3/21/2018

TEXAS DEPARTMENT OF TRANSPORTATION

INTERIM DESIGN SCHEMATIC
IH 30 ROCKWALL COUNTY

COUNTY: ROCKWALL
DATE: MARCH 2018

ROLL 1 OF 2

BGE, Inc.
2595 Dallas Parkway, Suite 101, Frisco, TX 75034
Tel: 972-464-4800 • www.bgeinc.com
TBPE Registration No. F-1046

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TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
JAMES K. SELMAN, P.E., DISTRICT ENGINEER

INTERIM DESIGN SCHEMATIC

INTERSTATE HIGHWAY 30
ROCKWALL COUNTY

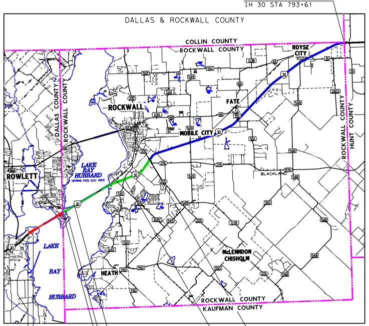
From Bass Pro Dr to Dalrock Rd
Project Length = 2.24 Miles
CSJ # 0009-11-241
CSJ # 0009-12-221

DESIGN SPEEDS

DESIGN SPEEDS AND FUNCTIONAL CLASSIFICATIONS:

ROADWAY	FUNCTIONAL CLASSIFICATION	DESIGN SPEED
MAINLANES (EXISTING)	URBAN FREEWAY	70 MPH
MAINLANES (PROPOSED)	URBAN FREEWAY	70 MPH
RAMPS AND TRANSITIONS	URBAN FREEWAY	45 MPH
INTERIM RAMPS	URBAN FREEWAY	40 MPH
DIRECT CONNECTOR	URBAN FREEWAY	40 MPH
FRONTAGE ROADS	URBAN COLLECTOR	40 MPH
BAYSIDE DRIVE	LOCAL	30 MPH
DALROCK ROAD	ARTERIAL	35 MPH
DALROCK BYPASS	COLLECTOR	35 MPH
U-TURNS	URBAN COLLECTOR	15 MPH

END PROJECT
END CSJ: 0009-12-219
IH 30 STA 793+61


DALLAS & ROCKWALL COUNTY
COLLIN COUNTY
ROCKWALL COUNTY
ROYSE CITY
ROCKWALL
FATE
MOBILE CITY
ROWLETT
LAKE RAY HUBBARD
DALLAS COUNTY
ROCKWALL COUNTY
HUNT COUNTY
BLACKLAND
McLENNDON CHISHOLM
HEATH
ROCKWALL COUNTY
KAUFMAN COUNTY

END CSJ: 0009-12-221
IH 30 STA 27+00

BEGIN CSJ: 0009-12-220
(FRONTAGE ROAD CONSTRUCTION)
IH 30 STA 3+40

END CSJ: 0009-12-215
BEGIN CSJ: 0009-12-219
IH 30 STA 245+04

END CSJ: 0009-12-220
IH 30 STA 167+21

END CSJ: 0009-11-238
END CSJ: 0009-11-241
IH 30 STA 1767+00
BEGIN CSJ: 0009-12-215
BEGIN CSJ: 0009-12-221
IH 30 STA 0+00

BEGIN CSJ: 0009-11-238
(MAINLANE WIDENING)
IH 30 STA 1695+00

BEGIN PROJECT
BEGIN CSJ: 0009-11-241
IH 30 STA 1676+00

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

SCHEMATIC PREPARED BY:

BGE, INC.
REGISTRATION NUMBER F-1046

THESE DOCUMENTS ARE NOT INTENDED FOR PERMIT, BIDDING OR CONSTRUCTION PURPOSES

Prepared by or under the
Direct Supervision of:

NAME	P.E. NUMBER
MICHAEL H. GARRISON, P.E.	79285
HOSSEIN M. HOSSEINY, P.E.	118668

DATE: 3/21/2018

HORIZONTAL SCALE
0 50 100 200 300
VERTICAL SCALE
0 5 10 20 30

ROLL 1 OF 2

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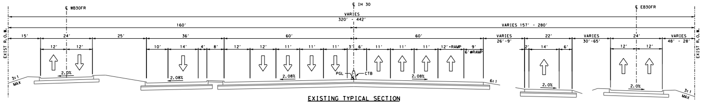
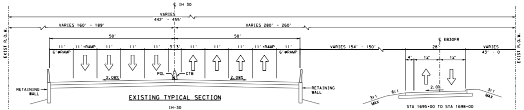
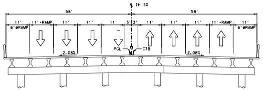

℄ WB30FR
℄ IH 30
℄ EB30FR
EXIST R.O.W.
VARIES 320' - 442'
160'
VARIES 157' - 280'
15'
24'
25'
36'
60'
60'
12'
2.0%
2.08%
PGL
CTB
3:1 MAX
6:1
STA 1681+38 TO STA 1689+00

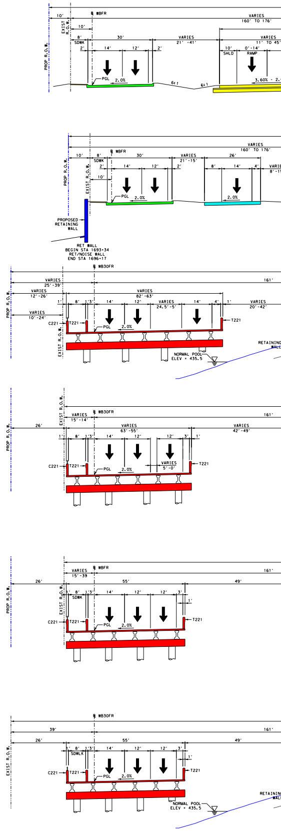
EXISTING TYPICAL SECTION
IH-30
STA 1686+00 TO STA 1689+50


℄ IH 30
VARIES 442' - 455'
VARIES 160' - 189'
VARIES 280' - 260'
58'
58'
11'+RAMP
6'@RAMP
VARIES 154' - 150'
℄ EB30FR
28'
VARIES 43' - 0
EXIST R.O.W.
RETAINING WALL
2.08%
2.0%
PGL
CTB
3:1 MAX
6:1
STA 1695+00 TO STA 1698+00

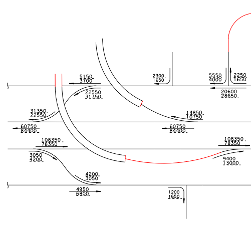
EXISTING TYPICAL SECTION
IH-30
STA 1695+00 TO STA 1699+95
STA 1716+05 TO STA 1748+00


℄ IH 30
58'
58'
11'
11'+RAMP
6'@RAMP
3' 3'
2.08%
PGL
CTB

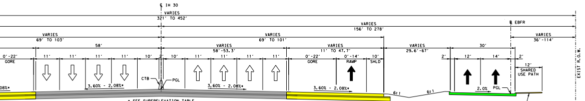
EXISTING TYPICAL SECTION
IH-30
STA 1699+95 TO STA 1716+05


EXIST R.O.W.
PROP R.O.W.
℄ WBFR
SDWK
PGL
2.0%
PROPOSED RETAINING WALL
RET WALL
BEGIN STA 1693+34
RET/NOISE WALL
END STA 1696+17
℄ WB30FR
VARIES 25'-39'
VARIES 12'-26'
VARIES 10'-24'
VARIES 82'-63'
C221
T221
RETAINING WALL
NORMAL POOL ELEV = 435.5

PARCEL ID	OWNER
1	VIA BAYOU INC
2	FAULKNER INV CO LTD
3	LANDMARK AT LAKEWAYS EAST LLC
4	BAERG HAL JR TR &
5	CHAHA REALTY LTD
6	FAULKNER INV CO LTD
7	CHAHA REALTY LTD
8	CHAPMAN DOUGLAS &
9	UNIVERSAL OUTDOOR INC
10	STABBERT RANO DELROY &
11	LEIS OHANA HUI FAMILY
12	LEIS OHANA HUI FAMILY
13	FAULKNER INV CO LTD
14	OM REAL ESTATE LLC
15	LANDMARK AT LAKEWAYS EAST LLC
16	PATEL LILABEN B
17	NAIK SUBODH B
18	FAULKNER INV CO LTD
19	ROSENBERG JAMES M
20	AMERICAN LAND & HOLDINGS
21	FAULKNER INV CO LTD
22	DALLAS CITY OF
23	DALLAS CITY OF
24	J K WILLIAMS LLC
25	DALLAS CITY OF
26	DALLAS CITY OF
27	DALLAS CITY OF
28	BLUE GILL PS FUND LTD
29	BLUE GILL PARTNERSHIP
30	BLUE GILL PS FUND LTD
31	BLUE GILL PS FUND LTD
32	FAULKNER INV CO LTD
33	BLUE GILL PS FUND LTD
34	AIR BENGAL CORP
35	GARLAND CITY OF
36	LAD HOLDINGS LLC
37	AIR BENGAL CORP
38	LANDMARK LAKEWAY HARBOR LP
39	CABLEVISION MGMT INC
40	JOSLIN DENNIS ET AL
41	4400 BASS PRO DRIVE LLC
42	4400 BASS PRO DRIVE LLC
43	4400 BASS PRO DRIVE LLC
44	GARLAND CITY OF
45	CITY OF GARLAND
46	GARLAND CITY OF
47	4400 BASS PRO DRIVE LLC
48	DALLAS CITY OF


5150 3700
2300 1650
5550 4000
2250 1650
22550 31350
20600 28650
31350 22550
14850 10750
60750 84400
60750 84400
108350 78350
108350 78350
3050 4200
4200 3050
9400 13000
4950 6800
1200 1650

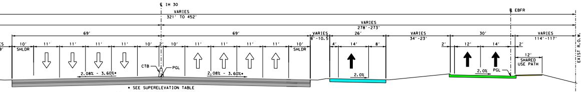
SOURCE OF DATA: TEXAS DEPARTMENT OF TRANSPORTATION; TRANSPORTATION PROGRAMMING AND PLANNING DIVISION MEMORANDUM, NOVEMBER 30, 2016


℄ IH 30
VARIES 321' TO 452'
VARIES 69' TO 103'
58'
VARIES 58'-53.3'
VARIES 69' TO 101'
VARIES 156' TO 278'
℄ EBFR
VARIES 36'-114'
VARIES 11' TO 47.7'
VARIES 29.6'-67'
30'
GORE
RAMP
SHLD
CTB
PGL
3.60% - 2.08%*
2.08%
SHARED USE PATH
BEGIN SHARED USE PATH ℄ EB30FR STA 1679+75
EXIST R.O.W.

* SEE SUPERELEVATION TABLE

PROPOSED TYPICAL SECTION

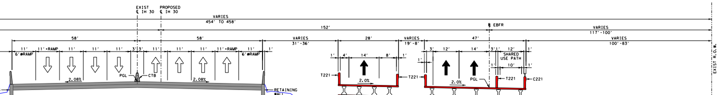
IH-30
STA 1678+05 TO STA 1693+93


℄ IH 30
VARIES 321' TO 452'
VARIES 278'-273'
℄ EBFR
69'
69'
VARIES 34'-23'
VARIES 114'-117'
26'
30'
SHLDR
CTB
PGL
2.08% - 3.60%*
2.08%
2.0%
SHARED USE PATH
EXIST R.O.W.

* SEE SUPERELEVATION TABLE

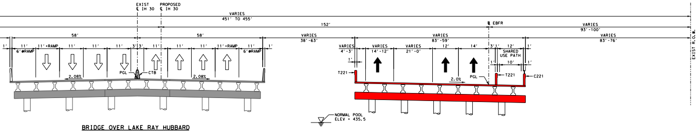
PROPOSED TYPICAL SECTION

IH-30
STA 1693+93 TO STA 1696+06


EXIST ℄ IH 30
PROPOSED ℄ IH 30
VARIES 454' TO 458'
152'
℄ EBFR
VARIES 117'-100'
VARIES 100'-83'
58'
58'
VARIES 31'-36'
28'
VARIES 19'-8'
47'
RAMP
PGL
CTB
2.08%
2.0%
T221
C221
SHARED USE PATH
RETAINING WALL
NORMAL POOL ELEV = 435.5
EXIST R.O.W.

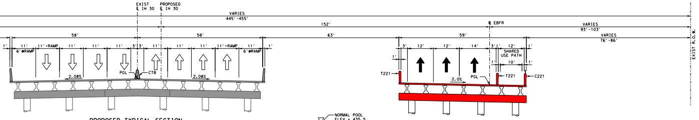
PROPOSED TYPICAL SECTION

IH-30
STA 1696+06 TO STA 1699+85


EXIST ℄ IH 30
PROPOSED ℄ IH 30
VARIES 451' TO 455'
152'
℄ EBFR
VARIES 93'-100'
VARIES 83'-76'
VARIES 38'-63'
VARIES 83'-59'
VARIES 4'-3'
VARIES 21'-0'
T221
C221
SHARED USE PATH
NORMAL POOL ELEV = 435.5
EXIST R.O.W.

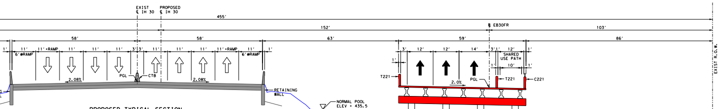
BRIDGE OVER LAKE RAY HUBBARD

IH-30
STA 1699+85 TO STA 1706+15


EXIST ℄ IH 30
PROPOSED ℄ IH 30
VARIES 445'-455'
152'
63'
℄ EBFR
VARIES 93'-103'
VARIES 76'-86'
58'
58'
59'
T221
C221
SHARED USE PATH
NORMAL POOL ELEV = 435.5
EXIST R.O.W.

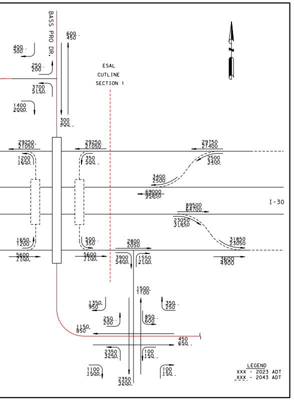
PROPOSED TYPICAL SECTION
BRIDGE OVER LAKE RAY HUBBARD

IH-30
STA 1706+15 TO STA 1715+95


EXIST ℄ IH 30
PROPOSED ℄ IH 30
455'
152'
63'
℄ EB30FR
103'
86'
58'
58'
59'
T221
C221
SHARED USE PATH
RETAINING WALL
NORMAL POOL ELEV = 435.5
EXIST R.O.W.

