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

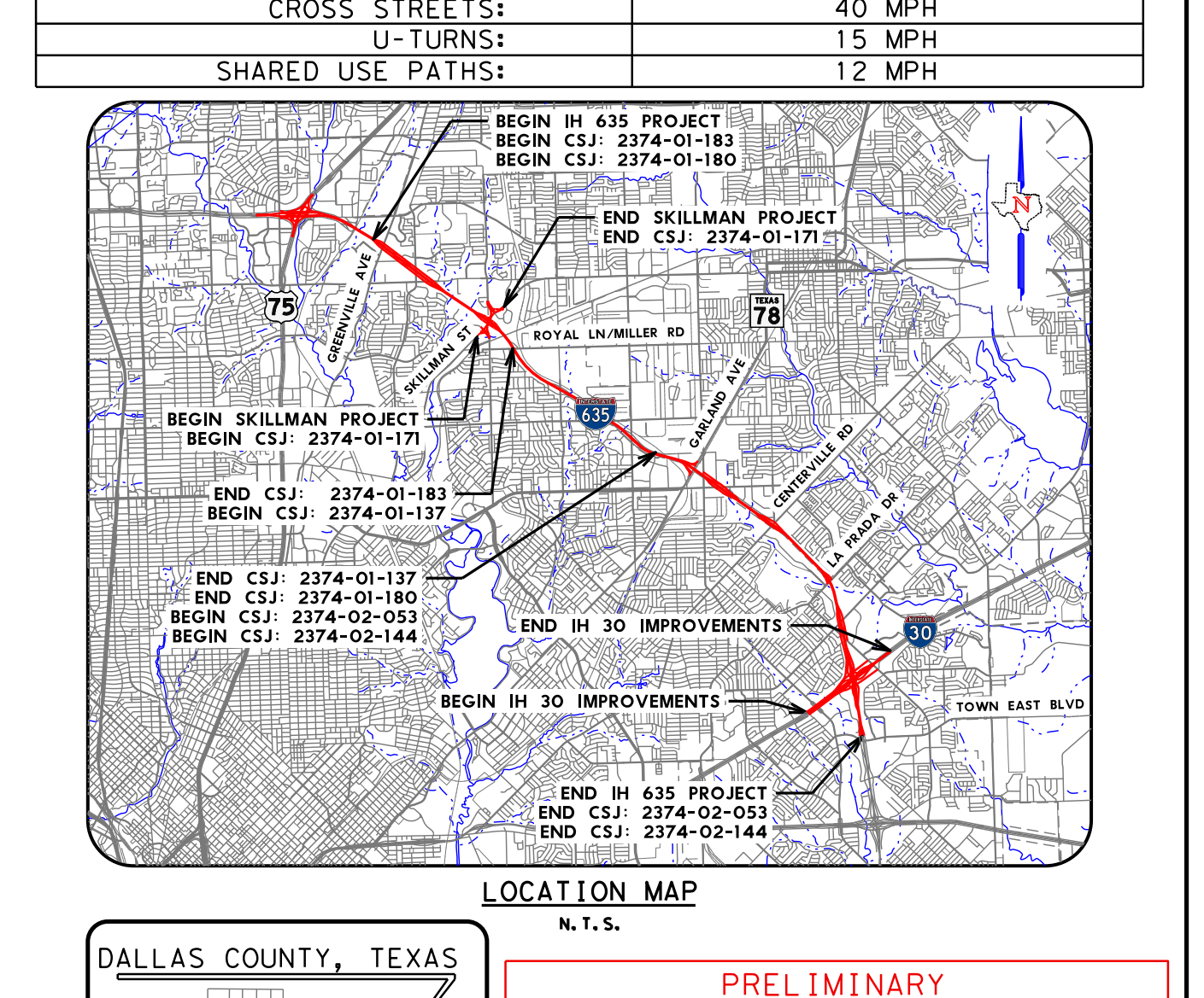
MARCH 14, 2019
ROLL 2 OF 24

ROADWAY PLAN & PROFILE-VOL 1.C.01

CONCEPT PLANS

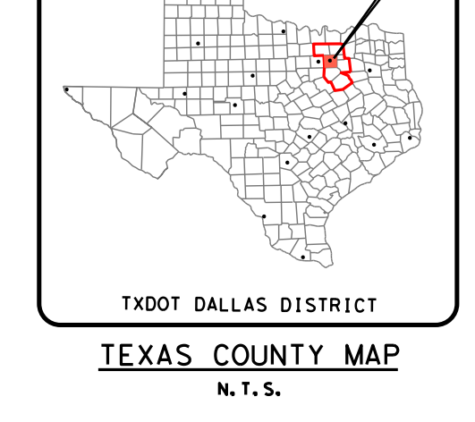
	IH 635		IH 30	
LIMITS:	E. OF US 75 TO S. OF IH 30		W. OF GUS THOMASSON RD TO E. OF GALLOWAY AVE	
LENGTH:	11.2 MILES		2.1 MILES	
FUNCTIONAL CLASS:	URBAN INTERSTATE		URBAN INTERSTATE	
AVERAGE DAILY TRAFFIC:	2374-01-183	263,250 (2022)	353,550 (2042)	
	2374-01-137	224,200 (2022)	301,850 (2042)	
	2374-02-053	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
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
TOWN EAST BLVD
END IH 635 PROJECT
END CSJ: 2374-02-053
END CSJ: 2374-02-144
75
78
635
30
LA PRADA DR
CENTERVILLE RD
OATES DR

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
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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
- 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
- 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

