TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
JAMES K. SELMAN, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
IH 635 LBJ EAST PROJECT - ULTIMATE DESIGN FROM EAST OF US 75 TO SOUTH OF IH 30
DALLAS COUNTY, TEXAS
CSJs: 2374-01-183, 2374-01-137, 2374-02-053

APRIL 2016
ROLL 10 OF 23

	IH 635	IH 30
LIMITS	FM 2514 (MIDDLE RD) TO E. OF US 75	W. OF DONNIGAN RD TO E. OF IH 635
LENGTH	11.8 MILES	2.4 MILES
FUNCTIONAL CLASS	URBAN FREEWAY	URBAN FREEWAY
DAILY TRAFFIC	240,700 (2014)	140,100 (2014)
DESIGN HOURLY VOLUME	24,100	14,000
DESIGNATED ROUTES	ROLLS 9 - 12A	ROLLS 9 - 12A
DESIGN SPEED		
MAIN LANES	60 MPH	60 MPH
RAMPS/LANES	50 MPH	50 MPH
DIRECT CONNECTORS	40 MPH	40 MPH
	30 MPH	30 MPH
FRONTAGE ROADS	30 MPH	30 MPH
FRONTAGE ROADS	30 MPH	30 MPH
CROSS STREETS	30 MPH	30 MPH
LOCAL STREETS	30 MPH	30 MPH
TERMINALS	30 MPH	30 MPH

* FROM FRONTAGE ROADS, CROSS STREET, DIRECT CONNECTOR, AND RAMP PROFILES FOUND ON ROLLS 11 THROUGH 23.

PRELIMINARY
FOR DESIGN REVIEW ONLY
THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS INTENDED FOR REVIEW PURPOSES ONLY.
IT MAY NOT BE SUITABLE FOR CONSTRUCTION, BIDDING OR ACQUISITION PURPOSES.

VERTICAL SCALE: 0 10 20 30 40
HORIZONTAL SCALE: 0 100 200 300 400

HALFF
AECOM
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081
TEL 972.235.3031

© 2016 by Texas Department of Transportation; all rights reserved

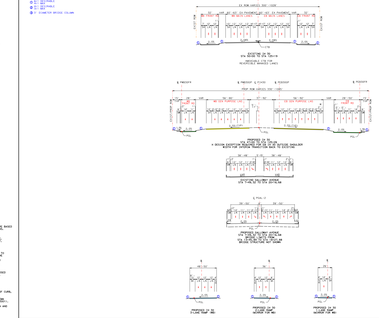
LEGEND

- EXISTING ROW
- EXISTING ACCESS GRADE
- EXISTING BARRIER
- EXISTING CONCRETE LINETS
- EXISTING CURB RAMP
- EXISTING TRC TR FLOWLINE LINETS
- EXISTING TRC TR FLOWLINE
- EXISTING TEMPORARY EASEMENT (TT EASEMENT)
- PROPOSED EXCAVATION/BACKFILL
- PROPOSED ROW
- PROPOSED ROW 100' OFFSET
- PROPOSED ROW 100' OFFSET
- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED ACCESS GRADE
- PROPOSED ACCESS GRADE
- PROPOSED TRAFFIC BARRIER
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE REST
- PROPOSED RETAINING WALL
- PROPOSED RETAINING WALL
- PROPOSED CURB RAMP
- DIRECTION OF TRAVEL
- EXISTING RAMPS TO REMAIN
- EXISTING BRIDGE TO REMAIN
- PROPOSED RAMPS
- PROPOSED MAIN LANES
- PROPOSED MAINLANE LANES
- PROPOSED RAMPS
- PROPOSED FRONTAGE ROADS
- PROPOSED CROSS STREET
- PROPOSED CONNECT
- PROPOSED SUPPLEMENTARY
- EXISTING SECTIONS TO BE REMOVED
- PARCEL 22

GENERAL NOTES:

1. ALL DIMENSIONS, ELEVATIONS AND SUPERELEVATION SHOWN ARE BASED ON DESIGN STANDARDS WHICH MAY DIFFER FROM ACTUAL FIELD CONDITIONS. ADJUSTMENTS WILL BE MADE AS NECESSARY TO ACCOMMODATE ACTUAL FIELD CONDITIONS.
2. CURRENT LOCATIONS OF UTILITIES ARE SHOWN AS ESTIMATED LOCATIONS BASED ON AVAILABLE INFORMATION. UTILITY LOCATIONS ARE ESTIMATED AND WILL BE VERIFIED DURING UTILITY RELOCATION.
3. ON THE DESIGN SHEETS, THE DISTANCE BETWEEN PROPERTY LINE AND RIGHT OF WAY LINE IS SHOWN AS 10 FEET. THIS DISTANCE MAY BE LESS THAN 10 FEET. THE PROPERTY LINE WILL BE ESTABLISHED AT THE RIGHT OF WAY LINE DURING THE RIGHT OF WAY MAPPING PROCESS. PROPERTY OWNERS WILL BE NOTIFIED BY MAIL WHEN THE PROPERTY LINE IS ESTABLISHED.
4. EXISTING PAVEMENT MARKINGS ARE NOT SHOWN. LENTS ARE REQUIRED TO BE REPLACED IN KIND AFTER CONSTRUCTION.
5. SURVEY ELEVATION AND OFF REFERENCE IS ABOUT THE MSL.
6. CURVE IN DIRECTIONS ARE BASED ON CROSS STRETCH AND TYPE II.
7. ALL DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR BACKBOARD FACE OF CURB, UNLESS OTHERWISE SHOWN OR NOTED.
8. ATTENTION IS THE CONTRACTOR'S LIBERTY AND SERVICE FROM THE ENGINEER'S OFFICE ON THE PROJECT SITE.
9. EXISTING ROAD SURFACE FROM THE FLOWLINE TO THE EDGE AND THE EXISTING ROAD SURFACE TO BE REMOVED.
10. IMPORTANT INFORMATION FROM DIFFERENT SECTIONS FROM THE DESIGN SCHEMATIC, PLEASE REFER TO THE

TYPICAL SECTIONS


EX. ROW VARIES 200'-250'
EXISTING 6 LANES
EXISTING 6 LANES
PROPOSED 6 LANES
PROPOSED 6 LANES
PROPOSED