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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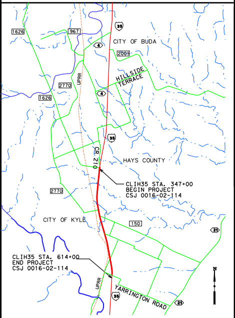
PEN TABLE USED: cpycolor*ANSID.tbl
DESIGN FILE NAME: pw:/Active Projects/HAY09003/HAY09003.01/8.00 Plans and Drawings/8.20 Schematic Scrolls/Ultimate/0301usch01.dgn
PLOTTED ON: 8/24/2010

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
4
CITY OF BUDA
2001
HILLSIDE TERRACE
UPRR
2770
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.

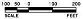
FUNCTIONAL CLASS
MAINLANES: FREEWAY
FRONTAGE ROAD: URBAN MAJOR COLLECTOR
INTERSECTING ROADS: LOCAL

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

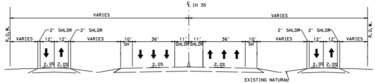
EQUATIONS: NONE
EXCEPTIONS: NONE
RAILROADS: NONE

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

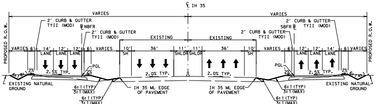
SCALE: 1" = 200' H
1" = 20' V


100 50 0 100 200
SCALE
FEET

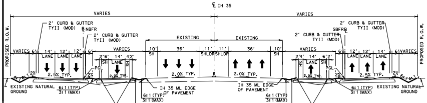
TYPICAL SECTIONS


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

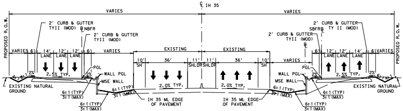
PROPOSED IMPROVEMENTS
*CLIH35 STA. 347+00.00 TO CLIH35 STA 615+00.00
*EXCLUDING RAMP AND RETAINING WALL STATIONS


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

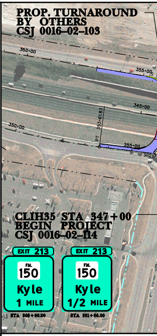
PROPOSED RETAINING WALL IMPROVEMENTS

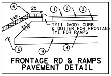
BLSBFR STA. 357+27.44 TO BLSBFR STA. 363+59.21
BLSBFR STA. 450+38.82 TO BLSBFR STA. 461+33.66

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

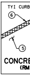
PLAN VIEW LEGEND

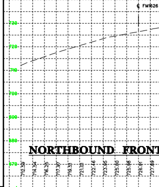
🟩	PROPOSED FRONTAGE ROADS
🟫	PROPOSED LOCAL ROADS
🟨	PROPOSED MAINLANE WIDENING
🟥	PROPOSED RAMPS
🟧	PROPOSED BRIDGES
▨	ROADWAYS TO BE OBLITERATED
🟦	CONSTRUCTION BY OTHERS
┬	RETAINING WALL
─┤├─	CONTROL OF ACCESS
─·─·─	EXIST ROW
─ · ─	EXIST PROPERTY LINE
─·─·─	PROPOSED ROW
─·─·─	PROPOSED ROW (BY OTHERS)
──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

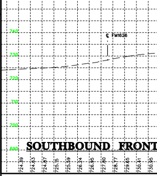

PROP. TURNAROUND
BY OTHERS
CSJ 0016-02-103
350+00
355+00
345+00
350+00
PT 353+61.83
355+00
CLIH35 STA. 347+00
BEGIN PROJECT
CSJ 0016-02-114
EXIT 213
F.M. 150
Kyle
1 MILE
STA 308+00.00
EXIT 213
F.M. 150
Kyle
1/2 MILE
STA 331+00.00

