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

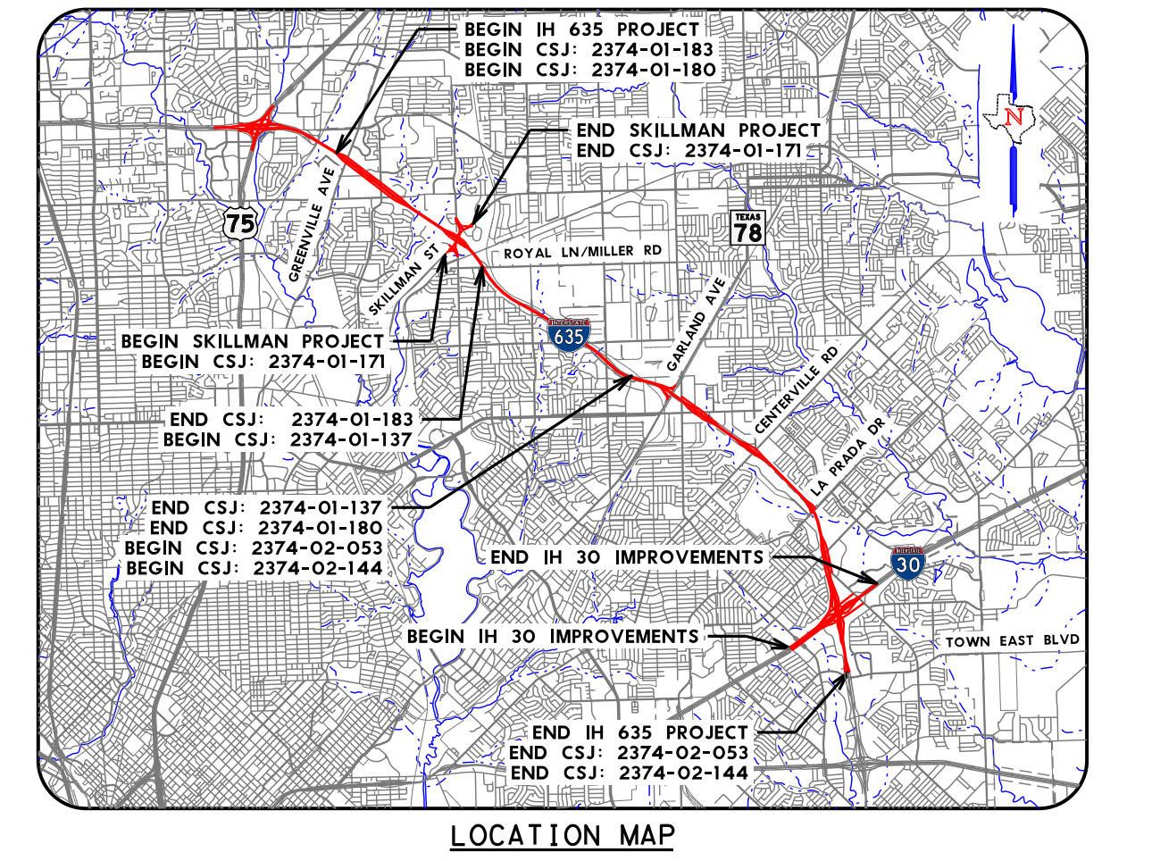
MARCH 14, 2019
ROLL 6 OF 24

ROADWAY PLAN & PROFILE-VOL 1.C.01

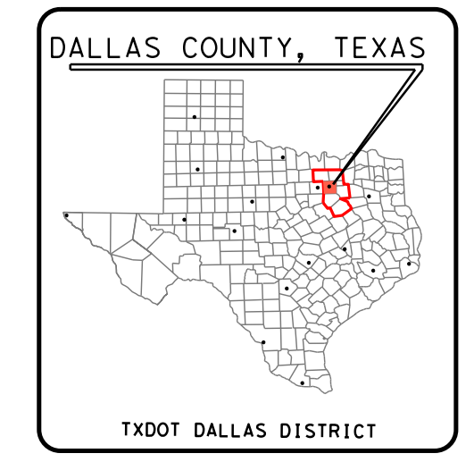
CONCEPT PLANS

	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.



