US80 EB FR RD 0095-02-102 / IH635 NB FR RD 2374-02-126

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Texas Department
of Transportation

DALLAS DISTRICT DESIGN SCHEMATIC
William L. Hale, P.E., District Engineer

PROJECT SCOPE

① US80 EB Frontage Road Reconstruction
and Galloway Ave. Exit Ramp Relocation

From IH635 to Galloway   FC = Urban Collector

Length = 0.72 mi   CSJ: 0095-02-102

② New Location IH635 NB Frontage Road
and Ramp Improvements

From S. of Gross Rd. to EB US80 Frontage Rd

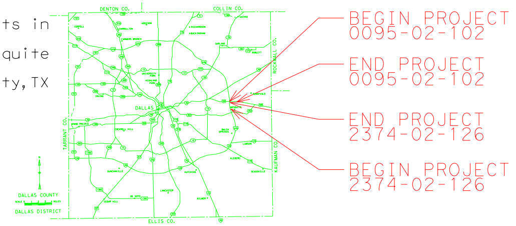
FC = Urban Collector

Length = 1.30 mi   CSJ: 2374-02-126

Design Speeds:

Frontage Road - 40 mph
Ramp - 40 mph
Direct Connector - 40 mph
Intersecting Street - 30 mph
Connecting Road - 20 mph

Both Projects in
City of Mesquite
Dallas County, TX


DENTON CO.
COLLIN CO.
ROCKWALL CO.
TARRANT CO.
DALLAS
KAUFMAN CO.
ELLIS CO.
DALLAS COUNTY
DALLAS DISTRICT
BEGIN PROJECT
0095-02-102
END PROJECT
0095-02-102
END PROJECT
2374-02-126
BEGIN PROJECT
2374-02-126

Scale:
Horizontal 1:200
Vertical 1:20

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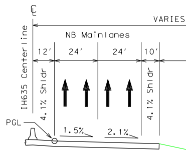
September 2014

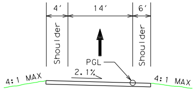
SCHEMATIC PREPARED BY:
TxDOT DALLAS DISTRICT
MICHAEL A. RENFROW, P.E.
PROJECT MANAGER
75050
P.E. NUMBER
DATE

Roll 2 of 2

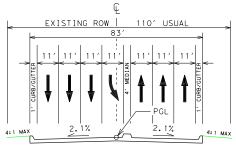
EXISTING TYPICAL SECTIONS


℄
VARIES
IH635 Centerline
NB Mainlanes
12′
24′
24′
10′
4.1% Shldr
4.1% Shldr
PGL
1.5%
2.1%

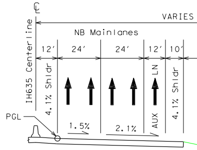
EXISTING IH635 TY
MAINLANE STA. 1
NOT T


4′
14′
6′
Shoulder
Shoulder
PGL
2.1%
4:1 MAX
4:1 MAX

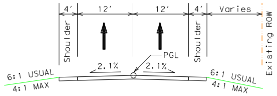
EXISTING NB GROSS RD EXIT RAMP
NB RAMP STA. 1018+00-1026+00
NOT TO SCALE


℄
EXISTING ROW
110′ USUAL
83′
11′
11′
11′
11′
11′
11′
11′
1′ CURB/GUTTER
4′ MEDIAN
1′ CURB/GUTTER
PGL
2.1%
2.1%
4:1 MAX
4:1 MAX

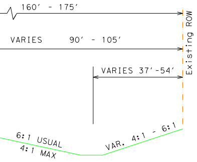
EXISTING GROSS ROAD
STA. 5+20 - 7+70
NOT TO SCALE


℄
VARIES
IH635 Centerline
NB Mainlanes
12′
24′
24′
12′
10′
4.1% Shldr
AUX LN
4.1% Shldr
PGL
1.5%
2.1%

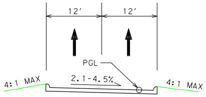
EXISTING IH635 TY
MAINLANE STA.
NOT


4′
12′
12′
4′
Varies
Shoulder
Shoulder
Existing ROW
PGL
2.1%
2.1%
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX

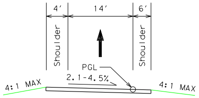
EXISTING EB US80 FRONTAGE RD
STA.330+00-333+00
NOT TO SCALE


