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

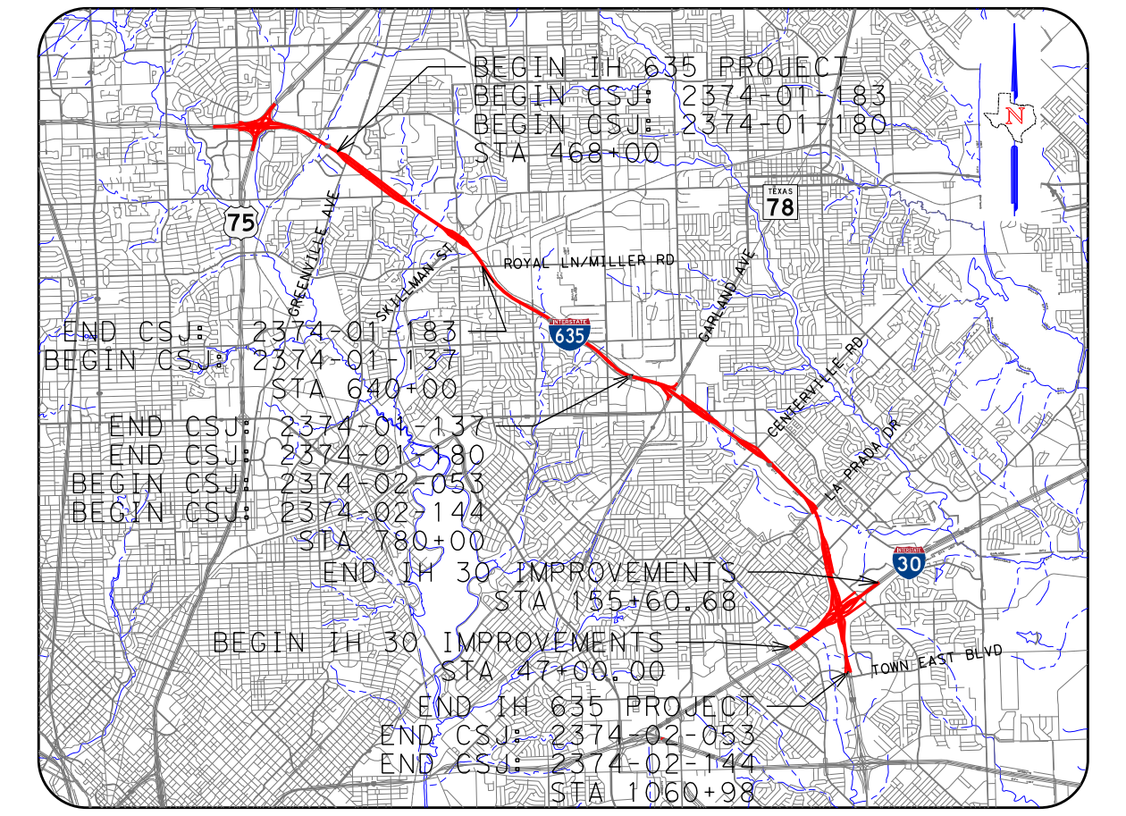
DESIGN SCHEMATIC
IH 635 LBJ EAST PROJECT - ULTIMATE DESIGN
FROM EAST OF US 75 TO SOUTH OF IH 30
DALLAS COUNTY, TEXAS
CSJ LIMITS:
2374-01-183: EAST OF US 75 TO MILLER ROAD
2374-01-137: MILLER ROAD TO WEST OF THE KCS RR
2374-02-053: WEST OF THE KCS RR TO IH 30
2374-01-180 & 2374-02-144: CONSTRUCT NOISE WALLS

MAY 2018
ROLL 19 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 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)	
SCHEMATIC ROLLS:	ROLLS 1 - 8*		ROLLS 9 - 10*	

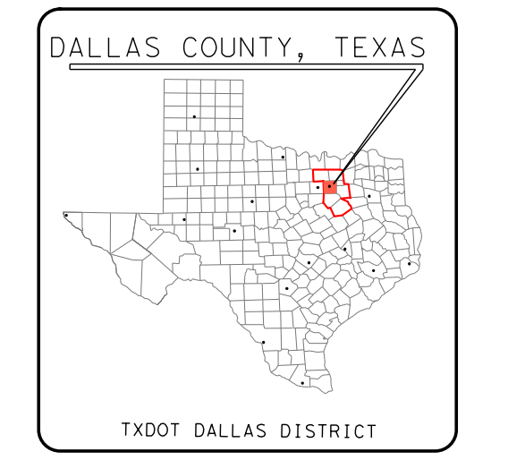
DESIGN SPEED	
MAIN LANES:	60 MPH
MANAGED LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES:	40 MPH
FRONTAGE ROAD CONNECTORS:	30 MPH
LOCAL STREETS:	40 MPH
TURNAROUNDS:	15 MPH
SHARED USE PATHS:	18 MPH

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



BEGIN IH 635 PROJECT
BEGIN CSJ: 2374-01-183
BEGIN CSJ: 2374-01-180
STA 468+00
END CSJ: 2374-01-183
BEGIN CSJ: 2374-01-137
STA 640+00
END CSJ: 2374-01-137
END CSJ: 2374-01-180
BEGIN CSJ: 2374-02-053
BEGIN CSJ: 2374-02-144
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
END CSJ: 2374-02-144
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.