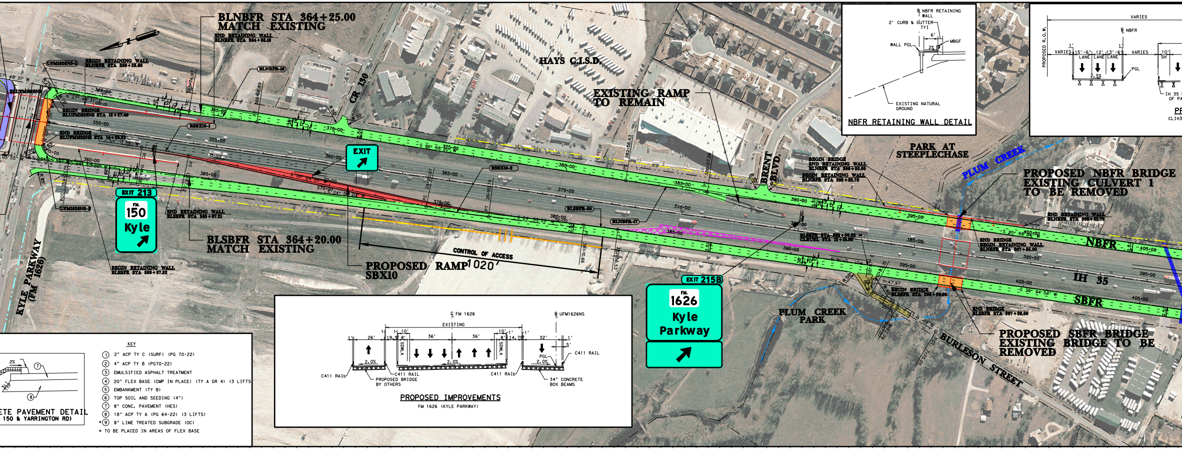

6
2%
1
2
3
VAR.
TYII (MOD) CURB & GUTTER FOR FRONTAGE
TYI FOR RAMPS
5
9
4

FRONTAGE RD & RAMPS
PAVEMENT DETAIL


TYI CURB
6
5
CONCRE
(RM

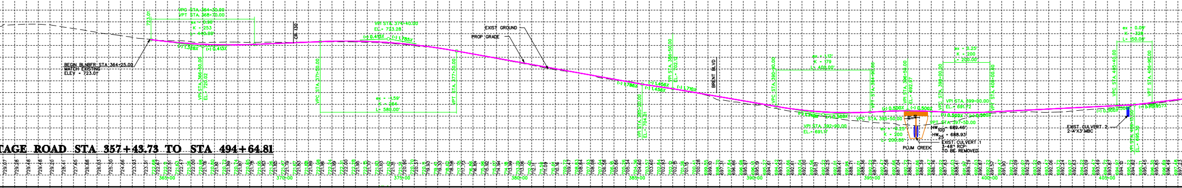




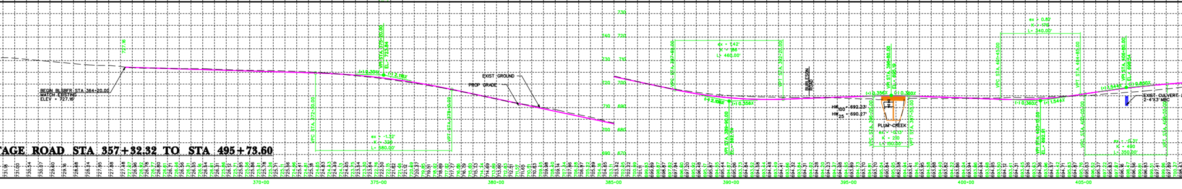

BLNBFR STA 364+25.00
MATCH EXISTING
END RETAINING WALL
BLNBFR STA 364+25.00
BEGIN RETAINING WALL
BLNBFR STA 359+33.00
UFM1626NS-1
BLNBFR-35
HAYS C.I.S.D.
CR 130
EXISTING RAMP
TO REMAIN
BEGIN BRIDGE
BLUFM1626NS STA 12+27.69
END BRIDGE
BLUFM1626NS STA 14+29.13
RSBX10-1
EXIT
RSBX10-2
BLSBFR-36
BLNBFR-37
EXIT 213
FM 150
Kyle
UFM1626NS-2
END RETAINING WALL
BLSBFR STA 365+07.21
BLSBFR STA 364+20.00
MATCH EXISTING
BEGIN RETAINING WALL
BLSBFR STA 359+97.32
KYLE PARKWAY
(FM 1626)
CONTROL OF ACCESS
1020'
PROPOSED RAMP
SBX10
EXIT 215B
FM 1626
Kyle
Parkway
BRENT BLVD.
PARK AT
