Texas Department of Transportation

Design Schematic
DALLAS DISTRICT

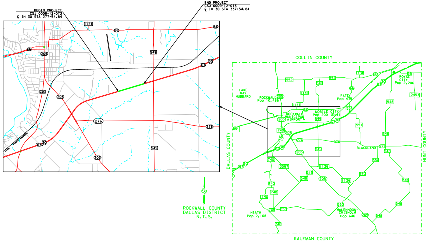
William L. Hale, P.E.
District Engineer
DECEMBER 2008

IH 30
ROCKWALL COUNTY

CSJ: 0009-12-073
FROM: 1.408 MI WEST OF FM 549
TO: 0.272 MI WEST OF FM 549
PROJECT LENGTH: 1.136 MILES

FUNCTIONAL CLASS:
IH 30: INTERSTATE
JOHN KING BLVD: PRIMARY ARTERIAL

Design Speeds
- JOHN KING BLVD: 45 mph
- FM 549: 45 mph
- IH 30 Mainlanes: 70 mph
- IH 30 Frontage Rds: 45 mph
- IH 30 Ramps: 50 mph
- Side Streets: 30 mph


BEGIN PROJECT
CSJ 0009-12-073
℄ IH 30 STA 277+54.84
END PROJECT
CSJ 0009-12-073
℄ IH 30 STA 337+54.84
COLLIN COUNTY
DALLAS COUNTY
HUNT COUNTY
KAUFMAN COUNTY
LAKE RAY HUBBARD
ROCKWALL Pop 10,486
FATE Pop 497
ROYSE CITY Pop 2,206
MOBILE CITY Pop 200
HEATH Pop 2,108
MC LENDON CHISHOLM Pop 646
BLACKLAND
ROCKWALL COUNTY
DALLAS DISTRICT
N.T.S.

SCALE: HORIZONTAL 1"=100'
VERTICAL 1"=10'

Texas Department of Transportation
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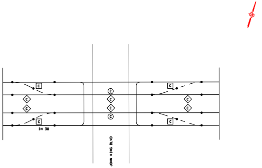
DECEMBER 2008
ROLL 1 OF 2

DOCUMENT INCOMPLETE: NOT INTENDED FOR PERMIT, BIDDING OR CONSTRUCTION.

ENGINEER: GARY STUART GRAHAM
P.E. REGISTRATION NO.: 95372
DATE: DECEMBER 17, 2008

LEGEND

🟦	MAINLANES	(XXXX)	CURVE NUMBER
🟩	FRONT/CROSS STREETS	———	RETAINING WALLS
🟦	RAMPS	— · · —	EXISTING ROW
🟥	BRIDGES	— · · —	PROPOSED ROW
▨	INTERIM PAVEMENT	— · —	CENTERLINE/BASELINE
▨	PAVEMENT WIDENING	— ǁ —	C.O.A
▩	REMOVE DRIVEWAY		

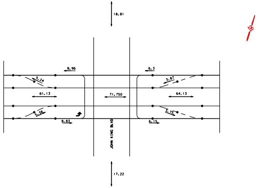

C
C
C
C
C
C
C
C
C
C
C
C
IH 30
JOHN KING BLVD

LEGEND

MAINLANES	———
FRONTAGE/SIDE RDS	———
RAMPS	— —
MERGE & DIVERGE LOS	C
WEAVING LOS	ⓒ
FREEWAY LOS	◇A

NOTES:
1) NOT TO SCALE
2) CROSS STREETS ARE NOT SHOWN AT ACTUAL ANGLE TO ROADWAY
3) TRAFFIC NUMBERS + ×100
4) TRAFFIC VOLUMES PROVIDED BY NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

LEVEL OF SERVICE FOR 2030
IH 30
BWR

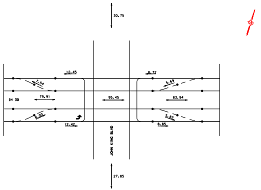

18.81
8.96
6.3
5.24
3.87
61.13
71.750
64.13
5.38
3.75
6.83
6.15
JOHN KING BLVD
17.22

LEGEND

MAINLANES	———
FRONTAGE/SIDE RDS	———
RAMPS	— —
MERGE & DIVERGE LOS	C
WEAVING LOS	ⓒ
FREEWAY LOS	◇A

NOTES:
1) NOT TO SCALE
2) CROSS STREETS ARE NOT SHOWN AT ACTUAL ANGLE TO ROADWAY
3) TRAFFIC NUMBERS + ×100
4) TRAFFIC VOLUMES PROVIDED BY NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

2015 ADT
IH 30
BWR


30.75
12.45
8.72
7.54
5.69
IH 30
79.91
95.45
83.94
8.00
5.82
12.42
8.85
JOHN KING BLVD
27.85

LEGEND

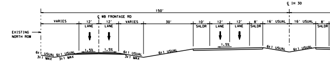
MAINLANES	———
FRONTAGE/SIDE RDS	———
RAMPS	— —
MERGE & DIVERGE LOS	C
WEAVING LOS	ⓒ
FREEWAY LOS	◇A

NOTES:
1) NOT TO SCALE
2) CROSS STREETS ARE NOT SHOWN AT ACTUAL ANGLE TO ROADWAY
3) TRAFFIC NUMBERS + ×100
4) TRAFFIC VOLUMES PROVIDED BY NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

2030 ADT
IH 30
BWR

IH 30 MAINLANES - EXISTI

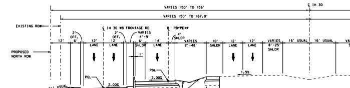
(NO SCALE)


