TEXAS DEPARTMENT OF TRANSPORTATION DALLAS DISTRICT

WILLIAM L. HALE, P.E.
DISTRICT ENGINEER

DESIGN SCHEMATIC

IH-30
ROCKWALL COUNTY

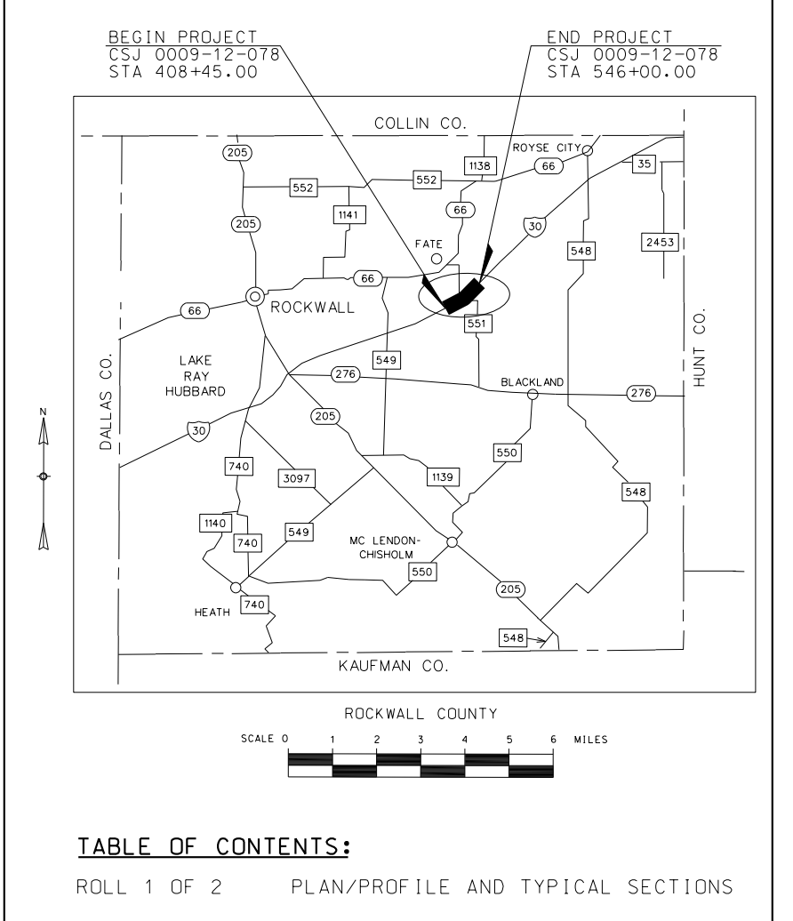
CSJ: 0009-12-078

PROJECT LIMITS: AT FM 551

PROJECT LENGTH = 2.605 MILES

ROADWAY TYPE	DESIGN SPEEDS
MAIN LANE	70 MPH
FRONTAGE ROAD	40 MPH
RAMP	50 MPH
FM 551	40 MPH

FUNCTIONAL CLASSIFICATION
INTERSTATE HIGHWAY



BEGIN PROJECT CSJ 0009-12-078 STA 408+45.00
END PROJECT CSJ 0009-12-078 STA 546+00.00
COLLIN CO.
ROYSE CITY
ROCKWALL
FATE
LAKE RAY HUBBARD
DALLAS CO.
HUNT CO.
BLACKLAND
MC LENDON-CHISHOLM
HEATH
KAUFMAN CO.
ROCKWALL COUNTY
SCALE 0 1 2 3 4 5 6 MILES

TABLE OF CONTENTS:

ROLL 1 OF 2 PLAN/PROFILE AND TYPICAL SECTIONS
ROLL 2 OF 2 PROFILES - FRONTAGE ROADS, RAMPS, AND CROSS STREET

SCALE IN FEET
HORIZONTAL: 1" = 200'
VERTICAL: 1" = 20'

PREPARED BY:
PARSONS
UNDER THE SUPERVISION OF
KARA HUFFMAN, P.E.

P.E. NO. 88525
DATE: JULY 2012

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

JULY 2012
ROLL 1 OF 2

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PARSONS
PARSONS TRANSPORTATION GROUP INC
1301 N. PRES GEORGE BUSH HWY - RICHARDSON, TX 75080
FIRM REGISTRATION NO: F1481

FM551tbl
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7/17/2012
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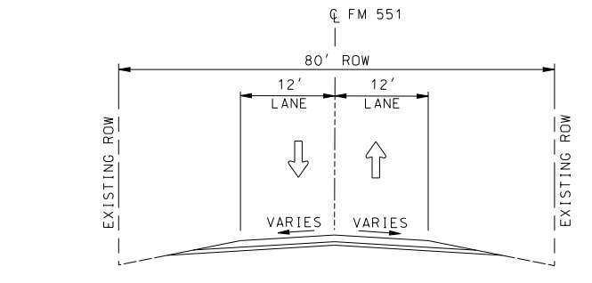
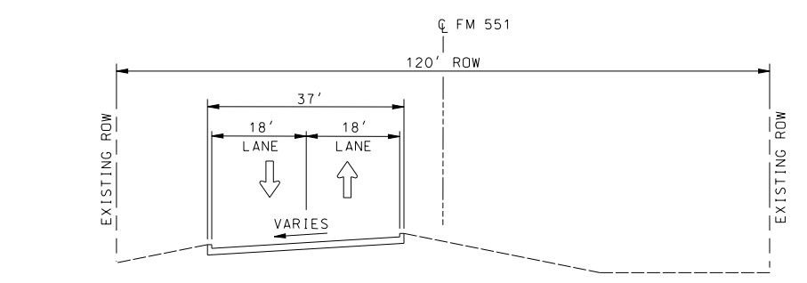


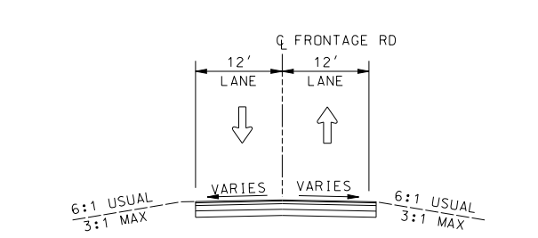
℄ FM 551
80' ROW
12' LANE
12' LANE
VARIES
VARIES
EXISTING ROW

EXISTING FM 551 ROADWAY SECTION
NORTH OF IH30
(N.T.S.)



