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

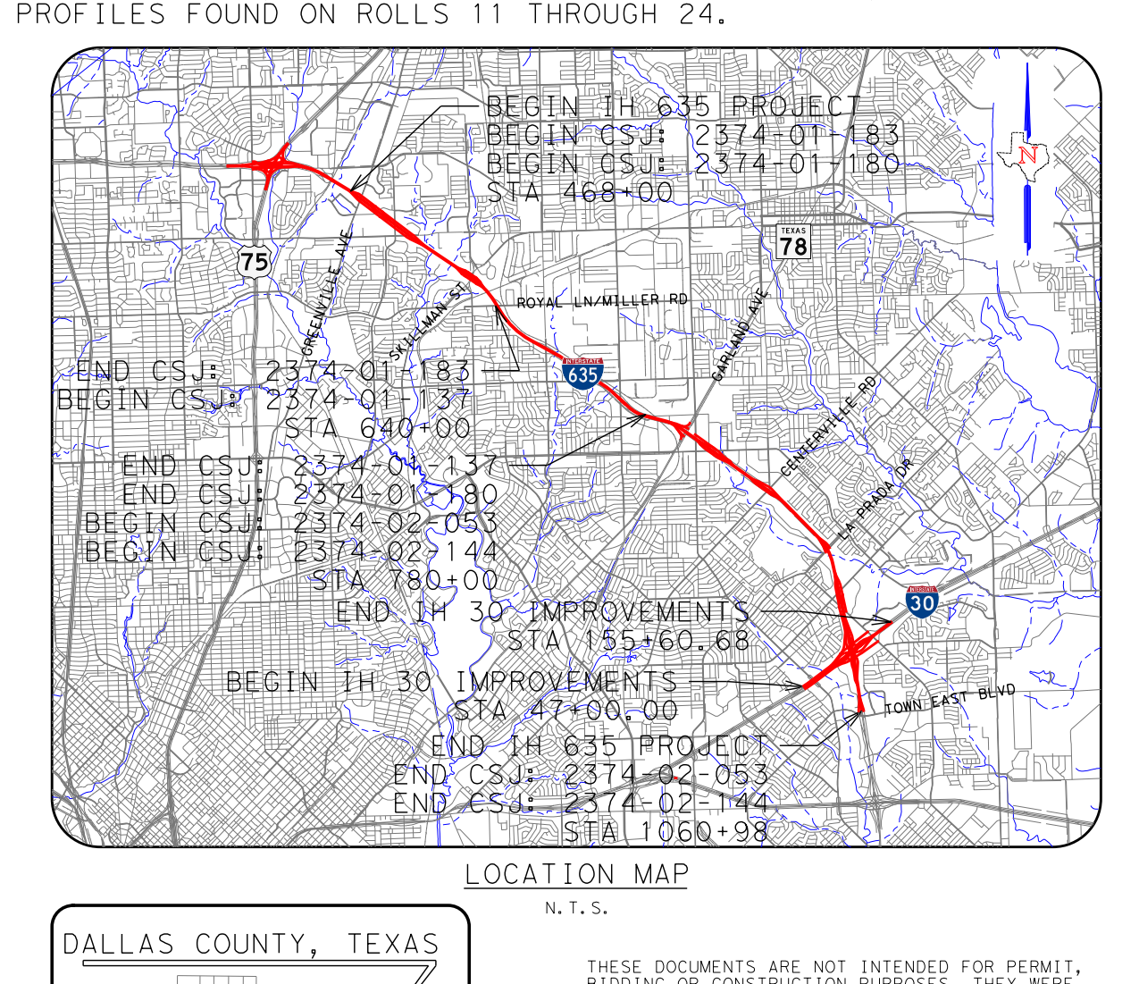
DESIGN SCHEMATIC
IH 635 LBJ EAST PROJECT - ULTIMATE DESIGN
FROM EAST OF US 75 TO SOUTH OF IH 30
DALLAS COUNTY, TEXAS
CSJ LIMITS:
2374-01-183: EAST OF US 75 TO MILLER ROAD
2374-01-137: MILLER ROAD TO WEST OF THE KCS RR
2374-02-053: WEST OF THE KCS RR TO IH 30
2374-01-180 & 2374-02-144: CONSTRUCT NOISE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

MAY 2018
ROLL 8 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*	

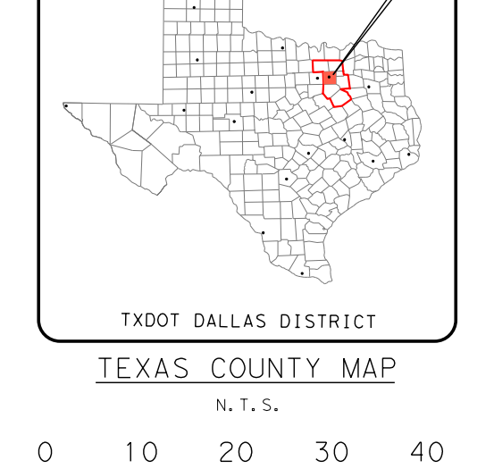
DESIGN SPEED	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES:	40 MPH
FRONTAGE ROAD CONNECTORS:	30 MPH
LOCAL STREETS:	40 MPH
TURNAROUNDS:	15 MPH
SHARED USE PATHS:	18 MPH

* 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
75
78
ROYAL LN/MILLER RD
635
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
30
TOWN EAST BLVD
N

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:

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

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

DATE APPROVED: JULY 21, 2017

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

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LEGEND:

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

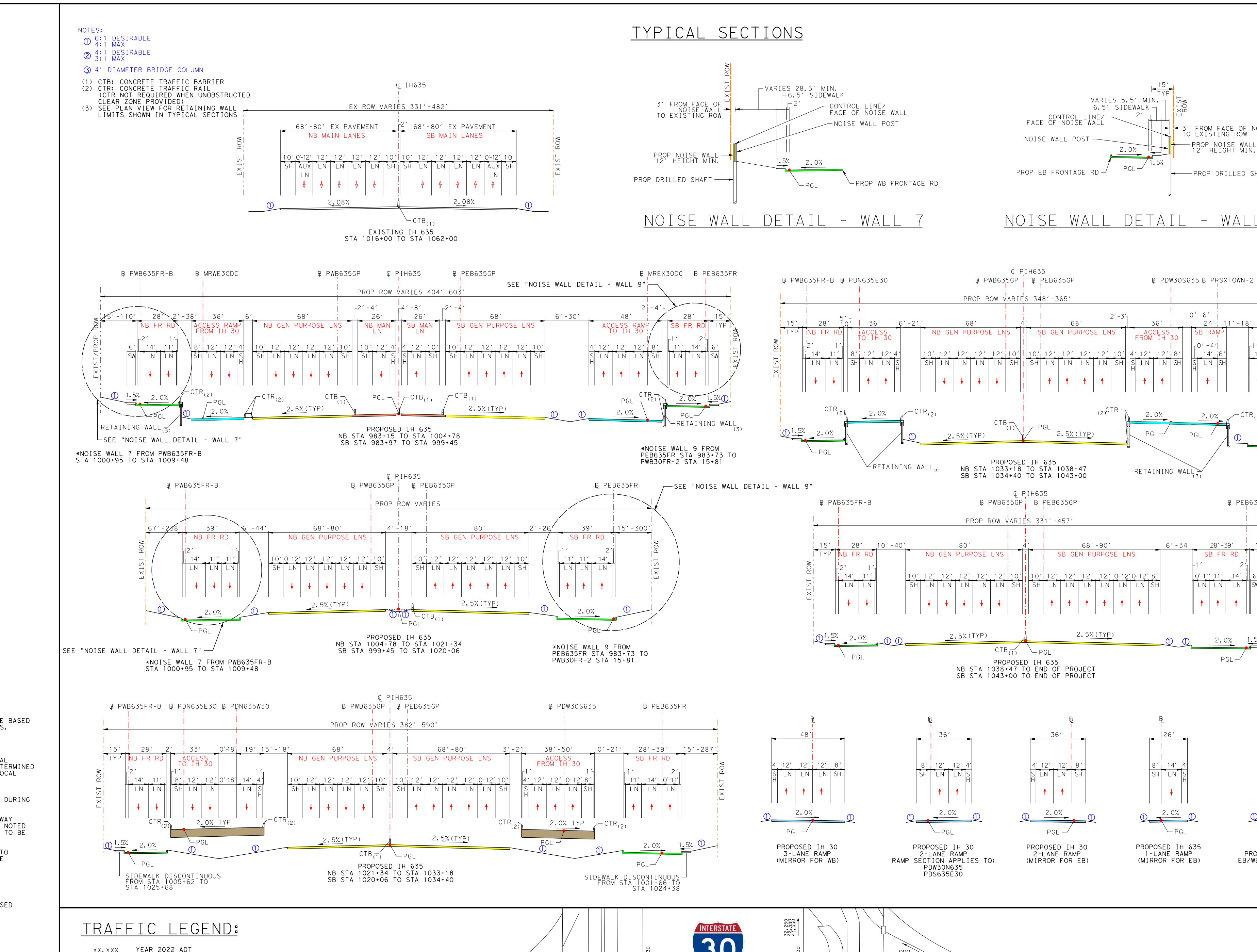
GENERAL NOTES:

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

TYPICAL SECTIONS

NOTES:
① 6:1 DESIRABLE 4:1 MAX
② 4:1 DESIRABLE 3:1 MAX
③ 4′ DIAMETER BRIDGE COLUMN

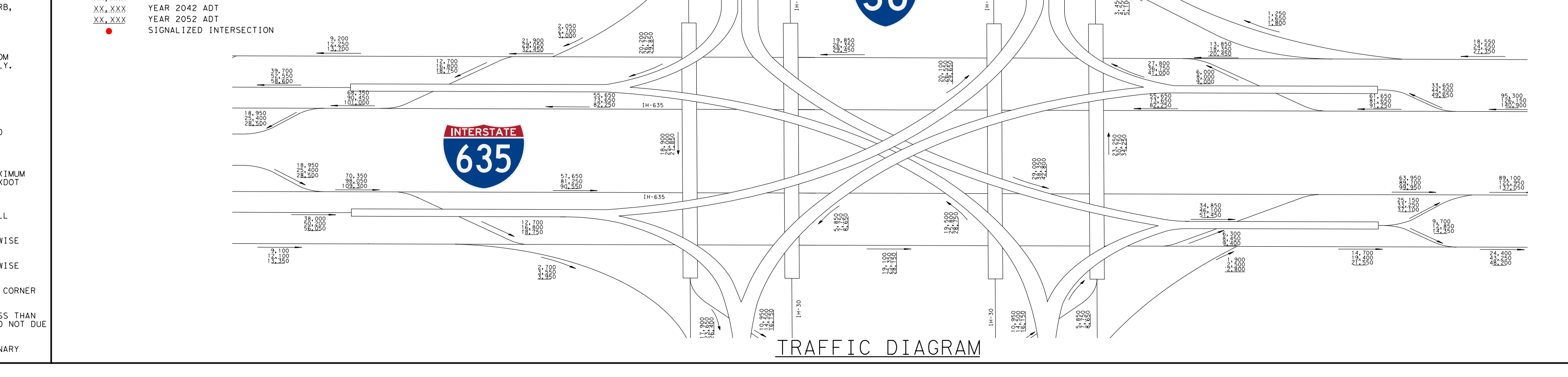
(1) CTB: CONCRETE TRAFFIC BARRIER
(2) CTR: CONCRETE TRAFFIC RAIL (CTR NOT REQUIRED WHEN UNOBSTRUCTED CLEAR ZONE PROVIDED)
(3) SEE PLAN VIEW FOR RETAINING WALL LIMITS SHOWN IN TYPICAL SECTIONS



℄ IH635
EX ROW VARIES 331′-482′
68′-80′ EX PAVEMENT
NB MAIN LANES
SB MAIN LANES
EXIST ROW
2.08%
EXISTING IH 635
STA 1016+00 TO STA 1062+00
NOISE WALL DETAIL - WALL 7
NOISE WALL DETAIL - WALL 9
VARIES 28.5′ MIN. 6.5′ SIDEWALK
3′ FROM FACE OF NOISE WALL TO EXISTING ROW
CONTROL LINE/ FACE OF NOISE WALL
NOISE WALL POST
PROP NOISE WALL 12′ HEIGHT MIN.
PROP DRILLED SHAFT
PROP WB FRONTAGE RD
PROP EB FRONTAGE RD
VARIES 5.5′ MIN. 6.5′ SIDEWALK
PGL
℄ PWB635FR-B
℄ MRWE30DC
℄ PWB635GP
℄ PIH635
℄ PEB635GP
℄ MREX30DC
℄ PEB635FR
PROP ROW VARIES 404′-603′
SEE "NOISE WALL DETAIL - WALL 9"
NB FR RD
ACCESS RAMP FROM IH 30
NB GEN PURPOSE LNS
NB MAN LN
SB MAN LN
SB GEN PURPOSE LNS
ACCESS RAMP TO IH 30
SB FR RD
RETAINING WALL
SEE "NOISE WALL DETAIL - WALL 7"
PROPOSED IH 635
NB STA 983+15 TO STA 1004+78
SB STA 983+97 TO STA 999+45
*NOISE WALL 7 FROM PWB635FR-B STA 1000+95 TO STA 1009+48
*NOISE WALL 9 FROM PEB635FR STA 983+73 TO PWB30FR-2 STA 15+81
℄ PDN635E30
PROP ROW VARIES 348′-365′
ACCESS TO IH 30
ACCESS FROM IH 30
SB RAMP
PROPOSED IH 635
NB STA 1033+18 TO STA 1038+47
SB STA 1034+40 TO STA 1043+00
℄ PDW30S635
℄ PRSXTOWN-2
PROP ROW VARIES
PROPOSED IH 635
NB STA 1004+78 TO STA 1021+34
SB STA 999+45 TO STA 1020+06
PROP ROW VARIES 331′-457′
PROPOSED IH 635
NB STA 1038+47 TO END OF PROJECT
SB STA 1043+00 TO END OF PROJECT
PROP ROW VARIES 382′-590′
SIDEWALK DISCONTINUOUS FROM STA 1005+62 TO STA 1025+68
SIDEWALK DISCONTINUOUS FROM STA 1001+66 TO STA 1024+38
PROPOSED IH 635
NB STA 1021+34 TO STA 1033+18
SB STA 1020+06 TO STA 1034+40
PROPOSED IH 30 3-LANE RAMP (MIRROR FOR WB)
PROPOSED IH 30 2-LANE RAMP RAMP SECTION APPLIES TO: PDW30N635 PDS635E30
PROPOSED IH 30 2-LANE RAMP (MIRROR FOR EB)
PROPOSED IH 635 1-LANE RAMP (MIRROR FOR EB)
PROPOSED IH 635 EB/WB FR CONNECTOR
2.5%(TYP)
2.0%
1.5%
CTB(1)
CTR(2)

