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

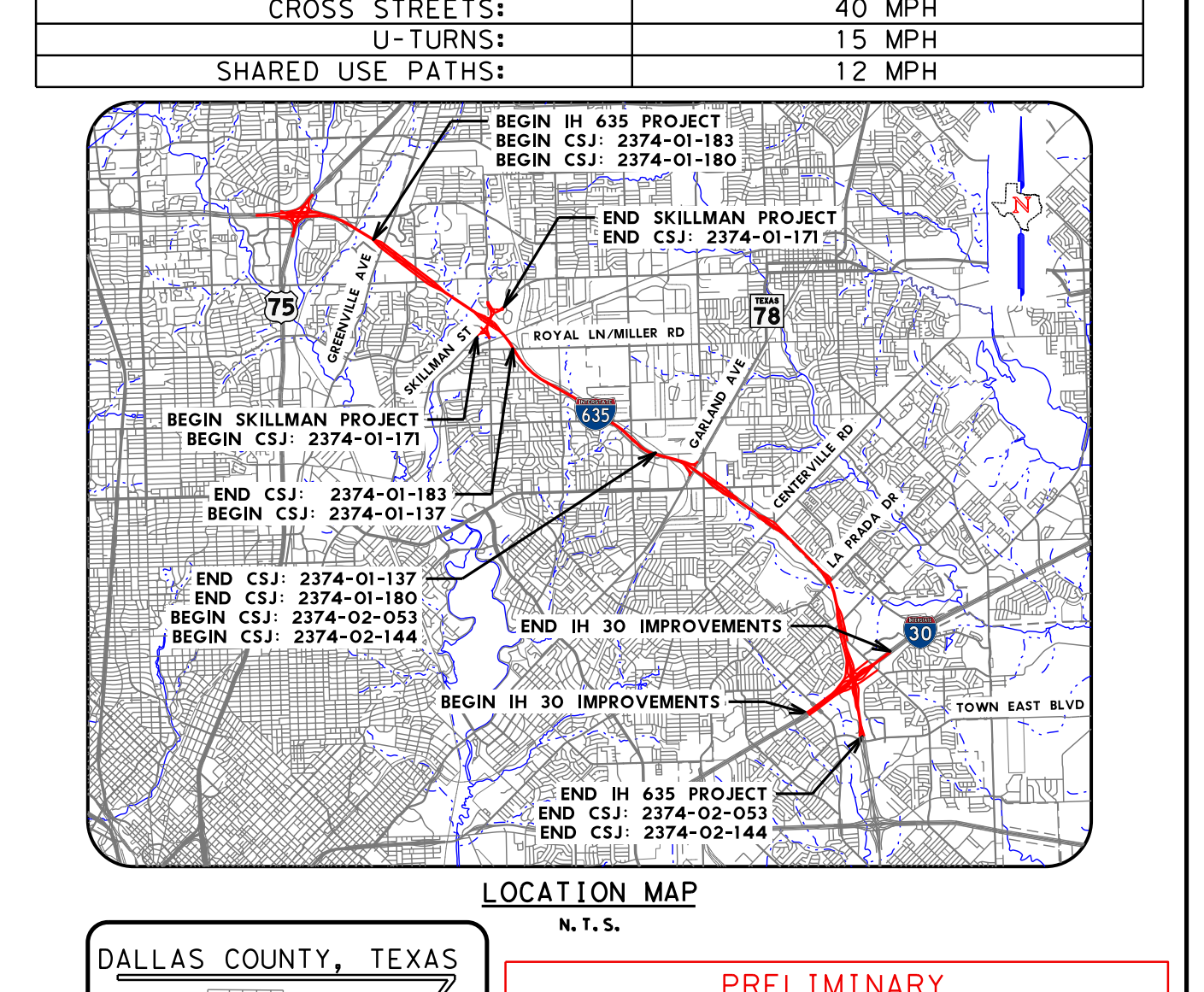
MARCH 14, 2019
ROLL 3 OF 24

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)

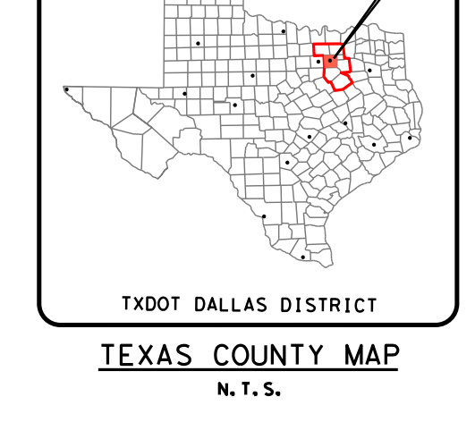
DESIGN SPEED	
GENERAL PURPOSE LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES:	40 MPH
FRONTAGE ROADS CONNECTORS:	30 MPH
LOCAL ACCESS ROADS:	20 MPH
CROSS STREETS:	40 MPH
U-TURNS:	15 MPH
SHARED USE PATHS:	12 MPH



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
GREENVILLE AVE
SKILLMAN
CENTERVILLE RD
LA PRADA DR
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
- 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

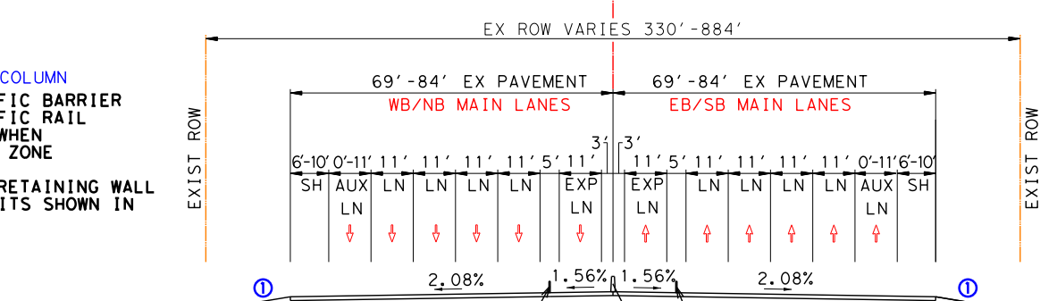
EX = EXISTING
PR = PROPOSED

NEXT GENERATION PAVEMENT
- MAIN LANES
- MANAGED LANES
- RAMP

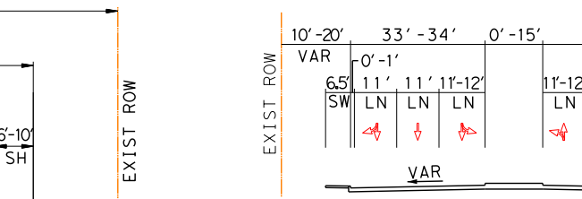
GENERAL NOTES:

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.

