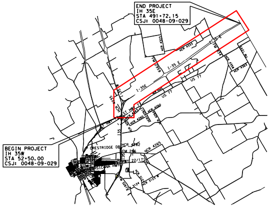
Texas Department of Transportation
© 2016
WACO DISTRICT

HILL COUNTY

STAN SWIATEK, P.E.
DISTRICT ENGINEER

IH-35E RECONSTRUCTION PROJECT

FROM: IH 35W TO: ELLIS COUNTY LINE
CSJ: 0048-09-029


END PROJECT
IH 35E
STA 491+72.15
CSJ: 0048-09-029
BEGIN PROJECT
IH 35W
STA 52+50.00
CSJ: 0048-09-029
I-35 E
I-35E
US 77
FM 2959
HCR 4333
HCR 4265
CRESTRIDGE DR

LOCATION MAP: NTS

FUNCTIONAL CLASSIFICATION

MAINLANES: INTERSTATE

CROSS ROADS: FM 2959-MAJOR COLLECTOR
FM 934-MINOR COLLECTOR

DESIGN SPEED

MAINLANES: 75 MPH
CROSS STREETS: 45 MPH
RAMPS: 50 MPH
emax=6.00%

PROJECT LENGTH

8.311 MI

PRELIMINARY

FOR INTERIM REVIEW ONLY.
NOT FOR PERMITTING, BIDDING, OR CONSTRUCTION.
Prepared by or under the Direct Supervision of
ERIC BUSKER, P.E. 123341
12/20/2017

IH-35E RECONSTRUCTION PROJECT

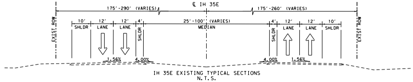
SCHEMATIC LAYOUT

STA 395+00 TO 447+50

ROLL 7 OF 9 ROLLS

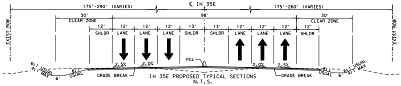
Michael Baker
INTERNATIONAL
1501 LBJ Freeway,
Suite 650,
Dallas, TX 75234
TBPE Registration No. F-2677

TIME: 10:03:52 AM
PEN TABLE - 152523=IH35E=SH22 to IH35 Split=TxDOT=Schematic.tbl
DATE: 12/20/2017
FILE: ...\Roadway\MBaker\35EPP01-007.dgn
ROLLPLOT - V8i=BAKER=WIN=CO=PDF=Full.pltcfg


℄ IH 35E
175'-290' (VARIES)
175'-260' (VARIES)
25'-100' (VARIES)
MEDIAN
EXIST ROW
SHLDR
LANE
10'
12'
4'
1.56%
4.00%

IH 35E EXISTING TYPICAL SECTIONS
N.T.S.

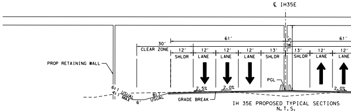
℄ IH 35E FROM STA 104+00.82 TO STA 491+72.15


℄ IH 35E
175'-290' (VARIES)
175'-260' (VARIES)
98'
30'
CLEAR ZONE
12'
13'
SHLDR
LANE
PGL
2.5%
2.0%
EXIST ROW
6:1 USUAL
4:1 MAX
8:1 USUAL
6'
GRADE BREAK

IH 35E PROPOSED TYPICAL SECTIONS
N.T.S.

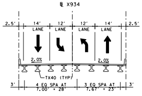
℄ IH 35E

FROM STA 130+81.09 TO STA 339+60.00
FROM STA 341+85.00 TO STA 491+72.15

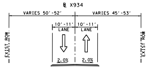

℄ IH35E
61'
30'
CLEAR ZONE
12'
13'
18.5'
SHLDR
LANE
PROP RETAINING WALL
PGL
2.5%
2.0%
6:1 USUAL
4:1 MAX
8:1 USUAL
6'
GRADE BREAK

IH 35E PROPOSED TYPICAL SECTIONS
N.T.S.

UNDERPASS AT FM 934
STA 402+67.09 TO STA 403+23.43

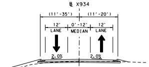

℄ X934
2.5'
14'
12'
LANE
2.0%
TX40 (TYP)
3'
4 EQ SPA AT 7.00' = 28'
3 EQ SPA AT 7.67' = 23'

FM 934 BRIDGE PROPOSED TYPICAL SECTION
FROM STA 20+85.00 TO STA 22+77.00

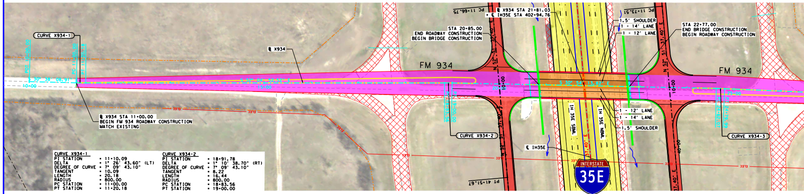

℄ X934
VARIES 50'-52'
VARIES 45'-53'
10'-11'
LANE
EXIST ROW
2.0%

FM 934 EXISTING TYPICAL SECTION

TRANSITIONING PROPOSED SECTION
FROM STA 11+00.00 TO STA 20+85.00
FROM STA 22+77.00 TO STA 32+62.07


℄ X934
(11'-35')
(11'-20')
12'
0'-12'
LANE
MEDIAN
2.0%

F.M. 934 PROPOSED TYPICAL SECTION
FROM STA 11+00.00 TO STA 20+85.00
FROM STA 22+77.00 TO STA 32+62.07
N.T.S.


CURVE X934-1
CURVE X934-2
CURVE X934-3
℄ X934
FM 934
FM 934
STA 20+85.00
END ROADWAY CONSTRUCTION
BEGIN BRIDGE CONSTRUCTION
℄ X934 STA 21+81.03
= ℄ IH35E STA 402+94.76
STA 22+77.00
END BRIDGE CONSTRUCTION
BEGIN ROADWAY CONSTRUCTION
1.5' SHOULDER
1 - 14' LANE
1 - 12' LANE
℄ IH35E
IH 35E SBML
IH 35E NBML
INTERSTATE
35E
PC 11+66.75
PC 11+73.51
PI 41+51.67
10+00

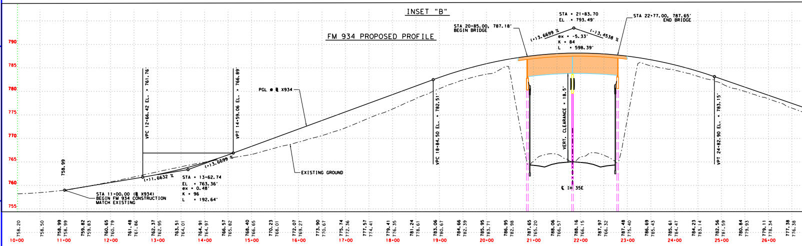
℄ X934 STA 11+00.00
BEGIN FM 934 ROADWAY CONSTRUCTION
MATCH EXISTING

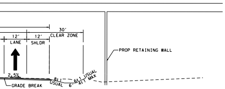
CURVE X934-1
PI STATION = 11+10.09
DELTA = 1° 26' 43.60" (LT)
DEGREE OF CURVE = 7° 09' 43.10"
TANGENT = 10.09
LENGTH = 20.18
RADIUS = 800.00
PC STATION = 11+00.00
PT STATION = 11+20.18

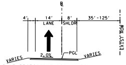
CURVE X934-2
PI STATION = 18+91.78
DELTA = 1° 10' 38.70" (RT)
DEGREE OF CURVE = 7° 09' 43.10"
TANGENT = 8.22
LENGTH = 16.44
RADIUS = 800.00
PC STATION = 18+83.56
PT STATION = 19+00.00

INSET "B"

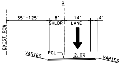
FM 934 PROPOSED PROFILE



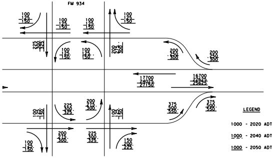

30'
12'
12'
CLEAR ZONE
LANE
SHLDR
PROP RETAINING WALL
2.5%
8:1
USUAL
6:1 USUAL
4:1 MAX
6"
GRADE BREAK


℄
4'
14'
LANE
8'
SHLDR
35'-125'
EXIST ROW
2.0%
PGL
VARIES
VARIES

RAMP PROPOSED TYPICAL SECTIONS
N.T.S.
NB-EN-934
NB-EX-934


℄
35'-125'
8'
SHLDR
14'
LANE
4'
EXIST ROW
VARIES
PGL
2.0%
VARIES

RAMP PROPOSED TYPICAL SECTIONS
N.T.S.
SB-EN-934
SB-EX-934

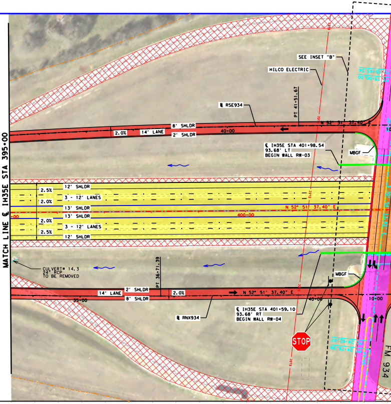

FM 934
100
125
150
100
125
150
100
125
150
100
125
150
225
300
325
100
125
150
100
125
150
200
275
300
200
250
300
200
250
300
17700
24025
27150
16700
22625
25625
100
125
150
225
300
325
200
275
300
100
125
150
375
500
550
375
500
550
100
125
150
200
275
300
225
300
325
150
200
225
LEGEND
1000 - 2020 ADT
1000 - 2040 ADT
1000 - 2050 ADT

