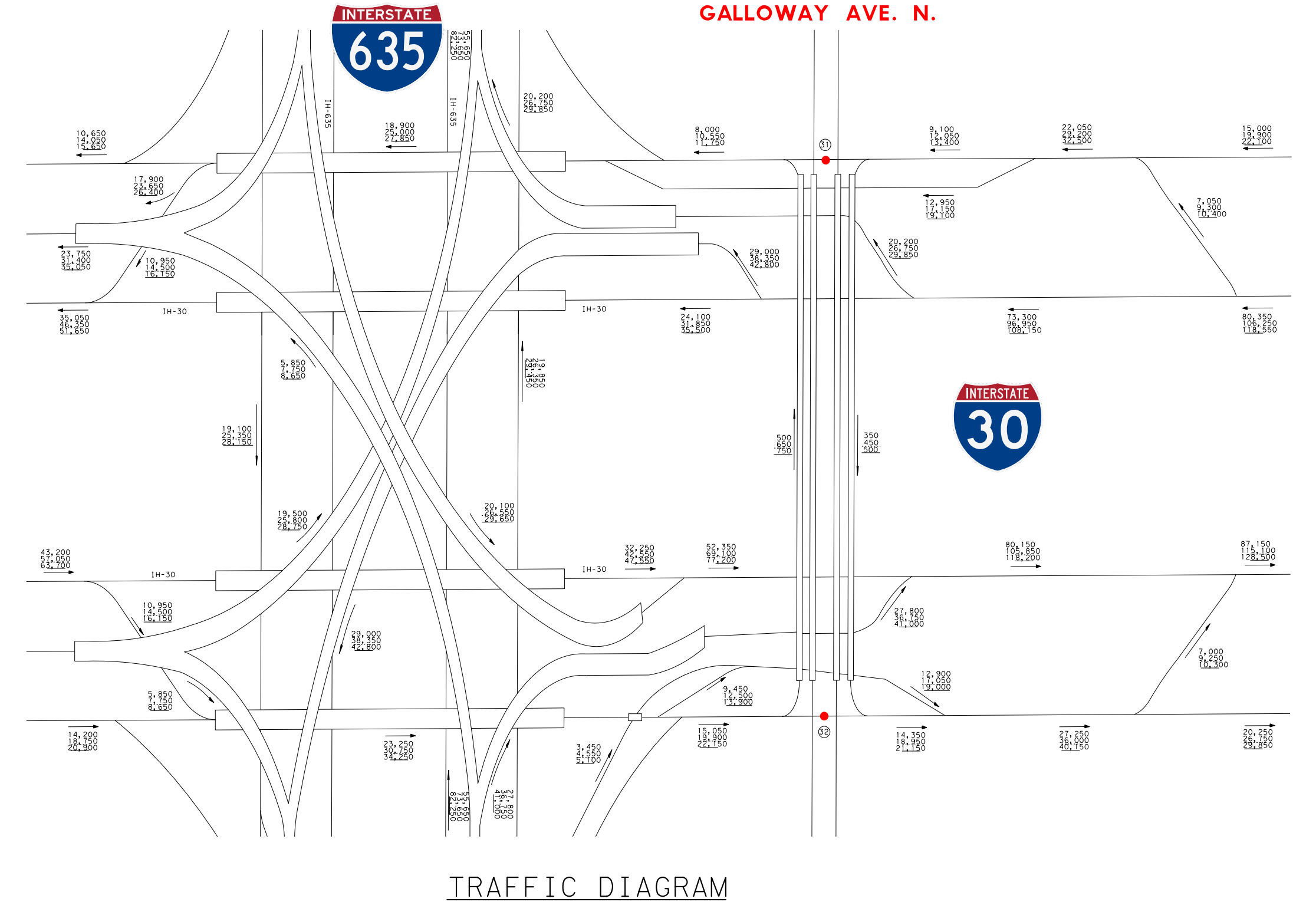
INSIDE WIDENING AND RESTRIPE FROM PWB30FR-1 STA 108+18 TO STA 135+06

PROPOSED IH 30
WB STA 122+71 TO STA 135+06
EB STA 123+08 TO STA 155+63

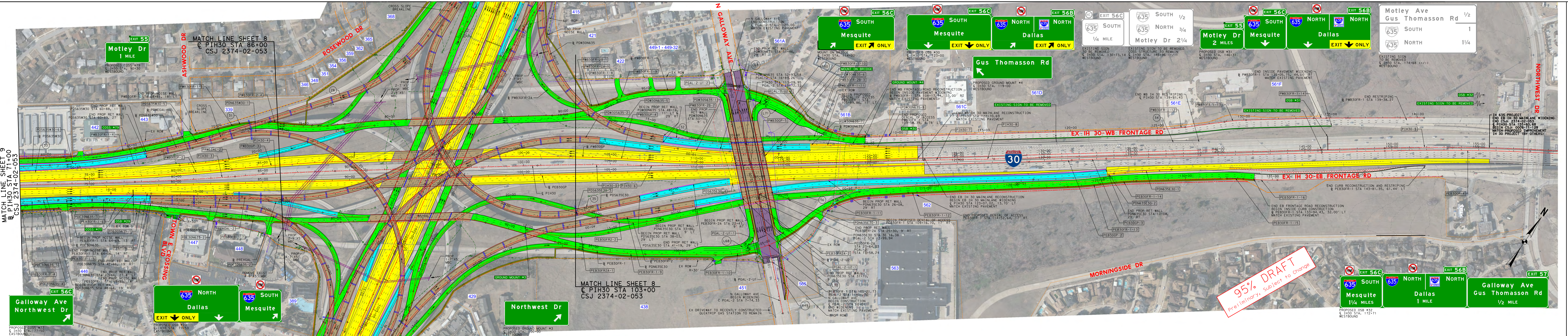
INSIDE CURB RECONSTRUCTION AND RESTRIPE FROM PEB30FR-1 STA 133+94 TO STA 143+81

TRAFFIC LEGEND:

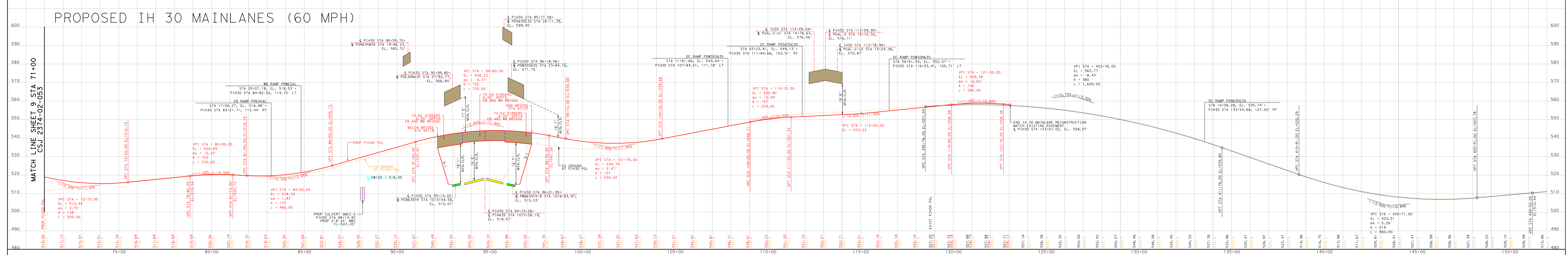
XX,XXX	YEAR 2022 ADT
XX,XXX	YEAR 2042 ADT
XX,XXX	YEAR 2052 ADT
●	SIGNALIZED INTERSECTION



TRAFFIC DIAGRAM



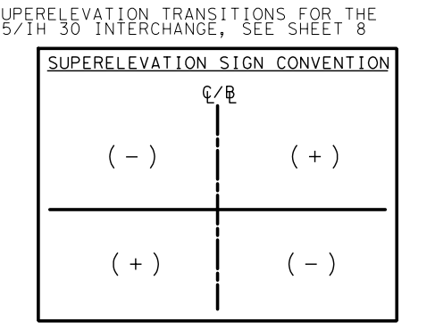
PROPOSED IH 30 MAINLANES (60 MPH)



SUPERELEVATION

BASELINE	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
PEB30GP (60 MPH)	122+36.00	-2.50%	123+08.00	-2.08%
PWB30GP (60 MPH)	122+24.00	2.50%	122+71.00	2.08%
PREXGAL (40 MPH)	17+08.00	-2.50%	17+87.00	-5.75%
	18+90.00	-5.75%	19+81.00	-2.00%
	20+85.00	-2.00%	22+64.00	5.40%
	23+15.00	5.40%	24+94.00	-2.00%
PRWEGAL (40 MPH)	20+08.00	2.50%	20+21.00	2.00%
PDS635E30 (40 MPH)	43+02.00	-2.00%	43+23.00	-2.50%
PDN635E30 (40 MPH)	10+07.00	2.50%	10+28.00	2.00%
PDW30S635 (40 MPH)	11+82.00	-2.50%	12+03.00	-2.00%
PDW30N635 (40 MPH)	56+29.00	2.00%	56+61.00	2.50%

NOTE: FOR SUPERELEVATION TRANSITIONS FOR THE IH 635/IH 30 INTERCHANGE, SEE SHEET 8



FRONTAGE ROAD, CROSS STREET & TURNAROUND CROSS SLOPE TRANSITIONS FOR INTERSECTION GRADING

BASELINE	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
PEB30FR-1 (PGAL-2)	102+58.00	-2.00%	103+54.00	-4.40%
	106+90.00	-4.40%	107+68.00	-2.00%
PWB30FR-1 (PGAL-2)	98+12.00	2.00%	98+79.00	4.40%
	102+34.35	4.40%	103+47.00	2.00%
PGAL-2 (LT)	10+01.00	2.00%	10+94.00	0.35%
	11+25.00	0.35%	12+18.00	2.00%
PGAL-2 (LT)	18+91.00	2.00%	20+24.00	-1.00%
	20+30.00	-1.00%	21+63.00	2.00%
PGAL-2 (RT)	10+72.00	-2.00%	11+00.00	-1.50%
	11+12.00	-1.50%	11+40.00	-2.00%
	19+43.00	-2.00%	19+66.00	-2.40%
	19+93.00	-2.40%	20+16.00	-2.00%
PGAL-2-U1	10+09.00	-4.40%	12+06.00	2.00%
	17+02.00	2.00%	18+99.59	-4.40%
PGAL-2-U2	10+07.00	4.40%	12+04.00	-2.00%
	16+18.00	-2.00%	18+15.00	4.40%

* NOTE: FINAL DETAILS FOR INTERSECTION GRADING TO BE DEVELOPED DURING PS&E. CROSS SLOPE TRANSITIONS SHOWN ABOVE ARE PRELIMINARY AND WERE DEVELOPED TO ASSIST WITH CALCULATION OF VERTICAL CLEARANCES AND U-TURN PROFILES.