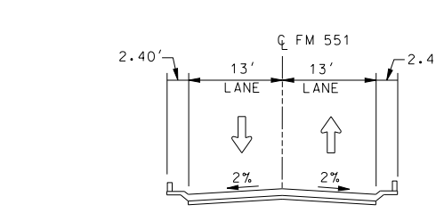
℄ FM 551
120' ROW
37'
18' LANE
18' LANE
VARIES
EXISTING ROW

EXISTING FM 551 ROADWAY SECTION
SOUTH OF IH30
(N.T.S.)



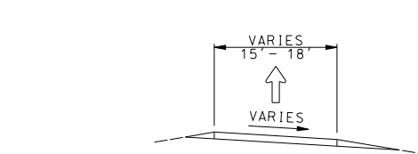
℄ FRONTAGE RD
12' LANE
12' LANE
VARIES
VARIES
6:1 USUAL
3:1 MAX

EXISTING IH 30 FRONTAGE ROAD SECTION
(N.T.S.)



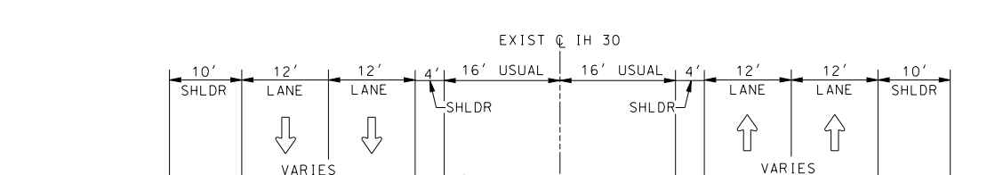
℄ FM 551
2.40'
13' LANE
13' LANE
2%
2%

EXISTING FM 551 BRIDGE SECTION
(N.T.S.)



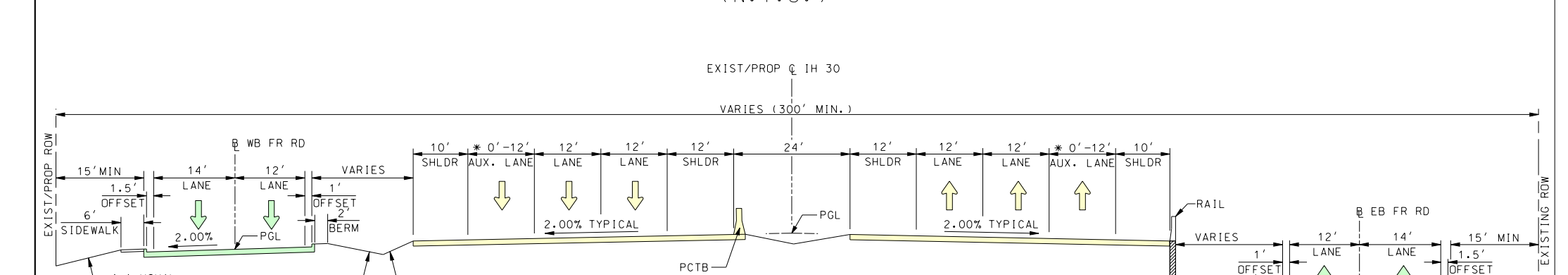
VARIES
15'
18'
VARIES

EXISTING IH 30 RAMP
(N.T.S.)



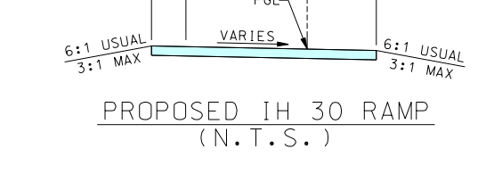
EXIST ℄ IH 30
10' SHLDR
12' LANE
12' LANE
4' SHLDR
16' USUAL
16' USUAL
VARIES
6:1 USUAL

EXISTING IH 30 ROADWAY SECTION
(N.T.S.)



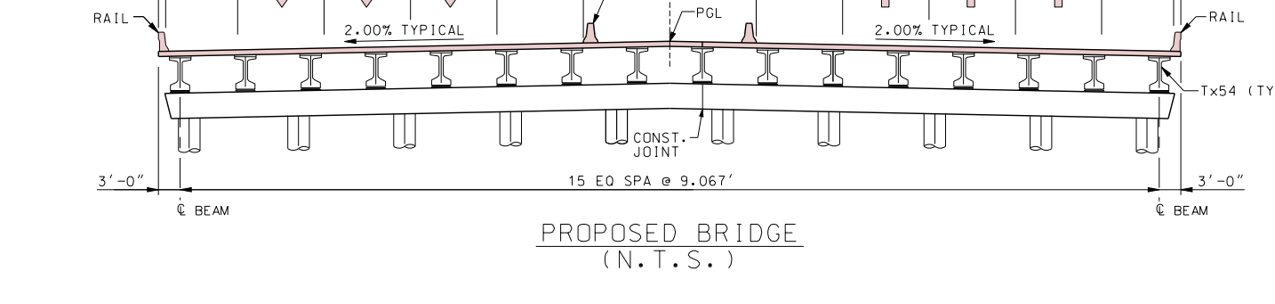
EXIST/PROP ℄ IH 30
VARIES (300' MIN.)
℄ WB FR RD
℄ EB FR RD
15' MIN
14' LANE
12' LANE
1' OFFSET
6' SIDEWALK
10' SHLDR
6'-12' AUX. LANE
12' LANE
24'
2.00% TYPICAL
PCTB
PGL
RAIL
RETAINING WALL WHERE REQUIRED (BOTH SIDES)
1' MOW STRIP
4:1 USUAL
3:1 MAX
6:1 USUAL
4:1 MAX
EXIST/PROP ROW

PROPOSED IH 30 ROADWAY SECTION
STA 408+45 TO STA 546+00
*AUX LANE EB-STA 467+36 TO 489+80
*AUX LANE WB-STA 466+03 TO 488+80
(N.T.S.)



