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PLOTTED ON: 8/24/2010

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

Roll: 1 of 2

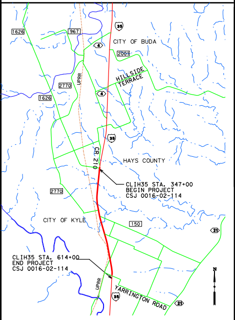
REGISTRATION NO: 1741

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
2001
HILLSIDE TERRACE
2770
1626
4
UPRR
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
YARRINGTON ROAD
35
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.

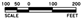
FUNCTIONAL CLASS
MAINLANES: FREEWAY
FRONTAGE ROAD: URBAN MAJOR COLLECTOR
INTERSECTING ROADS: LOCAL

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

EQUATIONS: NONE
EXCEPTIONS: NONE
RAILROADS: NONE

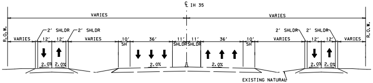
PROJECTED ADT:
104,900 (2010)
159,700 (2030)

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



100 50 0 100 200
SCALE
FEET

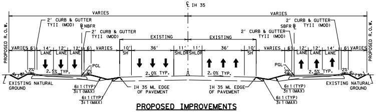
TYPICAL SECTIONS



℄ 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
2.0%
2.0%
2.0%
2.0%
EXISTING NATURAL GROUND

EXISTING CONDITIONS

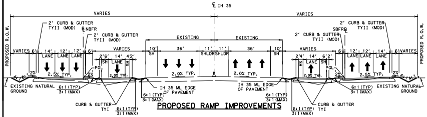
CLIH35 STA. 347+00.00 TO CLIH35 STA 615+00.00



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

PROPOSED IMPROVEMENTS

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

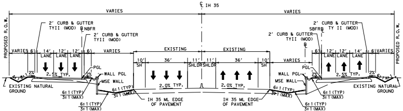


℄ IH 35
VARIES
VARIES
PROPOSED R.O.W.
2' CURB & GUTTER TYII (MOD)
℄ NBFR
SBFR ℄
EXISTING
EXISTING
VARIES 6'
14' LANE
12' LANE
12' LANE
2'6' 14' 4'2'
SH LANE
2'4' 14' 6'2'
10' SH
36'
11' SHLDR
11' SHLDR
PGL
2%
2.5% TYP.
2.0% TYP.
6:1 (TYP)
3:1 (MAX)
CURB & GUTTER TYI
IH 35 ML EDGE OF PAVEMENT
EXISTING NATURAL GROUND

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 ℄
2' CURB & GUTTER TY II (MOD)
EXISTING
EXISTING
VARIES 6'
14' LANE
12' LANE
12' LANE
10' SH
36'
11' SHLDR
11' SHLDR
WALL PGL
MSE WALL
2%
2.5% TYP.
2.0% TYP.
6:1 (TYP)
3:1 (MAX)
IH 35 ML EDGE OF PAVEMENT
EXISTING NATURAL GROUND

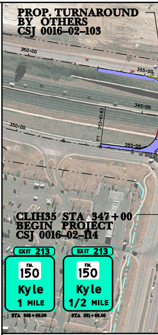
PROPOSED RETAINING WALL IMPROVEMENTS

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

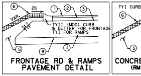
BLNBFR STA. 357+43.73 TO BLNBFR STA. 364+05.96
BLNBFR STA. 452+22.89 TO BLNBFR STA. 456+80.26

PLAN VIEW LEGEND

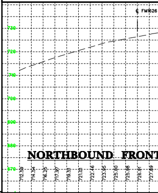
🟩	PROPOSED FRONTAGE ROADS	—	RETAINING WALL
🟫	PROPOSED LOCAL ROADS	—‖—	CONTROL OF ACCESS
🟨	PROPOSED MAINLANE WIDENING	—·—·—	EXIST ROW
🟥	PROPOSED RAMPS	— · —	EXIST PROPERTY LINE
🟧	PROPOSED BRIDGES	—·—·—	PROPOSED ROW
▨	ROADWAYS TO BE OBLITERATED	—·—·—	PROPOSED ROW (BY OTHERS)
🟦	CONSTRUCTION BY OTHERS	—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

