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

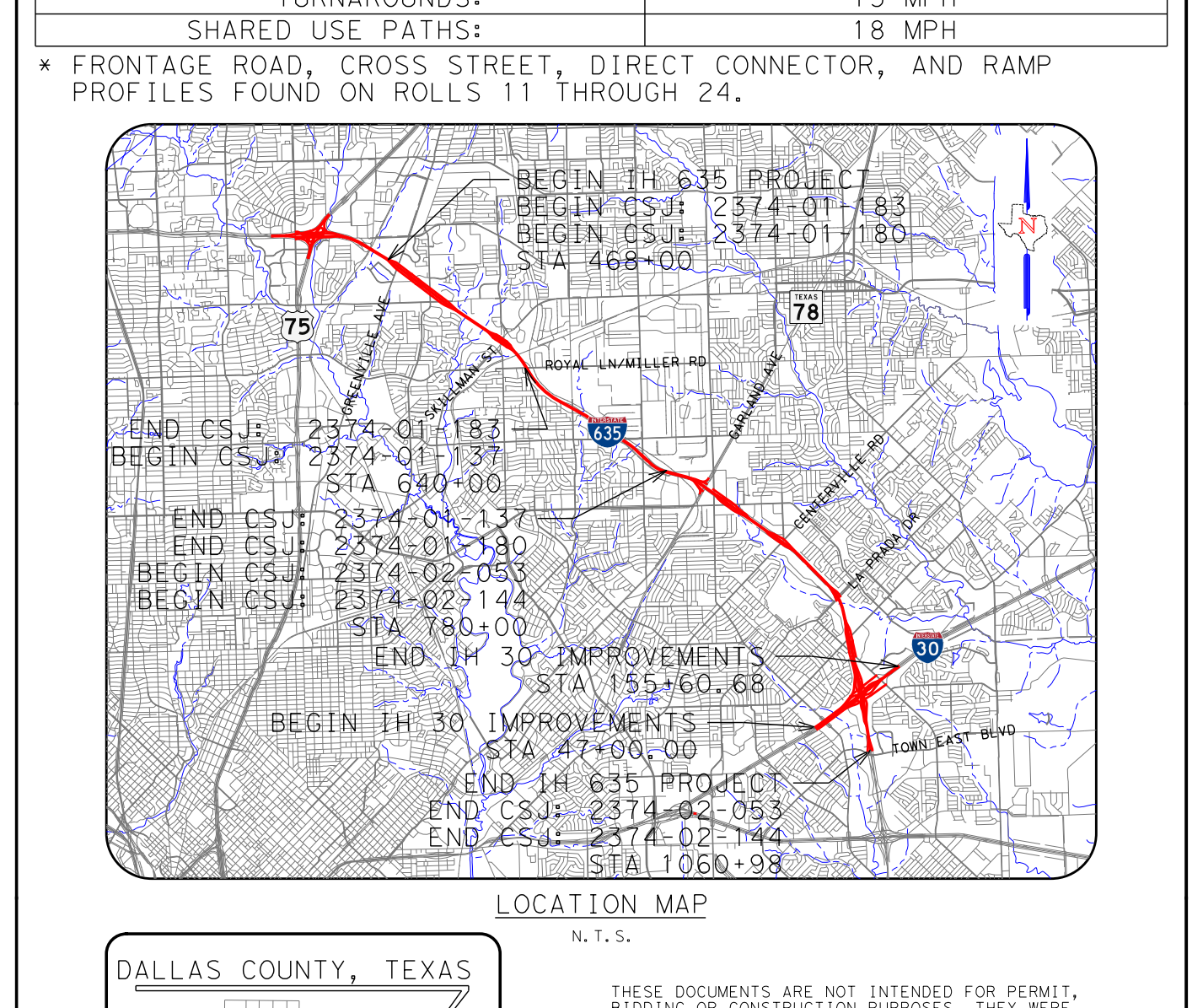
CSJ LIMITS:
2374-01-183: EAST OF US 75 TO MILLER ROAD
2374-01-137: MILLER ROAD TO WEST OF THE KCS RR
2374-02-053: WEST OF THE KCS RR TO IH 30
2374-01-180 & 2374-02-144: CONSTRUCT NOISE WALLS

MAY 2018
ROLL 9 OF 24

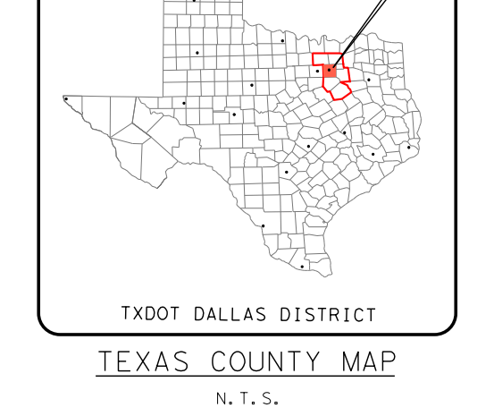
	IH 635		IH 30	
LIMITS:	E. OF US 75 TO S. OF IH 30		W. OF GUS THOMASSON RD TO E. OF GALLOWAY AVE	
LENGTH:	11.2 MILES		2.1 MILES	
FUNCTIONAL CLASS:	URBAN INTERSTATE		URBAN INTERSTATE	
AVERAGE DAILY TRAFFIC:	2374-01-183	263,250 (2022)	353,550 (2042)	
	2374-01-137	224,200 (2022)	301,850 (2042)	
	2374-02-053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