HORIZONTAL ALIGNMENT DATA

ROLL 10												
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
PDE30N635 (40 MPH)	PDE30N635-3	45+59.84	1° 16' 49.00" (LT)	3810.00	42.57	85.13	S 54° 40' 09.95" W	85.13	45+17.27	46+02.41	S 55° 18' 34.45" W	S 54° 01' 45.45" W
	PDE30N635-4	48+51.84	1° 41' 55.97" (LT)	3810.00	56.49	112.97	S 53° 10' 47.47" W	112.97	47+95.35	49+08.32	S 54° 01' 45.45" W	S 52° 19' 49.48" W
	PDE30N635-5	51+62.34	5° 29' 53.70" (RT)	5290.00	254.02	507.64	S 55° 04' 46.33" W	507.45	49+08.32	54+15.96	S 52° 19' 49.48" W	S 57° 49' 43.18" W
PDE30S635 (40 MPH)	PDE30S635-1	11+72.99	5° 12' 47.03" (RT)	3800.00	172.99	345.74	N 56° 38' 8.97" E	345.62	10+00.00	13+45.74	N 54° 01' 45.45" E	N 59° 14' 32.48" E
	PDE30S635-2(1)	26+00.26	106° 42' 24.22" (RT)	550.00	739.32	1024.31	S 67° 24' 15.41" E	882.57	18+60.94	28+85.25	N 59° 14' 32.48" E	S 14° 03' 3.3" E
PDN635E30 (40 MPH)	PDN635E30-1	7+97.80	5° 01' 8.53" (LT)	3800.00	166.54	332.88	S 51° 30' 49.94" W	332.77	6+31.26	9+64.13	S 54° 01' 24.2" W	S 49° 00' 15.68" W
	PDN635E30-2	11+96.69	5° 01' 29.78" (RT)	5299.98	232.56	464.82	S 51° 31' 0.56" W	464.67	9+64.13	14+28.95	S 49° 00' 15.68" W	S 54° 01' 45.45" W
	PDN635E30-3	27+29.27	8° 12' 8.65" (LT)	3800.00	272.47	544.00	S 49° 55' 41.13" W	543.54	24+56.81	30+00.81	S 54° 01' 45.45" W	S 45° 49' 36.81" W
PDN635W30 (40 MPH)	PDN635W30-1(1)	31+07.16	134° 13' 14.8" (RT)	800.00	1894.82	1874.08	S 69° 52' 52.13" E	1474.01	12+12.34	30+86.41	N 43° 00' 30.46" E	S 2° 46' 14.73" E
PDS635E30 (40 MPH)	PDS635E30-3(1)	34+23.86	133° 25' 2.2" (LT)	725.00	1684.13	1688.21	S 69° 52' 0.18" E	1331.83	17+39.73	34+27.94	S 3° 09' 29.08" E	N 43° 25' 28.72" E
	PDS635E30-4	43+44.76	10° 36' 16.73" (RT)	3800.00	352.67	703.33	N 48° 43' 37.09" E	702.32	39+92.09	46+95.42	N 43° 25' 28.72" E	N 54° 01' 45.45" E
PDS635W30 (40 MPH)	PDS635W30-6	61+73.43	14° 22' 11.11" (RT)	3802.00	479.28	953.54	S 45° 41' 53.75" W	951.04	56+94.14	66+47.68	S 38° 30' 48.2" W	S 52° 52' 59.31" W
PDW30N635 (40 MPH)	PDW30N635-5(1)	43+03.62	96° 32' 3.35" (LT)	714.00	800.45	1202.98	S 66° 12' 24.15" E	1065.65	35+03.16	47+06.14	S 17° 56' 22.48" E	N 65° 31' 34.17" E
	PDW30N635-6	51+36.35	11° 29' 48.72" (LT)	3800.00	382.53	762.50	N 59° 46' 39.81" E	761.22	47+53.82	55+16.32	N 65° 31' 34.17" E	N 54° 01' 45.45" E
	PDW30N635-7	57+45.61	4° 57' 15.87" (RT)	5300.00	229.29	458.29	N 56° 30' 23.38" E	458.15	55+16.32	59+74.61	N 54° 01' 45.45" E	N 58° 59' 1.32" E
	PDW30N635-8	61+39.01	4° 57' 15.87" (LT)	3800.00	164.40	328.59	N 56° 30' 23.39" E	328.49	59+74.61	63+03.20	N 58° 59' 1.32" E	N 54° 01' 45.45" E
PDW30S635 (40 MPH)	PDW30S635-1	7+89.93	8° 47' 1.39" (RT)	3800.00	291.85	582.56	S 58° 25' 16.15" W	581.99	4+98.08	10+80.64	S 54° 01' 45.45" W	S 62° 48' 46.85" W
	PDW30S635-2(1)	25+95.04	75° 52' 4.25" (LT)	1400.00	1091.20	1853.80	S 24° 52' 44.72" W	1721.31	15+03.83	33+57.63	S 62° 48' 46.85" W	S 13° 03' 17.4" E
