CP&Y REGISTRATION NO: 1741

Roll: 2 of 2

Hays County IH 35 Pass-Through Project
FM 1626 to Yarrington Road
Frontage Road and Ramp Reconstruction

Texas Department of Transportation

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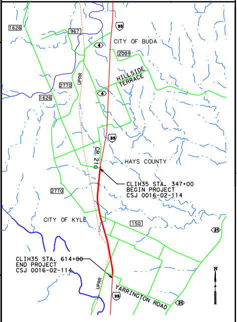
PEN TABLE USED: cpycolor=ANSID.tbl

DESIGN FILE NAME: pw:/Active Projects/HAY09003/HAY09003.01/8.00 Plans and Drawings/8.20 Schematic Scrolls/Ultimate/0301usch02.dgn
PLOTTED ON: 8/24/2010

STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION

IH 35 PRELIMINARY DESIGN SCHEMATIC
HAYS COUNTY
FROM: FM 1626 TO YARRINGTON RD.
FRONTAGE ROAD & RAMP RECONSTRUCTION
CSJ: 0016-02-114

NET LENGTH	FEET	MILES
ROADWAY	26600	5.038
BRIDGE	100	0.019
PROJECT	26700	5.057


1626
967
35
CITY OF BUDA
4
2001
HILLSIDE TERRACE
2770
UPRR
1626
4
35
CR 210
HAYS COUNTY
CLIH35 STA. 347+00
BEGIN PROJECT
CSJ 0016-02-114
2770
CITY OF KYLE
150
21
CLIH35 STA. 614+00
END PROJECT
CSJ 0016-02-114
UPRR
35
YARRINGTON ROAD
21
N

LOCATION MAP

BEARING BASED ON THE HARN STATE PLANE COORDINATE SYSTEM, NAD83 (93), NAVD88, SOUTH CENTRAL ZONE AND ADJUSTED TO SURFACE USING PROJECTED SURFACE ADJUSTMENT FACTOR OF 1.00011.

FUNCTIONAL CLASS

MAINLANES: FREEWAY
FRONTAGE ROAD: URBAN MAJOR COLLECTOR
INTERSECTING ROADS: LOCAL

DESIGN SPEED

MAINLANES: 70 MPH
FRONTAGE ROADS: 50 MPH
RAMPS: 50 MPH
INTERSECTING ROADS: 30 MPH

EQUATIONS: NONE
EXCEPTIONS: NONE
RAILROADS: NONE

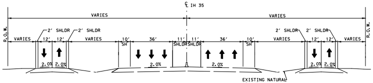
PROJECTED ADT:

104,900 (2010)
159,700 (2030)

SCALE: 1" = 200' H
1" = 20' V

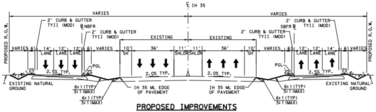
100 50 0 100 200
SCALE FEET

TYPICAL SECTIONS


℄ IH 35
VARIES
VARIES
R.O.W.
R.O.W.
2' SHLDR
2' SHLDR
VARIES
12'
12'
VARIES
10' SH
36'
11' SHLDR
11' SHLDR
36'
10' SH
VARIES
2.0%
2.0%
2.0%
2.0%
2.0%
2.0%
EXISTING NATURAL GROUND

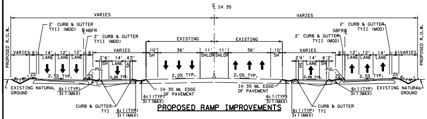
EXISTING CONDITIONS

CLIH35 STA. 347+00.00 TO CLIH35 STA 615+00.00


℄ IH 35
VARIES
VARIES
PROPOSED R.O.W.
PROPOSED R.O.W.
2' CURB & GUTTER TYII (MOD)
℄ NBFR
2' CURB & GUTTER TYII (MOD)
EXISTING
EXISTING
SBFR ℄
VARIES
6'
14' LANE
12' LANE
12' LANE
6'
VARIES
10' SH
36'
11' SHLDR
11' SHLDR
36'
10' SH
PGL
2%
2.5% TYP.
2.0% TYP.
2.0% TYP.
EXISTING NATURAL GROUND
6:1 (TYP)
3:1 (MAX)
IH 35 ML EDGE OF PAVEMENT

PROPOSED IMPROVEMENTS

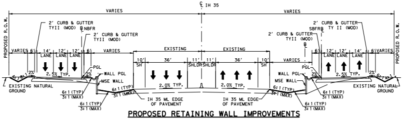
*CLIH35 STA. 347+00.00 TO CLIH35 STA 615+00.00
*EXCLUDING RAMP AND RETAINING WALL STATIONS


℄ IH 35
VARIES
VARIES
PROPOSED R.O.W.
2' CURB & GUTTER TYII (MOD)
℄ NBFR
SBFR ℄
EXISTING
EXISTING
2'6'
14' LANE
4'2'
SH
2'4'
6'2'
PGL
2.0% TYP.
2.5% TYP.
EXISTING NATURAL GROUND
6:1 (TYP)
3:1 (MAX)
IH 35 ML EDGE OF PAVEMENT
CURB & GUTTER TYI