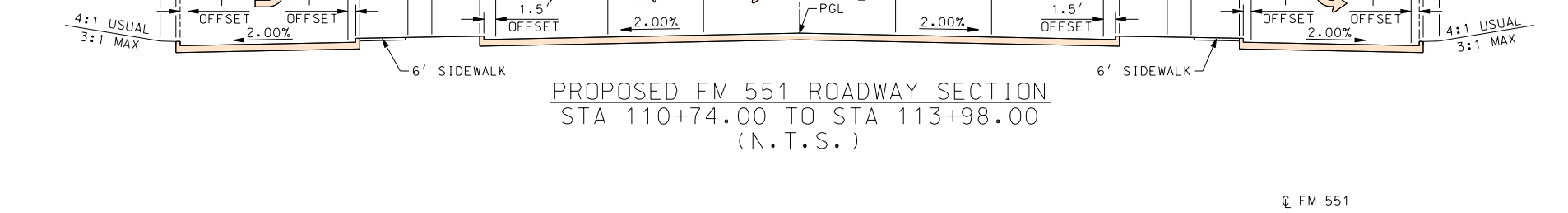
℄ RAMP
4' SHLD
14' TRAVEL LANE
8' SHLD
PGL
VARIES
6:1 USUAL
3:1 MAX

PROPOSED IH 30 RAMP
(N.T.S.)



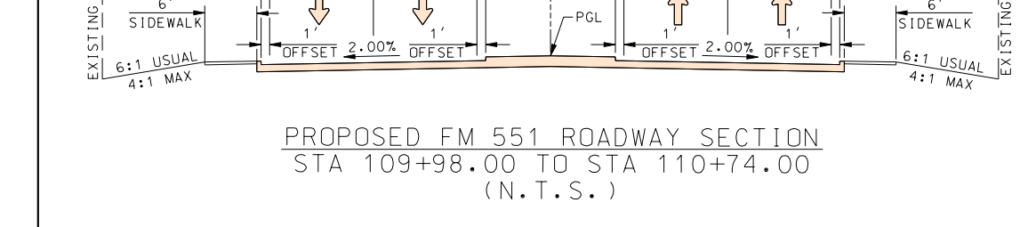
EXIST/PROP ℄ IH 30
71'-0"
71'-0"
10'-0" SHLDR
12'-0" LANE
12'-0" LANE
12'-0" LANE
12'-0" SHLDR
PCTB
PGL
2.00% TYPICAL
RAIL
CONST. JOINT
15 EQ SPA @ 9.067'
℄ BEAM
Tx54 (TYP)
3'-0"

PROPOSED BRIDGE
(N.T.S.)



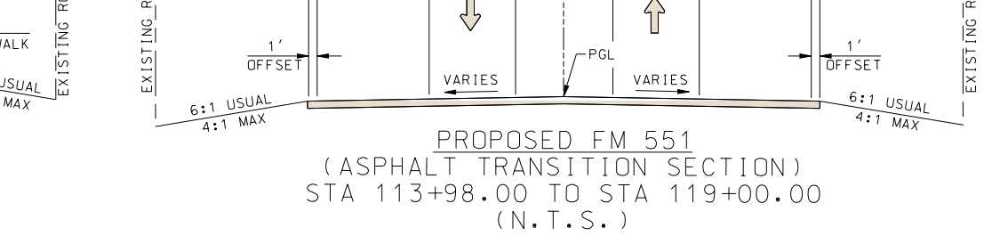
℄ FM 551
℄ UTURN
36" COLUMN
24' TURN-AROUND
9' MIN
12' FUTURE LANE
12' LANE
14' FUTURE LANE
6' SIDEWALK
2.00%
OFFSET
4:1 USUAL
3:1 MAX

PROPOSED FM 551 ROADWAY SECTION
STA 110+74.00 TO STA 113+98.00
(N.T.S.)



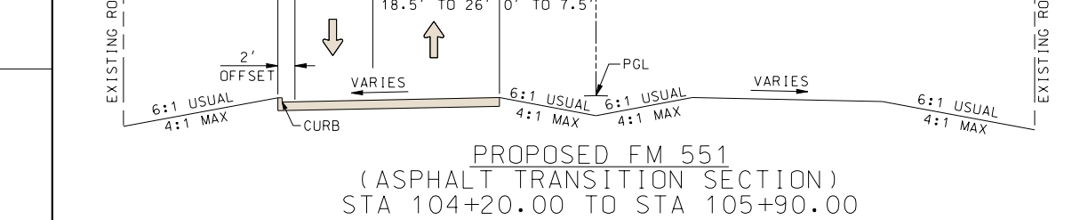
℄ FM 551
VARIES
12' LANE
MEDIAN
6' SIDEWALK
PGL
OFFSET
2.00%
6:1 USUAL
4:1 MAX
EXISTING ROW

PROPOSED FM 551 ROADWAY SECTION
STA 109+98.00 TO STA 110+74.00
(N.T.S.)



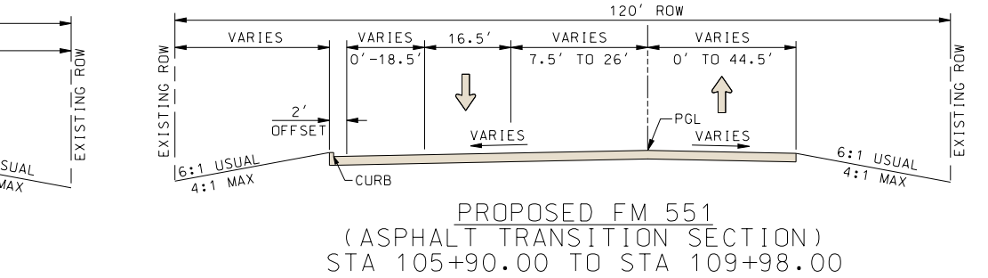
℄ FM 551
VARIES
0' - 20.5'
12' LANE
0' TO 24'
PGL
OFFSET
6:1 USUAL
4:1 MAX
EXISTING ROW

PROPOSED FM 551
(ASPHALT TRANSITION SECTION)
STA 113+98.00 TO STA 119+00.00
(N.T.S.)



