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

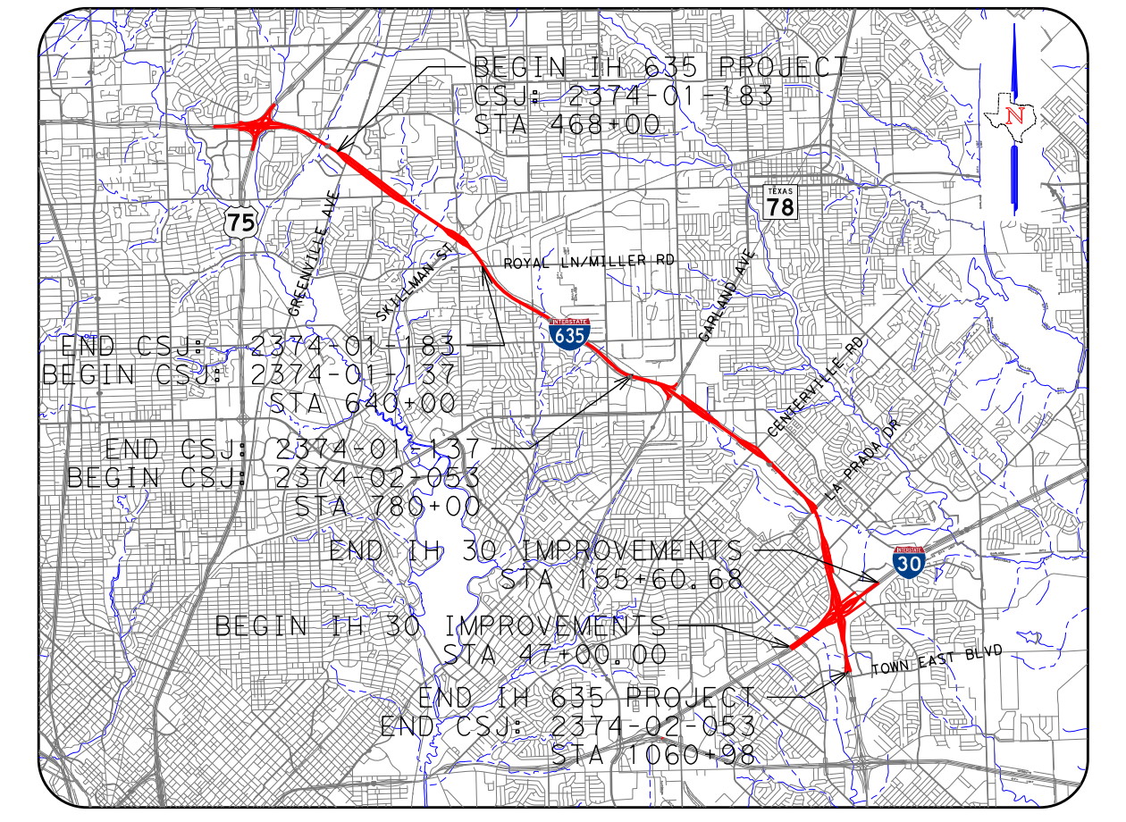
DESIGN SCHEMATIC
IH 635 LBJ EAST PROJECT - ULTIMATE DESIGN
FROM EAST OF US 75 TO SOUTH OF IH 30
DALLAS COUNTY, TEXAS
CSJ LIMITS:
2374-01-183: EAST OF US 75 TO MILLER ROAD
2374-01-137: MILLER ROAD TO WEST OF THE KCS RR
2374-02-053: WEST OF THE KCS RR TO IH 30

