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 8 OF 24

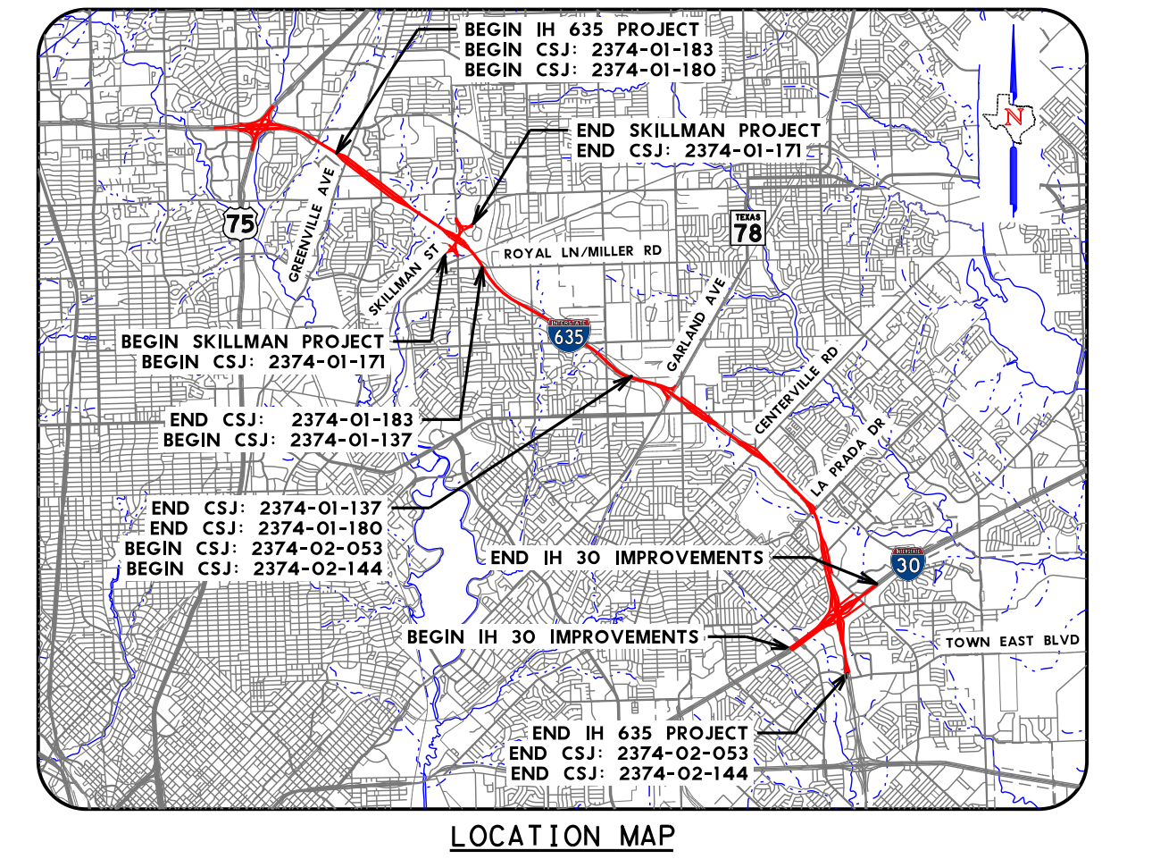
ROADWAY PLAN & PROFILE-VOL 1.C.01

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)	

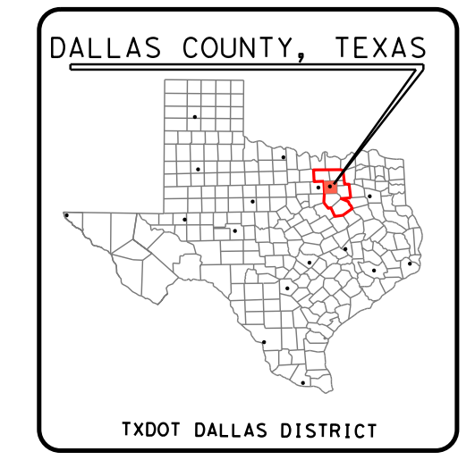
DESIGN SPEED

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
- —II— 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