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

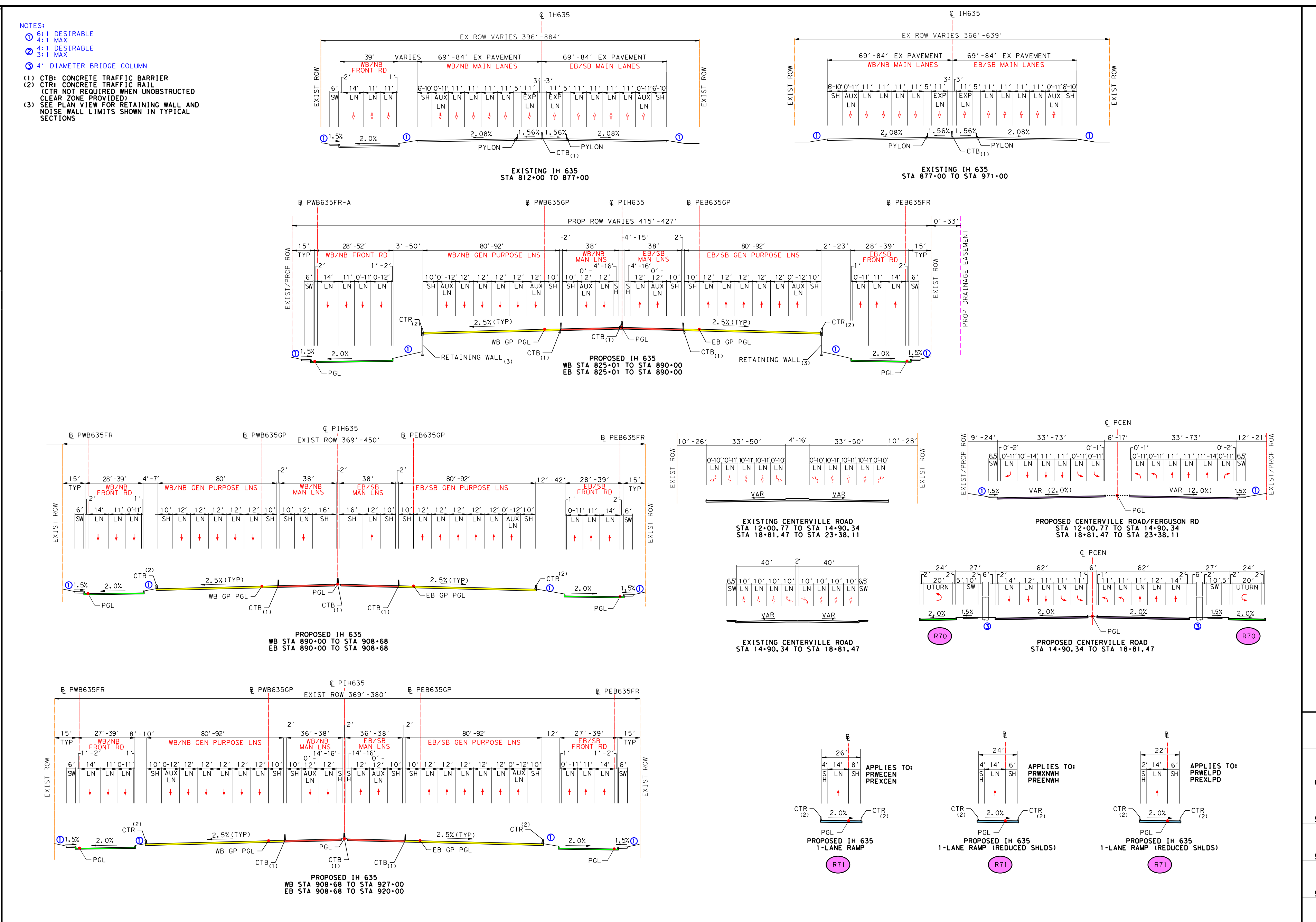
- SSTR ON PAVEMENT
- SSTR ON TOP WALL
- SSCB
- BARRIER GATE
- PORTABLE BARRIER
- ATTENUATOR
- MBGF
- MBGF TRANS (TL-3)
- MBGF TRANS (TL-2)
- SINGL GR TERM (SGT)
- DS ANCHOR TERM (DAT)
- COMB RAIL TY C221
- PED RAIL
- PR OSB SIGN STRUCT
- PR COSS SIGN STRUCT
- PR TOLL GANTRY
- ITS STRUCTURES
- MOVEABLE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