PROPOSED TYPICAL SECTION

IH-30
STA 1715+95 TO STA 1740+80


BASS PRO DR.
ESAL CUTLINE SECTION 1
I-30
600 / 950
400 / 300
250 / 500
3700 / 5150
1400 / 2000
300 / 500
29250 / 21050
29250 / 21050
29750 / 37400
1200 / 1650
350 / 500
2500 / 3400
3400 / 2500
69000 / 93250
89500 / 64700
23050 / 31850
31850 / 23050
1650 / 1200
500 / 350
5600 / 7100
3900 / 5400
1550 / 2100
2800 / 3950
3600 / 4900
1500 / 1100
1350 / 950
350 / 250
250 / 500
850 / 600
1150 / 850
450 / 650
2350 / 3250
100 / 150
1100 / 1500
2350 / 3200
100 / 150

LEGEND
XXX - 2023 ADT
XXX - 2043 ADT

LEGEND:

·—·—·—·—	EXISTING ROW
—‖—‖—	EXISTING ACCESS DENIAL
- - - -	EXISTING EASEMENT
—— ——	EXISTING PROPERTY LIMITS
- - - -	EXISTING CULVERTS
——	EXISTING 100 YR FLOODPLAIN LIMITS
——	EXISTING PLANIMETRIC FEATURES
- - - -	FUTURE CONSTRUCTION
—·—·—	PROPOSED CENTERLINE/BASELINE
·—·—·—	PROPOSED ROW
-·-·-·-	PROPOSED DRAINAGE EASEMENT
-·-·-·-	TEMPORARY CONSTRUCTION EASEMENT
—‖—‖—	PROPOSED ACCESS DENIAL
——	PROPOSED EDGE OF PAVEMENT
——	PROPOSED TRAFFIC BARRIER
- - - -	PROPOSED BRIDGE ADUTMENT/BENT
━━	PROPOSED RETAINING WALL
━ ━ ━	PROPOSED NOISE WALL
——	PROPOSED CULVERT
←	PROPOSED DIRECTION OF TRAVEL
⇦	EXISTING DIRECTION OF TRAVEL
⬜	EXISTING ROADWAY TO REMAIN
⬛	EXISTING BRIDGE TO REMAIN
🟥	PROPOSED BRIDGE
🟨	PROPOSED MAIN LANES
🟦	PROPOSED RAMP
🟩	PROPOSED FRONTAGE ROAD
🟪	PROPOSED CROSS STREET
🟩	PROPOSED DRIVEWAY
🟨	PROPOSED SIDEWALK
🟧	PROPOSED INTERIM RAMP
⬜	POTENTIAL DISPLACEMENTS
▨	PAVEMENT / BRIDGE TO BE REMOVED
EI30CL-5	CURVE ID
(22)	PARCEL ID

GENERAL NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED JUNE 2015 AND RECORD PLANS.
2. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
3. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE). REFER TO TYPICAL SECTIONS FOR BARRIER TYPES AND LIMITS.
4. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS 48113C0245K, 48113C0385L, 48397C0040L, 48397C0045L, 48397C0035L, AND 48397C0055L.
5. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DALLAS, ROCKWALL, COLLIN AND HUNT COUNTY APPRAISAL DISTRICTS (LATEST DATA AVAILABLE AS OF MARCH 2016).
6. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY
7. SIDEWALK LOCATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL LOCATIONS TO BE DETERMINED DURING PS&E DEVELOPMENT.
8. DRIVEWAY LOCATIONS ARE PRELIMINARY. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN STAGE AND COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS.
9. WHERE CONTROL OF ACCESS IS NOT SHOWN AT THE RAMP LOCATIONS, CONTROL OF ACCESS WILL BE REVIEWED AND DENIED AT THE DISCRETION OF THE AREA OFFICE THROUGH THE DRIVEWAY PERMIT PROCESS.
10. EXISTING PAVEMENT/BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
11. ALL CROSS STREETS CORNER RADII ARE 50 FT MINIMUM UNLESS NOTED OTHERWISE.
12. ALL DRIVEWAYS CORNER RADII ARE 25 FT MINIMUM UNLESS NOTED OTHERWISE.
13. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
14. ALL MAINLANE MEDIAN CONCRETE TRAFFIC BARRIERS SHALL BE SINGLE SLOPE CONCRETE BARRIER (SSCB) UNLESS NOTED OTHERWISE.
15. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.

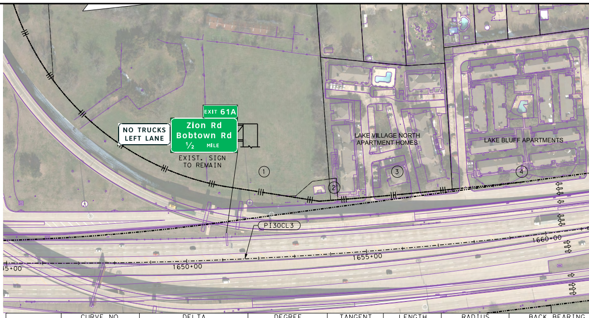
ROLL INDEX

ROLL 1: IH 30 FRONTAGE ROADS
BEGIN PROJECT IH 30 STA 1676+00 TO IH 30 STA 1740+00

ROLL 2: IH 30 FRONTAGE ROADS
IH 30 STA 1740+00 TO IH 30 STA 68+00

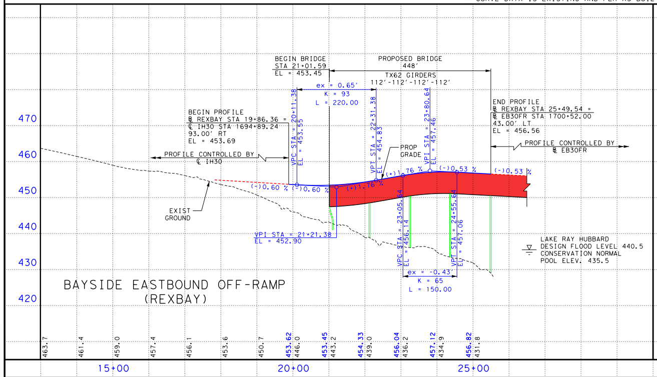
PROFILE LEGEND:

——	PROPOSED PROFILE
— — —	AS-BUILT PROFILE
— — —	CONSTRUCTION BY OTHERS
- - - -	EXISTING GROUND
- - - -	BRIDGE COLUMNS
🟥	BRIDGE STRUCTURE

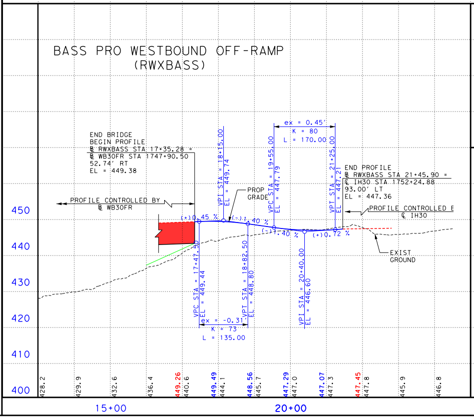

EXIT 61A
Zion Rd
Bobtown Rd
½ MILE
NO TRUCKS LEFT LANE
EXIST. SIGN TO REMAIN
LAKE VILLAGE NORTH APARTMENT HOMES
LAKE BLUFF APARTMENTS
①
②
③
④
PI30CL3
1650+00
1655+00
1660+00
5+00

	CURVE NO.	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	BACK BEARING
MAINLANES							
	PI30CL3*	22° 04′ 13.87″ (LT)	0° 30′ 39.99″	2,186.18′	4,318.17′	11,210.11′	N 63° 28′ 02.54
	PI30CL4*	15° 58′ 16.40″ (RT)	1° 00′ 00.00″	803.77′	1,597.12′	5,729.58′	N 41° 23′ 48.68
	PI30CL5*	4° 17′ 56.84″ (RT)	1° 00′ 00.00″	215.06′	429.91′	5,729.58′	N 57° 22′ 05.08
FRONTAGE ROADS							
IH 30 EASTBOUND FRONTAGE RD	EB30FR1	5° 07′ 55.42″ (LT)	2° 17′ 30.59″	112.04′	223.93′	2,500.00′	N 62° 53′ 36.15
	EB30FR2	1° 33′ 28.20″ (LT)	1° 08′ 45.30″	67.98′	135.95′	5,000.00′	N 57° 45′ 40.73
	EB30FR3	5° 27′ 49.39″ (RT)	3° 49′ 10.99″	71.57′	143.04′	1,500.00′	N 56° 12′ 12.53
IH 30 WESTBOUND FRONTAGE RD	WB30FR1	11° 14′ 21.75″ (RT)	3° 49′ 29.35″	147.40′	293.85′	1,498.00′	N 51° 39′ 57.89
	WB30FR2	5° 32′ 14.56″ (LT)	3° 48′ 52.68″	72.64′	145.16′	1,502.00′	N 62° 54′ 19.64
	WB30FR3	4° 17′ 56.84″ (RT)	0° 58′ 28.16″	220.69′	441.17′	5,879.58′	N 57° 22′ 05.08
RAMPS							
RWEBAY	RWEBAY1	3° 24′ 50.39″ (LT)	0° 53′ 03.10″	193.11′	386.11′	6,480.00′	N 57° 22′ 05.08
	RWEBAY2	3° 24′ 50.39″ (RT)	0° 53′ 03.10″	193.11′	386.11′	6,480.00′	N 53° 57′ 14.68
	RWEBAY3	4° 17′ 56.84″ (RT)	0° 57′ 17.75″	225.21′	450.20′	6,000.00′	N 57° 22′ 05.08
REXBAY	REXBAY1	6° 08′ 05.26″ (RT)	0° 57′ 17.75″	321.52′	642.43′	6,000.00′	N 57° 22′ 05.08
	REXBAY2	1° 50′ 08.42″ (LT)	0° 52′ 53.30″	104.13′	208.25′	6,500.00′	N 63° 30′ 10.34
	REXBAY3	4° 01′ 37.80″ (RT)	1° 10′ 44.13″	170.87′	341.60′	4,860.00′	N 61° 40′ 01.92
	REXBAY4	4° 01′ 37.80″ (LT)	0° 53′ 03.10″	227.82′	455.46′	6,480.00′	N 65° 41′ 39.72

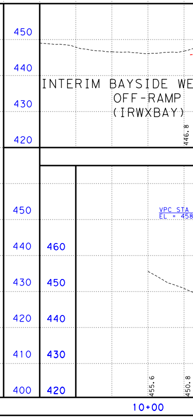
* CURVE DATA IS EXISTING AND PER AS-BUILT



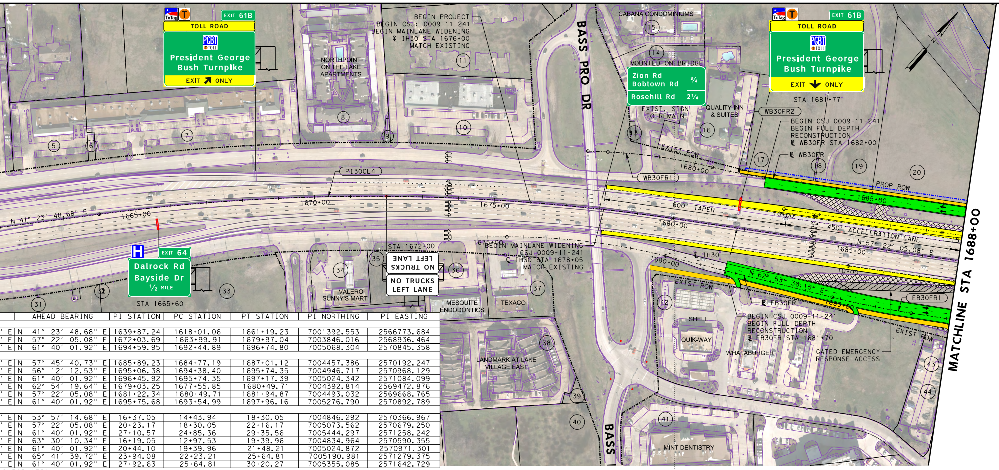
BAYSIDE EASTBOUND OFF-RAMP
(REXBAY)



BASS PRO WESTBOUND OFF-RAMP
(RWXBASS)



INTERIM BAYSIDE WE
OFF-RAMP
(IRWXBAY)


TxTag
TOLL ROAD
EXIT 61B
PGBT TOLL
President George Bush Turnpike
EXIT ↗ ONLY
BEGIN PROJECT
BEGIN CSJ: 0009-11-241
BEGIN MAINLANE WIDENING
℄ IH30 STA 1676+00
MATCH EXISTING
BASS PRO DR
CABANA CONDOMINIUMS
NORTHPOINT ON THE LAKE APARTMENTS
MOUNTED ON BRIDGE
Zion Rd
Bobtown Rd ¾
Rosehill Rd 2¼
EXIST. SIGN TO REMAIN
QUALITY INN & SUITES
EXIT ↓ ONLY
STA 1681+77
WB30FR2
BEGIN CSJ 0009-11-241
BEGIN FULL DEPTH RECONSTRUCTION
℄ WB30FR STA 1682+00
℄ WB30FR
WB30FR1
PI30CL4
EXIST ROW
PROP ROW
N 41° 23' 48.68" E
1665+00
1670+00
1675+00
1680+00
1685+00
10+00
600' TAPER
450' ACCELERATION LANE
N 57° 22' 05.08" E
℄ IH30
EXIT 64
Dalrock Rd
Bayside Dr
½ MILE
STA 1665+60
STA 1672+00
BEGIN MAINLANE WIDENING
CSJ: 0009-11-241
IH30 STA 1678+05
MATCH EXISTING
LEFT LANE NO TRUCKS
NO TRUCKS LEFT LANE
VALERO SUNNY'S MART
MESQUITE ENDODONTICS
TEXACO
N 62° 53' 36.15" E
℄ EB30FR
EB30FR1
BEGIN CSJ 0009-11-241
BEGIN FULL DEPTH RECONSTRUCTION
℄ EB30FR STA 1681+70
SHELL
QUIK-WAY
WHATABURGER
GATED EMERGENCY RESPONSE ACCESS
LANDMARK AT LAKE VILLAGE EAST
MINT DENTISTRY
MATCHLINE STA 1688+00
5
6
7
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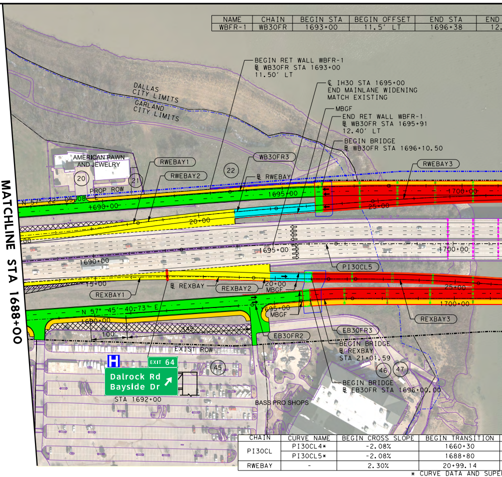
43
44

	AHEAD BEARING	PI STATION	PC STATION	PT STATION	PI NORTHING	PI EASTING
" E	N 41° 23' 48.68" E	1639+87.24	1618+01.06	1661+19.23	7001392.553	2566773.684
" E	N 57° 22' 05.08" E	1672+03.69	1663+99.91	1679+97.04	7003846.016	2568936.464
" E	N 61° 40' 01.92" E	1694+59.95	1692+44.89	1696+74.80	7005068.304	2570845.358
" E	N 57° 45' 40.73" E	1685+89.23	1684+77.19	1687+01.12	7004457.386	2570192.247
" E	N 56° 12' 12.53" E	1695+06.38	1694+38.40	1695+74.35	7004946.717	2570968.129
" E	N 61° 40' 01.92" E	1696+45.92	1695+74.35	1697+17.39	7005024.342	2571084.099
" E	N 62° 54' 19.64" E	1679+03.25	1677+55.85	1680+49.71	7004392.814	2569472.876
" E	N 57° 22' 05.08" E	1681+22.34	1680+49.71	1681+94.87	7004493.032	2569668.765
" E	N 61° 40' 01.92" E	1695+75.68	1693+54.99	1697+96.16	7005276.790	2570892.789
" E	N 53° 57' 14.68" E	16+37.05	14+43.94	18+30.05	7004846.292	2570366.967
" E	N 57° 22' 05.08" E	20+23.17	18+30.05	22+16.17	7005073.562	2570679.250
" E	N 61° 40' 01.92" E	27+10.57	24+85.36	29+35.56	7005444.297	2571258.242
" E	N 63° 30' 10.34" E	16+19.05	12+97.53	19+39.96	7004834.964	2570590.355
" E	N 61° 40' 01.92" E	20+44.10	19+39.96	21+48.21	7005024.872	2570971.301
" E	N 65° 41' 39.72" E	23+94.08	22+23.21	25+64.81	7005190.981	2571279.375
" E	N 61° 40' 01.92" E	27+92.63	25+64.81	30+20.27	7005355.085	2571642.729

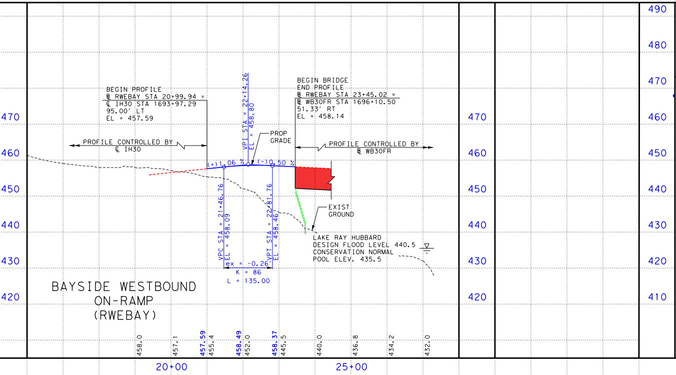
INFORMATION

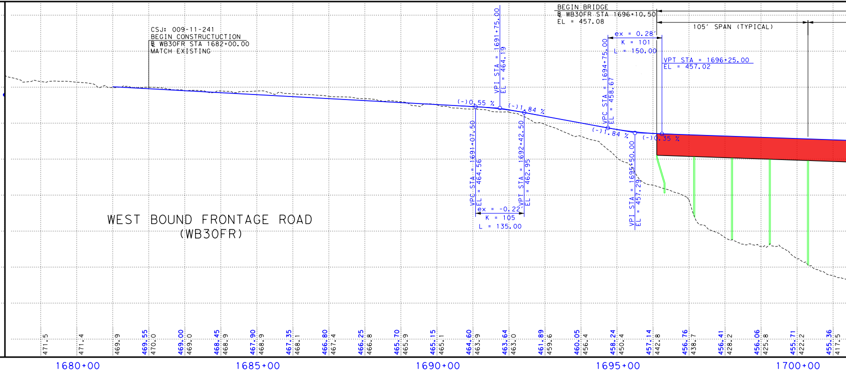

MATCHLINE STA 1688+00
BEGIN RET WALL WBFR-1
℄ WB30FR STA 1693+00
11.50' LT
℄ IH30 STA 1695+00
END MAINLANE WIDENING
MATCH EXISTING
MBGF
END RET WALL WBFR-1
℄ WB30FR STA 1695+91
12.40' LT
BEGIN BRIDGE
℄ WB30FR STA 1696+10.50
DALLAS CITY LIMITS
GARLAND CITY LIMITS
AMERICAN PAWN AND JEWELRY
RWEBAY1
RWEBAY2
WB30FR3
℄ RWEBAY
RWEBAY3
PROP ROW
N 57° 22' 05.08" E
1690+00
1695+00
1700+00
20+00
25+00
15+00
PI30CL5
℄ REXBAY
REXBAY1
REXBAY2
REXBAY3
N 57° 45' 40.73" E
100'
345'
EB30FR2
EB30FR3
BEGIN BRIDGE
℄ REXBAY
STA 21+01.59
BEGIN BRIDGE
℄ EB30FR STA 1696+00.00
EXIST ROW
EXIT 64
Dalrock Rd
Bayside Dr
STA 1692+00
BASS PRO SHOPS
20
21
22
45
46
47

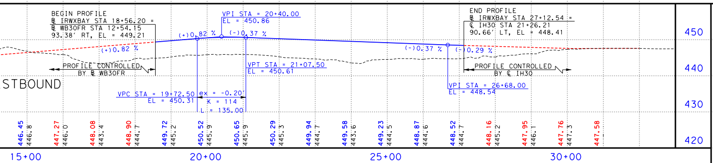
NAME	CHAIN	BEGIN STA	BEGIN OFFSET	END STA	END
WBFR-1	WB30FR	1693+00	11.5' LT	1696+38	12.