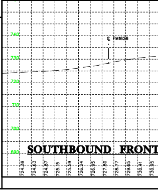


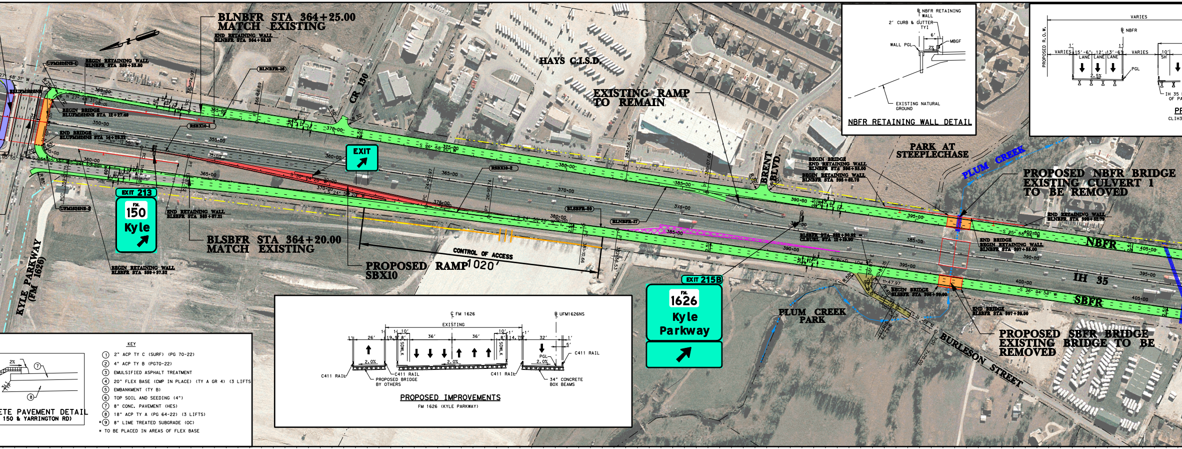
PROP. TURNAROUND
BY OTHERS
CSJ 0016-02-103
350+00
355+00
345+00
350+00
355+00
PT 353+61.83
CLIH35 STA 347+00
BEGIN PROJECT
CSJ 0016-02-114
EXIT 213
F.M. 150
Kyle
1 MILE
STA 368+00.00
EXIT 213
F.M. 150
Kyle
1/2 MILE
STA 381+00.00



6
2%
VAR.
1
2
3
TYII (MOD) CURB & GUTTER FOR FRONTAGE
TYI FOR RAMPS
5
9
4
FRONTAGE RD & RAMPS
PAVEMENT DETAIL
TYI CURB
6
5
CONCRE
(RM






BLNBFR STA 364+25.00
MATCH EXISTING
END RETAINING WALL
BLNBFR STA 364+88.18
BEGIN RETAINING WALL
BLNBFR STA 359+33.60
UFM1626NS-1
BLNBFR-16
BLUFM1626NS
BEGIN BRIDGE
BLUFM1626NS STA 12+27.48
END BRIDGE
BLUFM1626NS STA 14+29.22
RSBX10-1
RSBX10-2
UFM1626NS-2
CR 130
HAYS C.I.S.D.
EXISTING RAMP
TO REMAIN
EXIT
EXIT 213
FM 150
Kyle
END RETAINING WALL
BLSBFR STA 363+87.21
BLSBFR STA 364+20.00
MATCH EXISTING
BEGIN RETAINING WALL
BLSBFR STA 359+37.32
KYLE PARKWAY
(FM 1626)
PROPOSED RAMP
SBX10
1020'
CONTROL OF ACCESS
BLSBFR-36
BLNBFR-37
EXIT 215B
FM 1626
Kyle
Parkway
BRENT BLVD.
BEGIN BRIDGE
END RETAINING WALL
BLNBFR STA 396+55.00
BEGIN RETAINING WALL
BLNBFR STA 393+62.78
PARK AT
STEEPLECHASE
PLUM CREEK
PROPOSED NBFR BRIDGE
EXISTING CULVERT 1
TO BE REMOVED
END RETAINING WALL
BLNBFR STA 399+62.79
BLSBFR STA 393+50.92 =
CLBURL STA 12+19.90
END BRIDGE
BEGIN RETAINING WALL
BLNBFR STA 397+55.00
NBFR
IH 35
SBFR
BEGIN BRIDGE
BLSBFR STA 396+39.00
END BRIDGE
BLSBFR STA 397+39.00
PLUM CREEK
PARK
BURLESON STREET
PROPOSED SBFR BRIDGE
EXISTING BRIDGE TO BE
REMOVED
POT 7+70.00

NBFR RETAINING WALL DETAIL

℄ NBFR RETAINING WALL
2' CURB & GUTTER TYI
6'
MBGF
WALL PGL
2%
EXISTING NATURAL GROUND

VARIES
PROPOSED R.O.W.
℄ NBFR
1'
VARIES
15'-6" LANE
12' LANE
13'-6" LANE
1'
VARIES
10' SH
2.5%
PGL
IH 35
OF PA
PR
CLIH3

PROPOSED IMPROVEMENTS

FM 1626 (KYLE PARKWAY)

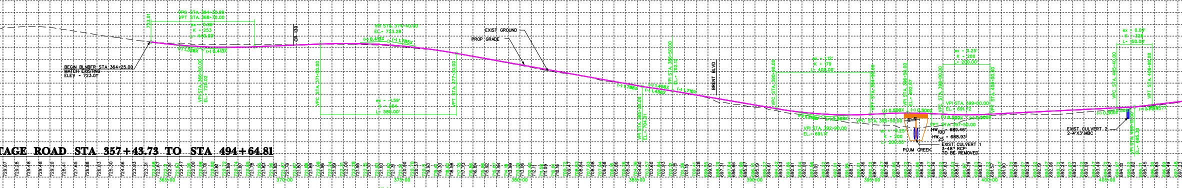
℄ FM 1626
℄ UFM1626NS
EXISTING
1'
26'
1'
19.5'
1'
10'
8'
36'
36'
10'
8'
1'
14.75'
1'
32'
1'
5'
SDWLK
SDWLK
2.0%
2.0%
2.0%
PGL
C411 RAIL
C411 RAIL
C411 RAIL
C411 RAIL
PROPOSED BRIDGE BY OTHERS
34" CONCRETE BOX BEAMS