DECEMBER 2016
ROLL 13 OF 24

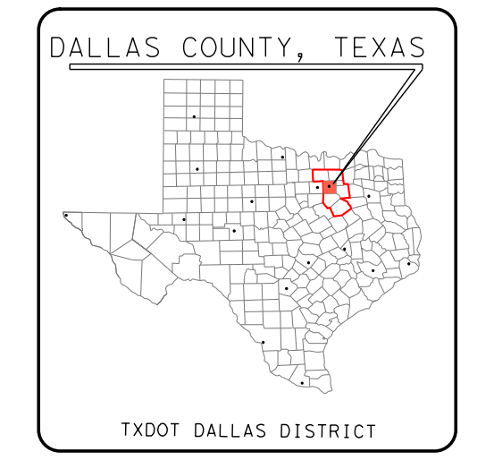
	IH 635		IH 30	
LIMITS:	E. OF US 75 TO S. OF IH 30		W. OF GUS THOMASSON RD TO E. OF GALLOWAY AVE	
LENGTH:	11.2 MILES		2.1 MILES	
FUNCTIONAL CLASS:	URBAN INTERSTATE		URBAN INTERSTATE	
AVERAGE	2374-01-183	263,250 (2022)	353,550 (2042)	
DAILY	2374-01-137	224,200 (2022)	301,850 (2042)	
TRAFFIC:	2374-02-053	236,950 (2022)	318,600 (2042)	
SCHEMATIC ROLLS:	ROLLS 1 - 8*		ROLLS 9 - 10*	

DESIGN SPEED	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES:	40 MPH
FRONTAGE ROAD CONNECTORS:	30 MPH
LOCAL STREETS:	40 MPH
TURNAROUNDS:	15 MPH
SHARED USE PATHS:	18 MPH

* FRONTAGE ROAD, CROSS STREET, DIRECT CONNECTOR, AND RAMP PROFILES FOUND ON ROLLS 11 THROUGH 24.


BEGIN IH 635 PROJECT CSJ: 2374-01-183 STA 468+00
END CSJ: 2374-01-183
BEGIN CSJ: 2374-01-137
STA 640+00
END CSJ: 2374-01-137
BEGIN CSJ: 2374-02-053
STA 780+00
END IH 30 IMPROVEMENTS STA 155+60.68
BEGIN IH 30 IMPROVEMENTS STA 47+00.00
END IH 635 PROJECT
END CSJ: 2374-02-053
STA 1060+98
75
78
635
30
ROYAL LN/MILLER RD
TOWN EAST BLVD

LOCATION MAP
N.T.S.


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

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NAME	P.E. NO.	DATE
MATTHEW G. CRAIG	69910	12-12-2016
CHAD R. GARDINER	93793	12-12-2016
TAYLOR H. PERRINE	116960	12-12-2016