STEEPLECHASE
PLUM CREEK
BEGIN BRIDGE
END RETAINING WALL
BLNBFR STA 396+35.00
BEGIN RETAINING WALL
BLNBFR STA 398+62.78
PROPOSED NBFR BRIDGE
EXISTING CULVERT 1
TO BE REMOVED
END RETAINING WALL
BLNBFR STA 398+62.78
END BRIDGE
BEGIN RETAINING WALL
BLNBFR STA 397+35.00
NBFR
IH 35
SBFR
BEGIN BRIDGE
BLSBFR STA 395+39.00
END BRIDGE
BLSBFR STA 397+39.00
PLUM CREEK
PARK
BURLESON STREET
PROPOSED SBFR BRIDGE
EXISTING BRIDGE TO BE
REMOVED
NBFR RETAINING WALL DETAIL
NBFR RETAINING WALL
2' CURB & GUTTER
TYI
6'
MBGF
WALL PGL
2%
EXISTING NATURAL
GROUND
VARIES
NBFR
PROPOSED R.O.W.
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'
19.5'
8'
10'
36'
36'
10'
8'
1'
14.75'
32'
1'
5'
SDWLK
SDWLK
2.0%
2.0%
2.0%
C411 RAIL
C411 RAIL
C411 RAIL
C411 RAIL
PGL
PROPOSED BRIDGE
BY OTHERS
34" CONCRETE
BOX BEAMS
ETE PAVEMENT DETAIL
150 & YARRINGTON RD)
2%
3:1
TYP