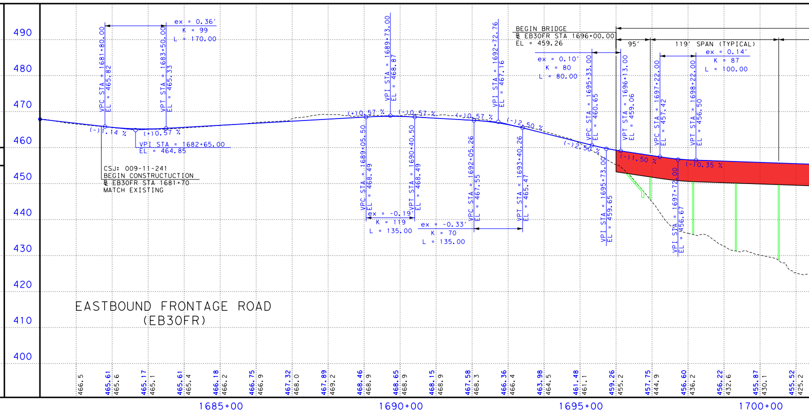
CHAIN	CURVE NAME	BEGIN CROSS SLOPE	BEGIN TRANSITION
PI30CL	PI30CL4*	-2.08%	1660+30
	PI30CL5*	-2.08%	1688+80
RWEBAY	-	2.30%	20+99.14

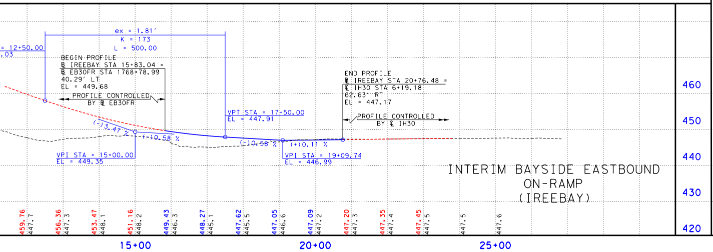
* CURVE DATA AND SUPE


BEGIN PROFILE
℄ RWEBAY STA 20+99.94 =
℄ IH30 STA 1693+97.29
95.00' LT
EL = 457.59
PROFILE CONTROLLED BY ℄ IH30
VPI STA = 22+14.26
EL = 458.80
PROP GRADE
(+)1.06 %
(-)0.50 %
VPC STA = 21+46.76
EL = 458.09
VPT STA = 22+81.76
EL = 458.46
ex = -0.26'
K = 86
L = 135.00
BEGIN BRIDGE
END PROFILE
℄ RWEBAY STA 23+45.02 =
℄ WB30FR STA 1696+10.50
51.33' RT
EL = 458.14
PROFILE CONTROLLED BY ℄ WB30FR
EXIST GROUND
LAKE RAY HUBBARD
DESIGN FLOOD LEVEL 440.5
CONSERVATION NORMAL POOL ELEV. 435.5
BAYSIDE WESTBOUND ON-RAMP (RWEBAY)
420
430
440
450
460
470
458.0
457.1
457.59
455.4
458.49
452.0
458.37
445.5
440.0
436.8
434.2
432.0
20+00
25+00

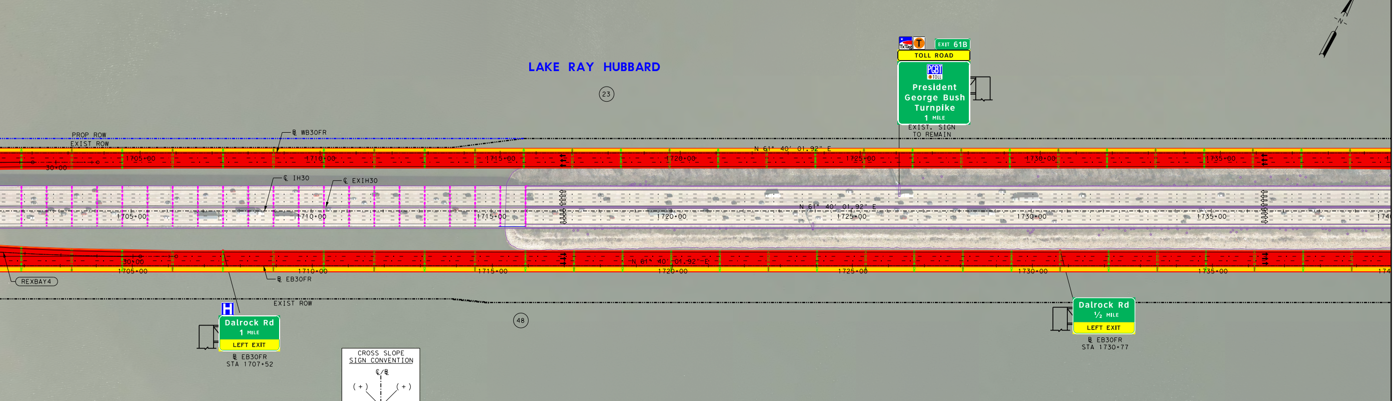

CSJ: 009-11-241
BEGIN CONSTRUCTION
℄ WB30FR STA 1682+00.00
MATCH EXISTING
VPI STA = 1691+75.00
EL = 464.19
(-)0.55 %
(-)1.84 %
VPC STA = 1691+07.50
EL = 464.56
VPT STA = 1692+42.50
EL = 462.95
ex = -0.22'
K = 105
L = 135.00
VPI STA = 1694+75.00
EL = 458.67
VPC STA = 1695+50.00
EL = 457.29
(-)1.84 %
(-)0.35 %
ex = 0.28'
K = 101
L = 150.00
VPT STA = 1696+25.00
EL = 457.02
BEGIN BRIDGE
℄ WB30FR STA 1696+10.50
EL = 457.08
105' SPAN (TYPICAL)
WEST BOUND FRONTAGE ROAD (WB30FR)
410
420
430
440
450
460
470
480
490
471.5
471.4
469.9
469.55
470.0
469.00
469.0
468.45
468.9
467.90
468.9
467.35
468.1
466.80
467.4
466.25
466.8
465.70
465.9
465.15
465.1
464.60
463.9
463.64
463.0
461.89
459.6
460.05
456.4
458.24
450.4
457.14
442.8
456.76
438.7
456.41
428.2
456.06
425.8
455.71
422.2
455.36
417.5
1680+00
1685+00
1690+00
1695+00
1700+00


BEGIN PROFILE
℄ IRWXBAY STA 18+56.20 =
℄ WB30FR STA 12+54.15
93.38' RT, EL = 449.21
(+)0.82 %
(+)0.82 %
(-)0.37 %
VPI STA = 20+40.00
EL = 450.86
VPC STA = 19+72.50
EL = 450.31
VPT STA = 21+07.50
EL = 450.61
ex = -0.20'
K = 114
L = 135.00
PROFILE CONTROLLED BY ℄ WB30FR
STBOUND
(-)0.37 %
(-)0.29 %
END PROFILE
℄ IRWXBAY STA 27+12.54 =
℄ IH30 STA 21+26.21
90.66' LT, EL = 448.41
PROFILE CONTROLLED BY ℄ IH30
VPI STA = 26+68.00
EL = 448.54
420
430
440
450
446.45
446.8
447.27
446.0
448.08
443.4
448.90
443.3
449.72
445.2
450.52
445.9
450.65
445.9
450.29
445.3
449.94
444.7
449.58
443.6
449.23
444.5
448.87
444.6
448.52
444.7
448.16
445.2
447.95
446.1
447.76
447.3
447.58
15+00
20+00
25+00
30+00


VPC STA = 1681+80.00
EL = 465.82
VPT STA = 1683+50.00
EL = 465.33
ex = 0.36'
K = 99
L = 170.00
(-)1.14 %
(+)0.57 %
VPI STA = 1682+65.00
EL = 464.85
CSJ: 009-11-241
BEGIN CONSTRUCTION
℄ EB30FR STA 1681+70
MATCH EXISTING
VPI STA = 1689+73.00
EL = 468.87
(+)0.57 %
(-)0.57 %
(-)0.57 %
VPC STA = 1689+05.50
EL = 468.49
VPT STA = 1690+40.50
EL = 468.49
ex = -0.19'
K = 119
L = 135.00
VPI STA = 1692+72.76
EL = 467.16
VPC STA = 1692+05.26
EL = 467.55
VPT STA = 1693+40.26
EL = 465.47
(-)2.50 %
(-)2.50 %
ex = -0.33'
K = 70
L = 135.00
ex = 0.10'
K = 80
L = 80.00
VPC STA = 1695+33.00
EL = 460.65
VPI STA = 1695+73.00
EL = 459.65
VPT STA = 1696+13.00
EL = 459.06
(-)1.50 %
BEGIN BRIDGE
℄ EB30FR STA 1696+00.00
EL = 459.26
95'
119' SPAN (TYPICAL)
ex = 0.14'
K = 87
L = 100.00
VPC STA = 1697+22.00
EL = 457.42
VPI STA = 1697+72.00
EL = 456.67
VPT STA = 1698+22.00
EL = 456.50
(-)0.35 %
EASTBOUND FRONTAGE ROAD (EB30FR)
400
410
420
430
440
450
460
470
480
490
466.5
465.61
465.6
465.17
465.1
465.61
465.4
466.18
466.2
466.75
466.9
467.32
468.0
467.89
469.2
468.46
468.9
468.65
468.9
468.15
468.9
467.58
468.3
466.36
466.4
463.98
464.5
461.48
461.1
459.26
455.2
457.75
444.9
456.60
436.2
456.22
432.6
455.87
430.1
455.52
425.2
1685+00
1690+00
1695+00
1700+00


= 12+50.00
.03
ex = 1.81'
K = 173
L = 500.00
BEGIN PROFILE
℄ IREEBAY STA 15+83.04 =
℄ EB30FR STA 1768+78.99
40.29' LT
EL = 449.68
PROFILE CONTROLLED BY ℄ EB30FR
(-)3.47 %
(+)0.58 %
VPI STA = 15+00.00
EL = 449.35
VPI STA = 17+50.00
EL = 447.91
(-)0.58 %
(+)0.11 %
VPI STA = 19+09.74
EL = 446.99
END PROFILE
℄ IREEBAY STA 20+76.48 =
℄ IH30 STA 6+19.18
62.63' RT
EL = 447.17
PROFILE CONTROLLED BY ℄ IH30
INTERIM BAYSIDE EASTBOUND ON-RAMP (IREEBAY)
420
430
440
450
460
459.76
447.1
456.36
447.3
453.47
448.1
451.16
448.2
449.43
446.3
448.27
445.1
447.62
445.5
447.05
446.6
447.09
447.2
447.20
447.3
447.35
447.4
447.45
447.5
447.5
447.6
15+00
20+00
25+00

OFFSET	WALL LENGTH	MAX HEIGHT	CUT/FILL	POSSIBLE WALL TYPES
4' LT	338'	17'	FILL	MSE, CIP, DRILLED SHAFT

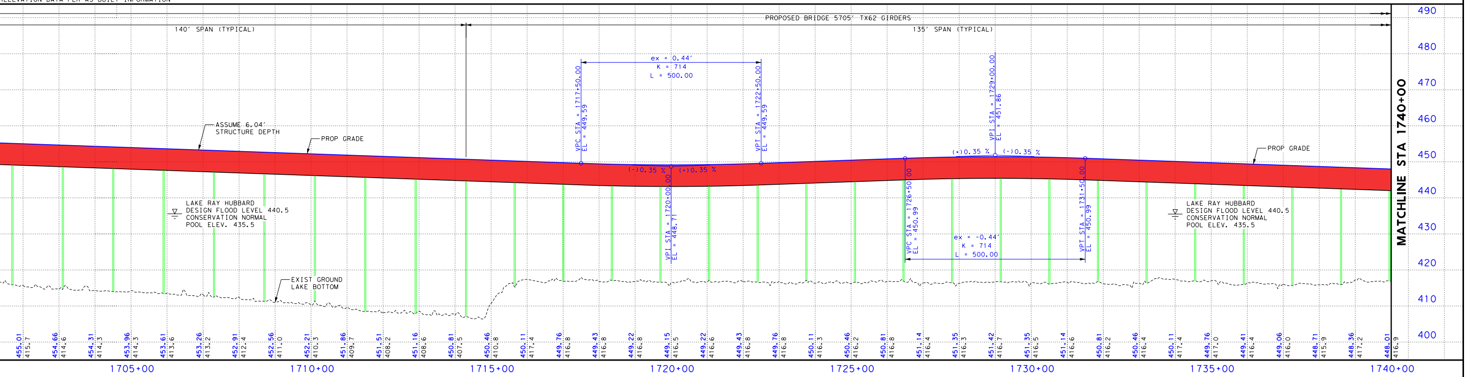

LAKE RAY HUBBARD
23
48
PROP ROW
EXIST ROW
℄ WB30FR
℄ IH30
℄ EXIH30
℄ EB30FR
REXBAY4
N 61° 40' 01.92" E
1705+00
1710+00
1715+00
1720+00
1725+00
1730+00
1735+00
EXIT 61B
TOLL ROAD
PGBT TOLL
President George Bush Turnpike
1 MILE
EXIST. SIGN TO REMAIN
Dalrock Rd
1 MILE
LEFT EXIT
℄ EB30FR
STA 1707+52
Dalrock Rd
½ MILE
LEFT EXIT
℄ EB30FR
STA 1730+77
EXIST ROW
MATCHLINE STA 1740+00

