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 7 OF 24

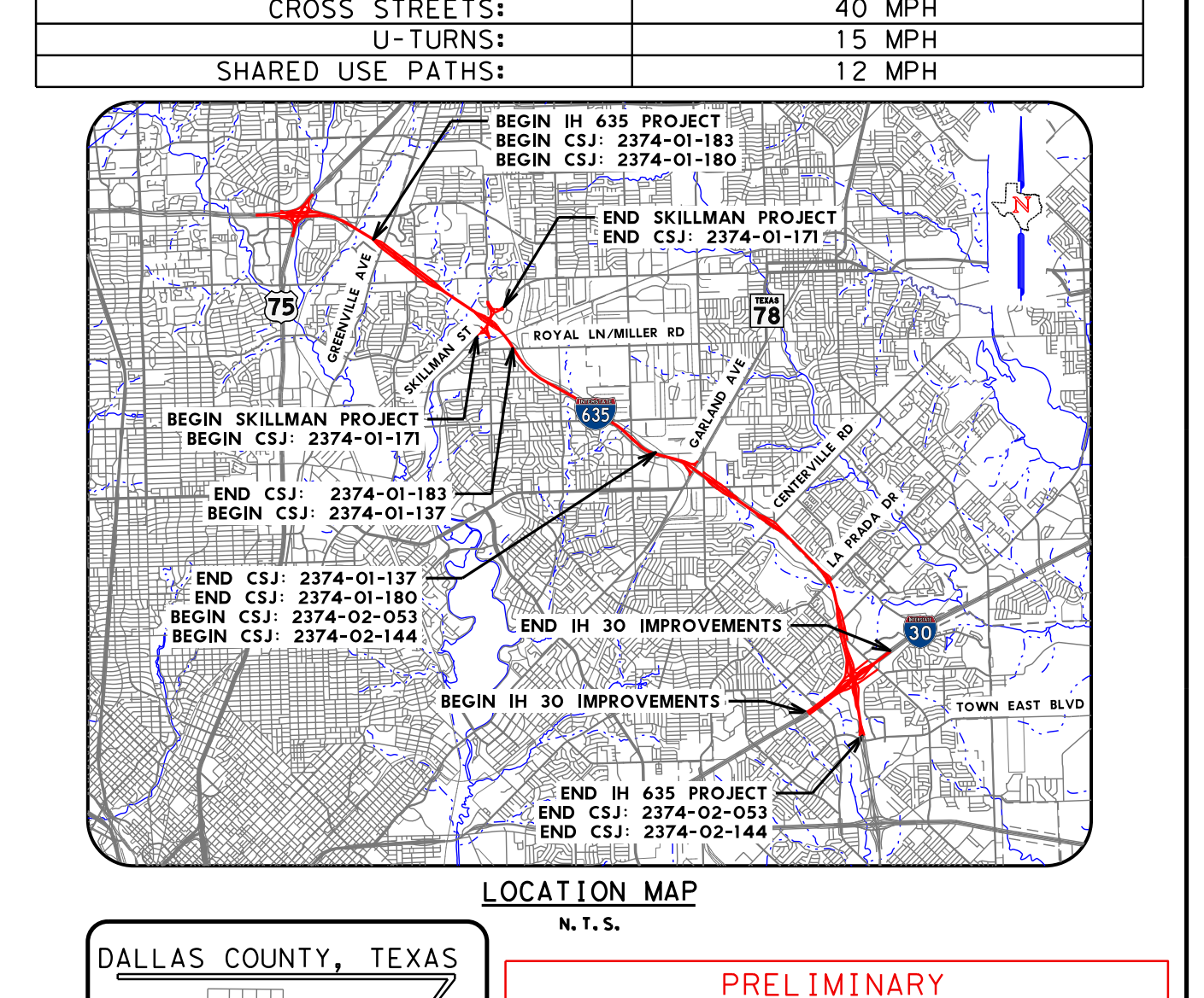
ROADWAY PLAN & PROFILE-VOL 1.C.01

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)	

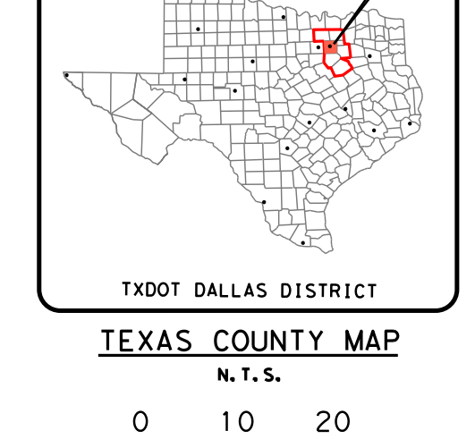
DESIGN SPEED

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.

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
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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
- TURN BAY ID NUMBER
- CURVE ID NUMBER
- 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

