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

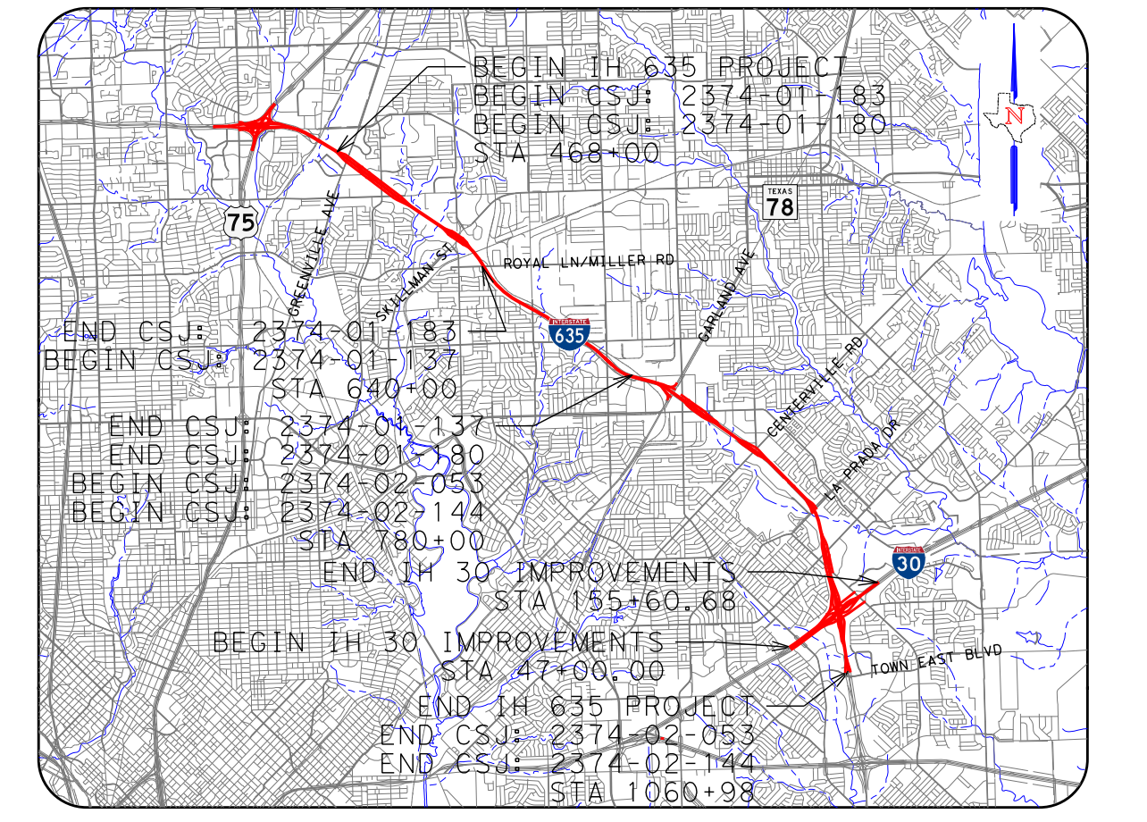
DESIGN SCHEMATIC
IH 635 LBJ EAST PROJECT - ULTIMATE DESIGN
FROM EAST OF US 75 TO SOUTH OF IH 30
DALLAS COUNTY, TEXAS
CSJ LIMITS:
2374-01-183: EAST OF US 75 TO MILLER ROAD
2374-01-137: MILLER ROAD TO WEST OF THE KCS RR
2374-02-053: WEST OF THE KCS RR TO IH 30
2374-01-180 & 2374-02-144: CONSTRUCT NOISE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

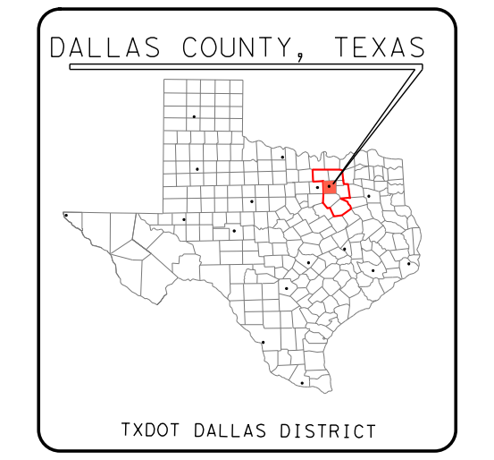
MAY 2018
ROLL 5 OF 24

		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
BEGIN CSJ: 2374-01-183
BEGIN CSJ: 2374-01-180
STA 468+00
END CSJ: 2374-01-183
BEGIN CSJ: 2374-01-137
STA 640+00
END CSJ: 2374-01-137
END CSJ: 2374-01-180
BEGIN CSJ: 2374-02-053
BEGIN CSJ: 2374-02-144
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
END CSJ: 2374-02-144
STA 1060+98
75
78
635
30
ROYAL LN/MILLER RD
TOWN EAST BLVD
LOCATION MAP
N.T.S.


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT
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:

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

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:

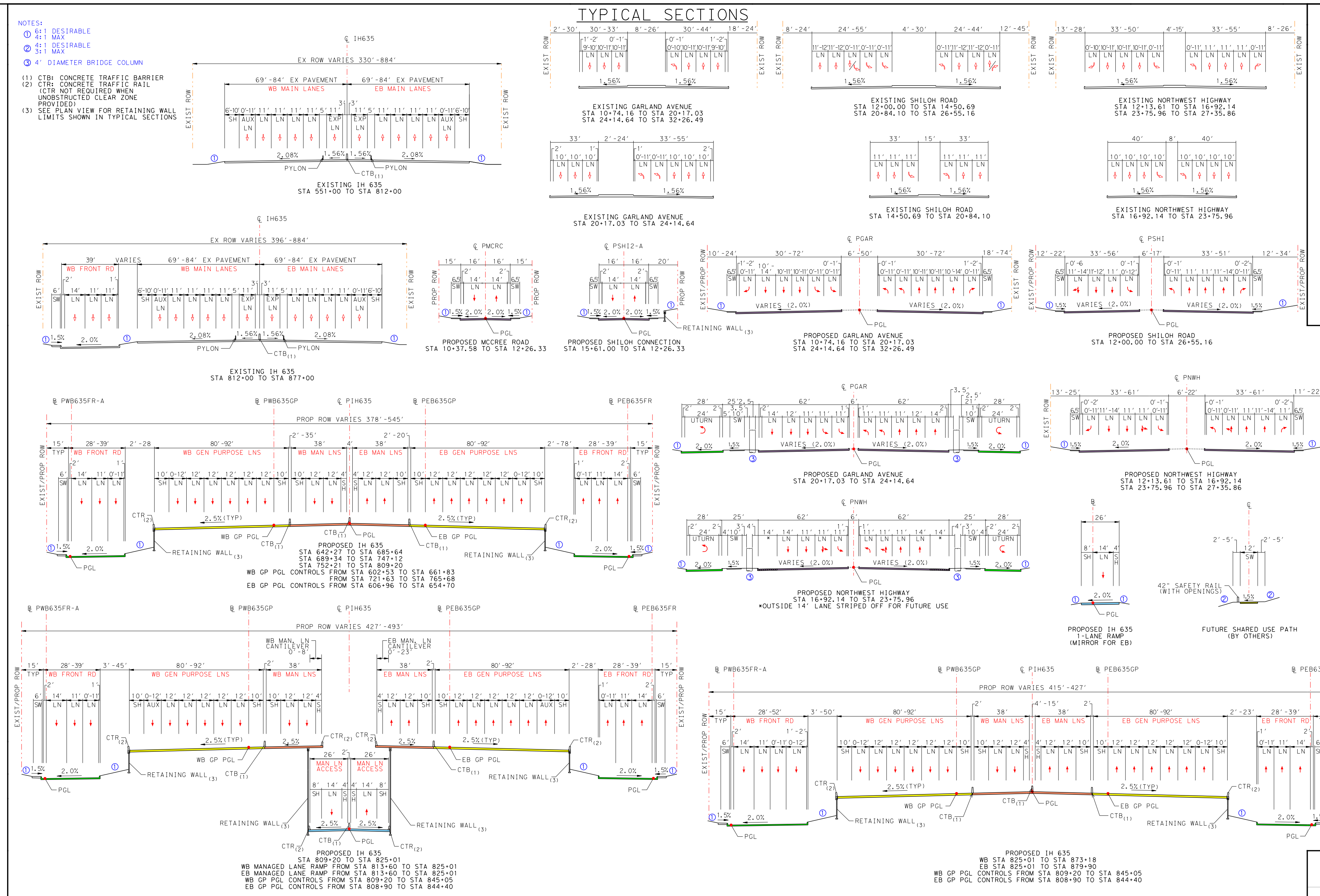
- EXISTING ROW
- EXISTING ACCESS DENIAL
- EXISTING EASEMENT
- EXISTING PROPERTY LIMITS
- EXISTING STORM SEWER
- EXISTING 100 YR FLOODPLAIN LIMITS
- EXISTING PLANIMETRIC FEATURES
- EXISTING TOPOGRAPHIC CONTOURS (5-FT INTERVALS)
- EXISTING TELEPHONE / CABLE / FIBER LINE
- EXISTING WATER LINE
- EXISTING 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 PROVIDING 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.