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NAME	P.E. NO.	DATE
MATTHEW G. CRAIG	69910	05-25-2018
CHAD R. GARDINER	93793	05-25-2018
MARIA F. GUERRA	121650	05-25-2018

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

DATE APPROVED: JULY 21, 2017

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

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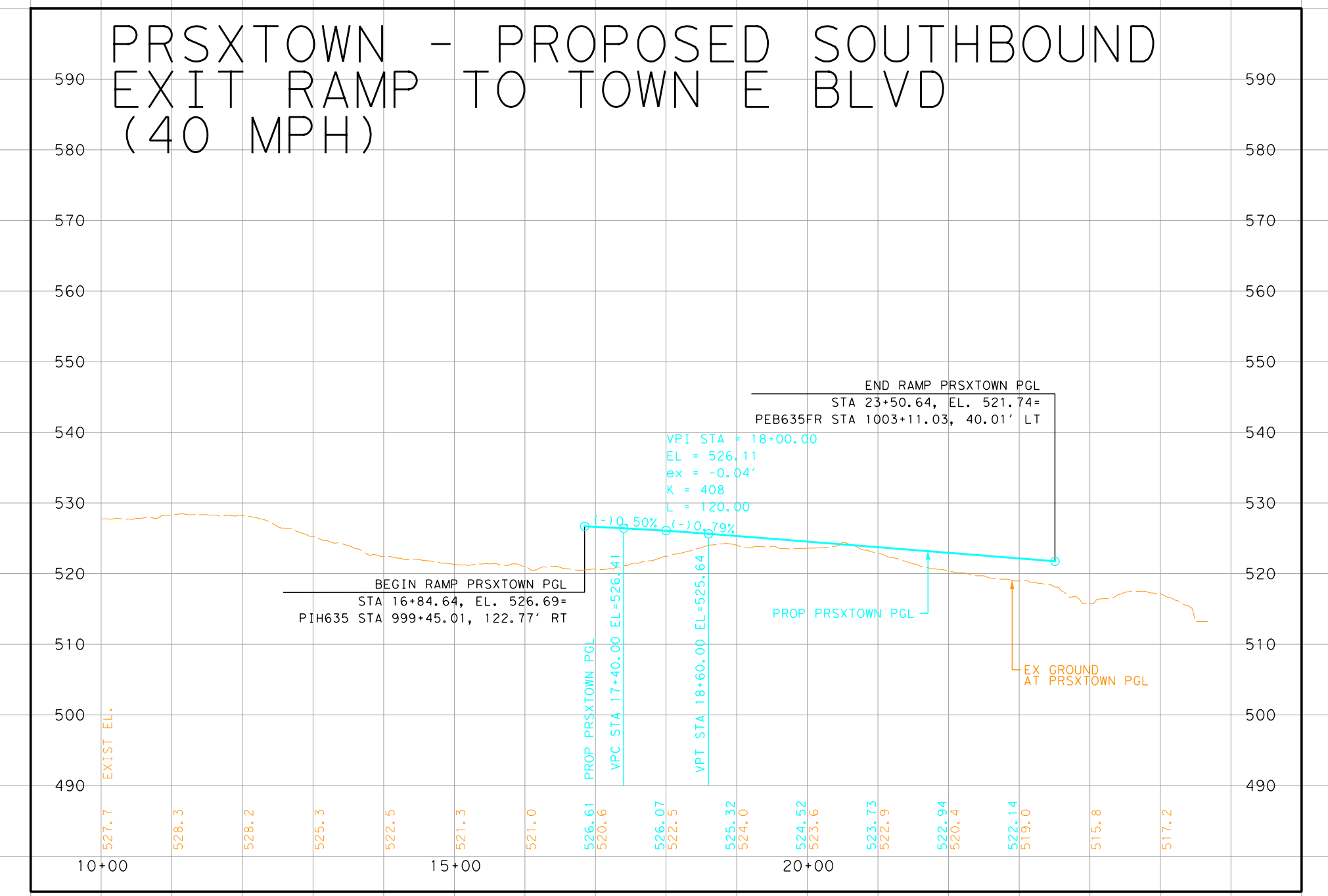
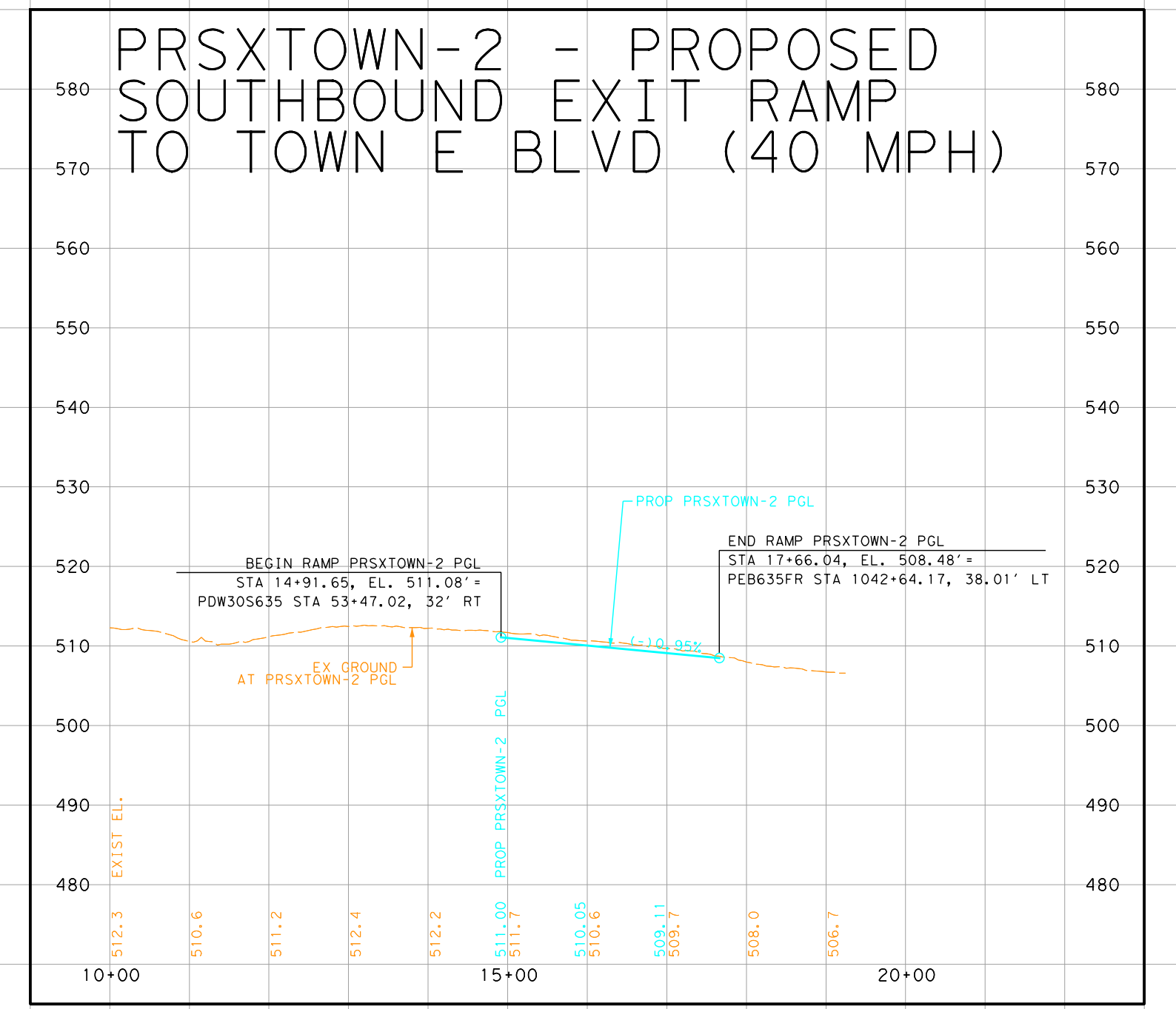
PRSXTOWN - PROPOSED SOUTHBOUND EXIT RAMP TO TOWN E BLVD (40 MPH)