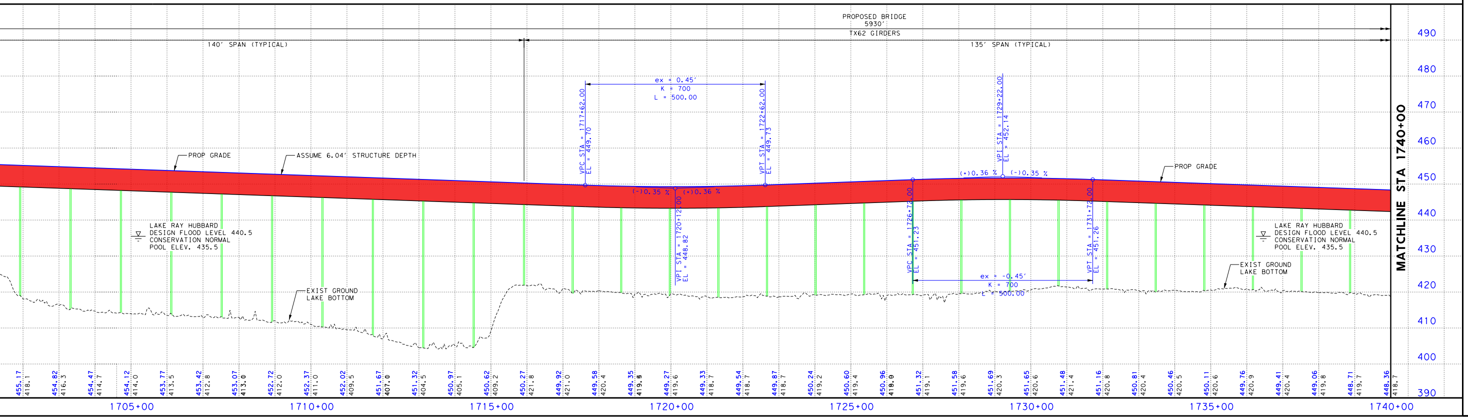
CROSS SLOPE SIGN CONVENTION

℄/B
(+) (+)
(-) (-)

BEGIN FULL SUPER	SUPER RATE	END FULL SUPER	END TRANSITION	END CROSS SLOPE
1665+80	3.60%	1678+20	1683+60	-2.08%
1694+20	3.60%	1694+90	1700+30	-2.08%
-	-	-	23+25.00	-2.00%

RELEVATION DATA PER AS-BUILT INFORMATION


PROPOSED BRIDGE 5705' TX62 GIRDERS
140' SPAN (TYPICAL)
135' SPAN (TYPICAL)
ex = 0.44'
K = 714
L = 500.00
VPC STA = 1717+50.00
EL = 449.59
VPT STA = 1722+50.00
EL = 449.59
VPI STA = 1720+00.00
EL = 448.71
(-)0.35 %
(+)0.35 %
VPI STA = 1729+00.00
EL = 451.86
(+)0.35 %
(-)0.35 %
VPC STA = 1726+50.00
EL = 450.99
VPT STA = 1731+50.00
EL = 450.99
ex = -0.44'
K = 714
L = 500.00
ASSUME 6.04' STRUCTURE DEPTH
PROP GRADE
LAKE RAY HUBBARD
DESIGN FLOOD LEVEL 440.5
CONSERVATION NORMAL
POOL ELEV. 435.5
EXIST GROUND
LAKE BOTTOM
MATCHLINE STA 1740+00
490
480
470
460
450
440
430
420
410
400
1705+00
1710+00
1715+00
1720+00
1725+00
1730+00
1735+00
1740+00


PROPOSED BRIDGE
5930'
TX62 GIRDERS
140' SPAN (TYPICAL)
135' SPAN (TYPICAL)
ex = 0.45'
K = 700
L = 500.00
VPC STA = 1717+62.00
EL = 449.70
VPT STA = 1722+62.00
EL = 449.73
VPI STA = 1720+12.00
EL = 448.82
(-)0.36 %
(+)0.36 %
VPI STA = 1729+22.00
EL = 452.14
(+)0.36 %
(-)0.35 %
VPC STA = 1726+72.00
EL = 451.23
VPT STA = 1731+72.00
EL = 451.26
ex = -0.45'
K = 700
L = 500.00
PROP GRADE
ASSUME 6.04' STRUCTURE DEPTH
LAKE RAY HUBBARD
DESIGN FLOOD LEVEL 440.5
CONSERVATION NORMAL
POOL ELEV. 435.5
EXIST GROUND
LAKE BOTTOM
MATCHLINE STA 1740+00
490
480
470
460
450
440
430
420
410
400
390
1705+00
1710+00
1715+00
1720+00
1725+00
1730+00
1735+00
1740+00

TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
JAMES K. SELMAN, P.E., DISTRICT ENGINEER

INTERIM DESIGN SCHEMATIC

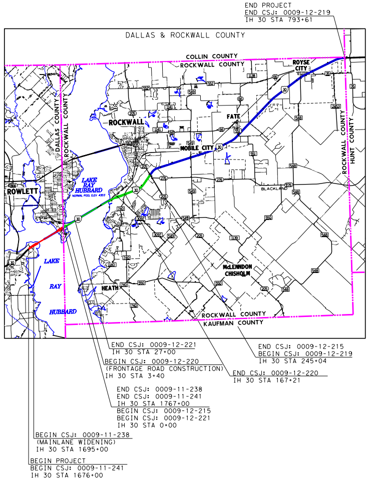
INTERSTATE HIGHWAY 30
ROCKWALL COUNTY

From Bass Pro Dr to Dalrock Rd
Project Length = 2.24 Miles
CSJ # 0009-11-241
CSJ # 0009-12-221

DESIGN SPEEDS

DESIGN SPEEDS AND FUNCTIONAL CLASSIFICATIONS:

ROADWAY	FUNCTIONAL CLASSIFICATION	DESIGN SPEED
MAINLANES (EXISTING)	URBAN FREEWAY	70 MPH
MAINLANES (PROPOSED)	URBAN FREEWAY	70 MPH
RAMPS AND TRANSITIONS	URBAN FREEWAY	45 MPH
INTERIM RAMPS	URBAN FREEWAY	40 MPH
DIRECT CONNECTOR	URBAN FREEWAY	40 MPH
FRONTAGE ROADS	URBAN COLLECTOR	40 MPH
BAYSIDE DRIVE	LOCAL	30 MPH
DALROCK ROAD	ARTERIAL	35 MPH
DALROCK BYPASS	COLLECTOR	35 MPH
U-TURNS	URBAN COLLECTOR	15 MPH


END PROJECT
END CSJ: 0009-12-219
IH 30 STA 793+61
DALLAS & ROCKWALL COUNTY
COLLIN COUNTY
ROCKWALL COUNTY
ROYSE CITY
ROCKWALL
FATE
MOBILE CITY
ROWLETT
LAKE RAY HUBBARD
DALLAS COUNTY
ROCKWALL COUNTY
HUNT COUNTY
HEATH
McLENDON CHISHOLM
ROCKWALL COUNTY
KAUFMAN COUNTY
LAKE
RAY
HUBBARD
END CSJ: 0009-12-221
IH 30 STA 27+00
BEGIN CSJ: 0009-12-220
(FRONTAGE ROAD CONSTRUCTION)
IH 30 STA 3+40
END CSJ: 0009-12-215
BEGIN CSJ: 0009-12-219
IH 30 STA 245+04
END CSJ: 0009-12-220
IH 30 STA 167+21
END CSJ: 0009-11-238
END CSJ: 0009-11-241
IH 30 STA 1767+00
BEGIN CSJ: 0009-12-215
BEGIN CSJ: 0009-12-221
IH 30 STA 0+00
BEGIN CSJ: 0009-11-238
(MAINLANE WIDENING)
IH 30 STA 1695+00
BEGIN PROJECT
BEGIN CSJ: 0009-11-241
IH 30 STA 1676+00

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

SCHEMATIC PREPARED BY:

BGE, INC.
REGISTRATION NUMBER F-1046

THESE DOCUMENTS ARE NOT INTENDED FOR PERMIT, BIDDING OR CONSTRUCTION PURPOSES

Prepared by or under the
Direct Supervision of:

NAME	P.E. NUMBER
MICHAEL H. GARRISON, P.E.	79285
HOSSEIN M. HOSSEINY, P.E.	118668

3/21/2018
DATE

HORIZONTAL SCALE
0 50 100 200 300
VERTICAL SCALE
0 5 10 20 30

ROLL 1 OF 2

BGE, Inc.
2595 Dallas Parkway, Suite 101, Frisco, TX 75034
Tel: 972-464-4800 • www.bgeinc.com
TBPE Registration No. F-1046

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TEXAS DEPARTMENT OF TRANSPORTATION

COUNTY: ROCKWALL
DATE: MARCH 2018

INTERIM DESIGN SCHEMATIC
IH 30 ROCKWALL COUNTY

ROLL 1 OF 2

BGE, Inc.
2595 Dallas Parkway, Suite 101, Frisco, TX 75034
Tel: 972-464-4800 • www.bgeinc.com
TBPE Registration No. F-1046

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3/21/2018

TEXAS DEPARTMENT OF TRANSPORTATION

INTERIM DESIGN SCHEMATIC
IH 30 ROCKWALL COUNTY

COUNTY: ROCKWALL
DATE: MARCH 2018

BGE, Inc.
2595 Dallas Parkway, Suite 101, Frisco, TX 75034
Tel: 972-464-4800 • www.bgeinc.com
TBPE Registration No. F-1046
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TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
JAMES K. SELMAN, P.E., DISTRICT ENGINEER

INTERIM DESIGN SCHEMATIC
INTERSTATE HIGHWAY 30
ROCKWALL COUNTY

From Bass Pro Dr to Dalrock Rd
Project Length = 2.24 Miles
CSJ # 0009-11-241
CSJ # 0009-12-221

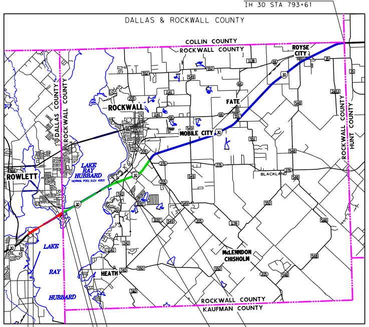
DESIGN SPEEDS

DESIGN SPEEDS AND FUNCTIONAL CLASSIFICATIONS:

ROADWAY	FUNCTIONAL CLASSIFICATION	DESIGN SPEED
MAINLANES (EXISTING)	URBAN FREEWAY	70 MPH
MAINLANES (PROPOSED)	URBAN FREEWAY	70 MPH
RAMPS AND TRANSITIONS	URBAN FREEWAY	45 MPH
INTERIM RAMPS	URBAN FREEWAY	40 MPH
DIRECT CONNECTOR	URBAN FREEWAY	40 MPH
FRONTAGE ROADS	URBAN COLLECTOR	40 MPH
BAYSIDE DRIVE	LOCAL	30 MPH
DALROCK ROAD	ARTERIAL	35 MPH
DALROCK BYPASS	COLLECTOR	35 MPH
U-TURNS	URBAN COLLECTOR	15 MPH

END PROJECT
END CSJ: 0009-12-219
IH 30 STA 793+61

DALLAS & ROCKWALL COUNTY


COLLIN COUNTY
ROCKWALL COUNTY
ROYSE CITY
FATE
ROCKWALL
MOBILE CITY
DALLAS COUNTY
ROCKWALL COUNTY
ROCKWALL COUNTY
HUNT COUNTY
ROWLETT
LAKE RAY HUBBARD
BLACKLAND
LAKE
RAY
HUBBARD
HEATH
McLENNDON CHISHOLM
ROCKWALL COUNTY
KAUFMAN COUNTY
N

END CSJ: 0009-12-221
IH 30 STA 27+00

BEGIN CSJ: 0009-12-220
(FRONTAGE ROAD CONSTRUCTION)
IH 30 STA 3+40

END CSJ: 0009-11-238
END CSJ: 0009-11-241
IH 30 STA 1767+00
BEGIN CSJ: 0009-12-215
BEGIN CSJ: 0009-12-221
IH 30 STA 0+00

BEGIN CSJ: 0009-11-238
(MAINLANE WIDENING)
IH 30 STA 1695+00

BEGIN PROJECT
BEGIN CSJ: 0009-11-241
IH 30 STA 1676+00

END CSJ: 0009-12-215
BEGIN CSJ: 0009-12-219
IH 30 STA 245+04

END CSJ: 0009-12-220
IH 30 STA 167+21

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

SCHEMATIC PREPARED BY:

BGE, INC.
REGISTRATION NUMBER F-1046

THESE DOCUMENTS ARE NOT INTENDED FOR PERMIT, BIDDING OR CONSTRUCTION PURPOSES

Prepared by or under the
Direct Supervision of:

NAME	P.E. NUMBER
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HOSSEIN M. HOSSEINY, P.E.	118668

3/21/2018
DATE

HORIZONTAL SCALE
0 50 100 200 300
VERTICAL SCALE
0 5 10 20 30

ROLL 2 OF 2

BGE, Inc.
2595 Dallas Parkway, Suite 101, Frisco, TX 75034
Tel: 972-464-4800 • www.bgeinc.com
TBPE Registration No. F-1046
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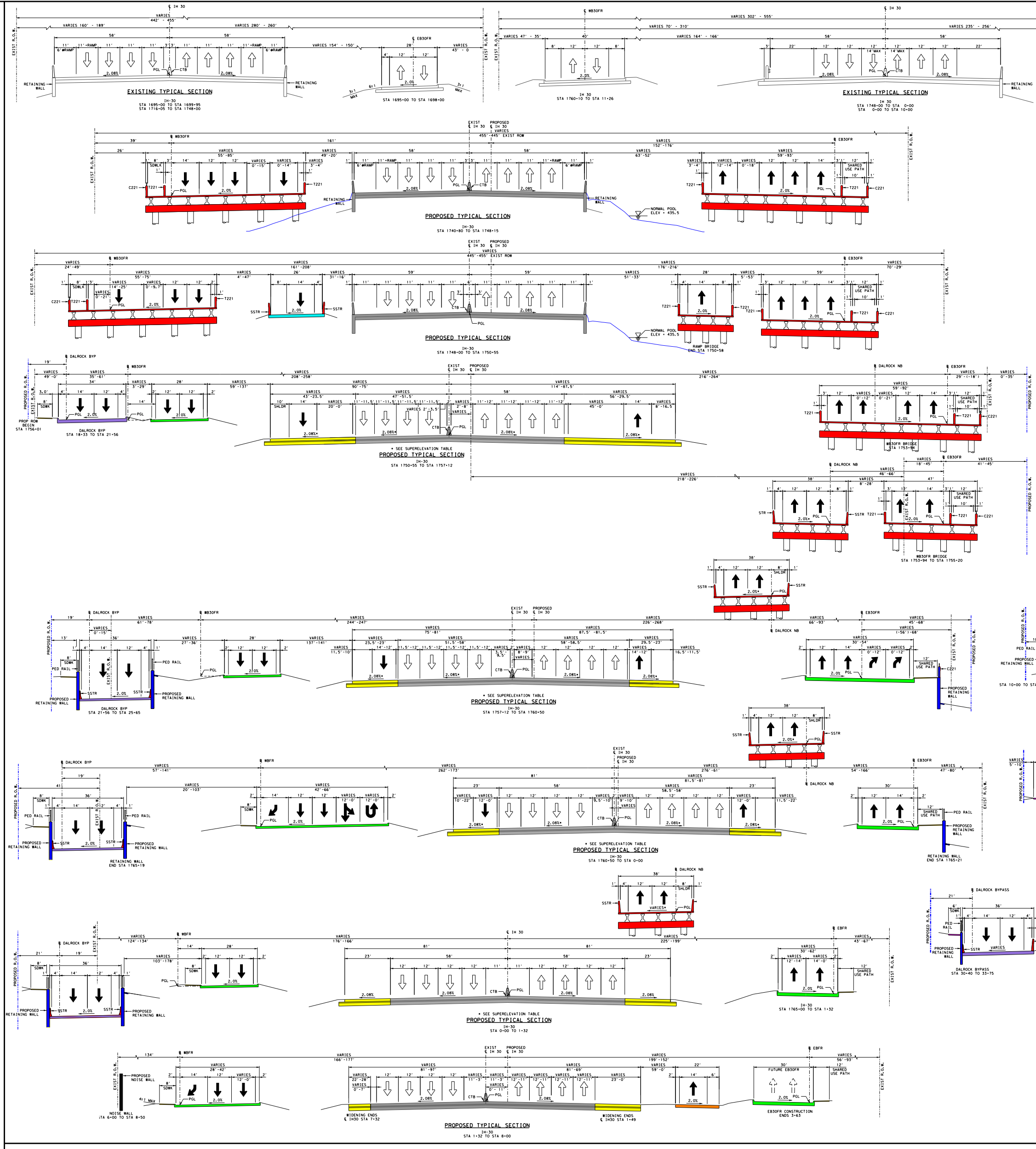
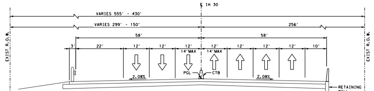
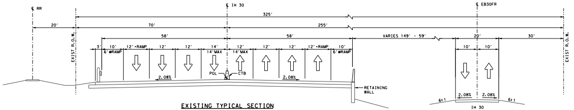