EX = EXISTING
PR = PROPOSED

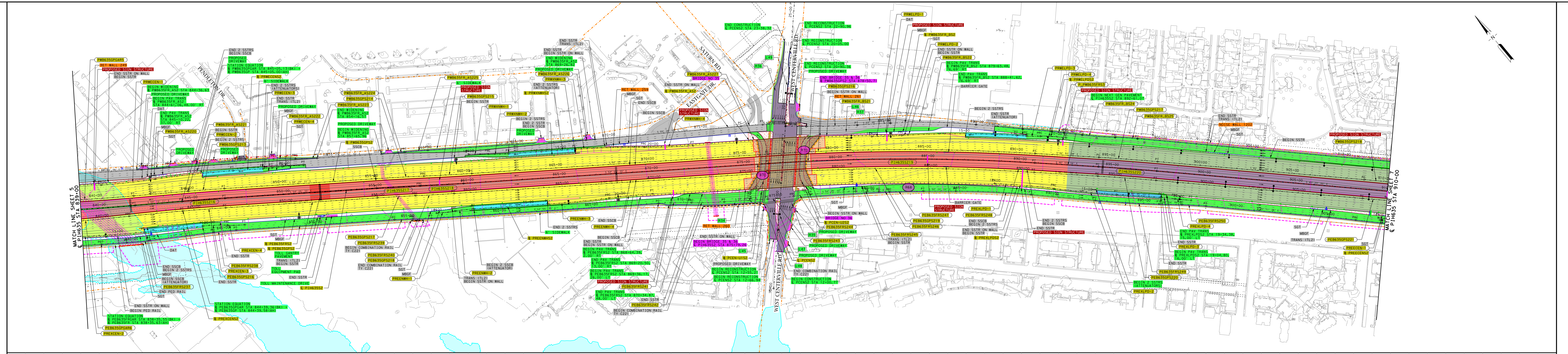
NEXT GENERATION PAVEMENT
- MAIN LANES
- MANAGED LANES
- RAMP

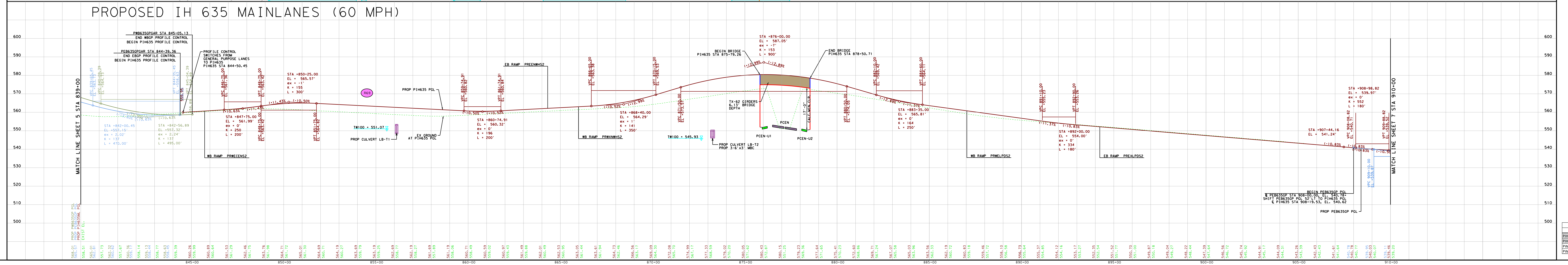
GENERAL NOTES:

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





OPTIMIZATIONS SEGMENT 2

LIST OF OPTIMIZATIONS					
NUMBER	ALIGNMENT	LIMITS			DESCRIPTION AND BENEFITS
		TYPE	FROM	TO	
R68	PEB635FR	PLAN	881+00	886+00	SHIFTED THE FRONTAGE ROAD TOWARDS THE ROW LINE. PROVIDED ADDITIONAL ROOM BETWEEN FRONTAGE ROAD AND THE GENERAL PURPOSE LANE AND OPTIMIZED RETAINING WALLS.
R69	PIH635	PROF	846+00	862+00	RAISED THE 635 PROFILE TO USE EXTRA EXCAVATION MATERIAL. REDUCES CONSTRUCTION TIME AND REDUCES THE NEED TO EXPORT THE MATERIAL OFFSITE
R70	PCEN-U1 PCEN-U2	PLAN & TYP	BEGIN	END	OPTIMIZED LANE WIDTH TO MEET DESIGN CRITERIA OF 20'. OPTIMIZED THE 635 BRIDGES SPANNING CENTERVILLE RD.
RAMP TYPICALS					
R71	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	839+00 to 900+00	13"	1"	6"	6"	10"
GP & ML	PIH635ML	900+00 to 910+00	13"	1"	6"	6"	34"
RAMP	PRWECENS2	ALL	10.5"	1"	6"	6"	12.5"
RAMP	PRWXNWHS2	ALL	10.5"	1"	6"	6"	12.5"
RAMP	PRWELPDS2	ALL	10.5"	1"	6"	6"	12.5"
RAMP	PREXCENS2	ALL	11"	1"	6"	6"	12"
RAMP	PREENWHS2	ALL	11"	1"	6"	6"	12"
RAMP	PREXLPDS2	ALL	10.5"	1"	6"	6"	12.5"
RAMP	PCENS2	ALL	11"	1"	6"	6"	12"
FRONTAGE	PWB635FR	EX. TO REMAIN 841+20 TO 890+99	N/A	N/A	N/A	N/A	N/A
FRONTAGE	PWB635FR	WIDENING OF EXIST.	10"	1"	6"	6"	13"
FRONTAGE	PWB635FR	890+99 to 900+00	10.5"	1"	6"	6"	12.5"
FRONTAGE	PWB635FR	900+00 to 912+52	10.5"	1"	6"	6"	24.5"
FRONTAGE	PEB635FR	837+35 TO 876+03	11"	1"	6"	6"	0"
FRONTAGE	PEB635FR	876+03 TO 900+00	10.5"	1"	6"	6"	12.5"
FRONTAGE	PEB635FR	900+00 TO 908+13	10.5"	1"	6"	6"	24.5"
CROSS ST	PCENS2	ALL	11"	1"	6"	6"	12"

