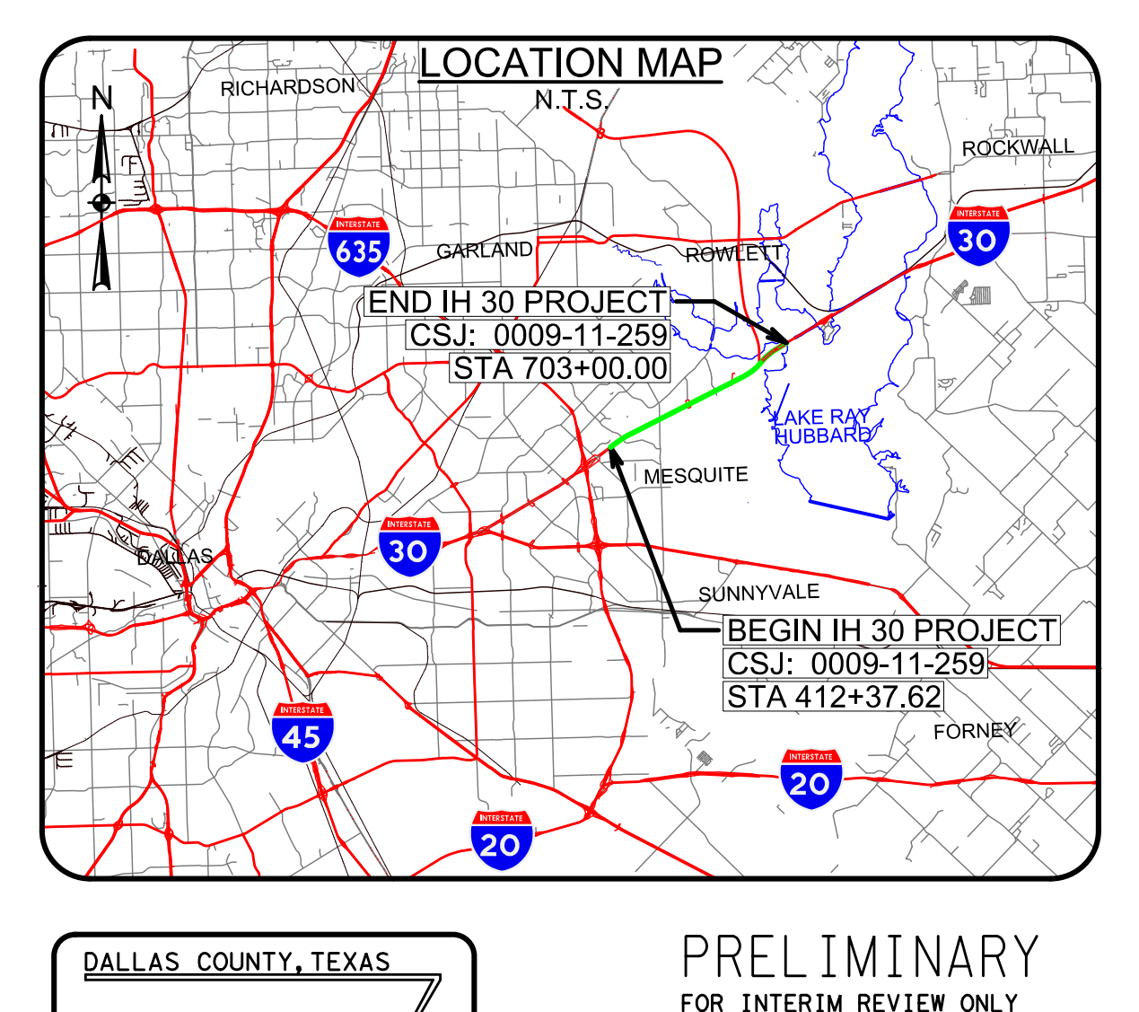
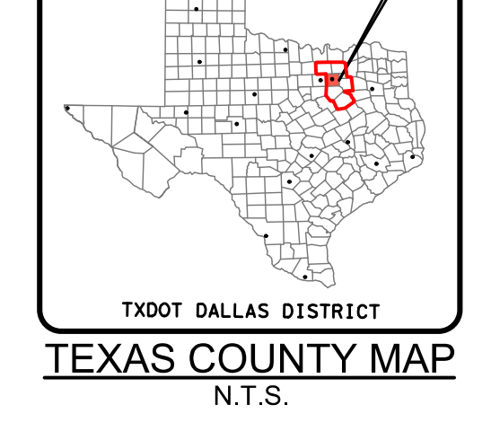
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

# DESIGN SCHEMATIC
# THE IH 30 PROJECT
# FROM IH 635 TO BASS PRO DRIVE
DALLAS COUNTY, TEXAS
CSJ: 0009-11-259

APRIL 2021
ROLL 2 OF 6

| LENGTH: 5.5 MILES | |
|---|---|
| DESIGN SPEEDS | FUNCTIONAL CLASS |
| MAIN LANES: 60 MPH | URBAN INTERSTATE |
| DIRECT CONNECTORS: 40 MPH | URBAN INTERSTATE |
| RAMPS: 40 MPH | URBAN INTERSTATE |
| FRONTAGE ROADS/BYPASSES: 40 MPH | URBAN COLLECTOR |
| LOCAL STREETS: 30 MPH | URBAN ARTERIAL/LOCAL STREET |
| TURNAROUNDS: 15 MPH | URBAN COLLECTOR |


LOCATION MAP
N.T.S.
RICHARDSON
ROCKWALL
GARLAND
ROWLETT
END IH 30 PROJECT
CSJ: 0009-11-259
STA 703+00.00
LAKE RAY HUBBARD
MESQUITE
DALLAS
SUNNYVALE
BEGIN IH 30 PROJECT
CSJ: 0009-11-259
STA 412+37.62
FORNEY
635
30
45
20


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

PRELIMINARY
FOR INTERIM REVIEW ONLY

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

| | | |
|---|---|---|
| GARY R. REED | 66658 | 5/4/2021 |
| NAME | P.E. NO. | DATE |
| MURAD MOHAMMAD | 98246 | 5/4/2021 |
| NAME | P.E. NO. | DATE |

LINA T. RAMEY & ASSOCIATES, INC.
TBPE FIRM #F-782

3320 BELT LINE ROAD
FARMERS BRANCH, TX 75234
214-979-1144 MAIN
214-979-2480 FAX

VERTICAL SCALE: 0 10 20 30 40
HORIZONTAL SCALE: 0 100 200 300 400

DATE SUBMITTED:
DATE APPROVED:

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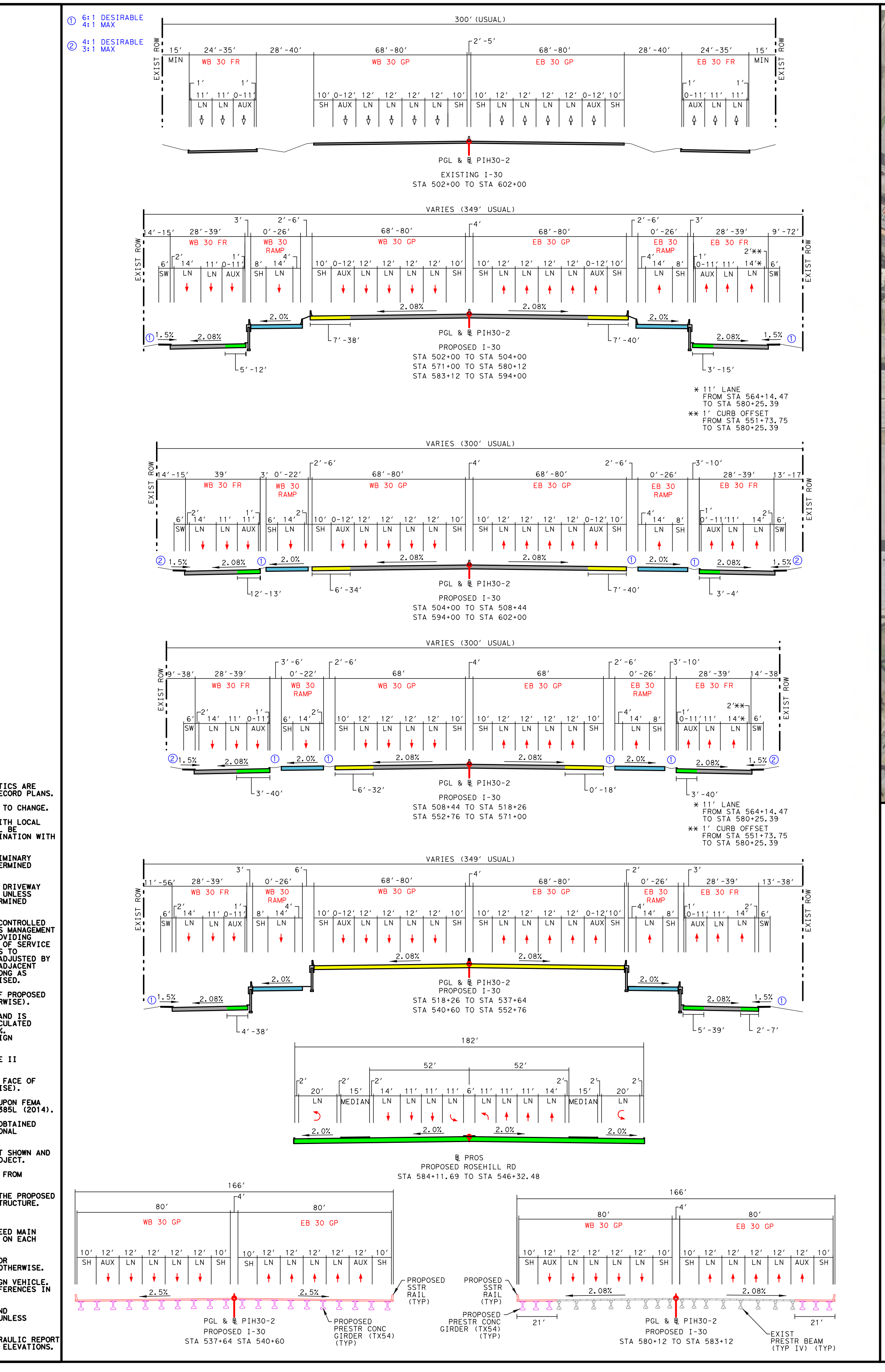
## LEGEND:

- EXISTING ROW
- EXISTING EASEMENT
- EXISTING PROPERTY LIMITS
- EXISTING CULVERT
- EXISTING STORM SEWER
- FEMA 100 YR FLOODPLAIN LIMITS
- EXISTING TELE / CABLE / FIBER
- EXISTING WATER LINE
- EXISTING ELECTRIC LINE
- EXISTING SANITARY SEWER LINE
- EXISTING GAS / PETROLEUM LINE
- PROPOSED CENTERLINE/BASELINE
- PROPOSED ROW
- PROPOSED ACCESS DENIAL
- PROPOSED DRAINAGE EASEMENT
- PROPOSED EDGE OF PAVEMENT
- PROPOSED TRAFFIC BARRIER
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE BENT
- PROPOSED RETAINING WALL
- PROPOSED CULVERT
- DIRECTION OF TRAVEL
- EXISTING BRIDGE TO REMAIN
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED RAMP
- PROPOSED FRONTAGE ROAD/BYPASSES
- PROPOSED CROSS STREET
- PROPOSED DRIVEWAY
- PROPOSED SIDEWALK
- PROPOSED PROJECT BY OTHERS
- PERPENDICULAR CURB RAMP
- PARALLEL CURB RAMP
- DIRECTIONAL CURB RAMP
- POTENTIAL DISPLACEMENTS
- PAVEMENT / BRIDGE TO BE REMOVED
- 2000 PARCEL ID
- 100 CURVE ID