160' - 175'
VARIES
90' - 105'
VARIES 37'-54'
Existing ROW
6:1 USUAL
4:1 MAX
VAR. 4:1 - 6:1

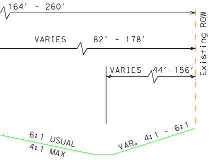
PICAL HALF SECTION
010+70 - 1017+90
O SCALE


12'
12'
PGL
2.1-4.5%
4:1 MAX
4:1 MAX

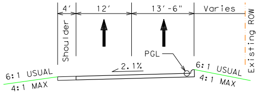
EXISTING NB GROSS RD EXIT RAMP
NB RAMP STA. 1026+50-1027+87
NOT TO SCALE


4'
14'
6'
Shoulder
Shoulder
PGL
2.1-4.5%
4:1 MAX
4:1 MAX

EXISTING NB GROSS RD ENTRANCE RAMP
NB RAMP STA. 1032+40 - 1038+20
NOT TO SCALE

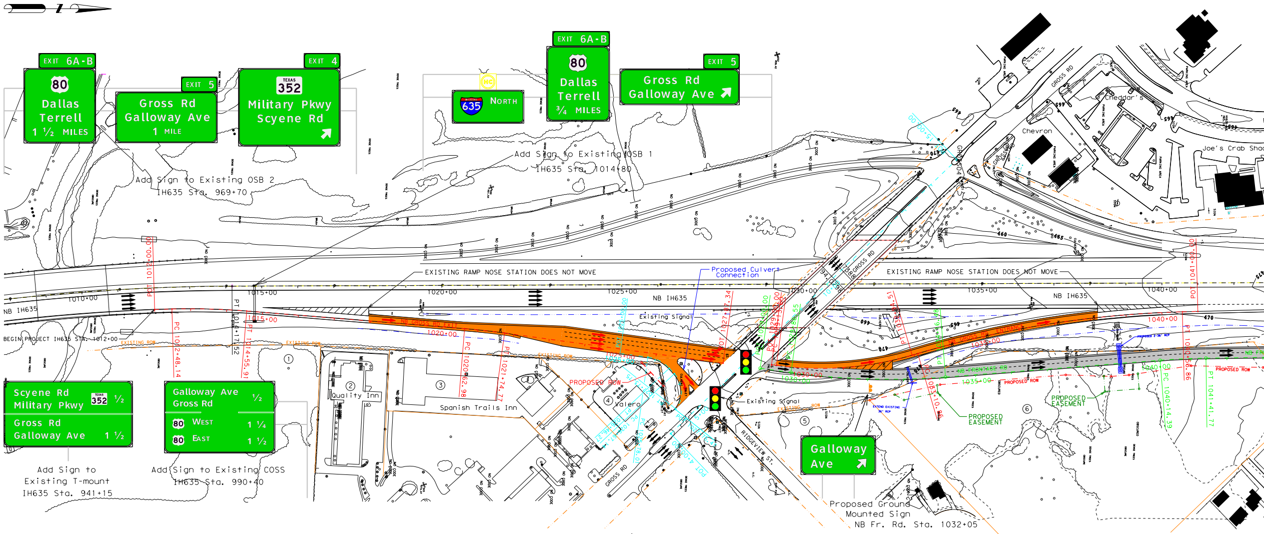

164' - 260'
VARIES
82' - 178'
VARIES
44'-156'
Existing ROW
6:1 USUAL
4:1 MAX
VAR. 4:1 - 6:1

YPICAL HALF SECTION
1041+10 - 1053+60
TO SCALE


4'
12'
13'-6"
Varies
Shoulder
PGL
2.1%
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX
Existing ROW