PROPOSED RAMP IMPROVEMENTS

BLSBFR STA. 364+05.74 TO BLSBFR STA. 377+02.55
BLSBFR STA. 432+95.69 TO BLSBFR STA. 445+95.36
BLSBFR STA. 464+59.78 TO BLSBFR STA. 478+71.30
BLSBFR STA. 564+20.26 TO BLSBFR STA. 580+22.20

BLNBFR STA. 382+51.15 TO BLNBFR STA. 391+13.08
BLNBFR STA. 398+03.79 TO BLNBFR STA. 414+84.76
BLNBFR STA. 431+84.02 TO BLNBFR STA. 446+57.87
BLNBFR STA. 468+36.69 TO BLNBFR STA. 478+28.80
BLNBFR STA. 589+59.65 TO BLNBFR STA. 600+35.78


℄ IH 35
VARIES
VARIES
PROPOSED R.O.W.
2' CURB & GUTTER TYII (MOD)
℄ NBFR
SBFR ℄
EXISTING
EXISTING
WALL PGL
MSE WALL
PGL
2.5% TYP.
2.0% TYP.
EXISTING NATURAL GROUND
6:1 (TYP)
3:1 (MAX)
IH 35 ML EDGE OF PAVEMENT

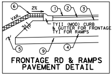
PROPOSED RETAINING WALL IMPROVEMENTS

BLSBFR STA. 357+27.44 TO BLSBFR STA. 363+59.21
BLSBFR STA. 450+38.82 TO BLSBFR STA. 461+33.66

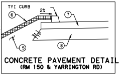
BLNBFR STA. 357+43.73 TO BLNBFR STA. 364+05.96
BLNBFR STA. 452+22.89 TO BLNBFR STA. 456+80.26

PLAN VIEW LEGEND

🟩	PROPOSED FRONTAGE ROADS		RETAINING WALL
🟫	PROPOSED LOCAL ROADS		CONTROL OF ACCESS
🟨	PROPOSED MAINLANE WIDENING		EXIST ROW
🟥	PROPOSED RAMPS		EXIST PROPERTY LINE
🟧	PROPOSED BRIDGES		PROPOSED ROW
▨	ROADWAYS TO BE OBLITERATED		PROPOSED ROW (BY OTHERS)
🟦	CONSTRUCTION BY OTHERS		EXIST CULVERT
			PROPOSED CULVERT
		#	NUMBER OF LANES

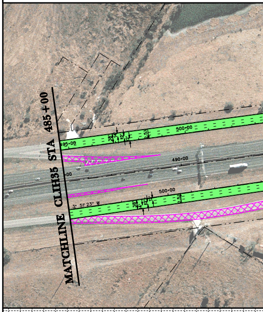

⑥
2%
①
②
③
VAR.
3:1 TYP
TYII (MOD) CURB & GUTTER FOR FRONTAGE TYI FOR RAMPS
⑤
⑨
④

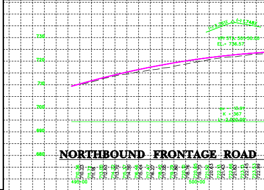
FRONTAGE RD & RAMPS PAVEMENT DETAIL


TYI CURB
2%
⑥
⑦
3:1 TYP
⑤
⑧

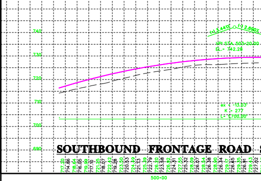
CONCRETE PAVEMENT DETAIL
(RM 150 & YARRINGTON RD)

