TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
MOHAMED BUR, P.E., DISTRICT ENGINEER

TXDOT DESIGN SCHEMATIC
IH 635 LBJ EAST PROJECT
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

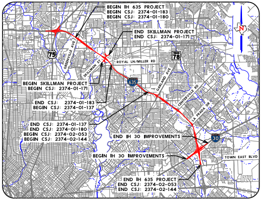
MARCH 14, 2019
ROLL 1 OF 24

ROADWAY PLAN & PROFILE-VOL 1.C.01

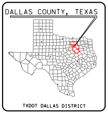
CONCEPT PLANS

	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)

DESIGN SPEED	
GENERAL PURPOSE LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES:	40 MPH
FRONTAGE ROADS CONNECTORS:	30 MPH
LOCAL ACCESS ROADS:	20 MPH
CROSS STREETS:	40 MPH
U-TURNS:	15 MPH
SHARED USE PATHS:	12 MPH


BEGIN IH 635 PROJECT
BEGIN CSJ: 2374-01-183
BEGIN CSJ: 2374-01-180
END SKILLMAN PROJECT
END CSJ: 2374-01-171
ROYAL LN/MILLER RD
GREENVILLE AVE
SKILLMAN ST
75
78
635
GARLAND AVE
CENTERVILLE RD
LA PRADA DR
BEGIN SKILLMAN PROJECT
BEGIN CSJ: 2374-01-171
END CSJ: 2374-01-183
BEGIN CSJ: 2374-01-137
END CSJ: 2374-01-137
END CSJ: 2374-01-180
BEGIN CSJ: 2374-02-053
BEGIN CSJ: 2374-02-144
END IH 30 IMPROVEMENTS
30
BEGIN IH 30 IMPROVEMENTS
TOWN EAST BLVD
END IH 635 PROJECT
END CSJ: 2374-02-053
END CSJ: 2374-02-144
N

LOCATION MAP
N.T.S.


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20
VERTICAL SCALE:

0 100 200
HORIZONTAL SCALE:

PRELIMINARY
THIS PRINT IS FURNISHED FOR INFORMATION ONLY.
THE PLAN INFORMATION OR OTHER DATA SHOWN HEREIN IS
SUBJECT TO CHANGE AND MUST NOT BE CONSTRUED AS FINAL.

SCHEMATIC PREPARED BY:
AECOM TECHNICAL SERVICES
REGISTRATION NUMBER F-3580
FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.
Prepared by or under the Direct Supervision of:
LEONIDAS H. COSSYPHAS 102809
NAME P.E. NUMBER
3/12/2019
DATE

Pegasus Link Constructors, JV
AECOM
AECOM Technical Services, Inc.- F-3580
13355 Noel Road, Suite 400
Dallas, Texas 75240

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LEGEND:

-·-·-	EX ROW
—III—	EX ACCESS DENIAL
- - - -	EX EASMNT
——	EX PROPERTY LINE
═	EX CULVERT TO REMAIN
▭	EX 100YR FLOODPLAIN
——	EX PLANIMETRICS
-·-·-	PR CENTERLINE/BASELINE
-··-··-	PR ROW
-··-··-	CONSTR ACCESS (LIC. AGREEMT)
- - - -	PR DRNG EASEMENT
—III—	PR ACCESS DENIAL
——	PR EDGE OF PAVEMENT
┴┴┴┴	PR RETAINING WALL
┴┴┴┴	PR MOD WALL
┴┴┴┴	PR RETAINING WALL CUT
┴┴┴┴	PR SIDEWALK WALL
—◇—	EX NOISE WALL (BY OTHERS)
—◇—	PR NOISE WALL
→	DIRECTION OF TRAVEL
▬	EX ROADWAY TO REMAIN
▬	EX BRIDGE TO REMAIN
▬	PR BRIDGE
🟨	PR MAIN LANES
▬	PR MANAGED LANES
▬	PR RAMP
🟩	PR FRONTAGE ROAD
🟩	PR FRONTAGE ROAD CONNECTOR
▬	PR CROSS STREET
▬	PR LOCAL ACCESS ROAD
🟪	PR DRIVEWAY
▬	PR SIDEWALK
▬	PR APPROACH SLAB
🟧	POTENTIAL DISPLACEMENTS
▨	PAVEMENT / BRIDGE TO BE REMOVED
🟦	LANDSCAPE PAVERS
●	PR HIGH MAST ILLUMINATION
●	PR ILLUMINATION SYMBOLS
●	PR I.T.S. SYMBOLS
▭	PR CONCRETE RIPRAP
XX	TURN BAY ID NUMBER
XXXXXXX	CURVE ID NUMBER
RXX	OPTIMIZATION ID NUMBER

——	SSTR ON PAVEMENT
——	SSTR ON TOP WALL
——	SSCB
——	BARRIER GATE
——	PORTABLE BARRIER
▬	ATTENUATOR
·····	MBGF
·····	MBGF TRANS (TL-3)
·····	MBGF TRANS (TL-2)
·····	SINGL GR TERM (SGT)
——	DS ANCHOR TERM (DAT)
- - -	COMB RAIL TY C221
- - -	PED RAIL
▬	PR OSB SIGN STRUCT
▬	PR COSS SIGN STRUCT
▭	PR TOLL GANTRY
☰	ITS STRUCTURES
——	MOVEABLE BARRIER

EX = EXISTING
PR = PROPOSED

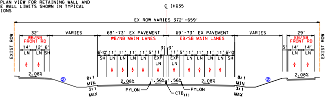
NEXT GENERATION PAVEMENT

▬	MAIN LANES
▬	MANAGED LANES
▬	RAMP

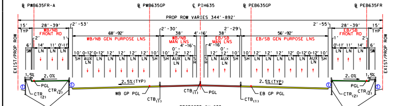
GENERAL NOTES:

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 DESIGN 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 DESIGN 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 DESIGN 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 DESIGN PHASE OF THE PROJECT.
14. 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.
15. 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.
16. 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.
17. MINOR CROSS STREET CORNER RADII ARE R=25′ UNLESS NOTED OTHERWISE ON EACH SCHEMATIC ROLL.
18. MAJOR CROSS STREET CORNER RADII ARE R=50′ UNLESS NOTED OTHERWISE ON EACH SCHEMATIC ROLL.
19. U-TURNS WERE DESIGNED TO ACCOMMODATE A WB-62 DESIGN VEHICLE. CORNER RADII VARY PER INTERSECTION DUE TO THE DIFFERENCES IN SKEW.
20. 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.

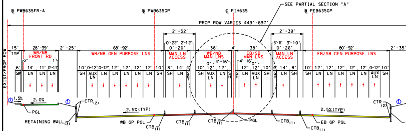
NOTES:
① 6:1 DESIRABLE
4:1 MAX
② 4:1 DESIRABLE
3:1 MAX
③ 4′ DIAMETER BRIDGE COLUMN
(1) CTB: CONCRETE TRAFFIC BARRIER
(2) CTR: CONCRETE TRAFFIC RAIL
(CTR NOT REQUIRED WHEN UNOBSTRUCTED CLEAR ZONE PROVIDED)
(3) SEE PLAN VIEW FOR RETAINING WALL AND NOISE WALL LIMITS SHOWN IN TYPICAL SECTIONS


℄ IH635
EX ROW VARIES 372′-659′
EXIST ROW
32′
WB/NB FRONT RD
VARIES
69′-73′ EX PAVEMENT
WB/NB MAIN LANES
EB/SB MAIN LANES
29′
EB/SB FRONT RD
LN
SH
EXP LN
2.08%
1.56%
8:1 MIN
3:1 MAX
PYLON
CTB(1)

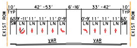
EXISTING IH 635
STA 468+00 TO STA 551+00