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

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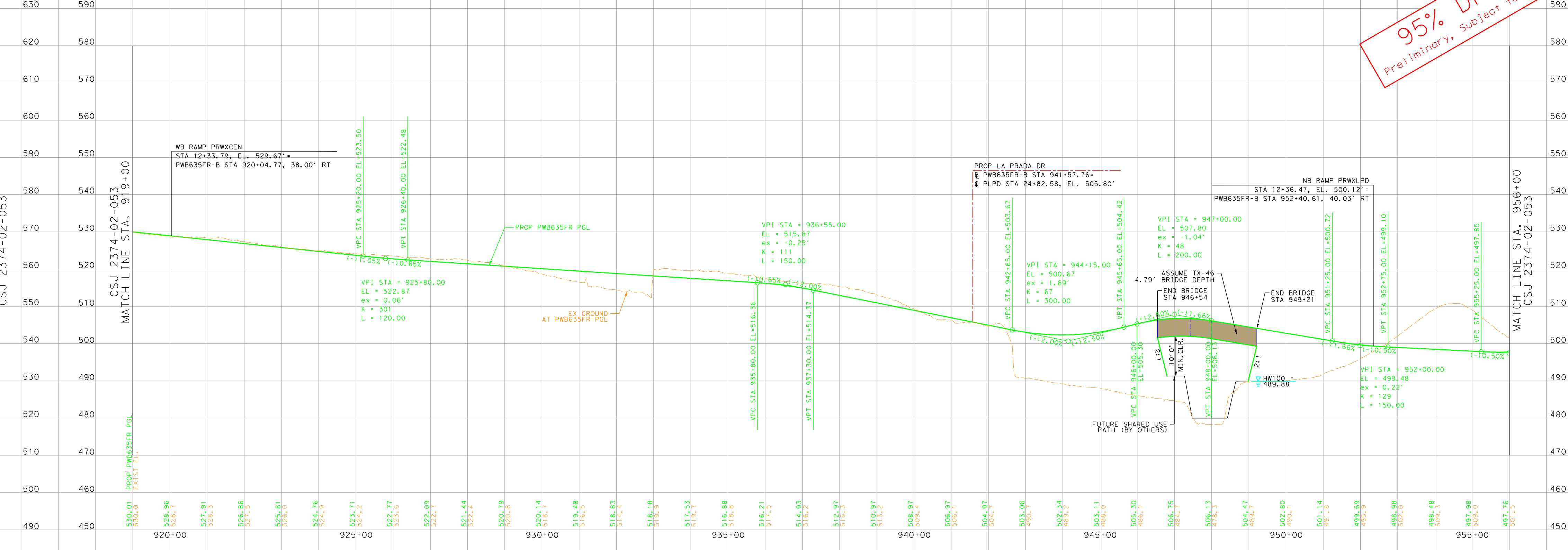
PROPOSED WESTBOUND IH 635 FRONTAGE ROAD (40 MPH)

630
620
610
600
590
580
570
560
550
540
530
520
510
500
490
810+00
815+00
820+00
825+00
830+00
835+00
840+00
845+00
850+00
855+00
860+00
865+00
870+00
875+00
880+00
885+00
890+00
895+00
900+00
905+00
910+00
915+00
CSJ 2374-02-053 MATCH LINE STA. 808+00
PROP SHILOH RD CONNECTION
℄ PWB635FR-A STA 810+10.43±
℄ PSHI2-A STA 15+61.00, EL. 577.08'
VPI STA = 813+50.00 EL = 590.70 ex = -4.40' K = 45 L = 400.00
ASSUME TX-54 5.50' BRIDGE DEPTH
BEGIN BRIDGE STA 811+81
END BRIDGE STA 814+23
16'9" MIN. CLR.
PROP SHILOH RD
℄ PWB635FR-A STA 813+02.18±
℄ PSHI STA 20+34.83, EL. 562.82'
WB RAMP PRWXGAR
STA 12+19.66, EL. 574.64'±
PWB635FR-A STA 817+51.03, 38.00' RT
VPI STA = 817+00.00 EL = 573.80 ex = 1.35' K = 83 L = 300.00
VPI STA = 820+20.00 EL = 570.06 ex = 0.13' K = 141 L = 120.00
VPI STA = 822+75.00 EL = 569.17 ex = -0.16' K = 114 L = 120.00
VPI STA = 824+90.00 EL = 566.16 ex = 0.09' K = 199 L = 120.00
EX GROUND AT PWB635FR PGL
PROP PWB635FR PGL
WB RAMP PRWENWH
STA 25+19.86, EL. 565.76'±
PWB635FR-A STA 826+34.97, 38.12' RT
PROP NORTHWEST HWY
℄ PWB635FR-A STA 833+22.33±
℄ PNWH STA 23+75.96, EL. 560.89'
VPI STA = 831+85.00 EL = 560.63 ex = 0.19' K = 95 L = 120.00
VPI STA = 833+05.00 EL = 561.19 ex = -0.22' K = 82 L = 120.00
END FRONTAGE RD CONSTRUCTION