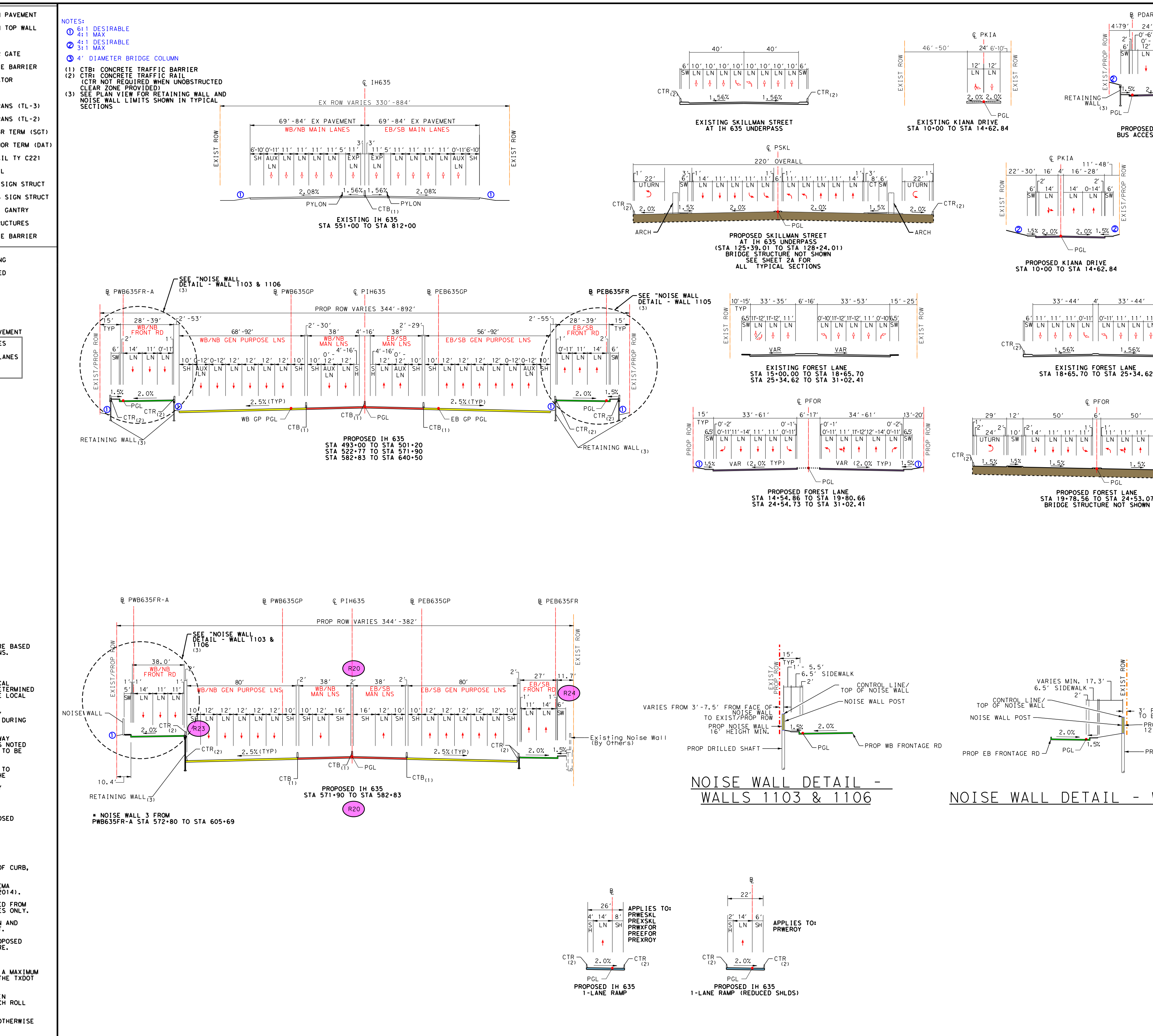
EX = EXISTING
PR = PROPOSED

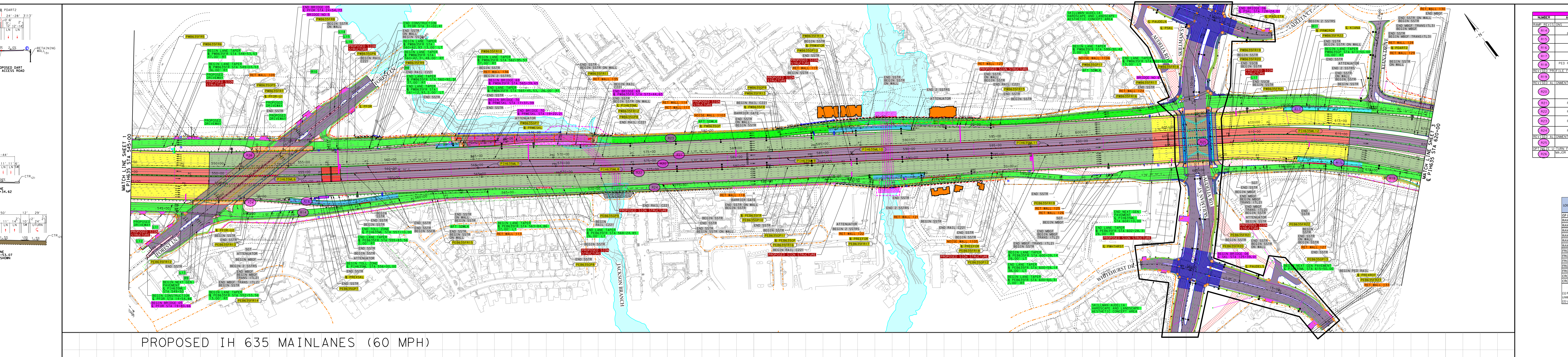
NEXT GENERATION PAVEMENT
- MAIN LANES
- MANAGED LANES
- RAMP

GENERAL NOTES:

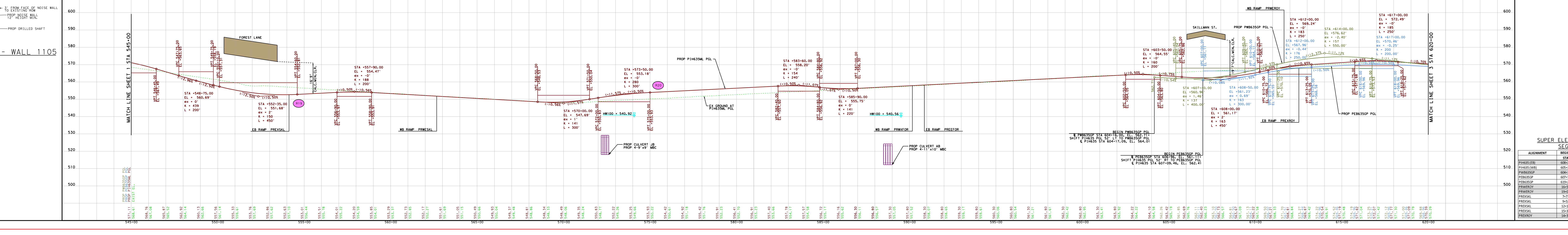
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED JANUARY 21, 2013 AND RECORD PLANS.
2. TRAFFIC VOLUMES AND METHODOLOGY APPROVED BY TP&P ON OCTOBER 12, 2016.
3. MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS 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


EXISTING IH 635
STA 551+00 TO STA 812+00
EX ROW VARIES 330′-884′
69′-84′ EX PAVEMENT
WB/NB MAIN LANES
EB/SB MAIN LANES
PYLON
EXISTING SKILLMAN STREET
AT IH 635 UNDERPASS
EXISTING KIANA DRIVE
STA 10+00 TO STA 14+62.84
PROPOSED DART BUS ACCESS ROAD
PROPOSED SKILLMAN STREET
AT IH 635 UNDERPASS
(STA 125+39.01 TO STA 128+24.01)
BRIDGE STRUCTURE NOT SHOWN
SEE SHEET 2A FOR ALL TYPICAL SECTIONS
220′ OVERALL
ARCH
PROPOSED KIANA DRIVE
STA 10+00 TO STA 14+62.84
PROPOSED IH 635
STA 493+00 TO STA 501+20
STA 522+77 TO STA 571+90
STA 582+83 TO STA 640+50
PROP ROW VARIES 344′-892′
WB/NB GEN PURPOSE LNS
WB/NB MAN LNS
EB/SB MAN LNS
EB/SB GEN PURPOSE LNS
WB/NB FRONT RD
EB/SB FRONT RD
WB GP PGL
EB GP PGL
RETAINING WALL
SEE "NOISE WALL DETAIL - WALL 1103 & 1106"
SEE "NOISE WALL DETAIL - WALL 1105"
EXISTING FOREST LANE
STA 15+00.00 TO STA 18+65.70
STA 25+34.62 TO STA 31+02.41
EXISTING FOREST LANE
STA 18+65.70 TO STA 25+34.62
PROPOSED FOREST LANE
STA 14+54.86 TO STA 19+80.66
STA 24+54.73 TO STA 31+02.41
PROPOSED FOREST LANE
STA 19+78.56 TO STA 24+53.07
BRIDGE STRUCTURE NOT SHOWN
PROPOSED IH 635
STA 571+90 TO STA 582+83
PROP ROW VARIES 344′-382′
* NOISE WALL 3 FROM PWB635FR-A STA 572+80 TO STA 605+69
Existing Noise Wall (By Others)
NOISE WALL DETAIL - WALLS 1103 & 1106
NOISE WALL DETAIL - WALL 1105
VARIES FROM 3′-7.5′ FROM FACE OF NOISE WALL TO EXIST/PROP ROW
PROP NOISE WALL 16′ HEIGHT MIN.
PROP DRILLED SHAFT
PROP WB FRONTAGE RD
PROP EB FRONTAGE RD
PROP NOISE WALL 12′ HEIGHT MIN.
3′ FROM FACE OF NOISE WALL TO EXISTING ROW
CONTROL LINE/TOP OF NOISE WALL
NOISE WALL POST
6.5′ SIDEWALK
APPLIES TO: PRWESKL PREXSKL PRWXFOR PREEFOR PREXROY
APPLIES TO: PRWEROY
PROPOSED IH 635 1-LANE RAMP
PROPOSED IH 635 1-LANE RAMP (REDUCED SHLDS)


MATCH LINE SHEET 1
℄ PIH635 STA 545+00
MATCH LINE SHEET 3
℄ PIH635 STA 620+00
FOREST LN
JACKSON BRANCH
SKILLMAN ST
AUDELIA RD
WHITEHURST DR
KIANA DRIVE
ADLETA CT
SKILLMAN-AUDELIA HARDSCAPE AND LANDSCAPE AESTHETIC CONCEPT AREA
PIH635ML6
PIH635ML7
PIH635ML8
PIH635ML10
PIH635ML11
PIH635ML12
R14
R15
R16
R17
R18
R19
R20
R21
R22
R23
R24
R25
R26
END BRIDGE 05
BRIDGE NO 5
BEGIN BRIDGE 06
END BRIDGE 06
BEGIN NEXT GEN PAVEMENT
BEGIN CONSTRUCTION
BEGIN TOLL ZONE
END TOLL ZONE
NOISE WALL 1103
NOISE WALL 1105
NOISE WALL 1106
PROPOSED SIGN STRUCTURE
PROPOSED DRIVEWAY
ATTENUATOR
BARRIER GATE