℄ IH 30
150'
℄ WB FRONTAGE RD
EXISTING NORTH ROW
VARIES
12' LANE
12' LANE
30'
10' SHLDR
12' LANE
12' LANE
8' SHLDR
16' USUAL
16' USUAL
1.5%
6:1 USUAL 3:1 MAX

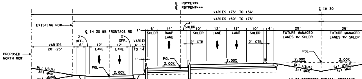
EXISTING IH 30 TYPICAL SECTION

IH 30 MAINLANES - PROPOS

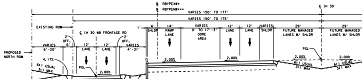
(NO SCALE)


VARIES 150' TO 156'
VARIES 150' TO 167.9'
℄ IH 30
EXISTING ROW
PROPOSED NORTH ROW
℄ IH 30 WB FRONTAGE RD
℄ RBYPEX
12' LANE
12' LANE
14' LANE
10' SHLDR
12' LANE
12' LANE
VARIES 8'-25' SHLDR
16' USUAL
16' USUAL
PGL
2.00%
1.5%
6:1 USUAL 3:1 MAX
VARIES 3.5' TO 14'

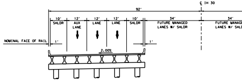
IH 30 PROPOSED TYPICAL: PAVEMENT TRANSITION AREA
STA 277+54.84 TO STA 291+89.84


℄ RBYPEX
℄ RBYPEN
VARIES 175' TO 156'
VARIES 150' TO 175'
℄ IH 30
EXISTING ROW
PROPOSED NORTH ROW
℄ IH 30 WB FRONTAGE RD
14' RAMP LANE
12' LANE
12' LANE
10' SHLDR
2' CTB
29' FUTURE MANAGED LANES W/ SHLDR
29' FUTURE MANAGED LANES W/ SHLDR
PGL
2.00%
6:1 USUAL 3:1 MAX

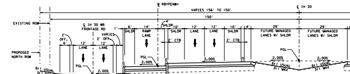
IH 30 PROPOSED TYPICAL SECTIONS
*STA 291+89.84 TO STA 294+16.27 **STA 291+89.84
***STA 312+73.73 TO STA 316+73.73 ****STA 312+71.31


℄ RBYPEX
℄ RBYPEN
VARIES 150' TO 177'
VARIES 150' TO 175'
℄ IH 30
EXISTING ROW
PROPOSED NORTH ROW
℄ IH 30 WB FRONTAGE RD
14' RAMP LANE
GORE AREA
12' LANE
12' LANE
29' FUTURE MANAGED LANES W/ SHLDR
29' FUTURE MANAGED LANES W/ SHLDR
PGL
2.00%
4.17%
6:1 USUAL 3:1 MAX

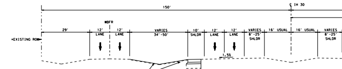
IH 30 PROPOSED TYPICAL: RAMP CORE AREAS
*STA 294+16.27 TO STA 299+44.27 **STA 293+11.2
***STA 307+45.73 TO STA 312+73.73 ****STA 307+43.


92'
℄ IH 30
NOMINAL FACE OF RAIL
10' SHLDR
12' AUX LANE
12' LANE
12' LANE
10' SHLDR
34' FUTURE MANAGED LANES W/ SHLDR
34' FUTURE MANAGED LANES W/ SHLDR
1'
2.00%

BRIDGE TYPICAL SECTION:
STA 303+99.68 TO STA 306+59.68

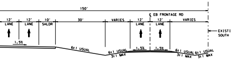

℄ RBYPEN
VARIES 156' TO 150'
150'
℄ IH 30
EXISTING ROW
PROPOSED NORTH ROW
℄ IH 30 WB FRONTAGE RD
14' RAMP LANE
12' LANE
12' LANE
10' SHLDR
2' CTB
29' FUTURE MANAGED LANES W/ SHLDR
29' FUTURE MANAGED LANES W/ SHLDR
PGL
2.00%
6:1 USUAL 3:1 MAX

IH 30 PROPOSED TYPICAL SECTIONS
TEMPORARY PAVEMENT AREA
*STA 318+00.00 TO STA 322+98.70 **STA 318+00.00 TO
STA 318+00.00 TO STA 326+34.84 (LT) STA 318+00.00 TO STA

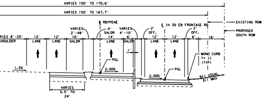

150'
℄ IH 30
*EXISTING ROW
℄ BFR
29'
12' LANE
12' LANE
VARIES 34'-50'
10' SHLDR
12' LANE
12' LANE
VARIES 8'-25' SHLDR
16' USUAL
16' USUAL
1.5%
6:1 USUAL 3:1 MAX
VARIES 4' TO 20'

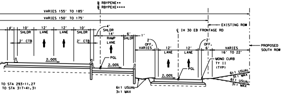
IH 30 PROPOSED TYPICAL:
PAVEMENT TRANSITION AREA
*STA 326+34.84 TO 337+54.84
**STA 325+35.16 TO 327+00.00
***STA 327+00.00 TO 336+55.16

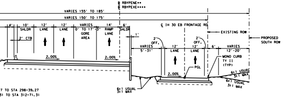
NG TYPICALS

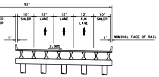

150'
12' LANE
12' LANE
10' SHLDR
30'
VARIES
12' LANE
12' LANE
℄ EB FRONTAGE RD
VARIES
EXISTING SOUTH ROW
1.5%
6:1 USUAL
6:1 USUAL 3:1 MAX
1.5%
1.5%
6:1 USUAL 3:1 MAX
6:1 USUAL 3:1 MAX