(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 2

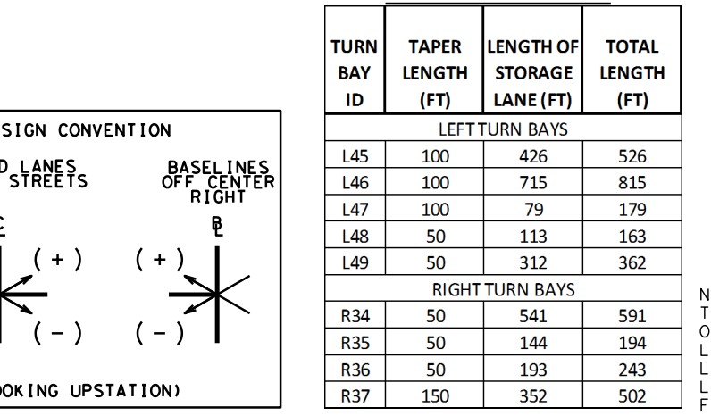
Curve Number	Radius (FT)	Requires Superelevation?	PI Station	PC Station	PT Station	Length (FT)	Tangent (FT)	Delta	Back Tangent Direction	Ahead Tangent Direction
MANAGED LANES AND GENERAL PURPOSE MAINLANES (60 MPH DESIGN SPEED)										
PIH635S215	12052.00	NO	838+76.14	835+57.48	841+94.66	637.18	318.66	3° 1' 45.07"	S 52° 10' 25.59" E	S 55° 12' 10.66" E
PIH635S216	12052.00	NO	845+67.24	844+50.44	846+84.03	233.59	116.80	1° 6' 37.84"	S 55° 12' 10.66" E	S 54° 5' 32.82" E
PIH635S217	12052.00	NO	856+25.78	855+07.47	857+44.08	236.61	118.31	1° 7' 29.50"	S 54° 5' 32.82" E	S 52° 58' 3.33" E
PIH635S218	12000.00	NO	858+61.88	857+44.08	859+79.67	235.59	117.80	1° 7' 29.50"	S 52° 58' 3.33" E	S 54° 5' 32.82" E
PIH635S219	11500.00	NO	883+59.30	876+36.47	890+80.23	1443.76	722.83	7° 11' 35.30"	S 54° 5' 32.82" E	S 46° 53' 57.52" E
PIH635S220	12000.00	NO	895+84.86	894+26.09	897+43.61	317.52	158.77	1° 30' 57.83"	S 46° 53' 57.52" E	S 45° 22' 59.69" E
PWB635GPGAR5	11999.92	NO	837+28.01	832+47.36	842+08.16	960.80	480.66	4° 35' 15.01"	S 50° 36' 12.34" E	S 55° 11' 27.35" E
PWB635GPS213	12104.00	NO	845+83.62	844+66.31	847+00.92	234.60	117.31	1° 6' 37.91"	S 55° 12' 10.66" E	S 54° 5' 32.76" E
PWB635GPS214	12000.00	NO	856+54.42	855+24.40	857+84.43	260.03	130.02	1° 14' 29.56"	S 54° 5' 32.76" E	S 52° 51' 3.20" E
PWB635GPS215	11999.91	NO	859+14.45	857+84.43	860+44.46	260.03	130.02	1° 14' 29.62"	S 52° 51' 3.20" E	S 54° 5' 32.82" E
PWB635GPS216	11551.00	NO	883+79.41	876+53.38	891+03.53	1450.16	726.03	7° 11' 35.30"	S 54° 5' 32.82" E	S 46° 53' 57.52" E
PWB635GPS217	12051.00	NO	896+08.84	894+49.40	897+68.27	318.87	159.45	1° 30' 57.83"	S 46° 53' 57.52" E	S 45° 22' 59.69" E
PWB635GPS218	12046.00	NO	909+69.69	908+91.94	910+47.45	155.51	77.76	0° 44' 22.89"	S 45° 22' 59.69" E	S 44° 38' 36.81" E
PEB635GPGAR6	12000.00	NO	838+83.97	836+21.23	841+46.63	525.40	262.74	2° 30' 30.88"	S 54° 5' 32.82" E	S 56° 36' 3.70" E
PEB635GPGAR7	12000.00	NO	842+93.00	841+46.63	844+39.36	292.73	146.37	1° 23' 51.66"	S 56° 36' 3.70" E	S 55° 12' 12.04" E
PEB635GPS216	12000.00	NO	845+55.92	844+39.58	846+72.25	232.67	116.34	0° 28' 38.87"	S 55° 12' 12.04" E	S 54° 5' 32.76" E
PEB635GPS217	12000.00	NO	856+00.15	854+95.73	857+04.57	208.84	104.42	0° 59' 49.65"	S 54° 5' 32.76" E	S 53° 5' 43.10" E