PROPOSED IH 635 MAINLANES (60 MPH)



OPTIMIZATIONS SEGMENT 1

LIST OF OPTIMIZATIONS					
NUMBER	ALIGNMENT	LIMITS			DESCRIPTION AND BENEFITS
		TYPE	FROM	TO	
RAMP REVISIONS					
R14	PEB635FR	PLAN	550+00	559+50	MODIFIED THE ALIGNMENT DUE TO REVISED ALIGNMENT OF PREXROY.
R15	PREXROY	PLAN	BEGIN	END	REVISED ALIGNMENT TO SHIFT GORE EAST AND OPTIMIZE THE STRUCTURE AREA OF BRIDGE 06.
R16	PREXSKL	PLAN	BEGIN	END	REVISED THE RAMP ALIGNMENT BY SHIFTING THE GORE EAST TO OPTIMIZE THE STRUCTURE AREA OF BRIDGE 05.
R17	PRWEROY	PLAN	BEGIN	END	REVISED ALIGNMENT TO SHIFT GORE EAST AND OPTIMIZE THE STRUCTURE AREA OF BRIDGE 06.
R18	PED PATH TO DART BRIDGE	PLAN	BEGIN	END	REVISED ALIGNMENT AND PROFILE TO OPTIMIZE WALL LENGTH.
REVISED PROFILE FOR RETAINING WALL REDUCTION					
R19	PIH635	PROF	549+75	559+00	REVISED PROFILE TO OPTIMIZE EARTHWORK, OPTIMIZE RETAINING WALL, AND ACHIEVE VERTICAL CLEARANCE
REVISED ALIGNMENTS TO ELIMINATE CANTILIVER OF WB635FR OVER WBGPL					
R20	PIH635	PLAN & PROF & TYP	565+00	587+00	REDUCED PIH635 CENTER MEDIAN FROM 4′ TO 2′ WIDE AND REALIGNED THE BASELINE. RAISED PROFILE TO OPTIMIZE EARTHWORK AND RETAINING WALLS. CREATES SPACE REQUIRED FOR CANTILEVER ELIMINATION.
R21	PWB635GP	PLAN	565+00	587+00	SHIFTED ALIGNMENT CLOSER TO MANAGED LANES. ELIMINATES CANTILEVER OVERHANG BELOW PWB635FR.
R22	PEB635GP	PLAN	565+00	587+00	SHIFTED ALIGNMENT CLOSER TO MANAGED LANES. CREATES SPACE REQUIRED FOR CANTILEVER ELIMINATION.
R23	PWB635FR	PLAN & TYP	559+00	584+50	SHIFTED ALIGNMENT CLOSER TO ROW. REDUCED BORDER WIDTH. ELIMINATES CANTILEVER OVERHANG ABOVE WBGP LANES.
R24	PEB635FR	PLAN & TYP	559+00	584+50	SHIFTED ALIGNMENT CLOSER TO ROW. REDUCED BORDER WIDTH.
REVISED ALIGNMENT OF SKILLMAN CROSS STREET					
R25	PSKL	PLAN	BEGIN	END	REVISED ALIGNMENT TO CROSS PIH635 AT 90 DEGREES. SIMPLIFIES BRIDGE CONSTRUCTION AND DETAILING.
OPTIMIZE U-TURN FOR WB-62 TRUCK MOVEMENT					
R26	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	545+00 TO 620+00	13"	1"	6"	6"	0"
RAMP	PRWESKL	ALL	11"	1"	6"	6"	0"
RAMP	PREXSKL	ALL	12"	1"	6"	6"	0"
RAMP	PRWXFOR	ALL	11"	1"	6"	6"	0"
RAMP	PREEFOR	ALL	12"	1"	6"	6"	0"
RAMP	PREXROY	ALL	11"	1"	6"	6"	0"
RAMP	PREWEROY	ALL	11"	1"	6"	6"	0"
FRONTAGE	PEB635FR	543+11 TO 548+07	11"	1"	6"	6"	0"
FRONTAGE	PEB635FR	548+07 TO 604+40	12"	1"	6"	6"	0"
FRONTAGE	PEB635FR	605+72 TO 617+91	12"	1"	6"	6"	0"
FRONTAGE	PWB635FR	546+71 TO 607+68	11"	1"	6"	6"	0"
FRONTAGE	PWB635FR	608+96 TO 622+16	11"	1"	6"	6"	0"
CROSS ST	PFOR	ALL	11"	1"	6"	6"	0"
CROSS ST	KIANA	ALL	9"	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)