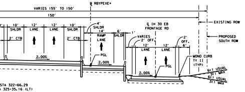
SED TYPICALS

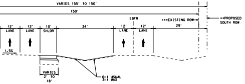

VARIES 150' TO 170.6'
VARIES 150' TO 167.7'
℄ RBYPENE
℄ IH 30 EB FRONTAGE RD
EXISTING ROW
PROPOSED SOUTH ROW
VARIES 2'-48'
4' SHLDR
VARIES 4'-10'
2' OFF.
2' OFF.
IES 8'-25' SHOULDER
12' LANE
12' LANE
10' SHLDR
14'
6' SHLDR
12' LANE
12' LANE
16'
PGL
MONO CURB TY II (TYP)
1.5%
2.00%
2.00%
PGL
6:1 USUAL 3:1 MAX
VARIES 3.5' TO 24'

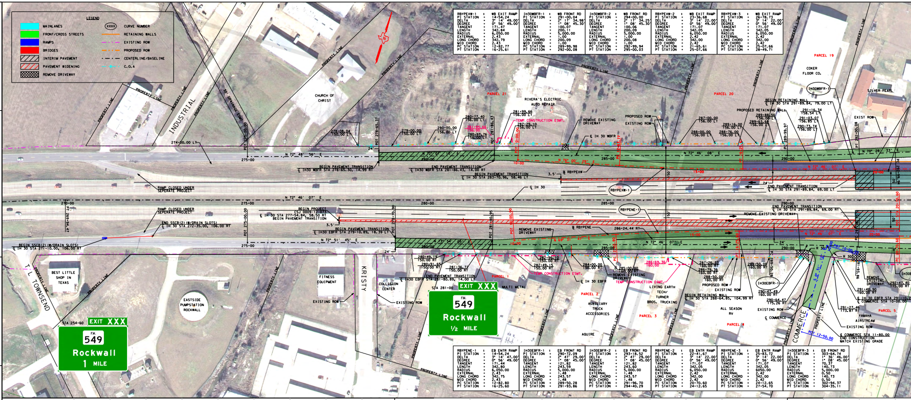

℄ RBYPENE**
℄ RBYPEXE****
VARIES 155' TO 185'
VARIES 150' TO 175'
EXISTING ROW
℄ IH 30 EB FRONTAGE RD
PROPOSED SOUTH ROW
4' SHLDR
14' RAMP LANE
6' SHLDR
1'
10' SHLDR
12' LANE
12' LANE
10' SHLDR
2' CTB
2' CTB
2' OFF.
VARIES
12' LANE
12' LANE
2' OFF.
6'
VARIES 16' TO 22'
MONO CURB TY II (TYP)
2.00%
2.00%
2.00%
PGL
PGL
6:1 USUAL 3:1 MAX
6:1 USUAL 3:1 MAX
6:1 USUAL 3:1 MAX
TO STA 293+11.27
TO STA 317+41.31


℄ RBYPENE**
℄ RBYPEXE****
VARIES 155' TO 185'
VARIES 150' TO 175'
℄ IH 30 EB FRONTAGE RD
EXISTING ROW
PROPOSED SOUTH ROW
10' SHLDR
12' LANE
12' LANE
VARIES 0' TO 17'-3" GORE AREA
14' RAMP LANE
6' SHLDR
2' CTB
2' OFF.
VARIES 5'-31'
12' LANE
12' LANE
2' OFF.
6'
VARIES 12'-20'
MONO CURB TY II (TYP)
2.00%
2.00%
2.00%
PGL
6:1 USUAL 3:1 MAX
6:1 USUAL 3:1 MAX
7 TO STA 298+39.27
31 TO STA 312+71.31


92'
10' SHLDR
12' LANE
12' LANE
12' AUX LANE
10' SHLDR
NOMINAL FACE OF RAIL
2.00%


℄ RBYPEXE*
VARIES 155' TO 150'
150'
10' SHLDR
12' LANE
12' LANE
10' SHLDR
2' CTB
2' CTB
4' SHLDR
14' RAMP LANE
6' SHLDR
℄ IH 30 EB FRONTAGE RD
EXISTING ROW
PROPOSED SOUTH ROW
VARIES
2' OFF.
12' LANE
12' LANE
2' OFF.
6'
MONO CURB TY II (TYP)
2.00%
2.00%
2.00%
PGL
PGL
6:1 USUAL 3:1 MAX
6:1 USUAL 3:1 MAX
STA 322+66.29
325+35.16 (LT)


VARIES 155' TO 150'
150'
EBFR
***EXISTING ROW
**PROPOSED SOUTH ROW
29'
12' LANE
12' LANE
10' SHLDR
34'
12' LANE
12' LANE
1.5%
VARIES 2' TO 18'
6:1 USUAL 3:1 MAX


