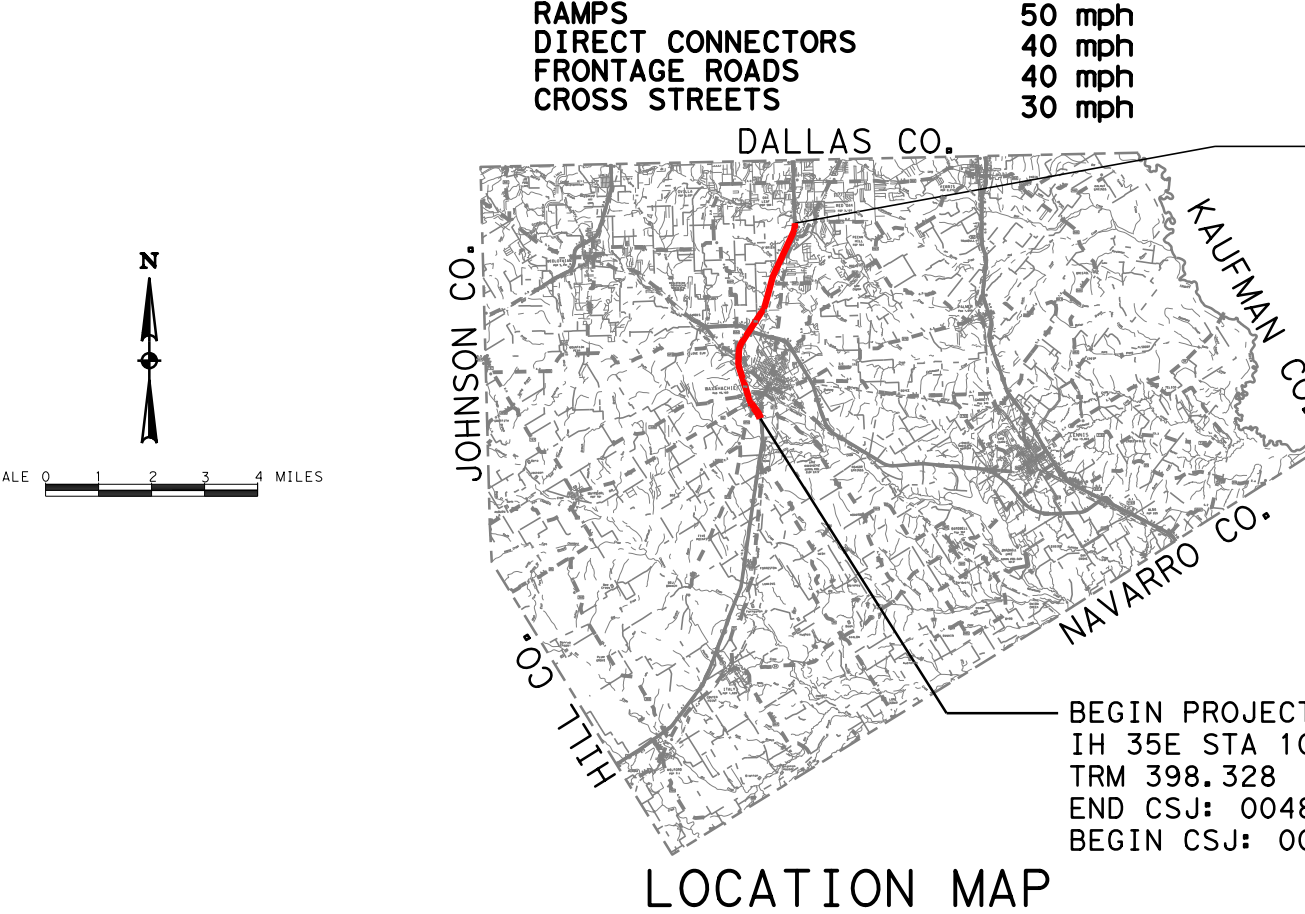
ROLL 1: PLAN VIEW-IH 35E FRONTAGE ROADS BEGIN PROJECT TO STA 1141+00

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
JAMES K. SELMAN, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
FREEWAY	70 mph
RAMPS	50 mph
DIRECT CONNECTORS	40 mph
FRONTAGE ROADS	40 mph
CROSS STREETS	30 mph


DALLAS CO.
JOHNSON CO.
KAUFMAN CO.
NAVARRO CO.
HILL CO.
END PROJECT
IH 35E STA 1658+61.38
TRM 408.270
CSJ: 0048-04-090
BEGIN PROJECT
IH 35E STA 1077+44.91
TRM 398.328
END CSJ: 0048-08-049
BEGIN CSJ: 0048-04-090
SCALE
MILES

LOCATION MAP
MAY 2018
SCALE: 1"=100'
ROLL 1 OF 24

SHEET INDEX

ROLL	
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ROLL 3:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1210+00 TO STA 1279+00
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ROLL 23:	PROFILE VIEW-NORTHBOUND RAMPS PROFILE VIEW-SOUTHBOUND RAMPS PROFILE VIEW-US 287 EB FRONTAGE ROAD
ROLL 24:	PROFILE VIEW-SOUTHBOUND RAMPS PROFILE VIEW-PH2 CROSS STREETS

ch2m
TBPE FIRM NO. F-2297

PRELIMINARY FOR INTERIM REVIEW ONLY

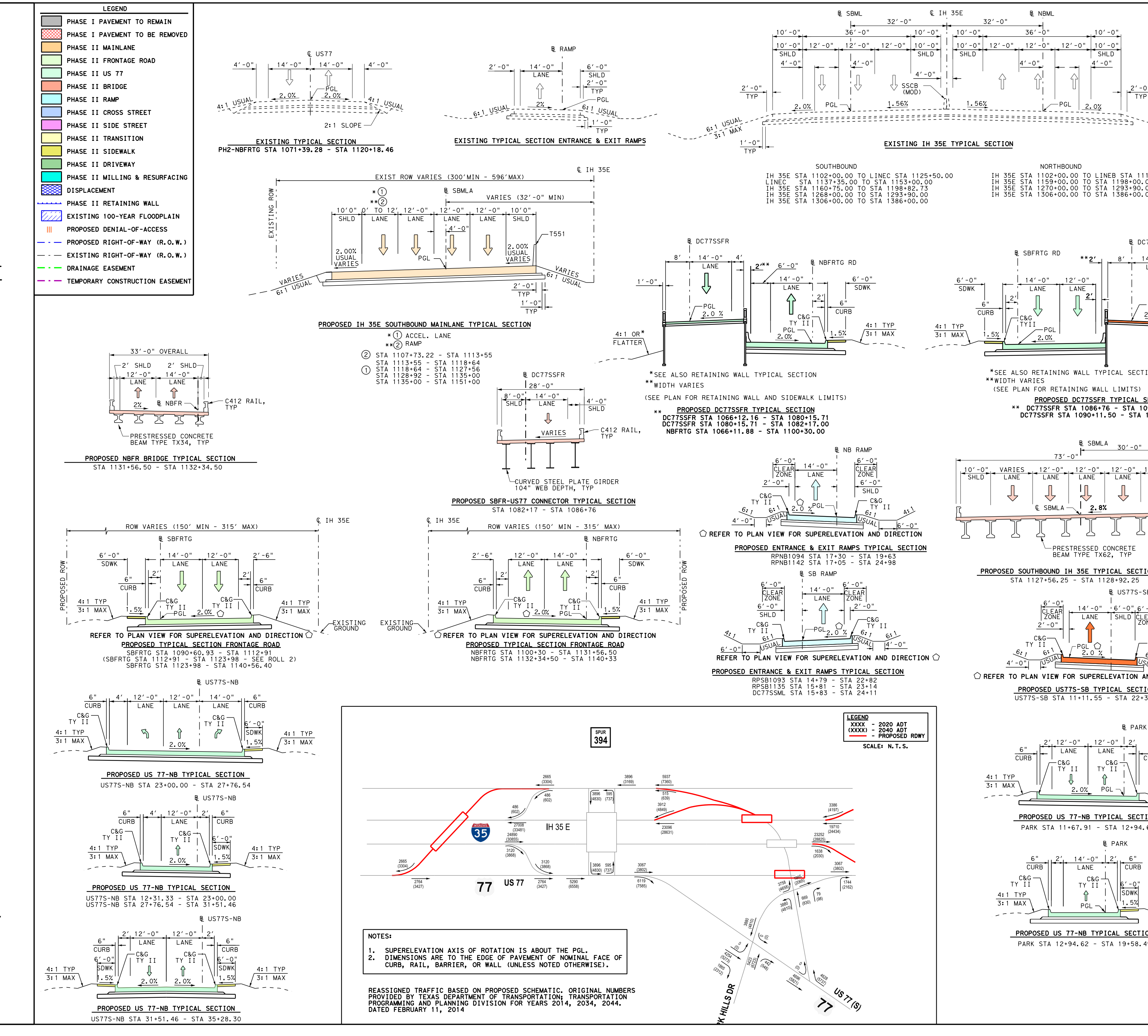
THESE DOCUMENTS ARE FOR INTERIM REVIEW AND ARE NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
ABENET BEKELE, P.E.	86055	5-14-2018

5/16/2018

LEGEND

- ■ PHASE I PAVEMENT TO REMAIN
- ▨ PHASE I PAVEMENT TO BE REMOVED
- 🟧 PHASE II MAINLANE
- 🟩 PHASE II FRONTAGE ROAD
- 🟩 PHASE II US 77
- 🟥 PHASE II BRIDGE
- 🟦 PHASE II RAMP
- ■ PHASE II CROSS STREET
- 🟪 PHASE II SIDE STREET
- 🟨 PHASE II TRANSITION
- 🟨 PHASE II SIDEWALK
- 🟩 PHASE II DRIVEWAY
- 🟦 PHASE II MILLING & RESURFACING
- ▨ DISPLACEMENT
- ---- PHASE II RETAINING WALL
- ▨ EXISTING 100-YEAR FLOODPLAIN
- ▪ PROPOSED DENIAL-OF-ACCESS
- -·- PROPOSED RIGHT-OF-WAY (R.O.W.)
- -·- EXISTING RIGHT-OF-WAY (R.O.W.)
- -·- DRAINAGE EASEMENT
- -·- TEMPORARY CONSTRUCTION EASEMENT


EXISTING TYPICAL SECTION
PH2-NBFRTG STA 1071+39.28 - STA 1120+18.46
EXISTING TYPICAL SECTION ENTRANCE & EXIT RAMPS
EXISTING IH 35E TYPICAL SECTION
SOUTHBOUND
IH 35E STA 1102+00.00 TO LINEC STA 1125+50.00
LINEC STA 1137+35.00 TO STA 1153+00.00
IH 35E STA 1160+75.00 TO STA 1198+82.73
IH 35E STA 1268+00.00 TO STA 1293+90.00
IH 35E STA 1306+00.00 TO STA 1386+00.00
NORTHBOUND
IH 35E STA 1102+00.00 TO LINEB STA 1112+50.00
IH 35E STA 1159+00.00 TO STA 1198+00.00
IH 35E STA 1270+00.00 TO STA 1293+90.00
IH 35E STA 1306+00.00 TO STA 1386+00.00
EXIST ROW VARIES (300'MIN - 596'MAX)
PROPOSED IH 35E SOUTHBOUND MAINLANE TYPICAL SECTION
*① ACCEL. LANE
**② RAMP
STA 1107+73.22 - STA 1113+55
① STA 1113+55 - STA 1118+64
STA 1118+64 - STA 1127+56
STA 1128+92 - STA 1135+00
STA 1135+00 - STA 1151+00
PRESTRESSED CONCRETE BEAM TYPE TX34, TYP
PROPOSED NBFR BRIDGE TYPICAL SECTION
STA 1131+56.50 - STA 1132+34.50
CURVED STEEL PLATE GIRDER 104" WEB DEPTH, TYP
PROPOSED SBFR-US77 CONNECTOR TYPICAL SECTION
STA 1082+17 - STA 1086+76
*SEE ALSO RETAINING WALL TYPICAL SECTION
**WIDTH VARIES
(SEE PLAN FOR RETAINING WALL AND SIDEWALK LIMITS)
PROPOSED DC77SSFR TYPICAL SECTION
DC77SSFR STA 1066+12.16 - STA 1080+15.71
DC77SSFR STA 1080+15.71 - STA 1082+17.00
NBFRTG STA 1066+11.88 - STA 1100+30.00
PROPOSED DC77SSFR TYPICAL SECTION
** DC77SSFR STA 1086+76 - STA 1090+11.50
DC77SSFR STA 1090+11.50 - STA 1092+36.42
REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION
RPNB1094 STA 17+30 - STA 19+63
RPNB1142 STA 17+05 - STA 24+98
PRESTRESSED CONCRETE BEAM TYPE TX62, TYP
PROPOSED SOUTHBOUND IH 35E TYPICAL SECTION
STA 1127+56.25 - STA 1128+92.25
ROW VARIES (150' MIN - 315' MAX)
PROPOSED TYPICAL SECTION FRONTAGE ROAD
SBFRTG STA 1090+60.93 - STA 1112+91
(SBFRTG STA 1112+91 - STA 1123+98 - SEE ROLL 2)
SBFRTG STA 1123+98 - STA 1140+56.40
NBFRTG STA 1100+30 - STA 1131+56.50
NBFRTG STA 1132+34+50 - STA 1140+33
PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION
RPSB1093 STA 14+79 - STA 22+82
RPSB1135 STA 15+81 - STA 23+14
DC77SSML STA 15+83 - STA 24+11
PROPOSED US77S-SB TYPICAL SECTION
US77S-SB STA 11+11.55 - STA 22+37.62
PROPOSED US 77-NB TYPICAL SECTION
US77S-NB STA 23+00.00 - STA 27+76.54
PROPOSED US 77-NB TYPICAL SECTION
US77S-NB STA 12+31.33 - STA 23+00.00
US77S-NB STA 27+76.54 - STA 31+51.46
PROPOSED US 77-NB TYPICAL SECTION
US77S-NB STA 31+51.46 - STA 35+28.30
PROPOSED US 77-NB TYPICAL SECTION
PARK STA 11+67.91 - STA 12+94.62
PROPOSED US 77-NB TYPICAL SECTION
PARK STA 12+94.62 - STA 19+58.49
IH 35E
US 77
77
SPUR 394
PARK HILLS DR
US 77 (S)
XXXX - 2020 ADT
(XXXX) - 2040 ADT
PROPOSED RDWY
SCALE: N.T.S.

NOTES:
1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
2. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

REASSIGNED TRAFFIC BASED ON PROPOSED SCHEMATIC. ORIGINAL NUMBERS PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION, TRANSPORTATION PROGRAMMING AND PLANNING DIVISION FOR YEARS 2014, 2034, 2044. DATED FEBRUARY 11, 2014.