THESE DOCUMENTS ARE NOT INTENDED FOR PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

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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LEGEND:

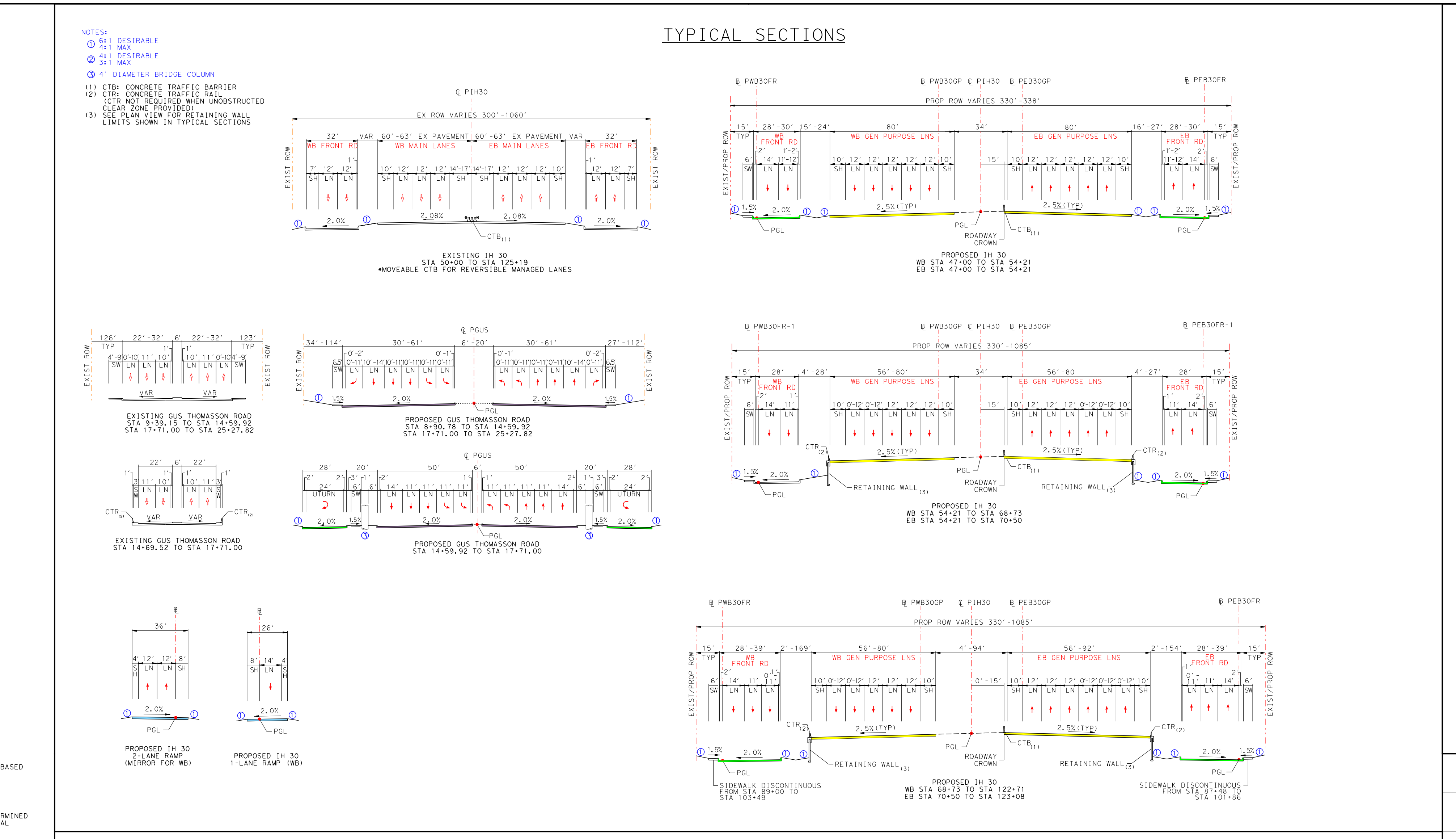
- EXISTING ROW
- EXISTING ACCESS DENIAL
- EXISTING EASEMENT
- EXISTING PROPERTY LIMITS
- EXISTING STORM SEWER
- EXISTING 100 YR FLOODPLAIN LIMITS
- EXISTING PLANIMETRIC FEATURES
- EXISTING TOPOGRAPHIC CONTOURS (5-FT INTERVALS)
- EXISTING TELEPHONE / CABLE / FIBER LINE
- EXISTING WATER LINE
- EXISTING ELECTRIC LINE
- EXISTING SANITARY SEWER LINE
- EXISTING GAS / PETROLEUM LINE
- PROPOSED CENTERLINE/BASELINE
- PROPOSED ROW
- CONSTRUCTION ACCESS THROUGH LICENSE AGREEMENT
- PROPOSED DRAINAGE EASEMENT
- TEMPORARY CONSTRUCTION EASEMENT
- PROPOSED ACCESS DENIAL
- PROPOSED EDGE OF PAVEMENT
- PROPOSED TRAFFIC BARRIER
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE BENT
- PROPOSED RETAINING WALL
- PROPOSED PRELIMINARY NOISE WALL
- PROPOSED CULVERT
- → DIRECTION OF TRAVEL
- EXISTING ROADWAY TO REMAIN
- EXISTING BRIDGE TO REMAIN
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED MANAGED LANES
- PROPOSED RAMP
- PROPOSED FRONTAGE ROAD
- PROPOSED CROSS STREET
- PROPOSED SIDEWALK
- PERPENDICULAR CURB RAMP
- PARALLEL CURB RAMP
- DIRECTIONAL CURB RAMP
- POTENTIAL DISPLACEMENTS
- ▨ PAVEMENT / BRIDGE TO BE REMOVED
- 100 PARCEL ID