LEGEND
MAINLANES
FRONT/CROSS STREETS
RAMPS
BRIDGES
INTERIM PAVEMENT
PAVEMENT WIDENING
REMOVE DRIVEWAY
(XXXX) CURVE NUMBER
RETAINING WALLS
EXISTING ROW
PROPOSED ROW
CENTERLINE/BASELINE
C.O.A
INDUSTRIAL
CHURCH OF CHRIST
RIVERA'S ELECTRIC AUTO REPAIR
PARCEL 21
PARCEL 20
PARCEL 19
COKER FLOOR CO.
SILVER PEARL
PROPERTY LINE
℄ IH 30
℄ IH 30 WBFR
℄ IH 30 EBFR
℄ RBYPEXW
℄ RBYPENE
RBYPEXW-1
RBYPENE-1
IH30WBFR-1
IH30EBFR-1
N 72° 46' 07" E
N 72° 48' 56" E
RAMP CLOSED UNDER SEPERATE PROJECT
BEGIN PROJECT CSJ 0009-12-...
BEGIN PAVEMENT TRANSITION
END PAVEMENT TRANSITION
BEGIN RETAINING WALL
PROPOSED RETAINING WALL
REMOVE EXISTING DRIVEWAY
TEMP CONSTRUCTION ESMT.
PROPOSED ROW
EXISTING ROW
BEST LITTLE SHOP IN TEXAS
EASTSIDE PUMPSTATION ROCKWALL
FITNESS EQUIPMENT
COLLISION CENTER
MULTI METAL
AUXILIARY TRUCK ACCESSORIES
AQUIRE
PARCEL 1
PARCEL 2
PARCEL 3
PARCEL 4
PARCEL 5
LIVING EARTH TECH/TURNER BROS. TRUCKING
ALL SEASON RV
YAMAHA AIRSTREAM
T L TOWNSEND
KRISTY
COMMERCE
℄ COMMERCE
POT 12+50.00
℄ COMMERCE STA 11+80.00 END CONSTRUCTION MATCH EXISTING GRADE
STA 254+60 EXIT XXX FM 549 Rockwall 1 MILE
STA 281+00 EXIT XXX FM 549 Rockwall 1/2 MILE
270+00
275+00
280+00
285+00
290+00

RBYPEXW-1	:	WB EXIT RAMP
PI STATION	=	14+54.24
DELTA	=	3° 14' 49.00"
DEGREE	=	0° 56' 49.00"
TANGENT	=	171.47
LENGTH	=	342.84
RADIUS	=	6,050.00
EXTERNAL	=	2.43
LONG CHORD	=	342.79
MID CHORD	=	2.43
PC STATION	=	12+82.77
PT STATION	=	16+25.61

IH30WBFR-1	:	WB FRONT RD
PI STATION	=	291+00.04
DELTA	=	2° 17' 34.98"
DEGREE	=	1° 08' 45.30"
TANGENT	=	100.07
LENGTH	=	200.11
RADIUS	=	5,000.00
EXTERNAL	=	1.00
LONG CHORD	=	200.09
MID CHORD	=	1.00
PC STATION	=	289+99.98
PT STATION	=	292+00.08

IH30WBFR-2	:	WB FRONT RD
PI STATION	=	294+00.00
DELTA	=	2° 17' 34.25"
DEGREE	=	1° 08' 45.30"
TANGENT	=	100.06
LENGTH	=	200.09
RADIUS	=	5,000.00
EXTERNAL	=	1.00
LONG CHORD	=	200.08
MID CHORD	=	1.00
PC STATION	=	292+99.94
PT STATION	=	295+00.03

RBYPEXW-2	:	WB EXIT RAMP
PI STATION	=	23+36.68
DELTA	=	3° 14' 22.00"
DEGREE	=	0° 56' 49.00"
TANGENT	=	171.07
LENGTH	=	342.05
RADIUS	=	6,050.00
EXTERNAL	=	2.42
LONG CHORD	=	342.00
MID CHORD	=	2.42
PC STATION	=	21+65.61
PT STATION	=	25+07.66

RBYPEXW-3	:	WB EXIT RAMP
PI STATION	=	26+78.73
DELTA	=	3° 14' 22.00"
DEGREE	=	0° 56' 49.00"
TANGENT	=	171.07
LENGTH	=	342.05
RADIUS	=	6,050.00
EXTERNAL	=	2.42
LONG CHORD	=	342.00
MID CHORD	=	2.42
PC STATION	=	25+07.66
PT STATION	=	28+49.71

RBYPENE-1	:	EB ENTR RAMP
PI STATION	=	14+54.24
DELTA	=	3° 14' 47.00"
DEGREE	=	0° 56' 49.00"
TANGENT	=	171.44
LENGTH	=	342.80
RADIUS	=	6,050.00
EXTERNAL	=	2.43
LONG CHORD	=	342.75
MID CHORD	=	2.43
PC STATION	=	12+82.80
PT STATION	=	16+25.60

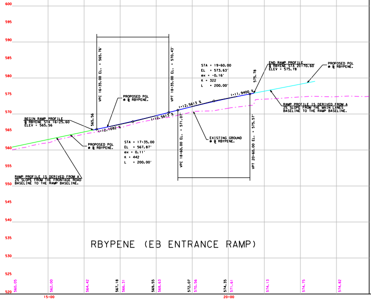
IH30EBFR-1	:	EB FRONT RD
PI STATION	=	290+72.09
DELTA	=	2° 47' 29.00"
DEGREE	=	1° 08' 45.00"
TANGENT	=	121.82
LENGTH	=	243.59
RADIUS	=	5,000.00
EXTERNAL	=	1.48
LONG CHORD	=	243.57
MID CHORD	=	1.48
PC STATION	=	289+50.28
PT STATION	=	291+93.86

IH30EBFR-2	:	EB FRONT RD
PI STATION	=	293+18.52
DELTA	=	2° 47' 29.00"
DEGREE	=	1° 08' 45.00"
TANGENT	=	121.82
LENGTH	=	243.60
RADIUS	=	5,000.00
EXTERNAL	=	1.48
LONG CHORD	=	243.57
MID CHORD	=	1.48
PC STATION	=	291+96.70
PT STATION	=	294+40.29

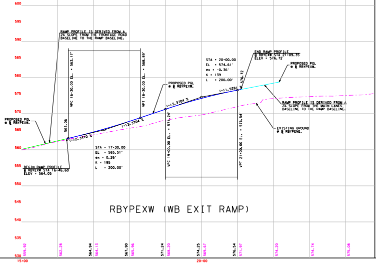
RBYPENE-2	:	EB ENTR RAMP
PI STATION	=	22+41.67
DELTA	=	3° 14' 22.00"
DEGREE	=	0° 56' 49.00"
TANGENT	=	171.07
LENGTH	=	342.05
RADIUS	=	6,050.00
EXTERNAL	=	2.42
LONG CHORD	=	342.00
MID CHORD	=	2.42
PC STATION	=	20+70.60
PT STATION	=	24+12.65