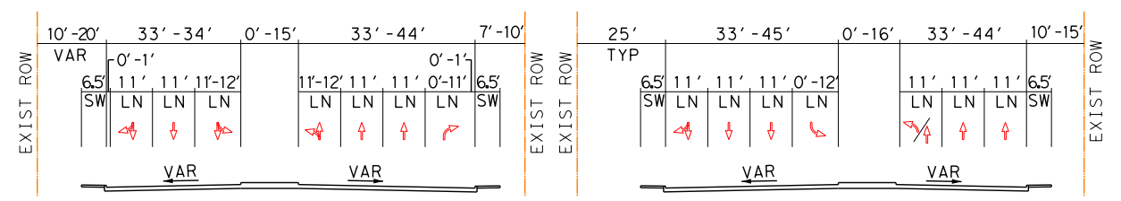
NOTES:
① 6:1 DESIRABLE 4:1 MAX
② 4:1 DESIRABLE 3:1 MAX
③ 4' DIAMETER BRIDGE COLUMN
(1) CTB: CONCRETE TRAFFIC BARRIER
(2) CTR: CONCRETE TRAFFIC RAIL (CTR NOT REQUIRED WHEN UNOBSTRUCTED CLEAR ZONE PROVIDED)
(3) SEE PLAN VIEW FOR RETAINING WALL AND NOISE WALL LIMITS SHOWN IN TYPICAL SECTIONS



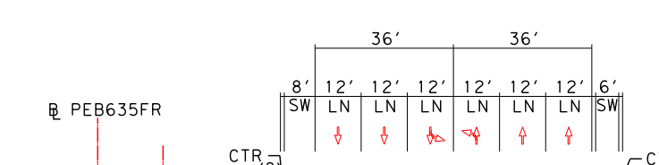
EXISTING IH 635
STA 602+00 TO STA 695+00



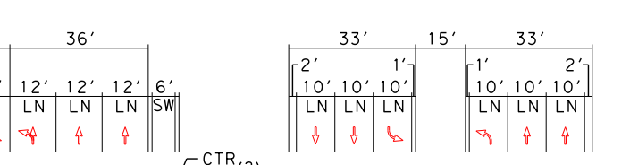
EXISTING ROYAL LANE/MILLER ROAD
STA 12+01.53 TO STA 15+31.92
STA 20+55.18 TO STA 22+10.40



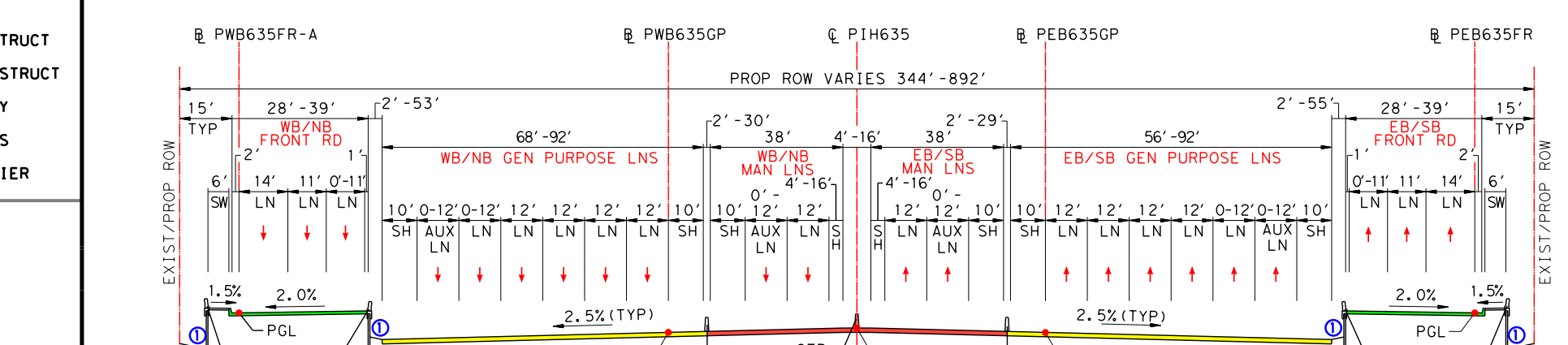
EXISTING PLANO ROAD
STA 13+58.65 TO STA 15+95.38
STA 20+44.61 TO STA 21+50.00



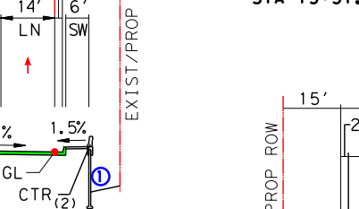
EXISTING ROYAL LANE
STA 15+31.92 TO STA 20+55.18



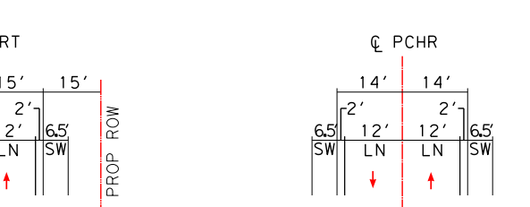
EXISTING PLANO ROAD
STA 16+30.40 TO STA 20+44.61



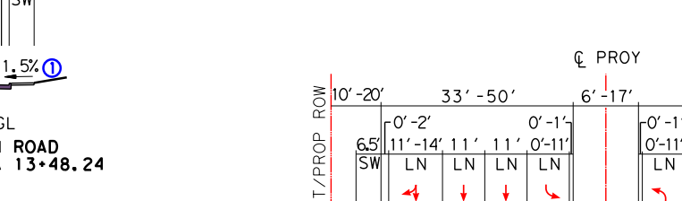
PROPOSED IH 635
STA 493+00 TO STA 501+20
STA 522+77 TO STA 571+90
STA 582+83 TO STA 640+50



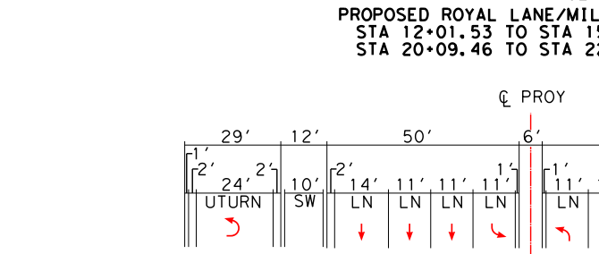
PROPOSED DART CONNECTION
STA 10+00.00 TO STA 11+50.00