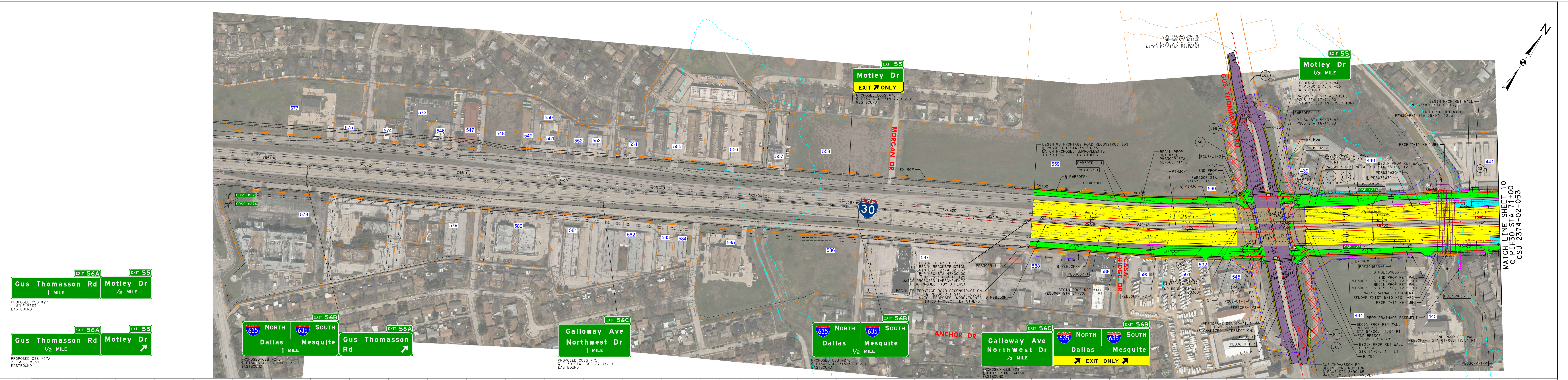
GENERAL NOTES:

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 PS&E 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 PS&E 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 PS&E 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 PS&E PHASE OF THE PROJECT.
14. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DALLAS COUNTY APPRAISAL DISTRICT (JUNE 2016).
15. 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.
16. 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.
17. 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.
18. MINOR CROSS STREET CORNER RADII ARE R=25′ UNLESS NOTED OTHERWISE ON EACH SCHEMATIC ROLL.
19. MAJOR CROSS STREET CORNER RADII ARE R=50′ UNLESS NOTED OTHERWISE ON EACH SCHEMATIC ROLL.
20. U-TURNS WERE DESIGNED TO ACCOMMODATE A WB-67 DESIGN VEHICLE. CORNER RADII VARY PER INTERSECTION DUE TO THE DIFFERENCES IN SKEW.
21. 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.
22. FOR RAILROAD DETAILS, SEE KCS RAILROAD AND DART RAIL PRELIMINARY EXHIBIT A.