℄ PWB635FR-A
℄ PWB635GP
℄ PIH635
℄ PEB635GP
℄ PEB635FR
PROP ROW VARIES 344′-892′
EXIST/PROP ROW
15′ TYP
28′-39′
WB/NB FRONT RD
68′-92′
WB/NB GEN PURPOSE LNS
WB/NB MAN LNS
EB/SB MAN LNS
56′-92′
EB/SB GEN PURPOSE LNS
EB/SB FRONT RD
SW
LN
SH
AUX LN
1.5%
2.0%
2.5%(TYP)
PGL
CTR(2)
CTB(1)
WB GP PGL
EB GP PGL
RETAINING WALL(3)

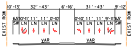
PROPOSED IH 635
STA 493+00 TO STA 501+20
STA 522+77 TO STA 571+90
STA 582+83 TO STA 640+50


SEE PARTIAL SECTION "A"
℄ PWB635FR-A
℄ PWB635GP
℄ PIH635
℄ PEB635GP
PROP ROW VARIES 449′-697′
EXIST/PROP ROW
15′ TYP
28′-39′
WB/NB FRONT RD
68′-92′
WB/NB GEN PURPOSE LNS
MAN LN ACCESS
WB/NB MAN LNS
EB/SB MAN LNS
80′-92′
EB/SB GEN PURPOSE LNS
LN
SH
AUX LN
1.5%
2.0%
2.5%(TYP)
PGL
CTR(2)
CTB(1)
WB GP PGL
EB GP PGL
RETAINING WALL(3)

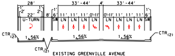
PROPOSED IH 635
STA 501+20 TO STA 522+77
STA 640+50 TO STA 644+00
WB MANAGED LANE RAMP FROM STA 512+25 TO STA 522+77
FROM STA 643+00 TO STA 644+00
EB MANAGED LANE RAMP FROM STA 501+17 TO STA 522+77
FROM STA 640+67 TO STA 642+06


10' TYP
42'-53'
6'-16'
33'-42'
10' TYP
EXIST ROW
SW LN LN LN LN LN
LN LN LN LN LN SW
VAR
VAR

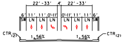
EXISTING GREENVILLE AVENUE
STA 10+77.79 TO STA 14+51.18
STA 19+11.01 TO STA 22+02.43


10'-13'
32'-43'
6'-16'
31'-43'
9'-12'
EXIST ROW
SW LN LN LN LN
LN LN LN LN SW
VAR
VAR

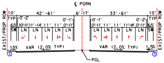
EXISTING ABRAMS ROAD
STA 14+20.69 TO STA 17+48.56
STA 22+85.94 TO STA 26+80.00


28'
22'
U-TURN
33'-44'
4'
33'-44'
SW LN LN LN LN
LN LN LN LN SW
CTR(2)
1.56%
1.56%
1.56%
CTR(2)
CTR(2)

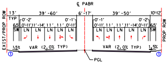
EXISTING GREENVILLE AVENUE
STA 14+51.18 TO STA 19+11.01


22'-33'
4'
22'-33'
SW LN LN LN
LN LN LN SW
CTR(2)
1.56%
1.56%
CTR(2)

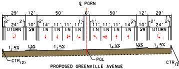
EXISTING ABRAMS ROAD
STA 17+48.56 TO STA 22+85.94


℄ PGRN
10' TYP
42'-61'
6'-17'
33'-61'
10' TYP
EXIST/PROP ROW
SW LN LN LN LN LN
LN LN LN LN LN SW
1.5%
VAR (2.0% TYP)
VAR (2.0% TYP)
1.5%
①
PGL

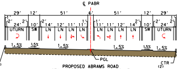
PROPOSED GREENVILLE AVENUE
STA 10+77.79 TO STA 15+33.48
STA 18+46.32 TO STA 22+02.43


℄ PABR
13' TYP
39'-60'
6'-17'
39'-50'
10-12'
EXIST/PROP ROW
PROP ROW
SW LN LN LN LN LN
LN LN LN LN LN SW
1.5%
VAR (2.0% TYP)
VAR (2.0% TYP)
1.5%
①
PGL

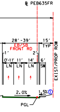
PROPOSED ABRAMS ROAD
STA 14+20.69 TO STA 18+35.95
STA 22+02.17 TO STA 26+80.00


℄ PGRN
29'
12'
50'
6'
50'
12'
29'
UTURN SW LN LN LN LN
LN LN LN LN SW UTURN
1.5%
1.5%
1.5%
1.5%
1.5%
1.5%
CTR(2)
PGL
CTR(2)

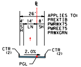
PROPOSED GREENVILLE AVENUE
STA 15+33.48 TO STA 18+46.32
BRIDGE STRUCTURE NOT SHOWN


℄ PABR
29'
12'
51'
6'
51'
12'
29'
UTURN SW LN LN LN LN
LN LN LN LN SW UTURN
1.5%
1.5%
1.5%
1.5%
1.5%
1.5%
PGL
CTR(2)

PROPOSED ABRAMS ROAD
STA 18+35.95 TO STA 22+02.17
BRIDGE STRUCTURE NOT SHOWN

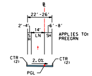

℄ PEB635FR
28'-39'
15' TYP
EB/SB FRONT RD
LN LN LN SW
EXIST/PROP ROW
2.0%
1.5%
①
PGL

RETAINING WALL(3)


℄
26'
4' 14' 8'
S H LN SH
CTR(2)
2.0%
CTR(2)
PGL

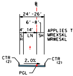
APPLIES TO:
PREXTIB
PMRWX75
PMREE75
PRWXGRN

PROPOSED IH 635
1-LANE RAMP


℄
22'-26'
2'-4'
14'
6'-8'
S H LN SH
CTR(2)
2.0%
CTR(2)
PGL

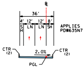
APPLIES TO:
PREEGRN

PROPOSED IH 635
1-LANE RAMP (REDUCED SHLDS)