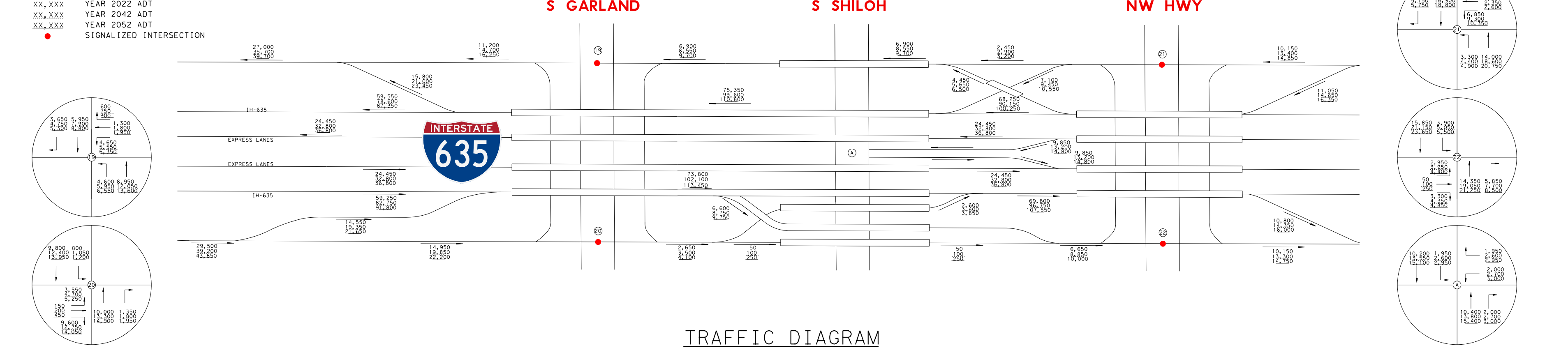
TYPICAL SECTIONS

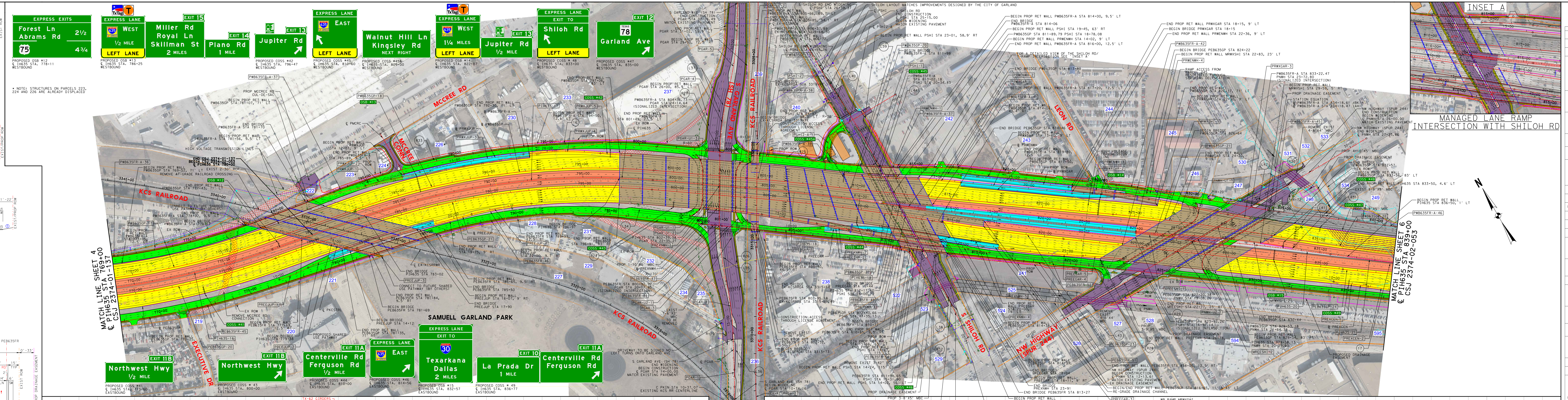
NOTES:
① 6:1 DESIRABLE 4:1 MAX
② 4:1 DESIRABLE 3:1 MAX
③ 4' DIAMETER BRIDGE COLUMN
(1) CTB: CONCRETE TRAFFIC BARRIER
(2) CTR: CONCRETE TRAFFIC RAIL (CTR NOT REQUIRED WHEN UNOBSTRUCTED CLEAR ZONE PROVIDED)
(3) SEE PLAN VIEW FOR RETAINING WALL LIMITS SHOWN IN TYPICAL SECTIONS