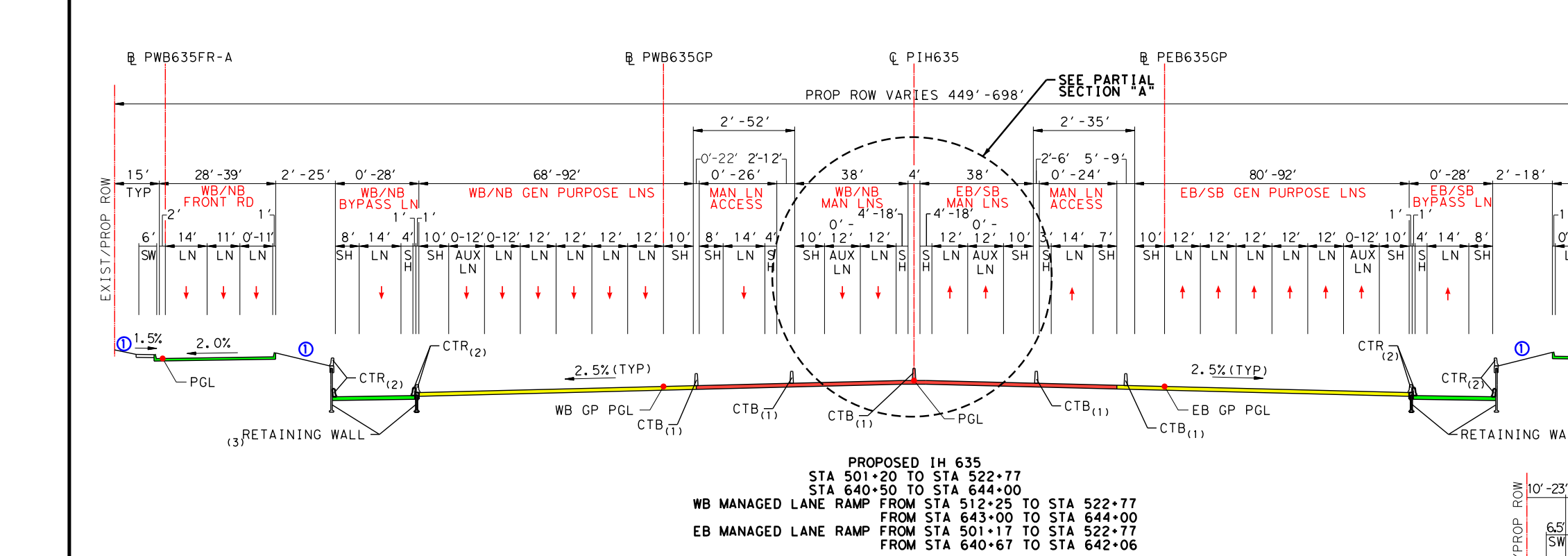
PROPOSED CHURCH ROAD
STA 11+00.00 TO STA 13+48.24



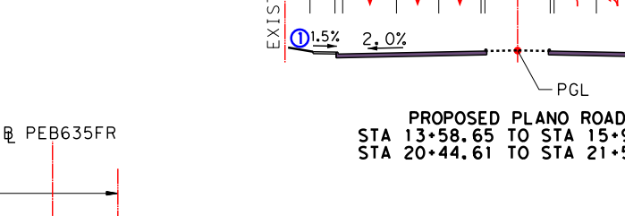
PROPOSED ROYAL LANE/MILLER ROAD
STA 12+01.53 TO STA 15+89.49
STA 20+09.46 TO STA 22+09.33



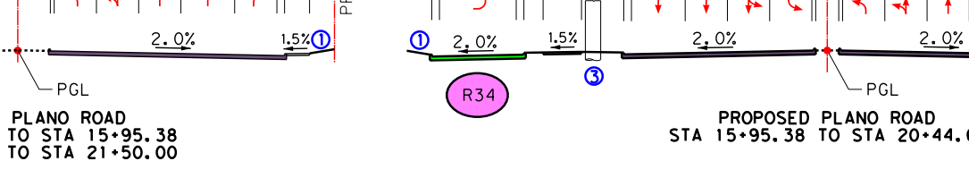
PROPOSED ROYAL LANE/MILLER ROAD
STA 20+09.46 TO STA 22+09.33
BRIDGE STRUCTURE NOT SHOWN



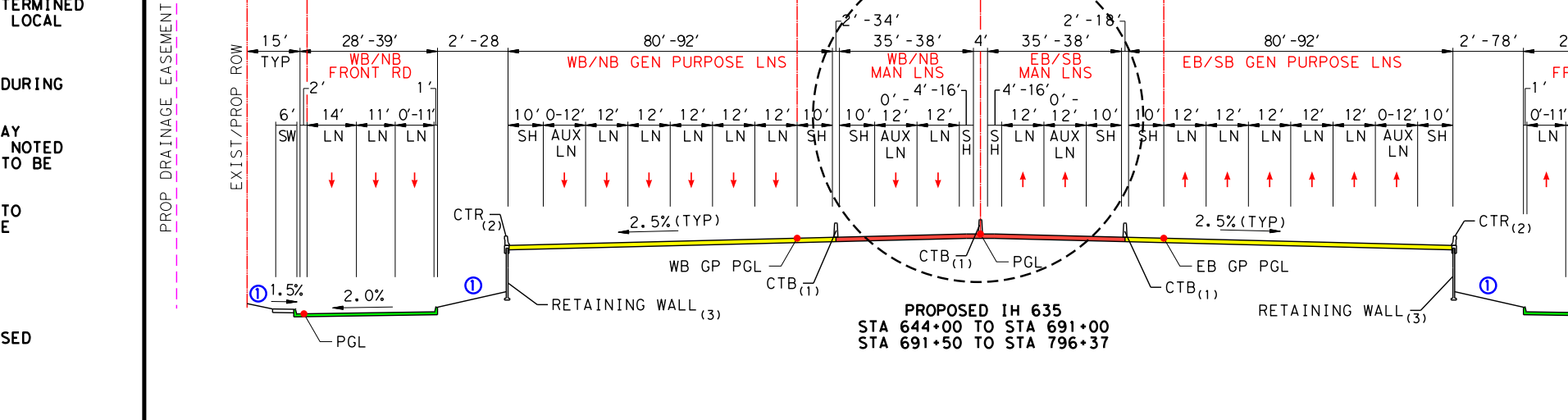
PROPOSED IH 635
STA 501+20 TO STA 522+77
STA 640+50 TO STA 644+00
WB MANAGED LANE RAMP FROM STA 512+25 TO STA 522+77
FROM STA 643+00 TO STA 644+00
EB MANAGED LANE RAMP FROM STA 501+17 TO STA 522+77
FROM STA 640+67 TO STA 642+06



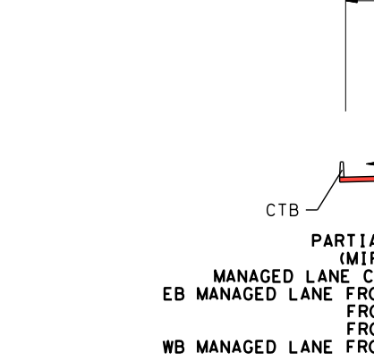
PROPOSED PLANO ROAD
STA 13+58.65 TO STA 15+95.38
STA 20+44.61 TO STA 21+50.00



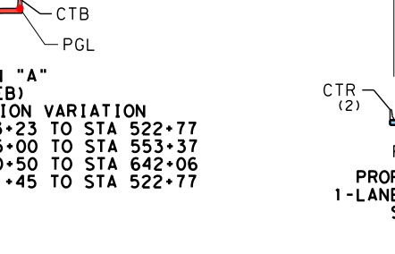
PROPOSED PLANO ROAD
STA 15+95.38 TO STA 20+44.61