℄
24'-26'
6'-8'
4' 14'
S H LN SH
CTR(2)
2.0%
CTR(2)
PGL

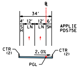
APPLIES TO:
MREXSKL
MRWESKL

PROPOSED IH 635
1-LANE MANAGED LANE
SLIP RAMP


℄
36'
4' 12' 12' 8'
S H LN LN SH
CTR(2)
2.0%
CTR(2)
PGL

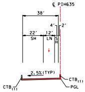
APPLIES TO:
PDW635N75

PROPOSED IH 635 RAMP
2-LANE DC

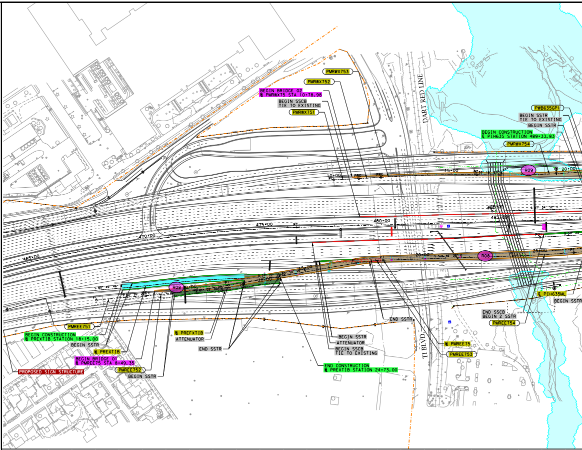

℄
34'
4' 12' 12' 6'
S H LN LN SH
CTR(2)
2.0%
CTR(2)
PGL

APPLIES TO:
PDS75E635

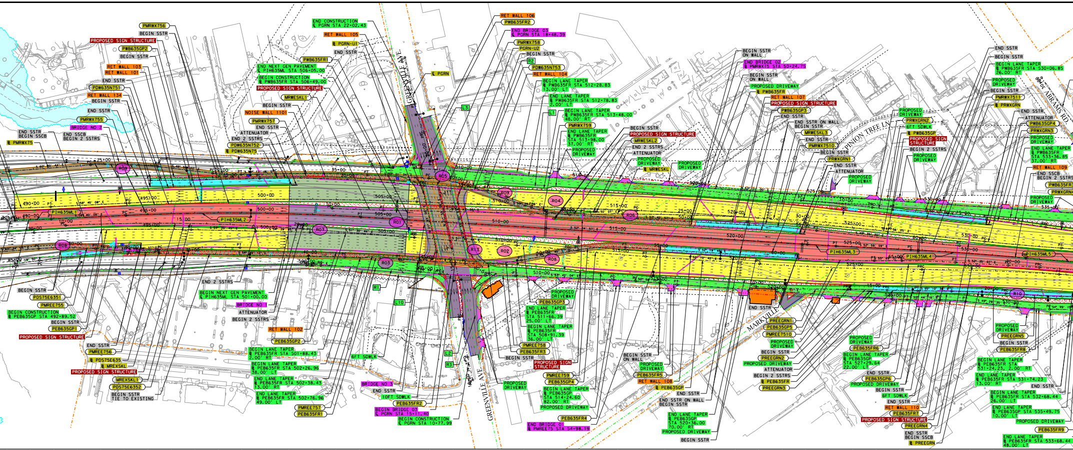
PROPOSED IH 635 RAMP
2-LANE DC (REDUCED SHLDS)

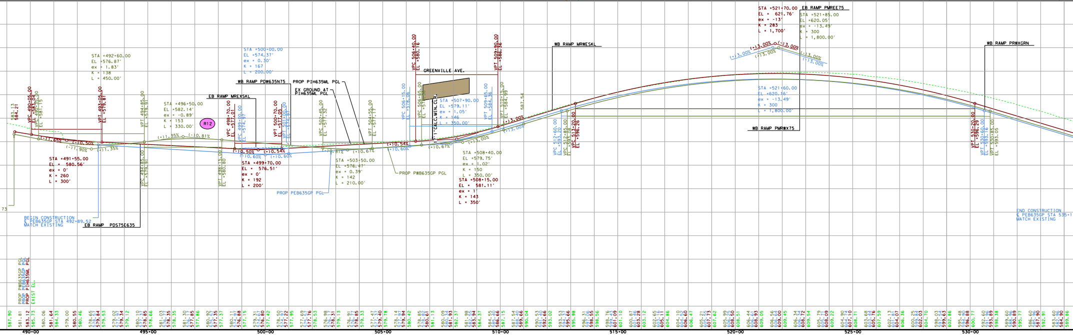

℄ PIH635
38'
4'
2'
22'
12'
SH
LN
S H
2.5%(TYP)
CTB(1)
CTB(1)
PGL

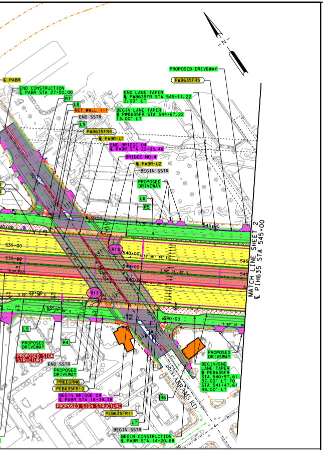
PARTIAL SECTION "A"
(MIRROR FOR EB)
MANAGED LANE CONFIGURATION VARIATION
EB MANAGED LANE FROM STA 513+23 TO STA 522+77
FROM STA 545+00 TO STA 553+37
FROM STA 630+50 TO STA 642+06
WB MANAGED LANE FROM STA 511+45 TO STA 522+77

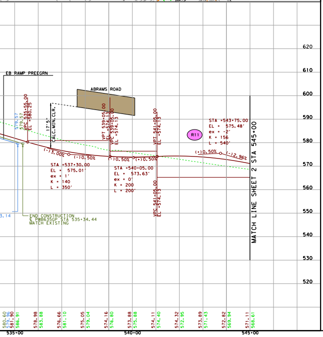

DART RED LINE
TI BLVD.
PMRWX753
PMRWX752
BEGIN BRIDGE 02
℄ PMRWX75 STA 10+78.98
BEGIN SSCB
TIE TO EXISTING
PMRWX751
PWB635GP1
BEGIN SSTR
TIE TO EXISTING
BEGIN SSTR
BEGIN CONSTRUCTION
℄ PIH635 STATION 489+33.83
PMRWX754
R09
R08
R08
10+00
15+00
20+00
25+00
465+00
470+00
475+00
480+00
485+00
PC
PT
PRC
POT
℄ PIH635ML
BEGIN SSTR
END SSCB
BEGIN 2 SSTR
PMREE754
END SSTR
BEGIN SSTR
ATTENUATOR
BEGIN SSCB
TIE TO EXISTING
℄ PMREE75
PMREE753
END CONSTRUCTION
℄ PREXTIB STATION 24+73.00
PMREE751
BEGIN CONSTRUCTION
℄ PREXTIB STATION 18+15.00
BEGIN SSTR
℄ PREXTIB
BEGIN BRIDGE 01
℄ PMREE75 STA 8+49.35
PMREE752
BEGIN SSTR
PROPOSED SIGN STRUCTURE
℄ PREFXTIB
ATTENUATOR
END SSTR

PROPOSED IH 635 MAINLANES (60 MPH)