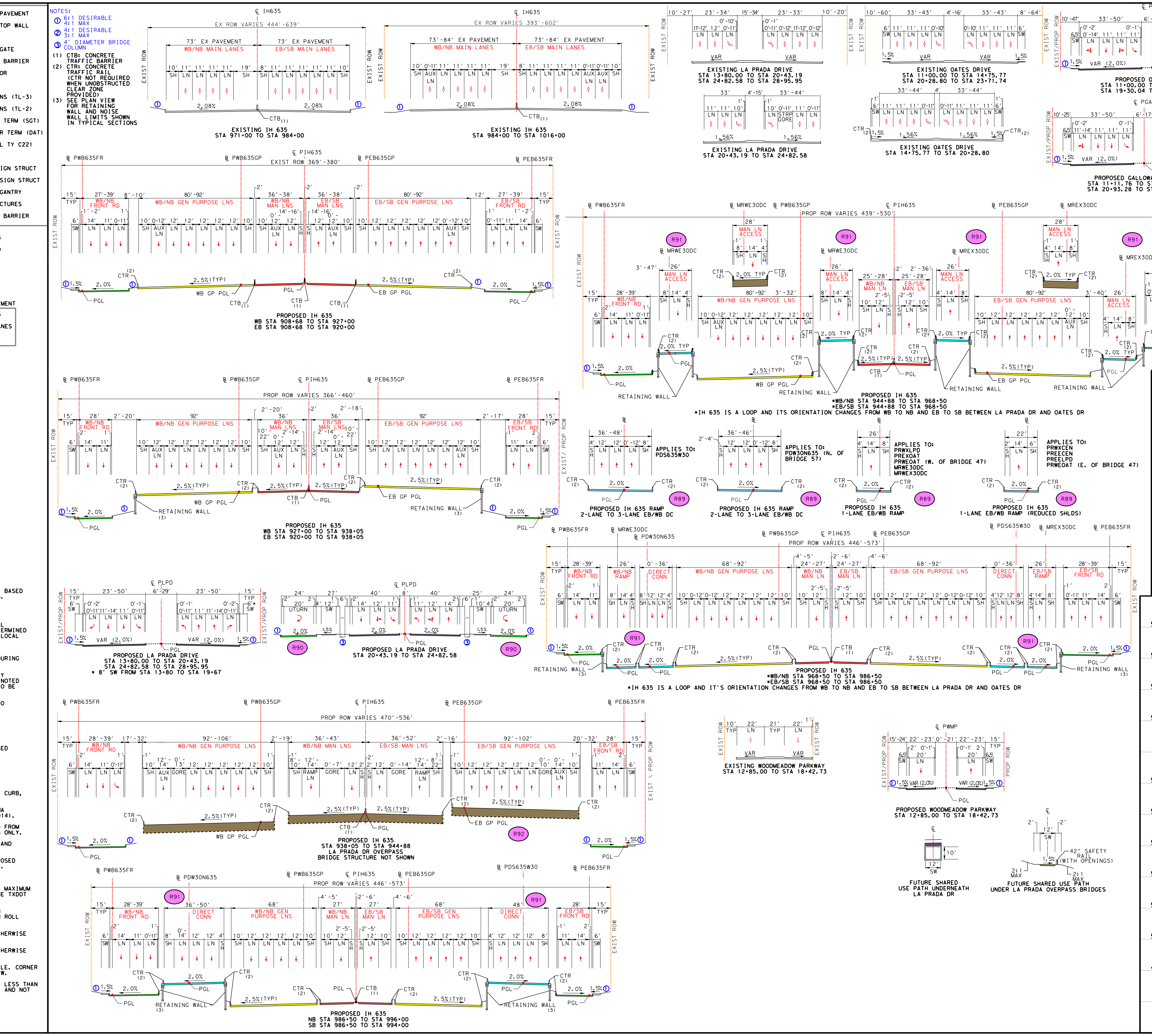
EX = EXISTING
PR = PROPOSED

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 GOVERNMENTS. 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 971+00 TO STA 984+00

EXISTING IH 635
STA 984+00 TO STA 1016+00

EXISTING LA PRADA DRIVE
STA 13+80.00 TO STA 20+43.19
STA 24+82.58 TO STA 28+95.95

EXISTING LA PRADA DRIVE
STA 20+43.19 TO STA 24+82.58

EXISTING OATES DRIVE
STA 11+00.00 TO STA 14+75.77
STA 20+28.80 TO STA 23+71.74

EXISTING OATES DRIVE
STA 14+75.77 TO STA 20+28.80

PROPOSED OATES DRIVE
STA 11+00.00 TO STA 15+50.04
STA 19+30.04 TO STA 21+71.74

PROPOSED OATES DRIVE
STA 15+50.04 TO STA 19+30.04
BRIDGE STRUCTURE NOT SHOWN

PROPOSED GALLOWAY AVENUE
STA 11+11.76 TO STA 14+91.31
STA 20+93.28 TO STA 25+09.14

PROPOSED GALLOWAY AVENUE
STA 14+91.31 TO STA 20+93.28
BRIDGE STRUCTURE NOT SHOWN

EXISTING GALLOWAY AVENUE
STA 14+74.69 TO STA 22+47.20

EXISTING GALLOWAY AVENUE
STA 11+11.76 TO STA 14+74.69
STA 22+47.20 TO STA 25+09.14

PROPOSED IH 635
WB STA 908+68 TO STA 927+00
EB STA 908+68 TO STA 920+00

PROPOSED IH 635
*WB/NB STA 944+88 TO STA 968+50
*EB/SB STA 944+88 TO STA 968+50

*IH 635 IS A LOOP AND ITS ORIENTATION CHANGES FROM WB TO NB AND EB TO SB BETWEEN LA PRADA DR AND OATES DR

APPLIES TO: PDS635W30
PROPOSED IH 635 RAMP
2-LANE TO 3-LANE EB/WB DC

APPLIES TO: PDW30N635 (N. OF BRIDGE 57)
PROPOSED IH 635 RAMP
2-LANE TO 3-LANE EB/WB DC

APPLIES TO: PRWXLPD PREXOAT PRWEOAT (W. OF BRIDGE 47) MRWE30DC MREX30DC
PROPOSED IH 635
1-LANE EB/WB RAMP

APPLIES TO: PRWXCEN PREECEN PREELPD PRWEOAT (E. OF BRIDGE 47)
PROPOSED IH 635
1-LANE EB/WB RAMP (REDUCED SHLDS)

PROPOSED IH 635
WB STA 927+00 TO STA 938+05
EB STA 920+00 TO STA 938+05

PROPOSED LA PRADA DRIVE
STA 13+80.00 TO STA 20+43.19
STA 24+82.58 TO STA 28+95.95
• 8' SW FROM STA 13+80 TO STA 19+67

PROPOSED LA PRADA DRIVE
STA 20+43.19 TO STA 24+82.58

PROPOSED IH 635
*WB/NB STA 968+50 TO STA 986+50
*EB/SB STA 968+50 TO STA 986+50

*IH 635 IS A LOOP AND IT'S ORIENTATION CHANGES FROM WB TO NB AND EB TO SB BETWEEN LA PRADA DR AND OATES DR

PROPOSED IH 635
STA 938+05 TO STA 944+88
LA PRADA DR OVERPASS
BRIDGE STRUCTURE NOT SHOWN

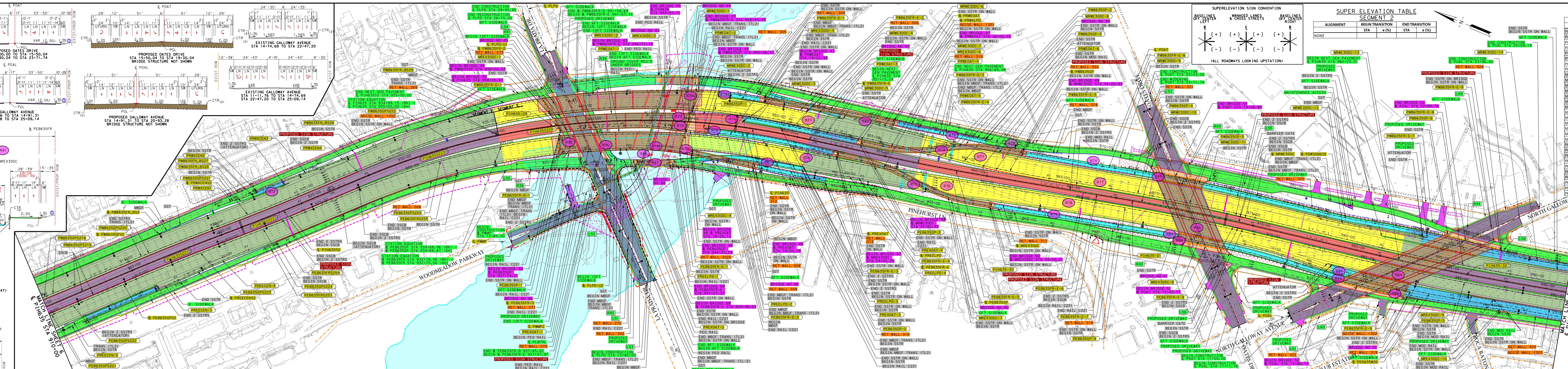
EXISTING WOODMEADOW PARKWAY
STA 12+85.00 TO STA 18+42.73