MATCH EXISTING PAVEMENT
℄ PWB635FR-A STA 834+18.47, EL. 560.04'
STA = 835+66.60 EL = 559.31 K = 100 L = 100.00'
STA = 838+16.60 EL = 560.56 K = 160 L = 160.00'
BEGIN FRONTAGE RD WIDENING
BEGIN SPLINE GRADE PROFILE
MATCH EXISTING PAVEMENT
℄ PWB635FR-A STA 844+35.49, EL. 557.47'
EXIST FRONTAGE RD (PROFILE BY OTHERS)
EXIST EL.
WB RAMP PRWECEN
STA 18+82.18, EL. 559.58'±
PWB635FR-A STA 851+18.68, 49.00' RT
WB RAMP PRWXNWH
STA 12+15.04, EL. 562.14'±
PWB635FR-A STA 864+52.87, 47.00' RT
END FRONTAGE RD WIDENING
END SPLINE GRADE PROFILE
MATCH EXISTING PAVEMENT
℄ PWB635FR-A STA 869+52.53, EL. 560.34'
PROP CENTERVILLE RD
℄ PWB635FR-A STA 879+63.10±
℄ PCEN STA 18+95.73, EL. 555.63'±
℄ PWB635FR-B STA 879+63.78±
℄ PCEN STA 18+81.47, EL. 555.43'
STA = 881+07.16 EL = 556.54 K = 79 L = 120.00'
STA = 883+02.16 EL = 562.43 K = 62 L = 220.00'
BEGIN FRONTAGE RD CONSTRUCTION
MATCH EXISTING PAVEMENT
℄ PWB635FR-B STA 890+99.26, EL. 555.94'
STA = 890+22.16 EL = 556.34 K = 128 L = 150.00'
STA = 888+32.16 EL = 559.51 K = 134 L = 150.00'
VPI STA = 891+90.00 EL = 555.50 ex = -0.74' K = 54 L = 160.00
VPI STA = 894+30.00 EL = 546.37 ex = 0.91' K = 67 L = 220.00
WB RAMP PRWELPD
STA 20+21.41, EL. 545.18'±
PWB635FR-B STA 898+16.20, 37.00' RT
VPI STA = 902+80.00 EL = 542.12 ex = 0.21' K = 235 L = 200.00
VPI STA = 906+30.00 EL = 543.35 ex = -0.35' K = 143 L = 200.00
EX GROUND AT PWB635FR PGL
PROP PWB635FR PGL
MATCH LINE STA. 919+00 CSJ 2374-02-053