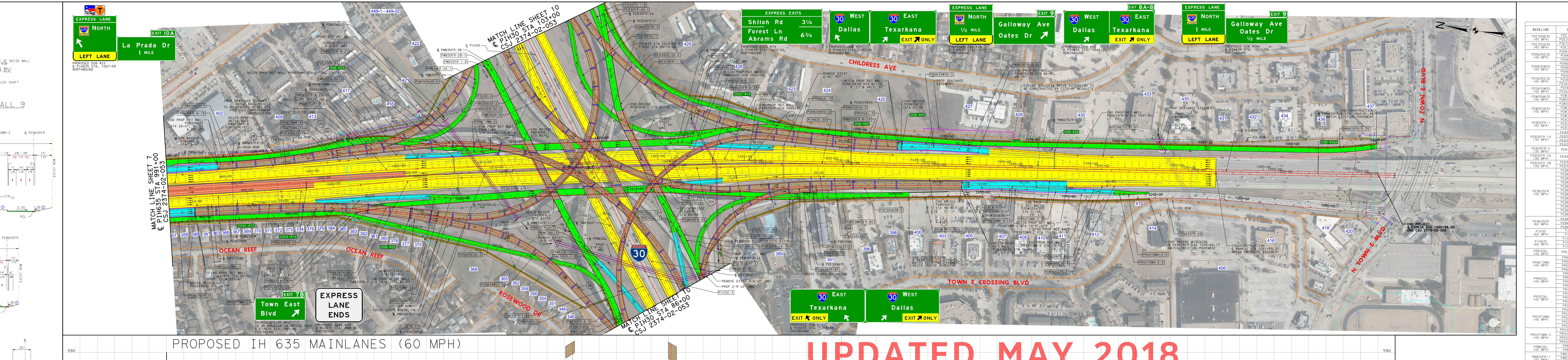
TRAFFIC LEGEND:

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



INTERSTATE 30
INTERSTATE 635
IH-635
IH-30

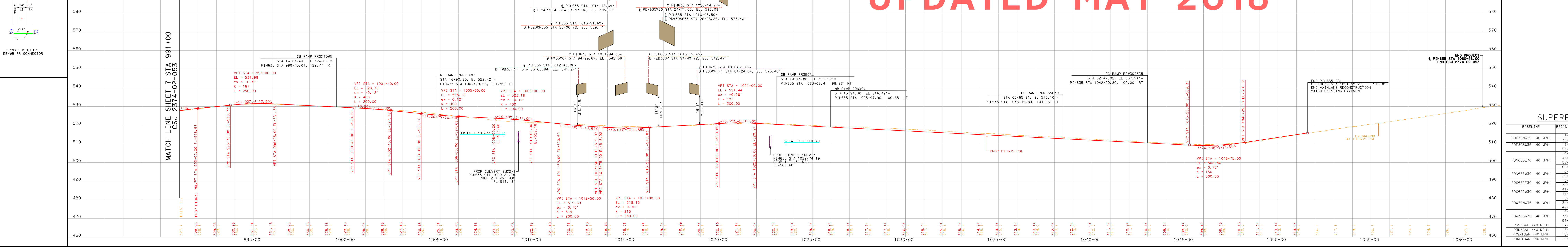
TRAFFIC DIAGRAM



EXPRESS LANE
635 NORTH
LEFT LANE
PROPOSED OSB #23 ℄ PIH635 STA. 1007+59 NORTHBOUND
EXIT 10A
La Prada Dr
1 MILE
MATCH LINE SHEET 7 ℄ PIH635 STA 991+00 CSJ 2374-02-053
MATCH LINE SHEET 10 ℄ PIH30 STA 103+00 CSJ 2374-02-053
MATCH LINE SHEET 10 ℄ PIH30 STA 86+00 CSJ 2374-02-053
EXPRESS EXITS
Shiloh Rd 3¼
Forest Ln 6¾
Abrams Rd
PROPOSED COSS #74 ℄ PIH635 STA. 1022+50
30 WEST Dallas
30 EAST Texarkana
EXIT ONLY
PROPOSED OSB #24 ℄ PIH635 STA. 1033+40 NORTHBOUND
635 NORTH ½ MILE LEFT LANE
PROPOSED OSB #25 ℄ PIH635 STA. 1030+50 NORTHBOUND
EXIT 9
Galloway Ave
Oates Dr
EXIT 8A-B
PROPOSED OSB #26 ℄ PIH635 STA. 1042+25 NORTHBOUND
1 MILE
½ MILE
PROPOSED OSB #26A ℄ PIH635 STA. 1057+50 NORTHBOUND
CHILDRESS AVE
OCEAN REEF
ROSEWOOD DR
TOWN E CROSSING BLVD
N TOWN E BLVD
EXIT 7B
Town East Blvd
EXPRESS LANE ENDS
PROPOSED COSS #72 TO BE MOUNTED ON BRIDGE BENT ℄ PIH635 STA. 994+96 EASTBOUND
PROPOSED COSS #73 ℄ PIH635 STA. 999+00 EASTBOUND
PROPOSED OSB #22 ℄ PIH635 STA. 1004+88 EASTBOUND
30
995+00
1000+00
1005+00
1010+00
1015+00
1020+00
1025+00
1030+00
1035+00
1040+00
1045+00
1050+00
1055+00
1060+00
END PROJECT ℄ PIH635 STA 1060+98.00 END CSJ 2374-02-053
END CONSTRUCTION ℄ PEB635FR STA 1051+59.27 MATCH EXISTING PAVEMENT
END CONSTRUCTION ℄ PWB635FR-B STA 1064+91.48 MATCH EXISTING PAVEMENT
FUTURE BRAZORIA DRIVE EXTENSION TO BE CONSTRUCTED BY CITY OF MESQUITE
CROSS SLOPE BREAKLINE
EX ROW
PROP ROW
346 348 351 354 356 357 358 359 360 361 362 363 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 389 391 396 398 400 402 403 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 449-1 - 449-32

UPDATED MAY 2018

PROPOSED IH 635 MAINLANES (60 MPH)