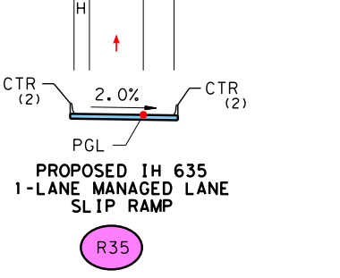
PROPOSED IH 635
STA 644+00 TO STA 691+00
STA 691+50 TO STA 796+37



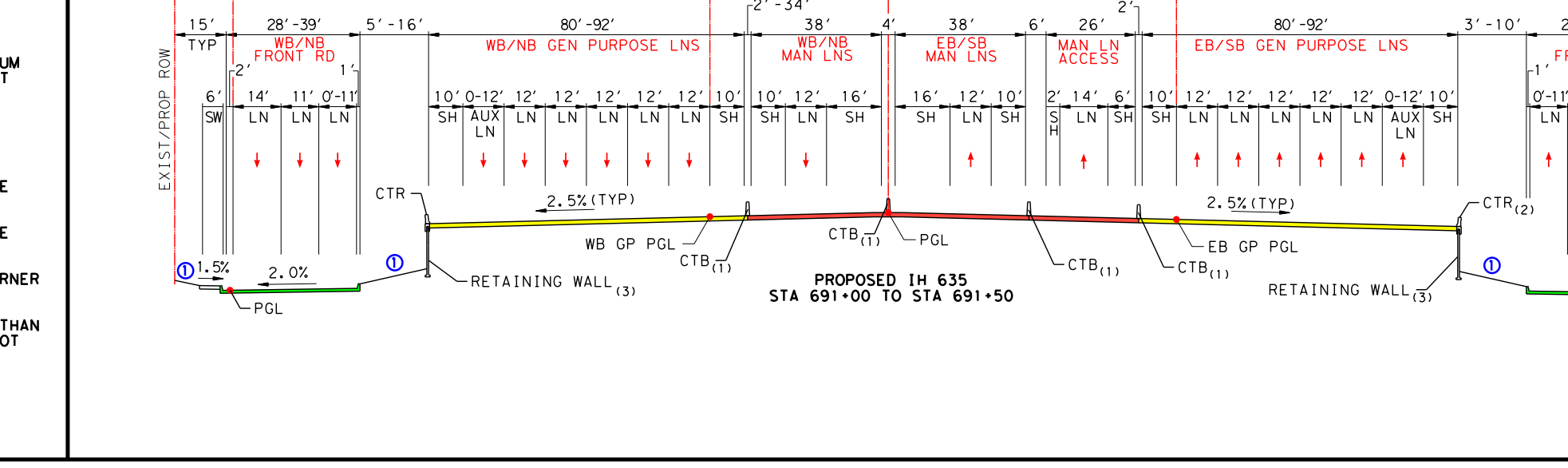
PARTIAL SECTION "A"
(MIRROR FOR EB)
MANAGED LANE CONFIGURATION VARIATION
EB MANAGED LANE FROM STA 513+23 TO STA 522+77
FROM STA 545+00 TO STA 553+37
FROM STA 630+50 TO STA 642+06
WB MANAGED LANE FROM STA 511+45 TO STA 522+77



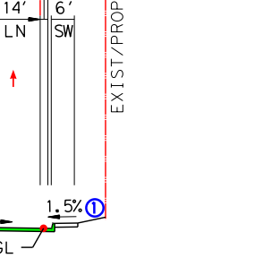
PROPOSED IH 635
1-LANE MANAGED LANE
SLIP RAMP
APPLIES TO: MRWXFOR
R35



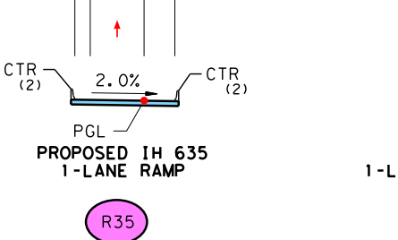
PROPOSED IH 635
1-LANE MANAGED LANE
SLIP RAMP (REDUCED SHLDS)
APPLIES TO: MREEFOR MREXJUP
R35



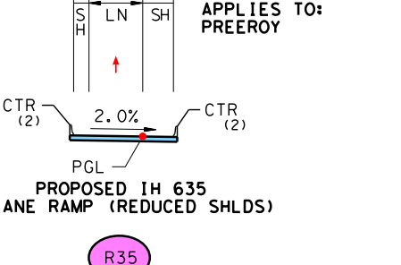
PROPOSED IH 635
STA 691+00 TO STA 691+50