EXISTING EB US80 FRONTAGE RD
STA. 333+00-366+00
NOT TO SCALE

EXISTING TYPICAL SECTIONS


EXIT 6A-B
80
Dallas
Terrell
1 ½ MILES
EXIT 5
Gross Rd
Galloway Ave
1 MILE
EXIT 4
TEXAS 352
Military Pkwy
Scyene Rd
635 NORTH
EXIT 6A-B
80
Dallas
Terrell
¾ MILES
EXIT 5
Gross Rd
Galloway Ave
Add Sign to Existing OSB 2
IH635 Sta. 969+70
Add Sign to Existing OSB 1
IH635 Sta. 1014+80
Chevron
Cheddar's
Joe's Crab Shac
GROSS RD
EXISTING RAMP NOSE STATION DOES NOT MOVE
EXISTING RAMP NOSE STATION DOES NOT MOVE
Proposed Culvert Connection
NB IH635
NB IH635
NB IH635
1010+00
1015+00
1020+00
1025+00
1030+00
1035+00
1040+00
BEGIN PROJECT IH635 STA. 1012+00
Existing Signal
Existing Signal
PROPOSED ROW
PROPOSED ROW
PROPOSED EASEMENT
PROPOSED EASEMENT
Quality Inn
Spanish Trails Inn
Valero
RIDGEVIEW ST
GROSS RD
①
②
③
④
⑤
⑥
Scyene Rd
Military Pkwy
352
½
Gross Rd
Galloway Ave
1 ½
Galloway Ave
Gross Rd
½
80 WEST
1 ¼
80 EAST
1 ½
Add Sign to
Existing T-mount
IH635 Sta. 941+15
Add Sign to Existing COSS
IH635 Sta. 990+40
Galloway
Ave
Proposed Ground
Mounted Sign
NB Fr. Rd. Sta. 1032+05

IH635 MAINLANE SUPERELEVATION DATA	
PT STATION	1014+17.52
CURVE RADIUS	5729.57 FT
RATE e	2.2 %
PT TRANSITION LENGTH	180 FT
BEGIN LT PC TRANSITION	1013+50
END LT PC TRANSITION	1015+30

PI STATION = 1013+52.13
DELTA (RT) = 6° 14' 08.91"
DEGREE OF CURVE = 3° 00' 04.86"
TANGENT = 103.99
LENGTH = 207.77
RADIUS = 1,909.00
PC STATION = 1012+48.14
PT STATION = 1014+55.91

PI STATION = 1021+18.89
DELTA (RT) = 3° 12' 08.65"
DEGREE OF CURVE = 2° 51' 53.24"
TANGENT = 55.91
LENGTH = 111.78
RADIUS = 2,000.00
PC STATION = 1020+62.98
PT STATION = 1021+74.77

PI STATION = 1027+31.70
DELTA (RT) = 81° 26' 24.43"
DEGREE OF CURVE = 76° 23' 39.74"
TANGENT = 64.56
LENGTH = 106.60
RADIUS = 75.00
PC STATION = 1026+67.14
PT STATION = 1027+73.75

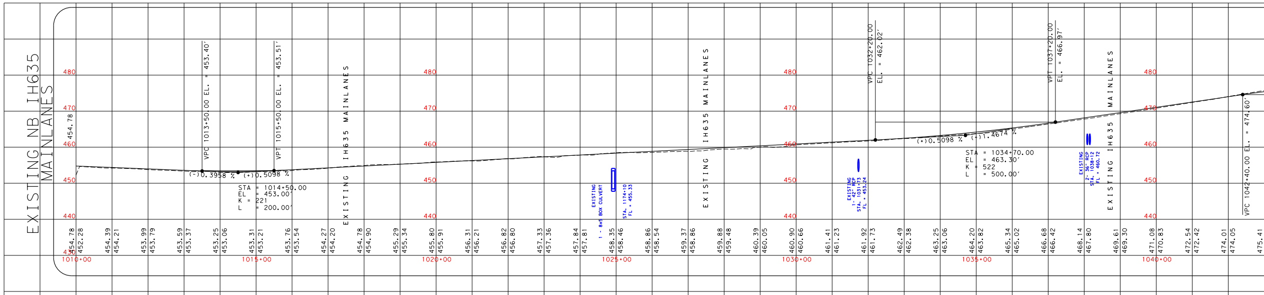
PI STATION = 1026+13.53
DELTA (RT) = 39° 06' 50.19"
DEGREE OF CURVE = 57° 17' 44.81"
TANGENT = 35.52
LENGTH = 68.27
RADIUS = 100.00
PC STATION = 1025+78.01
PT STATION = 1026+46.27