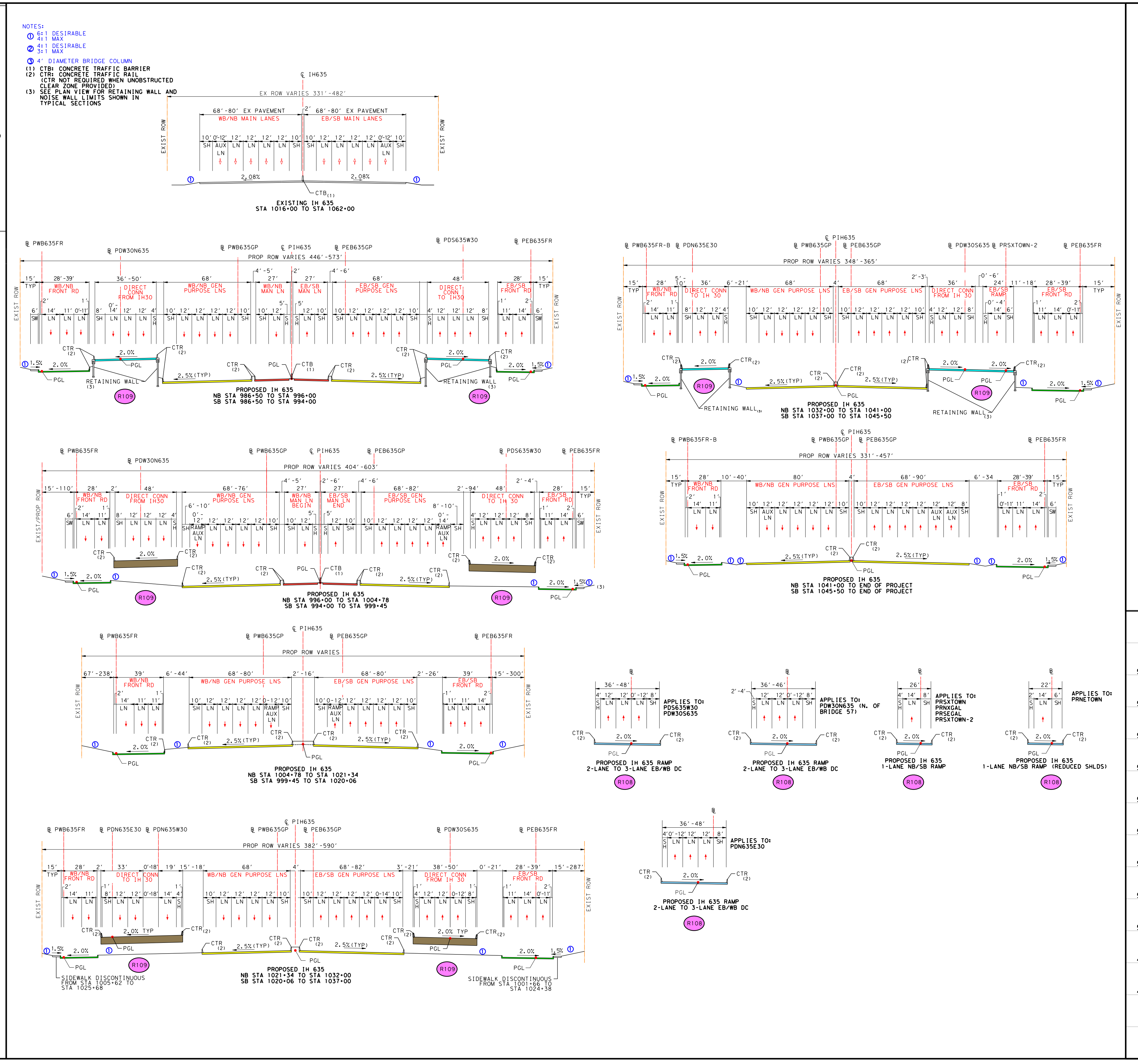
EX = EXISTING
PR = PROPOSED

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 PLANNING 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


℄ IH635
EX ROW VARIES 331'-482'
68'-80' EX PAVEMENT
WB/NB MAIN LANES
EB/SB MAIN LANES
PROP ROW VARIES 446'-573'
PROP ROW VARIES 348'-365'
PROP ROW VARIES 404'-603'
PROP ROW VARIES 331'-457'
PROP ROW VARIES
PROP ROW VARIES 382'-590'
WB/NB GEN PURPOSE LNS
EB/SB GEN PURPOSE LNS
DIRECT CONN FROM IH30
DIRECT CONN TO IH 30
WB/NB FRONT RD
EB/SB FRONT RD
RETAINING WALL (3)
SIDEWALK DISCONTINUOUS FROM STA 1005+62 TO STA 1025+68
SIDEWALK DISCONTINUOUS FROM STA 1001+66 TO STA 1024+38
R108
R109

EXISTING IH 635
STA 1016+00 TO STA 1062+00

PROPOSED IH 635
NB STA 986+50 TO STA 996+00
SB STA 986+50 TO STA 994+00

PROPOSED IH 635
NB STA 1032+00 TO STA 1041+00
SB STA 1037+00 TO STA 1045+50

PROPOSED IH 635
NB STA 996+00 TO STA 1004+78
SB STA 994+00 TO STA 999+45

PROPOSED IH 635
NB STA 1041+00 TO END OF PROJECT
SB STA 1045+50 TO END OF PROJECT

PROPOSED IH 635
NB STA 1004+78 TO STA 1021+34
SB STA 999+45 TO STA 1020+06

APPLIES TO: PDS635W30 PDW30S635
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

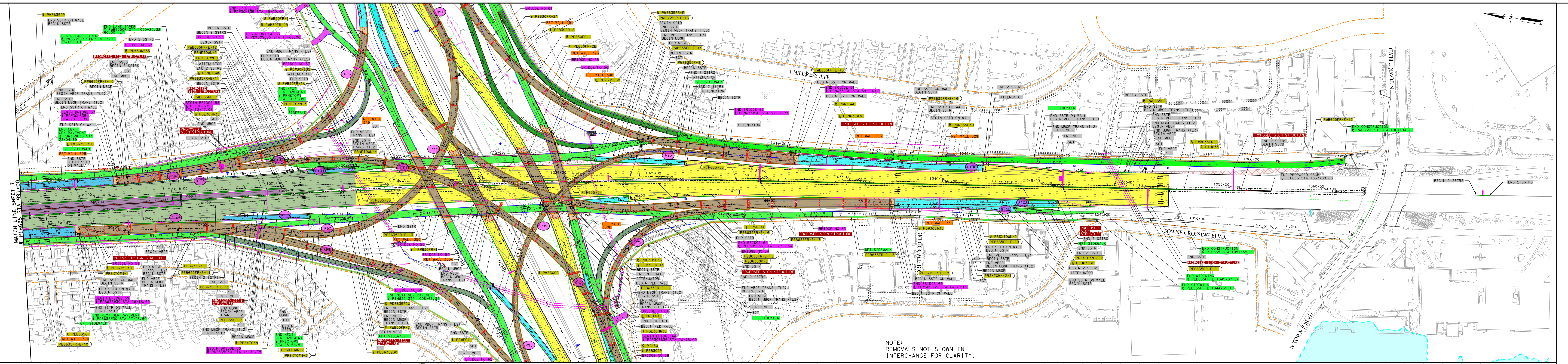
APPLIES TO: PRSXTOWN PRNXGAL PRSEGAL PRSXTOWN-2
PROPOSED IH 635
1-LANE NB/SB RAMP

