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

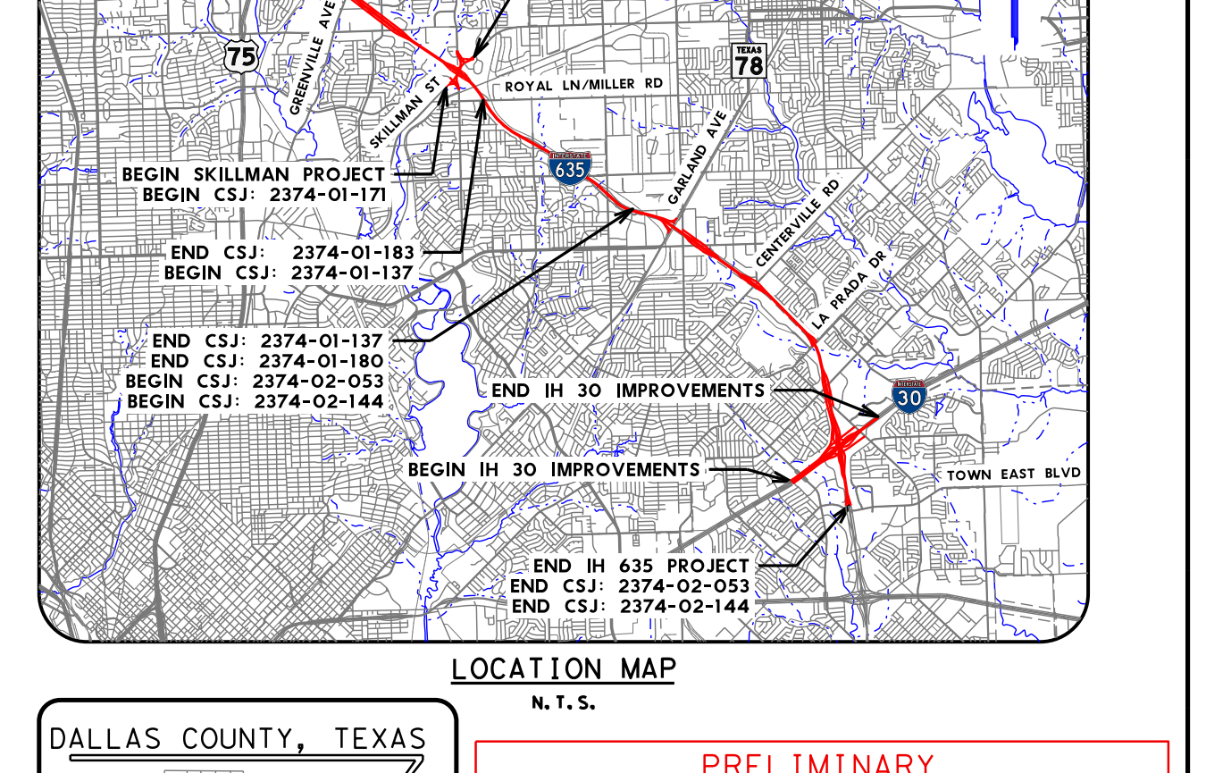
MARCH 14, 2019
ROLL 5 OF 24

ROADWAY PLAN & PROFILE-VOL 1.C.01

CONCEPT PLANS

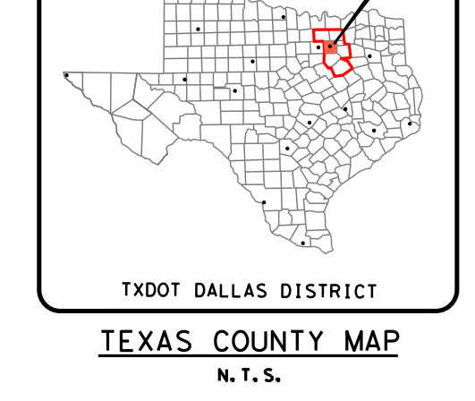
	IH 635		IH 30	
LIMITS:	E. OF US 75 TO S. OF IH 30		W. OF GUS THOMASSON RD TO E. OF GALLOWAY AVE	
LENGTH:	11.2 MILES		2.1 MILES	
FUNCTIONAL CLASS:	URBAN INTERSTATE		URBAN INTERSTATE	
AVERAGE DAILY TRAFFIC:	2374-01-183	263,250 (2022)	353,550 (2042)	
	2374-01-137	224,200 (2022)	301,850 (2042)	
	2374-02-053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