TYPICAL SECTIONS

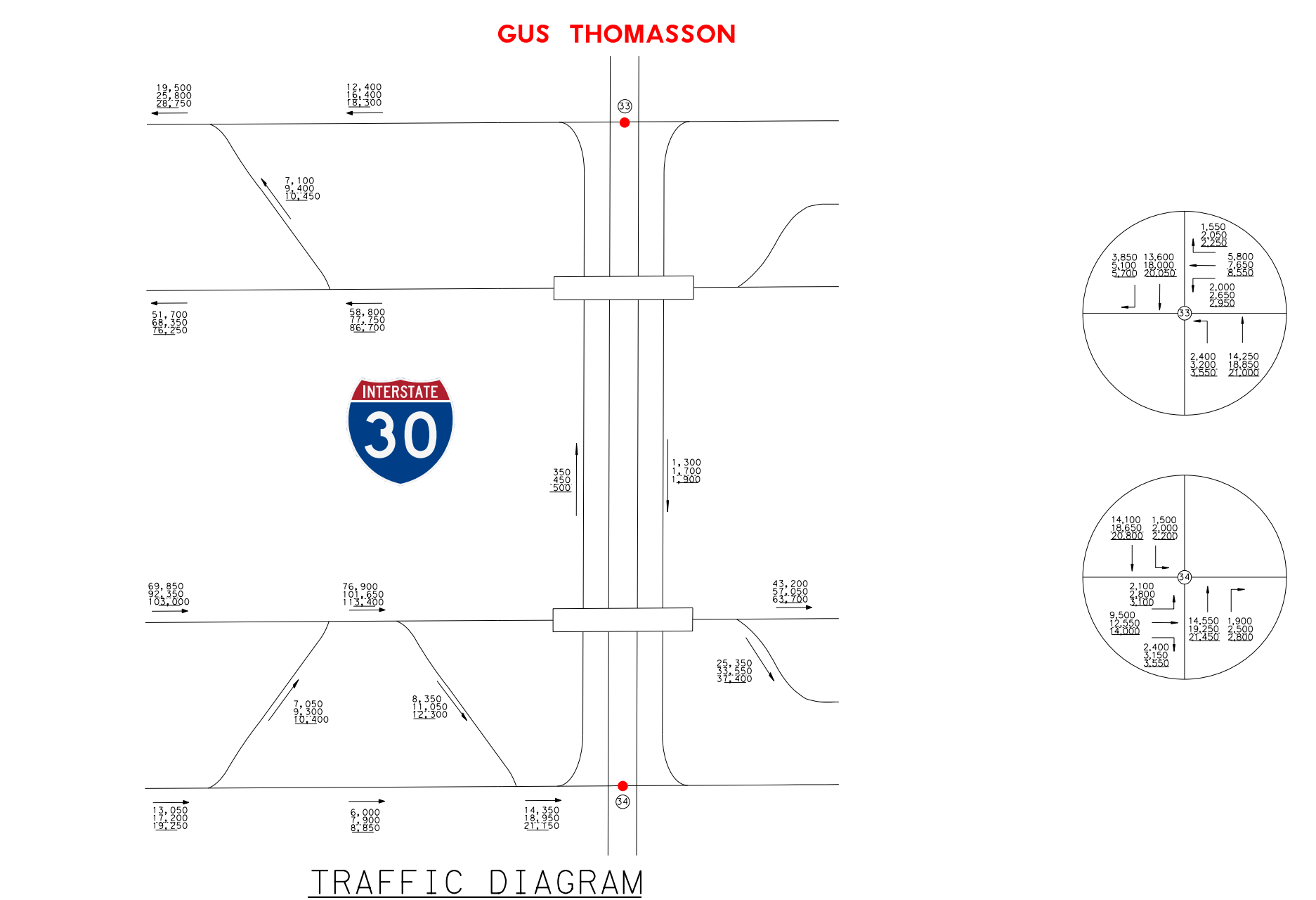
NOTES:
① 6:1 DESIRABLE 4:1 MAX
② 4:1 DESIRABLE 3:1 MAX
③ 4′ DIAMETER BRIDGE COLUMN
(1) CTB: CONCRETE TRAFFIC BARRIER
(2) CTR: CONCRETE TRAFFIC RAIL (CTR NOT REQUIRED WHEN UNOBSTRUCTED CLEAR ZONE PROVIDED)
(3) SEE PLAN VIEW FOR RETAINING WALL LIMITS SHOWN IN TYPICAL SECTIONS


EXISTING IH 30
STA 50+00 TO STA 125+19
*MOVEABLE CTB FOR REVERSIBLE MANAGED LANES
EX ROW VARIES 300′-1060′
WB FRONT RD
WB MAIN LANES
EB MAIN LANES
EB FRONT RD
PROPOSED IH 30
WB STA 47+00 TO STA 54+21
EB STA 47+00 TO STA 54+21
PROP ROW VARIES 330′-338′
WB GEN PURPOSE LNS
EB GEN PURPOSE LNS
ROADWAY CROWN
PROPOSED IH 30
WB STA 54+21 TO STA 68+73
EB STA 54+21 TO STA 70+50
PROP ROW VARIES 330′-1085′
RETAINING WALL
PROPOSED IH 30
WB STA 68+73 TO STA 122+71
EB STA 70+50 TO STA 123+08
SIDEWALK DISCONTINUOUS FROM STA 89+00 TO STA 103+49
SIDEWALK DISCONTINUOUS FROM STA 87+48 TO STA 101+86
EXISTING GUS THOMASSON ROAD
STA 9+39.15 TO STA 14+59.92
STA 17+71.00 TO STA 25+27.82
PROPOSED GUS THOMASSON ROAD
STA 8+90.78 TO STA 14+59.92
STA 17+71.00 TO STA 25+27.82
EXISTING GUS THOMASSON ROAD
STA 14+69.52 TO STA 17+71.00
PROPOSED GUS THOMASSON ROAD
STA 14+59.92 TO STA 17+71.00
UTURN
PROPOSED IH 30
2-LANE RAMP
(MIRROR FOR WB)
PROPOSED IH 30
1-LANE RAMP (WB)


Gus Thomasson Rd 1 MILE
Motley Dr 1/2 MILE
EXIT 56A
EXIT 55
PROPOSED OSB #27
1 MILE WEST
EASTBOUND
Gus Thomasson Rd 1/2 MILE
Motley Dr
PROPOSED OSB #27A
1/2 MILE WEST
EASTBOUND
635 NORTH Dallas
635 SOUTH Mesquite
1 MILE
EXIT 56B
Gus Thomasson Rd
Galloway Ave Northwest Dr 1 MILE
EXIT 56C
PROPOSED COSS #75
Motley Dr EXIT ONLY
PROPOSED COSS #76
MORGAN DR
ANCHOR DR
CASA RIDGE DR
GUS THOMASSON RD
30
COSS #27
COSS #27A
577 575 574 573 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560
578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 439 440 441 444 445 545
EX ROW
BEGIN WB FRONTAGE ROAD RECONSTRUCTION
BEGIN IH 635 PROJECT
BEGIN RECONSTRUCTION
BEGIN CSJ: 2374-02-053
BEGIN EB FRONTAGE ROAD RECONSTRUCTION
MATCH PROPOSED IMPROVEMENTS IH 30 PROJECT (BY OTHERS)
BEGIN PROP RET WALL
END PROP RET WALL
BEGIN BRIDGE
END BRIDGE
PROP DRAINAGE EASEMENT
REMOVE EXIST 6-10′X10′ MBC
PROP 7-11′X9′ MBC
GUS THOMASSON RD END CONSTRUCTION MATCH EXISTING PAVEMENT
GUS THOMASSON RD BEGIN CONSTRUCTION MATCH EXISTING PAVEMENT
(SIGNALIZED INTERSECTION)
Motley Dr 1/2 MILE
PROPOSED OSB #28A
OSB #28
MATCH LINE SHEET 10
PIH30 STA 71+00
CSJ 2374-02-053