PEB635GPS218	12000.08	NO	858+08.99	857+04.57	859+13.41	208.84	104.42	0° 59' 49.72"	S 53° 5' 43.10" E	S 54° 5' 32.82" E
PEB635GPS219	11449.00	NO	883+44.31	876+24.69	890+62.04	1437.35	719.62	7° 11' 35.30"	S 54° 5' 32.82" E	S 46° 53' 57.52" E
PEB635GPS220	11949.00	NO	895+66.00	894+07.91	897+24.08	316.17	158.10	1° 30' 57.83"	S 46° 53' 57.52" E	S 45° 22' 59.69" E
PEB635GPS221	12046.00	NO	909+25.50	908+47.74	910+03.26	155.51	77.76	0° 44' 22.89"	S 45° 22' 59.69" E	S 46° 7' 22.58" E
RAMPS AND DIRECT CONNECTORS (40 MPH DESIGN SPEED)										
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
PREXCEN-3	1050.00	NO	20+30.36	19+63.25	20+97.28	134.04	67.11	7° 18' 50.34"	S 56° 12' 25.70" E	S 48° 53' 35.36" E
PREXCEN-4	1050.00	NO	21+44.96	20+97.28	21+92.57	95.28	47.67	5° 11' 57.39"	S 48° 53' 35.36" E	S 54° 5' 32.76" E
PRWECEN-1	3800.00	NO	11+47.89	10+00.00	12+95.63	295.63	147.89	4° 27' 26.61"	S 54° 21' 57.43" E	S 58° 49' 24.04" E
PRWECEN-2	5300.00	NO	15+07.87	12+95.63	17+19.89	424.26	212.24	4° 35' 11.37"	S 58° 49' 24.04" E	S 54° 14' 12.67" E
PRWECEN-3	1050.00	NO	19+07.20	18+82.20	19+32.20	50.00	25.00	2° 43' 42.13"	S 54° 14' 12.67" E	S 56° 57' 54.80" E
PRWECEN-4	1050.00	NO	20+47.12	19+88.85	21+05.26	116.40	58.26	6° 21' 6.10"	S 56° 57' 54.80" E	S 50° 36' 48.71" E
PREENWH-1	1050.00	NO	10+51.30	10+00.00	11+02.51	102.51	51.30	5° 35' 37.38"	S 54° 5' 32.76" E	S 59° 41' 10.14" E
PREENWH-2	1050.00	NO	11+53.81	11+02.51	12+05.02	102.51	51.30	5° 35' 37.38"	S 59° 41' 10.14" E	S 54° 5' 32.76" E
PREENWH-3	5300.00	NO	17+72.60	16+05.84	19+39.25	333.41	166.76	3° 36' 15.60"	S 54° 5' 32.76" E	S 57° 41' 48.35" E
PREENWH-4	3800.00	NO	20+58.81	19+39.25	21+78.29	239.05	119.56	3° 36' 15.60"	S 57° 41' 48.35" E	S 54° 5' 32.76" E
PRWXNWH-1	1050.00	NO	10+53.81	10+00.00	11+07.53	107.53	53.81	5° 52' 2.61"	S 54° 4' 28.34" E	S 48° 12' 25.72" E
PRWXNWH-2	1050.00	NO	11+62.25	11+07.53	12+16.87	109.35	54.72	5° 58' 0.35"	S 48° 12' 25.72" E	S 54° 10' 26.07" E
PRWXNWH-3	5300.00	NO	17+66.97	15+78.80	19+54.99	376.19	188.18	4° 4' 0.64"	S 54° 10' 26.07" E	S 50° 6' 25.43" E
PRWXNWH-4	3800.00	NO	20+87.20	19+54.99	22+19.31	264.32	132.21	3° 59' 7.33"	S 50° 6' 25.43" E	S 54° 5' 32.76" E
PRWELPD-1	3800.00	NO	10+81.06	10+00.00	11+62.10	162.10	81.06	2° 26' 38.94"	S 51° 17' 23.09" E	S 53° 44' 2.03" E
PRWELPD-2	5300.00	NO	14+74.13	11+62.10	17+85.44	623.34	312.03	6° 44' 18.89"	S 53° 44' 2.03" E	S 46° 59' 43.14" E