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

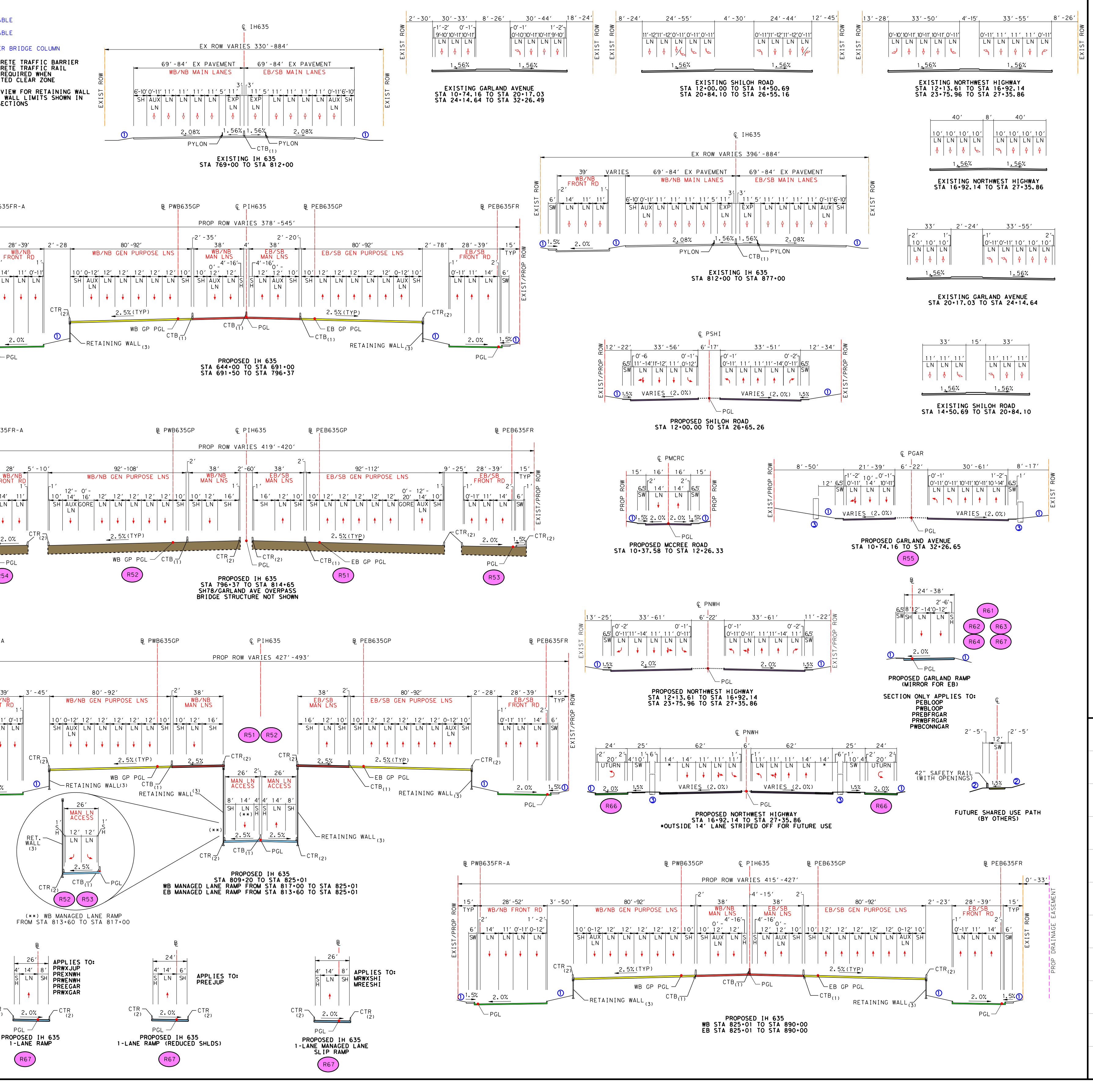
NEXT GENERATION PAVEMENT
- MAIN LANES
- MANAGED LANES
- RAMP

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 48113C0480J (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 769+00 TO STA 812+00

EXISTING GARLAND AVENUE
STA 10+74.16 TO STA 20+17.03
STA 24+14.64 TO STA 32+26.49

EXISTING SHILOH ROAD
STA 12+00.00 TO STA 14+50.69
STA 20+84.10 TO STA 26+55.16

EXISTING NORTHWEST HIGHWAY
STA 12+13.61 TO STA 16+92.14
STA 23+75.96 TO STA 27+35.86

EXISTING NORTHWEST HIGHWAY
STA 16+92.14 TO STA 27+35.86

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

EXISTING IH 635
STA 812+00 TO STA 877+00

EXISTING GARLAND AVENUE
STA 20+17.03 TO STA 24+14.64

PROPOSED SHILOH ROAD
STA 12+00.00 TO STA 26+65.26

EXISTING SHILOH ROAD
STA 14+50.69 TO STA 20+84.10

PROPOSED IH 635
STA 796+37 TO STA 814+65
SH78/GARLAND AVE OVERPASS
BRIDGE STRUCTURE NOT SHOWN

PROPOSED MCCREE ROAD
STA 10+37.58 TO STA 12+26.33

PROPOSED GARLAND AVENUE
STA 10+74.16 TO STA 32+26.65

PROPOSED NORTHWEST HIGHWAY
STA 12+13.61 TO STA 16+92.14
STA 23+75.96 TO STA 27+35.86

PROPOSED GARLAND RAMP
(MIRROR FOR EB)

SECTION ONLY APPLIES TO:
PEBLOOP
PWBLOOP
PREBFRGAR
PRWBFRGAR
PWBCONNGAR

PROPOSED IH 635
STA 809+20 TO STA 825+01
WB MANAGED LANE RAMP FROM STA 817+00 TO STA 825+01
EB MANAGED LANE RAMP FROM STA 813+60 TO STA 825+01

(**) WB MANAGED LANE RAMP
FROM STA 813+60 TO STA 817+00

PROPOSED NORTHWEST HIGHWAY
STA 16+92.14 TO STA 27+35.86
*OUTSIDE 14' LANE STRIPED OFF FOR FUTURE USE

42" SAFETY RAIL (WITH OPENINGS)

FUTURE SHARED USE PATH
(BY OTHERS)

PROPOSED IH 635
WB STA 825+01 TO STA 890+00
EB STA 825+01 TO STA 890+00

APPLIES TO:
PRWXJUP
PREXNWH
PRWENWH
PREEGAR
PRWXGAR

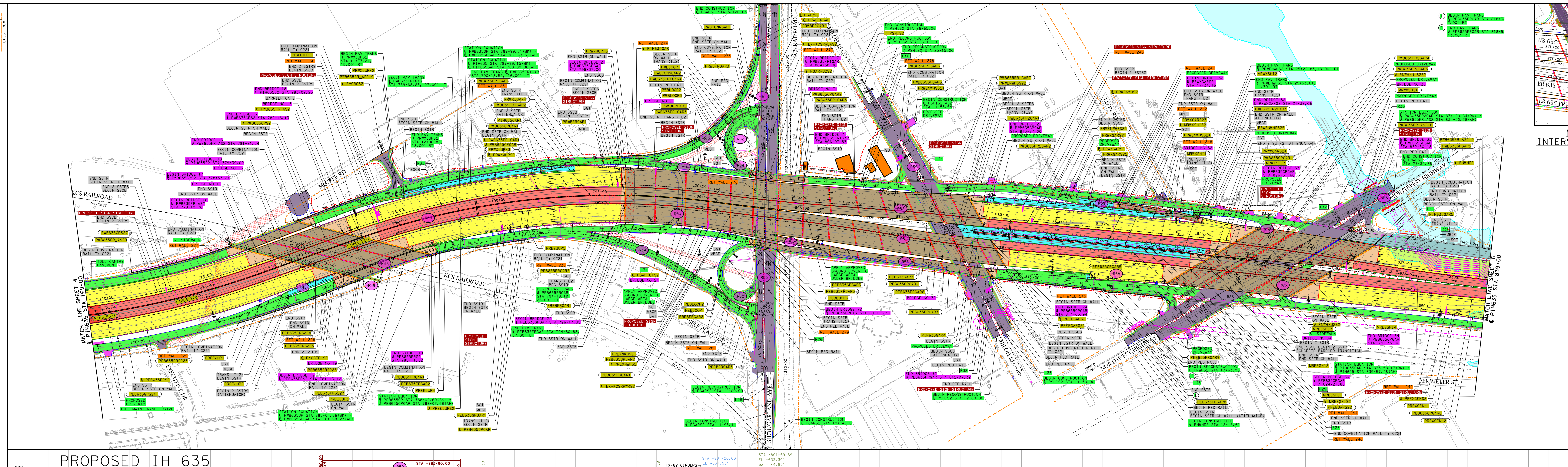
PROPOSED IH 635
1-LANE RAMP

APPLIES TO:
PREEJUP

PROPOSED IH 635
1-LANE RAMP (REDUCED SHLDS)