RBYPENE-3	:	EB ENTR RAMP
PI STATION	=	25+83.72
DELTA	=	3° 14' 22.00"
DEGREE	=	0° 56' 49.00"
TANGENT	=	171.07
LENGTH	=	342.05
RADIUS	=	6050.00
EXTERNAL	=	2.42
LONG CHORD	=	342.00
MID CHORD	=	2.42
PC STATION	=	24+12.65
PT STATION	=	27+54.70

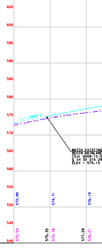
IH30EBFR-3	:	EB FRONT RD
PI STATION	=	303+64.74
DELTA	=	1° 36' 46.00"
DEGREE	=	1° 08' 45.00"
TANGENT	=	70.37
LENGTH	=	140.73
RADIUS	=	5,000.00
EXTERNAL	=	0.50
LONG CHORD	=	140.73
MID CHORD	=	0.50
PC STATION	=	302+94.37
PT STATION	=	304+35.11

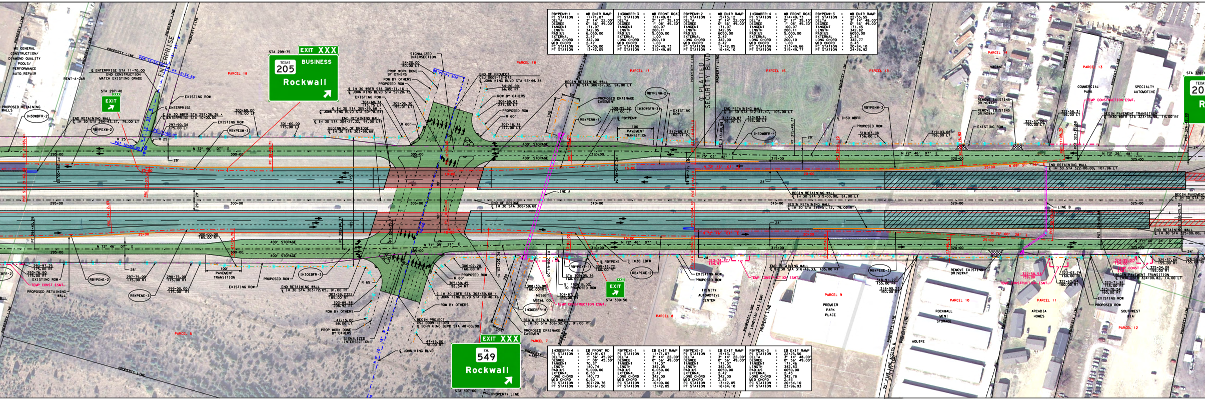


RBYPENE (EB ENTRANCE RAMP)



RBYPEXW (WB EXIT RAMP)





EXIT XXX
TEXAS 205 BUSINESS
Rockwall
STA 299+75
EXIT XXX
F.M. 549
Rockwall
STA 307+00
EXIT
STA 297+40
EXIT
STA 309+50
ENTERPRISE
PLATTED SECURITY BLVD
PARCEL 18
PARCEL 17
PARCEL 16
PARCEL 15
PARCEL 14
PARCEL 13
PARCEL 6
PARCEL 7
PARCEL 8
PARCEL 9
PARCEL 10
PARCEL 11
PARCEL 12
PROPERTY LINE
EXISTING ROW
PROPOSED ROW
ROW BY OTHERS
PROP WORK DONE BY OTHERS
SIGNALIZED INTERSECTION
END OF PROJECT CSJ 0009-12-073 ℄ JOHN KING BLVD STA 53+44.34
BEGIN PROJECT CSJ 0009-12-073 ℄ JOHN KING BLVD STA 48+00.00
BEGINNING OF BRIDGE ℄ IH 30 STA 303+99.68
END OF BRIDGE ℄ IH 30 STA 306+59.68
BEGIN RETAINING WALL ℄ IH 30 STA 306+87.32, 91.00 LT
BEGIN RETAINING WALL ℄ IH 30 STA 306+32.05, 91.00 RT
PROPOSED DRAINAGE EASEMENT
TEMP CONSTRUCTION ESMT.
400' STORAGE
100' PAVEMENT TRANSITION
LINE A
LINE B
RBYPENW-1
RBYPENW-2
RBYPENW-3
RBYPEXW-3
IH30WBFR-2
IH30WBFR-3
IH30WBFR-4
IH30EBFR-3
IH30EBFR-4
RBYPEXE-1
RBYPEXE-2
RBYPEXE-3
RBYPENE-2
RBYPENE-3
N 72° 46' 07" E
N 73° 26' 48" E
N 71° 09' 21" E
295+00
300+00
305+00
310+00
315+00
320+00
325+00
℄ JOHN KING BLVD
℄ ENTERPRISE
NO GENERAL CONSTRUCTION/ DIAMOND QUALITY POOLS/ PERFORMANCE AUTO REPAIR
RENT-A-CAR
VACANT
COMMERCIAL PARK
SPECIALTY AUTOMOTIVE
TRINITY AUTOMOTIVE CENTER
PREMIER PARK PLACE
ROCKWALL MINI STORAGE
AQUIRE
ARCADIA HOMES
SOUTHWEST RIA
25' LONESTAR GAS
REMOVE EXISTING DRIVEWAY
BEGIN PAVEMENT TRANSITION
END RETAINING WALL
PROPOSED RETAINING WALLS