℄ FM 551
120' ROW
VARIES
16.5'
18.5' TO 26'
0' TO 7.5'
PGL
2' OFFSET
CURB
6:1 USUAL
4:1 MAX
EXISTING ROW

PROPOSED FM 551
(ASPHALT TRANSITION SECTION)
STA 104+20.00 TO STA 105+90.00
(N.T.S.)



℄ FM 551
120' ROW
VARIES
0'-18.5'
16.5'
7.5' TO 26'
0' TO 44.5'
PGL
2' OFFSET
CURB
6:1 USUAL
4:1 MAX
EXISTING ROW

PROPOSED FM 551
(ASPHALT TRANSITION SECTION)
STA 105+90.00 TO STA 109+98.00
(N.T.S.)

NOTE: THE SCHEMATIC SHOWN MATCHES THE ULTIMATE ROADWAY SECTION FOR IH 30. PAVEMENT TRANSITION SECTIONS ARE TO BE PROVIDED WITHIN THE PROJECT LIMITS IF REQUIRED. SUCH TRANSITIONS CAN BE DESIGNED USING TEMPORARY PAVEMENT STRIPING.

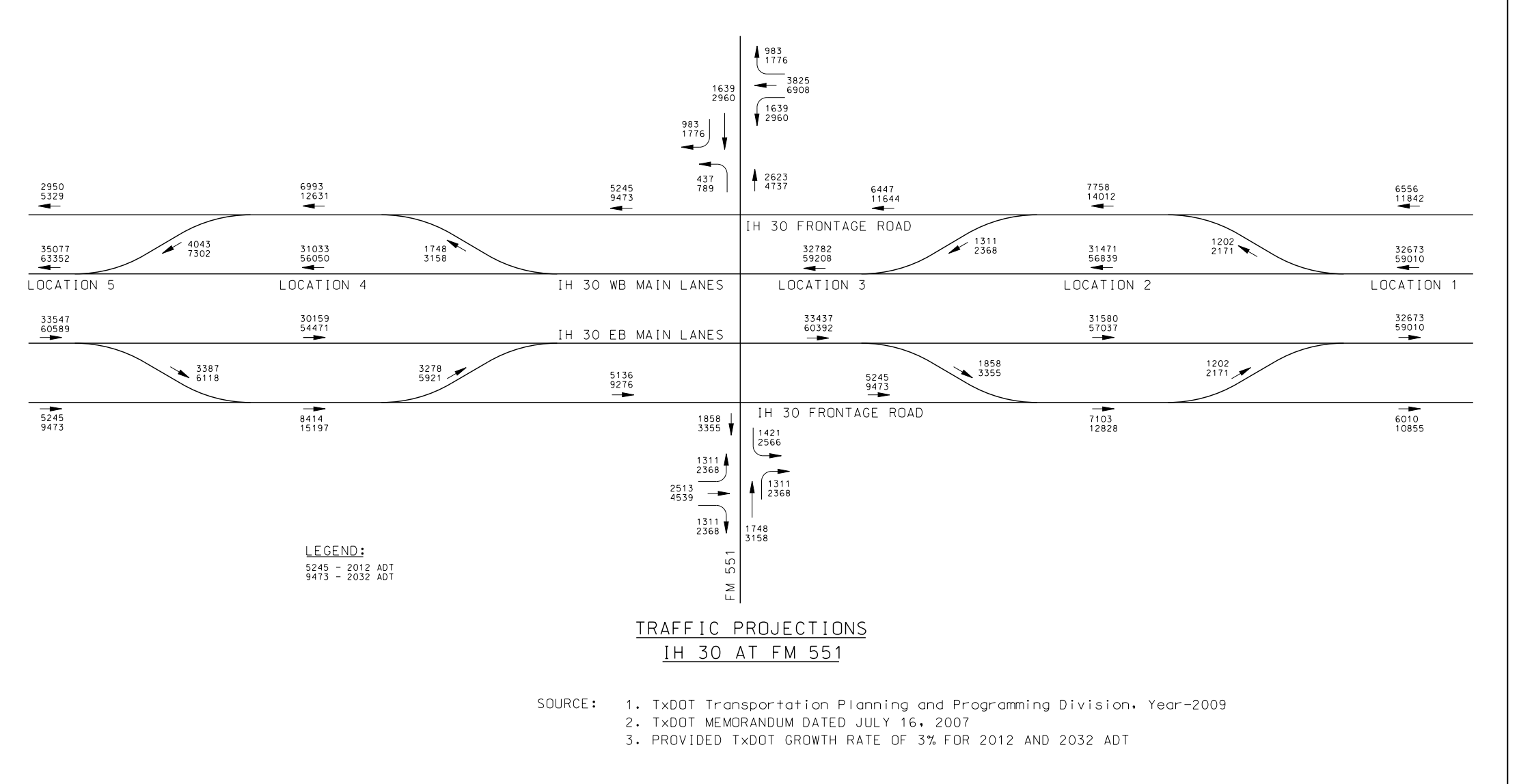
CURVE	PI STATION	DELTA	DEGREE OF CURVE	TANGENT	LENGTH	RADIUS	PC STATION	PT STATION
IH30-4	407+44.92	8° 59' 29.40" (RT)	1° 00' 00.00"	450.50	899.15	5,729.58	402+94.42	411+93.57
WBFR-01	11+82.55	4° 34' 33.15" (LT)	2° 51' 53.24"	79.91	159.73	2,000.00	11+02.64	12+62.37
WB55130-1	14+86.74	1° 23' 59.54" (LT)	1° 54' 35.49"	36.65	73.30	3,000.00	14+50.09	15+23.39
WB55130-2	24+73.09	2° 11' 45.97" (RT)	1° 54' 35.49"	57.50	114.99	3,000.00	24+15.59	25+30.58
WBFR-02	36+81.72	5° 18' 59.54" (LT)	2° 51' 53.24"	92.86	185.58	2,000.00	35+88.87	37+74.45
WBFR-03	39+70.13	5° 19' 45.13" (RT)	2° 51' 53.24"	93.08	186.02	2,000.00	38+77.05	40+63.08
WBFR-04	50+83.99	3° 20' 26.40" (LT)	1° 54' 35.49"	87.48	174.92	3,000.00	49+96.50	51+71.42
WBFR-05	62+09.97	20° 11' 07.15" (LT)	1° 47' 25.78"	569.58	1,127.36	3,200.00	56+40.39	67+67.75
WBFR-06	70+68.71	3° 43' 15.24" (RT)	2° 51' 53.24"	64.96	129.88	2,000.00	70+03.74	71+33.63
FM551-2	115+75.90	30° 38' 37.86" (LT)	8° 29' 17.75"	184.94	361.01	675.00	113+90.96	117+51.98
WBFR-07	77+73.85	3° 49' 35.45" (RT)	1° 54' 35.49"	100.22	200.36	3,000.00	76+73.64	78+73.99