APPLIES TO: PRNETOWN
PROPOSED IH 635
1-LANE NB/SB RAMP (REDUCED SHLDS)

PROPOSED IH 635
NB STA 1021+34 TO STA 1032+00
SB STA 1020+06 TO STA 1037+00

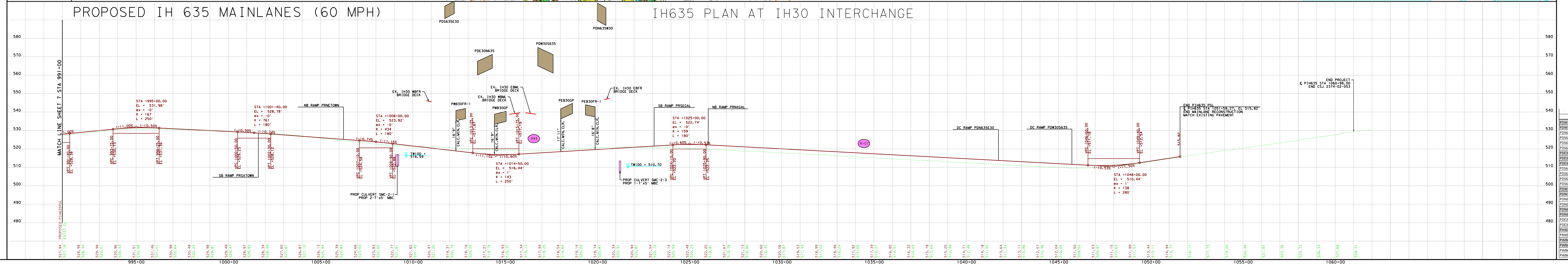
APPLIES TO: PDN635E30
PROPOSED IH 635 RAMP
2-LANE TO 3-LANE EB/WB DC

IH635 PLAN AT IH30 INTERCHANGE



NOTE:
REMOVALS NOT SHOWN IN
INTERCHANGE FOR CLARITY.

PROPOSED IH 635 MAINLANES (60 MPH)



OPTIMIZATIONS SEGMENT 3

LIST OF OPTIMIZATIONS

NUMBER	ALIGNMENT	LIMITS TYPE	FROM	TO	DESCRIPTION AND BENEFITS
IH30 INTERCHANGE OPTIMIZATIONS					
R93	PIH635	PROF	1000+00	1024+00	LOWER IH635 PROFILE ASSISTS PROPOSED IH30 INTERCHANGE DIRECT CONNECTOR PROFILES TO ACHIEVE MINIMUM VERTICAL CLEARANCES IN PERMANENT AND MOT CONDITIONS.
R95	PDN635W30	PLAN	BEGIN	END	FLIPPED 8' SHLD TO INSIDE OF CURVE TO ACHIEVE 305' SSD.
R96	PDW30N635	PLAN	BEGIN	END	REALIGNED & REVISED TIGHT CURVE RADIUS AND INCREASED SHLD WIDTH FROM 10' TO 12' TO ACHIEVE 305' SSD. REALIGNMENT ELIMINATES CANTILEVER OVERHANGS ABOVE IH635 WBGP AND WBFR, ADDS 250' AUX LANE FOR IMPROVED MERGE WITH PDE30N635.
R97	PDS635E30	PLAN	BEGIN	END	REALIGNED & REVISED TIGHT CURVE RADIUS TO ACHIEVE 305' SSD. REALIGNMENT SHIFTS CONNECTOR AWAY FROM PROPOSED IH30 MAINLANE BRIDGES TO PROVIDE ROOM FOR COLUMNS, AND MOVE OFF EXISTING CONNECTOR C BRIDGE FOOTPRINT NEAR STA 16+00 FOR MOT PURPOSES.
R98	PDS635W30	PLAN	BEGIN	END	REALIGNED TO MOVE OFF EXISTING CONNECTOR C BRIDGE FOOTPRINT NEAR STA 41+00 FOR MOT PURPOSES AND ELIMINATE CANTILEVER OVERHANGS ABOVE IH635 WBFR.
R99	PDE30S635	PLAN	BEGIN	END	REALIGNED DUE TO IH30 EBML SHIFT. INCREASED SHLD WIDTH FROM 8' TO 10' TO ACHIEVE 259' SSD.
R100	PDN635E30	PLAN	65+00	END	SHIFTED GORE AREA 300' SOUTH. REALIGNMENT FLATTENS DIRECT CONNECTOR PROFILE GRADES.
R101	PDE30N635	PLAN	BEGIN	48+00	REALIGNED DUE TO IH30 EBML SHIFT. ELIMINATED CANTILEVER OVERHANGS ABOVE IH30 GP LANES.
R102	PDW30S635	PLAN	52+50	END	SHIFTED GORE AREA 300' SOUTH. REALIGNMENT FLATTENS DIRECT CONNECTOR PROFILE GRADES.
R103	PWB635FR-E	PLAN	1005+00	1013+00	REALIGNED TO MOVE OFF EXISTING CONNECTOR B BRIDGE FOOTPRINT FOR MOT PURPOSES
RAMP REVISIONS					
R104	PRNETOWN	PLAN	BEGIN	END	REALIGNED RAMP USED 6' OUTSIDE SHOULDER ALONG RAMP ALIGNMENT. ALLOWS 450' AUX LANE TO BE ADDED AT GP ENTRANCE AND ELIMINATES OVERHANG CONFLICT WITH PDW30N635 BRIDGE 57.
R105	PRSXTOWN	PLAN	BEGIN	END	ADJUSTED RAMP ALIGNMENT TO ELIMINATE OVERHANG UNDER BRIDGE 59 PDS635W30. REDUCES RAMP LENGTH AND OPTIMIZES PAVEMENT AREA.
R106	PRSXTOWN-2	PLAN	BEGIN	END	REALIGNED & SHIFTED GORE AT PDW30S635 TO SOUTH. ASSISTS IN FLATTENING DIRECT CONNECTOR PROFILE GRADES.
MAINLANE PROFILE ADJUSTMENTS					
R107	PIH635	PROF	1024+00	1051+60	RAISED PROFILE OPTIMIZES EARTHWORK AND RETAINING WALLS. FLATTENS DIRECT CONNECTOR PROFILE TIE-IN GRADES.
TYPICAL SECTIONS					
R108	RAMP & DIRECT CONNECTOR TYPICALS	TYP	-	-	ADDED SECTIONS TO SHOW RAMP AND DIRECT CONNECTOR TYPICALS
R109	IH635	TYP	-	-	ADDED DIRECT CONNECTORS AND/OR RAMPS TO IH635 TYPICAL SECTION DEPICTIONS TO REFLECT PLAN LAYOUT.