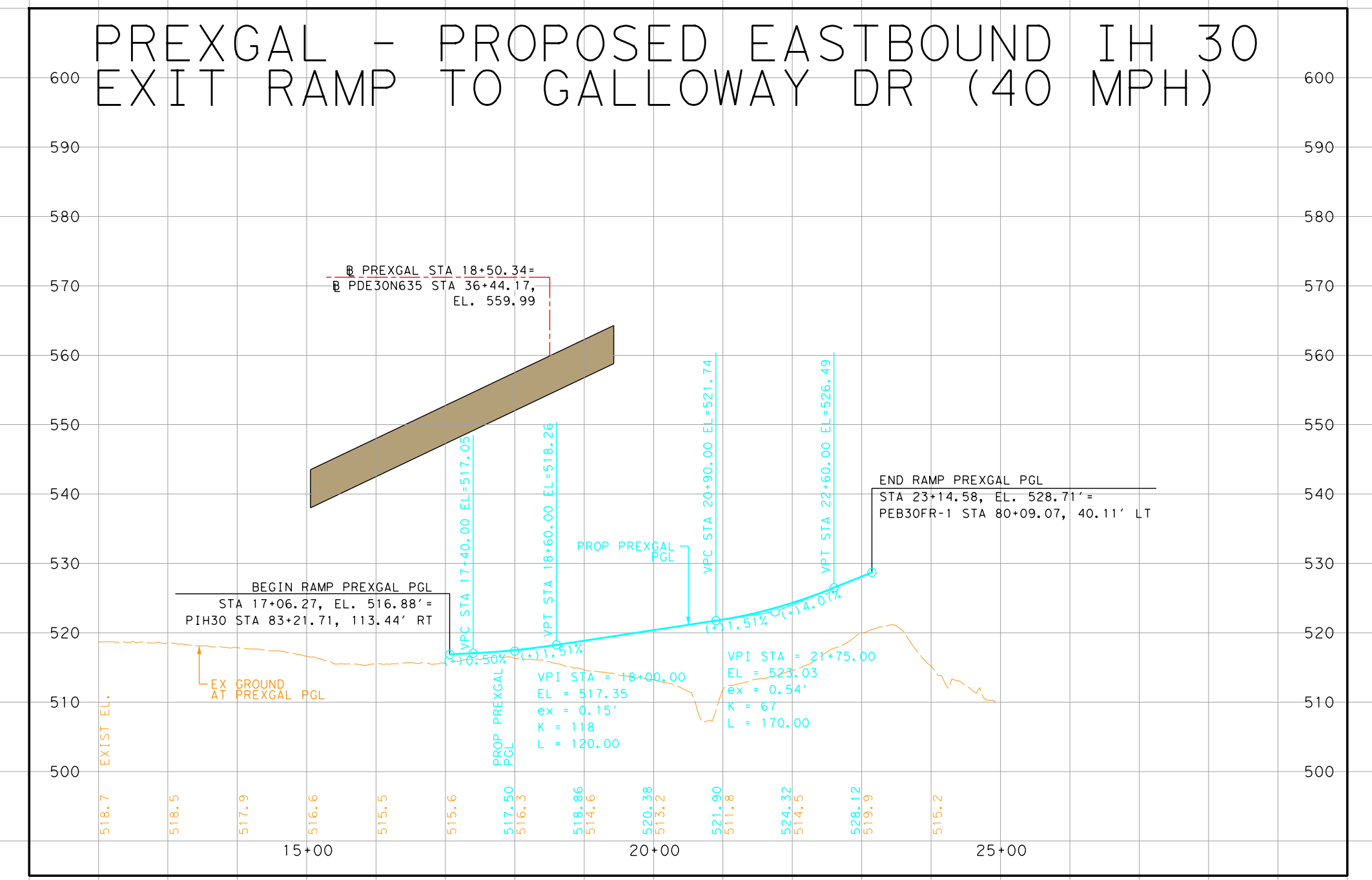
BEGIN RAMP PRSXTOWN PGL
STA 16+84.64, EL. 526.69'±
PIH635 STA 999+45.01, 122.77' RT
VPI STA = 18+05.00
EL = 528.11
ex = -0.64'
K = 408
L = 120.00
END RAMP PRSXTOWN PGL
STA 23+50.64, EL. 521.74'±
PEB635FR STA 1003+11.03, 40.01' LT
PROP PRSXTOWN PGL
EX GROUND AT PRSXTOWN PGL
EXIST EL.
590
580
570
560
550
540
530
520
510
500
490
10+00
15+00
20+00

