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

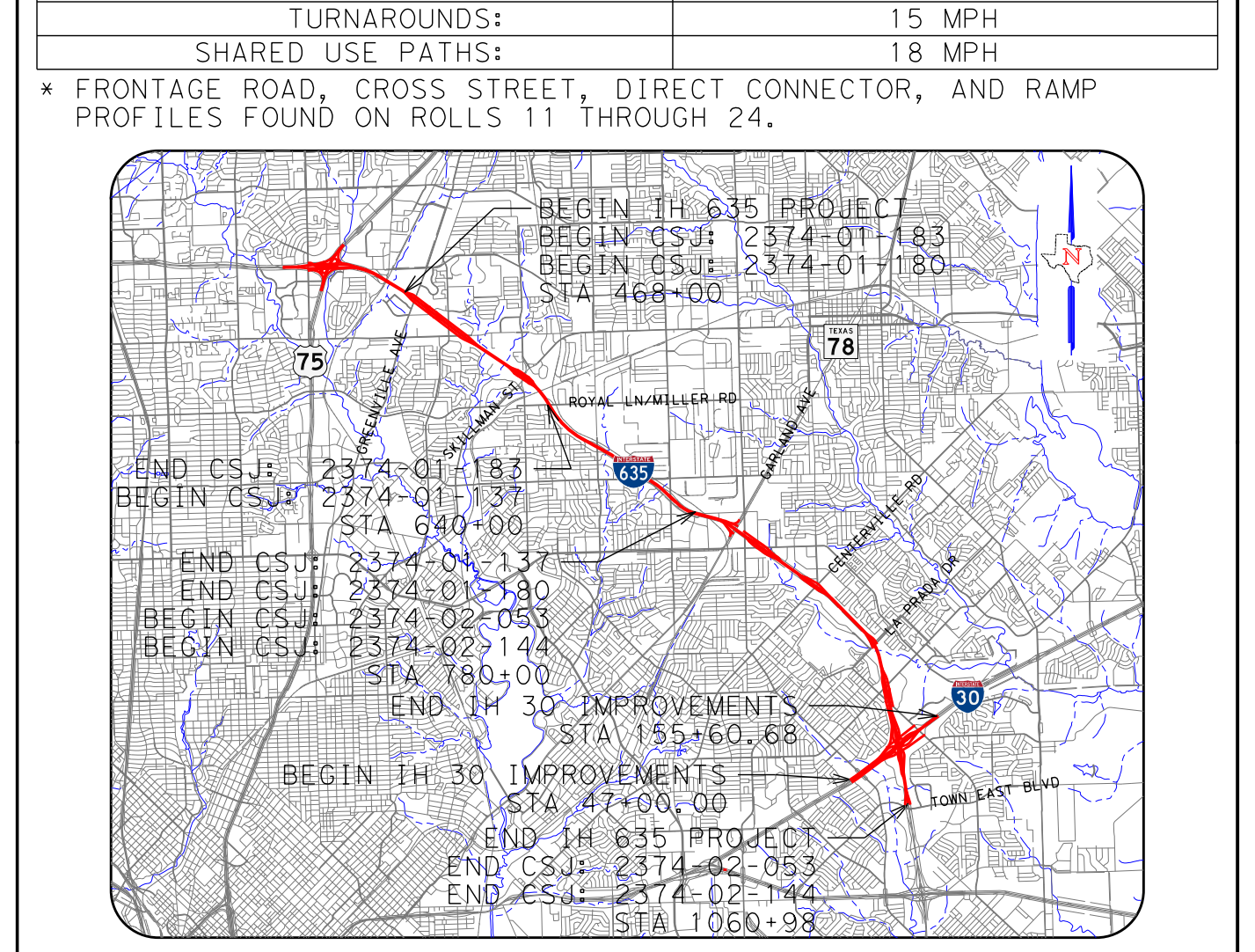
# DESIGN SCHEMATIC
# IH 635 LBJ EAST PROJECT - ULTIMATE DESIGN
FROM EAST OF US 75 TO SOUTH OF IH 30
DALLAS COUNTY, TEXAS
CSJ LIMITS:
2374-01-183: EAST OF US 75 TO MILLER ROAD
2374-01-137: MILLER ROAD TO WEST OF THE KCS RR
2374-02-053: WEST OF THE KCS RR TO IH 30
2374-01-180 & 2374-02-144: CONSTRUCT NOISE WALLS

MAY 2018
ROLL 3 OF 24

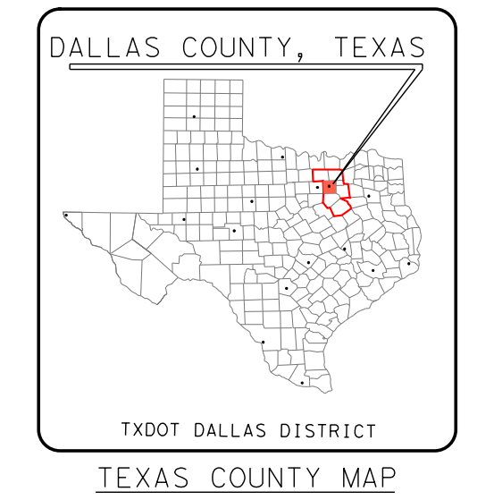
	IH 635		IH 30	
LIMITS:	E. OF US 75 TO S. OF IH 30		W. OF GUS THOMASSON RD TO E. OF GALLOWAY AVE	
LENGTH:	11.2 MILES		2.1 MILES	
FUNCTIONAL CLASS:	URBAN INTERSTATE		URBAN INTERSTATE	
AVERAGE DAILY TRAFFIC:	2374-01-183	263,250 (2022)	353,550 (2042)	
	2374-01-137	224,200 (2022)	301,850 (2042)	
	2374-02-053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

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

NAME	P.E. NO.	DATE
MATTHEW G. CRAIG	69910	05-25-2018
CHAD R. GARDINER	93793	05-25-2018
MARIA F. GUERRA	121650	05-25-2018

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

DATE APPROVED: JULY 21, 2017

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
FAX (214) 739-0095

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LEGEND:

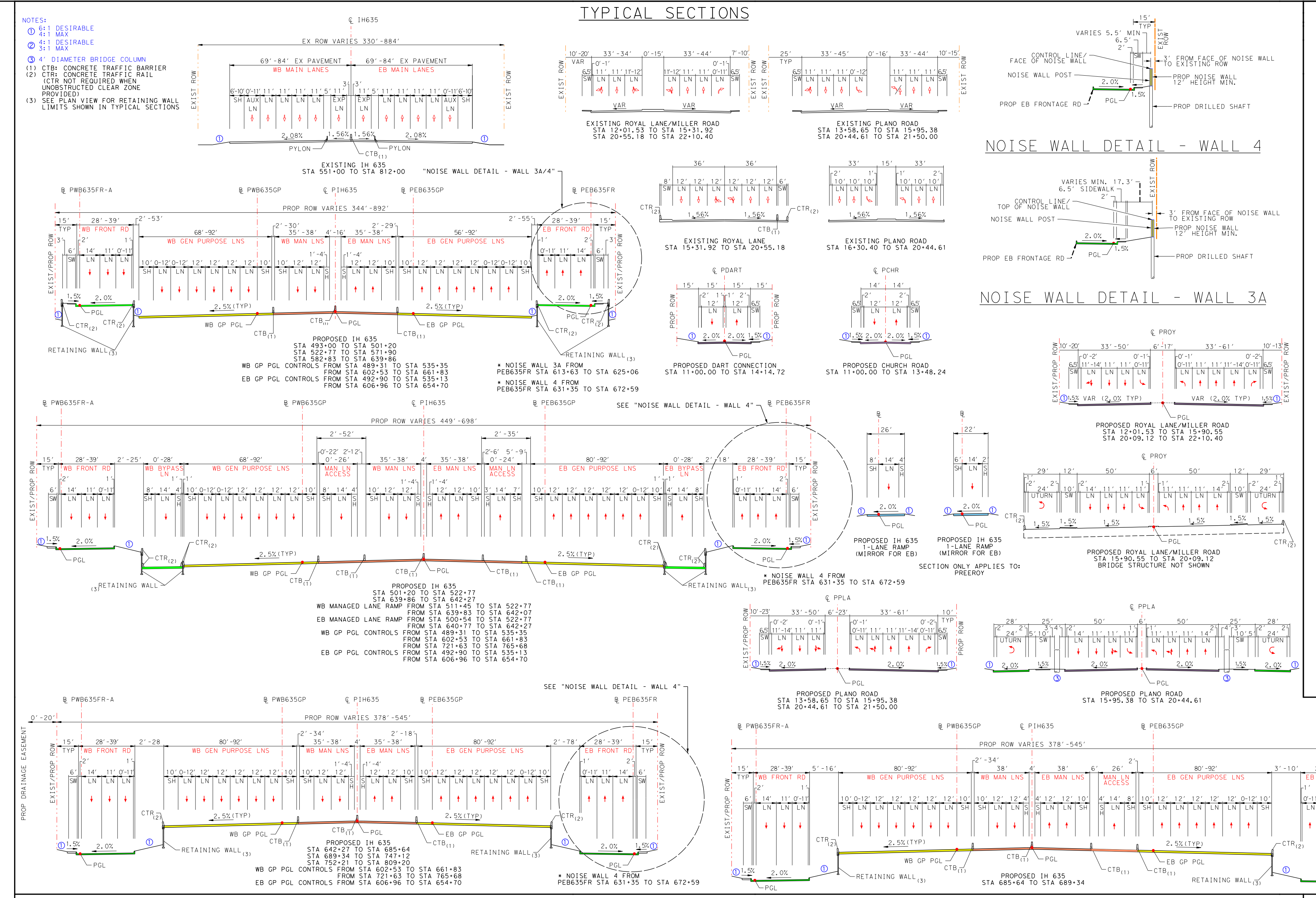
- EXISTING ROW
- EXISTING ACCESS DENIAL
- EXISTING EASEMENT
- EXISTING PROPERTY LIMITS
- EXISTING STORM SEWER
- EXISTING 100 YR FLOODPLAIN LIMITS
- EXISTING PLANIMETRIC FEATURES
- EXISTING TOPOGRAPHIC CONTOURS (5-FT INTERVALS)
- EXISTING TELEPHONE / CABLE / FIBER LINE
- EXISTING WATER LINE
- EXISTING ELECTRIC LINE
- EXISTING SANITARY SEWER LINE
- EXISTING GAS / PETROLEUM LINE
- PROPOSED CENTERLINE/BASELINE
- PROPOSED ROW
- CONSTRUCTION ACCESS THROUGH LICENSE AGREEMENT
- 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.
22. FOR RAILROAD DETAILS, SEE KCS RAILROAD AND DART RAIL PRELIMINARY EXHIBIT A.

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

PROPOSED IH 635
STA 493+00 TO STA 501+20
STA 522+77 TO STA 571+90
STA 582+83 TO STA 639+86
WB GP PGL CONTROLS FROM STA 489+31 TO STA 535+35
FROM STA 602+53 TO STA 661+83
EB GP PGL CONTROLS FROM STA 492+90 TO STA 535+13
FROM STA 606+96 TO STA 654+70

* NOISE WALL 3A FROM PEB635FR STA 613+63 TO STA 625+06
* NOISE WALL 4 FROM PEB635FR STA 631+35 TO STA 672+59

PROPOSED IH 635
STA 501+20 TO STA 522+77
STA 639+86 TO STA 642+27
WB MANAGED LANE RAMP FROM STA 511+45 TO STA 522+77
FROM STA 639+83 TO STA 642+07
EB MANAGED LANE RAMP FROM STA 500+54 TO STA 522+77
FROM STA 640+77 TO STA 642+27
WB GP PGL CONTROLS FROM STA 489+31 TO STA 535+35
FROM STA 602+53 TO STA 661+83
FROM STA 721+63 TO STA 765+68
EB GP PGL CONTROLS FROM STA 492+90 TO STA 535+13
FROM STA 606+96 TO STA 654+70

* NOISE WALL 4 FROM PEB635FR STA 631+35 TO STA 672+59

PROPOSED IH 635
STA 642+27 TO STA 685+64
STA 689+34 TO STA 747+12
STA 752+21 TO STA 809+20
WB GP PGL CONTROLS FROM STA 602+53 TO STA 661+83
FROM STA 721+63 TO STA 765+68
EB GP PGL CONTROLS FROM STA 606+96 TO STA 654+70

* NOISE WALL 4 FROM PEB635FR STA 631+35 TO STA 672+59

PROPOSED IH 635
STA 685+64 TO STA 689+34

EXISTING ROYAL LANE/MILLER ROAD
STA 12+01.53 TO STA 15+31.92
STA 20+55.18 TO STA 22+10.40

EXISTING PLANO ROAD
STA 13+58.65 TO STA 15+95.38
STA 20+44.61 TO STA 21+50.00

EXISTING ROYAL LANE
STA 15+31.92 TO STA 20+55.18

EXISTING PLANO ROAD
STA 16+30.40 TO STA 20+44.61

PROPOSED DART CONNECTION
STA 11+00.00 TO STA 14+14.72

PROPOSED CHURCH ROAD
STA 11+00.00 TO STA 13+48.24

PROPOSED ROYAL LANE/MILLER ROAD
STA 12+01.53 TO STA 15+90.55
STA 20+09.12 TO STA 22+10.40

PROPOSED IH 635
1-LANE RAMP
(MIRROR FOR EB)

PROPOSED IH 635
1-LANE RAMP
(MIRROR FOR EB)

SECTION ONLY APPLIES TO: PREEROY

PROPOSED ROYAL LANE/MILLER ROAD
STA 15+90.55 TO STA 20+09.12
BRIDGE STRUCTURE NOT SHOWN

PROPOSED PLANO ROAD
STA 13+58.65 TO STA 15+95.38
STA 20+44.61 TO STA 21+50.00

PROPOSED PLANO ROAD
STA 15+95.38 TO STA 20+44.61

NOISE WALL DETAIL - WALL 4

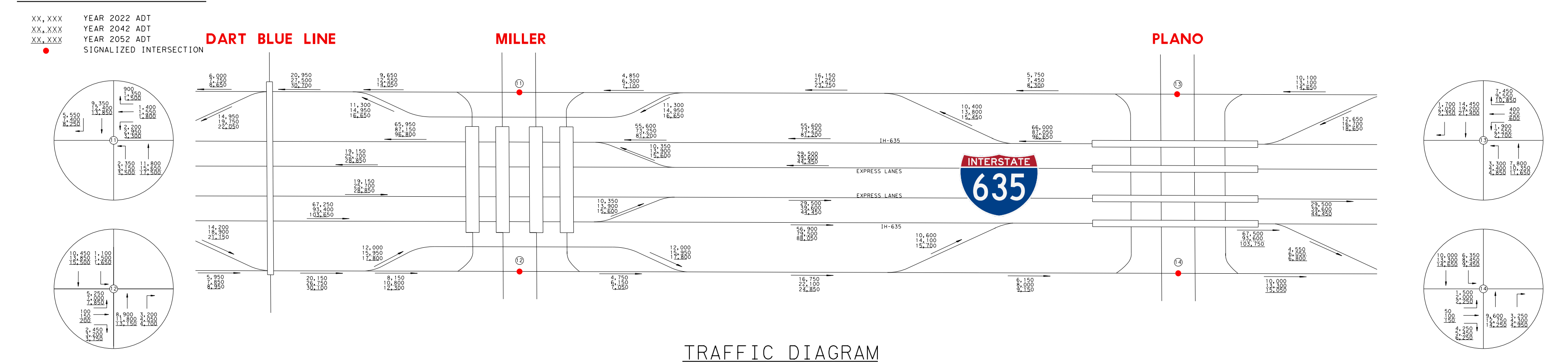
VARIES 5.5′ MIN-6.5′
CONTROL LINE/FACE OF NOISE WALL
NOISE WALL POST
3′ FROM FACE OF NOISE WALL TO EXISTING ROW
PROP NOISE WALL 12′ HEIGHT MIN.
PROP EB FRONTAGE RD
PGL
PROP DRILLED SHAFT