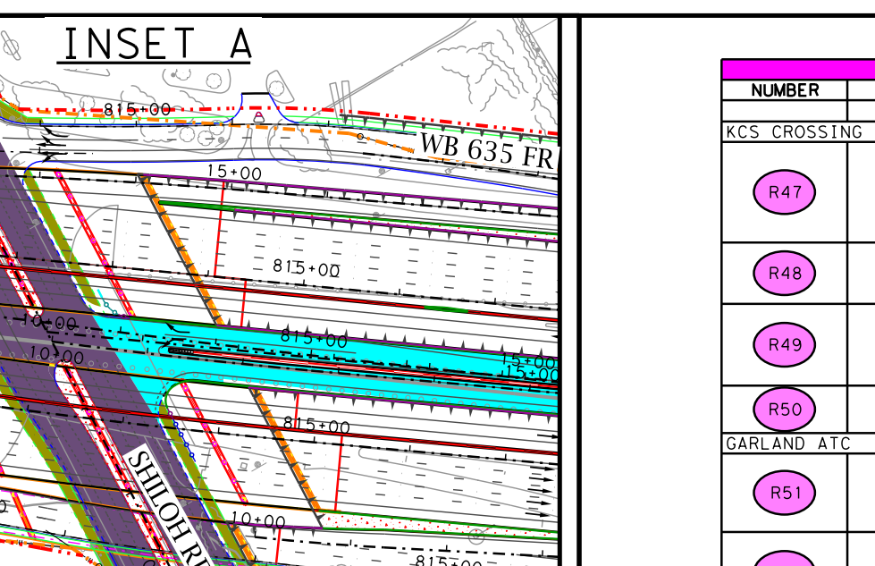
APPLIES TO:
MRWXSHI
MREESHI

PROPOSED IH 635
1-LANE MANAGED LANE
SLIP RAMP



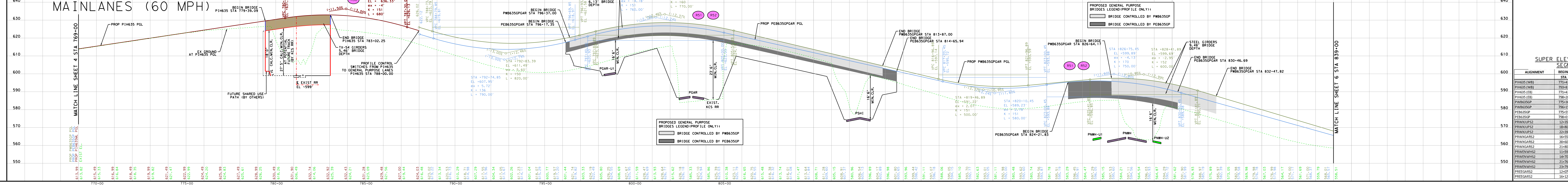
MATCH LINE SHEET 4
℄ PIH635 STA 769+00
MATCH LINE SHEET 6
℄ PIH635 STA 839+00
KCS RAILROAD
MCCREE RD.
SELF PLAZA DR.
SH78 (GARLAND AVE.)
SHILOH RD.
LEON RD.
NORTHWEST HIGHWAY
PERIMETER ST.
EXECUTIVE DR
PROPOSED SIGN STRUCTURE
TOLL GANTRY PAVEMENT
TOLL MAINTENANCE DRIVE
BEGIN COMBINATION RAIL TY C221
END COMBINATION RAIL TY C221
6' SIDEWALK
STATION EQUATION ℄ PWB635GP STA 787+99.31(BK) = ℄ PWB635GPGAR STA 787+99.31(AH)
STATION EQUATION ℄ PIH635 STA 787+99.15(BK) = ℄ PWB635GAR STA 788+00.00(AH)
STATION EQUATION ℄ PEB635FRGAR STA 834+20.84(BK) = ℄ PEB635FR_AS2 STA 834+30.26(AH)
STATION EQUATION ℄ PIH635GAR STA 835+58.17(BK) = ℄ PIH635 STA 835+57.48(AH)
APPLY APPROVED GROUND COVER TO LARGE AREA UNDER BRIDGES
R47
R48
R49
R50
R53
R54
R56
R57
R58
R59
R60
R61
R62
R63
R64
R65
R66

INSET A



MANAGED LANE RAMP
INTERSECTION WITH SHILOH RD

PROPOSED IH 635 MAINLANES (60 MPH)