SCALE IN FEET
0
100
200
N
THE LAVOYD WAYNE DOLLAR & VERNA ROGERS-DOLLAR
SOUTH PRONG CREEK
LIMITS OF 100 YR FLOOD PLAIN
BEGIN MAINLINE WIDENING
℄ IH 35E STA. 1078+11.54, 58' LT
BEGIN PROJECT
CSJ: 0048-08-090
STA 1077+44.91
MATCH CSJ 0048-08-049 BY OTHERS
PH2-CL IH35E-1
℄ DC77SSFR STA 1086+76.00
END BRIDGE
BEGIN ℄ SBFRTG
STA 1090+60.93
℄ DC77SSFR STA 1092+36.42
9.00' LT BEGIN
RET. WALL FRSBWALL-04
℄ DC77SSFR STA 1082+17.00
BEGIN BRIDGE
BEGIN ℄ RPSB1093
STA 10+00.00
BEGIN ℄ RPNB1094
STA 10+00.00
℄ RPNB1094 STA 19+63.09
END RAMP PAV.
END ℄ RPNB1094
STA 22+01.90
℄ SBFRTG STA 1101+38.44
38.04' LT BEGIN
PROPOSED DENIAL OF ACCESS
℄ RPSB1093 STA 22+82.42
END RAMP PAV.
END ℄ RPSB1093
STA 28+38.36
℄ SBFRTG STA 1105+99.73
38.04' LT END
PROPOSED DENIAL OF ACCESS
℄ SPUR 394 STA 10+00.00
℄ SBFRTG STA 1109+22.18
℄ SPUR 394 STA 11+20.46
℄ DC77SSML STA 10+75.58
℄ DC77SSML STA 15+82.53
BEGIN RAMP PAV.
℄ NBFRTG STA 1097+92.89
37.50' RT BEGIN
PROPOSED DENIAL OF ACCESS
℄ NBFRTG STA 1102+11.57
38.03' RT END
PROPOSED DENIAL OF ACCESS
℄ SPUR 394 STA 11+50.96
℄ PH2-SBMLA STA 1108+48.76
℄ SPUR 394 STA 11+82.96
℄ IH 35E STA 1109+22.18
℄ SPUR 394 STA 13+16.43
℄ NBFRTG STA 1108+14.26
℄ NBFRTG STA 1116+69.74
℄ US77S-NB STA 10+00.00
SB FRONTAGE ROAD
NB FRONTAGE ROAD
IH 35E
35E
US 77
77
SPUR 394
PARK HILLS DR
ESTESS FAMILY LTD PTNS
TIPTON, ROBERT C & DANA M
MITCHELL, KENNETH H
CITY OF WAXAHACHIE
MATCH LINE STA 1141+00
BEGIN CONSTRUCTION
℄ DC77SSFR STA 1066+12.16
BEGIN CONSTRUCTION
℄ PH2-NBFRTG STA 1066+11.88
INSERT
EXIST ROW
PROP ROW
MBGF (125 LF)
CULVERT A (3-48" RCP)

NOTES:
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED JUNE 21, 2016 AND RECORD PLANS.
2. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAP PANELS 48139C0190F AND 48139C0200F.
3. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM ELLIS COUNTY APPRAISAL DISTRICT (FEBRUARY 25, 2015).
4. EXISTING CULVERT LOCATIONS, SIZE AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSE ONLY.
5. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
6. CURBS ON THE FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
7. CONVENTIONAL ROADWAY SIGNAGES (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
8. 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 AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.

PH2-CL_IH35E

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-CL_IH35E-1	1073+24.18	6,813,976.61	2,476,830.07	12° 40' 25.03" LT	3,819.72'	1° 30' 00.00"	424.18'	844.91'	N 3° 31' 01.33" E	843.19'	1069+00.00	1077+44.91	N 9° 51' 13.84" E	N 2° 49' 11.19" W
PH2-CL_IH35E-2	1130+73.56	6,819,691.93	2,476,548.57	32° 53' 07.09" LT	5,697.58'	1° 00' 20.22"	1,681.50'	3,270.16'	N 19° 15' 44.73" W	3,225.46'	1113+92.07	1146+62.23	N 2° 49' 11.19" W	N 35° 42' 18.28" W

PH2-SBMLA

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-SBMLA-1	1130+64.12	6,819,680.92	2,476,517.07	32° 53' 07.09" LT	7,030.00'	0° 48' 54.07"	2,074.73'	4,034.92'	N 19° 15' 44.73" W	3,979.76'	1109+89.39	1150+24.31	N 2° 49' 11.19" W	N 35° 42' 18.28" W

PH2-NBFRTG

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-NBFRTG-1	1073+44.75	6,814,010.99	2,476,964.45	0° 58' 31.33" LT	22,918.31'	0° 15' 00.00"	195.08'	390.15'	N 2° 22' 20.32" W	390.14'	1071+49.67	1075+39.82	N 1° 53' 04.65" W	N 2° 51' 35.98" W
PH2-NBFRTG-2	1130+71.02	6,819,730.14	2,476,678.74	32° 50' 42.30" LT	5,210.00'	1° 05' 59.02"	1,535.61'	2,986.66'	N 19° 16' 57.13" W	2,945.93'	1115+35.41	1145+22.06	N 2° 51' 35.98" W	N 35° 42' 18.28" W

PH2-SBFRTG

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-SBFRTG-1	1118+28.09	6,818,365.81	2,476,430.71	16° 58' 03.03" LT	3,600.00'	1° 35' 29.58"	536.98'	1,066.10'	N 11° 18' 12.70" W	1,062.21'	1112+91.11	1123+57.21	N 2° 49' 11.19" W	N 19° 47' 14.22" W
PH2-SBFRTG-2	1145+44.23	6,820,928.97	2,475,508.55	15° 54' 03.64" LT	3,750.00'	1° 31' 40.39"	523.73'	1,040.72'	N 27° 44' 16.04" W	1,037.38'	1140+20.51	1150+61.23	N 19° 47' 14.22" W	N 35° 41' 17.86" W

DC77SSML

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
DC77SSML-1	18+03.19	6,818,193.53	2,476,560.30	15° 57' 35.18" LT	5,729.58'	1° 00' 00.00"	803.19'	1,595.98'	N 10° 47' 58.78" W	1,590.82'	10+00.00	25+95.98	N 2° 49' 11.19" W	N 18° 46' 46.37" W
DC77SSML-2	28+70.12	6,819,213.51	2,476,213.47	36° 25' 59.98" RT	833.00'	6° 52' 41.68"	274.14'	529.69'	N 0° 33' 46.37" W	520.81'	25+95.98	31+25.67	N 18° 46' 46.37" W	N 17° 39' 13.62" E

DC77SSFR

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
DC77SSFR-1	1067+85.04	6,813,450.79	2,476,958.87	3° 46' 06.33" LT	3,700.00'	1° 32' 54.72"	121.72'	243.35'	N 3° 46' 07.82" W	243.31'	1066+63.31	1069+06.67	N 1° 53' 04.65" W	N 5° 39' 10.99" W
DC77SSFR-2	1070+28.39	6,813,693.04	2,476,934.89	3° 46' 06.34" RT	3,700.00'	1° 32' 54.72"	121.72'	243.35'	N 3° 46' 07.82" W	243.31'	1069+06.67	1071+50.02	N 5° 39' 10.99" W	N 1° 53' 04.65" W
DC77SSFR-3	1073+44.76	6,814,009.33	2,476,924.48	0° 58' 31.33" LT	22,878.31'	0° 15' 01.57"	194.74'	389.47'	N 2° 22' 20.32" W	389.46'	1071+50.02	1075+39.49	N 1° 53' 04.65" W	N 2° 51' 35.98" W
DC77SSFR-4	1081+84.54	6,814,848.07	2,476,882.58	22° 54' 50.76" LT	833.00'	6° 52' 41.68"	168.83'	333.14'	N 14° 19' 01.36" W	330.92'	1080+15.71	1083+48.85	N 2° 51' 35.98" W	N 25° 46' 26.74" W
DC77SSFR-5	1087+96.12	6,815,402.88	2,476,614.69	22° 57' 15.56" RT	1,090.00'	5° 15' 23.38"	221.31'	436.69'	N 14° 17' 48.96" W	433.77'	1085+74.81	1090+11.50	N 25° 46' 26.74" W	N 2° 49' 11.19" W
DC77SSFR-6	1093+91.49	6,816,003.45	2,476,585.11	4° 47' 59.35" LT	3,700.00'	1° 32' 54.72"	155.07'	309.96'	N 5° 13' 10.86" W	309.87'	1092+36.42	1095+46.38	N 2° 49' 11.19" W	N 7° 37' 10.54" W
DC77SSFR-7	1097+02.04	6,816,311.44	2,476,543.91	4° 47' 59.35" RT	3,714.00'	1° 32' 33.71"	155.66'	311.13'	N 5° 13' 10.86" W	311.04'	1095+46.38	1098+57.51	N 7° 37' 10.54" W	N 2° 49' 11.19" W

RPNB1094

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPNB1094-1	11+00.04	6,815,590.91	2,476,798.62	4° 00' 00.00" RT	2,864.79'	2° 00' 00.00"	100.04'	200.00'	N 0° 49' 11.19" W	199.96'	10+00.00	12+00.00	N 2° 49' 11.19" W	N 1° 10' 48.81" E
RPNB1094-2	21+61.51	6,816,652.24	2,476,820.49	4° 02' 24.80" LT	1,145.92'	5° 00' 00.00"	40.42'	80.80'	N 0° 50' 23.58" W	80.79'	21+21.09	22+01.90	N 1° 10' 48.81" E	N 2° 51' 35.98" W

RPSB1093

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPSB1093-1	12+25.15	6,815,737.49	2,476,681.27	4° 30' 02.44" LT	5,729.58'	1° 00' 00.00"	225.15'	450.07'	N 5° 04' 12.40" W	449.95'	10+00.00	14+50.07	N 2° 49' 11.19" W	N 7° 19' 13.62" W
RPSB1093-2	26+13.44	6,817,114.69	2,476,504.34	4° 30' 02.44" RT	5,729.58'	1° 00' 00.00"	225.15'	450.07'	N 5° 04' 12.40" W	449.95'	23+88.29	28+38.36	N 7° 19' 13.62" W	N 2° 49' 11.19" W

RPSB1135

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPSB1135-1	14+54.75	6,819,918.51	2,476,090.29	13° 34' 43.30" LT	3,819.72'	1° 30' 00.00"	454.75'	905.25'	N 25° 19' 05.02" W	903.13'	10+00.00	19+05.25	N 18° 31' 43.37" W	N 32° 06' 26.67" W
RPSB1135-2	22+43.42	6,820,590.16	2,475,668.84	4° 55' 15.69" RT	7,870.00'	0° 43' 40.90"	338.18'	675.94'	N 29° 38' 48.82" W	675.73'	19+05.25	25+81.19	N 32° 06' 26.67" W	N 27° 11' 10.98" W

RPNB1142

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPNB1142-1	18+21.28	6,820,550.54	2,476,013.11	12° 46' 57.07" LT	3,000.00'	1° 54' 35.49"	336.04'	669.29'	N 27° 18' 49.74" W	667.90'	14+85.24	21+54.54	N 20° 55' 21.21" W	N 33° 42' 18.28" W

PH2-US77S-NB

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-US77S-NB-1	20+10.49	6,819,339.92	2,476,700.35	0° 16' 16.38" LT	171,807.00'	0° 02' 00.06"	406.64'	813.27'	N 2° 46' 38.06" W	813.27'	16+03.85	24+17.12	N 2° 38' 29.87" W	N 2° 54' 46.25" W

PH2-US77S-SB

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-US77S-SB-1	13+40.05	6,819,134.84	2,476,188.44	36° 14' 58.81" RT	1,051.30'	5° 27' 00.00"	344.12'	665.13'	N 0° 28' 15.79" W	654.09'	9+95.93	16+61.06	N 18° 35' 45.19" W	N 17° 39' 13.62" E
PH2-US77S-SB-2	27+37.13	6,820,488.54	2,476,617.88	20° 09' 25.07" LT	1,033.00'	5° 32' 47.55"	183.61'	363.41'	N 7° 09' 56.28" E	361.54'	25+53.52	29+16.94	N 17° 14' 38.82" E	N 2° 54' 46.25" W

PH2-PARK

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-PARK-1	13+87.95	6,820,093.39	2,476,417.67	57° 01' 05.96" RT	340.00'	16° 51' 06.12"	184.68'	338.35'	N 64° 12' 51.26" W	324.56'	12+03.27	15+41.62	S 87° 16' 35.76" W	N 35° 42' 18.28" W

SUPERELEVATION TRANSITION & CROSS-SLOPE TABLE

ALIGNMENT	STATION TO STATION	RATE	X-SLOPE
DC77SSFR	1079+53.00 to 1080+32.00	0.58%	2.00% to 5.20%
DC77SSFR	1083+33.00 to 1084+11.00	0.58%	5.20% to 2.00%
DC77SSFR	1084+47.00 to 1086+07.00	0.58%	2.00% to -4.60%
DC77SSFR	1089+79.00 to 1091+39.00	0.58%	-4.60% to 2.00%
PH2-SBMLA	1109+41.00 to 1110+02.00	0.40%	-2.00% to -2.80%
PH2-SBFRTG	1122+38.00 to 1124+00	0.58%	2.00% to -4.70%
PH2-US77S-SB	16+28.00 to 17+91.00	0.58%	-4.70% to 2.00%
DC77SSML	15+81.84 to 16+01.00	0.58%	2.80% to 2.00%
DC77SSML	24+56.00 to 26+31.00	0.58%	2.00% to -5.20%
DC77SSML	26+98.00 to 27+11.45	0.58%	-5.20% to -4.70%
RPSB1135	18+98.00 to 19+21.00	0.50%	2.80% to 2.00%