PMRWX756
BEGIN SSTR
PROPOSED SIGN STRUCTURE
PWB635GP2
RET WALL 103
RET WALL 101
PDW635N751
RET WALL 134
PMRWX755
BRIDGE NO 2
END SSTR
BEGIN SSCB
END SSCB
BEGIN 2 SSTRS
PMRWX75
END CONSTRUCTION
℄ PGRN STA 22+02.43
RET WALL 105
PGRN-U1
PWB635FR1
END NEXT GEN PAVEMENT
℄ PIH635ML STA 506+05.00
BEGIN CONSTRUCTION
℄ PWB635FR STA 506+49.00
MRWESKL1
NOISE WALL 1101
PMRWX757
ATTENUATOR
END 2 SSTRS
PDW635N752
PDW635N75
GREENVILLE AVE.
℄ PGRN
RET WALL 106
PWB635FR2
END BRIDGE 03
℄ PGRN STA 18+48.39
PMRWX758
PGRN-U2
PDW635N753
RET WALL 104
BEGIN LANE TAPER
℄ PWB635FR STA 512+28.83
13.00' LT
END LANE TAPER
℄ PWB635FR STA 512+78.83
2.00' LT
BEGIN LANE TAPER
℄ PWB635FR STA 513+48.00
48.00' RT
PMRWX759
END LANE TAPER
℄ PWB635FR
STA 513+98.00
37.00' RT
PROPOSED DRIVEWAY
MRWESKL2
MRWESKL
BEGIN SSTR
ON WALL
END BRIDGE 02
℄ PMRWX75 STA 50+24.75
PROPOSED DRIVEWAY
℄ PWB635FR
RET WALL 107
PROPOSED SIGN STRUCTURE
PWB635GP3
MRWESKL3
PMRWX7510
PRWXGRN1
PINION TREE LN
PRWXGRN2
6FT SDWLK
℄ PWB635GP
PROPOSED SIGN STRUCTURE
PWB635GP4
PMRWX7511
PRWXGRN
ABRAMS RD
BEGIN LANE TAPER
℄ PWB635FR STA 530+06.85
26.00' RT
PRWXGRN3
END LANE TAPER
℄ PWB635FR
STA 533+36.85
37.00' RT
RET WALL 109
PWB635FR3
PRWXGRN4
PIH635ML1
PIH635ML2
PIH635ML3
PIH635ML4
PIH635ML5
R01
R02
R03
R04
R05
R06
R07
R08
R09
R10
R13
L1
L2
L3
L10
R1
R2
R3
490+00
495+00
500+00
505+00
510+00
515+00
520+00
525+00
530+00
535+00
BEGIN SSTR
PDS75E6351
PMREE755
BEGIN CONSTRUCTION
℄ PEB635GP STA 492+89.52
PEB635GP1
PROPOSED SIGN STRUCTURE
PMREE756
℄ PDS75E635
MREXSKL
MREXSKL1
PDS75E6352
BEGIN SSTR
TIE TO EXISTING
BEGIN NEXT GEN PAVEMENT
℄ PIH635ML STA 501+00.00
BRIDGE NO 1
BEGIN 2 SSTRS
RET WALL 102
PEB635GP2
BEGIN LANE TAPER
℄ PEB635FR STA 501+88.43
2.00' RT
BEGIN LANE TAPER
℄ PEB635FR STA 502+26.96
38.00' LT
END LANE TAPER
℄ PEB635FR STA 502+38.43
13.00' RT
END LANE TAPER
℄ PEB635FR STA 502+76.96
49.00' LT
PMREE757
PEB635FR1
6FT SDWLK
BRIDGE NO 3
10FT SDWLK
PEB635FR2
BEGIN BRIDGE 03
℄ PGRN STA 15+11.40
BEGIN CONSTRUCTION
℄ PGRN STA 10+77.99
GREENVILLE AVE.
END BRIDGE 01
℄ PMREE75 STA 54+98.19
PEB635GP3
END LANE TAPER
℄ PEB635FR
STA 511+66.39
25.00' LT
BEGIN LANE TAPER
℄ PEB635FR
STA 508+91.39
36.00' LT
PMREE758
PEB635FR3
PROPOSED SIGN STRUCTURE
PMREE759
PEB635GP4
BEGIN LANE TAPER
℄ PEB635GP
STA 514+24.60
82.00' RT
PEB635FR4
PEB635FR5
RET WALL 108
END SSTR ON WALL
END LANE TAPER
℄ PEB635GP
STA 520+36.00
70.00' RT
MARKVILLE DR
PREEGRN1
PEB635GP5
PMREE7510
PREEGRN2
PEB635FR
PREEGRN3
PEB635FR6
BEGIN LANE TAPER
℄ PEB635GP
STA 527+29.64
22.00' LT
PEB635GP6
6FT SDWLK
PEB635FR7
RET WALL 110
PROPOSED SIGN STRUCTURE
PREEGRN4
PREEGRN
PREEGRN5
PEB635FR8
BEGIN LANE TAPER
℄ PEB635FR STA 531+24.23
2.00' RT
END LANE TAPER
℄ PEB635FR STA 531+74.23
13.00' RT
BEGIN LANE TAPER
℄ PEB635FR STA 532+68.44
26.00' LT
END LANE TAPER
℄ PEB635GP STA 535+49.75
10.00' LT
PEB635FR9
END LANE TAPER
℄ PEB635FR STA 533+68.44
48.00' LT


STA =492+60.00
EL =576.87'
ex = 1.83'
K = 138
L = 450.00'
STA =491+55.00
EL = 580.56'
ex = 0'
K = 260
L = 300'
EB RAMP PDS75E635
BEGIN CONSTRUCTION
℄ PEB635GP STA 492+89.52
MATCH EXISTING
STA =496+50.00
EL =582.14'
ex = -0.89'
K = 153
L = 330.00'
EB RAMP MREXSKL
R12
STA =500+00.00
EL =574.37'
ex = 0.30'
K = 167
L = 200.00'
WB RAMP PDW635N75
PROP PIH635ML PGL
EX GROUND AT PIH635ML PGL
STA =499+70.00
EL = 576.51'
ex = 0'
K = 192
L = 200'
PROP PEB635GP PGL
STA =503+50.00
EL =576.47'
ex = 0.39'
K = 142
L = 210.00'
PROP PWB635GP PGL
GREENVILLE AVE.
17' CALC.MIN.CLR.
STA =507+90.00
EL =579.11'
ex = 1.05'
K = 146
L = 350.00'
STA =508+40.00
EL =579.75'
ex = 1.02'
K = 150
L = 350.00'
STA =508+15.00
EL = 581.11'
ex = 1'
K = 143
L = 350'
WB RAMP MRWESKL
STA =521+70.00
EL = 621.76'
ex = -13'
K = 283
L = 1,700'
EB RAMP PMREE75
STA =521+85.00
EL =620.05'
ex = -13.49'
K = 300
L = 1,800.00'
STA =521+60.00
EL =620.16'
ex = -13.49'
K = 300
L = 1,800.00'
(+)3.00%
(-)3.00%
WB RAMP PMRWX75
WB RAMP PRWXGRN
END CONSTRUCTION
℄ PEB635GP STA 535+
MATCH EXISTING
(-)1.65%
(-)0.50%
(-)1.90%
(+)1.35%
(-)0.81%
(-)0.50%
(+)0.54%
(-)0.60%
(+)0.67%
(+)3.00%
PROP PWB635GP PGL
PROP PEB635GP PGL
PROP PIH635ML PGL
EXIST EL
490+00
495+00
500+00
505+00
510+00
515+00
520+00
525+00
530+00


PROPOSED DRIVEWAY
PWB635FR5
℄ PABR
END CONSTRUCTION
℄ PABR STA 27+50.00
END LANE TAPER
℄ PWB635FR STA 545+17.22
BEGIN LANE TAPER
℄ PWB635FR STA 544+67.22
13.00' LT
R7
L8
RET WALL 111
END SSTR
L9
PWB635FR4
℄ PABR-U1
END BRIDGE 04
℄ PABR STA 22+03.46
BRIDGE NO 4
℄ PABR-U2
BEGIN SSTR
PROPOSED DRIVEWAY
L6
R5
R13
540+00
535+00
MATCH LINE SHEET 2
℄ PIH635 STA 545+00
L5
R4
PROPOSED DRIVEWAY
PROPOSED SIGN STRUCTURE
END SSTR
PROPOSED DRIVEWAY
PREEGRN6
PEB635FR10
BEGIN BRIDGE 04
℄ PABR STA 18+34.38
PROPOSED SIGN STRUCTURE
PEB635FR11
L7
R6
BEGIN SSTR
BEGIN CONSTRUCTION
℄ PABR STA 14+20.68
PROPOSED DRIVEWAY
BEGIN/END LANE TAPER
℄ PEB635FR
STA 540+97.61
37.00' LT TO
STA 541+47.61
48.00' LT
ABRAMS RD
N


EB RAMP PREEGRN
ABRAMS ROAD
620
610
600
590
580
570
560
550
540
530
520
CALC. MIN. CLR.
17.5'
STA +537+30.00
EL = 575.01'
ex = 1'
K = 140
L = 350'
STA +540+05.00
EL = 573.63'
ex = 0'
K = 200
L = 200'
STA +543+75.00
EL = 575.48'
ex = -2'
K = 156
L = 540'
R11
(-)3.00%
(-)0.50%
(-)0.50%
(+)0.50%
(+)0.50%
(-)2.96%
VPT 539+05.00
VPC 541+05.00
EL +574.13
END CONSTRUCTION
℄ PWB635GP STA 535+34.44
MATCH EXISTING
MATCH LINE SHEET 2 STA 545+00
535+00
540+00
545+00