EXISTING IH 635 STA 551+00 TO STA 812+00
EXISTING IH 635 STA 812+00 TO STA 877+00
EXISTING GARLAND AVENUE STA 10+74.16 TO STA 20+17.03 STA 24+14.64 TO STA 32+26.49
EXISTING GARLAND AVENUE STA 20+17.03 TO STA 24+14.64
EXISTING SHILOH ROAD STA 12+00.00 TO STA 14+50.69 STA 20+84.10 TO STA 26+55.16
EXISTING SHILOH ROAD STA 14+50.69 TO STA 20+84.10
EXISTING NORTHWEST HIGHWAY STA 12+13.61 TO STA 16+92.14 STA 23+75.96 TO STA 27+35.86
EXISTING NORTHWEST HIGHWAY STA 16+92.14 TO STA 23+75.96
PROPOSED MCCREE ROAD STA 10+37.58 TO STA 12+26.33
PROPOSED SHILOH CONNECTION STA 15+61.00 TO STA 12+26.33
PROPOSED GARLAND AVENUE STA 10+74.16 TO STA 20+17.03 STA 24+14.64 TO STA 32+26.49
PROPOSED SHILOH ROAD STA 12+00.00 TO STA 26+55.16
PROPOSED GARLAND AVENUE STA 20+17.03 TO STA 24+14.64
PROPOSED NORTHWEST HIGHWAY STA 12+13.61 TO STA 16+92.14 STA 23+75.96 TO STA 27+35.86
PROPOSED NORTHWEST HIGHWAY STA 16+92.14 TO STA 23+75.96
*OUTSIDE 14' LANE STRIPED OFF FOR FUTURE USE
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
PROPOSED IH 635 1-LANE RAMP (MIRROR FOR EB)
FUTURE SHARED USE PATH (BY OTHERS)
42" SAFETY RAIL (WITH OPENINGS)
PROPOSED IH 635 STA 809+20 TO STA 825+01
WB MANAGED LANE RAMP FROM STA 813+60 TO STA 825+01
EB MANAGED LANE RAMP FROM STA 813+60 TO STA 825+01
WB GP PGL CONTROLS FROM STA 809+20 TO STA 845+05
EB GP PGL CONTROLS FROM STA 808+90 TO STA 844+40
PROPOSED IH 635 WB STA 825+01 TO STA 873+18 EB STA 825+01 TO STA 879+90
WB GP PGL CONTROLS FROM STA 809+20 TO STA 845+05
EB GP PGL CONTROLS FROM STA 808+90 TO STA 844+40

TRAFFIC LEGEND:

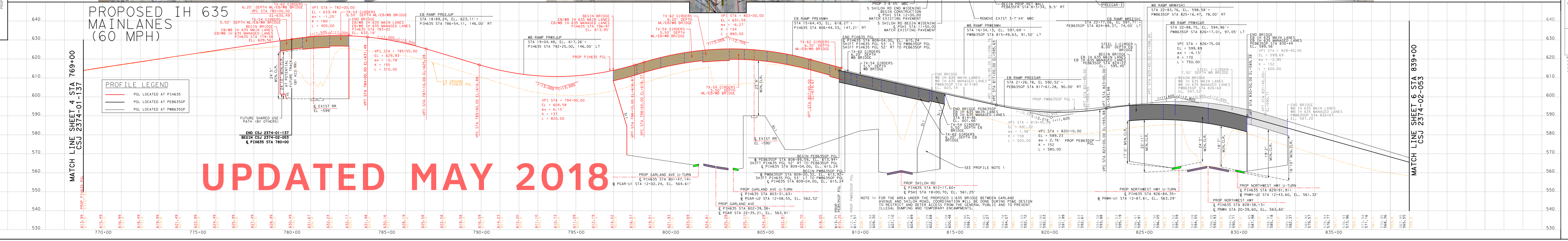
XX,XXX YEAR 2022 ADT
XX,XXX YEAR 2042 ADT
XX,XXX YEAR 2052 ADT
● SIGNALIZED INTERSECTION


S GARLAND
S SHILOH
NW HWY
IH-635
EXPRESS LANES
INTERSTATE 635
TRAFFIC DIAGRAM


EXPRESS EXITS Forest Ln 2½ Abrams Rd 75 4¾
EXPRESS LANE West 635 ½ MILE LEFT LANE
EXIT 15 Miller Rd Royal Ln Skillman St 2 MILES
EXIT 14 Plano Rd 1 MILE
EXIT 13 Jupiter Rd
EXPRESS LANE East 635 LEFT LANE
Walnut Hill Ln Kingsley Rd NEXT RIGHT
EXPRESS LANE West 635 1¼ MILES LEFT LANE
EXIT 13 Jupiter Rd ½ MILE
EXPRESS LANE EXIT TO Shiloh Rd LEFT LANE
EXIT 12 78 Garland Ave
EXIT 11B Northwest Hwy ½ MILE
Northwest Hwy
EXIT 11A Centerville Rd Ferguson Rd ½ MILE
EXPRESS LANE East 635
EXPRESS LANE EXIT TO 30 Texarkana Dallas 2 MILES
EXIT 10 La Prada Dr 1 MILE
EXIT 11A Centerville Rd Ferguson Rd
MCCREE RD
KCS RAILROAD
S GARLAND AVE (SH 78)
S SHILOH RD
LEON RD
NW HIGHWAY (SPUR 244)
EXECUTIVE DR
SAMUELL GARLAND PARK
SHILOH LAYOUT MATCHES IMPROVEMENTS DESIGNED BY THE CITY OF GARLAND
* NOTE: STRUCTURES ON PARCELS 223, 224 AND 226 ARE ALREADY DISPLACED
INSET A
MANAGED LANE RAMP INTERSECTION WITH SHILOH RD

MATCH LINE SHEET 4
℄ PIH635 STA 769+00
CSJ 2374-01-137

MATCH LINE SHEET 6
℄ PIH635 STA 839+00
CSJ 2374-02-053



UPDATED MAY 2018

NOTE 1: FOR THE AREA UNDER THE PROPOSED I-635 BRIDGE BETWEEN GARLAND AVENUE AND SHILOH ROAD, COORDINATION WILL BE DONE DURING PS&E DESIGN TO RESTRICT AND DETER ACCESS FROM THE GENERAL PUBLIC AND TO PREVENT ILLEGAL DUMPING AND HOMELESS ENCAMPMENTS.