PROPOSED WOODMEADOW PARKWAY
STA 12+85.00 TO STA 18+42.73

FUTURE SHARED USE PATH UNDERNEATH LA PRADA DR

FUTURE SHARED USE PATH UNDER LA PRADA OVERPASS BRIDGES

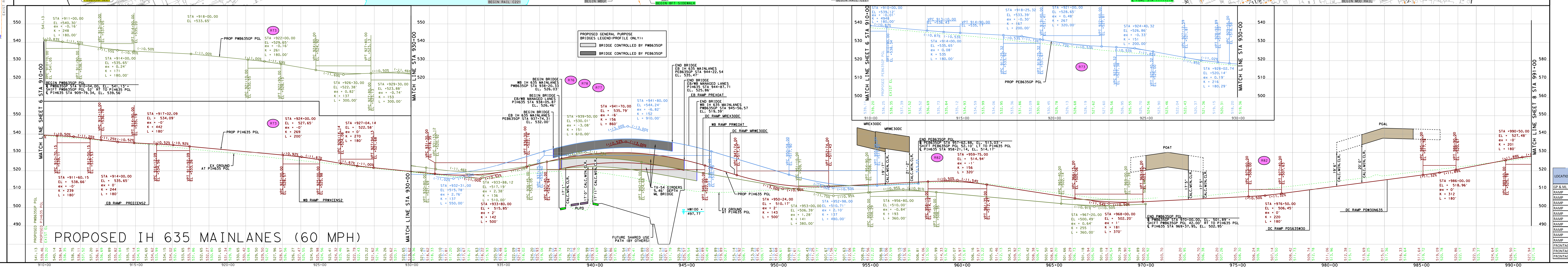
PROPOSED IH 635
NB STA 986+50 TO STA 994+00
SB STA 986+50 TO STA 994+00



SUPERELEVATION SIGN CONVENTION

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

(ALL ROADWAYS LOOKING UPSTATION)



PROPOSED GENERAL PURPOSE BRIDGES LEGEND (PROFILE ONLY):
- BRIDGE CONTROLLED BY PWB635GP
- BRIDGE CONTROLLED BY PEB635GP

PROPOSED IH 635 MAINLANES (60 MPH)

SUPER ELEVATION TABLE SEGMENT 2

ALIGNMENT	BEGIN TRANSITION		END TRANSITION	
	STA	e (%)	STA	e (%)
NONE				

SUPER ELEVATION TABLE SEGMENT 3

ALIGNMENT	BEGIN TRANSITION		END TRANSITION	
	STA	e (%)	STA	e (%)
PIH635 (EB)	927+49	-2.50	928+08	-3.80
PIH635 (EB)	950+38	-3.80	950+90	-2.50
PIH635 (WB)	925+69	-2.50	928+53	3.80
PIH635 (WB)	949+78	3.80	952+30	-2.50
PWB635GP	922+02	-2.50	940+00	3.90
PWB635GP	950+26	3.90	958+82	-2.50
PEB635GP	925+94	-2.50	927+28	-3.80
PEB635GP	948+18	-3.80	949+29	-2.50
MRWE30DC	14+65	-3.80	19+72	-3.80
MRWE30DC	19+72	-3.80	21+52	-2.20
MRWE30DC	21+52	-2.20	22+54	2.00
MRWE30DC	24+01	2.00	27+69	5.20
MRWE30DC	28+73	5.20	31+38	-5.20
MRWE30DC	32+17	-5.20	34+40	-2.00
MRWE30DC	49+46	-2.00	50+70	2.00
MREX30DC	10+53	3.80	18+17	3.80
MREX30DC	18+17	3.80	22+22	2.50
MREX30DC	22+22	2.50	22+35	2.00
MREX30DC	24+73	2.00	26+96	5.20
MREX30DC	27+78	5.20	30+37	-5.20
MREX30DC	31+68	-5.20	33+91	2.00
PRWEOAT	10+13	-3.90	16+85	-3.90
PRWEOAT	16+85	-3.90	17+24	-3.90
PRWEOAT	17+24	-3.90	18+82	2.00
PREXOAT	9+58	3.80	16+27	3.80
PREXOAT	16+27	3.80	16+87	2.00
PREELPD	11+68	2.00	13+28	5.20
PREELPD	15+00	5.20	17+80	2.00
PDS635W30	8+41	2.50	11+21	2.50
PDS635W30	11+21	2.50	12+70	-3.30
PDS635W30	14+05	-3.30	16+45	2.00

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)										
PIH635S221	12000.00	NO	917+29.56	914+83.01	919+76.04	493.03	246.55	2° 21' 14.57"	S 45° 22' 59.69" E	S 43° 1' 45.12" E
PIH635S222	12000.00	NO	921+98.80	919+76.04	924+21.50	445.46	222.76	2° 7' 36.89"	S 43° 1' 45.12" E	S 45° 9' 22.01" E
PIH635S223	3700.00	YES	931+48.16	927+95.03	934+99.15	704.11	353.12	10° 54' 12.37"	S 45° 9' 22.01" E	S 34° 15' 9.64" E
PWB635GPS219	11954.00	NO	911+24.61	910+47.45	912+01.78	154.33	77.16	0° 44' 22.89"	S 44° 38' 36.81" E	S 45° 22' 59.69" E
PWB635GPS220	12049.00	NO	917+55.23	915+07.68	920+02.72	495.04	247.56	2° 21' 14.57"	S 45° 22' 59.69" E	S 43° 1' 45.12" E
PWB635GPS221	11951.00	NO	922+24.57	920+02.72	924+46.36	443.64	221.85	2° 7' 36.89"	S 43° 1' 45.12" E	S 45° 9' 22.01" E
PWB635GPS222	3550.00	YES	933+98.36	929+14.54	938+76.25	961.72	483.82	15° 31' 18.33"	S 45° 9' 22.01" E	S 29° 38' 3.69" 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
PEB635GPS222	11954.00	NO	910+80.42	910+03.26	911+57.58	154.33	77.16	0° 44' 22.89"	S 46° 7' 22.58" E	S 45° 22' 59.69" E
PEB635GPS223	11951.00	NO	917+09.03	914+63.49	919+54.50	491.02	245.54	2° 21' 14.57"	S 45° 22' 59.69" E	S 43° 1' 45.12" E
PEB635GPS224	12049.00	NO	921+78.17	919+54.50	924+01.78	447.28	223.66	2° 7' 36.89"	S 43° 1' 45.12" E	S 45° 9' 22.01" E
PEB635GPS225	3720.00	YES	932+57.76	927+07.51	938+00.09	1092.58	550.25	16° 49' 40.78"	S 45° 9' 22.01" E	S 28° 19' 41.23" E
RAMPS AND DIRECT CONNECTORS (40 MPH DESIGN SPEED)										
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
PREECEN-2	1050.00	NO	11+58.37	11+08.74	12+07.91	99.17	49.62	5° 24' 40.59"	S 50° 47' 40.29" E	S 45° 22' 59.69" E
PREECEN-3	5300.00	NO	16+63.58	16+07.91	17+19.25	111.34	55.67	1° 12' 12.96"	S 45° 22' 59.69" E	S 46° 35' 12.66" E
PREECEN-4	3800.00	NO	20+14.26	19+12.87	21+15.61	202.74	101.40	3° 3' 24.99"	S 46° 35' 12.66" E	S 43° 31' 47.67" E
PRWXCEN1	1050.00	NO	10+51.30	10+00.00	11+02.51	102.51	51.30	5° 35' 37.41"	S 45° 11' 49.72" E	S 39° 36' 12.31" E
PRWXCEN2	1050.00	NO	11+53.86	11+02.51	12+05.13	102.62	51.35	5° 35' 59.58"	S 39° 36' 12.31" E	S 45° 12' 11.89" E
PRWXCEN3	5300.00	NO	13+75.80	12+10.58	15+40.91	330.33	165.22	3° 34' 15.76"	S 45° 12' 11.89" E	S 41° 37' 56.14" E
PRWXCEN4	5300.00	NO	17+04.91	15+40.91	18+68.81	327.90	164.00	3° 32' 41.08"	S 41° 37' 56.14" E	S 45° 10' 37.22" E
FRONTAGE ROADS (40 MPH DESIGN SPEED)										
PWB635FR_BS26	4000.00	NO	923+82.83	923+51.20	924+14.45	63.25	31.62	0° 54' 21.37"	S 45° 11' 49.72" E	S 46° 6' 11.09" E
PWB635FR_BS27	4000.00	NO	924+46.07	924+14.45	924+77.70	63.25	31.62	0° 54' 21.37"	S 46° 6' 11.09" E	S 45° 11' 49.72" E
PWB635FR_BS28	3401.00	NO	931+58.97	929+79.41	933+38.20	358.79	179.56	6° 2' 40.10"	S 45° 11' 49.72" E	S 39° 9' 9.62" E
PWB635FR_BS29	2400.00	NO	938+96.95	937+50.90	940+42.64	291.74	146.05	6° 57' 53.56"	S 39° 9' 9.62" E	S 32° 11' 16.06" E
PEB635FRS253	4000.00	NO	920+04.14	919+72.51	920+35.76	63.25	31.62	0° 54' 21.37"	S 45° 8' 51.27" E	S 44° 14' 29.90" E
PEB635FRS254	4000.00	NO	920+67.38	920+35.76	920+99.01	63.25	31.62	0° 54' 21.37"	S 44° 14' 29.90" E	S 45° 8' 51.27" E
PEB635FRS255	2800.00	NO	930+55.39	925+78.73	935+23.00	944.27	476.66	19° 19' 20.68"	S 45° 8' 51.27" E	S 25° 49' 30.59" E