HORIZONTAL ALIGNMENT DATA

ROLL 8

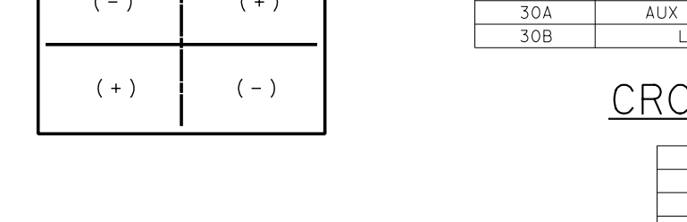
BASELINE	CURVE	P.I. STA	DELTA	RADIUS (FT)	TANGENT LENGTH (FT)	CURVE LENGTH (FT)	CHORD BEARING	CHORD LENGTH (FT)	P.C. STA	P.T. STA	BACK TANGENT	AHEAD TANGENT
PDE30N635 (40 MPH)	PDE30N635-1	11+30.73	2° 49′ 33.37" (RT)	5300.00	130.73	261.41	S 16° 31′ 35.79" E	261.38	10+00.00	12+61.41	S 17° 56′ 22.48" E	S 15° 06′ 49.11" E
	PDE30N635-2(1)	27+25.69	70° 25′ 23.56" (RT)	1450.00	1023.30	1782.22	S 20° 05′ 52.67" W	1672.13	17+02.39	34+84.61	S 15° 06′ 49.11" E	S 55° 18′ 34.45" W
PDE30S635 (40 MPH)	PDE30S635-2(1)	26+00.26	106° 42′ 24.22" (RT)	550.00	739.32	1024.31	S 67° 24′ 15.41" E	882.57	18+60.94	28+85.25	N 59° 14′ 32.48" E	S 14° 03′ 3.3" E
	PDE30S635-3	32+16.25	5° 07′ 17.41" (RT)	3800.00	169.95	339.67	S 11° 29′ 24.59" E	339.56	30+46.30	33+85.97	S 14° 03′ 3.3" E	S 8° 55′ 45.89" E
PDN635E30 (40 MPH)	PDN635E30-4(1)	47+96.24	47° 53′ 48.09" (LT)	1500.00	666.22	1253.93	S 21° 52′ 42.76" W	1217.74	41+30.01	53+83.94	S 45° 49′ 36.81" W	S 2° 04′ 11.28" E
	PDN635E30-5	58+83.66	2° 54′ 44" (LT)	3800.00	96.59	193.15	S 3° 31′ 33.28" E	193.13	57+87.06	59+80.21	S 2° 04′ 11.28" E	S 4° 58′ 55.27" E
	PDN635E30-6	72+77.25	3° 00′ 0" (LT)	3800.00	99.51	198.97	S 6° 28′ 55.28" E	198.94	71+77.74	73+76.71	S 4° 58′ 55.27" E	S 7° 58′ 55.28" E
PDN635W30 (40 MPH)	PDN635W30-1(1)	31+07.16	134° 13′ 14.8" (RT)	800.00	1894.82	1874.08	S 69° 52′ 52.13" E	1474.01	12+12.34	30+86.41	N 43° 00′ 30.46" E	S 2° 46′ 14.73" E
	PDN635W30-2	36+08.39	6° 19′ 26.03" (LT)	5286.00	292.01	583.43	S 5° 55′ 57.75" E	583.13	33+16.38	38+99.81	S 2° 46′ 14.73" E	S 9° 05′ 40.77" E
	PDN635W30-3	40+36.75	4° 06′ 45.49" (RT)	3814.00	136.94	273.77	S 7° 02′ 18.02" E	273.71	38+99.81	41+73.57	S 9° 05′ 40.77" E	S 4° 58′ 55.27" E
PDS635E30 (40 MPH)	PDS635E30-1	10+30.12	0° 39′ 4.12" (LT)	5300.00	30.12	60.23	S 7° 34′ 37.57" E	60.23	10+00.00	10+60.23	S 7° 15′ 5.51" E	S 7° 54′ 9.64" E
	PDS635E30-2	12+17.66	4° 44′ 40.56" (RT)	3800.00	157.43	314.67	S 5° 31′ 49.36" E	314.58	10+60.23	13+74.91	S 7° 54′ 9.64" E	S 3° 09′ 29.08" E
	PDS635E30-3(1)	34+23.86	133° 25′ 2.2" (LT)	725.00	1684.13	1688.21	S 69° 52′ 0.18" E	1331.83	17+39.73	34+27.94	S 3° 09′ 29.08" E	N 43° 25′ 28.72" E
PDS635W30 (40 MPH)	PDS635W30-4	36+03.44	13° 18′ 34.65" (RT)	3800.00	443.36	882.73	S 5° 09′ 10.85" E	880.74	31+60.08	40+42.81	S 11° 48′ 28.17" E	S 1° 30′ 6.48" W
	PDS635W30-5(1)	46+13.32	37° 00′ 41.72" (RT)	950.00	317.97	613.68	S 20° 00′ 27.34" W	603.06	42+95.34	49+09.02	S 1° 30′ 6.48" W	S 38° 30′ 48.2" W
PDW30N635 (40 MPH)	PDW30N635-4	28+84.67	4° 52′ 40.13" (LT)	5000.00	212.96	425.67	S 15° 30′ 2.41" E	425.54	26+71.70	30+97.37	S 13° 03′ 42.35" E	S 17° 56′ 22.48" E
	PDW30N635-5(1)	43+03.62	96° 32′ 3.35" (LT)	714.00	800.45	1202.98	S 66° 12′ 24.15" E	1065.65	35+03.16	47+06.14	S 17° 56′ 22.48" E	N 65° 31′ 34.17" E
PDW30S635 (40 MPH)	PDW30S635-2(1)	25+95.04	75° 52′ 4.25" (LT)	1400.00	1091.20	1853.80	S 24° 52′ 44.72" W	1721.31	15+03.83	33+57.63	S 62° 48′ 46.85" W	S 13° 03′ 17.4" E
	PDW30S635-3	38+01.15	4° 07′ 31.52" (RT)	5300.00	190.89	381.61	S 10° 59′ 31.65" E	381.53	36+10.26	39+91.87	S 13° 03′ 17.4" E	S 8° 55′ 45.89" E
	PDW30S635-4	53+64.14	2° 31′ 36.66" (LT)	5300.00	116.89	233.74	S 10° 11′ 34.22" E	233.72	52+47.25	54+80.99	S 8° 55′ 45.89" E	S 11° 27′ 22.55" E
	PDW30S635-5	55+96.24	3° 28′ 27.28" (RT)	3800.00	115.25	230.42	S 9° 43′ 8.91" E	230.39	54+80.99	57+11.41	S 11° 27′ 22.55" E	S 7° 58′ 55.28" E
PEB30FR-1 (40 MPH)	PEB30FR-1-6	77+11.41	7° 14′ 33.58" (LT)	5000.00	316.44	632.04	N 57° 39′ 2.24" E	631.62	73+94.97	80+27.01	N 61° 16′ 19.03" E	N 54° 01′ 45.45" E
	PEB30FR-1-7	87+75.30	16° 57′ 17.33" (RT)	600.00	89.43	177.55	N 62° 30′ 24.12" E	176.90	86+85.87	88+63.42	N 54° 01′ 45.45" E	N 70° 59′ 2.78" E
	PEB30FR-1-8	95+43.07	14° 50′ 46.55" (LT)	2036.00	265.27	527.56	N 63° 33′ 39.51" E	526.09	92+77.80	98+05.36	N 70° 59′ 2.78" E	N 56° 08′ 16.24" E
PEB30FR-1A (30 MPH)	PEB30FR-1A-1	12+65.77	83° 04′ 27.87" (RT)	300.00	265.77	434.98	S 80° 53′ 52.26" E	397.86	10+00.00	14+34.98	N 57° 33′ 53.8089" E	S 39° 21′ 38.32" E
	PEB30FR-1A-2	15+65.89	32° 26′ 27.09" (RT)	450.00	130.91	254.79	S 23° 08′ 24.77" E	251.40	14+34.98	16+89.77	S 39° 21′ 38.3197" E	S 6° 55′ 11.23" E
	PEB30FR-1A-3	17+87.68	4° 27′ 57.62" (LT)	2511.00	97.91	195.72	S 9° 09′ 10.04" E	195.67	16+89.77	18+85.49	S 6° 55′ 11.2297" E	S 11° 23′ 08.85" E
	PEB30FR-1A-4	19+24.64	3° 00′ 43.09" (RT)	1489.00	39.15	78.27	S 9° 52′ 47.31" E	78.27	18+85.49	19+63.77	S 11° 23′ 08.8480" E	S 8° 22′ 25.76" E
PEB30FR-2 (30 MPH)	PEB30FR-2-1	18+63.56	86° 49′ 46.4" (RT)	550.00	520.38	833.50	N 27° 31′ 30.21" E	756.00	13+43.18	21+76.68	N 15° 53′ 23" W	N 70° 56′ 23.41" E
PEB30FR-2A (30 MPH)	PEB30FR-2A-1	12+42.33	27° 14′ 36.76" (LT)	1000.00	242.33	475.49	N 57° 21′ 44.4" E	471.02	10+00.00	14+75.49	N 70° 59′ 2.78" E	N 43° 44′ 26.02" E
PEB30FR-2B (30 MPH)	PEB30FR-2B-1	12+34.63	11° 09′ 41.09" (RT)	2401.27	234.63	467.78	N 1° 39′ 4.64" E	467.04	10+00.00	14+67.78	N 3° 55′ 45.9" W	N 7° 13′ 55.19" E
	PEB30FR-2B-2	22+19.48	59° 46′ 8.18" (RT)	800.00	459.73	834.53	N 37° 06′ 59.28" E	797.20	17+59.74	25+94.28	N 7° 13′ 55.19" E	N 67° 00′ 3.37" E
PEB635FR (40 MPH)	PEB635FR-78	988+47.61	2° 25′ 51.77" (RT)	1,000.00	21.22	42.43	S 12° 35′ 46.64" E	42.43	988+26.40	988+68.83	S 13° 48′ 42.53" E	S 11° 22′ 50.76" E
	PEB635FR-79	997+86.81	8° 12′ 34.79" (LT)	2,000.00	143.53	286.57	S 15° 29′ 08.15" E	286.33	996+43.28	999+29.85	S 11° 22′ 50.76" E	S 19° 35′ 25.55" E