ETE PAVEMENT DETAIL
150 & YARRINGTON RD)

2%
3:1 TYP
⑦
⑧

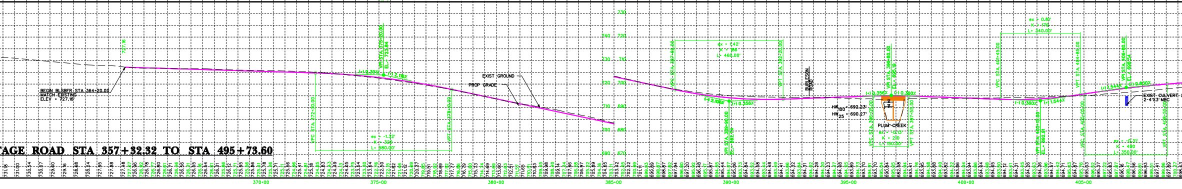
KEY

① 2" ACP TY C (SURF) (PG 70-22)
② 4" ACP TY B (PG70-22)
③ EMULSIFIED ASPHALT TREATMENT
④ 20" FLEX BASE (CMP IN PLACE) (TY A GR 4) (3 LIFTS
⑤ EMBANKMENT (TY B)
⑥ TOP SOIL AND SEEDING (4")
⑦ 8" CONC. PAVEMENT (HES)
⑧ 18" ACP TY A (PG 64-22) (3 LIFTS)
*⑨ 8" LIME TREATED SUBGRADE (OC)
* TO BE PLACED IN AREAS OF FLEX BASE



TAGE ROAD STA 357+43.73 TO STA 494+64.81

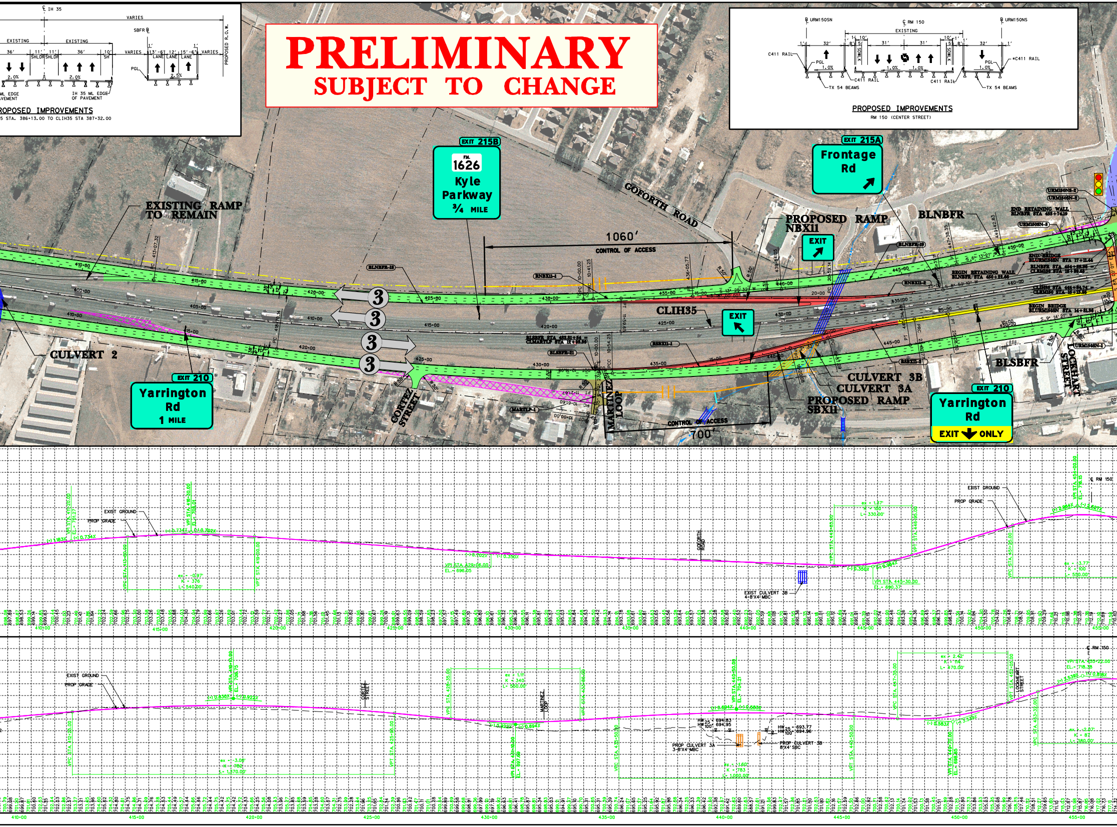
BEGIN BLNBFR STA 364+25.00
MATCH EXISTING
ELEV = 723.01'
VPC STA 364+30.00
VPT STA 368+70.00
ex = 0.96'
K = 253
L = 440.00'
CR 130
VPI STA 374+40.00
EL.= 723.28'
L = 580.00'
EXIST GROUND
PROP GRADE
BRENT BLVD
VPI STA 386+50.00
EL.= 702.12
VPI STA 385+20.00
EL.= 704.01
ex = 1.12'
K = 179
L = 400.00'
VPC STA 390+90.00
VPT STA 394+90.00
VPI STA 392+90.00
EL.= 691.17
VPC STA 395+50.00
VPI STA 396+50.00
EL.= 692.97
VPT STA 397+50.00
ex = 0.25'
K = 200
L = 200.00'
HW100 = 689.46'
HW25 = 688.93'
PLUM CREEK
EXIST. CULVERT 1
3-48" RCP
TO BE REMOVED
VPC STA 398+00.00
VPI STA 399+00.00
EL.= 691.72
VPT STA 400+00.00
ex = 0.25'
K = 200
L = 200.00'
VPC STA 405+40.00
VPT STA 406+90.00
ex = 0.09'
K = 328
L = 150.00'
EXIST. CULVERT 2
2-4'X3' MBC
VPI STA 406+15.00
EL.= 695.30
365+00
370+00
375+00
380+00
385+00
390+00
395+00
400+00
405+00