## GENERAL NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED MARCH 7, 2015 AND RECORD PLANS.
2. TRAFFIC VOLUMES SHOWN ARE PRELIMINARY AND SUBJECT TO CHANGE.
3. MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
4. SIDEWALK INTERSECTION ADA RAMP LOCATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL LOCATIONS TO BE DETERMINED DURING PS&E DEVELOPMENT.
5. DRIVEWAY LOCATIONS ARE PRELIMINARY. FRONTAGE ROAD DRIVEWAY RETURN RADII ARE R=15' MINIMUM OR R=30' DESIRABLE UNLESS NOTED OTHERWISE. FINAL DRIVEWAY DESIGN TO BE DETERMINED DURING PS&E DEVELOPMENT.
6. ACCESS ALONG THE PROPOSED FRONTAGE ROADS WILL BE CONTROLLED BY PERMIT ONLY IN ACCORDANCE WITH THE TXDOT ACCESS MANAGEMENT MANUAL. ACCESS DENIAL LIMITS WERE DETERMINED BY PROVIDING SAFETY TO THE TRAVELING PUBLIC, MAINTAINING LEVEL OF SERVICE ON THE FRONTAGE ROADS, AND MAINTAINING REASONABLE ACCESS TO ADJACENT PROPERTIES. ACCESS DENIAL LIMITS MAY BE ADJUSTED BY PROVIDING A TRAFFIC IMPACT ANALYSIS (TIA) BY THE ADJACENT PROPERTY OWNERS AND TO AVOID LANDLOCK ISSUES AS LONG AS THE SAFETY TO THE TRAVELING PUBLIC IS NOT COMPROMISED.
7. EXISTING PAVEMENT/BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
8. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL AND IS ASSUMED LINEAR. ALL SUPERELEVATION RATES WERE CALCULATED BASED ON USING A MAXIMUM SUPERELEVATION RATE OF 6%. SEE CHAPTER 2, SECTION 4 OF THE TXDOT ROADWAY DESIGN MANUAL FOR REFERENCE.
9. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
10. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
11. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS 48113C0380L AND 48113C0385L (2014).
12. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
13. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
14. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DALLAS COUNTY APPRAISAL DISTRICT (JULY 2020).
15. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE. ACTUAL DAMAGES TO THE BUILDING AND PROPERTY TO BE DETERMINED DURING THE ROW ACQUISITION PROCESS.
16. LOW SPEED ROADWAYS HAVE A NC OF +/-2% AND HIGH SPEED MAIN LANES HAVE A NC OF +/-2.5% UNLESS NOTED OTHERWISE ON EACH ROLL IN THE SUPERELEVATION TABLES.
17. MINOR CROSS STREET CORNER RADII ARE R=25' AND MAJOR CROSS STREET CORNER RADII ARE R=50' UNLESS NOTED OTHERWISE.
18. U-TURNS WERE DESIGNED TO ACCOMMODATE A WB-67 DESIGN VEHICLE. CORNER RADII VARY PER INTERSECTION DUE TO THE DIFFERENCES IN SKEW.
19. RAMP CROSS SLOPE TRANSITIONS BETWEEN MAIN LANES AND FRONTAGE ROADS WILL OCCUR OVER A LENGTH OF 50 FT UNLESS STATED OTHERWISE.

* REFER TO DRAINAGE REPORT NAMED "HYDROLOGIC AND HYDRAULIC REPORT FOR IH30 PROJECT DRAINAGE STUDY" FOR WATER SURFACE ELEVATIONS.


① 6:1 DESIRABLE 4:1 MAX
② 4:1 DESIRABLE 3:1 MAX
300' (USUAL)
WB 30 FR
WB 30 GP
EB 30 GP
EB 30 FR
EXIST ROW
PGL & ℄ PIH30-2
EXISTING I-30
STA 502+00 TO STA 602+00
VARIES (349' USUAL)
WB 30 RAMP
EB 30 RAMP
PROPOSED I-30
STA 502+00 TO STA 504+00
STA 571+00 TO STA 580+12
STA 583+12 TO STA 594+00
* 11' LANE FROM STA 564+14.47 TO STA 580+25.39
** 1' CURB OFFSET FROM STA 551+73.75 TO STA 580+25.39
VARIES (300' USUAL)
PROPOSED I-30
STA 504+00 TO STA 508+44
STA 594+00 TO STA 602+00
PROPOSED I-30
STA 508+44 TO STA 518+26
STA 552+76 TO STA 571+00
PROPOSED I-30
STA 518+26 TO STA 537+64
STA 540+60 TO STA 552+76
182'
MEDIAN
℄ PROS
PROPOSED ROSEHILL RD
STA 584+11.69 TO STA 546+32.48
166'
PROPOSED SSTR RAIL (TYP)
PROPOSED PRESTR CONC GIRDER (TX54)
PGL & ℄ PIH30-2
PROPOSED I-30
STA 537+64 TO STA 540+60
EXIST PRESTR BEAM (TYP IV) (TYP)
PROPOSED I-30
STA 580+12 TO STA 583+12

BROADWAY COMMONS
STREAM 2C1
ALDWICK DR
ROSEHILL RD
OAKS TR
ROAN RD
BOBTOWN RD
WELLINGTON AVE
MATCHLINE - SEE ROLL 1
PIH30-2 STA 502+00
MATCHLINE - SEE ROLL 3
PIH30-2 STA 602+00
95% DRAFT
Preliminary, Subject to Change
EXIT 59
Belt Line Rd-Broadway Blvd
Belt Line Rd-Broadway Blvd
EXIT ¼ MILE
EXIT 60 A
Rosehill Rd
EXIT ONLY
EXIT 60 B
Bobtown Rd
Zion Rd
EXIT ½ MILE
EXIT ¼ MILE
President George Bush Turnpike 1½
Bass Pro Dr 2¼
President George Bush Turnpike ¾
Bass Pro Dr 1½
EXIT 61B
TOLL ROAD
President George Bush Turnpike
EXIT ONLY
EXIT 61 A
Zion Rd
Rosehill Rd ½
Belt Line Rd-Broadway Blvd 1¼
Northwest Dr 2¼
Bass Pro Dr 1
Dalrock Rd 2¼
Village Dr/Horizon Rd 6
EXISTING SIGN TO BE REMOVED
EXISTING SIGN TO REMAIN
PROPOSED SIGN ON EXISTING COSS
30

PIH30-2 - PROPOSED IH 30 MAINLANES (60 MPH)
ROSEHILL RD
BOBTOWN RD
PROP PGL
EXIST GROUND @ PROP PGL
VPI STA 522+71.31
EL = 474.98
VPI STA 539+26.20
EL = 524.63
VPI STA 549+18.24
EL = 494.87
TX 54 BEAMS ASSUME 5.33' STRUCTURAL DEPTH
BEGIN BRIDGE PIH30-2 STA 537+64.00
END BRIDGE PIH30-2 STA 540+60.00
MIN 16'10" CLEAR
BEGIN BRIDGE WIDENING PIH30-2 STA 580+11.98
END BRIDGE WIDENING PIH30-2 STA 583+13.00
MIN 16'1" CLEAR
EXIST 3 - 10' X 10' BOX CULVERTS PIH30-2 STA 525+21.56, FL=450.48
EXIST 8' X 7' BOX CULVERT PIH30-2 STA 547+58.18, FL=472.76
EXIST 7' X 3' BOX CULVERT PIH30-2 STA 562+19.44, FL=492.42
505+00
510+00
515+00
520+00
525+00
530+00
535+00
540+00
545+00
550+00
555+00
560+00
565+00
570+00
575+00
580+00
585+00
590+00
595+00
600+00