OPTIMIZATIONS SEGMENT 1

LIST OF OPTIMIZATIONS					
NUMBER	ALIGNMENT	LIMITS			DESCRIPTION AND BENEFITS
		TYPE	FROM	TO	
GREENVILLE AVENUE REVISED TO A 3 SPAN BRIDGE					
R01	PIH635	PLAN	490+00	521+00	REVISED ALIGNMENT TO ACCOMMODATE REVISED GREENVILLE BRIDGE BENT PLACEMENT BETWEEN MANAGED LANES AND GENERAL PURPOSE LANES. ELIMINATES STEEL SPAN ON GREENVILLE.
R02	PEB635GP	PLAN	496+50	521+00	REVISED ALIGNMENT TO ACCOMMODATE REVISED GREENVILLE BRIDGE BENT PLACEMENT BETWEEN EBGP AND EBML. ELIMINATES STEEL SPAN ON GREENVILLE.
R03	PEB635FR	PLAN	500+50	505+00	REVISED ALIGNMENT TO ACCOMMODATE REVISED GREENVILLE BRIDGE BENT PLACEMENT BETWEEN EBGP AND EBFR. ELIMINATES STEEL SPAN ON GREENVILLE.
R04	PWB635GP	PLAN	494+00	516+00	REVISED ALIGNMENT TO ACCOMMODATE REVISED GREENVILLE BRIDGE BENT PLACEMENT BETWEEN WBGP AND WBML. ELIMINATES STEEL SPAN ON GREENVILLE.
R05	PMRWX75	PLAN	38+00	46+50	REVISED ALIGNMENT TO ACCOMMODATE REVISED GREENVILLE BRIDGE ABUTMENT BETWEEN WBGP AND WBFR. ELIMINATES STEEL SPAN ON GREENVILLE. REDUCE BRIDGE 02 LENGTH. ELIMINATES BRIDGE 02 STEEL SPAN.
R06	MRWESKL	PLAN	BEGIN	END	REVISED ALIGNMENT TO ACCOMMODATE REVISED GREENVILLE BRIDGE BENT PLACEMENT BETWEEN WBGP AND RAMP. ELIMINATES STEEL SPAN ON GREENVILLE.
R07	MREXSKL	PLAN	BEGIN	END	REVISED ALIGNMENT TO ACCOMMODATE REVISED GREENVILLE BRIDGE BENT PLACEMENT BETWEEN EBGP AND RAMP. ELIMINATES STEEL SPAN ON GREENVILLE.
GREENVILLE WISHBONE OPTIMIZATION					
R08	PMREE75	PLAN	BEGIN	39+00	REVISED ALIGNMENT TO OPTIMIZE STRUCTURAL WIDENING AT BRIDGE TIE-IN, OPTIMIZED BRIDGE 01 LENGTH, ELIMINATED STEEL SPAN CROSSINGS, OPTIMIZED RETAINING WALL HEIGHTS.
R09	PMRWX75	PLAN	BEGIN	27+00	REVISED ALIGNMENT AND SHIFTED CROSSING OVER WBGPL. OPTIMIZED STRUCTURAL WIDENING AT BRIDGE TIE-IN, OPTIMIZED BRIDGE 02 LENGTH, ELIMINATED STEEL SPAN CROSSINGS, OPTIMIZED RETAINING WALL HEIGHTS.
REVISED RAMPS FOR FLATTER GRADES					
R10	PREEGRN	PLAN	BEGIN	END	REVISED THE HORIZONTAL ALIGNMENT TO USE FLATTER GRADES ON PROFILE.
OPTIMIZE RETAINING WALL					
R11	PIH635	PROF	539+00	549+75	RAISED PROFILE TO REDUCE THE WALL HEIGHT BETWEEN THE GENERAL PURPOSE LANES AND THE FRONTAGE ROAD.
R12	PWB635GP	PROF	BEGIN	511+00	RAISED PROFILE TO OPTIMIZE THE WALLS. OPTIMIZED EARTHWORK AND IMPACT TO EXISTING WALL BETWEEN PDW635N75 AND WBGP.
OPTIMIZE U-TURN FOR WB-62 TRUCK MOVEMENT					
R13	MAJOR CROSS STREETS BRIDGES	PLAN	-	-	REVISED U-TURN ALIGNMENT TO OPTIMIZE WB-62 TRUCK MOVEMENTS. OPTIMIZE BRIDGE DECK AREA.

PROPOSED PAVEMENT STRUCTURE TABLE

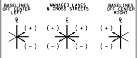
LOCATION	ALIGNMENT	STATION RANGE	CRCP	BB	CTB	PAVEMENT SUBGRADE TREATMENT(1)	UNDERCUT(2)
GP & ML	PIH635ML	BEGIN TO 545+00	13"	1"	6"	6"	0"
RAMP	PDW635N75	ALL	12"	1"	6"	6"	0"
RAMP	PREXTIB	ALL	11"	1"	6"	6"	0"
RAMP	PREFXTIB	ALL	11"	1"	6"	6"	0"
RAMP	PMRWX75	ALL	13"	1"	6"	6"	0"
RAMP	PDS75E635	ALL	12"	1"	6"	6"	0"
RAMP	PMREE75	ALL	13"	1"	6"	6"	0"
RAMP	PRWXGRN	ALL	11"	1"	6"	6"	0"
RAMP	PREEGRN	ALL	12"	1"	6"	6"	0"
FRONTAGE	PEB635FR	BEGIN TO 536+33	12"	1"	6"	6"	0"
FRONTAGE	PEB635FR	536+33 TO 543+11	11"	1"	6"	6"	0"
FRONTAGE	PWB635FR	BEGIN TO 546+71	11"	1"	6"	6"	0"
CROSS ST	PGRN	BEGIN TO 14-88	12"	1"	6"	6"	0"
CROSS ST	PGRN	18+72 TO END	11"	1"	6"	6"	0"
CROSS ST	PABR	ALL	11"	1"	6"	6"	0"

(1) PAVEMENT SUBGRADE TREATMENT: AUSTIN CHALK AREAS: LIME TREATED SUBGRADE; TAYLOR MARL AREAS: LIME TREATED SUBGRADE WITH SOLUBLE SULFATE CONCENTRATION TO A LEVEL UNDER 3000 PPM.
(2) UNDERCUT: LOW VOLUME CHANGE MATERIAL: SELECT FILL – TYPE C2 (PI < 30)

SUPER ELEVATION TABLE
SEGMENT 1

ALIGNMENT	BEGIN TRANSITION		END TRANSITION	
	STA	e (%)	STA	e (%)
PMRWX75	23+36	2.00	24+60	-4.00
PMRWX75	27+14	-4.00	28+39	2.00
PMRWX75	29+22	2.00	29+89	5.20
PMRWX75	30+65	5.20	31+32	2.00
PMRWX75	37+50	2.00	39+11	-5.80
PMRWX75	40+33	-5.80	41+94	2.00
PMRWX75	42+87	2.00	43+66	5.80
PMRWX75	44+85	5.80	45+64	2.00
PMREE75	16+40	2.00	17+30	5.71
PMREE75	18+16	5.71	19+06	2.00
PMREE75	27+96	2.00	28+57	4.50
PMREE75	30+75	4.50	31+36	2.00
PMREE75	31+42	2.00	32+99	-4.50
PMREE75	33+28	-4.50	34+85	2.00
PMREE75	45+17	2.00	46+99	-5.50
PMREE75	48+49	-5.50	50+31	2.00
PMREE75	50+77	2.00	51+67	5.71
PMREE75	53+32	5.71	54+22	2.00
PREXTIB	16+99	3.60	17+41	2.00

SUPERELEVATION SIGN CONVENTION


BASELINES OFF CENTER LEFT
MANAGED LANES & CROSS STREETS
BASELINES OFF CENTER RIGHT
℄
(+)
(-)

(ALL ROADWAYS LOOKING UPSTATION)

TURN BAY LENGTH MEASUREMENTS

TURN BAY ID	TAPER LENGTH (FT)	LENGTH OF STORAGE LANE (FT)	TOTAL LENGTH (FT)
LEFT TURN BAYS			
L1	50	404	454
L2	50	250	300
L3	50	214	264
L5	100	405	505
L6	50	855	905
L7	50	92	142
L8	50	168	218
L9	50	158	208
L10	50	304	354
RIGHT TURN BAYS			
R1	50	320	370
R2	50	298	348
R3	50	236	286
R4	50	621	671
R5	50	501	551
R6	50	138	188
R7	50	196	246

NOTE:
TOTAL LEFT TURN BAY LENGTH IS MEASURED FROM BEGINNING OF TAPER TO END OF MEDIAN NOSE. TOTAL RIGHT TURN BAY LENGTH IS MEASURED FROM BEGINNING OF TAPER TO CURB LINE PROJECTION OF THE INTERSECTING ROAD. STORAGE LANE LENGTHS DO NOT INCLUDE THE AREA BETWEEN FRONTAGE ROADS, UNLESS INDICATED BY A TURN BAY ID NUMBER.