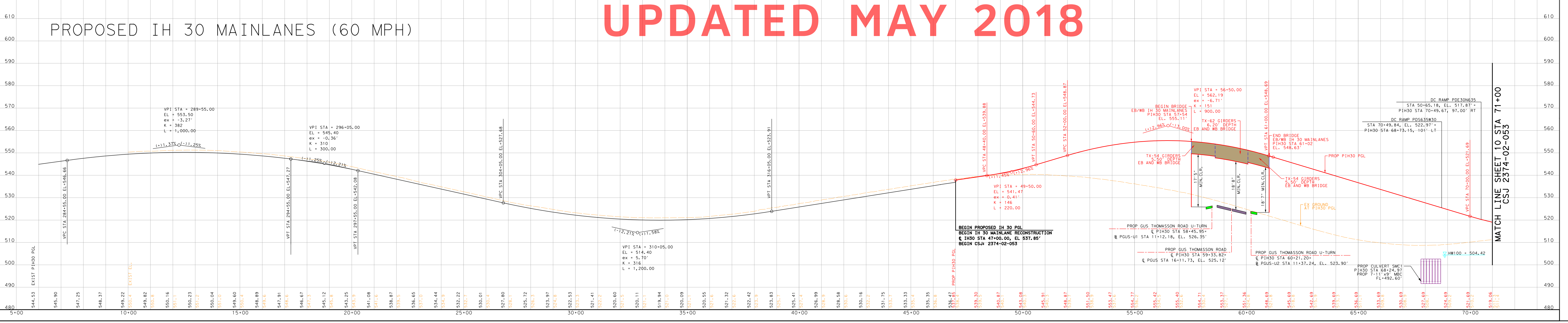
TRAFFIC LEGEND:

XX,XXX	YEAR 2022 ADT
XX,XXX	YEAR 2042 ADT
XX,XXX	YEAR 2052 ADT
●	SIGNALIZED INTERSECTION


GUS THOMASSON
30

TRAFFIC DIAGRAM

UPDATED MAY 2018



HORIZONTAL ALIGNMENT DATA

ROLL 9												
BASELINE	CURVE	P.I. STA	DELTA	RADIUS (FT)	TANGENT LENGTH (FT)	CURVE LENGTH (FT)	CHORD BEARING	CHORD LENGTH (FT)	P.C. STA	P.T. STA	BACK TANGENT	AHEAD TANGENT
PDE30N635 (40 MPH)	PDE30N635-5	51+62.34	5° 29′ 53.70″ (RT)	5290.00	254.02	507.64	S 55° 04′ 46.33″ W	507.45	49+08.32	54+15.96	S 52° 19′ 49.48″ W	S 57° 49′ 43.18″ W
	PDE30N635-6	55+42.33	3° 47′ 57.73″ (LT)	3810.00	126.37	252.65	S 55° 55′ 44.32″ W	252.60	54+15.96	56+68.61	S 57° 49′ 43.18″ W	S 54° 01′ 45.45″ W
PDS635W30 (40 MPH)	PDS635W30-7	71+59.07	2° 21′ 46.88″ (LT)	5298.00	109.27	218.50	S 51° 42′ 5.87″ W	218.49	70+49.80	72+68.30	S 52° 52′ 59.31″ W	S 50° 31′ 12.43″ W
	PDS635W30-8	73+84.77	3° 30′ 33.03″ (RT)	3802.00	116.47	232.86	S 52° 16′ 28.94″ W	232.82	72+68.30	75+01.16	S 50° 31′ 12.43″ W	S 54° 01′ 45.45″ W
PEB30FR-1 (40 MPH)	PEB30FR-1-1	36+85.82	1° 45′ 38.27″ (RT)	5000.00	76.83	153.64	N 58° 43′ 35.83″ E	153.64	36+08.99	37+62.63	N 57° 50′ 46.70″ E	N 59° 36′ 24.96″ E
	PEB30FR-1-2	44+01.76	3° 05′ 29.32″ (LT)	4000.00	107.94	215.83	N 58° 03′ 40.30″ E	215.80	42+93.82	45+09.65	N 59° 36′ 24.96″ E	N 56° 30′ 55.64″ E
	PEB30FR-1-3	49+23.37	2° 30′ 02.64″ (LT)	2000.00	43.65	87.29	N 55° 15′ 54.32″ E	87.29	48+79.72	49+67.01	N 56° 30′ 55.64″ E	N 54° 00′ 53.00″ E
	PEB30FR-1-4	61+58.39	1° 54′ 32.95″ (LT)	2000.00	33.32	66.64	N 53° 03′ 36.53″ E	66.64	61+25.06	61+91.70	N 54° 00′ 53.00″ E	N 52° 06′ 20.05″ E
PEB30GP (60 MPH)	PEB30GP-1	52+40.63	7° 40′ 35.83″ (LT)	15027.00	1008.18	2013.35	N 57° 52′ 03.37″ E	2011.85	42+32.45	62+45.80	N 61° 42′ 21.29″ E	N 54° 01′ 45.45″ E
PGUS-U1 (15 MPH)	PGUS-U1-1	10+48.50	57° 43′ 21.20″ (LT)	88.00	48.50	88.66	N 17° 08′ 20.56″ W	84.95	10+00.00	10+88.66	N 11° 43′ 20.04″ E	N 46° 00′ 01.15″ W
	PGUS-U1-2	12+16.18	41° 38′ 35.09″ (LT)	116.00	44.11	84.31	N 66° 49′ 18.70″ W	82.47	11+72.07	12+56.38	N 46° 00′ 01.15″ W	N 87° 38′ 36.25″ W
PGUS(4) (40 MPH)	--	8+00.00	--	--	--	--	--	--	--	--	--	N 46°00′01.15″ W
	--	26+27.82	--	--	--	--	--	--	--	--	N 46°00′01.15″ W	--
PGUS-U2 (15 MPH)	PGUS-U2-1	10+44.13	41° 39′ 28.16″ (RT)	116.00	44.13	84.34	N 66° 49′ 45.23″ W	82.49	10+00.00	10+84.34	N 87° 39′ 29.31″ W	N 46° 00′ 01.15″ W
	PGUS-U2-2	12+25.33	73° 22′ 56.91″ (RT)	88.00	65.57	112.71	N 9° 18′ 32.70″ W	105.16	11+59.75	12+72.46	N 46° 00′ 01.15″ W	N 27° 22′ 55.76″ E
PIH30 (60 MPH)	PIH30-1	50+54.59	2° 47′ 47.65″ (LT)	15000.00	366.14	732.14	N 58° 34′ 15.65″ E	732.07	46+88.45	54+20.59	N 59° 58′ 09.47″ E	N 57° 10′ 21.83″ E
	PIH30-2	58+32.17	3° 08′ 36.37″ (LT)	15000.00	411.58	822.95	N 55° 36′ 03.64″ E	822.85	54+20.59	62+43.54	N 57° 10′ 21.83″ E	N 54° 01′ 45.45″ E
PWB30FR-1 (40 MPH)	PWB30FR-1-1	41+13.01	5° 56′ 23.47″ (LT)	5000.00	259.41	518.35	N 56° 59′ 57.80″ E	518.12	38+53.60	43+71.95	N 59° 58′ 09.53″ E	N 54° 01′ 46.07″ E
	PWB30FR-1-2	47+22.05	4° 03′ 08.16″ (RT)	2000.00	70.75	141.45	N 56° 03′ 20.15″ E	141.42	46+51.30	47+92.75	N 54° 01′ 46.07″ E	N 58° 04′ 54.23″ E
	PWB30FR-1-3	48+62.56	3° 59′ 53.23″ (LT)	2000.00	69.81	139.56	N 56° 04′ 57.62″ E	139.53	47+92.75	49+32.31	N 58° 04′ 54.23″ E	N 54° 05′ 01.00″ E
PWB30GP (60 MPH)	PWB30GP-1	54+66.72	5° 56′ 24.01″ (LT)	14973.00	776.84	1552.29	N 56° 59′ 57.46″ E	1551.59	46+89.88	62+42.17	N 59° 58′ 09.46″ E	N 54° 01′ 45.45″ E

NOTE:
(1) HORIZONTAL CURVE REQUIRES SUPERELEVATION. PGL AND AXIS OF ROTATION LOCATED AT THE RESPECTIVE CENTERLINE/BASELINE. SEE SUPERELEVATION TABLE.
(2) EB GP HORIZONTAL CURVE REQUIRES SUPERELEVATION. PGL AND AXIS OF ROTATION LOCATED AT THE PIH635 CENTERLINE. SEE SUPERELEVATION TABLE.
(3) WB GP HORIZONTAL CURVE REQUIRES SUPERELEVATION. PGL AND AXIS OF ROTATION LOCATED AT THE PIH635 CENTERLINE. SEE SUPERELEVATION TABLE.
(4) FOR BASELINES WITHOUT CURVES, BEGINNING AND ENDING STATION IS PROVIDED. BASELINE TANGENT SHOWN IN BACK AND AHEAD TANGENT COLUMN.

SUPERELEVATION

BASELINE	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
PEB30GP (60 MPH)	47+00.00	-2.08%	47+34.00	-2.50%
PWB30GP (60 MPH)	47+02.00	2.08%	47+36.00	2.50%
PDE30N635 (40 MPH)	50+44.00	2.00%	50+65.00	2.50%
PDS635W30 (40 MPH)	70+28.00	-2.00%	70+49.00	-2.50%

SUPERELEVATION SIGN CONVENTION

℄/B	
(-)	(+)
(+)	(-)

* FRONTAGE ROAD, CROSS STREET & TURNAROUND CROSS SLOPE TRANSITIONS FOR INTERSECTION GRADING

BASELINE	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
PEB30FR-1 (PGUS)	46+72.00	-2.00%	48+31.00	1.00%
	52+15.00	1.00%	53+12.00	-2.00%
PWB30FR-1 (PGUS)	45+63.00	2.00%	45+96.00	1.00%
	47+15.00	1.00%	47+55.00	2.00%
PGUS (LT)	12+48.00	2.00%	14+82.00	-2.15%
	17+79.00	-2.15%	20+13.00	2.00%
PGUS (RT)	14+64.00	-2.00%	14+73.00	-2.15%
	17+61.00	-2.15%	17+70.00	-2.00%
PGUS-U1	10+07.00	1.00%	10+38.00	2.00%
	11+20.00	2.00%	12+44.00	-2.00%
PGUS-U2	10+08.00	-1.00%	10+39.00	-2.00%
	11+37.00	-2.00%	12+61.00	2.00%