## HORIZONTAL ALIGNMENT DATA

| CURVE ID | BASELINE | CURVE | P.I. STATION | P.I. STATION-N | P.I. STATION-E | DELTA | RADIUS | TANGENT | LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT | AHEAD TANGENT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 500 | PEB30FR1 (40 MPH) | PEB30FR110 | 619+38.70 | 6,995,836.87 | 2,556,035.82 | 2° 05' 32.14" RT | 3,000.00' | 54.78' | 109.55' | 618+83.92 | 619+93.47 | N 63° 27' 56.85" E | N 65° 33' 29.00" E |
| 501 | | PEB30FR111 | 620+48.25 | 6,995,882.20 | 2,556,135.57 | 2° 05' 32.14" LT | 3,000.00' | 54.78' | 109.55' | 619+93.47 | 621+03.02 | N 65° 33' 29.00" E | N 63° 27' 56.85" E |
| 502 | | PEB30FR112 | 642+15.42 | 6,996,850.36 | 2,558,074.48 | 2° 05' 32.14" LT | 3,000.00' | 54.78' | 109.55' | 641+60.64 | 642+70.19 | N 63° 27' 56.85" E | N 61° 22' 24.71" E |
| 503 | | PEB30FR113 | 643+24.97 | 6,996,902.85 | 2,558,170.65 | 2° 05' 32.14" RT | 3,000.00' | 54.78' | 109.55' | 642+70.19 | 643+79.74 | N 61° 22' 24.71" E | N 63° 27' 56.85" E |
| 504 | PRWEROS (40 MPH) | PRWEROS1 | 11+12.72 | 6,995,337.94 | 2,554,575.50 | 3° 23' 53.28" LT | 3,800.00' | 112.72' | 225.37' | 10+00.00 | 12+25.37 | N 63° 27' 56.85" E | N 60° 04' 03.57" E |
| 505 | | PRWEROS2 | 13+82.59 | 6,995,472.64 | 2,554,809.43 | 3° 23' 53.28" RT | 5,300.00' | 157.21' | 314.34' | 12+25.37 | 15+39.71 | N 60° 04' 03.57" E | N 63° 27' 56.85" E |
| 506 | | PRWEROS3 | 18+73.92 | 6,995,692.17 | 2,555,249.09 | 8° 06' 34.61" LT | 1,050.00' | 74.43' | 148.62' | 17+99.48 | 19+48.10 | N 63° 27' 56.85" E | N 55° 21' 22.24" E |
| 507 | | PRWEROS4 | 20+22.53 | 6,995,776.79 | 2,555,371.56 | 8° 06' 34.61" RT | 1,050.00' | 74.43' | 148.62' | 19+48.10 | 20+96.72 | N 55° 21' 22.24" E | N 63° 27' 56.85" E |
| 508 | PREXROS (40 MPH) | PREXROS2 | 14+48.67 | 6,995,098.89 | 2,554,468.34 | 3° 59' 05.59" LT | 5,300.00' | 184.38' | 368.61' | 12+64.29 | 16+32.90 | N 67° 27' 02.44" E | N 63° 27' 56.85" E |
| 509 | | PREXROS3 | 20+95.76 | 6,995,388.04 | 2,555,047.41 | 6° 51' 08.06" RT | 1,050.00' | 62.86' | 125.57' | 20+32.90 | 21+58.47 | N 63° 27' 56.85" E | N 70° 19' 04.91" E |
| 510 | | PREXROS4 | 22+21.33 | 6,995,430.38 | 2,555,165.78 | 6° 51' 08.06" LT | 1,050.00' | 62.86' | 125.57' | 21+58.47 | 22+84.05 | N 70° 19' 04.91" E | N 63° 27' 56.85" E |
| 511 | PRWXBRO (40 MPH) | PRWXBRO1 | 10+62.86 | 6,996,217.10 | 2,556,253.36 | 6° 51' 08.06" RT | 1,050.00' | 62.86' | 125.57' | 10+00.00 | 11+25.57 | N 63° 27' 56.85" E | N 70° 19' 04.91" E |
| 512 | | PRWXBRO2 | 11+88.44 | 6,996,259.45 | 2,556,371.74 | 6° 51' 08.06" LT | 1,050.00' | 62.86' | 125.57' | 11+25.57 | 12+51.15 | N 70° 19' 04.91" E | N 63° 27' 56.85" E |
| 513 | | PRWXBRO3 | 21+60.54 | 6,996,693.78 | 2,557,241.58 | 3° 59' 05.59" RT | 5,300.00' | 184.38' | 368.61' | 19+76.16 | 23+44.77 | N 63° 27' 56.85" E | N 67° 27' 02.44" E |
| 514 | | PRWXBRO4 | 24+76.97 | 6,996,815.18 | 2,557,533.96 | 3° 59' 05.59" LT | 3,800.00' | 132.20' | 264.29' | 23+44.77 | 26+09.06 | N 67° 27' 02.44" E | N 63° 27' 56.85" E |
| 515 | PREEBRO (40 MPH) | PREEBRO1 | 10+77.91 | 6,995,867.76 | 2,556,050.68 | 8° 29' 15.65" LT | 1,050.00' | 77.91' | 155.54' | 10+00.00 | 11+55.54 | N 63° 27' 56.85" E | N 54° 58' 41.20" E |
| 516 | | PREEBRO2 | 12+33.46 | 6,995,957.19 | 2,556,178.29 | 8° 29' 15.65" RT | 1,050.00' | 77.91' | 155.54' | 11+55.54 | 13+11.09 | N 54° 58' 41.20" E | N 63° 27' 56.85" E |
| 517 | | PREEBRO3 | 24+70.57 | 6,996,509.97 | 2,557,285.35 | 3° 36' 15.60" LT | 5,300.00' | 166.76' | 333.41' | 23+03.81 | 26+37.22 | N 63° 27' 56.85" E | N 59° 51' 41.26" E |