PROPOSED PAVEMENT STRUCTURE TABLE

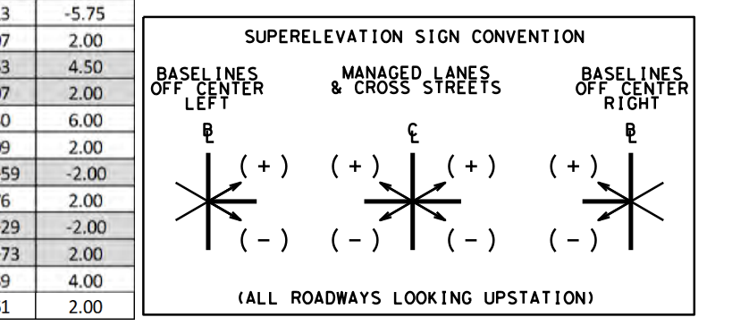
LOCATION	ALIGNMENT	STATION RANGE	CRCP	BB	CTB	PAVEMENT SUBGRADE TREATMENT[1]	UNDERCUT[2]
GP & ML	PIH635ML	991+00 TO END	13"	1"	6"	6"	34"
RAMP	PRNETOWN	ALL	11"	1"	6"	6"	36"
RAMP	PRNXGAL	ALL	11"	1"	6"	6"	36"
RAMP	PDW30N635	ALL	11"	1"	6"	6"	36"
RAMP	PDN635W31	ALL	11"	1"	6"	6"	36"
RAMP	PDN635E30	ALL	11"	1"	6"	6"	36"
RAMP	PRSXTOWN	ALL	11"	1"	6"	6"	36"
RAMP	PRSEGAL	ALL	11"	1"	6"	6"	36"
RAMP	PRSXTOWN-2	ALL	11"	1"	6"	6"	36"
RAMP	PDW30S635	ALL	11"	1"	6"	6"	36"
FRONTAGE	PWB635FR	994+72 TO END	11"	1"	6"	6"	24"
FRONTAGE	PEB635FR	987+89 TO END	11"	1"	6"	6"	24"

(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 3

ALIGNMENT	BEGIN TRANSITION STA	BEGIN TRANSITION e (%)	END TRANSITION STA	END TRANSITION e (%)
PDW30N635	35+19	2.00	37+11	6.00
PDW30N635	46+42	6.00	48+34	2.00
PDS635W30	32+13	2.00	33+30	3.00
PDS635W30	39+21	3.00	40+38	2.00
PDS635W30	43+87	2.00	45+34	6.00
PDS635W30	49+71	6.00	51+18	2.00
PDE30N635	15+62	2.00	17+19	-4.60
PDE30N635	27+36	-4.60	29+43	-4.40
PDE30N635	35+30	-4.40	36+85	2.00
PDS635E30	8+84	3.00	11+69	3.00
PDS635E30	11+69	3.00	14+36	-2.00
PDS635E30	14+36	-2.00	15+54	-5.40
PDS635E30	30+88	-5.40	33+46	2.00
PDW30S635	12+54	2.50	15+32	-4.70
PDW30S635	33+30	-4.70	35+40	2.00
PDN635W30	10+75	2.00	13+13	-5.75
PDN635W30	29+92	-5.75	32+07	2.00
PDN635E30	40+53	2.00	41+53	4.50
PDN635E30	53+77	4.50	55+07	2.00
PDE30S635	20+13	2.00	21+30	6.00
PDE30S635	28+92	6.00	30+09	2.00
PIH635 (EB) & (WB)	1050+00	-2.50	1051+59	-2.00
PRNETOWN	15+33	2.50	18+76	2.00
PWB635FR-E	1004+56	2.00	1006+29	-2.00
PWB635FR-E	1008+00	-2.00	1009+73	2.00
PWB635FR-2A	9+21	2.00	10+39	4.00
PWB635FR-2A	14+83	4.00	15+61	2.00

