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

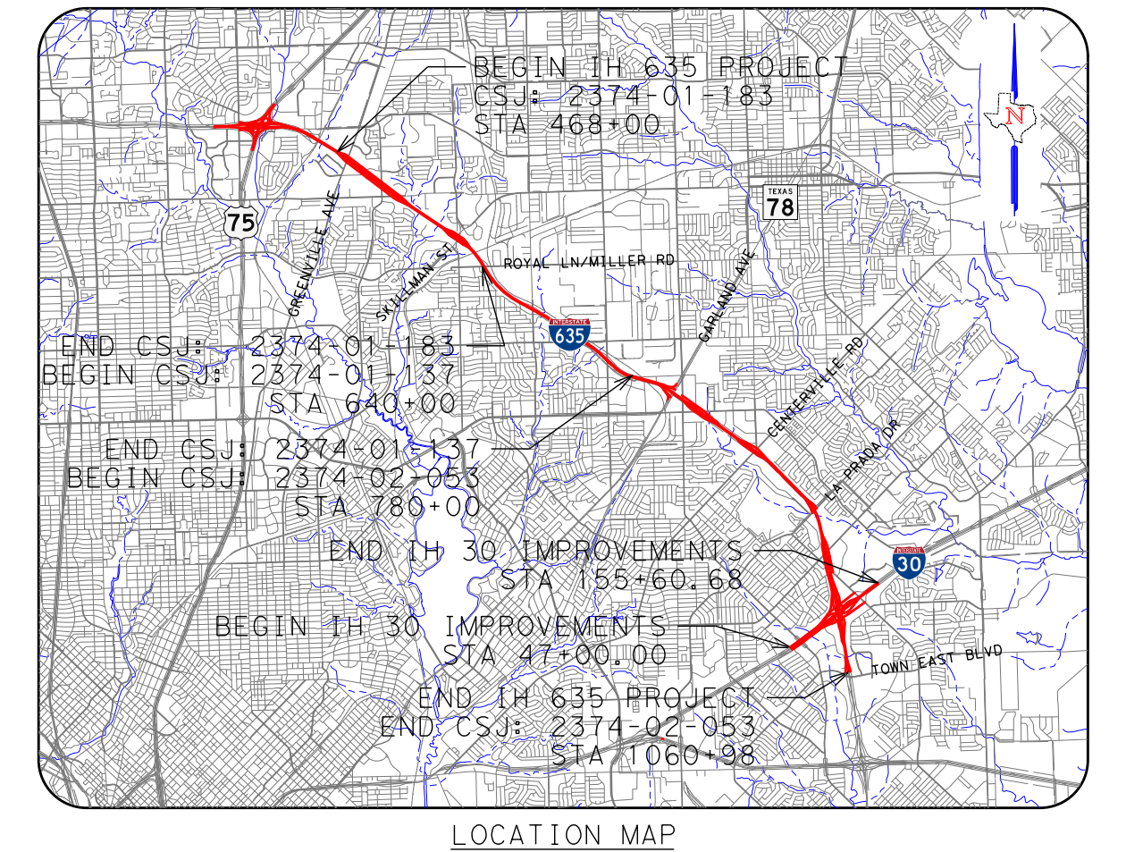
CSJ LIMITS:
2374-01-183: EAST OF US 75 TO MILLER ROAD
2374-01-137: MILLER ROAD TO WEST OF THE KCS RR
2374-02-053: WEST OF THE KCS RR TO IH 30

DECEMBER 2016
ROLL 7 OF 24

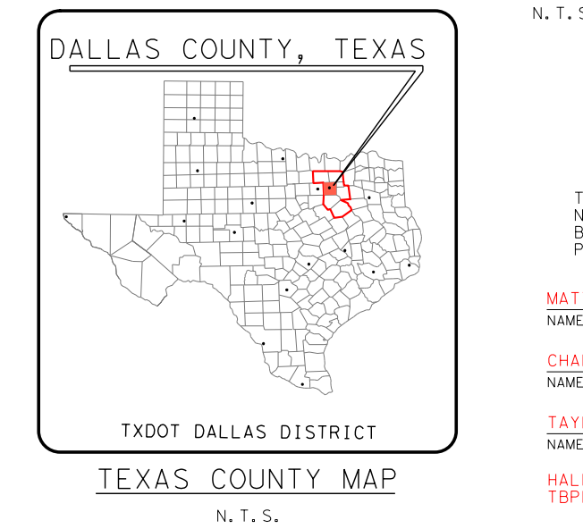
	IH 635		IH 30	
LIMITS:	E. OF US 75 TO S. OF IH 30		W. OF GUS THOMASSON RD TO E. OF GALLOWAY AVE	
LENGTH:	11.2 MILES		2.1 MILES	
FUNCTIONAL CLASS:	URBAN INTERSTATE		URBAN INTERSTATE	
AVERAGE DAILY TRAFFIC:	2374-01-183	263,250 (2022)	353,550 (2042)	
	2374-01-137	224,200 (2022)	301,850 (2042)	
	2374-02-053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

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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NAME	P.E. NO.	DATE
TAYLOR H. PERRINE	116960	12-12-2016
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HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

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LEGEND:

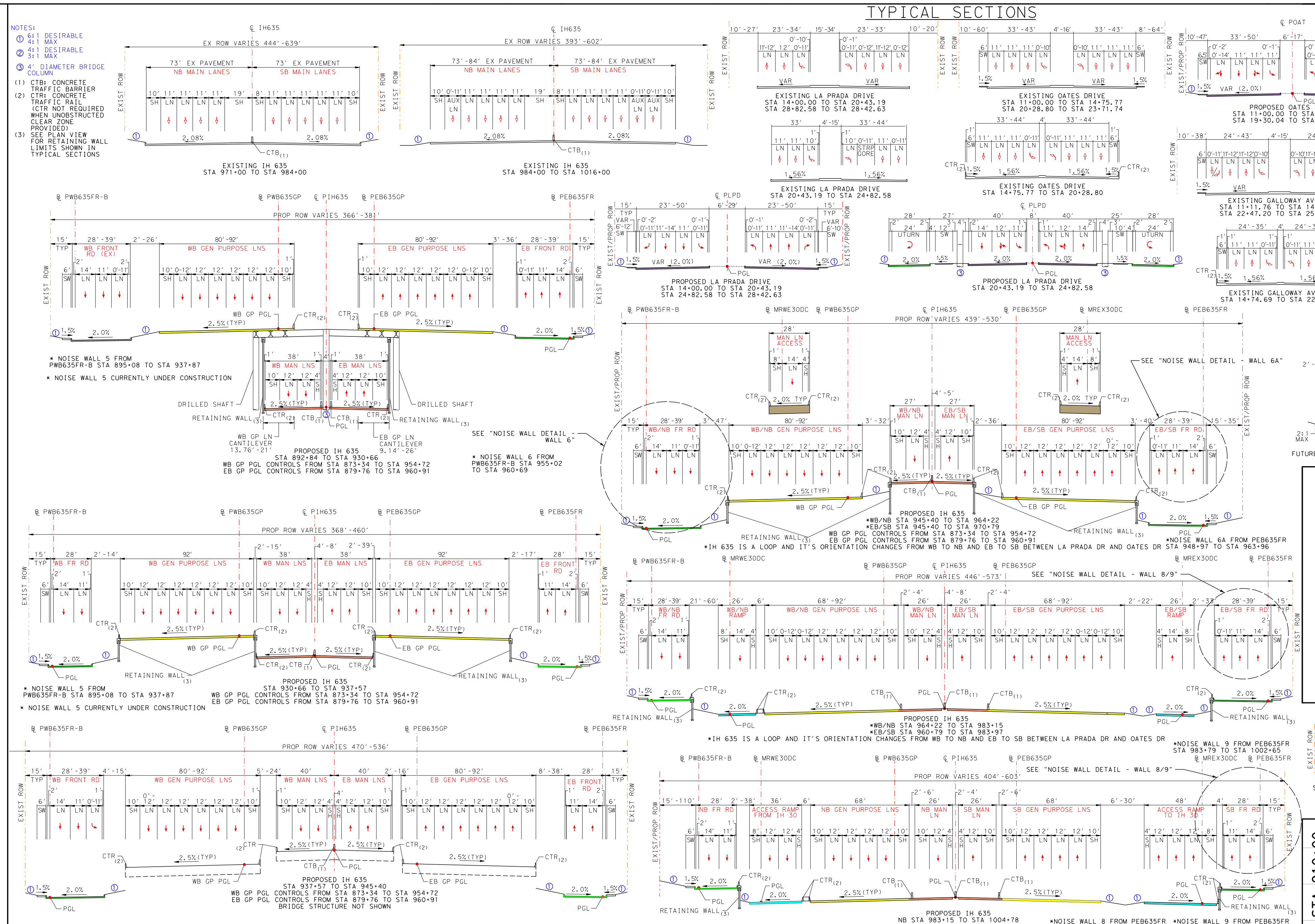
- EXISTING ROW
- EXISTING ACCESS DENIAL
- EXISTING EASEMENT
- EXISTING PROPERTY LIMITS
- EXISTING STORM SEWER
- EXISTING 100 YR FLOODPLAIN LIMITS
- EXISTING PLANIMETRIC FEATURES
- EXISTING TOPOGRAPHIC CONTOURS (5-FT INTERVALS)
- EXISTING TELEPHONE / CABLE / FIBER LINE
- EXISTING WATER LINE
- EXISTING ELECTRIC LINE
- EXISTING SANITARY SEWER LINE
- EXISTING GAS / PETROLEUM LINE
- PROPOSED CENTERLINE/BASELINE
- PROPOSED ROW
- PROPOSED ROW (BY OTHERS)
- PROPOSED DRAINAGE EASEMENT
- TEMPORARY CONSTRUCTION EASEMENT
- PROPOSED ACCESS DENIAL
- PROPOSED EDGE OF PAVEMENT
- PROPOSED TRAFFIC BARRIER
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE BENT
- PROPOSED RETAINING WALL
- PROPOSED PRELIMINARY NOISE WALL
- PROPOSED CULVERT
- DIRECTION OF TRAVEL
- EXISTING ROADWAY TO REMAIN
- EXISTING BRIDGE TO REMAIN
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED MANAGED LANES
- PROPOSED RAMP
- PROPOSED FRONTAGE ROAD
- PROPOSED CROSS STREET
- PROPOSED SIDEWALK
- PERPENDICULAR CURB RAMP
- PARALLEL CURB RAMP
- DIRECTIONAL CURB RAMP
- POTENTIAL DISPLACEMENTS
- PAVEMENT / BRIDGE TO BE REMOVED
- 100 PARCEL ID