Texas Department of Transportation
DALLAS DISTRICT
DESIGN SCHEMATIC
JAMES K. SELMAN, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)
ROADWAY TYPE / DESIGN SPEED: FREEWAY 70 mph; RAMPS 50 mph; DIRECT CONNECTORS 40 mph; FRONTAGE ROADS 40 mph; CROSS STREETS 30 mph
LOCATION MAP
MAY 2018
SCALE: 1"=100'
ROLL 1 OF 24
SHEET INDEX
ch2m TBPE FIRM NO. F-2297
PRELIMINARY FOR INTERIM REVIEW ONLY
ABENET BEKELE, P.E. 86055 5-14-2018
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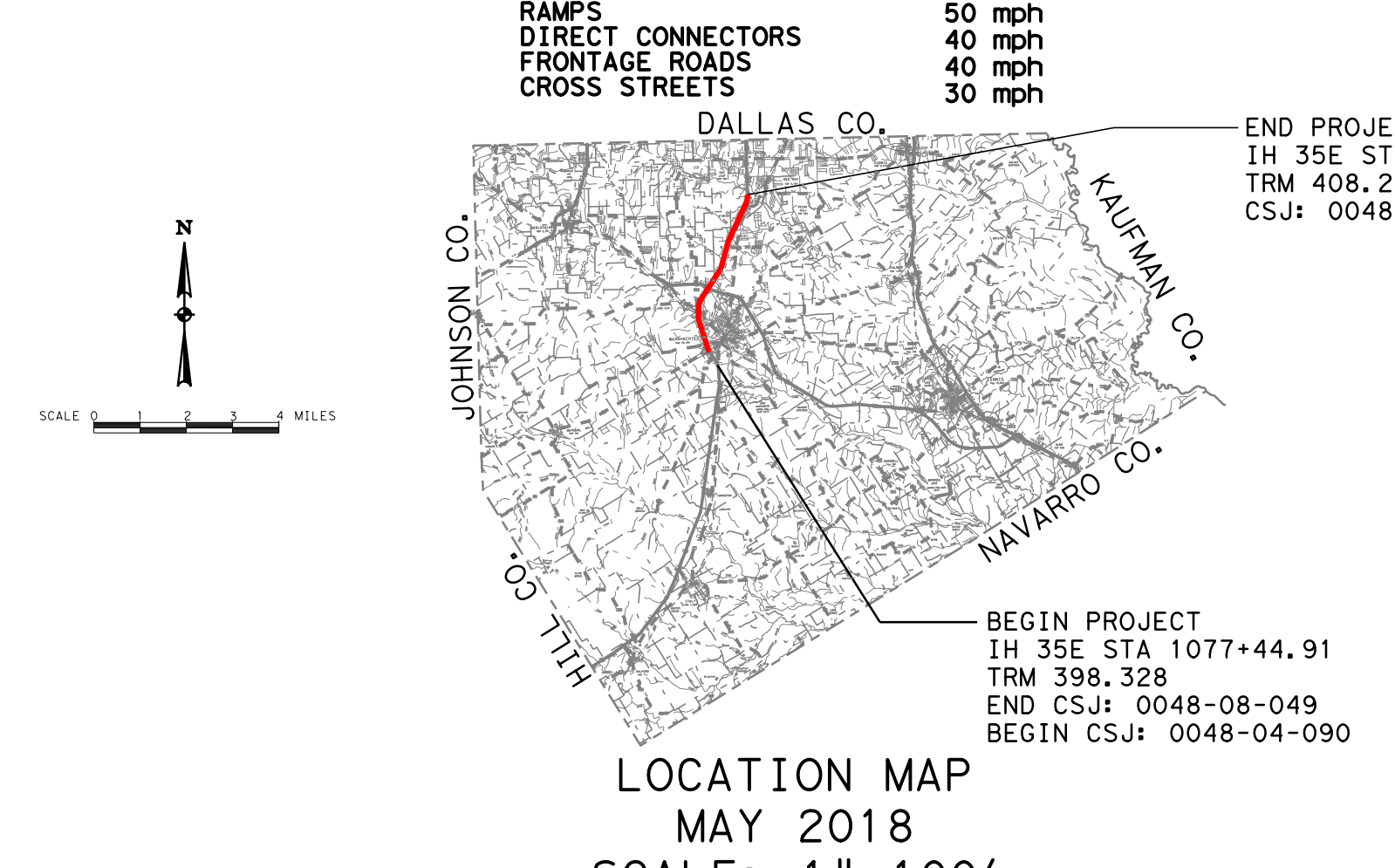
ROLL 1: PLAN VIEW-IH 35E FRONTAGE ROADS BEGIN PROJECT TO STA 1141+00

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
JAMES K. SELMAN, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
FREEWAY	70 mph
RAMPS	50 mph
DIRECT CONNECTORS	40 mph
FRONTAGE ROADS	40 mph
CROSS STREETS	30 mph


DALLAS CO.
JOHNSON CO.
KAUFMAN CO.
NAVARRO CO.
HILL CO.
SCALE 0 4 MILES
END PROJECT
IH 35E STA 1658+61.38
TRM 408.270
CSJ: 0048-04-090
BEGIN PROJECT
IH 35E STA 1077+44.91
TRM 398.328
END CSJ: 0048-08-049
BEGIN CSJ: 0048-04-090

LOCATION MAP
MAY 2018
SCALE: 1"=100'
ROLL 2 OF 24

SHEET INDEX
ROLL 1: PLAN VIEW-IH 35E FRONTAGE ROADS BEGIN PROJECT TO STA 1141+00
ROLL 2: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1141+00 TO STA 1210+00
ROLL 3: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1210+00 TO STA 1279+00
ROLL 4: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1279+00 TO STA 1344+00
ROLL 5: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1344+00 TO STA 1411+00
ROLL 6: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1411+00 TO STA 1478+00
ROLL 7: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1478+00 TO STA 1545+00
ROLL 8: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1545+00 TO STA 1645+00
ROLL 9: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1645+00 TO END PROJECT
ROLL 10: PLAN VIEW-AUXILIARY LANE STA 134+00 TO END PROJECT
ROLL 11: PROFILE VIEW-IH 35E FRONTAGE ROADS BEGIN PROJECT TO STA 1160+00
ROLL 12: PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1160+00 TO STA 1254+00
ROLL 13: PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1254+00 TO STA 1351+00
ROLL 14: PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1351+00 TO STA 1460+00
ROLL 15: PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1460+00 TO STA 1554+00
ROLL 16: PROFILE VIEW-IH 35E SB FRONTAGE ROAD STA 1554+00 TO STA 1637+00
PROFILE VIEW-IH 35E NB FRONTAGE ROAD STA 1554+00 TO END PROJECT
ROLL 17: PROFILE VIEW-IH 35E SB FRONTAGE ROAD STA 1637+00 TO END PROJECT
PROFILE VIEW-PH2 US 77 NORTH
PROFILE VIEW-IH 35E SBML AT US 77 SOUTH
ROLL 18: PROFILE VIEW-IH 35E MAIN LANES AT CROSS STREETS
ROLL 19: PROFILE VIEW-IH 35E MAIN LANES AT STERRETT RD
PROFILE VIEW-DC77SSFR
PROFILE VIEW-DC77SSML
ROLL 20: PROFILE VIEW-DC287SE-SOUTHBOUND I-35 TO EASTBOUND US 287 DIRECT CONNECTOR
PROFILE VIEW-DC287WN-WESTBOUND US 287 TO NORTHBOUND I-35 DIRECT CONNECTOR
ROLL 21: PROFILE VIEW-CROSS STREETS
ROLL 22: PROFILE VIEW-NORTHBOUND RAMPS
PROFILE VIEW-US 287 WB FRONTAGE ROAD
ROLL 23: PROFILE VIEW-NORTHBOUND RAMPS
PROFILE VIEW-SOUTHBOUND RAMPS
PROFILE VIEW-US 287 EB FRONTAGE ROAD
ROLL 24: PROFILE VIEW-SOUTHBOUND RAMPS
PROFILE VIEW-PH2 CROSS STREETS

ch2m
TBPE FIRM NO. F-2297

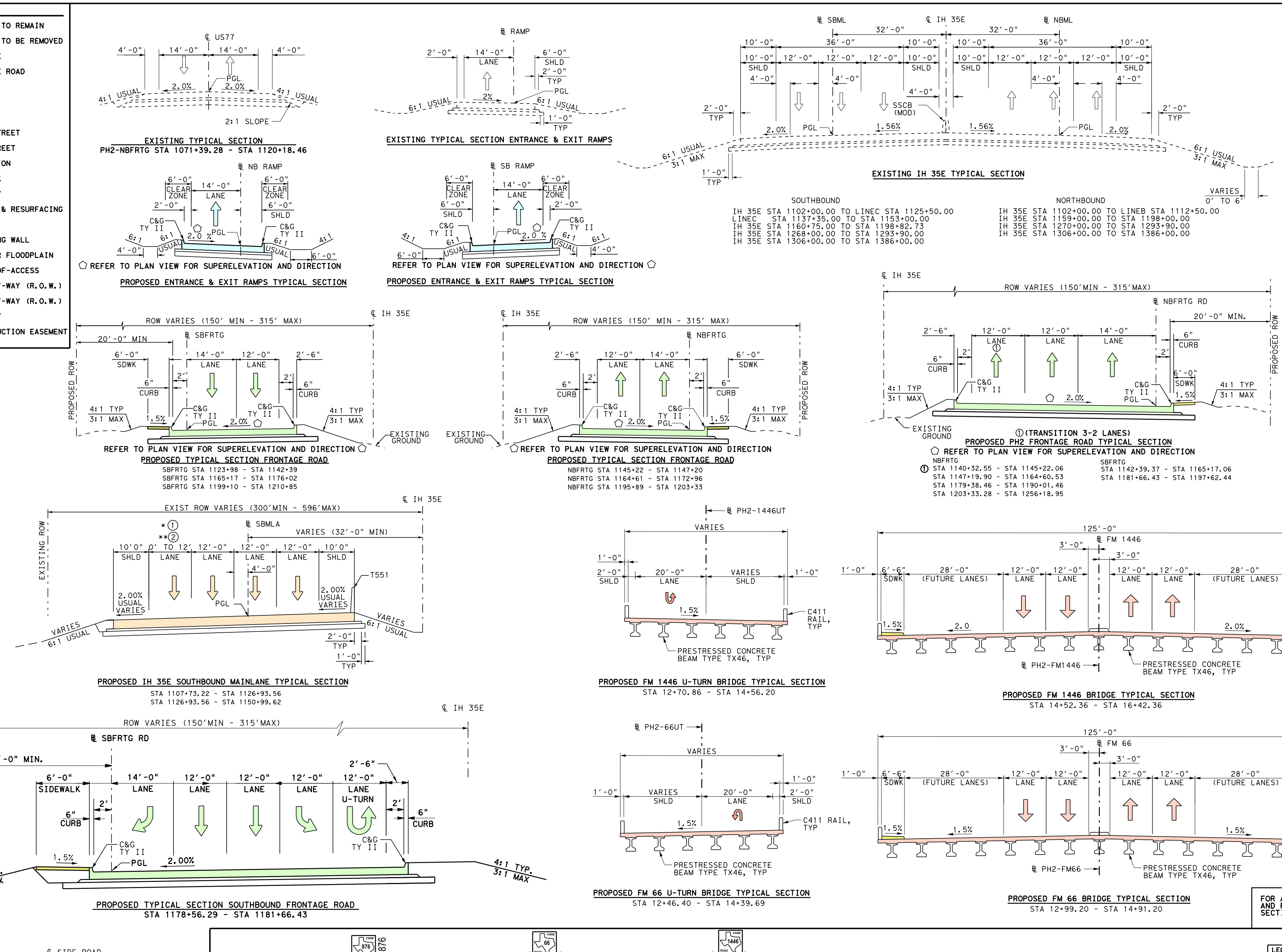
PRELIMINARY FOR INTERIM REVIEW ONLY

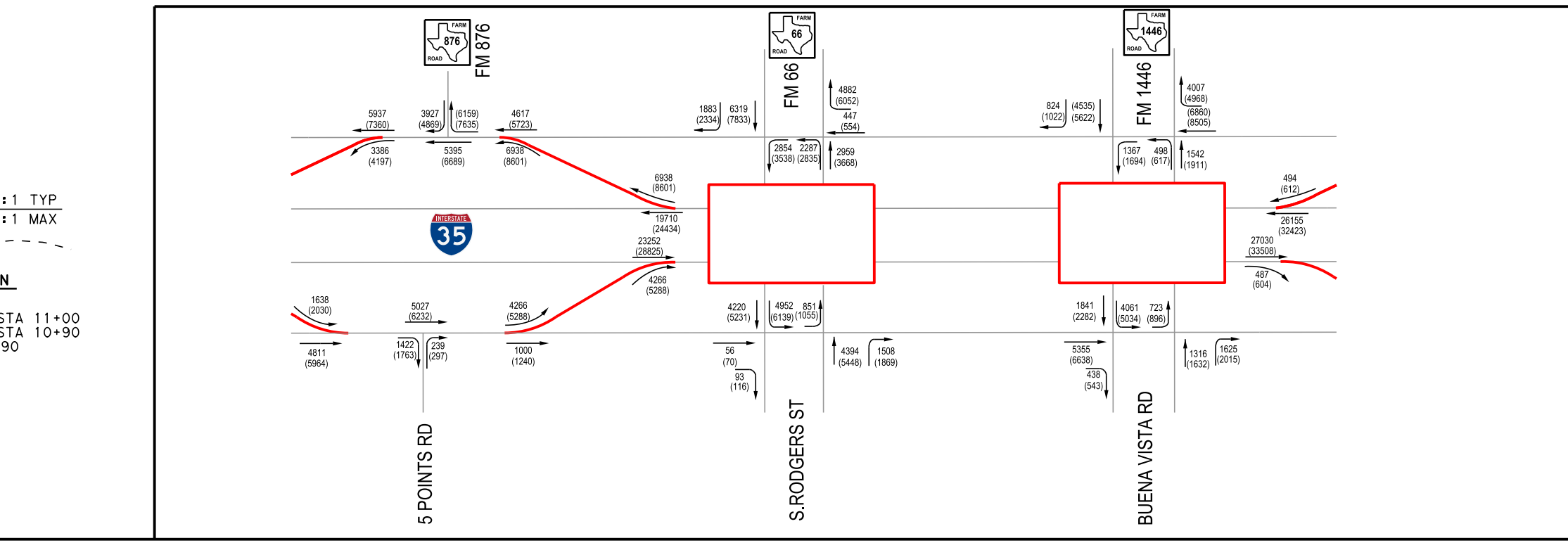
THESE DOCUMENTS ARE FOR INTERIM REVIEW AND ARE NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
ABENET BEKELE, P.E.	86055	5-14-2018

5/15/2018
\\denpwp01\pwlcsworking\438040\35141\5_26V-35E_Exhibit_I02.dgn

LEGEND
- PHASE I PAVEMENT TO REMAIN
- PHASE I PAVEMENT TO BE REMOVED
- PHASE II MAINLANE
- PHASE II FRONTAGE ROAD
- PHASE II US 77
- PHASE II BRIDGE
- PHASE II RAMP
- PHASE II CROSS STREET
- PHASE II SIDE STREET
- PHASE II TRANSITION
- PHASE II SIDEWALK
- PHASE II DRIVEWAY
- PHASE II MILLING & RESURFACING
- DISPLACEMENT
- PHASE II RETAINING WALL
- EXISTING 100-YEAR FLOODPLAIN
- PROPOSED DENIAL-OF-ACCESS
- PROPOSED RIGHT-OF-WAY (R.O.W.)
- EXISTING RIGHT-OF-WAY (R.O.W.)
- DRAINAGE EASEMENT
- TEMPORARY CONSTRUCTION EASEMENT