SUPERELEVATION SIGN CONVENTION

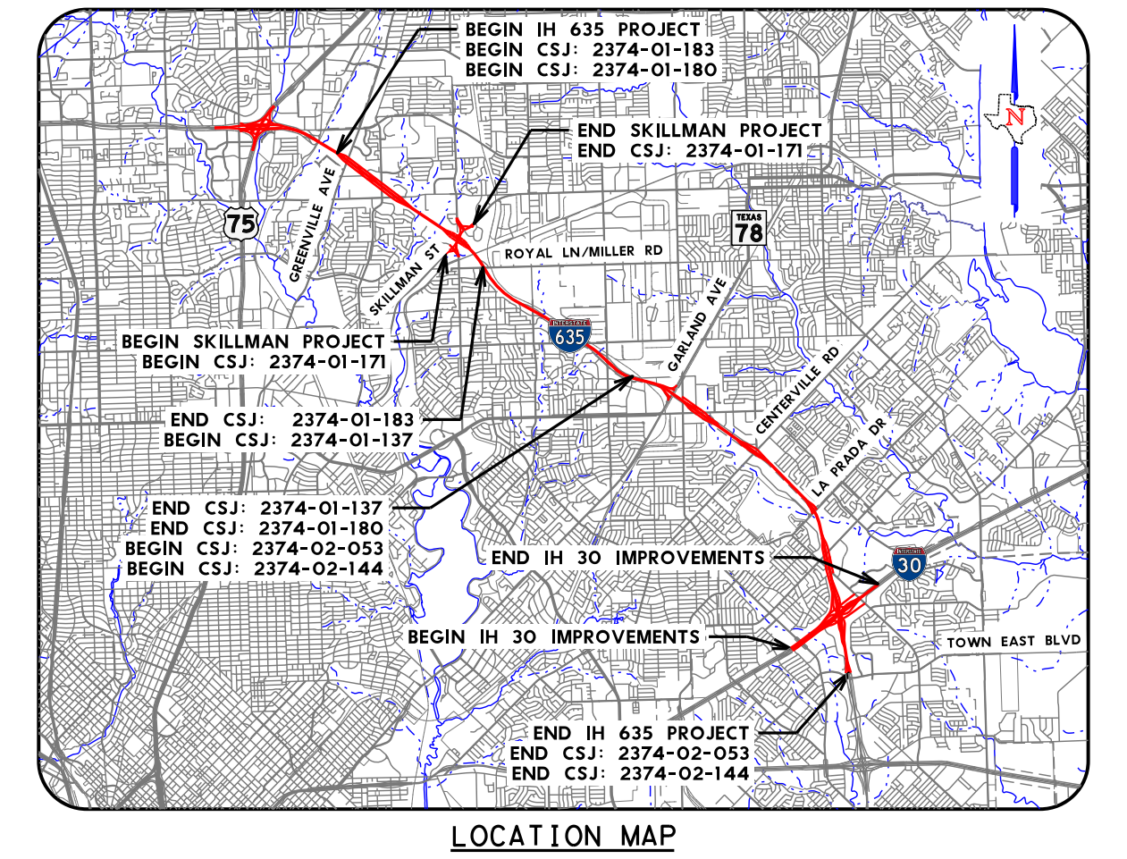
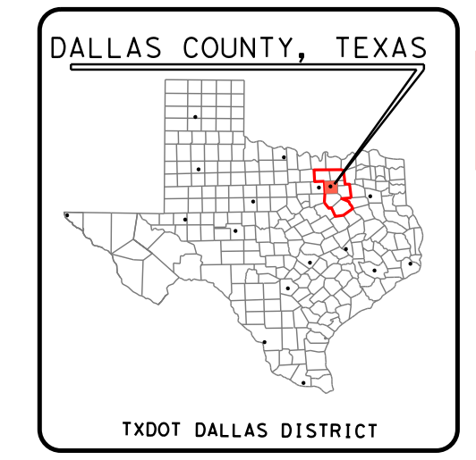

BASELINES OFF CENTER LEFT
MANAGED LANES & CROSS STREETS
BASELINES OFF CENTER RIGHT
℄
(+)
(-)

(ALL ROADWAYS LOOKING UPSTATION)