HORIZONTAL ALIGNMENT DATA

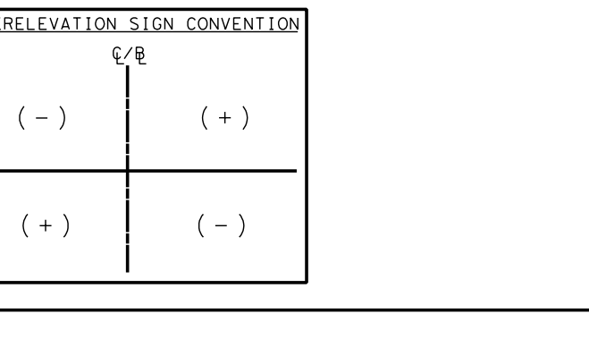
ROLL 5

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
MREESHI (40 MPH)	MREESHI-1	24+34.28	3° 23′ 53.28" (RT)	5300.00	157.21	314.34	S 52° 23′ 36.18" E	314.29	22+77.06	25+91.40	S 54° 05′ 32.82" E	S 50° 41′ 39.54" E
	MREESHI-2	27+04.12	3° 23′ 53.28" (LT)	3800.00	112.72	225.37	S 52° 23′ 36.18" E	225.34	25+91.40	28+16.77	S 50° 41′ 39.54" E	S 54° 05′ 32.82" E
MRWXSHI (40 MPH)	MRWXSHI-1	23+88.97	3° 10′ 18.23" (LT)	3800.00	105.21	210.36	S 55° 40′ 41.94" E	210.33	22+83.76	24+94.12	S 54° 05′ 32.82" E	S 57° 15′ 51.06" E
	MRWXSHI-2	27+87.40	6° 20′ 04.89" (RT)	5300.00	293.29	585.97	S 54° 05′ 48.62" E	585.68	24+94.12	30+80.09	S 57° 15′ 51.06" E	S 50° 55′ 46.17 E
PEB635FR (40 MPH)	PEB635FR-45	763+37.27	32 * 55′ 56.94" (LT)	4,570.00	1350.77	2626.75	S 61 * 51′ 49.99" E	2590.74	749+86.50	776+13.25	S 45 * 23′ 51.52" E	S 78 * 19′ 48.46" E
	PEB635FR-46	790+47.15	24° 14′ 15.64" (RT)	2,600.00	558.29	1099.87	S 66° 12′ 40.64" E	1091.69	784+88.87	795+88.74	S 78° 19′ 48.46" E	S 54° 05′ 32.82" E
	PEB635FR-47	800+80.02	3° 08′ 19.00" (LT)	1,000.00	27.40	54.78	S 55° 39′ 42.33" E	54.77	800+52.62	801+07.40	S 54° 05′ 32.82" E	S 57 ° 13′ 51.83" E
	PEB635FR-48	801+34.80	3° 08′ 19.00" (RT)	999.9999	27.40	54.78	S 55° 39′ 42.33" E	54.77	801+07.40	801+62.18	S 57° 13′ 51.83" E	S 54 ° 05′ 32.82" E
	PEB635FR-49	809+93.84	4° 37′ 14.11" (RT)	2,000.00	80.69	161.29	S 51° 46′ 55.77" E	161.25	809+13.15	810+74.44	S 54° 05′ 32.82" E	S 49° 28′ 18.72" E
	PEB635FR-50	811+55.13	4° 37′ 14.11" (LT)	2,000.00	80.69	161.29	S 51° 46′ 55.77" E	161.25	810+74.44	812+35.73	S 49° 28′ 18.72" E	S 54° 05′ 32.82" E
	PEB635FR-51	818+17.98	4° 03′ 08.16" (LT)	2,000.00	70.75	141.45	S 56° 07′ 06.91" E	141.42	817+47.23	818+88.68	S 54° 05′ 32.82" E	S 58° 08′ 40.99" E
	PEB635FR-52	819+59.43	4° 03′ 08.16" (RT)	2,000.00	70.75	141.45	S 56° 07′ 06.91" E	141.42	818+88.68	820+30.13	S 58° 08′ 40.99" E	S 54° 05′ 32.82" E
PEB635GP (60 MPH)	PEB635GP-20(2)	765+30.61	34° 46′ 36.37 " (LT)	4252.00	1331.55	2580.83	S 62° 28′ 56.5302" E	2541.40	751+99.06	777+79.89	S 45° 05′ 38.3495" E	S 79° 52′ 14.7109" E
	PEB635GP-21(2)	790+82.62	24° 18′ 29.06 " (RT)	3748.00	807.20	1590.11	S 67° 43′ 00.1855" E	1578.21	782+75.42	798+65.53	S 79° 52′ 14.7109" E	S 55° 33′ 45.6602" E
	PEB635GP-22	808+78.18	4° 52′ 59.97 " (RT)	12000.00	511.69	1022.76	S 53° 07′ 15.6768" E	1022.45	803+66.49	813+89.25	S 55° 33′ 45.6602" E	S 50° 40′ 45.6934" E
	PEB635GP-23	817+46.77	3° 24′ 47.14 " (LT)	12000.00	357.52	714.84	S 52° 23′ 09.2588" E	714.73	813+89.25	821+04.09	S 50° 40′ 45.6934" E	S 54° 05′ 32.8243" E
	PEB635GP-24	838+84.10	2° 30′ 30.88 " (LT)	12000.00	262.74	525.40	S 55° 20′ 48.2630" E	525.35	836+21.36	841+46.76	S 54° 05′ 32.8243" E	S 56° 36′ 03.7017" E
PGAR (40 MPH)	PGAR-1	11+90.52	2° 37′ 43.15" (LT)	2000.00	45.89	91.76	N 28° 59′ 5.71" E	91.75	11+44.64	12+36.39	N 30° 17′ 57.29" E	N 27° 40′ 14.14" E
	PGAR-2	15+76.38	10° 47′ 9.61" (LT)	1500.00	141.61	282.38	N 22° 16′ 39.33" E	281.96	14+34.77	17+17.15	N 27° 40′ 14.14" E	N 16° 53′ 4.53" E
	PGAR-3	18+93.07	13° 22′ 42.65" (RT)	1500.00	175.92	350.25	N 23° 34′ 25.85" E	349.45	17+17.15	20+67.40	N 16° 53′ 4.53" E	N 30° 15′ 47.17" E
	PGAR-4	25+77.32	13° 51′ 37.87" (RT)	1500.00	182.32	362.87	N 37° 11′ 36.11" E	361.98	23+95.00	27+57.87	N 30° 15′ 47.17" E	N 44° 07′ 25.04" E
	PGAR-5	29+32.03	13° 14′ 44.56" (LT)	1500.00	174.16	346.77	N 37° 30′ 2.77" E	346.00	27+57.87	31+04.64	N 44° 07′ 25.04" E	N 30° 52′ 40.49" E
PGAR-U1 (15 MPH)	PGAR-U1-1	10+21.48	19° 21′ 1.85" (LT)	126.00	21.48	42.55	N 88° 57′ 58.49" E	42.35	10+00.00	10+42.55	S 81° 21′ 30.58" E	N 79° 17′ 27.56" E
	PGAR-U1-2	10+81.77	49° 01′ 40.39" (LT)	86.00	39.22	73.59	N 54° 46′ 37.37" E	71.36	10+42.55	11+16.14	N 79° 17′ 27.56" E	N 30° 15′ 47.17" E
	PGAR-U1-3	13+25.56	47° 11′ 55.39" (LT)	116.00	50.68	95.56	N 6° 39′ 49.48" E	92.88	12+74.89	13+70.44	N 30° 15′ 47.17" E	N 16° 56′ 8.21" W
PGAR-U2 (15 MPH)	PGAR-U2-1	10+49.27	46° 01′ 42.31" (RT)	116.00	49.27	93.19	N 7° 14′ 56.02" E	90.70	10+00.00	10+93.19	N 15° 45′ 55.14" W	N 30° 15′ 47.17" E
	PGAR-U2-2	13+16.57	52° 11′ 21.69" (RT)	96.00	47.02	87.44	N 56° 21′ 28.02" E	84.45	12+69.55	13+56.99	N 30° 15′ 47.17" E	N 82° 27′ 08.87" E
	PGAR-U2-3	13+49.06	14° 54′ 39.26" (RT)	126.00	16.49	32.79	N 80° 33′ 50.43" E	32.70	13+32.58	13+65.37	N 73° 06′ 30.80" E	N 88° 01′ 10.06" E
PIH635 (60 MPH)	PIH635-16(1)	765+35.97	34° 46′ 36.36" (LT)	4200.00	1315.27	2549.27	S 62° 28′ 56.53" E	2510.32	752+20.71	777+69.98	S 45° 05′ 38.35" E	S 79° 52′ 14.71" E
	PIH635-17(1)	790+83.91	24° 18′ 29.05" (RT)	3800.00	818.40	1612.17	S 67° 43′ 0.19" E	1600.11	782+65.51	798+77.68	S 79° 52′ 14.71" E	S 55° 33′ 45.66" E