PROPOSED WESTBOUND IH 635 FRONTAGE ROAD (40 MPH)

95% DRAFT
Preliminary, Subject to Change

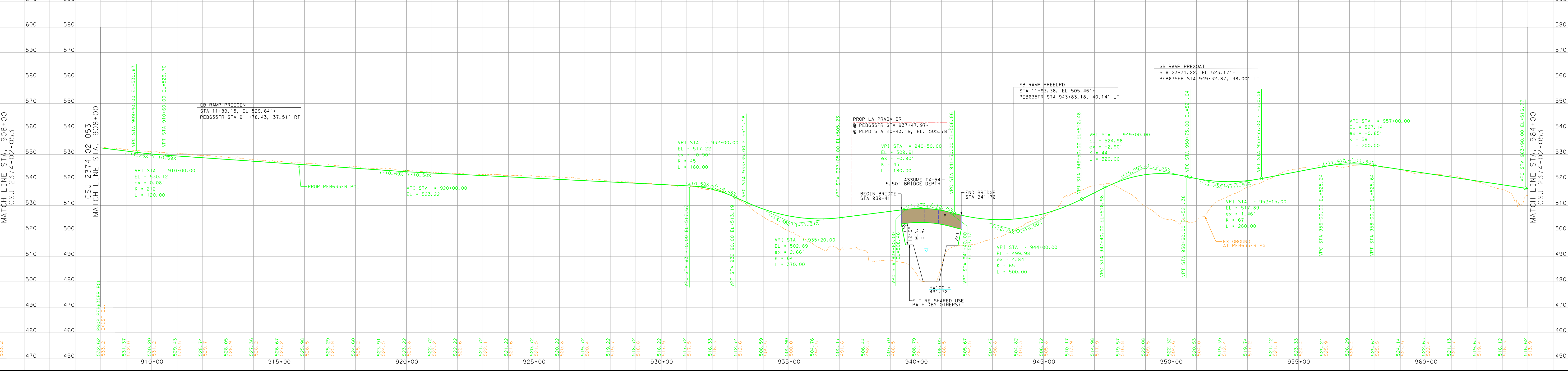

590
580
570
560
550
540
530
520
510
500
490
480
470
460
450
920+00
925+00
930+00
935+00
940+00
945+00
950+00
955+00
CSJ 2374-02-053 MATCH LINE STA. 919+00
WB RAMP PRWXCEN
STA 12+33.79, EL. 529.67'±
PWB635FR-B STA 920+04.77, 38.00' RT
PROP PWB635FR PGL
VPI STA = 925+80.00 EL = 522.87 ex = 0.06' K = 301 L = 120.00
EX GROUND AT PWB635FR PGL
VPI STA = 936+55.00 EL = 519.87 ex = -0.25' K = 111 L = 150.00
PROP LA PRADA DR
℄ PWB635FR-B STA 941+57.76±
℄ PLPD STA 24+82.58, EL. 505.80'
VPI STA = 944+15.00 EL = 500.67 ex = 1.69' K = 67 L = 300.00
VPI STA = 947+00.00 EL = 507.80 ex = -1.04' K = 48 L = 200.00
ASSUME TX-46 4.79' BRIDGE DEPTH
END BRIDGE STA 946+54
END BRIDGE STA 949+21
10'0" MIN. CLR.
HW100 = 489.88
FUTURE SHARED USE PATH (BY OTHERS)
NB RAMP PRWXLPD
STA 12+36.47, EL. 500.12'±
PWB635FR-B STA 952+40.61, 40.03' RT
VPI STA = 952+00.00 EL = 499.48 ex = 0.22' K = 129 L = 150.00
MATCH LINE STA. 956+00 CSJ 2374-02-053

95% DRAFT
Preliminary, Subject to Change

PROPOSED EASTBOUND IH 635 FRONTAGE ROAD (40 MPH)

610
600
590
580
570
560
550
540
530
520
510
500
490
480
470
820+00
825+00
830+00
835+00
840+00
845+00
850+00
855+00
860+00
865+00
870+00
875+00
880+00
885+00
890+00
895+00
900+00
905+00
MATCH LINE STA. 816+00 CSJ 2374-02-053
VPI STA = 818+10.00 EL = 571.30 ex = 1.67' K = 67 L = 300.00
VPI STA = 823+35.00 EL = 568.67 ex = -0.12' K = 146 L = 120.00
PROP NORTHWEST HWY
℄ PEB635FR STA 823+92.26±
℄ PNWH STA 16+92.14, EL. 567.90'
VPI STA = 829+50.00 EL = 560.55 ex = 0.11' K = 166 L = 120.00
EX GROUND AT PEB635FR PGL
PROP PEB635FR PGL
EB RAMP PREXCEN
STA 19+63.05, EL. 553.31'±
PEB635FR STA 843+88.77, 40.19' LT
TW100 = 552.47
PROP CULVERT LB2
PEB635FR STA 840+08.19
PROP 8-8'x5' MBC
FL=544.35'
VPI STA = 843+35.00 EL = 552.24 ex = 0.16' K = 109 L = 120.00
VPI STA = 848+10.00 EL = 554.62 ex = -0.19' K = 150 L = 150.00
VPI STA = 851+30.00 EL = 553.02 ex = 0.19' K = 149 L = 150.00
TW100 = 551.07
PROP CULVERT LB-T1
PEB635FR-B STA 855+46.04
PROP 5-5'x2' MBC
FL=547.68'
EB RAMP PREENWH
STA 12+05.01, EL. 554.25'±
PEB635FR STA 858+60.76, 35.00' LT
VPI STA = 856+10.00 EL = 555.44 ex = -0.24' K = 119 L = 150.00
VPI STA = 859+40.00 EL = 552.96 ex = 0.17' K = 108 L = 120.00
VPI STA = 867+50.00 EL = 555.87 ex = -0.35' K = 51 L = 120.00
VPI STA = 870+00.00 EL = 550.87 ex = 0.25' K = 79 L = 120.00
PROP CULVERT LB-T2
PEB635FR-B STA 871+66.51
PROP 3-6'x3' MBC
FL=544.33'
TW100 = 545.93
PROP CENTERVILLE RD
℄ PEB635FR STA 875+21.67±
℄ PCEN STA 14+90.34, EL. 547.79'
VPI STA = 874+60.00 EL = 548.65 ex = -0.13' K = 136 L = 120.00
VPI STA = 876+25.00 EL = 546.40 ex = 0.84' K = 66 L = 210.00
VPI STA = 878+25.00 EL = 550.06 ex = -0.22' K = 83 L = 120.00
VPI STA = 882+40.00 EL = 551.64 ex = -0.11' K = 164 L = 120.00
VPI STA = 888+50.00 EL = 549.50 ex = -0.16' K = 110 L = 120.00
EB RAMP PREXLPD
STA 18+00.74, EL 543.35'±
PEB635FR STA 893+30.65, 38.00' RT
VPI STA = 895+25.00 EL = 539.80 ex = 0.16' K = 110 L = 120.00
VPI STA = 905+00.00 EL = 536.59 ex = -0.14' K = 133 L = 120.00
MATCH LINE STA. 908+00 CSJ 2374-02-053