EXISTING TYPICAL SECTION
PH2-NBFRTG STA 1071+39.28 - STA 1120+18.46
EXISTING TYPICAL SECTION ENTRANCE & EXIT RAMPS
EXISTING IH 35E TYPICAL SECTION
SOUTHBOUND
IH 35E STA 1102+00.00 TO LINEC STA 1125+50.00
LINEC STA 1137+35.00 TO STA 1153+00.00
IH 35E STA 1160+75.00 TO STA 1198+82.73
IH 35E STA 1268+00.00 TO STA 1293+90.00
IH 35E STA 1306+00.00 TO STA 1386+00.00
NORTHBOUND
IH 35E STA 1102+00.00 TO LINEB STA 1112+50.00
IH 35E STA 1159+00.00 TO STA 1198+00.00
IH 35E STA 1270+00.00 TO STA 1293+90.00
IH 35E STA 1306+00.00 TO STA 1386+00.00
REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
SBFRTG STA 1123+98 - STA 1142+39
SBFRTG STA 1165+17 - STA 1176+02
SBFRTG STA 1199+10 - STA 1210+85
NBFRTG STA 1145+22 - STA 1147+20
NBFRTG STA 1164+61 - STA 1172+96
NBFRTG STA 1195+89 - STA 1203+33
① (TRANSITION 3-2 LANES)
PROPOSED PH2 FRONTAGE ROAD TYPICAL SECTION
NBFRTG
① STA 1140+32.55 - STA 1145+22.06
STA 1147+19.90 - STA 1164+60.53
STA 1179+38.46 - STA 1190+01.06
STA 1203+33.28 - STA 1256+18.95
SBFRTG
STA 1142+39.37 - STA 1165+17.06
STA 1181+66.43 - STA 1197+62.44
PROPOSED IH 35E SOUTHBOUND MAINLANE TYPICAL SECTION
STA 1107+73.22 - STA 1126+93.56
STA 1126+93.56 - STA 1150+99.62
PROPOSED FM 1446 U-TURN BRIDGE TYPICAL SECTION
STA 12+70.86 - STA 14+56.20
PROPOSED FM 1446 BRIDGE TYPICAL SECTION
STA 14+52.36 - STA 16+42.36
PRESTRESSED CONCRETE BEAM TYPE TX46, TYP
C411 RAIL, TYP
PROPOSED TYPICAL SECTION SOUTHBOUND FRONTAGE ROAD
STA 1178+56.29 - STA 1181+66.43
PROPOSED FM 66 U-TURN BRIDGE TYPICAL SECTION
STA 12+46.40 - STA 14+39.69
PROPOSED FM 66 BRIDGE TYPICAL SECTION
STA 12+99.20 - STA 14+91.20
FOR ADDITIONAL FM 66 AND FM 1446 TYPICAL SECTIONS SEE ROLL 10 OF 24
PROPOSED SIDE ROAD TYPICAL SECTION
FM 876 STA 10+70 - STA 12+34.23
WAXAHACHIE MOBILE ESTATES 1 STA 10+00 - STA 11+00
WAXAHACHIE MOBILE ESTATES 2 STA 10+00 - STA 10+90
5 POINTS RD STA 10+00.00 - STA 10+90
ARDEN RD STA 10+00 - STA 11+00
COMPTON DR STA 10+00 - STA 11+70


FM 876
FM 66
FM 1446
35
5 POINTS RD
S.RODGERS ST
BUENA VISTA RD
LEGEND
XXXX - 2020 ADT
(XXXX) - 2040 ADT
- PROPOSED RDWY
SCALE: N.T.S.

NOTES:
1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
2. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

REASSIGNED TRAFFIC BASED ON PROPOSED SCHEMATIC. ORIGINAL NUMBERS PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION; TRANSPORTATION PROGRAMMING AND PLANNING DIVISION FOR YEARS 2014, 2034, 2044. DATED FEBRUARY 11, 2014

SCALE IN FEET 0 100 200
MATCH LINE STA 1141+00
MATCH LINE STA 1210+00
IH 35E
35E
SB FRONTAGE RD
NB FRONTAGE RD
FM 876
WAXAHACHIE MOBILE ESTATES
FIVE POINTS ROAD
FM 66
ARDEN RD
FM 1446
COMPTON DR
EXIT 397
77
STA. 1181+00
EXIT 397
77
1/2 MILE
STA. 1206+50
H EXIT 401A
Brookside Rd
1/2 MILE
EXIT 401A
Brookside Rd
STA. 1191+50
WARNING OVERHEAD ELECTRIC LINES
PLEASANT MANOR SENIOR CARE LLC
ESTESS FAMILY LTD PTNS
G&R CAPITAL PROPERTIES LLC
H & D REALTY INVESTMENTS LLC
JUDE MANAGEMENT LLC
TREND PARTNERS
DMJ PROPERTIES LTD
VISTA HILLS MHC LTD
YOUNG-JIN, SOHN
HINDS CAROL ANN &
CMC STEEL FABRICATORS INC
WALKER L GORDON ETAL
FILGO, ROY L ETAL
JACKSON, WALTER R
WB WAXAHACHIE PROPERTIES LP ETAL
SMITHEY, JASON
ESPARZA, GEORGE R
COLWELL, BILL
PATEL, PARBHUBHAI T
COLE, DONALD IVAN
WAXAHACHIE EGS LLC
DMJC LLC
JLS 3841 SOUTH I-35 LLC
GAST, THOMAS J
MARTIN, ANTHONY F
COX, MORRIS G
KENNETH & HELEN

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-CL_IH35E														
PH2-CL_IH35E-2	1130+73.56	6,819,691.93	2,476,548.57	32° 53′ 07.09" LT	5,697.58′	1° 00′ 20.22"	1,681.50′	3,270.16′	N 19° 15′ 44.73" W	3,225.46′	1113+92.07	1146+62.23	N 2° 49′ 11.19" W	N 35° 42′ 18.28" W
PH2-CL_IH35E-3	1177+33.60	6,823,551.41	2,473,774.73	18° 45′ 11.88" RT	5,729.58′	1° 00′ 00.00"	946.13′	1,875.33′	N 26° 19′ 42.34" W	1,866.97′	1167+87.47	1186+62.80	N 35° 42′ 18.28" W	N 16° 57′ 06.40" W
PH2-SBMLA														
PH2-SBMLA-1	1130+64.12	6,819,680.92	2,476,517.07	32° 53′ 07.09" LT	7,030.00′	0° 48′ 54.07"	2,074.73′	4,034.92′	N 19° 15′ 44.73" W	3,979.76′	1109+89.39	1150+24.31	N 2° 49′ 11.19" W	N 35° 42′ 18.28" W
PH2-NBFRTG														
PH2-NBFRTG-2	1130+71.02	6,819,730.14	2,476,678.74	32° 50′ 42.30" LT	5,210.00′	1° 05′ 59.02"	1,535.61′	2,986.66′	N 19° 16′ 57.13" W	2,945.93′	1115+35.41	1145+22.06	N 2° 51′ 35.98" W	N 35° 42′ 18.28" W
PH2-NBFRTG-3	1163+69.99	6,822,477.68	2,474,704.06	3° 09′ 12.23" RT	3,500.00′	1° 38′ 13.28"	96.34′	192.63′	N 34° 07′ 42.16" W	192.61′	1162+73.65	1164+66.28	N 35° 42′ 18.28" W	N 32° 33′ 06.04" W
PH2-NBFRTG-4	1179+02.94	6,823,769.85	2,473,879.21	15° 49′ 36.55" RT	5,275.00′	1° 05′ 10.23"	733.23′	1,457.11′	N 24° 38′ 17.77" W	1,452.49′	1171+69.71	1186+26.83	N 32° 33′ 06.04" W	N 16° 43′ 29.50" W
PH2-SBFRTG														
PH2-SBFRTG-2	1145+44.23	6,820,928.97	2,475,508.55	15° 54′ 03.64" LT	3,750.00′	1° 31′ 40.39"	523.73′	1,040.72′	N 27° 44′ 16.04" W	1,037.38′	1140+20.51	1150+61.23	N 19° 47′ 14.22" W	N 35° 41′ 17.86" W
PH2-SBFRTG-3	1163+80.43	6,822,425.81	2,474,433.43	6° 34′ 46.78" LT	2,950.00′	1° 56′ 32.03"	169.57′	338.77′	N 38° 58′ 41.25" W	338.58′	1162+10.86	1165+49.63	N 35° 41′ 17.86" W	N 42° 16′ 04.64" W
PH2-SBFRTG-4	1168+58.95	6,822,780.19	2,474,111.33	12° 50′ 07.66" RT	2,750.00′	2° 05′ 00.54"	309.32′	616.06′	N 35° 51′ 00.81" W	614.77′	1165+49.63	1171+65.69	N 42° 16′ 04.64" W	N 29° 25′ 56.98" W
PH2-SBFRTG-5	1180+87.63	6,823,852.54	2,473,506.29	12° 34′ 31.55" RT	5,700.00′	1° 00′ 18.68"	628.05′	1,251.05′	N 23° 08′ 41.21" W	1,248.54′	1174+59.58	1187+10.63	N 29° 25′ 56.98" W	N 16° 51′ 25.43" W
PH2-SBFRTG-6	1202+15.03	6,825,893.37	2,472,887.91	0° 43′ 19.01" LT	9,500.00′	0° 36′ 11.21"	59.85′	119.70′	N 17° 13′ 04.94" W	119.70′	1201+55.18	1202+74.89	N 16° 51′ 25.43" W	N 17° 34′ 44.44" W
RPSB1135														
RPSB1135-2	22+43.42	6,820,590.16	2,475,668.84	4° 55′ 15.69" RT	7,870.00′	0° 43′ 40.90"	338.18′	675.94′	N 29° 38′ 48.82" W	675.73′	19+05.25	25+81.19	N 32° 06′ 26.67" W	N 27° 11′ 10.98" W
RPNB1142														
RPNB1142-1	18+21.28	6,820,550.54	2,476,013.11	12° 46′ 57.07" LT	3,000.00′	1° 54′ 35.49"	336.04′	669.29′	N 27° 18′ 49.74" W	667.90′	14+85.24	21+54.54	N 20° 55′ 21.21" W	N 33° 42′ 18.28" W
RPNB1142-2	28+98.99	6,821,449.41	2,475,413.53	2° 00′ 00.00" LT	5,729.58′	1° 00′ 00.00"	100.01′	200.00′	N 34° 42′ 18.28" W	199.99′	27+98.98	29+98.98	N 33° 42′ 18.28" W	N 35° 42′ 18.28" W
RPNB1165														
RPNB1165-1	10+30.82	6,822,092.93	2,474,951.03	0° 56′ 12.28" LT	3,770.00′	1° 31′ 11.22"	30.82′	61.64′	N 36° 10′ 24.42" W	61.64′	10+00.00	10+61.64	N 35° 42′ 18.28" W	N 36° 38′ 30.56" W
RPNB1165-2	21+55.74	6,822,995.55	2,474,279.66	4° 11′ 47.18" RT	5,729.58′	1° 00′ 00.00"	209.92′	419.64′	N 34° 32′ 36.97" W	419.55′	19+45.82	23+65.47	N 36° 38′ 30.56" W	N 32° 26′ 43.38" W
RPNB1165-3	28+39.69	6,823,572.89	2,473,912.62	8° 00′ 31.78" RT	3,274.04′	1° 45′ 00.00"	229.20′	457.65′	N 28° 26′ 27.49" W	457.27′	26+10.49	30+68.14	N 32° 26′ 43.38" W	N 24° 26′ 11.60" W
RPSB1166														
RPSB1166-1	14+39.82	6,822,704.58	2,474,250.46	6° 23′ 50.31" RT	7,870.00′	0° 43′ 40.90"	439.82′	878.72′	N 33° 42′ 13.44" W	878.26′	10+00.00	18+78.72	N 36° 54′ 08.60" W	N 30° 30′ 18.29" W
RPSB1166-2	22+82.84	6,823,431.70	2,473,822.06	9° 23′ 02.65" RT	2,963.57′	1° 56′ 00.00"	243.24′	485.38′	N 25° 48′ 46.96" W	484.84′	20+39.61	25+24.99	N 30° 30′ 18.29" W	N 21° 07′ 15.64" W
RPSB1166-3	26+27.62	6,823,754.34	2,473,697.43	2° 03′ 08.73" LT	5,729.58′	1° 00′ 00.00"	102.63′	205.24′	N 22° 08′ 50.00" W	205.23′	25+24.99	27+30.23	N 21° 07′ 15.64" W	N 23° 10′ 24.37" W
RPNB1196														
RPNB1196-1	12+07.43	6,825,075.59	2,473,372.51	4° 08′ 48.17" RT	5,729.58′	1° 00′ 00.00"	207.43′	414.67′	N 14° 52′ 42.31" W	414.58′	10+00.00	14+14.67	N 16° 57′ 06.39" W	N 12° 48′ 18.23" W
RPNB1196-2	24+58.12	6,826,295.36	2,473,095.27	3° 55′ 11.27" LT	5,729.58′	1° 00′ 00.00"	196.07′	391.98′	N 14° 45′ 53.86" W	391.90′	22+62.05	26+54.03	N 12° 48′ 18.23" W	N 16° 43′ 29.50" W

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPSB1198														
RPSB1198-1	12+26.66	6,825,249.41	2,473,194.44	4° 31′ 51.17" LT	5,729.58′	1° 00′ 00.00"	226.66′	453.09′	N 19° 13′ 01.98" W	452.97′	10+00.00	14+53.09	N 16° 57′ 06.40" W	N 21° 28′ 57.56" W
RPSB1198-2	17+64.43	6,825,750.04	2,472,997.41	4° 31′ 51.17" RT	7,870.00′	0° 43′ 40.90"	311.34′	622.35′	N 19° 13′ 01.98" W	622.19′	14+53.09	20+75.44	N 21° 28′ 57.56" W	N 16° 57′ 06.40" W
RPSB1198-3	24+03.20	6,826,361.37	2,472,811.07	5° 06′ 43.14" LT	5,729.58′	1° 00′ 00.00"	255.77′	511.20′	N 19° 30′ 27.97" W	511.03′	21+47.43	26+58.63	N 16° 57′ 06.40" W	N 22° 03′ 49.54" W
RPSB1198-4	29+66.79	6,826,884.00	2,472,599.24	4° 29′ 05.10" RT	7,870.00′	0° 43′ 40.90"	308.16′	616.01′	N 19° 49′ 16.99" W	615.86′	26+58.63	32+74.64	N 22° 03′ 49.54" W	N 17° 34′ 44.44" W
PH2-FM66														
PH2-FM66-1	11+29.65	6,823,472.58	2,473,598.63	2° 31′ 00.66" LT	5,729.58′	1° 00′ 00.00"	125.86′	251.68′	N 65° 00′ 16.25" E	251.66′	10+03.79	12+55.47	N 66° 15′ 46.58" E	N 63° 44′ 45.92" E
PH2-FM1446														
PH2-FM_1446-1	1+80.29	6,825,107.93	2,472,940.05	26° 37′ 20.52" LT	762.00′	7° 31′ 08.87"	180.29′	354.06′	N 86° 35′ 10.76" E	350.89′	0+00.00	3+54.06	S 80° 06′ 08.98" E	N 73° 16′ 30.50" E
PH2-FM_1446-2	2+15.27	6,825,269.12	2,473,476.47	31° 33′ 03.61" LT	762.00′	7° 31′ 08.87"	215.27′	419.61′	N 57° 29′ 58.70" E	414.33′	0+00.00	4+19.61	N 73° 16′ 30.50" E	N 41° 43′ 26.89" E
PH2-FM_1446-3	1+22.22	6,825,521.01	2,473,701.08	18° 13′ 27.56" RT	762.00′	7° 31′ 08.87"	122.22′	242.37′	N 50° 50′ 10.67" E	241.35′	0+00.00	2+42.37	N 41° 43′ 26.89" E	N 59° 56′ 54.45" E
PH2-FM876N														
PH2-FM_876N-1	10+43.59	6,822,335.89	2,474,859.04	16° 32′ 09.48" LT	300.00′	19° 05′ 54.94"	43.59′	86.58′	N 37° 24′ 53.41" E	86.28′	10+00.00	10+86.58	N 45° 40′ 58.15" E	N 29° 08′ 48.67" E
PH2-FM876S														
PH2-FM_876S-1	11+90.65	6,822,009.47	2,474,677.00	25° 23′ 33.00" RT	200.00′	28° 38′ 52.40"	45.06′	88.64′	N 41° 50′ 35.89" E	87.91′	11+45.59	12+34.23	N 29° 08′ 49.39" E	N 54° 32′ 22.39" E

NOTES:
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED JUNE 21, 2016 AND RECORD PLANS.
2. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAP PANELS 48139C0190F AND 48139C0200F.
3. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM ELLIS COUNTY APPRAISAL DISTRICT (FEBRUARY 25, 2015).
4. EXISTING CULVERT LOCATIONS, SIZE AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSE ONLY.
5. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
6. CURBS ON THE FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
7. CONVENTIONAL ROADWAY SIGNAGES (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
8. 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 AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.