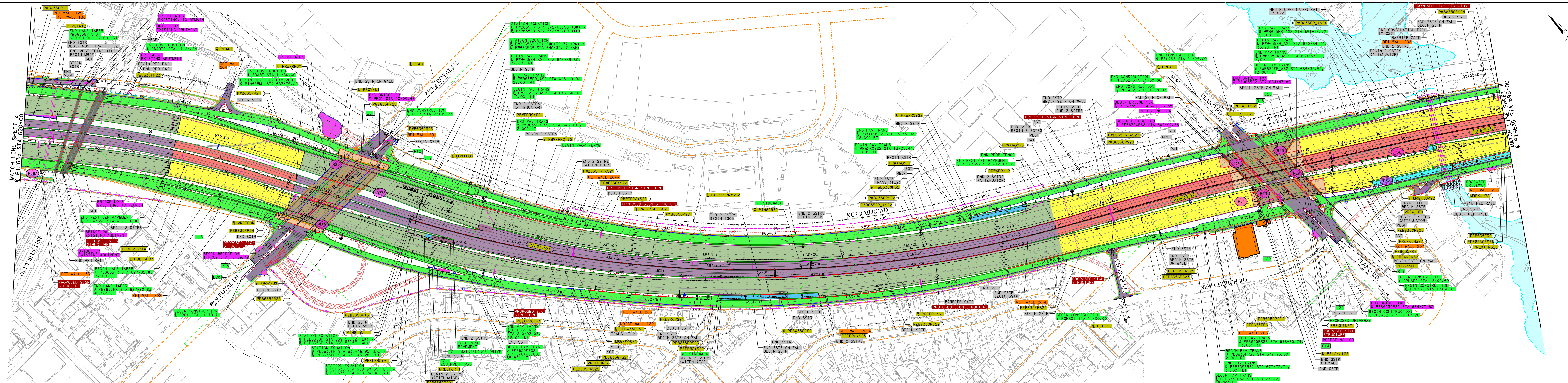
PROPOSED IH 635
1-LANE RAMP
APPLIES TO: PRWXROY PREXKIN
R35



PROPOSED IH 635
1-LANE RAMP (REDUCED SHLDS)
APPLIES TO: PREEROY
R35

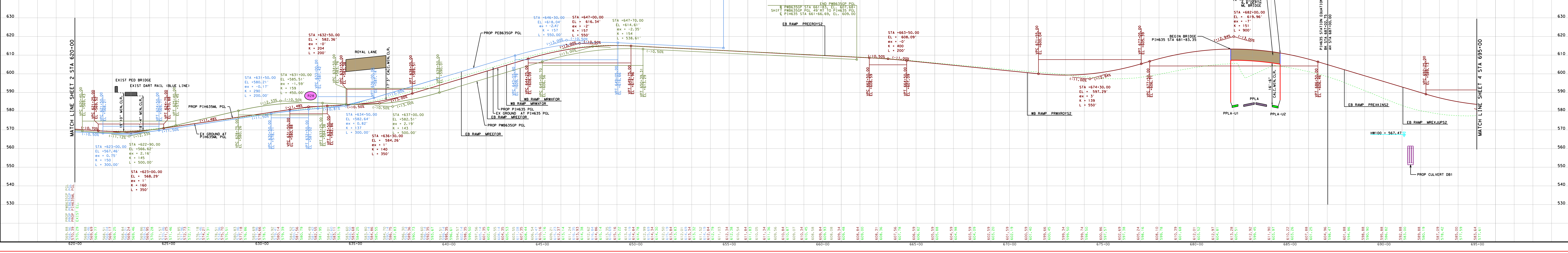


PROPOSED IH 635
1-LANE BYPASS FRONTAGE RD
APPLIES TO: PBWFRROY PBEFRROY
R35



MATCH LINE SHEET 2
℄ PIH635 STA 620+00
MATCH LINE SHEET 4
℄ PIH635 STA 695+00
DART BLUE LINE
ROYAL LN.
KCS RAILROAD
CHURCH ST.
NEW CHURCH RD.
PLANO RD.
SEGMENT 1
SEGMENT 2
STATION EQUATION
℄ PEB635FR STA 637+46.95 (BK) = ℄ PEB635FR STA 637+45.28 (AH)
STATION EQUATION
℄ PIH635 STA 639+99.59 (BK) = ℄ PIH635 STA 640+00.00 (AH)
STATION EQUATION
℄ PWB635FR STA 642+68.95 (BK) = ℄ PWB635FR STA 642+82.09 (AH)
STATION EQUATION
℄ PWB635GP STA 640+39.37 (BK) = ℄ PWB635GP STA 640+39.17 (AH)
END NEXT GEN PAVEMENT ℄ PIH635ML STA 627+50.00
BEGIN NEXT GEN PAVEMENT ℄ PIH635ML STA 633+75.00
END NEXT GEN PAVEMENT ℄ PIH63552 STA 672+17.82
BEGIN CONSTRUCTION ℄ PROY STA 11+79.77
END CONSTRUCTION ℄ PROY STA 22+09.33
END CONSTRUCTION ℄ PDART STA 11+50.00
END CONSTRUCTION ℄ PDART2 STA 17+24.84
BEGIN CONSTRUCTION ℄ PCHRS2 STA 11+00.00
BEGIN CONSTRUCTION ℄ PPLAS2 STA 13+09.60
BEGIN CONSTRUCTION ℄ PPLAS2 STA 13+58.65
END CONSTRUCTION ℄ PPLAS2 STA 21+50.00
END CONSTRUCTION ℄ PPLAS2 STA 21+68.07
BRIDGE NO 8 EXISTING, TO REMAIN
BRIDGE NO 9
BRIDGE NO 10A
BRIDGE NO 10B
BRIDGE 07 EXISTING ABUTMENT
BRIDGE 08 EXISTING ABUTMENT
PROPOSED SIGN STRUCTURE
RET WALL 129
RET WALL 130
RET WALL 133
RET WALL 201
RET WALL 202
RET WALL 204
RET WALL 204A
RET WALL 205
RET WALL 206
RET WALL 206A
RET WALL 206B
RET WALL 207
RET WALL 208
RET WALL 210
NOISE WALL 120I
TOLL ZONE PAVEMENT
TOLL MAINTENANCE DRIVE
TOLL EQUIPMENT PAD
6' SIDEWALK
BEGIN PROP FENCE
END PROP FENCE
PROPOSED DRIVEWAY
R28
R29
R29A
R30
R31
R32
R33
R34
L18
L19
L20
L21
L22
L23
L24
R12
R13
R14
R15
R16
PIH635ML13
PIH635S21
PIH635S22
PWB635GP12
PWB635GP14
PEB635GP14
PEB635GP15
PWB635FR23
PWB635FR24
PWB635FR25
PWB635FR26
PEB635FR24
PEB635FR25
PEB635FRS21
PEB635FRS22
PEB635FRS23
PEB635FRS24
PEB635FRS25
PEB635GPS21
PEB635GPS22
PEB635GPS23
PEB635GPS24
PEB635GPS25
PWB635GPS21
PWB635GPS22
PWB635GPS23
PWB635FR_AS21
PWB635FR_AS22
PWB635FR_AS23
PWB635FR_AS24
MREEFOR-1
MREEFOR-2
MRWXFOR-3
PBEFRROY-3
PBEFRROY-4
PBWFRROYS21
PBWFRROYS22
PREEROYS21
PREEROYS22
PREEROYS23
PRWXROY-1
PRWXROY-2
PRWXROY-3
PREXKINS21
PREXKINS22
PREXKINS23
PPLA-U1S2
PPLA-U2S2
MREXJUP1
MREXJUP2

PROPOSED IH 635 MAINLANES (60 MPH)



OPTIMIZATIONS SEGMENT 1

NUMBER	ALIGNMENT	TYPE	LIMITS FROM	LIMITS TO	DESCRIPTION AND BENEFITS
LIST OF OPTIMIZATIONS					
R28	PWB635GP	PROF	628+25	639+50	REVISED PROFILE TO REDUCE EARTHWORK, REDUCE RETAINING WALL, AND ACHIEVE VERTICAL CLEARANCE
OPTIMIZE U-TURN FOR WB-62 TRUCK MOVEMENT					
R29	MAJOR CROSS STREETS BRIDGES	PLAN	-	-	REVISED U-TURN ALIGNMENT TO OPTIMIZE WB-62 TRUCK MOVEMENTS. OPTIMIZE BRIDGE DECK AREA.
R294	PED PATH TO DART BRIDGE	PLAN	BEGIN	END	REVISED ALIGNMENT AND PROFILE TO OPTIMIZE WALL LENGTH.