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

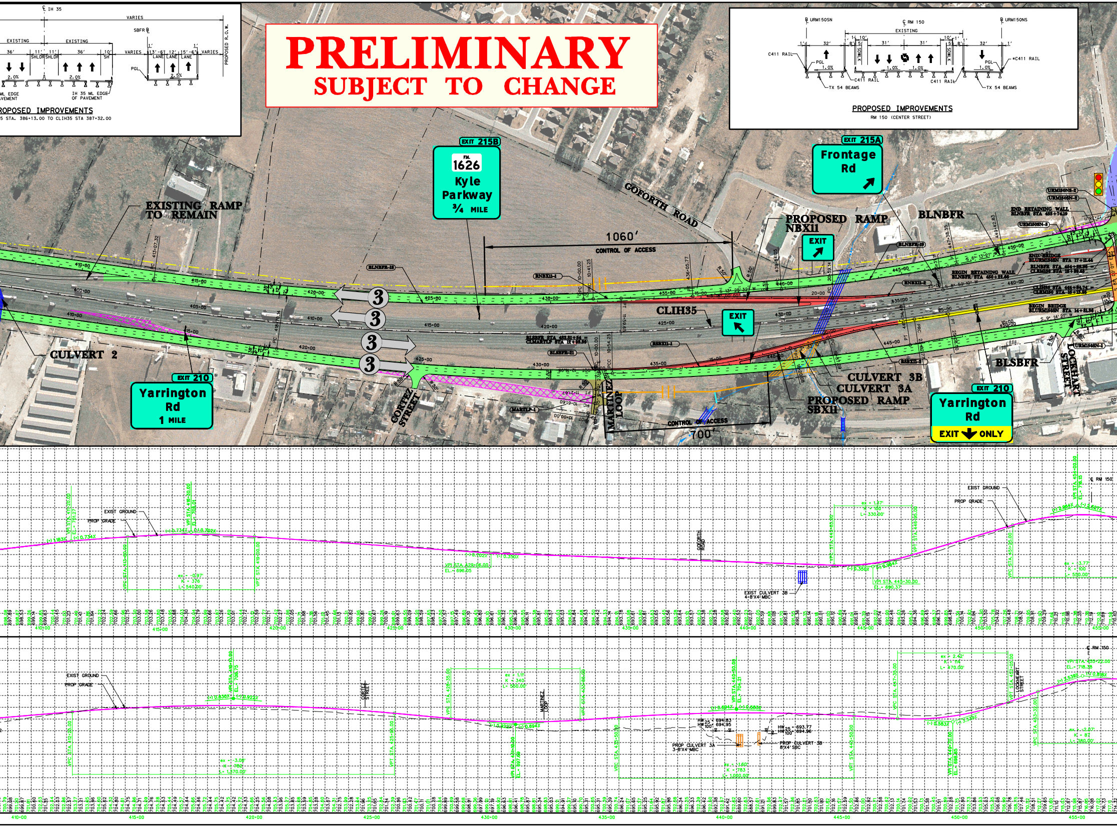

VPC STA 364+30.00
VPT STA 368+70.00
K = 253
L= 440.00'
723.01
BEGIN BLNBFR STA 364+25.00
MATCH EXISTING
ELEV = 723.01
CR 130
VPI STA 374+40.00
EL= 723.28'
K = 364
L= 580.00'
EXIST GROUND
PROP GRADE
BRENT BLVD
K = 179
L= 400.00'
K = 200
L= 200.00'
PLUM CREEK
HW100 = 689.46'
HW25 = 688.93'
EXIST CULVERT 1
3-48" RCP
TO BE REMOVED
EXIST CULVERT 2
2-4'X3' MBC
K = 328
L= 150.00'
365+00
370+00
375+00
380+00
385+00
390+00
395+00
400+00
405+00

TAGE ROAD STA 357+43.73 TO STA 494+64.81

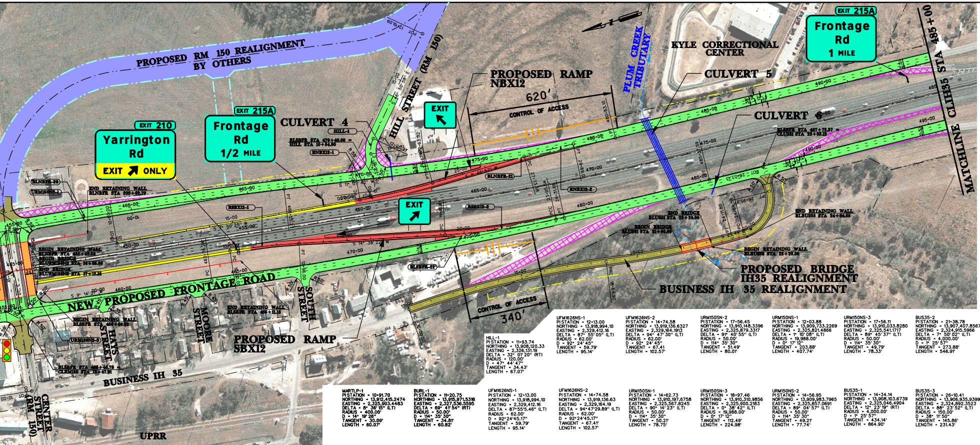

727.16
BEGIN BLSBFR STA 364+20.00
MATCH EXISTING
ELEV = 727.16'
EXIST GROUND
PROP GRADE
L= 580.00'
L= 460.00'
BURLESON
ROAD
HW100 = 692.23'
HW25 = 690.27'
PLUM CREEK
L= 340.00'
EXIST CULVERT
2-4'X3' MBC
L= 350.00'
370+00
375+00
380+00
385+00
390+00
395+00
400+00
405+00

