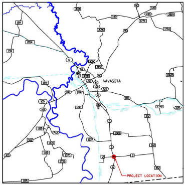
Texas Department of Transportation®

CSJ: 0050-03-096
HIGHWAY: SH 6
FROM: AT FM 2
TO:

ROLL 1 OF 1


NAVASOTA
PROJECT LOCATION

ROADWAY:	DESIGN SPEED:	FUNCTIONAL CLASSIFICATION:
SH 6 MAINLANES	70 MPH	RURAL PRINCIPAL ARTERIAL
SH 6 RAMPS	50 MPH	RURAL FREEWAY RAMP
FM 2	40 MPH	RURAL MINOR/MAJOR COLLECTOR

DOUCMENT PREPARED BY: TXDOT - BRYAN DISTRICT

BRYAN C. BROWN, P.E.
P.E. SERIAL NO. 128437

DATE

NOT A BIDDING DOCUMENT

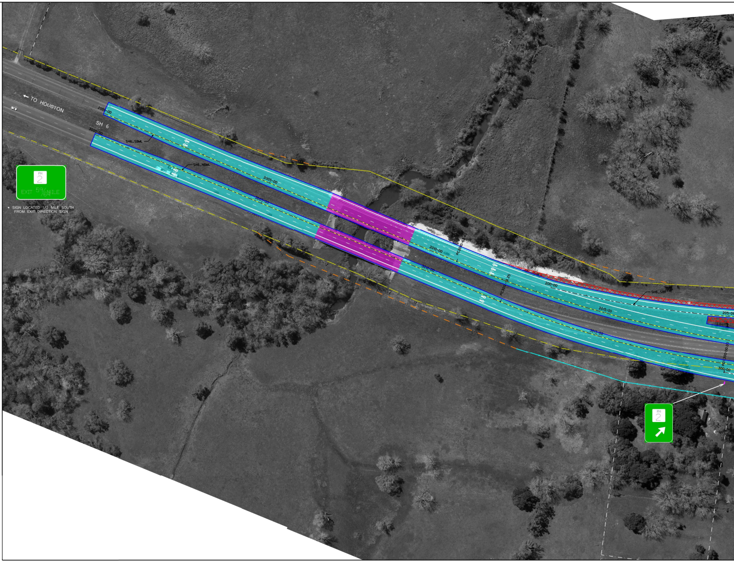
LEGEND

– – –	SH 6 BASELINE
– – –	PROPOSED ALIGNMENTS
──	PROPOSED EDGE OF PAVEMENT
──	PROPOSED TRAFFIC BARRIER
▬	PROPERTY LINES
– · –	EXISTING ROW
─·─	PROPOSED ROW & CONTROLL OF ACCESS
– · –	PROPOSED ROW
🟦	PROPOSED ROADWAY
🟪	PROPOSED BRIDGES
🟦	PROPOSED DRIVEWAYS
▨	PROPOSED PAVEMENT REMOVAL

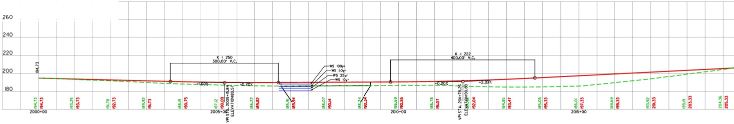
PLAN VIEW SCALE HORIZONTAL: 1" = 100'
0 50 100 200 FT

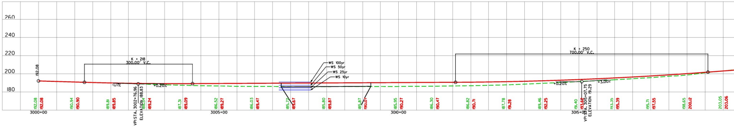
PROFILE VIEW SCALE HORIZONTAL: 1" = 100'
VERTICAL: 1" = 40'
0 50 100 200 FT
0 20 40 80 FT