OPTIMIZATIONS SEGMENT 2

LIST OF OPTIMIZATIONS

NUMBER	ALIGNMENT	LIMITS			DESCRIPTION AND BENEFITS
		TYPE	FROM	TO	
R72	PRWXCEN	PLAN	BEGIN	END	SHORTENED RAMP TO REDUCE PAVEMENT QUANTITIES AND REDUCE CONSTRUCTION TIME
R73	PIH635 PEB635GP PWB635GP	PROF	910+00	930+00	RAISED THE MANAGED LANE PROFILE TO USE EXTRA EXCAVATION MATERIAL. REDUCES CONSTRUCTION TIME AND REDUCES THE NEED TO EXPORT THE MATERIAL OFFSITE

OPTIMIZATIONS SEGMENT 3

LIST OF OPTIMIZATIONS

NUMBER	ALIGNMENT	LIMITS			DESCRIPTION AND BENEFITS
		TYPE	FROM	TO	
LA PRADA WISHBONE OPTIMIZATION (SHIFTED CROSSING AND RAMP GORES EAST)					
R74	MRWE30DC	PLAN	BEGIN	40+00	REALIGNMENT REDUCED LA PRADA OVERPASS BRIDGE DECK AREA. REDUCED BRIDGE 49 LENGTH, ELIMINATED STEEL SPANS CROSSING WBGP LANES, FACILITATES VERTICAL CLEARANCE UNDER OH ELECTRIC TRANSMISSION UTILITY.
R75	MREX30DC	PLAN	BEGIN	42+00	REALIGNMENT REDUCED LA PRADA BRIDGE DECK AREA. REDUCED BRIDGE 50 LENGTH, ELIMINATED STEEL SPANS CROSSING EBGP LANES, FACILITATES VERTICAL CLEARANCE UNDER OH ELECTRIC TRANSMISSION UTILITY.
R76	PEB635GP	PLAN & PROF	948+00	966+00	REVISED ALIGNMENT DUE TO SHIFTED LA PRADA WISHBONE CROSSINGS. ELIMINATED BRIDGE 50 OVERHANGS ABOVE GP LANES. REVISED PROFILE TO ACHIEVE VERTICAL CLEARANCES.
R77	PWB635GP	PLAN & PROF	949+00	970+00	REVISED ALIGNMENT DUE TO SHIFTED LA PRADA WISHBONE CROSSINGS. ELIMINATED BRIDGE 49 OVERHANGS ABOVE GP LANES. REVISED PROFILE TO ACHIEVE VERTICAL CLEARANCES.
R78	PIH635	PROF	930+00	953+00	REVISED ML PROFILE TO FACILITATE SHIFTING RAMP GORES OFF LA PRADA OVERPASS BRIDGE.
R79	PRWEOAT	PLAN	26+00	END	REVISED ALIGNMENT AND REDUCED SHOULDERS EAST OF BRIDGE 47. MAKES ROOM FOR RAMP MRWE30DC AND ELIMINATES OVERHANGS ABOVE GP AND FRONTAGE LANES.
R79A	PRWEOAT	PLAN	BEGIN	17+00	REALIGNMENT SHIFTING GORE EAST AT LA PRADA BRIDGE. OPTIMIZES BRIDGE DECK AREA.
R79B	PREXOAT	PLAN	BEGIN	20+00	REALIGNMENT SHIFTING GORE EAST AT LA PRADA BRIDGE. OPTIMIZES BRIDGE DECK AREA.
R80	PRWXLPD	PLAN	17+00	END	REVISED ALIGNMENT TO CONNECT TO REVISED WB GP ALIGNMENT
R81	PREELPD	PLAN	BEGIN	END	SHIFTED RAMP WEST CREATES ROOM FOR EBGP ALIGNMENT SHIFT. INCREASES DISTANCE BETWEEN END OF ENTRANCE RAMP TAPER AND BEGINNING OF THE NEXT EXIT RAMP TAPER (PDS635W30) FOR WEAVING PURPOSES.
MAINLANE PROFILE ADJUSTMENTS					
R82	PIH635	PROF	958+00	992+00	RAISED PROFILE OPTIMIZES EARTHWORK AND RETAINING WALLS
OATES AND GALLOWAY BRIDGE BENT ADJUSTMENTS					
R83	MRWE30DC	PLAN	38+00	45+00	REVISED ALIGNMENT FOR REVISED OATES BRIDGE BENT PLACEMENT BETWEEN WBGP AND RAMP
R84	MREX30DC	PLAN	40+00	50+00	REVISED ALIGNMENT FOR REVISED OATES BRIDGE BENT PLACEMENT BETWEEN EBGP AND RAMP, AND FOR REVISED GALLOWAY BRIDGE BENT PLACEMENT BETWEEN EBGP AND PDS635W30.
R85	PDS635W30	PLAN	BEGIN	20+00	REALIGNED FOR REVISED GALLOWAY BRIDGE BENT PLACEMENT BETWEEN EBGP AND PDS635W30. REDUCES SPAN OVER EBGP. ELIMINATES STEEL SPAN AT GALLOWAY.
SHARED USE PATH AT LA PRADA					
R86	PLBTRL	PLAN	16+00	END	REALIGNED TO ACHIEVE STOPPING SIGHT DISTANCE AND ADJUSTED FOR BRIDGE BENT LOCATIONS AND CREEK GRADING
R87	PEB635FR	PLAN	940+50	941+30	ADDED SPAN BRIDGE 68 OVER SHARED USE PATH AND LOW BRANCH. BRIDGE FACILITATES SIGHT DISTANCE ON PATH.
OPTIMIZE UTURN FOR WB-62 TRUCK MOVEMENT					
R88	MAJOR CROSS STREET BRIDGES	PLAN	-	-	REVISED U-TURN RADII TO OPTIMIZE WB-62 TRUCK MOVEMENTS, OPTIMIZE BRIDGE AREA
TYPICAL SECTIONS					
R89	RAMP & DIRECT CONNECTOR TYPICALS	TYP	-	-	ADDED RAMP AND DIRECT CONNECTOR TYPICALS
R90	LA PRADA U-TURNS	TYP	-	-	REVISED U-TURN LANE WIDTH TO 20' TO MEET CRITERIA
R91	IH635	TYP	-	-	ADDED DIRECT CONNECTORS AND/OR RAMPS TO IH635 TYPICAL SECTION DEPICTIONS TO REFLECT DESIGN LAYOUT.
R92	IH635 AT LA PRADA OVERPASS	TYP	-	-	ADJUSTED TYPICAL TO REFLECT OPTIMIZED BRIDGE DUE TO SHIFTING LA PRADA WISHBONE RAMP GORES EAST