* NOTE: FINAL DETAILS FOR INTERSECTION GRADING TO BE DEVELOPED DURING PS&E. CROSS SLOPE TRANSITIONS SHOWN ABOVE ARE PRELIMINARY AND WERE DEVELOPED TO ASSIST WITH CALCULATION OF VERTICAL CLEARANCES AND U-TURN PROFILES.

TURN BAY LENGTHS

LEFT TURN BAY LENGTHS				
TURN LANE	TAPER LENGTH	DECEL LENGTH	STORAGE LENGTH	TOTAL LENGTH
L62	100′	160′	421′	581′
L63	100′	160′	376′	536′
L64	100′	160′	376′	536′
L65	100′	160′	271′	431′
L66	100′	160′	233′	393′
L67	50′	160′	128′	288′
RIGHT TURN BAY LENGTHS				
R45	50′	160′	38′	198′
R46	50′	160′	46′	206′
R47	50′	160′	295′	455′
R48	50′	160′	263′	423′

PROPOSED TAPERS

LOCATION	TYPE	BASELINE	BEGIN	END	TAPER RATE
33	AUX LANE MERGE	PIH30	68+73.15, 63.00′ LT	74+73.15, 75.00′ LT	50:1

PROPERTY OWNERS

ID #	SITE ADDRESS	OWNER	OCCUPANT
439	2615 IH 30	MONA PATEL HOLDINGS LLC	DENTAL OFFICE
440	3950 GUS THOMASSON RD	EXTRA SPACE PROPERTIES 107 LLC	ASSURED SELF STORAGE
441	2401 IH 30	EXTRA SPACE PROPERTIES 107 LLC	ASSURED SELF STORAGE
444	2600 IH 30	2600 IH 30 LP	DEED RESTRICTED
445	2544 IH 30	CL II LLC	CROSSLAND ECONOMY STUDIOS
545	2712 IH 30	IRWIN TAYLOR FAMILY	THE CARPET HOUSE
546	3501 IH 30	OTTO IRIS	UNOCCUPIED
547	3447 IH 30	HANUMAN HOLDINGS LLC	EXECUTIVE INN & SUITES
548	3351 IH 30	TENISON MGMT LLC	VACANT LAND
549	3349 IH 30	TENISON MGMT LLC	3349 IH 30
550	3325 IH 30	JORDAN BRENDA	UNOCCUPIED
551	3329 IH 30	AVINA JOEL &	UNOCCUPIED
552	3321 IH 30	VIVE IGLESIA EVANGELICA CRISTO	3321 IH 30
553	3301 IH 30	F9 PROPERTIES LLC	LUMBER LIQUIDATORS
554	3233 IH 30	PATEL VALLABHBHAI R &	GALAXY INN
555	3201 IH 30	3201 I 30 LLC	INTERSTATE 30 BUSINESS PARK
556	3129 IH 30	3201 I 30 LLC	INTERSTATE 30 BUSINESS PARK
557	3119 IH 30	SHEPPERD JIM	METROPLEX CLEANING SUPPLY
558	2779 IH 30	HOPPENSTEIN S INV LP ETAL	VACANT
559	2749 IH 30	HOPPENSTEIN S INV LP ETAL	VACANT LAND
560	2713 IH 30	HOOVER ELIZABETH MARIA	VACANT LAND
573	3517 IH 30	SHIV ALPHA STRIP INC	ASTRO INN
574	3521 IH 30	AMIGOS POTTERY INC	AMIGO POTTERY
575	3601 IH 30	QUIK WAY RETAIL ASSOCIATES II LTD	SHELL
577	1 S IH 30 HWY	MARSAW CORA A	VACANT LAND
578	3500 IH 30	BP JE FORT WORTH LP	UNOCCUPIED MESQUITE COMMUNITY HOSPITAL
579	3500 IH 30	MONTREAL PROPERTIES LTD	PARKING
580	3230 IH 30	MONTREAL PROPERTIES LTD	3230 I H 30
581	3224 IH 30	MEHDI MUZAFFAR &	SEVILLE 11
582	3218 IH 30	TSI GROUP LLC	SEVILLE III
583	3216 IH 30	FELDER NEIL	COMPLETE COLLISION SERVICE
584	3212 IH 30	FAIR GREEN LAND COMPANY	700 CREDIT REPAIR
585	3010 IH 30	FAIR GREEN LAND CO LTD	ACTION KAWASAKI
586	3200 IH 30	BRYAN SILAS A JR	VACANT
587	2960 IH 30	FCA REALTY LLC	UNOCCUPIED
588	2828 IH 30	NATIONWIDE HOUSING PROPERTIES LP	UNOCC
589	2802 IH 30	TRIAL SUPPORT SERV INC	AUTO EXTREME
590	2764 IH 30	BRYAN SILAS A JR	RV MAX
591	2764 IH 30	BRYAN SILAS	MESQUITE CAMPER SALES
592	2764 IH 30	BRYAN SILAS	VACANT

