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

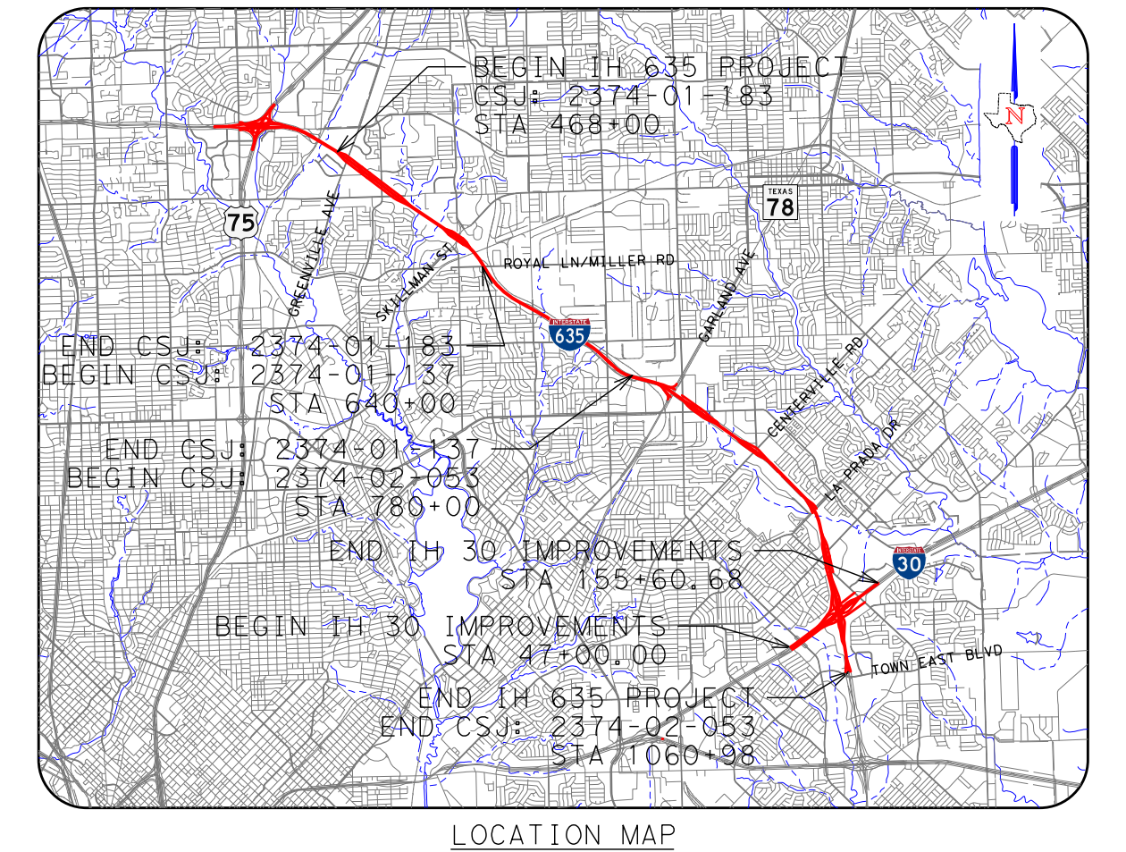
DESIGN SCHEMATIC
IH 635 LBJ EAST PROJECT - ULTIMATE DESIGN
FROM EAST OF US 75 TO SOUTH OF IH 30
DALLAS COUNTY, TEXAS
CSJ LIMITS:
2374-01-183: EAST OF US 75 TO MILLER ROAD
2374-01-137: MILLER ROAD TO WEST OF THE KCS RR
2374-02-053: WEST OF THE KCS RR TO IH 30

DECEMBER 2016
ROLL 2 OF 24

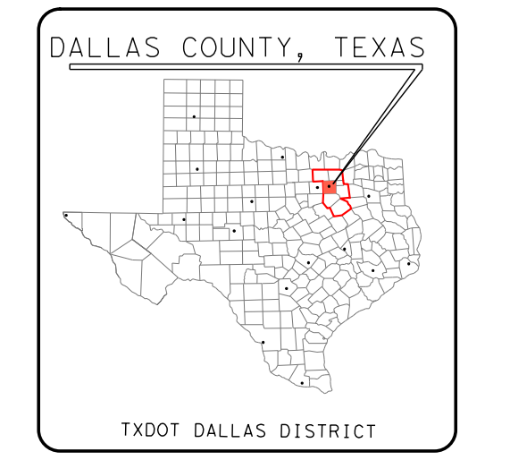
	IH 635		IH 30	
LIMITS:	E. OF US 75 TO S. OF IH 30		W. OF GUS THOMASSON RD TO E. OF GALLOWAY AVE	
LENGTH:	11.2 MILES		2.1 MILES	
FUNCTIONAL CLASS:	URBAN INTERSTATE		URBAN INTERSTATE	
AVERAGE DAILY TRAFFIC:	2374-01-183	263,250 (2022)	353,550 (2042)	
	2374-01-137	224,200 (2022)	301,850 (2042)	
	2374-02-053	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.


BEGIN IH 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 155+60.68
BEGIN IH 30 IMPROVEMENTS
STA 47+00.00
END IH 635 PROJECT
END CSJ: 2374-02-053
STA 1060+98
75
78
635
30
ROYAL LN/MILLER RD
LA PRADA DR
TOWN EAST BLVD
N

LOCATION MAP
N.T.S.


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

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	12-12-2016
NAME	P.E. NO.	DATE
MARIA F. GUERRA	121650	12-12-2016
NAME	P.E. NO.	DATE