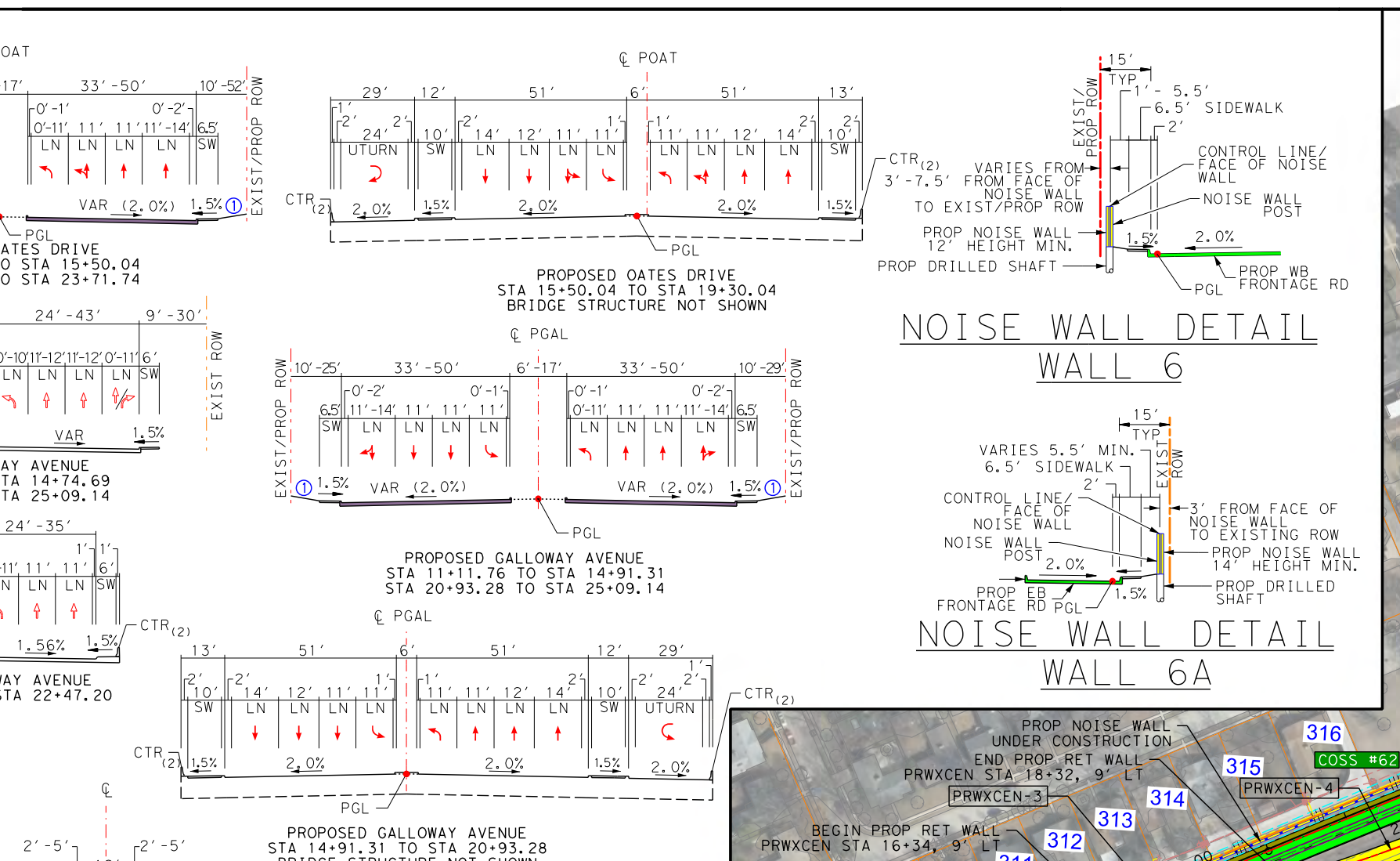
GENERAL NOTES:

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

95% DRAFT
Preliminary, Subject to Change

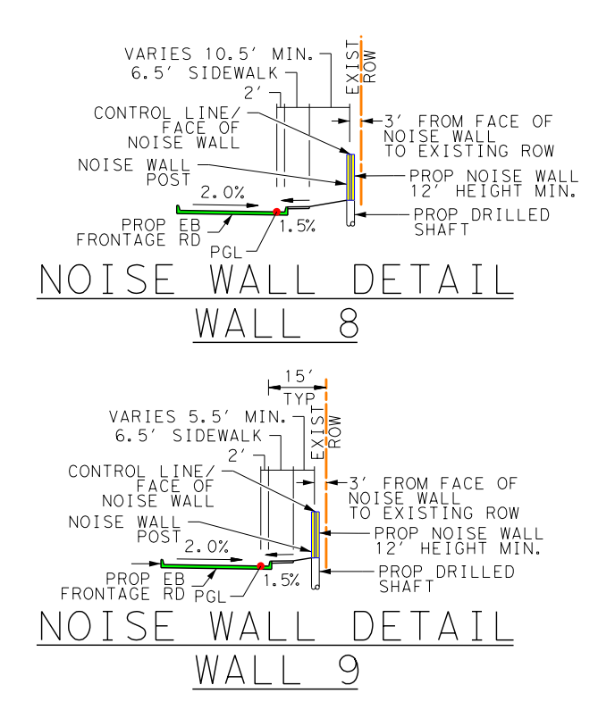
TYPICAL SECTIONS


NOTES:
① 6:1 DESIRABLE 4:1 MAX
② 4:1 DESIRABLE 3:1 MAX
③ 4' DIAMETER BRIDGE COLUMN
(1) CTB: CONCRETE TRAFFIC BARRIER
(2) CTR: CONCRETE TRAFFIC RAIL (CTR NOT REQUIRED WHEN UNOBSTRUCTED CLEAR ZONE PROVIDED)
(3) SEE PLAN VIEW FOR RETAINING WALL LIMITS SHOWN IN TYPICAL SECTIONS
EXISTING IH 635 STA 971+00 TO STA 984+00
EXISTING IH 635 STA 984+00 TO STA 1016+00
EXISTING LA PRADA DRIVE STA 14+00.00 TO STA 20+43.19 STA 24+82.58 TO STA 28+42.63
EXISTING LA PRADA DRIVE STA 20+43.19 TO STA 24+82.58
PROPOSED LA PRADA DRIVE STA 14+00.00 TO STA 20+43.19 STA 24+82.58 TO STA 28+42.63
PROPOSED LA PRADA DRIVE STA 20+43.19 TO STA 24+82.58
EXISTING OATES DRIVE STA 11+00.00 TO STA 14+75.77 STA 20+28.80 TO STA 23+71.74
EXISTING OATES DRIVE STA 14+75.77 TO STA 20+28.80
PROPOSED OATES DRIVE STA 11+00.00 TO STA 15+50.04 STA 19+30.04 TO STA 23+71.74
PROPOSED OATES DRIVE STA 15+50.04 TO STA 19+30.04 BRIDGE STRUCTURE NOT SHOWN
EXISTING GALLOWAY AVENUE STA 11+11.76 TO STA 14+74.69 STA 22+47.20 TO STA 25+09.14
EXISTING GALLOWAY AVENUE STA 14+74.69 TO STA 22+47.20
PROPOSED GALLOWAY AVENUE STA 11+11.76 TO STA 14+91.31 STA 20+93.28 TO STA 25+09.14
PROPOSED GALLOWAY AVENUE STA 14+91.31 TO STA 20+93.28 BRIDGE STRUCTURE NOT SHOWN
FUTURE SHARED USE PATH (BY OTHERS)
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
• NOISE WALL 6 FROM PWB635FR-B STA 955+02 TO STA 960+69
PROPOSED IH 635 •WB/NB STA 945+40 TO STA 964+22 •EB/SB STA 945+40 TO STA 970+79 WB GP PGL CONTROLS FROM STA 873+34 TO STA 954+72 EB GP PGL CONTROLS FROM STA 879+76 TO STA 960+91
•IH 635 IS A LOOP AND IT'S ORIENTATION CHANGES FROM WB TO NB AND EB TO SB BETWEEN LA PRADA DR AND OATES DR
•NOISE WALL 6A FROM PEB635FR STA 948+97 TO STA 963+96
PROPOSED IH 635 STA 930+66 TO STA 937+57 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 STA 937+57 TO STA 945+40 WB GP PGL CONTROLS FROM STA 873+34 TO STA 954+72 EB GP PGL CONTROLS FROM STA 879+76 TO STA 960+91 BRIDGE STRUCTURE NOT SHOWN
PROPOSED IH 635 •WB/NB STA 964+22 TO STA 983+15 •EB/SB STA 960+79 TO STA 983+97
•NOISE WALL 9 FROM PEB635FR STA 983+79 TO STA 1002+65
PROPOSED IH 635 NB STA 983+15 TO STA 1004+78 SB STA 983+97 TO STA 999+45
•NOISE WALL 8 FROM PEB635FR STA 979+01 TO STA 983+06
•NOISE WALL 9 FROM PEB635FR STA 983+79 TO STA 1002+65
EXISTING WOODMEADOW PARKWAY STA 12+85.00 TO STA 18+42.73
PROPOSED WOODMEADOW PARKWAY STA 12+85.00 TO STA 18+42.73
SEE "NOISE WALL DETAIL - WALL 6"
SEE "NOISE WALL DETAIL - WALL 6A"
SEE "NOISE WALL DETAIL - WALL 8/9"
WB GEN PURPOSE LNS
EB GEN PURPOSE LNS
WB MAN LNS
EB MAN LNS
WB FRONT RD
EB FRONT RD
PROP ROW VARIES 366'-381'
EX ROW VARIES 444'-639'
EX ROW VARIES 393'-602'