TAGE ROAD STA 357+32.32 TO STA 495+73.60

PRELIMINARY
SUBJECT TO CHANGE



℄ IH 35
VARIES
EXISTING
EXISTING
SBFR ℄
PROPOSED R.O.W.
SHLDR SHLDR
LANE LANE LANE
2.0%
2.0%
2.5%
PGL
IH 35 ML EDGE OF PAVEMENT
PROPOSED IMPROVEMENTS
STA. 386+13.00 TO CLIH35 STA 387+32.00
℄ RM 150
EXISTING
C411 RAIL
TX 54 BEAMS
SDWLK
PGL
1.0%
PROPOSED IMPROVEMENTS
RM 150 (CENTER STREET)
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
EXIT
CULVERT 2
EXIT 210
Yarrington Rd
1 MILE
CORTEZ STREET
MARTINEZ LOOP
CONTROL OF ACCESS
700'
CULVERT 3B
CULVERT 3A
PROPOSED RAMP SBX11
BLSBFR
LOCKHART STREET
EXIT 210
Yarrington Rd
EXIT ONLY
3
3
3
3
EXIST GROUND
PROP GRADE
GOFORTH ROAD
EXIST CULVERT 3B
4-8'X4' MBC
℄ RM 150
EXIST GROUND
PROP GRADE
CORTEZ STREET
MARTINEZ LOOP
PROP CULVERT 3A
3-8'X4' MBC
PROP CULVERT 3B
8'X4' SBC
LOCKHART STREET
℄ 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
STA 485+00
MATCHLINE CLIH35
CULVERT 6
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
MOORE STREET
SOUTH STREET
HAYS STREET
PROPOSED RAMP SBX12
BUSINESS IH 35
CENTER STREET (RM 150)
UPRR

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'

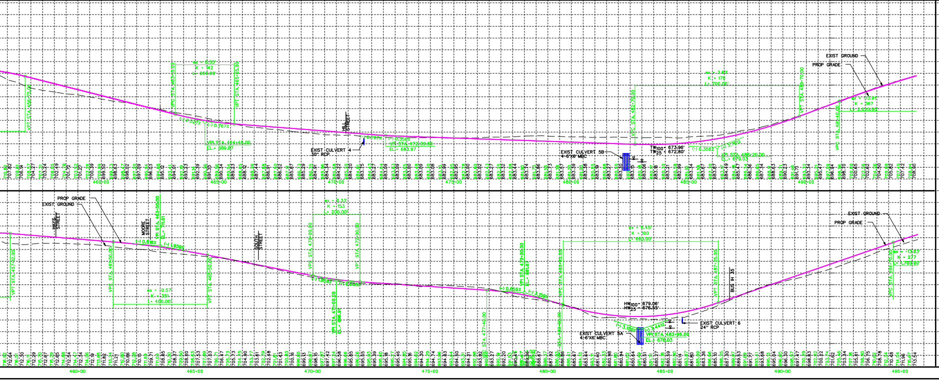
URM150NS-2
PISTATION - 14+56.95
NORTHING - 13,909,983.7965
EASTING - 2,325,857.0691
DELTA - 89° 04' 57" (LT)
RADIUS - 50.00'
D - 114° 35' 30"
TANGENT - 49.21'
LENGTH - 77.74'

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'

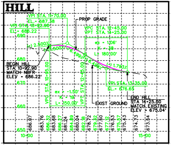
BUS35-3
PISTATION - 26+10.41
NORTHING - 13,906,935.9399
EASTING - 2,324,892.3523
DELTA - 88° 23' 52" (LT)
RADIUS - 150.00'
D - 38° 11' 50"
TANGENT - 145.86'
LENGTH - 231.43'

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'

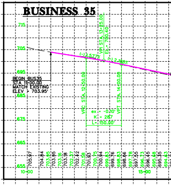
RSBX12-1
PISTATION - 11+48.12
NORTHING - 13,909,039.02
EASTING - 2,325,482.37
DELTA - 5°39'11.67" (RT)
RADIUS - 3,000.00'
D - 1°54'35.49"
TANGENT - 148.12'
LENGTH - 296.00'


EXIST GROUND
PROP GRADE
HILL STREET
EXIST CULVERT 4 30" RCP
EXIST CULVERT 5B 4-6'X6' MBC
TW100 - 673.96'
TW25 - 672.80'
460+00
465+00
470+00
475+00
480+00
485+00
490+00
495+00
PROP GRADE
EXIST GROUND
HAYS STREET
MOORE STREET
SOUTH STREET
HW100 - 679.06'
HW25 - 676.55'
EXIST CULVERT 5A 4-6'X6' MBC
EXIST CULVERT 6 24" RCP
BUS IH 35

