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

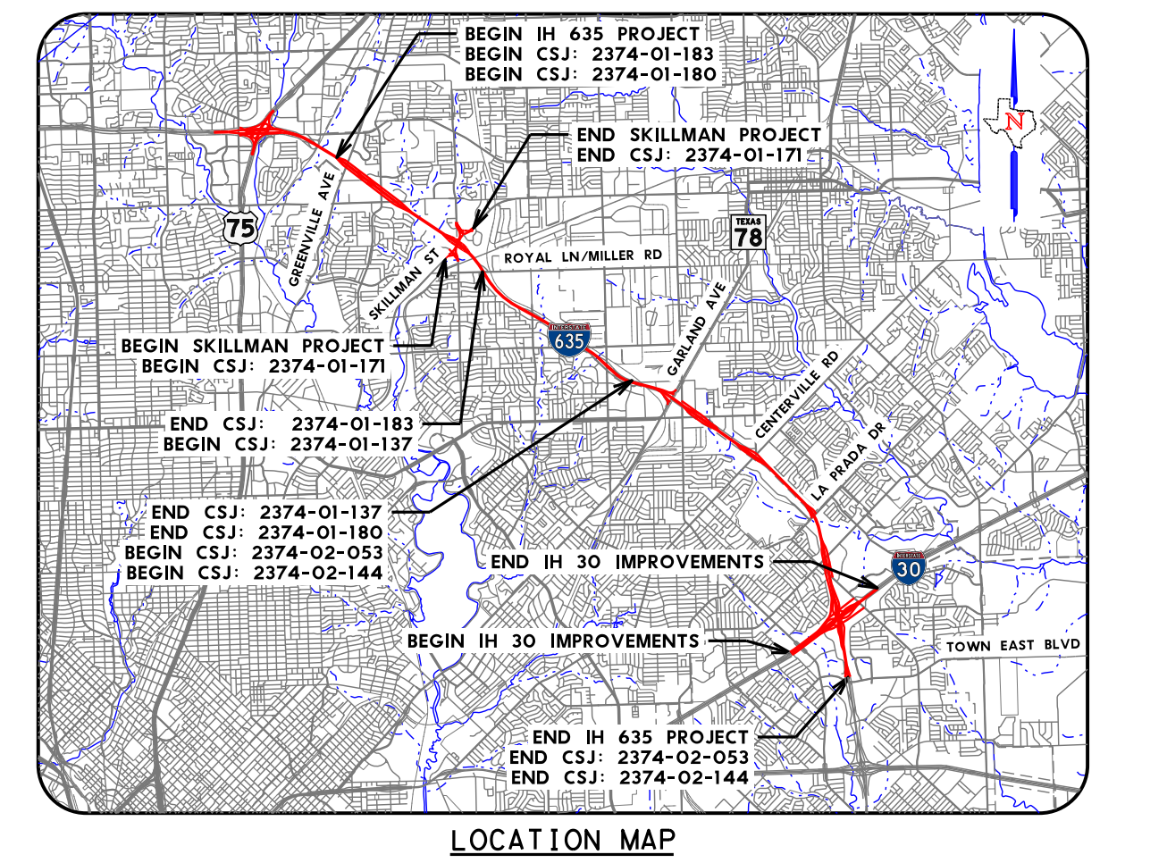
MARCH 14, 2019
ROLL 10 OF 24

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)	

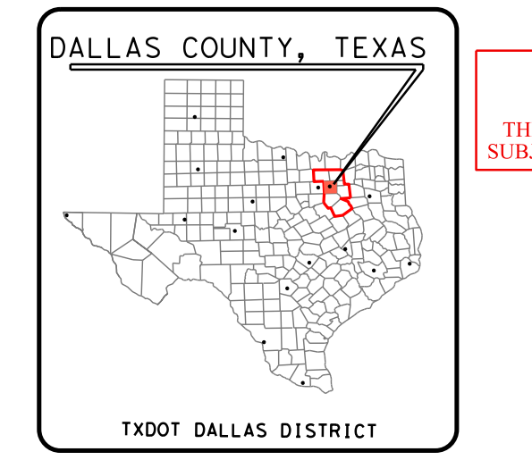
DESIGN SPEED

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
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
BEGIN IH 30 IMPROVEMENTS
END IH 635 PROJECT
END CSJ: 2374-02-053
END CSJ: 2374-02-144
ROYAL LN/MILLER RD
TOWN EAST BLVD
75
78
635
30

LOCATION MAP
N.T.S.

DALLAS COUNTY, TEXAS



TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

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

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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LEGEND:

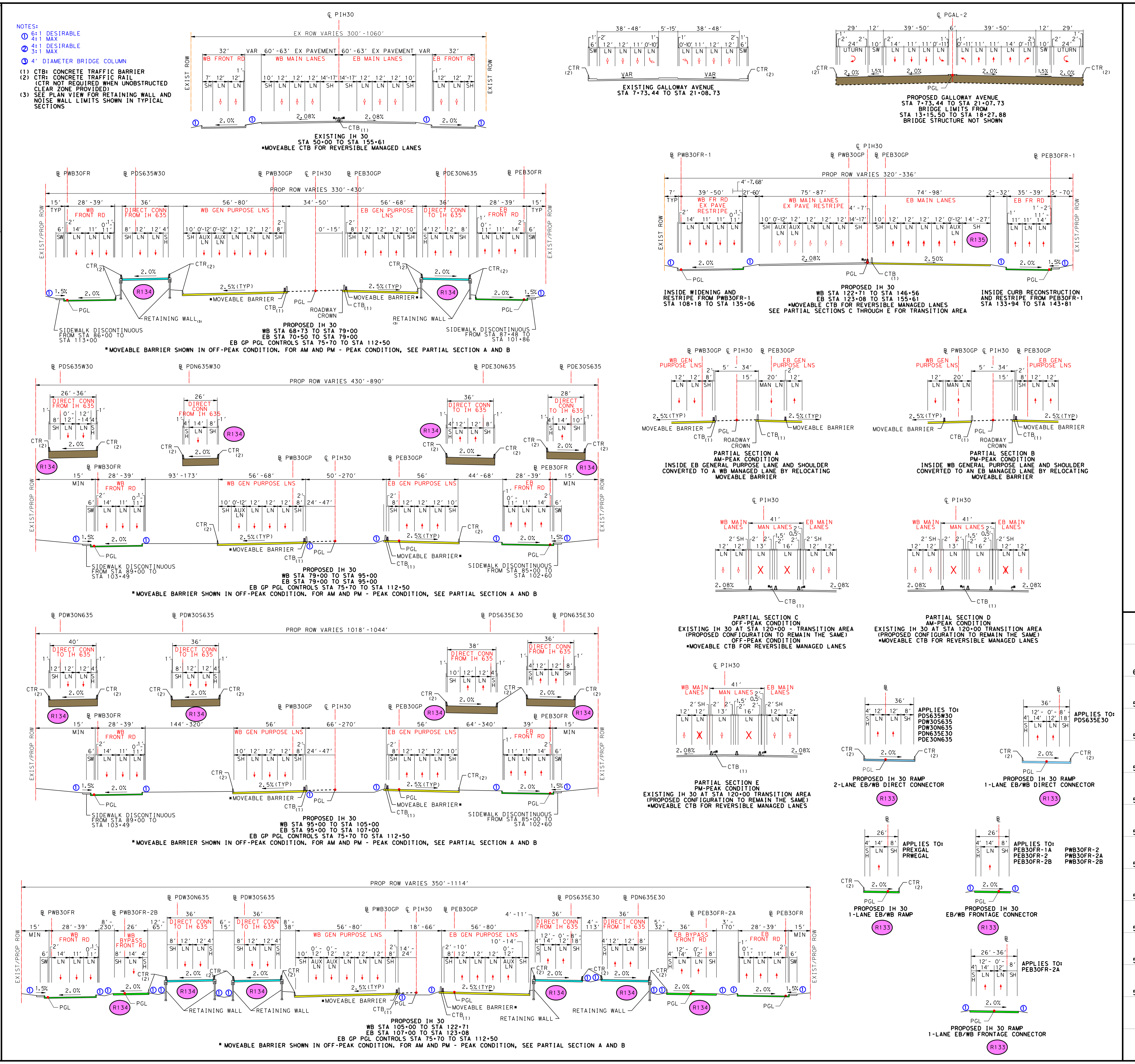
EX ROW	SSTR ON PAVEMENT
EX ACCESS DENIAL	SSTR ON TOP WALL
EX EASMNT	SSCB
EX PROPERTY LINE	BARRIER GATE
EX CULVERT TO REMAIN	PORTABLE BARRIER
EX 100YR FLOODPLAIN	ATTENUATOR
EX PLANIMETRICS	MBGF
PR CENTERLINE/BASELINE	MBGF TRANS (TL-3)
PR ROW	MBGF TRANS (TL-2)
CONSTR ACCESS (LIC. AGREEMT)	SINGL GR TERM (SGT)
PR DRNG EASEMENT	DS ANCHOR TERM (DAT)
PR ACCESS DENIAL	COMB RAIL TY C221
PR EDGE OF PAVEMENT	PED RAIL
PR RETAINING WALL	PR OSB SIGN STRUCT
PR MOD WALL	PR COSS SIGN STRUCT
PR RETAINING WALL CUT	PR TOLL GANTRY
PR SIDEWALK WALL	ITS STRUCTURES
PR NOISE WALL	MOVEABLE BARRIER
EX NOISE WALL (BY OTHERS)	EX = EXISTING
PR NOISE WALL	PR = PROPOSED
DIRECTION OF TRAVEL	
EX ROADWAY TO REMAIN	
EX BRIDGE TO REMAIN	
PR BRIDGE	NEXT GENERATION PAVEMENT
PR MAIN LANES	🟩 MAIN LANES
PR MANAGED LANES	▨ MANAGED LANES
PR RAMP	🟦 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	

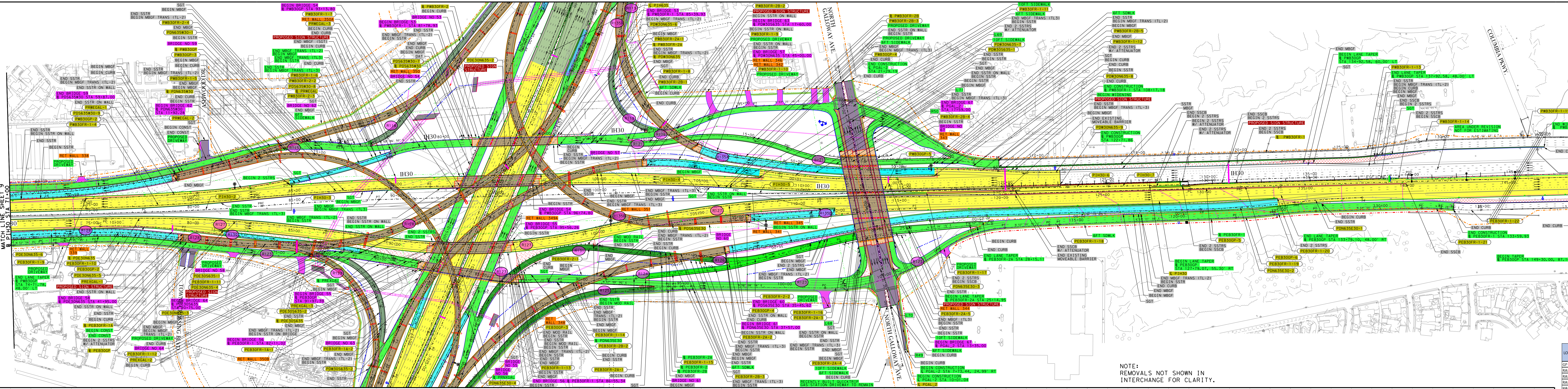
GENERAL NOTES:

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


EXISTING IH 30
STA 50+00 TO STA 155+61
*MOVEABLE CTB FOR REVERSIBLE MANAGED LANES
EXISTING GALLOWAY AVENUE
STA 7+73.44 TO STA 21+08.73
PROPOSED GALLOWAY AVENUE
STA 7+73.44 TO STA 21+07.73
BRIDGE LIMITS FROM STA 13+15.50 TO STA 18+27.88
BRIDGE STRUCTURE NOT SHOWN
PROPOSED IH 30
WB STA 68+73 TO STA 79+00
EB STA 70+50 TO STA 79+00
EB GP PGL CONTROLS STA 75+70 TO STA 112+50
*MOVEABLE BARRIER SHOWN IN OFF-PEAK CONDITION. FOR AM AND PM - PEAK CONDITION, SEE PARTIAL SECTION A AND B
INSIDE WIDENING AND RESTRIPE FROM PWB30FR-1 STA 108+18 TO STA 135+06
PROPOSED IH 30
WB STA 122+71 TO STA 146+56
EB STA 123+08 TO STA 155+61
*MOVEABLE CTB FOR REVERSIBLE MANAGED LANES
SEE PARTIAL SECTIONS C THROUGH E FOR TRANSITION AREA
INSIDE CURB RECONSTRUCTION AND RESTRIPE FROM PEB30FR-1 STA 133+94 TO STA 143+81
PARTIAL SECTION A
AM-PEAK CONDITION
INSIDE EB GENERAL PURPOSE LANE AND SHOULDER CONVERTED TO A WB MANAGED LANE BY RELOCATING MOVEABLE BARRIER
PARTIAL SECTION B
PM-PEAK CONDITION
INSIDE WB GENERAL PURPOSE LANE AND SHOULDER CONVERTED TO AN EB MANAGED LANE BY RELOCATING MOVEABLE BARRIER
PROPOSED IH 30
WB STA 79+00 TO STA 95+00
EB STA 79+00 TO STA 95+00
EB GP PGL CONTROLS STA 75+70 TO STA 112+50
PARTIAL SECTION C
OFF-PEAK CONDITION
EXISTING IH 30 AT STA 120+00 - TRANSITION AREA (PROPOSED CONFIGURATION TO REMAIN THE SAME)
OFF-PEAK CONDITION
*MOVEABLE CTB FOR REVERSIBLE MANAGED LANES
PARTIAL SECTION D
AM-PEAK CONDITION
EXISTING IH 30 AT STA 120+00 TRANSITION AREA (PROPOSED CONFIGURATION TO REMAIN THE SAME)
*MOVEABLE CTB FOR REVERSIBLE MANAGED LANES
PARTIAL SECTION E
PM-PEAK CONDITION
EXISTING IH 30 AT STA 120+00 TRANSITION AREA (PROPOSED CONFIGURATION TO REMAIN THE SAME)
*MOVEABLE CTB FOR REVERSIBLE MANAGED LANES
PROPOSED IH 30
WB STA 95+00 TO STA 105+00
EB STA 95+00 TO STA 107+00
EB GP PGL CONTROLS STA 75+70 TO STA 112+50
PROPOSED IH 30 RAMP
2-LANE EB/WB DIRECT CONNECTOR
PROPOSED IH 30 RAMP
1-LANE EB/WB DIRECT CONNECTOR
APPLIES TO: PDS635W30 PDW30N635 PDW30S635 PDN635E30 PDS635E30 PDE30N635
APPLIES TO: PDS635E30
PROPOSED IH 30
1-LANE EB/WB RAMP
APPLIES TO: PREXGAL PRWEGAL
PROPOSED IH 30
EB/WB FRONTAGE CONNECTOR
APPLIES TO: PWB30FR-1A PEB30FR-2 PEB30FR-2B PWB30FR-2 PWB30FR-2B
PROPOSED IH 30 RAMP
1-LANE EB/WB FRONTAGE CONNECTOR
APPLIES TO: PEB30FR-2A
PROPOSED IH 30
WB STA 105+00 TO STA 122+71
EB STA 107+00 TO STA 123+08
EB GP PGL CONTROLS STA 75+70 TO STA 112+50
* MOVEABLE BARRIER SHOWN IN OFF-PEAK CONDITION. FOR AM AND PM - PEAK CONDITION, SEE PARTIAL SECTION A AND B
R133
R134
R135


MATCH LINE SHEET 9
PIH30 STA 71+00
MATCH LINE
PIH30 STA 164+00
IH30
NORTH GALLOWAY AVE.
COLUMBIA PKWY.
NORTHWEST DR.
ASHWOOD DR.
TOWN EAST BLVD.
R115
R116
R118
R119
R121
R122
R123
R124
R125
R126
R127
R128
R129
R130
R131
R132
R135A
R135B

NOTE:
REMOVALS NOT SHOWN IN INTERCHANGE FOR CLARITY.

IH30 PLAN AT IH635 INTERCHANGE

PROPOSED IH 30 MAINLANES (60 MPH)

PROPOSED PAVEMENT STRUCTURE TABLE

LOCATION	ALIGNMENT	STATION RANGE	CRCP	BB	CTB	PAVEMENT SUBGRADE TREATMENT[1]	UNDERCUT[2]
GP	PIH30ML	71+00 TO END	13"	1"	6"	6"	34"
RAMP	PDE30N635	ALL	12"	1"	6"	6"	35"
RAMP	PRXEGAL	ALL	11"	1"	6"	6"	36"
RAMP	PDN635E30	ALL	12"	1"	6"	6"	35"
RAMP	PDS635E30	ALL	12"	1"	6"	6"	35"
RAMP	PRWEGAL	ALL	10"	1"	6"	6"	37"
RAMP	PDW30S635	ALL	12"	1"	6"	6"	35"
RAMP	PDW30N635	ALL	12"	1"	6"	6"	35"
FRONTAGE	PWB30FR	58+46 TO 81+42	10"	1"	6"	6"	25"
FRONTAGE	PWB30FR-1	ALL	10"	1"	6"	6"	25"
FRONTAGE	PWB30FR-2	ALL	10"	1"	6"	6"	25"
FRONTAGE	PWB30FR-2A	ALL	11"	1"	6"	6"	24"
FRONTAGE	PWB30FR-2B	ALL	11"	1"	6"	6"	24"
FRONTAGE	PWB30FR	81+42 TO END	11"	1"	6"	6"	24"
FRONTAGE	PEB30FR	ALL	11"	1"	6"	6"	24"
FRONTAGE	PEB30FR-1	ALL	11"	1"	6"	6"	24"
FRONTAGE	PEB30FR-2	ALL	11"	1"	6"	6"	24"
FRONTAGE	PEB30FR-2A	ALL	11"	1"	6"	6"	24"
FRONTAGE	PEB30FR-2B	ALL	11"	1"	6"	6"	24"
CROSS ST	NGAL_2	ALL	11"	1"	6"	6"	24"