RBYPENW-1	:	WB ENTR RAMP
PI STATION	=	11+71.07
DELTA	=	3° 14' 22.00"
DEGREE	=	0° 56' 49.00"
TANGENT	=	171.07
LENGTH	=	342.05
RADIUS	=	6,050.00
EXTERNAL	=	2.42
LONG CHORD	=	342.00
MID CHORD	=	2.42
PC STATION	=	10+00.00
PT STATION	=	13+42.05

IH30WBFR-3	:	WB FRONT ROAD
PI STATION	=	311+49.81
DELTA	=	2° 17' 35.13"
DEGREE	=	1° 08' 45.30"
TANGENT	=	100.07
LENGTH	=	200.11
RADIUS	=	5,000.00
EXTERNAL	=	1.00
LONG CHORD	=	200.10
MID CHORD	=	1.00
PC STATION	=	310+49.73
PT STATION	=	312+49.85

RBYPENW-2	:	WB ENTR RAMP
PI STATION	=	15+13.12
DELTA	=	3° 14' 22.00"
DEGREE	=	0° 56' 49.00"
TANGENT	=	171.07
LENGTH	=	342.05
RADIUS	=	6050.00
EXTERNAL	=	2.42
LONG CHORD	=	342.00
MID CHORD	=	2.42
PC STATION	=	13+42.05
PT STATION	=	16+84.10

IH30WBFR-4	:	WB FRONT ROAD
PI STATION	=	314+49.73
DELTA	=	2° 17' 35.10"
DEGREE	=	1° 08' 45.30"
TANGENT	=	100.07
LENGTH	=	200.11
RADIUS	=	5,000.00
EXTERNAL	=	1.00
LONG CHORD	=	200.10
MID CHORD	=	1.00
PC STATION	=	313+49.66
PT STATION	=	315+49.77

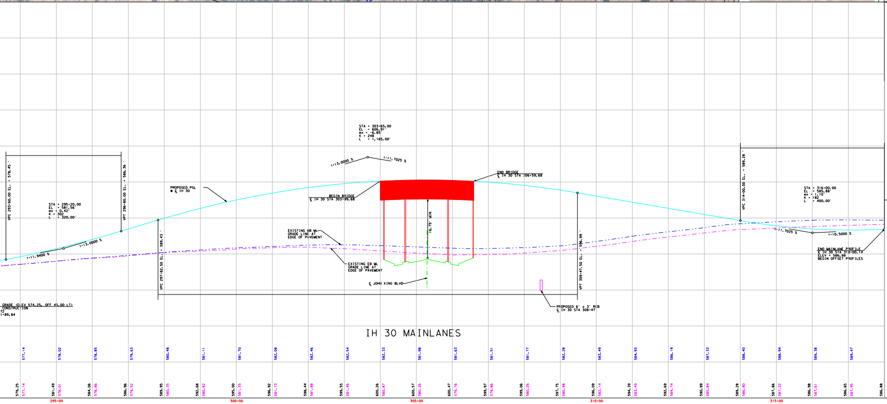
RBYPENW-3	:	WB ENTR RAMP
PI STATION	=	22+55.55
DELTA	=	3° 14' 48.00"
DEGREE	=	0° 56' 49.00"
TANGENT	=	171.45
LENGTH	=	342.82
RADIUS	=	6050.00
EXTERNAL	=	2.43
LONG CHORD	=	342.77
MID CHORD	=	2.43
PC STATION	=	20+84.10
PT STATION	=	24+26.92

IH30EBFR-4	:	EB FRONT RD
PI STATION	=	307+91.07
DELTA	=	1° 36' 45.92"
DEGREE	=	1° 08' 45.30"
TANGENT	=	70.37
LENGTH	=	140.74
RADIUS	=	5,000.00
EXTERNAL	=	0.50
LONG CHORD	=	140.73
MID CHORD	=	0.50
PC STATION	=	307+20.76
PT STATION	=	308+61.50

RBYPEXE-1	:	EB EXIT RAMP
PI STATION	=	11+71.07
DELTA	=	3° 14' 22.00"
DEGREE	=	0° 56' 49.00"
TANGENT	=	171.07
LENGTH	=	342.05
RADIUS	=	6,050.00
EXTERNAL	=	2.42
LONG CHORD	=	342.00
MID CHORD	=	2.42
PC STATION	=	10+00.00
PT STATION	=	13+42.05

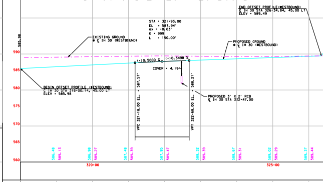
RBYPEXE-2	:	EB EXIT RAMP
PI STATION	=	15+13.12
DELTA	=	3° 14' 22.00"
DEGREE	=	0° 56' 49.00"
TANGENT	=	171.07
LENGTH	=	342.05
RADIUS	=	6050.00
EXTERNAL	=	2.42
LONG CHORD	=	342.00
MID CHORD	=	2.42
PC STATION	=	13+42.05
PT STATION	=	16+84.10

RBYPEXE-3	:	EB EXIT RAMP
PI STATION	=	22+25.56
DELTA	=	3° 14' 48.00"
DEGREE	=	0° 56' 49.00"
TANGENT	=	171.46
LENGTH	=	342.83
RADIUS	=	6050.00
EXTERNAL	=	2.43
LONG CHORD	=	342.78
MID CHORD	=	2.43
PC STATION	=	20+54.10
PT STATION	=	23+96.93



