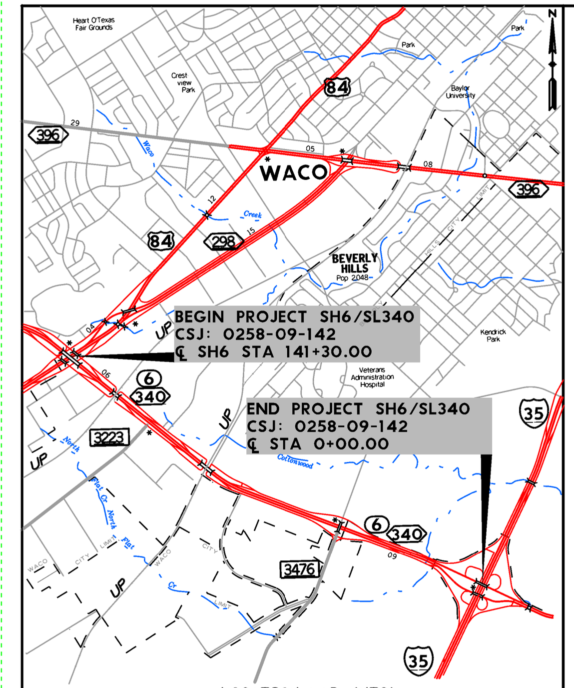

LOCATION MAP (NTS)

PRELIMINARY
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DESIGN SPEED:
SH6/SL340 MAINLANES = 70 MPH
RAMPS = 50 MPH
FRONTAGE ROADS = 45 MPH
CROSS STREETS = 30 MPH
TURNAROUNDS = 20 MPH

Texas Department of Transportation

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WACO DISTRICT
DESIGN SCHEMATIC
STANLEY SWIATEK, P.E., DISTRICT ENGINEER

SH6/SL340
FROM US 84 To IH 35

CSJ: 0258-09-142

McLENNAN COUNTY, TEXAS

FUNCTIONAL CLASSIFICATION:
URBAN FREEWAY (SH6/SL340 MAINLANES)
MAJOR COLLECTOR (FRONTAGE ROADS)

LENGTH: 2.676 MILES

PUBLIC HEARING EXHIBIT
OCTOBER 4, 2018

SCALE: 1"=100' H, 1"=10' V ROLL 1 OF 4

PREPARED BY AECOM TECHNICAL SERVICES, INC. TBPE NUMBER F-3580: FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.

Prepared by or under the Direct Supervision of:

CHARLES E. BENNETT 68613
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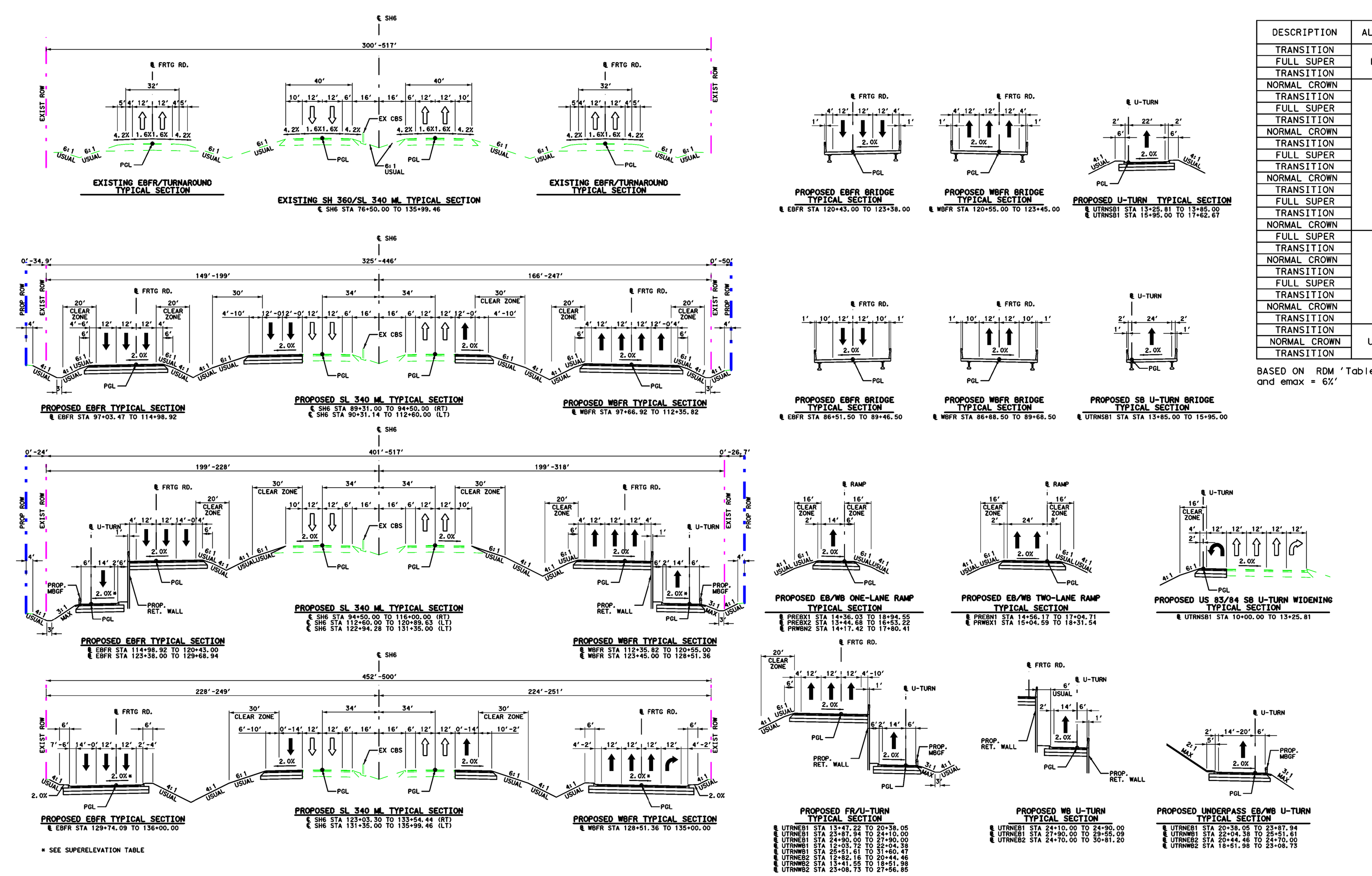
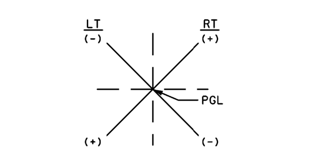


TYPICAL SECTIONS
N.T.S.