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

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

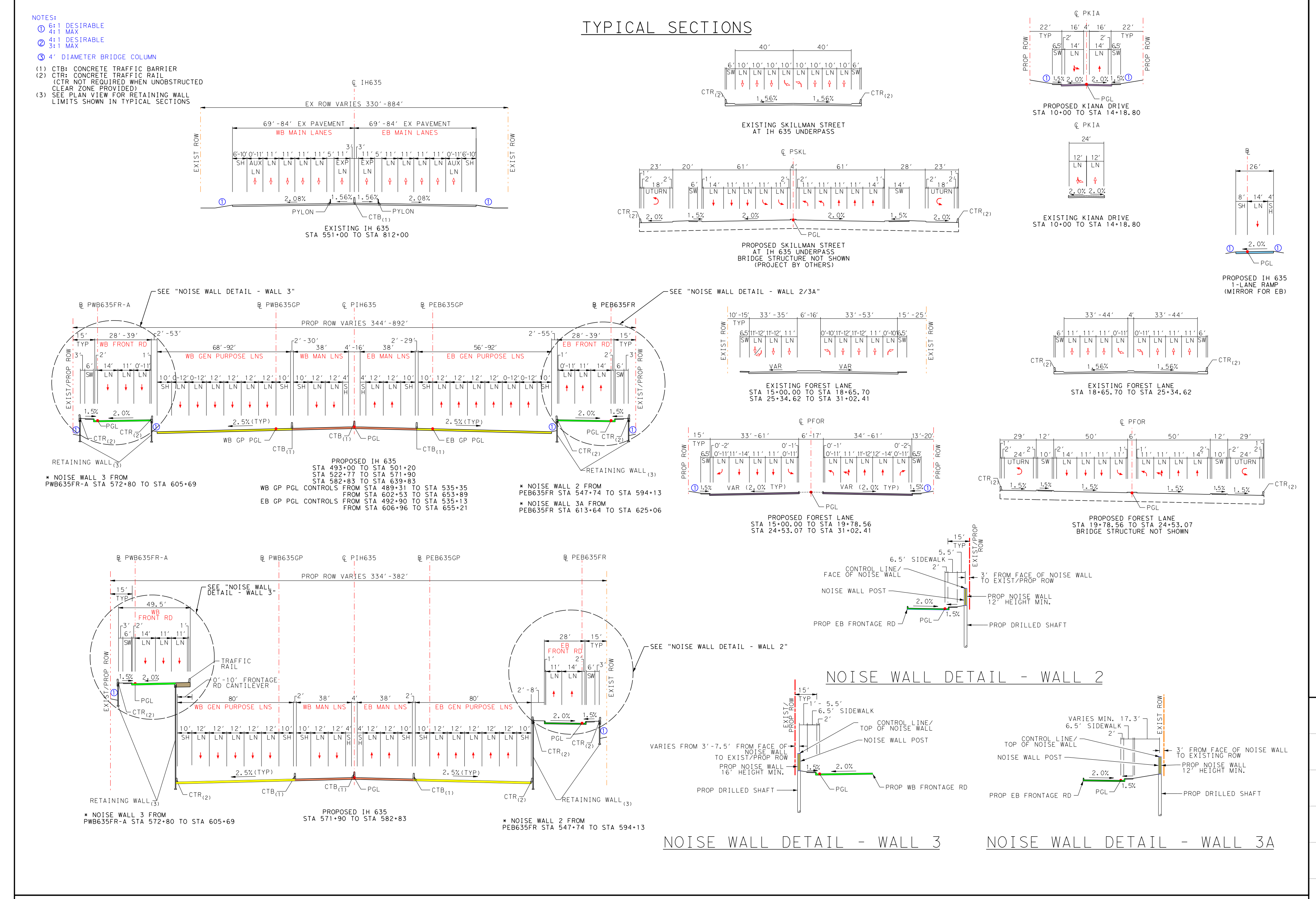
GENERAL NOTES:

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 635
STA 551+00 TO STA 812+00
EXISTING SKILLMAN STREET
AT IH 635 UNDERPASS
PROPOSED SKILLMAN STREET
AT IH 635 UNDERPASS
BRIDGE STRUCTURE NOT SHOWN
(PROJECT BY OTHERS)
PROPOSED KIANA DRIVE
STA 10+00 TO STA 14+18.80
EXISTING KIANA DRIVE
STA 10+00 TO STA 14+18.80
PROPOSED IH 635
1-LANE RAMP
(MIRROR FOR EB)
EXISTING FOREST LANE
STA 15+00.00 TO STA 18+65.70
STA 25+34.62 TO STA 31+02.41
EXISTING FOREST LANE
STA 18+65.70 TO STA 25+34.62
PROPOSED IH 635
STA 493+00 TO STA 501+20
STA 522+77 TO STA 571+90
STA 582+83 TO STA 639+83
WB GP PGL CONTROLS FROM STA 489+31 TO STA 535+35
FROM STA 602+53 TO STA 653+89
EB GP PGL CONTROLS FROM STA 492+90 TO STA 535+13
FROM STA 606+96 TO STA 655+21
* NOISE WALL 3 FROM
PWB635FR-A STA 572+80 TO STA 605+69
* NOISE WALL 2 FROM
PEB635FR STA 547+74 TO STA 594+13
* NOISE WALL 3A FROM
PEB635FR STA 613+64 TO STA 625+06
PROPOSED FOREST LANE
STA 15+00.00 TO STA 19+78.56
STA 24+53.07 TO STA 31+02.41
PROPOSED FOREST LANE
STA 19+78.56 TO STA 24+53.07
BRIDGE STRUCTURE NOT SHOWN
PROPOSED IH 635
STA 571+90 TO STA 582+83
* NOISE WALL 3 FROM
PWB635FR-A STA 572+80 TO STA 605+69
* NOISE WALL 2 FROM
PEB635FR STA 547+74 TO STA 594+13
SEE "NOISE WALL DETAIL - WALL 3"
SEE "NOISE WALL DETAIL - WALL 2/3A"
SEE "NOISE WALL DETAIL - WALL 2"