SUPERELEVATION TRANSITION & CROSS-SLOPE TABLE			
ALIGNMENT	STATION TO STATION	RATE	X-SLOPE
PH2-SBMLA	1150+12.00 to 1150+59.03	0.40%	-2.80% to -2.53%
RPNB1142	21+09.00 TO 22+60.00	0.50%	-3.34% to 2.0%
RPNB1165	23+63.00 to 24+01.05	0.50%	2.00% to 3.34%
RPSB1166	19+34.00 to 20+85.00	0.50%	2.00% to -3.34%
PH2-FM_66	11+61.00 to 12+41.00	0.66	-2.00% to -1.50%
PH2-FM_66	15+62.00 to 16+42.00	0.66	-1.50% to -2.00%

1 TAMAYO, DIEGO & ALICIA
2 MERCADO, MARIA A
3 CAZARES, RAMON
4 VIEN, LADO
5 VIEN, LADO
6 LOPEZ, JUAN F & GONSALEZ, MARIA C
7 ESPARZA, GEORGE R
8 HUFFMAN, JAMIE & ALMA, VASQUEZ

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
JAMES K. SELMAN, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)
ROADWAY TYPE / DESIGN SPEED: FREEWAY 70 mph; RAMPS 50 mph; DIRECT CONNECTORS 40 mph; FRONTAGE ROADS 40 mph; CROSS STREETS 30 mph
LOCATION MAP
MAY 2018
SCALE: 1"=100'
ROLL 2 OF 24
PRELIMINARY FOR INTERIM REVIEW ONLY
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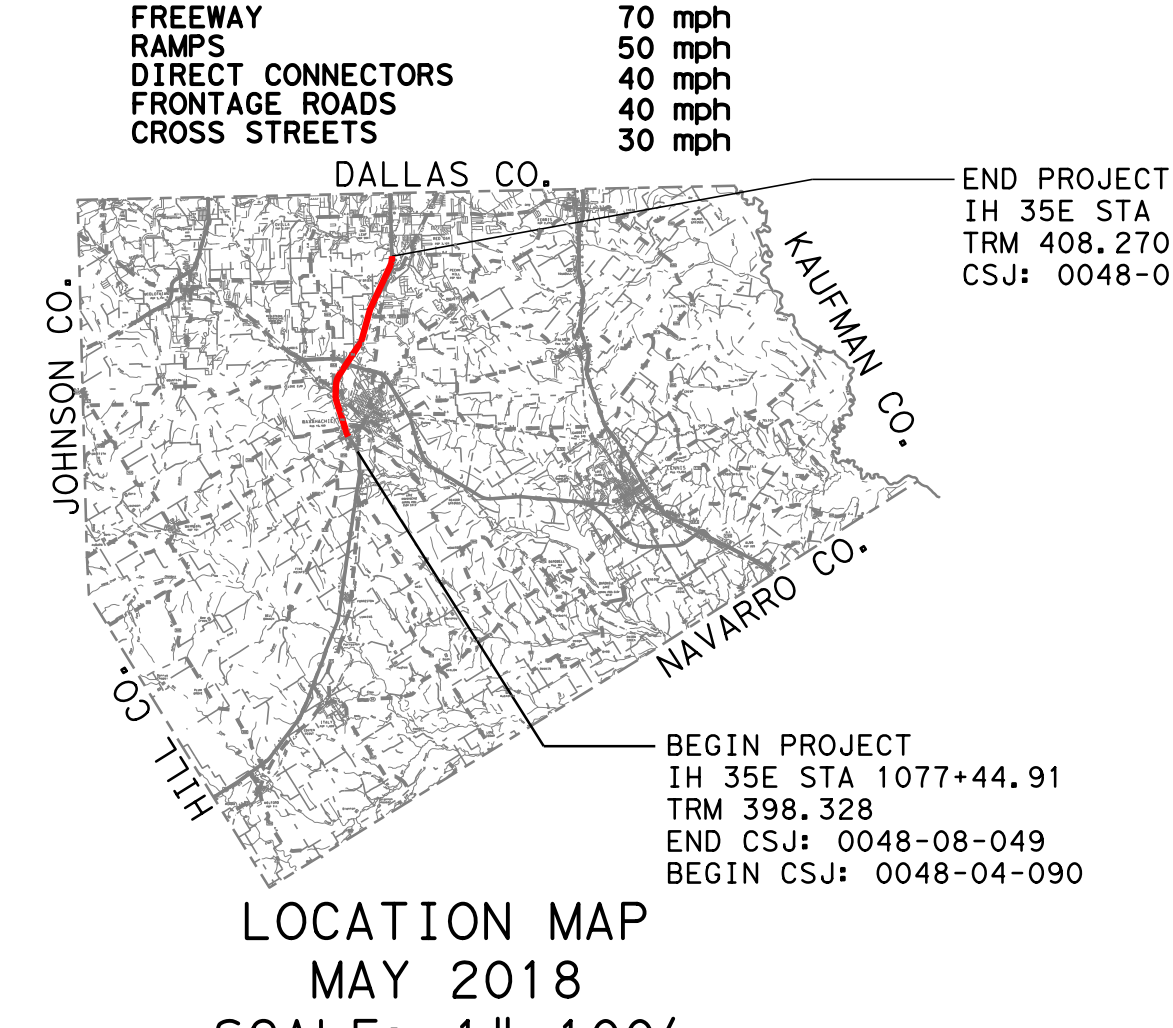
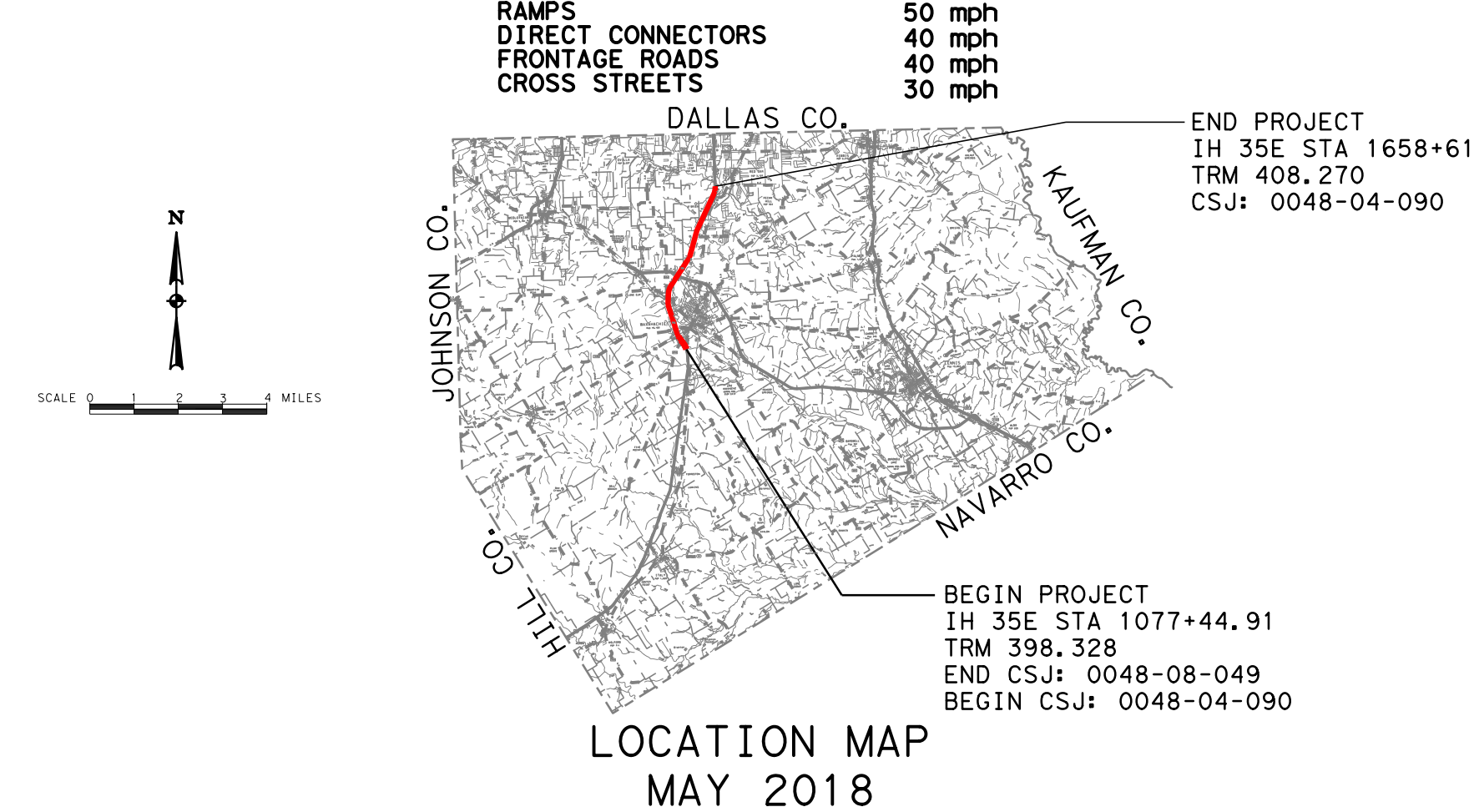

DALLAS CO.
JOHNSON CO.
KAUFMAN CO.
NAVARRO CO.
HILL CO.
END PROJECT
IH 35E STA 1658+61.38
TRM 408.270
CSJ: 0048-04-090
BEGIN PROJECT
IH 35E STA 1077+44.91
TRM 398.328
END CSJ: 0048-08-049
BEGIN CSJ: 0048-04-090

ROLL 3: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1210+00 TO STA 1279+00

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
JAMES K. SELMAN, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
FREEWAY	70 mph
RAMPS	50 mph
DIRECT CONNECTORS	40 mph
FRONTAGE ROADS	40 mph
CROSS STREETS	30 mph



DALLAS CO.
JOHNSON CO.
KAUFMAN CO.
NAVARRO CO.
HILL CO.
N
SCALE 0 4 MILES
END PROJECT
IH 35E STA 1658+61.38
TRM 408.270
CSJ: 0048-04-090
BEGIN PROJECT
IH 35E STA 1077+44.91
TRM 398.328
END CSJ: 0048-08-049
BEGIN CSJ: 0048-04-090

LOCATION MAP
MAY 2018
SCALE: 1"=100'
ROLL 3 OF 24

SHEET INDEX

ROLL 1:	PLAN VIEW-IH 35E FRONTAGE ROADS BEGIN PROJECT TO STA 1141+00
ROLL 2:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1141+00 TO STA 1210+00
ROLL 3:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1210+00 TO STA 1279+00
ROLL 4:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1279+00 TO STA 1344+00
ROLL 5:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1344+00 TO STA 1411+00
ROLL 6:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1411+00 TO STA 1478+00
ROLL 7:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1478+00 TO STA 1545+00
ROLL 8:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1545+00 TO STA 1645+00
ROLL 9:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1645+00 TO END PROJECT
ROLL 10:	PLAN VIEW-AUXILIARY LANE STA 134+00 TO END PROJECT
ROLL 11:	PROFILE VIEW-IH 35E FRONTAGE ROADS BEGIN PROJECT TO STA 1160+00
ROLL 12:	PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1160+00 TO STA 1254+00
ROLL 13:	PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1254+00 TO STA 1351+00
ROLL 14:	PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1351+00 TO STA 1460+00
ROLL 15:	PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1460+00 TO STA 1554+00
ROLL 16:	PROFILE VIEW-IH 35E SB FRONTAGE ROAD STA 1554+00 TO STA 1637+00
ROLL 17:	PROFILE VIEW-IH 35E NB FRONTAGE ROAD STA 1554+00 TO END PROJECT PROFILE VIEW-IH 35E SB FRONTAGE ROAD STA 1637+00 TO END PROJECT PROFILE VIEW-PH2 US 77 NORTH PROFILE VIEW-IH 35E SBML AT US 77 SOUTH
ROLL 18:	PROFILE VIEW-IH 35E MAIN LANES AT CROSS STREETS
ROLL 19:	PROFILE VIEW-IH 35E MAIN LANES AT STERRETT RD PROFILE VIEW-DC77SSFR PROFILE VIEW-DC77SSML
ROLL 20:	PROFILE VIEW-DC287SE-SOUTHBOUND I-35 TO EASTBOUND US 287 DIRECT CONNECTOR PROFILE VIEW-DC287WN-WESTBOUND US 287 TO NORTHBOUND I-35 DIRECT CONNECTOR
ROLL 21:	PROFILE VIEW-CROSS STREETS
ROLL 22:	PROFILE VIEW-NORTHBOUND RAMPS PROFILE VIEW-US 287 WB FRONTAGE ROAD
ROLL 23:	PROFILE VIEW-NORTHBOUND RAMPS PROFILE VIEW-SOUTHBOUND RAMPS PROFILE VIEW-US 287 EB FRONTAGE ROAD
ROLL 24:	PROFILE VIEW-SOUTHBOUND RAMPS PROFILE VIEW-PH2 CROSS STREETS

ch2m
TBPE FIRM NO. F-2297

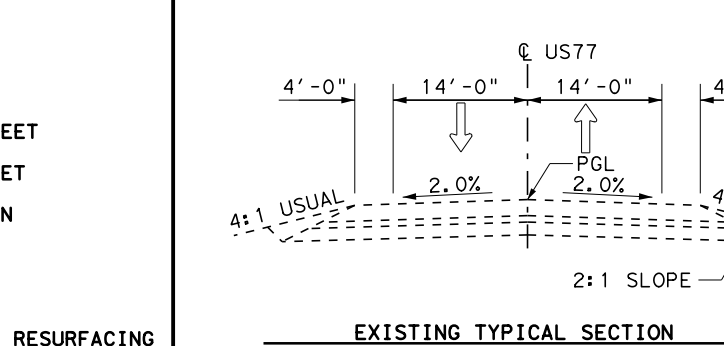
PRELIMINARY FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND ARE NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
ABENET BEKELE, P.E.	86055	5-14-2018