VARIES 5.5' MIN, 6.5' SIDEWALK
CONTROL LINE/FACE OF NOISE WALL
PROP NOISE WALL 12' HEIGHT MIN.
PROP DRILLED SHAFT
PROP WB FRONTAGE RD
3' FROM FACE OF NOISE WALL TO EXISTING ROW
PROP NOISE WALL 14' HEIGHT MIN.
PROP EB FRONTAGE RD PGL

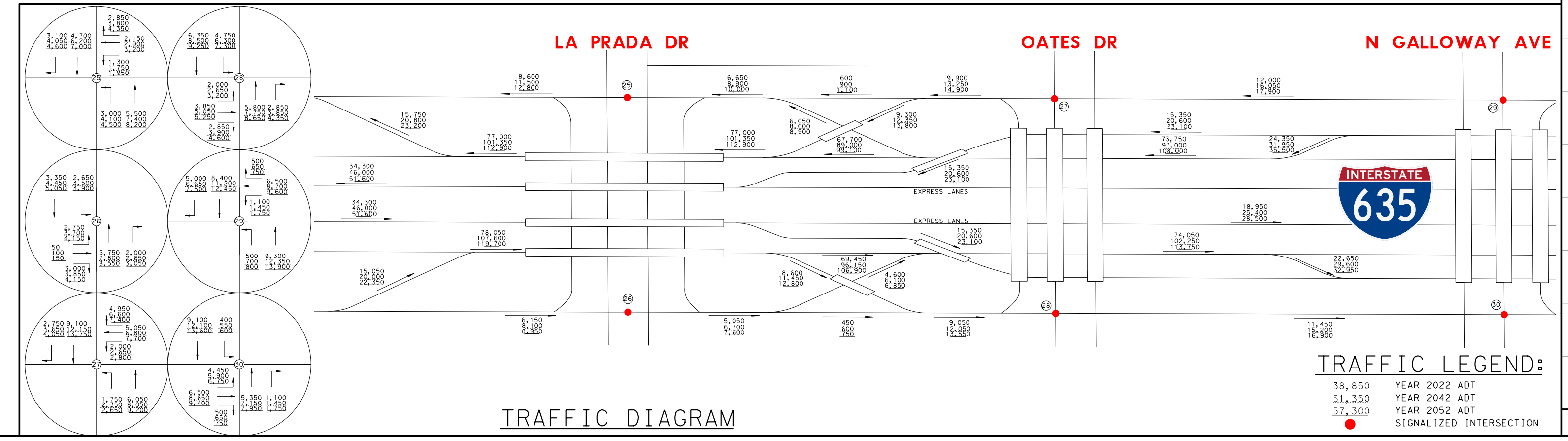
NOISE WALL DETAIL
WALL 6

NOISE WALL DETAIL
WALL 6A


VARIES 10.5' MIN, 6.5' SIDEWALK
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 DRILLED SHAFT
PROP EB FRONTAGE RD PGL
VARIES 5.5' MIN, 6.5' SIDEWALK

NOISE WALL DETAIL
WALL 8

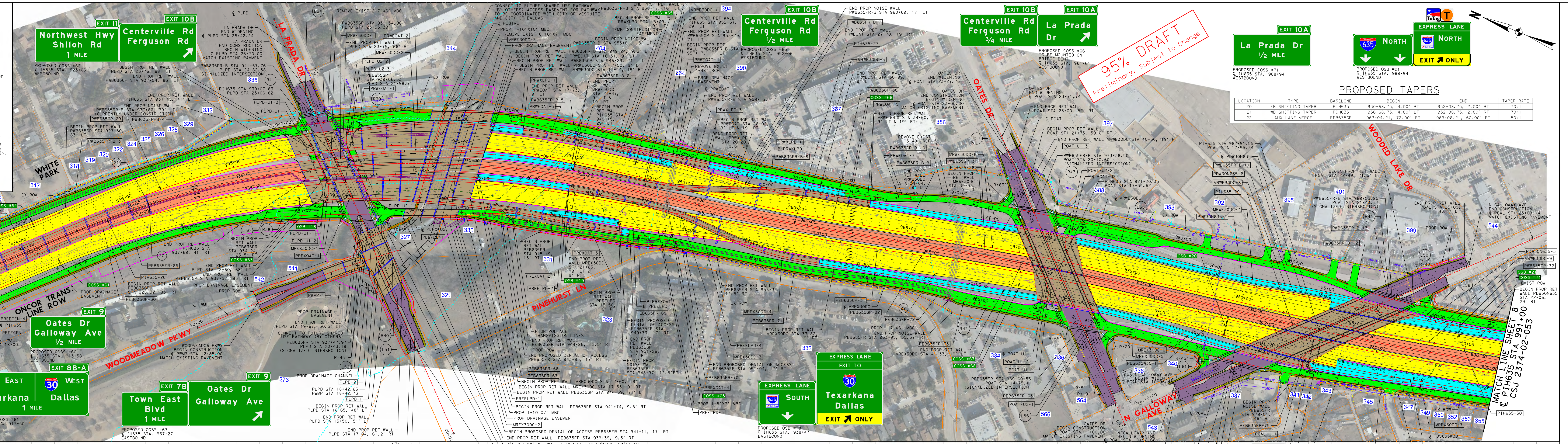
NOISE WALL DETAIL
WALL 9


LA PRADA DR
OATES DR
N GALLOWAY AVE
INTERSTATE 635
EXPRESS LANES

TRAFFIC DIAGRAM

TRAFFIC LEGEND:

38,850	YEAR 2022 ADT
51,350	YEAR 2042 ADT
57,300	YEAR 2052 ADT
●	SIGNALIZED INTERSECTION

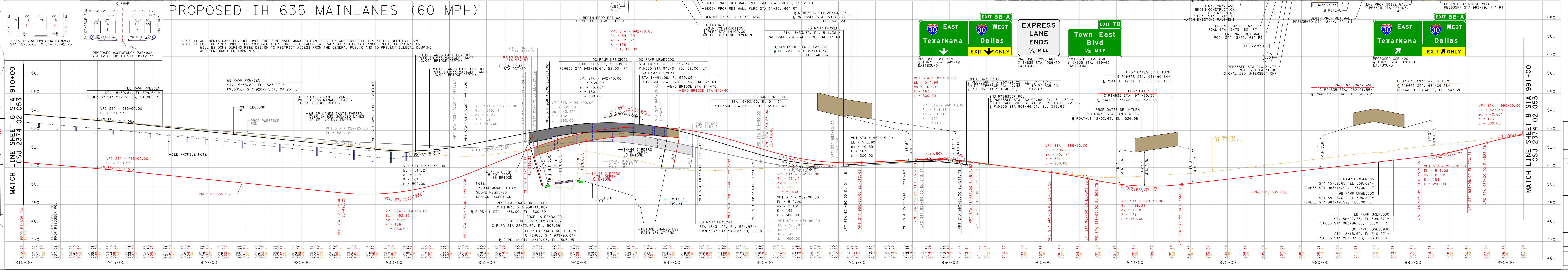

MATCH LINE SHEET 6 Ⓔ PIH635 STA 910+00 CSJ 2374-02-053
MATCH LINE SHEET 8 Ⓔ PIH635 STA 991+00 CSJ 2374-02-053
LA PRADA DR
OATES DR
N GALLOWAY AVE
WOODED LAKE DR
WOODMEADOW PKWY
PINEHURST LN
WHITE PARK
GRISSOM PARK
ONCOR TRANS. LINE ROW
95% DRAFT Preliminary, Subject to Change
EXIT 11 Northwest Hwy Shiloh Rd 1 MILE
EXIT 10B Centerville Rd Ferguson Rd
EXIT 10B Centerville Rd Ferguson Rd 1/2 MILE
EXIT 10B Centerville Rd Ferguson Rd 3/4 MILE
EXIT 10A La Prada Dr
EXIT 10A La Prada Dr 1/2 MILE
635 NORTH
EXPRESS LANE 635 NORTH EXIT ONLY
EXIT 9 Oates Dr Galloway Ave 1/2 MILE
EXIT 9 Oates Dr Galloway Ave
EXIT 8B-A 30 EAST Texarkana 30 WEST Dallas 1 MILE
EXIT 7B Town East Blvd 1 MILE
EXPRESS LANE EXIT TO 30 Texarkana Dallas EXIT ONLY
EXPRESS LANE 635 SOUTH
PROPOSED COSS #62 Ⓔ IH635 STA. 925+66 WESTBOUND
PROPOSED COSS #65 Ⓔ IH635 STA. 952+06 WESTBOUND
PROPOSED COSS #66 TO BE MOUNTED ON BRIDGE BENT Ⓔ IH635 STA. 961+61 WESTBOUND
PROPOSED COSS #71 Ⓔ IH635 STA. 988+94 WESTBOUND
PROPOSED OSB #21 Ⓔ IH635 STA. 988+94 WESTBOUND
PROPOSED COSS #59 ATTACH TO THE BRIDGE BENT CAP
PROPOSED COSS #60 Ⓔ IH635 STA. 913+58 EASTBOUND
PROPOSED COSS #61 Ⓔ IH635 STA. 917+50 EASTBOUND
PROPOSED COSS #63 Ⓔ IH635 STA. 937+27 EASTBOUND
PROPOSED OSB #18 Ⓔ IH635 STA. 938+47 EASTBOUND
PIH635 STA 982+91.55 PGAL STA 17+95.34
PWB635FR-B STA 989+55.25 PGAL STA 21+43.37 (SIGNALIZED INTERSECTION)
N GALLOWAY AVE END CONSTRUCTION Ⓔ PGAL STA 25+09.14 MATCH EXISTING PAVEMENT

PROPOSED TAPERS

LOCATION	TYPE	BASELINE	BEGIN	END	TAPER RATE
20	EB SHIFTING TAPER	PIH635	930+68.75, 4.00' RT	932+08.75, 2.00' RT	70:1
21	WB SHIFTING TAPER	PIH635	930+68.75, 4.00' LT	932+08.75, 2.00' RT	70:1
22	AUX LANE MERGE	PEB635GP	963+04.21, 72.00' RT	969+06.21, 60.00' RT	50:1

PROPOSED IH 635 MAINLANES (60 MPH)

NOTE 1: ALL BENTS CANTILEVERED OVER THE DEPRESSED MANAGED LANE SECTION ARE INVERTED T'S WITH A DEPTH OF 2.5'
NOTE 2: FOR THE AREA UNDER THE PROPOSED I-635 BRIDGE BETWEEN LA PRADA DR AND LONG BRANCH CREEK, COORDINATION WILL BE DONE DURING PS&E DESIGN TO RESTRICT ACCESS FROM THE GENERAL PUBLIC AND TO PREVENT ILLEGAL DUMPING AND TEMPORARY ENCAMPMENTS