CURVE DATA SEGMENT 1

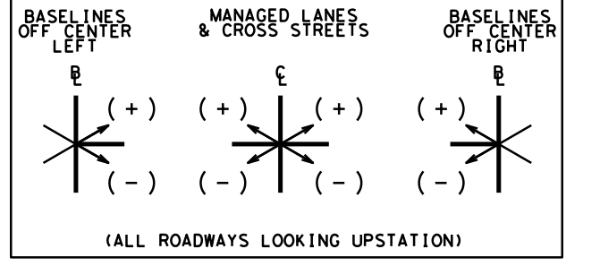
Curve Number	Radius (FT)	Requires Superelevation?	PI Station	PC Station	PT Station	Length (FT)	Tangent (FT)	Delta	Back Tangent Direction	Ahead Tangent Direction
MANAGED LANES AND GENERAL PURPOSE MAINLANES (60 MPH DESIGN SPEED)										
PIH635ML6	12000.00	NO	552+19.23	548+41.23	555+96.97	755.74	377.99	3° 36' 30.16"	S 52° 1' 33.72" E	S 55° 38' 3.88" E
PIH635ML7	12000.00	NO	567+29.85	565+05.31	569+54.34	449.02	224.54	2° 8' 38.17"	S 55° 38' 3.88" E	S 53° 29' 25.71" E
PIH635ML8	12000.00	NO	571+78.88	569+54.34	574+03.36	449.02	224.54	2° 8' 38.17"	S 53° 29' 25.71" E	S 55° 38' 3.88" E
PIH635ML9	12000.00	NO	583+14.01	581+94.00	584+34.00	240.00	120.01	1° 8' 45.36"	S 55° 38' 3.88" E	S 56° 46' 49.24" E
PIH635ML10	12000.00	NO	585+54.01	584+34.00	586+74.01	240.00	120.01	1° 8' 45.36"	S 56° 46' 49.24" E	S 55° 38' 3.88" E
PIH635ML11	12000.00	NO	597+94.67	597+04.25	598+85.08	180.83	90.42	0° 51' 48.32"	S 55° 38' 3.88" E	S 56° 29' 52.20" E
PIH635ML12	4850.00	YES	620+05.11	608+51.41	631+16.71	2265.30	1153.70	26° 45' 40.73"	S 56° 29' 52.20" E	S 29° 44' 11.47" E
PWB635GP5	8952.00	NO	549+70.88	548+02.12	551+39.59	337.47	168.76	2° 9' 35.77"	S 52° 1' 33.72" E	S 54° 11' 9.49" E
PWB635GP6	9000.00	NO	557+52.63	556+38.86	558+66.38	227.52	113.77	1° 26' 54.40"	S 54° 11' 9.49" E	S 55° 38' 3.88" E
PWB635GP7	12000.00	NO	567+11.62	564+80.24	569+42.93	462.69	231.37	2° 12' 33.04"	S 55° 38' 3.88" E	S 53° 25' 30.84" E
PWB635GP8	11949.00	NO	571+73.32	569+42.93	574+03.66	460.72	230.39	2° 12' 33.04"	S 53° 25' 30.84" E	S 55° 38' 3.88" E
PWB635GP9	11949.00	NO	583+25.79	581+94.29	584+57.28	262.98	131.5	1° 15' 39.61"	S 55° 38' 3.88" E	S 56° 53' 43.49" E
PWB635GP10	12000.00	NO	585+89.33	584+57.28	587+21.38	264.1	132.06	1° 15' 39.61"	S 56° 53' 43.49" E	S 55° 38' 3.88" E
PWB635GP11	11948.00	NO	597+94.58	597+04.55	598+84.60	180.05	90.03	0° 51' 48.32"	S 55° 38' 3.88" E	S 56° 29' 52.20" E
PEB635GP7	12054.00	NO	551+81.34	547+92.01	555+70.40	778.39	389.33	3° 41' 59.65"	S 52° 1' 33.72" E	S 55° 43' 33.37" E
PEB635GP8	12000.00	NO	567+35.23	565+11.25	569+59.16	447.9	223.98	2° 8' 18.91"	S 55° 43' 33.37" E	S 53° 35' 14.46" E
PEB635GP9	12027.19	NO	571+74.03	569+59.16	573+88.86	429.71	214.88	2° 2' 49.42"	S 53° 35' 14.46" E	S 55° 38' 3.88" E
PEB635GP10	12051.00	NO	582+87.04	581+79.93	583+94.15	214.22	107.11	1° 1' 6.66"	S 55° 38' 3.88" E	S 56° 39' 10.54" E
PEB635GP11	12000.00	NO	585+00.81	583+94.15	586+07.47	213.32	106.66	1° 1' 6.66"	S 56° 39' 10.54" E	S 55° 38' 3.88" E
PEB635GP12	12052.00	NO	597+80.97	596+90.16	598+71.78	181.62	90.81	0° 51' 48.32"	S 55° 38' 3.88" E	S 56° 29' 52.20" E
PEB635GP13	3950.00	YES	614+00.25	608+56.29	619+37.41	1081.12	543.96	15° 40' 54.99"	S 56° 29' 52.20" E	S 40° 48' 57.21" E
RAMPS AND DIRECT CONNECTORS (40 MPH DESIGN SPEED)										
PREXSKL1	1440.00	YES	9+40.68	8+81.28	10+00.00	118.72	59.39	4° 43' 24.69"	S 53° 33' 13.02" E	S 48° 49' 48.33" E
PREXSKL2	995.00	YES	14+43.38	13+33.17	15+52.69	219.52	110.21	12° 38' 26.33"	S 48° 49' 48.33" E	S 61° 28' 14.66" E
PREXSKL3	3770.00	NO	19+17.65	16+70.51	21+64.09	493.58	247.14	7° 30' 4.89"	S 61° 28' 14.66" E	S 53° 58' 9.77" E