①
②
③
④
⑤
⑥
⑦
⑧
*⑨
* TO


MATCHLINE CLIH35 STA 485+00
495+00
500+00
490+00
500+00
3° 51' 23" W



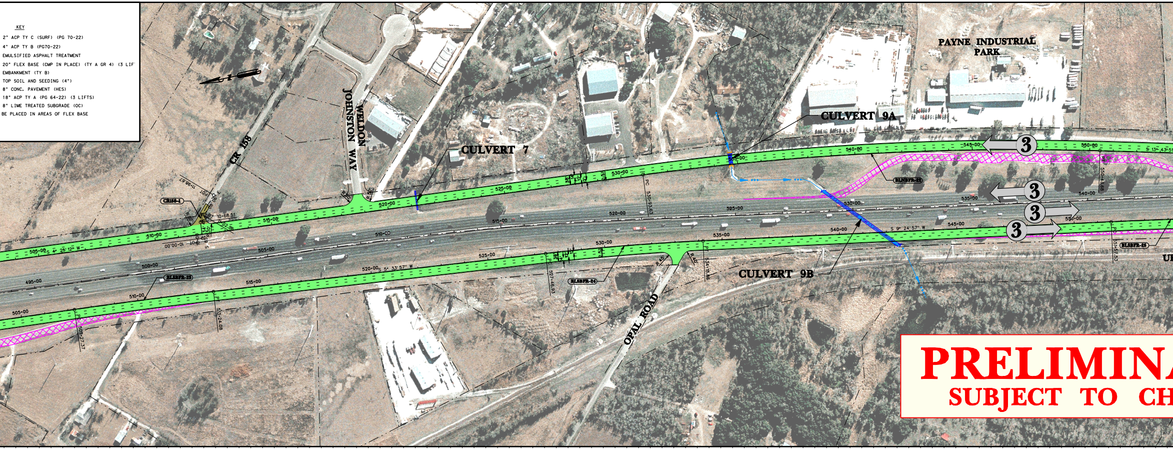
NORTHBOUND FRONTAGE ROAD



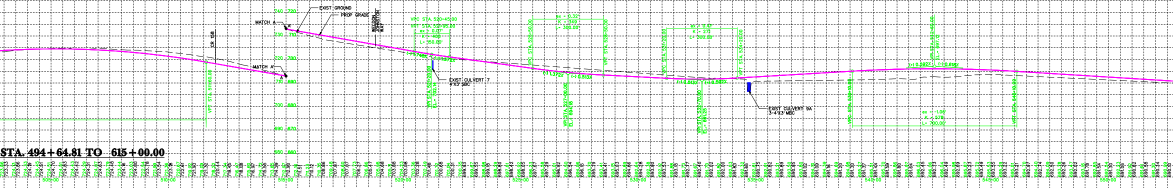
SOUTHBOUND FRONTAGE ROAD

KEY

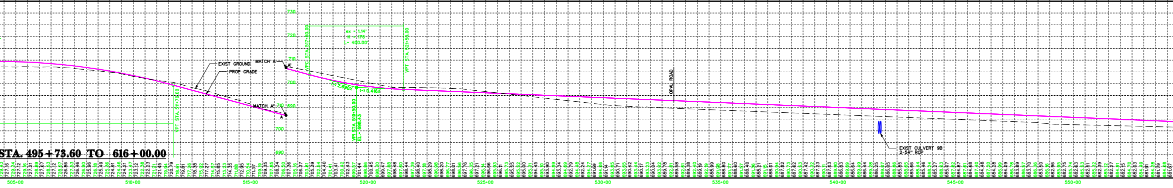
2" ACP TY C (SURF) (PG 70-22)
4" ACP TY B (PG70-22)
EMULSIFIED ASPHALT TREATMENT
20" FLEX BASE (CMP IN PLACE) (TY A GR 4) (3 LIF
EMBANKMENT (TY B)
TOP SOIL AND SEEDING (4")
8" CONC. PAVEMENT (HES)
18" ACP TY A (PG 64-22) (3 LIFTS)
8" LIME TREATED SUBGRADE (OC)
BE PLACED IN AREAS OF FLEX BASE


PAYNE INDUSTRIAL PARK
CULVERT 9A
CULVERT 7
CULVERT 9B
CR 158
WELDON JOHNSTON WAY
OPAL ROAD
CR158-1
BLSBFR-23
BLSBFR-24
BLNBFR-22
BLSBFR-25
S 4° 25' 12" W
S 5° 33' 57" W
S 9° 24' 57" W
S 13° 43' 51
PC 530+93.63
PC 527+46.93
PT 534+18.86
P 513+24.08
PT 550+43.68
PC 551+57.53
R 30'
R 45'
R 40'
10+68.51
11+98.67
10+00.00
3
3
3
3
505+00
510+00
515+00
520+00
525+00
530+00
535+00
540+00
545+00
550+00
UI