(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)

OPTIMIZATIONS SEGMENT 3

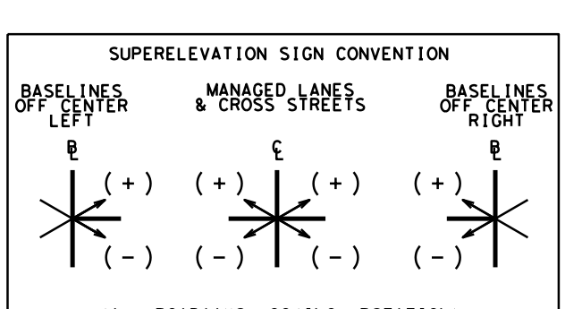
LIST OF OPTIMIZATIONS

NUMBER	ALIGNMENT	TYPE	LIMITS FROM	LIMITS TO	DESCRIPTION AND BENEFITS
IH30 WESTBOUND FRONTAGE RD REVISIONS					
R115	PWB30FR-1	PLAN	69+00	79+00	REVISED ALIGNMENT FOR STOPPING SIGHT DISTANCE AROUND BRIDGE 59 COLUMN
R116	PWB30FR-1	PLAN	87+50	95+50	REALIGNED FOR PDW30N635 AND PWB30FR-2A REVISIONS. REALIGNMENT MOVES GORES FROM BENEATH PDW30N635 BRIDGE 57 FOR EASIER BENT COLUMN PLACEMENT.
R118	PWB30FR-2	PLAN	24+00	END	ADJUSTED TO CONNECT TO REVISED PWB30FR-1 ALIGNMENT.
R119	PWB30FR-2A	PLAN	BEGIN	END	REALIGNED TO ELIMINATE CROSSING CONFLICTS WITH EXISTING DIRECT CONNECTOR B BRIDGE STRUCTURE AND BENTS. FACILTATES MOT AND REDUCES POTENTIAL CONFLICT WITH EXISTING WATER LINE UTILITY.
R121	PWB30FR-2B	PLAN	BEGIN	21+00	REALIGNED FOR PDW30N635 AND PWB30FR-2A REVISIONS. REALIGNMENT MOVES GORES FROM BENEATH PDW30N635 BRIDGE FOR BENT COLUMN PLACEMENT.
IH30 EASTBOUND FRONTAGE RD SHIFT FROM IH635 TO GALLOWAY					
R122	PIH30	PROF	81+50	111+50	LOWER IH30 PROFILE ASSISTS PROPOSED IH30 INTERCHANGE DIRECT CONNECTOR PROFILES TO ACHIEVE MINIMUM VERTICAL CLEARANCES IN PERMANENT AND MOT CONDITIONS.
R123	PEB30FR-1	PLAN	73+00	110+00	REVISED ALIGNMENT SHIFTED PROPOSED FRTG RD OFF EXISTING FRTG RD FOOTPRINT FOR MOT PURPOSES.
R124	PEB30FR-2A	PLAN	BEGIN	END	MODFIED ALIGNMENT TO MATCH SHIFTED PEB30FR-1
R125	PEB30FR-2B	PLAN	BEGIN	END	MODFIED ALIGNMENT TO MATCH SHIFTED PEB30FR-1
R126	PEB30FR-2	PLAN	BEGIN	END	MODFIED ALIGNMENT TO MATCH SHIFTED PEB30FR-1, AND MAKE ROOM FOR IH30 EBML SHIFT. ELIMINATED CROSSING CONFLICT WITH PDS635E30.
IH30 EASTBOUND MAINLANE SHIFT FROM EAST OF GUS THOMASSON TO GALLOWAY					
R127	PEB30GP	PLAN & PROF	75+70	112+00	SHIFTED IH30 EB MAINLANE TOWARD SOUTH AT IH635 CROSSING. FACILITATES MOT AND REDUCES CONSTRUCTION SCHEDULE. LARGE SHIFT AVOIDS CONFLICTS WITH DIRECT CONNECTOR BRIDGE COLUMNS AT IH635.
R128	PDE30N635	PLAN	BEGIN	48+00	REALIGNED DUE TO IH30 EBML SHIFT. ELIMINATED CANTILEVER OVERHANGS ABOVE IH30 GP LANES.
R129	PDE30S635	PLAN	BEGIN	END	REALIGNED DUE TO IH30 EBML SHIFT. INCREASED SHLD WIDTH FROM 8' TO 10' TO ACHIEVE 259' SSD.
R130	PREXGAL	PLAN	BEGIN	END	REVISED ALIGNMENT DUE TO EBML SHIFT. REDUCED SHOULDER WIDTHS TO 2' INSIDE/ 6' OUTSIDE TO PROVIDE ROOM FOR ADJACENT BRIDGE STRUCTURES.
R131	PEB30FR-2	PLAN	BEGIN	END	MODFIED ALIGNMENT TO MATCH SHIFTED PEB30FR-1, AND MAKE ROOM FOR IH30 EBML SHIFT. ELIMINATED CROSSING CONFLICT WITH PDS635E30.
MAINLANE PROFILE ADJUSTMENTS					
R132	PIH30	PROF	114+00	156+60	RAISED PROFILE OPTIMIZES EARTHWORK
TYPICAL SECTIONS					
R133	RAMP & DIRECT CONNECTOR TYPICALS	TYP	-	-	ADDED SECTIONS TO SHOW RAMP, DIRECT CONNECTOR AND FRONTAGE BYPASS/CONNECTOR TYPICALS
R134	IH30	TYP	-	-	ADDED DIRECT CONNECTORS AND/OR RAMPS TO IH30 TYPICAL SECTION DEPICTIONS TO REFLECT DESIGN LAYOUT.
R135	IH30	TYP	-	-	ADJUSTED TYPICALS FOR DEPICTION OF WIDE SHOULDERS
IH30 INTERCHANGE OPTIMIZATIONS					
R135A	PDW30N635	PLAN	BEGIN	END	REALIGNED & REVISED TIGHT CURVE RADIUS AND INCREASED SHLD WIDTH FROM 10' TO 12' TO ACHIEVE 305' SSD. REALIGNMENT ELIMINATES CANTILEVER OVERHANGS ABOVE IH635 WBGP AND WBFR, ADDS 250' AUX LANE FOR IMPROVED MERGE WITH PDE30N635.
R135B	PDS635E30	PLAN	BEGIN	END	REALIGNED & REVISED TIGHT CURVE RADIUS TO ACHIEVE 305' SSD. REALIGNMENT SHIFTS CONNECTOR AWAY FROM PROPOSED IH30 MAINLANE BRIDGES TO PROVIDE ROOM FOR COLUMNS, AND MOVE OFF EXISTING CONNECTOR C BRIDGE FOOTPRINT NEAR STA 16+00 FOR MOT PURPOSES.