PREXSKL4	5230.00	NO	22+40.09	21+64.09	23+16.07	151.99	76.00	1° 39' 54.11"	S 53° 58' 9.77" E	S 55° 38' 3.88" E
PRWESKL1	3800.00	NO	11+56.05	10+00.00	13+11.93	311.93	156.05	4° 42' 11.41"	S 54° 28' 52.39" E	S 59° 11' 3.80" E
PRWESKL2	5300.00	NO	14+76.17	13+11.93	16+40.31	328.38	164.24	3° 32' 59.92"	S 59° 11' 3.80" E	S 55° 38' 3.88" E
PRWESKL3	3770.00	NO	19+27.33	18+64.62	19+90.02	125.40	62.71	1° 54' 20.86"	S 55° 38' 3.88" E	S 57° 32' 24.74" E
PRWESKL4	5230.00	NO	21+48.21	19+90.02	23+06.30	316.28	158.19	3° 27' 53.69"	S 57° 32' 24.74" E	S 54° 4' 31.05" E
PRWXFOR1	5230.00	NO	10+29.06	8+69.02	11+88.99	319.96	160.03	3° 30' 18.93"	S 59° 58' 57.25" E	S 56° 28' 38.32" E
PRWXFOR2	5300.00	NO	15+74.58	13+33.76	18+15.08	481.33	240.83	5° 12' 12.19"	S 56° 28' 38.32" E	S 51° 16' 26.13" E
PRWXFOR3	3800.00	NO	19+59.75	18+15.08	21+04.28	289.20	144.67	4° 21' 37.75"	S 51° 16' 26.13" E	S 55° 38' 3.88" E
PREEFOR1	3770.00	NO	10+18.63	9+68.47	10+68.78	100.31	50.16	1° 31' 28.22"	S 55° 38' 3.88" E	S 54° 6' 35.67" E
PREEFOR2	5230.00	NO	11+34.66	10+68.78	12+00.52	131.74	65.88	1° 26' 35.80"	S 54° 6' 35.67" E	S 55° 33' 11.47" E
PREEFOR3	5300.00	NO	16+23.82	14+47.22	18+00.29	353.07	176.60	3° 49' 0.90"	S 55° 33' 11.47" E	S 59° 22' 12.37" E
PREEFOR4	3800.00	NO	19+24.22	18+00.29	20+48.05	247.76	123.92	3° 44' 8.49"	S 59° 22' 12.37" E	S 55° 38' 3.88" E
PRWEROY1	5230.00	NO	11+91.16	10+00.00	13+82.15	382.15	191.16	4° 11' 11.47"	S 56° 29' 52.20" E	S 60° 41' 3.66" E
PRWEROY2	1590.00	YES	15+09.63	13+82.15	16+36.57	254.42	127.48	9° 10' 4.79"	S 60° 41' 3.66" E	S 51° 30' 58.87" E
PRWEROY3	1050.00	NO	22+39.07	21+61.72	23+16.15	154.43	77.35	8° 25' 36.17"	S 50° 13' 38.31" E	S 41° 48' 2.14" E
PREXROY1	1740.00	YES	11+04.52	10+00.00	12+08.79	208.79	104.52	6° 52' 30.90"	S 56° 29' 52.20" E	S 49° 37' 21.30" E
PREXROY2	3770.00	NO	18+23.50	15+75.02	20+71.25	496.23	248.47	7° 32' 29.83"	S 49° 37' 21.30" E	S 42° 4' 51.47" E
PREXROY3	5230.00	NO	21+11.51	20+71.25	21+51.77	80.52	40.26	0° 52' 55.72"	S 42° 4' 51.47" E	S 42° 57' 47.20" E
FRONTAGE ROADS (40 MPH DESIGN SPEED)										
PEB635FR12	2000.00	NO	547+04.33	545+80.98	548+27.36	246.38	123.34	7° 3' 29.29"	S 52° 7' 2.14" E	S 45° 3' 32.86" E
PEB635FR13	1000.00	NO	549+22.01	548+27.36	550+16.10	188.74	94.65	10° 48' 50.25"	S 45° 3' 32.86" E	S 55° 52' 23.10" E
PEB635FR14	4000.00	NO	554+42.05	552+55.03	556+28.81	373.78	187.03	5° 21' 14.43"	S 55° 52' 23.10" E	S 61° 13' 37.53" E
PEB635FR15	2000.00	NO	560+52.45	559+54.77	561+49.99	195.22	97.69	5° 35' 33.65"	S 61° 13' 37.53" E	S 55° 38' 3.88" E
PEB635FR16	800.00	NO	583+99.38	583+48.87	584+49.76	100.89	50.51	7° 13' 31.31"	S 55° 38' 3.88" E	S 48° 24' 32.57" E
PEB635FR17	800.00	NO	586+75.69	586+12.71	587+38.41	125.70	62.98	9° 0' 8.97"	S 48° 24' 32.57" E	S 57° 24' 41.54" E
PEB635FR18	1000.00	NO	594+39.50	593+64.37	595+14.34	149.97	75.12	8° 35' 32.54"	S 57° 24' 41.54" E	S 48° 49' 9.00" E
PEB635FR19	1000.00	NO	597+74.88	597+07.77	598+41.79	134.02	67.11	7° 40' 43.21"	S 48° 49' 9.00" E	S 56° 29' 52.20" E
PEB635FR20	3000.00	NO	606+44.20	606+18.22	606+70.18	51.96	25.98	0° 59' 32.41"	S 56° 29' 52.20" E	S 57° 29' 24.61" E