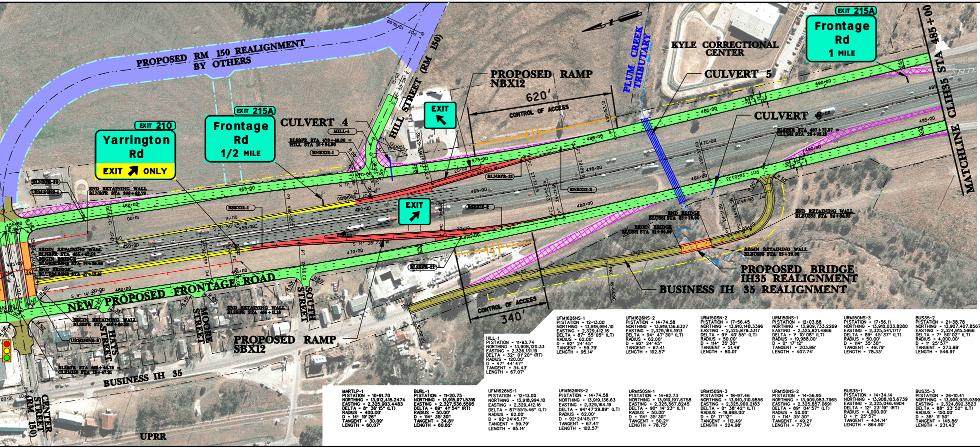
TAGE ROAD STA 357+32.32 TO STA 495+73.60

BEGIN BLSBFR STA 364+20.00
MATCH EXISTING
ELEV = 727.16'
EXIST GROUND
PROP GRADE
ex = 1.32'
L = 580.00'
BURLESON ROAD
ex = 1.42'
L = 460.00'
HW100 = 692.23'
HW25 = 690.27'
PLUM CREEK
ex = 0.82'
L = 340.00'
EXIST. CULVERT 2
2-4'X3' MBC
370+00
375+00
380+00
385+00
390+00
395+00
400+00
405+00

PRELIMINARY
SUBJECT TO CHANGE



PROPOSED IMPROVEMENTS
5 STA. 386+13.00 TO CLIH35 STA 387+32.00
℄ IH 35
VARIES
EXISTING
36′
11′
SHLDR
2.0%
10′
SH
SBFR ℄
1′
13′-6″
12′
15′-6″
LANE
2.5%
PGL
PROPOSED R.O.W.
ML EDGE
VEMENT
IH 35 ML EDGE OF PAVEMENT
PROPOSED IMPROVEMENTS
RM 150 (CENTER STREET)
℄ URM150SN
℄ RM 150
℄ URM150NS
32′
8′
5′
10′
31′
SDWLK
1.0%
C411 RAIL
*C411 RAIL
TX 54 BEAMS
EXIT 215B
FM 1626
Kyle Parkway
¾ MILE
EXIT 215A
Frontage Rd
EXISTING RAMP TO REMAIN
GOFORTH ROAD
1060′
CONTROL OF ACCESS
PROPOSED RAMP NBX11
EXIT
BLNBFR
CLIH35
CULVERT 2
EXIT 210
Yarrington Rd
1 MILE
CORTEZ STREET
MARTINEZ LOOP
CULVERT 3B
CULVERT 3A
PROPOSED RAMP SBX11
700′
BLSBFR
LOCKHART STREET
EXIT ONLY
END RETAINING WALL
BEGIN RETAINING WALL
END BRIDGE
BEGIN BRIDGE
3
EXIST GROUND
PROP GRADE
EXIST CULVERT 3B 4-8′X4′ MBC
PROP CULVERT 3A 3-8′X4′ MBC
PROP CULVERT 3B 8′X4′ SBC
℄ RM 150
410+00
415+00
420+00
425+00
430+00
435+00
440+00
445+00
450+00
455+00