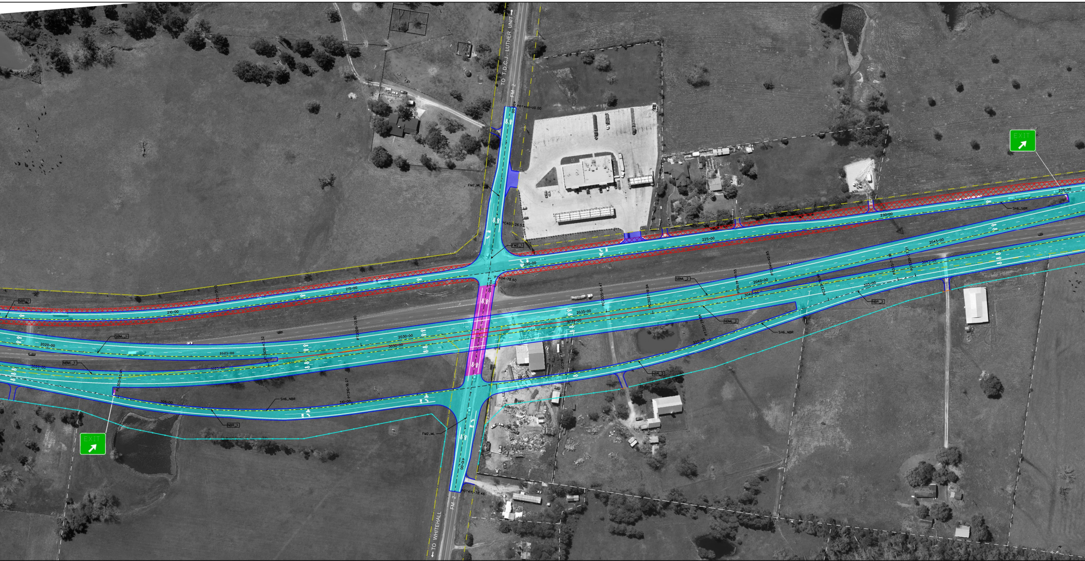
TYPICAL SECTION SCALE HORIZONTAL: 1" = 100'
0 50 100 200 FT

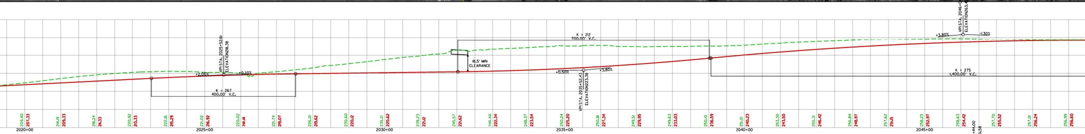

TO HOUSTON
SH 6
SH6_SBML
SH6_NBML
2000+00
3000+00
2005+00
3005+00
2010+00
3010+00
2015+00
3015+00
SH6_SBR
FM 2
EXIT 59/64 MILE
FM 2

• SIGN LOCATED 1/2 MILE SOUTH FROM EXIT DIRECTION SIGN

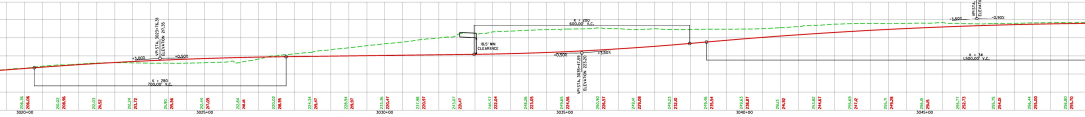




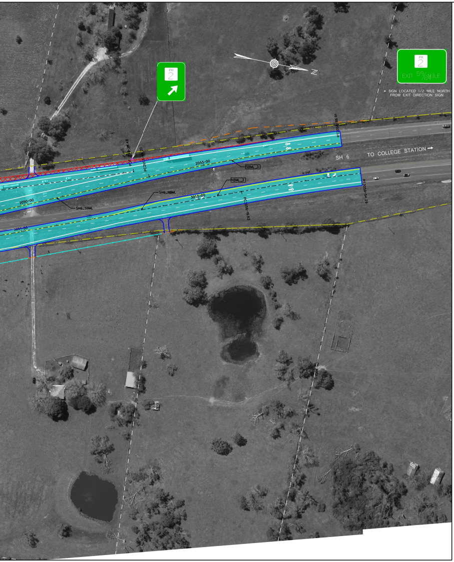

TO T.D.C.J. LUTHER UNIT
FM 2
POT400+00.00
FM2_ML
PC403+26.53
FM2_1
PT404+78.60
EXIT
SBR_1
210+00
215+00
220+00
225+00
230+00
235+00
SH6_SBR
2045+00
2040+00
SBML_2
NBML_2
2035+00
3035+00
3040+00
2030+00
3030+00
2025+00
3025+00
2020+00
3020+00
SBML_1
NBML_1
PT2040+40.85
PT3039+20.55
PC3035+61.47
PC3037+19.94
PT320+29.84
PC316+17.01
320+00
325+00
SH6_NBR
NBR_2
NBR_3
315+00
310+00
305+00
NBR_1
SH6_NBR
FM2_ML
EXIT
TO WHITEHALL
FM 2
POT410+78.46