WBFR-08	82+27.06	3° 49' 35.45" (LT)	1° 54' 35.49"	100.22	200.36	3,000.00	81+26.85	83+27.20
WBFR30-1	11+04.76	4° 00' 00.00" (LT)	1° 54' 35.49"	104.76	209.44	3,000.00	10+00.00	12+09.44
WBFR30-2	14+88.11	3° 28' 32.96" (RT)	2° 51' 53.24"	60.68	121.33	2,000.00	14+27.43	15+48.76
WBFR30-3	18+84.05	4° 28' 08.50" (LT)	2° 51' 53.24"	78.04	156.00	2,000.00	18+06.01	19+62.01
WBFR30-4	22+11.28	3° 49' 53.39" (RT)	1° 54' 35.49"	100.35	200.62	3,000.00	21+10.94	23+11.56
WBFR-09	103+25.08	4° 45' 43.17" (LT)	2° 51' 53.24"	83.16	166.22	2,000.00	102+41.92	104+08.14
WBFR-10	106+17.09	4° 45' 43.17" (RT)	2° 51' 53.24"	83.16	166.22	2,000.00	105+33.93	107+00.16
WBFR-11	116+84.64	4° 11' 38.71" (RT)	2° 51' 53.24"	73.23	146.40	2,000.00	116+11.40	117+57.80
WBFR-12	120+20.93	4° 11' 38.71" (LT)	2° 51' 53.24"	73.23	146.40	2,000.00	119+47.70	120+94.10
WBFR-13	138+02.03	5° 03' 36.89" (LT)	2° 51' 53.24"	88.38	176.64	2,000.00	137+13.65	138+90.29
WBFR-14	141+49.38	4° 58' 54.19" (RT)	2° 51' 53.24"	87.00	173.89	2,000.00	140+62.38	142+36.27
WB30551-1	10+86.23	4° 56' 14.75" (RT)	2° 51' 53.24"	86.23	172.35	2,000.00	10+00.00	11+72.35
WB30551-2	13+64.97	4° 56' 14.75" (LT)	2° 51' 53.24"	86.23	172.35	2,000.00	12+78.74	14+51.09
WB30551-3	17+53.09	4° 21' 59.97" (RT)	2° 51' 53.24"	76.25	152.43	2,000.00	16+76.84	18+29.27
WB30551-4	22+31.09	4° 21' 59.97" (LT)	1° 54' 35.49"	114.37	228.64	3,000.00	21+16.72	23+45.36
WB30FR-1	10+54.72	3° 08' 03.67" (RT)	2° 51' 53.24"	54.72	109.41	2,000.00	10+00.00	11+09.41
WB30FR-2	15+04.85	9° 12' 59.60" (LT)	1° 54' 35.49"	241.81	482.58	3,000.00	12+63.04	17+45.62
WB30FR-3	21+37.70	7° 48' 04.35" (LT)	1° 54' 35.49"	204.55	408.47	3,000.00	19+33.14	23+41.61
UT#2	12+94.27	105° 00' 00.00" (LT)	76° 23' 39.74"	97.74	137.44	75.00	11+96.53	13+33.97
UTE1	10+57.55	75° 00' 00.00" (LT)	76° 23' 39.74"	57.55	98.17	75.00	10+00.00	10+98.17