NOISE WALL DETAIL - WALL 3A

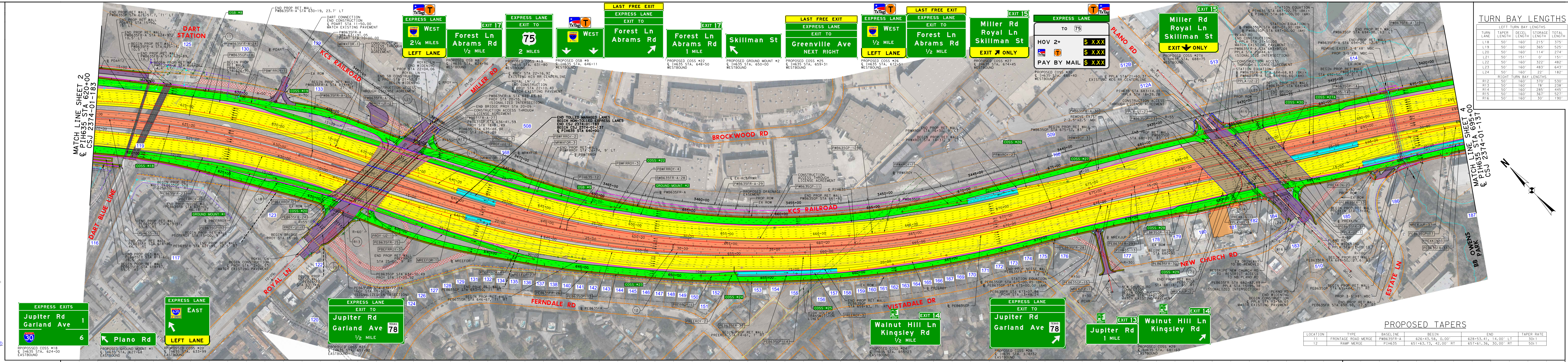
VARIES MIN. 17.3′
6.5′ SIDEWALK
CONTROL LINE/TOP OF NOISE WALL
NOISE WALL POST
3′ FROM FACE OF NOISE WALL TO EXISTING ROW
PROP NOISE WALL 12′ HEIGHT MIN.
PROP EB FRONTAGE RD
PGL
PROP DRILLED SHAFT

TRAFFIC LEGEND:

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



TRAFFIC DIAGRAM



MATCH LINE SHEET 2
℄ PIH635 STA 620+00
CSJ 2374-01-183
MATCH LINE SHEET 4
℄ PIH635 STA 695+00
CSJ 2374-01-137
DART STATION
KCS RAILROAD
MILLER RD
ROYAL LN
DART BLUE LINE
BROCKWOOD RD
FERNDALE RD
VISTADALE DR
PLANO RD
NEW CHURCH RD
ESTATE LN
BB OWENS PARK
END TOLLED MANAGED LANES
BEGIN NON-TOLLED EXPRESS LANES
END CSJ 2374-01-183
BEGIN CSJ 2374-01-137
℄ PIH635 STA 640+00
EXPRESS LANE WEST 2¼ MILES LEFT LANE
EXIT 17 Forest Ln Abrams Rd ½ MILE
EXPRESS LANE EXIT TO 75 2 MILES
WEST
LAST FREE EXIT EXPRESS LANE EXIT TO Forest Ln Abrams Rd
EXIT 17 Forest Ln Abrams Rd 1 MILE
Skillman St
LAST FREE EXIT EXPRESS LANE EXIT TO Greenville Ave NEXT RIGHT
EXPRESS LANE WEST ½ MILE LEFT LANE
LAST FREE EXIT EXPRESS LANE EXIT TO Forest Ln Abrams Rd ½ MILE
EXIT 15 Miller Rd Royal Ln Skillman St EXIT ONLY
EXPRESS LANE TO 75 HOV 2+ $ X.XX $ X.XX PAY BY MAIL $ X.XX
EXIT 15 Miller Rd Royal Ln Skillman St EXIT ONLY
EXPRESS EXITS Jupiter Rd Garland Ave 1 30 6
Plano Rd
EXPRESS LANE 635 EAST LEFT LANE
EXPRESS LANE EXIT TO Jupiter Rd Garland Ave 78 ½ MILE
EXIT 14 Walnut Hill Ln Kingsley Rd ½ MILE
EXPRESS LANE EXIT TO Jupiter Rd Garland Ave 78
EXIT 13 Jupiter Rd 1 MILE
EXIT 14 Walnut Hill Ln Kingsley Rd

TURN BAY LENGTHS

TURN LANE	TAPER LENGTH	DECEL LENGTH	STORAGE LENGTH	TOTAL LENGTH
LEFT TURN BAY LENGTHS				
L18	50′	160′	215′	375′
L19	50′	160′	365′	525′
L20	50′	160′	114′	274′
L21	50′	151′	0′	151′
L22	50′	160′	322′	482′
L23	50′	160′	483′	643′
L24	50′	160′	22′	182′
RIGHT TURN BAY LENGTHS				
R12	50′	160′	370′	530′
R13	50′	160′	78′	238′
R14	50′	160′	285′	445′
R15	50′	160′	367′	527′
R16	50′	160′	30′	190′

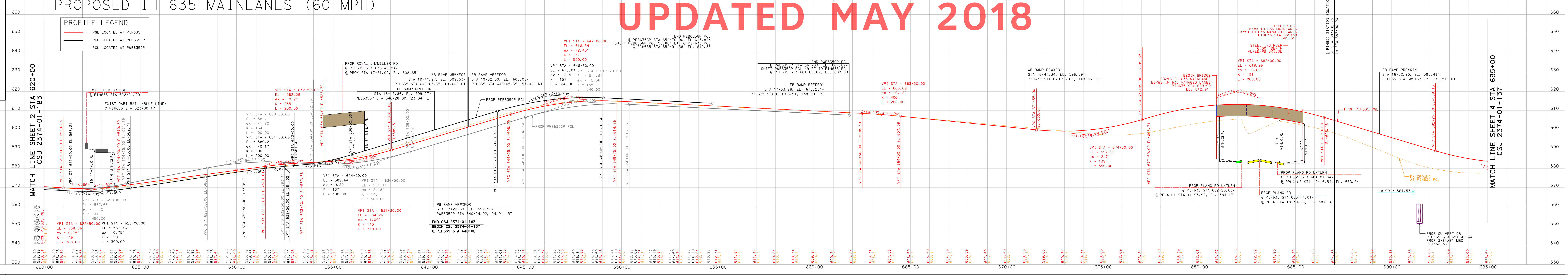
PROPOSED TAPERS

LOCATION	TYPE	BASELINE	BEGIN	END	TAPER RATE
11	FRONTAGE ROAD MERGE	PWB635FR-A	626+43.58, 0.00′	628+53.41, 14.00′ LT	30:1
12	RAMP MERGE	PIH635	651+63.73, 42.00′ RT	657+61.36, 30.00′ RT	50:1