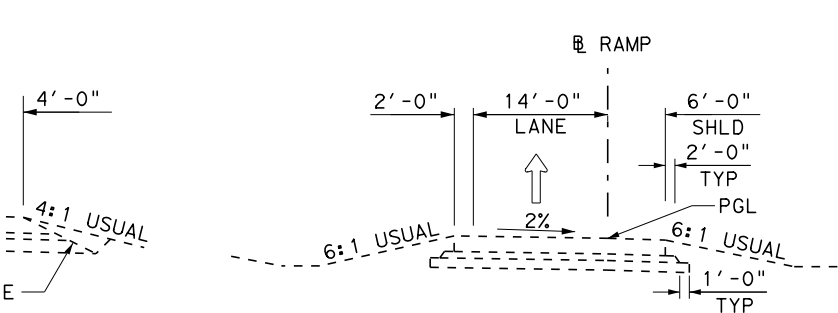
LEGEND

- ▨ PHASE I PAVEMENT TO REMAIN
- ▨ PHASE I PAVEMENT TO BE REMOVED
- ▨ PHASE II MAINLANE
- ▨ PHASE II FRONTAGE ROAD
- ▨ PHASE II US 77
- ▨ PHASE II BRIDGE
- ▨ PHASE II RAMP
- ▨ PHASE II CROSS STREET
- ▨ PHASE II SIDE STREET
- ▨ PHASE II TRANSITION
- ▨ PHASE II SIDEWALK
- ▨ PHASE II DRIVEWAY
- ▨ PHASE II MILLING & RESURFACING
- ▨ DISPLACEMENT
- ······ PHASE II RETAINING WALL
- ▨ EXISTING 100-YEAR FLOODPLAIN
- ▨ PROPOSED DENIAL-OF-ACCESS
- — · — PROPOSED RIGHT-OF-WAY (R.O.W.)
- — · — EXISTING RIGHT-OF-WAY (R.O.W.)
- — · — DRAINAGE EASEMENT
- — · — TEMPORARY CONSTRUCTION EASEMENT



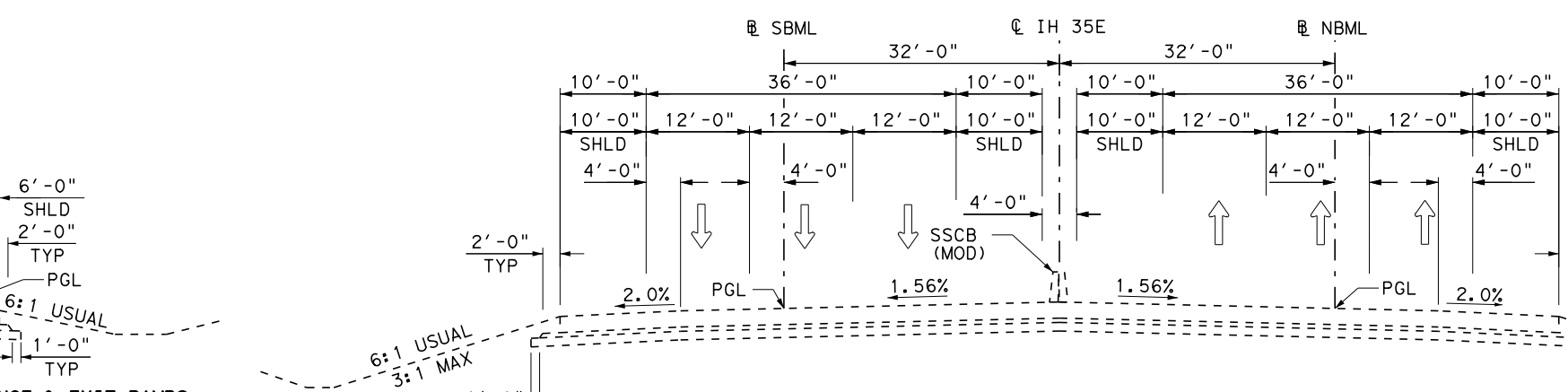
℄ US77
4'-0" 14'-0" 14'-0" 4'-0"
2.0% 2.0%
PGL
4:1 USUAL
2:1 SLOPE

EXISTING TYPICAL SECTION
PH2-NBFRTG STA 1071+39.28 - STA 1120+18.46



℄ RAMP
2'-0" 14'-0" 6'-0"
LANE SHLD
2'-0" TYP
2%
PGL
6:1 USUAL
1'-0" TYP

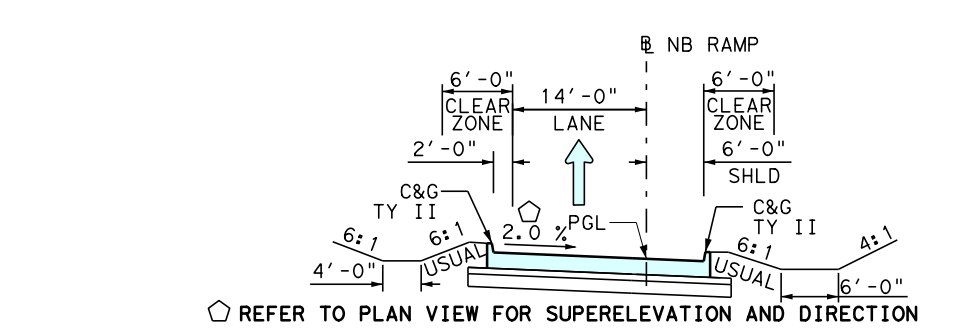
EXISTING TYPICAL SECTION ENTRANCE & EXIT RAMPS



℄ SBML ℄ IH 35E ℄ NBML
36'-0" 32'-0" 32'-0" 36'-0"
10'-0" 12'-0" 12'-0" 12'-0" 10'-0"
SHLD SHLD
4'-0"
SSCB (MOD)
1.56% 1.56%
2.0% PGL PGL 2.0%
6:1 USUAL 3:1 MAX
2'-0" TYP
1'-0" TYP
VARIES 0' TO 6"

EXISTING IH 35E TYPICAL SECTION

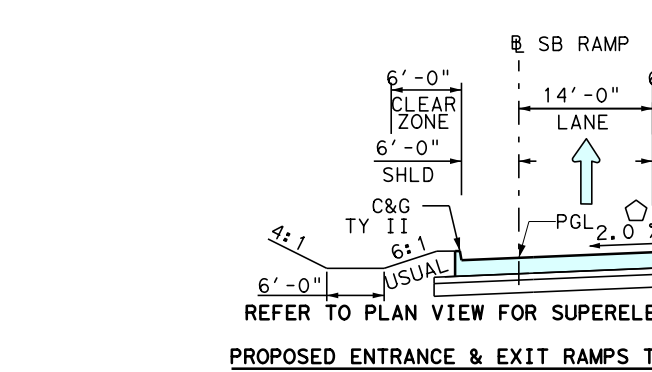
SOUTHBOUND	NORTHBOUND
IH 35E STA 1102+00.00 TO LINEC STA 1125+50.00	IH 35E STA 1102+00.00 TO LINEB STA 1112+50.00
LINEC STA 1137+35.00 TO STA 1153+00.00	IH 35E STA 1159+00.00 TO STA 1198+00.00
IH 35E STA 1160+75.00 TO STA 1198+82.73	IH 35E STA 1270+00.00 TO STA 1293+90.00
IH 35E STA 1268+00.00 TO STA 1293+90.00	IH 35E STA 1306+00.00 TO STA 1386+00.00
IH 35E STA 1306+00.00 TO STA 1386+00.00	



℄ NB RAMP
6'-0" 14'-0" 6'-0"
CLEAR ZONE LANE CLEAR ZONE
2'-0" SHLD
C&G TY II
PGL
6:1 USUAL
4'-0"

○ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

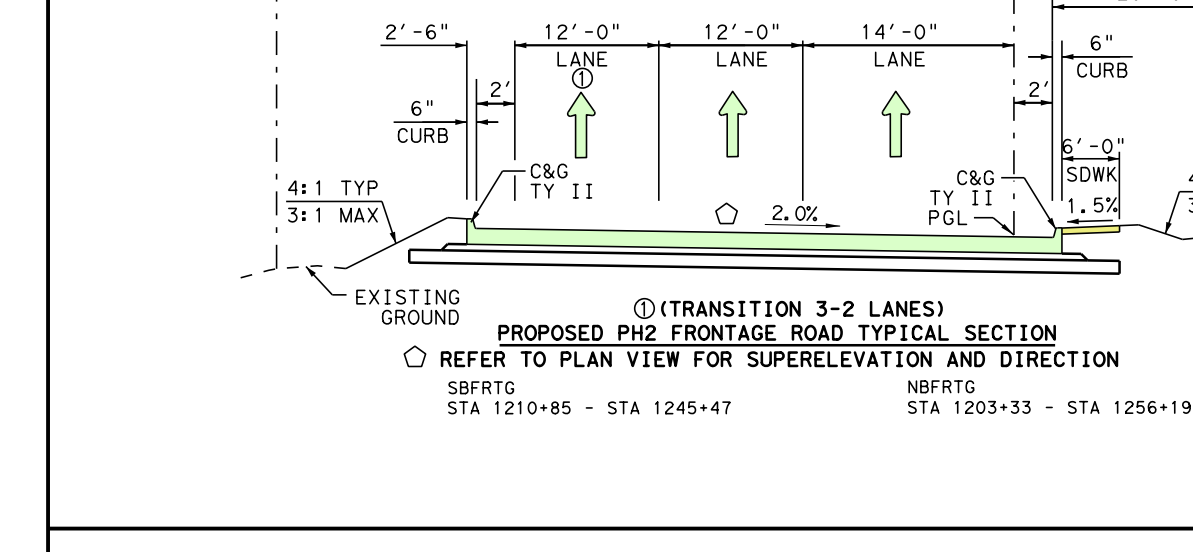
PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION
RPNB1256 STA 13+99 - STA 20+88



℄ SB RAMP
6'-0" 14'-0" 6'-0"
CLEAR ZONE LANE CLEAR ZONE
SHLD 2'-0"
C&G TY II
PGL
6:1 USUAL
4'-0"

REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

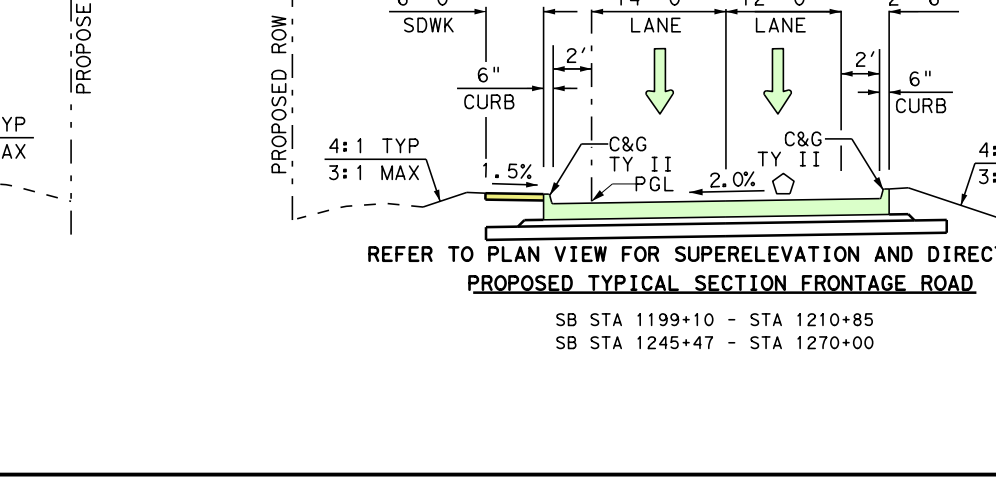
PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION
RPSB1198 STA 15+07 - STA 28+05
RPSB1245 STA 14+69 - STA 27+27
RPSB1274 STA 13+81 - STA 20+58



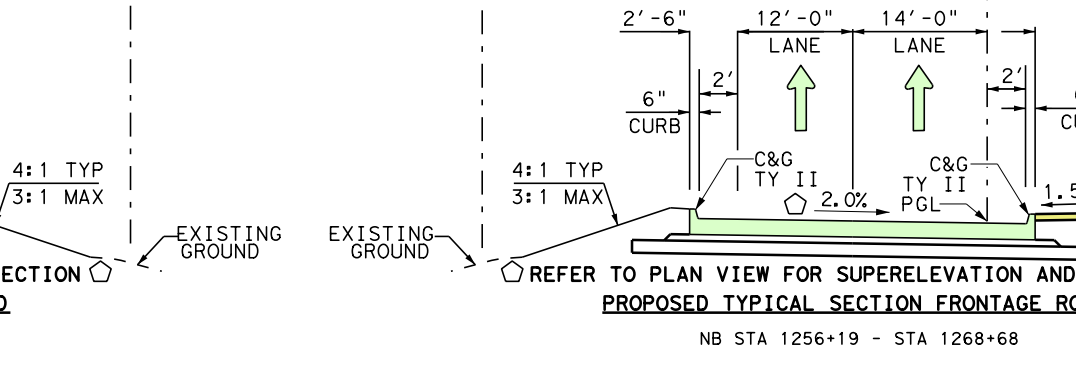
℄ IH 35E
ROW VARIES (150' MIN - 315' MAX)
℄ NBFRTG RD
20'-0" MIN.
2'-6" 12'-0" 12'-0" 14'-0"
LANE LANE LANE
6" CURB
C&G TY II
2.0%
PGL
6'-0" SDWK
1.5%
4:1 TYP 3:1 MAX
EXISTING GROUND
PROPOSED ROW

①(TRANSITION 3-2 LANES)
PROPOSED PH2 FRONTAGE ROAD TYPICAL SECTION
○ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