	PEB635FR-80	1000+10.73	6° 10′ 23.34" (RT)	1,500.00	80.88	161.61	S 16° 30′ 13.88" E	161.53	999+29.85	1000+91.46	S 19° 35′ 25.55" E	S 13° 25′ 02.21" E
	PEB635FR-81	1009+09.78	2° 02′ 11.45" (RT)	2,000.00	35.55	71.09	S 12° 23′ 56.48" E	71.08	1008+74.23	1009+45.32	S 13° 25′ 02.21" E	S 11° 22′ 50.76" E
	PEB635FR-82	1016+05.96	5° 05′ 43.93" (RT)	1,000.00	44.50	88.93	S 8° 49′ 58.80" E	88.90	1015+61.46	1016+50.40	S 11° 22′ 50.76" E	S 6° 17′ 06.83" E
	PEB635FR-83	1023+34.70	5° 06′ 02.02" (LT)	2,500.00	111.35	222.55	S 8° 50′ 07.84" E	222.48	1022+23.35	1024+45.90	S 6° 17′ 06.83" E	S 11° 23′ 08.85" E
	PEB635FR-84	1024+85.35	3° 00′ 43.09" (RT)	1,500.32	39.44	78.87	S 9° 52′ 47.31" E	78.86	1024+45.90	1025+24.77	S 11° 23′ 08.85" E	S 8° 22′ 25.76" E
	PEB635FR-85	1026+82.01	1° 22′ 05.61" (LT)	6,250.00	74.63	149.25	S 9° 03′ 28.56" E	149.25	1026+07.39	1027+56.64	S 8° 22′ 25.76" E	S 9° 44′ 31.37" E
	PEB635FR-86	1031+54.11	0° 44′ 23.92" (LT)	5,729.58	37.00	74.00	S 10° 06′ 43.33" E	74.00	1031+17.11	1031+91.11	S 9° 44′ 31.37" E	S 10° 28′ 55.29" E
	PEB635FR-87	1035+16.02	5° 16′ 15.92" (RT)	4,583.66	210.99	421.69	S 7° 50′ 47.33" E	421.54	1033+05.02	1037+26.71	S 10° 28′ 55.29" E	S 5° 12′ 39.37" E
	PEB635FR-88	1040+63.17	6° 43′ 17.15" (LT)	5,729.58	336.46	672.14	S 8° 34′ 17.95" E	671.76	1037+26.71	1043+98.85	S 5° 12′ 39.37" E	S 11° 55′ 56.52" E
	PEB635FR-89	1046+56.82	7° 43′ 38.86" (RT)	3,819.66	257.97	515.16	S 8° 04′ 07.09" E	514.77	1043+98.85	1049+14.01	S 11° 55′ 56.52" E	S 4° 12′ 17.66" E
PEB635GP (60 MPH)	PEB635GP-38	999+27.64	2° 22′ 58.65" (LT)	11,100.00	230.86	461.65	S 13° 54′ 14.50" E	461.62	996+96.78	1001+58.44	S 12° 42′ 45.18" E	S 15° 05′ 43.82" E
	PEB635GP-39	1004+50.30	3° 42′ 53.06" (RT)	9,000.00	291.86	583.51	S 13° 14′ 17.29" E	583.41	1001+58.44	1007+41.95	S 15° 05′ 43.82" E	S 11° 22′ 50.76" E
	PEB635GP-40	1025+93.86	3° 23′ 55.48" (RT)	12,000.00	356.02	711.83	S 9° 40′ 53.02" E	711.73	1022+37.84	1029+49.67	S 11° 22′ 50.76" E	S 7° 58′ 55.28" E
PIH30 (60 MPH)	PIH30-3	86+27.42	2° 58′ 49.24" (RT)	11080.00	288.24	576.35	N 52° 32′ 20.83" E	576.28	83+39.18	89+15.53	N 51° 02′ 56.21" E	N 54° 01′ 45.45" E
	PIH30-4	103+78.85	3° 04′ 36.2" (RT)	11100.00	298.10	596.06	N 55° 34′ 3.55" E	595.99	100+80.75	106+76.81	N 54° 01′ 45.45" E	N 57° 06′ 21.65" E
PIH635 (60 MPH)	PIH635-33	1009+69.99	1° 18′ 13.68" (RT)	11,100.00	126.30	252.59	S 12° 01′ 57.60" E	252.58	1008+43.69	1010+96.28	S 12° 41′ 04.44" E	S 11° 22′ 50.7596" E
	PIH635-34	1018+32.10	1° 42′ 03.83" (RT)	11,969.00	177.69	355.35	S 10° 31′ 48.84" E	355.34	1016+54.41	1020+09.76	S 11° 22′ 50.76" E	S 9° 40′ 46.9260" E
	PIH635-35	1028+28.43	1° 41′ 51.65" (RT)	12,012.00	177.97	355.92	S 8° 49′ 51.10" E	355.90	1026+50.46	1030+06.37	S 9° 40′ 46.93" E	S 7° 58′ 55.2750" E
PREXGAL (40 MPH)	PREXGAL-3(1)	23+61.36	14° 27′ 24.45" (LT)	1050.00	133.17	264.93	N 61° 15′ 27.68" E	264.23	22+28.19	24+93.12	N 68° 29′ 9.91" E	N 54° 01′ 45.45" E
PRNETOWN (40 MPH)	PRNETOWN-1	12+90.46	2° 06′ 38.77" (LT)	3800.00	70.00	139.99	S 14° 56′ 39.7" E	139.98	12+20.46	13+60.45	S 13° 53′ 20.31" E	S 15° 59′ 59.08" E
	PRNETOWN-2	15+25.67	3° 34′ 15.5" (RT)	5300.00	165.22	330.32	S 14° 12′ 51.33" E	330.27	13+60.45	16+90.78	S 15° 59′ 59.08" E	S 12° 25′ 43.58" E
	PRNETOWN-3	19+73.51	3° 21′ 58.04" (LT)	1050.00	30.85	61.69	S 14° 06′ 42.6" E	61.68	19+42.66	20+04.35	S 12° 25′ 43.58" E	S 15° 47′ 41.62" E
	PRNETOWN-4	20+53.81	5° 23′ 37.75" (RT)	1050.00	49.46	98.85	S 13° 05′ 52.75" E	98.81	20+04.35	21+03.19	S 15° 47′ 41.62" E	S 10° 24′ 3.87" E
PRNXGAL (40 MPH)	PRNXGAL-1	10+55.21	6° 01′ 13.19" (RT)	1050.00	55.22	110.33	S 8° 59′ 50.08" E	110.28	10+00.00	11+10.33	S 12° 00′ 26.68" E	S 5° 59′ 13.49" E
	PRNXGAL-2	11+17.87	0° 49′ 21.39" (LT)	1050.00	7.54	15.08	S 6° 23′ 54.19" E	15.08	11+10.33	11+25.40	S 5° 59′ 13.49" E	S 6° 48′ 34.89" E
	PRNXGAL-3	17+72.99	3° 51′ 43.31" (RT)	5300.00	178.69	357.25	S 4° 52′ 43.23" E	357.18	15+94.30	19+51.55	S 6° 48′ 34.89" E	S 2° 56′ 51.57" E
	PRNXGAL-4	21+18.60	5° 02′ 3.7" (LT)	3800.00	167.05	333.89	S 5° 27′ 53.42" E	333.78	19+51.55	22+85.44	S 2° 56′ 51.57" E	S 7° 58′ 55.28" E
PRSEGAL (40 MPH)	PRSEGAL-1	10+42.94	4° 41′ 1.48" (LT)	1050.00	42.94	85.83	S 13° 43′ 21.5" E	85.81	10+00.00	10+85.83	S 11° 22′ 50.76" E	S 16° 03′ 52.24" E
	PRSEGAL-2	11+21.29	3° 52′ 4.53" (RT)	1050.00	35.46	70.88	S 14° 07′ 49.97" E	70.87	10+85.83	11+56.72	S 16° 03′ 52.24" E	S 12° 11′ 47.71" E
	PRSEGAL-3	17+87.04	0° 53′ 25.96" (LT)	5300.00	41.19	82.38	S 12° 38′ 30.69" E	82.38	17+45.85	18+28.23	S 12° 11′ 47.71" E	S 13° 05′ 13.67" E
	PRSEGAL-4	19+52.11	3° 44′ 4.07" (RT)	3800.00	123.88	247.68	S 11° 13′ 11.63" E	247.64	18+28.23	20+75.91	S 13° 05′ 13.67" E	S 9° 21′ 9.6" E
	PRSEGAL-5	20+99.32	0° 13′ 29.57" (RT)	11929.20	23.41	46.82	S 9° 14′ 24.81" E	46.82	20+75.91	21+22.73	S 9° 21′ 9.6" E	S 9° 07′ 40.02" E
PRSXTOWN (40 MPH)	PRSXTOWN-1	11+62.29	4° 53′ 28.06" (RT)	3800.00	162.29	324.39	S 10° 16′ 1.14" E	324.29	10+00.00	13+24.39	S 12° 42′ 45.18" E	S 7° 49′ 17.11" E
	PRSXTOWN-2	16+13.72	6° 14′ 57.97" (LT)	5300.00	289.33	578.09	S 10° 56′ 46.1" E	577.80	13+24.39	19+02.48	S 7° 49′ 17.11" E	S 14° 04′ 15.09" E
	PRSXTOWN-3	20+00.20	2° 56′ 45.92" (RT)	3800.00	97.72	195.39	S 12° 35′ 52.13" E	195.37	19+02.48	20+97.87	S 14° 04′ 15.09" E	S 11° 07′ 29.17" E
	PRSXTOWN-4	23+94.48	4° 44′ 52.34" (RT)	1050.00	43.53	87.01	S 8° 45′ 3" E	86.98	23+50.96	24+37.96	S 11° 07′ 29.17" E	S 6° 22′ 36.83" E
	PRSXTOWN-5	25+02.56	7° 02′ 25.38" (LT)	1050.00	64.59	129.02	S 9° 53′ 49.52" E	128.94	24+37.96	25+66.99	S 6° 22′ 36.83" E	S 13° 25′ 2.21" E