OPTIMIZATIONS SEGMENT 2

LIST OF OPTIMIZATIONS					
NUMBER	ALIGNMENT	LIMITS			DESCRIPTION AND BENEFITS
		TYPE	FROM	TO	
KCS CROSSING					
R47	PEB635FR	PLAN	775+00	790+00	SHIFTED FRONTAGE ROAD TOWARD THE EB GENERAL PURPOSE LANES ACROSS THE KCS CROSSING. COMBINED THE FRONTAGE ROAD BRIDGE WITH THE 635 BRIDGE WHICH WILL SIMPLIFY CONSTRUCTION AND REDUCE THE NUMBER OF BRIDGES CROSSING KCS RAILROAD.
R48	PREEJUP	PLAN	BEGIN	END	SHIFTED RAMP TO THE WEST TO TIE INTO THE GENERAL PURPOSE LANE BEFORE THE KCS BRIDGE. REDUCED THE NUMBER OF BRIDGES AND REDUCES CONSTRUCTION TIME.
R49	PKCSTRL	PLAN	10+00	17+66	REALIGNED THE SHARED USE PATH TO RUN PARALLEL TO THE KCS RAILROAD WITH A MINIMUM OFFSET TO THE RETAINING WALL/BRIDGE ABUTMENT. ADJUSTMENT SIMPLIFIES BRIDGE CONSTRUCTION AND OPTIMIZED BRIDGE GIRDERS.
R50	PIH635	PROF	775+00	799+00	ADJUSTED PROFILE TO MEET THE MIN VERTICAL CLEARANCE OF 23.5' OVER KCS RAILROAD
GARLAND ATC					
R51	PEB635GPGAR	PLAN & PROF	788+00	839+00	REALIGNED TO ELIMINATE THE CANTILEVER OVER MREESHI RAMP. RAISED THE PROFILE OF THE GENERAL PURPOSE LANES OVER KCS TO MEET THE MIN 23.5' CLEARANCE. REDUCES CONSTRUCTION TIME AND OPTIMIZES STRUCTURES.
R52	PWB635GPGAR	PLAN & PROF	788+00	839+00	REALIGNED TO ELIMINATE THE CANTILEVER OVER MRWXSHI RAMP. RAISED THE PROFILE OF THE GENERAL PURPOSE LANES OVER KCS TO MEET THE MIN 23.5' CLEARANCE. REDUCES CONSTRUCTION TIME AND OPTIMIZES STRUCTURES.
R53	PEB635FRGAR	PLAN	785+00	837+00	RECONFIGURED THE FRONTAGE ROAD TO A GRADE SEPARATED INTERSECTION AT GARLAND AVE. REDUCES CONSTRUCTION TIME RELATED TO THE RAILROAD COORDINATION AND IMPROVES LEVEL OF SERVICE ON THE FRONTAGE ROAD.
R54	PWB635FR1GAR	PLAN	788+00	815+00	RECONFIGURED THE FRONTAGE ROAD TO A GRADE SEPARATED INTERSECTION AT GARLAND AVE. REDUCED CONSTRUCTION TIME RELATED TO THE RAILROAD COORDINATION AND IMPROVES LEVEL OF SERVICE ON THE FRONTAGE ROAD.
R55	PGAR	PLAN	14+00	32+27	GARLAND AVE. WILL MAINTAIN THE EXISTING ROADWAY ALIGNMENT. CONSTRUCTION TIME REDUCED DUE TO LESS EXCAVATION, AND LEVEL OF SERVICE IS IMPROVED ALONG GARLAND AVE.
R56	PSHI	PLAN	15+00	25+00	RECONFIGURED THE INTERSECTION WITH THE WB FRONTAGE ROAD TO BE AT GRADE. CONNECTION FROM SHILOH TO WB FRONTAGE ELIMINATED. REDUCES EXCAVATION ON SHILOH AND PROVIDES DIRECT ACCESS FROM WB 635 TO SHILOH.
R57	PREXNWH	PLAN	BEGIN	END	RAMP WAS UNBRAIDED ALLOWING THE RAMP TO BE SHORTER. REDUCES CONSTRUCTION TIME AND OPTIMIZES BRIDGE.
R58	PREEGAR	PLAN	BEGIN	END	RAMP WAS UNBRAIDED ALLOWING THE RAMP TO BE SHORTER. REDUCES CONSTRUCTION TIME AND OPTIMIZES BRIDGE.
R59	PRWXGAR	PLAN	BEGIN	END	SHIFTED MAINLANE RAMP GORE TO THE EAST TO MINIMIZE EXTRA WIDENING ON THE BRIDGE OVER NORTHWEST HIGHWAY. REDUCES CONTRUCTION TIME AND OPTIMIZES BRIDGE. RAMP TIED TO WB FRONTAGE PROVIDING DIRECT ACCESS TO SHILOH RD.
R60	PGAR-U1	PLAN	BEGIN	END	SHIFTED U-TURN TO THE WEST TO MEET MIN CLEARANCE UNDER THE 635 BRIDGES AND REDUCED LANE WIDTH TO MEET DESIGN CRITERIA OF 20'.
R61	PWBCONNGAR1	PLAN	BEGIN	END	ADDED RAMP TO PROVIDE ACCESS FROM NORTHBOUND GARLAND AVE TO THE WB FRONTAGE ROAD. IMPROVES LEVEL OF SERVICE AT THE FRONTAGE ROAD/GARLAND INTERSECTION.
R62	PEBLOOP PWBLOOP	PLAN	BEGIN	END	ADDED LOOP RAMP TO PROVIDE ACCESS TO AND FROM GARLAND AVE TO THE EB AND WB FRONTAGE ROAD. IMPROVES LEVEL OF SERVICE AT THE FRONTAGE ROAD/GARLAND AVE INTERSECTION.
R63	PREBFRGAR	PLAN	BEGIN	END	ADDED RAMP TO PROVIDE ACCESS FROM GARLAND AVE TO THE EB FRONTAGE ROAD. IMPROVES LEVEL OF SERVICE AT THE FRONTAGE ROAD/GARLAND AVE INTERSECTION.
R64	PRWBFRGAR	PLAN	BEGIN	END	ADDED RAMP TO PROVIDE ACCESS FROM THE WB FRONTAGE ROAD TO GARLAND AVE. IMPROVES LEVEL OF SERVICE AT THE FRONTAGE ROAD/GARLAND AVE INTERSECTION.
OTHER CHANGES					
R65	PNWH	PLAN	26+00	27+35	EXTENDED PAVING LIMITS TO MATCH CULVERT RECONSTRUCTION. EXTENDING LIMITS WILL PROVIDE A SMOOTH TRANSITION OVER THE NEW BOX CULVERT ON NORTHWEST HIGHWAY.
R66	PNWH-U1 PNWH-U2	PLAN & TYP	BEGIN	END	REDUCED LANE WIDTH TO MEET DESIGN CRITERIA OF 20'. OPTIMIZED THE 635 BRIDGES SPANNING NORTHWEST HIGHWAY.
RAMP TYPICALS					
R67	RAMP TYPICALS	TYP	-	-	ADDED SECTIONS TO SHOW RAMP TYPICALS

PROPOSED PAVEMENT STRUCTURE TABLE

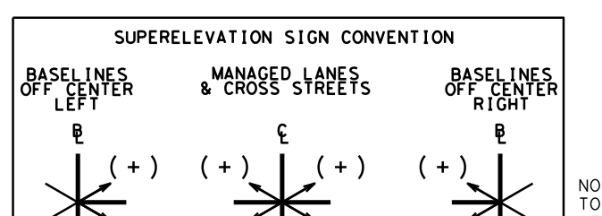
LOCATION	ALIGNMENT	STATION RANGE	CRCP	BB	CTB	PAVEMENT SUBGRADE TREATMENT(1)	UNDERCUT(2)
GP & ML	PIH635ML	769+00 to 825+00	13"	1"	6"	6"	0"
GP & ML	PIH635ML	825+00 to 839+00	13"	1"	6"	6"	10"
RAMP	PREEJUPS2	ALL	11"	1"	6"	6"	0"
RAMP	PEBLOOP	ALL	11"	1"	6"	6"	0"
RAMP	PEBFRGAR	ALL	11"	1"	6"	6"	0"
RAMP	PREEGARS2	ALL	10"	1"	6"	6"	0"
RAMP	MREESHIS2	ALL	13"	1"	6"	6"	0"
RAMP	PRWXJUPS2	ALL	11"	1"	6"	6"	0"
RAMP	PRWBFRGAR	ALL	11"	1"	6"	6"	0"
RAMP	PRWBLOOP	ALL	11"	1"	6"	6"	0"
RAMP	PWBCONNGAR	ALL	11"	1"	6"	6"	0"
RAMP	PRWXGARS2	ALL	10"	1"	6"	6"	0"
RAMP	PRWENWHS2	ALL	10"	1"	6"	6"	0"
RAMP	MRWXSHIS2	ALL	13"	1"	6"	6"	0"
FRONTAGE	PEB635FR	767+80 TO 813+22	11"	1"	6"	6"	0"
FRONTAGE	PEB635FR	813+22 TO 823+03	10"	1"	6"	6"	0"
FRONTAGE	PEB635FR	EX. TO REMAIN 823+22 TO 841+20	N/A	N/A	N/A	N/A	N/A
FRONTAGE	PEB635FR	825+03 TO 837+35	11"	1"	6"	6"	0"
FRONTAGE	PWB635FR	770+68 TO 807+18	11"	1"	6"	6"	0"
FRONTAGE	PWB635FR	807+18 TO 832+13	10"	1"	6"	6"	0"
CROSS ST	PGARS2	ALL	11"	1"	6"	6"	0"
CROSS ST	PSHIS2	ALL	10"	1"	6"	6"	0"
CROSS ST	PNWHS2	ALL	10.5"	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 2