PROPOSED PAVEMENT STRUCTURE TABLE

LOCATION	ALIGNMENT	STATION RANGE	CRCP	BB	CTB	PAVEMENT SUBGRADE TREATMENT(1)	UNDERCUT(2)
GP & ML	PIH635ML	910+00 to 991+00	13"	1"	6"	6"	34"
RAMP	PRWXCENS2	ALL	10.5"	1"	6"	6"	36.5"
RAMP	PRWEOAT	ALL	10"	1"	6"	6"	37"
RAMP	PRWXLPD	ALL	10"	1"	6"	6"	37"
RAMP	MRWE30DC	ALL	13"	1"	6"	6"	34"
RAMP	PDW30N635	ALL	13"	1"	6"	6"	34"
RAMP	PREECENS2	ALL	10.5"	1"	6"	6"	36.5"
RAMP	PREELPD	ALL	10"	1"	6"	6"	37"
RAMP	PREXOAT	ALL	10"	1"	6"	6"	37"
RAMP	MREX30DC	ALL	13"	1"	6"	6"	34"
RAMP	PDS635W30	ALL	13"	1"	6"	6"	34"
FRONTAGE	PWB635FR	912+52 TO 942+01	10.5"	1"	6"	6"	24.5"
FRONTAGE	PWB635FR	942+01 TO 988+60	10"	1"	6"	6"	25"
FRONTAGE	PWB635FR	988+60 TO 994+72	11"	1"	6"	6"	24"

PROPOSED PAVEMENT STRUCTURE TABLE CONT.

LOCATION	ALIGNMENT	STATION RANGE	CRCP	BB	CTB	PAVEMENT SUBGRADE TREATMENT(1)	UNDERCUT(2)
FRONTAGE	PEB635FR	908+12 TO 937+95	10.5"	1"	6"	6"	24.5"
FRONTAGE	PEB635FR	937+95 TO 975+95	10"	1"	6"	6"	25"
FRONTAGE	PEB635FR	975+95 TO 987+98	11"	1"	6"	6"	24"
CROSS ST	PLPD	ALL	10.5"	1"	6"	6"	24.5"
CROSS ST	POAT	ALL	10"	1"	6"	6"	25"
CROSS ST	PGAL	ALL	11"	1"	6"	6"	24"
CROSS ST	PWMP	ALL	10.5"	1"	6"	6"	24.5"