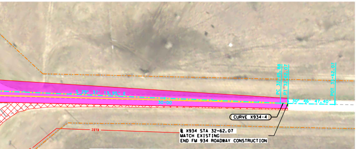
0 50 100 150 200
HORIZ. SCALE IN FEET

0 5 10 15 20
VERT. SCALE IN FEET

COLOR LEGEND

🟨	PROP MAINLANES (CONC PAV)
▨	PROP MAINLANE WIDENING (ASPH PAV)
🟥	PROP RAMP (CONC PAV)
▨	PROP RAMP (ASPH PAV)
🟦	PROP DIRECT CONNECTOR
🟧	PROP BRIDGE
🟪	PROP STREET (CONC PAV)
▨	PROP FRONTAGE ROAD (ASPH PAV)
🟩	PROP WIDENING (CONC PAV)
▨	EXIST PAVEMENT TO BE REMOVED
⬛	PROP 6' SIDEWALK
—·—·—	CENTERLINE OR BASELINE
- - - -	SAWCUT
—·—·—	PROP ROW
-··-··-	EXIST ROW
—‖—	CONTROL OF ACCESS
←	PROP TRAFFIC FLOW
⇦	EXIST TRAFFIC FLOW
—OT— OT— OT—	OVERHEAD TELEPHONE UTIL
—OP— OP— OP—	OVERHEAD ELECTRIC UTIL
—OC— OC— OC—	OVERHEAD CABLE UTIL
— T— T— T— T—	BURIED TELEPHONE UTIL
—— ELEC ——	BURIED ELECTRIC UTIL
— C— C— C— C—	BURIED CABLE UTIL
— W— W— W— W—	BURIED WATER UTIL
—WW— WW— WW—	BURIED SEWER UTIL
— G— G— G— G—	BURIED GAS/OIL UTIL
- - - -	BURIED SOLID WASTE LINE
——	RETAINING WALL
XXXXX-XX	HORIZONTAL CURVE NAME

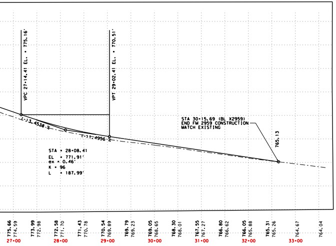

MATCH LINE ℄ IH35E STA 395+00
SEE INSET "B"
HILCO ELECTRIC
PT 41+51.67
℄ RSE934
8' SHLDR
2' SHLDR
2.0%
14' LANE
40+00
N 52° 51' 37.40" E
℄ IH35E STA 401+98.54
93.68' LT
BEGIN WALL RW-03
MBGF
2.5%
2.0%
12' SHLDR
3 - 12' LANES
13' SHLDR
N 52° 51' 37.40" E
400+00
13' SHLDR
2.0%
3 - 12' LANES
2.5%
12' SHLDR
CULVERT# 14.3
24" RCP
TO BE REMOVED
PT 36+71.39
14' LANE
2' SHLDR
8' SHLDR
2.0%
N 52° 51' 37.40" E
35+00
40+00
10+00
℄ RNX934
℄ IH35E STA 401+59.10
93.68' RT
BEGIN WALL RW-04
MBGF
STOP
ELEC
FM 934

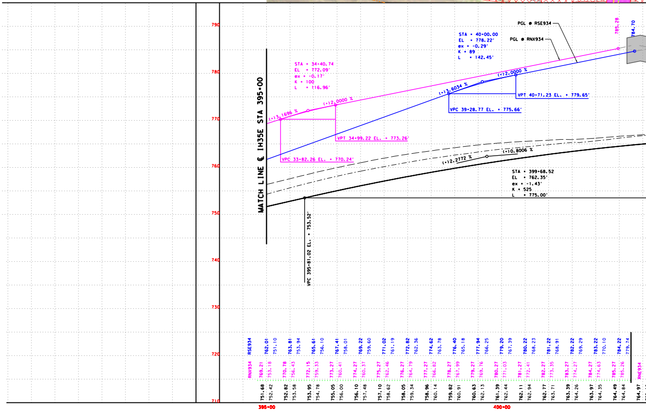

S 39° 32' 13.95" E
30+00
PC 32+45.88
PT 32+62.07
N 30° 46' 47.40" E
END FM 934
CURVE X934-4
3313
3313

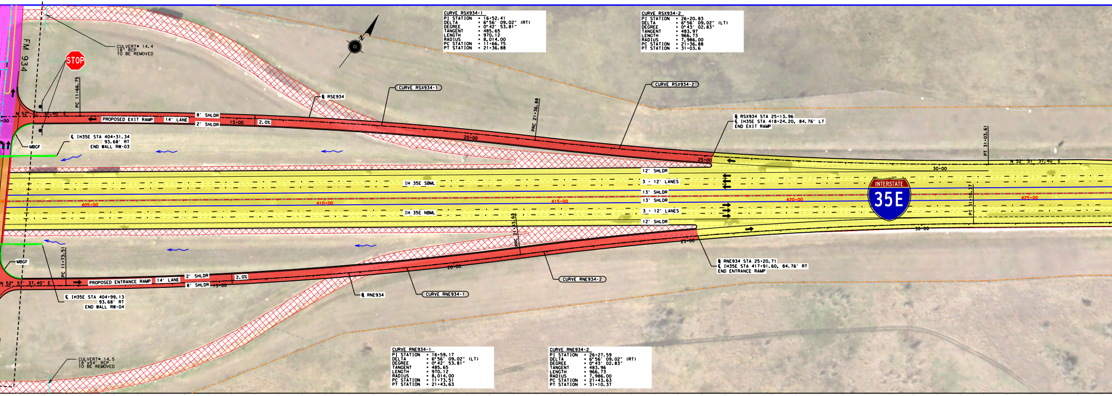
℄ X934 STA 32+62.07
MATCH EXISTING
END FM 934 ROADWAY CONSTRUCTION

CURVE X934-3	
PI STATION	= 24+71.03
DELTA	= 1° 16' 59.87" (RT)
DEGREE OF CURVE	= 7° 09' 43.10"
TANGENT	= 8.96
LENGTH	= 17.92
RADIUS	= 800.00
PC STATION	= 24+62.07
PT STATION	= 24+79.99

CURVE X934-4	
PI STATION	= 32+53.97
DELTA	= 1° 09' 33.45" (LT)
DEGREE OF CURVE	= 7° 09' 43.10"
TANGENT	= 8.09
LENGTH	= 16.19
RADIUS	= 800.00
PC STATION	= 32+45.88
PT STATION	= 32+62.07






FM 934
STOP
CULVERT# 14.4
18" RCP
TO BE REMOVED
PC 11+66.75
N 52° 51' 37.40" E
PROPOSED EXIT RAMP
14' LANE
8' SHLDR
2' SHLDR
15+00
2.0%
MBGF
℄ IH35E STA 404+31.34
93.68' RT
END WALL RW-03
℄ RSE934
CURVE RSX934-1
20+00
PRC 21+36.88
CURVE RSX934-2
℄ RSX934 STA 25+13.96
℄ IH35E STA 418+24.20, 84.76' LT
END EXIT RAMP
25+00
30+00
PT 31+03.61
N 52° 51' 37.40" E
12' SHLDR
3 - 12' LANES
13' SHLDR
13' SHLDR
3 - 12' LANES
12' SHLDR
IH 35E SBML
IH 35E NBML
405+00
410+00
415+00
420+00
425+00
INTERSTATE
35E
PT 31+10.37
PRC 21+43.63
25+00
30+00
℄ RNE934 STA 25+20.71
℄ IH35E STA 417+91.60, 84.76' RT
END ENTRANCE RAMP
CURVE RNE934-2
20+00
CURVE RNE934-1
℄ RNE934
MBGF
PC 11+73.51
N 52° 51' 37.40" E
PROPOSED ENTRANCE RAMP
14' LANE
2' SHLDR
8' SHLDR
15+00
2.0%
℄ IH35E STA 404+99.13
93.68' RT
END WALL RW-04
CULVERT# 14.5
18"x54' RCP
TO BE REMOVED

CURVE RSX934-1

PI STATION	= 16+52.41
DELTA	= 6°56' 09.02" (RT)
DEGREE	= 0°42' 53.81"
TANGENT	= 485.65
LENGTH	= 970.12
RADIUS	= 8,014.00
PC STATION	= 11+66.75
PT STATION	= 21+36.88

CURVE RSX934-2

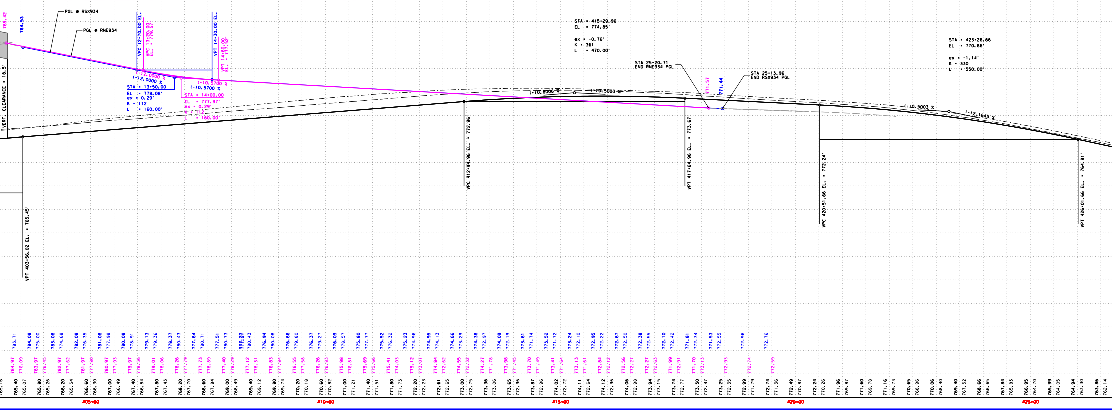
PI STATION	= 26+20.83
DELTA	= 6°56' 09.02" (LT)
DEGREE	= 0°43' 02.83"
TANGENT	= 483.97
LENGTH	= 966.73
RADIUS	= 7,986.00
PC STATION	= 21+36.88
PT STATION	= 31+03.6