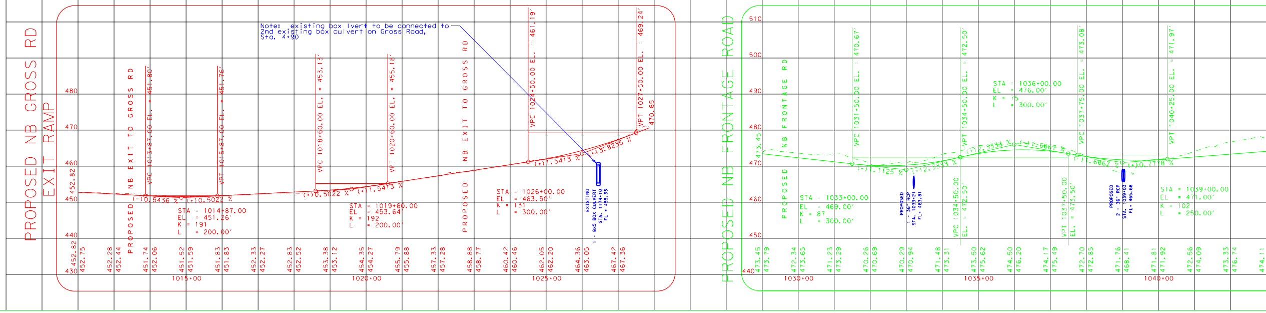
NB GROSS RD EXIT RAMP SUPERELEVATION DATA	
STATION	CROSS SLOPE
1026+30	2.08% ↘
1027+80	4.50% ↘

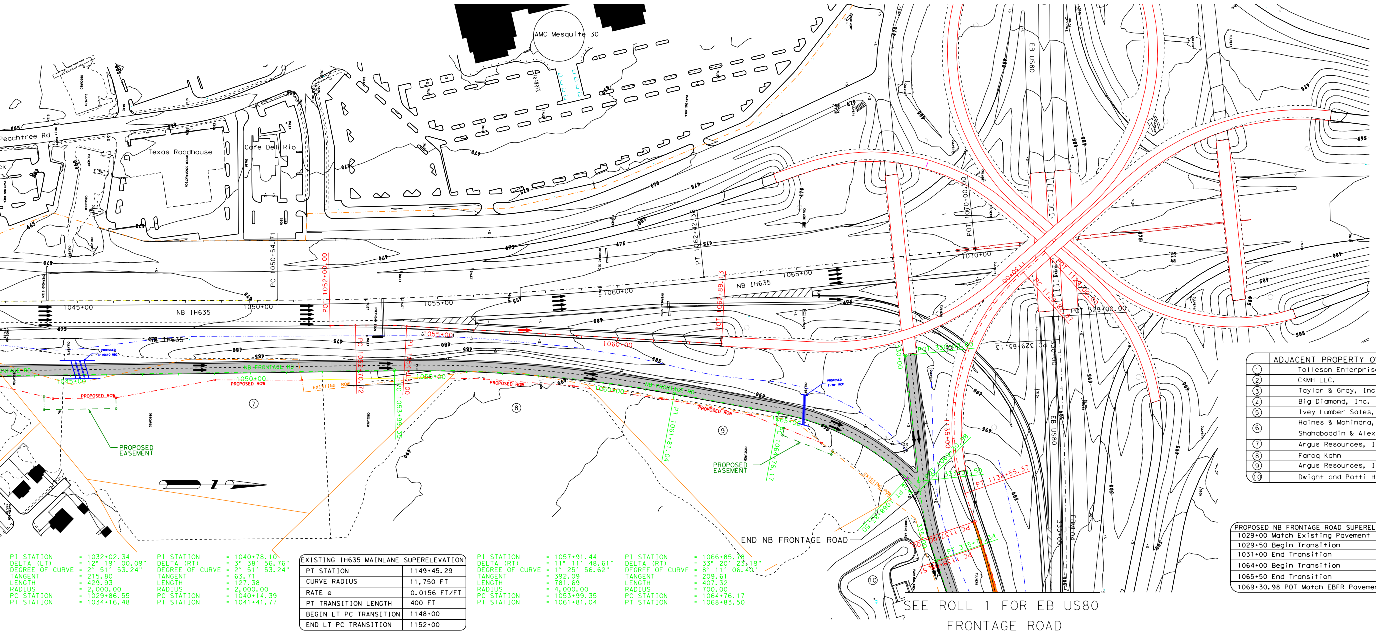
PI STATION = 1031+06.95
DELTA (LT) = 24° 14' 58.69"
DEGREE OF CURVE = 6° 21' 58.31"
TANGENT = 193.35
LENGTH = 380.91
RADIUS = 900.00
PC STATION = 1029+13.60
PT STATION = 1032+94.51