CURVE DATA SEGMENT 1

Curve Number	Radius (FT)	Requires Superelevation?	PI Station	PC Station	PT Station	Length (FT)	Tangent (FT)	Delta	Back Tangent Direction	Ahead Tangent Direction
MANAGED LANES AND GENERAL PURPOSE MAINLANES (60 MPH DESIGN SPEED)										
PIH635ML1	8152.00	NO	490+11.21	489+33.83	490+88.58	154.75	77.38	1° 5' 15.55"	S 57° 34' 52.18" E	S 58° 40' 7.73" E
PIH635ML2	9167.32	NO	499+07.18	494+06.46	504+06.92	1000.46	500.73	6° 15' 10.41"	S 58° 40' 7.73" E	S 52° 24' 57.32" E
PIH635ML3	12000.00	NO	523+71.76	523+10.64	524+32.89	122.25	61.13	0° 35' 1.33"	S 52° 24' 57.32" E	S 52° 59' 58.65" E
PIH635ML4	12000.00	NO	529+97.35	527+51.67	532+42.95	491.28	245.67	2° 20' 44.45"	S 52° 59' 58.65" E	S 50° 39' 14.19" E
PIH635ML5	12000.00	NO	533+86.64	532+42.95	535+30.32	287.37	143.69	1° 22' 19.53"	S 50° 39' 14.19" E	S 52° 1' 33.72" E
PWB635GP1	8100.00	NO	490+07.29	489+30.41	490+84.17	153.76	76.88	1° 5' 15.55"	S 57° 34' 52.18" E	S 58° 40' 7.73" E
PWB635GP2	14000.00	NO	500+31.50	494+19.22	506+42.99	1223.77	612.27	5° 0' 30.02"	S 58° 40' 7.73" E	S 53° 39' 37.71" E
PWB635GP3	11100.00	NO	519+40.79	515+80.30	523+01.03	720.73	360.49	3° 43' 12.99"	S 53° 39' 37.71" E	S 49° 56' 24.72" E
PWB635GP4	9000.00	NO	532+30.15	530+66.31	533+93.95	327.64	163.84	2° 5' 9.00"	S 49° 56' 24.72" E	S 52° 1' 33.72" E
PEB635GP1	8100.00	NO	493+37.08	490+02.62	496+71.16	668.54	334.46	4° 43' 44.17"	S 59° 23' 29.46" E	S 54° 39' 45.29" E
PEB635GP2	8100.00	NO	503+98.89	501+76.15	506+21.52	445.37	222.74	3° 9' 1.21"	S 54° 39' 45.29" E	S 51° 30' 44.08" E
PEB635GP3	9000.00	NO	511+70.57	510+59.16	512+81.97	222.81	111.41	1° 25' 6.46"	S 51° 30' 44.08" E	S 50° 5' 37.62" E
PEB635GP4	9000.00	NO	514+45.70	512+81.97	516+09.39	327.42	163.73	2° 5' 3.97"	S 50° 5' 37.62" E	S 52° 10' 41.59" E
PEB635GP5	11112.00	NO	524+41.02	520+94.92	527+86.90	691.98	346.1	3° 34' 4.76"	S 52° 10' 41.59" E	S 55° 44' 46.35" E
PEB635GP6	9000.00	NO	530+79.18	527+86.90	533+71.26	584.36	292.28	3° 43' 12.63"	S 55° 44' 46.35" E	S 52° 1' 33.72" E
MANAGE LANE SLIP RAMPS (60 MPH DESIGN SPEED)										
MREXSKL1	8100.00	NO	15+06.53	10+00.00	20+11.74	1011.74	506.53	7° 9' 23.65"	S 58° 40' 7.73" E	S 51° 30' 44.08" E
MRWESKL1	8100.00	NO	11+08.40	10+00.00	12+16.78	216.78	108.40	1° 32' 0.29"	S 53° 11' 5.02" E	S 54° 43' 5.31" E
MRWESKL2	8100.00	NO	19+91.73	19+12.77	20+70.68	157.92	78.96	1° 7' 1.27"	S 54° 43' 5.31" E	S 55° 50' 6.59" E
MRWESKL3	11114.00	NO	28+06.79	22+34.55	33+78.03	1143.48	572.25	5° 53' 41.86"	S 55° 50' 6.59" E	S 49° 56' 24.72" E
RAMPS AND DIRECT CONNECTORS (40 MPH DESIGN SPEED)										
PREXTIB-1	5300.00	NO	17+81.92	16+99.41	18+64.41	165.00	82.51	1° 47' 1.65"	S 60° 49' 46.30" E	S 62° 36' 47.95" E
PREXTIB-2	3800.00	NO	20+38.32	18+64.41	22+11.98	347.57	173.90	5° 14' 25.94"	S 62° 36' 47.95" E	S 57° 22' 22.01" E
PREFXTIB-1	1000.00	NO	16+59.18	16+09.45	17+08.82	99.37	49.73	5° 41' 37.10"	S 66° 44' 37.41" E	S 61° 3' 0.31" E
PREFXTIB-2	800.00	NO	18+62.90	18+12.73	19+12.94	100.21	50.17	7° 10' 37.30"	S 61° 3' 0.31" E	S 68° 13' 37.61" E
PREFXTIB-3	800.00	NO	19+88.94	19+12.94	20+64.49	151.56	76.00	10° 51' 15.60"	S 68° 13' 37.61" E	S 57° 22' 22.01" E
PDS75E6351	6500.00	NO	87+95.23	86+04.01	89+86.35	382.34	191.23	3° 22' 12.93"	S 63° 18' 50.11" E	S 59° 56' 37.18" E
PDS75E6352	3800.00	NO	92+86.12	91+10.87	94+61.13	350.25	175.25	5° 16' 51.89"	S 59° 56' 37.18" E	S 54° 39' 45.29" E
PRWXGRN1	5230.00	NO	9+61.95	8+09.51	11+14.30	304.79	152.44	3° 20' 20.69"	S 52° 1' 0.28" E	S 48° 40' 39.59" E
PRWXGRN2	3769.97	NO	11+58.41	11+14.30	12+02.52	88.21	44.11	1° 20' 26.42"	S 48° 40' 39.59" E	S 50° 1' 6.01" E
PRWXGRN3	5300.00	NO	17+29.76	16+03.02	18+56.45	253.44	126.74	2° 44' 23.17"	S 50° 1' 6.01" E	S 47° 16' 42.84" E
PRWXGRN4	3800.00	NO	20+13.98	18+56.45	21+71.32	314.86	157.52	4° 44' 50.88"	S 47° 16' 42.84" E	S 52° 1' 33.72" E
PREEGRN1	5230.00	NO	11+95.39	10+00.00	13+90.60	390.60	195.39	4° 16' 44.89"	S 52° 0' 51.41" E	S 56° 17' 36.30" E
PREEGRN2	3770.00	NO	14+74.34	13+90.60	15+58.05	167.44	83.74	2° 32' 41.21"	S 56° 17' 36.30" E	S 53° 44' 55.10" E
PREEGRN3	5230.00	NO	16+23.22	15+58.05	16+88.39	130.35	65.18	1° 25' 40.78"	S 53° 44' 55.10" E	S 55° 10' 35.88" E
PREEGRN4	3770.00	NO	19+47.52	18+32.06	20+62.91	230.85	115.46	3° 30' 30.25"	S 55° 10' 35.88" E	S 51° 40' 5.63" E
PREEGRN5	5230.00	NO	22+26.89	20+62.91	23+90.76	327.85	163.98	3° 35' 29.95"	S 51° 40' 5.63" E	S 55° 15' 35.58" E
PREEGRN6	3800.00	NO	26+88.12	25+80.86	27+95.33	214.48	107.27	3° 14' 1.86"	S 55° 15' 35.58" E	S 52° 1' 33.72" E
PMREE751	3841.72	NO	6+64.94	6+00.00	7+29.87	129.87	64.94	1° 56' 12.91"	S 62° 22' 35.90" E	S 60° 26' 22.98" E
PMREE752	3770.00	NO	9+89.25	8+11.63	11+66.61	354.98	177.62	5° 23' 41.86"	S 60° 26' 22.98" E	S 65° 50' 4.84" E
PMREE753	835.00	YES	17+75.15	17+16.30	18+33.79	117.49	58.84	8° 3' 42.00"	S 65° 50' 4.84" E	S 57° 46' 22.84" E
PMREE754	5300.00	NO	25+15.99	23+86.70	26+45.23	258.54	129.29	2° 47' 41.78"	S 57° 46' 22.84" E	S 60° 34' 4.62" E
PMREE755	1500.00	YES	29+66.57	28+44.97	30+87.65	242.68	121.61	9° 16' 11.33"	S 60° 34' 4.62" E	S 51° 17' 53.29" E
PMREE756	1500.00	YES	33+13.79	32+68.33	33+59.23	90.90	45.46	3° 28' 19.06"	S 51° 17' 53.29" E	S 54° 46' 12.35" E
PMREE757	5300.00	NO	42+65.44	41+49.85	43+81.00	231.15	115.59	2° 29' 55.80"	S 54° 46' 12.35" E	S 52° 16' 16.56" E
PMREE758	1000.00	YES	47+83.57	46+62.35	49+03.61	241.26	121.22	13° 49' 23.78"	S 52° 16' 16.56" E	S 66° 5' 40.34" E