SUPER ELEVATION TABLE
SEGMENT 3

ALIGNMENT	BEGIN TRANSITION STA	BEGIN TRANSITION e (%)	END TRANSITION STA	END TRANSITION e (%)
PREXGAL	19+38	2.00	20+55	3.00
PREXGAL	21+71	3.00	22+88	2.00
PEB30GP	85+81	-2.50	91+50	4.60
PEB30GP	97+52	4.60	103+60	-3.00
PEB30GP	110+52	-3.00	112+28	-2.50
PDE30N635	42+89	2.00	44+07	3.30
PDE30N635	45+87	3.30	47+05	2.00
PREXGAL	9+25	2.50	15+83	2.00
PREXGAL	19+38	2.00	20+55	3.00
PREXGAL	21+71	3.00	22+88	2.00
PWB30FR-1	89+75	2.00	90+93	4.00
PWB30FR-1	91+98	4.00	93+16	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

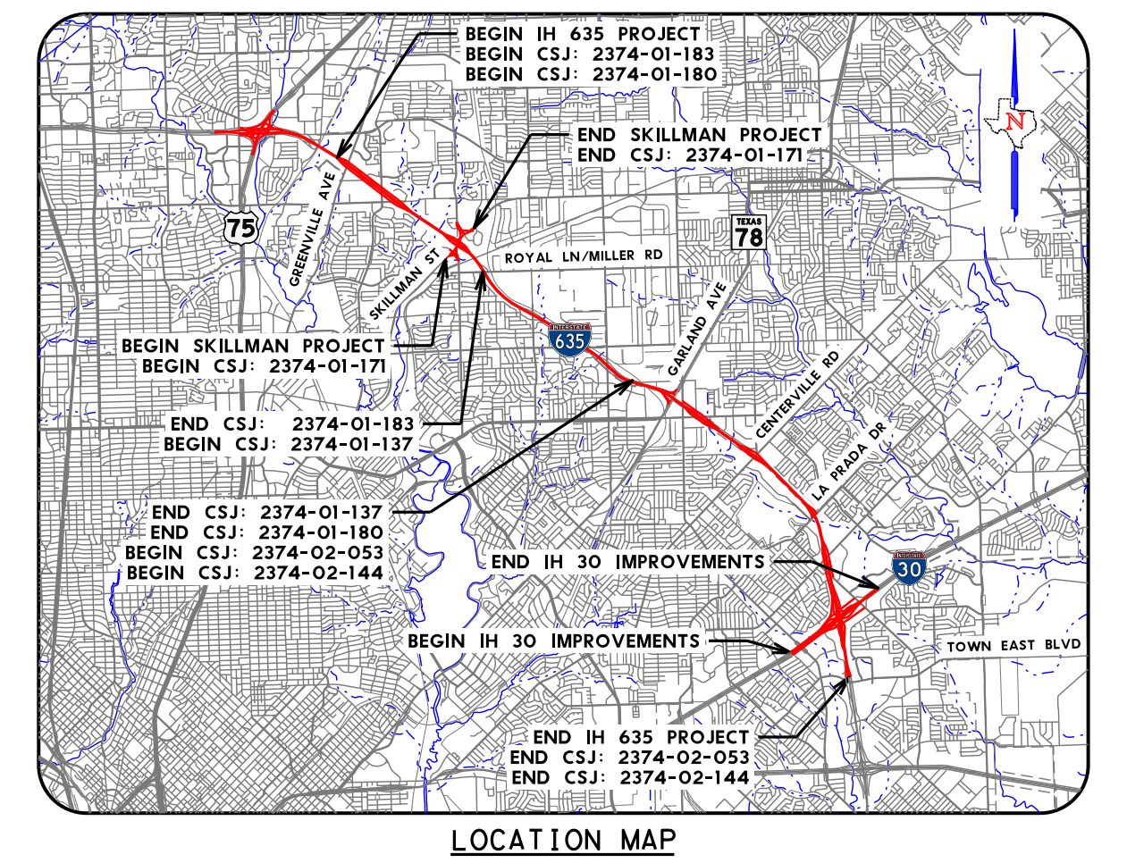
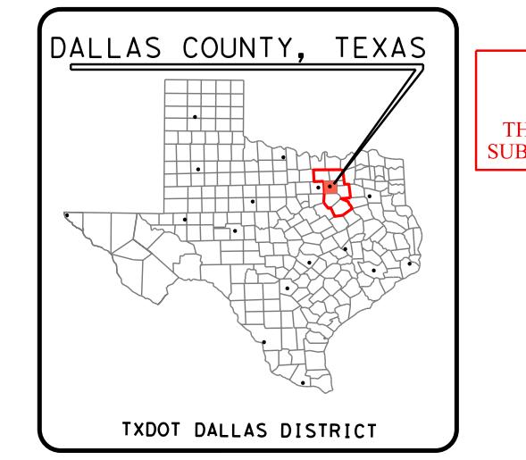
TURN BAY ID	TAPER LENGTH (FT)	LENGTH OF STORAGE LANE (FT)	TOTAL LENGTH (FT)
LEFT TURN BAYS			
L68	50	360	410
L69	100	340	440
L70	100	308	408
L71	50	372	422
RIGHT TURN BAYS			
R49	100	244	344
R50	50	451	501

