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

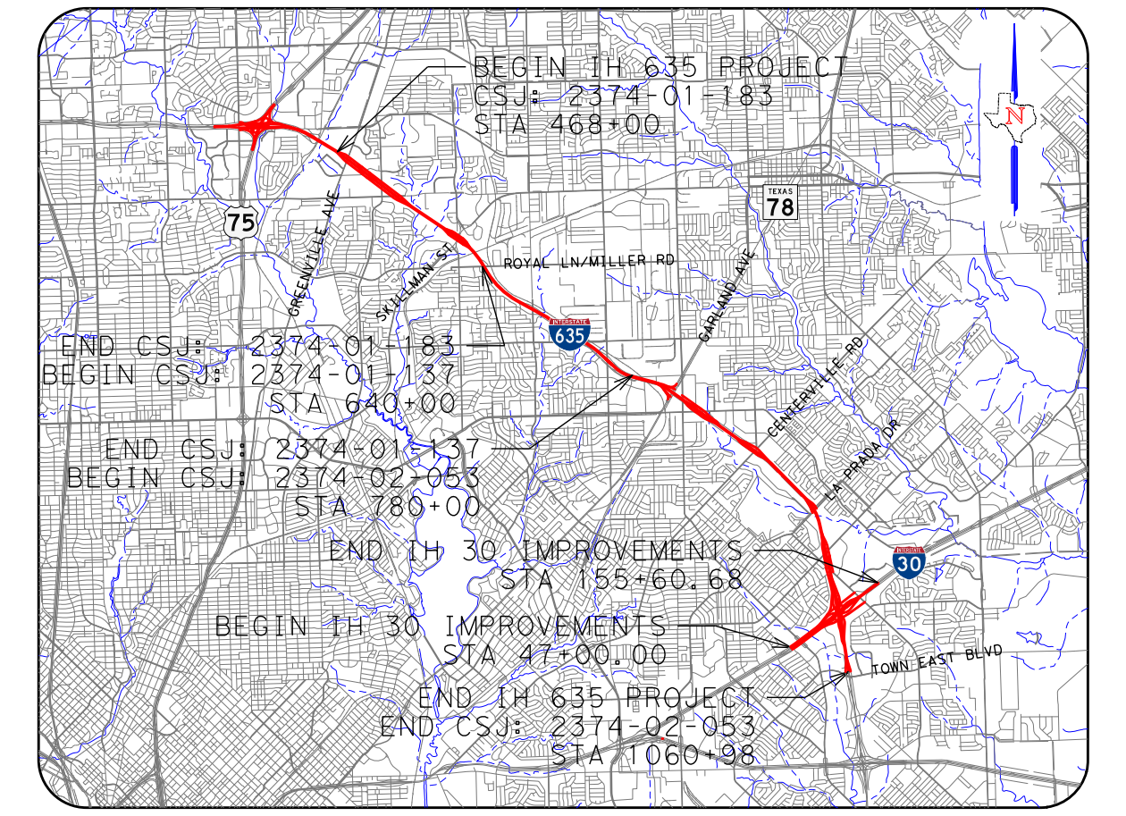
# DESIGN SCHEMATIC
# IH 635 LBJ EAST PROJECT - ULTIMATE DESIGN
FROM EAST OF US 75 TO SOUTH OF IH 30
DALLAS COUNTY, TEXAS
CSJ LIMITS:
2374-01-183: EAST OF US 75 TO MILLER ROAD
2374-01-137: MILLER ROAD TO WEST OF THE KCS RR
2374-02-053: WEST OF THE KCS RR TO IH 30

DECEMBER 2016
ROLL 6 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*	

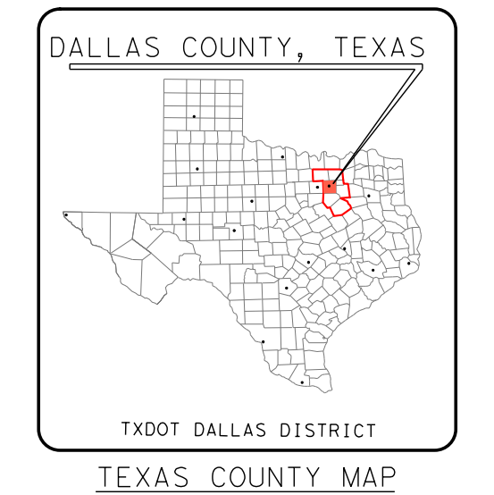
DESIGN SPEED	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES:	40 MPH
FRONTAGE ROAD CONNECTORS:	30 MPH
LOCAL STREETS:	40 MPH
TURNAROUNDS:	15 MPH
SHARED USE PATHS:	18 MPH

* 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

LOCATION MAP
N.T.S.



DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

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

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TBPE FIRM #F-312

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RICHARDSON, TEXAS 75081-2275
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LEGEND:

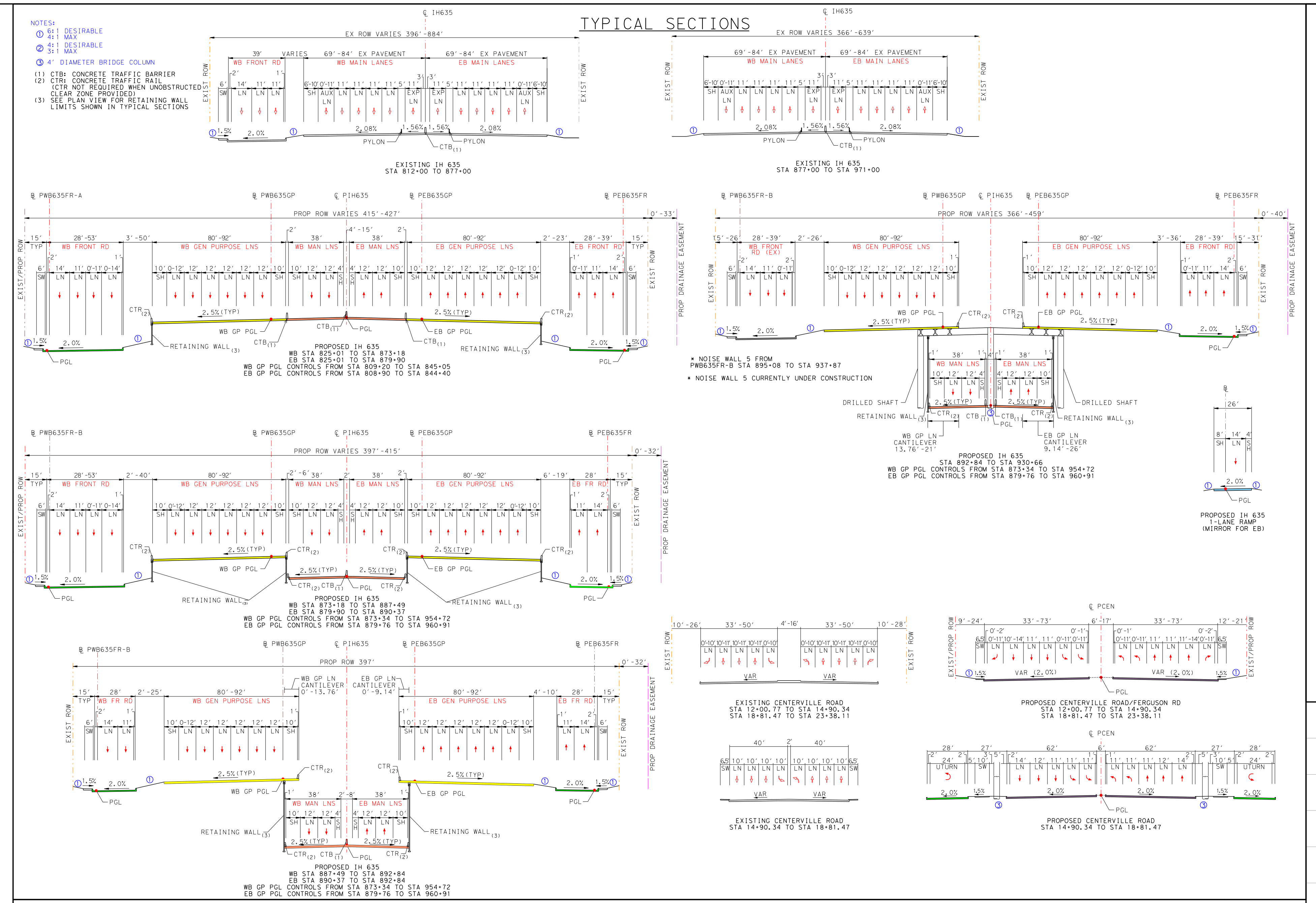
—	EXISTING ROW
—	EXISTING ACCESS DENIAL
—	EXISTING EASEMENT
—	EXISTING PROPERTY LIMITS
—	EXISTING STORM SEWER
—	EXISTING 100 YR FLOODPLAIN LIMITS
—	EXISTING PLANIMETRIC FEATURES
—	EXISTING TOPOGRAPHIC CONTOURS (5-FT INTERVALS)
—	EXISTING TELEPHONE / CABLE / FIBER LINE
—	EXISTING WATER LINE
—	EXISTING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