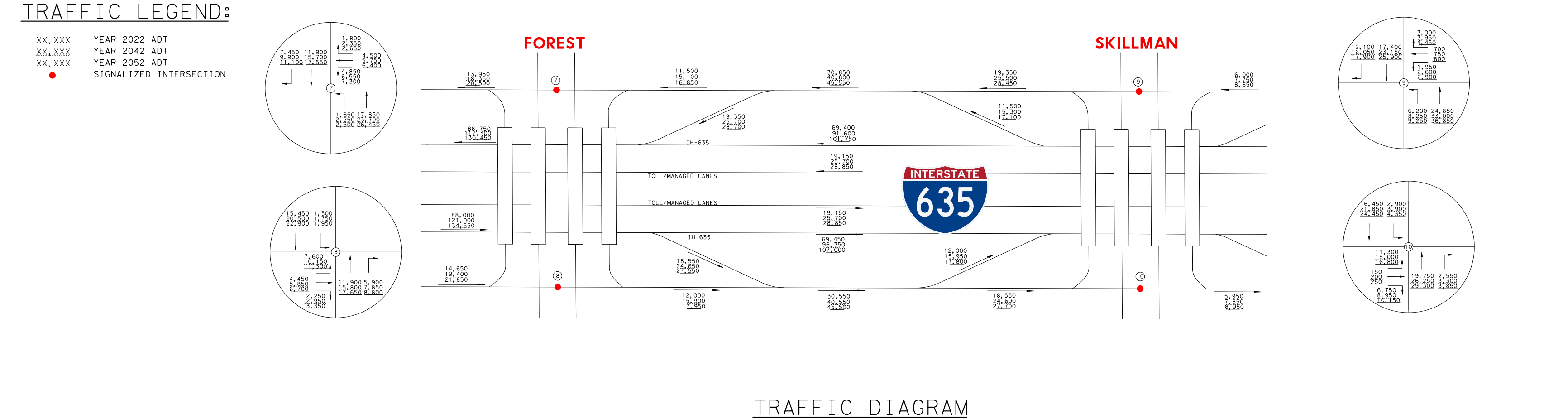
NOISE WALL DETAIL - WALL 2

NOISE WALL DETAIL - WALL 3

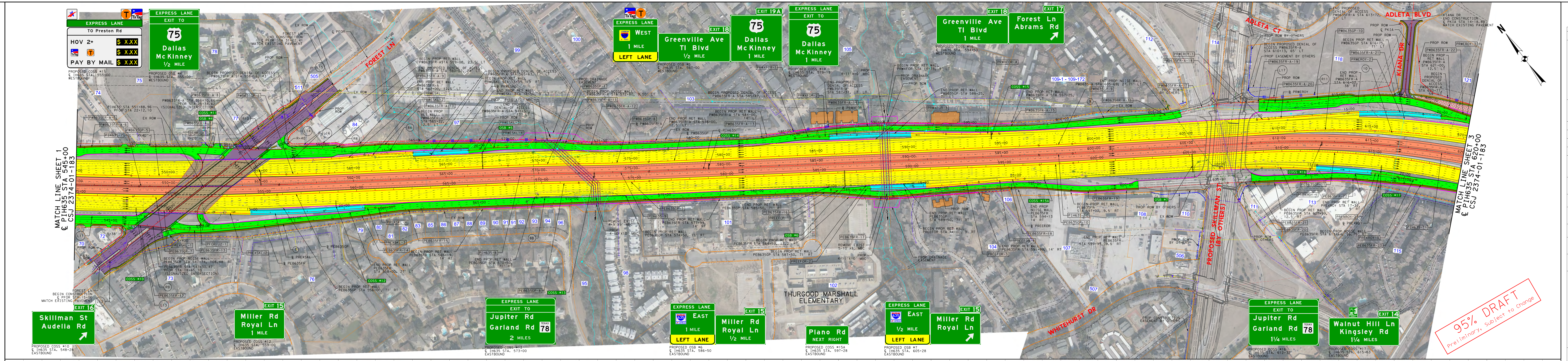
NOISE WALL DETAIL - WALL 3A

TRAFFIC LEGEND:

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

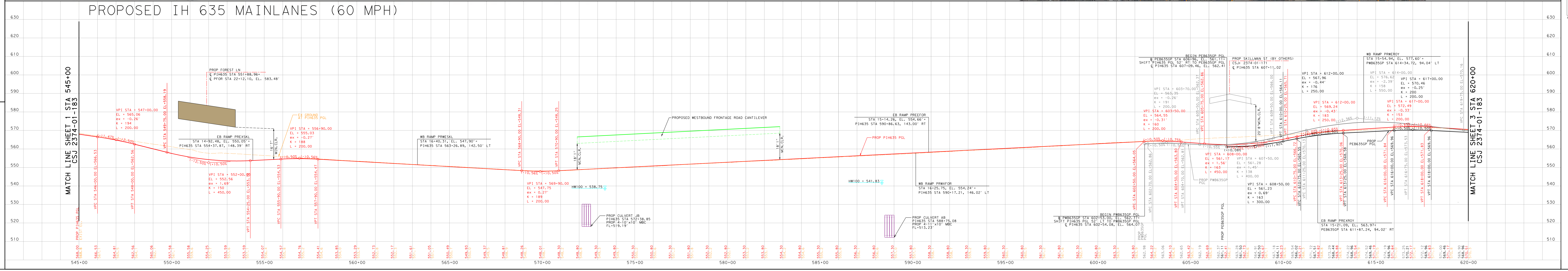

FOREST
SKILLMAN
INTERSTATE
635
IH-635
TOLL/MANAGED LANES

TRAFFIC DIAGRAM


EXPRESS LANE
TO Preston Rd
HOV 2+ $ X.XX
$ X.XX
PAY BY MAIL $ X.XX
EXPRESS LANE
EXIT TO
75
Dallas
McKinney
1/2 MILE
EXPRESS LANE
West
1 MILE
LEFT LANE
EXIT 18
Greenville Ave
TI Blvd
1/2 MILE
EXIT 19A
75
Dallas
McKinney
1 MILE
EXPRESS LANE
EXIT TO
75
Dallas
McKinney
1 MILE
EXIT 18
Greenville Ave
TI Blvd
1 MILE
EXIT 17
Forest Ln
Abrams Rd
EXIT 16
Skillman St
Audelia Rd
EXIT 15
Miller Rd
Royal Ln
1 MILE
EXPRESS LANE
EXIT TO
Jupiter Rd
Garland Rd
78
2 MILES
EXPRESS LANE
East
1 MILE
LEFT LANE
EXIT 15
Miller Rd
Royal Ln
1/2 MILE
Plano Rd
NEXT RIGHT
EXPRESS LANE
East
1/2 MILE
LEFT LANE
EXIT 15
Miller Rd
Royal Ln
EXPRESS LANE
EXIT TO
Jupiter Rd
Garland Rd
78
1 1/4 MILES
EXIT 14
Walnut Hill Ln
Kingsley Rd
1 1/4 MILES
FOREST LN
ADLETA CT
ADLETA BLVD
KIANA DR
PROPOSED SKILLMAN ST (BY OTHERS)
WHITEHURST DR
THURGOOD MARSHALL ELEMENTARY
MATCH LINE SHEET 1
℄ PIH635 STA 545+00
CSJ 2374-01-183
MATCH LINE SHEET 3
℄ PIH635 STA 620+00
CSJ 2374-01-183

95% DRAFT
Preliminary, Subject to Change

PROPOSED IH 635 MAINLANES (60 MPH)