	PIH635-18	807+50.22	3° 31′ 55.03" (RT)	12052.00	371.59	742.94	S 53° 47′ 48.15" E	742.82	803+78.64	811+21.57	S 55° 33′ 45.66" E	S 52° 01′ 50.63" E
	PIH635-19	813+37.50	2° 03′ 42.19" (LT)	12000.00	215.93	431.81	S 53° 03′ 41.73" E	431.78	811+21.57	815+53.38	S 52° 01′ 50.63" E	S 54° 05′ 32.82" E
	PIH635-20	833+57.43	1° 55′ 7.23" (RT)	12000.00	200.94	401.85	S 53° 07′ 59.21" E	401.83	831+56.49	835+58.34	S 54° 05′ 32.82" E	S 52° 10′ 25.59" E
	PIH635-21	838+77.00	3° 01′ 45.07" (LT)	12052.00	318.66	637.18	S 53° 41′ 18.13" E	637.11	835+58.34	841+95.52	S 52° 10′ 25.59" E	S 55° 12′ 10.66" E
PMCRC(4) (30 MPH)	--	10+00.00	--	--	--	--	--	--	--	--	--	S 0°44′56.89" E
	--	12+53.27	--	--	--	--	--	--	--	--	S 0°44′56.89" E	--
PKCSTRL(4) (TRAIL)	--	10+00.00	--	--	--	--	--	--	--	--	--	S 46°32′22.65" E
	--	17+65.85	--	--	--	--	--	--	--	--	S 46°32′22.65" E	--
EX-KCSRRDA (RAILROAD)	EX-KCRRDA-2	3305+17.90	25° 18′ 43.15" (RT)	1000.00	224.55	441.78	N 17° 23′ 13.43" E	438.19	3302+93.35	3307+35.13	N 4°43′51.85" E	N 30°02′35.00" E
PNWH(4) (40 MPH)	--	10+00.00	--	--	--	--	--	--	--	--	--	N 88°55′46.62" E
	--	30+98.46	--	--	--	--	--	--	--	--	N 88°55′46.62" E	--
PNWH-U1 (15 MPH)	PNWH-U1-1	15+05.83	96° 06′ 55.92" (LT)	74.00	82.35	124.14	N 42° 14′ 34.44" E	110.09	14+23.47	15+47.61	S 89° 41′ 57.59" E	N 5° 48′ 53.52" W
PNWH-U2 (15 MPH)	PNWH-U2-1	10+93.34	100° 13′ 51.54" (RT)	78.00	93.34	136.45	N 38° 48′ 50.85" E	119.70	10+00.00	11+36.45	N 11° 18′ 4.92" W	N 88° 55′ 46.62" E
PREEGAR (40 MPH)	PREEGAR-1	9+90.99	7° 55′ 03.24" (LT)	1050.00	72.66	145.10	S 58° 03′ 04.44" E	144.98	9+18.33	10+63.42	S 54° 05′ 32.82" E	S 62° 00′ 36.06" E
	PREEGAR-2(1)	14+35.47	10° 59′ 38.76" (RT)	2270.00	218.46	435.57	S 56° 30′ 46.68" E	434.91	12+17.01	16+52.59	S 62° 00′ 36.06" E	S 51° 00′ 57.30" E
	PREEGAR-3	19+74.55	1° 26′ 34.61" (LT)	12090.00	152.25	304.48	S 51° 44′ 14.61" E	304.47	18+22.31	21+26.78	S 51° 00′ 57.30" E	S 52° 27′ 31.92" E
	PREEGAR-4	23+55.87	4° 57′ 00.18" (LT)	5300.00	229.09	457.89	S 54° 56′ 02.01" E	457.75	21+26.78	25+84.68	S 52° 27′ 31.92" E	S 57° 24′ 32.10" E
	PREEGAR-5	26+94.68	3° 18′ 59.28" (RT)	3800.00	110.01	219.96	S 55° 45′ 02.46" E	219.93	25+84.68	28+04.63	S 57° 24′ 32.10" E	S 54° 05′ 32.82" E
PREEJUP (40 MPH)	PREEJUP-1	10+84.21	9° 10′ 14.89" (LT)	1050.00	84.21	168.06	S 82° 54′ 55.91" E	167.88	10+00.00	11+68.06	S 78° 19′ 48.46" E	S 87° 30′ 3.35" E
	PREEJUP-2	12+31.05	6° 51′ 57.26" (RT)	1050.00	62.99	125.82	S 84° 04′ 4.72" E	125.75	11+68.06	12+93.89	S 87° 30′ 3.35" E	S 80° 38′ 6.09" E
	PREEJUP-3	16+39.15	5° 35′ 25.11" (RT)	3800.00	185.53	370.76	S 77° 50′ 23.53" E	370.62	14+53.62	18+24.38	S 80° 38′ 6.09" E	S 75° 02′ 40.98" E
	PREEJUP-4	22+62.41	9° 25′ 9.22" (RT)	2000.00	164.77	328.79	S 70° 20′ 6.37" E	328.42	20+97.64	24+26.43	S 75° 02′ 40.98" E	S 65° 37′ 31.76" E
PREXCEN (40 MPH)	PREXCEN-1	10+93.77	2° 49′ 37.68" (RT)	3800.00	93.77	187.50	S 52° 40′ 43.98" E	187.48	10+00.00	11+87.50	S 54° 05′ 32.82" E	S 51° 15′ 55.14" E
	PREXCEN-2	14+16.21	4° 56′ 30.56" (LT)	5300.00	228.71	457.13	S 53° 44′ 10.42" E	456.99	11+87.50	16+44.63	S 51° 15′ 55.14" E	S 56° 12′ 25.7" E
PREXNWH (40 MPH)	PREXNWH-1	12+47.22	4° 43′ 00.97" (RT)	3800.00	156.51	312.84	S 53° 12′ 15.18" E	312.75	10+90.71	14+03.55	S 55° 33′ 45.66" E	S 50° 50′ 44.69" E
	PREXNWH-2	17+91.74	2° 37′ 46.45" (RT)	3800.00	87.22	174.40	S 49° 31′ 51.47" E	174.38	17+04.52	18+78.92	S 50° 50′ 44.69" E	S 48° 12′ 58.24" E
	PREXNWH-3	21+47.35	5° 52′ 34.58" (LT)	5230.00	268.43	536.39	S 51° 09′ 15.53" E	536.16	18+78.92	24+15.31	S 48° 12′ 58.24" E	S 54° 05′ 32.82" E
	PREXNWH-4	24+73.82	6° 22′ 42.89" (RT)	1050.00	58.51	116.89	S 50° 54′ 11.38" E	116.83	24+15.31	25+32.21	S 54° 05′ 32.82" E	S 47° 42′ 49.93" E
	PREXNWH-5	25+90.71	6° 22′ 42.89" (LT)	1050.00	58.51	116.89	S 50° 54′ 11.38" E	116.83	25+32.21	26+49.10	S 47° 42′ 49.94" E	S 54° 05′ 32.82" E
PRWENWH (40 MPH)	PRWENWH-1	11+43.21	4° 19′ 00.06" (LT)	3800.00	143.21	286.29	S 56° 16′ 40.65" E	286.23	10+00.00	12+86.29	S 54° 07′ 10.62" E	S 58° 26′ 10.68" E
	PRWENWH-2	14+60.28	3° 45′ 37.78" (RT)	5300.00	173.99	347.85	S 56° 33′ 21.79" E	347.79	12+86.29	16+34.15	S 58° 26′ 10.68" E	S 54° 40′ 32.90" E
	PRWENWH-3	23+14.80	7° 29′ 36.78" (LT)	1200.00	78.58	156.94	S 58° 25′ 21.28" E	156.83	22+36.22	23+93.16	S 54° 40′ 32.90" E	S 62° 10′ 09.67" E
	PRWENWH-4	26+47.74	12° 57′ 00.71" (RT)	1050.00	119.17	237.32	S 55° 41′ 39.31" E	236.82	25+28.57	27+65.89	S 62° 10′ 09.67" E	S 49° 13′ 08.96" E
PRWXGAR (40 MPH)	PRWXGAR-1	10+77.72	5° 54′ 10.29" (RT)	2,700.00	139.21	278.17	S 57° 02′ 37.97" E	278.04	9+38.51	12+16.68	S 59° 59′ 43.11" E	S 54° 05′ 32.82" E
	PRWXGAR-2	20+18.22	4° 44′ 23.04" (RT)	5,300.00	219.34	438.44	S 51° 43′ 21.30" E	438.31	17+98.87	22+37.31	S 54° 05′ 32.82" E	S 49° 21′ 09.78" E