PI STATION = 1036+85.98
DELTA (RT) = 14° 55' 27.10"
DEGREE OF CURVE = 2° 00' 01.98"
TANGENT = 375.13
LENGTH = 746.00
RADIUS = 2,864.00
PC STATION = 1033+10.86
PT STATION = 1040+56.86

NB GROSS RD ENTRANCE RAMP SUPERELEVATION DATA	
STATION	CROSS SLOPE
1032+40	2.08% ↙
1032+60	2.08% ↙
1034+10	2.08% ↘
1138+20	2.08% ↘






AMC Mesquite 30
Peachtree Rd
Texas Roadhouse
Cafe Del Rio
NB IH635
IH635
EB US80
PC 1050+54.71
POT 1052+00.00
PT 1062+12.35
POT 1070+00.00
POT 329+00.00
1045+00
1050+00
1055+00
1060+00
1065+00
1070+00
PROPOSED ROW
EXISTING ROW
PROPOSED EASEMENT
END NB FRONTAGE ROAD
SEE ROLL 1 FOR EB US80
FRONTAGE ROAD

PI STATION = 1032+02.34
DELTA (LT) = 12° 19′ 00.09"
DEGREE OF CURVE = 2° 51′ 53.24"
TANGENT = 215.80
LENGTH = 429.93
RADIUS = 2,000.00
PC STATION = 1029+86.55
PT STATION = 1034+16.48

PI STATION = 1040+78.10
DELTA (RT) = 3° 38′ 56.76"
DEGREE OF CURVE = 2° 51′ 53.24"
TANGENT = 63.71
LENGTH = 127.38
RADIUS = 2,000.00
PC STATION = 1040+14.39
PT STATION = 1041+41.77

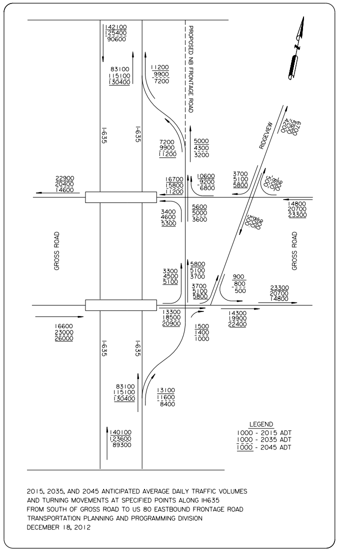
EXISTING IH635 MAINLANE SUPERELEVATION	
PT STATION	1149+45.29
CURVE RADIUS	11,750 FT
RATE e	0.0156 FT/FT
PT TRANSITION LENGTH	400 FT
BEGIN LT PC TRANSITION	1148+00
END LT PC TRANSITION	1152+00

PI STATION = 1057+91.44
DELTA (RT) = 11° 11′ 48.61"
DEGREE OF CURVE = 1° 25′ 56.62"
TANGENT = 392.09
LENGTH = 781.69
RADIUS = 4,000.00
PC STATION = 1053+99.35
PT STATION = 1061+81.04

PI STATION = 1066+85.78
DELTA (RT) = 33° 20′ 23.19"
DEGREE OF CURVE = 8° 11′ 06.40"
TANGENT = 209.61
LENGTH = 407.32
RADIUS = 700.00
PC STATION = 1064+76.17
PT STATION = 1068+83.50