| 518 | | PREEBRO4 | 27+56.79 | 6,996,653.73 | 2,557,532.97 | 3° 36' 15.60" RT | 3,800.00' | 119.56' | 239.05' | 26+37.22 | 28+76.27 | N 59° 51' 41.26" E | N 63° 27' 56.85" E |
| 519 | PRWEBOB (40 MPH) | PRWEBOB1 | 11+12.72 | 6,997,486.59 | 2,558,878.57 | 3° 23' 53.28" LT | 3,800.00' | 112.72' | 225.37' | 10+00.00 | 12+25.37 | N 63° 27' 56.85" E | N 60° 04' 03.57" E |
| 520 | | PRWEBOB2 | 13+82.59 | 6,997,621.28 | 2,559,112.50 | 3° 23' 53.28" RT | 5,300.00' | 157.21' | 314.34' | 12+25.37 | 15+39.71 | N 60° 04' 03.57" E | N 63° 27' 56.85" E |
| 521 | | PRWEBOB3 | 18+69.79 | 6,997,838.97 | 2,559,548.47 | 8° 06' 34.61" LT | 1,050.00' | 74.43' | 148.62' | 17+95.36 | 19+43.98 | N 63° 27' 56.85" E | N 55° 21' 22.24" E |
| 522 | | PRWEBOB4 | 20+18.41 | 6,997,923.59 | 2,559,670.94 | 8° 06' 34.61" RT | 1,050.00' | 74.43' | 148.62' | 19+43.98 | 20+92.59 | N 55° 21' 22.24" E | N 63° 27' 56.85" E |
| 523 | PREXBOB (40 MPH) | PREXBOB1 | 11+32.20 | 6,997,326.10 | 2,558,879.51 | 3° 59' 05.59" LT | 3,800.00' | 132.20' | 264.29' | 10+00.00 | 12+64.29 | N 63° 27' 56.85" E | N 67° 27' 02.44" E |
| 524 | | PREXBOB2 | 14+48.67 | 6,997,447.50 | 2,559,171.88 | 3° 59' 05.59" LT | 5,300.00' | 184.38' | 368.61' | 12+64.29 | 16+32.90 | N 67° 27' 02.44" E | N 63° 27' 56.85" E |
| 525 | | PREXBOB3 | 20+78.81 | 6,997,728.87 | 2,559,735.88 | 6° 38' 43.78" RT | 1,050.00' | 60.96' | 121.79' | 20+17.85 | 21+39.64 | N 63° 40' 26.84" E | N 70° 19' 10.63" E |
| 526 | | PREXBOB4 | 22+02.51 | 6,997,770.58 | 2,559,852.49 | 6° 51' 13.77" LT | 1,050.00' | 62.88' | 125.60' | 21+39.64 | 22+65.24 | N 70° 19' 10.63" E | N 63° 27' 56.85" E |
| 527 | PRWXROS (40 MPH) | PRWXROS1 | 10+62.86 | 6,998,187.39 | 2,560,199.25 | 6° 51' 08.06" RT | 1,050.00' | 62.86' | 125.57' | 10+00.00 | 11+25.57 | N 63° 27' 56.85" E | N 70° 19' 04.91" E |
| 528 | | PRWXROS2 | 11+88.44 | 6,998,229.73 | 2,560,317.63 | 6° 51' 08.06" LT | 1,050.00' | 62.86' | 125.57' | 11+25.57 | 12+51.15 | N 70° 19' 04.91" E | N 63° 27' 56.85" E |
| 529 | | PRWXROS3 | 20+22.45 | 6,998,602.38 | 2,561,063.93 | 3° 59' 05.59" RT | 5,300.00' | 184.38' | 368.61' | 18+38.07 | 22+06.68 | N 63° 27' 56.85" E | N 67° 27' 02.44" E |
| 530 | | PRWXROS4 | 23+38.88 | 6,998,723.78 | 2,561,356.30 | 3° 59' 05.59" LT | 3,800.00' | 132.20' | 264.29' | 22+06.68 | 24+70.97 | N 67° 27' 02.44" E | N 63° 27' 56.85" E |
| 531 | PREEROS (40 MPH) | PREEROS1 | 10+77.91 | 6,997,089.36 | 2,560,499.86 | 8° 29' 15.65" LT | 1,050.00' | 77.91' | 155.54' | 10+00.00 | 11+55.54 | N 63° 27' 56.85" E | N 54° 58' 41.20" E |
| 532 | | PREEROS2 | 12+33.46 | 6,998,178.79 | 2,560,627.47 | 8° 29' 15.65" RT | 1,050.00' | 77.91' | 155.54' | 11+55.54 | 13+11.09 | N 54° 58' 41.20" E | N 63° 27' 56.85" E |
| 533 | | PREEROS3 | 19+90.63 | 6,998,517.17 | 2,561,305.15 | 3° 36' 15.60" LT | 5,300.00' | 166.76' | 333.41' | 18+23.88 | 21+57.28 | N 63° 27' 56.85" E | N 59° 51' 41.26" E |
| 534 | | PREEROS4 | 22+76.85 | 6,998,660.93 | 2,561,552.77 | 3° 36' 15.60" RT | 3,800.00' | 119.56' | 239.05' | 21+57.28 | 23+96.33 | N 59° 51' 41.26" E | N 63° 27' 56.85" E |
| 535 | PROS | PROS1 | 542+63.54 | 6,996,685.61 | 2,557,807.34 | 10° 00' 53.00" RT | 954.93' | 83.67' | 166.91' | 541+82.39 | 543+49.00 | N 26° 32' 54.20" W | N 16° 32' 01.20" W |
| 536 | | PROS2 | 549+70.32 | 6,997,261.15 | 2,557,606.80 | 16° 14' 36.96" RT | 1,145.92' | 163.53' | 324.87' | 548+06.78 | 551+31.65 | N 16° 32' 01.20" W | N 0° 17' 24.24" W |