EXIT 73
FM 551
Fate
1 MILE
STA 370+44
EXIT 73
FM 551
Fate
½ MILE
STA 396+84
405+00
IH30-4
BEGIN EBFR STA 10+00.00 ℄ FM551 STA 117+00.57 MATCH EXISTING
℄ IH30
℄ WBFR STA 20+00.00 BEGIN COA
℄ RAMP WB55130
℄ WBFR STA 24+64.98 END COA
PROP 80'X 40' DRAINAGE EASEMENT
PROP CULVERT 4-5'X 5' MBC STA 430+15.62 REPLACE EXISTING
PROP 60'X 25' DRAINAGE EASEMENT
BEGIN PROJECT CSJ: 0009-12-078 ℄ IH 30 STA 408+45.00 MATCH PROP BY OTHERS
EXISTING ROW
EXIT 73
FM 551
Fate
℄ RAMP EB30551
EXIT 73↗
℄ EBFR STA 26+23.12 BEGIN COA
PROP 80'X 30' DRAINAGE EASEMENT
℄ EBFR STA 30+22.76 END COA
℄ EBFR
EXIST CULVERT 2-10'X 8' TO REMAIN STA 439+09.83
INDUSTRIAL DR
℄ WBFR
℄ WBFR STA 48+95.73 BEGIN COA
℄ WBFR STA 52+74.35 END COA
℄ RAMP WB30FR
EXIT 72↗
PROPOSED ROW
INTERSTATE HIGHWAY 30
TRACT 2 224.4226 ACRES D-F FUND VI, LLC& D-F FUND 18, LLC& D-F SOUTHWEST FUND 19, LLC VOLUME 1526, PAGE 1 D.R.R.C.T.
2.73 ACRES ZULA MAXINE ZOLLNER BROOKS FAMILY TRUST VOLUME 4492, PAGE 245 D.R.R.C.T.
EXIT 72
Frontage Rd
EXIT ↗ ONLY
BEGIN RET. WALL STA 469+00.00 70.00' LT
℄ WBFR STA 71+00.00 BEGIN COA
℄ FM551 STA 117+00.57 END COA
℄ FM 551 STA 113+82.47 ℄ WBFR STA 75+05.66
END EXISTING BRIDGE ℄ FM551 STA 113+85.47 30.78' LT.
EXIST CULVERT 1-24" RCP TO BE REMOVED STA 477+40.40
END RET. WALL STA 476+85.70 70.00' LT
PROP CULVERT 1-36" RCP STA 477+06.94
END ASPHALT TRANSITION ℄ FM 551 STA 119+00.00 MATCH EXISTING
N.E. CRAWFORD AVE
℄ FM551 STA 116+97.00 BEGIN COA
BEGIN RET. WALL STA 479+94.70 70.00' LT
END BRIDGE STA 479+75.95
℄ WBFR STA 79+00.00 END COA
℄ EBFR STA 79+00.00 END COA
BEGIN RET. WALL STA 479+57.19 70.00' RT
℄ UTEAST
℄ IH 30 STA 478+23.16 ℄ FM 551 STA 112+38.56
℄ FM 551 STA 110+89.48 ℄ EBFR STA 75+51.10
℄ FM551 STA 108+05.30 BEGIN COA
℄ FM551
STA 104+95.62 EXISTING 6'x 5' BOX CULVERT TO REMAIN
BEGIN ASPHALT TRANSITION ℄ STA 104+20.00 MATCH EXISTING
℄ FM551 STA 107+78.65 END COA
BEGIN EXISTING BRIDGE ℄ FM551 STA 110+75.80 30.55' LT.
℄ UTWEST
END RET. WALL STA 476+48.19 70.00' RT
BEGIN BRIDGE STA 476+66.95
℄ EBFR STA 71+84.14 BEGIN COA
PROP CULVERT 1-42" RCP STA 472+28.38 REPLACE EXISTING
40.77 ACRES FATE I-30 COMMERCIAL, LP VOLUME 3665, PAGE 138 D.R.R.C.T.
BEGIN RET. WALL STA 461+00.00 94.00' RT
℄ RAMP EBFR30
℄ EBFR STA 53+21.72 BEGIN COA
℄ EBFR STA 56+54.97 END COA
EXIT 74
Frontage Rd
EXIT ↓ ONLY
EXIT 72
Frontage Rd
EXIT ↓ ONLY
TRACT 1 22.943 ACRES FATE I-30 COMMERCIAL, LP VOLUME 3989, PAGE 188 D.R.R.C.T.
℄ RAMP WBFR30
PROP 60'X 25' DRAINAGE EASEMENT
END RET. WALL STA 495+00.00 91.25' LT
℄ WBFR STA 94+15.57 BEGIN COA
℄ WBFR STA 97+62.54 END COA
EXIT 74↗
℄ RAMP EB30FR
END RET. WALL STA 496+50.00 95.10' RT
℄ EBFR STA 96+34.59 BEGIN COA
℄ EBFR STA 100+39.53 END COA
PROP CULVERT 2-8'X 4' MBC STA 492+21.15 REPLACE EXISTING
TRACT 2 35.605 ACRES FATE I-30 COMMERCIAL, LP VOLUME 3989, PAGE 188 D.R.R.C.T.
EXIT 74
Frontage Rd
EXIT ↗ ONLY
℄ IH30
PROP CULVERT 3-48" RCP STA 103+41.79 REPLACE EXISTING
PROP CULVERT 3-4'X 3' MBC STA 506+95.96 REPLACE EXISTING
PROP CULVERT 3-36" RCP STA 111+49.29 REPLACE EXISTING
PROP CULVERT 2-36" RCP STA 516+46.64 REPLACE EXISTING
℄ WBFR
℄ EBFR STA 108+13.17 BEGIN COA
℄ EBFR STA 111+84.61 END COA
PROP CULVERT 3-4'X 3' MBC STA 515+03.76 REPLACE EXISTING
PROP CULVERT 3-4'X 3' MBC STA 113+04.21 REPLACE EXISTING
PROP 60'X 10' DRAINAGE EASEMENT
PROP CULVERT 2-36" RCP STA 113+94.37 REPLACE EXISTING
℄ RAMP EB55130
BLACKLAND RD
℄ RAMP WB30551
℄ WBFR STA 126+80.77 BEGIN COA
℄ WBFR STA 130+80.13 END COA
BEGIN RET. WALL STA 536+00.00 93.90' LT
END RET. WALL STA 539+50.00 93.90' LT
EXIT 73
FM 551
Fate
EXIT 73↗
EXIST CULVERT 2-42" RCP TO REMAIN STA 532+07.16
℄ EBFR
END PROJECT CSJ: 0009-12-078 ℄ IH 30 STA 546+00.00 ℄ WBFR STA 142+78.83 ℄ EBFR STA 143+69.93 MATCH PROP BY OTHERS
550+00
EXIT 73
FM 551
Fate
½ MILE
STA 566+35
EXIT 73
FM 551
Fate
1 MILE
STA 592+75