PEB30FR-1 (40 MPH)	PEB30FR-1-4	61+58.39	1° 54' 32.95" (LT)	2000.00	33.32	66.64	N 53° 03' 36.53" E	66.64	61+25.06	61+91.70	N 54° 00' 53.00" E	N 52° 06' 20.05" E
	PEB30FR-1-5	63+67.15	1° 55' 25.40" (RT)	2000.00	33.58	67.15	N 53° 04' 02.75" E	67.15	63+33.58	64+00.73	N 52° 06' 20.05" E	N 54° 01' 45.45" E
	PEB30FR-1-6	67+20.25	7° 14' 33.58" (RT)	2000.00	126.58	252.82	N 57° 39' 02.24" E	252.65	65+93.67	68+46.49	N 54° 01' 45.45" E	N 61° 16' 19.03" E
	PEB30FR-1-7	77+11.41	7° 14' 33.58" (LT)	5000.00	316.44	632.04	N 57° 39' 02.24" E	631.62	73+94.97	80+27.01	N 61° 16' 19.03" E	N 54° 01' 45.45" E
	PEB30FR-1-8	87+75.30	16° 57' 17.33" (RT)	600.00	89.43	177.55	N 62° 30' 24.12" E	176.90	86+85.87	88+63.42	N 54° 01' 45.45" E	N 70° 59' 02.78" E
	PEB30FR-1-9	95+43.07	14° 50' 46.55" (LT)	2036.00	265.27	527.56	N 63° 33' 39.51" E	526.09	92+77.80	98+05.36	N 70° 59' 02.78" E	N 56° 08' 16.24" E
	PEB30FR-1-10	105+12.89	41° 37' 37.04" (LT)	800.00	304.11	581.22	N 35° 19' 27.72" E	568.52	102+08.78	107+90.01	N 56° 08' 16.24" E	N 14° 30' 39.20" E
	PEB30FR-1-11	109+93.70	37° 30' 13.21" (RT)	600.00	203.69	392.74	N 33° 15' 45.80" E	385.76	107+90.01	111+82.74	N 14° 30' 39.20" E	N 52° 00' 52.41" E
	PEB30FR-1-12	114+27.40	1° 26' 45.32" (RT)	2000.00	25.24	50.47	N 52° 44' 15.07" E	50.47	114+02.17	114+52.64	N 52° 00' 52.41" E	N 53° 27' 37.73" E
	PEB30FR-1-13	124+15.23	5° 24' 00.13" (LT)	2000.00	94.32	188.50	N 50° 45' 37.66" E	188.43	123+20.91	125+09.40	N 53° 27' 37.73" E	N 48° 03' 37.60" E
	PEB30FR-1-14	126+13.29	5° 56' 49.01" (RT)	2000.00	103.89	207.59	N 51° 02' 02.10" E	207.49	125+09.40	127+16.99	N 48° 03' 37.60" E	N 54° 00' 26.60" E
	PEB30FR-1-15	132+85.68	5° 27' 33.95" (RT)	1000.00	47.68	95.29	N 56° 44' 13.58" E	95.25	132+38.00	133+33.29	N 54° 00' 26.60" E	N 59° 28' 00.55" E
	PEB30FR-1-16	134+61.58	5° 07' 36.18" (LT)	1500.00	67.15	134.22	N 56° 54' 12.46" E	134.17	133+94.43	135+28.65	N 59° 28' 00.55" E	N 54° 20' 24.37" E
PEB30FR-2 (30 MPH)	PEB30FR-2-2	27+06.08	27° 11' 57.39" (LT)	800.00	193.54	379.77	N 57° 20' 24.71" E	376.22	25+12.55	28+92.32	N 70° 56' 23.41" E	N 43° 44' 26.02" E
PEB30FR-2A (30 MPH)	PEB30FR-2A-1	12+42.33	27° 14' 36.76" (LT)	1000.00	242.33	475.49	N 57° 21' 44.4" E	471.02	10+00.00	14+75.49	N 70° 59' 2.78" E	N 43° 44' 26.02" E
	PEB30FR-2A-2	23+87.01	8° 16' 26.39" (RT)	1990.00	143.94	287.37	N 47° 52' 39.21" E	287.12	22+43.07	25+30.45	N 43° 44' 26.02" E	N 52° 00' 52.41" E
PEB30GP (60 MPH)	PEB30GP-2	130+34.27	1° 16' 11.06" (LT)	11100.00	123.00	245.99	N 53° 23' 39.92" E	245.98	129+11.27	131+57.26	N 54° 01' 45.45" E	N 52° 45' 34.39" E
	PEB30GP-3	132+56.53	1° 15' 49.81" (RT)	9000.69	99.27	198.54	N 53° 23' 29.30" E	198.53	131+57.26	133+55.79	N 52° 45' 34.39" E	N 54° 01' 24.20" E