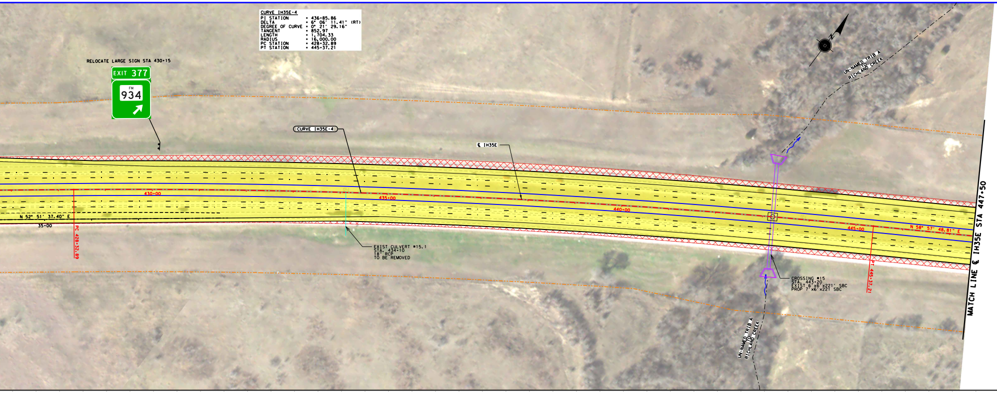
CURVE RNE934-1

PI STATION	= 16+59.17
DELTA	= 6°56' 09.02" (LT)
DEGREE	= 0°42' 53.81"
TANGENT	= 485.65
LENGTH	= 970.12
RADIUS	= 8,014.00
PC STATION	= 11+73.51
PT STATION	= 21+43.63

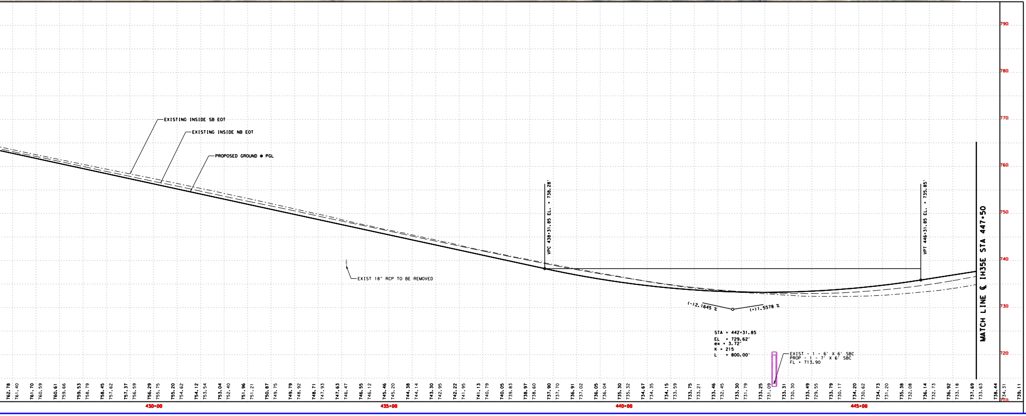
CURVE RNE934-2

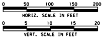
PI STATION	= 26+27.59
DELTA	= 6°56' 09.02" (RT)
DEGREE	= 0°43' 02.83"
TANGENT	= 483.96
LENGTH	= 966.73
RADIUS	= 7,986.00
PC STATION	= 21+43.63
PT STATION	= 31+10.37


785.42
784.53
PGL ● RSX934
PGL ● RNE934
VPC 12+70.00 EL.
VPC 13+20.00
EL. = 779.57
VPT 14+30.00 EL.
VPT 14+80.00
EL. = 777.52
(-)2.0000 %
(-)2.0000 %
STA = 13+50.00
EL = 778.08'
ex = 0.29'
K = 112
L = 160.00'
(-)0.5700 %
(-)0.5700 %
STA = 14+00.00
EL = 777.97'
ex = 0.29'
K = 112
L = 160.00'
VERT. CLEARANCE = 18.5'
VPT 403+56.02 EL. = 765.45'
VPC 412+94.96 EL. = 772.96'
STA = 415+29.96
EL = 774.85'
ex = -0.76'
K = 361
L = 470.00'
(+)0.6006 %
(-)0.5003 %
STA 25+20.71
END RNE934 PGL
771.57
771.44
STA 25+13.96
END RSX934 PGL
VPT 417+64.96 EL. = 773.67'
VPC 420+51.66 EL. = 772.24'
STA = 423+26.66
EL = 770.86'
ex = -1.14'
K = 330
L = 550.00'
(-)0.5003 %
(-)2.1645 %
VPT 426+01.66 EL. = 764.91'
405+00
410+00
415+00
420+00
425+00


CURVE IH35E-4
PI STATION = 436+85.86
DELTA = 6° 06' 11.41" (RT)
DEGREE OF CURVE = 0° 21' 29.16"
TANGENT = 852.97
LENGTH = 1,704.33
RADIUS = 16,000.00
PC STATION = 428+32.89
PT STATION = 445+37.21

RELOCATE LARGE SIGN STA 430+15
EXIT 377
FM
934
CURVE IH35E-4
℄ IH35E
UN-NAMED TRIB A TO RICHLAND CREEK
430+00
435+00
440+00
445+00
N 52° 51' 37.40" E
35+00
PC 428+32.89
EXIST CULVERT #15.1 STA. 434+10 18" RCP TO BE REMOVED
CROSSING #15 STA. 443+20 EXIST 6'x6'x221' SBC PROP 7'x6'x221 SBC
PT 445+37.21
N 58° 57' 48.81" E
UN-NAMED TRIB A TO RICHLAND CREEK
MATCH LINE ℄ IH35E STA 447+50


EXISTING INSIDE SB EOT
EXISTING INSIDE NB EOT
PROPOSED GROUND @ PGL
EXIST 18" RCP TO BE REMOVED
VPC 438+31.85 EL. = 738.28'
VPT 446+31.85 EL. = 735.85'
(-)2.1645 %
(+)1.5578 %
STA = 442+31.85
EL = 729.62'
ex = 3.72'
K = 215
L = 800.00'
EXIST - 1 - 6' X 6' SBC
PROP - 1 - 7' X 6' SBC
FL = 713.90
MATCH LINE ℄ IH35E STA 447+50
790
780
770
760
750
740
730
720
710
762.78 761.40 761.70 760.59 760.61 759.66 759.53 758.79 758.45 757.62 757.37 756.59 756.29 755.75 755.20 754.62 754.12 753.54 753.04 752.40 751.96 751.21 750.87 749.75 749.79 748.92 748.71 747.93 747.63 746.47 746.55 746.12 745.46 745.20 744.38 744.14 743.30 742.95 742.22 741.95 741.13 740.79 740.05 739.83 738.97 738.60 737.90 737.70 736.91 737.02 736.05 736.04 735.30 735.32 734.67 734.35 734.15 733.59 733.75 733.21 733.46 732.45 733.30 731.79 733.25 731.09 733.31 730.30 733.49 729.55 733.79 730.17 734.20 730.62 734.73 731.20 735.38 732.08 736.14 732.73 736.92 733.18 737.69 733.63 738.44 734.31 739.11
430+00
435+00
440+00
445+00



COLOR LEGEND

🟨	PROP MAINLANES (CONC PAV)
▨	PROP MAINLANE WIDENING (ASPH PAV)
🟥	PROP RAMP (CONC PAV)
▨	PROP RAMP (ASPH PAV)
🟦	PROP DIRECT CONNECTOR
🟧	PROP BRIDGE
🟪	PROP STREET (CONC PAV)
▨	PROP FRONTAGE ROAD (ASPH PAV)
🟩	PROP WIDENING (CONC PAV)
☒	EXIST PAVEMENT TO BE REMOVED
⬛	PROP 6' SIDEWALK
—·—·—·—	CENTERLINE OR BASELINE
- - - - - -	SAWCUT
—·—·—·—	PROP ROW
-··-··-··-	EXIST ROW
——II——	CONTROL OF ACCESS
⬅	PROP TRAFFIC FLOW
⇦	EXIST TRAFFIC FLOW
—OT— OT— OT—	OVERHEAD TELEPHONE UTIL
—OP— OP— OP—	OVERHEAD ELECTRIC UTIL
—OC— OC— OC—	OVERHEAD CABLE UTIL
— T— T— T— T—	BURIED TELEPHONE UTIL
——ELEC——	BURIED ELECTRIC UTIL
— C— C— C— C—	BURIED CABLE UTIL
— W— W— W— W—	BURIED WATER UTIL
—WW— WW— WW—	BURIED SEWER UTIL
— G— G— G— G—	BURIED GAS/OIL UTIL
- - - - - - -	BURIED SOLID WASTE LINE
————	RETAINING WALL
(XXXXX-XX)	HORIZONTAL CURVE NAME