	PRWXGAR-3	27+33.69	1° 51′ 37.70" (LT)	3,800.00	61.7	123.39	S 50° 16′ 58.63" E	123.39	26+71.99	27+95.38	S 49° 21′ 09.78" E	S 51° 12′ 47.48" E
PRWXJUP (40 MPH)	PRWXJUP-1	10+78.65	8° 34′ 1.98" (RT)	1050.00	78.65	157.00	S 75° 57′ 41.57" E	156.86	10+00.00	11+57.00	S 80° 14′ 42.56" E	S 71° 40′ 40.58" E
	PRWXJUP-2	11+89.53	3° 32′ 56.32" (LT)	1050.00	32.53	65.04	S 73° 27′ 8.74" E	65.03	11+57.00	12+22.04	S 71° 40′ 40.58" E	S 75° 13′ 36.9" E
	PRWXJUP-3(1)	17+18.69	11° 48′ 6.79" (RT)	3000.00	310.07	617.95	S 69° 19′ 33.5" E	616.85	14+08.62	20+26.56	S 75° 13′ 36.9" E	S 63° 25′ 30.11" E
	PRWXJUP-4	22+33.86	8° 10′ 46.39" (RT)	2000.00	143.00	285.52	S 59° 20′ 6.91" E	285.28	20+90.85	23+76.37	S 63° 25′ 30.11" E	S 55° 14′ 43.71" E
	PRWXJUP-5	24+60.25	2° 31′ 44.01" (LT)	3800.00	83.87	167.72	S 56° 30′ 35.72" E	167.71	23+76.37	25+44.10	S 55° 14′ 43.71" E	S 57° 46′ 27.72" E
PSHI (40 MPH)	PSHI-1	22+85.43	6° 01′ 52.39" (LT)	4000.00	210.72	421.06	N 0° 54′ 39.89" W	420.86	20+74.70	24+95.76	N 2° 06′ 16.3" E	N 3° 55′ 36.08" W
	PSHI-2	26+07.51	2° 58′ 38.48" (RT)	1000.00	25.99	51.96	N 2° 26′ 16.84" W	51.96	25+81.52	26+33.49	N 3° 55′ 36.08" W	N 0° 56′ 57.6" W
PSHI2-A (30 MPH)	PSHI2-A-1	14+17.65	52° 41′ 18.99" (LT)	150.00	74.28	137.94	S 62° 46′ 23.67" W	133.13	13+43.37	14+81.31	S 89° 07′ 3.17" W	S 36° 25′ 44.18" W
PWB635FR-A (40 MPH)	PWB635FR-A-36	774+82.84	14° 21′ 21.78" (LT)	3,530.00	444.57	884.48	S 74° 08′ 12.18" E	882.17	770+38.27	779+22.75	S 66° 57′ 31.29" E	S 81° 18′ 53.08" E
	PWB635FR-A-37	792+22.43	26° 03′ 07.18" (RT)	3,900.00	902.25	1773.30	S 68° 17′ 19.49" E	1758.07	783+20.18	800+93.48	S 81° 18′ 53.08" E	S 55° 15′ 45.90" E
	PWB635FR-A-38	808+29.01	1° 40′ 07.96" (RT)	12,126.00	176.61	353.20	S 54° 25′ 41.92" E	353.19	806+52.39	810+05.59	S 55° 15′ 45.90" E	S 53° 35′ 37.94" E
	PWB635FR-A-39	810+36.21	0° 17′ 43.70" (LT)	11,874.00	30.62	61.23	S 53° 44′ 29.79" E	61.23	810+05.59	810+66.83	S 53° 35′ 37.94" E	S 53° 53′ 21.64" E
	PWB635FR-A-40	813+38.75	8° 17′ 57.05" (LT)	3,748.00	271.92	542.89	S 58° 02′ 20.17" E	542.42	810+66.83	816+09.72	S 53° 53′ 21.64" E	S 62° 11′ 18.69" E
	PWB635FR-A-41	816+80.49	8° 05′ 45.87" (RT)	1,000.00	70.77	141.30	S 58° 08′ 25.76" E	141.19	816+09.72	817+51.02	S 62° 11′ 18.69" E	S 54° 05′ 32.82" E
	PWB635FR-A-42	826+70.26	4° 52′ 23.87" (RT)	2,000.00	85.11	170.11	S 51° 39′ 20.89" E	170.06	825+85.16	827+55.27	S 54° 05′ 32.82" E	S 49° 13′ 08.96" E
	PWB635FR-A-43	829+48.48	4° 45′ 17.38" (LT)	1,500.00	62.28	124.48	S 51° 35′ 47.65" E	124.45	828+86.20	830+10.68	S 49° 13′ 08.96" E	S 53° 58′ 26.34" E
	PWB635FR-A-44	830+52.89	3° 13′ 25.81" (RT)	1,500.00	42.21	84.40	S 52° 21′ 43.43" E	84.39	830+10.68	830+95.08	S 53° 58′ 26.34" E	S 50° 45′ 00.52" E
	PWB635FR-A-45	834+49.04	2° 09′ 00.77" (LT)	1,430.00	26.84	53.67	S 51° 49′ 30.91" E	53.66	834+22.20	834+75.87	S 50° 45′ 00.52" E	S 52° 54′ 01.30" E
	PWB635FR-A-46	840+80.59	1° 09′ 54.23" (LT)	2,800.00	28.47	56.94	S 53° 28′ 58.41" E	56.93	840+52.12	841+09.05	S 52° 54′ 01.30" E	S 54° 03′ 55.53" E
PWB635GP (60 MPH)	PWB635GP-17	771+03.67	18° 20′ 39.01" (LT)	4,148.00	669.7556	1,328.05	S 70° 41′ 55.21" E	1,322.38	764+33.91	777+61.96	S 61° 31′ 35.70" E	S 79° 52′ 14.71" E
	PWB635GP-18	790+87.09	24° 18′ 29.05" (RT)	3,852.00	829.5977	1,634.23	S 67° 43′ 00.19" E	1,622.00	782+57.49	798+91.72	S 79° 52′ 14.71" E	S 55° 33′ 45.66" E
	PWB635GP-19	805+98.87	1° 58′ 07.72" (RT)	12,000.00	206.1938	412.347	S 54° 34′ 41.80" E	412.3267	803+92.68	808+05.03	S 55° 33′ 45.66" E	S 53° 35′ 37.94" E
	PWB635GP-20	809+23.90	1° 08′ 06.54" (LT)	12,000.00	118.8765	237.7452	S 54° 09′ 41.21" E	237.7413	808+05.03	810+42.77	S 53° 35′ 37.94" E	S 54° 43′ 44.48" E
	PWB635GP-21	828+15.37	4° 07′ 32.14" (RT)	12,000.00	432.218	864.0625	S 52° 39′ 58.41" E	863.8759	823+83.16	832+47.22	S 54° 43′ 44.48" E	S 50° 36′ 12.34" E
	PWB635GP-22	837+29.14	4° 35′ 58.32" (LT)	12,000.00	481.921	963.3243	S 52° 54′ 11.50" E	963.0656	832+47.22	842+10.54	S 50° 36′ 12.34" E	S 55° 12′ 10.66" 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
PIH635 (EB) (60 MPH)	771+43.00	3.50%	789+35.00	-3.70%
	798+28.00	-3.70%	801+59.00	-2.50%
PIH635 (WB) (60 MPH)	771+43.00	3.50%	789+35.00	-3.70%
	793+31.00	-3.70%	806+98.00	2.50%
PREEJUP (40 MPH)	18+76.00	-2.00%	18+89.00	-2.50%
PRWXJUP (40 MPH)	12+35.00	2.00%	13+32.00	-2.00%
	18+64.00	-2.00%	18+97.00	-3.34%
PREXNWH (40 MPH)	15+65.00	-2.50%	15+78.00	-2.00%
PREEGAR (40 MPH)	12+07.00	-2.00%	12+39.00	-3.30%
	16+64.00	-3.30%	16+84.00	-2.50%
PRWXGAR (40 MPH)	22+65.00	2.00%	22+78.00	2.50%
PRWENWH (40 MPH)	16+34.15	2.50%	16+46.22	2.00%
	21+76.00	2.00%	22+51.00	5.10%
	23+79.00	5.10%	24+70.00	2.00%
MREESHI (40 MPH)	22+64.00	-2.00%	22+77.00	-2.50%
MRWXSHI (40 MPH)	22+70.00	2.00%	22+83.00	2.50%