(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 3

Curve Number	Radius (FT)	Requires Superelevation?	PI Station	PC Station	PT Station	Length (FT)	Tangent (FT)	Delta	Back Tangent Direction	Ahead Tangent Direction
MANAGED LANES AND GENERAL PURPOSE MAINLANES (60 MPH DESIGN SPEED)										
PIH635-29	3700.00	YES	939+60.71	927+95.89	950+52.85	2256.96	1164.82	34° 56' 59.28"	S 45° 9' 22.01" E	S 10° 12' 22.73" E
PIH635-30	11100.00	NO	957+83.42	955+16.16	960+50.57	534.41	267.26	2° 45' 30.70"	S 10° 12' 22.73" E	S 12° 57' 53.43" E
PIH635-31	11100.00	NO	970+87.92	967+27.28	974+48.31	721.04	360.65	3° 43' 18.61"	S 12° 57' 53.43" E	S 9° 14' 34.82" E
PIH635-32	11100.00	NO	984+54.92	981+21.45	987+88.19	666.74	333.47	3° 26' 29.62"	S 9° 14' 34.82" E	S 12° 41' 4.44" E
PWB635GP-1	3550.00	YES	943+13.47	935+34.81	950+67.86	1533.05	778.66	24° 44' 34.28"	S 35° 8' 42.32" E	S 10° 24' 8.04" E
PWB635GP-2	11100.00	NO	957+28.01	955+40.02	959+15.96	375.94	187.99	1° 56' 25.81"	S 10° 24' 8.04" E	S 8° 27' 42.23" E
PWB635GP-3	6320.00	NO	961+74.04	959+15.96	964+31.83	515.87	258.08	4° 40' 36.42"	S 8° 27' 42.23" E	S 13° 8' 18.65" E
PWB635GP-4	11142.00	NO	968+63.21	967+54.76	969+71.65	216.89	108.45	1° 6' 55.10"	S 13° 8' 18.65" E	S 12° 1' 23.54" E
PWB635GP-5	11142.00	NO	972+42.02	969+71.65	975+12.30	540.65	270.38	2° 46' 48.72"	S 12° 1' 23.54" E	S 9° 14' 34.82" E
PWB635GP-6	11058.00	NO	985+23.30	981+85.43	988+60.96	675.53	337.87	3° 30' 0.74"	S 9° 14' 34.82" E	S 12° 44' 35.56" E
PEB635GP-1	3720.00	YES	941+63.93	934+68.87	948+43.14	1374.27	695.06	21° 10' 0.12"	S 33° 25' 41.57" E	S 12° 15' 41.45" E
PEB635GP-2	8100.00	NO	949+53.22	948+43.14	950+63.28	220.13	110.07	1° 33' 25.68"	S 12° 30' 18.27" E	S 10° 56' 52.59" E
PEB635GP-3	11100.00	NO	954+23.14	951+77.81	956+68.40	490.59	245.33	2° 31' 56.27"	S 10° 56' 52.59" E	S 13° 28' 48.86" E
PEB635GP-4	11058.00	NO	969+88.27	965+70.64	974+05.50	834.86	417.63	4° 19' 32.72"	S 13° 28' 48.86" E	S 9° 9' 16.14" E
PEB635GP-5	11142.00	NO	983+90.24	980+44.17	987+36.08	691.92	346.07	3° 33' 29.04"	S 9° 9' 16.14" E	S 12° 42' 45.18" E
RAMPS AND DIRECT CONNECTORS (40 MPH DESIGN SPEED)										
MREX30DC-1	3673.00	YES	11+14.77	10+52.94	11+76.59	123.66	61.84	1° 55' 44.30"	S 29° 18' 15.37" E	S 27° 22' 31.07" E
MREX30DC-2	1800.00	YES	12+06.07	11+76.59	12+35.53	58.94	29.47	1° 52' 33.90"	S 27° 22' 31.07" E	S 25° 29' 57.17" E
MREX30DC-3	1590.00	YES	15+05.72	13+82.72	16+28.24	245.51	123.00	8° 50' 49.24"	S 24° 9' 36.46" E	S 15° 18' 47.22" E
MREX30DC-4	5230.00	NO	17+22.55	16+28.24	18+16.85	188.61	94.32	2° 3' 58.68"	S 15° 18' 47.22" E	S 17° 22' 45.90" E
MREX30DC-5	3654.00	YES	20+45.88	18+16.85	22+74.31	457.46	229.03	7° 10' 23.17"	S 17° 22' 45.90" E	S 10° 12' 22.73" E
MREX30DC-6	860.00	YES	27+37.34	26+21.20	28+52.08	230.89	116.14	15° 22' 56.12"	S 9° 53' 59.29" E	S 5° 28' 56.83" W
MREX30DC-7	860.00	YES	31+03.87	29+62.75	32+42.50	279.75	141.12	18° 38' 16.29"	S 5° 28' 56.83" W	S 13° 9' 19.47" E
MREX30DC-8	4300.00	NO	46+33.01	43+18.43	49+46.46	628.03	314.58	8° 22' 5.93"	S 13° 9' 19.47" E	S 4° 47' 13.53" E
MREX30DC-9	5230.00	NO	54+49.77	49+46.46	59+49.98	1003.52	503.3	10° 59' 37.45"	S 4° 47' 13.53" E	S 15° 46' 50.99" E
MREX30DC-10	3800.00	NO	60+51.75	59+49.98	61+53.48	203.50	101.77	3° 4' 5.81"	S 15° 46' 50.99" E	S 12° 42' 45.18" E
MRWE30DC-1	11100.00	NO	15+85.73	14+65.24	17+06.21	240.97	120.49	1° 14' 37.78"	S 22° 18' 25.69" E	S 23° 33' 3.47" E
MRWE30DC-2	1590.00	YES	18+33.55	17+06.21	19+60.35	254.14	127.34	9° 9' 28.18"	S 23° 33' 3.47" E	S 14° 23' 35.30" E
MRWE30DC-3	3600.00	YES	20+66.21	19+60.35	21+72.00	211.65	105.86	3° 22' 6.94"	S 14° 23' 35.30" E	S 11° 1' 28.36" E
MRWE30DC-4	3746.00	YES	22+29.19	22+02.44	22+55.94	53.50	26.75	0° 49' 5.63"	S 11° 1' 28.36" E	S 10° 12' 22.73" E
MRWE30DC-5	11157.00	NO	24+43.96	23+52.66	25+35.26	182.60	91.30	0° 56' 15.84"	S 10° 12' 22.73" E	S 11° 8' 38.57" E
MRWE30DC-6	11243.00	NO	26+15.20	25+35.26	26+95.13	159.87	79.93	0° 48' 52.93"	S 11° 8' 38.57" E	S 10° 19' 45.64" E
MRWE30DC-7	860.00	YES	28+22.35	26+95.13	29+47.73	252.60	127.22	16° 49' 45.23"	S 11° 4' 46.00" E	S 27° 54' 31.23" E
MRWE30DC-8	860.00	YES	31+78.64	30+64.11	32+91.83	227.72	114.53	15° 10' 17.08"	S 27° 54' 31.23" E	S 12° 44' 14.15" E
MRWE30DC-9	3800.00	NO	38+73.23	38+40.87	39+05.59	64.72	32.36	0° 58' 33.28"	S 13° 4' 42.95" E	S 14° 3' 16.23" E
MRWE30DC-10	5300.00	NO	40+32.43	39+05.59	41+59.23	253.63	126.84	2° 44' 30.92"	S 14° 3' 16.23" E	S 11° 18' 45.31" E
MRWE30DC-11	5300.00	NO	44+19.03	43+23.30	45+14.74	191.44	95.73	2° 4' 10.49"	S 11° 18' 45.31" E	S 9° 14' 34.82" E
MRWE30DC-12	3800.00	NO	51+52.71	50+28.44	52+76.89	248.46	124.27	3° 44' 46.20"	S 9° 14' 34.82" E	S 12° 59' 21.02" E
MRWE30DC-13	5300.00	NO	55+56.37	52+76.89	58+35.32	558.43	279.47	6° 2' 12.82"	S 12° 59' 21.02" E	S 6° 57' 8.20" E
MRWE30DC-14	3800.00	NO	60+38.11	58+35.32	62+40.52	405.20	202.79	6° 6' 34.15"	S 6° 57' 8.20" E	S 13° 3' 42.35" E
PDS635W30-1	2900.00	YES	10+15.97	8+41.41	11+90.11	348.70	174.56	6° 53' 21.67"	S 9° 20' 58.12" E	S 2° 27' 36.45" E
PDS635W30-2	2010.00	YES	12+97.41	11+90.11	14+04.51	214.40	107.30	6° 6' 41.40"	S 2° 27' 36.45" E	S 8° 34' 17.85" E
PDS635W30-3	11236.00	NO	15+55.78	14+04.51	17+07.02	302.51	151.27	1° 32' 33.36"	S 8° 34' 17.85" E	S 10° 6' 51.22" E
PDS635W30-4	5400.00	NO	18+29.49	17+07.02	19+51.91	244.89	122.46	2° 35' 53.96"	S 10° 6' 51.22" E	S 12° 42' 45.18" E
PDW30N635-1	3800.00	NO	11+30.57	10+00.00	12+61.04	261.04	130.57	3° 56' 9.17"	S 9° 14' 34.82" E	S 13° 10' 43.99" E
PDW30N635-2	5300.00	NO	13+96.87	12+61.04	15+32.65	271.61	135.83	2° 56' 10.40"	S 13° 10' 43.99" E	S 10° 14' 33.59" E