OPTIMIZATIONS SEGMENT 2

NUMBER	ALIGNMENT	TYPE	LIMITS FROM	LIMITS TO	DESCRIPTION AND BENEFITS
LIST OF OPTIMIZATIONS					
OPTIMIZATION OVER PLANO					
R30	MREXJUP	PLAN	BEGIN	END	SHIFTED MREXJUP EAST TO AVOID RAMP ON THE BRIDGE OVER PLANO. OPTIMIZED BRIDGE AND SHORTEN MANAGED LANE SLIP RAMP.
R31	PEB635GP	PLAN	670+00	690+00	SHIFTED THE EB GENERAL PURPOSE LANES NORTH TO REDUCE THE GAP BETWEEN GENERAL PURPOSE AND MANAGE LANES. OPTIMIZED THE BRIDGE SPAN OVER THE PLANO U-TURNS.
R32	PREXKIN	PLAN	BEGIN	END	REALIGNED RAMP TO TIE INTO THE NEW PEB635GP ALIGNMENT.
RAMP OPTIMIZATION					
R33	MRWXFOR	PLAN	BEGIN	END	SHIFTED GENERAL PURPOSE TIE IN POINT TO THE EAST SIDE OF ROYAL LANE. OPTIMIZED THE BRIDGE SPAN LENGTHS ON ROYAL LANE.
U-TURN REDUCTION					
R34	PPLA-U1 PPLA-U2	PLAN & TYP	BEGIN	END	OPTIMIZED LANE WIDTH TO MEET DESIGN CRITERIA OF 20'. OPTIMIZED THE 635 BRIDGES SPANNING PLANO.
TYPICAL SECTIONS					
R35	RAMP TYPICALS	TYP	-	-	ADDED SECTIONS TO SHOW RAMP TYPICALS

PROPOSED PAVEMENT STRUCTURE TABLE

LOCATION	ALIGNMENT	STATION RANGE	CRCP	BB	CTB	PAVEMENT SUBGRADE TREATMENT(1)	UNDERCUT(2)
GP & ML	PIH635ML	620+00 TO 695+00	13"	1"	6"	6"	0"
RAMP	PRWFRROY	ALL	11"	1"	6"	6"	0"
RAMP	PBWFRROY	ALL	11"	1"	6"	6"	0"
RAMP	PRWXROYS2	ALL	10"	1"	6"	6"	0"
RAMP	PBWFRROYS2	ALL	11"	1"	6"	6"	0"
RAMP	PREFRROY	ALL	11"	1"	6"	6"	0"
RAMP	PBEFRROY	ALL	11"	1"	6"	6"	0"
RAMP	PREEROYS2	ALL	10"	1"	6"	6"	0"
RAMP	MREXJUPS2	ALL	13"	1"	6"	6"	0"
RAMP	PREXKINS2	ALL	11"	1"	6"	6"	0"
FRONTAGE	PEB635FR	617+91 TO 632+52	11"	1"	6"	6"	0"
FRONTAGE	PEB635FR	632+52 TO 683+45	10"	1"	6"	6"	0"
FRONTAGE	PEB635FR	683+45 TO 693+36	11"	1"	6"	6"	0"
FRONTAGE	PWB635FR	622+16 TO 641+50	11"	1"	6"	6"	0"
FRONTAGE	PWB635FR	641+50 TO 684+53	10"	1"	6"	6"	0"
FRONTAGE	PWB635FR	684+53 TO 696+98	11"	1"	6"	6"	0"
CROSS ST	PPLAS2	ALL	10"	1"	6"	6"	0"
CROSS ST	PROY	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)

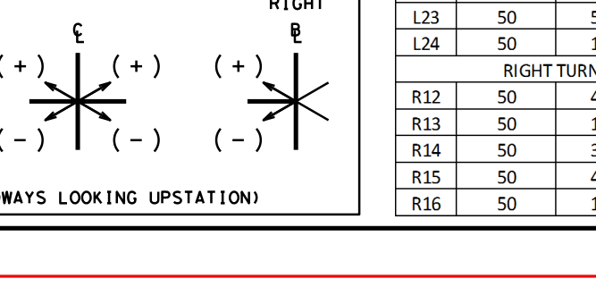
SUPER ELEVATION TABLE SEGMENT 1

ALIGNMENT	BEGIN TRANSITION STA	BEGIN TRANSITION e (%)	END TRANSITION STA	END TRANSITION e (%)
PIH635 (EB)	631+12	-3.10	631+42	-2.50
PIH635 (WB)	630+42	3.10	634+16	-2.50
PIH635 (WB)	639+60	-2.50	639+94	-3.25
PWB635GP	630+79	3.40	636+84	-2.50
PEB635GP	622+66	-2.50	623+60	-3.60
PEB635GP	632+00	-3.60	638+61	3.10

SUPER ELEVATION TABLE SEGMENT 2

ALIGNMENT	BEGIN TRANSITION STA	BEGIN TRANSITION e (%)	END TRANSITION STA	END TRANSITION e (%)
PIH635 (WB)	638+54	-2.50	640+30	-3.25
PIH635 (WB)	654+79	-3.25	655+04	-2.70
PIH635 (WB)	672+42	-2.70	672+92	-2.50
PIH635 (EB)	637+63	-2.50	640+75	2.70
PIH635 (EB)	671+98	2.70	674+32	-2.50
PWB635GP	640+68	-2.50	642+43	-3.00
PWB635GP	660+72	-3.00	662+48	-2.70
PWB635GP	672+59	-2.70	674+35	-2.50
PEB635GP	654+86	3.10	656+62	2.70
PEB635GP	667+77	2.70	676+08	-2.50
MRWXFOR	13+75	-3.25	29+48	-3.25
MREEFOR	16+64	-3.10	19+39	-3.10
MREEFOR	19+39	-3.10	19+52	-2.70
MREEFOR	19+52	-2.70	36+61	-2.70
PREEROYS2	14+13	2.00	15+27	-2.70
PREEROYS2	15+27	-2.70	22+77	-2.70
PREXKINS2	13+00	2.50	14+17	-2.00
PREXKINS2	17+51	-2.00	18+68	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			
L18	50	360	410
L19	50	475	525
L20	50	241	291
L21	50	101	151
L22	50	432	482
L23	50	593	643
L24	50	132	182
RIGHT TURN BAYS			
R12	50	480	530
R13	50	188	238
R14	50	397	447
R15	50	477	527
R16	50	140	190