SUPERELEVATION SIGN CONVENTION


TURN BAY LENGTHS

TURN LANE	TAPER LENGTH	DECEL LENGTH	STORAGE LENGTH	TOTAL LENGTH
LEFT TURN BAY LENGTHS				
L34	50′	160′	205	365′
L35	100′	160′	385	545′
L36	50′	160′	122	282′
L37	100′	160′	285	445′
L38	50′	160′	104	264′
L39	50′	160′	103	263′
L40	100′	160′	105	265′
L41	50′	160′	973	1133′
L42	50′	160′	109	269′
L43	50′	160′	126	286′
L44	50′	160′	215	375′
RIGHT TURN BAY LENGTHS				
R24	50′	160′	425	585′
R25	50′	160′	169	329′
R26	50′	160′	285	445′
R27	50′	160′	240	400′
R28	50′	160′	183	343′
R29	50′	160′	153	313′
R30	100′	160′	232	392′
R31	100′	160′	185	345′
R32	50′	160′	145	305′
R33	50′	160′	130	290′

PROPOSED TAPERS

LOCATION	TYPE	BASELINE	BEGIN	END	TAPER RATE
16	FRONTAGE ROAD MERGE	PWB635FR-A	794+86.28, 0.00′	800+36.28, 11.00′ LT	50:1
17	AUX LANE MERGE	PIH635	837+53.35, 8.73′ RT	843+57.28, 6.37′ RT	50:1

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

BASELINE	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
PEB635FR (PGAR)	797+27.00	-2.00%	798+73.00	1.50%
	802+87.00	1.50%	803+93.00	-2.00%
PWB635FR (PGAR)	803+32.00	2.00%	803+75.00	0.70%
	804+31.00	0.70%	805+05.00	-1.00%
	806+30.00	-1.00%	807+61.00	2.00%
PEB635FR (PNWH)	820+55.00	-2.00%	822+18.00	1.90%
	825+06.00	1.90%	826+33.00	-2.00%
PWB635FR (PNWH)	831+78.00	2.00%	832+00.00	1.35%
	833+40.00	1.35%	833+94.00	2.00%
PGAR (LT)	17+84.00	2.00%	20+28.00	-1.50%
	22+90.00	-1.50%	25+34.00	2.00%
PGAR (RT)	19+47.00	-2.00%	20+17.00	-1.00%
	20+51.00	-1.00%	20+86.00	-1.50%
	22+70.00	-1.50%	24+10.00	0.50%
	24+30.00	0.50%	26+04.00	-2.00%
PNWH (LT)	15+51.00	2.00%	16+20.00	0.80%
	17+00.00	0.80%	17+84.00	2.00%
	21+95.00	2.00%	22+65.00	1.00%
	23+90.00	1.00%	24+60.00	2.00%
PNWH (RT)	16+11.00	-2.00%	17+78.00	0.40%
	18+59.00	0.40%	20+26.00	-2.00%
	21+80.00	-2.00%	23+72.00	0.75%
	23+81.00	0.75%	25+36.00	-2.00%
PGAR-U1	10+12.00	1.50%	10+28.00	2.00%
	12+37.00	2.00%	13+61.00	-2.00%
PGAR-U2	10+10.00	-1.50%	10+26.00	-2.00%
	13+22.00	-2.00%	13+53.00	-1.00%
PNWH-U1	10+09.00	1.90%	10+13.00	2.00%
	14+34.00	2.00%	15+58.00	-2.00%
PNWH-U2	10+07.00	2.00%	11+31.00	-2.00%
	13+55.00	-2.00%	14+79.00	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.