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 3

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)										
PIH30-2	11100.00	NO	80+50.55	77+61.79	83+39.18	577.39	288.76	2° 58' 49.24"	N 54° 1' 45.45" E	N 51° 2' 56.21" E
PIH30-3	11080.00	NO	86+27.42	83+39.18	89+15.53	576.35	288.24	2° 58' 49.24"	N 51° 2' 56.21" E	N 54° 1' 45.45" E
PIH30-4	11100.00	NO	103+78.85	100+80.75	106+76.81	596.06	298.10	3° 4' 36.20"	N 54° 1' 45.45" E	N 57° 6' 21.65" E
PIH30-5	11100.00	NO	109+74.91	106+76.81	112+72.87	596.06	298.10	3° 4' 36.20"	N 57° 6' 21.65" E	N 54° 1' 45.45" E
PIH30-6	11100.00	NO	124+07.40	123+07.02	125+07.78	200.76	100.38	1° 2' 10.55"	N 54° 1' 45.45" E	N 55° 3' 56.00" E
PIH30-7	11100.19	NO	126+08.73	125+07.78	127+09.68	201.90	100.95	1° 2' 31.80"	N 55° 3' 56.00" E	N 54° 1' 24.20" E
PIH30-8	11459.16	NO	159+05.34	149+58.18	168+48.21	1890.03	947.16	9° 27' 0.49"	N 54° 1' 24.20" E	N 63° 28' 24.69" E
PWB30GP-2	12000.00	NO	78+96.31	74+71.78	83+20.48	848.71	424.53	4° 3' 8.16"	N 54° 1' 45.45" E	N 49° 58' 37.29" E
PWB30GP-3	12000.00	NO	87+45.01	83+20.48	91+69.19	848.71	424.53	4° 3' 8.16"	N 49° 58' 37.29" E	N 54° 1' 45.45" E
PWB30GP-4	11100.00	NO	102+27.64	97+35.62	107+19.02	983.39	492.02	5° 4' 33.81"	N 54° 1' 45.45" E	N 59° 6' 19.26" E
PWB30GP-5	8100.00	NO	110+78.06	107+19.02	114+36.63	717.61	359.04	5° 4' 33.81"	N 59° 6' 19.26" E	N 54° 1' 45.45" E
PEB30GP-2	6600.00	NO	81+15.19	75+70.44	86+57.48	1087.03	544.75	9° 26' 12.22"	N 54° 1' 45.45" E	N 63° 27' 57.67" E
PEB30GP-3	2800.00	YES	94+55.66	89+60.33	99+40.85	980.52	495.33	20° 3' 51.09"	N 63° 27' 57.67" E	N 43° 24' 6.57" E
PEB30GP-4	5100.00	YES	106+39.43	101+65.09	111+11.06	945.97	474.35	10° 37' 38.88"	N 43° 24' 6.57" E	N 54° 1' 45.45" E
PEB30GP-5	11100.00	NO	130+57.59	129+34.59	131+80.58	245.99	123.00	1° 16' 11.06"	N 54° 1' 45.45" E	N 52° 45' 34.39" E
PEB30GP-6	9000.69	NO	132+79.85	131+80.58	133+79.12	198.54	99.27	1° 15' 49.81"	N 52° 45' 34.39" E	N 54° 1' 24.20" E
PEB30GP-7	11442.66	NO	159+28.49	149+82.69	168+70.00	1887.31	945.80	9° 27' 0.49"	N 54° 1' 24.20" E	N 63° 28' 24.69" E
RAMPS AND DIRECT CONNECTORS (40 MPH DESIGN SPEED)										
PDS635W30-9	3802.00	NO	61+60.98	56+81.70	66+35.24	953.54	479.28	14° 22' 11.11"	S 38° 30' 48.20" W	S 52° 52' 59.31" W
PDW30N635-7	3800.00	NO	52+44.73	49+50.18	55+38.10	587.92	294.55	8° 51' 52.27"	N 62° 53' 37.72" E	N 54° 1' 45.45" E
PDW30N635-8	5300.00	NO	57+67.39	55+38.10	59+96.39	458.29	229.29	4° 57' 15.87"	N 54° 1' 45.45" E	N 58° 59' 1.32" E
PDW30N635-9	3800.00	NO	61+60.79	59+96.39	63+24.98	328.59	164.40	4° 57' 15.87"	N 58° 59' 1.32" E	N 54° 1' 45.45" E
PDS635E30-3	5300.00	NO	39+77.54	38+66.39	40+88.65	222.25	111.14	2° 24' 9.60"	N 52° 4' 36.95" E	N 49° 40' 27.34" E
PDS635E30-4	3800.00	NO	42+33.13	40+88.65	43+77.48	288.84	144.49	4° 21' 18.11"	N 49° 40' 27.34" E	N 54° 1' 45.45" E
PDE30N635-5	2046.00	YES	44+97.77	43+68.29	46+26.92	258.63	129.49	7° 14' 33.58"	S 61° 16' 19.03" W	S 54° 1' 45.45" W
PDE30N635-6	3810.00	NO	48+76.35	48+19.86	49+32.83	112.97	56.49	1° 41' 55.97"	S 54° 1' 45.45" W	S 52° 19' 49.48" W
PDW30S635-1	3800.00	NO	7+89.93	4+98.08	10+80.64	582.56	291.85	8° 47' 1.39"	S 54° 1' 45.45" W	S 62° 48' 46.85" W
PDN635E30-1	3800.00	NO	7+72.73	6+06.18	9+39.07	332.89	166.55	5° 1' 9.18"	S 54° 1' 24.20" W	S 49° 0' 15.02" W
PDN635E30-2	5299.99	NO	11+71.63	9+39.07	14+03.90	464.84	232.57	5° 1' 30.43"	S 49° 0' 15.02" W	S 54° 1' 45.45" W