ALIGNMENT	BEGIN TRANSITION		END TRANSITION	
	STA	e (%)	STA	e (%)
PIH635 (WB)	771+43	-3.50	789+35	3.70
PIH635 (WB)	793+81	3.70	806+98	-2.50
PIH635 (EB)	771+43	3.50	789+35	-3.70
PIH635 (EB)	798+28	-3.70	801+59	-2.50
PWB635GP	775+30	-3.50	784+90	3.70
PWB635GP	796+15	3.70	804+42	-2.50
PEB635GP	775+55	3.40	785+01	-3.70
PEB635GP	798+01	-3.70	799+93	-2.50
PRWXJUPS2	12+35	2.00	13+32	-2.00
PRWXJUPS2	18+80	-2.00	19+30	-3.50
PRWXJUPS2	22+39	-3.50	23+84	2.50
PRWXGARS2	16+55	2.00	17+75	-2.50
PRWXGARS2	20+60	-2.50	21+80	2.50
PRWXGARS2	21+80	2.50	24+53	2.50
PRWENWHS2	11+59	2.50	12+59	-2.00
PRWENWHS2	14+70	-2.00	15+87	2.00
PRWENWHS2	21+76	2.00	22+51	5.10
PRWENWHS2	23+79	5.10	24+70	2.00
PREEGARS2	12+07	2.00	12+39	3.30
PREEGARS2	16+12	3.30	17+30	2.00

SUPERELEVATION SIGN CONVENTION



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

(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			
L34	50	171	221
L36	50	232	282
L38	50	214	264
L40	100	143	243
L41	50	1083	1133
L42	50	221	271
L43	50	174	224
L44	50	303	353
RIGHT TURN BAYS			
R28	50	293	343
R29	50	263	313
R30	100	281	381
R31	100	274	374
R32	50	240	290
R33	50	240	290

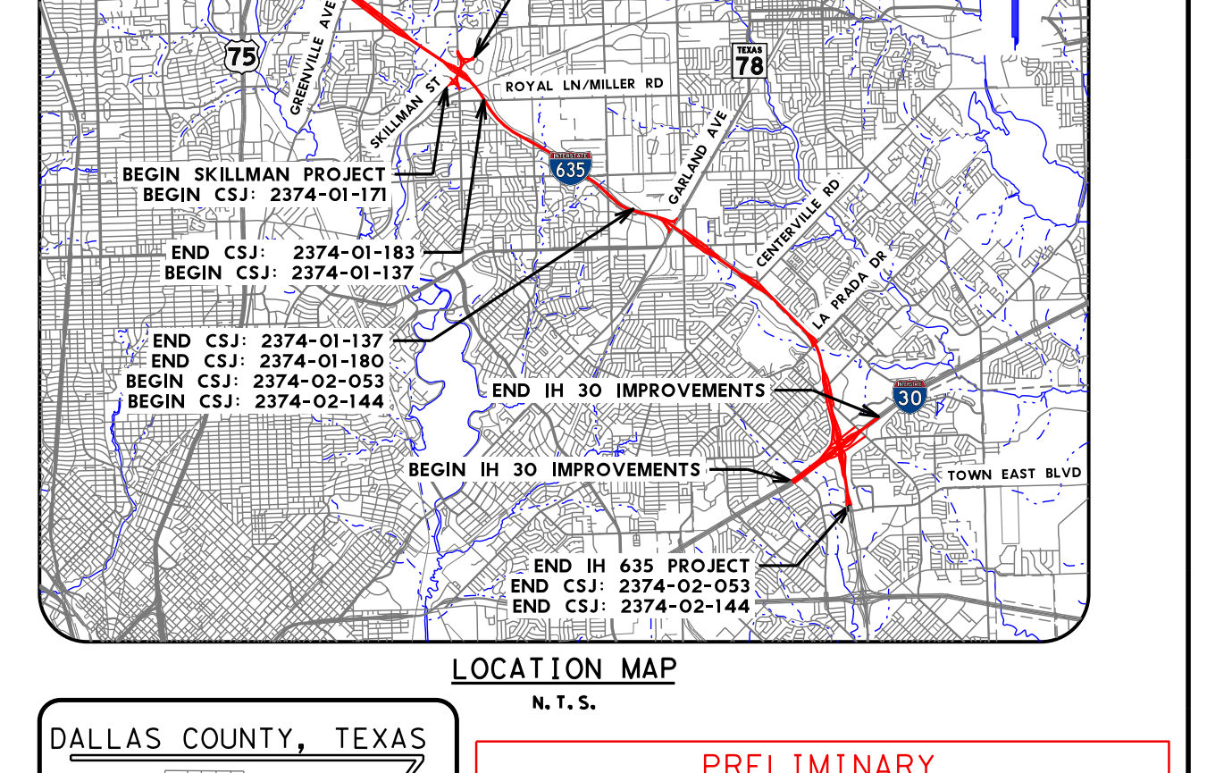
NOTE:
TOTAL LEFT TURN BAY LENGTH IS MEASURED FROM BEGINNING OF TAPER TO END OF MEDIAN NOSE. TOTAL RIGHT TURN BAY LENGTH IS MEASURED FROM BEGINNING OF TAPER TO CURB LINE PROJECTION OF THE INTERSECTING ROAD. STORAGE LANE LENGTHS DO NOT INCLUDE THE AREA BETWEEN FRONTAGE ROADS, UNLESS INDICATED BY A TURN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