PRSXTOWN-2 - PROPOSED SOUTHBOUND EXIT RAMP TO TOWN E BLVD (40 MPH)



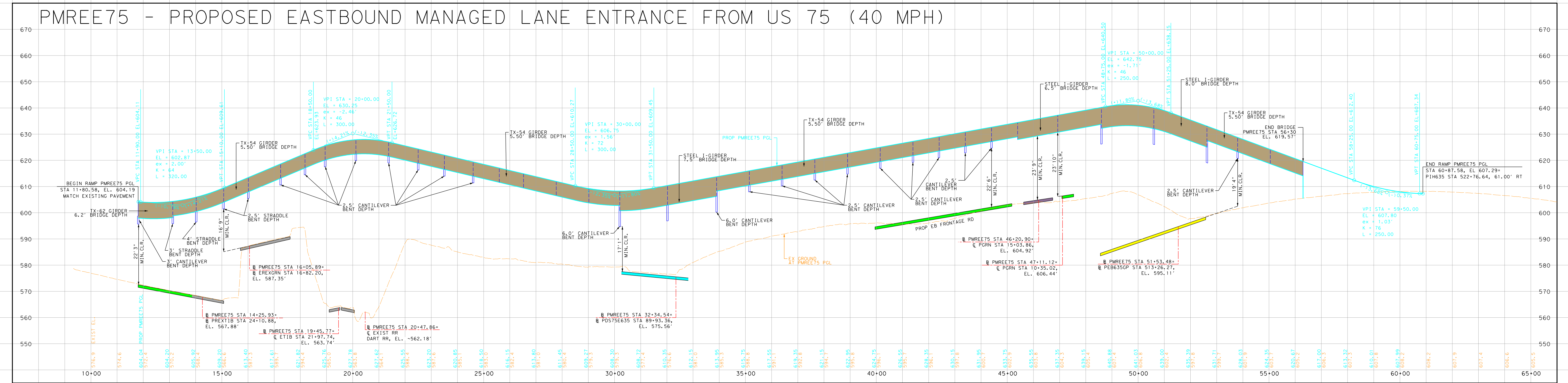
BEGIN RAMP PRSXTOWN-2 PGL
STA 14+91.65, EL. 511.08'±
PDW30S635 STA 53+47.02, 32' RT
PROP PRSXTOWN-2 PGL
END RAMP PRSXTOWN-2 PGL
STA 17+66.04, EL. 508.48'±
PEB635FR STA 1042+64.17, 38.01' LT
EX GROUND AT PRSXTOWN-2 PGL
EXIST EL.
580
570
560
550
540
530
520
510
500
490
480
10+00
15+00
20+00

PREXGAL - PROPOSED EASTBOUND IH 30 EXIT RAMP TO GALLOWAY DR (40 MPH)



℄ PREXGAL STA 18+50.34±
℄ PDE30N635 STA 36+44.17,
EL. 559.99
BEGIN RAMP PREXGAL PGL
STA 17+06.27, EL. 516.88'±
PIH30 STA 83+21.71, 113.44' RT
PROP PREXGAL PGL
VPI STA = 18+00.00
EL = 517.35
ex = 0.15'
K = 118
L = 120.00
VPI STA = 21+75.00
EL = 523.03
ex = 0.54'
K = 67
L = 170.00
END RAMP PREXGAL PGL
STA 23+14.58, EL. 528.71'±
PEB30FR-1 STA 80+09.07, 40.11' LT
EX GROUND AT PREXGAL PGL
EXIST EL.
600
590
580
570
560
550
540
530
520
510
500
15+00
20+00
25+00