Texas Department of Transportation®
© 2016

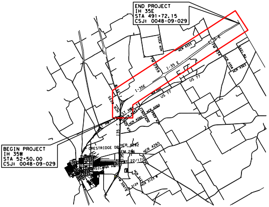
WACO DISTRICT

HILL COUNTY

STAN SWIATEK, P.E.
DISTRICT ENGINEER

IH-35E RECONSTRUCTION PROJECT

FROM: IH 35W TO: ELLIS COUNTY LINE
CSJ: 0048-09-029


END PROJECT
IH 35E
STA 491+72.15
CSJ: 0048-09-029
BEGIN PROJECT
IH 35W
STA 52+50.00
CSJ: 0048-09-029
I-35 E
I-35 E
I-35E
HCR 4323
HCR 4333
FM 2959
FM 934
HCR 4358
HCR 4363
FM 1242
US 77
US 77
HCR 4235
HCR
ST HWY 77
HCR 4260
HCR 4260
ST HWY
I-35
HCR 4282
CRESTRIDGE DR
FM 286
HCR 4265
HWY 22/171
HCR 3124
HCR 3123 W
HCR 3267
ASICANA HWY

LOCATION MAP: NTS

FUNCTIONAL CLASSIFICATION

MAINLANES: INTERSTATE

CROSS ROADS: FM 2959-MAJOR COLLECTOR
FM 934-MINOR COLLECTOR

DESIGN SPEED

MAINLANES: 75 MPH
CROSS STREETS: 45 MPH
RAMPS: 50 MPH
emax=6.00%

PROJECT LENGTH

8.311 MI

PRELIMINARY
FOR INTERIM REVIEW ONLY.
NOT FOR PERMITTING, BIDDING,
OR CONSTRUCTION.
Prepared by or under the
Direct Supervision of
ERIC BUSKER, P.E. 123341
12/20/2017

IH-35E RECONSTRUCTION PROJECT

SCHEMATIC LAYOUT

STA 395+00 TO 447+50

ROLL 7 OF 9 ROLLS

Michael Baker
INTERNATIONAL

1501 LBJ Freeway,
Suite 650,
Dallas, TX 75234
TBPE Registration No. F-2677

FILE: ...\Roadway\MBaker\35EPP01-007.dgn

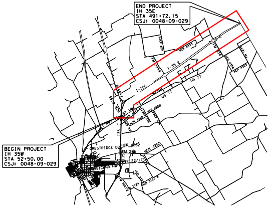
Texas Department of Transportation
© 2016
WACO DISTRICT

HILL COUNTY

STAN SWIATEK, P.E.
DISTRICT ENGINEER

IH-35E RECONSTRUCTION PROJECT

FROM: IH 35W TO: ELLIS COUNTY LINE
CSJ: 0048-09-029


END PROJECT
IH 35E
STA 491+72.15
CSJ: 0048-09-029
BEGIN PROJECT
IH 35W
STA 52+50.00
CSJ: 0048-09-029
I-35E
I-35 E
US 77
FM 2959
FM 934
HCR 4323
HCR 4333
HCR 4358
HCR 4363
FM 1243
ST HWY 77
HCR 4760
HCR 4262
CRESTRIDGE DR
HCR 4282
FM 286
HCR 4265
HWY 22/171
CORSICANA HWY
HCR 3124
HCR 3123

LOCATION MAP: NTS

FUNCTIONAL CLASSIFICATION

MAINLANES: INTERSTATE

CROSS ROADS: FM 2959-MAJOR COLLECTOR
FM 934-MINOR COLLECTOR

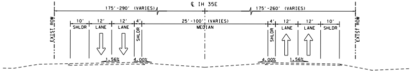
DESIGN SPEED

MAINLANES: 75 MPH
CROSS STREETS: 45 MPH
RAMPS: 50 MPH
emax=6.00%

PROJECT LENGTH

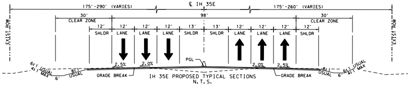
8.311 MI

PRELIMINARY
FOR INTERIM REVIEW ONLY.
NOT FOR PERMITTING, BIDDING,
OR CONSTRUCTION.
Prepared by or under the
Direct Supervision of
ERIC BUSKER, P.E. 123341
12/20/2017


℄ IH 35E
175′-290′ (VARIES)
175′-260′ (VARIES)
EXIST ROW
10′
SHLDR
12′
LANE
12′
LANE
4′
SHLDR
25′-100′ (VARIES)
MEDIAN
4′
SHLDR
12′
LANE
12′
LANE
10′
SHLDR
EXIST ROW
1.56%
4.00%
4.00%
1.56%

IH 35E EXISTING TYPICAL SECTIONS
N.T.S.

℄ IH 35E FROM STA 104+00.82 TO STA 491+72.15


℄ IH 35E
175′-290′ (VARIES)
175′-260′ (VARIES)
EXIST ROW
30′
CLEAR ZONE
98′
30′
CLEAR ZONE
12′
SHLDR
12′
LANE
12′
LANE
12′
LANE
13′
SHLDR
13′
SHLDR
12′
LANE
12′
LANE
12′
LANE
12′
SHLDR
EXIST ROW
PGL
2.5%
2.0%
2.0%
2.5%
6:1 USUAL
4:1 MAX
6′
8:1 USUAL
GRADE BREAK
GRADE BREAK
8:1 USUAL
6′
6:1 USUAL
4:1 MAX

IH 35E PROPOSED TYPICAL SECTIONS
N.T.S.

℄ IH 35E

FROM STA 130+81.09 TO STA 339+60.00
FROM STA 341+85.00 TO STA 491+72.15

IH-35E RECONSTRUCTION PROJECT

SCHEMATIC LAYOUT

STA 447+50 TO END OF PROJECT

ROLL 8 OF 9 ROLLS

Michael Baker
INTERNATIONAL
1501 LBJ Freeway,
Suite 650,
Dallas, TX 75234
TBPE Registration No. F-2677

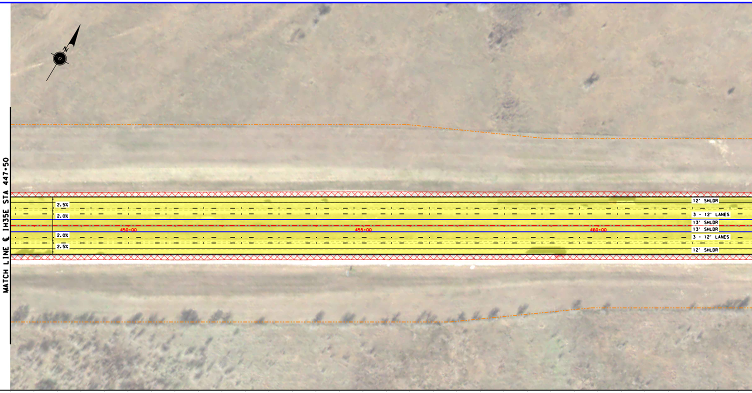
TIME: 10:04:29 AM
PEN TABLE - 152523+IH35E+SH22 to IH35 Split+TxDOT+Schematic.tbl
DATE: 12/20/2017
FILE: ...\Roadway\MBaker\35EPP01-008.dgn
ROLLPLOT - V8i+BAKER+WIN+CO+PDF+Full.pltcfg