HORIZONTAL ALIGNMENT DATA

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
ROLL 2												
PEB635FR (40 MPH)	PEB635FR-10	537+48.33	4° 15′ 00.52" (RT)	2000.00	74.21	148.36	S 49° 59′ 31.89" E	148.32	536+74.12	538+22.47	S 52° 07′ 02.14" E	S 47° 52′ 01.63" E
	PEB635FR-11	538+96.69	4° 15′ 00.52" (LT)	2000.00	74.21	148.36	S 49° 59′ 31.89" E	148.32	538+22.47	539+70.83	S 47° 52′ 01.63" E	S 52° 07′ 02.14" E
	PEB635FR-12	547+02.86	7° 03′ 29.29" (RT)	2000.00	123.34	246.38	S 48° 35′ 17.50" E	246.22	545+79.52	548+25.89	S 52° 07′ 02.14" E	S 45° 03′ 32.86" E
	PEB635FR-13	549+42.60	13° 18′ 46.85" (LT)	1000.00	116.70	232.36	S 51° 42′ 56.28" E	231.83	548+25.89	550+58.25	S 45° 03′ 32.86" E	S 58° 22′ 19.71" E
	PEB635FR-14	558+34.69	3° 40′ 38.21" (LT)	4000.00	128.41	256.72	S 60° 12′ 38.82" E	256.68	557+06.28	559+63.00	S 58° 22′ 19.71" E	S 62° 02′ 57.92" E
	PEB635FR-15	560+75.08	6° 24′ 54.04" (RT)	2000.00	112.08	223.93	S 58° 50′ 30.90" E	223.81	559+63.00	561+86.93	S 62° 02′ 57.92" E	S 55° 38′ 03.88" E
	PEB635FR-16	583+67.55	7° 13′ 31.31" (RT)	800.00	50.51	100.89	S 52° 01′ 18.23" E	100.82	583+17.04	584+17.92	S 55° 38′ 03.88" E	S 48° 24′ 32.57" E
	PEB635FR-17	586+74.07	9° 00′ 08.97" (LT)	800.00	62.98	125.70	S 52° 54′ 37.06" E	125.57	586+11.09	587+36.79	S 48° 24′ 32.57" E	S 57° 24′ 41.54" E
	PEB635FR-18	594+37.87	8° 35′ 32.54" (RT)	1000.00	75.12	149.97	S 53° 06′ 55.27" E	149.82	593+62.75	595+12.72	S 57° 24′ 41.54" E	S 48° 49′ 09.00" E
	PEB635FR-19	597+67.07	7° 40′ 43.21" (LT)	1000.00	67.11	134.02	S 52° 39′ 30.60" E	133.92	596+99.96	598+33.97	S 48° 49′ 09.00" E	S 56° 29′ 52.20" E
	PEB635FR-20	606+07.30	2° 20′ 17.87" (LT)	3000.00	61.22	122.43	S 56° 19′ 15.68" E	122.42	605+46.08	606+68.51	S 55° 09′ 06.74" E	S 57° 29′ 24.61" E
	PEB635FR-21	606+92.75	1° 51′ 04.92" (RT)	1500.00	24.24	48.47	S 56° 33′ 52.15" E	48.47	606+68.51	607+16.98	S 57° 29′ 24.61" E	S 55° 38′ 19.69" E
	PEB635FR-22	611+70.51	7° 40′ 58.23" (RT)	950.00	63.79	127.39	S 51° 47′ 50.58" E	127.29	611+06.72	612+34.11	S 55° 38′ 19.69" E	S 47° 57′ 21.46" E
	PEB635FR-23	619+64.98	16° 29′ 26.71" (RT)	3200.00	463.71	921.02	S 39° 42′ 38.11" E	917.84	615+01.27	624+22.29	S 47° 57′ 21.46" E	S 31° 27′ 54.75" E
PEB635GP (60 MPH)	PEB635GP-7	551+81.67	3° 41′ 59.65" (LT)	12054.00	389.33	778.39	S 53° 52′ 33.54" E	778.26	547+92.33	555+70.73	S 52° 01′ 33.72" E	S 55° 43′ 33.37" E
	PEB635GP-8	570+02.08	1° 54′ 12.42" (RT)	11948.00	198.48	396.93	S 54° 46′ 27.16" E	396.91	568+03.60	572+00.53	S 55° 43′ 33.37" E	S 53° 49′ 20.95" E
	PEB635GP-9	573+91.11	1° 48′ 42.94" (LT)	12052.00	190.58	381.13	S 54° 43′ 42.41" E	381.12	572+00.53	575+81.67	S 53° 49′ 20.95" E	S 55° 38′ 03.88" E
	PEB635GP-10	597+81.22	0° 51′ 48.32" (LT)	12052.00	90.81	181.62	S 56° 03′ 58.04" E	181.62	596+90.41	598+72.03	S 55° 38′ 03.88" E	S 56° 29′ 52.20" E
	PEB635GP-11(1)	614+00.50	15° 40′ 54.99" (RT)	3950.00	543.96	1081.12	S 48° 39′ 24.70" E	1077.75	608+56.54	619+37.66	S 56° 29′ 52.20" E	S 40° 48′ 57.21" E
PFOR(4) (40 MPH)	--	10+00.00	--	--	--	--	--	--	--	--	--	N 88°44′07.18" E
	--	35+05.91	--	--	--	--	--	--	--	--	N 88°44′07.18" E	
PFOR-U1 (15 MPH)	PFOR-U1-1	14+44.93	98° 24′ 1.93" (LT)	78.00	90.36	133.96	N 39° 32′ 6.22" E	118.09	13+54.57	14+88.53	N 88° 44′ 7.18" E	N 9° 39′ 54.74" W
PFOR-U2 (15 MPH)	PFOR-U2-1	10+98.47	103° 14′ 0.86" (RT)	78.00	98.47	140.54	N 37° 07′ 6.75" E	122.28	10+00.00	11+40.54	N 14° 29′ 53.68" W	N 88° 44′ 7.18" E
PKIA(4) (40 MPH)	--	10+00.00	--	--	--	--	--	--	--	--	--	N 42°21′23.09" E
	--	15+23.60	--	--	--	--	--	--	--	--	N 42°21′23.09" E	
PIH635 (60 MPH)	PIH635-7	552+19.75	3° 36′ 30.16" (LT)	12000.00	377.99	755.74	S 53° 49′ 48.80" E	755.61	548+41.76	555+97.50	S 52° 01′ 33.72" E	S 55° 38′ 3.88" E
	PIH635-8	570+26.69	1° 48′ 42.94" (RT)	12000.00	189.76	379.49	S 54° 43′ 42.41" E	379.47	568+36.93	572+16.42	S 55° 38′ 3.88" E	S 53° 49′ 20.95" E
	PIH635-9	574+06.18	1° 48′ 42.94" (LT)	12000.00	189.76	379.49	S 54° 43′ 42.41" E	379.47	572+16.42	575+95.91	S 53° 49′ 20.95" E	S 55° 38′ 3.88" E
	PIH635-10	597+95.08	0° 51′ 48.32" (LT)	12000.00	90.42	180.83	S 56° 03′ 58.04" E	180.83	597+04.66	598+85.49	S 55° 38′ 3.88" E	S 56° 29′ 52.20" E
	PIH635-11(1)	619+91.50	26° 26′ 50.98" (RT)	4850.00	1139.68	2238.74	S 43° 16′ 26.71" E	2218.92	608+51.82	630+90.56	S 56° 29′ 52.20" E	S 30° 03′ 1.21" E
PREEFOR (40 MPH)	PREEFOR-1	10+80.12	8° 43′ 38.13" (LT)	1050.00	80.12	159.94	S 54° 09′ 35.65" E	159.78	10+00.00	11+59.94	S 49° 47′ 46.59" E	S 58° 31′ 24.72" E
	PREEFOR-2	11+87.16	2° 58′ 13.25" (RT)	1050.00	27.22	54.43	S 57° 02′ 18.09" E	54.43	11+59.94	12+14.37	S 58° 31′ 24.72" E	S 55° 33′ 11.47" E
	PREEFOR-3	16+23.82	3° 49′ 0.90" (LT)	5300.00	176.60	353.07	S 57° 27′ 41.92" E	353.01	14+47.22	18+00.29	S 55° 33′ 11.47" E	S 59° 22′ 12.37" E
	PREEFOR-4	19+24.21	3° 44′ 8.49" (RT)	3800.00	123.92	247.76	S 57° 30′ 8.13" E	247.72	18+00.29	20+48.05	S 59° 22′ 12.37" E	S 55° 38′ 3.88" E
PREXROY (40 MPH)	PREXROY-1	12+44.00	7° 20′ 51.90" (RT)	3800.00	244.00	487.32	S 52° 49′ 26.25" E	486.99	10+00.00	14+87.32	S 56° 29′ 52.20" E	S 49° 09′ 0.30" E
	PREXROY-2	18+92.10	7° 49′ 10.35" (RT)	1050.00	71.76	143.30	S 45° 14′ 25.12" E	143.19	18+20.33	19+63.63	S 49° 09′ 0.30" E	S 41° 19′ 49.94" E
	PREXROY-3	20+14.24	5° 31′ 5.55" (LT)	1050.00	50.60	101.13	S 44° 05′ 22.72" E	101.09	19+63.63	20+64.76	S 41° 19′ 49.94" E	S 46° 50′ 55.49" E
PREXSKL (40 MPH)	PREXSKL-1	10+97.95	2° 57′ 11.49" (RT)	3800.00	97.95	195.86	S 51° 13′ 29.75" E	195.84	10+00.00	11+95.86	S 52° 42′ 5.50" E	S 49° 44′ 54.01" E
	PREXSKL-2	15+43.92	7° 30′ 52.46" (LT)	5300.00	348.06	695.12	S 53° 30′ 20.23" E	694.62	11+95.86	18+90.98	S 49° 44′ 54.01" E	S 57° 15′ 46.46" E