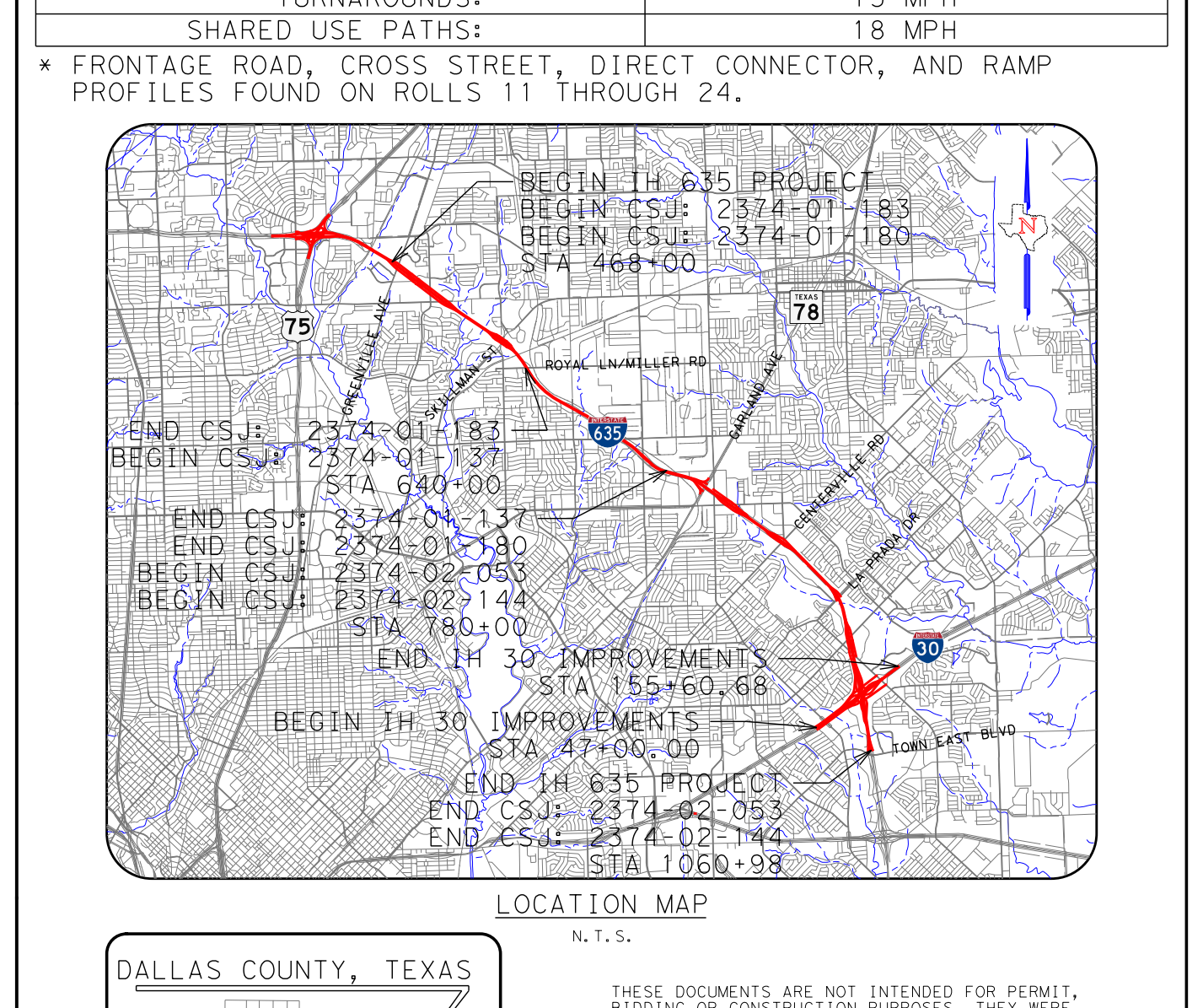
TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
JAMES K. SELMAN, P.E., DISTRICT ENGINEER

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 9 OF 24

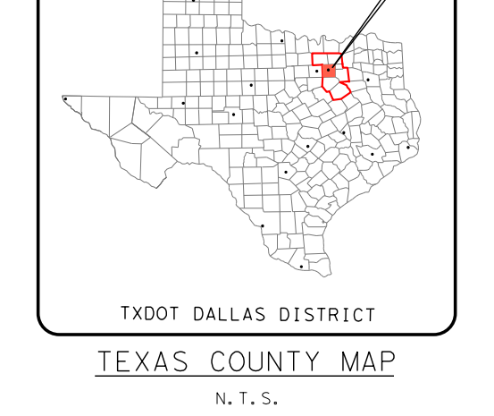
	IH 635		IH 30	
LIMITS:	E. OF US 75 TO S. OF IH 30		W. OF GUS THOMASSON RD TO E. OF GALLOWAY AVE	
LENGTH:	11.2 MILES		2.4 MILES	
FUNCTIONAL CLASS:	URBAN FREEWAY		URBAN FREEWAY	
AVERAGE DAILY TRAFFIC:	2374-01-183	263,250 (2022)	353,550 (2042)	
	2374-01-137	224,200 (2022)	301,850 (2042)	
	2374-02-053	236,950 (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.



LOCATION MAP
N.T.S.



TEXAS COUNTY MAP
N.T.S.

THESE DOCUMENTS ARE NOT INTENDED FOR PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:
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
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