HORIZONTAL ALIGNMENT DATA

ROLL 7												
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
MREX30DC (40 MPH)	MREX30DC-1	11+59.88	9° 08' 27.49" (RT)	2000.00	159.88	319.08	S 25° 16' 9.47" E	318.74	10+00.00	13+19.08	S 29° 50' 23.21" E	S 20° 41' 55.72" E
	MREX30DC-2(1)	19+38.73	9° 34' 17.77" (RT)	3600.00	301.40	601.40	S 15° 54' 46.84" E	600.70	16+37.33	22+38.73	S 20° 41' 55.72" E	S 11° 07' 37.95" E
	MREX30DC-3(1)	25+89.29	13° 14' 24.69" (RT)	1190.00	138.11	274.99	S 4° 30' 25.61" E	274.38	24+51.18	27+26.17	S 11° 07' 37.95" E	S 2° 06' 46.74" W
	MREX30DC-4(1)	30+72.82	15° 16' 6.21" (LT)	1200.00	160.84	319.78	S 5° 31' 16.36" E	318.84	29+11.98	32+31.76	S 2° 06' 46.74" W	S 13° 09' 19.47" E
	MREX30DC-5	46+37.79	8° 35' 50.27" (RT)	3800.00	285.63	570.19	S 8° 51' 24.33" E	569.66	43+52.16	49+22.35	S 13° 09' 19.47" E	S 4° 33' 29.19" E
	MREX30DC-6	54+28.61	11° 03' 28.03" (LT)	5230.00	506.25	1009.36	S 10° 05' 13.21" E	1007.80	49+22.35	59+31.72	S 4° 33' 29.19" E	S 15° 36' 57.22" E
	MREX30DC-7	60+21.28	2° 42' 1.15" (RT)	3800.00	89.56	179.09	S 14° 15' 56.65" E	179.08	59+31.72	61+10.81	S 15° 36' 57.22" E	S 12° 54' 56.07" E
MRWE30DC (40 MPH)	MRWE30DC-1	10+77.09	2° 19' 27.52" (LT)	3800.00	77.09	154.15	S 30° 16' 36.86" E	154.14	10+00.00	11+54.15	S 29° 06' 53.09" E	S 31° 26' 20.62" E
	MRWE30DC-2	13+24.36	8° 50' 51.96" (RT)	2200.00	170.20	339.73	S 27° 00' 54.64" E	339.39	11+54.15	14+93.88	S 31° 26' 20.62" E	S 22° 35' 28.66" E
	MRWE30DC-3(1)	18+48.01	12° 15' 0.75" (RT)	3300.00	354.13	705.56	S 16° 27' 58.28" E	704.22	14+93.88	21+99.45	S 22° 35' 28.66" E	S 10° 20' 27.91" E
	MRWE30DC-4(1)	25+68.65	10° 24' 15.81" (LT)	1500.00	136.57	272.39	S 15° 32' 35.81" E	272.01	24+32.08	27+04.47	S 10° 20' 27.91" E	S 20° 44' 43.71" E
	MRWE30DC-5(1)	31+39.16	7° 41' 12.59" (RT)	1500.00	100.77	201.24	S 16° 54' 7.42" E	201.09	30+38.39	32+39.63	S 20° 44' 43.71" E	S 13° 03' 31.13" E
	MRWE30DC-6	42+88.10	3° 48' 56.3" (RT)	11248.00	374.67	749.07	S 11° 09' 2.97" E	748.93	39+13.43	46+62.49	S 13° 03' 31.13" E	S 9° 14' 34.82" E
	MRWE30DC-7	51+47.61	3° 44' 46.2" (LT)	3800.00	124.27	248.46	S 11° 06' 57.92" E	248.41	50+23.34	52+71.80	S 9° 14' 34.82" E	S 12° 59' 21.02" E
	MRWE30DC-8	55+51.27	6° 02' 12.82" (RT)	5300.00	279.47	558.43	S 9° 58' 14.61" E	558.17	52+71.80	58+30.22	S 12° 59' 21.02" E	S 6° 57' 8.21" E
	MRWE30DC-9	60+33.01	6° 06' 34.15" (LT)	3800.00	202.79	405.20	S 10° 00' 25.28" E	405.00	58+30.22	62+35.42	S 6° 57' 8.21" E	S 13° 03' 42.35" E
PDS635W30 (40 MPH)	PDS635W30-1	11+51.42	4° 33' 49.86" (RT)	3800.00	151.42	302.69	S 6° 52' 21.21" E	302.61	10+00.00	13+02.69	S 9° 09' 16.14" E	S 4° 35' 26.28" E
	PDS635W30-2	16+88.40	8° 19' 29.79" (LT)	5300.00	385.72	770.08	S 8° 45' 11.18" E	769.40	13+02.69	20+72.76	S 4° 35' 26.28" E	S 12° 54' 56.07" E
PDW30N635 (40 MPH)	PDW30N635-1	11+30.57	3° 56' 9.17" (LT)	3800.00	130.57	261.04	S 11° 12' 39.41" E	260.99	10+00.00	12+61.04	S 9° 14' 34.82" E	S 13° 10' 43.99" E
	PDW30N635-2	13+96.87	2° 56' 10.4" (RT)	5300.00	135.83	271.61	S 11° 42' 38.79" E	271.58	12+61.04	15+32.65	S 13° 10' 43.99" E	S 10° 14' 33.59" E
	PDW30N635-3	18+02.48	2° 49' 8.76" (LT)	10966.00	269.83	539.56	S 11° 39' 7.97" E	539.50	15+32.65	20+72.20	S 10° 14' 33.59" E	S 13° 03' 42.35" E
PEB635FR (40 MPH)	PEB635FR-64	910+44.26	2° 33' 45.21" (RT)	2000.00	44.73	89.45	S 43° 54' 44.39" E	89.44	909+99.53	910+88.98	S 45° 11' 37.00" E	S 42° 37' 51.78" E
	PEB635FR-65	911+33.71	2° 33' 45.21" (LT)	2000.00	44.73	89.45	S 43° 54' 44.39" E	89.44	910+88.98	911+78.43	S 42° 37' 51.78" E	S 45° 11' 37.00" E
	PEB635FR-66	931+16.10	22° 56' 26.75" (RT)	2740.00	555.98	1097.07	S 33° 43' 23.62" E	1089.76	925+60.11	936+57.19	S 45° 11' 37.00" E	S 22° 15' 10.25" E
	PEB635FR-67	942+41.61	12° 49' 16.61" (RT)	1000.00	112.36	223.77	S 15° 50' 31.94" E	223.31	941+29.26	943+53.03	S 22° 15' 10.25" E	S 9° 25' 53.64" E
	PEB635FR-68	943+89.60	4° 11' 19.74" (LT)	1000.00	36.57	73.11	S 11° 31' 33.51" E	73.09	943+53.03	944+26.14	S 9° 25' 53.64" E	S 13° 37' 13.38" E
	PEB635FR-69	949+86.07	6° 05' 23.85" (LT)	1000.00	53.20	106.29	S 16° 39' 55.30" E	106.24	949+32.87	950+39.16	S 13° 37' 13.38" E	S 19° 42' 37.23" E
	PEB635FR-70	951+16.55	8° 51' 00.03" (RT)	1000.00	77.38	154.46	S 15° 17' 07.22" E	154.31	950+39.16	951+93.62	S 19° 42' 37.23" E	S 10° 51' 37.20" E
	PEB635FR-71	956+93.25	3° 19' 58.73" (LT)	2000.00	58.19	116.34	S 12° 31' 36.57" E	116.33	956+35.06	957+51.40	S 10° 51' 37.20" E	S 14° 11' 35.93" E
	PEB635FR-72	962+40.28	6° 25' 06.55" (RT)	2000.00	112.14	224.05	S 10° 59' 02.66" E	223.93	961+28.14	963+52.19	S 14° 11' 35.93" E	S 7° 46' 29.38" E
	PEB635FR-73	964+15.14	3° 36' 21.38" (LT)	2000.00	62.96	125.87	S 9° 34' 40.07" E	125.85	963+52.19	964+78.06	S 7° 46' 29.38" E	S 11° 22' 50.76" E
	PEB635FR-74	969+64.37	2° 11' 44.65" (RT)	2000.00	38.33	76.65	S 10° 16' 58.44" E	76.64	969+26.05	970+02.69	S 11° 22' 50.76" E	S 9° 11' 06.11" E
	PEB635FR-75	978+67.15	4° 37' 36.41" (LT)	2000.00	80.80	161.51	S 11° 29' 54.32" E	161.46	977+86.35	979+47.86	S 9° 11' 06.11" E	S 13° 48' 42.53" E
PEB635GP (60 MPH)	PEB635GP-30(1)	937+51.67	32° 47' 08.23" (RT)	4200.00	1235.55	2403.31	S 28° 47' 58.21" E	2370.66	925+16.11	949+19.42	S 45° 11' 32.32" E	S 12° 24' 24.09" E
	PEB635GP-31	962+41.13	1° 51' 30.50" (LT)	11100.00	180.04	360.04	S 13° 20' 09.34" E	360.03	960+61.10	964+21.14	S 12° 24' 24.09" E	S 14° 15' 54.58" E
	PEB635GP-32	969+14.64	5° 06' 38.44" (RT)	11058.00	493.50	986.35	S 11° 42' 35.36" E	986.03	964+21.14	974+07.49	S 14° 15' 54.58" E	S 9° 09' 16.14" E
	PEB635GP-33	983+92.23	3° 33' 29.04" (LT)	11142.00	346.07	691.92	S 10° 56' 00.66" E	691.81	980+46.16	987+38.08	S 9° 09' 16.14" E	S 12° 42' 45.18" E
PGAL(4) (40 MPH)	--	10+00.00	--	--	--	--	--	--	--	--		S 45°40'22.24" E
	--	30+00.67	--	--	--	--	--	--	--	--	S 45°40'22.24" E	--
PGAL-U	PGAL-U-1	10+65.75	94° 17' 35.16 " (RT)	61.00	65.75	100.39	N 87° 10' 50.18 " E	89.44	10+00.00	11+00.39	N 40° 02' 2.61 " E	S 45° 40' 22.24 " E
PIH635 (60 MPH)	PIH635-26(1)	939+46.54	34° 59' 9.59" (RT)	3850.00	1213.38	2350.89	S 27° 41' 57.53" E	2314.54	927+33.16	950+84.05	S 45° 11' 32.32" E	S 10° 12' 22.73" E
	PIH635-27	957+83.49	2° 45' 30.7" (LT)	11100.00	267.26	534.41	S 11° 35' 8.08" E	534.36	955+16.23	960+50.64	S 10° 12' 22.73" E	S 12° 57' 53.43" E
	PIH635-28	970+87.99	3° 43' 18.61" (RT)	11100.00	360.65	721.04	S 11° 06' 14.13" E	720.91	967+27.35	974+48.38	S 12° 57' 53.43" E	S 9° 14' 34.82" E
	PIH635-29	984+54.98	3° 26' 29.62" (LT)	11100.00	333.47	666.74	S 10° 57' 49.63" E	666.64	981+21.52	987+88.25	S 9° 14' 34.82" E	S 12° 41' 4.44" E
PLBTRL (TRAIL)	PLBTRL-1	17+42.69	50° 02' 27.66" (LT)	100.00	46.67	87.34	S 71° 12' 55.52" E	84.59	16+96.01	17+83.35	S 46° 11' 41.69" E	N 83° 45' 50.65" E
	PLBTRL-2	25+52.24	20° 07' 1.73" (RT)	100.00	17.74	35.11	S 86° 10' 38.48" E	34.93	25+34.50	25+69.61	N 83° 45' 50.65" E	S 76° 07' 7.62" E
PLPD (40 MPH)	PLPD-1	18+37.36	5° 34' 51.66" (RT)	800.00	38.99	77.93	N 46° 32' 6.6" E	77.89	17+98.37	18+76.29	N 43° 44' 40.78" E	N 49° 19' 32.43" E
	PLPD-2	19+14.87	5° 31' 14.12" (LT)	800.00	38.57	77.08	N 46° 33' 55.37" E	77.05	18+76.29	19+53.38	N 49° 19' 32.43" E	N 43° 48' 18.31" E
PLPD-U1 (15 MPH)	PLPD-U1-1	10+14.89	13° 29' 0.27" (LT)	126.00	14.89	29.65	S 68° 12' 14.28" E	29.58	10+00.00	10+29.65	S 61° 27' 44.14" E	S 74° 56' 44.42" E
	PLPD-U1-2	10+80.56	61° 14' 57.28" (LT)	86.00	50.91	91.93	N 74° 25' 46.95" E	87.62	10+29.65	11+21.59	S 74° 56' 44.42" E	N 43° 48' 18.31" E