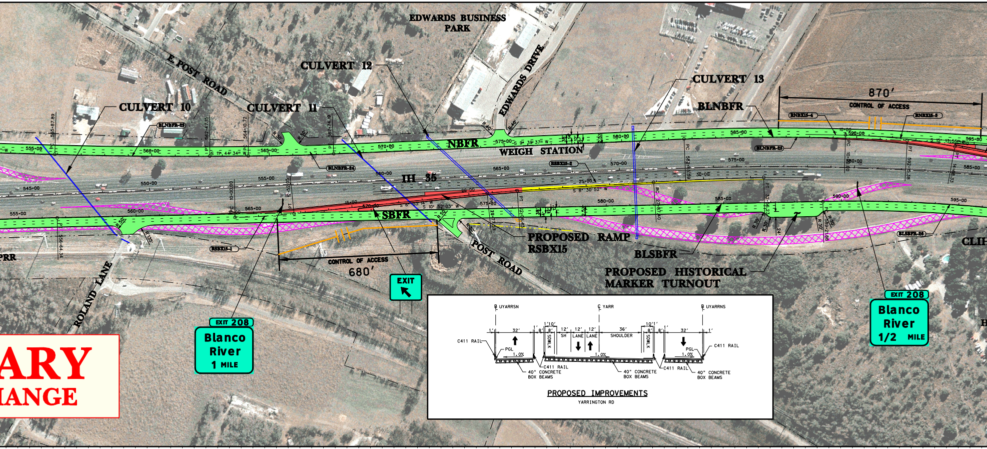
PRELIMINA
SUBJECT TO CH

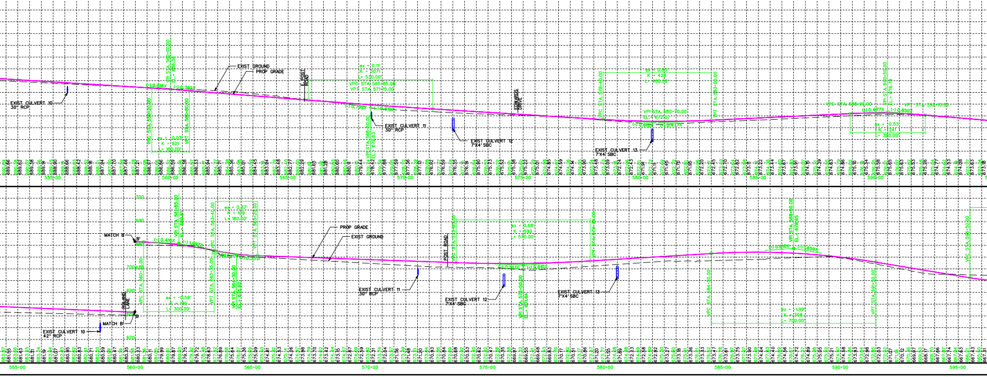

MATCH A
MATCH A'
EXIST GROUND
PROP GRADE
CR 158
WELDON JOHNSTON WAY
VPT STA. 511+60.00
VPC STA. 520+45.00
VPT STA. 521+95.00
ex = 0.07'
K = 400
L= 150.00'
(-) 1.748%
(-) 1.372%
VPI STA. 521+20.00
EL.= 702.14
EXIST CULVERT 7
4'X3' SBC
VPC STA. 525+50.00
VPT STA. 528+50.00
ex = 0.32'
K = 349
L= 300.00'
(-) 1.372%
(-) 0.513%
VPI STA. 527+00.00
EL.= 694.18
VPC STA. 531+20.00
VPT STA. 534+20.00
ex = 0.41'
K = 273
L= 300.00'
(-) 0.513%
(+) 0.592%
VPI STA. 532+70.00
EL.= 691.25
EXIST CULVERT 9A
3-4'X3' MBC
VPC STA. 539+10.00
VPT STA. 546+10.00
VPI STA. 542+60.00
EL.= 697.12
(+) 0.592%
(-) 0.618%
ex = -1.06'
K = 578
L= 700.00'
505+00
510+00
515+00
520+00
525+00
530+00
535+00
540+00
545+00
550+00

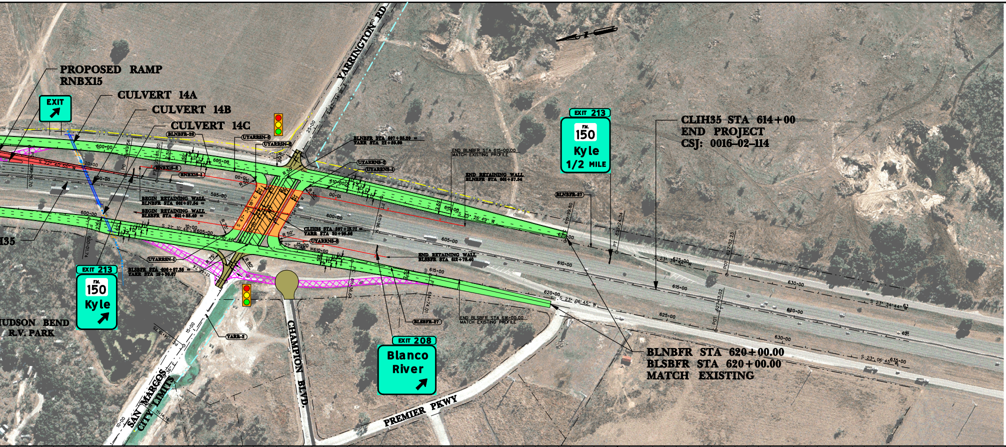
STA. 494+64.81 TO 615+00.00


EXIST GROUND
PROP GRADE
MATCH A
MATCH A'
VPT STA. 511+70.00
VPC STA. 517+50.00
VPT STA. 521+50.00
ex = 1.14'
K = 178
L= 400.00'
(-) 2.690%
(-) 0.416%
VPI STA. 519+50.00
EL.= 698.43
OPAL ROAD
EXIST CULVERT 9B
2-54" RCP
505+00
510+00
515+00
520+00
525+00
530+00
535+00
540+00
545+00
550+00

STA. 495+73.60 TO 616+00.00


EDWARDS BUSINESS PARK
E. POST ROAD
CULVERT 10
CULVERT 11
CULVERT 12
CULVERT 13
EDWARDS DRIVE
BLNBFR
870′
CONTROL OF ACCESS
RNBX15-4
RNBX15-5
NBFR
WEIGH STATION
BLNBFR-23
BLNBFR-24
BLNBFR-25
RSBX15-2
IH 35
SBFR
RSBX15-1
CONTROL OF ACCESS
680′
EXIT
POST ROAD
PROPOSED RAMP RSBX15
BLSBFR
BLSBFR-26
PROPOSED HISTORICAL MARKER TURNOUT
ROLAND LANE
PRR
CLIH
EXIT 208
Blanco River
1 MILE
EXIT 208
Blanco River
1/2 MILE
ARY
IANGE
B UYARRSN
C YARR
B UYARRNS
1′
32′
1′
8′
1′10′
8′
12′
SH
12′
LANE
12′
LANE
36′
SHOULDER
10′1′
8′
8′
1′
32′
1′
SDWLK
SDWLK
C411 RAIL
PGL
1.0%
C411 RAIL
40" CONCRETE BOX BEAMS
40" CONCRETE BOX BEAMS
C411 RAIL
40" CONCRETE BOX BEAMS
PGL
1.0%
C411 RAIL
PROPOSED IMPROVEMENTS
YARRINGTON RD
555+00
560+00
565+00
570+00
575+00
580+00
585+00
590+00
595+00