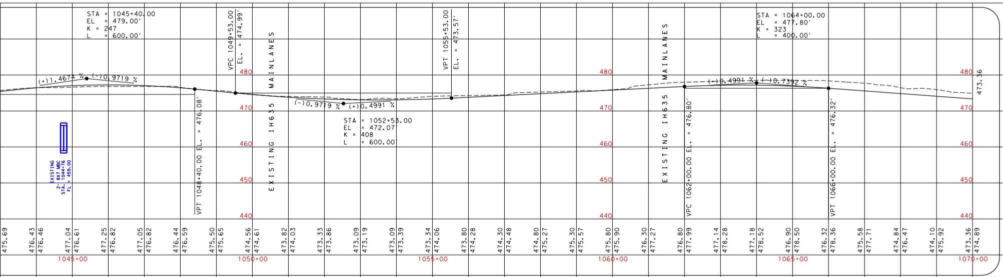
	ADJACENT PROPERTY OWNERSHIP
①	Tolleson Enterprises, Inc.
②	CKMH LLC.
③	Taylor & Gray, Inc.
④	Big Diamond, Inc.
⑤	Ivey Lumber Sales, Inc.
⑥	Haines & Mohindra, Inc., & Shahaboddin & Alexis Gharavi
⑦	Argus Resources, Inc.
⑧	Faroq Kahn
⑨	Argus Resources, Inc.
⑩	Dwight and Patti Hawkins

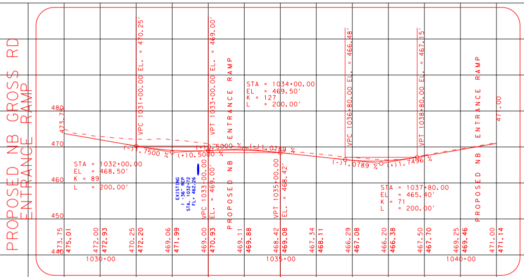
PROPOSED NB FRONTAGE ROAD SUPERELEVATION DATA	
1029+00 Match Existing Pavement	↖ 4.5%
1029+50 Begin Transition	↖ 4.5%
1031+00 End Transition	↙ 2.1%
1064+00 Begin Transition	↙ 2.1%
1065+50 End Transition	↖ 2.1%
1069+30.98 POT Match EBFR Pavement	↖ 2.1%


GROSS ROAD
I-635
PROPOSED NB FRONTAGE ROAD
RIDGEVIEW
142100
125400
90600
83100
115100
130400
140100
123600
89300
13100
11600
8400
LEGEND
1000 - 2015 ADT
1000 - 2035 ADT
1000 - 2045 ADT

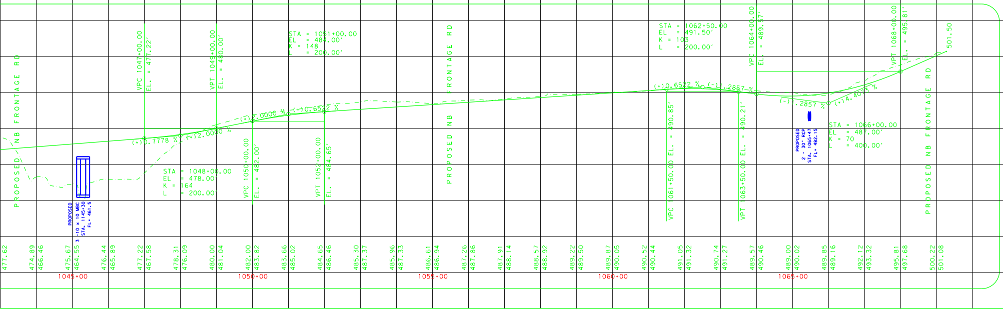
2015, 2035, AND 2045 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES
AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG IH635
FROM SOUTH OF GROSS ROAD TO US 80 EASTBOUND FRONTAGE ROAD
TRANSPORTATION PLANNING AND PROGRAMMING DIVISION
DECEMBER 18, 2012

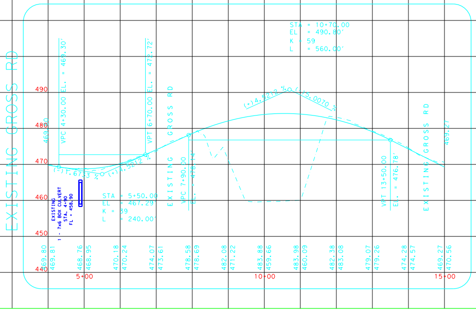
Note: topography provided by TxDOT 2012

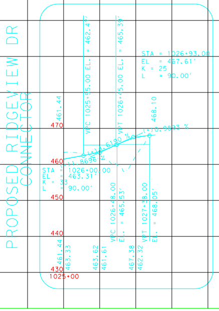

EXISTING IH635 MAINLANES
STA = 1045+40.00
EL = 479.00′
K = 247
L = 600.00′
STA = 1052+53.00
EL = 472.07
K = 408
L = 600.00
STA = 1064+00.00
EL = 477.80′
K = 323
L = 400.00′
1045+00
1050+00
1055+00
1060+00
1065+00
1070+00