	PEB30GP-4	159+05.17	9° 27' 00.49" (RT)	11442.66	945.80	1887.31	N 58° 44' 54.45" E	1885.17	149+59.37	168+46.67	N 54° 01' 24.20" E	N 63° 28' 24.69" E
PIH30 (60 MPH)	PIH30-3	80+50.55	2° 58' 49.24" (LT)	11100.00	288.76	577.39	N 52° 32' 20.83" E	577.32	77+61.79	83+39.18	N 54° 01' 45.45" E	N 51° 02' 56.21" E
	PIH30-4	86+27.42	2° 58' 49.24" (RT)	11080.00	288.24	576.35	N 52° 32' 20.83" E	576.28	83+39.18	89+15.53	N 51° 02' 56.21" E	N 54° 01' 45.45" E
	PIH30-5	103+78.85	3° 04' 36.20" (RT)	11100.00	298.10	596.06	N 55° 34' 03.55" E	595.99	100+80.75	106+76.81	N 54° 01' 45.45" E	N 57° 06' 21.65" E
	PIH30-6	109+74.91	3° 04' 36.20" (LT)	11100.00	298.10	596.06	N 55° 34' 03.55" E	595.99	106+76.81	112+72.87	N 57° 06' 21.65" E	N 54° 01' 45.45" E
	PIH30-7	124+07.40	1° 02' 10.55" (RT)	11100.00	100.38	200.76	N 54° 32' 50.73" E	200.75	123+07.02	125+07.78	N 54° 01' 45.45" E	N 55° 03' 56.00" E
	PIH30-8	126+08.73	1° 02' 31.80" (LT)	11100.19	100.95	201.90	N 54° 32' 40.10" E	201.90	125+07.78	127+09.68	N 55° 03' 56.00" E	N 54° 01' 24.20" E
	PIH30-9	159+05.34	9° 27' 00.49" (RT)	11459.16	947.16	1890.03	N 58° 44' 54.45" E	1887.89	149+58.18	168+48.21	N 54° 01' 24.20" E	N 63° 28' 24.69" E
PREXGAL (40 MPH)	PREXGAL-1	11+16.10	3° 30' 0" (RT)	3800.00	116.10	232.13	N 55° 46' 45.45" E	232.09	10+00.00	12+32.13	N 54° 01' 45.45" E	N 57° 31' 45.45" E
	PREXGAL-2(1)	18+31.90	10° 57' 24.45" (RT)	800.00	76.73	152.99	N 63° 00' 27.68" E	152.75	17+55.17	19+08.16	N 57° 31' 45.45" E	N 68° 29' 9.91" E
	PREXGAL-3(1)	23+61.36	14° 27' 24.45" (LT)	1050.00	133.17	264.93	N 61° 15' 27.68" E	264.23	22+28.19	24+93.12	N 68° 29' 09.91" E	N 54° 01' 45.45" E
PRWEGAL (40 MPH)	PRWEGAL-2	20+36.62	14° 36' 53.87" (LT)	3800.00	487.30	969.30	N 44° 05' 18.37" E	966.68	15+49.33	25+18.63	N 51° 23' 45.3" E	N 36° 46' 51.43" E
PWB30FR-1 (40 MPH)	PWB30FR-1-4	63+55.24	12° 25' 28.74" (LT)	3400.00	370.10	737.29	N 47° 52' 16.63" E	735.85	59+85.14	67+22.43	N 54° 05' 01.00" E	N 41° 39' 32.26" E
	PWB30FR-1-5	72+01.29	21° 43' 48.53" (RT)	1000.00	191.94	379.26	N 52° 31' 26.52" E	376.99	70+09.36	73+88.62	N 41° 39' 32.26" E	N 63° 23' 20.79" E
	PWB30FR-1-6	75+15.21	14° 25' 46.89" (LT)	1000.00	126.59	251.85	N 56° 10' 27.34" E	251.18	73+88.62	76+40.47	N 63° 23' 20.79" E	N 48° 57' 33.90" E
	PWB30FR-1-7	79+17.55	5° 04' 11.55" (RT)	4000.00	177.09	353.94	N 51° 29' 39.68" E	353.83	77+40.47	80+94.41	N 48° 57' 33.90" E	N 54° 01' 45.45" E
	PWB30FR-1-8	90+96.45	22° 43' 51.24" (LT)	800.00	160.81	317.38	N 42° 39' 49.83" E	315.31	89+35.65	92+53.03	N 54° 01' 45.45" E	N 31° 17' 54.21" E
	PWB30FR-1-9	94+09.42	22° 07' 21.84" (RT)	800.00	156.39	308.89	N 42° 21' 35.13" E	306.98	92+53.03	95+61.92	N 31° 17' 54.21" E	N 53° 25' 16.05" E
	PWB30FR-1-10	101+54.67	38° 59' 09.45" (RT)	800.00	283.18	544.35	N 72° 54' 50.78" E	533.91	98+71.48	104+15.83	N 53° 25' 16.05" E	S 87° 35' 34.50" E