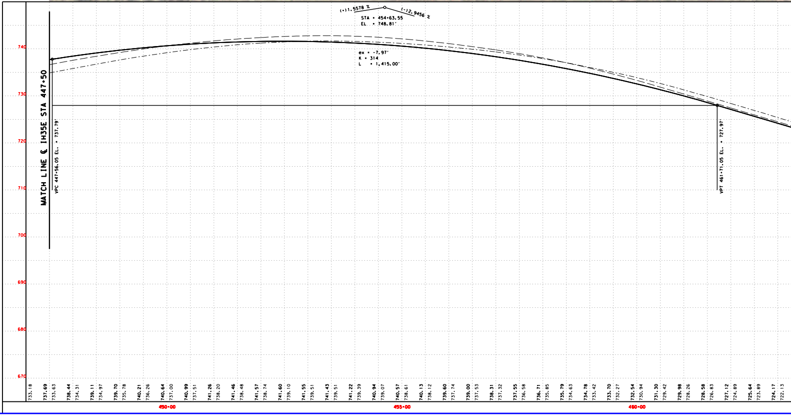
0 50 100 150 200
HORIZ. SCALE IN FEET

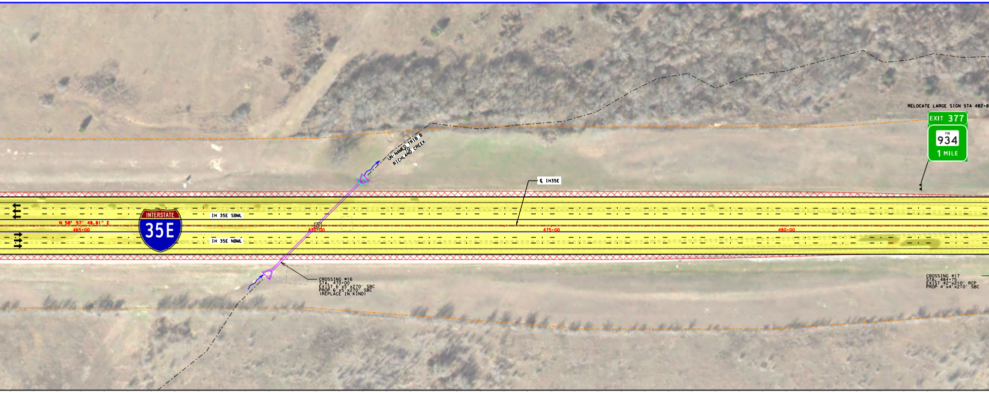
0 5 10 15 20
VERT. SCALE IN FEET

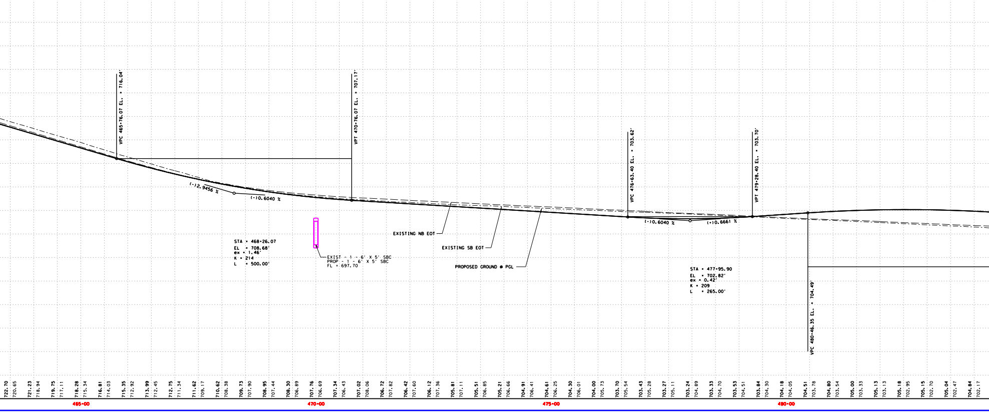
COLOR LEGEND

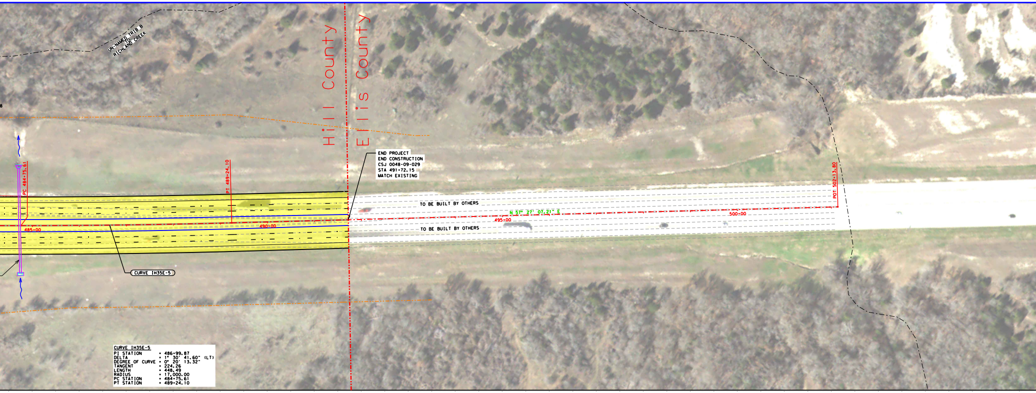
🟨	PROP MAINLANES (CONC PAV)
▨	PROP MAINLANE WIDENING (ASPH PAV)
🟥	PROP RAMP (CONC PAV)
▨	PROP RAMP (ASPH PAV)
🟦	PROP DIRECT CONNECTOR
🟧	PROP BRIDGE
🟪	PROP STREET (CONC PAV)
▨	PROP FRONTAGE ROAD (ASPH PAV)
🟩	PROP WIDENING (CONC PAV)
⊠	EXIST PAVEMENT TO BE REMOVED
⬛	PROP 6' SIDEWALK
—·—·—	CENTERLINE OR BASELINE
- - - -	SAWCUT
—·—·—	PROP ROW
-·-·-·-	EXIST ROW
—ıı—	CONTROL OF ACCESS
←	PROP TRAFFIC FLOW
⇦	EXIST TRAFFIC FLOW
—OT— OT— OT—	OVERHEAD TELEPHONE UTIL
—OP— OP— OP—	OVERHEAD ELECTRIC UTIL
—OC— OC— OC—	OVERHEAD CABLE UTIL
— T— T— T— T—	BURIED TELEPHONE UTIL
——ELEC——	BURIED ELECTRIC UTIL
— C— C— C— C—	BURIED CABLE UTIL
— W— W— W— W—	BURIED WATER UTIL
—WW— WW— WW—	BURIED SEWER UTIL
— G— G— G— G—	BURIED GAS/OIL UTIL
- - - - - - -	BURIED SOLID WASTE LINE
——	RETAINING WALL
(XXXXX-XX)	HORIZONTAL CURVE NAME


MATCH LINE ℄ IH35E STA 447+50
2.5%
2.0%
2.0%
2.5%
450+00
455+00
460+00
12' SHLDR
3 - 12' LANES
13' SHLDR
13' SHLDR
3 - 12' LANES
12' SHLDR


(+)1.5578 %
(-)2.9456 %
STA = 454+63.55
EL = 748.81'
ex = -7.97'
K = 314
L = 1,415.00'
MATCH LINE ℄ IH35E STA 447+50
VPC 447+56.05 EL. = 737.79'
VPT 461+71.05 EL. = 727.97'
740
730
720
710
700
690
680
670
733.18
737.69
733.63
738.44
734.31
739.11
734.97
739.70
735.78
740.21
736.26
740.64
737.00
740.99
737.51
741.26
738.20
741.46
738.48
741.57
738.74
741.60
739.10
741.55
739.51
741.43
739.51
741.22
739.39
740.94
739.07
740.57
738.61
740.13
738.12
739.60
737.74
739.00
737.53
738.31
737.32
737.55
736.58
736.71
735.85
735.79
734.63
734.78
733.42
733.70
732.27
732.54
730.94
731.30
729.42
729.98
728.26
728.58
726.83
727.12
724.89
725.64
723.89
724.17
722.13
450+00
455+00
460+00


RELOCATE LARGE SIGN STA 482+8
EXIT 377
FM 934
1 MILE
UN-NAMED TRIB B TO RICHLAND CREEK
℄ IH35E
INTERSTATE 35E
IH 35E SBML
IH 35E NBML
N 58° 57' 48.81" E
465+00
470+00
475+00
480+00
CROSSING #16
STA. 470+00
EXIST 6'x5'x270' SBC
PROP 6'x5'x270' SBC
(REPLACE IN KIND)
CROSSING #17
STA. 484+75
EXIST 42"x210' RCP
PROP 4'x4'x210' SBC

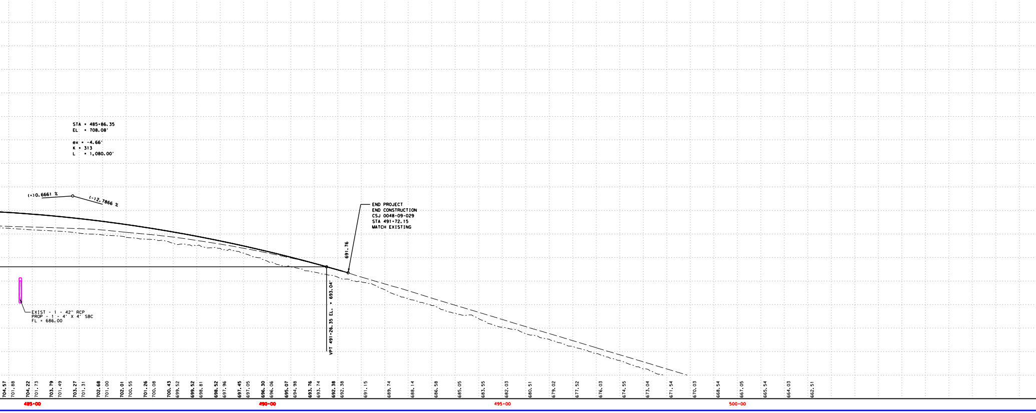

VPC 465+76.07 EL. = 716.04'
VPT 470+76.07 EL. = 707.17'
VPC 476+63.40 EL. = 703.62'
VPT 479+28.40 EL. = 703.70'
VPC 480+46.35 EL. = 704.49'
(-)2.9456 %
(-)0.6040 %
(-)0.6040 %
(+)0.6661 %
STA = 468+26.07
EL = 708.68'
ex = 1.46'
K = 214
L = 500.00'
EXIST - 1 - 6' X 5' SBC
PROP - 1 - 6' X 5' SBC
FL = 697.70
EXISTING NB EOT
EXISTING SB EOT
PROPOSED GROUND @ PGL
STA = 477+95.90
EL = 702.82'
ex = 0.42'
K = 209
L = 265.00'
722.70 720.65
721.23 718.94
719.75 717.11
718.28 715.34
716.81 714.03
715.35 712.92
713.99 712.45
712.75 711.34
711.62 709.17
710.62 708.38
709.73 707.90
708.95 707.44
708.30 706.89
707.76 706.69
707.34 706.43
707.02 708.06
706.72 707.82
706.42 707.60
706.12 707.36
705.81 707.11
705.51 706.85
705.21 706.66
704.91 706.41
704.61 706.25
704.30 706.01
704.00 705.73
703.70 705.54
703.43 705.28
703.27 705.11
703.24 704.89
703.33 704.70
703.53 704.51
703.84 704.30
704.18 704.05
704.51 703.78
704.80 703.54
705.00 703.33
705.13 703.13
705.18 702.95
705.15 702.70
705.04 702.47
704.84 702.17
465+00
470+00
475+00
480+00



END PROJECT
END CONSTRUCTION
CSJ 0048-09-029
STA 491+72.15
MATCH EXISTING

CURVE IH35E-5
PI STATION = 486+99.87
DELTA = 1° 30' 41.60" (LT)
DEGREE OF CURVE = 0° 20' 13.32"
TANGENT = 224.26
LENGTH = 448.49
RADIUS = 17,000.00
PC STATION = 484+75.61
PT STATION = 489+24.10