PROPERTY OWNERS

ID #	SITE ADDRESS	OWNER	OCCUPANT
219	11800 MCCREE RD	CLEAR CHANNEL OUTDOOR INC	BILLBOARD
220	11801 MCCREE RD	IP UTP DALLAS LLC	UNITED ARTIST
221	11700 MCCREE RD	CLEAR CHANNEL OUTDOOR INC	BILLBOARD
222	2900 MCCREE RD	TEXAS UTILITIES ELEC CO	UTILITY ROW
223	2950 MCCREE RD	AMERCO REAL ESTATE COMPANY	LAND ONLY
224	2820 MCCREE RD	AMERCO REAL ESTATE COMPANY	LAND ONLY
226	2800 MCCREE RD	AMERCO REAL ESTATE COMPANY	MORGAN BLDG AND SPAS
227	99999 NO NAME ST	KANSAS CITY SOUTHERN RR	RAILROAD CORRIDOR
228	12101 SELF PLAZA DR	B L C INC	HERBS PAINT AND BODY SHOP
229	12200 GARLAND RD	TEXAS UTILITIES ELEC CO	D P & L
230	2780 MCCREE RD	AMERCO REAL ESTATE COMPANY	LAND ONLY
231	12115 SELF PLAZA DR	PAREL PARTNERS LTD	HOME CARE MEDICAL SUPPLY
232	12235 SELF PLAZA DR	DAVE CAPPS FAMILY LP	LAND ONLY
233	2700 MCCREE RD	AMERCO REAL ESTATE COMPANY	MORGAN BUILDINGS SPAS
234	12243 SELF PLAZA DR	NAGHIAN MOSTAFA	VACANT
235	12253 SELF PLAZA DR	NAGHIAN MOSTAFA	AUTOSFELIX.COM
236		KANSAS CITY SOUTHERN RR	RAILROAD CORRIDOR
237	12215 LBJ FWY	SIX SAC SELF STORAGE CORP	U HAUL CENTER
238	12277 SHILOH RD	ALLEE JIM OLDS CO	RUSTY WALLIS HONDA
239	99999 NO NAME ST	KANSAS CITY SOUTHERN RR	RAILROAD CORRIDOR
240	4101 S SHILOH RD	BROWN DEE INC	DEE BROWN MASONARY INC
241	12200 SHILOH RD	TEXAS UTILITIES ELEC CO	VACANT
242	12625 LBJ FWY	DALLAS AREA RAPID TRANSIT	S GARLAND TRANSIT CENTER
243	12635 LBJ FWY	WALLIS RUSTY FAM LP	RUSTY WALLIS VOLKSWAGEN
244	12715 LBJ FWY	REALTY INCOME PROPERTIES 8 LLC	CARMAX
245	12721 LBJ FWY	GARLAND NW LLC	LA QUINTA INN
246	12733 LBJ FWY	LAMBERTH WM J TRUSTEE	DENNY S RESTAURANT #1191
247	2135 W NORTHWEST HWY	TWIN GROVE ASSOCIATES LTD	STARBUCKS
248	2102 W NORTHWEST HWY	SANTA ANITA INC	VACANT LAND
249	2118 EASTGATE DR	RACETRAC PETROLEUM INC	VACANT LAND
522	12200 SHILOH RD	TEXAS UTILITIES ELEC CO	VACANT
523	12243 SHILOH RD	ALMARK HOLDING CORP	PAYNE AND SONS BODY SHOP
524	12505 E NORTHWEST HWY	MBRE LLC	DAILY BUFFET
525	12505 E NORTHWEST HWY	MBRE LLC	VACANT
526	12610 E NORTHWEST HWY	G&I VII NE CROSSING LP	NORTHEAST CROSSING
527	12699 E NORTHWEST HWY	ENSERCH CORP	ATMOS ENERGY
528	12670 E NORTHWEST HWY	GARLAND HOSPITALITY GROUP LLC	EXECUTIVE INN
529	12303 SHILOH RD	PAYNE WILLIAM INVEST	PAYNE AND SONS BODY SHOP
530	2155 W NORTHWEST HWY	ARC CAFEHLD001 LLC	GRANDYS STORE #12006
531	2129 W NORTHWEST HWY	MAO LP	DALLAS PRO AUDIO AND TINT
532	2121 W NORTHWEST HWY	L2Y2 LLC	LBJ EAST SC
533	2015 W NORTHWEST HWY	TOHL DAVID TR	CAPITAL ONE BANK
534	2018 W NORTHWEST HWY	RACETRAC PETROLEUM INC	RACE TRAC
594	12650 LBJ FWY	ADLER PROPERTY CO LLC	SPORT CITY TOYOTA
595	12600 LBJ FWY	ADLER PROPERTY CO LLC	PARKING

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

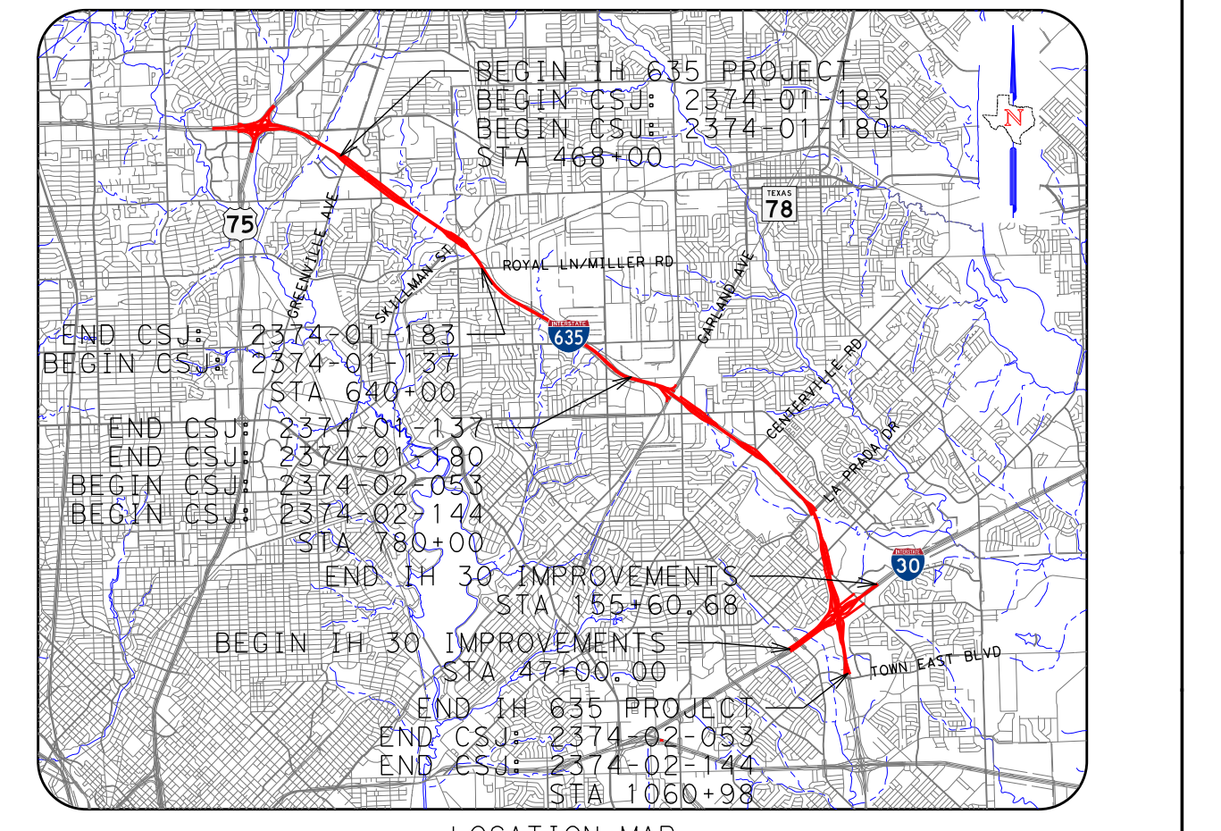
DESIGN SCHEMATIC
IH 635 LBJ EAST PROJECT - ULTIMATE DESIGN
FROM EAST OF US 75 TO SOUTH OF IH 30
DALLAS COUNTY, TEXAS
CSJ LIMITS:
2374-01-183: EAST OF US 75 TO MILLER ROAD
2374-01-137: MILLER ROAD TO WEST OF THE KCS RR
2374-02-053: WEST OF THE KCS RR TO IH 30
2374-01-180 & 2374-02-144: CONSTRUCT NOISE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

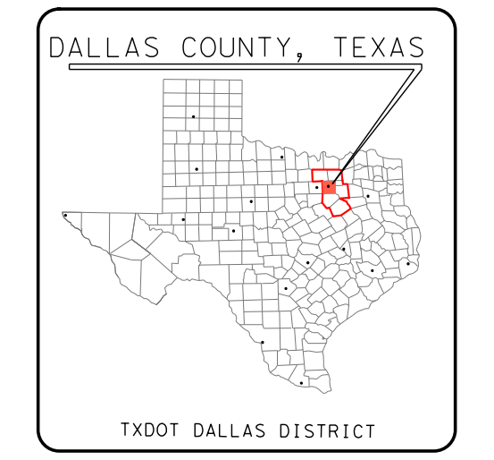
MAY 2018
ROLL 5 OF 24

		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
BEGIN CSJ: 2374-01-183
BEGIN CSJ: 2374-01-180
STA 468+00
END CSJ: 2374-01-183
BEGIN CSJ: 2374-01-137
STA 640+00
END CSJ: 2374-01-137
END CSJ: 2374-01-180
BEGIN CSJ: 2374-02-053
BEGIN CSJ: 2374-02-144
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
END CSJ: 2374-02-144
STA 1060+98
LOCATION MAP
N.T.S.


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT
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:

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

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
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