	PWB30FR-1-11	106+24.65	38° 22' 47.16" (LT)	600.00	208.82	401.91	N 73° 13' 01.92" E	394.44	104+15.83	108+17.74	S 87° 35' 34.50" E	N 54° 01' 38.34" E
	PWB30FR-1-12	125+99.93	6° 11' 16.26" (LT)	1135.92	61.40	122.68	N 50° 56' 00.21" E	122.62	125+38.53	126+61.21	N 54° 01' 38.34" E	N 47° 50' 22.08" E
	PWB30FR-1-13	129+50.93	6° 12' 01.03" (RT)	1155.92	62.61	125.09	N 50° 56' 22.60" E	125.03	128+88.32	130+13.41	N 47° 50' 22.08" E	N 54° 02' 23.11" E
	PWB30FR-1-14	134+39.17	1° 26' 43.20" (RT)	2874.79	36.26	72.52	N 54° 45' 44.71" E	72.52	134+02.91	134+75.43	N 54° 02' 23.11" E	N 55° 29' 06.32" E
PWB30FR-2 (30 MPH)	PWB30FR-2-4	29+00.70	4° 47' 50.56" (LT)	1011.00	42.35	84.65	S 60° 59' 25.51" W	84.63	28+58.35	29+43.00	S 63° 23' 20.79" W	S 58° 35' 30.23" W
PWB30FR-2A (30 MPH)	PWB30FR-2A-1	11+60.21	56° 12' 29.15" (RT)	300.00	160.21	294.30	S 60° 23' 21.01" W	282.64	10+00.00	12+94.30	S 32° 17' 06.43" W	S 88° 29' 35.59" W
PWB30FR-2B (30 MPH)	PWB30FR-2B-1	13+38.26	23° 52' 27.13" (RT)	1600.00	338.26	666.69	N 61° 36' 0.77" E	661.88	10+00.00	16+66.69	N 49° 39' 47.2" E	N 73° 32' 14.34" E
	PWB30FR-2B-2	18+38.60	19° 30' 28.88" (LT)	1000.00	171.90	340.48	N 63° 46' 59.89" E	338.84	16+66.69	20+07.17	N 73° 32' 14.34" E	N 54° 01' 45.45" E
	PWB30FR-2B-3	25+28.34	11° 31' 33.85" (RT)	1000.00	100.92	201.17	N 59° 47' 32.38" E	200.83	24+27.42	26+28.58	N 54° 01' 45.45" E	N 65° 33' 19.3" E
PWB30GP (60 MPH)	PWB30GP-2	78+96.31	4° 03' 08.16" (LT)	12000.00	424.53	848.71	N 52° 00' 11.37" E	848.53	74+71.78	83+20.48	N 54° 01' 45.45" E	N 49° 58' 37.29" E
	PWB30GP-3	87+45.01	4° 03' 08.16" (RT)	12000.00	424.53	848.71	N 52° 00' 11.37" E	848.53	83+20.48	91+69.19	N 49° 58' 37.29" E	N 54° 01' 45.45" E
	PWB30GP-4	102+27.64	5° 04' 33.81" (RT)	11100.00	492.02	983.39	N 56° 34' 02.36" E	983.07	97+35.62	107+19.02	N 54° 01' 45.45" E	N 59° 06' 19.26" E
	PWB30GP-5	110+78.06	5° 04' 33.81" (LT)	8100.00	359.04	717.61	N 56° 34' 02.36" E	717.38	107+19.02	114+36.63	N 59° 06' 19.26" E	N 54° 01' 45.45" E
PGAL-2(4) (40 MPH)	--	7+00.00	--	--	--	--	--	--	--	--	--	N 46°04'01.54" W
	--	15+08.34	--	--	--	--	--	--	--	--	N 46°04'01.54" W	N 52°22'56.67 W
	--	16+08.34	--	--	--	--	--	--	--	--	N 52°22'56.67 W	N 46°04'01.54" W
	--	22+07.73	--	--	--	--	--	--	--	--	N 46°04'01.54" W	--
PGAL-2-U1 (15 MPH)	PGAL-2-U1-1	10+47.41	57° 44' 20.53" (LT)	86.00	47.41	86.67	N 17° 11' 51.27" W	83.04	10+00.00	10+86.67	N 11° 40' 18.99" E	N 46° 04' 01.54" W
	PGAL-2-U1-2	18+76.58	31° 21' 50.83" (LT)	81.00	22.74	44.34	N 61° 44' 56.95" W	43.79	18+53.83	18+98.17	N 46° 04' 01.54" W	N 77° 25' 52.37" W
PGAL-2-U2 (15 MPH)	PGAL-2-U2-1	10+45.82	62° 10' 30.89" (RT)	76.00	45.82	82.47	N 77° 09' 16.98" W	78.48	10+00.00	10+82.47	S 71° 45' 27.57" W	N 46° 04' 01.54" W
	PGAL-2-U2-2	17+62.37	76° 53' 26.46" (RT)	81.00	64.30	108.70	N 7° 37' 18.31" W	100.73	16+98.06	18+06.76	N 46° 04' 01.54" W	N 30° 49' 24.92" E