EXISTING TYPICAL SECTION
IH-30
STA 1695+00 TO STA 1699+95
STA 1716+05 TO STA 1748+00
STA 1695+00 TO STA 1698+00
IH 30
STA 1760+10 TO STA 11+26
EXISTING TYPICAL SECTION
IH 30
STA 1748+00 TO STA 0+00
STA 0+00 TO STA 10+00
PROPOSED TYPICAL SECTION
IH-30
STA 1740+80 TO STA 1748+15
NORMAL POOL ELEV = 435.5
PROPOSED TYPICAL SECTION
IH-30
STA 1748+00 TO STA 1750+55
RAMP BRIDGE
END STA 1750+58
DALROCK BYP
STA 18+33 TO STA 21+56
* SEE SUPERELEVATION TABLE
PROPOSED TYPICAL SECTION
IH-30
STA 1750+55 TO STA 1757+12
WB30FR BRIDGE
STA 1753+84
WB30FR BRIDGE
STA 1753+94 TO STA 1755+20
DALROCK BYP
STA 21+56 TO STA 25+65
* SEE SUPERELEVATION TABLE
PROPOSED TYPICAL SECTION
IH-30
STA 1757+12 TO STA 1760+50
STA 10+00 TO STA
RETAINING WALL
END STA 1765+19
* SEE SUPERELEVATION TABLE
PROPOSED TYPICAL SECTION
IH-30
STA 1760+50 TO STA 0+00
RETAINING WALL
END STA 1765+21
DALROCK BYPASS
STA 30+40 TO 33+75
* SEE SUPERELEVATION TABLE
PROPOSED TYPICAL SECTION
IH-30
STA 0+00 TO 1+32
IH-30
STA 1765+00 TO STA 1+32
NOISE WALL
STA 6+00 TO STA 8+50
WIDENING ENDS
IH30 STA 7+32
WIDENING ENDS
IH30 STA 1+49
PROPOSED TYPICAL SECTION
IH-30
STA 1+32 TO STA 6+00
FUTURE EB30FR
EB30FR CONSTRUCTION ENDS 3+63

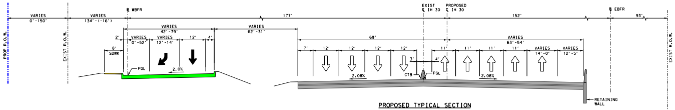

℄ IH 30
VARIES 555' - 430'
VARIES 299' - 150'
256'
58'
58'
3'
22'
12'
12'
14' MAX
14' MAX
12'
12'
12'
10'
2.08%
2.08%
PGL
CTB
EXIST R.O.W.
EXIST R.O.W.
RETAINING WALL

EXISTING TYPICAL SECTION
IH 30
STA 10+00 TO STA 19+00

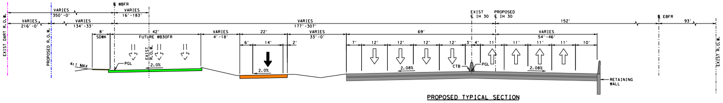

℄ RR
℄ IH 30
℄ EB30FR
325'
20'
70'
255'
VARIES 149' - 59'
20'
30'
58'
58'
10'
12' RAMP
12'
12'
14'
14' MAX
14' MAX
12'
12'
12' RAMP
10'
6' ØRAMP
6' ØRAMP
10'
10'
2.08%
2.08%
PGL
CTB
2.08%
2.08%
6:1
6:1
EXIST R.O.W.
EXIST R.O.W.
RETAINING WALL

EXISTING TYPICAL SECTION
IH 30
STA 19+00 TO STA 92+87
STA 103+35 TO STA 130+00

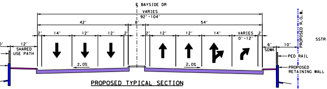
IH 30
STA 126+00 TO STA 139+00


℄ WBFR
EXIST ℄ IH 30
PROPOSED ℄ IH 30
℄ EBFR
VARIES 0'-150'
VARIES 134'-(-16')
177'
152'
93'
VARIES 42'-79'
VARIES 62'-31'
VARIES 12'-14'
VARIES 0'-52'
2'
12'
4'
8' SDWK
2.0%
PGL
69'
VARIES 63'-54'
7'
12'
12'
12'
12'
11'
11'
11'
11'
VARIES 14'-0'
VARIES 12'-5'
2.08%
2.08%
CTB
PGL
PROP R.O.W.
EXIST R.O.W.
EXIST R.O.W.
RETAINING WALL

PROPOSED TYPICAL SECTION
IH-30
STA 8+00 TO STA 12+70


℄ WBFR
EXIST ℄ IH 30
PROPOSED ℄ IH 30
℄ EBFR
VARIES 550'-0'
VARIES 16'-183'
VARIES 216'-0'
VARIES 134'-33'
VARIES 177'-307'
152'
93'
8' SDWK
42'
FUTURE WB30FR
VARIES 4'-18'
22'
VARIES 33'-0'
6'
14'
2'
2.0%
2.0%
4:1 MAX
PGL
69'
VARIES 54'-46'
2.08%
2.08%
CTB
PGL
EXIST DART R.O.W.
PROPOSED R.O.W.
EXIST R.O.W.
RETAINING WALL

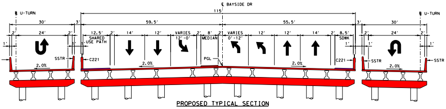
PROPOSED TYPICAL SECTION
IH-30
STA 12+70 TO STA 25+00


℄ BAYSIDE DR
VARIES 92'-104'
42'
54'
8'
12' SHARED USE PATH
14'
12'
12'
12'
12'
14'
VARIES 12'-0'
6' SDWK
10'
2.0%
2.0%
PED RAIL
PROPOSED RETAINING WALL
PROPOSED R.O.W.

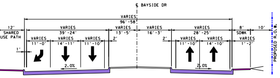
10+37

STA 10+00 TO STA 12+25

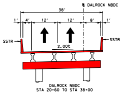
PROPOSED TYPICAL SECTION
BAYSIDE DR
STA 10+00 TO STA 12+30


℄ BAYSIDE DR
℄ U-TURN
℄ U-TURN
115'
30'
59.5'
55.5'
30'
24'
12.5' SHARED USE PATH
14'
12'
VARIES 12'-0'
8' MEDIAN
VARIES 0'-12'
12'
14'
8.5' SDWK
24'
SSTR
SSTR
SSTR
SSTR
C221
C221
PGL
2.0%
2.0%
2.0%
2.0%

PROPOSED TYPICAL SECTION
BAYSIDE DR
STA 13+35 TO STA 15+25
STA 15+25 TO STA 17+75 (BRIDGE STRUCTURE)
STA 17+75 TO STA 18+40

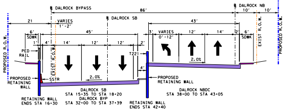

℄ BAYSIDE DR
VARIES 96'-58'
VARIES 39'-24'
VARIES 13'-5'
VARIES 16'-3'
VARIES 28'-25'
12' SHARED USE PATH
VARIES 11'-0'
VARIES 14'-11'
VARIES 11'-10'
VARIES 11'-10'
VARIES 14'-10'
8' SDWK
10'
2.0%
2.0%
PROPOSED R.O.W.

PROPOSED TYPICAL SECTION
BAYSIDE DR
STA 19+60 TO STA 22+00


℄ DALROCK NBDC
38'
4'
12'
12'
8'
1'
2.00%
SSTR
SSTR

DALROCK NBDC
STA 20+60 TO STA 38+00

PROPOSED TYPICAL SECTION
DALROCK RD NBDC


℄ DALROCK BYPASS
℄ DALROCK SB
℄ DALROCK NB
86'
21
45'
43'
VARIES 1'-2'
6' SDWK
14'
12'
12'
VARIES 0'-12'
12'
14'
6' SDWK
2.0%
2.0%
PED RAIL
SSTR
T221
PROPOSED RETAINING WALL
PROPOSED RETAINING WALL
EXIST R.O.W.

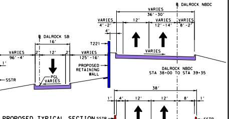
RETAINING WALL ENDS STA 16+30

DALROCK SB
STA 15+35 TO STA 18+20
DALROCK BYP
STA 32+00 TO STA 37+39

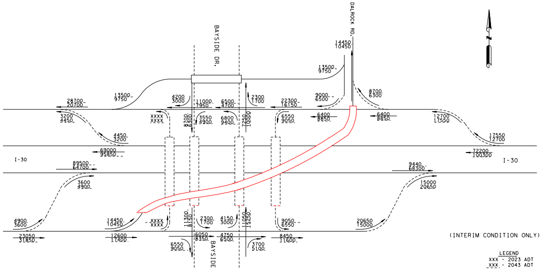
RETAINING WALL ENDS STA 42+40

DALROCK NBDC
STA 38+00 TO STA 43+05

PROPOSED TYPICAL SECTION
DALROCK RD


℄ DALROCK NBDC
VARIES 36'-30'
VARIES 4'-2'
12'
VARIES 12'-14'
VARIES 8'-2'
VARIES
℄ DALROCK SB
16'
VARIES 96'-4'
12'
2'
VARIES 125'-16'
T221
PROPOSED RETAINING WALL
PGL VARIES
SSTR
DALROCK NBDC STA 38+00 TO STA 39+35
38'
1'
4'
12'
12'
8'
1'
VARIES
SSTR
SSTR
DALROCK NBDC (BRIDGE)
STA 37+00 TO STA 38+00

PROPOSED TYPICAL SECTION
DALROCK SB
STA 11+50 TO 14+50


BAYSIDE DR.
DALROCK RD.
BAYSIDE DR.
I-30
I-30
14450 10450
13500 9750
13500 9750
28700 20700
4200 3000
11000 7950
6500 4700
2300 1700
22300 16150
9000 6500
8700 6300
3200 4450
XXXX XXXX
8700 6300
3550 4900
6800 9400
7250 10000
6550 9050
6400 8850
6400 8850
12700 17550
4450 3200
17550 12700
69000 95850
72200 100300
89500 64700
9440 68300
3600 4900
15000 20650
4900 3600
14450 10450
XXXX XXXX
11300 8150
2300 1700
4150 3000
11050 15250
9050 6550
20650 15000
23050 31850
12600 17400
6050 8350
4750 6500
8450 11600
6550 9050
3700 5100
N

(INTERIM CONDITION ONLY)

LEGEND
XXX - 2023 ADT
XXX - 2043 ADT

SOURCE OF DATA: TEXAS DEPARTMENT OF TRANSPORTATION;
TRANSPORTATION PROGRAMMING AND PLANNING DIVISION
MEMORANDUM, NOVEMBER 30, 2016

LEGEND:

-··-··-	EXISTING ROW
—‖—‖—	EXISTING ACCESS DENIAL
- - - -	EXISTING EASEMENT
— — —	EXISTING PROPERTY LIMITS
- - - -	EXISTING CULVERTS
——	EXISTING 100 YR FLOODPLAIN LIMTS
——	EXISTING PLANIMETRIC FEATURES
- - - -	FUTURE CONSTRUCTION
—·—·—	PROPOSED CENTERLINE/BASELINE
-··-··-	PROPOSED ROW
-··-··-	PROPOSED DRAINAGE EASEMENT
-··-··-	TEMPORARY CONSTRUCTION EASEMENT
—‖—‖—	PROPOSED ACCESS DENIAL
——	PROPOSED EDGE OF PAVEMENT
——	PROPOSED TRAFFIC BARRIER
- - - -	PROPOSED BRIDGE ADUTMENT/BENT
▬▬	PROPOSED RETAINING WALL
▬ ▬ ▬	PROPOSED NOISE WALL
——	PROPOSED CULVERT
←	PROPOSED DIRECTION OF TRAVEL
⇦	EXISTING DIRECTION OF TRAVEL
▒	EXISTING ROADWAY TO REMAIN
▓	EXISTING BRIDGE TO REMAIN
🟥	PROPOSED BRIDGE
🟨	PROPOSED MAIN LANES
🟦	PROPOSED RAMP
🟩	PROPOSED FRONTAGE ROAD
🟪	PROPOSED CROSS STREET
🟩	PROPOSED DRIVEWAY
🟧	PROPOSED SIDEWALK
🟧	PROPOSED INTERIM RAMP
⬜	POTENTIAL DISPLACEMENTS
▨	PAVEMENT / BRIDGE TO BE REMOVED
EI30CL-5	CURVE ID
㉒	PARCEL ID

GENERAL NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED JUNE 2015 AND RECORD PLANS.
2. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
3. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE). REFER TO TYPICAL SECTIONS FOR BARRIER TYPES AND LIMITS.
4. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS 48113C0245K, 48113C0385L, 48397C0040L, 48397C0045L,48397C0035L, AND 48397C0055L.
5. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DALLAS, ROCKWALL, COLLIN AND HUNT COUNTY APPRAISAL DISTRICTS (LATEST DATA AVAILABLE AS OF MARCH 2016).
6. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY
7. SIDEWALK LOCATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL LOCATIONS TO BE DETERMINED DURING PS&E DEVELOPMENT.
8. DRIVEWAY LOCATIONS ARE PRELIMINARY. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN STAGE AND COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS.
9. WHERE CONTROL OF ACCESS IS NOT SHOWN AT THE RAMP LOCATIONS, CONTROL OF ACCESS WILL BE REVIEWED AND DENIED AT THE DISCRETION OF THE AREA OFFICE THROUGH THE DRIVEWAY PERMIT PROCESS.
10. EXISTING PAVEMENT/BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
11. ALL CROSS STREETS CORNER RADII ARE 50 FT MINIMUM UNLESS NOTED OTHERWISE.
12. ALL DRIVEWAYS CORNER RADII ARE 25 FT MINIMUM UNLESS NOTED OTHERWISE.
13. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
14. ALL MAINLANE MEDIAN CONCRETE TRAFFIC BARRIERS SHALL BE SINGLE SLOPE CONCRETE BARRIER (SSCB) UNLESS NOTED OTHERWISE.
15. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.