	PREXSKL-3	21+38.98	3° 05′ 51.90" (RT)	1050.00	28.39	56.77	S 55° 42′ 50.51" E	56.76	21+10.59	21+67.36	S 57° 15′ 46.46" E	S 54° 09′ 54.56" E
	PREXSKL-4	22+18.75	5° 36′ 12.38" (LT)	1050.00	51.39	102.69	S 56° 58′ 0.75" E	102.65	21+67.36	22+70.05	S 54° 09′ 54.56" E	S 59° 46′ 6.94" E
PRWEROY (40 MPH)	PRWEROY-1	10+32.08	0° 58′ 2.38" (LT)	3800.00	32.08	64.16	S 56° 58′ 53.39" E	64.15	10+00.00	10+64.16	S 56° 29′ 52.20" E	S 57° 27′ 54.58" E
	PRWEROY-2(1)	16+96.30	10° 08′ 24.40" (RT)	2318.00	205.66	410.24	S 52° 23′ 42.38" E	409.70	14+90.64	19+00.88	S 57° 27′ 54.58" E	S 47° 19′ 30.17" E
	PRWEROY-3	20+88.29	9° 55′ 8.42" (RT)	1050.00	91.12	181.78	S 42° 21′ 55.96" E	181.55	19+97.18	21+78.95	S 47° 19′ 30.17" E	S 37° 24′ 21.76" E
PRWESKL (40 MPH)	PRWESKL-1	11+56.05	4° 42′ 11.41" (LT)	3800.00	156.05	311.93	S 56° 49′ 58.09" E	311.84	10+00.00	13+11.93	S 54° 28′ 52.39" E	S 59° 11′ 3.80" E
	PRWESKL-2	14+76.17	3° 32′ 59.92" (RT)	5300.00	164.24	328.38	S 57° 24′ 33.84" E	328.33	13+11.93	16+40.31	S 59° 11′ 3.80" E	S 55° 38′ 3.88" E
	PRWESKL-3	19+85.36	4° 54′ 48.62" (LT)	1050.00	45.05	90.04	S 58° 05′ 28.19" E	90.02	19+40.31	20+30.35	S 55° 38′ 3.88" E	S 60° 32′ 52.50" E
	PRWESKL-4	20+89.72	6° 28′ 21.46" (RT)	1050.00	59.37	118.62	S 57° 18′ 41.78" E	118.55	20+30.35	21+48.97	S 60° 32′ 52.50" E	S 54° 04′ 31.05" E
PRWXFOR (40 MPH)	PRWXFOR-1	10+65.81	7° 10′ 23.01" (RT)	1050.00	65.81	131.45	S 57° 08′ 19.26" E	131.37	10+00.00	11+31.45	S 60° 43′ 30.76" E	S 53° 33′ 7.76" E
	PRWXFOR-2	11+58.26	2° 55′ 30.56" (LT)	1050.00	26.81	53.61	S 55° 00′ 53.04" E	53.60	11+31.45	11+85.06	S 53° 33′ 7.76" E	S 56° 28′ 38.32" E
	PRWXFOR-3	15+74.58	5° 12′ 12.19" (RT)	5300.00	240.83	481.33	S 53° 52′ 32.23" E	481.16	13+33.75	18+15.08	S 56° 28′ 38.32" E	S 51° 16′ 26.13" E
	PRWXFOR-4	19+59.75	4° 21′ 37.75" (LT)	3800.00	144.67	289.20	S 53° 27′ 15.01" E	289.13	18+15.08	21+04.28	S 51° 16′ 26.13" E	S 55° 38′ 3.88" E
PWB635FR-A (40 MPH)	PWB635FR-A-5	546+16.76	3° 42′ 07.33" (LT)	3000.00	96.95	193.84	S 53° 58′ 05.81" E	193.80	545+19.81	547+13.65	S 52° 07′ 02.14" E	S 55° 49′ 09.47" E
	PWB635FR-A-6	547+83.60	2° 40′ 17.35" (RT)	3000.00	69.95	139.88	S 54° 29′ 00.80" E	139.87	547+13.65	548+53.53	S 55° 49′ 09.47" E	S 53° 08′ 52.12" E
	PWB635FR-A-7	553+80.83	4° 58′ 07.99" (RT)	2000.00	86.78	173.45	S 50° 39′ 48.13" E	173.39	552+94.05	554+67.50	S 53° 08′ 52.12" E	S 48° 10′ 44.13" E
	PWB635FR-A-8	555+83.66	6° 38′ 51.77" (LT)	2000.00	116.15	232.05	S 51° 30′ 10.01" E	231.92	554+67.50	556+99.55	S 48° 10′ 44.13" E	S 54° 49′ 35.89" E
	PWB635FR-A-9	560+85.17	2° 30′ 49.65" (LT)	1014.00	22.25	44.49	S 56° 05′ 00.72" E	44.48	560+62.93	561+07.41	S 54° 49′ 35.89" E	S 57° 20′ 25.54" E
	PWB635FR-A-10	563+20.81	3° 15′ 54.49" (RT)	1300.00	37.05	74.08	S 55° 42′ 28.30" E	74.07	562+83.75	563+57.84	S 57° 20′ 25.54" E	S 54° 04′ 31.05" E
	PWB635FR-A-11	572+54.17	5° 45′ 54.67" (RT)	2000.00	100.71	201.24	S 51° 11′ 33.71" E	201.16	571+53.46	573+54.71	S 54° 04′ 31.05" E	S 48° 18′ 36.38" E
	PWB635FR-A-12	574+82.71	7° 19′ 27.50" (LT)	2000.00	128.01	255.67	S 51° 58′ 20.13" E	255.49	573+54.71	576+10.37	S 48° 18′ 36.38" E	S 55° 38′ 03.88" E
	PWB635FR-A-13	583+37.65	5° 05′ 26.88" (LT)	1000.00	44.45	88.85	S 58° 10′ 47.32" E	88.82	582+93.20	583+82.05	S 55° 38′ 03.88" E	S 60° 43′ 30.76" E
	PWB635FR-A-14	589+06.79	8° 04′ 05.18" (RT)	3280.00	231.32	461.87	S 56° 41′ 28.18" E	461.49	586+75.47	591+37.34	S 60° 43′ 30.76" E	S 52° 39′ 25.59" E
	PWB635FR-A-15	597+28.58	4° 50′ 47.30" (LT)	4500.00	190.43	380.64	S 55° 04′ 49.24" E	380.53	595+38.15	599+18.79	S 52° 39′ 25.59" E	S 57° 30′ 12.89" E
	PWB635FR-A-16	605+82.67	9° 46′ 26.14" (LT)	611.00	52.24	104.23	S 62° 23′ 25.96" E	104.10	605+30.42	606+34.65	S 57° 30′ 12.89" E	S 67° 16′ 39.03" E
	PWB635FR-A-17	608+28.25	10° 19′ 22.27" (RT)	1000.00	90.33	180.17	S 62° 06′ 57.90" E	179.92	607+37.92	609+18.09	S 67° 16′ 39.03" E	S 56° 57′ 16.76" E
	PWB635FR-A-18	609+78.11	3° 26′ 15.89" (RT)	2000.00	60.02	120.00	S 55° 14′ 08.82" E	119.98	609+18.09	610+38.09	S 56° 57′ 16.76" E	S 53° 31′ 00.87" E
	PWB635FR-A-19	610+67.05	3° 19′ 04.61" (RT)	1000.00	28.96	57.91	S 51° 51′ 28.57" E	57.90	610+38.09	610+96.00	S 53° 31′ 00.87" E	S 50° 11′ 56.26" E
	PWB635FR-A-20	611+60.96	7° 26′ 01.34" (LT)	1000.00	64.96	129.74	S 53° 54′ 56.93" E	129.65	610+96.00	612+25.74	S 50° 11′ 56.26" E	S 57° 37′ 57.60" E
	PWB635FR-A-21	618+63.52	25° 16′ 39.97" (RT)	1000.00	224.24	441.18	S 44° 59′ 37.61" E	437.61	616+39.28	620+80.46	S 57° 37′ 57.60" E	S 32° 21′ 17.62" E
	PWB635FR-A-22	622+11.34	7° 29′ 16.84" (LT)	2000.00	130.88	261.38	S 36° 05′ 56.05" E	261.19	620+80.46	623+41.84	S 32° 21′ 17.62" E	S 39° 50′ 34.47" E
PWB635GP (60 MPH)	PWB635GP-5	549+70.83	2° 09′ 35.77" (LT)	8952.00	168.76	337.47	S 53° 06′ 21.60" E	337.45	548+02.07	551+39.54	S 52° 01′ 33.72" E	S 54° 11′ 09.49" E
	PWB635GP-6	557+52.58	1° 26′ 54.40" (LT)	9000.00	113.77	227.52	S 54° 54′ 36.69" E	227.51	556+38.81	558+66.33	S 54° 11′ 09.49" E	S 55° 38′ 03.88" E
	PWB635GP-7	570+27.21	1° 48′ 42.94" (RT)	12052.00	190.58	381.13	S 54° 43′ 42.41" E	381.12	568+36.63	572+17.76	S 55° 38′ 03.88" E	S 53° 49′ 20.95" E
	PWB635GP-8	574+06.70	1° 48′ 42.94" (LT)	11948.00	188.94	377.84	S 54° 43′ 42.41" E	377.83	572+17.76	575+95.61	S 53° 49′ 20.95" E	S 55° 38′ 03.88" E
	PWB635GP-9	597+94.38	0° 51′ 48.32" (LT)	11948.00	90.03	180.05	S 56° 03′ 58.04" E	180.05	597+04.36	598+84.41	S 55° 38′ 03.88" E	S 56° 29′ 52.20" E
	PWB635GP-10(1)	621+41.25	27° 07′ 17.54" (RT)	4370.00	1054.05	2068.58	S 42° 56′ 13.43" E	2049.33	610+87.20	631+55.79	S 56° 29′ 52.20" E	S 29° 22′ 34.66" 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.