PROPOSED RM 150 REALIGNMENT
BY OTHERS
EXIT 210
Yarrington Rd
EXIT ↗ ONLY
EXIT 215A
Frontage Rd
1/2 MILE
CULVERT 4
HILL STREET (RM 150)
EXIT
PROPOSED RAMP
NBX12
620'
CONTROL OF ACCESS
PLUM CREEK TRIBUTARY
KYLE CORRECTIONAL CENTER
CULVERT 5
EXIT 215A
Frontage Rd
1 MILE
CULVERT 6
STA 485+00
MATCHLINE CLIH35
EXIT
END RETAINING WALL
BEGIN RETAINING WALL
END BRIDGE
BEGIN BRIDGE
PROPOSED BRIDGE
IH35 REALIGNMENT
BUSINESS IH 35 REALIGNMENT
CONTROL OF ACCESS
340'
NEW PROPOSED FRONTAGE ROAD
HAYS STREET
MOORE STREET
SOUTH STREET
PROPOSED RAMP
SBX12
BUSINESS IH 35
CENTER STREET (RM 150)
UPRR
455+00
460+00
465+00
470+00
475+00
480+00
485+00
490+00
495+00

RNBX11-1
PISTATION - 10+20.63
NORTHING - 13,912,317.7192
EASTING - 2,326,307.2572
DELTA - 0° 13' 31" (LT)
RADIUS - 10,486.00'
D - 0° 32' 47"
TANGENT - 20.63'
LENGTH - 41.25'

RSBX10-2
PISTATION - 25+55.94
NORTHING - 13,917,517.9648
EASTING - 2,328,382.9557
DELTA - 5° 09' 08" (LT)
RADIUS - 3,000.00'
D - 1° 54' 35"
TANGENT - 134.98'
LENGTH - 269.77'

RNBX11-2
PISTATION - 11+00.46
NORTHING - 13,912,240.8788
EASTING - 2,326,285.6021
DELTA - 2° 15' 41" (RT)
RADIUS - 3,000.00'
D - 1° 54' 35"
TANGENT - 59.21'
LENGTH - 118.40'

RSBX11-1
PISTATION - 10+27.13
NORTHING - 13,912,343.9523
EASTING - 2,325,983.5104
DELTA - 0° 20' 14" (LT)
RADIUS - 9,214.00'
D - 0° 37' 19"
TANGENT - 27.13'
LENGTH - 54.25'

RNBX11-3
PISTATION - 22+95.61
NORTHING - 13,911,104.2082
EASTING - 2,325,916.2726
DELTA - 9° 00' 50" (LT)
RADIUS - 3,000.00'
D - 1° 54' 35"
TANGENT - 236.47'
LENGTH - 471.97'

RSBX11-2
PISTATION - 14+39.26
NORTHING - 13,911,950.17
EASTING - 2,325,861.90
DELTA - 14°37'34.25" (LT)
RADIUS - 3,000.00'
D - 1°54'35.49"
TANGENT - 385.01'
LENGTH - 765.83'

RNBX12-1
PISTATION - 22+08.96
NORTHING - 13,908,434.55
EASTING - 2,325,518.58
DELTA - 6°3'28.91" (LT)
RADIUS - 3,000.00'
D - 1°54'35.49"
TANGENT - 158.75'
LENGTH - 317.20'

RSBX11-3
PISTATION - 21+75.17
NORTHING - 13,911,210.79
EASTING - 2,325,829.15
DELTA - 7°10'30.31" (RT)
RADIUS - 3,000.00'
D - 1°54'35.49"
TANGENT - 188.09'
LENGTH - 375.69'

HILL-1
PISTATION - 11+93.74
NORTHING - 13,908,120.33
EASTING - 2,326,131.19
DELTA - 32° 01' 20" (RT)
RADIUS - 120.00'
D - 47° 44' 47"
TANGENT - 34.43'
LENGTH - 67.07'

UFM1626NS-1
PISTATION - 12+13.00
NORTHING - 13,918,994.10
EASTING - 2,329,412.16
DELTA - 87° 55' 05" (LT)
RADIUS - 62.00'
D - 92° 24' 45"
TANGENT - 59.79'
LENGTH - 95.14'

UFM1626NS-2
PISTATION - 14+74.58
NORTHING - 13,919,136.6327
EASTING - 2,329,164.1913
DELTA - 94° 47' 30" (LT)
RADIUS - 62.00'
D - 92° 24' 45"
TANGENT - 67.41
LENGTH - 102.57'

URM150SN-2
PISTATION - 17+56.45
NORTHING - 13,910,148.3396
EASTING - 2,325,879.3317
DELTA - 91° 40' 55" (LT)
RADIUS - 50.00'
D - 114° 35' 30"
TANGENT - 51.49'
LENGTH - 80.01'

URM150NS-1
PISTATION - 12+03.88
NORTHING - 13,909,733.2269
EASTING - 2,325,821.4866
DELTA - 1° 10' 08" (LT)
RADIUS - 19,988.00'
D - 0° 17' 12"
TANGENT - 203.88'
LENGTH - 407.74'