PRSXTOWN-2 (40 MPH)	PRSXTOWN-2-1	11+31.62	3° 58′ 3.48" (RT)	3800.00	131.62	263.14	S 6° 56′ 44.15" E	263.09	10+00.00	12+63.14	S 8° 55′ 45.89" E	S 4° 57′ 42.41" E
	PRSXTOWN-2-2	13+77.29	2° 28′ 3.48" (LT)	5300.00	114.15	228.26	S 6° 11′ 44.15" E	228.24	12+63.14	14+91.41	S 4° 57′ 42.41" E	S 7° 25′ 45.89" E
	PRSXTOWN-2-3	17+94.31	3° 02′ 12.01" (RT)	1050.00	27.83	55.65	S 5° 54′ 39.89" E	55.64	17+66.48	18+22.13	S 7° 25′ 45.89" E	S 4° 23′ 33.88" E
	PRSXTOWN-2-4	18+84.88	6° 50′ 23.47" (LT)	1050.00	62.75	125.35	S 7° 48′ 45.62" E	125.27	18+22.13	19+47.48	S 4° 23′ 33.88" E	S 11° 13′ 57.36" E
PRWEGAL (40 MPH)	PRWEGAL-2	20+36.62	14° 36′ 53.87" (LT)	3800.00	487.30	969.30	N 44° 05′ 18.37" E	966.68	15+49.33	25+18.63	N 51° 23′ 45.3" E	N 36° 46′ 51.43" E
	PRWEGAL-3	26+08.43	14° 37′ 13.15" (RT)	700.00	89.80	178.62	N 44° 05′ 28.01" E	178.14	25+18.63	26+97.25	N 36° 46′ 51.43" E	N 51° 24′ 4.58" E
PWB30FR-1 (40 MPH)	PWB30FR-1-8	75+15.21	14° 25′ 46.89" (LT)	1000.00	126.59	251.85	N 56° 10′ 27.34" E	251.18	73+88.62	76+40.47	N 63° 23′ 20.79" E	N 48° 57′ 33.9" E
	PWB30FR-1-9	79+17.55	5° 04′ 11.55" (RT)	4000.00	177.09	353.94	N 51° 29′ 39.68" E	353.83	77+40.47	80+94.41	N 48° 57′ 33.9" E	N 54° 01′ 45.45" E
	PWB30FR-1-10	90+96.45	22° 43′ 51.24" (LT)	800.00	160.81	317.38	N 42° 39′ 49.83" E	315.31	89+35.65	92+53.03	N 54° 01′ 45.45" E	N 31° 17′ 54.21" E
PWB30FR-2 (30 MPH)	PWB30FR-2-1	10+89.80	17° 01′ 26.3280" (RT)	600.00	89.80	178.27	S 4° 46′ 28.2937" E	177.62	10+00.00	11+78.27	S 13° 17′ 11.4577" E	S 3° 44′ 14.8703" W
	PWB30FR-2-2	25+73.21	50° 13′ 17.7461" (RT)	300.00	140.60	262.96	S 28° 50′ 53.7433" W	254.62	24+32.61	26+95.57	S 3° 44′ 14.8703" W	S 53° 57′ 32.6164" W
	PWB30FR-2-3	27+77.14	9° 25′ 48.1726" (RT)	989.00	81.57	162.77	S 58° 40′ 26.7027" W	162.59	26+95.57	28+58.35	S 53° 57′ 32.6164" W	S 63° 23′ 20.7890" W
	PWB30FR-2-4	29+00.70	4° 47′ 50.5617" (LT)	1011.00	42.35	84.65	S 60° 59′ 25.5082" W	84.63	28+58.35	29+43.00	S 63° 23′ 20.7890" W	S 58° 35′ 30.2273" W
PWB30FR-2A (30 MPH)	PWB30FR-2A-1	11+60.21	56° 12′ 29.1527" (RT)	300.00	160.21	294.30	S 60° 23′ 21.0112" W	282.64	10+00.00	12+94.30	S 32° 17′ 06.4348" W	S 88° 29′ 35.5876" W
	PWB30FR-2A-2	16+69.89	90° 05′ 22.1232" (RT)	375.00	375.59	589.63	N 46° 27′ 43.3508" W	530.74	12+94.30	18+83.94	S 88° 29′ 35.5876" W	N 1° 25′ 02.2892" W
	PWB30FR-2A-3	20+19.57	15° 16′ 54.6705" (LT)	1011.00	135.63	269.65	N 9° 03′ 29.6244" W	268.85	18+83.94	21+53.59	N 1° 25′ 02.2892" W	N 16° 41′ 56.9597" W
PWB30FR-2B (30 MPH)	PWB30FR-2B-1	13+38.26	23° 52′ 27.13" (RT)	1600.00	338.26	666.69	N 61° 36′ 0.77" E	661.88	10+00.00	16+66.69	N 49° 39′ 47.2" E	N 73° 32′ 14.34" E
PWB30GP (60 MPH)	PWB30GP-4	87+45.01	4° 03′ 8.16" (RT)	12000.00	424.53	848.71	N 52° 00′ 11.37" E	848.53	83+20.48	91+69.19	N 49° 58′ 37.29" E	N 54° 01′ 45.45" E
	PWB30GP-5	102+27.64	5° 04′ 33.81" (RT)	11100.00	492.02	983.39	N 56° 34′ 2.36" E	983.07	97+35.62	107+19.02	N 54° 01′ 45.45" E	N 59° 06′ 19.26" E
PWB635FR-B (40 MPH)	PWB635FR-B-19	1000+67.11	8 ° 04′ 31.25" (LT)	5,000.00	352.94	704.71	S 15 ° 20′ 00.19" E	704.12	997+14.17	1004+18.88	S 11 ° 17′ 44.57" E	S 19 ° 22′ 15.81" E
	PWB635FR-B-20	1007+08.81	20 ° 09′ 45.70" (RT)	1,000.00	177.79	351.91	S 9 ° 17′ 22.97" E	350.09	1005+31.02	1008+82.92	S 19 ° 22′ 15.81" E	S 0 ° 47′ 29.88" W
	PWB635FR-B-21	1010+96.17	12 ° 10′ 20.64" (LT)	2,000.00	213.25	424.90	S 5 ° 17′ 40.44" E	424.10	1008+82.92	1013+07.82	S 0 ° 47′ 29.88" W	S 11 ° 22′ 50.76" E
	PWB635FR-B-22	1025+11.97	14 ° 20′ 54.88" (LT)	1,000.00	125.87	250.43	S 18 ° 33′ 18.20" E	249.78	1023+86.10	1026+36.53	S 11 ° 22′ 50.76" E	S 25 ° 43′ 45.64" E
	PWB635FR-B-23	1028+29.10	21 ° 47′ 59.74" (RT)	1,000.00	192.57	380.48	S 14 ° 49′ 45.77" E	378.19	1026+36.53	1030+17.01	S 25 ° 43′ 45.64" E	S 3 ° 55′ 45.90" E
	PWB635FR-B-24	1035+34.42	1 ° 03′ 09.38" (LT)	3,761.00	34.55	69.09	S 4 ° 27′ 20.59" E	69.09	1034+99.88	1035+68.97	S 3 ° 55′ 45.90" E	S 4 ° 58′ 55.28" E
	PWB635FR-B-25	1041+56.89	3 ° 00′ 15.81" (LT)	2,000.00	52.45	104.87	S 6 ° 29′ 03.18" E	104.86	1041+04.44	1042+09.31	S 4 ° 58′ 55.28" E	S 7 ° 59′ 11.09" E
	PWB635FR-B-26	1062+76.30	7 ° 40′ 16.92" (LT)	2,000.00	134.09	267.78	S 11 ° 49′ 19.55" E	267.58	1061+42.21	1064+09.99	S 7 ° 59′ 11.09" E	S 15 ° 39′ 28.01" E
PWB635GP (60 MPH)	PWB635GP-36	1004+77.81	1° 21′ 44.81" (RT)	11,100.00	131.9806	263.9487	S 12° 03′ 43.16" E	263.9425	1003+45.83	1006+09.78	S 12° 44′ 35.56" E	S 11° 22′ 50.76" E
	PWB635GP-37	1020+74.93	3° 23′ 55.48" (RT)	12,000.00	356.0202	711.8316	S 9° 40′ 53.02" E	711.7273	1017+18.91	1024+30.74	S 11° 22′ 50.76" E	S 7° 58′ 55.28" 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
PDE30N635 (40 MPH)	15+62.00	2.00%	17+19.00	-4.60%
	33+79.00	-4.60%	36+31.00	2.00%
PDE30S635 (40 MPH)	17+97.00	-2.00%	18+94.00	-6.00%
	28+85.00	-6.00%	30+08.00	-2.00%
PDN635E30 (40 MPH)	10+07.00	2.50%	10+28.00	2.00%
	40+53.00	2.00%	41+53.00	4.50%
	53+77.00	4.50%	55+07.00	2.00%
	66+44.00	2.00%	66+65.00	2.50%
PDN635W30 (40 MPH)	10+75.00	2.00%	13+13.00	-5.75%
	29+92.00	-5.75%	32+07.00	2.00%
PDS635E30 (40 MPH)	15+73.00	-2.00%	19+05.00	6.00%
	34+28.00	6.00%	36+78.00	-2.00%
PDS635W30 (40 MPH)	41+59.00	-2.00%	43+65.00	-5.60%
	48+74.00	-5.60%	51+00.00	-2.00%
PDW30N635 (40 MPH)	15+33.00	2.50%	15+82.00	2.00%
	34+28.00	2.00%	35+65.00	6.00%
	46+90.00	6.00%	48+56.00	2.00%
PDW30S635 (40 MPH)	12+54.00	-2.00%	15+32.00	4.70%
	33+30.00	4.70%	36+08.00	-2.00%
	52+26.00	-2.00%	52+47.00	-2.50%
PRSEGAL (40 MPH)	17+32.00	-2.00%	17+45.00	-2.50%
PRNXGAL (40 MPH)	15+81.00	2.00%	15+94.00	2.50%
PRSXTOWN (40 MPH)	16+85.00	-2.50%	16+98.00	-2.00%
PRNETOWN (40 MPH)	16+91.00	2.50%	17+04.00	2.00%