HILL


PROP GRADE
BEGIN HILL STA 10+92.90 MATCH NBFR ELEV - 686.22'
EXIST GROUND
END HILL STA 14+25.00 MATCH EXISTING ELEV - 675.04'
10+00
15+00

BUSINESS 35


BEGIN BUS35 STA 11+00.00 MATCH EXISTING ELEV - 703.95'
10+00
15+00

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'

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-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'

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'

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'

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'

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'

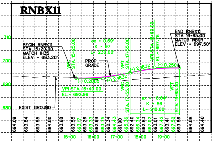
BLNBFR-21
PISTATION = 476+73.78
NORTHING = 13,907,885.7875
EASTING = 2,325,488.0523
DELTA = 6° 42' 30" (LT)
RADIUS = 7,000.00'
D = 0° 49' 07"
TANGENT = 410.26'
LENGTH = 819.59'

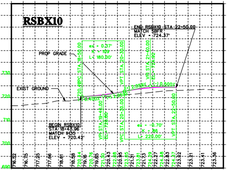
BLSBFR-19
PISTATION = 351+16.03
NORTHING = 13,919,736.9963
EASTING = 2,329,432.1547
DELTA = 9° 24' 36" (LT)
RADIUS = 3,000.00'
D = 1° 54' 35"
TANGENT = 246.91'
LENGTH = 492.71'

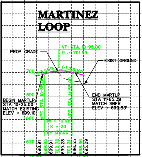
BLSBFR-20
PISTATION = 381+83.60
NORTHING = 13,916,955.0989
EASTING = 2,328,136.8534
DELTA = 1° 09' 33" (RT)
RADIUS = 7,210.00'
D = 0° 47' 41"
TANGENT = 72.93'
LENGTH = 145.86'

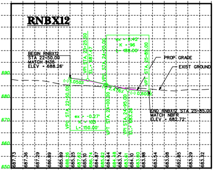
BLSBFR-21
PISTATION = 432+32.13
NORTHING = 13,912,420.6523
EASTING = 2,325,917.2749
DELTA = 16° 50' 32" (LT)
RADIUS = 9,200.00'
D = 0° 37' 22"
TANGENT = 1,361.99'
LENGTH = 2,704.34'

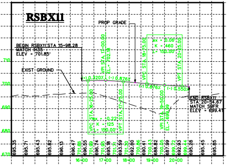
BLSBFR-22
PISTATION = 474+57.96
NORTHING = 13,908,230.2547
EASTING = 2,325,235.6295
DELTA = 5° 22' 59" (LT)
RADIUS = 23,000.00'
D = 0° 14' 57"
TANGENT = 1,081.22'
LENGTH = 2,160.85'

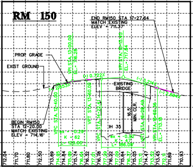

RNBX11
BEGIN RNBX11
STA 15+20.00
MATCH IH35
ELEV = 693.20'
END RNBX11
STA 19+65.00
MATCH NBFR
ELEV = 697.50'
PROP GRADE
EXIST GROUND
ex = 0.69'
K = 97
L= 230.00'
VPC STA 15+25.00
VPT STA 17+55.00
VPI STA 16+40.00
EL.= 692.96
(-) 0.200%
(+) 2.183%
VPI STA 18+60.00
EL.= 697.76
(-) 0.250%
VPC STA 17+55.00
VPT STA 19+65.00
ex = -0.64'
K = 86
L= 210.00'
15+00
16+00
17+00
18+00
19+00

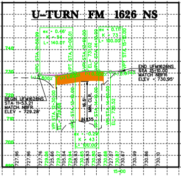

RSBX10
END RSBX10 STA 22+50.00
MATCH SBFR
ELEV = 724.37'
PROP GRADE
EXIST GROUND
BEGIN RSBX10
STA 18+43.96
MATCH IH35
ELEV = 720.42'
ex = 0.37'
K = 109
L= 180.00'
VPC STA 18+50.00
VPT STA 20+30.00
VPI STA 19+40.00
EL.= 720.80
(-) 0.400%
(+) 2.059%
VPI STA 21+40.00
EL.= 724.92
(-) 0.600%
VPC STA 20+30.00
VPT STA 22+50.00
ex = -0.70'
K = 86
L= 220.00'
19+00
20+00
21+00
22+00