EXIST GROUND
PROP GRADE
E. POST ROAD
EDWARDS DRIVE
EXIST CULVERT 10 30" RCP
EXIST CULVERT 11 30" RCP
EXIST CULVERT 12 7'X4' SBC
EXIST CULVERT 13 7'X4' SBC
555+00
560+00
565+00
570+00
575+00
580+00
585+00
590+00
MATCH B
PROP GRADE
EXIST GROUND
POST ROAD
ROLAND LANE
EXIST CULVERT 10 42" RCP
EXIST CULVERT 11 30" RCP
EXIST CULVERT 12 7'X4' SBC
EXIST CULVERT 13 7'X4' SBC
700
690
680
670
555+00
560+00
565+00
570+00
575+00
580+00
585+00
590+00
595+00


PROPOSED RAMP
RNBX15
CULVERT 14A
CULVERT 14B
CULVERT 14C
EXIT
EXIT 213
F.M. 150
Kyle
1/2 MILE
YARRINGTON RD
CLIH35 STA 614+00
END PROJECT
CSJ: 0016-02-114
BLNBFR STA 607+35.20 =
YARR STA 21+50.60
UYARRSN-2
UYARRSN-3
UYARRSN-1
BLNBFR-26
RNBX15-2
RNBX15-1
BEGIN RETAINING WALL
BLNBFR STA 601+37.54 =
BEGIN RETAINING WALL
BLSBFR STA 601+35.49 =
END BLNBFR STA 615+00.00
MATCH EXISTING PROFILE
END RETAINING WALL
BLNBFR STA 605+87.54
BLNBFR-27
CLIH35 STA 607+13.71 =
YARR STA 20+95.56
UYARRN-2
UYARRSN-4
BLSBFR STA 606+87.35 =
YARR STA 19+90.67
END RETAINING WALL
BLSBFR STA 612+78.40
BLSBFR-27
END BLSBFR STA 616+00.00
MATCH EXISTING PROFILE
IH35
HUDSON BEND
R.V. PARK
YARR-2
EXIT 208
Blanco
River
CHAMPION BLVD.
PREMIER PKWY
SAN MARCOS
CITY LIMITS
BLNBFR STA 620+00.00
BLSBFR STA 620+00.00
MATCH EXISTING
S 23° 06' 45" W
S 23° 34' 44" W
S 21° 10' 46" W
S 25° 26' 49" W
595+00
600+00
605+00
610+00
615+00
620+00
625+00
630+00
635+00

CR158-1
PI STATION - 11+14.05
NORTHING - 13,904,362.8288
EASTING - 2,325,284.2835
DELTA - 38° 26' 42" (LT)
RADIUS - 50.00'
D - 114° 35' 30"
TANGENT - 17.43'
LENGTH - 33.55'

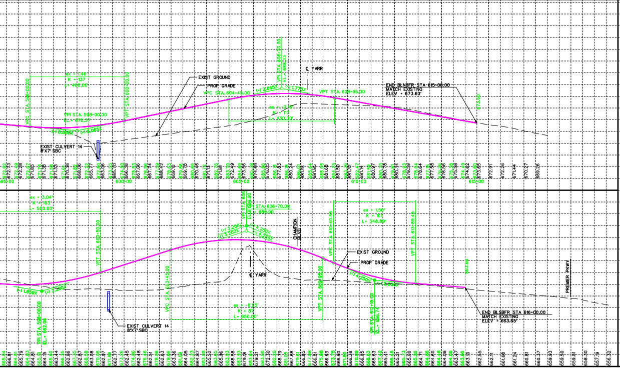
RSBX15-1
PI STATION - 11+26.10
NORTHING - 13,899,212.10
EASTING - 2,324,187.33
DELTA - 4°48'49.49" (LT)
RADIUS - 3,000.00'
D - 1°54'35.49"
TANGENT - 126.10'
LENGTH - 252.05'

RSBX15-2
PI STATION - 21+42.02
NORTHING - 13,898,201.69
EASTING - 2,324,080.17
DELTA - 2°27'38.32" (RT)
RADIUS - 3,000.00'
D - 1°54'35.49"
TANGENT - 64.43'
LENGTH - 128.84'