PROPOSED IH 635 MAINLANES (60 MPH)

UPDATED MAY 2018

PROFILE LEGEND
- PGL LOCATED AT PIH635
- PGL LOCATED AT PEB635GP
- PGL LOCATED AT PWB635GP



HORIZONTAL ALIGNMENT DATA

ROLL 3

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
MREEFOR (60 MPH)	MREEFOR-1	14+59.17	4° 41′ 43.21" (LT)	11200.00	459.17	917.83	S 30° 44′ 13.49" E	917.57	10+00.00	19+17.83	S 28° 23′ 21.88" E	S 33° 05′ 05.09" E
	MREEFOR-2	28+13.52	16° 52′ 20.69" (LT)	5800.00	860.22	1707.98	S 41° 31′ 15.44" E	1701.81	19+53.30	36+61.28	S 33° 05′ 05.09" E	S 49° 57′ 25.78" E
MREXJUP (60 MPH)	MREXJUP-1	13+91.45	4° 37′ 50.56" (RT)	9000.00	363.89	727.39	S 59° 39′ 02.67" E	727.19	10+27.56	17+54.95	S 61° 57′ 57.95" E	S 57° 20′ 07.39" E
	MREXJUP-2	19+92.85	2° 16′ 17.58" (LT)	12000.00	237.91	475.75	S 58° 28′ 16.18" E	475.72	17+54.95	22+30.70	S 57° 20′ 07.39" E	S 59° 36′ 24.96" E
	MREXJUP-3	29+69.11	4° 18′ 24.19" (RT)	9000.00	338.41	676.50	S 57° 27′ 12.87" E	676.34	26+30.70	33+07.20	S 59° 36′ 24.96" E	S 55° 18′ 0.77" E
MRWXFOR (60 MPH)	MRWXFOR-1	10+20.98	0° 32′ 59.21" (RT)	4372.00	20.98	41.95	S 27° 11′ 12.18" E	41.95	10+00.00	10+41.95	S 27° 27′ 41.79" E	S 26° 54′ 42.58" E
	MRWXFOR-2	15+85.92	1° 55′ 08.17" (LT)	8100.00	135.65	271.28	S 27° 52′ 16.66" E	271.27	14+50.26	17+21.55	S 26° 54′ 42.58" E	S 28° 49′ 50.75" E
	MRWXFOR-3	25+71.98	15° 55′ 17.70" (LT)	4600.00	643.28	1278.27	S 36° 47′ 29.60" E	1274.16	19+28.70	32+06.97	S 28° 49′ 50.75" E	S 44° 45′ 08.45" E
PBEFRROY (40 MPH)	PBEFRROY-1	12+22.06	4° 29′ 15.90" (RT)	1,050.00	41.14	82.24	S 35° 52′ 51.54" E	82.22	11+80.92	12+63.16	S 38° 07′ 29.49" E	S 33° 38′ 13.59" E
	PBEFRROY-2	17+63.72	6° 17′ 20.30" (RT)	3,800.00	208.76	417.1	S 30° 29′ 33.44" E	416.89	15+54.97	19+72.07	S 33° 38′ 13.59" E	S 27° 20′ 53.29" E
	PBEFRROY-3	24+57.22	2° 18′ 32.02" (LT)	5,300.00	106.8	213.58	S 28° 30′ 09.30" E	213.56	23+50.41	25+63.99	S 27° 20′ 53.29" E	S 29° 39′ 25.31" E
	PBEFRROY-4	29+42.79	7° 12′ 03.67" (LT)	1,050.00	66.07	131.97	S 33° 15′ 27.14" E	131.88	28+76.72	30+08.68	S 29° 39′ 25.31" E	S 36° 51′ 28.98" E
PBWFRROY (40 MPH)	PBWFRROY-1	10+72.37	7° 53′ 09.54" (RT)	1050.00	72.37	144.52	S 33° 08′ 15.80" E	144.40	10+00.00	11+44.52	S 37° 04′ 50.57" E	S 29° 11′ 41.03" E
	PBWFRROY-2	25+41.44	4° 01′ 33.77" (LT)	3786.00	133.07	266.03	S 31° 12′ 27.91" E	265.98	24+08.37	26+74.41	S 29° 11′ 41.03" E	S 33° 13′ 14.80" E
	PBWFRROY-3	30+11.35	7° 34′ 19.79" (LT)	1036.00	68.56	136.92	S 37° 00′ 24.69" E	136.82	29+42.79	30+79.71	S 33° 13′ 14.80" E	S 40° 47′ 34.59" E
	PBWFRROY-4	31+24.29	4° 51′ 46.80" (RT)	1050.00	44.59	89.12	S 38° 21′ 41.19" E	89.09	30+79.71	31+68.82	S 40° 47′ 34.59" E	S 35° 55′ 47.79" E
PCHR[4] (40 MPH)	--	10+00.00	--	--	--	--	--	--	--	--	--	N 29° 36′07.51" E
	--	13+48.24	--	--	--	--	--	--	--	--	N 29° 36′07.51" E	--
PDART (30 MPH)	PDART-1	12+68.90	51° 31′ 12.59" (RT)	350.00	168.9	314.72	S 18° 11′ 52.27" W	304.22	11+00.00	14+14.72	S 7° 33′ 44.02" E	S 43° 57′ 28.57" W
	PDART-2	17+07.57	4° 24′ 11.37" (RT)	1,000.00	38.44	76.85	N 40° 09′ 17.40" E	76.83	16+69.13	17+45.98	N 37° 57′ 11.72" E	N 42° 21′ 23.09" E
PEB635FR (40 MPH)	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
	PEB635FR-24	631+01.96	8° 22′ 40.40" (RT)	2000.00	146.48	292.44	S 27° 16′ 34.55" E	292.18	629+55.48	632+47.92	S 31° 27′ 54.75" E	S 23° 05′ 14.35" E
	PEB635FR-25	636+00.23	13° 23′ 45.33" (LT)	3000.00	352.31	701.41	S 29° 47′ 07.02" E	699.81	632+47.92	639+49.33	S 23° 05′ 14.35" E	S 36° 28′ 59.68" E
	PEB635FR-26	643+84.28	4° 56′ 42.83" (LT)	4000.00	172.73	345.24	S 38° 57′ 21.10" E	345.14	642+11.55	645+56.79	S 36° 28′ 59.68" E	S 41° 25′ 42.51" E
	PEB635FR-27	658+92.59	19° 45′ 12.93" (LT)	6000.00	1044.66	2068.59	S 51° 18′ 18.98" E	2058.36	648+47.93	669+16.52	S 41° 25′ 42.51" E	S 61° 10′ 55.44" E
	PEB635FR-28	671+27.32	1° 56′ 50.77" (RT)	4000.00	67.98	135.96	S 60° 12′ 30.05" E	135.95	670+59.33	671+95.29	S 61° 10′ 55.44" E	S 59° 14′ 04.66" E
	PEB635FR-29	674+68.41	1° 58′ 53.68" (RT)	4000.00	69.18	138.34	S 58° 14′ 37.83" E	138.33	673+99.23	675+37.58	S 59° 14′ 04.66" E	S 57° 15′ 10.99" E
	PEB635FR-30	678+21.28	2° 21′ 29.92" (LT)	4000.00	82.33	164.64	S 58° 25′ 55.95" E	164.63	677+38.95	679+03.59	S 57° 15′ 10.99" E	S 59° 36′ 40.91" E
	PEB635FR-31	684+23.90	3° 40′ 10.78" (RT)	2000.00	64.07	128.10	S 57° 46′ 35.52" E	128.07	683+59.83	684+87.93	S 59° 36′ 40.91" E	S 55° 56′ 30.13" E
	PEB635FR-32	685+53.39	3° 44′ 58.28" (LT)	2000.00	65.46	130.88	S 57° 48′ 59.27" E	130.86	684+87.93	686+18.81	S 55° 56′ 30.13" E	S 59° 41′ 28.41" E
	PEB635FR-33	693+83.42	4° 09′ 43.38" (RT)	4100.00	148.98	297.83	S 57° 36′ 36.72" E	297.76	692+34.44	695+32.27	S 59° 41′ 28.41" E	S 55° 31′ 45.03" E
PEB635GP (40 MPH)	PEB635GP-12[1]	628+18.79	13° 28′ 03.92" (RT)	4000.00	472.29	940.23	S 34° 04′ 55.25" E	938.06	623+46.50	632+86.73	S 40° 48′ 57.21" E	S 27° 20′ 53.29" E
	PEB635GP-13	646+16.12	19° 52′ 25.47" (LT)	4,800.00	840.92	1664.94	S 37° 17′ 06.02" E	1656.60	637+75.21	654+40.14	S 27° 20′ 53.29" E	S 47° 13′ 18.76" E
	PEB635GP-14	663+84.17	13° 18′ 26.50" (LT)	5,800.00	676.59	1347.09	S 53° 52′ 32.01" E	1344.07	657+07.58	670+54.67	S 47° 13′ 18.76" E	S 60° 31′ 45.26" E
	PEB635GP-15-1	674+36.45	0° 48′ 53.66" (RT)	9,000.00	64.00	128.01	S 60° 07′ 18.43" E	128.00	673+72.44	675+00.45	S 60° 31′ 45.26" E	S 59° 42′ 51.60" E
	PEB635GP-15-2	676+06.17	1° 21′ 06.17" (RT)	9,000.00	106.17	212.33	S 59° 02′ 18.5135" E	212.32	675+00.00	677+12.33	S 59° 42′ 51.60" E	S 58° 21′ 45.43" E
	PEB635GP-16	678+43.10	1° 14′ 55.48" (LT)	12000.00	130.77	261.54	S 58° 59′ 13.17" E	261.53	677+12.32	679+73.86	S 58° 21′ 45.43" E	S 59° 36′ 40.91" E
	PEB635GP-17	695+98.74	4° 11′ 54.74" (RT)	9000.00	329.90	659.50	S 57° 30′ 43.54" E	659.36	692+68.84	699+28.35	S 59° 36′ 40.91" E	S 55° 24′ 46.17" E
PIH635 (60 MPH)	PIH635-11	620+05.52	26° 45′ 40.73" (RT)	4,850.00	1153.70	2265.30	S 43° 07′ 01.83" E	2244.77	608+51.82	631+17.13	S 56° 29′ 52.20" E	S 29° 44′ 11.47" E
	PIH635-12	656+53.42	32° 35′ 57.43" (LT)	5,751.00	1681.67	3272.12	S 46° 02′ 10.18" E	3228.16	639+71.75	672+43.86	S 29° 44′ 11.47" E	S 62° 20′ 08.90" E
	PIH635-13	678+68.56	3° 04′ 13.50" (RT)	12,000.00	321.61	643.07	S 61° 08′ 31.71" E	642.99	675+46.95	681+90.01	S 62° 40′ 38.46" E	S 59° 36′ 24.96" E
	PIH635-14	693+22.12	4° 11′ 38.80" (RT)	12000.00	439.40	878.41	S 57° 30′ 35.57" E	878.22	688+82.72	697+61.13	S 59° 36′ 24.96" E	S 55° 24′ 46.17" E
PPLA[4] (40 MPH)	--	10+00.00	--	--	--	--	--	--	--	--	--	N 0° 36′27.48" W
	--	25+00.00	--	--	--	--	--	--	--	--	N 0° 36′27.48" W	--