PDN635E30-3	3800.00	NO	27+29.28	24+56.81	30+00.81	544.00	272.47	8° 12' 8.65"	S 54° 1' 45.45" W	S 45° 49' 36.81" W
PRWEGAL-1	11952.00	NO	12+74.71	10+00.00	15+49.33	549.33	274.71	2° 38' 0.15"	N 54° 1' 45.45" E	N 51° 23' 45.30" E
PRWEGAL-2	3800.00	NO	20+36.62	15+49.33	25+18.63	969.30	487.30	14° 36' 53.87"	N 51° 23' 45.30" E	N 36° 46' 51.43" E
PRWEGAL-3	700.00	NO	26+08.43	25+18.63	26+97.25	178.62	89.80	14° 37' 13.15"	N 36° 46' 51.43" E	N 51° 24' 4.58" E
PREXGAL-1	2900.00	YES	11+33.80	9+24.96	13+41.91	416.95	208.84	8° 14' 15.96"	N 54° 1' 45.45" E	N 62° 16' 1.41" E
PREXGAL-2	2300.00	YES	21+13.17	20+16.04	22+10.19	194.15	97.13	4° 50' 11.80"	N 62° 16' 1.41" E	N 67° 6' 13.22" E
PREXGAL-3	2864.00	NO	24+41.32	23+78.68	25+03.93	125.26	62.64	2° 30' 20.87"	N 67° 6' 13.22" E	N 64° 35' 52.35" E
FRONTAGE ROADS (40 MPH DESIGN SPEED)										
PWB30FR-1-4	3400.00	NO	63+55.24	59+85.14	67+22.43	737.29	370.10	12° 25' 28.74"	N 54° 5' 1.00" E	N 41° 39' 32.26" E
PWB30FR-1-5	1500.00	NO	72+27.23	69+63.51	74+85.61	522.10	263.72	19° 56' 33.93"	N 41° 39' 32.26" E	N 61° 36' 6.19" E
PWB30FR-1-6	770.00	NO	75+69.98	74+95.81	76+43.70	147.89	74.17	11° 0' 16.25"	N 61° 36' 6.19" E	N 50° 35' 49.94" E
PWB30FR-1-7	4000.00	NO	79+73.50	78+53.67	80+93.27	239.60	119.84	3° 25' 55.51"	N 50° 35' 49.94" E	N 54° 1' 45.45" E
PWB30FR-1-8	3800.00	NO	88+76.73	87+38.56	90+14.78	276.22	138.17	4° 9' 53.40"	N 54° 1' 45.45" E	N 49° 51' 52.05" E
PWB30FR-1-9	540.00	YES	91+47.04	90+54.19	92+38.09	183.90	92.85	19° 30' 45.89"	N 49° 51' 52.05" E	N 30° 21' 6.16" E
PWB30FR-1-10	800.00	NO	94+01.36	92+38.09	95+60.20	322.11	163.27	23° 4' 9.89"	N 30° 21' 6.16" E	N 53° 25' 16.05" E
PWB30FR-1-11	800.00	NO	101+52.95	98+69.76	104+14.11	544.35	283.18	38° 59' 9.45"	N 53° 25' 16.05" E	S 87° 35' 34.50" E
PWB30FR-1-12	600.00	NO	106+22.93	104+14.11	108+16.02	401.91	208.82	38° 22' 47.16"	S 87° 35' 34.50" E	N 54° 1' 38.34" E
PWB30FR-1-13	1135.92	NO	125+98.21	125+36.81	126+59.49	122.68	61.40	6° 11' 16.26"	N 54° 1' 38.34" E	N 47° 50' 22.08" E
PWB30FR-1-14	1155.92	NO	129+49.21	128+86.60	130+11.69	125.09	62.61	6° 12' 1.03"	N 47° 50' 22.08" E	N 54° 2' 23.11" E
PWB30FR-1-15	2874.79	NO	134+37.45	134+01.19	134+73.71	72.52	36.26	1° 26' 43.20"	N 54° 2' 23.11" E	N 55° 29' 6.32" E
PEB30FR-1-9	2000.00	NO	63+67.15	63+33.57	64+00.72	67.15	33.58	1° 55' 25.40"	N 52° 6' 20.05" E	N 54° 1' 45.45" E
PEB30FR-1-10	2000.00	NO	67+20.24	65+93.67	68+46.48	252.82	126.58	7° 14' 33.58"	N 54° 1' 45.45" E	N 61° 16' 19.03" E
PEB30FR-1-11	2200.00	NO	75+14.63	73+80.79	76+48.14	267.35	133.84	6° 57' 45.47"	N 61° 16' 19.03" E	N 54° 18' 33.56" E
PEB30FR-1-12	1000.00	NO	77+88.77	76+98.75	78+78.32	179.57	90.03	10° 17' 18.78"	N 54° 18' 33.56" E	N 64° 35' 52.35" E
PEB30FR-1-13	1000.00	NO	86+33.60	85+47.75	87+19.04	171.30	85.86	9° 48' 52.66"	N 64° 35' 52.35" E	N 54° 46' 59.69" E
PEB30FR-1-14	1000.00	NO	88+71.00	88+43.06	88+98.91	55.85	27.93	3° 12' 0.47"	N 54° 46' 59.69" E	N 57° 59' 0.16" E
PEB30FR-1-15	1000.00	NO	94+45.71	94+29.60	94+61.81	32.21	16.11	1° 50' 43.92"	N 57° 59' 0.16" E	N 56° 8' 16.24" E
PEB30FR-1-16	950.00	NO	105+14.50	101+99.81	108+07.57	607.76	314.68	36° 39' 16.46"	N 56° 8' 16.24" E	N 19° 28' 59.78" E
PEB30FR-1-17	600.04	NO	109+82.64	108+07.57	111+48.26	340.69	175.07	32° 31' 52.63"	N 19° 28' 59.78" E	N 52° 0' 52.41" E
PEB30FR-1-18	2000.00	NO	113+92.91	113+67.67	114+18.14	50.47	25.24	1° 26' 45.32"	N 52° 0' 52.41" E	N 53° 27' 37.73" E