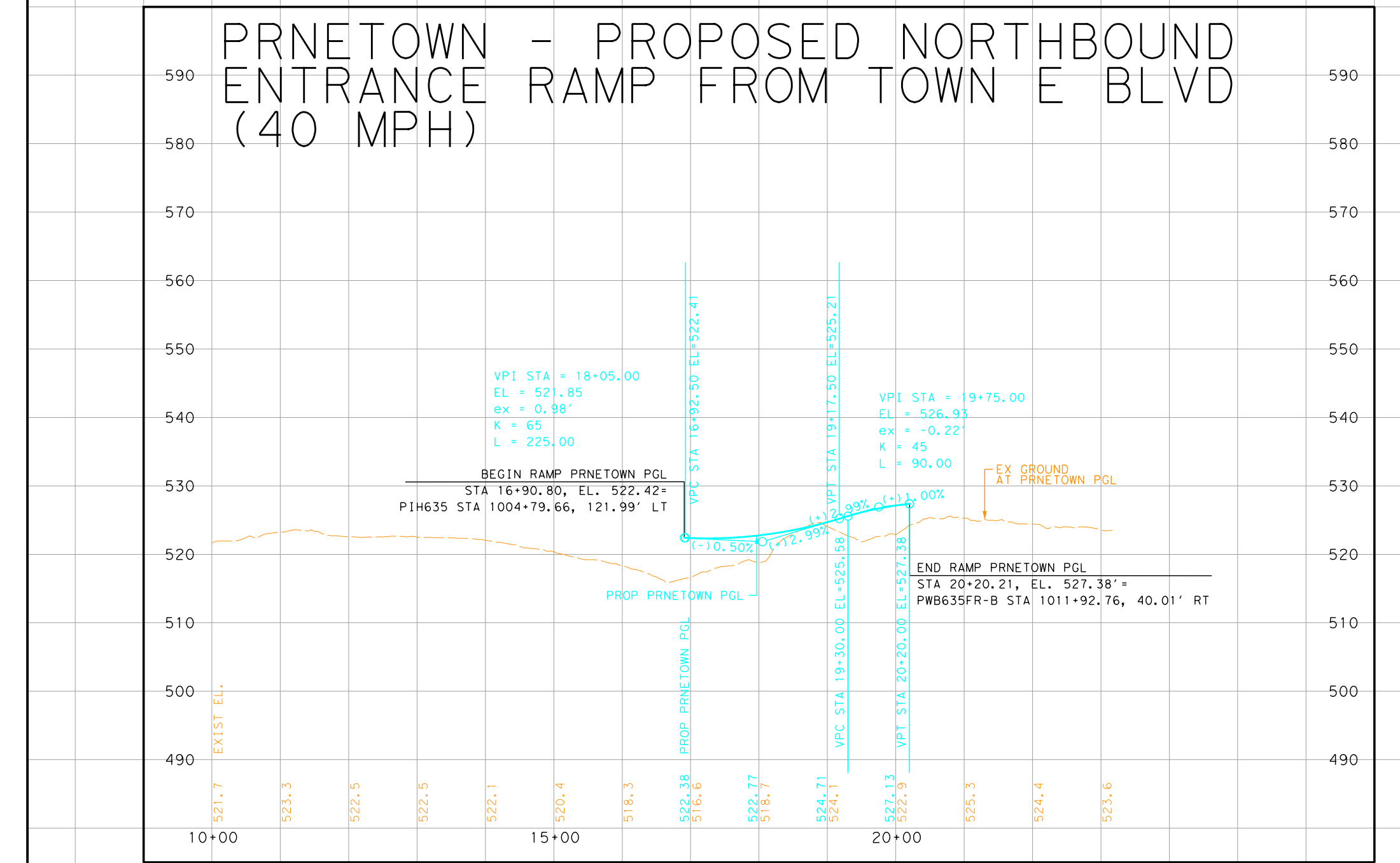
PMREE75 - PROPOSED EASTBOUND MANAGED LANE ENTRANCE FROM US 75 (40 MPH)