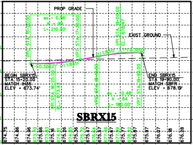
RSBX15-3
PI STATION - 30+21.85
NORTHING - 13,897,331.47
EASTING - 2,323,950.39
DELTA - 2°21'6.93" (RT)
RADIUS - 11,421.15'
D - 0°30'5.99"
TANGENT - 234.45'
LENGTH - 468.83'

RNBX15-1
PI STATION - 12+34.64
NORTHING - 13,896,495.04
EASTING - 2,323,955.11
DELTA - 8°56'40.33" (RT)
RADIUS - 3,000.00'
D - 1°54'35.49"
TANGENT - 234.64'
LENGTH - 468.33'

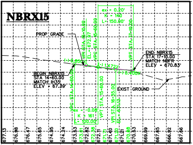
RNBX15-2
PI STATION - 22+17.44
NORTHING - 13,895,587.37
EASTING - 2,323,575.76
DELTA - 2°35'32.96" (LT)
RADIUS - 3,000.00'
D - 1°54'35.49"
TANGENT - 67.88'
LENGTH - 135.74'


ex = 1.46'
K = 137
L = 400.00'
VPC STA. 596+00.00
VPT STA. 600+00.00
VPI STA. 598+00.00
EL. = 670.37
(-) 0.856%
(+) 2.065%
EXIST CULVERT 14
8'X7' SBC
EXIST GROUND
PROP GRADE
VPC STA. 604+45.00
(+) 2.065%
VPI STA. 606+70.00
EL. = 688.33
(-) 1.775%
℄ YARR
VPT STA. 608+95.00
ex = -2.16'
K = 117
L = 450.00'
END BLNBFR STA 615+00.00
MATCH EXISTING
ELEV = 673.60'
673.60
595+00
600+00
605+00
610+00
615+00
ex = 3.04'
K = 163
L = 500.00'
VPT STA. 600+50.00
(-) 1.659%
(+) 3.200%
VPI STA. 598+00.00
EL. = 662.04
EXIST CULVERT 14
8'X7' SBC
VPI STA. 606+70.00
EL. = 689.90
(+) 3.200%
(-) 4.250%
CHAMPION BLVD
VPC STA. 603+45.00
℄ YARR
VPT STA. 609+95.00
ex = -6.05'
K = 87
L = 650.00'
VPC STA. 610+40.56
ex = 1.50'
K = 101
L = 348.89'
VPT STA. 613+89.45
EXIST GROUND
PROP GRADE
(-) 4.250%
(-) 0.800%
VPI STA. 612+15.00
EL. = 666.74
663.65
PREMIER PKWY
END BLSBFR STA 616+00.00
MATCH EXISTING
ELEV = 663.65'
600+00
605+00
610+00
615+00

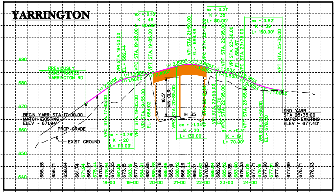
SBRX15


PROP GRADE
ex = 0.56'
K = 99
L = 210.00'
VPC STA. 15+20.00
VPT STA. 17+30.00
VPI STA. 19+00.00
EL. = 678.47
EXIST GROUND
(+) 1.831%
(-) 0.300%
(-) 0.300%
(+) 1.831%
680
670
660
650
640
BEGIN SBRX15
STA. 15+20.00
MATCH IH35
ELEV = 673.74'
VPI STA. 16+25.00
EL. = 673.43
VPC STA. 18+10.00
ex = -0.48'
K = 84
L = 180.00'
VPT STA. 19+90.00
END SBRX15
STA 19+90.00
MATCH SBFR
ELEV = 678.19'
16+00
17+00
18+00
19+00

NBRX15


ex = 0.20'
K = 140
L = 150.00'
PROP GRADE
VPI STA. 15+10.00
EL. = 672.97
VPC STA. 15+60.00
VPT STA. 17+10.00
(-) 0.850%
(-) 1.472%
(-) 0.400%
END NBRX15
STA 17+10.00
MATCH NBFR
ELEV = 670.83'
BEGIN NBRX15
STA 14+60.00
MATCH IH35
ELEV = 67.39'
EXIST GROUND
VPC STA. 14+60.00
VPT STA. 15+60.00
ex = -0.08'
K = 161
L = 100.00'
VPI STA. 16+35.00
EL. = 671.13
680
670
660
650
640
15+00
16+00
17+00