PPLA-U1 (15 MPH)	PPLA-U1-1	10+62.02	80° 42′ 19.42" (LT)	73.00	62.02	102.83	N 39° 44′ 42.23" E	94.53	10+00.00	11+02.83	N 80° 05′ 51.94" E	N 0° 36′ 27.48" W
	PPLA-U1-2	13+65.67	11° 30′ 21.39" (LT)	74.00	7.46	14.86	N 6° 21′ 38.18" W	14.84	13+58.22	13+73.08	N 0° 36′ 27.48" W	N 12° 06′ 48.88" W
PPLA-U2 (15 MPH)	PPLA-U2-1	10+06.84	10° 16′ 52.88" (RT)	76.00	6.84	13.64	N 5° 44′ 53.92" W	13.62	10+00.00	10+13.64	N 10° 53′ 20.37" W	N 0° 36′ 27.48" W
	PPLA-U2-2	13+31.83	78° 05′ 22.81" (RT)	73.00	59.21	99.49	N 38° 26′ 13.92" E	91.97	12+72.63	13+72.12	N 0° 36′ 27.48" W	N 77° 28′ 55.33" E
PREEROY (40 MPH)	PREEROY-1	10+65.41	7° 07′ 45.96" (LT)	1050.00	65.41	130.65	S 47° 50′ 41.28" E	130.57	10+00.00	11+30.65	S 44° 16′ 48.30" E	S 51° 24′ 34.26" E
	PREEROY-2	11+63.20	3° 33′ 03.16" (RT)	1050.00	32.55	65.07	S 49° 38′ 02.68" E	65.06	11+30.65	11+95.73	S 51° 24′ 34.26" E	S 47° 51′ 31.10" E
	PREEROY-3	17+76.20	8° 32′ 29.08" (LT)	3500.00	261.37	521.77	S 52° 07′ 45.63" E	521.28	15+14.84	20+36.60	S 47° 51′ 31.10" E	S 56° 24′ 00.17" E
PREXKIN (40 MPH)	PREXKIN-1	11+32.20	3° 59′ 5.59" (RT)	3800.00	132.20	264.29	S 57° 37′ 8.11" E	264.23	10+00.00	12+64.29	S 59° 36′ 40.91" E	S 55° 37′ 35.32" E
	PREXKIN-2	14+48.67	3° 59′ 5.59" (LT)	5300.00	184.38	368.61	S 57° 37′ 8.11" E	368.54	12+64.29	16+32.90	S 55° 37′ 35.32" E	S 59° 36′ 40.91" E
	PREXKIN-3	22+19.20	3° 09′ 31.58" (RT)	3800.00	104.78	209.50	S 58° 01′ 55.12" E	209.47	21+14.43	23+23.92	S 59° 36′ 40.91" E	S 56° 27′ 9.33" E
PROY[4] (40 MPH)	--	10+00.00	--	--	--	--	--	--	--	--	--	N 88°58′16.92" E
	--	26+61.58	--	--	--	--	--	--	--	--	N 88°58′16.92" E	--
PROY-U1 (15 MPH)	PROY-U1-1	10+31.68	33° 16′ 38.45" (LT)	106.00	31.68	61.56	S 74° 23′ 23.86" E	60.70	10+00.00	10+61.56	S 57° 45′ 4.63" E	N 88° 58′ 16.92" E
	PROY-U1-2	14+23.66	73° 01′ 22.49" (LT)	78.00	57.74	99.41	N 52° 27′ 35.67" E	92.82	13+65.92	14+65.33	N 88° 58′ 16.92" E	N 15° 56′ 54.43" E
PROY-U2 (15 MPH)	PROY-U2-1	10+56.04	71° 23′ 45.79" (RT)	78.00	56.04	97.20	N 53° 16′ 24.02" E	91.03	10+00.00	10+97.20	N 17° 34′ 31.13" E	N 88° 58′ 16.92" E
	PROY-U2-2	14+19.71	0° 56′ 20.72" (LT)	849.00	6.96	13.92	N 88° 30′ 6.56" E	13.92	14+12.75	14+26.67	N 88° 58′ 16.92" E	N 88° 01′ 56.19" E
	PROY-U2-3	14+48.05	22° 48′ 19.50" (RT)	106.00	21.38	42.19	S 80° 33′ 54.06" E	41.91	14+26.67	14+68.86	N 88° 01′ 56.19" E	S 69° 09′ 44.31" E
PRWXROY (40 MPH)	PRWXROY-1	13+30.15	4° 01′ 00.74" (LT)	1050.00	36.82	73.61	S 58° 01′ 45.59" E	73.60	12+93.33	13+66.95	S 56° 01′ 15.22" E	S 60° 02′ 15.96" E
	PRWXROY-2	17+22.13	1° 44′ 06.01" (RT)	5300.00	80.25	160.49	S 59° 10′ 12.96" E	160.49	16+41.88	18+02.37	S 60° 02′ 15.96" E	S 58° 18′ 09.95" E
	PRWXROY-3	20+22.91	3° 40′ 49.79" (LT)	3800.00	122.09	244.10	S 60° 08′ 34.85" E	244.06	19+00.82	21+44.92	S 58° 18′ 09.95" E	S 61° 58′ 59.74" E
PWB635FR-A (40 MPH)	PWB635FR-A-24	629+13.88	3° 01′ 26.74" (RT)	4,000.00	105.59	211.12	S 38° 19′ 51.10" E	211.10	628+08.30	630+19.42	S 39° 50′ 34.47" E	S 36° 49′ 07.73" E
	PWB635FR-A-25	635+02.76	11° 29′ 44.83" (RT)	1,500.00	150.99	300.96	S 31° 04′ 15.31" E	300.45	633+51.77	636+52.73	S 36° 49′ 07.73" E	S 25° 19′ 22.89" E
	PWB635FR-A-26	639+16.82	3° 40′ 14.96" (LT)	2,000.00	64.09	128.14	S 27° 09′ 30.37" E	128.11	638+52.73	639+80.86	S 25° 19′ 22.89" E	S 28° 59′ 37.85" E
	PWB635FR-A-27	639+92.98	0° 41′ 39.18" (LT)	2,000.00	12.12	24.23	S 29° 20′ 27.44" E	24.23	639+80.86	640+05.10	S 28° 59′ 37.85" E	S 29° 41′ 17.03" E
	PWB635FR-A-28	651+00.42	10° 17′ 53.48" (LT)	3,800.00	342.42	683.00	S 34° 50′ 13.76" E	682.08	647+57.99	654+41.00	S 29° 41′ 17.03" E	S 39° 59′ 10.51" E
	PWB635FR-A-28	651+00.42	10° 17′ 53.48" (LT)	3,800.00	342.42	683.00	S 34° 50′ 13.77" E	682.08	647+57.99	654+41.00	S 29° 41′ 17.03" E	S 39° 59′ 10.51" E
	PWB635FR-A-29	662+44.25	21° 12′ 37.49" (LT)	4,290.00	803.26	1588.12	S 50° 35′ 29.25" E	1579.07	654+41.00	670+29.12	S 39° 59′ 10.51" E	S 61° 11′ 47.99" E
	PWB635FR-A-30	679+80.23	1° 35′ 23.03" (RT)	4,000.00	55.50	110.98	S 60° 24′ 06.48" E	110.98	679+24.74	680+35.72	S 61° 11′ 47.99" E	S 59° 36′ 24.96" E
	PWB635FR-A-31	695+40.76	3° 58′ 37.67" (RT)	15,000.00	520.81	1041.21	S 57° 37′ 06.13" E	1041.00	690+19.94	700+61.15	S 59° 36′ 24.96" E	S 55° 37′ 47.30" E
PWB635GP (60 MPH)	PWB635GP-10	621+48.58	27° 18′ 11.17" (RT)	4,370.00	1,061.38	2,082.43	S 42° 50′ 46.61" E	2,062.78	610+87.20	631+69.64	S 56° 29′ 52.20" E	S 29° 11′ 41.03" E
	PWB635GP-11	651+85.42	22° 11′ 27.93" (LT)	5100.00	1000.17	1975.27	S 40° 17′ 25.00" E	1962.95	641+85.25	661+60.52	S 29° 11′ 41.03" E	S 51° 23′ 08.96" E
	PWB635GP-12	667+41.52	11° 38′ 09.94" (LT)	5702.00	581.00	1158.01	S 57° 12′ 13.93" E	1156.02	661+60.52	673+18.53	S 51° 23′ 08.96" E	S 63° 01′ 18.90" E
	PWB635GP-13	678+39.83	3° 24′ 53.94" (RT)	12052.00	359.27	718.33	S 61° 18′ 51.93" E	718.23	674+80.56	681+98.89	S 63° 01′ 18.9001" E	S 59° 36′ 24.96" E
	PWB635GP-14	693+33.75	4° 11′ 38.80" (RT)	12,052.00	441.3065	882.2189	S 57° 30′ 35.57" E	882.0219	688+92.45	697+74.66	S 59° 36′ 24.96" E	S 55° 24′ 46.17" 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
116	401 S BUCKNER BLVD	DART	VACANT
117	10075 ROYAL LN	SUN COLONY ASSOC LTD	SUN COLONY APTS
120	10062 ROYAL LN	ALISTA LLC	ALISTA VILLAS
122	10130 ROYAL LN	KIDS CARE CENTER INC	CHILDRENS PARADISE
123	10101 ROYAL LN	MBI ENTERPRISES LLC	QUICK TRIP
124	10820 FERNDALE RD	SEAL JOHN B	SINGLE FAMILY RESIDENTIAL
125	555 2ND AVE	DART	RAILROAD
126	10814 FERNDALE RD	LANDIS MARIAN E	SINGLE FAMILY RESIDENTIAL
127	10808 FERNDALE RD	RIVERS JAMES D JR LF EST	SINGLE FAMILY RESIDENTIAL
128	10722 FERNDALE RD	STRINGHAM JAMES B & REBECCA	SINGLE FAMILY RESIDENTIAL
129	10716 FERNDALE RD	GRAY IRMA E	SINGLE FAMILY RESIDENTIAL
130	10111 MILLER RD	DALLAS AREA RAPID TRANSIT	DART VACANT LAND
131	10706 FERNDALE RD	PHILLIPS LANCE M & TONYA	SINGLE FAMILY RESIDENTIAL
132	10636 FERNDALE RD	FOSTER ALTHEA C	SINGLE FAMILY RESIDENTIAL
133	10111 MILLER RD	DALLAS AREA RAPID TRANSIT	DART
134	10630 FERNDALE RD	PERRY TONIA MORENO	SINGLE FAMILY RESIDENTIAL
135	10626 FERNDALE RD	ANDREWS RICHARD C &	SINGLE FAMILY RESIDENTIAL
136	10620 FERNDALE RD	MATTHEWS DAVID MOORE II &	SINGLE FAMILY RESIDENTIAL
137	10616 FERNDALE RD	CIANCIOLA ROBERT M &	SINGLE FAMILY RESIDENTIAL
138	10610 FERNDALE RD	DONNELL LORETTA	SINGLE FAMILY RESIDENTIAL
139		KANSAS CITY SOUTHERN RR	RAILROAD
140	10606 FERNDALE RD	HVEE SIX LLC	SINGLE FAMILY RESIDENTIAL
141	10520 FERNDALE RD	MARONEN SARAH M & JOSEPH LYNN	SINGLE FAMILY RESIDENTIAL
142	10512 FERNDALE RD	DEAN NOLA J	SINGLE FAMILY RESIDENTIAL
143	10506 FERNDALE RD	AMARI SALIHA	SINGLE FAMILY RESIDENTIAL