URM150NS-3
PISTATION - 17+56.11
NORTHING - 13,910,033.8280
EASTING - 2,325,541.1717
DELTA - 89° 45' 37" (LT)
RADIUS - 50.00'
D - 114° 35' 30"
TANGENT - 49.79'
LENGTH - 78.33'

BUS35-2
PISTATION - 21+38.78
NORTHING - 13,907,407.8567
EASTING - 2,324,915.5966
DELTA - 7° 50' 02" (LT)
RADIUS - 4,000.00'
D - 1° 25' 57"
TANGENT - 273.88'
LENGTH - 546.91'

RNBX12-2
PISTATION - 28+81.34
NORTHING - 13,907,762.20
EASTING - 2,325,497.65
DELTA - 4°6'52.14" (RT)
RADIUS - 3,000.00'
D - 1°54'35.49"
TANGENT - 107.76'
LENGTH - 215.43'

RSBX11-4
PISTATION - 24+35.64
NORTHING - 13,910,953.58
EASTING - 2,325,785.14
DELTA - 0°43'29.65" (LT)
RADIUS - 11,518.19'
D - 0°29'50.77"
TANGENT - 72.86'
LENGTH - 145.73'

MARTLP-1
PISTATION - 10+91.70
NORTHING - 13,912,415.2474
EASTING - 2,325,903.4483
DELTA - 8° 36' 15" (LT)
RADIUS - 400.00'
D - 14° 19' 26"
TANGENT - 30.09'
LENGTH - 60.07'

BURL-1
PISTATION - 11+20.75
NORTHING - 13,915,971.5316
EASTING - 2,327,536.5595
DELTA - 69° 41' 54" (RT)
RADIUS - 50.00'
D - 114° 35' 30"
TANGENT - 34.81'
LENGTH - 60.82'

UFM1626NS-1
PISTATION - 12+13.00
NORTHING - 13,918,994.10
EASTING - 2,329,412.16
DELTA - 87°55'5.46" (LT)
RADIUS - 62.00'
D - 92°24'45.17"
TANGENT - 59.79'
LENGTH - 95.14'

UFM1626NS-2
PISTATION - 14+74.58
NORTHING - 13,919,136.63
EASTING - 2,329,164.19
DELTA - 94°47'29.89" (LT)
RADIUS - 62.00'
D - 92°24'45.17"
TANGENT - 67.41'
LENGTH - 102.57'

URM150SN-1
PISTATION - 14+62.73
NORTHING - 13,910,197.6758
EASTING - 2,325,567.8245
DELTA - 90° 14' 23" (LT)
RADIUS - 50.00'
D - 114° 35' 30"
TANGENT - 50.21'
LENGTH - 78.75'

URM150SN-3
PISTATION - 18+97.46
NORTHING - 13,910,310.9856
EASTING - 2,325,900.2183
DELTA - 0° 38' 42" (LT)
RADIUS - 19,988.00'
D - 0° 17' 12"
TANGENT - 112.49'
LENGTH - 224.98'

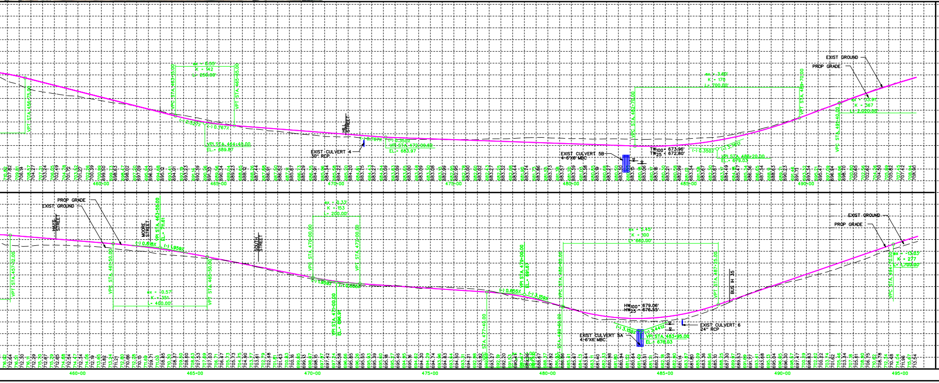
URM150NS-2
PISTATION - 14+56.95
NORTHING - 13,909,983.7965
EASTING - 2,325,857.0691
DELTA - 89° 04' 57" (LT)
RADIUS - 50.00'
D - 114° 35' 30"
TANGENT - 49.21'
LENGTH - 77.74'

BUS35-1
PISTATION - 14+34.14
NORTHING - 13,908,103.6739
EASTING - 2,325,046.4904
DELTA - 12° 23' 19" (RT)
RADIUS - 4,000.00'
D - 1° 25' 57"
TANGENT - 434.14'
LENGTH - 864.90'

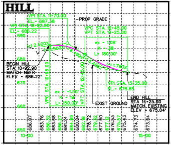
BUS35-3
PISTATION - 26+10.41
NORTHING - 13,906,935.9399
EASTING - 2,324,892.3523
DELTA - 88° 23' 52" (LT)
RADIUS - 150.00'
D - 38° 11' 50"
TANGENT - 145.86'
LENGTH - 231.43'