SUPERELEVATION

BASELINE	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
PEB635GP (60 MPH)	606+96.00	-2.50%	608+85.00	-3.60%
	619+16.00	-3.60%	620+63.00	-2.50%
PWB635GP (60 MPH)	603+51.00	2.50%	613+33.00	-3.40%
PIH635 (EB) (60 MPH)	608+19.00	-2.50%	608+59.00	-3.10%
PIH635 (WB) (60 MPH)	606+27.00	2.50%	610+01.00	-3.10%
PREXSKL (40 MPH)	14+93.00	-2.50%	15+06.00	-2.00%
PRWESKL (40 MPH)	16+41.00	2.50%	16+54.00	2.00%
PREEFOR (40 MPH)	15+01.00	-2.00%	15+14.00	-2.50%
PRWXFOR (40 MPH)	16+12.00	2.00%	16+25.00	2.50%
PREXROY (40 MPH)	15+22.00	-3.60%	15+61.00	-2.00%
PRWEROY (40 MPH)	18+62.00	-3.40%	19+93.00	2.00%

SUPERELEVATION SIGN CONVENTION

C/B	
(-)	(+)
(+)	(-)

PROPOSED TAPERS

LOCATION	TYPE	BASELINE	BEGIN	END	TAPER RATE
7	FRONTAGE ROAD MERGE	PEB635FR	552+41.37, 11.00′ RT	555+71.37, 0.00′	27:1
8A	FRONTAGE ROAD ADD	PWB635FR-A	562+83.63, 36.00′ RT	565+44.43, 25.00′ RT	27:1
8B	FRONTAGE ROAD MERGE	PEB635FR	567+42.23, 36.00′ LT	570+42.23, 25.00′ LT	27:1
9	FRONTAGE ROAD MERGE	PWB635FR-A	599+30.33, 0.00′	602+60.33, 11.00′ RT	25:1
10	AUX LANE MERGE	PWB635GP	611+88.33, 0.00′	617+88.33, 12.00′ LT	60:1