ROLL INDEX

ROLL 1: IH 30 FRONTAGE ROADS
BEGIN PROJECT IH 30 STA 1676+00 TO IH 30 STA 1740+00

ROLL 2: IH 30 FRONTAGE ROADS
IH 30 STA 1740+00 TO IH 30 STA 68+00

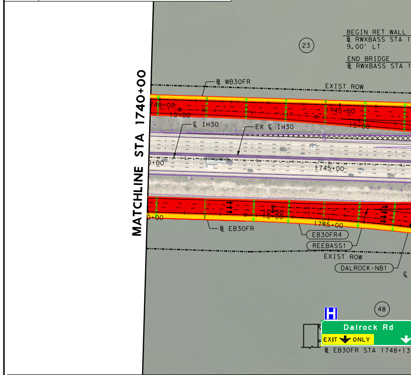
PROFILE LEGEND:

——	PROPOSED PROFILE
— — —	AS-BUILT PROFILE
— — —	CONSTRUCTION BY OTHERS
- - - -	EXISTING GROUND
-·-·-·-	BRIDGE COLUMNS
🟥	BRIDGE STRUCTURE

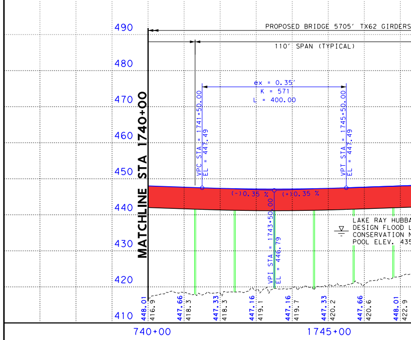
PARCEL ID	OWNER
23	DALLAS CITY OF
48	DALLAS CITY OF
49	BAYSIDE LAND PARTNERS LLC
53	BAYSIDE LAND PARTNERS LLC
50	BIG DIAMOND INC
51	DFW OIL INC
52	PRAYOSHA TEXAS ENTERPRISES LLC
52A	CITY OF DALLAS
54	BAYSIDE LAND PARTNERS LLC
55	BAYSIDE LAND PARTNERS LLC
56	CITY OF DALLAS

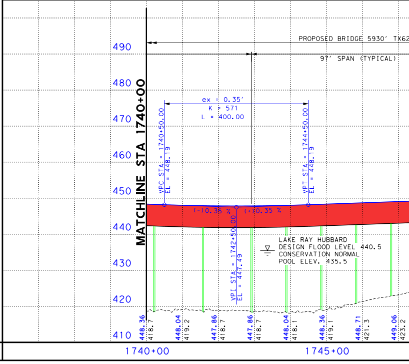
CHAIN	CURVE NAME	BEGIN CROSS SL
PI30CL	PI30CL6*	-2.08%
DALROCK	DALROCK-NB3	2.00%

* C


MATCHLINE STA 1740+00
BEGIN RET WALL
℄ RWXBASS STA 1
9.00' LT
END BRIDGE
℄ RWXBASS STA 1
23
℄ WB30FR
EXIST ROW
1740+00
10+00
1745+00
15+00
℄ IH30
EX ℄ IH30
1745+00
18+88
1745+00
℄ EB30FR
EB30FR4
REEBASS1
EXIST ROW
DALROCK-NB1
48
H
Dalrock Rd
EXIT ONLY
℄ EB30FR STA 1748+13

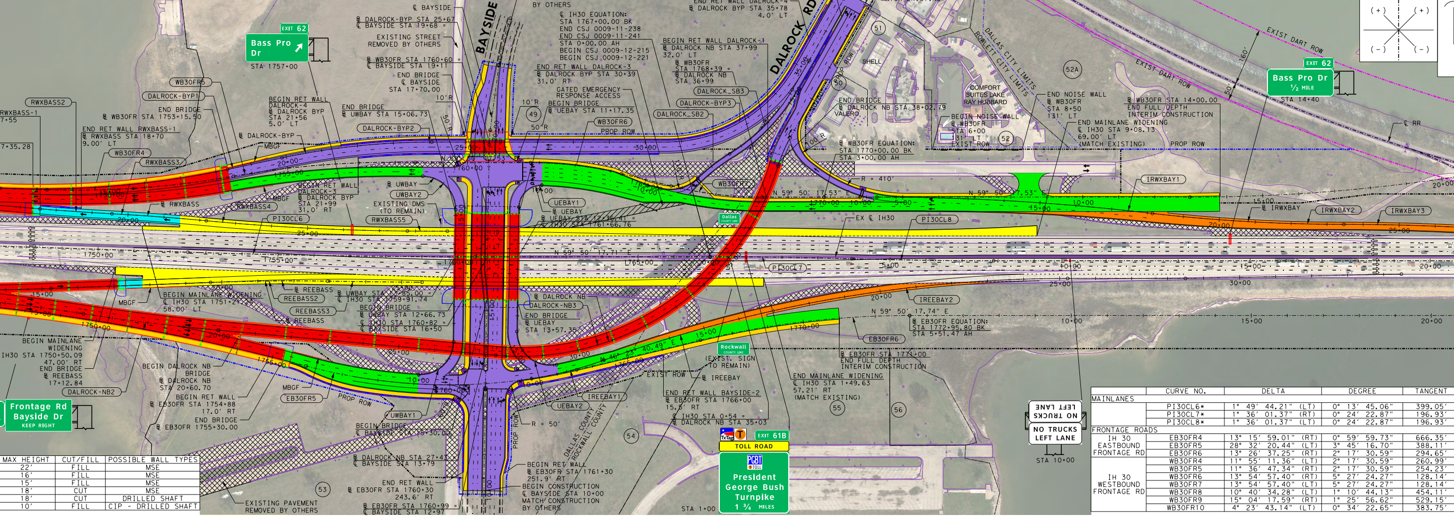
NAME	CHAIN	BEGIN STA	BEGIN OFFSET	END STA	END OFFSET	WALL LENGTH
BAYSIDE-1	EB30FR	1754+88	17.0' RT	1760+31	243.6' RT	746'
BAYSIDE-2	EB30FR	1761+30	251.9' RT	1766+00	15.5' RT	665'
DALROCK-1	DALROCK NB	37+98	32.0' LT	41+93	40.5' LT	445'
DALROCK-3	DALROCK-BYP	21+99	31.0' RT	30+39	31.0' RT	840'
DALROCK-4	DALROCK-BYP	21+56	5.0' LT	36+87	5.0' LT	1,531'
RWXBASS-1	RWXBASS	17+55	9.0' LT	18+70	9.0' LT	115'


PROPOSED BRIDGE 5705' TX62 GIRDERS
110' SPAN (TYPICAL)
490
480
470
460
450
440
430
420
410
MATCHLINE STA 1740+00
ex = 0.35'
K = 571
L = 400.00
VPC STA = 1741+50.00
EL = 447.49
VPT STA = 1745+50.00
EL = 447.49
VPI STA = 1743+50.00
EL = 446.79
(-0.35 %)
(+0.35 %)
LAKE RAY HUBBARD
DESIGN FLOOD L
CONSERVATION N
POOL ELEV. 435
448.01
416.9
447.66
418.3
447.33
418.3
447.16
419.1
447.16
419.7
447.33
420.2
447.66
420.6
448.01
422.9
740+00
1745+00


PROPOSED BRIDGE 5930' TX62
97' SPAN (TYPICAL)
490
480
470
460
450
440
430
420
410
MATCHLINE STA 1740+00
ex = 0.35'
K = 571
L = 400.00
VPC STA = 1740+50.00
EL = 448.19
VPT STA = 1744+50.00
EL = 448.19
VPI STA = 1742+50.00
EL = 447.49
(-0.35 %)
(+0.35 %)
LAKE RAY HUBBARD
DESIGN FLOOD LEVEL 440.5
CONSERVATION NORMAL
POOL ELEV. 435.5
448.36
418.
448.04
419.2
447.86
418.7
447.86
418.7
448.04
418.1
448.36
419.1
448.71
421.3
449.06
423.2
1740+00
1745+00

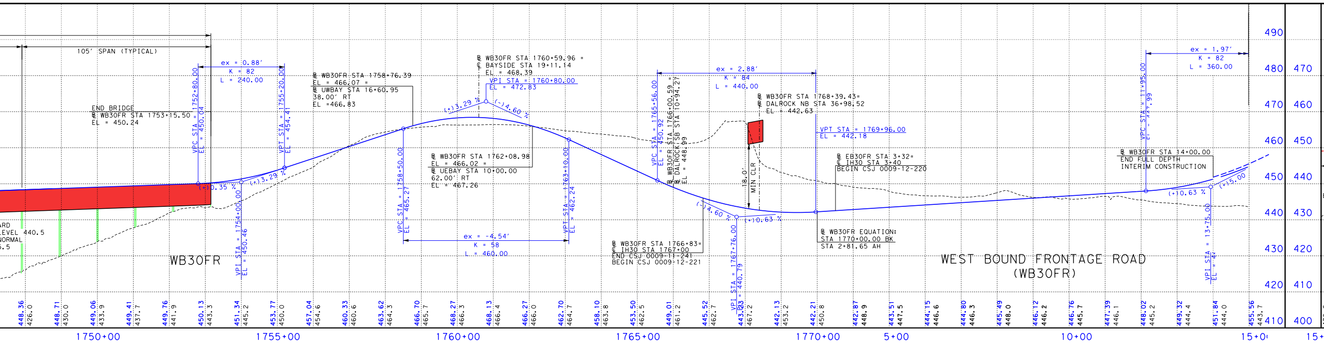
OPE	BEGIN TRANSITION	BEGIN FULL SUPER	SUPER RATE	END FULL SUPER	END TRANSITION	END CROSS SLOPE
	1755+50.57	1759+66.57	2.08%	1760+54.57	1764+70.57	-2.08%
	25+11.00	27+04.43	-2.00%	37+40.00	38+65.00	2.00%

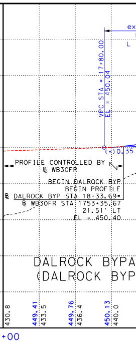
URVE DATA AND SUPERELEVATION DATA PER AS-BUILT INFORMATION

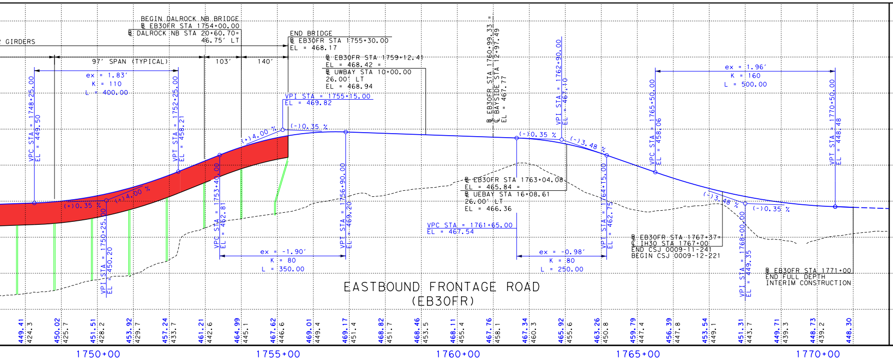

BAYSIDE DR
DALROCK RD
EXIT 62
Bass Pro Dr
STA 1757+00
EXIT 62
Bass Pro Dr
½ MILE
STA 14+40
Frontage Rd
Bayside Dr
KEEP RIGHT
EXIT 61B
TOLL ROAD
PGBT TOLL
President George Bush Turnpike
1 ¾ MILES
STA 1+00
LEFT LANE
NO TRUCKS
NO TRUCKS
LEFT LANE
STA 10+00
CROSS SLOPE SIGN CONVENTION
EXIST DART ROW
DALLAS CITY LIMITS
ROWLETT CITY LIMITS
DALLAS COUNTY
ROCKWALL COUNTY
SHELL
VALERO
COMFORT SUITES LAKE RAY HUBBARD
END CONSTRUCTION
℄ BAYSIDE STA 21+78.55
MATCH CONSTRUCTION BY OTHERS
℄ IH30 EQUATION: STA 1767+00.00 BK
END CSJ 0009-11-238
END CSJ 0009-11-241
BEGIN CSJ 0009-12-215
BEGIN CSJ 0009-12-221
EXISTING STREET REMOVED BY OTHERS
GATED EMERGENCY RESPONSE ACCESS
BEGIN MAINLANE WIDENING
END MAINLANE WIDENING
EXISTING PAVEMENT REMOVED BY OTHERS
BEGIN NOISE WALL
END NOISE WALL
PROP ROW
EXIST ROW
EXISTING DMS (TO REMAIN)
(EXIST. SIGN TO REMAIN)
WB30FR5
WB30FR6
WB30FR7
WB30FR4
EB30FR5
EB30FR6
RWXBASS1
RWXBASS2
RWXBASS3
RWXBASS4
RWXBASS5
REEBASS
REEBASS2
REEBASS3
IREEBAY1
IREEBAY2
IRWXBAY1
IRWXBAY2
IRWXBAY3
DALROCK-BYP1
DALROCK-BYP2
DALROCK-BYP3
DALROCK_SB2
DALROCK_SB3
DALROCK-NB2
DALROCK-NB3
UWBAY1
UWBAY2
UEBAY1
UEBAY2
PI30CL6
PI30CL7
PI30CL8
N 59° 50' 17.71" E
N 59° 50' 17.53" E
N 59° 50' 17.74" E
1750+00
1755+00
1760+00
1765+00
1770+00
5+00
10+00
15+00
20+00
25+00
30+00
(49)
(51)
(52)
(52A)
(53)
(54)
(55)
(56)

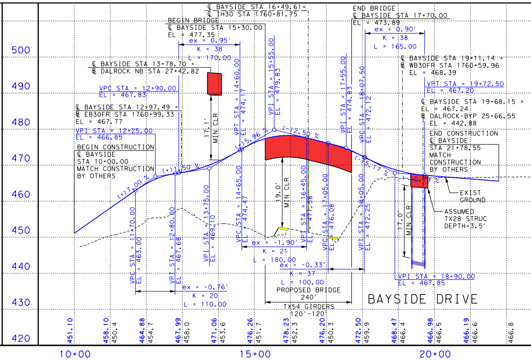
MAX HEIGHT	CUT/FILL	POSSIBLE WALL TYPES
22'	FILL	MSE
16'	FILL	MSE
15'	FILL	MSE
18'	CUT	MSE
18'	CUT	DRILLED SHAFT
10'	FILL	CIP - DRILLED SHAFT

	CURVE NO.	DELTA	DEGREE	TANGENT
MAINLANES				
	PI30CL6*	1° 49' 44.21" (LT)	0° 13' 45.06"	399.05'
	PI30CL7*	1° 36' 01.37" (RT)	0° 24' 22.87"	196.93'
	PI30CL8*	1° 36' 01.37" (LT)	0° 24' 22.87"	196.93'
FRONTAGE ROADS				
IH 30 EASTBOUND FRONTAGE RD	EB30FR4	13° 15' 59.01" (RT)	0° 59' 59.73"	666.35'
	EB30FR5	28° 32' 20.44" (LT)	3° 45' 16.70"	388.11'
	EB30FR6	13° 26' 37.25" (RT)	2° 17' 30.59"	294.65'
IH 30 WESTBOUND FRONTAGE RD	WB30FR4	11° 55' 11.36" (LT)	2° 17' 30.59"	260.99'
	WB30FR5	11° 36' 47.34" (RT)	2° 17' 30.59"	254.23'
	WB30FR6	13° 54' 57.40" (RT)	5° 27' 24.27"	128.14'
	WB30FR7	13° 54' 57.40" (LT)	5° 27' 24.27"	128.14'
	WB30FR8	10° 40' 34.28" (LT)	1° 10' 44.13"	454.11'
	WB30FR9	15° 04' 17.59" (RT)	1° 25' 56.62"	529.15'
	WB30FR10	4° 23' 43.14" (LT)	0° 34' 22.65"	383.75'

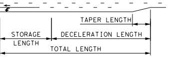

105' SPAN (TYPICAL)
END BRIDGE
℄ WB30FR STA 1753+15.50
EL = 450.24
ex = 0.88'
K = 82
L = 240.00
℄ WB30FR STA 1758+76.39
EL = 466.07 =
℄ UWBAY STA 16+60.95
38.00' RT
EL = 466.83
℄ WB30FR STA 1760+59.96 =
℄ BAYSIDE STA 19+11.14
EL = 468.39
VPI STA = 1760+80.00
EL = 472.83
℄ WB30FR STA 1762+08.98
EL = 466.02 =
℄ UEBAY STA 10+00.00
62.00' RT
EL = 467.26
ex = -4.54'
K = 58
L = 460.00
ex = 2.88'
K = 84
L = 440.00
℄ WB30FR STA 1768+39.43=
℄ DALROCK NB STA 36+98.52
EL = 442.63
VPT STA = 1769+96.00
EL = 442.18
18.0' MIN CLR
℄ WB30FR STA 1766+83=
℄ IH30 STA 1767+00
END CSJ 0009-11-241
BEGIN CSJ 0009-12-221
℄ EB30FR STA 3+32=
℄ IH30 STA 3+40
BEGIN CSJ 0009-12-220
℄ WB30FR EQUATION:
STA 1770+00.00 BK
STA 2+81.65 AH
℄ WB30FR STA 14+00.00
END FULL DEPTH
INTERIM CONSTRUCTION
ex = 1.97'
K = 82
L = 360.00
WB30FR
WEST BOUND FRONTAGE ROAD (WB30FR)
1750+00
1755+00
1760+00
1765+00
1770+00
5+00
10+00
15+0
490
480
470
460
450
440
430
420
410


PROFILE CONTROLLED BY ℄ WB30FR
BEGIN DALROCK BYP BEGIN PROFILE
℄ DALROCK BYP STA 18+33.69=
℄ WB30FR STA 1753+35.67
21.51' LT
EL = 450.40
DALROCK BYPA
(DALROCK BYP
15+00
470
460
450
440
430
420
410
400


BEGIN DALROCK NB BRIDGE
℄ EB30FR STA 1754+00.00
℄ DALROCK NB STA 20+60.70=
46.75' LT
97' SPAN (TYPICAL)
103'
140'
END BRIDGE
℄ EB30FR STA 1755+30.00
EL = 468.17
℄ EB30FR STA 1759+12.41
EL = 468.42 =
℄ UWBAY STA 10+00.00
26.00' LT
EL = 468.94
VPI STA = 1755+15.00
EL = 469.82
ex = 1.83'
K = 110
L = 400.00
℄ EB30FR STA 1760+99.33
℄ BAYSIDE STA 12+97.49
EL = 467.77
℄ EB30FR STA 1763+04.08
EL = 465.84 =
℄ UEBAY STA 16+08.61
26.00' LT
EL = 466.36
VPC STA = 1761+65.00
EL = 467.54
ex = 1.96'
K = 160
L = 500.00
ex = -1.90'
K = 80
L = 350.00
ex = -0.98'
K = 80
L = 250.00
℄ EB30FR STA 1767+37=
℄ IH30 STA 1767+00
END CSJ 0009-11-241
BEGIN CSJ 0009-12-221
℄ EB30FR STA 1771+00
END FULL DEPTH
INTERIM CONSTRUCTION
EASTBOUND FRONTAGE ROAD (EB30FR)
1750+00
1755+00
1760+00
1765+00
1770+00
500
490
480
470
460
450
440
430
420
410