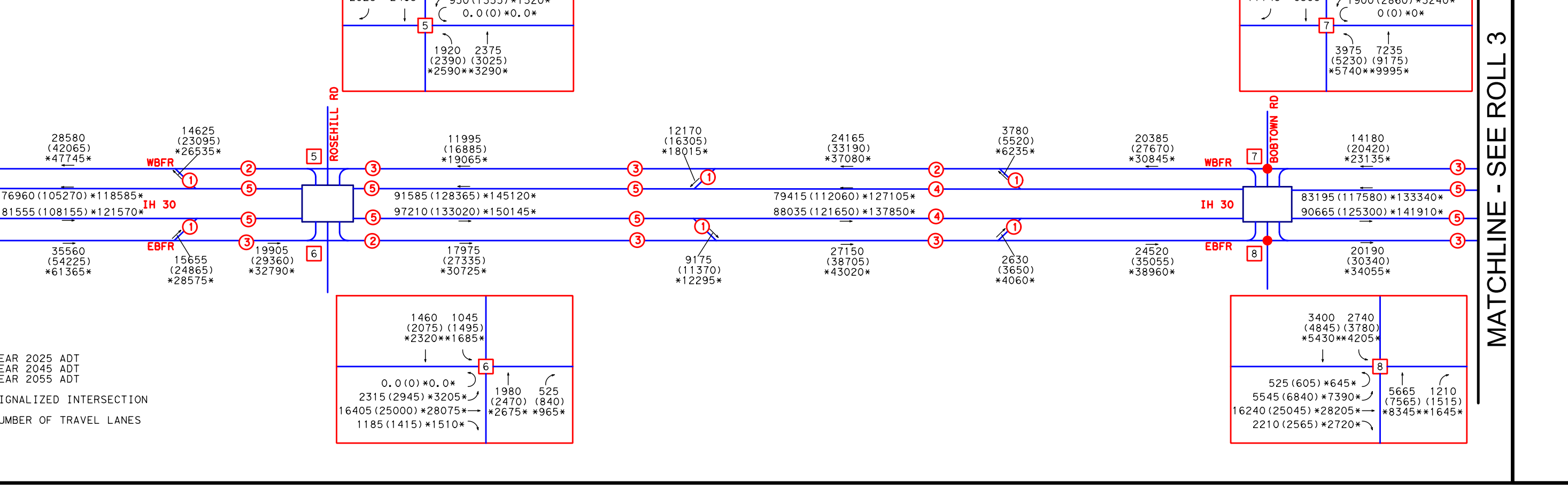
## PROPERTY OWNERS

| MAP ID | OWNER | PROPERTY ADDRESS |
|---|---|---|
| 2993 | CHEE SW LP | 457 W IH 30 |
| 3001 | BROADWAY CIMARRON | 802 BROADWAY COMMONS DR |
| 3002 | BROADWAY VILLAGE LTD PRTS | 421 W IH 30 |
| 3004 | GARLAND HOTELS LP | 436 W IH 30 |
| 3007 | TEXAS DEPARTMENT OF PUBLIC | 402 W IH 30 |
| 3010 | BROADWAY VILLAGE LTD PRTS | 349 W IH 30 |
| 3012 | SINK CARLA D | 360 W IH 30 |
| 3019 | TEXAS STATE OF | 402 W IH 30 |
| 3022 | BROADWAY CIMARRON | 800 BROADWAY COMMONS DR |
| 3025 | JACKSON MARLENE B | 336 W IH 30 |
| 3027 | BROADWAY CIMARRON | 200 W IH 30 |
| 3031 | EMERJEAN PROPERTY MGT LLC | 328 W IH 30 |
| 3033 | FAULKNER INV CO LTD | 9999 CASTLEGLEN DR |
| 3064 | MPG TEXAS I LLC | 9999 CASTLEGLEN DR |
| 3066 | DVB FAMILY LP | 320 W IH 30 |
| 3086 | SMITH ELECTRIC & SIGNS LLC | 368 W IH 30 |
| 3088 | PALISAMBALY LLC | 221 I 30 |
| 3089 | VILLANOVA PROPERTIES LLC | 225 I 30 |
| 3090 | PALISAMBALY LLC | 217 I 30 |
| 3091 | PALISAMBALY LLC | 217 I 30 |
| 3092 | PALISAMBALY LLC | 221 I 30 |
| 3093 | VILLANOVA PROPERTIES LLC | 225 I 30 |
| 3094 | VILLANOVA PROPERTIES LLC | 225 I 30 |
| 3095 | PALISAMBALY LLC | 221 I 30 |
| 3096 | VILLANOVA PROPERTIES LLC | 225 I 30 |
| 3097 | PALISAMBALY LLC | 221 I 30 |
| 3098 | PALISAMBALY LLC | 221 I 30 |
| 3099 | PALISAMBALY LLC | 217 I 30 |
| 3100 | PALISAMBALY LLC | 217 I 30 |
| 3101 | VILLANOVA PROPERTIES LLC | 229 I 30 |
| 3102 | PALISAMBALY LLC | 221 I 30 |
| 3103 | VILLANOVA PROPERTIES LLC | 225 I 30 |
| 3104 | VILLANOVA PROPERTIES LLC | 229 I 30 |
| 3105 | VILLANOVA PROPERTIES LLC | 229 I 30 |
| 3106 | PALISAMBALY LLC | 217 I 30 |
| 3107 | VILLANOVA PROPERTIES LLC | 229 I 30 |
| 3108 | VILLANOVA PROPERTIES LLC | 225 I 30 |
| 3109 | PALISAMBALY LLC | 221 I 30 |
| 3110 | PALISAMBALY LLC | 221 I 30 |
| 3111 | VILLANOVA PROPERTIES LLC | 229 I 30 |
| 3112 | VILLANOVA PROPERTIES LLC | 225 I 30 |
| 3113 | VILLANOVA PROPERTIES LLC | 229 I 30 |
| 3114 | VILLANOVA PROPERTIES LLC | 229 I 30 |
| 3115 | VILLANOVA PROPERTIES LLC | 229 I 30 |