PMREE759	835.00	YES	52+49.82	51+49.03	53+49.65	200.61	100.79	13° 45' 56.19"	S 66° 5' 40.34" E	S 52° 19' 44.15" E
PMREE7510	5300.00	NO	62+49.39	60+87.55	64+11.12	323.57	161.84	3° 29' 52.73"	S 52° 19' 44.15" E	S 55° 49' 36.88" E
PMREE7511	4020.00	NO	66+42.23	65+28.48	67+55.92	227.44	113.75	3° 14' 29.70"	S 55° 49' 36.88" E	S 52° 35' 7.18" E
PMREE7512	8200.00	NO	70+47.78	69+81.27	71+14.29	133.03	66.51	0° 55' 46.15"	S 52° 35' 7.18" E	S 51° 39' 21.03" E
PMREE7513	11200.00	NO	72+26.50	71+14.29	73+38.69	224.40	112.20	1° 8' 52.64"	S 51° 39' 21.03" E	S 52° 48' 13.67" E
PMRWX751	7627.44	NO	10+53.41	10+00.00	11+06.81	106.81	53.41	0° 48' 8.47"	S 59° 9' 25.80" E	S 58° 21' 17.32" E
PMRWX752	3770.00	NO	11+54.03	11+06.81	12+01.23	94.42	47.21	1° 26' 6.03"	S 58° 21' 17.33" E	S 59° 47' 23.35" E
PMRWX753	5230.00	NO	14+05.54	12+01.23	16+09.63	408.40	204.30	4° 28' 26.63"	S 59° 47' 23.35" E	S 55° 18' 56.73" E
PMRWX754	3770.00	NO	19+03.11	17+09.63	20+96.25	386.62	193.48	5° 52' 32.61"	S 55° 18' 56.73" E	S 61° 11' 29.34" E
PMRWX755	1440.00	YES	25+87.94	24+43.85	27+31.08	287.23	144.09	11° 25' 42.01"	S 60° 20' 43.80" E	S 48° 55' 1.79" E
PMRWX756	835.00	YES	30+26.71	29+66.12	30+87.10	120.98	60.60	8° 18' 4.43"	S 48° 55' 1.79" E	S 57° 13' 6.22" E
PMRWX757	5318.00	NO	34+29.37	32+34.72	36+23.85	389.12	194.65	4° 11' 32.63"	S 57° 13' 6.22" E	S 53° 1' 33.60" E
PMRWX758	611.00	YES	39+72.19	38+86.45	40+56.82	170.37	85.74	15° 58' 33.42"	S 53° 1' 33.60" E	S 37° 3' 0.18" E
PMRWX759	611.00	YES	44+25.39	43+41.33	45+08.39	167.06	84.05	15° 39' 56.78"	S 37° 3' 0.18" E	S 52° 42' 56.96" E
PMRWX7510	5300.00	NO	54+16.94	52+72.28	55+61.53	289.25	144.66	3° 7' 37.00"	S 52° 42' 56.96" E	S 49° 35' 19.96" E
PMRWX7511	3800.00	NO	60+93.28	60+12.79	61+73.74	160.95	80.49	2° 25' 36.62"	S 49° 35' 19.96" E	S 52° 0' 56.58" E
PDW635N751	5300.00	NO	22+49.22	21+61.21	23+37.21	176.00	88.01	1° 54' 9.49"	S 55° 18' 56.73" E	S 57° 13' 6.22" E
PDW635N752	5230.00	NO	29+77.10	26+26.48	33+26.68	700.19	350.62	7° 40' 14.78"	S 57° 13' 6.22" E	S 49° 32' 51.45" E
PDW635N753	3770.00	NO	34+62.05	33+26.68	35+97.30	270.62	135.37	4° 6' 46.26"	S 49° 32' 51.45" E	S 53° 39' 37.71" E
FRONTAGE ROADS (40 MPH DESIGN SPEED)										
PEB635FR1	5000.00	NO	502+73.38	500+61.08	504+85.42	424.34	212.30	4° 51' 45.23"	S 54° 46' 12.35" E	S 49° 54' 27.13" E
PEB635FR2	1500.00	NO	506+65.31	505+67.34	507+63.01	195.66	97.97	7° 28' 25.80"	S 49° 54' 27.13" E	S 57° 22' 52.93" E
PEB635FR3	2000.00	NO	508+27.26	507+63.01	508+91.48	128.47	64.26	3° 40' 49.32"	S 57° 22' 52.93" E	S 53° 42' 3.61" E
PEB635FR4	2000.00	NO	513+56.32	513+08.76	514+03.87	95.11	47.56	2° 43' 28.91"	S 53° 42' 3.61" E	S 50° 58' 34.70" E
PEB635FR5	4000.00	NO	515+43.16	515+06.93	515+79.39	72.46	36.23	1° 2' 16.71"	S 50° 58' 34.70" E	S 52° 0' 51.41" E
PEB635FR6	1000.00	NO	525+29.13	524+96.62	525+61.61	64.99	32.51	3° 43' 24.97"	S 52° 0' 51.41" E	S 55° 44' 16.38" E
PEB635FR7	1000.00	NO	527+55.36	527+00.81	528+09.80	108.99	54.55	6° 14' 41.49"	S 55° 44' 16.38" E	S 49° 29' 34.89" E
PEB635FR8	1500.00	NO	530+99.83	530+30.06	531+69.50	139.44	69.77	5° 19' 34.65"	S 49° 29' 34.89" E	S 54° 49' 9.54" E
PEB635FR9	1500.00	NO	533+12.28	532+76.90	533+47.64	70.74	35.38	2° 42' 7.40"	S 54° 49' 9.54" E	S 52° 7' 2.14" E
PEB635FR10	2000.00	NO	537+49.80	536+75.58	538+23.94	148.36	74.21	4° 15' 0.52"	S 52° 7' 2.14" E	S 47° 52' 1.63" E
PEB635FR11	2000.00	NO	538+98.15	538+23.94	539+72.30	148.36	74.21	4° 15' 0.52"	S 47° 52' 1.63" E	S 52° 7' 2.14" E
PWB635FR1	5729.58	NO	507+00.23	506+09.49	507+90.96	181.47	90.74	1° 48' 53.00"	S 52° 55' 43.24" E	S 51° 6' 50.24" E
PWB635FR2	2000.00	NO	508+06.72	507+90.96	508+22.48	31.51	15.76	0° 54' 10.04"	S 51° 6' 50.24" E	S 52° 1' 0.28" E
PWB635FR3	2000.00	NO	537+43.79	536+65.61	538+21.89	156.28	78.18	4° 28' 37.69"	S 52° 1' 0.28" E	S 47° 32' 22.59" E
PWB635FR4	2000.00	NO	539+01.83	538+21.89	539+81.68	159.79	79.94	4° 34' 39.55"	S 47° 32' 22.59" E	S 52° 7' 2.14" E
PWB635FR5	3000.00	NO	546+16.76	545+19.81	547+13.65	193.84	96.95	3° 42' 7.33"	S 52° 7' 2.14" E	S 55° 49' 9.47" E
UTURNS (15 MPH DESIGN SPEED)										
PGRN-U1-1	73	NO	10+61.03	10+00.00	11+01.66	101.66	61.03	79° 47' 27.01"	S 78° 39' 33.31" E	N 21° 32' 59.68" E
PGRN-U1-2	126	NO	13+68.45	13+26.21	14+07.72	81.51	42.24	37° 3' 57.64"	N 21° 32' 59.68" E	N 15° 30' 57.96" W
PGRN-U2-1	151	NO	10+61.95	10+00.00	11+17.58	117.58	61.95	44° 36' 49.24"	N 23° 3' 49.56" W	N 21° 32' 59.68" E
PGRN-U2-2	86	NO	13+52.92	12+94.48	13+97.13	102.65	58.43	68° 23' 23.75"	N 21° 32' 59.68" E	N 89° 56' 23.43" E
PABR-U11	58	NO	10+51.53	10+00.00	10+84.26	84.26	51.53	83° 14' 16.27"	N 82° 3' 44.37" E	N 1° 10' 31.90" W
PABR-U12	76	NO	14+14.95	14+12.97	14+16.93	3.96	1.98	2° 59' 14.07"	N 1° 10' 31.90" W	N 4° 9' 45.96" W
PABR-U21	76	NO	10+02.05	10+00.00	10+04.10	4.1	2.05	3° 5' 24.34"	N 4° 15' 56.24" W	N 1° 10' 31.90" W
PABR-U22	58	NO	13+69.18	13+24.11	14+00.74	76.63	45.07	75° 42' 13.32"	N 1° 10' 31.90" W	N 74° 31' 41.42" E
CROSS STREETS (40 MPH DESIGN SPEED)										
PGRN-1	1000	NO	11+87.97	10+99.13	12+76.36	177.23	88.85	10° 9' 15.80"	N 21° 28' 56.70" E	N 31° 38' 12.50" E
PGRN-2	1300	NO	13+91.08	12+76.36	15+05.22	228.86	114.73	10° 5' 12.82"	N 31° 38' 12.50" E	N 21° 32' 59.68" E
PGRN-3	800	NO	20+10.00	19+45.78	20+73.95	128.17	64.22	9° 10' 45.73"	N 21° 32' 59.68" E	N 12° 22' 13.95" E
PGRN-4	800	NO	21+38.33	20+73.95	22+02.43	128.48	64.38	9° 12' 6.95"	N 12° 22' 13.95" E	N 21° 34' 20.90" E