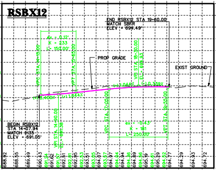

MARTINEZ LOOP
PROP GRADE
EXIST GROUND
VPI STA 10+95.00
EL.= 701.59
(+) 3.561%
(-) 2.500%
BEGIN MARTLP
STA 10+25.00
MATCH EXISTING
ELEV = 699.10'
END MARTLP
STA 11+65.39
MATCH SBFR
ELEV = 699.83'
VPC STA 10+35.00
VPT STA 11+55.00
ex = -0.91'
K = 20
L= 120.00'
10+00
12+00

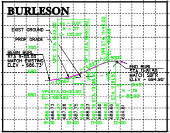

RNBX12
BEGIN RNBX12
STA 22+50.00
MATCH IH35
ELEV = 688.26'
PROP GRADE
EXIST GROUND
VPI STA 23+25.00
EL.= 687.47
(-) 1.050%
(-) 2.476%
(-) 0.600%
VPC STA 24+05.00
VPT STA 25+85.00
ex = 0.42'
K = 96
L= 180.00'
VPC STA 22+50.00
VPT STA 24+00.00
ex = -0.27'
K = 105
L= 150.00'
VPI STA 24+95.00
EL.= 683.26
END RNBX12 STA 25+85.00
MATCH NBFR
ELEV = 682.72'
23+00
24+00
25+00

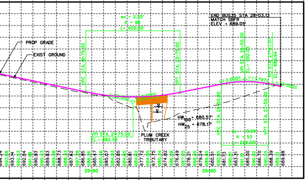

RSBX11
PROP GRADE
BEGIN RSBX11 STA 15+98.28
MATCH IH35
ELEV = 701.85'
EXIST GROUND
VPI STA 17+00.00
EL.= 702.18
(+) 0.320%
(-) 0.876%
(-) 0.550%
ex = 0.06'
K = 460
L= 150.00'
VPC STA 18+75.00
VPT STA 20+25.00
VPC STA 16+25.00
VPT STA 17+75.00
ex = -0.22'
K = 125
L= 150.00'
VPI STA 19+50.00
EL.= 699.99
END RSBX11
STA 20+54.67
MATCH SBFR
ELEV = 699.41'
16+00
17+00
18+00
19+00
20+00

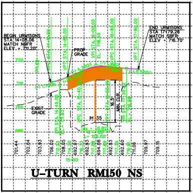

RM 150
END RM150 STA 17+27.64
MATCH EXISTING
ELEV = 711.37'
PROP GRADE
EXIST GROUND
VPI STA 13+00.00
EL.= 716.28
VPI STA 15+15.45
EL.= 717.84
(+) 2.653%
(+) 0.722%
(-) 3.214%
(-) 2.694%
EXISTING BRIDGE
16.5'
MIN. CLR.
IH 35
BEGIN RM150
STA 12+20.00
MATCH EXISTING
ELEV = 714.16'
VPC STA 12+40.00
VPT STA 13+60.00
ex = -0.29'
K = 62
L= 120.00'
VPC STA 14+22.41
VPT STA 16+08.49
ex = -0.92'
K = 47
L= 186.08'
VPI STA 16+60.36
EL.= 713.18
13+00
14+00
15+00
16+00
17+00

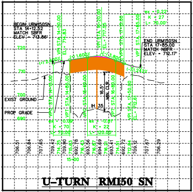

U–TURN FM 1626 NS
ex = 0.46'
K = 54
L= 140.01'
VPC STA 11+59.99
VPT STA 13+00.01
VPI STA 13+60.00
EL.= 731.02
VPC STA 14+10.00
VPT STA 15+10.00
ex = 0.17'
K = 73
L= 100.00'
END UFM1626NS
STA 15+10.00
MATCH NBFR
ELEV = 730.95'
(-) 0.800%
(+) 1.800%
(-) 0.500%
(+) 0.874%
BEGIN UFM1626NS
STA 11+53.21
MATCH NBFR
ELEV = 729.28'
VPI STA 12+30.00
EL.= 728.68
16.5'
MIN. CLR.
IH 35
VPC STA 13+10.00
VPT STA 14+10.00
ex = -0.29'
K = 43
L= 100.00'
VPI STA 14+60.00
EL.= 730.52
15+00