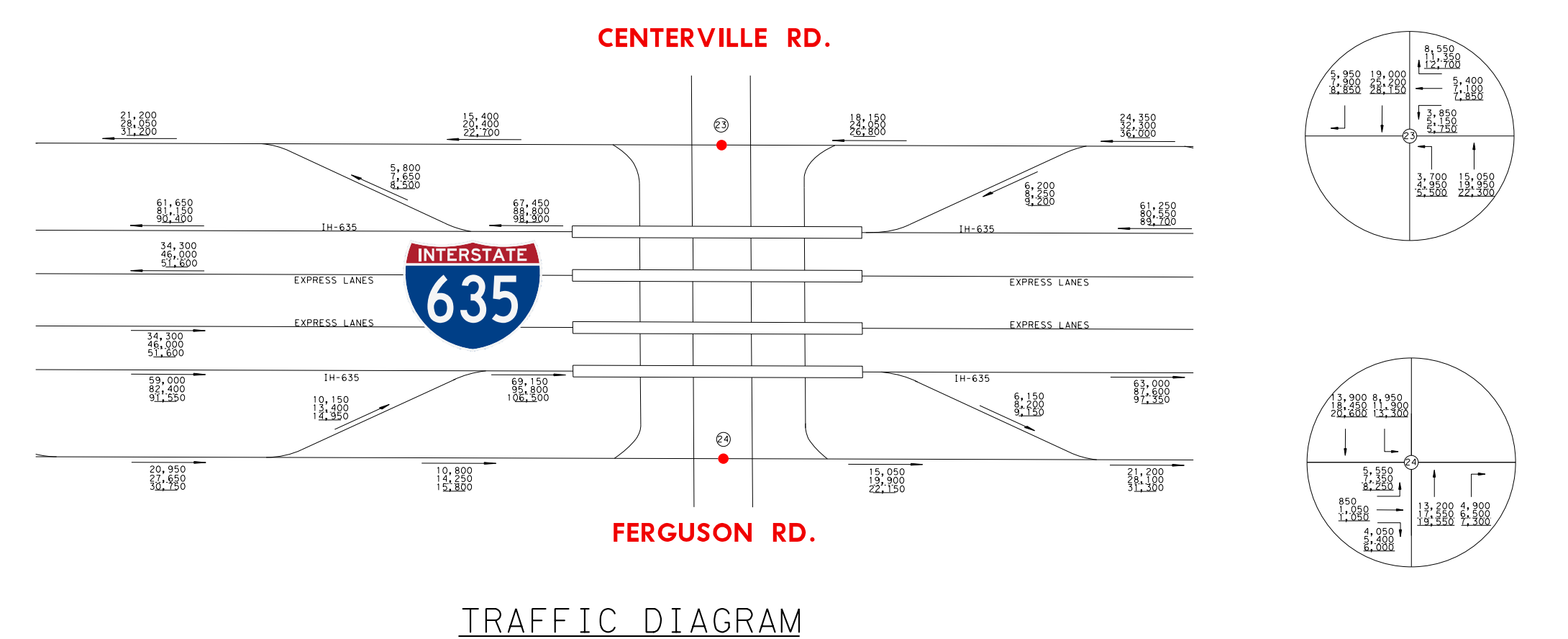
TYPICAL SECTIONS



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 812+00 TO 877+00
EXISTING IH 635 STA 877+00 TO STA 971+00
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
PROPOSED IH 635 STA 892+84 TO STA 930+66 WB GP PGL CONTROLS FROM STA 873+34 TO STA 954+72 EB GP PGL CONTROLS FROM STA 879+76 TO STA 960+91
* NOISE WALL 5 FROM PWB635FR-B STA 895+08 TO STA 937+87
* NOISE WALL 5 CURRENTLY UNDER CONSTRUCTION
PROPOSED IH 635 1-LANE RAMP (MIRROR FOR EB)
PROPOSED IH 635 WB STA 873+18 TO STA 887+49 EB STA 879+90 TO STA 890+37 WB GP PGL CONTROLS FROM STA 873+34 TO STA 954+72 EB GP PGL CONTROLS FROM STA 879+76 TO STA 960+91
PROPOSED IH 635 WB STA 887+49 TO STA 892+84 EB STA 890+37 TO STA 892+84 WB GP PGL CONTROLS FROM STA 873+34 TO STA 954+72 EB GP PGL CONTROLS FROM STA 879+76 TO STA 960+91
EXISTING CENTERVILLE ROAD STA 12+00.77 TO STA 14+90.34 STA 18+81.47 TO STA 23+38.11
PROPOSED CENTERVILLE ROAD/FERGUSON RD STA 12+00.77 TO STA 14+90.34 STA 18+81.47 TO STA 23+38.11
EXISTING CENTERVILLE ROAD STA 14+90.34 TO STA 18+81.47
PROPOSED CENTERVILLE ROAD STA 14+90.34 TO STA 18+81.47

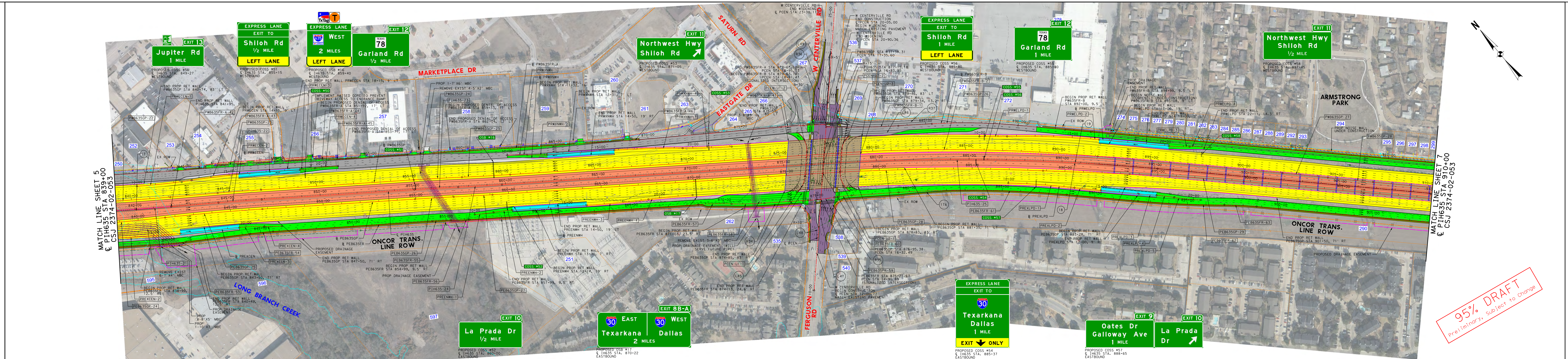
TRAFFIC LEGEND:

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



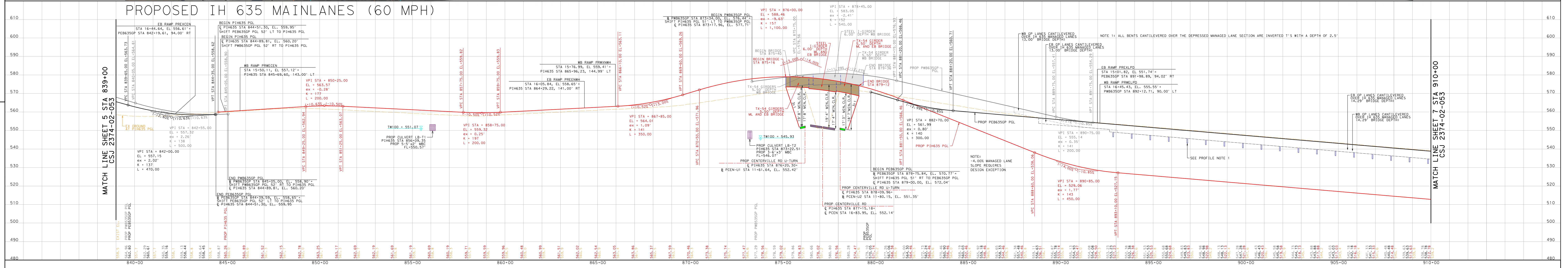
CENTERVILLE RD.
FERGUSON RD.
INTERSTATE 635
IH-635
EXPRESS LANES

TRAFFIC DIAGRAM



MATCH LINE SHEET 5 Ⓒ PIH635 STA 839+00 CSJ 2374-02-053
MATCH LINE SHEET 7 Ⓒ PIH635 STA 910+00 CSJ 2374-02-053
EXIT 13 Jupiter Rd 1 MILE
EXPRESS LANE EXIT TO Shiloh Rd ½ MILE LEFT LANE
EXPRESS LANE 635 West 2 MILES LEFT LANE
EXIT 12 78 Garland Rd ½ MILE
EXIT 11 Northwest Hwy Shiloh Rd
EXPRESS LANE EXIT TO Shiloh Rd 1 MILE LEFT LANE
EXIT 12 78 Garland Rd 1 MILE
EXIT 11 Northwest Hwy Shiloh Rd ½ MILE
EXIT 10 La Prada Dr ½ MILE
EXIT 8B-A 30 East Texarkana 30 West Dallas 2 MILES
EXPRESS LANE EXIT TO 30 Texarkana Dallas 1 MILE EXIT ONLY
EXIT 9 Oates Dr Galloway Ave 1 MILE
EXIT 10 La Prada Dr
MARKETPLACE DR
SATURN RD
EASTGATE DR
W CENTERVILLE RD
FERGUSON RD
LONG BRANCH CREEK
ONCOR TRANS. LINE ROW
ARMSTRONG PARK
95% DRAFT Preliminary, Subject to Change