SUPERELEVATION SIGN CONVENTION



PROPOSED TAPERS

LOCATION	TYPE	BASELINE	BEGIN	END	TAPER RATE
23	RAMP MERGE	PWB635GP	992+52.68, 48.00′ LT	998+52.80, 60.00′ LT	50:1
24	RAMP MERGE	PDW30N635	27+17.14, 24.00′ RT	31+28.80, 34.00′ RT	34:1
25	SHOULDER TAPER	PDW30N635	33+72.80, 8.00′ LT	34+71.17, 10.00′ LT	50:1
26	FRONTAGE ROAD MERGE	PWB635FR-B	1002+78.05, 0.00′	1005+77.82, 11.00′ LT	27:1
27	SHOULDER TAPER	PDS635E30	15+74.95, 28.00′ LT	17+00.78, 30.00′ LT	63:1
28	RAMP MERGE	PDS635W30	49+09.02, 12.00′ LT	55+88.96, 12.00′ LT	57:1
29	FRONTAGE ROAD MERGE	PEB635FR	1025+90.28, 11.00′ RT	1028+90.28, 0.00′	27:1
30	AUX LANE MERGE	PEB635GP	1033+87.79, 60.00′ RT	1039+87.79, 48.00′ RT	50:1
30A	AUX LANE MERGE	PEB635GP	1018+80.19, 12.00′ LT	1024+80.19, 0.00′	50:1
30B	LANE ADD	PWB635GP	1022+58.74, 12.00′ RT	1025+58.66, 0.00′	25:1

CROSS SLOPE BREAKLINE LOCATION DATA

CROSS SLOPE BREAKLINE DATA FOR WARPED RAMP GORES

RAMP	BEGIN	P.I.	END
PDW30N635	34+28.00, 29.00′ RT	-	35+65.98, 29.00′ RT
PDS635W30	40+33.44, 17.00′ LT	41+09.46, 17.00′ LT	41+59.49, 21.08′ LT
PDW30S635	36+39.46, 11.02′ RT	37+05.23, 9.00′ RT	37+63.78, 9.00′ RT

NOTE: DATA PROVIDED FOR SUPERELEVATION TRANSITIONS THAT REQUIRE WARPING THE RAMP GORE. BREAKLINES PARALLEL THE RAMP ALIGNMENT UNTIL IT INTERSECTS THE INSIDE LANE LINE OF THE CONTROLLING ROADWAY. THIS INTERSECTION LOCATION IS DENOTED UNDER THE P.I. COLUMN