SOUTHBOUND MAINLANE PROFILE



NORTHBOUND MAINLANE PROFILE


FM 2
EXIT 5⁄8 MILE
* SIGN LOCATED 1/2 MILE NORTH FROM EXIT DIRECTION SIGN
SH 6
TO COLLEGE STATION →
2055+00
2050+00
3055+00
SBML_3
NBML_3
SH6_NBML
SH6_SBML

HORIZONTAL CURVE GEOMETRY

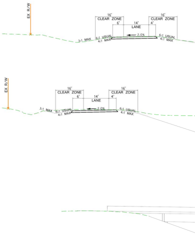
ALIGNMENT	CURVE	PC	PT	DELTA	LENGTH	TANGENT	RADIUS	SUPERELEVATION	DESIGN SPEED
SH6_SBML	SBML_1	2010+63.40	2028+72.80	30.6	1,809.40	926.81	3,390.00	-5.0%	70
SH6_SBML	SBML_2	2035+61.47	2040+40.85	4.9	479.39	239.84	5,580.00	-3.4%	70
SH6_SBML	SBML_3	2053+46.20	2058+86.91	5.6	540.71	270.57	5,580.00	3.4%	70
SH6_NBML	NBML_1	3012+19.25	3026+42.32	30.2	1,423.08	728.48	2,700.00	5.6%	70
SH6_NBML	NBML_2	3037+19.94	3039+70.55	2.6	250.61	125.33	5,580.00	3.4%	70
SH6_NBML	NBML_3	3056+19.63	3059+54.29	3.4	334.66	167.38	5,580.00	-3.4%	70
SH6_SBR	SBR_1	200+00.00	211+31.13	21.8	1,131.13	572.52	2,966.47	-3.4%	50
SH6_NBR	NBR_1	303+63.95	310+16.27	18.8	652.32	329.11	1,990.00	4.4%	50
SH6_NBR	NBR_2	316+17.01	320+29.84	11.0	412.83	207.04	2,160.00	4.2%	50
SH6_NBR	NBR_3	323+76.90	325+77.91	5.3	201.02	100.58	2,160.00	-4.2%	50
FM2_ML	FM2_1	403+26.53	404+78.60	1.7	152.07	76.04	5,280.00	-2.0%	40

SH6 SB MAINLANES CROSS SLOPE TABLE

ALIGNMENT	STATION	CROSS SLOPE	SUPERELEVATION PHASE
SH6_SBML	2000+00.00	-2.00%	BEGIN (NORMAL CROWN)
SH6_SBML	2009+24.00	-2.00%	NORMAL CROWN IN
SH6_SBML	2011+04.00	-5.00%	FULL SUPER IN
SH6_SBML	2028+37.00	-5.00%	FULL SUPER OUT
SH6_SBML	2030+17.00	-2.00%	NORMAL CROWN OUT
SH6_SBML	2034+94.00	-2.00%	NORMAL CROWN IN
SH6_SBML	2035+78.00	-3.40%	FULL SUPER IN
SH6_SBML	2040+24.00	-3.40%	FULL SUPER OUT
SH6_SBML	2041+08.00	-2.00%	NORMAL CROWN OUT
SH6_SBML	2050+87.00	-2.00%	NORMAL CROWN IN
SH6_SBML	2054+11.00	3.40%	FULL SUPER IN
SH6_SBML	2058+86.91	3.40%	END (FULL SUPER)