| MAP ID | OWNER | PROPERTY ADDRESS |
|---|---|---|
| 3116 | VILLANOVA PROPERTIES LLC | 229 I 30 |
| 3117 | PALISAMBALY LLC | 221 I 30 |
| 3118 | PALISAMBALY LLC | 217 I 30 |
| 3119 | PALISAMBALY LLC | 221 I 30 |
| 3120 | PALISAMBALY LLC | 217 I 30 |
| 3121 | VILLANOVA PROPERTIES LLC | 229 I 30 |
| 3122 | PALISAMBALY LLC | 217 I 30 |
| 3123 | VILLANOVA PROPERTIES LLC | 225 I 30 |
| 3124 | PALISAMBALY LLC | 221 I 30 |
| 3125 | PALISAMBALY LLC | 221 I 30 |
| 3126 | PALISAMBALY LLC | 217 I 30 |
| 3127 | PALISAMBALY LLC | 217 I 30 |
| 3128 | VILLANOVA PROPERTIES LLC | 229 I 30 |
| 3129 | PALISAMBALY LLC | 217 I 30 |
| 3130 | VILLANOVA PROPERTIES LLC | 225 I 30 |
| 3131 | VILLANOVA PROPERTIES LLC | 229 I 30 |
| 3132 | PALISAMBALY LLC | 217 I 30 |
| 3133 | VILLANOVA PROPERTIES LLC | 225 I 30 |
| 3134 | VILLANOVA PROPERTIES LLC | 225 I 30 |
| 3135 | VILLANOVA PROPERTIES LLC | 225 I 30 |
| 3137 | THOMASON COMMERCIAL INVESTMENTS LLC | 366 W IH 30 |
| 3138 | LAVENDER HILL PROPERTIES LLLP | 360 W IH 30 |
| 3140 | PATEL VITT | 243 W IH 30 |
| 3141 | GARLAND INN LLC | 252 W IH 30 |
| 3143 | FAULKNER INV CO LTD | 215 W IH 30 |
| 3144 | RANCHO COACHELLA PPTIES | 241 W IH 30 |
| 3148 | LAVENDER HILL PROPERTIES LLLP | 358 IH 30 |
| 3151 | LAVENDER HILL PROPERTIES LLLP | 338 W IH 30 |
| 3158 | LAVENDER HILL PROPERTIES LLLP | 348 W IH 30 |
| 3162 | LAVENDER HILL PROPERTIES LLLP | 142 W IH 30 |
| 3165 | LAVENDER HILL PROPERTIES LLLP | 151 W IH 30 |
| 3166 | LAVENDER HILL PROPERTIES LLLP | 140 W IH 30 |
| 3167 | LAVENDER HILL PROPERTIES LLLP | 151 W IH 30 |
| 3168 | GARLAND CITY OF | 144 W IH 30 |
| 3169 | LAVENDER HILL PROPERTIES LLLP | 101 ROSEHILL RD |
| 3171 | LAVENDER HILL PROPERTIES LLLP | 120 W IH 30 |
| 3172 | LAVENDER HILL PROPERTIES LLLP | 100 W IH 30 |
| 3175 | LAVENDER HILL PROPERTIES LLLP | 102 W IH 30 |
| 3176 | LAVENDER HILL PPTIES LLLP | 5501 ROSEHILL RD |
| 3177 | LAVENDER HILL PROPERTIES LLLP | 110 W IH 30 |
| 3178 | LAVENDER HILL PROPERTIES LLLP | 101 W IH 30 |
| 3179 | GARLAND #2 I-30 TIF 180 | 11111 ROSEHILL RD |
| 3182 | LAVENDER HILL PROPERTIES LLLP | 5600 ROSEHILL RD |
| 3187 | SCHEEL LAWRENCE ETAL | 161 E IH 30 |

| MAP ID | OWNER | PROPERTY ADDRESS |
|---|---|---|
| 3194 | DAWSON RONALD D | 165 E IH 30 |
| 3196 | CASA VIEW BAPTIST CHURCH | 170 IH 30 |
| 3201 | WRIGHT TB CAPITAL PTNR | 175 E IH 30 |
| 3205 | TB WRIGHT CAPITAL PARTNER | 175 E IH 30 |
| 3208 | MOTTACKAL INVESTMENT GR LLC | 3402 BOBTOWN RD |
| 3210 | DESTINY CHRISTIAN CENTER | 200 E IH 30 |
| 3211 | FAULKNER INV CO LTD | 215 IH 30 |
| 3214 | SANBORN CLAY M & | 200 E IH 30 |
| 3215 | FAULKNER INV CO LTD | 267 E IH 30 |
| 3216 | LANDMARK AT LAKEWAYS NORTH LLC | 225 E IH 30 |
| 3217 | LANDMARK AT LAKEWAYS NORTH LLC | 241 E IH 30 |
| 3218 | LANDMARK AT LAKEWAYS NORTH LLC | 269 E IH 30 |
| 3219 | SANBORN CLAY M & | 210 E IH 30 |
| 3221 | FAULKNER INV CO LTD | 306 IH 30 |
| 3222 | FAULKNER D L ET AL | 306 E IH 30 |
| 3223 | DORBET INC | 310 E IH 30 |
| 3224 | FAULKNER INV CO LTD | 281 E IH 30 |
| 3228 | SUNNY HOSPITALITY LLC | 375 E IH 30 |
| 3229 | ROQUEMORE RODNEY D | 329 OAKS TRAIL |
| 3232 | CDRM LIMITED PS THE | 333 OAKS TRAIL |
| 3234 | FAULKNER INV CO LTD | 350 E IH 30 |
| 3237 | BOBTOWN ENTERPRISES INC | 302 E IH 30 |
| 3238 | BIRDSONG REAL ESTATE LLC | 354 E IH 30 |
| 3239 | GC GARLANDIH 30 | 430 E IH 30 |
| 3244 | NEW LIFE CHURCH OF GARLAND INC | 440 E IH 30 |
| 3245 | MINA DONNA INC | 450 E IH 30 |
| 3248 | PORTAL LLC | 4015 BOBTOWN RD |
| 3249 | 7 ELEVEN INC | 501 E IH 30 |
| 3250 | FAULKNER INV CO LTD | 591 E IH 30 |
| 3251 | LANDMARK AT LAKEWAYS NORTH LLC | 613 E IH 30 |
| 3254 | LAKE RAY HUBBARD ACQ TR | 601 E IH 30 |
| 3258 | I 30 BOBTOWN LLC | 500 E IH 30 |
| 3280 | FAULKNER INV CO LTD | 568 IH 30 |
| 3289 | ROMAN CATH DIOCESE DALLAS | 600 E IH 30 |
| 3290 | 646 HOLDINGS LLC | 646 E IH 30 |
| 3291 | 646 HOLDINGS LLC | 630 E IH 30 |
| 3292 | LANDMARK AT LAKEWAYS NORTH LLC | 703 E IH 30 |
| 3293 | B B ASSET MGMT INC | 709 E IH 30 |
| 3294 | FAULKNER INVESTMENT CO | 717 E IH 30 |
| 3296 | GARLAND STORAGE LIMITED PARTNERSHIP | 630 E IH 30 |
| 3297 | B B ASSET MGMT INC | 717 E IH 30 |
| 3298 | SWILLEY REEZIN R JR & | 710 E IH 30 |
| 3299 | PEACHTREE HOLDINGS | 5249 ZION RD |
| 3301 | KAKKS MANAGEMENT LLC | 716 E IH 30 |