UN-NAMED TRIB B
TO
RICHLAND CREEK
Hill County
Ellis County
PC 484+75.61
PT 489+24.10
485+00
490+00
495+00
500+00
CURVE IH35E-5
TO BE BUILT BY OTHERS
TO BE BUILT BY OTHERS
N 57° 27' 07.21" E
POT 502+13.80



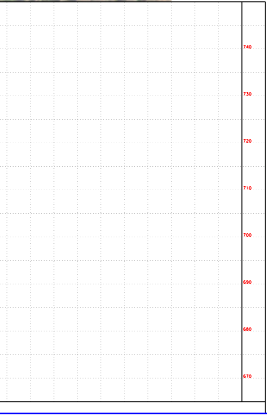
STA = 485+86.35
EL = 708.08'

ex = -4.66'
K = 313
L = 1,080.00'

END PROJECT
END CONSTRUCTION
CSJ 0048-09-029
STA 491+72.15
MATCH EXISTING

EXIST - 1 - 42" RCP
PROP - 1 - 4' X 4' SBC
FL = 686.00

(+)0.6661 %
(-)2.7866 %
691.76
VPT 491+26.35 EL. = 693.04'
704.57
701.88
704.22
701.73
703.79
701.49
703.27
701.31
702.68
701.00
702.01
700.55
701.26
700.08
700.43
699.52
699.52
698.81
698.52
697.96
697.45
697.05
696.30
696.06
695.07
694.98
693.76
693.74
692.38
692.38
691.15
689.74
688.14
686.58
685.05
683.55
682.03
680.51
679.02
677.52
676.03
674.55
673.04
671.54
670.03
668.54
667.05
665.54
664.03
662.51
485+00
490+00
495+00
500+00


740
730
720
710
700
690
680
670

0 50 100 150 200
HORIZ. SCALE IN FEET

0 5 10 15 20
VERT. SCALE IN FEET

COLOR LEGEND

🟨	PROP MAINLANES (CONC PAV)
▨	PROP MAINLANE WIDENING (ASPH PAV)
🟥	PROP RAMP (CONC PAV)
▨	PROP RAMP (ASPH PAV)
🟦	PROP DIRECT CONNECTOR
🟧	PROP BRIDGE
🟪	PROP STREET (CONC PAV)
▨	PROP FRONTAGE ROAD (ASPH PAV)
🟩	PROP WIDENING (CONC PAV)
☒	EXIST PAVEMENT TO BE REMOVED
⬛	PROP 6' SIDEWALK
—·—·—	CENTERLINE OR BASELINE
- - - -	SAWCUT
—·—·—	PROP ROW
-·-·-	EXIST ROW
——||——	CONTROL OF ACCESS
←	PROP TRAFFIC FLOW
⇦	EXIST TRAFFIC FLOW
—OT— OT— OT—	OVERHEAD TELEPHONE UTIL
—OP— OP— OP—	OVERHEAD ELECTRIC UTIL
—OC— OC— OC—	OVERHEAD CABLE UTIL
— T— T— T— T—	BURIED TELEPHONE UTIL
——ELEC——	BURIED ELECTRIC UTIL
— C— C— C— C—	BURIED CABLE UTIL
— W— W— W— W—	BURIED WATER UTIL
—WW— WW— WW—	BURIED SEWER UTIL
— G— G— G— G—	BURIED GAS/OIL UTIL
- - - - - - -	BURIED SOLID WASTE LINE
———	RETAINING WALL
(XXXXX-XX)	HORIZONTAL CURVE NAME

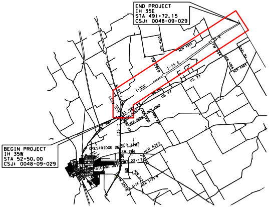
Texas Department of Transportation
© 2016

WACO DISTRICT

HILL COUNTY

STAN SWIATEK, P.E.
DISTRICT ENGINEER

IH-35E RECONSTRUCTION PROJECT
FROM: IH 35W TO: ELLIS COUNTY LINE
CSJ: 0048-09-029


END PROJECT
IH 35E
STA 491+72.15
CSJ: 0048-09-029
BEGIN PROJECT
IH 35W
STA 52+50.00
CSJ: 0048-09-029
I-35 E
I-35E
US 77
FM 2959
HCR 4321
HCR 4333
FM 934
HCR 4358
HCR 4363
FM 1242
ST HWY 77
HCR 4260
HCR 4261
CRESTRIDGE DR
HCR 4262
FM 286
HCR 4265
HWY 22/171
CORSICANA HWY
HCR 3124
HCR 3123 W
I 35

LOCATION MAP: NTS

FUNCTIONAL CLASSIFICATION

MAINLANES: INTERSTATE

CROSS ROADS: FM 2959-MAJOR COLLECTOR
FM 934-MINOR COLLECTOR

DESIGN SPEED

MAINLANES: 75 MPH
CROSS STREETS: 45 MPH
RAMPS: 50 MPH
emax=6.00%

PROJECT LENGTH

8.311 MI

PRELIMINARY
FOR INTERIM REVIEW ONLY.
NOT FOR PERMITTING, BIDDING,
OR CONSTRUCTION.
Prepared by or under the
Direct Supervision of
ERIC BUSKER, P.E. 123341
12/20/2017

IH-35E RECONSTRUCTION PROJECT

SCHEMATIC LAYOUT

STA 447+50 TO END OF PROJECT

ROLL 8 OF 9 ROLLS

Michael Baker
INTERNATIONAL

1501 LBJ Freeway,
Suite 650,
Dallas, TX 75234
TBPE Registration No. F-2677

FILE: ...\Roadway\MBaker\35EPP01-008.dgn

DATE: 12/20/2017
FILE: ...\Roadway\MBaker\35EPP01-009.dgn
ROLLPLOT - V8i*BAKER*WIN*CO*PDF*Full.pltcfg
TIME: 10:04:56 AM
PEN TABLE - 152523*IH35E*SH22 to IH35 Split*TxDOT*Schematic.tbl

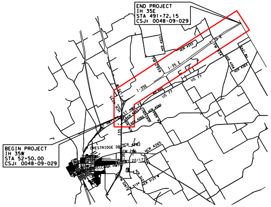
Texas Department of Transportation
© 2016

WACO DISTRICT

HILL COUNTY

STAN SWIATEK, P.E.
DISTRICT ENGINEER

IH-35E RECONSTRUCTION PROJECT
FROM: IH 35W TO: ELLIS COUNTY LINE
CSJ: 0048-09-029


END PROJECT
IH 35E
STA 491+72.15
CSJ: 0048-09-029
BEGIN PROJECT
IH 35W
STA 52+50.00
CSJ: 0048-09-029
I-35E
US 77
FM 2959
CRESTRIDGE DR
HCR 4282
FM 286
HWY 22/171
HCR 4265
HCR 4333
HCR 4323
HCR 4354
HCR 3125
HCR 3124

LOCATION MAP: NTS

FUNCTIONAL CLASSIFICATION

MAINLANES: INTERSTATE

CROSS ROADS: FM 2959-MAJOR COLLECTOR
FM 934-MINOR COLLECTOR

DESIGN SPEED

MAINLANES: 75 MPH
CROSS STREETS: 45 MPH
RAMPS: 50 MPH
emax=6.00%

PROJECT LENGTH

8.311 MI

PRELIMINARY
FOR INTERIM REVIEW ONLY.
NOT FOR PERMITTING, BIDDING,
OR CONSTRUCTION.
Prepared by or under the
Direct Supervision of
ERIC BUSKER, P.E. 123341
12/20/2017