SH6 NB MAINLANES CROSS SLOPE TABLE

ALIGNMENT	STATION	CROSS SLOPE	SUPERELEVATION PHASE
SH6_NBML	3000+00.00	-2.00%	BEGIN (NORMAL CROWN)
SH6_NBML	3009+53.00	-2.00%	NORMAL CROWN IN
SH6_NBML	3013+19.00	5.60%	FULL SUPER IN
SH6_NBML	3025+51.00	5.60%	FULL SUPER OUT
SH6_NBML	3030+07.00	-2.00%	NORMAL CROWN OUT
SH6_NBML	3034+61.00	-2.00%	NORMAL CROWN IN
SH6_NBML	3037+85.00	3.40%	FULL SUPER IN
SH6_NBML	3039+06.00	3.40%	FULL SUPER OUT
SH6_NBML	3042+30.00	-2.00%	NORMAL CROWN OUT
SH6_NBML	3055+51.00	-2.00%	NORMAL CROWN IN
SH6_NBML	3056+35.00	-3.40%	FULL SUPER IN
SH6_NBML	3059+54.29	-3.40%	END (FULL SUPER)

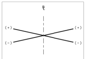

EX R/W
16'
CLEAR ZONE
6'
14'
LANE
2.0%
4'
3:1 MAX
6:1 USUAL
4:1 MAX
EX R/W
16'
CLEAR ZONE
6'
14'
LANE
2.0%
4'
3:1 MAX
6:1 USUAL
4:1 MAX

SH6 NB RAMPS CROSS SLOPE TABLE

ALIGNMENT	STATION	CROSS SLOPE	SUPERELEVATION PHASE
SH6_NBR	300+00.00	5.60%	BEGIN (NBML SUPER)
SH6_NBR	302+13.00	-2.00%	NORMAL CROWN OUT
SH6_NBR	302+39.00	-2.00%	NORMAL CROWN IN
SH6_NBR	304+18.00	4.40%	FULL SUPER IN
SH6_NBR	309+63.00	4.40%	FULL SUPER OUT
SH6_NBR	311+42.00	-2.00%	NORMAL CROWN OUT
SH6_NBR	314+95.00	-2.00%	NORMAL CROWN IN
SH6_NBR	316+69.00	4.20%	FULL SUPER IN
SH6_NBR	319+78.00	4.20%	FULL SUPER OUT
SH6_NBR	321+52.00	-2.00%	NORMAL CROWN OUT
SH6_NBR	323+34.00	-2.00%	NORMAL CROWN IN
SH6_NBR	323+96.00	-4.20%	FULL SUPER IN
SH6_NBR	325+59.00	-4.20%	FULL SUPER OUT
SH6_NBR	326+21.00	-2.00%	NORMAL CROWN OUT
SH6_NBR	326+27.21	-2.00%	END (NORMAL CROWN)

SH6 SB RAMPS CROSS SLOPE TABLE

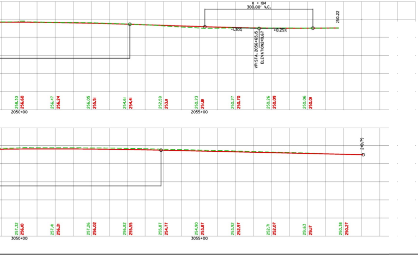
ALIGNMENT	STATION	CROSS SLOPE	SUPERELEVATION PHASE
SH6_SBR	200+00.00	-5.00%	BEGIN (SBML SUPER)
SH6_SBR	200+45.00	-3.40%	FULL SUPER IN
SH6_SBR	211+19.00	-3.40%	FULL SUPER OUT
SH6_SBR	211+58.00	-2.00%	NORMAL CROWN OUT
SH6_SBR	238+26.00	-2.00%	NORMAL CROWN
SH6_SBR	239+28.48	1.65%	END (SBML SUPER TRANS)