BEGIN RAMP PMREE75 PGL
STA 11+80.58, EL. 604.19
MATCH EXISTING PAVEMENT
TX-62 GIRDER
6.2' BRIDGE DEPTH
VPI STA = 13+50.00
EL = 602.87
ex = 2.09'
K = 64
L = 320.00
22'3" MIN.CLR.
3' CANTILEVER BENT DEPTH
3' STRADDLE BENT DEPTH
4' STRADDLE BENT DEPTH
16'9" MIN.CLR.
2.5' STRADDLE BENT DEPTH
TX-54 GIRDER
5.50' BRIDGE DEPTH
VPI STA = 20+00.00
EL = 630.25
ex = -2.46'
K = 46
L = 300.00
2.5' CANTILEVER BENT DEPTH
℄ PMREE75 STA 14+25.93±
℄ PREXT1B STA 24+10.88,
EL. 567.88'
℄ PMREE75 STA 16+05.89±
℄ EREXGRN STA 16+82.20,
EL. 587.35'
℄ PMREE75 STA 19+45.77±
℄ ETIB STA 21+97.74,
EL. 563.74'
℄ PMREE75 STA 20+47.86±
℄ EXIST RR
DART RR, EL. ~562.18'
TX-54 GIRDER
5.50' BRIDGE DEPTH
VPI STA = 30+00.00
EL = 606.75
ex = 1.56'
K = 32
L = 300.00
6.0' CANTILEVER BENT DEPTH
17'1" MIN.CLR.
℄ PMREE75 STA 32+34.54±
℄ PDS75E635 STA 69+93.36,
EL. 575.56'
STEEL I-GIRDER
7.5' BRIDGE DEPTH
6.0' CANTILEVER BENT DEPTH
PROP PMREE75 PGL
EX GROUND AT PMREE75 PGL
TX-54 GIRDER
5.50' BRIDGE DEPTH
2.5' CANTILEVER BENT DEPTH
PROP EB FRONTAGE RD
22'6" MIN.CLR.
℄ PMREE75 STA 46+20.90±
℄ PGRN STA 15+03.86,
EL. 604.92'
℄ PMREE75 STA 47+11.12±
℄ PGRN STA 10+35.02,
EL. 606.44'
STEEL I-GIRDER
6.5' BRIDGE DEPTH
23'9" MIN.CLR.
23'10" MIN.CLR.
VPI STA = 50+00.00
EL = 642.75
ex = -1.75'
K = 46
L = 250.00
STEEL I-GIRDER
8.0' BRIDGE DEPTH
TX-54 GIRDER
5.50' BRIDGE DEPTH
℄ PMREE75 STA 51+53.48±
℄ PEB635OP STA 513+26.27,
EL. 595.11'
2.5' CANTILEVER BENT DEPTH
19'4" MIN.CLR.
END BRIDGE
PMREE75 STA 56+30
EL. 619.57'
VPI STA = 59+50.00
EL = 607.60
ex = 1.03'
K = 76
L = 250.00
END RAMP PMREE75 PGL
STA 60+87.58, EL 607.29±
PIH635 STA 522+76.64, 61.00' RT
EXIST EL.
670
660
650
640
630
620
610
600
590
580
570
560
550
10+00
15+00
20+00
25+00
30+00
35+00
40+00
45+00
50+00
55+00
60+00
65+00

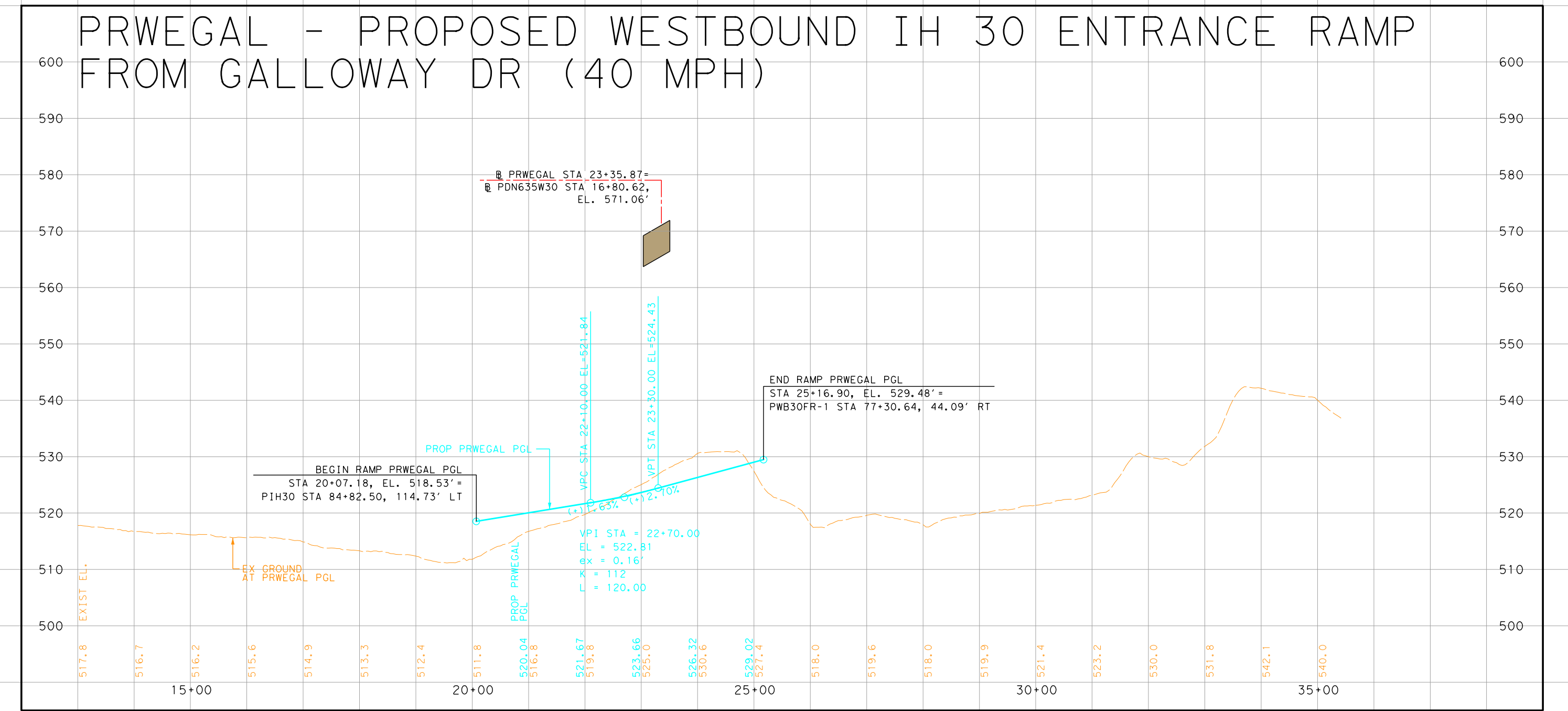
UPDATED MAY 2018

PRNETOWN - PROPOSED NORTHBOUND ENTRANCE RAMP FROM TOWN E BLVD (40 MPH)