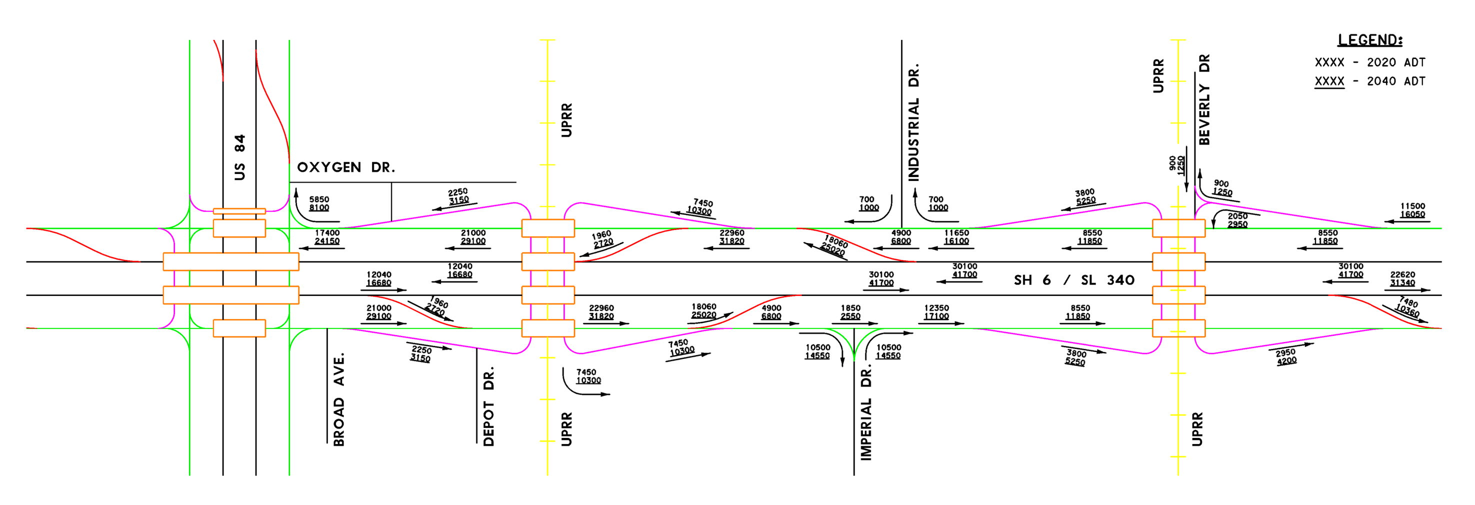
SUPERELEVATION TABLE

DESCRIPTION	ALIGNMENT	BEGIN TRANSITION		END TRANSITION		LENGTH
		STA	e (LT)/(RT)	STA	e (LT)/(RT)	FT
TRANSITION	PREBX2	13+44.68	-1.82%	15+21.00	4.44%	176.32
FULL SUPER		15+21.00	4.44%	16+13.00	4.44%	
TRANSITION		16+13.00	4.44%	16+53.22	3.03%	40.22
NORMAL CROWN	WBFR	77+37.00	-2.00%	78+32.00	-2.00%	
TRANSITION		78+32.00	-2.00%	79+64.00	-2.98%	132
FULL SUPER		79+64.00	-2.98%	86+36.00	-2.98%	
TRANSITION		86+36.00	-2.98%	87+68.00	-2.00%	132
NORMAL CROWN		87+68.00	-2.00%	123+47.00	-2.00%	
TRANSITION		123+47.00	-2.00%	124+79.00	-2.79%	132
FULL SUPER		124+79.00	-2.79%	127+27.00	-2.79%	
TRANSITION		127+27.00	-2.79%	128+59.00	-2.00%	132
NORMAL CROWN		128+59.00	-2.00%	128+77.00	-2.00%	
TRANSITION		128+77.00	-2.00%	130+23.00	2.38%	146
FULL SUPER		130+23.00	2.38%	133+31.00	2.38%	
TRANSITION		133+31.00	2.38%	134+77.00	1.14% / -1.53%	146
NORMAL CROWN		134+77.00	1.14% / -1.53%	135+00.00	1.14% / -1.53%	
FULL SUPER	EBFR	76+00.00	-2.79%	85+35.00	-2.79%	
TRANSITION		85+35.00	-2.79%	86+67.00	2.00%	132
NORMAL CROWN		86+67.00	2.00%	122+81.00	2.00%	
TRANSITION		122+81.00	2.00%	124+13.00	2.38%	132
FULL SUPER		124+13.00	2.38%	127+10.00	2.38%	
TRANSITION		127+10.00	2.38%	128+42.00	2.00%	132
NORMAL CROWN		128+42.00	2.00%	135+25.00	2.00%	
TRANSITION		135+25.00	2.00%	136+00.00	1.60% / -1.36%	75
TRANSITION	UTRNWB2	13+41.55	-3.34%	14+01.00	-2.00%	59.45
NORMAL CROWN		14+01.00	-2.00%	26+70.00	-2.00%	
TRANSITION		26+70.00	-2.00%	27+56.85	-2.00%	86.85

BASED ON RDM 'Table 2-6: Minimum Radii for Design Superelevation Rates, Design Speeds, and emax = 6%'



SUPERELEVATION SIGN DIAGRAM



TRAFFIC DIAGRAM
N.T.S.

GENERAL NOTES (APPLY TO ALL ROLLS):

1. EXISTING FEATURES WERE PARTIALLY FIELD SURVEYED. DESIGN IS BASED ON AERIAL AND FIELD SURVEYS DATED 04/07/2017 AND RECORD PLANS.
2. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
3. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS OTHERWISE NOTED).
4. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED ON FEMA FLOOD INSURANCE RATE MAP 48309C0370C.
5. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC HAS BEEN OBTAINED FROM RIGTH-OF-WAY SURVEY DATED JANUARY 23, 2017.
6. EXISTING CULVERT LOCATIONS, SIZES, AND ELEVATIONS HAVE BEEN OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
7. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN STAGE AND COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE.
8. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
9. CURBS ON THE FRONTAGE ROAD AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
10. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) IS NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.

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