PEB635FR21	1500.00	NO	606+94.42	606+70.18	607+18.65	48.47	24.24	1° 51' 4.92"	S 57° 29' 24.61" E	S 55° 38' 19.69" E
PEB635FR22	950.00	NO	611+72.18	611+08.39	612+35.78	127.39	63.79	7° 40' 58.23"	S 55° 38' 19.69" E	S 47° 57' 21.46" E
PEB635FR23	3200.00	NO	619+66.65	615+02.94	624+23.96	921.02	463.71	16° 29' 26.71"	S 47° 57' 21.46" E	S 31° 27' 54.75" 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
PWB635FR6	3000.00	NO	547+83.60	547+13.65	548+53.53	139.88	69.95	2° 40' 17.35"	S 55° 49' 9.47" E	S 53° 8' 52.12" E
PWB635FR7	2000.00	NO	553+80.83	552+94.05	554+67.50	173.45	86.78	4° 58' 7.99"	S 53° 8' 52.12" E	S 48° 10' 44.13" E
PWB635FR8	2000.00	NO	555+83.66	554+67.50	556+99.55	232.05	116.15	6° 38' 51.77"	S 48° 10' 44.13" E	S 54° 49' 35.89" E
PWB635FR9	1014.00	NO	560+85.17	560+62.93	561+07.41	44.49	22.25	2° 30' 49.65"	S 54° 49' 35.89" E	S 57° 20' 25.54" E
PWB635FR10	1300.00	NO	563+20.81	562+83.75	563+57.84	74.08	37.05	3° 15' 54.49"	S 57° 20' 25.54" E	S 54° 4' 31.05" E
PWB635FR11	2000.00	NO	572+44.86	571+53.46	573+36.13	182.67	91.4	5° 13' 58.94"	S 54° 4' 31.05" E	S 48° 50' 32.11" E
PWB635FR12	2000.00	NO	574+54.81	573+36.13	575+73.22	237.09	118.68	6° 47' 31.78"	S 48° 50' 32.11" E	S 55° 38' 3.88" E
PWB635FR13	1000.00	NO	583+88.62	583+44.16	584+33.01	88.85	44.45	5° 5' 26.88"	S 55° 38' 3.88" E	S 60° 43' 30.76" E
PWB635FR14	3280.00	NO	589+06.30	586+74.98	591+36.86	461.87	231.32	8° 4' 5.18"	S 60° 43' 30.76" E	S 52° 39' 25.59" E
PWB635FR15	4500.00	NO	597+28.10	595+37.67	599+18.31	380.64	190.43	4° 50' 47.30"	S 52° 39' 25.59" E	S 57° 30' 12.89" E
PWB635FR16	611.00	NO	605+45.23	605+08.73	605+81.64	72.91	36.5	6° 50' 14.38"	S 57° 30' 12.89" E	S 64° 20' 27.27" E
PWB635FR17	1000.00	NO	606+83.67	606+48.72	607+18.59	69.87	34.95	4° 0' 11.38"	S 64° 20' 27.27" E	S 68° 20' 38.64" E
PWB635FR18	1000.22	NO	608+18.33	607+18.59	609+17.42	198.83	99.74	11° 23' 21.88"	S 68° 20' 38.64" E	S 56° 57' 16.76" E
PWB635FR19	1999.28	NO	609+77.41	609+17.42	610+37.37	119.96	60	3° 26' 15.89"	S 56° 57' 16.76" E	S 53° 31' 0.87" E
PWB635FR20	1000.72	NO	610+67.26	610+37.37	610+97.13	59.75	29.88	3° 25' 15.84"	S 53° 31' 0.87" E	S 50° 5' 45.04" E
PWB635FR21	1000.00	NO	611+93.98	611+43.17	612+44.69	101.52	50.8	5° 48' 59.47"	S 50° 5' 45.04" E	S 55° 54' 44.51" E
PWB635FR22	3800.00	NO	617+81.10	612+44.69	623+10.46	1065.77	536.4	16° 4' 10.04"	S 55° 54' 44.51" E	S 39° 50' 34.47" E
CROSS STREETS (30 MPH DESIGN SPEED)										
PKIA-1	1000	NO	12+90.75	12+53.00	13+28.47	75.48	37.76	4° 19' 28.33"	N 42° 21' 23.09" E	N 46° 40' 51.41" E
UTURNS (15 MPH DESIGN SPEED)										
PFOR-U11	58	NO	14+83.92	14+44.76	15+13.66	68.9	39.17	68° 3' 41.17"	N 88° 44' 7.18" E	N 20° 40' 26.01" E
PFOR-U21	58	NO	10+38.50	10+00.00	10+67.98	67.98	38.5	67° 9' 29.34"	N 21° 34' 37.85" E	N 88° 44' 7.18" E
DART CONNECTION (30 MPH DESIGN SPEED)										
PDART2-1	77.00	NO	10+64.85	10+00.00	11+07.79	107.79	64.85	80° 12' 34.72"	S 42° 21' 23.09" W	S 37° 51' 11.64" E
PDART2-2	1000.00	NO	11+44.18	11+07.79	11+80.54	72.74	36.39	4° 10' 4.19"	S 37° 51' 11.64" E	S 42° 1' 15.82" E
PDART2-3	1492.00	NO	13+86.08	13+63.85	14+08.30	44.45	22.23	1° 42' 25.33"	S 42° 1' 15.82" E	S 43° 43' 41.16" E