PROPOSED EASTBOUND IH 635 FRONTAGE ROAD (40 MPH)


590
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480
470
460
450
910+00
915+00
920+00
925+00
930+00
935+00
940+00
945+00
950+00
955+00
960+00
CSJ 2374-02-053 MATCH LINE STA. 908+00
VPI STA = 910+00.00 EL = 530.12 ex = 0.08' K = 212 L = 120.00
EB RAMP PREECEN
STA 11+89.15, EL 529.64'±
PEB635FR STA 911+78.43, 37.51' RT
PROP PEB635FR PGL
VPI STA = 920+00.00 EL = 523.22
VPI STA = 932+00.00 EL = 517.22 ex = -0.90' K = 45 L = 180.00
VPI STA = 935+20.00 EL = 502.89 ex = 2.66' K = 64 L = 370.00
PROP LA PRADA DR
℄ PEB635FR STA 937+47.97±
℄ PLPD STA 20+43.19, EL. 505.78'
VPI STA = 940+50.00 EL = 509.61 ex = -0.90' K = 45 L = 180.00
ASSUME TX-54 5.50' BRIDGE DEPTH
BEGIN BRIDGE STA 939+41
END BRIDGE STA 941+76
12'5" MIN. CLR.
HW100 = 491.72
FUTURE SHARED USE PATH (BY OTHERS)
SB RAMP PREELPD
STA 11+93.38, EL 505.46'±
PEB635FR STA 943+83.18, 40.14' LT
VPI STA = 944+00.00 EL = 499.98 ex = 4.84' K = 65 L = 500.00
VPI STA = 949+00.00 EL = 524.98 ex = -2.90' K = 44 L = 320.00
SB RAMP PREXOAT
STA 23+31.22, EL 523.17'±
PEB635FR STA 949+32.87, 38.00' LT
VPI STA = 952+15.00 EL = 517.89 ex = 1.46' K = 67 L = 280.00
EX GROUND AT PEB635FR PGL
VPI STA = 957+00.00 EL = 527.14 ex = -0.85' K = 59 L = 200.00
MATCH LINE STA. 964+00 CSJ 2374-02-053