## TRAFFIC DIAGRAM

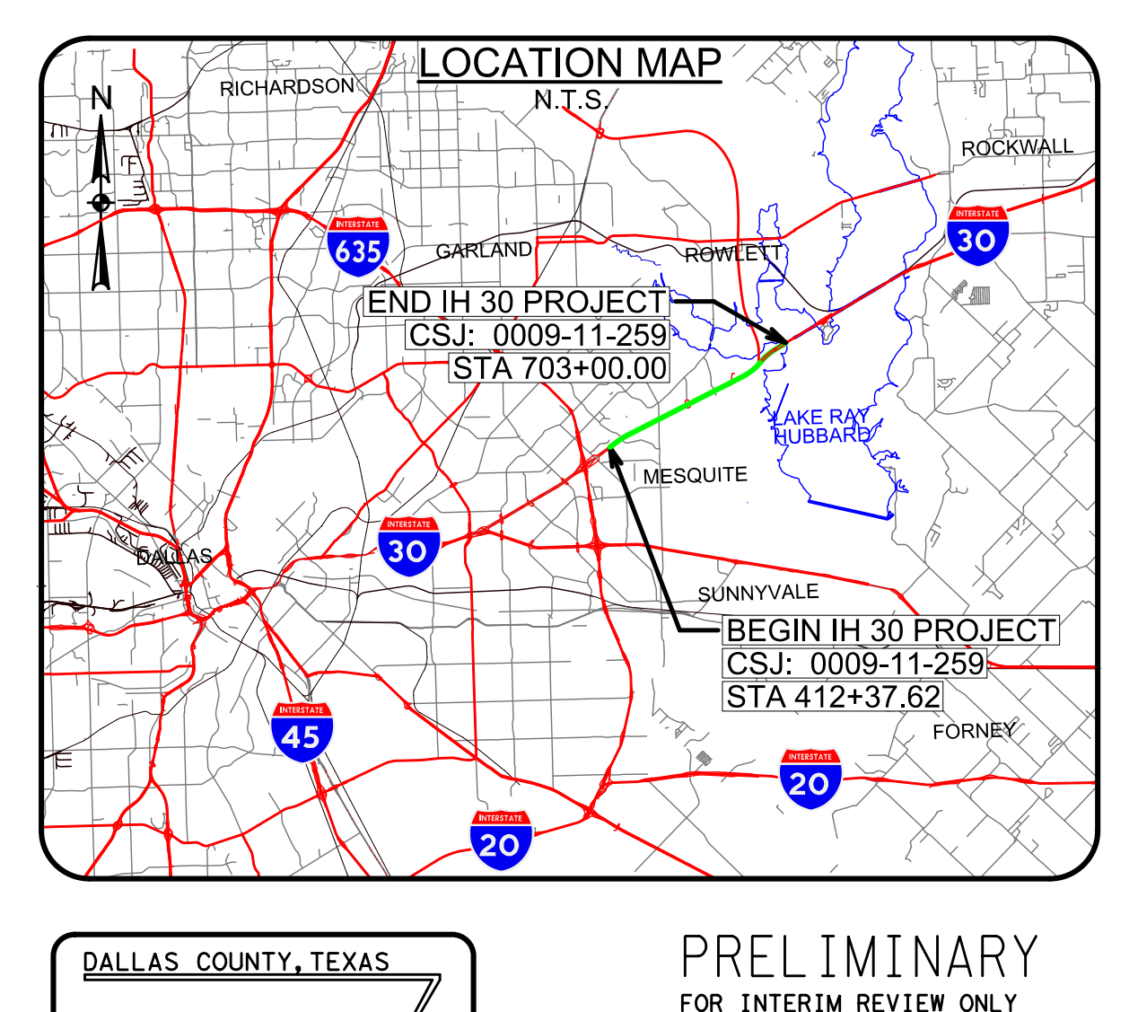

MATCHLINE - SEE ROLL 1
MATCHLINE - SEE ROLL 3
WBFR
IH 30
EBFR
ROSEHILL RD
BOBTOWN RD
XX YEAR 2025 ADT
(XX) YEAR 2045 ADT
*XX* YEAR 2055 ADT
SIGNALIZED INTERSECTION
NUMBER OF TRAVEL LANES

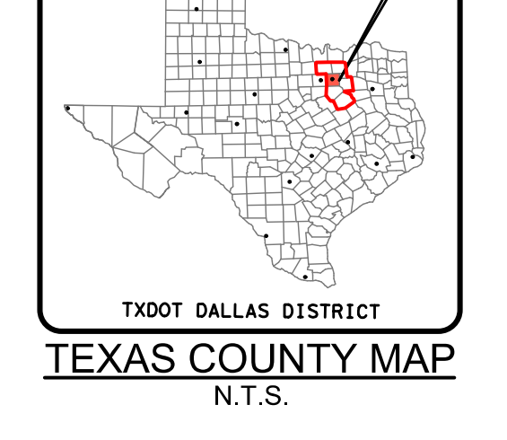
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC
THE IH 30 PROJECT
FROM IH 635 TO BASS PRO DRIVE
DALLAS COUNTY, TEXAS
CSJ: 0009-11-259

APRIL 2021
ROLL 2 OF 6

LENGTH: 5.5 MILES
DESIGN SPEEDS / FUNCTIONAL CLASS
MAIN LANES: 60 MPH URBAN INTERSTATE
DIRECT CONNECTORS: 40 MPH URBAN INTERSTATE
RAMPS: 40 MPH URBAN INTERSTATE
FRONTAGE ROADS/BYPASSES: 40 MPH URBAN COLLECTOR
LOCAL STREETS: 30 MPH URBAN ARTERIAL/LOCAL STREET
TURNAROUNDS: 15 MPH URBAN COLLECTOR


LOCATION MAP
N.T.S.
RICHARDSON
ROCKWALL
GARLAND
ROWLETT
END IH 30 PROJECT
CSJ: 0009-11-259
STA 703+00.00
LAKE RAY HUBBARD
MESQUITE
DALLAS
SUNNYVALE
BEGIN IH 30 PROJECT
CSJ: 0009-11-259
STA 412+37.62
FORNEY


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

PRELIMINARY
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GARY R. REED 66658 5/4/2021
MURAD MOHAMMAD 98246 5/4/2021
LINA T. RAMEY & ASSOCIATES, INC.
TBPE FIRM #F-782
3320 BELT LINE ROAD
FARMERS BRANCH, TX 75234
214-979-1144 MAIN
214-979-2480 FAX
VERTICAL SCALE: 0 10 20 30 40
HORIZONTAL SCALE: 0 100 200 300 400
DATE SUBMITTED:
DATE APPROVED:
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