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)										
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
PWB635GP12	4370.00	YES	621+48.77	610+87.40	631+69.83	2082.43	1061.38	27° 18' 11.17"	S 56° 29' 52.20" E	S 29° 11' 41.03" E
PEB635GP14	4000.00	YES	628+18.54	623+46.25	632+86.48	940.23	472.29	13° 28' 3.92"	S 40° 48' 57.21" E	S 27° 20' 53.29" E
PEB635GP15	4800.00	YES	638+66.92	637+74.96	639+58.86	183.90	91.96	2° 11' 42.50"	S 27° 20' 53.29" E	S 29° 32' 35.79" E
MANAGE LANE SLIP RAMPS (60 MPH DESIGN SPEED)										
MREEFOR-1	11200.00	NO	14+59.17	10+00.00	19+17.83	917.83	459.17	4° 41' 43.21"	S 28° 23' 21.88" E	S 33° 5' 5.09" E
MRWXFOR1	11100.00	NO	11+87.41	10+00.00	13+74.79	374.79	187.41	1° 56' 4.58"	S 28° 6' 25.41" E	S 26° 10' 20.84" E
RAMPS AND DIRECT CONNECTORS (40 MPH DESIGN SPEED)										
PBEFRROY-1	1050.00	NO	12+22.06	11+80.92	12+63.16	82.24	41.14	4° 29' 15.90"	S 38° 7' 29.49" E	S 33° 38' 13.59" E
PBEFRROY-2	3800.00	NO	17+63.72	15+54.97	19+72.07	417.10	208.76	6° 17' 20.30"	S 33° 38' 13.59" E	S 27° 20' 53.29" E
PBEFRROY-3	5300.00	NO	24+57.22	23+50.41	25+63.99	213.58	106.80	2° 18' 32.02"	S 27° 20' 53.29" E	S 29° 39' 25.31" E
PBWFRROY-1	1050.00	NO	10+72.37	10+00.00	11+44.52	144.52	72.37	7° 53' 9.54"	S 37° 4' 50.57" E	S 29° 11' 41.03" E
FRONTAGE ROADS (40 MPH DESIGN SPEED)										
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
PEB635FR24	2000.00	NO	631+03.63	629+57.15	632+49.60	292.44	146.48	8° 22' 40.40"	S 31° 27' 54.75" E	S 23° 5' 14.35" E
PEB635FR25	3000.00	NO	636+01.91	632+49.60	639+51.00	701.41	352.31	13° 23' 45.33"	S 23° 5' 14.35" E	S 36° 28' 59.68" E
PEB635FR26	4000.00	NO	643+85.95	642+13.22	645+58.46	345.24	172.73	4° 56' 42.83"	S 36° 28' 59.68" E	S 41° 25' 42.51" E
PWB635FR23	4000.00	NO	629+00.75	627+95.16	630+06.28	211.12	105.59	3° 1' 26.74"	S 39° 50' 34.47" E	S 36° 49' 7.73" E
PWB635FR24	1500.00	NO	634+89.62	633+38.64	636+39.59	300.96	150.99	11° 29' 44.83"	S 36° 49' 7.73" E	S 25° 19' 22.89" E
PWB635FR25	2000.00	NO	639+03.68	638+39.59	639+67.73	128.14	64.09	3° 40' 14.96"	S 25° 19' 22.89" E	S 28° 59' 37.85" E
PWB635FR26	2000.00	NO	639+79.85	639+67.73	639+91.96	24.23	12.12	0° 41' 39.17"	S 28° 59' 37.85" E	S 29° 41' 17.03" E
UTURNS (15 MPH DESIGN SPEED)										
PROY-U11	106	NO	10+31.68	10+00.00	10+61.56	61.56	31.68	33° 16' 38.45"	S 57° 45' 4.63" E	N 88° 58' 16.92" E
PROY-U12	58	NO	14+34.59	13+96.88	14+63.75	66.87	37.71	66° 3' 19.71"	N 88° 58' 16.92" E	N 22° 54' 57.20" E
PROY-U21	58	NO	10+28.10	10+00.00	10+52.34	52.34	28.1	51° 42' 0.94"	N 37° 16' 15.97" E	N 88° 58' 16.92" E
PROY-U22	849	NO	14+16.51	14+09.56	14+23.47	13.92	6.96	0° 56' 20.72"	N 88° 58' 16.92" E	N 88° 1' 56.19" E
PROY-U23	106	NO	14+44.85	14+23.47	14+65.66	42.19	21.38	22° 48' 19.50"	N 88° 1' 56.19" E	S 69° 9' 44.31" E
DART CONNECTION (30 MPH DESIGN SPEED)										
PDART2-4	1496	NO	16+87.44	16+50.02	17+24.84	74.82	37.42	2° 51' 55.67"	S 43° 43' 41.16" E	S 40° 51' 45.48" E