IH-35E RECONSTRUCTION PROJECT

SCHEMATIC LAYOUT

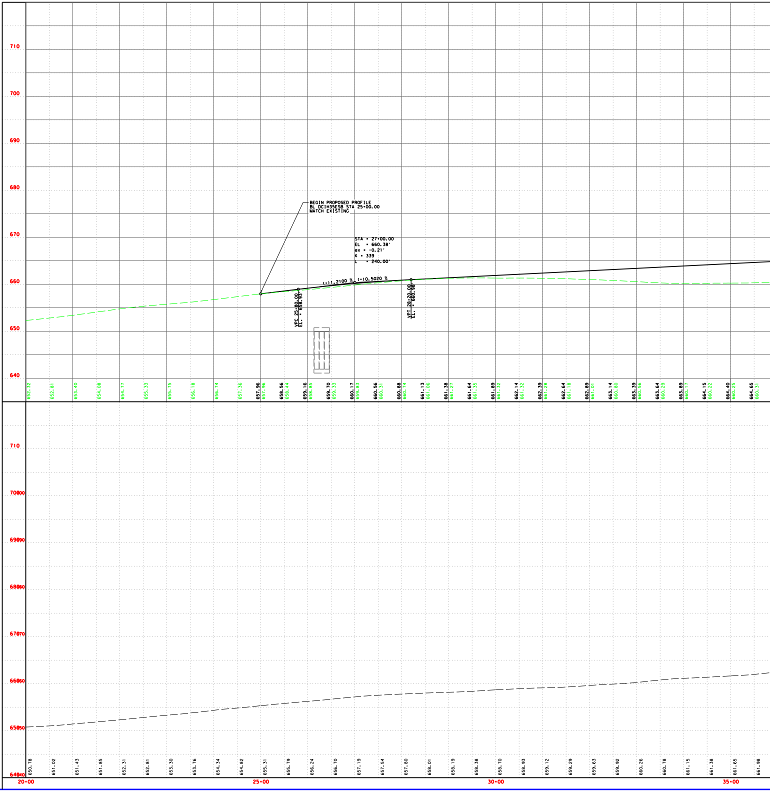
PROPOSED PROFILES

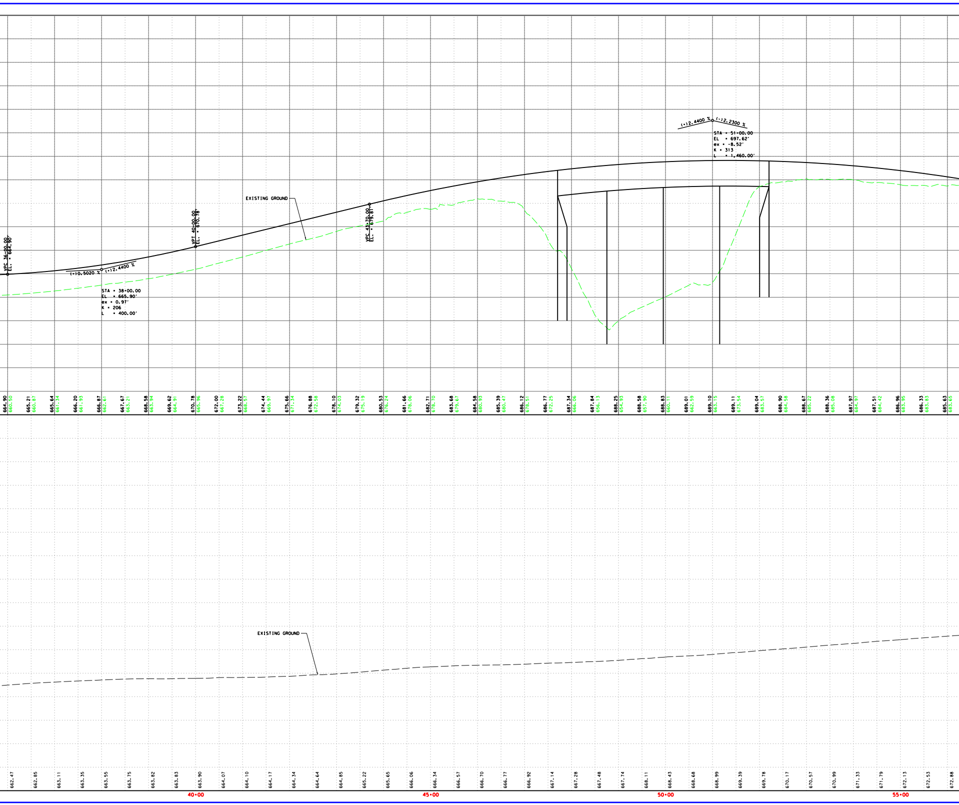
IH 35E SB & IH 35E NB

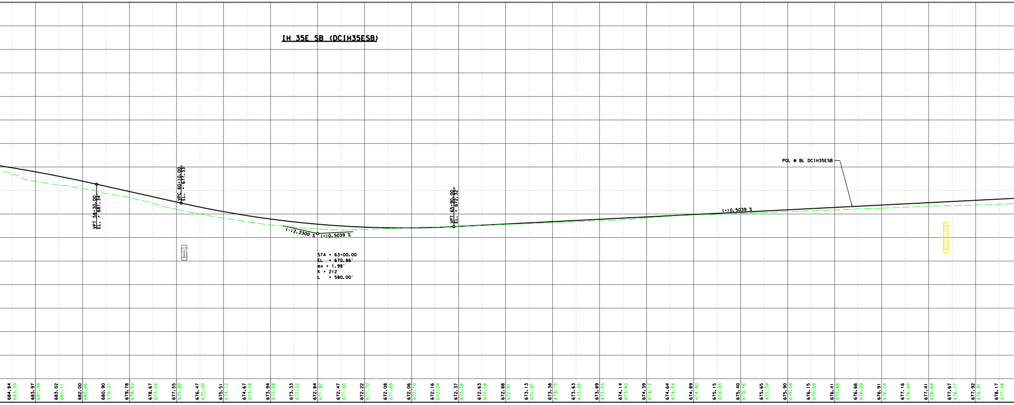
0 50 100 150 200
HORIZ. SCALE IN FEET
0 5 10 15 20
VERT. SCALE IN FEET

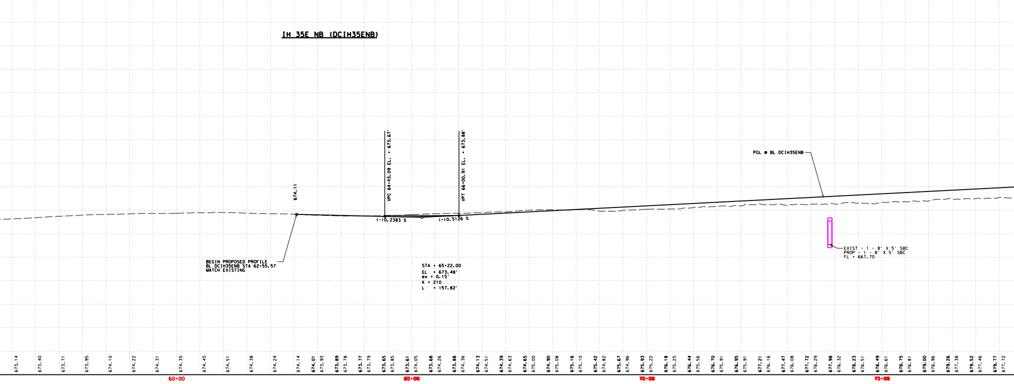
ROLL 9 OF 9 ROLLS

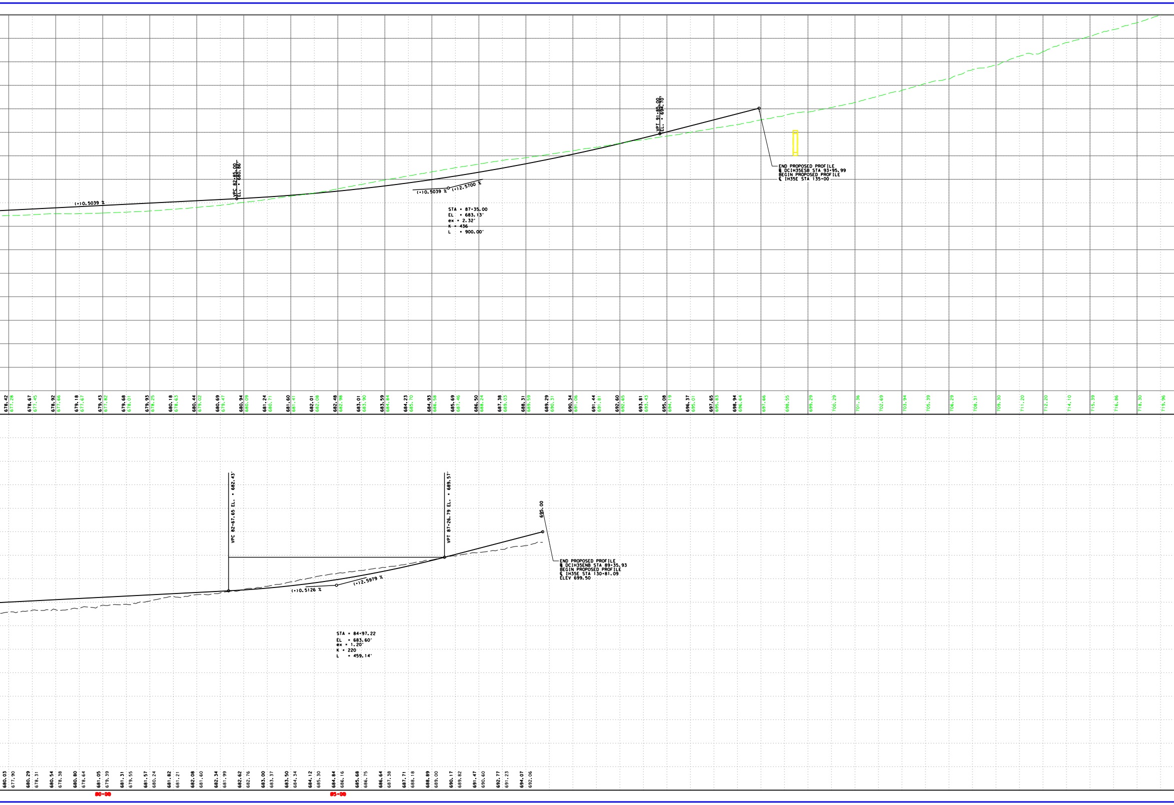
Michael Baker
INTERNATIONAL
1501 LBJ Freeway,
Suite 650,
Dallas, TX 75234
TBPE Registration No. F-2677

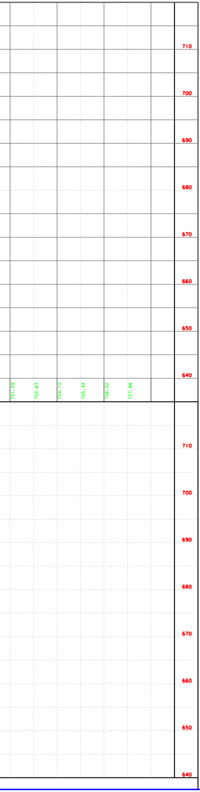

710
700
690
680
670
660
650
640
BEGIN PROPOSED PROFILE
BL DCIH35ESB STA 25+00.00
MATCH EXISTING
STA = 27+00.00
EL = 660.38'
ex = -0.21'
K = 339
L = 240.00'
(+)1.2100 %
(+)0.5020 %
VPC 25+80.00
EL. = 658.93'
VPT 28+20.00
EL. = 660.98'
652.32
652.81
653.40
654.08
654.77
655.33
655.75
656.18
656.74
657.36
657.96
657.96
658.56
658.44
659.16
658.85
659.70
659.33
660.17
659.83
660.56
660.31
660.88
660.74
661.13
661.06
661.38
661.27
661.64
661.35
661.89
661.32
662.14
661.32
662.39
661.28
662.64
661.18
662.89
661.01
663.14
660.80
663.39
660.56
663.64
660.29
663.89
660.17
664.15
660.22
664.40
660.25
664.65
660.31
710
70800
69090
68080
67070
66060
65050
64040
650.78
651.02
651.43
651.85
652.31
652.81
653.30
653.76
654.34
654.82
655.31
655.79
656.24
656.70
657.19
657.54
657.80
658.01
658.19
658.38
658.70
658.93
659.12
659.29
659.63
659.92
660.26
660.78
661.15
661.38
661.65
661.98
20+00
25+00
30+00
35+00