NOTE:
(1) HORIZONTAL CURVE REQUIRES SUPERELEVATION. PGL AND AXIS OF ROTATION LOCATED AT THE RESPECTIVE CENTERLINE/BASELINE. SEE SUPERELEVATION TABLE.
(2) EB GP HORIZONTAL CURVE REQUIRES SUPERELEVATION. PGL AND AXIS OF ROTATION LOCATED AT THE PIH635 CENTERLINE. SEE SUPERELEVATION TABLE.
(3) WB GP HORIZONTAL CURVE REQUIRES SUPERELEVATION. PGL AND AXIS OF ROTATION LOCATED AT THE PIH635 CENTERLINE. SEE SUPERELEVATION TABLE.
(4) FOR BASELINES WITHOUT CURVES, BEGINNING AND ENDING STATION IS PROVIDED. BASELINE TANGENT SHOWN IN BACK AND AHEAD TANGENT COLUMN.

PROPERTY OWNERS

ID #	SITE ADDRESS	OWNER	OCCUPANT
339	2390 IH 30	FULLER ROBERT & GLYNDA FAMILY TRUST THE	VACANT
346	2602 ROSEWOOD DR	VASQUEZ ALFREDO &	SINGLE FAMILY RESIDENTIAL
348	2526 ROSEWOOD DR	DOUGLAS DON C	SINGLE FAMILY RESIDENTIAL
351	2522 ROSEWOOD DR	RICHARDS MARY ANN LIFE ESTATE	SINGLE FAMILY RESIDENTIAL
354	2518 ROSEWOOD DR	KOSHAR KENNETH R & SUSAN	SINGLE FAMILY RESIDENTIAL
356	2514 ROSEWOOD DR	SAMANO KATHLEEN	SINGLE FAMILY RESIDENTIAL
359	2510 ROSEWOOD DR	BELZUNG ROBERT J JR	SINGLE FAMILY RESIDENTIAL
362	2506 ROSEWOOD DR	SEEBOLD KARLA	SINGLE FAMILY RESIDENTIAL
365	2502 ROSEWOOD DR	LARA CESAR	SINGLE FAMILY RESIDENTIAL
368	16800 LBJ FWY	WHITE DEBRA	VACANT
389	4040 TOWNE CROSSING BLVD	CELEBRATION STATION PPTIE	CELEBRATION STATION
415	4853 N GALLOWAY AVE	LANDMARK HIGHLANDS AT GALLOWAY LP	WINDRIDGE COURT APTS
421	4741 N GALLOWAY AVE	KANJI ASHIQ A	VACANT
422	4731 N GALLOWAY AVE	CEDARS 4731 LLC	THE CEDARS CONDOS
429	4125 CHILDRESS AVE	CHASE EASTPOINT LP	EAST POINT APTS
438	4414 N GALLOWAY AVE	PEEK PROPERTIES & INV LTD	VACANT LAND

ID #	SITE ADDRESS	OWNER	OCCUPANT
442	2405 IH 30	SNEED JAMES W	THE GUN ZONE/FLOW PLUMBING
443	2400 IH 30	SHILOH RD BAPTIST CHURCH	SHILOH BAPTIST CHURCH
446	4035 TOWNE CROSSING BLVD	MID AMERICA APARTMENTS LP	THE LANE AT TOWNE CROSSING
447	2330 IH 30	NL VENTURES IX TOWNE CROSSING LLC	VAR RESOURCES / CLEARPATH CHURCH
448	2300 IH 30	SSH TX M PROPERTY LP	COURTYARD BY MARRIOTT
449-1 - 449-32	4723 N GALLOWAY AVE	MULTIPLE TENANTS	CROSSROADS EAST APARTMENTS
451	4451 N GALLOWAY AVE	Y & C 980 LTD	QUIK TRIP
561A	4700 N GALLOWAY AVE	PHYSICIAN RELIANCE LP	TEXAS CANCER CENTER
561B	1600 REPUBLIC PKWY	HRT PROPERTIES OF TEXAS	BAYLOR MESQUITE CAMPUS MEDICAL PLAZA
561C	1575 IH 30	HEALTH CARE REIT INC	BAYLOR FAMILY HEALTH CENTER AT MESQUITE
561D	1650 REPUBLIC PKWY	HRT PROPERTIES OF TEXAS	VACANT LAND
561E	1401 IH 30	EAST GRAND BAPTIST CHURCH	GRAND BAPTIST CHURCH
561F	1405 IH 30	GRAND VIEW BAPTIST CHURCH	VACANT LAND
562	1520 IH 30	ABRA REALTY INC	VACANT
563	4444 N GALLOWAY AVE	LOWES HOME CENTERS INC	LOWES
565	4500 N GALLOWAY AVE	ABRA REALTY INC	4500 N GALLOWAY AVE

TURN BAY LENGTHS

LEFT TURN BAY LENGTHS				
TURN LANE	TAPER LENGTH	DECEL LENGTH	STORAGE LENGTH	TOTAL LENGTH
L68	50	275'	100'	375'
L69	100'	275'	197'	472'
L70	100'	275'	207'	482'
L74	50'	275'	40'	315'
RIGHT TURN BAY LENGTHS				
R49	100'	275'	60'	335'
R50	50'	275'	131'	406'