CURVE DATA SEGMENT 2

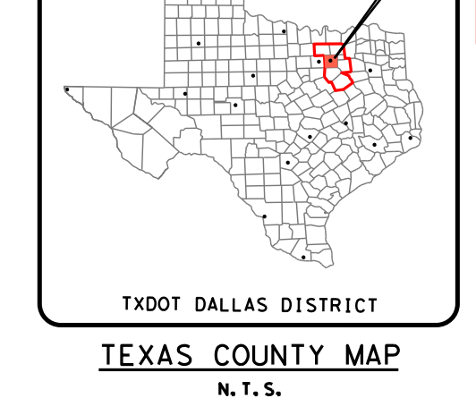
Curve Number	Radius (FT)	Requires Superelevation?	PI Station	PC Station	PT Station	Length (FT)	Tangent (FT)	Delta	Back Tangent Direction	Ahead Tangent Direction
MANAGED LANES AND GENERAL PURPOSE MAINLANES (60 MPH DESIGN SPEED)										
PIH635S27	4200.00	YES	766+27.78	763+05.14	769+49.15	644.01	322.64	8° 47' 7.66"	S 59° 53' 57.70" E	S 68° 41' 5.36" E
PIH635S28	4200.00	YES	769+74.15	769+49.15	769+99.15	50.00	25.00	0° 40' 55.53"	S 68° 41' 5.36" E	S 69° 22' 0.90" E
PIH635S29	4200.00	YES	773+85.22	769+99.15	777+69.12	769.97	386.07	10° 30' 13.81"	S 69° 22' 0.90" E	S 79° 52' 14.71" E
PIH635S210	3800.00	YES	782+82.99	782+64.65	783+01.33	36.68	18.34	0° 33' 11.12"	S 79° 52' 14.71" E	S 79° 19' 3.59" E
PIH635S211	3800.00	YES	791+00.56	783+01.33	798+76.82	1575.49	799.23	23° 45' 17.93"	S 79° 19' 3.59" E	S 55° 33' 45.66" E
PIH635GAR1	3800.00	YES	793+00.04	785+00.00	800+77.04	1577.04	800.04	23° 46' 42.23"	S 76° 20' 6.25" E	S 52° 33' 24.02" E
PIH635GAR2	8552.00	YES	803+32.79	800+77.04	805+88.39	511.34	255.75	3° 25' 33.01"	S 52° 33' 24.02" E	S 55° 58' 57.03" E
PIH635GAR3	12000.00	NO	809+28.65	805+88.39	812+68.73	680.34	340.26	3° 14' 54.21"	S 55° 58' 57.03" E	S 52° 44' 2.82" E
PIH635GAR4	12000.00	NO	814+10.98	812+68.73	815+53.22	284.49	142.25	1° 21' 30.01"	S 52° 44' 2.82" E	S 54° 5' 32.82" E
PIH635GAR5	12000.00	NO	833+57.27	831+56.33	835+58.17	401.85	200.94	1° 55' 7.23"	S 54° 5' 32.82" E	S 52° 10' 25.59" E
PIH635S215	12052.00	NO	838+76.14	835+57.48	841+94.66	637.18	318.66	3° 1' 45.07"	S 52° 10' 25.59" E	S 55° 12' 10.66" E
PWB635GPS27	4148.00	YES	771+03.67	764+33.92	777+61.97	1328.05	669.76	18° 20' 39.01"	S 61° 31' 35.70" E	S 79° 52' 14.71" E
PWB635GPS28	3852.00	YES	785+28.85	782+57.50	787+99.31	541.81	271.35	8° 03' 32.66"	S 79° 52' 14.71" E	S 71° 48' 42.06" E
PWB635GPGAR1	3852.00	YES	794+52.73	787+99.31	800+93.83	1294.52	653.42	19° 15' 18.04"	S 71° 48' 42.06" E	S 52° 33' 24.02" E
PWB635GPGAR2	8500.00	YES	803+45.43	800+93.83	805+96.89	503.06	251.60	3° 23' 27.53"	S 52° 33' 24.02" E	S 55° 56' 51.55" E
PWB635GPGAR3	10000.00	YES	810+47.36	809+44.07	811+50.64	206.57	103.29	1° 11' 0.85"	S 55° 56' 51.55" E	S 54° 45' 50.70" E
PWB635GPGAR4	12000.00	NO	828+11.85	823+75.95	832+47.36	871.41	435.89	4° 9' 38.36"	S 54° 45' 50.70" E	S 50° 36' 12.34" E
PWB635GPGAR5	11999.92	NO	837+28.01	832+47.36	842+08.16	960.8	480.66	4° 35' 15.01"	S 50° 36' 12.34" E	S 55° 11' 27.35" E
PEB635GPS211	4252.00	YES	770+46.52	762+97.87	777+79.98	1482.10	748.65	19° 58' 17.01"	S 59° 53' 57.70" E	S 79° 52' 14.71" E
PEB635GPS212	3748.00	YES	785+39.54	782+75.51	788+02.69	527.18	264.03	8° 03' 32.52"	S 79° 52' 14.71" E	S 71° 48' 42.19" E
PEB635GPGAR1	3748.00	YES	794+41.80	788+02.69	800+68.73	1266.04	639.11	19° 21' 14.21"	S 71° 48' 42.19" E	S 52° 27' 27.98" E
PEB635GPGAR2	11552.00	NO	802+02.90	800+68.73	803+37.06	268.33	134.17	1° 19' 51.16"	S 52° 27' 27.98" E	S 53° 47' 19.14" E
PEB635GPGAR3	11100.00	NO	806+41.70	803+37.06	809+46.18	609.12	304.64	3° 8' 38.96"	S 53° 47' 19.14" E	S 50° 38' 40.18" E
PEB635GPGAR4	7000.00	YES	812+18.43	809+46.18	814+90.40	544.21	272.24	4° 27' 16.06"	S 50° 38' 40.18" E	S 55° 5' 56.23" E
PEB635GPGAR5	8500.00	YES	820+93.39	820+18.73	821+68.04	149.32	74.66	1° 0' 23.41"	S 55° 5' 56.23" E	S 54° 5' 32.82" E
PEB635GPGAR6	12000.00	NO	838+83.97	836+21.23	841+46.63	525.4	262.74	2° 30' 30.88"	S 54° 5' 32.82" E	S 56° 36' 3.70" E
RAMPS AND DIRECT CONNECTORS (40 MPH DESIGN SPEED)										
PRWXJUP-1	1050.00	NO	10+71.75	10+00.00	11+43.29	143.29	71.75	7° 49' 7.50"	S 78° 47' 36.40" E	S 70° 58' 28.90" E
PRWXJUP-2	1050.00	NO	11+75.06	11+43.29	12+06.82	63.53	31.78	3° 28' 0.18"	S 70° 58' 28.90" E	S 74° 26' 29.08" E
PRWXJUP-3	3800.00	YES	15+87.64	13+03.46	18+70.77	567.31	284.18	8° 33' 13.54"	S 74° 26' 29.08" E	S 65° 53' 15.54" E
PRWXJUP-4	2000.00	YES	20+96.39	19+04.33	22+87.28	382.95	192.06	10° 58' 14.65"	S 65° 53' 15.54" E	S 54° 55' 0.89" E
PRWXJUP-5	3800.00	YES	23+70.40	22+87.28	24+53.49	166.21	83.12	2° 30' 22.01"	S 54° 55' 0.89" E	S 57° 25' 22.91" E
PREEJUP1	1514.00	NO	11+10.40	10+00.00	12+20.41	220.41	110.40	8° 20' 28.15"	S 75° 51' 41.86" E	S 84° 12' 10.01" E
PREEJUP2	5308.00	NO	14+21.17	12+20.41	16+21.74	401.33	200.76	4° 19' 55.30"	S 84° 12' 10.01" E	S 79° 52' 14.71" E