PROPOSED IH 635 MAINLANES (60 MPH)



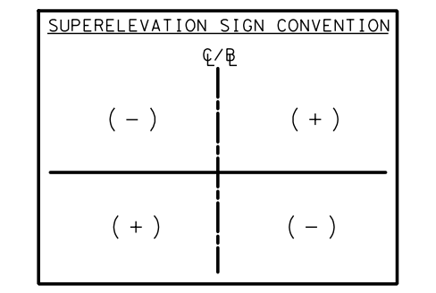
HORIZONTAL ALIGNMENT DATA

ROLL 6												
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
PCEN(4) (40 MPH)	--	10+00.00	--	--	--	--	--	--	--	--	--	N 43°47'48.01"
	--	25+61.85	--	--	--	--	--	--	--	--	N 43°47'48.01"	--
PCEN-U1 (15 MPH)	PCEN-U1-1	10+52.71	45° 24' 5.12" (LT)	126.00	52.71	99.84	N 66° 29' 50.57" E	97.25	10+00.00	10+99.84	N 89° 11' 53.13" E	N 43° 47' 48.01" E
	PCEN-U1-2	12+98.12	60° 47' 18.33" (LT)	116.00	68.04	123.07	N 13° 24' 8.84" E	117.38	12+30.07	13+53.15	N 43° 47' 48.01" E	N 16° 59' 30.32" W
PCEN-U2 (15 MPH)	PCEN-U2-1	10+66.41	59° 35' 02.62" (RT)	116.00	66.41	120.63	N 14° 00' 16.70" E	115.27	10+00.00	11+20.63	N 15° 47' 14.62" W	N 43° 47' 48.01" E
	PCEN-U2-2	12+68.94	32° 10' 35.87" (RT)	86.00	24.80	48.30	N 59° 53' 05.95" E	47.66	12+44.13	12+92.43	N 43° 47' 48.01" E	N 75° 58' 23.88" E
	PCEN-U2-3	13+10.94	16° 42' 51.71" (RT)	126.00	18.51	36.76	N 84° 19' 49.74" E	36.63	12+92.43	13+29.19	N 75° 58' 23.88" E	S 87° 18' 44.41" E
PEB635FR (40 MPH)	PEB635FR-53	840+30.66	3° 32' 53.85" (LT)	2000.00	61.95	123.86	S 55° 51' 59.75" E	123.84	839+68.71	840+92.57	S 54° 05' 32.82" E	S 57° 38' 26.67" E
	PEB635FR-54	845+05.09	3° 32' 53.92" (RT)	2004.00	62.07	124.11	S 55° 51' 59.71" E	124.09	844+43.02	845+67.13	S 57° 38' 26.67" E	S 54° 05' 32.76" E
	PEB635FR-55	854+76.67	2° 51' 54.31" (RT)	2000.00	50.02	100.01	S 52° 39' 35.60" E	100.00	854+26.66	855+26.67	S 54° 05' 32.76" E	S 51° 13' 38.44" E
	PEB635FR-56	855+76.68	2° 51' 54.31" (LT)	2000.00	50.02	100.01	S 52° 39' 35.60" E	100.00	855+26.67	856+26.68	S 51° 13' 38.44" E	S 54° 05' 32.76" E
	PEB635FR-57	869+50.20	5° 06' 37.73" (RT)	2000.00	89.25	178.39	S 51° 32' 13.89" E	178.33	868+60.94	870+39.33	S 54° 05' 32.76" E	S 48° 58' 55.03" E
	PEB635FR-58	871+28.44	5° 06' 06.86" (LT)	1999.99	89.10	178.09	S 51° 31' 58.45" E	178.03	870+39.33	872+17.42	S 48° 58' 55.03" E	S 54° 05' 01.88" E
	PEB635FR-59	875+24.18	5° 22' 36.46" (LT)	1500.00	70.43	140.76	S 56° 46' 20.11" E	140.71	874+53.75	875+94.51	S 54° 05' 01.88" E	S 59° 27' 38.34" E
	PEB635FR-60	876+41.47	5° 22' 36.46" (RT)	1000.00	46.96	93.84	S 56° 46' 20.11" E	93.81	875+94.51	876+88.36	S 59° 27' 38.34" E	S 54° 05' 01.88" E
	PEB635FR-61	883+96.21	8° 53' 25.15" (RT)	5840.00	453.99	906.17	S 49° 38' 19.31" E	905.26	879+42.22	888+48.38	S 54° 05' 01.88" E	S 45° 11' 36.73" E
	PEB635FR-62	894+66.66	4° 59' 24.62" (LT)	5338.00	232.60	464.91	S 47° 41' 19.04" E	464.77	892+34.06	896+98.97	S 45° 11' 36.73" E	S 50° 11' 01.35" E
	PEB635FR-63	897+86.12	4° 59' 24.35" (RT)	2000.00	87.15	174.19	S 47° 41' 19.17" E	174.13	896+98.97	898+73.16	S 50° 11' 01.35" E	S 45° 11' 37.00" E
PEB635GP (60 MPH)	PEB635GP-24	838+84.10	2° 30' 30.88" (LT)	12000.00	262.74	525.40	S 55° 20' 48.26" E	525.35	836+21.36	841+46.76	S 54° 05' 32.82" E	S 56° 36' 03.70" E
	PEB635GP-25	844+09.50	2° 30' 30.95" (RT)	12000.00	262.74	525.40	S 55° 20' 48.23" E	525.36	841+46.76	846+72.16	S 56° 36' 03.70" E	S 54° 05' 32.76" E
	PEB635GP-26	856+00.06	0° 59' 49.65" (RT)	12000.00	104.42	208.84	S 53° 35' 37.93" E	208.83	854+95.64	857+04.48	S 54° 05' 32.76" E	S 53° 05' 43.10" E
	PEB635GP-27	858+08.90	0° 59' 49.65" (LT)	12000.00	104.42	208.84	S 53° 35' 37.93" E	208.83	857+04.48	859+13.31	S 53° 05' 43.10" E	S 54° 05' 32.76" E
	PEB635GP-28	882+61.03	5° 57' 37.04" (RT)	11949.00	622.07	1243.01	S 51° 06' 44.24" E	1242.45	876+38.96	888+81.98	S 54° 05' 32.76" E	S 48° 07' 55.72" E