CURVE DATA SEGMENT 2

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)										
PIH635S21	5751.00	YES	656+53.42	639+71.75	672+43.86	3272.12	1681.67	32° 35' 57.43"	S 29° 44' 11.47" E	S 62° 20' 8.90" E
PIH635S22	12000.00	NO	678+68.56	675+46.95	681+90.01	643.07	321.61	3° 4' 13.50"	S 62° 40' 38.46" E	S 59° 36' 24.96" E
PIH635S23	12000.00	NO	693+22.12	688+82.72	697+61.13	878.41	439.40	4° 11' 38.80"	S 59° 36' 24.96" E	S 55° 24' 46.17" E
PWB635GPS21	5100.00	YES	651+85.42	641+85.25	661+60.52	1975.27	1000.17	22° 11' 27.93"	S 29° 11' 41.03" E	S 51° 23' 8.96" E
PWB635GPS22	5702.00	YES	667+41.52	661+60.52	673+18.53	1158.01	581.00	11° 38' 9.94"	S 51° 23' 8.96" E	S 63° 1' 18.90" E
PWB635GPS23	12052.00	NO	678+39.83	674+80.56	681+98.89	718.33	359.27	3° 24' 53.94"	S 63° 1' 18.90" E	S 59° 36' 24.96" E
PWB635GPS24	12052.00	NO	693+33.76	688+92.45	697+74.67	882.22	441.31	4° 11' 38.80"	S 59° 36' 24.96" E	S 55° 24' 46.17" E
PEB635GPS21	4800.00	YES	647+05.29	639+58.57	654+40.14	1481.57	746.72	17° 41' 5.91"	S 29° 32' 12.85" E	S 47° 13' 18.76" E
PEB635GPS22	5800.00	YES	663+84.17	657+07.58	670+54.67	1347.09	676.59	13° 18' 26.50"	S 47° 13' 18.76" E	S 60° 31' 45.26" E
PEB635GPS23	11100.00	NO	675+38.22	674+04.78	676+71.65	266.88	133.45	1° 22' 39.24"	S 60° 31' 45.26" E	S 61° 54' 24.50" E
PEB635GPS24	11100.00	NO	681+34.19	676+71.65	685+96.19	924.54	462.54	4° 46' 20.20"	S 61° 54' 24.50" E	S 57° 8' 4.30" E
PEB635GPS25	11100.00	NO	688+36.15	685+96.19	690+76.04	479.84	239.96	2° 28' 36.61"	S 57° 8' 4.30" E	S 59° 36' 40.91" E
PEB635GPS26	9000.00	NO	695+99.68	692+69.78	699+29.29	659.5	329.9	4° 11' 54.74"	S 59° 36' 40.91" E	S 55° 24' 46.17" E
MANAGED LANE SLIP RAMPS (60 MPH DESIGN SPEED)										
MREXJUP1	8986.00	NO	12+48.20	10+00.00	14+96.28	496.28	248.20	3° 9' 51.67"	S 58° 37' 5.70" E	S 55° 27' 14.03" E
MREXJUP2	12014.00	NO	18+36.74	17+10.36	19+63.12	252.76	126.38	1° 12' 19.50"	S 55° 27' 14.03" E	S 56° 39' 33.54" E
MREEFOR-2	5800.00	NO	28+13.52	19+53.30	36+61.28	1707.98	860.21	16° 52' 20.69"	S 33° 5' 5.09" E	S 49° 57' 25.78" E
MRWXFOR1	11100.00	NO	11+87.41	10+00.00	13+74.79	374.79	187.41	1° 56' 4.58"	S 28° 6' 25.41" E	S 26° 10' 20.84" E
MRWXFOR2	4600.00	YES	21+69.60	13+74.79	29+48.86	1574.06	794.80	19° 36' 21.19"	S 26° 10' 20.84" E	S 45° 46' 42.02" E
RAMPS AND DIRECT CONNECTORS (40 MPH DESIGN SPEED)										
PBWFRROYS21	3786.00	NO	25+41.45	24+08.38	26+74.41	266.03	133.07	4° 1' 33.77"	S 29° 11' 41.03" E	S 33° 13' 14.80" E
PBWFRROYS22	1036.00	NO	30+11.35	29+42.79	30+79.71	136.92	68.56	7° 34' 19.79"	S 33° 13' 14.80" E	S 40° 47' 34.59" E
PBWFRROYS23	1050.00	NO	31+24.29	30+79.71	31+68.83	89.12	44.59	4° 51' 46.80"	S 40° 47' 34.59" E	S 35° 55' 47.79" E
PREEROYS21	1050.00	NO	10+65.41	10+00.00	11+30.65	130.65	65.41	7° 7' 45.96"	S 44° 16' 48.30" E	S 51° 24' 34.26" E
PREEROYS22	1050.00	NO	11+63.20	11+30.65	11+95.73	65.07	32.55	3° 33' 3.16"	S 51° 24' 34.26" E	S 47° 51' 31.10" E
PREEROYS23	3400.00	YES	17+43.33	15+04.32	19+81.56	477.24	239.01	8° 2' 32.40"	S 47° 51' 31.10" E	S 55° 54' 3.49" E
PRWXROY-1	1050.00	NO	13+26.17	12+97.30	13+55.02	57.72	28.87	3° 8' 59.11"	S 56° 10' 39.24" E	S 59° 19' 38.34" E
PRWXROY-2	5300.00	NO	16+50.37	15+55.12	17+45.61	190.49	95.25	2° 3' 33.32"	S 59° 19' 38.34" E	S 57° 16' 5.03" E
PRWXROY-3	3800.00	NO	19+21.94	17+45.61	20+98.01	352.41	176.33	5° 18' 48.79"	S 57° 16' 5.03" E	S 62° 34' 53.81" E
PREXKINS21	4000.00	NO	11+89.33	10+00.00	13+78.38	378.38	189.33	5° 25' 11.44"	S 59° 7' 25.33" E	S 53° 42' 13.89" E
PREXKINS22	4000.00	YES	15+84.77	13+78.38	17+90.80	412.42	206.39	5° 54' 27.02"	S 53° 42' 13.89" E	S 59° 36' 40.91" E
PREXKINS23	3800.00	NO	23+04.95	22+00.17	24+09.67	209.50	104.78	3° 9' 31.58"	S 59° 36' 40.91" E	S 56° 27' 9.33" E
FRONTAGE ROADS (40 MPH DESIGN SPEED)										
PWB635FR_AS21	3800.00	NO	651+00.41	647+57.99	654+40.99	683.00	342.42	10° 17' 53.48"	S 29° 41' 17.03" E	S 39° 59' 10.51" E
PWB635FR_AS22	4290.00	NO	662+44.25	654+40.99	670+29.11	1588.12	803.26	21° 12' 37.49"	S 39° 59' 10.51" E	S 61° 11' 48.00" E
PWB635FR_AS23	4000.00	NO	679+80.23	679+24.73	680+35.72	110.98	55.50	1° 35' 23.03"	S 61° 11' 48.00" E	S 59° 36' 24.96" E
PWB635FR_AS24	15000.00	NO	695+40.75	690+19.94	700+61.15	1041.21	520.81	3° 58' 37.67"	S 59° 36' 24.96" E	S 55° 37' 47.30" E
PEB635FRS21	3000.00	NO	638+47.35	637+45.28	639+49.33	204.05	102.07	3° 53' 49.60"	S 32° 35' 10.08" E	S 36° 28' 59.68" E
PEB635FRS22	4000.00	NO	643+84.28	642+11.55	645+56.79	345.24	172.73	4° 56' 42.83"	S 36° 28' 59.68" E	S 41° 25' 42.51" E
PEB635FRS23	6000.00	NO	658+92.59	648+47.93	669+16.52	2068.59	1044.66	19° 45' 12.93"	S 41° 25' 42.51" E	S 61° 10' 55.44" E
PEB635FRS24	4000.00	NO	671+27.32	670+59.33	671+95.29	135.96	67.98	1° 56' 50.77"	S 61° 10' 55.44" E	S 59° 14' 4.66" E
PEB635FRS25	4000.00	NO	674+68.41	673+99.23	675+37.58	138.34	69.18	1° 58' 53.68"	S 59° 14' 4.66" E	S 57° 15' 10.99" E
PEB635FRS26	4000.00	NO	678+21.28	677+38.95	679+03.59	164.64	82.33	2° 21' 29.92"	S 57° 15' 10.99" E	S 59° 36' 40.91" E
PEB635FRS27	2000.00	NO	684+23.90	683+59.83	684+87.93	128.1	64.07	3° 40' 10.78"	S 59° 36' 40.91" E	S 55° 56' 30.13" E
PEB635FRS28	2000.00	NO	685+53.39	684+87.93	686+18.81	130.88	65.46	3° 44' 58.28"	S 55° 56' 30.13" E	S 59° 41' 28.41" E
PEB635FRS29	4100.00	NO	693+83.42	692+34.44	695+32.27	297.83	148.98	4° 9' 43.38"	S 59° 41' 28.41" E	S 55° 31' 45.03" E
UTURNS (15 MPH DESIGN SPEED)										
PPLA-U1-1	73	NO	10+62.02	10+00.00	11+02.83	102.83	62.02	80° 42' 19.42"	N 80° 5' 51.94" E	N 0° 36' 27.48" W
PPLA-U1-2	74	NO	13+65.67	13+58.22	13+73.08	14.86	7.46	11° 30' 21.39"	N 0° 36' 27.48" W	N 12° 6' 48.88" W
PPLA-U2-1	76	NO	10+06.84	10+00.00	10+13.64	13.64	6.84	10° 16' 52.88"	N 10° 53' 20.37" W	N 0° 36' 27.48" W
PPLA-U2-2	73	NO	13+31.83	12+72.63	13+72.12	99.49	59.21	78° 5' 22.81"	N 0° 36' 27.48" W	N 77° 28' 55.33" 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 3 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
FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.
LEONIDAS H. COSSYPHAS 102809 3/12/2019
0 10 20 VERTICAL SCALE: 0 100 200 HORIZONTAL SCALE:
Pegasus Link Constructors, JV
AECOM
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