PREEJUP3	3658.00	YES	19+47.41	17+66.25	21+28.27	362.02	181.16	5° 40' 13.22"	S 79° 52' 14.71" E	S 74° 12' 1.49" E
PREEJUP4	5294.00	YES	21+99.49	21+28.27	22+70.71	142.44	71.23	1° 32' 29.81"	S 74° 12' 1.49" E	S 75° 44' 31.30" E
PREEJUP5	2300.00	YES	24+73.55	22+70.71	26+75.35	404.64	202.85	10° 4' 48.61"	S 75° 44' 31.30" E	S 65° 39' 42.69" E
PRWBFRGAR1	10002.29	NO	11+09.63	10+00.00	12+19.25	219.25	109.63	1° 15' 21.35"	S 59° 36' 38.27" E	S 60° 51' 59.62" E
PRWBFRGAR2	598.49	YES	14+79.16	12+19.25	17+09.66	490.41	259.91	46° 56' 53.70"	S 62° 2' 33.45" E	N 71° 0' 32.86" E
PRWBFRGAR3	595.46	YES	18+45.11	17+09.66	19+76.02	266.37	135.45	25° 37' 48.40"	N 71° 36' 26.79" E	N 45° 58' 38.39" E
PRWBFRGAR4	500.00	YES	20+57.39	19+96.71	21+17.49	120.78	60.69	13° 50' 25.05"	N 45° 58' 38.39" E	N 32° 8' 13.34" E
PREXNWHS21	3000.00	YES	12+06.27	10+00.00	14+11.89	411.89	206.27	7° 51' 59.51"	S 57° 22' 4.35" E	S 49° 30' 4.83" E
PRWENHWS21	12072.00	NO	8+42.87	8+00.00	8+85.73	85.73	42.87	0° 24' 24.80"	S 54° 1' 25.74" E	S 53° 37' 0.94" E
PRWENHWS22	3800.00	YES	10+47.50	8+85.73	12+09.08	323.35	161.77	4° 52' 31.70"	S 53° 37' 0.94" E	S 58° 29' 32.65" E
PRWENHWS23	4500.00	YES	13+59.02	12+09.08	15+08.84	299.75	149.93	3° 48' 59.75"	S 58° 29' 32.65" E	S 54° 40' 32.90" E
PRWENHWS24	1200.00	NO	23+14.81	22+36.23	23+93.17	156.94	78.58	7° 29' 36.78"	S 54° 40' 32.90" E	S 62° 10' 9.67" E
PRWENHWS25	1050.00	NO	26+47.75	25+28.58	27+65.90	237.32	119.17	12° 57' 0.71"	S 62° 10' 9.67" E	S 49° 13' 8.96" E
PRWXGARS21	4000.00	NO	13+49.04	12+16.48	14+81.51	265.03	132.56	3° 47' 46.42"	S 54° 15' 45.05" E	S 50° 27' 58.63" E
PRWXGARS22	2500.00	NO	15+60.64	14+81.51	16+39.73	158.22	79.14	3° 37' 34.19"	S 50° 27' 58.63" E	S 54° 5' 32.82" E
PRWXGARS23	3000.00	YES	19+31.64	17+33.85	21+28.85	395.00	197.79	7° 32' 38.16"	S 54° 5' 32.82" E	S 46° 32' 54.66" E
PRWXGARS24	2800.00	YES	22+84.29	21+28.85	24+39.41	310.56	155.44	6° 21' 17.87"	S 46° 32' 54.66" E	S 52° 54' 12.53" E
PREEGARS21	2500.00	NO	10+67.55	10+00.00	11+35.07	135.07	67.55	3° 5' 43.68"	S 54° 5' 32.82" E	S 57° 11' 16.51" E
PREEGARS22	3500.00	YES	18+63.82	17+69.25	19+58.34	189.09	94.57	3° 5' 43.68"	S 57° 11' 16.51" E	S 54° 5' 32.82" E
PREXCEN-1	3800.00	YES	10+93.77	10+00.00	11+87.50	187.50	93.77	2° 49' 37.68"	S 54° 5' 32.82" E	S 51° 15' 55.14" E
PREXCEN-2	5300.00	NO	14+16.21	11+87.50	16+44.63	457.13	228.71	4° 56' 30.56"	S 51° 15' 55.14" E	S 56° 12' 25.70" E
LOOP RAMPS AND CONNECTORS (25 MPH DESIGN SPEED)										
PWBCONNGAR1	220.00	YES	11+36.42	10+41.28	12+20.87	179.59	95.14	46° 46' 16.95"	N 60° 39' 53.98" W	S 72° 33' 49.08" W
PWBCONNGAR2	610.49	YES	12+57.64	12+20.87	12+94.31	73.44	36.77	6° 53' 34.13"	S 72° 33' 49.08" W	S 79° 27' 23.20" W
PWBLOOP1	146.00	YES	12+23.06	10+49.27	13+03.92	254.65	173.79	99° 56' 0.79"	N 60° 5' 24.10" W	S 19° 58' 35.11" W
PWBLOOP2	145.04	YES	13+44.68	13+03.92	13+83.40	79.49	40.77	31° 23' 57.40"	S 18° 34' 15.24" W	S 12° 49' 42.16" E
PWBLOOP3	144.00	YES	14+38.18	13+83.40	14+88.09	104.69	54.78	41° 39' 17.13"	S 11° 25' 22.29" E	S 53° 4' 39.42" E
PREBFRGAR1	1112.00	NO	13+79.32	10+00.00	17+31.11	731.11	379.32	37° 40' 13.07"	S 66° 25' 56.94" E	S 28° 45' 43.87" E
PREBFRGAR2	300.00	YES	19+54.19	19+25.22	19+82.98	57.75	28.97	11° 1' 49.26"	S 28° 45' 43.87" E	S 17° 43' 54.61" E
PREBFRGAR3	280.00	YES	21+33.39	20+27.13	22+30.25	203.12	106.26	41° 33' 52.68"	S 17° 43' 54.61" E	S 59° 17' 47.29" E
PEBLOOP1	144.00	YES	12+45.80	10+84.69	13+27.02	242.33	161.11	96° 25' 15.24"	N 59° 20' 36.16" W	N 37° 4' 39.08" E
PEBLOOP2	144.00	YES	14+88.13	13+27.02	15+69.35	242.33	161.11	96° 25' 15.24"	N 37° 4' 39.08" E	S 46° 30' 5.69" E
PEBLOOP3	2500.00	YES	16+06.10	15+82.70	16+29.51	46.81	23.40	1° 4' 21.86"	S 47° 59' 49.14" E	S 49° 4' 11.00" E
FRONTAGE ROADS (40 MPH DESIGN SPEED)										
PWB635FR_AS29	3530.00	NO	774+82.84	770+38.27	779+22.75	884.48	444.57	14° 21' 21.78"	S 66° 57' 31.29" E	S 81° 18' 53.08" E
PWB635FR_AS210	3900.00	NO	792+22.43	783+20.18	800+93.48	1773.30	902.25	26° 3' 7.17"	S 81° 18' 53.08" E	S 55° 15' 45.90" E
PWB635FR1GAR1	3886.00	NO	791+49.63	788+00.00	794+97.39	697.39	349.63	10° 16' 56.66"	S 74° 10' 37.92" E	S 63° 53' 41.25" E
PWB635FR1GAR2	2786.00	NO	796+99.62	794+97.39	799+01.14	403.75	202.23	8° 18' 12.08"	S 63° 53' 41.25" E	S 55° 35' 29.17" E
PWB635FR1GAR3	3986.00	NO	801+16.86	800+34.39	801+99.30	164.91	82.47	2° 22' 13.85"	S 55° 35' 29.17" E	S 53° 13' 15.32" E