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

SUPER ELEVATION TABLE
SEGMENT 1

ALIGNMENT	BEGIN TRANSITION		END TRANSITION	
	STA	e (%)	STA	e (%)
PIH635 (EB)	608+27	-2.50	608+57	-3.10
PIH635 (WB)	605+35	-2.50	609+27	3.10
PWB635GP	604+16	-2.50	612+05	3.40
PEB635GP	607+76	-2.50	608+70	-3.60
PEB635GP	619+24	-3.60	620+18	-2.50
PRWEROY	16+58	-3.80	16+88	-2.00
PRWEROY	19+00	-2.00	19+98	2.00
PREXSKL	7+71	2.50	8+81	4.00
PREXSKL	9+53	4.00	10+98	2.00
PREXSKL	12+13	2.00	13+53	-4.80
PREXSKL	15+33	-4.80	16+73	2.00
PREXROY	14+36	3.60	14+86	2.00

SUPERELEVATION SIGN CONVENTION


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

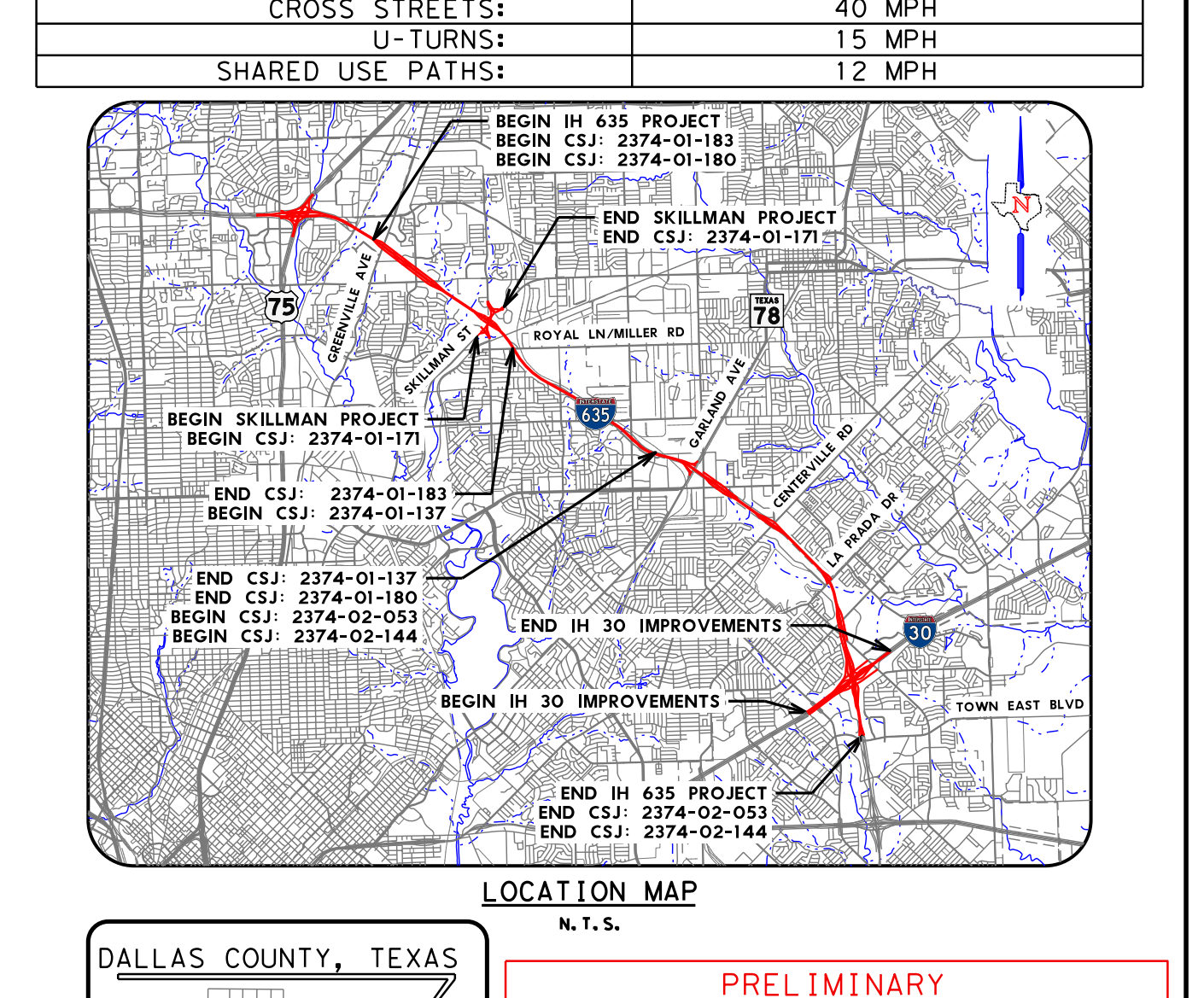
(ALL ROADWAYS LOOKING UPSTATION)

TURN BAY LENGTH MEASUREMENTS

TURN BAY ID	TAPER LENGTH (FT)	LENGTH OF STORAGE LANE (FT)	TOTAL LENGTH (FT)
LEFT TURN BAYS			
L11	50	547	597
L12	50	140	190
L13	50	155	205
L14	50	266	316
L15	50	339	389
L16	50	845	895
L17	50	686	736
RIGHT TURN BAYS			
R8	50	260	310
R9	50	271	321
R10	50	321	371
R11	50	658	708

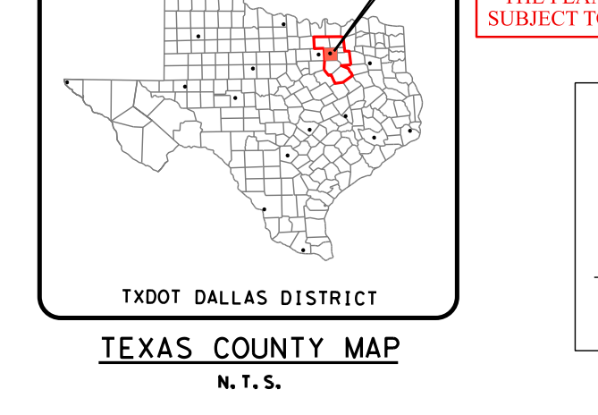
NOTE:
TOTAL LEFT TURN BAY LENGTH IS MEASURED FROM BEGINNING OF TAPER TO END OF MEDIAN NOSE. TOTAL RIGHT TURN BAY LENGTH IS MEASURED FROM BEGINNING OF TAPER TO CURB LINE PROJECTION OF THE INTERSECTING ROAD. STORAGE LANE LENGTHS DO NOT INCLUDE THE AREA BETWEEN FRONTAGE ROADS, UNLESS INDICATED BY A TURN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

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 2 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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SCHEMATIC PREPARED BY:
AECOM TECHNICAL SERVICES
REGISTRATION NUMBER F-3580
LEONIDAS H. COSSYPHAS 102809
3/12/2019
Pegasus Link Constructors, JV
AECOM
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