	PEB635GP-29	896+56.54	2° 56' 23.40" (RT)	12000.00	307.93	615.72	S 46° 39' 44.02" E	615.65	893+48.61	899+64.33	S 48° 07' 55.72" E	S 45° 11' 32.32" E
PIH635 (60 MPH)	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
	PIH635-22	845+68.10	1° 06' 37.84" (RT)	12052.00	116.80	233.59	S 54° 38' 51.74" E	233.59	844+51.30	846+84.89	S 55° 12' 10.66" E	S 54° 05' 32.82" E
	PIH635-23	856+26.63	1° 07' 29.5" (RT)	12052.00	118.31	236.61	S 53° 31' 48.08" E	236.61	855+08.32	857+44.93	S 54° 05' 32.82" E	S 52° 58' 3.33" E
	PIH635-24	858+62.73	1° 07' 29.5" (LT)	12000.00	117.80	235.59	S 53° 31' 48.08" E	235.59	857+44.93	859+80.52	S 52° 58' 3.33" E	S 54° 05' 32.82" E
	PIH635-25	885+85.58	8° 54' 0.5" (RT)	12000.00	933.90	1864.04	S 49° 38' 32.57" E	1862.17	876+51.68	895+15.72	S 54° 05' 32.82" E	S 45° 11' 32.32" E
PREENWH (40 MPH)	PREENWH-1	10+51.30	5° 35' 37.38" (LT)	1050.00	51.30	102.51	S 56° 53' 21.45" E	102.47	10+00.00	11+02.51	S 54° 05' 32.76" E	S 59° 41' 10.14" E
	PREENWH-2	11+53.81	5° 35' 37.38" (RT)	1050.00	51.30	102.51	S 56° 53' 21.45" E	102.47	11+02.51	12+05.02	S 59° 41' 10.14" E	S 54° 05' 32.76" E
	PREENWH-3	17+72.60	3° 36' 15.6" (LT)	5300.00	166.76	333.41	S 55° 53' 40.55" E	333.35	16+05.84	19+39.25	S 54° 05' 32.76" E	S 57° 41' 48.35" E
	PREENWH-4	20+58.81	3° 36' 15.6" (RT)	3800.00	119.56	239.05	S 55° 53' 40.55" E	239.01	19+39.25	21+78.29	S 57° 41' 48.35" E	S 54° 05' 32.76" E
PREXCEN (40 MPH)	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
	PREXCEN-3	20+30.36	7° 18' 50.34" (RT)	1050.00	67.11	134.04	S 52° 33' 0.53" E	133.94	19+63.25	20+97.28	S 56° 12' 25.7" E	S 48° 53' 35.36" E
	PREXCEN-4	21+44.96	5° 11' 57.39" (LT)	1050.00	47.67	95.28	S 51° 29' 34.06" E	95.25	20+97.28	21+92.57	S 48° 53' 35.36" E	S 54° 05' 32.76" E
PRWECEN (40 MPH)	PRWECEN-1	11+47.89	4° 27' 26.61" (LT)	3800.00	147.89	295.63	S 56° 35' 40.74" E	295.55	10+00.00	12+95.63	S 54° 21' 57.43" E	S 58° 49' 24.04" E
	PRWECEN-2	15+07.87	4° 35' 11.37" (RT)	5300.00	212.24	424.26	S 56° 31' 48.35" E	424.15	12+95.63	17+19.89	S 58° 49' 24.04" E	S 54° 14' 12.67" E
	PRWECEN-3	19+23.53	4° 30' 31.85" (LT)	1050.00	41.34	82.63	S 56° 29' 28.59" E	82.61	18+82.20	19+64.82	S 54° 14' 12.67" E	S 58° 44' 44.52" E
	PRWECEN-4	20+26.95	6° 46' 19.65" (RT)	1050.00	62.13	124.11	S 55° 21' 34.69" E	124.03	19+64.82	20+88.93	S 58° 44' 44.52" E	S 51° 58' 24.87" E
PRWXNWH (40 MPH)	PRWXNWH-1	10+53.81	5° 52' 1.09" (RT)	1050.00	53.81	107.52	S 51° 09' 32.15" E	107.47	10+00.00	11+07.52	S 54° 05' 32.7" E	S 48° 13' 31.61" E
	PRWXNWH-2	11+61.32	5° 52' 1.09" (LT)	1050.00	53.81	107.52	S 51° 09' 32.15" E	107.47	11+07.52	12+15.04	S 48° 13' 31.61" E	S 54° 05' 32.7" E
	PRWXNWH-3	17+61.34	3° 59' 3.32" (RT)	5300.00	184.35	368.55	S 52° 06' 1.04" E	368.48	15+76.99	19+45.55	S 54° 05' 32.7" E	S 50° 06' 29.37" E
	PRWXNWH-4	20+77.72	3° 59' 3.38" (LT)	3800.00	132.18	264.25	S 52° 06' 1.07" E	264.19	19+45.55	22+09.79	S 50° 06' 29.37" E	S 54° 05' 32.76" E
PREXLPD (40 MPH)	PREXLPD-1	11+78.61	5° 22' 55.4 " (RT)	3800.00	178.61	356.95	S 46° 19' 48.52 " E	356.82	10+00.00	13+56.95	S 49° 01' 16.22 " E	S 43° 38' 20.82 " E
	PREXLPD-2	14+28.85	1° 33' 15.91 " (LT)	5300.00	71.90	143.79	S 44° 24' 58.78 " E	143.78	13+56.95	15+00.74	S 43° 38' 20.82 " E	S 45° 11' 36.73 " E
	PREXLPD-3	17+52.79	1° 02' 12.26 " (LT)	5300.00	47.95	95.90	S 45° 42' 42.86 " E	95.90	17+04.84	18+00.74	S 45° 11' 36.73 " E	S 46° 13' 49 " E
	PREXLPD-4	18+48.38	5° 11' 43.9 " (RT)	1050.00	47.64	95.21	S 43° 37' 57.05 " E	95.18	18+00.74	18+95.95	S 46° 13' 49 " E	S 41° 02' 5.10 " E