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)										
PIH635-33	11100.00	NO	1009+69.99	1008+43.69	1010+96.28	252.59	126.30	1° 18' 13.68"	S 12° 41' 4.44" E	S 11° 22' 50.76" E
PIH635-34	11969.00	NO	1018+32.10	1016+54.41	1020+09.76	355.35	177.69	1° 42' 3.83"	S 11° 22' 50.76" E	S 9° 40' 46.93" E
PIH635-35	12012.00	NO	1028+28.43	1026+50.46	1030+06.37	355.92	177.97	1° 41' 51.65"	S 9° 40' 46.93" E	S 7° 58' 55.27" E
PWB635GP-7	11100.00	NO	1004+75.62	1003+43.64	1006+07.59	263.95	131.98	1° 21' 44.81"	S 12° 44' 35.56" E	S 11° 22' 50.76" E
PWB635GP-8	12000.00	NO	1020+72.74	1017+16.72	1024+28.55	711.83	356.02	3° 23' 55.48"	S 11° 22' 50.76" E	S 7° 58' 55.27" E
PEB635GP-6	11100.00	NO	999+25.66	996+94.80	1001+56.45	461.65	230.86	2° 22' 58.65"	S 12° 42' 45.18" E	S 15° 5' 43.82" E
PEB635GP-7	9000.00	NO	1004+48.31	1001+56.45	1007+39.96	583.51	291.86	3° 42' 53.06"	S 15° 5' 43.82" E	S 11° 22' 50.76" E
PEB635GP-8	12000.00	NO	1025+91.87	1022+35.85	1029+47.68	711.83	356.02	3° 23' 55.48"	S 11° 22' 50.76" E	S 7° 58' 55.27" E
RAMPS AND DIRECT CONNECTORS (40 MPH DESIGN SPEED)										
PDS635W30-5	3800.00	NO	26+67.84	26+23.67	27+12.00	88.33	44.17	1° 19' 54.42"	S 12° 42' 45.18" E	S 11° 22' 50.76" E
PDS635W30-6	2270.00	YES	36+27.99	32+91.13	39+59.96	668.83	336.86	16° 52' 53.98"	S 11° 22' 50.76" E	S 5° 30' 3.22" W
PDS635W30-7	860.00	YES	47+75.60	44+85.34	50+45.22	559.88	290.26	37° 18' 2.20"	S 5° 30' 3.22" W	S 42° 48' 5.42" W
PDS635W30-8	3800.00	NO	51+87.48	50+45.22	53+29.62	284.40	142.27	4° 17' 17.22"	S 42° 48' 5.42" W	S 38° 30' 48.20" W
PDW30N635-4	5230.00	NO	24+47.66	24+29.62	24+65.70	36.07	18.04	0° 23' 42.65"	S 13° 3' 42.35" E	S 13° 27' 25.00" E
PDW30N635-5	5036.00	NO	31+96.28	27+43.16	36+46.97	903.81	453.12	10° 16' 58.20"	S 13° 27' 25.00" E	S 23° 44' 23.21" E
PDW30N635-6	650.00	YES	43+36.33	36+46.97	47+06.18	1059.21	689.36	93° 21' 59.08"	S 23° 44' 23.21" E	N 62° 53' 37.72" E
PDS635E30-1	3020.00	YES	11+77.65	8+84.11	14+69.35	585.24	293.54	11° 6' 11.44"	S 11° 22' 50.76" E	S 0° 16' 39.31" E
PDS635E30-2	765.00	YES	30+25.59	14+69.35	31+73.64	1704.29	1556.24	127° 38' 43.74"	S 0° 16' 39.31" E	N 52° 4' 36.95" E
PDE30N635-1	3800.00	NO	11+43.47	10+38.44	12+48.44	210.00	105.03	3° 9' 58.68"	S 18° 16' 47.79" E	S 15° 6' 49.11" E
PDE30N635-2	1450.00	YES	22+42.23	17+02.39	27+35.96	1033.57	539.84	40° 50' 27.30"	S 15° 6' 49.11" E	S 25° 43' 38.19" W
PDE30N635-3	1210.00	YES	32+69.96	29+42.78	35+81.86	639.08	327.18	30° 15' 41.83"	S 25° 43' 38.19" W	S 55° 59' 20.02" W
PDE30N635-4	5300.00	NO	38+26.38	35+81.86	40+70.56	488.70	244.52	5° 16' 59.02"	S 55° 59' 20.02" W	S 61° 16' 19.03" W
PDN635W30-1	800.00	YES	31+07.16	12+12.34	30+86.41	1874.08	1894.82	134° 13' 14.80"	N 43° 0' 30.46" E	S 2° 46' 14.73" E
PDN635W30-2	5286.00	NO	36+08.39	33+16.38	38+99.81	583.43	292.01	6° 19' 26.03"	S 2° 46' 14.73" E	S 9° 5' 40.77" E
PDN635W30-3	3814.00	NO	40+36.75	38+99.81	41+73.57	273.77	136.94	4° 6' 45.49"	S 9° 5' 40.77" E	S 4° 58' 55.27" E
PDW30S635-2	1400.00	YES	25+95.04	15+03.83	33+57.63	1853.80	1091.20	75° 52' 4.25"	S 62° 48' 46.85" W	S 13° 3' 17.40" E
PDW30S635-3	5300.00	NO	38+01.15	36+10.26	39+91.87	381.61	190.89	4° 7' 31.52"	S 13° 3' 17.40" E	S 8° 55' 45.89" E
PDW30S635-4	3800.00	NO	51+79.02	51+27.86	52+30.17	102.31	51.16	1° 32' 33.60"	S 8° 55' 45.89" E	S 7° 23' 12.29" E