℄ BAYSIDE STA 16+49.61=
℄ IH30 STA 1760+81.75
BEGIN BRIDGE
℄ BAYSIDE STA 15+30.00
EL = 477.35
END BRIDGE
℄ BAYSIDE STA 17+70.00
EL = 473.89
℄ BAYSIDE STA 13+78.70 =
℄ DALROCK NB STA 27+42.82
VPC STA = 12+90.00
EL = 467.83
℄ BAYSIDE STA 12+97.49 =
℄ EB30FR STA 1760+99.33
EL = 467.77
VPI STA = 12+25.00
EL = 466.85
BEGIN CONSTRUCTION
℄ BAYSIDE
STA 10+00.00
MATCH CONSTRUCTION BY OTHERS
17.1' MIN CLR
19.0' MIN CLR
17.0' MIN CLR
℄ BAYSIDE STA 19+11.14 =
℄ WB30FR STA 1760+59.96
EL = 468.39
VPI STA = 19+72.50
EL = 467.20
℄ BAYSIDE STA 19+68.15 =
EL = 467.24
℄ DALROCK-BYP 25+66.55
EL = 442.88
END CONSTRUCTION
℄ BAYSIDE
STA 21+78.55
MATCH CONSTRUCTION BY OTHERS
EXIST GROUND
ASSUMED TX28 STRUC DEPTH=3.5'
PROPOSED BRIDGE 240'
TX54 GIRDERS 120'-120'
VPT STA = 18+90.00
EL = 467.85
BAYSIDE DRIVE
10+00
15+00
20+00
500
490
480
470
460
450
440
430
420

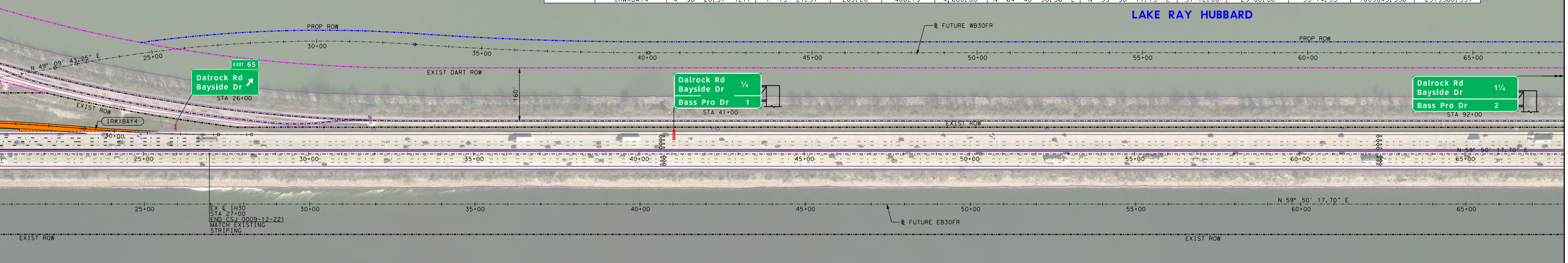
CURVE NO.		DELTA	DEGREE	TANGENT	LENGTH	RADIUS	BACK BEARING	AHEAD BEARING	PI STATION	PC STATION	PT STATION	PI NORTHING	PI EASTING
RAMPS													
RWXBASS	RWXBASS1	2° 59′ 36.47" (RT)	0° 57′ 17.75"	156.77′	313.47′	6,000.00′	N 61° 40′ 01.92" E	N 64° 39′ 38.39" E	12+23.31	10+66.53	13+80.01	7007486.238	2575045.343
	RWXBASS2	1° 57′ 21.13" (LT)	1° 13′ 27.37"	79.89′	159.76′	4,680.00′	N 64° 39′ 38.39" E	N 62° 42′ 17.27" E	18+37.27	17+57.38	19+17.14	7007749.032	2575600.301
	RWXBASS3	2° 58′ 34.45" (RT)	0° 53′ 03.10"	168.34′	336.60′	6,480.00′	N 62° 42′ 17.27" E	N 65° 40′ 51.71" E	20+85.48	19+17.14	22+53.75	7007862.863	2575820.889
	RWXBASS4	5° 10′ 39.10" (LT)	1° 13′ 27.37"	211.60′	422.91′	4,680.00′	N 65° 40′ 51.71" E	N 60° 30′ 12.61" E	24+65.34	22+53.75	26+76.65	7008019.327	2576167.114
	RWXBASS5	0° 33′ 22.98" (LT)	0° 13′ 47.41"	121.04′	242.08′	24,929.00′	N 60° 30′ 12.61" E	N 59° 56′ 49.63" E	27+97.69	26+76.65	29+18.73	7008183.108	2576456.638
REEBASS	REEBASS1	5° 00′ 55.47" (LT)	0° 57′ 17.75"	262.77′	525.21′	6,000.00′	N 62° 40′ 57.39" E	N 57° 40′ 01.92" E	12+62.77	10+00.00	15+25.21	7007397.446	2575441.402
	REEBASS2	3° 06′ 26.59" (RT)	0° 57′ 17.75"	162.74′	325.40′	6,000.00′	N 57° 40′ 01.92" E	N 60° 46′ 28.52" E	21+31.59	19+68.85	22+94.25	7007862.299	2576175.795
	REEBASS3	0° 35′ 53.82" (LT)	0° 13′ 42.72"	130.90′	261.79′	25,071.00′	N 60° 46′ 28.52" E	N 60° 10′ 34.69" E	24+25.15	22+94.25	25+56.04	7008005.667	2576432.056
INTERIM RAMPS													
IREEBAY	IREEBAY1	11° 20′ 10.88" (LT)	5° 27′ 24.27"	104.22′	207.75′	1,050.00′	N 51° 11′ 48.43" E	N 39° 51′ 37.55" E	11+04.21	10+00.00	12+07.75	7008057.605	2577024.322
	IREEBAY2	19° 58′ 40.16" (RT)	1° 31′ 11.22"	664.00′	1314.52′	3,770.00′	N 39° 51′ 37.55" E	N 59° 50′ 17.71" E	18+71.75	12+07.75	25+22.27	7008647.293	2577516.686
IRWXBAY	IRWXBAY1	6° 46′ 51.66" (RT)	0° 53′ 03.10"	383.91′	766.91′	6,480.00′	N 59° 50′ 17.53" E	N 66° 37′ 09.18" E	14+30.56	10+46.66	18+13.57	7009102.691	2577851.272
	IRWXBAY2	6° 31′ 25.10" (LT)	1° 13′ 27.37"	266.72′	532.86′	4,680.00′	N 66° 21′ 42.80" E	N 59° 50′ 17.70" E	20+80.29	18+13.57	23+46.43	7009361.983	2578447.994
	IRWXBAY3	4° 58′ 20.66" (RT)	0° 53′ 03.10"	281.36′	562.37′	6,480.00′	N 59° 50′ 17.70" E	N 64° 48′ 38.36" E	26+27.79	23+46.43	29+08.80	7009637.361	2578921.867
	IRWXBAY4	4° 58′ 20.57" (LT)	1° 13′ 27.37"	203.20′	406.15′	4,680.00′	N 64° 48′ 38.36" E	N 59° 50′ 17.79" E	31+12.00	29+08.80	33+14.95	7009843.596	2579360.351


TAPER LENGTH
STORAGE LENGTH
DECELERATION LENGTH
TOTAL LENGTH

TURN LANE DECELERATION

TURN LANE DATA							
			TURN LANE				
LOCATION	DIRECTION	DESIGN SPEED	DECEL LENGTH	TAPER LENGTH	STORAGE LENGTH	LEFT/ RIGHT	TOTAL LENGTH
EBFR @ BAYSIDE	EB	40	275	150	225	RIGHT	500
BAYSIDE @ EBFR	NB	30	160	50	80	RIGHT	240
BAYSIDE @ EBFR	SB	30	160	100	115	LEFT	275
WBFR @ BAYSIDE	WB	40	275	100	185	LEFT	460
WBFR @ BAYSIDE	WB	40	275	100	75	RIGHT	350
BAYSIDE @ WBFR	SB	30	160	50	50	RIGHT	210
BAYSIDE @ WBFR	NB	30	160	100	165	LEFT	325
DALROCK @ SUNSET	NB	35	215	50	100	LEFT	315

LAKE RAY HUBBARD

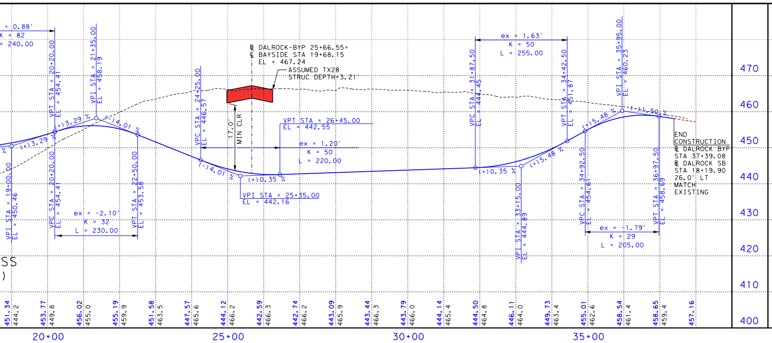

PROP ROW
N 49° 09′ 43.25" E
25+00
30+00
35+00
40+00
45+00
50+00
55+00
60+00
65+00
℄ FUTURE WB30FR
EXIT 65
Dalrock Rd
Bayside Dr
STA 26+00
EXIST DART ROW
160′
Dalrock Rd ¼
Bayside Dr
Bass Pro Dr 1
STA 41+00
Dalrock Rd 1¼
Bayside Dr
Bass Pro Dr 2
STA 92+00
EXIST ROW
IRWXBAY4
N 59° 50′ 17.70" E
EX ℄ IH30
STA 27+00
END CSJ 0009-12-221
MATCH EXISTING
STRIPING
℄ FUTURE EB30FR
N

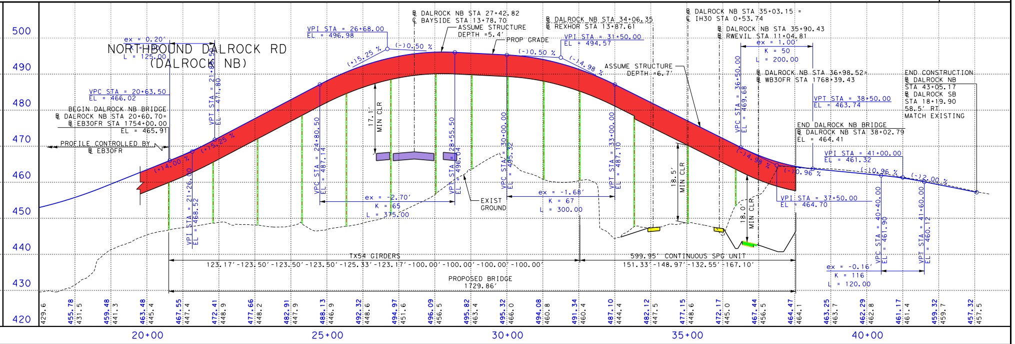
MATCHLINE STA 68+00

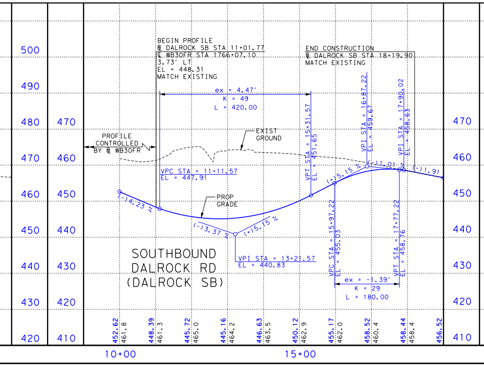
LENGTH	RADIUS	BACK BEARING	AHEAD BEARING	PI STATION	PC STATION	PT STATION	PI NORTHING	PI EASTING
798.03′	25,000.00′	N 61° 40′ 01.92" E	N 59° 50′ 17.71" E	1756+48.84	1752+49.79	1760+47.82	7008005.600	2576293.035
393.84′	14,100.00′	N 59° 50′ 17.71" E	N 61° 26′ 19.08" E	1+96.93	0+00.00	3+93.84	7008632.728	2577372.206
393.84′	14,099.98′	N 61° 26′ 19.08" E	N 59° 50′ 17.70" E	5+90.77	3+93.84	7+87.68	7008821.035	2577718.140
1326.74′	5,730.00′	N 61° 40′ 01.92" E	N 74° 56′ 00.93" E	1749+35.45	1742+69.10	1755+95.84	7007534.761	2575740.066
760.10′	1,526.00′	N 74° 56′ 00.93" E	N 46° 23′ 40.49" E	1759+83.94	1755+95.84	1763+55.94	7007808.855	2576758.275
586.59′	2,500.00′	N 46° 23′ 40.49" E	N 59° 50′ 17.74" E	1770+03.85	1767+09.20	1772+95.79	7008523.388	2577508.467
520.10′	2,500.00′	N 61° 40′ 01.92" E	N 49° 44′ 50.56" E	1750+89.17	1748+28.18	1753+48.28	7007893.550	2575745.983
506.72′	2,500.00′	N 49° 44′ 50.56" E	N 61° 21′ 37.90" E	1756+02.51	1753+48.28	1758+55.00	7008226.466	2576139.203
255.02′	1,050.00′	N 59° 50′ 17.53" E	N 73° 45′ 14.92" E	1763+03.70	1761+75.56	1764+30.59	7008573.766	2576750.282
255.02′	1,050.00′	N 73° 45′ 14.92" E	N 59° 50′ 17.53" E	1767+01.08	1765+72.94	1768+27.96	7008685.288	2577133.000
905.59′	4,860.00′	N 59° 50′ 17.53" E	N 49° 09′ 43.25" E	17+69.95	13+15.84	22+21.43	7009574.679	2578663.473
1052.19′	4,000.00′	N 49° 09′ 43.25" E	N 64° 14′ 00.84" E	28+16.28	22+87.13	33+39.32	7010260.619	2579457.078
767.13′	10,000.00′	N 64° 14′ 00.84" E	N 59° 50′ 17.70" E	37+23.08	33+39.32	41+06.45	7010657.461	2580279.215