PROPERTY OWNERS

ID #	SITE ADDRESS	OWNER	OCCUPANT
346	2602 ROSEWOOD DR	VASQUEZ ALFREDO &	SINGLE FAMILY RESIDENTIAL
348	2526 ROSEWOOD DR	DOUGLAS DON C	SINGLE FAMILY RESIDENTIAL
351	2522 ROSEWOOD DR	RICHARDS MARY ANN LIFE ESTATE	SINGLE FAMILY RESIDENTIAL
354	2518 ROSEWOOD DR	KOSHAR KENNETH R & SUSAN	SINGLE FAMILY RESIDENTIAL
356	2514 ROSEWOOD DR	SAMANO KATHLEEN	SINGLE FAMILY RESIDENTIAL
357	4404 OCEAN REEF	HOANG LO VAN &	SINGLE FAMILY RESIDENTIAL
358	4400 OCEAN REEF	QUINONES JESUS ROMERO	SINGLE FAMILY RESIDENTIAL
359	2510 ROSEWOOD DR	BELZUNG ROBERT J JR	SINGLE FAMILY RESIDENTIAL
360	4330 OCEAN REEF	ROMERO JESUS	SINGLE FAMILY RESIDENTIAL
361	4326 OCEAN REEF	LICEA JUAN A &	SINGLE FAMILY RESIDENTIAL
362	2506 ROSEWOOD DR	SEEBOLD KARLA	SINGLE FAMILY RESIDENTIAL
363	4322 OCEAN REEF	VARUGHESE VALSALAN &	SINGLE FAMILY RESIDENTIAL
365	2502 ROSEWOOD DR	LARA CESAR	SINGLE FAMILY RESIDENTIAL
366	4318 OCEAN REEF	GEORGE BOBBY	SINGLE FAMILY RESIDENTIAL
367	4314 OCEAN REEF	MUNOZ JOSE	SINGLE FAMILY RESIDENTIAL
368	16800 LBJ FWY	WHITE DEBRA	VACANT
369	4310 OCEAN REEF	LAZALDE ABELARDO &	SINGLE FAMILY RESIDENTIAL
370	4306 OCEAN REEF	COOK GAIL L	SINGLE FAMILY RESIDENTIAL
371	4302 OCEAN REEF	DAVILA ARTURO &	SINGLE FAMILY RESIDENTIAL
372	4234 OCEAN REEF	DYLAN R INVESTMENT LLC	SINGLE FAMILY RESIDENTIAL
373	4230 OCEAN REEF	CHAO BECKY	SINGLE FAMILY RESIDENTIAL
374	4226 OCEAN REEF	BLANKENSHIP RITA SHARON &	SINGLE FAMILY RESIDENTIAL
375	4114 OCEAN REEF	YOVONIE TENNEH	SINGLE FAMILY RESIDENTIAL
376	4222 OCEAN REEF	RUIZ DAVID &	SINGLE FAMILY RESIDENTIAL
377	4118 OCEAN REEF	BROWN RONDA LYNN	SINGLE FAMILY RESIDENTIAL
378	4122 OCEAN REEF	NGUYEN DIEP CONG &	SINGLE FAMILY RESIDENTIAL
379	4218 OCEAN REEF	SMITH GLEN & RETA A	SINGLE FAMILY RESIDENTIAL
380	4126 OCEAN REEF	KHUU SON & CHI NGUYEN	SINGLE FAMILY RESIDENTIAL
381	4130 OCEAN REEF	FRIAS ALEJANDRA	SINGLE FAMILY RESIDENTIAL
382	4202 OCEAN REEF	GALVIS DANIEL	SINGLE FAMILY RESIDENTIAL
383	4206 OCEAN REEF	ADDISON AARON E &	SINGLE FAMILY RESIDENTIAL
384	4214 OCEAN REEF	BANKS SHARON K	SINGLE FAMILY RESIDENTIAL
385	4210 OCEAN REEF	HALL RONALD R	SINGLE FAMILY RESIDENTIAL
389	4040 TOWNE CROSSING BLVD	CELEBRATION STATION PPTIE	CELEBRATION STATION
391	4000 TOWNE CROSSING BLVD	POSADOS CAFE INC	POSADOS
396	3906 TOWNE CROSSING BLVD	GGC REAL ESTATE INVESTMENTS I LP	RED LOBSTER 416
398	3904 TOWNE CROSSING BLVD	FIREBIRD MESQUITE INC	EL FENIX
400	3904 TOWNE CROSSING BLVD	NEW PRIVATE RESTAURANT PROPERTIES LLC	OUTBACK STEAKHOUSE
402	5031 N GALLOWAY AVE	TXVT DEVELOPMENT INC	TROPHY NISSAN
403	3902 TOWNE CROSSING BLVD	WINGLORD LTD PTRS	HOOTERS
405	3816 TOWNE CROSSING BLVD	FCPT SW PROPERTIES LLC	OLIVE GARDEN
406	2021 N TOWN EAST BLVD	MORBEN REALTY CO INC	UNOCCUPIED/ GUITAR CENTER
407	3808 TOWNE CROSSING BLVD	NEW MILLENIUM RESTAURANTS	SPORTS CITY CAFE
408	3730 TOWNE CROSSING BLVD	ZFYXC LP	KING SUPER BUFFET
409	4925 N GALLOWAY AVE	LANDMARK AT LAUREL HEIGHTS LLC	THE HIGHLANDS AT GALLOWAY/ 4925,4929,4945,4949
410	3726 TOWNE CROSSING BLVD	DOSSANI PARADISE RESTAURANTS LLC	UNOCCUPIED
411	3712 TOWNE CROSSING BLVD	MATCO INVESTMENTS	RAZZOOS CAJUN CAFE
412	3700 TOWNE CROSSING BLVD	OAKTREE HOLDINGS LLC	FRIDAYS
413	4933 N GALLOWAY AVE	LANDMARK AT LAUREL HEIGHTS LLC	THE HIGHLANDS AT GALLOWAY/ 4933 4937 4941
414	3619 TOWNE CROSSING BLVD	REALTY INCOME TX PPTIES	NATIONAL TIRE BATTERY
415	4853 N GALLOWAY AVE	LANDMARK HIGHLANDS AT GALLOWAY LP	WINDRIDGE COURT APTS
416	3501 TOWNE CROSSING BLVD	JBIA TOWNE CROSSING SERIES LLC	TOWNE CROSSING MONARCH DENTAL
417	4815 N GALLOWAY AVE	LANDMARK AT LAUREL HEIGHTS LLC	THE HIGHLAND AT GALLOWAY
418	3434 TOWNE CROSSING BLVD	MALAMUT MICHAEL LEE	PEARLE VISION FURNITURE DEAL
419	3622 TOWNE CROSSING BLVD	TOWNE CRSSG REST PK ASSOC	VACANT LAND
420	1921 N TOWN EAST BLVD	PLS MESQUITE PPTIES LP	MATRESS FIRM/METRO PCS
421	4741 N GALLOWAY AVE	KANJI ASHIQ A	VACANT
422	4731 N GALLOWAY AVE	CEDARS 4731 LLC	THE CEDARS CONDOS
423	4039 CHILDRESS AVE	CHASE EASTPOINT LP	EAST POINT APTS
424	4005 CHILDRESS AVE	TEXAS UTILITIES ELEC CO	UTILITY EASEMENT
425	3895 CHILDRESS AVE	WHITE PROPERTY CO # 2 LTD	VACANT
426	3865 CHILDRESS AVE	MESQUITE CITY OF	VACANT
427	3865 CHILDRESS AVE	KSADD LLC	MEDICAL CENTER
428	4109 CHILDRESS AVE	CHASE EASTPOINT LP	EAST POINT APTS
429	4125 CHILDRESS AVE	CHASE EASTPOINT LP	EAST POINT APTS
430	3777 CHILDRESS AVE	AMA ASSOCIATES	GANDER MOUNTAIN
431	3817 PAVILLION CT	VALUABLE DIRT MESQUITE LLC	UNOCCUPIED
432	3825 PAVILLION CT	PETERSON EQUITIES LLC	BLACKEYED PEA RESTAURANT
433	3795 EMPORIUM CIR	R BYRON ROACH TRUSTEE LLC	OFFICE DEPOT
434	3909 PAVILLION CT	BRINKER TEXAS LP	CHILIS
435	3811 PAVILLION CT	DADS ADVENTURES INC	IRON CHEFS/ VACANT
436	3919 PAVILLION CT	KAZE SUSHI LLC	KAZE RESTAURANT
437	1765 N TOWN EAST BLVD	MESQUITE EMPORIUM LP	MESQUITE CROSSINGS
449-1 - 449-32	4723 N GALLOWAY AVE	MULTIPLE TENANTS	CROSSROADS EAST APARTMENTS

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 8 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.
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
CHAD R. GARDINER 93793 05-25-2018
MARIA F. GUERRA 121650 05-25-2018
HALFF ASSOCIATES, INC. TBPE FIRM #F-312
DATE APPROVED: JULY 21, 2017
VERTICAL SCALE: 0 10 20 30 40
HORIZONTAL SCALE: 0 100 200 300 400
HALFF 1201 NORTH BOWSER ROAD RICHARDSON, TEXAS 75081-2275 TEL (214) 346-6200 FAX (214) 739-0095
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