	PREXLPD-5	19+68.28	7° 46' 40.03 " (LT)	1064.00	72.33	144.44	S 44° 55' 25.11 " E	144.33	18+95.95	20+40.39	S 41° 02' 5.1 " E	S 48° 48' 45.13 " E
PRWELPD (40 MPH)	PRWELPD-1	10+74.68	2° 15' 6.32 " (LT)	3800.00	74.68	149.34	S 50° 23' 15.56 " E	149.33	10+00.00	11+49.34	S 49° 15' 42.39 " E	S 51° 30' 48.72 " E
	PRWELPD-2	13+97.64	6° 18' 59 " (RT)	4500.00	248.30	496.09	S 48° 21' 19.22 " E	495.84	11+49.34	16+45.43	S 51° 30' 48.72 " E	S 45° 11' 49.72 " E
	PRWELPD-3	20+77.62	6° 07' 41.15 " (LT)	1050.00	56.21	112.30	S 48° 15' 40.29 " E	112.25	20+21.41	21+33.71	S 45° 11' 49.72 " E	S 51° 19' 30.87 " E
	PRWELPD-4	21+89.92	6° 07' 41.15 " (RT)	1050.00	56.21	112.30	S 48° 15' 40.29 " E	112.25	21+33.71	22+46.02	S 51° 19' 30.87 " E	S 45° 11' 49.72 " E
PWB635FR-A (40 MPH)	PWB635FR-A-42	845+36.55	4° 19' 53.86" (LT)	2000.00	75.64	151.20	S 56° 13' 52.46" E	151.17	844+60.91	846+12.12	S 54° 03' 55.53" E	S 58° 23' 49.39" E
	PWB635FR-A-43	846+87.28	4° 18' 16.56" (RT)	2000.00	75.16	150.26	S 56° 14' 41.11" E	150.22	846+12.12	847+62.38	S 58° 23' 49.39" E	S 54° 05' 32.82" E
	PWB635FR-A-44	852+27.49	4° 34' 23.86" (RT)	1200.00	47.92	95.78	S 51° 48' 20.90" E	95.76	851+79.57	852+75.36	S 54° 05' 32.82" E	S 49° 31' 08.97" E
	PWB635FR-A-45	853+23.27	4° 34' 23.73" (LT)	1200.00	47.92	95.78	S 51° 48' 20.83" E	95.76	852+75.36	853+71.14	S 49° 31' 08.97" E	S 54° 05' 32.70" E
	PWB635FR-A-46	869+27.98	1° 24' 23.87" (LT)	2000.00	24.55	49.10	S 54° 47' 44.63" E	49.10	869+03.43	869+52.53	S 54° 05' 32.70" E	S 55° 29' 56.57" E
	PWB635FR-A-47	877+78.85	2° 25' 19.11" (RT)	2800.00	59.19	118.36	S 54° 17' 17.02" E	118.35	877+19.66	878+38.02	S 55° 29' 56.57" E	S 53° 04' 37.46" E
PWB635FR-B (40 MPH)	PWB635FR-B-1	882+14.89	3° 57' 35.56" (LT)	4000.00	138.28	276.45	S 51° 49' 23.65" E	276.40	880+76.61	883+53.06	S 49° 50' 35.87" E	S 53° 48' 11.43" E
	PWB635FR-B-2	887+66.19	8° 52' 12.05" (RT)	3000.00	232.68	464.43	S 49° 22' 05.41" E	463.97	885+33.51	889+97.94	S 53° 48' 11.43" E	S 44° 55' 59.38" E
PWB635GP 60 MPH)	PWB635GP-22	837+29.13	4° 35' 58.32" (LT)	12000.00	481.92	963.32	S 52° 54' 11.50" E	963.07	832+47.21	842+10.54	S 50° 36' 12.34" E	S 55° 12' 10.66" E
	PWB635GP-23	845+83.61	1° 06' 37.91" (RT)	12104.00	117.31	234.60	S 54° 38' 51.71" E	234.60	844+66.30	847+00.91	S 55° 12' 10.66" E	S 54° 05' 32.76" E
	PWB635GP-24	856+54.41	1° 14' 29.56" (RT)	12000.00	130.02	260.03	S 53° 28' 17.98" E	260.02	855+24.39	857+84.41	S 54° 05' 32.76" E	S 52° 51' 03.20" E
	PWB635GP-25	859+14.43	1° 14' 29.56" (LT)	12000.00	130.02	260.03	S 53° 28' 17.98" E	260.02	857+84.41	860+44.44	S 52° 51' 03.20" E	S 54° 05' 32.76" E
	PWB635GP-26(1)	885+15.10	8° 54' 00.43" (RT)	9000.00	700.42	1398.03	S 49° 38' 32.54" E	1396.62	878+14.68	892+12.71	S 54° 05' 32.76" E	S 45° 11' 32.32" E
	PWB635GP-27	903+35.19	1° 10' 10.44" (RT)	12000.00	122.48	244.95	S 44° 36' 27.10" E	244.95	902+12.71	904+57.66	S 45° 11' 32.32" E	S 44° 01' 21.89" E
	PWB635GP-28	905+80.14	1° 10' 10.44" (LT)	12000.00	122.48	244.95	S 44° 36' 27.10" E	244.95	904+57.66	907+02.61	S 44° 01' 21.89" E	S 45° 11' 32.32" 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
PWB635GP (60 MPH)	873+34.00	2.50%	879+34.00	-2.50%
	890+63.00	-2.50%	900+63.00	2.50%
PREXCEN (40 MPH)	16+45.00	-2.50%	16+58.00	-2.00%
PRWECEN (40 MPH)	17+38.00	2.50%	17+51.00	2.00%
PREENWH (40 MPH)	15+92.00	-2.00%	16+05.00	-2.50%
PRWXNWH (40 MPH)	15+63.00	2.00%	15+76.00	2.50%
PREXLPD (40 MPH)	15+02.00	-2.50%	15+15.00	-2.00%
PRWELPD (40 MPH)	16+46.00	2.50%	16+59.00	2.00%