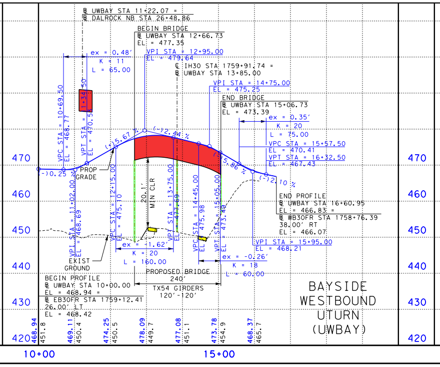
* CURVE DATA IS EXISTING AND PER AS-BUILT INFORMATION

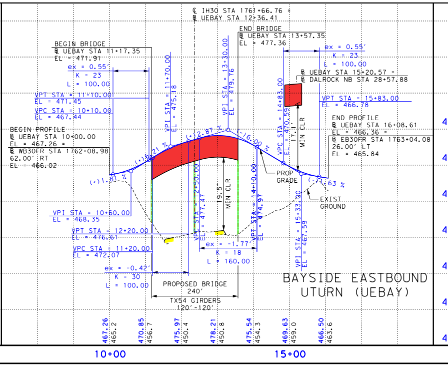
	CURVE NO.	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	BACK BEARING	AHEAD BEARING	PI STATION	PC STATION	PT STATION	PI NORTHING	PI EASTING
U-TURNS													
UEBAY	UEBAY1	90° 55′ 40.18" (LT)	92° 24′ 45.17"	63.01′	98.39′	62.00′	S 61° 39′ 42.04" W	S 29° 15′ 58.14" E	10+63.01	10+00.00	10+98.39	7008441.229	2576642.613
	UEBAY2	102° 23′ 32.69" (LT)	62° 16′ 40.88"	114.41′	164.41′	92.00′	S 29° 15′ 58.14" E	N 48° 20′ 29.17" E	15+58.61	14+44.20	16+08.61	7007984.789	2576898.401
UWBAY	UWBAY1	92° 18′ 48.26" (LT)	62° 16′ 40.88"	95.79′	148.23′	92.00′	N 63° 02′ 50.13" E	N 29° 15′ 58.14" W	10+95.79	10+00.00	11+48.23	7007887.862	2576752.113
	UWBAY2	90° 35′ 51.63" (LT)	62° 16′ 40.88"	92.96′	145.47′	92.00′	N 29° 15′ 58.14" W	S 60° 08′ 10.23" W	16+08.44	15+15.47	16+60.95	7008372.895	2576480.301
CROSS STREETS													
DALROCK NB	DALROCK-NB1	6° 10′ 36.69" (RT)	0° 59′ 50.96"	309.92′	619.24′	5,744.00′	N 62° 25′ 09.69" E	N 68° 35′ 46.37" E	13+09.92	10+00.00	16+19.24	7007409.683	2575488.205
	DALROCK-NB2	3° 35′ 45.25" (LT)	0° 57′ 17.75"	188.34′	376.56′	6,000.00′	N 68° 35′ 46.37" E	N 65° 00′ 01.13" E	18+07.58	16+19.24	19+95.80	7007591.518	2575952.104
	DALROCK-NB3	77° 56′ 18.84" (LT)	7° 38′ 21.97"	606.67′	1020.21′	750.00′	N 65° 00′ 01.13" E	N 12° 56′ 17.71" W	33+76.89	27+70.22	37+90.43	7008254.780	2577374.495
	DALROCK-NB4	12° 02′ 58.61" (RT)	13° 58′ 28.49"	43.27′	86.23′	410.00′	N 12° 56′ 17.71" W	N 0° 53′ 19.10" W	38+33.70	37+90.43	38+76.66	7008888.224	2577228.972
DALROCK BYP	DALROCK-BYP1	13° 49′ 26.69" (LT)	2° 17′ 30.59"	303.07′	603.19′	2,500.00′	N 61° 40′ 01.92" E	N 47° 50′ 35.23" E	15+33.57	12+30.50	18+33.69	7007867.160	2575697.039
	DALROCK-BYP2	11° 59′ 42.29" (RT)	2° 51′ 53.24"	210.12′	418.71′	2,000.00′	N 47° 50′ 35.23" E	N 59° 50′ 17.53" E	21+98.22	19+88.09	24+06.80	7008315.222	2576191.930
	DALROCK-BYP3	59° 47′ 34.50" (LT)	13° 58′ 28.49"	235.73′	427.87′	410.00′	N 59° 50′ 17.53" E	N 0° 02′ 43.03" E	32+93.54	30+57.81	34+85.68	7008866.330	2577140.283
DALROCK SB	DALROCK_SB2	12° 36′ 34.55" (RT)	11° 14′ 04.08"	56.35′	112.24′	510.00′	N 15° 42′ 53.81" E	N 28° 19′ 28.36" E	12+05.20	11+48.85	12+61.09	7008758.583	2577078.633
	DALROCK_SB3	28° 16′ 45.33" (LT)	11° 14′ 04.08"	128.48′	251.72′	510.00′	N 28° 19′ 28.36" E	N 0° 02′ 43.03" E	13+89.57	12+61.09	15+12.81	7008921.281	2577166.326

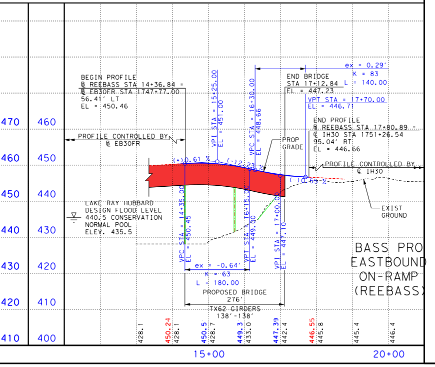

ex = 0.88′
K = 82
240.00
℄ DALROCK-BYP 25+66.55=
℄ BAYSIDE STA 19+68.15
EL = 467.24
ASSUMED TX28
STRUC DEPTH=3.21′
17.0′ MIN CLR
VPI STA = 26+45.00
EL = 442.55
ex = 1.20′
K = 50
L = 220.00
VPI STA = 25+35.00
EL = 442.16
ex = 2.10′
K = 32
L = 230.00
ex = 1.63′
K = 50
L = 255.00
ex = 1.79′
K = 29
L = 205.00
(+)3.29 %
(-)4.01 %
(-)10.35 %
(+)5.48 %
(+)1.50 %
END CONSTRUCTION
℄ DALROCK BYP
STA 37+39.08
℄ DALROCK SB
STA 18+19.90
26.0′ LT
MATCH EXISTING
SS
)
20+00
25+00
30+00
35+00
470
460
450
440
430
420
410
400


NORTHBOUND DALROCK RD
(DALROCK NB)
ex = 0.20′
L = 125.00
VPI STA = 26+68.00
EL = 496.98
℄ DALROCK NB STA 27+42.82
℄ BAYSIDE STA 13+78.70
ASSUME STRUCTURE
DEPTH =5.4′
PROP GRADE
(-)0.50 %
VPI STA = 31+50.00
EL = 494.57
℄ DALROCK NB STA 34+06.35
℄ REXHOR STA 13+87.61
ASSUME STRUCTURE
DEPTH =6.7′
℄ DALROCK NB STA 35+03.15 =
℄ IH30 STA 0+53.74
℄ DALROCK NB STA 35+90.43
℄ RWEVIL STA 11+04.81
ex = 1.00′
K = 50
L = 200.00
℄ DALROCK NB STA 36+98.52=
℄ WB30FR STA 1768+39.43
END CONSTRUCTION
℄ DALROCK NB
STA 43+05.17
℄ DALROCK SB
STA 18+19.90
58.5′ RT
MATCH EXISTING
VPI STA = 38+50.00
EL = 463.74
END DALROCK NB BRIDGE
℄ DALROCK NB STA 38+02.79
EL = 464.41
VPI STA = 41+00.00
EL = 461.32
VPI STA = 37+50.00
EL = 464.70
(+)5.25 %
(-)4.98 %
(-)0.96 %
(-)2.00 %
VPC STA = 20+63.50
EL = 466.02
BEGIN DALROCK NB BRIDGE
℄ DALROCK NB STA 20+60.70=
℄ EB30FR STA 1754+00.00
EL = 465.91
PROFILE CONTROLLED BY
℄ EB30FR
17.1′ MIN CLR
18.5′ MIN CLR
18.0′ MIN CLR
ex = 2.70′
K = 65
L = 375.00
ex = -1.68′
K = 67
L = 300.00
ex = -0.16′
K = 116
L = 120.00
EXIST GROUND
TX54 GIRDERS
123.17′-123.50′-123.50′-123.50′-125.33′-123.17′-100.00′-100.00′-100.00′-100.00′
599.95′ CONTINUOUS SPG UNIT
151.33′-148.97′-132.55′-167.10′
PROPOSED BRIDGE
1729.86′
20+00
25+00
30+00
35+00
40+00
500
490
480
470
460
450
440
430
420


BEGIN PROFILE
℄ DALROCK SB STA 11+01.77
℄ WB30FR STA 1766+07.10
3.73′ LT
EL = 448.31
MATCH EXISTING
END CONSTRUCTION
℄ DALROCK SB STA 18+19.90
MATCH EXISTING
PROFILE CONTROLLED BY ℄ WB30FR
ex = 4.47′
K = 49
L = 420.00
EXIST GROUND
PROP GRADE
VPC STA = 11+11.57
EL = 447.91
VPI STA = 13+21.57
EL = 440.83
ex = -1.39′
K = 29
L = 180.00
(-)4.23 %
(-)3.37 %
(+)5.15 %
(+)1.91
SOUTHBOUND
DALROCK RD
(DALROCK SB)
10+00
15+00
500
490
480
470
460
450
440
430
420
410


℄ UWBAY STA 11+22.07 =
℄ DALROCK NB STA 26+48.86
BEGIN BRIDGE
℄ UWBAY STA 12+66.73
EL = 477.35
ex = 0.48′
K = 11
L = 65.00
VPI STA = 12+95.00
EL = 479.64
℄ IH30 STA 1759+91.74 =
℄ UWBAY STA 13+85.00
VPI STA = 14+75.00
EL = 475.25
END BRIDGE
℄ UWBAY STA 15+06.73
EL = 473.39
ex = 0.35′
K = 20
L = 75.00
VPC STA = 15+57.50
EL = 470.41
VPT STA = 16+32.50
EL = 467.43
END PROFILE
℄ UWBAY STA 16+60.95
EL = 466.83
℄ WB30FR STA 1758+76.39
38.00′ RT
EL = 466.07
VPI STA = 15+95.00
EL = 468.21
ex = -0.26′
K = 18
L = 60.00
PROP GRADE
(-)10.25 %
(+)5.67 %
(-)2.44 %
(-)5.86 %
(-)2.10 %
ex = 1.62
K = 20
L = 160.00
20.1′ MIN CLR
EXIST GROUND
BEGIN PROFILE
℄ UWBAY STA 10+00.00
EL = 468.94
℄ EB30FR STA 1759+12.41
26.00′ LT
EL = 468.42
PROPOSED BRIDGE
240′
TX54 GIRDERS
120′-120′
BAYSIDE
WESTBOUND
UTURN
(UWBAY)
10+00
15+00
470
460
450
440
430
420


BEGIN BRIDGE
℄ UEBAY STA 11+17.35
EL = 471.91
ex = 0.55′
K = 23
L = 100.00
VPI STA = 11+10.00
EL = 471.45
VPC STA = 10+10.00
EL = 467.44
BEGIN PROFILE
℄ UEBAY STA 10+00.00
EL = 467.26
℄ WB30FR STA 1762+08.98
62.00′ RT
EL = 466.02
℄ IH30 STA 1761+66.76 =
℄ UEBAY STA 12+36.41
END BRIDGE
℄ UEBAY STA 13+57.35
EL = 477.36
ex = 0.55′
K = 23
L = 100.00
℄ UEBAY STA 15+20.57 =
℄ DALROCK NB STA 28+57.88
VPI STA = 15+83.00
EL = 466.78
END PROFILE
℄ UEBAY STA 16+08.61
EL = 466.36
℄ EB30FR STA 1763+04.08
26.00′ LT
EL = 465.84
VPI STA = 10+60.00
EL = 468.35
VPT STA = 12+20.00
EL = 476.61
VPC STA = 11+20.00
EL = 472.07
ex = -0.42′
K = 30
L = 100.00
ex = -1.77
K = 18
L = 160.00
(+)3.87 %
(-)6.00 %
(-)1.63 %
18.5′ MIN CLR
PROP GRADE
EXIST GROUND
PROPOSED BRIDGE
240′
TX54 GIRDERS
120′-120′
BAYSIDE EASTBOUND
UTURN (UEBAY)
10+00
15+00
470
460
450
440
430
420
410


BEGIN PROFILE
℄ REEBASS STA 14+36.84 =
℄ EB30FR STA 1747+77.00
56.41′ LT
EL = 450.46
PROFILE CONTROLLED BY
℄ EB30FR
ex = 0.29′
K = 83
L = 140.00
END BRIDGE
STA 17+12.84
EL = 447.23
VPT STA = 17+70.00
EL = 446.71
END PROFILE
℄ REEBASS STA 17+80.89 =
℄ IH30 STA 1751+26.54
95.04′ RT
EL = 446.66
PROFILE CONTROLLED BY
℄ IH30
PROP GRADE
EXIST GROUND
(+)0.61 %
(-)2.23 %
(-)0.69 %
LAKE RAY HUBBARD
DESIGN FLOOD LEVEL
440.5 CONSERVATION
NORMAL POOL
ELEV. 435.5
ex = -0.64′
K = 63
L = 180.00
PROPOSED BRIDGE
276′
TX62 GIRDERS
138′-138′
BASS PRO
EASTBOUND
ON-RAMP
(REEBASS)
15+00
20+00
470
460
450
440
430
420
410
400

TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
JAMES K. SELMAN, P.E., DISTRICT ENGINEER

INTERIM DESIGN SCHEMATIC

INTERSTATE HIGHWAY 30
ROCKWALL COUNTY

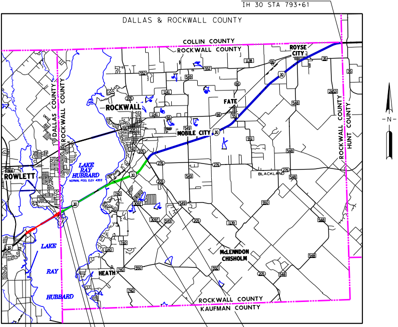
From Bass Pro Dr to Dalrock Rd
Project Length = 2.24 Miles
CSJ # 0009-11-241
CSJ # 0009-12-221

DESIGN SPEEDS

DESIGN SPEEDS AND FUNCTIONAL CLASSIFICATIONS:

ROADWAY	FUNCTIONAL CLASSIFICATION	DESIGN SPEED
MAINLANES (EXISTING)	URBAN FREEWAY	70 MPH
MAINLANES (PROPOSED)	URBAN FREEWAY	70 MPH
RAMPS AND TRANSITIONS	URBAN FREEWAY	45 MPH
INTERIM RAMPS	URBAN FREEWAY	40 MPH
DIRECT CONNECTOR	URBAN FREEWAY	40 MPH
FRONTAGE ROADS	URBAN COLLECTOR	40 MPH
BAYSIDE DRIVE	LOCAL	30 MPH
DALROCK ROAD	ARTERIAL	35 MPH
DALROCK BYPASS	COLLECTOR	35 MPH
U-TURNS	URBAN COLLECTOR	15 MPH

END PROJECT
END CSJ: 0009-12-219
IH 30 STA 793+61


DALLAS & ROCKWALL COUNTY
COLLIN COUNTY
ROCKWALL COUNTY
ROYSE CITY
ROCKWALL
FATE
MOBILE CITY
ROWLETT
DALLAS COUNTY
ROCKWALL COUNTY
LAKE RAY HUBBARD
NORMAL POOL ELEV 435.5
LAKE
RAY
HUBBARD
HEATH
BLACKLAND
McLENNDON CHISHOLM
ROCKWALL COUNTY
HUNT COUNTY
ROCKWALL COUNTY
KAUFMAN COUNTY
30
66
205
276
549
548
552
740
550
1141
1139
2453
3097
35
N

END CSJ: 0009-12-221
IH 30 STA 27+00

BEGIN CSJ: 0009-12-220
(FRONTAGE ROAD CONSTRUCTION)
IH 30 STA 3+40

END CSJ: 0009-12-215
BEGIN CSJ: 0009-12-219
IH 30 STA 245+04

END CSJ: 0009-12-220
IH 30 STA 167+21

END CSJ: 0009-11-238
END CSJ: 0009-11-241
IH 30 STA 1767+00
BEGIN CSJ: 0009-12-215
BEGIN CSJ: 0009-12-221
IH 30 STA 0+00

BEGIN CSJ: 0009-11-238
(MAINLANE WIDENING)
IH 30 STA 1695+00

BEGIN PROJECT
BEGIN CSJ: 0009-11-241
IH 30 STA 1676+00

SCHEMATIC PREPARED BY:

BGE, INC.
REGISTRATION NUMBER F-1046

THESE DOCUMENTS ARE NOT INTENDED FOR
PERMIT, BIDDING OR CONSTRUCTION PURPOSES

Prepared by or under the
Direct Supervision of:

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HOSSEIN M. HOSSEINY, P.E.	118668

3/21/2018
DATE

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

HORIZONTAL SCALE
0 50 100 200 300
VERTICAL SCALE
0 5 10 20 30

ROLL 2 OF 2

BGE, Inc.
2595 Dallas Parkway, Suite 101, Frisco, TX 75034
Tel: 972-464-4800 • www.bgeinc.com
TBPE Registration No. F-1046

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TEXAS DEPARTMENT OF TRANSPORTATION

COUNTY: ROCKWALL
DATE: MARCH 2018

INTERIM DESIGN SCHEMATIC
IH 30 ROCKWALL COUNTY

BGE, Inc.
2595 Dallas Parkway, Suite 101, Frisco, TX 75034
Tel: 972-464-4800 • www.bgeinc.com
TBPE Registration No. F-1046

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