PRWELPD-3	1050.00	NO	18+76.68	18+38.65	19+14.67	76.02	38.03	4° 8' 54.15"	S 46° 59' 43.14" E	S 51° 8' 37.29" E
PRWELPD-4	1050.00	NO	19+84.46	19+14.67	20+54.05	139.38	69.79	7° 36' 20.46"	S 51° 8' 37.29" E	S 43° 32' 16.82" E
PREXLPD-1	3800.00	NO	11+61.73	10+00.00	13+23.27	323.27	161.73	4° 52' 27.05"	S 47° 57' 23.98" E	S 43° 4' 56.93" E
PREXLPD-2	5300.00	NO	14+93.63	13+23.27	16+63.88	340.61	170.36	3° 40' 55.92"	S 43° 4' 56.93" E	S 46° 45' 52.85" E
PREXLPD-3	1050.00	NO	19+42.83	19+04.80	19+80.82	76.02	38.03	4° 8' 54.39"	S 46° 45' 52.85" E	S 42° 36' 58.46" E
PREXLPD-4	1050.00	NO	20+25.59	19+80.82	20+70.30	89.48	44.77	4° 52' 57.46"	S 42° 36' 58.46" E	S 47° 29' 55.92" E
PREECEN-1	1050.00	NO	10+54.42	10+00.00	11+08.74	108.74	54.42	5° 56' 2.12"	S 44° 51' 38.17" E	S 50° 47' 40.29" E
FRONTAGE ROADS (40 MPH DESIGN SPEED)										
PWB635FR_AS220	2000.00	NO	845+36.69	844+61.05	846+12.25	151.20	75.64	4° 19' 53.86"	S 54° 3' 55.53" E	S 58° 23' 49.39" E
PWB635FR_AS221	2000.00	NO	846+87.42	846+12.25	847+62.51	150.26	75.16	4° 18' 16.56"	S 58° 23' 49.39" E	S 54° 5' 32.82" E
PWB635FR_AS222	1200.00	NO	852+39.12	851+79.71	852+98.42	118.71	59.40	5° 40' 4.81"	S 54° 5' 32.82" E	S 48° 25' 28.02" E
PWB635FR_AS223	1200.00	NO	853+57.54	852+98.42	854+16.57	118.14	59.12	5° 38' 27.51"	S 48° 25' 28.02" E	S 54° 3' 55.53" E
PWB635FR_AS224	4000.00	NO	858+29.24	857+65.96	858+92.51	126.55	63.28	1° 48' 45.92"	S 54° 3' 55.53" E	S 55° 52' 41.45" E
PWB635FR_AS225	4000.10	NO	859+55.48	858+92.51	860+18.43	125.92	62.97	1° 48' 13.11"	S 55° 52' 41.45" E	S 54° 4' 28.34" E
PWB635FR_AS226	2000.00	NO	869+01.95	868+77.09	869+26.81	49.72	24.86	1° 25' 28.23"	S 54° 4' 28.34" E	S 55° 29' 56.57" E
PWB635FR_AS227	2800.00	NO	877+79.22	877+20.03	878+38.39	118.36	59.19	2° 25' 19.11"	S 55° 29' 56.57" E	S 53° 4' 37.46" E
PWB635FR_BS21	4000.00	NO	882+14.89	880+76.61	883+53.06	276.45	138.28	3° 57' 35.56"	S 49° 50' 35.87" E	S 53° 48' 11.43" E
PWB635FR_BS22	3000.00	NO	887+66.19	885+33.51	889+97.94	464.43	232.68	8° 52' 12.05"	S 53° 48' 11.43" E	S 44° 55' 59.38" E
PWB635FR_BS23	2000.00	NO	894+43.03	894+09.74	894+76.31	66.57	33.29	1° 54' 25.69"	S 45° 26' 42.51" E	S 43° 32' 16.82" E
PWB635FR_BS24	2000.00	NO	896+65.97	895+76.31	897+55.50	179.19	89.66	5° 8' 0.60"	S 43° 32' 16.82" E	S 48° 40' 17.42" E
PWB635FR_BS25	2000.00	NO	898+16.16	897+55.50	898+76.78	121.28	60.66	3° 28' 27.71"	S 48° 40' 17.42" E	S 45° 11' 49.72" E