RSBX12
END RSBX12 STA 19+60.00
MATCH SBFR
ELEV = 694.49'
ex = 0.12'
K = 233
L= 150.00'
VPC STA 14+15.00
VPT STA 15+65.00
PROP GRADE
EXIST GROUND
VPI STA 18+30.00
EL.= 694.93
(+) 0.400%
(+) 1.044%
(-) 0.339%
BEGIN RSBX12
STA 14+07.94
MATCH IH35
ELEV = 691.05'
VPI STA 14+90.00
EL.= 691.38
VPC STA 17+05.00
VPT STA 19+55.00
ex = -0.43'
K = 181
L= 250.00'
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'
ex = 0.61'
K = 37
L= 135.00'
VPC STA 9+32.50
VPT STA 10+67.50
VPI STA 11+40.00
EL.= 694.69
(+) 1.200%
(+) 4.827%
(+) 0.500%
VPI STA 10+00.00
EL.= 687.93
VPC STA 10+98.50
VPT STA 11+81.50
ex = -0.45'
K = 19
L= 83.00'
END BURL
STA 11+81.50
MATCH SBFR
ELEV = 694.90'
9+00
10+00
11+00
12+00


ex = 2.05'
K = 98
L= 400.00'
END BUS35 STA 28+03.13
MATCH SBFR
ELEV = 689.05'
PROP GRADE
EXIST GROUND
VPC STA 19+75.00
VPT STA 23+75.00
VPI STA 26+50.00
EL.= 692.05
VPI STA 27+67.57
EL.= 689.94
(+) 2.000%
(-) 1.797%
(-) 2.500%
VPI STA 21+75.00
EL.= 682.56
HW_{100} = 680.57'
HW_{25} = 678.17'
PLUM CREEK TRIBUTARY
VPC STA 25+50.00
VPT STA 27+50.00
ex = -0.95'
K = 53
L= 200.00'
20+00
25+00


BEGIN URM150NS
STA 14+08.06
MATCH NBFR
ELEV = 711.20'
PROP GRADE
VPI STA 16+00.00
EL.= 718.50
VPC STA 16+80.00
VPT STA 17+80.00
END URM150NS
STA 17+79.26
MATCH SBFR
ELEV = 716.70'
(+) 1.700%
(+) 4.300%
(-) 1.166%
(-) 0.500%
EXIST GRADE
VPI STA 14+45.00
EL.= 711.83
VPC STA 15+40.00
VPT STA 16+60.00
ex = -0.82'
K = 22
L= 120.00'
16.5'
MIN. CLR.
IH 35
VPI STA 17+30.00
EL.= 716.98
15+00
U–TURN RM150 NS


BEGIN URM150SN
STA 14+12.52
MATCH SBFR
ELEV = 713.86'
VPI STA 14+90.00
EL.= 714.83
VPI STA 16+20.00
EL.= 717.55
ex = 0.22'
K = 27
L= 70.00'
VPC STA 17+15.00
VPT STA 17+85.00
END URM150SN
STA 17+85.00
MATCH NBFR
ELEV = 712.17'
(+) 2.600%
(+) 1.600%
(-) 3.800%
(-) 1.242%
EXIST GROUND
PROP GRADE
VPC STA 14+15.00
VPT STA 14+85.00
ex = -0.09'
K = 70
L= 70.00'
VPC STA 15+69.00
VPT STA 16+80.00
ex = -0.81'
K = 22
L= 120.00'
16.5'
MIN. CLR.
IH 35
VPI STA 17+50.00
EL.= 712.61
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

PEN TABLE USED: cpycolor+ANSID.tbl

Texas Department of Transportation
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