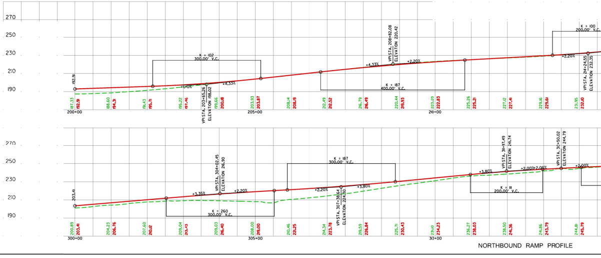


CROSS SLOPE
SIGN CONVENTION

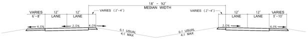
FM 2 CROSS SLOPE TABLE

		LEFT CROSS SLOPE		RIGHT CROSS SLOPE	
ALIGNMENT	STATION	CROSS SLOPE	SUPERELEVATION PHASE	CROSS SLOPE	SUPERELEVATION PHASE
FM2_ML	400+00.00	-2.00%	BEGIN (NORMAL CROWN)	-2.00%	BEGIN (NORMAL CROWN)
FM2_ML	403+55.00	-2.00%	NORMAL CROWN IN	-2.00%	NORMAL CROWN IN
FM2_ML	404+38.00	-2.00%	FULL SUPER IN	2.00%	FULL SUPER IN
FM2_ML	408+11.00	-2.00%	FULL SUPER OUT	2.00%	FULL SUPER OUT
FM2_ML	409+77.00	-2.00%	NORMAL CROWN OUT	-2.00%	NORMAL CROWN OUT
FM2_ML	410+78.46	-2.00%	END (NORMAL CROWN)	-2.00%	END (NORMAL CROWN)

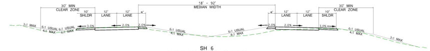




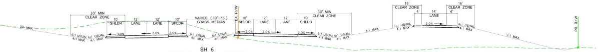
NORTHBOUND RAMP PROFILE


VARIES 6'-8'
12' LANE
12' LANE
VARIES (2'-4')
58' - 92' MEDIAN WIDTH
VARIES (2'-4')
12' LANE
12' LANE
VARIES 8'-10'
4.0%
2.0%
4.0%
6:1 USUAL 4:1 MAX
6:1 USUAL 4:1 MAX
2.0%
4.0%

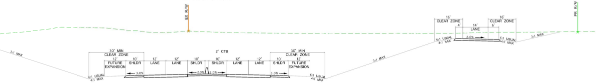
SH 6
EXISTING TYPICAL SECTION


30' MIN CLEAR ZONE
10' SHLDR
12' LANE
12' LANE
4'
58' - 92' MEDIAN WIDTH
4'
12' LANE
12' LANE
10' SHLDR
30' MIN CLEAR ZONE
3:1 MAX
6:1 USUAL 4:1 MAX
3.0%
2.0%
2.0%
6:1 USUAL 4:1 MAX
3:1 MAX

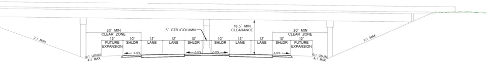
SH 6
PROPOSED TYPICAL SECTION
STA 1000+00 TO 1017+90
STA 1049+00 TO 1059+42


30' MIN CLEAR ZONE
10' SHLDR
12' LANE
12' LANE
10' SHLDR
VARIES (30'-76') GRASS MEDIAN
EX R/W
10' SHLDR
12' LANE
12' LANE
10' SHLDR
30' MIN CLEAR ZONE
3:1 MAX
16' CLEAR ZONE 4'
14' LANE
16' CLEAR ZONE 6'
2.0%
3:1 MAX
PR R/W

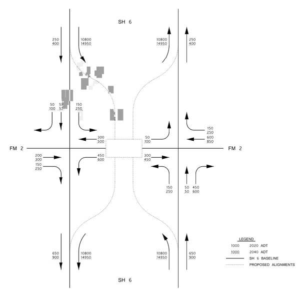
SH 6
PROPOSED TYPICAL SECTION
STA 1017+90 TO 1026+50
STA 1039+90 TO 1049+00


EX R/W
PR R/W
16' CLEAR ZONE 4'
14' LANE
16' CLEAR ZONE 6'
2.0%
3:1 MAX
30' MIN CLEAR ZONE
12' FUTURE EXPANSION
10' SHLDR
12' LANE
12' LANE
10' SHLDR
2' CTB
10' SHLDR
12' LANE
12' LANE
10' SHLDR
12' FUTURE EXPANSION
30' MIN CLEAR ZONE
3.0%
2.0%
2.0%
3.0%
6:1 USUAL 4:1 MAX
3:1 MAX

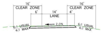
SH 6
PROPOSED TYPICAL SECTION
STA 1026+50 TO 1039+90


2:1 MAX
30' MIN CLEAR ZONE
12' FUTURE EXPANSION
10' SHLDR
12' LANE
12' LANE
10' SHLDR
5' CTB+COLUMN
10' SHLDR
18.5' MIN CLEARANCE
12' LANE
12' LANE
10' SHLDR
12' FUTURE EXPANSION
30' MIN CLEAR ZONE
3.0%
2.0%
2.0%
3.0%
6:1 USUAL 4:1 MAX
2:1 MAX