PWB635FR1GAR4	11345.00	NO	804+63.60	804+42.23	804+84.97	42.74	21.37	0° 12' 57.05"	S 53° 13' 15.32" E	S 53° 26' 12.38" E
PWB635FR1GAR5	4996.37	NO	806+45.27	804+84.97	808+05.46	320.49	160.3	3° 40' 30.66"	S 53° 26' 12.38" E	S 57° 6' 43.03" E
PWB635FR1GAR6	7995.38	NO	809+04.65	808+05.46	810+03.84	198.38	99.2	1° 25' 17.88"	S 57° 6' 43.03" E	S 55° 41' 25.15" E
PWB635FR1GAR7	3028.00	NO	813+46.57	812+37.42	814+55.63	218.21	109.15	4° 7' 43.96"	S 55° 41' 25.15" E	S 59° 49' 9.11" E
PWB635FR2GAR1	3748.00	NO	815+00.18	814+00.00	816+00.31	200.31	100.18	3° 3' 43.49"	S 59° 7' 35.20" E	S 62° 11' 18.69" E
PWB635FR2GAR2	1000.00	NO	816+71.08	816+00.31	817+41.61	141.3	70.77	8° 5' 45.87"	S 62° 11' 18.69" E	S 54° 5' 32.82" E
PWB635FR2GAR3	2000.00	NO	826+60.85	825+75.75	827+45.86	170.11	85.11	4° 52' 23.87"	S 54° 5' 32.82" E	S 49° 13' 8.96" E
PWB635FR2GAR4	1500.00	NO	829+39.07	828+76.79	830+01.27	124.48	62.28	4° 45' 17.38"	S 49° 13' 8.96" E	S 53° 58' 26.34" E
PWB635FR2GAR5	1500.00	NO	830+43.48	830+01.27	830+85.67	84.4	42.21	3° 13' 25.82"	S 53° 58' 26.34" E	S 50° 45' 0.52" E
PWB635FR_AS218	1430.00	NO	834+49.17	834+22.34	834+76.00	53.67	26.84	2° 9' 0.77"	S 50° 45' 0.53" E	S 52° 54' 1.30" E
PWB635FR_AS219	2800.00	NO	840+80.72	840+52.25	841+09.19	56.94	28.47	1° 9' 54.23"	S 52° 54' 1.30" E	S 54° 3' 55.53" E
PEB635FRS223	4570.00	NO	763+37.23	749+86.47	776+13.21	2626.75	1350.77	32° 55' 56.94"	S 45° 23' 51.52" E	S 78° 19' 48.46" E
PEB635FRS224	1498.00	NO	779+00.27	778+26.93	779+73.49	146.56	73.34	5° 36' 20.50"	S 78° 19' 48.46" E	S 83° 56' 8.96" E
PEB635FRS225	1502.00	NO	780+18.62	779+73.49	780+63.72	90.23	45.13	3° 26' 31.35"	S 83° 56' 8.96" E	S 80° 29' 37.61" E
PEB635FRS226	5347.00	NO	781+56.72	781+00.96	782+12.48	111.52	55.76	1° 11' 41.95"	S 80° 29' 37.61" E	S 81° 41' 19.57" E
PEB635FRS227	3053.00	NO	783+58.68	782+12.48	785+04.66	292.18	146.20	5° 29' 0.18"	S 81° 41' 19.57" E	S 76° 12' 19.38" E
PEB635FRGAR1	3053.00	NO	785+20.07	784+98.27	785+41.87	43.60	21.80	0° 49' 5.78"	S 76° 12' 19.38" E	S 75° 23' 13.61" E
PEB635FRGAR2	963.00	NO	785+68.26	785+41.87	785+94.63	52.77	26.39	3° 8' 21.75"	S 75° 23' 13.61" E	S 72° 14' 51.86" E
PEB635FRGAR3	2600.00	NO	790+64.92	787+62.21	793+64.91	602.7	302.71	13° 16' 53.60"	S 72° 14' 51.86" E	S 58° 57' 58.26" E
PEB635FRGAR4	1989.00	NO	798+76.03	796+78.35	800+72.42	394.08	197.68	11° 21' 6.74"	S 58° 57' 58.26" E	S 47° 36' 51.52" E
PEB635FRGAR5	2500.00	NO	802+71.55	801+30.07	804+12.74	282.66	141.48	6° 28' 41.31"	S 47° 36' 51.52" E	S 54° 5' 32.82" E
PEB635FRGAR6	2000.00	NO	809+97.21	809+16.53	810+77.81	161.29	80.69	4° 37' 14.11"	S 54° 5' 32.82" E	S 49° 28' 18.72" E
PEB635FRGAR7	2000.00	NO	811+58.50	810+77.81	812+39.10	161.29	80.69	4° 37' 14.11"	S 49° 28' 18.72" E	S 54° 5' 32.82" E
PEB635FRGAR8	2000.00	NO	818+21.35	817+50.60	818+92.05	141.45	70.75	4° 3' 8.16"	S 54° 5' 32.82" E	S 58° 8' 40.99" E
PEB635FRGAR9	2000.00	NO	819+62.80	818+92.05	820+33.50	141.45	70.75	4° 3' 8.16"	S 58° 8' 40.99" E	S 54° 5' 32.82" E
UTURNS (15 MPH DESIGN SPEED)										
PGAR_U1S21	116	NO	10+67.26	10+00.00	11+21.91	121.91	67.26	60° 12' 51.02"	S 87° 20' 34.88" E	N 32° 26' 34.10" E
PGAR_U1S22	116	NO	12+80.33	12+27.28	13+26.79	99.51	53.05	49° 9' 2.32"	N 32° 26' 34.10" E	N 16° 42' 28.22" W
PNWH-U1-1	74	YES	15+05.83	14+23.47	15+47.61	124.14	82.35	96° 6' 55.92"	S 89° 41' 57.60" E	N 5° 48' 53.52" W
PNWH-U2-1	78	YES	10+93.34	10+00.00	11+36.45	136.45	93.34	100° 13' 51.54"	N 11° 18' 4.92" W	N 88° 55' 46.62" E
CROSS STREETS (40 MPH DESIGN SPEED)										
PGARS21	2000	NO	11+90.52	11+44.64	12+36.39	91.76	45.89	2° 37' 43.15"	N 30° 17' 57.29" E	N 27° 40' 14.14" E
PGARS22	2500	NO	16+20.35	15+50.36	16+90.31	139.95	69.99	3° 12' 26.35"	N 27° 40' 14.14" E	N 30° 52' 40.49" E
PSHI-1	4000	NO	22+85.43	20+74.70	24+95.76	421.06	210.72	6° 1' 52.39"	N 2° 6' 16.30" E	N 3° 55' 36.08" W
PSHI-2	1000	NO	26+07.51	25+81.52	26+33.49	51.96	25.99	2° 58' 38.48"	N 3° 55' 36.08" W	N 0° 56' 57.60" W

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 5 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



LOCATION MAP
N.T.S.
DALLAS COUNTY, TEXAS



TXDOT DALLAS DISTRICT
TEXAS COUNTY MAP
N.T.S.
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3/12/2019
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HORIZONTAL SCALE:
Pegasus Link Constructors, JV
AECOM
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