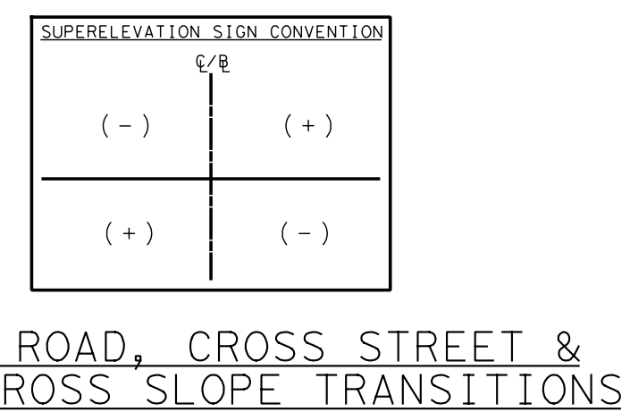
ID #	SITE ADDRESS	OWNER	OCCUPANT
144	10420 FERNDALE RD	CAMPISE SAM A &	SINGLE FAMILY RESIDENTIAL
145	10414 FERNDALE RD	DOSS JAMES A	SINGLE FAMILY RESIDENTIAL
146	10410 FERNDALE RD	DUX STEPHEN & JESSICA MAITTRE	SINGLE FAMILY RESIDENTIAL
147	10404 FERNDALE RD	COPE CLARENCE F & JOYCE P	SINGLE FAMILY RESIDENTIAL
148	10318 FERNDALE RD	LYKINS MELISSA K	SINGLE FAMILY RESIDENTIAL
149	10310 FERNDALE RD	ANDERSON PAULA	SINGLE FAMILY RESIDENTIAL
150	10308 FERNDALE RD	PRESTAGE HELEN W	SINGLE FAMILY RESIDENTIAL
151	10304 FERNDALE RD	HVEE THREE HOLDINGS LLC	SINGLE FAMILY RESIDENTIAL
152	10211 FAIRCREST DR	TRINH QUANG N	SINGLE FAMILY RESIDENTIAL
153	10222 FAIRCREST DR	WOLFE LINDA M	SINGLE FAMILY RESIDENTIAL
154	10300 LBJ FWY	SHORT PARTNERS NO 1 LTD	SINGLE FAMILY RESIDENTIAL
155	10200 FERNDALE RD	TEXAS UTILITIES ELEC CO	TXU SUBSTATION
156	10239 VISTADALE DR	MOORE NICHOLAS J &	SINGLE FAMILY RESIDENTIAL
157	10245 VISTADALE DR	WATKINS MISTY G	SINGLE FAMILY RESIDENTIAL
158	10249 VISTADALE DR	GEORGE VICTORIA	SINGLE FAMILY RESIDENTIAL
159	10255 VISTADALE DR	KLITZKE PAUL KENNETH	SINGLE FAMILY RESIDENTIAL
160	10303 VISTADALE DR	MURPHY ANTOINETTE	SINGLE FAMILY RESIDENTIAL
161	10307 VISTADALE DR	SPEARMAN CHRISTOPHER D	SINGLE FAMILY RESIDENTIAL
162	10311 VISTADALE DR	WOLFGANG EDWARD W & YLVA A	SINGLE FAMILY RESIDENTIAL
163	10315 VISTADALE DR	BOWEN DOUGLAS C &	SINGLE FAMILY RESIDENTIAL
164	10319 VISTADALE DR	PROPERTIES BY DB LLC	SINGLE FAMILY RESIDENTIAL
165	10323 VISTADALE DR	KLACZAK FRANK M JR	SINGLE FAMILY RESIDENTIAL
166	10327 VISTADALE DR	MUDER CHRISTOPHER V	SINGLE FAMILY RESIDENTIAL