SUPERELEVATION SIGN CONVENTION
C/B
(-)
(+)
(+)
(-)

PROPOSED TAPERS

LOCATION	TYPE	BASELINE	BEGIN	END	TAPER RATE
17	AUX LANE MERGE	PIH635	837+53.35, 8.73' RT	843+57.28, 6.37' RT	50:1
17A	FRONTAGE ROAD MERGE	PEB635FR	879+42.22, 11.00' RT	882+42.51, 0.00'	27:1
18	EB SHIFTING TAPER	PIH635	890+70.14, 1.00' RT	892+80.43, 4.00' RT	70:1
19	WB SHIFTING TAPER	PIH635	890+71.11, 1.00' LT	892+80.37, 4.00' LT	70:1

TURN BAY LENGTHS

LEFT TURN BAY LENGTHS				
TURN LANE	TAPER LENGTH	DECEL LENGTH	STORAGE LENGTH	TOTAL LENGTH
L45	100'	275'	251'	526'
L46	100'	275'	518'	793'
L47	100'	75'	100'	175'
L48	50'	90'	100'	190'
L49	50'	242'	100'	342'
RIGHT TURN BAY LENGTHS				
R34	50'	275'	314'	589'
R35	50'	164'	30'	194'
R36	50'	213'	30'	243
R37	150'	275'	227'	502'

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

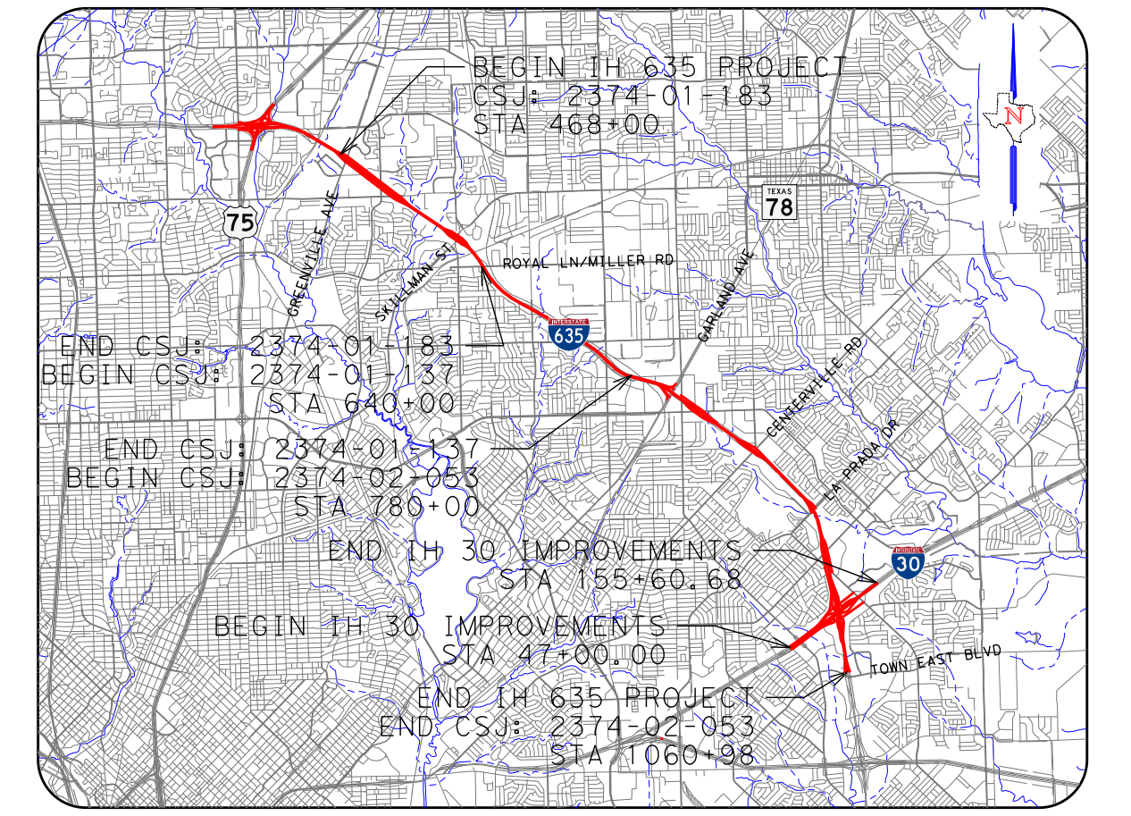
BASELINE	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
PCEN (LT)	12+89.00	2.00%	14+86.00	-1.50%
	16+57.00	-1.50%	18+49.00	1.25%
	18+90.00	1.25%	19+43.00	2.00%
PCEN (RT)	14+66.00	-2.00%	15+01.00	-1.50%
	18+50.00	-1.50%	18+85.00	-2.00%
PCEN-U1	10+09.00	-2.00%	11+33.00	2.00%
	12+50.00	2.00%	13+43.00	-1.00%
PCEN-U2	10+08.00	2.00%	11+32.00	-2.00%
	12+21.00	-2.00%	13+32.00	1.60%