(+)2.4400 %
(-)2.2300 %
STA = 51+00.00
EL = 697.62'
ex = -8.52'
K = 313
L = 1,460.00'
EXISTING GROUND
VPT 40+00.00
EL. = 670.78'
VPC 43+70.00
EL. = 679.81'
VPC 36+00.00
EL. = 664.90'
(+)0.5020 %
(+)2.4400 %
STA = 38+00.00
EL = 665.90'
ex = 0.97'
K = 206
L = 400.00'
664.90 660.50
665.21 660.87
665.64 661.34
666.20 661.93
666.87 662.61
667.67 663.21
668.58 663.94
669.62 664.91
670.78 665.96
672.00 667.28
673.22 668.57
674.44 669.97
675.66 671.34
676.88 672.58
678.10 674.03
679.32 675.19
680.53 676.24
681.66 678.06
682.71 678.70
683.68 679.67
684.58 680.93
685.39 680.47
686.12 678.51
686.77 672.25
687.34 666.06
687.84 656.13
688.25 654.93
688.58 657.90
688.83 660.11
689.01 662.59
689.10 663.15
689.11 673.54
689.04 683.57
688.90 684.58
688.67 685.22
688.36 685.08
687.97 684.97
687.51 684.42
686.96 683.95
686.33 683.83
685.63 683.65
EXISTING GROUND
662.47
662.85
663.11
663.35
663.55
663.75
663.82
663.83
663.90
664.07
664.10
664.17
664.34
664.64
664.85
665.22
665.65
666.06
666.34
666.57
666.70
666.77
666.92
667.14
667.28
667.48
667.74
668.11
668.43
668.68
668.99
669.39
669.78
670.17
670.57
670.99
671.33
671.79
672.13
672.53
672.88
40+00
45+00
50+00
55+00


IH 35E SB (DCIH35ESB)
VPT 58+30.00
EL. = 681.34'
VPC 60+10.00
EL. = 677.33'
(-)2.2300 %
(+)0.5039 %
STA = 63+00.00
EL = 670.86'
ex = 1.98'
K = 212
L = 580.00'
VPT 65+90.00
EL. = 672.32'
(+)0.5039 %
PGL ● BL DCIH35ESB
684.84 683.39
683.97 681.99
683.02 681.11
682.00 680.46
680.90 679.37
679.78 678.50
678.67 677.24
677.55 675.99
676.47 675.00
675.51 674.12
674.67 673.38
673.94 672.68
673.33 672.22
672.84 671.82
672.47 671.60
672.22 671.70
672.08 671.89
672.06 672.10
672.16 672.24
672.37 672.36
672.63 672.58
672.88 672.81
673.13 672.97
673.38 673.15
673.63 673.36
673.89 673.55
674.14 673.80
674.39 674.17
674.64 674.54
674.89 674.80
675.15 674.93
675.40 675.16
675.65 675.34
675.90 675.54
676.15 675.69
676.41 675.88
676.66 676.09
676.91 676.24
677.16 676.44
677.41 676.64
677.67 676.77
677.92 676.91
678.17 677.08


IH 35E NB (DCIH35ENB)
674.11
VPC 64+43.09 EL. = 673.67'
VPT 66+00.91 EL. = 673.88'
(-)0.2383 %
(+)0.5126 %
PGL ● BL DCIH35ENB
BEGIN PROPOSED PROFILE
BL DCIH35ENB STA 62+55.57
MATCH EXISTING
STA = 65+22.00
EL = 673.48'
ex = 0.15'
K = 210
L = 157.82'
EXIST - 1 - 8' X 5' SBC
PROP - 1 - 8' X 5' SBC
FL = 667.70
673.14
673.40
673.71
673.95
674.10
674.22
674.31
674.35
674.45
674.51
674.38
674.24
674.14
674.01 673.93
673.89 673.78
673.77 673.79
673.65 673.85
673.61 674.05
673.68 674.26
673.88 674.36
674.13 674.51
674.39 674.63
674.65 675.00
674.90 675.08
675.16 675.10
675.42 674.82
675.67 674.96
675.93 675.22
676.18 675.25
676.44 675.56
676.70 675.91
676.95 675.91
677.21 676.16
677.47 676.08
677.72 676.29
677.98 676.32
678.23 676.51
678.49 676.61
678.75 676.81
679.00 676.96
679.26 677.38
679.52 677.46
679.77 677.72
60+00
65+00
70+00
75+00


VPC 82+85.00
EL. = 680.86
(+)0.5039 %
(+)0.5039 %
(+)2.5700 %
STA = 87+35.00
EL = 683.13'
ex = 2.32'
K = 436
L = 900.00'
VPT 91+85.00
EL. = 694.70'
END PROPOSED PROFILE
℄ DCIH35ESB STA 93+95.99
BEGIN PROPOSED PROFILE
℄ IH35E STA 135+00
678.42 677.28
678.67 677.45
678.92 677.66
679.18 677.67
679.43 677.82
679.68 678.01
679.93 678.25
680.18 678.63
680.44 679.02
680.69 679.47
680.94 680.09
681.24 680.71
681.60 681.41
682.01 682.08
682.48 682.98
683.01 683.90
683.59 684.84
684.23 685.70
684.93 686.58
685.69 687.46
686.50 688.24
687.38 689.03
688.31 689.59
689.29 690.31
690.34 691.06
691.44 691.81
692.60 692.65
693.81 693.43
695.08 694.19
696.37 695.01
697.65 695.83
698.94 696.64
697.66
698.55
699.29
700.29
701.36
702.69
703.94
705.39
706.29
708.31
709.30
711.20
712.20
714.10
715.39
716.86
718.30
719.96
VPC 82+67.65 EL. = 682.43'
VPT 87+26.79 EL. = 689.57'
695.00
(+)0.5126 %
(+)2.5979 %
STA = 84+97.22
EL = 683.60'
ex = 1.20'
K = 220
L = 459.14'
END PROPOSED PROFILE
℄ DCIH35ENB STA 89+35.93
BEGIN PROPOSED PROFILE
℄ IH35E STA 130+81.09
ELEV 699.50
680.03 677.90
680.29 678.31
680.54 678.38
680.80 678.64
681.05 679.39
681.31 679.55
681.57 680.24
681.82 681.21
682.08 681.60
682.34 681.99
682.62 682.76
683.00 683.37
683.50 684.34
684.12 685.30
684.84 686.16
685.68 686.75
686.64 687.38
687.71 688.18
688.89 689.00
690.17 689.82
691.47 690.60
692.77 691.23
694.07 692.06
80+00
85+00


710
700
690
680
670
660
650
640
721.59
722.63
724.14
725.34
726.22
727.88
710
700
690
680
670
660
650
640

Texas Department of Transportation
© 2016

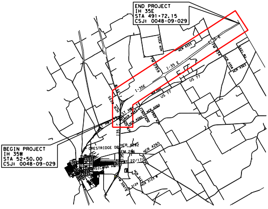
WACO DISTRICT

HILL COUNTY

STAN SWIATEK, P.E.
DISTRICT ENGINEER

IH-35E RECONSTRUCTION PROJECT

FROM: IH 35W TO: ELLIS COUNTY LINE
CSJ: 0048-09-029


END PROJECT
IH 35E
STA 491+72.15
CSJ: 0048-09-029
BEGIN PROJECT
IH 35W
STA 52+50.00
CSJ: 0048-09-029
I-35E
I-35 E
US 77
FM 2959
FM 934
HCR 4323
HCR 4333
HCR 4358
HCR 4363
HCR 4343
HCR 4235
HCR 4260
HCR 4261
HCR 4262
HCR 4265
HCR 4282
HCR 3124
HCR 3125 W
CRESTRIDGE DR
FM 286
HWY 22/171
CORSICANA HWY
I 35
35 W

LOCATION MAP: NTS

FUNCTIONAL CLASSIFICATION

MAINLANES: INTERSTATE

CROSS ROADS: FM 2959-MAJOR COLLECTOR
FM 934-MINOR COLLECTOR

DESIGN SPEED

MAINLANES: 75 MPH
CROSS STREETS: 45 MPH
RAMPS: 50 MPH
emax=6.00%

PROJECT LENGTH

8.311 MI

PRELIMINARY
FOR INTERIM REVIEW ONLY.
NOT FOR PERMITTING, BIDDING,
OR CONSTRUCTION.
Prepared by or under the
Direct Supervision of
ERIC BUSKER, P.E. 123341
12/20/2017

IH-35E RECONSTRUCTION PROJECT

SCHEMATIC LAYOUT

PROPOSED PROFILES

IH 35E SB & IH 35E NB

0 50 100 150 200
HORIZ. SCALE IN FEET

0 5 10 15 20
VERT. SCALE IN FEET

ROLL 9 OF 9 ROLLS

Michael Baker
INTERNATIONAL

1501 LBJ Freeway,
Suite 650,
Dallas, TX 75234
TBPE Registration No. F-2677

FILE: ...\Roadway\MBaker\35EPP01-009.dgn