ID #	SITE ADDRESS	OWNER	OCCUPANT
167	10403 VISTADALE DR	THANG ZA	SINGLE FAMILY RESIDENTIAL
168	99999 NO NAME ST	KANSAS CITY SOUTHERN RR	RAILROAD CORRIDOR
169	10407 VISTADALE DR	MORRIS HELEN CHARLENE	SINGLE FAMILY RESIDENTIAL
170	10411 VISTADALE DR	HOUSER JUDY	SINGLE FAMILY RESIDENTIAL
171	10417 VISTADALE DR	CORTIMILIA MARY FRANCES	SINGLE FAMILY RESIDENTIAL
172	10423 VISTADALE DR	PACIO TEODORA CRISTOBAL	SINGLE FAMILY RESIDENTIAL
173	10429 VISTADALE DR	JEFFERSON JASON LAMONT	SINGLE FAMILY RESIDENTIAL
174	10433 VISTADALE DR	CEJKA NATHAN D & JAQUELINE	SINGLE FAMILY RESIDENTIAL
175	10437 VISTADALE DR	CHEONG CHUPENG	SINGLE FAMILY RESIDENTIAL
176	10505 CHURCH RD	ALMY JONATHAN W & JENNIFER M	CHURCH PLACE
177	10551 NEW CHURCH RD	PRIESING TED	TED S AUTOMOTIVE
178	10557 NEW CHURCH RD	FIRRA WALTER M & JOAN C	FIRRA THERAPEUTICS
179	10561 NEW CHURCH RD	K & C INVESTMENTS	SCOTT ROOFING AND SIDING
180	10601 NEW CHURCH RD	LEE LIN FONG	ALIBABAS BAR AND GRILL
181	10611 NEW CHURCH RD	KERICO THEODORE &	TEXAS WRECKER SALES CUSTOM HITCHES
182	10631 NEW CHURCH RD	NEELY LIVING TRUST THE	VACANT
183	10650 NEW CHURCH RD	EASON KENNETH D &	SHELL FOOD MART
184	10025 PLANO RD	NEELY LIVING TRUST THE	MILLER GRASS
185	9938 PLANO RD	FPS RE DALLAS LLC	MOTION CYCLE SPORTS
186	10771 ESTATE LN	WANDERLUST INTERNATIONAL	FIRST FLOORS
187	10700 WALNUT HILL LN	DALLAS CITY OF	B B OWEN PARK
509	10200 FERNDALE RD	TEXAS UTILITIES ELEC CO	TXU SUBSTATION
510	9926 SPRINGFORD DR	KENYON JON MICHAEL	SINGLE FAMILY RESIDENTIAL
512A	10155 PLANO RD	SHORT PARTNERS NO 1	VACANT
512B	10155 PLANO RD	SHORT PARTNERS I LTD THE	NEWARK ELECTRONICS CSU INMANS TELEVISION SER CTR
513	10200 PLANO RD	CALATAN PARTNERS LP	INTERSTATE BATTERY
514A	10100 PLANO RD	TEXAS UTILITIES ELEC CO	EASEMENT
514B	11200 KINGSLEY RD	TEXAS UTILITIES ELEC CO	LAND ONLY

SUPERELEVATION

BASELINE	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
PEB635GP (60 MPH)	619+24.00	-3.60%	620+18.00	-2.50%
	622+66.00	-2.50%	623+60.00	-3.60%
	632+00.00	-3.60%	638+61.00	3.10%
	654+35.00	3.10%	654+70.00	2.70%
PWB635GP (60 MPH)	630+79.00	-3.40%	636+84.00	2.50%
	641+48.00	2.50%	641+91.00	3.00%
	661+35.00	3.00%	661+61.00	2.70%
PIH635 (EB) (60 MPH)	631+12.00	-3.10%	631+42.00	-2.50%
	637+84.00	-2.50%	640+18.00	2.70%
	671+98.00	2.70%	674+32.00	-2.50%
PIH635 (WB) (60 MPH)	630+42.00	-3.10%	634+16.00	2.50%
	639+60.00	2.50%	639+94.00	3.25%
	654+79.00	3.25%	655+04.00	2.70%
	672+42.00	2.70%	672+54.00	2.50%
MREEFOR (60 MPH)	19+39.00	3.10%	19+52.00	2.70%
MRWXFOR (60 MPH)	19+16.00	2.50%	19+40.00	3.25%
PREEROY (40 MPH)	14+24.00	-2.00%	15+38.00	2.70%
PRWXROY (40 MPH)	16+25.00	2.00%	16+41.88	2.70%
PREXKIN (40 MPH)	16+33.00	-2.50%	16+46.00	-2.00%