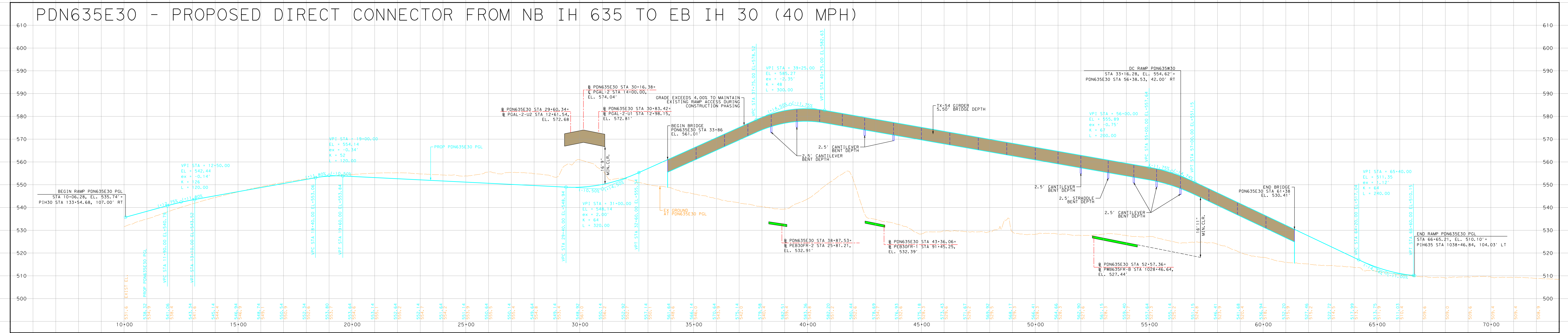
VPI STA = 18+05.00
EL = 521.85
ex = 0.98
K = 65
L = 225.00
BEGIN RAMP PRNETOWN PGL
STA 16+90.80, EL. 522.42±
PIH635 STA 1004+79.66, 121.99' LT
PROP PRNETOWN PGL
VPI STA = 19+75.00
EL = 526.93
ex = -0.22
K = 45
L = 90.00
EX GROUND AT PRNETOWN PGL
END RAMP PRNETOWN PGL
STA 20+20.21, EL. 527.38'±
PWB635FR-B STA 1011+92.76, 40.01' RT
EXIST EL.
590
580
570
560
550
540
530
520
510
500
490
10+00
15+00
20+00

PRWEGAL - PROPOSED WESTBOUND IH 30 ENTRANCE RAMP FROM GALLOWAY DR (40 MPH)



℄ PRWEGAL STA 23+35.87±
℄ PDN635E30 STA 16+80.62,
EL. 571.06'
PROP PRWEGAL PGL
BEGIN RAMP PRWEGAL PGL
STA 20+07.18, EL. 518.53'±
PIH30 STA 84+82.50, 114.73' LT
VPI STA = 22+70.00
EL = 522.81
ex = 0.16'
K = 118
L = 120.00
END RAMP PRWEGAL PGL
STA 25+16.90, EL. 529.48'±
PWB30FR-1 STA 77+30.64, 44.09' RT
EX GROUND AT PRWEGAL PGL
EXIST EL.
600
590
580
570
560
550
540
530
520
510
500
15+00
20+00
25+00
30+00
35+00

PDN635E30 - PROPOSED DIRECT CONNECTOR FROM NB IH 635 TO EB IH 30 (40 MPH)



BEGIN RAMP PDN635E30 PGL
STA 10+06.28, EL. 535.74'±
PIH30 STA 133+54.68, 107.00' RT
VPI STA = 12+50.00
EL = 542.44
ex = -0.14'
K = 128
L = 120.00
VPI STA = 19+00.00
EL = 554.14
ex = -0.34'
K = 52
L = 120.00
PROP PDN635E30 PGL
℄ PDN635E30 STA 29+60.34±
℄ PGAL-2-U2 STA 12+61.54,
EL. 572.68
℄ PDN635E30 STA 30+16.38±
℄ PGAL-2 STA 14+00.00,
EL. 574.04'
℄ PDN635E30 STA 30+83.42±
℄ PGAL-2-U1 STA 12+98.15,
EL. 572.81'
16'9" MIN.CLR.
VPI STA = 31+00.00
EL = 548.14
ex = 2.00'
K = 64
L = 320.00
EX GROUND AT PDN635E30 PGL
GRADE EXCEEDS 4.00% TO MAINTAIN EXISTING RAMP ACCESS DURING CONSTRUCTION PHASING
BEGIN BRIDGE
PDN635E30 STA 33+86
EL. 561.01'
VPI STA = 39+25.00
EL = 585.27
ex = -0.35'
K = 48
L = 300.00
2.5' CANTILEVER BENT DEPTH
2.5' CANTILEVER BENT DEPTH
℄ PDN635E30 STA 38+87.53±
℄ PEB30FR-2 STA 25+81.21,
EL. 532.91'
℄ PDN635E30 STA 43+36.06±
℄ PEB30FR-1 STA 91+45.25,
EL. 532.39'
TX-54 GIRDER
5.50' BRIDGE DEPTH
DC RAMP PDN635W30
STA 33+16.28, EL. 554.62'±
PDN635E30 STA 56+38.53, 42.00' RT
VPI STA = 56+00.00
EL = 565.89
ex = -0.75'
K = 67
L = 200.00
2.5' CANTILEVER BENT DEPTH
2.5' STRADDLE BENT DEPTH
2.5' CANTILEVER BENT DEPTH
16'11" MIN.CLR.
℄ PDN635E30 STA 52+57.36±
℄ PWB635FR-B STA 1028+46.64,
EL. 527.44'
END BRIDGE
PDN635E30 STA 61+38
EL. 530.41'
VPI STA = 65+40.00
EL = 511.35
ex = 1.12'
K = 64
L = 200.00
END RAMP PDN635E30 PGL
STA 66+65.21, EL. 510.10'±
PIH635 STA 1038+46.84, 104.03' LT
EXIST EL.
610
600
590
580
570
560
550
540
530
520
510
500
10+00
15+00
20+00
25+00
30+00
35+00
40+00
45+00
50+00
55+00
60+00
65+00
70+00