PDW30N635-3	10966.00	NO	18+02.48	15+32.65	20+72.20	539.56	269.83	2° 49' 8.76"	S 10° 14' 33.59" E	S 13° 3' 42.35" E
PREXOAT-1	3648.00	YES	11+32.44	9+58.13	13+06.48	348.35	174.31	5° 28' 16.44"	S 28° 35' 36.34" E	S 23° 7' 19.90" E
PREXOAT-2	1590.00	YES	14+85.05	13+06.48	16+62.13	355.65	178.57	12° 48' 57.32"	S 23° 7' 19.90" E	S 10° 18' 22.58" E
PREXOAT-3	5300.00	NO	21+77.98	20+24.66	23+31.22	306.56	153.32	3° 18' 50.80"	S 10° 18' 22.58" E	S 13° 37' 13.38" E
PREXOAT-4	1050.00	NO	25+55.42	25+28.91	25+81.92	53.01	26.51	2° 53' 32.60"	S 13° 37' 13.38" E	S 10° 43' 40.77" E
PRWEOAT-1	3622.00	YES	11+21.16	10+13.79	12+28.46	214.68	107.37	3° 23' 45.32"	S 27° 15' 48.78" E	S 23° 52' 3.46" E
PRWEOAT-2	1590.00	YES	16+57.31	15+18.60	17+95.33	276.73	138.72	9° 58' 19.40"	S 23° 52' 3.46" E	S 13° 53' 44.06" E
PRWEOAT-3	5300.00	NO	23+31.99	21+80.60	24+83.29	302.69	151.39	3° 16' 20.11"	S 13° 53' 44.06" E	S 10° 37' 23.95" E
PRWEOAT-4	2764.00	YES	27+78.02	27+31.93	28+24.10	92.17	46.09	1° 54' 38.33"	S 10° 37' 23.95" E	S 12° 32' 2.28" E
PRWEOAT-5	2764.00	YES	28+80.25	28+24.10	29+36.39	112.29	56.15	2° 19' 39.55"	S 12° 32' 2.28" E	S 10° 12' 22.73" E
PRWEOAT-6	1050.00	NO	31+36.16	30+86.20	31+86.03	99.83	49.95	5° 26' 51.04"	S 10° 12' 22.73" E	S 15° 39' 13.77" E
PREELPD-1	762.00	NO	10+99.54	10+63.98	11+35.05	71.08	35.56	5° 20' 39.54"	S 22° 15' 10.25" E	S 27° 35' 49.79" E
PREELPD-2	860.00	YES	14+00.11	12+80.39	15+18.30	237.91	119.72	15° 51' 1.04"	S 27° 35' 49.79" E	S 11° 44' 48.74" E
PREELPD-3	5300.00	NO	17+75.51	16+21.59	19+29.35	307.76	153.92	3° 19' 37.41"	S 11° 44' 48.74" E	S 15° 4' 26.15" E
PREELPD-4	3800.00	NO	20+00.00	19+29.35	20+70.63	141.27	70.65	2° 7' 48.40"	S 15° 4' 26.15" E	S 12° 56' 37.75" E
PRWXLPD-1	1050.00	NO	10+90.30	10+00.00	11+80.16	180.16	90.30	9° 49' 51.85"	S 16° 41' 57.68" E	S 6° 52' 5.82" E
PRWXLPD-2	3800.00	NO	19+73.96	18+92.21	20+55.67	163.46	81.74	2° 27' 52.77"	S 6° 52' 5.82" E	S 9° 19' 58.59" E
PRWXLPD-3	11172.00	NO	21+40.61	20+55.67	22+25.55	169.88	84.94	0° 52' 16.36"	S 9° 19' 58.59" E	S 8° 27' 42.23" E
FRONTAGE ROADS (40 MPH DESIGN SPEED)										
PWB635FR-D-1	2400.00	NO	939+49.99	937+50.90	941+48.18	397.28	199.09	9° 29' 3.46"	S 39° 9' 9.62" E	S 29° 40' 6.16" E
PWB635FR-E-1	2800.00	NO	948+95.86	943+68.37	954+11.13	1042.75	527.49	21° 20' 15.32"	S 29° 40' 6.16" E	S 8° 19' 50.83" E
PWB635FR-E-2	2800.00	NO	954+56.96	954+11.13	955+02.78	91.66	45.83	1° 52' 31.90"	S 8° 19' 50.83" E	S 10° 12' 22.73" E
PWB635FR-E-3	2800.00	NO	960+93.69	960+47.86	961+39.52	91.66	45.83	1° 52' 31.90"	S 10° 12' 22.73" E	S 12° 4' 54.64" E
PWB635FR-E-4	2800.00	NO	961+85.35	961+39.52	962+31.17	91.66	45.83	1° 52' 31.90"	S 12° 4' 54.64" E	S 10° 12' 22.73" E
PWB635FR-E-5	1200.00	NO	967+31.63	966+03.88	968+58.43	254.56	127.76	12° 9' 15.39"	S 10° 12' 22.73" E	S 22° 21' 38.12" E
PWB635FR-E-6	1200.00	NO	969+79.47	968+58.43	970+99.68	241.25	121.03	11° 31' 7.28"	S 22° 21' 38.12" E	S 10° 50' 30.85" E
PWB635FR-E-7	2000.00	NO	985+77.32	984+06.57	987+47.24	340.67	170.75	9° 45' 33.63"	S 10° 50' 30.85" E	S 1° 4' 57.22" E
PWB635FR-E-8	2000.00	NO	988+32.39	987+47.24	989+17.44	170.2	85.15	4° 52' 33.38"	S 1° 4' 57.22" E	S 5° 57' 30.60" E
PWB635FR-E-9	2000.00	NO	990+10.66	989+17.44	991+03.75	186.3	93.22	5° 20' 13.97"	S 5° 57' 30.60" E	S 11° 17' 44.57" E
PEB635FR-D-1	2800.00	NO	933+98.46	931+00.00	936+94.68	594.68	298.46	12° 10' 7.43"	S 34° 25' 17.68" E	S 22° 15' 10.25" E
PEB635FR-E-1	1000.00	NO	942+41.61	941+29.25	943+53.03	223.77	112.36	12° 49' 16.61"	S 22° 15' 10.25" E	S 9° 25' 53.64" E
PEB635FR-E-2	1000.00	NO	943+89.60	943+53.03	944+26.14	73.11	36.57	4° 11' 19.74"	S 9° 25' 53.64" E	S 13° 37' 13.38" E
PEB635FR-E-3	1000.00	NO	949+87.67	949+32.87	950+42.36	109.5	54.8	6° 16' 25.37"	S 13° 37' 13.38" E	S 19° 53' 38.74" E
PEB635FR-E-4	1000.00	NO	951+22.52	950+42.36	952+02.34	159.98	80.16	9° 9' 57.97"	S 19° 53' 38.74" E	S 10° 43' 40.78" E
PEB635FR-E-5	2000.00	NO	956+91.01	956+30.51	957+51.48	120.96	60.5	3° 27' 55.16"	S 10° 43' 40.78" E	S 14° 11' 35.93" E
PEB635FR-E-6	2000.00	NO	962+40.36	961+28.22	963+52.26	224.05	112.14	6° 25' 6.55"	S 14° 11' 35.93" E	S 7° 46' 29.38" E
PEB635FR-E-7	2000.00	NO	964+15.22	963+52.26	964+78.13	125.87	62.96	3° 36' 21.38"	S 7° 46' 29.38" E	S 11° 22' 50.76" E
PEB635FR-E-8	2000.00	NO	969+64.45	969+26.12	970+02.77	76.65	38.33	2° 11' 44.65"	S 11° 22' 50.76" E	S 9° 11' 6.11" E
PEB635FR-E-9	2000.00	NO	978+67.22	977+86.43	979+47.93	161.51	80.8	4° 37' 36.41"	S 9° 11' 6.11" E	S 13° 48' 42.53" E
UTURNS (15 MPH DESIGN SPEED)										
PLPD-U1-1	126.00	NO	10+19.04	10+00.00	10+37.80	37.80	19.04	17° 11' 13.31"	S 62° 14' 13.48" E	S 79° 25' 26.79" E
PLPD-U1-2	86.00	NO	10+84.27	10+37.80	11+23.01	85.21	46.47	56° 46' 14.90"	S 79° 25' 26.79" E	N 43° 48' 18.31" E
PLPD-U1-3	116.00	NO	13+43.42	13+03.43	13+80.44	77.01	39.98	38° 2' 12.36"	N 43° 48' 18.31" E	N 5° 46' 5.95" E
PLPD-U2-1	116.00	NO	10+28.63	10+00.00	10+56.14	56.14	28.63	27° 43' 50.87"	N 16° 4' 27.44" E	N 43° 48' 18.31" E
PLPD-U2-2	168.00	NO	13+46.67	13+00.81	13+90.35	89.54	45.86	30° 32' 13.05"	N 43° 48' 18.31" E	N 74° 20' 31.36" E
CROSS STREETS (40 MPH DESIGN SPEED)										
PWMP-1	2000.00	NO	16+49.00	15+52.07	17+45.77	193.69	96.92	5° 32' 56.12"	S 45° 28' 21.77" E	S 39° 55' 25.65" E
PLPD-1	800.00	NO	18+37.36	17+98.37	18+76.29	77.93	38.99	5° 34' 51.66"	N 43° 44' 40.77" E	N 49° 19' 32.43" E
PLPD-2	800.00	NO	19+14.87	18+76.29	19+53.38	77.08	38.57	5° 31' 14.12"	N 49° 19' 32.43" E	N 43° 48' 18.31" E
SHARED USED PATH (12 MPH DESIGN SPEED)										
PLBTRL-1	66.00	NO	17+23.08	16+92.27	17+49.91	57.64	30.81	50° 2' 27.66"	S 46° 11' 41.69" E	N 83° 45' 50.65" E