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DECEMBER 2016
ROLL 13 OF 24

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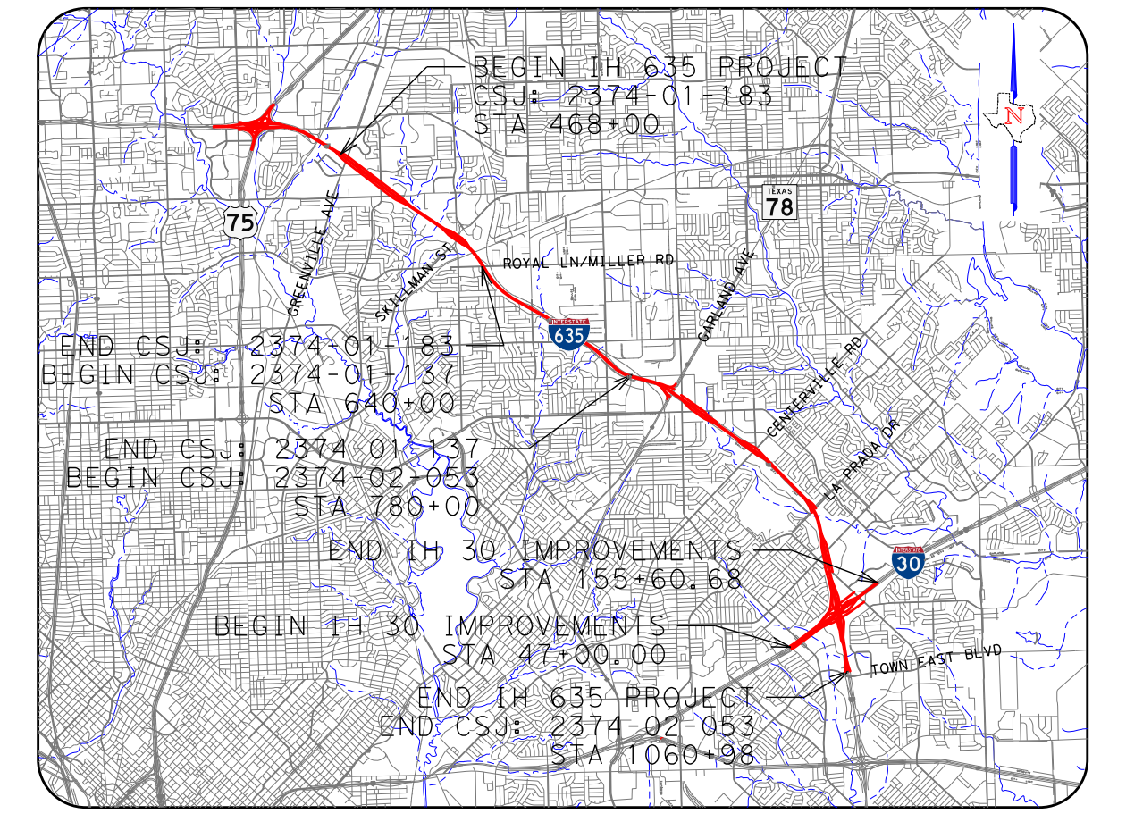
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75
78
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ROYAL LN/MILLER RD
TOWN EAST BLVD

LOCATION MAP
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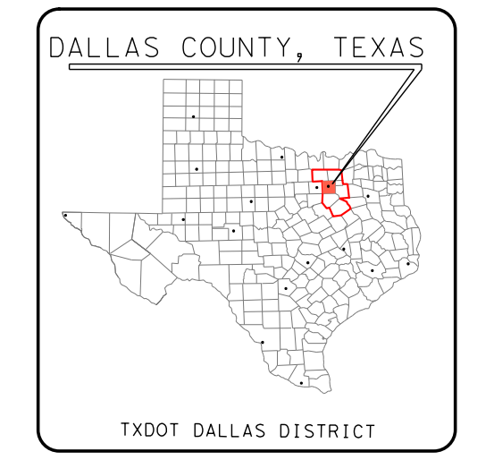
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