	PLPD-U1-3	13+53.79	39° 44' 36.27" (LT)	116.00	41.93	80.46	N 23° 56' 0.18" E	78.86	13+11.86	13+92.33	N 43° 48' 18.31" E	N 4° 03' 42.04" E
PLPD-U2 (15 MPH)	PLPD-U2-1	10+28.63	27° 43' 50.87" (RT)	116.00	28.63	56.14	N 29° 56' 22.87" E	55.60	10+00.00	10+56.14	N 16° 04' 27.44" E	N 43° 48' 18.31" E
	PLPD-U2-2	13+54.91	59° 05' 36.84" (RT)	86.00	48.75	88.70	N 73° 21' 6.73" E	84.82	13+06.16	13+94.86	N 43° 48' 18.31" E	S 77° 06' 4.85" E
	PLPD-U2-3	14+08.25	12° 08' 1.28" (RT)	126.00	13.39	26.68	S 71° 02' 4.21" E	26.63	13+94.86	14+21.54	S 77° 06' 4.85" E	S 64° 58' 3.57" E
POAT(4) (40 MPH)	--	10+00.00	--	--	--	--	--	--	--	--		S 45°40'22.24" E
	--	24+74.92	--	--	--	--	--	--	--	--	S 45°40'22.24" E	--
POAT-U1 (15 MPH)	POAT-U1-1	10+47.08	63° 33' 7.4" (LT)	76.00	47.08	84.30	S 85° 41' 37.29" E	80.04	10+00.00	10+84.30	S 53° 55' 3.59" E	N 62° 31' 49.01" E
	POAT-U1-2	11+12.48	18° 11' 41.54" (LT)	176.00	28.18	55.89	N 53° 25' 58.24" E	55.66	10+84.30	11+40.19	N 62° 31' 49.01" E	N 44° 20' 7.46" E
	POAT-U1-3	14+36.79	15° 00' 31.77" (LT)	106.00	13.96	27.77	N 36° 49' 51.58" E	27.69	14+22.83	14+50.60	N 44° 20' 7.46" E	N 29° 19' 35.7" E
POAT-U2 (15 MPH)	POAT-U2-1	10+15.47	15° 11' 35.89" (RT)	116.00	15.47	30.76	N 36° 44' 19.52" E	30.67	10+00.00	10+30.76	N 29° 08' 31.57" E	N 44° 20' 7.46" E
	POAT-U2-2	14+02.23	88° 13' 21.49" (RT)	71.00	68.83	109.32	N 88° 26' 48.21" E	98.84	13+33.40	14+42.72	N 44° 20' 7.46" E	S 47° 26' 31.05" E
PREECEN (40 MPH)	PREECEN-1	10+47.31	5° 09' 35.79" (LT)	1050.00	47.31	94.56	S 47° 46' 24.89" E	94.53	10+00.00	10+94.56	S 45° 11' 37" E	S 50° 21' 12.79" E
	PREECEN-2	11+41.89	5° 09' 40.46" (RT)	1050.03	47.33	94.59	S 47° 46' 22.56" E	94.56	10+94.56	11+89.15	S 50° 21' 12.79" E	S 45° 11' 32.32" E
	PREECEN-3	17+74.19	3° 59' 5.59" (LT)	5300.00	184.38	368.61	S 47° 11' 5.12" E	368.54	15+89.81	19+58.42	S 45° 11' 32.32" E	S 49° 10' 37.91" E
	PREECEN-4	20+90.62	3° 59' 5.59" (RT)	3800.00	132.20	264.29	S 47° 11' 5.12" E	264.23	19+58.42	22+22.71	S 49° 10' 37.91" E	S 45° 11' 32.32" E
PREELPD (40 MPH)	PREELPD-1	10+28.32	3° 05' 22.4" (LT)	1050.00	28.32	56.62	S 20° 04' 36.81" E	56.61	10+00.00	10+56.62	S 18° 31' 55.61" E	S 21° 37' 18.01" E
	PREELPD-2(1)	14+50.65	9° 12' 53.92" (RT)	1000.00	80.59	160.83	S 17° 00' 51.05" E	160.66	13+70.06	15+30.89	S 21° 37' 18.01" E	S 12° 24' 24.09" E
	PREELPD-3	17+75.79	3° 47' 57.73" (LT)	5300.00	175.79	351.45	S 14° 18' 22.95" E	351.39	16+00.00	19+51.45	S 12° 24' 24.09" E	S 16° 12' 21.82" E
	PREELPD-4	20+77.49	3° 47' 57.73" (RT)	3800.00	126.04	251.98	S 14° 18' 22.95" E	251.94	19+51.45	22+03.43	S 16° 12' 21.82" E	S 12° 24' 24.09" E
PREXOAT (40 MPH)	PREXOAT-1	11+83.35	9° 31' 40.88" (RT)	2200.00	183.35	365.85	S 22° 33' 55.61" E	365.43	10+00.00	13+65.85	S 27° 19' 46.04" E	S 17° 48' 5.17" E
	PREXOAT-2	17+46.96	7° 43' 48.89" (RT)	3800.00	256.73	512.69	S 13° 56' 10.72" E	512.30	14+90.23	20+02.92	S 17° 48' 5.17" E	S 10° 04' 16.27" E
	PREXOAT-3	21+67.12	3° 32' 57.1" (LT)	5300.00	164.21	328.31	S 11° 50' 44.83" E	328.26	20+02.92	23+31.22	S 10° 04' 16.27" E	S 13° 37' 13.38" E
	PREXOAT-4	25+32.56	2° 45' 36.18" (RT)	1050.00	25.30	50.58	S 12° 14' 25.29" E	50.58	25+07.27	25+57.85	S 13° 37' 13.38" E	S 10° 51' 37.2" E
PRWEOAT (40 MPH)	PRWEOAT-1	10+84.67	2° 33' 10.09" (LT)	3800.00	84.67	169.31	S 28° 55' 01.57" E	169.29	10+00.00	11+69.31	S 27° 38' 26.53" E	S 30° 11' 36.62" E
	PRWEOAT-2	14+01.41	13° 55' 45.49" (RT)	1900.00	232.10	461.91	S 23° 13' 43.88" E	460.78	11+69.31	16+31.22	S 30° 11' 36.62" E	S 16° 15' 51.13" E
	PRWEOAT-3	18+19.86	4° 04' 36.32" (RT)	5300.00	188.63	377.11	S 14° 13' 32.97" E	377.03	16+31.22	20+08.33	S 16° 15' 51.13" E	S 12° 11' 14.81" E
	PRWEOAT-4	24+10.95	1° 33' 50.87" (RT)	5300.00	72.35	144.69	S 11° 24' 19.38" E	144.68	23+38.61	24+83.29	S 12° 11' 14.81" E	S 10° 37' 23.95" E
	PRWEOAT-5	33+23.52	12° 12' 54.34" (LT)	1050.00	112.35	223.85	S 16° 43' 51.12" E	223.43	32+11.16	34+35.02	S 10° 37' 23.95" E	S 22° 50' 18.29" E
	PRWEOAT-6	34+68.41	3° 38' 36.14" (RT)	1050.00	33.40	66.77	S 21° 01' 00.21" E	66.76	34+35.02	35+01.79	S 22° 50' 18.29" E	S 19° 11' 42.14" E
PRWXCEN (40 MPH)	PRWXCEN-1	10+58.51	6° 22' 42.89" (RT)	1050.00	58.51	116.89	S 42° 00' 28.28" E	116.83	10+00.00	11+16.89	S 45° 11' 49.72" E	S 38° 49' 6.83" E
	PRWXCEN-2	11+75.40	6° 22' 42.89" (LT)	1050.00	58.51	116.89	S 42° 00' 28.28" E	116.83	11+16.89	12+33.79	S 38° 49' 6.83" E	S 45° 11' 49.72" E
	PRWXCEN-3	17+19.47	4° 00' 44.31" (RT)	5300.00	185.65	371.15	S 43° 11' 27.56" E	371.07	15+33.82	19+04.97	S 45° 11' 49.72" E	S 41° 11' 5.41" E
	PRWXCEN-4	20+37.91	4° 00' 26.91" (LT)	3799.98	132.95	265.78	S 43° 11' 18.87" E	265.73	19+04.97	21+70.75	S 41° 11' 5.41" E	S 45° 11' 32.32" E
PRWXLPD (40 MPH)	PRWXLPD-1	10+90.30	9° 49' 51.85" (RT)	1050.00	90.30	180.16	S 11° 47' 01.75" E	179.94	10+00.00	11+80.16	S 16° 41' 57.68" E	S 6° 52' 05.82" E
	PRWXLPD-2	18+18.80	1° 50' 16.25" (RT)	5300.00	85.01	170.01	S 5° 56' 57.70" E	170.00	17+33.79	19+03.80	S 6° 52' 05.82" E	S 5° 01' 49.57" E
	PRWXLPD-3	21+16.02	6° 23' 34.37" (LT)	3800.00	212.22	423.99	S 8° 13' 36.76" E	423.77	19+03.80	23+27.79	S 5° 01' 49.57" E	S 11° 25' 23.94" E
PWB635FR-B (40 MPH)	PWB635FR-B-3	929+99.61	3° 48' 57.51" (RT)	12000.00	399.76	799.22	S 43° 17' 20.96" E	799.07	925+99.85	933+99.07	S 45° 11' 49.72" E	S 41° 22' 52.21" E
	PWB635FR-B-4	938+69.92	11° 42' 46.05" (RT)	3000.00	307.71	613.28	S 35° 31' 29.18" E	612.21	935+62.21	941+75.49	S 41° 22' 52.21" E	S 29° 40' 06.16" E
	PWB635FR-B-5	948+95.87	21° 20' 15.32" (RT)	2800.00	527.49	1042.75	S 18° 59' 58.49" E	1036.74	943+68.38	954+11.13	S 29° 40' 06.16" E	S 8° 19' 50.83" E
	PWB635FR-B-6	954+56.96	1° 52' 31.90" (LT)	2800.00	45.83	91.66	S 9° 16' 06.78" E	91.65	954+11.13	955+02.79	S 8° 19' 50.83" E	S 10° 12' 22.73" E
	PWB635FR-B-7	960+93.70	1° 52' 31.90" (LT)	2800.00	45.83	91.66	S 11° 08' 38.69" E	91.65	960+47.86	961+39.52	S 10° 12' 22.73" E	S 12° 04' 54.64" E
	PWB635FR-B-8	961+85.35	1° 52' 31.90" (RT)	2800.00	45.83	91.66	S 11° 08' 38.69" E	91.65	961+39.52	962+31.18	S 12° 04' 54.64" E	S 10° 12' 22.73" E
	PWB635FR-B-9	967+31.64	12° 09' 15.39" (LT)	1200.00	127.76	254.56	S 16° 17' 00.43" E	254.08	966+03.88	968+58.44	S 10° 12' 22.73" E	S 22° 21' 38.12" E
	PWB635FR-B-10	969+79.47	11° 31' 07.28" (RT)	1200.00	121.03	241.25	S 16° 36' 04.49" E	240.84	968+58.44	970+99.69	S 22° 21' 38.12" E	S 10° 50' 30.85" E
	PWB635FR-B-11	985+77.32	9° 45' 33.63" (RT)	2000.00	170.75	340.67	S 5° 57' 44.03" E	340.25	984+06.58	987+47.24	S 10° 50' 30.85" E	S 1° 04' 57.22" E
	PWB635FR-B-12	988+32.40	4° 52' 33.38" (LT)	2000.00	85.15	170.20	S 3° 31' 13.91" E	170.15	987+47.24	989+17.45	S 1° 04' 57.22" E	S 5° 57' 30.60" E
	PWB635FR-B-13	990+10.67	5° 20' 13.97" (LT)	2000.00	93.22	186.30	S 8° 37' 37.59" E	186.24	989+17.45	991+03.75	S 5° 57' 30.60" E	S 11° 17' 44.57" E
PWB635GP (60 MPH)	PWB635GP-29(1)	940+82.33	36° 10' 37.20" (RT)	3340.00	1090.94	2108.90	S 27° 06' 13.72" E	2074.04	929+91.39	951+00.29	S 45° 11' 32.32" E	S 9° 00' 55.12" E
	PWB635GP-30	959+46.61	3° 43' 33.27" (LT)	8100.00	263.46	526.74	S 10° 52' 41.76" E	526.65	956+83.15	962+09.88	S 9° 00' 55.12" E	S 12° 44' 28.39" E
	PWB635GP-31	971+74.46	3° 29' 53.57" (RT)	11142.00	340.25	680.28	S 10° 59' 31.61" E	680.17	968+34.21	975+14.49	S 12° 44' 28.39" E	S 9° 14' 34.82" E
	PWB635GP-32	985+25.50	3° 30' 00.74" (LT)	11058.00	337.87	675.53	S 10° 59' 35.19" E	675.43	981+87.62	988+63.16	S 9° 14' 34.82" E	S 12° 44' 35.56" E
PWMP (40 MPH)	PWMP-1	16+49.00	5° 32' 56.12" (RT)	2000.00	96.92	193.69	S 42° 41' 53.71" E	193.62	15+52.07	17+45.77	S 45° 28' 21.77" E	S 39° 55' 25.65" E