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

TURN BAY LENGTH MEASUREMENTS

TURN BAY ID	TAPER LENGTH (FT)	LENGTH OF STORAGE LANE (FT)	TOTAL LENGTH (FT)
LEFT TURN BAYS			
L50	50	344	394
L51	50	180	230
L52	50	125	175
L53	50	219	269
L54	50	116	166
L55	100	442	542
L56	50	146	196

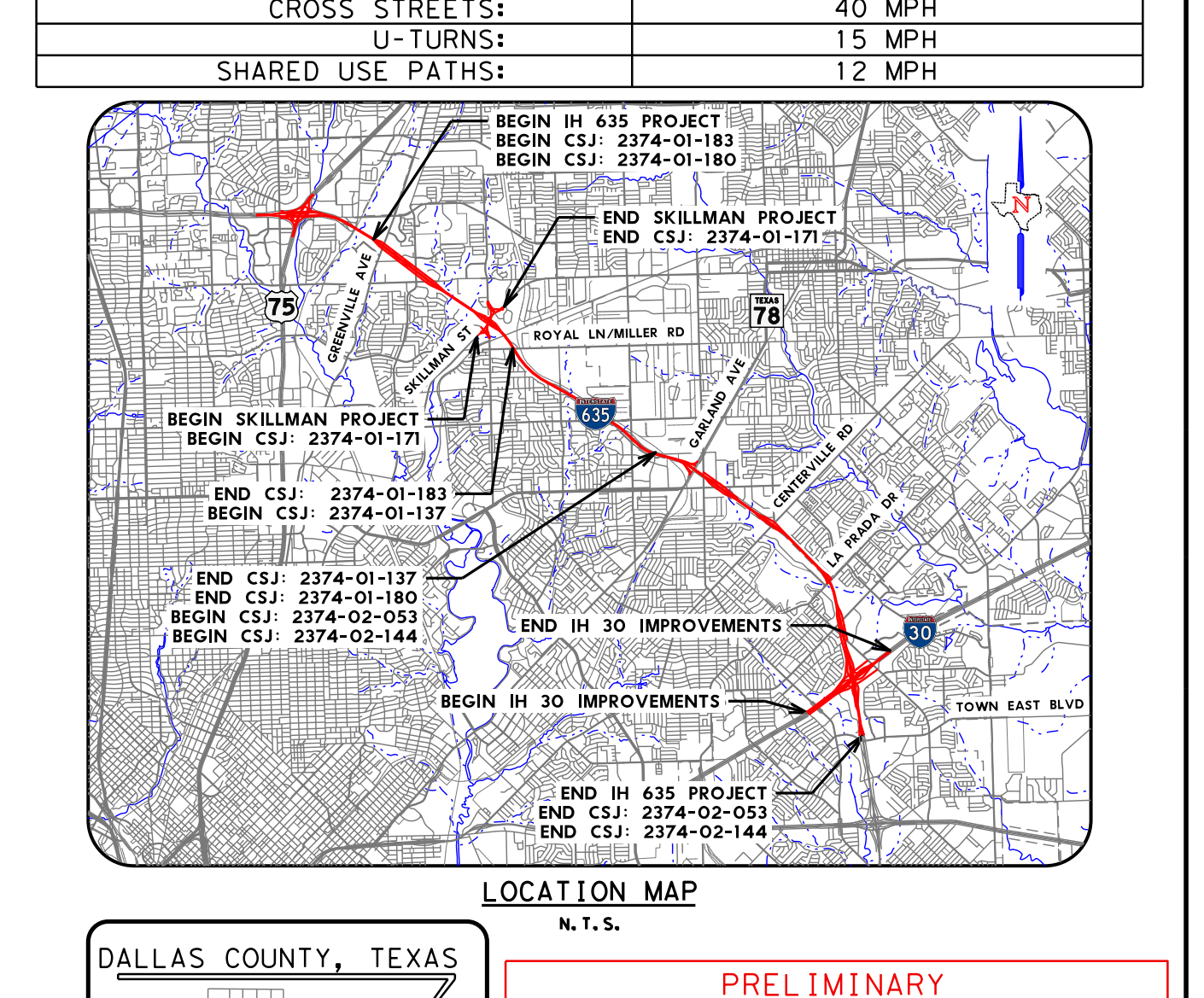
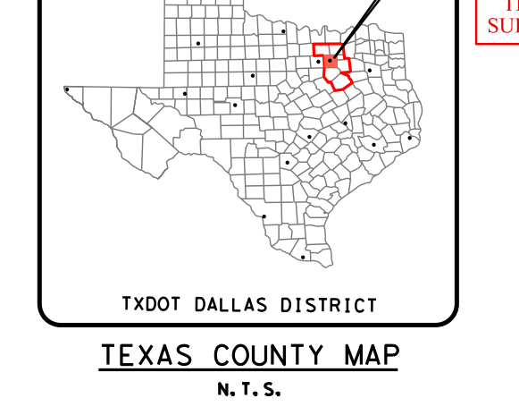
TURN BAY LENGTH MEASUREMENTS CONT.

TURN BAY ID	TAPER LENGTH (FT)	LENGTH OF STORAGE LANE (FT)	TOTAL LENGTH (FT)
L57	50	212	262
L58	50	484	534
L59	50	230	280
L60	50	166	216
L61	50	138	188
RIGHT TURN BAYS			
R38	50	299	349
R39	50	340	390

TURN BAY LENGTH MEASUREMENTS CONT.

TURN BAY ID	TAPER LENGTH (FT)	LENGTH OF STORAGE LANE (FT)	TOTAL LENGTH (FT)
R40	50	348	398
R41	50	288	338
R42	50	478	528
R43	50	475	525
R44	50	222	272

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 7 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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