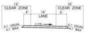
SH 6 (FM 2 BRIDGE)
PROPOSED TYPICAL SECTION
STA 1032+10


SH 6
250 400
10800 14950
10800 14950
250 400
50 100
59 57
150 250
150 250 600 850
300 500
50 100
FM 2
FM 2
200 300
150 250
450 600
300 450
150 250
50 450
50 600
650 900
10800 14950
10800 14950
650 900
LEGEND
1000 2020 ADT
1000 2040 ADT
SH 6 BASELINE
PROPOSED ALIGNMENTS
SH 6

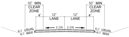
PROJECTED TRAFFIC VOLUMES


16' CLEAR ZONE 6'
14' LANE
16' CLEAR ZONE 4'
2.0%
6:1 USUAL 4:1 MAX

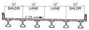
SH 6 SB RAMP
PROPOSED TYPICAL SECTION
STA 200+00 TO 218+80
STA 226+80 TO 239+28


16' CLEAR ZONE 4'
14' LANE
16' CLEAR ZONE 6'
2.0%
6:1 USUAL 4:1 MAX

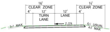
SH 6 NB RAMP
PROPOSED TYPICAL SECTION
STA 300+00 TO 308+30
STA 313+50 TO 326+27


10' MIN CLEAR ZONE 4'
12' LANE
12' LANE
10' MIN CLEAR ZONE 4'
2.0%
2.0%
6:1 USUAL 4:1 MAX

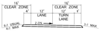
FM 2
PROPOSED TYPICAL SECTION
STA 400+00 TO 402+70
STA 409+80 TO 410+78


10' SHLDR
12' LANE
12' LANE
10' SHLDR
2.0%

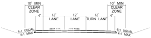
FM 2 (BRIDGE)
PROPOSED TYPICAL SECTION
STA 405+00 TO 407+50


16' CLEAR ZONE 4'
12' TURN LANE
12' LANE
16' CLEAR ZONE 4'
2.0%
3:1 MAX
6:1 USUAL 4:1 MAX

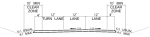
SH 6 SB RAMP (@ FM 2)
PROPOSED TYPICAL SECTION
STA 218+80 TO 226+80


16' CLEAR ZONE 4'
12' LANE
12' TURN LANE
16' CLEAR ZONE 3'
2.0%
6:1 USUAL 4:1 MAX
3:1 MAX

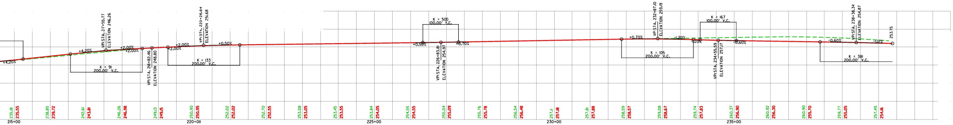
SH 6 NB RAMP (@ FM 2)
PROPOSED TYPICAL SECTION
STA 308+30 TO 313+50


10' MIN CLEAR ZONE 4'
12' LANE
12' LANE
TURN LANE
10' MIN CLEAR ZONE 4'
6:1 USUAL 4:1 MAX

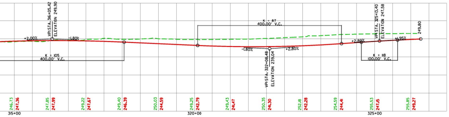
FM 2 (@ SB RAMP)
PROPOSED TYPICAL SECTION
STA 402+70 TO 405+00

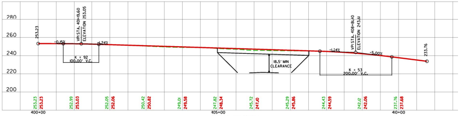

10' MIN CLEAR ZONE 4'
12' TURN LANE
12' LANE
12' LANE
10' MIN CLEAR ZONE 4'
6:1 USUAL 4:1 MAX

FM 2 (@ NB RAMP)
PROPOSED TYPICAL SECTION
STA 407+50 TO 409+80



SOUTHBOUND RAMP PROFILE





FM 2 PROFILE