RSBX10-1
PISTATION - 12+86.09
NORTHING - 13,918,616.9281
EASTING - 2,329,019.3499
DELTA - 3° 52' 33" (RT)
RADIUS - 3,000.00'
D - 1° 54' 35"
TANGENT - 101.51'
LENGTH - 202.94'

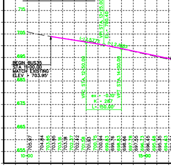
RSBX12-1
PISTATION - 11+48.12
NORTHING - 13,909,039.02
EASTING - 2,325,482.37
DELTA - 5°39'11.67" (RT)
RADIUS - 3,000.00'
D - 1°54'35.49"
TANGENT - 148.12'
LENGTH - 296.00'



HILL



BUSINESS 35



RSBX12-2
PISTATION = 21+57.68
NORTHING = 13,908,062.01
EASTING = 2,325,227.16
DELTA = 9°6'17.12" (LT)
RADIUS = 3,000.00'
D = 1°54'35.49"
TANGENT = 238.86'
LENGTH = 476.72'

BLNBFR-20
PISTATION = 457+99.57
NORTHING = 13,909,725.7789
EASTING = 2,325,849.9918
DELTA = 4° 54' 21" (RT)
RADIUS = 20,000.00'
D = 0° 17' 11"
TANGENT = 856.75'
LENGTH = 1,712.45'

RSBX12-3
PISTATION = 24+13.61
NORTHING = 13,907,806.27
EASTING = 2,325,202.38
DELTA = 8°-475'36" (LT)
RADIUS = 23,014.00'
D = 0°14'56.26"
TANGENT = 18.07'
LENGTH = 36.14'

BLNBFR-21
PISTATION = 476+73.78
NORTHING = 13,907,885.7875
EASTING = 2,325,488.0523
DELTA = 6° 42' 30" (LT)
RADIUS = 7,000.00'
D = 0° 49' 07"
TANGENT = 410.26'
LENGTH = 819.59'

BLNBFR-16
PISTATION = 365+20.93
NORTHING = 13,918,339.3275
EASTING = 2,329,080.3805
DELTA = 0° 50' 11" (LT)
RADIUS = 20,000.00'
D = 0° 17' 11"
TANGENT = 145.97'
LENGTH = 291.93'

BLSBFR-19
PISTATION = 351+16.03
NORTHING = 13,919,736.9963
EASTING = 2,329,432.1547
DELTA = 9° 24' 36" (LT)
RADIUS = 3,000.00'
D = 1° 54' 35"
TANGENT = 246.91'
LENGTH = 492.71'

BLNBFR-17
PISTATION = 384+31.75
NORTHING = 13,916,636.3512
EASTING = 2,328,213.7100
DELTA = 1° 00' 16" (LT)
RADIUS = 20,000.00'
D = 0° 17' 11"
TANGENT = 175.32'
LENGTH = 350.63'

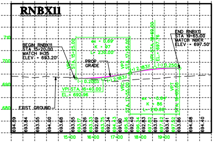
BLSBFR-20
PISTATION = 381+83.60
NORTHING = 13,916,955.0989
EASTING = 2,328,136.8534
DELTA = 1° 09' 33" (RT)
RADIUS = 7,210.00'
D = 0° 47' 41"
TANGENT = 72.93'
LENGTH = 145.86'

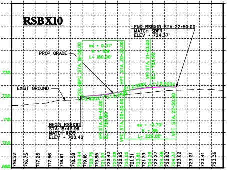
BLNBFR-18
PISTATION = 424+61.16
NORTHING = 13,913,013.7457
EASTING = 2,326,449.3701
DELTA = 12° 32' 31" (LT)
RADIUS = 10,500.00'
D = 0° 32' 44"
TANGENT = 1,153.84'
LENGTH = 2,298.46'

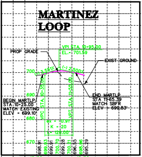
BLSBFR-21
PISTATION = 432+32.13
NORTHING = 13,912,420.6523
EASTING = 2,325,917.2749
DELTA = 16° 50' 32" (LT)
RADIUS = 9,200.00'
D = 0° 37' 22"
TANGENT = 1,361.99'
LENGTH = 2,704.34'

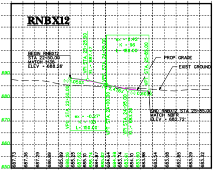
BLNBFR-19
PISTATION = 443+61.70
NORTHING = 13,911,156.1699
EASTING = 2,326,005.9531
DELTA = 7° 12' 11" (LT)
RADIUS = 6,000.00'
D = 0° 57' 18"
TANGENT = 377.65'
LENGTH = 754.30'

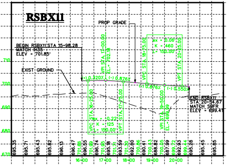
BLSBFR-22
PISTATION = 474+57.96
NORTHING = 13,908,230.2547
EASTING = 2,325,235.6295
DELTA = 5° 22' 59" (LT)
RADIUS = 23,000.00'
D = 0° 14' 57"
TANGENT = 1,081.22'
LENGTH = 2,160.85'