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

BASELINE	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
PEB635FR (PFOR)	545+36.00	-2.00%	546+19.00	-0.40%
	547+95.00	-0.40%	548+56.00	-2.40%
	549+00.00	-2.40%	549+13.00	-2.00%
PWB635FR (PFOR)	555+47.00	2.00%	556+49.00	-0.45%
	557+41.00	-0.45%	558+43.00	2.00%
PFOR (LT)	16+21.00	2.00%	18+18.00	-1.50%
	24+26.00	-1.50%	26+23.00	2.00%
PFOR (RT)	19+07.00	-2.00%	19+36.00	-1.50%
	26+40.00	-1.50%	26+69.00	-2.00%
PFOR-U1	10+06.00	-0.40%	10+40.00	-1.50%
	14+69.00	-1.50%	14+85.00	-2.00%
PFOR-U2	10+08.00	2.00%	11+16.00	-1.50%
	15+04.00	-1.50%	15+37.00	-0.45%

* 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.

PROPERTY OWNERS

ID #	SITE ADDRESS	OWNER	OCCUPANT
70	9441 FOREST LN	RDF 186 FOREST DALLAS TX	LOAN STORE
72	9465 LBJ FWY	HARRIS CREDIT TRUST	KENTUCKY FRIED CHICKEN/WING WORKS
73	9448 FOREST LN	PRESIDIUM AMC VOFS VENTURE LP	VILLAS ON FOREST SPRINGS
74	9467 LBJ FWY	CRS FOREST LANE LLC	VACANT
75	9400 LBJ FWY	CRS FOREST LANE LLC	VACANT
76	9475 FOREST SPRINGS DR	PRESIDIUM AMC VOFS VENTURE LP	VILLAS ON FOREST SPRINGS
77	9501 LBJ FWY	7 ELEVEN INC	7-11/WENDYS/CAR WASH
78	9519 FOREST LN	BIGELOW ARIZONA TX 348 LP	BUDGET SUITES
79	9459 ARBORHILL DR	BUITINK NICKOLAS &	SINGLE FAMILY RESIDENTIAL
80	9507 ARBORHILL DR	ROBINSON RUTH E	SINGLE FAMILY RESIDENTIAL
81	9515 ARBORHILL DR	CERRATO CARLOS D &	SINGLE FAMILY RESIDENTIAL
82	9521 ARBORHILL DR	GOMEZ LORENA R	SINGLE FAMILY RESIDENTIAL
83	9527 ARBORHILL DR	HUNT JEFFREY ALAN &	SINGLE FAMILY RESIDENTIAL
84	9500 FOREST LN	QTDQV LLC	QUICK TRIP
85	9535 ARBORHILL DR	FURNACE EVANGELA &	SINGLE FAMILY RESIDENTIAL
86	9607 ARBORHILL DR	SCHNEIDER RACHAEL KA	SINGLE FAMILY RESIDENTIAL
87	9615 ARBORHILL DR	CANGELOSI NICOLE	SINGLE FAMILY RESIDENTIAL
88	9621 ARBORHILL DR	PEARSON TOBEY L	SINGLE FAMILY RESIDENTIAL
89	9627 ARBORHILL DR	DAY REX L	SINGLE FAMILY RESIDENTIAL
90	9635 ARBORHILL DR	MASSEY PAUL R	SINGLE FAMILY RESIDENTIAL
91	9643 ARBORHILL DR	RESOURCE ONE CREDIT UNION	SINGLE FAMILY RESIDENTIAL
92	9651 ARBORHILL DR	LY PHUONG N & KINH T LY	SINGLE FAMILY RESIDENTIAL
93	9659 ARBORHILL DR	WILLIAMSON LAURA JOHNS & BRADLEY KENT	SINGLE FAMILY RESIDENTIAL
94	9667 ARBORHILL DR	WENDT FRED A & SARAH J	SINGLE FAMILY RESIDENTIAL
95	9400 ARBOR PARK DR	DALLAS CITY OF	PARK
96	9675 ARBORHILL DR	KOSKA CHASE	SINGLE FAMILY RESIDENTIAL
97	9550 FOREST LN	9550 FOREST LANE LLC	FOREST PARK GARDENS
98	9702 FERRIS BRANCH BLVD	HOUSING AUTHORITY OF CITY	HIDDEN RIDGE APTS
99	9590 FOREST LN	WRH SNUG HARBOR LTD	SNUG HARBOR APARTMENTS
100	9600 FOREST LN	9600 FOREST LANE HOLDINGS	FOREST COVE
101	9701 FERRIS BRANCH BLVD	WEST FERRIS BRANCH LLC	SHADOWRIDGE VILLAGE APT
102	9676 FERRIS BRANCH BLVD	RICHARDSON ISD	LAND
103	9600 LBJ FWY	9600 FOREST LANE HOLDINGS	FOREST COVE
104	9941 WHITEHURST DR	COMMONS AT CLIFF CREEK LTD THE	COMMONS ON WHITEHURST
105	9821 SUMMERWOOD CIR	RS HUNTING RIDGE APRTMENTS LLC &	SUMMERWOOD COVE
106	9700 LBJ FWY	REYNOLDS GEORGE T III ETA	VACANT LAND
107	10051 WHITEHURST DR	ARIAN SYLVIA SEPARATE PROPERTY TRUST	APPLICATION SUPPORT
108	10061 WHITEHURST DR	ARIAN SYLVIA SEPRATE PROPERTY TRUST	SKILLMAN CROSSING SC
109-1 - 109-172	11311 AUDELIA RD	MULTIPLE TENANTS	SPRINGTREE CROSSING APARTMENTS
110	9009 SKILLMAN ST	COMMERCIAL NET LEASE	DENNY S RESTAURANT
111	11000 AUDELIA RD	PS TEXAS HOLDINGS LTD	PARKING
112	9147 SKILLMAN ST	SYDY INVESTMENTS LP	FEDEX KINKOS/BEAUTY SUPPLY
113	11020 AUDELIA RD	PS TEXAS HOLDINGS LTD	PUBLIC STORAGE BUSINESS PARK BLDG A
114	9131 SKILLMAN ST	TEXAS STATE OF	VACANT
115	10928 AUDELIA RD	PC AZUL LLC	THE AZUL
118	9810 ADLETA BLVD	DALLAS AREA RAPID TRANSIT	DART
121	9804 ADLETA BLVD	DALLAS AREA RAPID TRANSIT	DART
505	9555 FOREST LN	SECURITY PORTFOLIO V LP	SECURITY SELF STORAGE
506	8939 SKILLMAN ST	TACO BUENO RESTAURANTS LP	TACO BUENO
507	10041 WHITEHURST DR	RADIO SYSTEMS INC	C STORE
511	9535 FOREST LN	9535 FOREST LANE LLC	WATERVIEW OFFICE CENTER