PEB30FR-1-19	2000.00	NO	123+80.73	122+86.41	124+74.91	188.5	94.32	5° 24' 0.13"	N 53° 27' 37.73" E	N 48° 3' 37.60" E
PEB30FR-1-20	2000.00	NO	125+78.80	124+74.91	126+82.50	207.59	103.89	5° 56' 49.01"	N 48° 3' 37.60" E	N 54° 0' 26.60" E
PEB30FR-1-21	1000.00	NO	132+51.19	132+03.51	132+98.79	95.29	47.68	5° 27' 33.95"	N 54° 0' 26.60" E	N 59° 28' 0.55" E
PEB30FR-1-22	1500.00	NO	134+27.09	133+59.93	134+94.15	134.22	67.15	5° 7' 36.18"	N 59° 28' 0.55" E	N 54° 20' 24.37" E
FRONTAGE ROAD CONNECTORS (30 MPH DESIGN SPEED)										
PWB30FR-2B-1	1000.00	NO	8+12.16	7+50.47	8+73.69	123.22	61.69	7° 3' 36.24"	N 54° 1' 45.45" E	N 61° 5' 21.69" E
PWB30FR-2B-2	1000.00	NO	10+15.51	8+73.69	11+55.45	281.76	141.82	16° 8' 36.15"	N 61° 5' 21.69" E	N 44° 56' 45.55" E
PWB30FR-2B-3	1000.00	NO	14+36.06	11+55.45	17+02.61	547.16	280.62	31° 21' 0.27"	N 44° 56' 45.55" E	N 76° 17' 45.82" E
PWB30FR-2B-4	1000.00	NO	18+99.41	17+02.61	20+91.24	388.63	196.80	22° 16' 0.36"	N 76° 17' 45.82" E	N 54° 1' 45.45" E
PWB30FR-2B-5	1000.00	NO	25+28.34	24+27.41	26+28.58	201.17	100.92	11° 31' 33.85"	N 54° 1' 45.45" E	N 65° 33' 19.30" E
PEB30FR-2-1	550.00	NO	16+92.80	12+54.38	19+94.67	740.29	438.42	77° 7' 8.38"	N 15° 53' 23.00" W	N 61° 13' 45.39" E
PEB30FR-2-2	800.00	NO	27+06.16	25+71.56	28+38.26	266.70	134.60	19° 6' 3.71"	N 61° 13' 45.39" E	N 42° 7' 41.68" E
PEB30FR-2A-1	1000.00	NO	10+74.32	10+00.00	11+48.36	148.36	74.32	8° 30' 0.99"	N 57° 59' 0.16" E	N 49° 28' 59.17" E
PEB30FR-2A-2	1000.00	NO	16+03.34	15+39.07	16+67.44	128.37	64.27	7° 21' 17.49"	N 49° 28' 59.17" E	N 42° 7' 41.68" E
PEB30FR-2A-3	1990.00	NO	22+12.60	21+71.58	22+53.60	82.03	41.02	2° 21' 42.07"	N 42° 7' 41.68" E	N 44° 29' 23.75" E
PEB30FR-2A-4	1990.00	NO	23+42.80	22+53.60	24+31.89	178.28	89.20	5° 7' 59.31"	N 44° 29' 23.75" E	N 49° 37' 23.06" E
PEB30FR-2A-5	1990.00	NO	24+73.42	24+31.89	25+14.95	83.06	41.54	2° 23' 29.35"	N 49° 37' 23.06" E	N 52° 0' 52.41" E
PEB30FR-2B-1	2401.27	NO	12+34.63	10+00.00	14+67.78	467.78	234.63	11° 9' 41.09"	N 3° 55' 45.90" W	N 7° 13' 55.19" E
PEB30FR-2B-2	730.00	NO	20+73.89	17+63.75	23+50.29	586.54	310.14	46° 2' 8.88"	N 7° 13' 55.19" E	N 53° 16' 4.06" E
PEB30FR-2B-3	1000.00	NO	27+07.15	26+82.10	27+32.19	50.09	25.05	2° 52' 12.17"	N 53° 16' 4.06" E	N 56° 8' 16.24" E
UTURNS (15 MPH DESIGN SPEED)										
PGAL-2-U1-1	98.00	NO	10+63.86	10+00.00	11+13.20	113.20	63.86	66° 10' 48.56"	N 20° 6' 47.02" E	N 46° 4' 1.54" W
PGAL-2-U1-2	81.00	NO	18+44.91	18+22.17	18+66.51	44.34	22.74	31° 21' 50.83"	N 46° 4' 1.54" W	N 77° 25' 52.37" W
PGAL-2-U2-1	58.00	NO	10+33.95	10+00.00	10+61.44	61.44	33.95	60° 41' 24.38"	S 73° 14' 34.08" W	N 46° 4' 1.54" W
PGAL-2-U2-2	81.00	NO	17+36.03	16+71.73	17+80.43	108.70	64.30	76° 53' 26.46"	N 46° 4' 1.54" W	N 30° 49' 24.92" 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 10 OF 24
ROADWAY PLAN & PROFILE -VOL 1.C.01
CONCEPT PLANS
LOCATION MAP
N.T.S.
DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT
TEXAS COUNTY MAP
N.T.S.
PRELIMINARY
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REGISTRATION NUMBER F-3580
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Prepared by or under the Direct Supervision of:
LEONIDAS H. COSSYPHAS 102809
3/12/2019
0 10 20
VERTICAL SCALE:
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HORIZONTAL SCALE:
Pegasus Link Constructors, JV
AECOM
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