YARRINGTON


ex = 0.18'
K = 46
L = 60.00'
ex = 0.21'
K = 38
L = 80.00'
ex = 0.82'
K = 39
L = 160.00'
VPI STA. 18+50.00
EL. = 682.44
VPC STA. 19+25.00
VPT STA. 19+85.00
VPI STA. 21+50.00
EL. = 689.48
VPC STA. 22+15.00
VPT STA. 22+95.00
VPI STA. 23+30.00
EL. = 684.57
VPC STA. 23+75.00
VPT STA. 25+35.00
PREVIOUSLY
CONSTRUCTED
YARRINGTON RD
(+) 7.000%
(+) 1.500%
(+) 1.500%
(+) 2.800%
(+) 2.800%
(-) 3.600%
(-) 3.600%
(-) 1.500%
(-) 1.500%
(-) 5.100%
(-) 5.100%
(-) 1.000%
16.5'
MIN. CLR.
IH 35
BEGIN YARR STA 17+00.00
MATCH EXISTING
ELEV = 671.94'
PROP GRADE
EXIST GROUND
VPC STA. 17+95.00
ex = -0.76'
K = 20
L = 110.00'
VPT STA. 19+05.00
VPI STA. 19+55.00
EL. = 684.02
VPC STA. 20+85.00
ex = -1.04'
K = 20
L = 130.00'
VPT STA. 22+15.00
VPI STA. 22+55.00
EL. = 685.70
VPC STA. 22+95.00
ex = -0.31'
K = 19
L = 70.00'
VPT STA. 23+65.00
VPI STA. 24+55.00
EL. = 678.20
END YARR
STA 25+35.00
MATCH EXISTING
ELEV = 677.40'
690
680
670
660
650
640
18+00
19+00
20+00
21+00
22+00
23+00
24+00

UYARRSN-1
PISTATION - 11+58.28
NORTHING - 13,895,280.0797
EASTING - 2,323,251.4280
DELTA - 68° 45' 04" (LT)
RADIUS - 75.00'
D - 76° 23' 40"
TANGENT - 51.31'
LENGTH - 89.99'

BLNBFR-22
PISTATION - 540+70.81
NORTHING - 13,901,506.8456
EASTING - 2,324,994.9793
DELTA - 9° 18' 39" (RT)
RADIUS - 12,000.00'
D - 0° 28' 39"
TANGENT - 977.18'
LENGTH - 1,950.05'

UYARRSN-2
PISTATION - 14+51.41
NORTHING - 13,895,073.8006
EASTING - 2,323,477.1073
DELTA - 110° 54' 09" (LT)
RADIUS - 50.00'
D - 114° 35' 30"
TANGENT - 72.62'
LENGTH - 96.78'

BLNBFR-23
PISTATION - 559+17.55
NORTHING - 13,899,708.6994
EASTING - 2,324,555.6138
DELTA - 1° 59' 17" (LT)
RADIUS - 19,000.00'
D - 0° 18' 06"
TANGENT - 329.66'
LENGTH - 659.25'

UYARRSN-3
PISTATION - 15+32.72
NORTHING - 13,895,194.5114
EASTING - 2,323,524.7200
DELTA - 0° 46' 17" (LT)
RADIUS - 8,488.00'
D - 0° 40' 30"
TANGENT - 57.14'
LENGTH - 114.29'

BLNBFR-24
PISTATION - 565+92.48
NORTHING - 13,899,047.8338
EASTING - 2,324,418.2402
DELTA - 2° 04' 57" (LT)
RADIUS - 10,000.00'
D - 0° 34' 23"
TANGENT - 181.75'
LENGTH - 363.47'

BLSBFR-24
PISTATION - 530+83.02
NORTHING - 13,902,621.3448
EASTING - 2,324,796.0346
DELTA - 3° 51' 00" (RT)
RADIUS - 10,000.00'
D - 0° 34' 23"
TANGENT - 336.09'
LENGTH - 671.94'

UYARRNS-1
PISTATION - 10+44.86
NORTHING - 13,894,827.4658
EASTING - 2,323,372.7455
DELTA - 0° 36' 20" (LT)
RADIUS - 8,488.00'
D - 0° 40' 30"
TANGENT - 44.86'
LENGTH - 89.72'

BLNBFR-25
PISTATION - 587+40.83
NORTHING - 13,896,930.1503
EASTING - 2,324,056.2937
DELTA - 5° 23' 47" (RT)
RADIUS - 10,084.31'
D - 0° 34' 05"
TANGENT - 475.25'
LENGTH - 949.79'

BLSBFR-25
PISTATION - 554+10.95
NORTHING - 13,900,324.5293
EASTING - 2,324,415.1528
DELTA - 1° 27' 07" (RT)
RADIUS - 20,000.00'
D - 0° 17' 11"
TANGENT - 253.42'
LENGTH - 506.81'

UYARRNS-2
PISTATION - 11+25.44
NORTHING - 13,894,901.3545
EASTING - 2,323,404.9029
DELTA - 71° 05' 27" (LT)
RADIUS - 50.00'
D - 114° 35' 30"
TANGENT - 35.72'
LENGTH - 62.04'

BLNBFR-26
PISTATION - 604+40.44
NORTHING - 13,895,289.5775
EASTING - 2,323,609.5758
DELTA - 10° 12' 54" (RT)
RADIUS - 8,500.00'
D - 0° 40' 27"
TANGENT - 759.73'
LENGTH - 1,515.44'

BLSBFR-26
PISTATION - 594+63.27
NORTHING - 13,896,344.8592
EASTING - 2,323,651.1219
DELTA - 10° 18' 43" (RT)
RADIUS - 6,000.00'
D - 0° 57' 18"
TANGENT - 541.39'
LENGTH - 1,079.86'

UYARRNS-3
PISTATION - 14+16.39
NORTHING - 13,895,103.9969
EASTING - 2,323,183.2024
DELTA - 111° 14' 56" (LT)
RADIUS - 50.00'
D - 114° 35' 30"
TANGENT - 73.09'
LENGTH - 97.08'