TURN BAY LENGTHS

TURN LANE	TAPER LENGTH	DECEL LENGTH	STORAGE LENGTH	TOTAL LENGTH
LEFT TURN BAY LENGTHS				
L11	50′	275′	181′	456′
L12	50′	90′	100′	190′
L13	50′	120′	100′	220′
L14	50′	216′	100′	316′
L15	50′	275′	113′	388′
L16	50′	275′	169′	444′
L17	50′	275′	189′	464′
RIGHT TURN BAY LENGTHS				
R8	50′	275′	35′	310′
R9	50′	275′	46′	321′
R10	50′	275′	96′	371′
R11	50′	275′	262′	537′

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

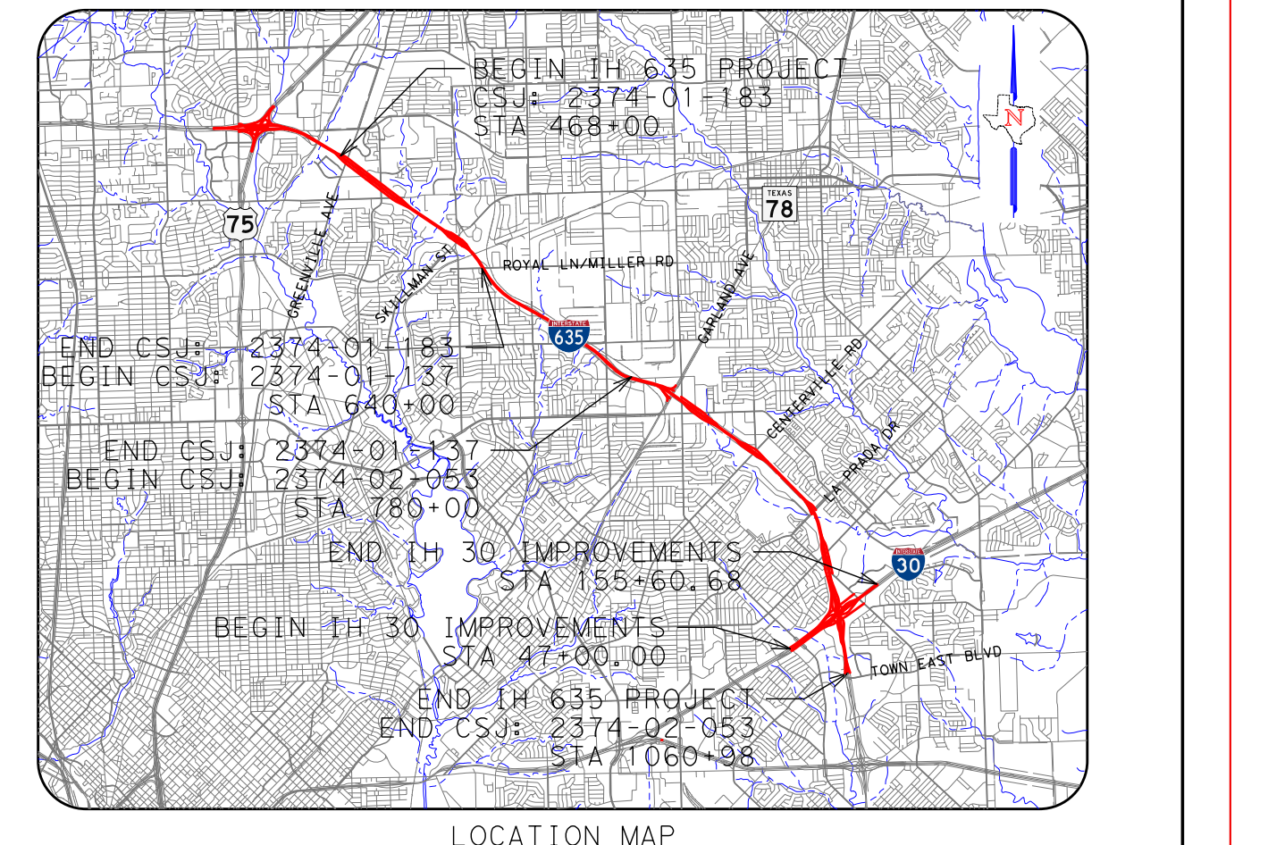
DESIGN SCHEMATIC
IH 635 LBJ EAST PROJECT - ULTIMATE DESIGN
FROM EAST OF US 75 TO SOUTH OF IH 30
DALLAS COUNTY, TEXAS
CSJ LIMITS:
2374-01-183: EAST OF US 75 TO MILLER ROAD
2374-01-137: MILLER ROAD TO WEST OF THE KCS RR
2374-02-053: WEST OF THE KCS RR TO IH 30

DECEMBER 2016
ROLL 2 OF 24

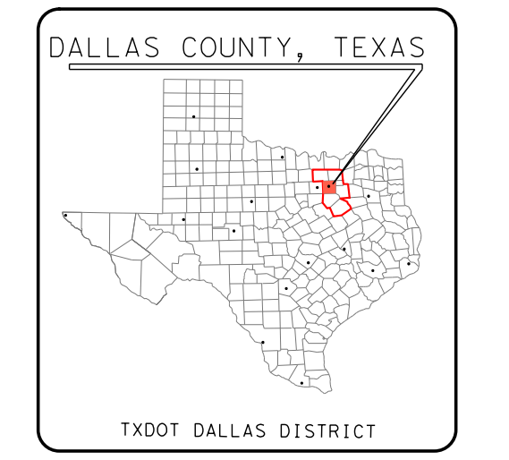
	IH 635		IH 30	
LIMITS:	E. OF US 75 TO S. OF IH 30		W. OF GUS THOMASSON RD TO E. OF GALLOWAY AVE	
LENGTH:	11.2 MILES		2.4 MILES	
FUNCTIONAL CLASS:	URBAN FREEWAY		URBAN FREEWAY	
AVERAGE DAILY TRAFFIC:	2374-01-183	263,250 (2022)	353,550 (2042)	
	2374-01-137	224,200 (2022)	301,850 (2042)	
	2374-02-053	236,950 (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.


BEGIN IH 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 155+60.68
BEGIN IH 30 IMPROVEMENTS
STA 47+00.00
END IH 635 PROJECT
END CSJ: 2374-02-053
STA 1060+98
75
78
30

LOCATION MAP
N.T.S.


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

PRELIMINARY
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CHAD R. GARDINER	93793	12-12-2016
NAME	P.E. NO.	DATE
MARIA F. GUERRA	121650	12-12-2016
NAME	P.E. NO.	DATE

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
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