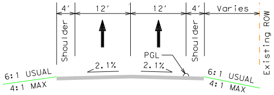

PROPOSED NB GROSS RD ENTRANCE RAMP
PROPOSED NB ENTRANCE RAMP
STA = 1032+00.00
EL = 468.50′
K = 89
L = 200.00′
STA = 1034+00.00
EL = 469.50′
K = 127
L = 200.00′
STA = 1037+80.00
EL = 465.80′
K = 71
L = 200.00′
1030+00
1035+00
1040+00

LEGEND	
PROPOSED FRONTAGE RD	▨
PROPOSED RAMP	▨
PROPOSED ROW	— · —
PROPOSED EASEMENT	— · —
EXISTING ROW	— · —
ADJ. PROPERTY LINE	——
DITCH BOTTOM	- - -
CULVERT	▭

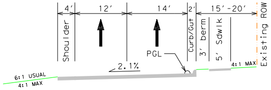

PROPOSED NB FRONTAGE RD
STA = 1048+00.00
EL = 478.00′
K = 164
L = 200.00′
STA = 1051+00.00
EL = 480.00′
K = 148
L = 200.00′
STA = 1062+50.00
EL = 491.50′
K = 103
L = 200.00′
STA = 1066+00.00
EL = 487.00′
K = 70
L = 400.00′
1045+00
1050+00
1055+00
1060+00
1065+00


EXISTING GROSS RD
STA = 5+50.00
EL = 467.29
K = 39
L = 240.00′
STA = 10+70.00
EL = 490.80′
K = 59
L = 560.00′
5+00
10+00
15+00

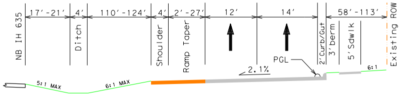

PROPOSED RIDGEVIEW DR CONNECTOR
STA = 1026+93.00
EL = 467.61′
K = 25
L = 90.00′
1025+00


4'
12'
12'
4'
Varies
Shoulder
Shoulder
Existing ROW
PGL
2.1%
2.1%
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX

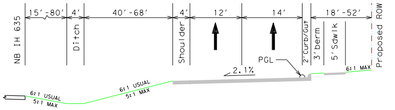
PROPOSED EB US80 FRONTAGE RD
STA.330+00-332+50
NOT TO SCALE


4'
12'
14'
2'
15'-20'
Shoulder
Curb/Gut
3' berm
5' Sdwlk
Existing ROW
PGL
2.1%
6:1 USUAL
4:1 MAX
4:1 MAX

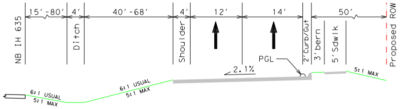
PROPOSED EB US80 FRONTAGE RD
STA.335+00-341+00, 350+00-366+00
NOT TO SCALE


NB IH 635
17'-21'
4'
110'-124'
4'
2'-27'
12'
14'
58'-113'
Ditch
Shoulder
Ramp Taper
2'Curb/Gut
3'berm
5'Sdwlk
Existing ROW
PGL
2.1%
5:1 MAX
6:1 MAX
6:1

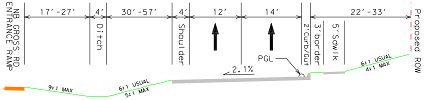
PROPOSED NB IH635 FRONTAGE RD
STA.1031+00-1032+50
NOT TO SCALE


NB IH 635
15'-80'
4'
40'-68'
4'
12'
14'
18'-52'
Ditch
Shoulder
2'Curb/Gut
3'berm
5'Sdwlk
Proposed ROW
PGL
2.1%
6:1 USUAL
5:1 MAX
6:1 USUAL
5:1 MAX
6:1 MAX

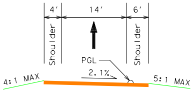
PROPOSED NB IH635 FRONTAGE RD CUT SECTION
STA. 1032+00 - 1037+00
STA. 1042+00 - 1043+50
STA. 1049+50 - 1063+50
NOT TO SCALE