PDW30S635-5	5300.00	NO	54+95.18	52+97.87	56+92.30	394.43	197.31	4° 15' 50.50"	S 7° 23' 12.29" E	S 11° 39' 2.80" E
PDW30S635-6	3800.00	NO	58+14.00	56+92.30	59+35.62	243.32	121.70	3° 40' 7.52"	S 11° 39' 2.80" E	S 7° 58' 55.27" E
PDN635E30-4	1500.00	YES	47+96.24	41+30.02	53+83.95	1253.93	666.22	47° 53' 48.09"	S 45° 49' 36.81" W	S 2° 4' 11.28" E
PDN635E30-5	3800.00	NO	58+83.66	57+87.07	59+80.21	193.15	96.59	2° 54' 44.00"	S 2° 4' 11.28" E	S 4° 58' 55.27" E
PDN635E30-6	3800.00	NO	66+93.55	65+66.85	68+20.14	253.29	126.69	3° 49' 8.57"	S 4° 58' 55.27" E	S 8° 48' 3.84" E
PDN635E30-7	5300.00	NO	70+83.65	68+20.14	73+46.73	526.59	263.51	5° 41' 33.69"	S 8° 48' 3.84" E	S 3° 6' 30.15" E
PDN635E30-8	3800.00	NO	75+08.44	73+46.73	76+69.96	323.23	161.71	4° 52' 25.12"	S 3° 6' 30.15" E	S 7° 58' 55.27" E
PDE30S635-1	5310.00	NO	18+00.44	17+00.00	19+00.86	200.86	100.44	2° 10' 2.48"	N 59° 42' 36.51" E	N 57° 32' 34.03" E
PDE30S635-2	500.00	YES	25+50.54	19+00.86	28+15.72	914.86	649.67	104° 50' 5.43"	N 57° 32' 34.03" E	S 17° 37' 20.54" E
PDE30S635-3	3800.00	NO	31+04.54	28+15.72	33+92.26	576.54	288.82	8° 41' 34.65"	S 17° 37' 20.54" E	S 8° 55' 45.89" E
PRNETOWN-1	2899.97	YES	16+37.90	15+33.03	17+42.67	209.64	104.87	4° 8' 31.30"	S 12° 31' 11.78" E	S 16° 39' 43.09" E
PRNETOWN-2	2078.74	YES	18+38.41	17+42.67	19+34.02	191.34	95.74	5° 16' 26.06"	S 16° 39' 43.09" E	S 11° 23' 17.03" E
PRNETOWN-3	800.00	NO	20+96.08	20+47.81	21+44.24	96.43	48.28	6° 54' 23.58"	S 11° 23' 17.03" E	S 18° 17' 40.60" E
PRNETOWN-4	800.00	NO	21+92.57	21+44.24	22+40.78	96.54	48.33	6° 54' 49.84"	S 18° 17' 40.60" E	S 11° 22' 50.76" E
PRSXTOWN-1	3800.00	NO	11+49.95	10+88.15	12+11.74	123.59	61.80	1° 51' 48.46"	S 12° 42' 45.18" E	S 10° 50' 56.71" E
PRSXTOWN-2	1050.00	NO	23+96.56	23+55.56	24+37.52	81.96	41	4° 28' 19.88"	S 10° 50' 56.71" E	S 6° 22' 36.83" E
PRSXTOWN-3	1050.00	NO	25+02.11	24+37.52	25+66.54	129.02	64.59	7° 2' 25.38"	S 6° 22' 36.83" E	S 13° 25' 2.21" E
PRSEGAL-1	1050.00	NO	10+44.73	10+00.00	10+89.40	89.4	44.73	4° 52' 42.05"	S 11° 22' 50.76" E	S 16° 15' 32.81" E
PRSEGAL-2	1050.00	NO	11+14.92	10+89.40	11+40.43	51.03	25.52	2° 47' 4.93"	S 16° 15' 32.81" E	S 13° 28' 27.88" E
PRSEGAL-3	3800.00	NO	18+63.93	16+99.61	20+28.05	328.44	164.32	4° 57' 7.91"	S 13° 28' 27.88" E	S 8° 31' 19.96" E
PRNXGAL-1	1050.00	NO	10+55.21	10+00.00	11+10.33	110.33	55.21	6° 1' 13.19"	S 12° 0' 26.68" E	S 5° 59' 13.49" E
PRNXGAL-2	1050.00	NO	11+17.87	11+10.33	11+25.40	15.08	7.54	0° 49' 21.39"	S 5° 59' 13.49" E	S 6° 48' 34.89" E
PRNXGAL-3	5300.00	NO	17+72.99	15+94.30	19+51.55	357.25	178.69	3° 51' 43.31"	S 6° 48' 34.89" E	S 2° 56' 51.57" E
PRNXGAL-4	3800.00	NO	21+18.60	19+51.55	22+85.44	333.89	167.05	5° 2' 3.70"	S 2° 56' 51.57" E	S 7° 58' 55.27" E
PRSXTOWN-2-1	3800.00	NO	11+59.75	10+00.00	13+19.31	319.31	159.75	4° 48' 51.96"	S 8° 55' 45.89" E	S 4° 6' 53.93" E
PRSXTOWN-2-2	5300.00	NO	16+06.02	13+19.31	18+92.18	572.87	286.72	6° 11' 35.05"	S 4° 6' 53.93" E	S 10° 18' 28.98" E
FRONTAGE ROADS (40 MPH DESIGN SPEED)										
PWB635FR-E-10	5000.00	NO	1000+67.11	997+14.17	1004+18.88	704.71	352.94	8° 4' 31.25"	S 11° 17' 44.57" E	S 19° 22' 15.81" E
PWB635FR-E-11	600.00	YES	1007+17.33	1005+71.17	1008+57.91	286.74	146.16	27° 22' 55.55"	S 19° 22' 15.81" E	S 8° 0' 39.74" W
PWB635FR-E-12	609.31	NO	1009+62.86	1008+57.91	1010+65.77	207.86	104.95	19° 32' 43.66"	S 8° 9' 51.20" W	S 11° 22' 52.46" E