LEGEND

— — —	EXISTING ROW
— — —	PROPOSED ROW
—•—•—	CONTROL OF ACCESS (SEE NOTE 2)
———	RETAINING WALLS
→	DIRECTION OF TRAFFIC
▨	DRIVEWAY TO BE RELOCATED
🟩	FRONTAGE ROADS
▭	RAMPS
▭	MAIN LANES
▭	BRIDGE STRUCTURE
▭	FM 551 (CONCRETE PAVEMENT)
▭	FM 551 (ASPHALT PAVEMENT)

NOTES :
1. STATION CALLOUTS ARE WITH REFERENCE TO IH 30 CENTERLINE UNLESS OTHERWISE NOTED.
2. ACCESS WILL BE CONTROLLED BY PERMIT ONLY IN ACCORDANCE WITH TXDOT ACCESS MANAGEMENT MANUAL.
3. ALL MEDIAN OPENING LOCATIONS ARE TO BE DETERMINED IN PS&E IN COORDINATION WITH THE CITY.
4. EXISTING CULVERT SIZES AND LOCATIONS ARE TO BE FIELD VERIFIED.



LOCATION 5
LOCATION 4
LOCATION 3
LOCATION 2
LOCATION 1
IH 30 WB MAIN LANES
IH 30 EB MAIN LANES
IH 30 FRONTAGE ROAD
FM 551
35077 43352
4043 7302
31033 56050
1748 3158
32782 59208
1311 2566
31471 56839
1202 2171
32673 59010
33547 60589
3381 6118
30159 54471
3278 5921
33437 60392
1858 3355
31580 57037
1202 2171
32673 59010
5245 9473
8414 15197
7103 12828
6010 10855
2950 5329
6993 12631
6447 11644
7758 14012
6356 11642

LEGEND:
5245 - 2012 ADT
9473 - 2032 ADT

TRAFFIC PROJECTIONS
IH 30 AT FM 551

SOURCE:
1. TxDOT Transportation Planning and Programming Division, Year-2009
2. TxDOT MEMORANDUM DATED JULY 16, 2007
3. PROVIDED TxDOT GROWTH RATE OF 3% FOR 2012 AND 2032 ADT

CURVE	PI STATION	DELTA	DEGREE OF CURVE	TANGENT	LENGTH	RADIUS	PC STATION	PT STATION
EBFR-01	11+81.95	4° 51' 38.67" (RT)	2° 51' 53.24"	84.89	169.67	2,000.00	10+97.06	12+66.73
EB30551-1	10+99.94	3° 48' 58.02" (RT)	1° 54' 35.49"	99.94	199.81	3,000.00	10+00.00	11+99.81
EB30551-2	16+83.63	4° 07' 51.24" (LT)	2° 51' 53.24"	72.13	144.20	2,000.00	16+11.50	17+55.70
EB30551-3	19+45.25	4° 58' 23.45" (RT)	2° 51' 53.24"	86.85	173.60	2,000.00	18+58.40	20+31.99
EB30551-4	22+78.80	4° 39' 33.88" (LT)	1° 54' 35.49"	122.05	243.97	3,000.00	21+56.75	24+00.71
EBFR-02	36+19.69	5° 17' 41.28" (RT)	2° 51' 53.24"	92.48	184.82	2,000.00	35+27.22	37+12.04
EBFR-03	38+95.95	5° 17' 37.62" (LT)	2° 51' 53.24"	92.46	184.79	2,000.00	38+03.49	39+88.28
EBFR-04	49+36.26	6° 42' 36.63" (LT)	2° 51' 53.24"	117.25	234.23	2,000.00	48+19.01	50+53.24
EBFR-05	51+81.13	2° 53' 06.19" (RT)	2° 51' 53.24"	50.36	100.71	2,000.00	51+30.76	52+31.47
IH30-5	462+14.61	19° 48' 18.31" (LT)	1° 00' 00.00"	1,000.23	1,980.51	5,729.58	452+14.37	471+94.88
EBFR30-1	11+77.41	7° 38' 26.90" (LT)	2° 51' 53.24"	133.56	266.71	2,000.00	10+43.85	13+10.57
EBFR30-2	14+18.22	2° 39' 23.85" (RT)	2° 51' 53.24"	46.38	92.73	2,000.00	13+71.84	14+64.57
EBFR30-3	18+08.09	7° 10' 11.83" (LT)	2° 51' 53.24"	125.30	250.28	2,000.00	16+82.79	19+33.07
EBFR-06	59+26.29	11° 26' 27.78" (LT)	1° 01' 23.30"	560.98	1,118.23	5,600.00	53+65.31	64+83.54
EBFR-07	71+00.65	4° 32' 20.09" (LT)	1° 54' 35.49"	118.89	237.66	3,000.00	69+81.76	72+19.41
UTW1	10+57.55	75° 00' 00.00" (LT)	76° 23' 39.74"	57.55	98.17	75.00	10+00.00	10+98.17
FM551-1	102+65.23	7° 59' 11.42" (RT)	1° 54' 35.49"	209.43	418.17	3,000.00	100+55.81	104+73.98
UTE2	12+94.27	105° 00' 00.00" (LT)	76° 23' 39.74"	97.74	137.44	75.00	11+96.53	13+33.97
EBFR-08	79+72.91	4° 02' 37.92" (LT)	1° 54' 35.49"	105.91	211.74	3,000.00	78+67.00	80+78.74
EBFR-09	84+20.98	4° 02' 37.92" (RT)	1° 54' 35.49"	105.91	211.74	3,000.00	83+15.06	85+26.80
EB30FR-1	11+04.76	4° 00' 00.00" (RT)	1° 54' 35.49"	104.76	209.44	3,000.00	10+00.00	12+09.44
EB30FR-2	14+88.34	3° 54' 09.96" (LT)	2° 51' 53.24"	68.14	136.23	2,000.00	14+20.19	15+56.43
EB30FR-3	18+84.26	4° 15' 38.17" (RT)	2° 51' 53.24"	74.40	148.72	2,000.00	18+09.86	19+58.58
EB30FR-4	22+10.08	4° 27' 29.97" (LT)	1° 54' 35.49"	116.78	233.44	3,000.00	20+93.31	23+26.74
EBFR-10	104+06.94	4° 31' 29.00" (RT)	2° 51' 53.24"	79.01	157.94	2,000.00	103+27.93	104+85.87
EBFR-11	107+17.59	4° 31' 29.00" (LT)	2° 51' 53.24"	79.01	157.94	2,000.00	106+38.58	107+96.52
EB55130-1	11+45.70	8° 20' 00.75" (LT)	2° 51' 53.24"	145.70	290.90	2,000.00	10+00.00	12+90.90
EB55130-2	22+09.50	2° 37' 55.12" (RT)	1° 54' 35.49"	68.92	137.81	3,000.00	21+40.59	22+78.40
EBFR-12	118+02.84	4° 30' 02.74" (LT)	2° 51' 53.24"	78.59	157.11	2,000.00	117+24.25	118+81.35
EBFR-13	121+15.10	4° 30' 02.74" (RT)	2° 51' 53.24"	78.59	157.11	2,000.00	120+36.50	121+93.61
EBFR-14	138+99.41	4° 34' 11.76" (RT)	2° 51' 53.24"	79.80	159.52	2,000.00	138+19.61	139+79.13
EBFR-15	142+20.86	4° 34' 11.76" (LT)	2° 51' 53.24"	79.80	159.52	2,000.00	141+41.05	143+00.57