SBFRTG	NBFRTG
STA 1210+85 - STA 1245+47	STA 1203+33 - STA 1256+19



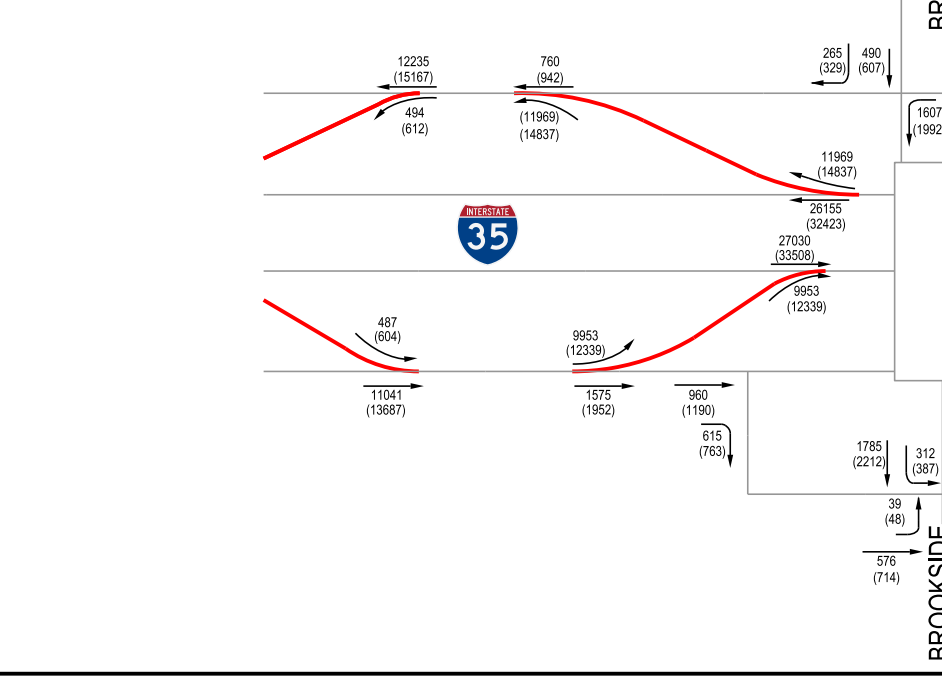
ROW VARIES (150' MIN - 315' MAX)
℄ IH 35E
℄ SBFRTG
6'-0" 14'-0" 12'-0" 2'-6"
SDWK LANE LANE
6" CURB
C&G TY II
PGL
1.5%
4:1 TYP 3:1 MAX
EXISTING GROUND
PROPOSED ROW



℄ IH 35E
ROW VARIES (150' MIN - 315' MAX)
℄ NBFRTG
2'-6" 12'-0" 14'-0" 6'-0"
LANE LANE SDWK
6" CURB
C&G TY II
PGL
2.0%
1.5%
4:1 TYP 3:1 MAX
EXISTING GROUND
PROPOSED ROW

○ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
SB STA 1199+10 - STA 1219+85
SB STA 1245+47 - STA 1270+00

REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
NB STA 1256+19 - STA 1268+68



BROOKSIDE
35

LEGEND
XXXX - 2020 ADT
(XXXX) - 2040 ADT
PROPOSED RDWY
SCALE: N.T.S.

NOTES:

1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
2. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

REASSIGNED TRAFFIC BASED ON PROPOSED SCHEMATIC. ORIGINAL NUMBERS PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION; TRANSPORTATION PROGRAMMING AND PLANNING DIVISION FOR YEARS 2014, 2034, 2044. DATED FEBRUARY 11, 2014

PH2-CL_IH35E

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH1-CL_IH35E-4	1281+40.64	6,833,522.45	2,470,735.45	19° 51′ 53.59" RT	5,729.58′	1° 00′ 00.00"	1,003.31′	1,986.49′	N 7° 01′ 09.60" W	1,976.55′	1271+37.32	1291+23.81	N 16° 57′ 06.40" W	N 2° 54′ 47.19" E

PH2-NBFRTG

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-NBFRTG-5	1214+91.87	6,827,215.91	2,472,843.72	4° 58′ 46.46" LT	5,729.58′	1° 00′ 00.00"	249.14′	497.96′	N 19° 12′ 52.73" W	497.80′	1212+42.74	1217+40.69	N 16° 43′ 29.50" W	N 21° 42′ 15.96" W
PH2-NBFRTG-6	1219+75.46	6,827,665.51	2,472,664.76	4° 41′ 34.02" RT	5,729.58′	1° 00′ 00.00"	234.77′	469.28′	N 19° 21′ 28.95" W	469.15′	1217+40.69	1222+09.97	N 21° 42′ 15.96" W	N 17° 00′ 41.94" W
PH2-NBFRTG-7	1235+82.29	6,829,202.28	2,472,194.58	1° 19′ 03.68" RT	3,600.00′	1° 35′ 29.58"	41.40′	82.79′	N 16° 21′ 10.10" W	82.79′	1235+40.89	1236+23.68	N 17° 00′ 41.94" W	N 15° 41′ 38.26" W
PH2-NBFRTG-8	1243+62.37	6,829,953.29	2,471,983.57	3° 18′ 41.54" LT	9,500.00′	0° 36′ 11.21"	274.61′	549.07′	N 17° 20′ 59.02" W	549.00′	1240+87.76	1246+36.84	N 15° 41′ 38.26" W	N 19° 00′ 19.79" W
PH2-NBFRTG-9	1250+66.34	6,830,619.02	2,471,754.26	2° 03′ 13.39" RT	9,500.00′	0° 36′ 11.21"	170.28′	340.52′	N 17° 58′ 43.09" W	340.50′	1248+96.06	1252+36.58	N 19° 00′ 19.79" W	N 16° 57′ 06.40" W
PH2-NBFRTG-10	1272+54.90	6,832,712.53	2,471,116.14	2° 24′ 18.12" RT	5,601.58′	1° 01′ 22.26"	117.58′	235.13′	N 15° 44′ 57.34" W	235.11′	1271+37.32	1273+72.45	N 16° 57′ 06.40" W	N 14° 32′ 48.28" W
PH2-NBFRTG-11	1275+71.88	6,833,019.37	2,471,036.52	5° 58′ 38.49" RT	3,819.72′	1° 30′ 00.00"	199.43′	398.49′	N 11° 33′ 29.03" W	398.31′	1273+72.45	1277+70.94	N 14° 32′ 48.28" W	N 8° 34′ 09.79" W

PH2-SBFRTG

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-SBFRTG-7	1216+86.85	6,827,296.45	2,472,443.39	7° 27′ 46.68" RT	2,000.00′	2° 51′ 53.24"	130.44′	260.51′	N 13° 50′ 51.10" W	260.32′	1215+56.41	1218+16.92	N 17° 34′ 44.44" W	N 10° 06′ 57.76" W
PH2-SBFRTG-8	1220+52.26	6,827,656.55	2,472,379.14	6° 51′ 49.95" LT	1,500.00′	3° 49′ 10.99"	89.96′	179.70′	N 13° 32′ 52.74" W	179.59′	1219+62.31	1221+42.00	N 10° 06′ 57.76" W	N 16° 58′ 47.71" W
PH2-SBFRTG-9	1237+38.12	6,829,269.12	2,471,886.75	5° 54′ 14.73" LT	1,980.00′	2° 53′ 37.41"	102.11′	204.03′	N 19° 55′ 55.07" W	203.94′	1236+36.01	1238+40.04	N 16° 58′ 47.71" W	N 22° 53′ 02.44" W
PH2-SBFRTG-10	1239+48.50	6,829,463.11	2,471,804.87	6° 12′ 28.44" RT	2,000.00′	2° 51′ 53.24"	108.45′	216.70′	N 19° 46′ 48.21" W	216.59′	1238+40.04	1240+56.74	N 22° 53′ 02.44" W	N 16° 40′ 33.99" W
PH2-SBFRTG-11	1247+02.73	6,830,185.82	2,471,588.37	5° 54′ 53.16" RT	2,000.00′	2° 51′ 53.24"	103.32′	206.46′	N 13° 43′ 07.41" W	206.37′	1245+99.41	1248+05.87	N 16° 40′ 33.99" W	N 10° 45′ 40.84" W
PH2-SBFRTG-12	1249+99.40	6,830,477.46	2,471,532.94	6° 16′ 34.59" LT	3,530.00′	1° 37′ 23.20"	193.53′	386.68′	N 13° 53′ 58.13" W	386.49′	1248+05.87	1251+92.55	N 10° 45′ 40.84" W	N 17° 02′ 15.43" W
PH2-SBFRTG-13	1265+87.40	6,831,996.13	2,471,067.55	4° 04′ 28.21" LT	2,000.00′	2° 51′ 53.24"	71.14′	142.23′	N 19° 04′ 29.53" W	142.20′	1265+16.25	1266+58.48	N 17° 02′ 15.43" W	N 21° 06′ 43.64" W
PH2-SBFRTG-14	1268+66.04	6,832,256.13	2,470,967.16	4° 08′ 57.97" RT	5,729.58′	1° 00′ 00.00"	207.56′	414.94′	N 19° 02′ 14.65" W	414.85′	1266+58.48	1270+73.43	N 21° 06′ 43.64" W	N 16° 57′ 45.67" W
PH2-SBFRTG-15	1276+53.99	6,833,009.97	2,470,737.23	10° 22′ 12.48" RT	1,145.96′	4° 59′ 59.37"	103.99′	207.41′	N 11° 46′ 39.43" W	207.13′	1275+50.00	1277+57.41	N 16° 57′ 45.67" W	N 6° 35′ 33.19" W

RPSB1198

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPSB1198-4	29+66.79	6,826,884.00	2,472,599.24	4° 29′ 05.10" RT	7,870.00′	0° 43′ 40.90"	308.16′	616.01′	N 19° 49′ 16.99" W	615.86′	26+58.63	32+74.64	N 22° 03′ 49.54" W	N 17° 34′ 44.44" W

RPSB1245

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPSB1245-1	13+32.34	6,829,911.99	2,471,695.46	4° 50′ 10.24" RT	7,870.00′	0° 43′ 40.90"	332.34′	664.28′	N 14° 15′ 28.87" W	664.09′	10+00.00	16+64.28	N 16° 40′ 33.99" W	N 11° 50′ 23.75" W
RPSB1245-2	19+20.05	6,830,487.58	2,471,574.79	5° 06′ 42.65" LT	5,729.58′	1° 00′ 00.00"	255.76′	511.18′	N 14° 23′ 45.07" W	511.02′	16+64.28	21+75.47	N 11° 50′ 23.75" W	N 16° 57′ 06.40" W
RPSB1245-3	29+04.40	6,831,429.49	2,471,287.69	3° 33′ 03.35" RT	5,729.58′	1° 00′ 00.00"	177.60′	355.09′	N 15° 10′ 34.72" W	355.04′	27+26.80	30+81.89	N 16° 57′ 06.40" W	N 13° 24′ 03.05" W
RPSB1245-4	32+59.50	6,831,775.03	2,471,205.36	3° 33′ 03.35" LT	5,729.58′	1° 00′ 00.00"	177.60′	355.09′	N 15° 10′ 34.72" W	355.04′	30+81.89	34+36.99	N 13° 24′ 03.05" W	N 16° 57′ 06.40" W

RPNB1256

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPNB1256-1	11+71.38	6,830,923.07	2,471,636.20	3° 25′ 35.84" LT	5,729.58′	1° 00′ 00.00"	171.38′	342.66′	N 18° 45′ 49.45" W	342.61′	10+00.00	13+42.66	N 17° 03′ 01.52" W	N 20° 28′ 37.37" W
RPNB1256-2	15+18.98	6,831,248.80	2,471,514.57	3° 31′ 30.97" RT	5,729.58′	1° 00′ 00.00"	176.32′	352.53′	N 18° 42′ 51.88" W	352.47′	13+42.66	16+95.19	N 20° 28′ 37.37" W	N 16° 57′ 06.40" W
RPNB1256-3	21+87.19	6,831,888.08	2,471,319.71	3° 17′ 04.21" LT	7,870.00′	0° 43′ 40.90"	225.64′	451.15′	N 18° 35′ 38.50" W	451.09′	19+61.55	24+12.70	N 16° 57′ 06.40" W	N 20° 14′ 10.60" W
RPNB1256-4	25+76.97	6,832,253.92	2,471,184.84	3° 17′ 04.21" RT	5,729.58′	1° 00′ 00.00"	164.27′	328.45′	N 18° 35′ 38.50" W	328.41′	24+12.70	27+41.15	N 20° 14′ 10.60" W	N 16° 57′ 06.40" W

RPSB1274

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPSB1274-1	10+99.75	6,832,592.59	2,470,954.00	1° 59′ 41.15" LT	5,729.58′	1° 00′ 00.00"	99.75′	199.48′	N 19° 08′ 09.39" W	199.47′	10+00.00	11+99.48	N 18° 08′ 18.81" W	N 20° 07′ 59.96" W
RPSB1274-2	14+60.00	6,832,930.84	2,470,829.99	9° 16′ 18.44" RT	3,212.85′	1° 47′ 00.00"	260.53′	519.91′	N 15° 29′ 50.74" W	519.35′	11+99.48	17+19.39	N 20° 07′ 59.96" W	N 10° 51′ 41.52" W

RPNB1278

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPNB1278-1	12+23.25	6,832,843.50	2,471,007.48	7° 48′ 05.62" RT	3,274.04′	1° 45′ 00.00"	223.25′	445.80′	N 12° 31′ 56.79" W	445.46′	10+00.00	14+45.80	N 16° 25′ 59.59" W	N 8° 37′ 53.98" W

PH2-BRKSD

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-BRKSD-1	17+61.84	6,832,909.39	2,471,345.93	10° 07′ 59.88" RT	1,909.86′	3° 00′ 00.00"	169.33′	337.78′	N 80° 43′ 02.68" E	337.34′	15+92.52	19+30.29	N 75° 39′ 02.74" E	N 85° 47′ 02.62" E

NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED JUNE 21, 2016 AND RECORD PLANS.
2. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAP PANELS 48139C0190F AND 48139C0200F.
3. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM ELLIS COUNTY APPRAISAL DISTRICT (FEBRUARY 25, 2015).
4. EXISTING CULVERT LOCATIONS, SIZE AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSE ONLY.
5. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
6. CURBS ON THE FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
7. CONVENTIONAL ROADWAY SIGNAGES (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
8. 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 AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.