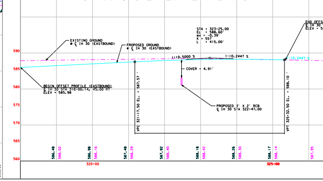
STA = 303+65.00
EL = 606.91'
ex = -6.85'
K = 248
L = 1,165.00'
(+)3.0000 %
(-)1.7025 %
VPC 293+60.00 EL. = 578.45'
VPT 296+80.00 EL. = 586.36'
STA = 295+20.00
EL = 581.56'
ex = 0.42'
K = 302
L = 320.00'
(+)1.9400 %
(+)3.0000 %
PROPOSED PGL ● ℄ IH 30
BEGIN BRIDGE ℄ IH 30 STA 303+99.68
END BRIDGE ℄ IH 30 STA 306+59.68
16.75' MIN
EXISTING WB ML GRADE LINE AT EDGE OF PAVEMENT
EXISTING EB ML GRADE LINE AT EDGE OF PAVEMENT
℄ JOHN KING BLVD
VPC 297+82.50 EL. = 589.43'
VPT 309+47.50 EL. = 596.99'
PROPOSED 6' x 3' RCB ℄ IH 30 STA 308+47
VPC 314+00.00 EL. = 589.28'
STA = 316+00.00
EL = 585.88'
ex = 1.10'
K = 182
L = 400.00'
(-)1.7025 %
(+)0.5000 %
END MAINLANE PROFILE ℄ IH 30 STA 318+00.14 ELEV = 586.88 BEGIN OFFSET PROFILES
GRADE (ELEV 574.25, OFF 45.00 LT) CONSTRUCTION
72
1+89.84
IH 30 MAINLANES
577.14
578.02
578.85
579.63
580.48
581.11
581.70
582.08
582.46
582.54
582.33
581.98
581.63
581.51
581.77
582.28
583.49
584.93
586.19
587.33
588.40
588.94
589.38
589.47
579.25
577.14
581.49
578.01
584.06
578.86
586.96
579.52
589.95
580.35
592.68
580.82
595.00
581.35
596.92
581.73
598.44
581.88
599.55
581.46
600.26
580.87
600.57
580.26
600.47
579.76
599.97
579.86
599.06
580.26
597.75
580.98
596.09
582.14
594.39
583.49
592.69
584.74
590.99
585.84
589.28
586.80
587.86
587.22
586.98
587.61
586.65
587.95
586.88
295+00
300+00
305+00
310+00
315+00

IH 30 MAINLANES (WESTBOUND)

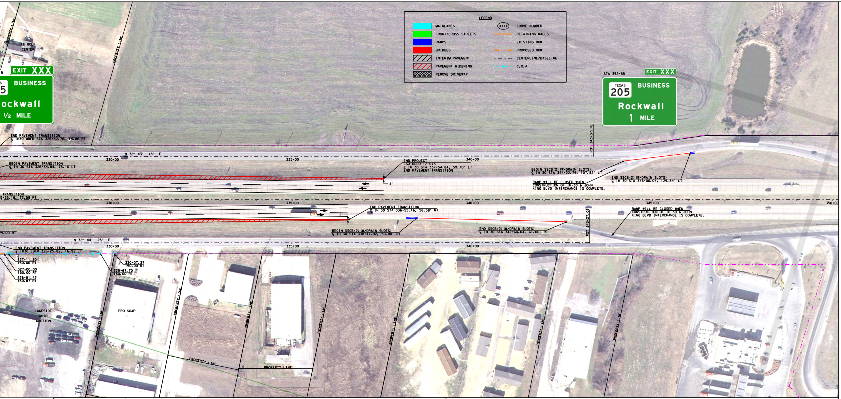


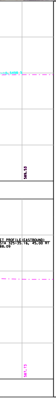
END OFFSET PROFILE (WESTBOUND) ℄ IH 30 STA 326+34.84, 45.00 LT ELEV = 589.49
STA = 321+93.00
EL = 587.94'
ex = -0.03'
K = 999
L = 150.00'
EXISTING GROUND ● ℄ IH 30 (WESTBOUND)
PROPOSED GROUND ● ℄ IH 30 (WESTBOUND)
(+)0.5000 %
(+)0.3498 %
COVER = 4.19'
BEGIN OFFSET PROFILE (WESTBOUND) ℄ IH 30 STA 318+00.14, 45.00 LT ELEV = 585.98
PROPOSED 3' X 2' RCB ℄ IH 30 STA 322+47.00
VPC 321+18.00 EL. = 587.57'
VPT 322+68.00 EL. = 588.21'
585.98
590
585
580
575
570
565
560
586.48
589.13
586.98
589.27
587.48
589.39
587.95
589.47
588.32
589.39
588.67
589.31
589.02
589.29
589.37
589.44
320+00
325+00

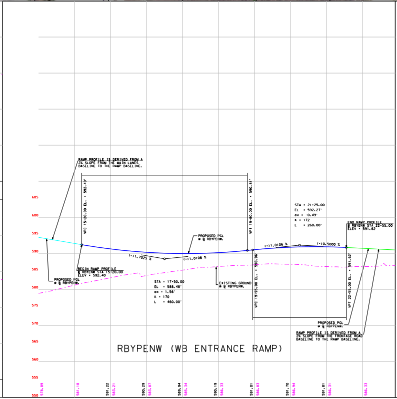
IH 30 MAINLANES (EASTBOUND)