PEB635FRS237	2000.00	NO	840+34.11	839+72.16	840+96.02	123.86	61.95	3° 32' 53.85"	S 54° 5' 32.82" E	S 57° 38' 26.67" E
PEB635FRS238	2004.00	NO	845+08.55	844+46.47	845+70.58	124.11	62.07	3° 32' 53.92"	S 57° 38' 26.67" E	S 54° 5' 32.76" E
PEB635FRS239	2000.00	NO	854+80.12	854+30.11	855+30.12	100.01	50.02	2° 51' 54.31"	S 54° 5' 32.76" E	S 51° 13' 38.44" E
PEB635FRS240	2000.00	NO	855+80.13	855+30.12	856+30.13	100.01	50.02	2° 51' 54.31"	S 51° 13' 38.44" E	S 54° 5' 32.76" E
PEB635FRS241	2000.00	NO	869+53.65	868+64.39	870+42.78	178.39	89.25	5° 6' 37.73"	S 54° 5' 32.76" E	S 48° 58' 55.03" E
PEB635FRS242	1999.99	NO	871+31.89	870+42.78	872+20.87	178.09	89.1	5° 6' 6.86"	S 48° 58' 55.03" E	S 54° 5' 1.88" E
PEB635FRS243	1500.00	NO	875+27.63	874+57.20	875+97.96	140.76	70.43	5° 22' 36.46"	S 54° 5' 1.88" E	S 59° 27' 38.34" E
PEB635FRS244	1000.00	NO	876+44.92	875+97.96	876+91.81	93.84	46.96	5° 22' 36.46"	S 59° 27' 38.34" E	S 54° 5' 1.88" E
PEB635FRS245	600.00	NO	879+66.89	879+35.29	879+98.44	63.15	31.6	6° 1' 48.50"	S 54° 5' 1.88" E	S 48° 3' 13.38" E
PEB635FRS246	800.00	NO	880+90.29	880+60.95	881+19.59	58.65	29.34	4° 12' 0.74"	S 48° 3' 13.38" E	S 52° 15' 14.12" E
PEB635FRS247	5700.00	NO	882+11.77	881+19.59	883+03.93	184.34	92.18	1° 51' 10.57"	S 52° 15' 14.12" E	S 50° 24' 3.55" E
PEB635FRS248	4500.00	NO	886+83.16	884+78.53	888+87.52	408.99	204.64	5° 12' 26.82"	S 50° 24' 3.55" E	S 45° 11' 36.73" E
PEB635FRS249	5338.00	NO	894+10.13	892+36.77	895+83.36	346.59	173.36	3° 43' 12.51"	S 45° 11' 36.73" E	S 48° 54' 49.24" E
PEB635FRS250	2000.00	NO	897+72.32	897+07.22	898+37.38	130.16	65.1	3° 43' 43.48"	S 48° 54' 49.24" E	S 45° 11' 5.76" E
PEB635FRS251	4000.00	NO	905+81.13	905+09.52	906+52.72	143.19	71.6	2° 3' 3.97"	S 45° 11' 5.76" E	S 43° 8' 1.78" E
PEB635FRS252	4000.00	NO	907+23.02	906+52.72	907+93.30	140.59	70.3	2° 0' 49.49"	S 43° 8' 1.78" E	S 45° 8' 51.27" E
UTURNS (15 MPH DESIGN SPEED)										
PCEN-U1-1	126	NO	10+52.71	10+00.00	10+99.84	99.84	52.71	45° 24' 5.12"	N 89° 11' 53.13" E	N 43° 47' 48.01" E
PCEN-U1-2	116	NO	12+98.12	12+30.07	13+53.15	123.07	68.04	60° 47' 18.33"	N 43° 47' 48.01" E	N 16° 59' 30.32" W
PCEN-U2-1	116	NO	10+66.41	10+00.00	11+20.63	120.63	66.41	59° 35' 2.62"	N 15° 47' 14.62" W	N 43° 47' 48.01" E
PCEN-U2-2	86	NO	12+68.94	12+44.13	12+92.43	48.3	24.8	32° 10' 35.87"	N 43° 47' 48.01" E	N 75° 58' 23.88" E
PCEN-U2-3	126	NO	13+10.94	12+92.43	13+29.19	36.76	18.51	16° 42' 51.71"	N 75° 58' 23.88" E	S 87° 18' 44.41" E