PROPOSED TAPERS

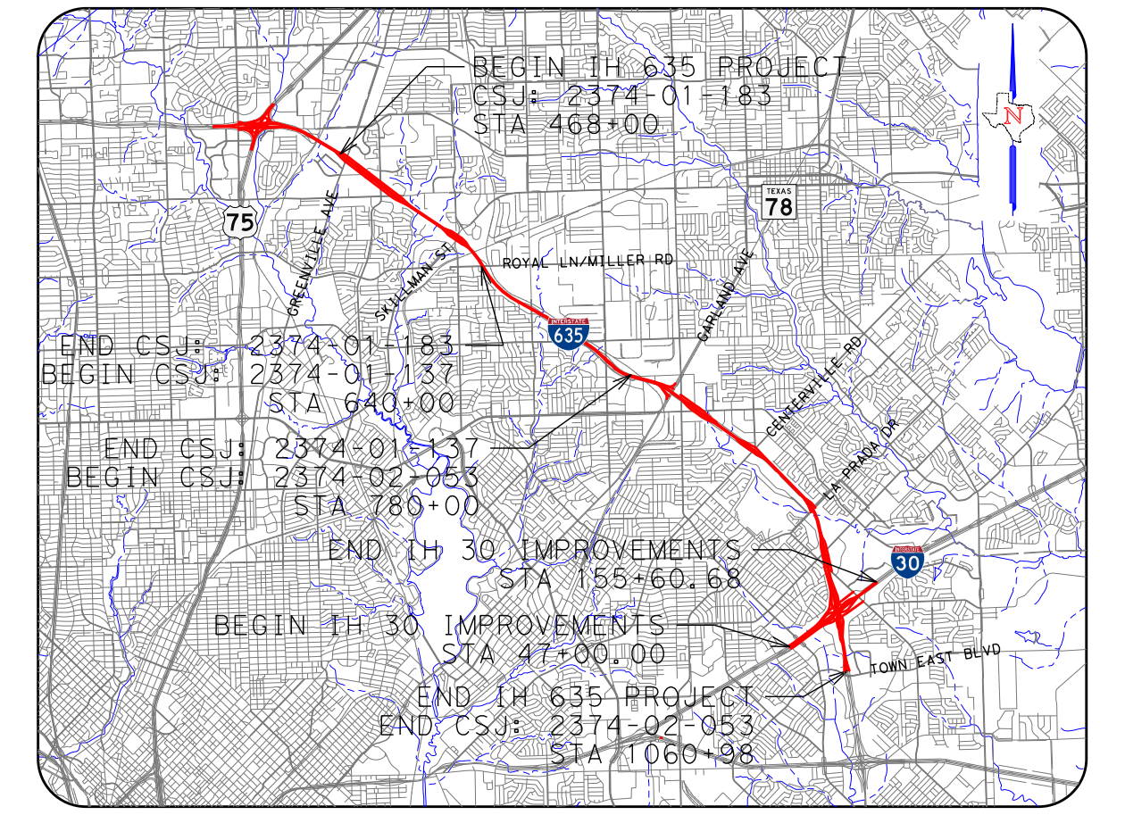
LOCATION	TYPE	BASELINE	BEGIN	END	TAPER RATE
28	RAMP MERGE	PDS635W30	49+09.02, 12.00' LT	55+88.96, 12.00' LT	57:1
31	FRONTAGE ROAD MERGE	PWB30FR-1	70+09.36, 0.00'	73+04.89, 11.00' LT	27:1
32	SHOULDER TAPER	PDW30N635	48+15.09, 10.00' LT	49+15.32, 8.00' LT	50:1
33	AUX LANE MERGE	PIH30	68+73.15, 63.00' LT	74+73.15, 75.00' LT	50:1
34	LANE ADD	PWB30GP	134+92.58, 60.00' LT	137+92.58, 48.00' LT	25:1
35	SHOULDER TAPER	PDS635E30	35+52.94, 28.00' LT	34+27.94, 30.00' LT	63:1
36	FRONTAGE ROAD MERGE	PEB30FR-2A	25+30.45, 0.00'	28+30.61, 0.00'	50:1

CROSS SLOPE BREAKLINE LOCATION DATA

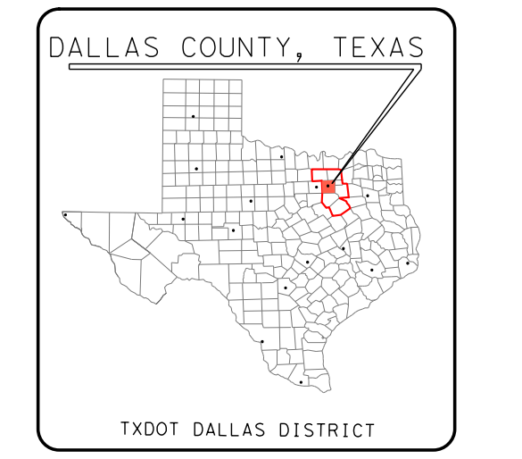
CROSS SLOPE BREAKLINE DATA FOR WARPED RAMP GORES			
RAMP	BEGIN	P.I.	END
PDS635W30	40+33.44, 17.00' LT	41+09.46, 17.00' LT	41+59.49, 21.08' LT

NOTE: DATA PROVIDED FOR SUPERELEVATION TRANSITIONS THAT REQUIRE WARPING THE RAMP GORE. BREAKLINES PARALLEL THE RAMP ALIGNMENT UNTIL IT INTERSECTS THE INSIDE LANE LINE OF THE CONTROLLING ROADWAY. THIS INTERSECTION LOCATION IS DENOTED UNDER THE P.I. COLUMN

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
CSJ LIMITS:
2374-01-183: EAST OF US 75 TO MILLER ROAD
2374-01-137: MILLER ROAD TO WEST OF THE KCS RR
2374-02-053: WEST OF THE KCS RR TO IH 30
DECEMBER 2016
ROLL 10 OF 24
* FRONTAGE ROAD, CROSS STREET, DIRECT CONNECTOR, AND RAMP PROFILES FOUND ON ROLLS 11 THROUGH 24.



LOCATION MAP



TEXAS COUNTY MAP
PRELIMINARY
FOR INTERIM REVIEW ONLY
HALFF
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