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

SUPERELEVATION

BASELINE	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
PEB635GP (60 MPH)	923+80.00	-2.50%	925+40.00	-3.50%
	948+99.00	-3.50%	950+33.00	-2.50%
PWB635GP (60 MPH)	920+93.00	2.50%	931+49.00	-4.10%
	950+13.00	-4.10%	958+93.00	2.50%
PIH635 (EB) (60 MPH)	926+64.00	-2.50%	927+50.00	-3.70%
	950+70.00	-3.70%	951+18.00	-2.50%
PIH635 (WB) (60 MPH)	923+80.00	2.50%	928+21.00	-3.70%
	950+10.00	-3.70%	952+58.00	2.50%
MREX30DC (40 MPH)	15+16.00	-3.70%	15+45.00	-2.50%
	22+36.00	-2.50%	22+49.00	-2.00%
	23+89.00	-2.00%	24+67.00	-5.20%
	27+10.00	-5.20%	27+88.00	-2.00%
	27+92.00	-2.00%	29+64.00	5.10%
	31+97.00	5.10%	33+69.00	-2.00%
MRWE30DC (40 MPH)	14+95.00	-3.70%	15+24.00	-2.50%
	21+78.00	-2.50%	22+87.00	2.00%
	23+83.00	2.00%	24+44.00	4.50%
	26+92.00	4.50%	27+53.00	2.00%
	29+12.00	2.00%	30+69.00	-4.50%
	32+09.00	-4.50%	33+66.00	2.00%
PREECEN (40 MPH)	15+76.00	-2.00%	15+89.00	-2.50%
PRWXCEN (40 MPH)	15+20.00	2.00%	15+33.00	2.50%
PREXOAT (40 MPH)	14+92.00	-3.50%	15+29.00	-2.00%
PREELPD (40 MPH)	13+02.00	-2.00%	13+87.00	-5.50%
	15+16.00	-5.50%	15+89.00	-2.50%
PRWEOAT (40 MPH)	16+32.00	-4.10%	17+80.00	2.00%
PRWXLPD (40 MPH)	17+10.00	2.00%	17+23.00	2.50%
PDS635W30 (40 MPH)	18+16.00	-2.50%	18+63.00	-2.00%
PDW30N635 (40 MPH)	16+04.00	2.50%	16+53.00	2.00%

TURN BAY LENGTHS

LEFT TURN BAY LENGTHS				
TURN LANE	TAPER LENGTH	DECEL LENGTH	STORAGE LENGTH	TOTAL LENGTH
L50	50'	275'	119'	394'
L51	50'	162'	100'	262'
L52	50'	75'	100'	175'
L53	50'	163'	100'	263'
L54	50'	6'	100'	166'
L55	100'	275'	250'	525'
L56	50'	111'	100'	211'
L57	50'	160'	100'	260'
L58	50'	275'	259'	534'
L59	50'	180'	100'	280'
L60	50'	116'	100'	216'
L61	50'	103'	100'	203'
RIGHT TURN BAY LENGTHS				
R38	50'	275'	74'	349'
R39	50'	275'	118'	393'
R40	50'	275'	124'	399'
R41	50'	275'	57'	332'
R42	50'	275'	269'	544'
R43	50'	275'	250'	525'
R44	50'	242'	30'	272'

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

BASELINE	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
PEB635FR (PLPD)	933+54.00	-2.00%	935+01.00	1.70%
	937+49.00	1.70%	938+13.00	-0.50%
	939+02.00	-0.50%	939+48.00	-2.00%
PWB635FR (PLPD)	938+60.00	2.00%	939+90.00	-2.00%
	941+81.00	-2.00%	942+21.00	-1.00%
	943+68.00	-1.00%	944+88.00	2.00%
PEB635FR (POAT)	968+36.00	-2.00%	968+66.00	-2.75%
	969+09.00	-2.75%	969+95.00	-0.70%
	970+92.00	-0.70%	971+47.00	-2.00%
PWB635FR (POAT)	971+68.00	2.00%	971+96.00	1.15%
	973+79.00	1.15%	974+26.00	2.00%
PEB635FR (PGAL)	975+08.00	-2.00%	976+44.00	1.25%
	976+74.00	1.25%	978+10.00	-2.00%
PWB635FR (PGAL)	987+42.00	2.00%	988+26.00	4.00%
	988+58.00	4.00%	990+10.00	0.35%
	990+86.00	0.35%	991+55.00	2.00%
PLPD (LT)	19+93.00	2.00%	20+63.00	0.50%
	21+19.00	0.50%	21+66.00	1.50%
	23+64.00	1.50%	24+69.00	-0.75%
	25+25.00	-0.75%	26+53.00	2.00%
PLPD (RT)	19+09.00	-2.00%	20+72.00	1.50%
	23+12.00	1.50%	24+75.00	-2.00%

BASELINE	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
POAT (LT)	14+83.00	2.00%	15+14.00	1.50%
	19+87.00	1.50%	20+18.00	1.00%
	20+40.00	1.00%	21+01.00	2.00%
POAT (RT)	13+48.00	-2.00%	15+45.00	1.50%
	19+07.00	1.50%	19+36.00	1.00%
	19+62.00	1.00%	21+31.00	-2.00%
PGAL (LT)	13+50.00	2.00%	14+08.00	3.00%
	20+58.00	3.00%	21+16.00	2.00%
PGAL (RT)	15+16.00	-2.00%	15+45.00	-1.50%
	20+99.00	-1.50%	22+14.00	0.50%
	22+30.00	0.50%	23+74.00	-2.00%

BASELINE	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
PLPD-U1	10+08.00	1.70%	10+18.00	2.00%
PLPD-U2	10+12.00	0.50%	10+89.00	-2.00%
	13+59.00	-2.00%	13+90.00	-1.00%
POAT-U1	10+12.00	-2.00%	11+20.00	1.50%
	13+61.00	1.50%	14+43.00	-1.15%
POAT-U2	10+08.00	0.70%	10+33.00	1.50%
	14+03.00	1.50%	14+19.00	2.00%
PGAL-U	10+12.00	2.00%	11+20.00	-1.50%
	14+96.00	-1.50%	15+53.00	0.35%