SUPERELEVATION SIGN CONVENTION



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

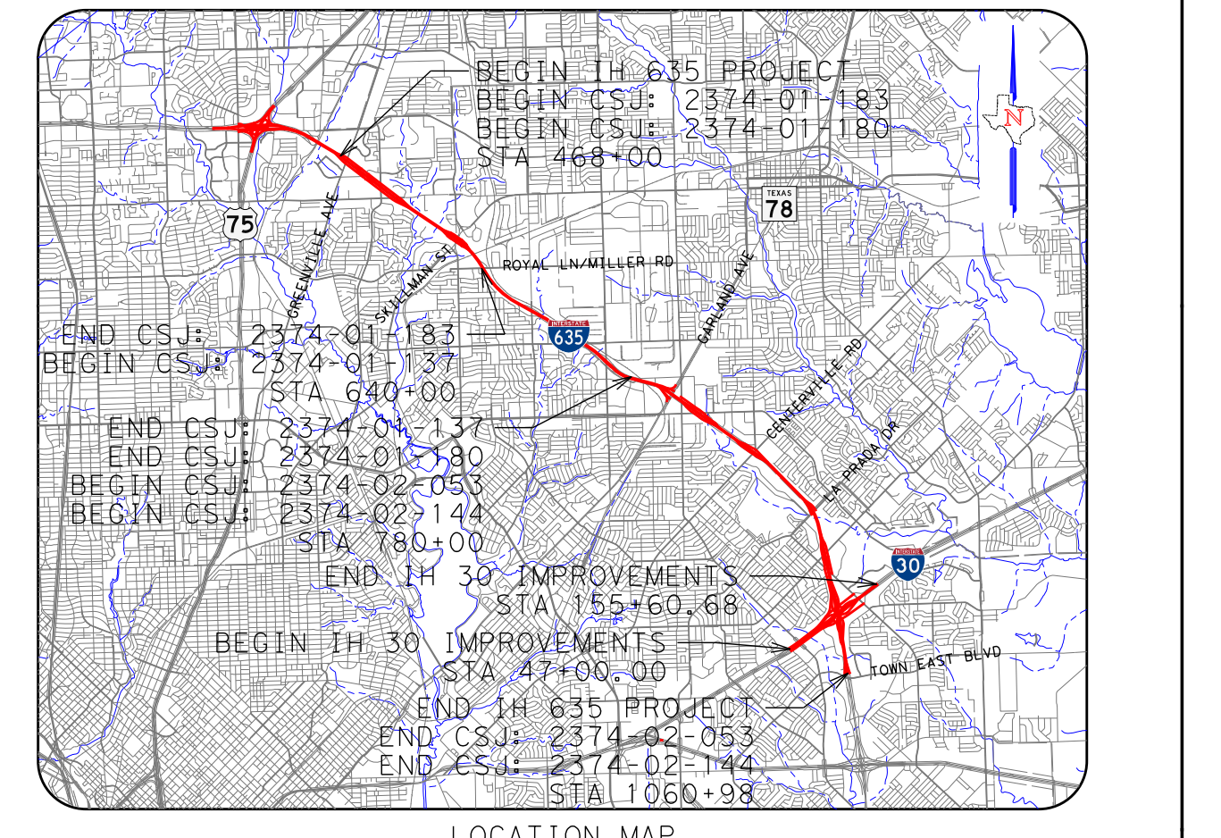
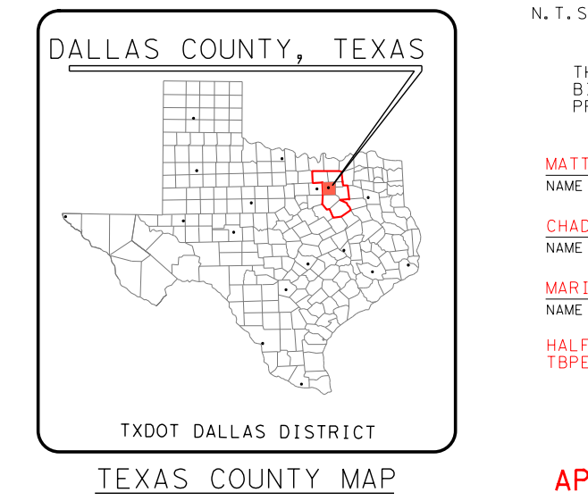
BASELINE	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
PEB635FR (PROY)	630+06.00	-2.00%	630+54.00	-0.85%
	632+26.00	-0.85%	632+61.00	-2.00%
PWB635FR (PROY)	636+70.00	2.00%	637+85.00	-1.80%
	639+61.00	-1.80%	640+16.00	-0.50%
	641+04.00	-0.50%	642+08.00	2.00%
PEB635FR (PPLA)	681+76.00	-2.00%	682+38.00	-0.50%
	684+20.00	-0.50%	684+68.00	-2.00%
PWB635FR (PPLA)	681+63.00	2.00%	682+58.00	-1.00%
	684+45.00	-1.00%	685+68.00	2.00%
PROY (LT)	14+96.00	2.00%	15+21.00	1.50%
	20+62.00	1.50%	20+87.00	2.00%
PROY (RT)	13+20.00	-2.00%	15+83.00	1.50%
	20+05.00	1.50%	22+10.00	-2.00%
PPLA (LT)	15+63.00	2.00%	16+26.00	0.75%
	16+89.00	0.75%	17+60.00	2.00%
	19+79.00	2.00%	20+70.00	0.40%
	20+70.00	0.40%	21+50.00	2.00%
PPLA (RT)	14+67.00	-2.00%	15+63.00	-0.30%
	16+04.00	-0.30%	16+95.00	-2.00%
	19+38.00	-2.00%	20+17.00	-0.60%
	20+50.00	-0.60%	21+25.00	-2.00%
PROY-U1	10+10.00	-0.85%	10+83.00	1.50%
	14+47.00	1.50%	14+57.00	1.80%
PROY-U2	10+08.00	2.00%	10+24.00	1.50%
	13+99.00	1.50%	14+61.00	-0.50%
PPLA-U1	10+07.00	-2.00%	11+31.00	2.00%
	13+34.00	2.00%	13+65.00	1.00%
PPLA-U2	10+08.00	0.50%	10+85.00	-2.00%
	12+41.00	-2.00%	13+65.00	2.00%

* 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.

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
2374-01-180 & 2374-02-144: CONSTRUCT NOISE WALLS

MAY 2018
ROLL 3 OF 24

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: 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.
THESE DOCUMENTS ARE NOT INTENDED FOR PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:
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MARIA F. GUERRA 121650 05-25-2018
HALFF ASSOCIATES, INC. TBPE FIRM #F-312
DATE APPROVED: JULY 21, 2017
VERTICAL SCALE: 0 10 20 30 40
HORIZONTAL SCALE: 0 100 200 300 400
HALFF 1201 NORTH BOWSER ROAD RICHARDSON, TEXAS 75081-2275 TEL (214) 346-6200 FAX (214) 739-0095
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