NB IH 635
15'-80'
4'
40'-68'
4'
12'
14'
50'
Ditch
Shoulder
2'Curb/Gut
3'bern
5'Sdwlk
Proposed ROW
PGL
2.1%
6:1 USUAL
5:1 MAX
6:1 USUAL
5:1 MAX
5:1 MAX

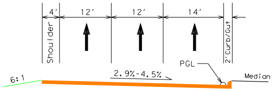
PROPOSED NB IH635 FRONTAGE RD FILL SECTION
STA. 1037+50 - 1041+50
STA. 1044+00 - 1049+00
STA. 1064+00 - 1069+00
NOT TO SCALE


NB GROSS RD
ENTRANCE RAMP
17'-27'
4'
30'-57'
4'
12'
14'
22'-33'
Ditch
Shoulder
2'Curb/Gut
3'border
5'Sdwlk
Proposed ROW
PGL
2.1%
9:1 MAX
6:1 USUAL
5:1 MAX
6:1 USUAL
4:1 MAX

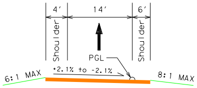
PROPOSED NB IH635 FRONTAGE RD
STA.1163+00-1166+00
NOT TO SCALE


4'
14'
6'
Shoulder
Shoulder
PGL
2.1%
4:1 MAX
5:1 MAX

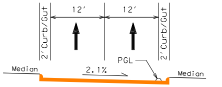
PROPOSED NB GROSS RD EXIT RAMP
NB RAMP STA. 1018+00 - 1020+60
NOT TO SCALE


4'
12'
12'
14'
Shoulder
2'Curb/Gut
PGL
2.9%-4.5%
6:1
Median

PROPOSED NB GROSS RD EXIT RAMP
NB RAMP STA. 1026+70 - 1027+80
NOT TO SCALE


4'
14'
6'
Shoulder
Shoulder
PGL
+2.1% to -2.1%
6:1 MAX
8:1 MAX

PROPOSED NB GROSS RD ENTRANCE RAMP
NB RAMP STA. 1032+40 - 1038+20
NOT TO SCALE


12'
12'
2'Curb/Gut
2'Curb/Gut
PGL
2.1%
Median
Median

PROPOSED RIGHT TURN/RIDGEVIEW DR
RT.TURN/RV STA. 1026+70
NOT TO SCALE

PROPOSED TYPICAL SECTIONS

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Texas Department
of Transportation

DALLAS DISTRICT DESIGN SCHEMATIC
William L. Hale, P.E., District Engineer

PROJECT SCOPE

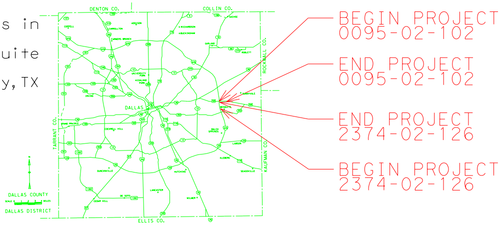
① US80 EB Frontage Road Reconstruction
and Galloway Ave. Exit Ramp Relocation
From IH635 to Galloway FC = Urban Collector
Length = 0.72 mi CSJ: 0095-02-102

② New Location IH635 NB Frontage Road
and Ramp Improvements
From S. of Gross Rd. to EB US80 Frontage Rd
FC = Urban Collector
Length = 1.30 mi CSJ: 2374-02-126

Design Speeds:

Frontage Road - 40 mph
Ramp - 40 mph
Direct Connector - 40 mph
Intersecting Street - 30 mph
Connecting Road - 20 mph

Both Projects in
City of Mesquite
Dallas County, TX


DENTON CO.
COLLIN CO.
ROCKWALL CO.
KAUFMAN CO.
TARRANT CO.
ELLIS CO.
DALLAS
MESQUITE
DALLAS COUNTY
DALLAS DISTRICT
BEGIN PROJECT
0095-02-102
END PROJECT
0095-02-102
END PROJECT
2374-02-126
BEGIN PROJECT
2374-02-126

Scale:
Horizontal 1:200
Vertical 1:20

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September 2014

SCHEMATIC PREPARED BY:
TxDOT DALLAS DISTRICT
MICHAEL A. RENFROW, P.E.
PROJECT MANAGER
75050
P.E. NUMBER
DATE

Roll 2 of 2