* 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

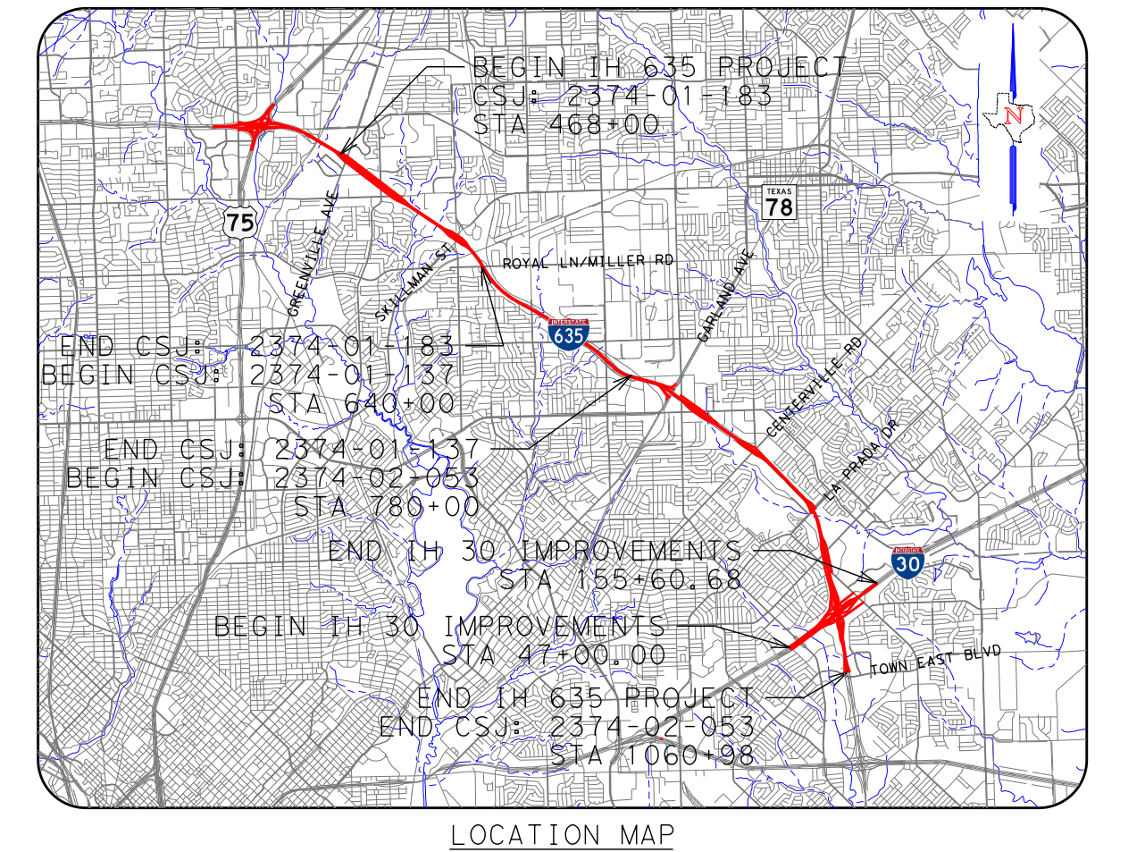
ID #	SITE ADDRESS	OWNER	OCCUPANT
273	4111 ATHLETIC CLUB DR	DALLAS ATHLETIC CLUB	DALLAS ATHLETIC CLUB
388	16000 LBJ FWY	FIREBRAND PROPERTIES LP	BURGER KING
291	10800 LBJ FWY	TEXAS UTILITIES ELEC CO	OVERHEAD TRANSMISSION LINE
299	1213 ROCKLEDGE DR	REED DON	SINGLE FAMILY RESIDENTIAL
300	1217 ROCKLEDGE DR	TAH HOLDING LP	SINGLE FAMILY RESIDENTIAL
301	1221 ROCKLEDGE DR	MORALES RACHEL	SINGLE FAMILY RESIDENTIAL
302	1225 ROCKLEDGE DR	GARCIA JACLYN JANETTE	SINGLE FAMILY RESIDENTIAL
303	1229 ROCKLEDGE DR	ARRIAGA JESUS A	SINGLE FAMILY RESIDENTIAL
304	1301 ROCKLEDGE DR	YOUNG PATRICIA	SINGLE FAMILY RESIDENTIAL
305	1305 ROCKLEDGE DR	MONTEMAYOR ALFREDO	SINGLE FAMILY RESIDENTIAL
306	1309 ROCKLEDGE DR	MALDONADO JESUS M	SINGLE FAMILY RESIDENTIAL
307	1313 ROCKLEDGE DR	MENDEZ LUZ MARIA	SINGLE FAMILY RESIDENTIAL
308	1125 SPRINGLAKE DR	GARLAND CITY OF	GRISSOM PARK
309	1401 PARK EAST DR	ROMERO JESUS	SINGLE FAMILY RESIDENTIAL
310	1405 PARK EAST DR	ROSADO JOSE & ANGELA	SINGLE FAMILY RESIDENTIAL
311	1409 PARK EAST DR	GARCIA JOSE G &	SINGLE FAMILY RESIDENTIAL
312	1413 PARK EAST DR	YORK LARRY DON & THELMA	SINGLE FAMILY RESIDENTIAL
313	1417 PARK EAST DR	WIGGINS DALLASJR	SINGLE FAMILY RESIDENTIAL
314	1421 PARK EAST DR	ZIMDARAS RODNEY GORDON	SINGLE FAMILY RESIDENTIAL
315	1425 PARK EAST DR	ANDERSON DAVID	SINGLE FAMILY RESIDENTIAL
316	1433 PARK EAST DR	PRICE ROY L	SINGLE FAMILY RESIDENTIAL
317	117 RAVENCROFT DR	GARLAND CITY OF	WHITE PARK
318	1501 HERITAGE DR	CLAWSON KELLY	SINGLE FAMILY RESIDENTIAL
319	1505 HERITAGE DR	RODRIGUEZ ALEJANDRO ORTIZ &	SINGLE FAMILY RESIDENTIAL
320	1509 HERITAGE DR	REDFEARN ARTHUR WAYNE &	SINGLE FAMILY RESIDENTIAL
321	2200 LA PRADA DR	CROSSROADS CHURCH OF THE	VACANT
322	1513 HERITAGE DR	PAPILLION ZACHARY & SANDRA TAYLOR	SINGLE FAMILY RESIDENTIAL
323	1901 PINEHURST LN	2012 WESCO GATEWAY II COUNTRY CLUB LP	COUNTRY CLUB APARTMENTS
324	1517 HERITAGE DR	OLGUIN ROGELIO &	SINGLE FAMILY RESIDENTIAL
325	1521 HERITAGE DR	SOLIS FRANCISCO	SINGLE FAMILY RESIDENTIAL
326	1525 HERITAGE DR	PAREDES PERLA	SINGLE FAMILY RESIDENTIAL
327	1751 OATES DR	TEXAS STATE OF	POWER LINES
328	1529 HERITAGE DR	SPENCE SHARON G	SINGLE FAMILY RESIDENTIAL
329	1533 HERITAGE DR	MENCHU LORENZO R	SINGLE FAMILY RESIDENTIAL
330	1751 OATES DR	TEXAS UTILITIES ELEC CO	POWER LINES
331	1900 PINEHURST LN	KNANAYA CATHOLIC ASSOC OF	NEW LIFE FELLOWSHIP CHURCH
332	1537 HERITAGE DR	MURCIA MARIO E	SINGLE FAMILY RESIDENTIAL
333	2101 PINEHURST LN	2012 WESCO GATEWAY II PINEHURST LP	PINEHURST PLACE
334	5304 N GALLOWAY AVE	CBOCS TEXAS LIMITED	CRACKER BARREL
335	15300 LBJ FWY	BLI REAL ESTATE INC	LAND ONLY
336	2207 OATES DR	DALLAS DIAMONDS INC	DALLAS DIAMONDS INC
337	5115 N GALLOWAY AVE	ROFFINO CONSTRUCTION CO	LBJ OATES OFFICE CENTER
338	2212 OATES DR	PREMCO USA LLC	EXXON
340	16200 LBJ FWY	SHADCO INC	VACANT
341	4501 CLUB ESTATES PL	MURPHY RICHARD W	SINGLE FAMILY RESIDENTIAL
342	4505 CLUB ESTATES PL	JOHNSON LINDA	SINGLE FAMILY RESIDENTIAL
343	4509 CLUB ESTATES PL	MCCARTT MARY C	SINGLE FAMILY RESIDENTIAL
344	15330 LBJ FWY	TPLP OFFICE PARK PPTIES	P S BUSINESS CENTER
345	2201 BOCA RATON	MENDOZA EFRAIN &	SINGLE FAMILY RESIDENTIAL
347	4428 OCEAN REEF	FIELDER C C & DIANE	SINGLE FAMILY RESIDENTIAL
349	4424 OCEAN REEF	BUDAHELYI MONICA	SINGLE FAMILY RESIDENTIAL
350	4420 OCEAN REEF	FERNANDEZ ALFREDO	SINGLE FAMILY RESIDENTIAL
352	4416 OCEAN REEF	ANDERSON LELAND D	SINGLE FAMILY RESIDENTIAL
353	4412 OCEAN REEF	RAMIREZMELGOZA RAYMUNDO	SINGLE FAMILY RESIDENTIAL
355	4408 OCEAN REEF	MOULDER JOAN C	SINGLE FAMILY RESIDENTIAL
364	1470 OATES DR	TEXAS UTILITIES ELEC CO	POWER LINES
386	15900 LBJ FWY	MESQUITE AUTOMOTIVE	MAZDA OF MESQUITE
387	1919 OATES DR	RRREI LP	SOUTHWEST KIA
390	1805 OATES DR	SHERRON ASSOC FUND LTD	OATES CREEK APTS
392	16160 LBJ FWY	TEE FORE PROPERTIES LLC	VACANT
393	16080 LBJ FWY	LBJ ANCILLARY LTD	PIZZA HUT
394	1751 OATES DR	TEXAS UTILITIES ELEC CO	POWER LINES
395	16190 LBJ FWY	SECURITY HOLDINGS INC	DRIVER SELECT
397	1900 OATES DR	RPI LBJ OATES LTD	LBJ OATES SUMMIT SHOPPING CENTER
399	16230 LBJ FWY	NAGHER FREDERICK A	HYUNDAI
401	16200 LBJ FWY	SECURITY HOLDINGS INC	FAZELI MITSUBISHI
404	1725 OATES DR	LBJ GARDEN VILLAS LTD	GARDEN VILLA APTS
541	10600 WOODMEADOW PKWY	DALLAS CITY OF	VACANT
542	10700 WOODMEADOW PKWY	GC APARTMENTS LLC	GREENS CROSSING APT
543	2300 OATES DR	MURMIN II LP	KWIK KAR LUBE
544	5050 N GALLOWAY AVE	TXVT DEVELOPMENT INC	TROPHY NISSAN USED CARS
564	2213 OATES DR	MARUTI JAI CORPORATION	PHILLIPS 66
566	5300 N GALLOWAY AVE	CBOCS TEXAS LIMITED	VACANT LAND ONLY

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

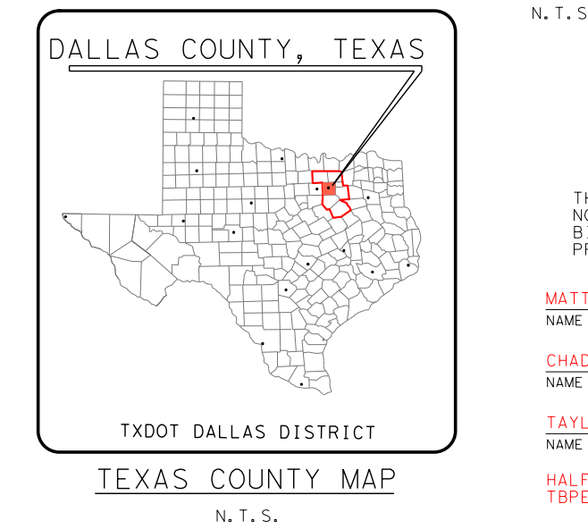
DESIGN SCHEMATIC
IH 635 LBJ EAST PROJECT - ULTIMATE DESIGN
FROM EAST OF US 75 TO SOUTH OF IH 30
DALLAS COUNTY, TEXAS
CSJ LIMITS:
2374-01-183: EAST OF US 75 TO MILLER ROAD
2374-01-137: MILLER ROAD TO WEST OF THE KCS RR
2374-02-053: WEST OF THE KCS RR TO IH 30

DECEMBER 2016
ROLL 7 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.


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

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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