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MAY 2018
ROLL 19 OF 24

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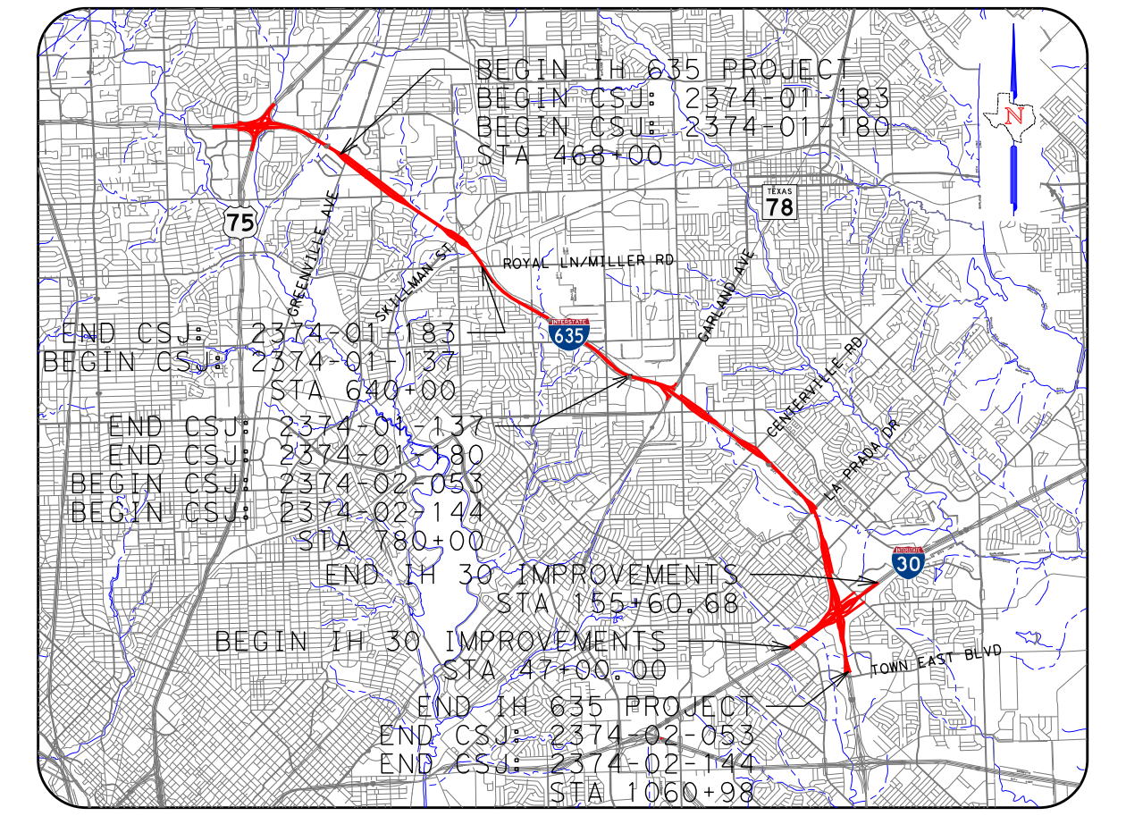
* FRONTAGE ROAD, CROSS STREET, DIRECT CONNECTOR, AND RAMP PROFILES FOUND ON ROLLS 11 THROUGH 24.



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78
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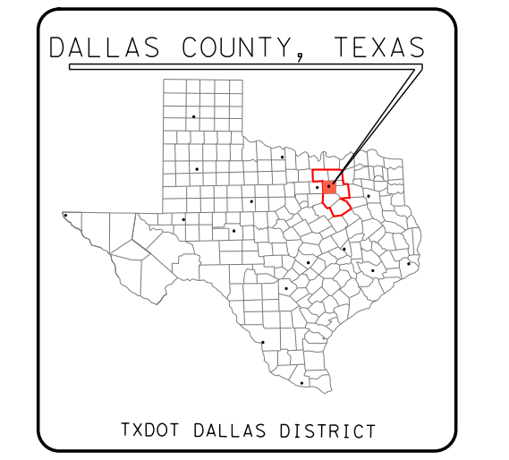

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