NOTE: LIGHT BLUE TEXT ON CURVE DATA TABLES INDICATE REVISED DATA.

TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT

MOHAMED BUR, P.E., DISTRICT ENGINEER

TXDOT DESIGN SCHEMATIC
IH 635 LBJ EAST PROJECT
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

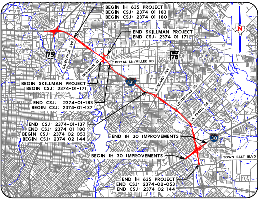
MARCH 14, 2019
ROLL 1 OF 24

ROADWAY PLAN & PROFILE-VOL 1.C.01

CONCEPT PLANS

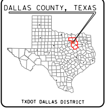
	IH 635		IH 30
LIMITS:	E. OF US 75 TO S. OF IH 30		W. OF GUS THOMASSON RD TO E. OF GALLOWAY AVE
LENGTH:	11.2 MILES		2.1 MILES
FUNCTIONAL CLASS:	URBAN INTERSTATE		URBAN INTERSTATE
AVERAGE DAILY TRAFFIC:	2374-01-183	263,250 (2022)	353,550 (2042)
	2374-01-137	224,200 (2022)	301,850 (2042)
	2374-02-053	236,950 (2022)	318,600 (2042)

DESIGN SPEED	
GENERAL PURPOSE LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES:	40 MPH
FRONTAGE ROADS CONNECTORS:	30 MPH
LOCAL ACCESS ROADS:	20 MPH
CROSS STREETS:	40 MPH
U-TURNS:	15 MPH
SHARED USE PATHS:	12 MPH


BEGIN IH 635 PROJECT
BEGIN CSJ: 2374-01-183
BEGIN CSJ: 2374-01-180
END SKILLMAN PROJECT
END CSJ: 2374-01-171
75
GREENVILLE AVE
SKILLMAN ST
ROYAL LN/MILLER RD
78
635
GARLAND AVE
CENTERVILLE RD
LA PRADA DR
BEGIN SKILLMAN PROJECT
BEGIN CSJ: 2374-01-171
END CSJ: 2374-01-183
BEGIN CSJ: 2374-01-137
END CSJ: 2374-01-137
END CSJ: 2374-01-180
BEGIN CSJ: 2374-02-053
BEGIN CSJ: 2374-02-144
END IH 30 IMPROVEMENTS
30
BEGIN IH 30 IMPROVEMENTS
TOWN EAST BLVD
END IH 635 PROJECT
END CSJ: 2374-02-053
END CSJ: 2374-02-144
N

LOCATION MAP

N.T.S.


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP

N.T.S.

PRELIMINARY

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SCHEMATIC PREPARED BY:

AECOM TECHNICAL SERVICES
REGISTRATION NUMBER F-3580

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Prepared by or under the
Direct Supervision of:

LEONIDAS H. COSSYPHAS 102809
NAME P.E. NUMBER

3/12/2019
DATE

0 10 20
VERTICAL SCALE:

0 100 200
HORIZONTAL SCALE:

Pegasus Link Constructors, JV

AECOM

AECOM Technical Services, Inc.- F-3580
13355 Noel Road, Suite 400
Dallas, Texas 75240

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