* 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

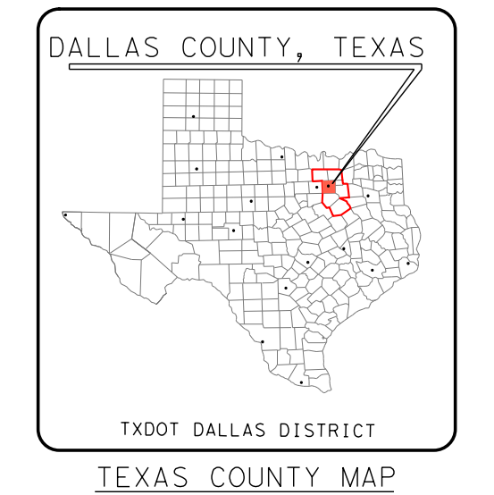
ID #	SITE ADDRESS	OWNER	OCCUPANT
250	2120 EASTGATE DR	ELLER MEDIA COMPANY	BILLBOARD SITE
251	11820 SHILOH RD	TEXAS UTILITIES ELEC CO	VACANT
252	2010 EASTGATE DR	EASTGATE PARTNERS LLC	FLOORING AMERICA
253	2002 EASTGATE DR	W PARNELL III LLC	CHICKEN EXPRESS
254	1910 EASTGATE DR	EASTGATE FUNERAL HOME INC	EASTGATE FUNERAL HOME
255	1902 EASTGATE DR	ZIMU REALTY LLC	EL CHICO RESTAURANT 103
256	1810 EASTGATE DR	EAI REALTY INC	REMINGTON COLLEGE
257	1800 EASTGATE DR	EAI REALTY OF TEXAS LP	REMINGTON COLLEGE DALLAS CAMPUS
258	1700 EASTGATE DR	AMBERTON UNIVERSITY	AMBERTON UNIVERSITY
259	1640 EASTGATE DR	EAI REALTY INC	REMINGTON COLLEGE
260	1540 EASTGATE DR	ARC CAFEUSA001 LLC	FURRS FRESH BUFFET
261	1500 EASTGATE DR	HALLE PROPERTIES LLC	DISCOUNT TIRE
262	11601 FERGUSON RD	TEXAS UTILITIES ELEC CO	VACANT
263	1440 EASTGATE DR	SUN SCP INVEST CO LLC	APPLEBEES
264	1418 EASTGATE DR	GARLAND EASTGATE LP	VACANT
265	1411 EASTGATE DR	AMERICAN CARRIERS INC	AMERICAN CARRIERS INC
266	5013 SATURN RD	EASON KENNETH D &	SHELL
267	1313 W CENTERVILLE RD	SEGURA I LLC &	IHOP
268	1318 W CENTERVILLE RD	CASH LBJ LTD	LAND
269	1318 W CENTERVILLE RD	CASH LBJ LTD	CASH AMERICA PAWN
270	1328 W CENTERVILLE RD	MOODY CAROL D ET AL	OCEAN BUFFET
271	1330 W CENTERVILLE RD	COYOTE MOTORSPORTS	DALLAS HARLEY DAVIDSON
272	1340 W CENTERVILLE RD	GRIFFITH BALIE & BEVERLY	CHUCK E CHEESES
274	5301 LA JOLLA DR	MAGELLAN FUNDING PARTNERS FUND I LP	SINGLE FAMILY RESIDENTIAL
275	5305 LA JOLLA DR	BRITO GUSTAVO	SINGLE FAMILY RESIDENTIAL
276	5309 LA JOLLA DR	LAMPL LEE ANN	SINGLE FAMILY RESIDENTIAL
277	5313 LA JOLLA DR	GUERRERO AZUCENA C	SINGLE FAMILY RESIDENTIAL
278A	1122 W CENTERVILLE RD	WINCO FOODS LLC	VACANT
278B	1360 W CENTERVILLE RD	WINCO FOODS LLC	PANDA EXPRESS
278C	1122 W CENTERVILLE RD	WINCO FOODS LLC	VACANT
278D	1122 W CENTERVILLE RD	WINCO FOODS LLC	WINCO GROCERY STORE
279	5317 LA JOLLA DR	SANDOVAL JUAN & ADELA	SINGLE FAMILY RESIDENTIAL
280	5321 LA JOLLA DR	CRUZ MARTIN	SINGLE FAMILY RESIDENTIAL
281	5325 LA JOLLA DR	HOLT JOHN DOUGLAS	SINGLE FAMILY RESIDENTIAL
282	5401 LA JOLLA DR	BEELER IRENE EST OF	SINGLE FAMILY RESIDENTIAL
283	5405 LA JOLLA DR	JIMENEZ JUAN RAMON FLORES &	SINGLE FAMILY RESIDENTIAL
284	5409 LA JOLLA DR	ORTEGA BALTAZAR & ALMA G PALESTINO	SINGLE FAMILY RESIDENTIAL
285	5413 LA JOLLA DR	NERIO FRANCISCO & RUPERTA A	SINGLE FAMILY RESIDENTIAL
286	5417 LA JOLLA DR	MOLINA MARIA BERNADA	SINGLE FAMILY RESIDENTIAL
287	5421 LA JOLLA DR	FLEMING GREGORY ALLEN	SINGLE FAMILY RESIDENTIAL
288	5425 LA JOLLA DR	CAJAS MONICA & OSWALDO A JR	SINGLE FAMILY RESIDENTIAL
289	5429 LA JOLLA DR	RESI SFR SUB LLC	SINGLE FAMILY RESIDENTIAL
290	11200 LBJ FWY	TEXAS UTILITIES ELECTRIC CO	OVERHEAD TRANSMISSION LINE
292	5433 LA JOLLA DR	IRAHETA SANTOS &	SINGLE FAMILY RESIDENTIAL
293	5437 LA JOLLA DR	YAP KENG PING	SINGLE FAMILY RESIDENTIAL
294	1126 BIRCHWOOD DR	GARLAND CITY OF	PARK
295	1121 ROCKLEDGE DR	BRADBURN PATRICIA EST OF	SINGLE FAMILY RESIDENTIAL
296	1201 ROCKLEDGE DR	ALEXANDER JOHN W & SUSSAN M TRUSTEES	SINGLE FAMILY RESIDENTIAL
297	1205 ROCKLEDGE DR	FIGUEROA CARLOS	SINGLE FAMILY RESIDENTIAL
298	1209 ROCKLEDGE DR	JONGUITUD FERNANDO M	SINGLE FAMILY RESIDENTIAL
299	1213 ROCKLEDGE DR	REED DON	SINGLE FAMILY RESIDENTIAL
535	11611 FERGUSON RD	EXPONENTIAL PPTY GROUP V LLC	HONEY CREEK APT
536	1214 W CENTERVILLE RD	BONIUK INTERESTS LTD	AUTOZONE
537	1310 W CENTERVILLE RD	WENWOP LP	WENDYS
538	11770 FERGUSON RD	L & M BUSINESS VENTURE LLC	TEXACO
539	11760 FERGUSON RD	EYAL DALLAS HOLDINGS LLC	ASPEN CHASE APTS
540	11740 FERGUSON RD	CENTURY FERGUSON LLC	STRIP SHOP CENTER
595	12600 LBJ FWY	ADLER PROPERTY CO LLC	PARKING
596	12900 LBJ FWY	PERIMETER INVESTMENTS ONE	VACANT
597	13000 LBJ FWY	SETCO INTERNATIONAL	VACANT

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 6 OF 24
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 IH 635 PROJECT
END CSJ: 2374-02-053
STA 1060+98

LOCATION MAP
N.T.S.



DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:
0 100 200 300 400
HORIZONTAL SCALE:
PRELIMINARY
FOR INTERIM REVIEW ONLY
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HALFF ASSOCIATES, INC. TBPE FIRM #F-312
HALFF
1201 NORTH BOWSER ROAD RICHARDSON, TEXAS 75081-2275 TEL (214) 346-6200 FAX (214) 739-0095
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