PWB635FR-E-13	1000.00	NO	1025+15.26	1023+89.39	1026+39.82	250.43	125.87	14° 20' 54.88"	S 11° 22' 50.76" E	S 25° 43' 45.64" E
PWB635FR-E-14	1000.00	NO	1028+32.39	1026+39.82	1030+20.30	380.48	192.57	21° 47' 59.74"	S 25° 43' 45.64" E	S 3° 55' 45.90" E
PWB635FR-E-15	3761.00	NO	1035+37.71	1035+03.16	1035+72.26	69.09	34.55	1° 3' 9.38"	S 3° 55' 45.90" E	S 4° 58' 55.27" E
PWB635FR-E-16	2000.00	NO	1041+60.17	1041+07.72	1042+12.60	104.87	52.45	3° 0' 15.81"	S 4° 58' 55.27" E	S 7° 59' 11.09" E
PWB635FR-E-17	2000.00	NO	1062+79.59	1061+45.49	1064+13.28	267.78	134.09	7° 40' 16.92"	S 7° 59' 11.09" E	S 15° 39' 28.01" E
PEB635FR-E-10	1000.00	NO	988+47.61	988+26.39	988+68.82	42.43	21.22	2° 25' 51.77"	S 13° 48' 42.53" E	S 11° 22' 50.76" E
PEB635FR-E-11	2000.00	NO	997+86.80	996+43.27	999+29.84	286.57	143.53	8° 12' 34.79"	S 11° 22' 50.76" E	S 19° 35' 25.55" E
PEB635FR-E-12	1500.00	NO	1000+10.73	999+29.84	1000+91.45	161.61	80.88	6° 10' 23.34"	S 19° 35' 25.55" E	S 13° 25' 2.21" E
PEB635FR-E-13	2000.00	NO	1009+09.77	1008+74.22	1009+45.31	71.09	35.55	2° 2' 11.45"	S 13° 25' 2.21" E	S 11° 22' 50.76" E
PEB635FR-E-14	1000.00	NO	1016+05.95	1015+61.46	1016+50.39	88.93	44.5	5° 5' 43.93"	S 11° 22' 50.76" E	S 6° 17' 6.83" E
PEB635FR-E-15	2500.00	NO	1023+34.69	1022+23.34	1024+45.90	222.55	111.35	5° 6' 2.01"	S 6° 17' 6.83" E	S 11° 23' 8.85" E
PEB635FR-E-16	1500.32	NO	1024+85.34	1024+45.90	1025+24.77	78.87	39.44	3° 0' 43.09"	S 11° 23' 8.85" E	S 8° 22' 25.76" E
PEB635FR-E-17	6250.00	NO	1026+82.01	1026+07.38	1027+56.63	149.25	74.63	1° 22' 5.61"	S 8° 22' 25.76" E	S 9° 44' 31.37" E
PEB635FR-E-18	5729.58	NO	1031+54.11	1031+17.11	1031+91.11	74	37	0° 44' 23.92"	S 9° 44' 31.37" E	S 10° 28' 55.29" E
PEB635FR-E-19	4583.66	NO	1035+16.01	1033+05.02	1037+26.71	421.69	210.99	5° 16' 15.92"	S 10° 28' 55.29" E	S 5° 12' 39.37" E
PEB635FR-E-20	5729.58	NO	1040+63.16	1037+26.71	1043+98.85	672.14	336.46	6° 43' 17.15"	S 5° 12' 39.37" E	S 11° 55' 56.52" E
PEB635FR-E-21	3819.66	NO	1046+56.82	1043+98.85	1049+14.01	515.16	257.97	7° 43' 38.86"	S 11° 55' 56.52" E	S 4° 12' 17.66" E
FRONTAGE ROAD CONNECTORS (30 MPH DESIGN SPEED)										
PWB30FR-2-1	600.00	NO	10+89.80	10+00.00	11+78.27	178.27	89.8	17° 1' 26.33"	S 13° 17' 11.46" E	S 3° 44' 14.87" W
PWB30FR-2-2	300.00	NO	25+77.45	24+21.10	27+09.36	288.27	156.35	55° 3' 16.72"	S 3° 44' 14.87" W	S 58° 47' 31.60" W
PWB30FR-2-3	759.00	NO	27+32.75	27+09.36	27+56.13	46.77	23.39	3° 31' 50.00"	S 58° 47' 31.60" W	S 62° 19' 21.60" W
PWB30FR-2-4	1515.12	NO	28+47.34	27+56.13	29+38.33	182.20	91.21	6° 53' 24.81"	S 61° 35' 58.44" W	S 54° 42' 33.62" W
PWB30FR-2A-1	250.00	YES	14+48.21	10+00.00	15+31.00	531.00	448.21	121° 41' 48.31"	S 38° 55' 55.87" W	N 19° 22' 15.81" W
PEB30FR-1A-1	300.00	NO	12+34.08	10+00.00	13+97.55	397.55	234.08	75° 55' 37.98"	N 59° 24' 6.21" E	S 44° 40' 15.81" E
PEB30FR-1A-2	450.00	NO	15+51.41	13+97.55	16+94.05	296.5	153.86	37° 45' 4.58"	S 44° 40' 15.81" E	S 6° 55' 11.23" E
PEB30FR-1A-3	2511.00	NO	17+91.96	16+94.05	18+89.78	195.72	97.91	4° 27' 57.62"	S 6° 55' 11.23" E	S 11° 23' 8.85" 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 8 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
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0 10 20 VERTICAL SCALE: 0 100 200 HORIZONTAL SCALE:
Pegasus Link Constructors, JV
AECOM
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