BLNBFR-27
PISTATION - 621+12.09
NORTHING - 13,893,776.4687
EASTING - 2,322,889.5747
DELTA - 2° 16' 54" (LT)
RADIUS - 5,638.49'
D - 1° 00' 58"
TANGENT - 112.28'
LENGTH - 224.54'

BLSBFR-27
PISTATION - 613+05.34
NORTHING - 13,894,624.4891
EASTING - 2,322,984.5414
DELTA - 1° 55' 59" (RT)
RADIUS - 10,000.00'
D - 0° 34' 23"
TANGENT - 168.70'
LENGTH - 337.38'

YARR-2
PISTATION - 15+83.41
NORTHING - 13,895,435.2293
EASTING - 2,322,951.2526
DELTA - 6° 14' 42" (LT)
RADIUS - 3,000.00'
D - 1° 54' 35"
TANGENT - 163.66'
LENGTH - 326.99'

BLSBFR-23
PISTATION - 510+25.75
NORTHING - 13,904,668.9643
EASTING - 2,324,995.5709
DELTA - 1° 42' 34" (RT)
RADIUS - 20,000.00'
D - 0° 17' 11"
TANGENT - 298.37'
LENGTH - 596.71'

PRELIMINARY
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MICHAEL J. KNAPIK 94563 8/24/2010
P.E. NO. DATE

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CP&Y
REGISTRATION NO: 1741

Roll: 2 of 2

Hays County IH 35 Pass-Through Project
FM 1626 to Yarrington Road
Frontage Road and Ramp Reconstruction

Texas Department of Transportation
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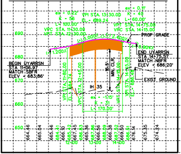
U-TURN YARRINGTON SN



ex - 0.22'
K - 56
L- 100.00'
VPC STA. 11+30.00
VPT STA. 12+30.00
VPI STA. 13+30.00
EL.- 689.24
ex - 0.11'
K - 40
L- 60.00'
VPT STA. 14+75.00
VPC STA. 14+15.00
PROP GRADE
(+) 3.000%
(-) 2.400%
(+) 1.200%
(-) 0.904%
END UYARRSN
STA 14+75.57
MATCH NBFR
ELEV - 686.20'
BEGIN UYARRSN
STA 11+06.97
MATCH SBFR
ELEV - 683.86'
VPI STA. 11+80.00
EL.- 684.74
VPC STA. 12+45.00
16.5'
MIN. CLR.
VPT STA. 14+15.00
VPI STA. 14+45.00
EL.- 686.48
EXIST GROUND
IH 35
ex - -1.15'
K - 31
L- 170.00'
690
680
670
660
650
664.46
665.04
665.46
684.41
666.10
685.42
667.45
686.83
665.36
687.86
666.56
688.09
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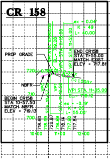
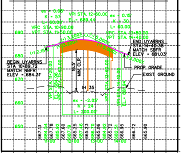
687.52
669.50
686.51
676.14
675.35
674.24
12+00
13+00
14+00

CR 158



VPI STA. 10+85.00
EL.- 719.28
VPC STA. 11+15.00
VPT STA. 11+55.00
ex - 0.04'
K - 49
L- 40.00'
END CR158
STA 11+55.00
MATCH EXIST
ELEV - 717.81'
PROP GRADE
(+) 0.500%
(-) 1.500%
NBFR
VPC STA. 10+57.50
VPT STA. 11+12.50
VPI STA. 11+35.00
EL.- 718.12
BEGIN CR158
STA 10+57.50
MATCH NBFR
ELEV - 719.13'
ex - -0.19'
K - 20
L- 55.00'
720
710
700
718.60
718.99
720.87
718.89
718.14
717.90
717.84
10+00
11+00
12+00

U-TURN YARRINGTON NS



ex - 0.08'
K - 57
L- 60.00'
VPC STA. 10+90.00
VPT STA. 11+50.00
VPI STA. 12+60.00
EL.- 689.44
ex - 0.15'
K - 30
L- 60.00'
VPC STA. 13+80.00
VPT STA. 14+40.00
(+) 3.200%
(-) 5.000%
(+) 2.15%
(-) 3.000%
END UYARRNS
STA 14+40.38
MATCH SBFR
ELEV - 681.03'
BEGIN UYARRNS
STA 10+89.72
MATCH NBFR
ELEV - 684.31'
VPI STA. 11+20.00
EL.- 684.96
VPC STA. 11+60.00
16.5'
MIN. CLR.
IH 35
VPT STA. 13+60.00
VPI STA. 14+10.00
EL.- 681.94
PROP GRADE
EXIST GROUND
ex - -2.05'
K - 24
L- 200.00'
690
680
670
660
650
667.13
684.54
667.78
685.92
667.60
687.19
665.25
687.46
665.23
686.70
665.06
684.92
665.72
682.51
666.95
666.72
665.90
11+00
12+00
13+00
14+00

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PLOTTED ON: 8/24/2010