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

SUPER ELEVATION TABLE SEGMENT 2

ALIGNMENT	BEGIN TRANSITION		END TRANSITION	
	STA	e (%)	STA	e (%)
PIH635 (WB)	866+35	-2.50	875+10	2.50
PIH635 (WB)	879+30	2.50	888+05	-2.50
PWB635GP	865+48	-2.50	875+23	2.50
PWB635GP	879+44	2.50	888+23	-2.50

SUPERELEVATION SIGN CONVENTION

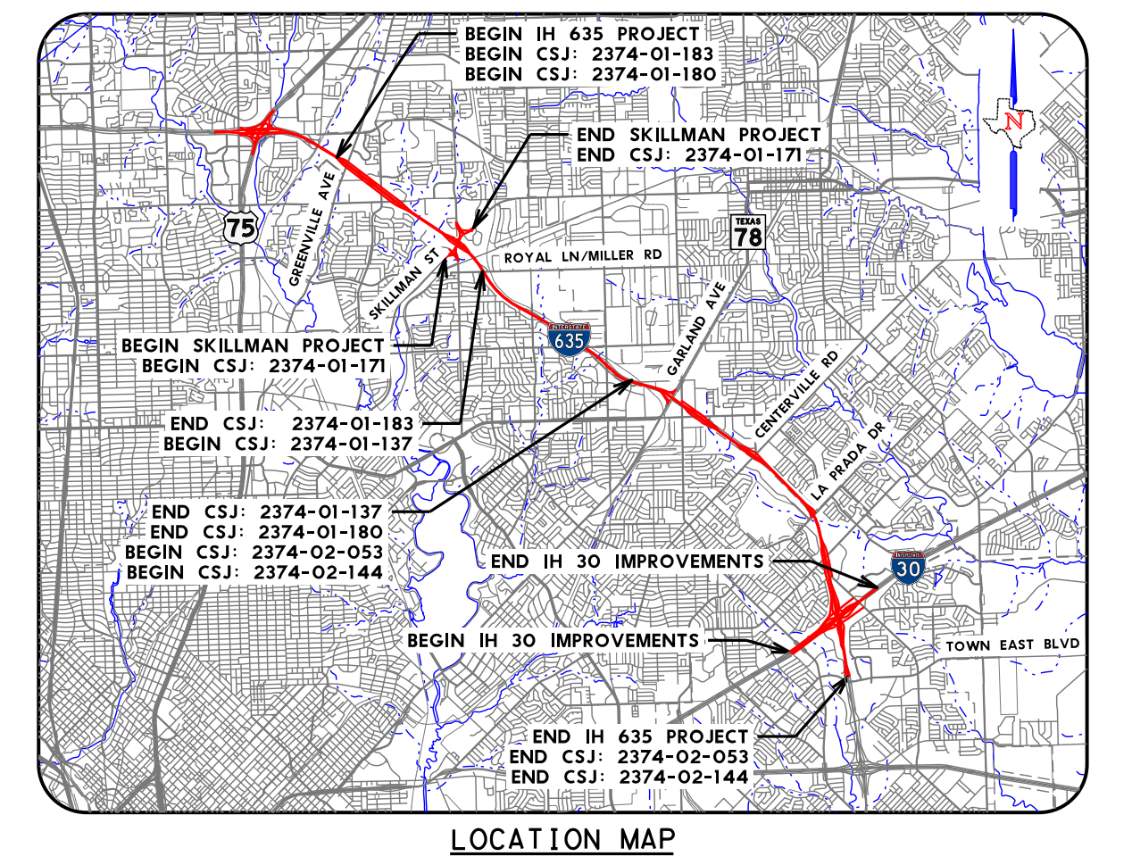


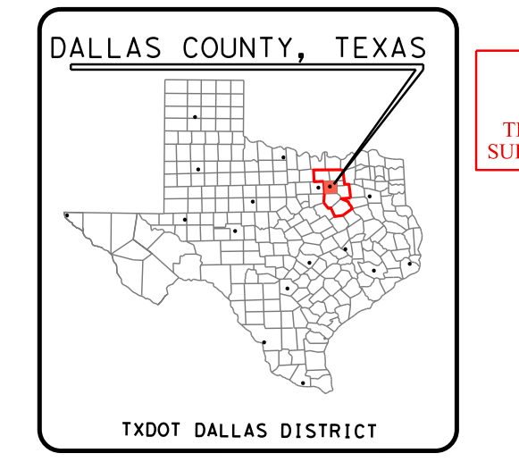
(ALL ROADWAYS LOOKING UPSTATION)

TURN BAY LENGTH MEASUREMENTS

TURN BAY ID	TAPER LENGTH (FT)	LENGTH OF STORAGE LANE (FT)	TOTAL LENGTH (FT)
LEFT TURN BAYS			
L45	100	426	526
L46	100	715	815
L47	100	79	179
L48	50	113	163
L49	50	312	362
RIGHT TURN BAYS			
R34	50	541	591
R35	50	144	194
R36	50	193	243
R37	150	352	502

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 6 OF 24
ROADWAY PLAN & PROFILE-VOL 1.C.01
CONCEPT PLANS
LOCATION MAP
TEXAS COUNTY MAP
PRELIMINARY
VERTICAL SCALE:
HORIZONTAL SCALE:
Pegasus Link Constructors, JV
AECOM
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