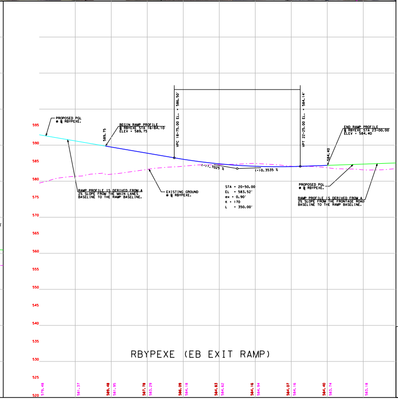
STA = 323+25.00
EL = 588.60'
ex = -0.39'
K = 557
L = 415.00'
EXISTING GROUND ● ℄ IH 30 (EASTBOUND)
PROPOSED GROUND ● ℄ IH 30 (EASTBOUND)
(+)0.5000 %
(-)0.2447 %
(-)0.2447 %
COVER = 4.91'
BEGIN OFFSET PROFILE (EASTBOUND) ℄ IH 30 STA 318+00.14, 45.00 RT ELEV = 585.98
PROPOSED 3' X 2' RCB ℄ IH 30 STA 322+47.00
VPC 321+17.50 EL. = 587.57'
VPT 325+32.50 EL. = 588.10'
END OFFS
586.88
590
585
580
575
570
565
560
586.48
588.02
586.98
588.16
587.48
588.29
587.92
588.40
588.18
588.42
588.26
588.30
588.17
588.14
587.95
320+00
325+00


LEGEND
MAINLANES
FRONT/CROSS STREETS
RAMPS
BRIDGES
INTERIM PAVEMENT
PAVEMENT WIDENING
REMOVE DRIVEWAY
CURVE NUMBER
RETAINING WALLS
EXISTING ROW
PROPOSED ROW
CENTERLINE/BASELINE
C.O.A
EXIT XXX
BUSINESS
Rockwall
½ MILE
TEXAS 205
BUSINESS
Rockwall
1 MILE
EXIT XXX
STA 352+55
END PAVEMENT TRANSITION
BEGIN PAVEMENT TRANSITION
N 72° 43' 18" E
N 72° 44' 25" E
330+00
335+00
340+00
345+00
350+00
END PROJECT
CSJ 0009-12-073
℄ IH 30 STA 337+54.84, 59.10' LT
END PAVEMENT TRANSITION
BEGIN SSCB(2)(W/DRAIN SLOTS)
℄ IH 30 STA 344+22.79, 107.82' LT
END SSCB(2)(W/DRAIN SLOTS)
℄ IH 30 STA 346+06.04, 129.84' LT
RAMP WILL BE CLOSED WHEN CONSTRUCTION OF IH-30 & JOHN KING BLVD INTERCHANGE IS COMPLETE.
END PAVEMENT TRANSITION
℄ IH 30 STA 336+55.16, 56.58' RT
BEGIN SSCB(2)(W/DRAIN SLOTS)
℄ IH 30 STA 338+47.92, 50.00' RT
END SSCB(2)(W/DRAIN SLOTS)
℄ IH 30 STA 342+64.04, 61.00' RT
RAMP WILL BE CLOSED WHEN CONSTRUCTION OF IH-30 & JOHN KING BLVD INTERCHANGE IS COMPLETE.
POT 343+37.16
POT 343+27.02
4'
2'
PROPERTY LINE
LAKESIDE AUTO AUCTION
PRO SOAP





RBYPENW (WB ENTRANCE RAMP)



RBYPEXE (EB EXIT RAMP)

Texas Department of Transportation

Design Schematic

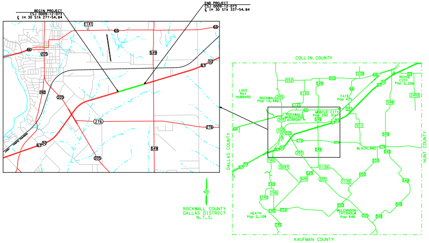
DALLAS DISTRICT

William L. Hale, P.E.
District Engineer
DECEMBER 2008

IH 30
ROCKWALL COUNTY
CSJ: 0009-12-073
FROM: 1.408 MI WEST OF FM 549
TO: 0.272 MI WEST OF FM 549
PROJECT LENGTH: 1.136 MILES

FUNCTIONAL CLASS:
IH 30: INTERSTATE
JOHN KING BLVD: PRIMARY ARTERIAL

Design Speeds
JOHN KING BLVD: 45 mph
FM 549: 45 mph
IH 30 Mainlanes: 70 mph
IH 30 Frontage Rds: 45 mph
IH 30 Ramps: 50 mph
Side Streets: 30 mph


BEGIN PROJECT
CSJ 0009-12-073
℄ IH 30 STA 277+54.84
END PROJECT
CSJ 0009-12-073
℄ IH 30 STA 337+54.84
COLLIN COUNTY
DALLAS COUNTY
HUNT COUNTY
KAUFMAN COUNTY
ROCKWALL
LAKE RAY HUBBARD
FATE
ROYSE CITY
MOBILE CITY
HEATH
McLENDON CHISHOLM
BLACKLAND
ROCKWALL COUNTY
DALLAS DISTRICT
N.T.S.

SCALE: HORIZONTAL 1"=100'
VERTICAL 1"=10'

Texas Department of Transportation
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DECEMBER 2008
ROLL 1 OF 2

LEGEND

🟦	MAINLANES	(XXXX)	CURVE NUMBER
🟩	FRONT/CROSS STREETS	—	RETAINING WALLS
🟦	RAMPS	-·-·-	EXISTING ROW
🟥	BRIDGES	-··-	PROPOSED ROW
▨	INTERIM PAVEMENT	—·—	CENTERLINE/BASELINE
▨	PAVEMENT WIDENING	-◆-	C.O.A
▩	REMOVE DRIVEWAY		

BWR
Right in the Center

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ENGINEER: GARY STUART GRAHAM
P.E. REGISTRATION NO.: 95372
DATE: DECEMBER 17, 2008