630
620
610
600
590
580
570
560
550
540
530
FULL SUPER ELEVATION (3.40%)
SUPER ELEVATION TRANSITION
NORMAL CROWN (2.00%)
STA = 411+00.00 EL = 619.50 ex = -7.38 K = 332 L = 1,400.00'
(+)1.5569% (-)2.6600%
BEGIN PROJECT CSJ 0009-12-078 STA 408+45.00 EL = 612.55
VPC STA 420+50.00 EL = 594.33
VPT STA 428+00.00 EL = 600.98
STA = 426+00.00 EL = 579.60 ex = 2.97 K = 509 L = 1,100.00'
(-)2.6600% (-)0.5000%
VPT STA 431+50.00 EL = 576.85
PROP CULVERT 4-5'X5' MBC STA 430+15.62 FL = 566.57 REPLACE EXISTING
VPC STA 438+75.00 EL = 573.23
EXIST CULVERT 2-10'X8' MBC STA 439+09.83 FL = 559.52
STA = 441+50.00 EL = 571.85 ex = 1.84 K = 205 L = 550.00'
(-)0.5000% (+)2.1800%
VPT STA 444+25.00 EL = 577.85
PROP PGL
EXISTING GROUND
VPC STA 453+40.00 EL = 597.19
STA = 458+60.00 EL = 609.13 ex = -5.43 K = 249 L = 1,040.00'
(+)2.1800% (-)2.0000%
FULL SUPER ELEVATION (3.40%)
VPT STA 463+80.00 EL = 598.73
STA = 467+60.00 EL = 591.13 ex = 3.99 K = 181 L = 760.00'
(-)2.0000% (+)2.2000%
VPC STA 471+40.00 EL = 599.49
VPC STA 472+25.00 EL = 601.36
PROP CULVERT 1-42" RCP STA 472+28.38 FL = 577.16
℄ IH30 STA 478+23.16 = ℄ FM551 STA 112+38.56
℄ FM 551
STA = 478+70.00 EL = 615.55 ex = -8.39 K = 248 L = 1,290.00'
(+)2.2000% (-)3.0000%
103' SPAN (USUAL)
17.3' MIN CLR
EXIST CULVERT 1-24" RCP STA 477+40.40 FL = 577.10 TO BE REMOVED
PROP CULVERT 1-36" RCP STA 477+06.94 FL = 577.10
VPT STA 485+15.00 EL = 596.20
VPC STA 490+70.00 EL = 579.85
STA = 493+90.00 EL = 569.95 ex = 2.80 K = 183 L = 640.00'
(-)3.0000% (+)0.5000%
PROP CULVERT 2-8'X4' MBC STA 492+21.15 FL = 556.62 REPLACE EXISTING
VPT STA 497+10.00 EL = 571.55
VPC STA 497+60.00 EL = 571.80
STA = 500+40.00 EL = 573.20 ex = -1.58 K = 249 L = 560.00'
(+)0.5000% (-)1.7500%
VPC STA 504+00.00 EL = 568.90
VPT STA 503+20.00 EL = 568.30
STA = 507+00.00 EL = 561.65 ex = 2.21 K = 203 L = 600.00'
(-)1.7500% (+)1.2000%
PROP CULVERT 3-4'X3' MBC STA 506+95.96 FL = 554.52 REPLACE EXISTING
VPT STA 510+00.00 EL = 565.25
VPC STA 513+00.00 EL = 568.85
PROP CULVERT 2-36" RCP STA 516+46.64 FL = 563.59 REPLACE EXISTING
PROP CULVERT 3-4'X3' MBC STA 515+03.76 FL = 564.19 REPLACE EXISTING
STA = 518+00.00 EL = 574.85 ex = -3.00 K = 417 L = 1,000.00'
(+)1.2000% (-)1.2000%
VPT STA 523+00.00 EL = 568.85
VPC STA 529+40.00 EL = 561.17
STA = 532+40.00 EL = 557.57 ex = 1.65 K = 273 L = 600.00'
(-)1.2000% (+)1.0000%
EXIST CULVERT 2-42" RCP STA 532+07.16 FL = 544.49
VPT STA 535+40.00 EL = 560.57
VPC STA 539+00.00 EL = 564.17
STA = 541+00.00 EL = 566.17 ex = -0.80 K = 250 L = 400.00'
(+)1.0000% (-)0.5996%
VPT STA 543+00.00 EL = 564.97
END PROJECT CSJ 0009-12-078 STA 546+00.00 EL = 563.17
PROPOSED
EXISTING
410+00
415+00
420+00
425+00
430+00
435+00
440+00
445+00
450+00
455+00
460+00
465+00
470+00
475+00
480+00
485+00
490+00
495+00
500+00
505+00
510+00
515+00
520+00
525+00
530+00
535+00
540+00
545+00
550+00

TEXAS DEPARTMENT OF TRANSPORTATION DALLAS DISTRICT

WILLIAM L. HALE, P.E.
DISTRICT ENGINEER

DESIGN SCHEMATIC

IH-30
ROCKWALL COUNTY

CSJ: 0009-12-078

PROJECT LIMITS: AT FM 551

PROJECT LENGTH = 2.605 MILES

ROADWAY TYPE / DESIGN SPEEDS
MAIN LANE 70 MPH
FRONTAGE ROAD 40 MPH
RAMP 50 MPH
FM 551 40 MPH

FUNCTIONAL CLASSIFICATION
INTERSTATE HIGHWAY

TABLE OF CONTENTS:
ROLL 1 OF 2 PLAN/PROFILE AND TYPICAL SECTIONS
ROLL 2 OF 2 PROFILES - FRONTAGE ROADS, RAMPS, AND CROSS STREET

SCALE IN FEET
HORIZONTAL: 1" = 200'
VERTICAL: 1" = 20'

PREPARED BY:
PARSONS
UNDER THE SUPERVISION OF
KARA HUFFMAN, P.E.

P.E. NO. 88525
DATE: JULY 2012

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

JULY 2012
ROLL 1 OF 2

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PARSONS
PARSONS TRANSPORTATION GROUP INC
1301 N. PRES GEORGE BUSH HWY - RICHARDSON, TX 75080
FIRM REGISTRATION NO: F1481

NOTE: THE SCHEMATIC SHOWN MATCHES THE ULTIMATE ROADWAY SECTION FOR IH 30. PAVEMENT TRANSITION SECTIONS ARE TO BE PROVIDED WITHIN THE PROJECT LIMITS IF REQUIRED. SUCH TRANSITIONS CAN BE DESIGNED USING TEMPORARY PAVEMENT STRIPING.