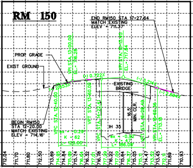

RNBX11
BEGIN RNBX11
STA 15+20.00
MATCH IH35
ELEV = 693.20'
PROP GRADE
EXIST GROUND
VPI STA 16+40.00
EL = 692.96
END RNBX11
STA 19+65.00
MATCH NBFR
ELEV = 697.50'
15+00
16+00
17+00
18+00
19+00

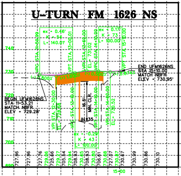

RSBX10
END RSBX10 STA 22+50.00
MATCH SBFR
ELEV = 724.37'
PROP GRADE
EXIST GROUND
BEGIN RSBX10
STA 18+48.96
MATCH IH35
ELEV = 720.42'
19+00
20+00
21+00
22+00

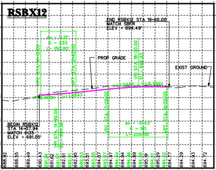

MARTINEZ LOOP
PROP GRADE
VPI STA 10+95.00
EL = 701.59
EXIST GROUND
BEGIN MARTLP
STA 10+25.00
MATCH EXISTING
ELEV = 699.10'
END MARTLP
STA 11+65.39
MATCH SBFR
ELEV = 692.83'
10+00
12+00

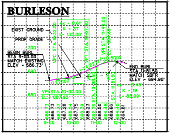

RNBX12
BEGIN RNBX12
STA 22+50.00
MATCH IH35
ELEV = 688.26'
PROP GRADE
EXIST GROUND
END RNBX12 STA 25+85.00
MATCH NBFR
ELEV = 682.72'
23+00
24+00
25+00

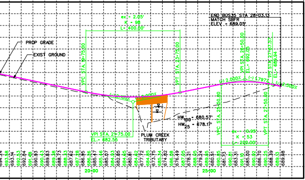

RSBX11
BEGIN RSBX11 STA 15+96.28
MATCH IH35
ELEV = 701.85'
PROP GRADE
EXIST GROUND
END RSBX11
STA 20+54.87
MATCH SBFR
ELEV = 699.41'
16+00
17+00
18+00
19+00
20+00

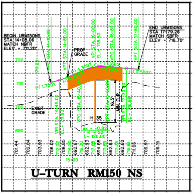

RM 150
END RM150 STA 17+27.64
MATCH EXISTING
ELEV = 711.37'
PROP GRADE
EXIST GROUND
EXISTING BRIDGE
16.5' MIN. CLR.
IH 35
BEGIN RM150
STA 12+20.00
MATCH EXISTING
ELEV = 714.16'
13+00
14+00
15+00
16+00
17+00

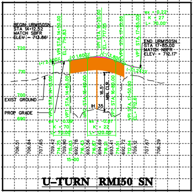

U-TURN FM 1626 NS
END UFM1626NS
STA 15+10.00
MATCH NBFR
ELEV = 730.95'
BEGIN UFM1626NS
STA 11+53.21
MATCH NBFR
ELEV = 729.28'
16.8' MIN. CLR.
IH 35
15+00


RSBX12
END RSBX12 STA 19+60.00
MATCH SBFR
ELEV = 694.49'
PROP GRADE
EXIST GROUND
BEGIN RSBX12
STA 14+07.94
MATCH IH35
ELEV = 691.05'
15+00
16+00
17+00
18+00
19+00


BURLESON
EXIST GROUND
PROP GRADE
BEGIN BURL
STA 9+00.00
MATCH EXISTING
ELEV = 686.73'
END BURL
STA 11+81.50
MATCH SBFR
ELEV = 694.90'
VPI STA 10+00.00
EL = 687.93
9+00
10+00
11+00
12+00


END BUS35 STA 28+03.13
MATCH SBFR
ELEV = 689.05'
PROP GRADE
EXIST GROUND
HW100 = 680.57'
HW25 = 678.17'
PLUM CREEK TRIBUTARY
VPI STA 21+75.00
EL = 682.56
20+00
25+00


BEGIN URM150NS
STA 14+08.06
MATCH NBFR
ELEV = 711.20'
PROP GRADE
EXIST GRADE
END URM150NS
STA 17+79.26
MATCH SBFR
ELEV = 716.70'
16.5' MIN. CLR.
IH 35
15+00
U-TURN RM150 NS


BEGIN URM150SN
STA 14+12.52
MATCH SBFR
ELEV = 713.86'
END URM150SN
STA 17+85.00
MATCH NBFR
ELEV = 712.17'
EXIST GROUND
PROP GRADE
16.5' MIN. CLR.
IH 35
15+00
U-TURN RM150 SN

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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: 1 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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DESIGN FILE NAME: pw:/Active Projects/HAY09003/HAY09003.01/8.00 Plans and Drawings/8.20 Schematic Scrolls/Ultimate/0301usch01.dgn
PLOTTED ON: 8/24/2010