N
0 100 200
SCALE IN FEET
MATCH LINE STA 1210+00
MATCH LINE STA 1279+00
SB FRONTAGE RD
IH 35E
NB FRONTAGE RD
35E
BROOKSIDE
EXIT 397
77
1 MILE
STA. 1233+00
EXIT 399
FM 876 FM 66
FM 1446
STA. 1265+10
EXIT 401B
BUSINESS 287 FM 664
Waxahachie
1 MILE
STA. 1219+00
1/2 MILE
STA. 1245+50
STA. 1271+89
℄ SBFRTG STA 1210+86.77
35.11' LT BEGIN
PROPOSED DENIAL OF ACCESS
LBW HOLDINGS LP
℄ RPSB1198
RPSB1198-4
PH2-SBFRTG-8
END ℄ RPSB1198
STA 32+74.64
℄ RPSB1198 STA 28+05.39
END RAMP PAV.
℄ SBFRTG STA 1215+77.34
29.89' LT END
PROPOSED DENIAL OF ACCESS
TEMP DRAINAGE EASEMENT
PROPOSED DRAINAGE EASEMENT
CULVERT E
CULVERT G (30" RCP)
CULVERT H (24" RCP)
PH2-SBFRTG-9
PH2-SBFRTG-10
PH2-SBFRTG-11
PH2-SBFRTG-12
PH2-SBFRTG-13
PH2-SBFRTG-14
PH2-SBFRTG-15
RIDDLE, ALVIN I ETAL
℄ SBFRTG STA 1240+04.76
30.67' LT BEGIN
PROPOSED DENIAL OF ACCESS
BEGIN ℄ RPSB1245
STA 10+00.00
℄ SBFRTG STA 1245+45.33
32.63' LT END
PROPOSED DENIAL OF ACCESS
℄ RPSB1245 STA 14+69.26
BEGIN RAMP PAV.
℄ RPSB1245 STA 16+27.38
17.00' RT BEGIN
RET. WALL FRSBWALL-11
℄ RPSB1245 STA 22+27.09
17.00' RT END
RET. WALL FRSBWALL-11
℄ RPSB1245
RPSB1245-1
RPSB1245-2
RPSB1245-3
RPSB1245-4
℄ RPSB1245 STA 27+26.80
END RAMP PAV.
END ℄ RPSB1245
STA 34+36.99
STARR, ALVIN R
KELLEY, WILLIAM F & LEANNE C
KELLEY, WILLIAM F
CARTER, NANCY LYNN
UNITED PRESBYTERIAN HOMES
MBGF (125 LF)
MBGF (175 LF)
℄ IH 35E
PROP ROW
EXIST ROW
℄ SBFRTG STA 1270+00.01
END PAV. REPLACEMENT
MATCH EXISTING PAV.
BEGIN ℄ BROOKSIDE
STA 10+00.00
℄ NBFRTG STA 1274+05.44
℄ BROOKSIDE STA 12+08.39
℄ RPSB1274 STA 13+80.58
BEGIN RAMP PAV.
℄ RPSB1274 STA 13+10.42
℄ BROOKSIDE STA 12+84.30
℄ IH 35E STA 1273+94.47
℄ BROOKSIDE STA 13+62.00
BEGIN ℄ RPSB1274
STA 10+00.00
RPSB1274-1
RPSB1274-2
℄ RPSB1274
PH2-CL_IH35E-4
PH2-NBFRTG-5
PH2-NBFRTG-6
PH2-NBFRTG-7
PH2-NBFRTG-8
PH2-NBFRTG-9
PH2-NBFRTG-10
PH2-NBFRTG-11
CITIZENS NATIONAL BANK OF TEXAS
STRAUS V MICHAEL & DIANE S BISHOP
RDC IRREVOCABLE TRUST
CULVERT F (4-7'x5' CBC)
ONE BENT TREE LTD
℄ NBFRTG STA 1241+21.98
9.50' RT BEGIN
RET. WALL FRNBWALL-09
CULVERT H CONNECTED TO STORMSEWER
SYSTEM TRUNKLINE TO RUN NORTH AND
CONNECT TO CULVERT I
STA 1261+22 - EXIST 2-10'X10' RCB.
℄ NBFRTG STA 1244+21.68
9.50' RT END
RET. WALL FRNBWALL-09
BEGIN ℄ RPNB1256
STA 10+00.00
℄ NBFRTG STA 1251+97.06
29.48' RT BEGIN
PROPOSED DENIAL OF ACCESS
℄ RPNB1256 STA 13+98.66
BEGIN RAMP PAV
℄ NBFRTG STA 1256+17.45
21.53' RT END
PROPOSED DENIAL OF ACCESS
WARNING OVERHEAD ELECTRIC LINES
RPNB1256-1
RPNB1256-2
RPNB1256-3
RPNB1256-4
℄ RPNB1256
℄ RPNB1256 STA 20+87.82
END RAMP PAV.
END ℄ RPNB1256
STA 27+41.15
PROPOSED DRAINAGE EASEMENT
CONNECT TO CULVERT I
ESTIMATED MAXIMUM
TRUNKLINE SIZE = 42" RCP
SMITH, NORMA R ETAL
INTERSTATE THIRTY FIVE
℄ NBFRTG STA 1268+68.40
END PAV. REPLACEMENT
MATCH EXISTING PAVEMENT
BEGIN ℄ RPNB1278
STA 10+00.00
SCOTT, RUSSELL N
BANSIDHAR BROOKSIDE LLC
RAM NARAYAN LP
NARAYAN RAM LLC
℄ RPNB1278 STA 12+03.09
℄ BROOKSIDE STA 14+24.66
℄ NBFRTG STA 1273+86.65
℄ BROOKSIDE STA 14+90.01
RPNB1278-1
℄ BROOKSIDE
PH2-BRKSD-1
HIFAM INVESTMENTS LLC ETAL
HIFAM INVESTMENTS II LLC
TEXAS STATE OF HIGHWAY DEPT
END ℄ BROOKSIDE
STA 20+29.01

SUPERELEVATION TRANSITION & CROSS-SLOPE TABLE

ALIGNMENT	STATION TO STATION	RATE	X-SLOPE
RPSB1274	16+74.00 TO 18+25.00	0.50%	-3.34% to 2.0%

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
JAMES K. SELMAN, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE / DESIGN SPEED: FREEWAY 70 mph; RAMPS 50 mph; DIRECT CONNECTORS 40 mph; FRONTAGE ROADS 40 mph; CROSS STREETS 30 mph

END PROJECT IH 35E STA 1658+61.38 TRM 408.270 CSJ: 0048-04-090
BEGIN PROJECT IH 35E STA 1077+44.91 TRM 398.328 END CSJ: 0048-08-049 BEGIN CSJ: 0048-04-090

LOCATION MAP
MAY 2018
SCALE: 1"=100'
ROLL 3 OF 24

SHEET INDEX
ROLL 1: PLAN VIEW-IH 35E FRONTAGE ROADS BEGIN PROJECT TO STA 1141+00
ROLL 2: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1141+00 TO STA 1210+00
ROLL 3: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1210+00 TO STA 1279+00
ROLL 4: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1279+00 TO STA 1344+00
ROLL 5: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1344+00 TO STA 1411+00
ROLL 6: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1411+00 TO STA 1478+00
ROLL 7: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1478+00 TO STA 1545+00
ROLL 8: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1545+00 TO STA 1645+00
ROLL 9: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1645+00 TO END PROJECT
ROLL 10: PLAN VIEW-AUXILIARY LANE STA 134+00 TO END PROJECT
ROLL 11: PROFILE VIEW-IH 35E FRONTAGE ROADS BEGIN PROJECT TO STA 1160+00
ROLL 12: PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1160+00 TO STA 1254+00
ROLL 13: PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1254+00 TO STA 1351+00
ROLL 14: PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1351+00 TO STA 1460+00
ROLL 15: PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1460+00 TO STA 1554+00
ROLL 16: PROFILE VIEW-IH 35E SB FRONTAGE ROAD STA 1554+00 TO STA 1637+00
ROLL 17: PROFILE VIEW-IH 35E NB FRONTAGE ROAD STA 1554+00 TO END PROJECT; PROFILE VIEW-IH 35E SB FRONTAGE ROAD STA 1637+00 TO END PROJECT; PROFILE VIEW-PH2 US 77 NORTH; PROFILE VIEW-IH 35E SBML AT US 77 SOUTH
ROLL 18: PROFILE VIEW-IH 35E MAIN LANES AT CROSS STREETS
ROLL 19: PROFILE VIEW-IH 35E MAIN LANES AT STERRETT RD; PROFILE VIEW-DC77SSFR; PROFILE VIEW-DC77SSML
ROLL 20: PROFILE VIEW-DC287SE-SOUTHBOUND I-35 TO EASTBOUND US 287 DIRECT CONNECTOR; PROFILE VIEW-DC287WN-WESTBOUND US 287 TO NORTHBOUND I-35 DIRECT CONNECTOR
ROLL 21: PROFILE VIEW-CROSS STREETS
ROLL 22: PROFILE VIEW-NORTHBOUND RAMPS; PROFILE VIEW-US 287 WB FRONTAGE ROAD
ROLL 23: PROFILE VIEW-NORTHBOUND RAMPS; PROFILE VIEW-SOUTHBOUND RAMPS; PROFILE VIEW-US 287 EB FRONTAGE ROAD
ROLL 24: PROFILE VIEW-SOUTHBOUND RAMPS; PROFILE VIEW-PH2 CROSS STREETS

ch2m
TBPE FIRM NO. F-2297
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ABENET BEKELE, P.E. 86055 5-14-2018
NAME P.E. NO. DATE
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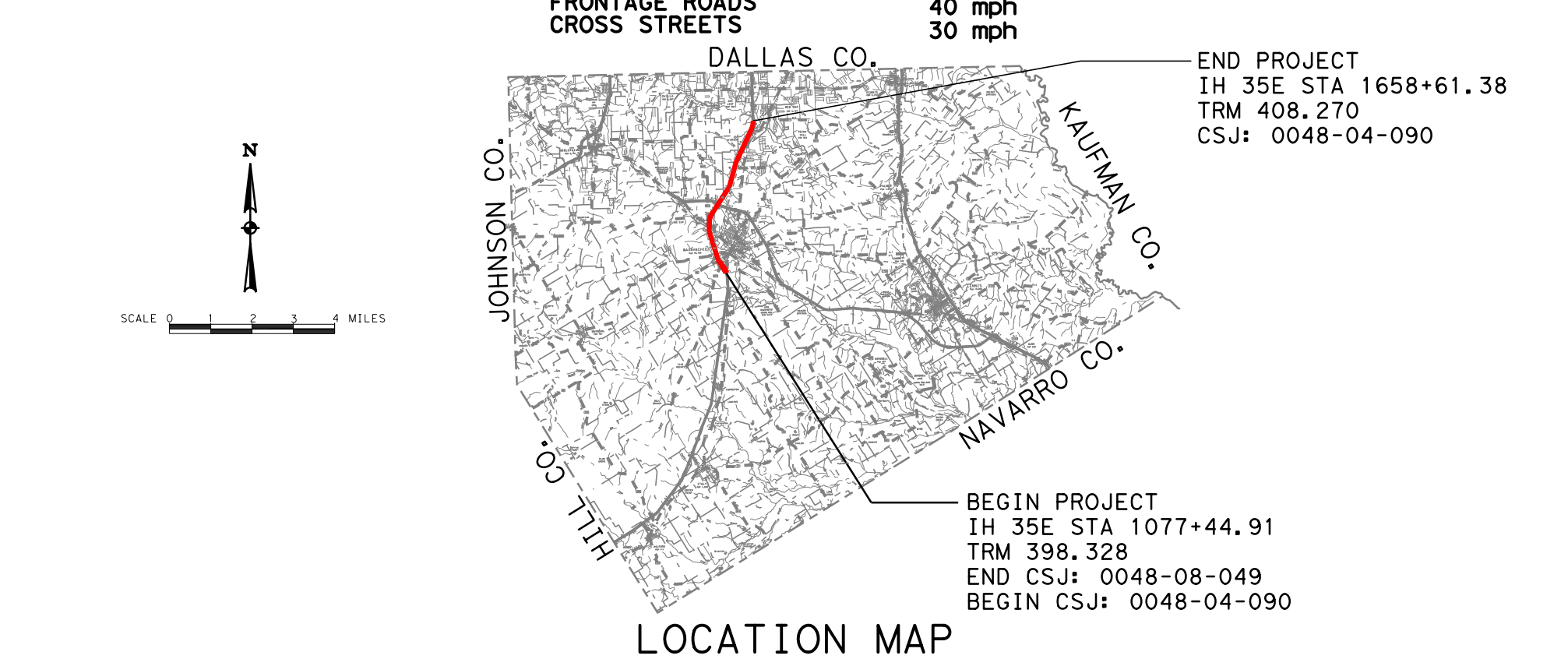
ROLL 3: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1210+00 TO STA 1279+00

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
JAMES K. SELMAN, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
FREEWAY	70 mph
RAMPS	50 mph
DIRECT CONNECTORS	40 mph
FRONTAGE ROADS	40 mph
CROSS STREETS	30 mph


DALLAS CO.
JOHNSON CO.
KAUFMAN CO.
NAVARRO CO.
HILL CO.
N
SCALE 0 2 4 MILES
END PROJECT
IH 35E STA 1658+61.38
TRM 408.270
CSJ: 0048-04-090
BEGIN PROJECT
IH 35E STA 1077+44.91
TRM 398.328
END CSJ: 0048-08-049
BEGIN CSJ: 0048-04-090

LOCATION MAP
MAY 2018
SCALE: 1"=100'
ROLL 4 OF 24

SHEET INDEX

ROLL 1:	PLAN VIEW-IH 35E FRONTAGE ROADS BEGIN PROJECT TO STA 1141+00
ROLL 2:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1141+00 TO STA 1210+00
ROLL 3:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1210+00 TO STA 1279+00
ROLL 4:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1279+00 TO STA 1344+00
ROLL 5:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1344+00 TO STA 1411+00
ROLL 6:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1411+00 TO STA 1478+00
ROLL 7:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1478+00 TO STA 1545+00
ROLL 8:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1545+00 TO STA 1645+00
ROLL 9:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1645+00 TO END PROJECT
ROLL 10:	PLAN VIEW-AUXILIARY LANE STA 134+00 TO END PROJECT
ROLL 11:	PROFILE VIEW-IH 35E FRONTAGE ROADS BEGIN PROJECT TO STA 1160+00
ROLL 12:	PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1160+00 TO STA 1254+00
ROLL 13:	PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1254+00 TO STA 1351+00
ROLL 14:	PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1351+00 TO STA 1460+00
ROLL 15:	PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1460+00 TO STA 1554+00
ROLL 16:	PROFILE VIEW-IH 35E SB FRONTAGE ROAD STA 1554+00 TO STA 1637+00 PROFILE VIEW-IH 35E NB FRONTAGE ROAD STA 1554+00 TO END PROJECT
ROLL 17:	PROFILE VIEW-IH 35E SB FRONTAGE ROAD STA 1637+00 TO END PROJECT PROFILE VIEW-PH2 US 77 NORTH PROFILE VIEW-PH2 US 77 SOUTH
ROLL 18:	PROFILE VIEW-IH 35E SBML AT US 77 SOUTH PROFILE VIEW-IH 35E MAIN LANES AT CROSS STREETS
ROLL 19:	PROFILE VIEW-IH 35E MAIN LANES AT STERRETT RD PROFILE VIEW-DC77SSFR PROFILE VIEW-DC77SSML
ROLL 20:	PROFILE VIEW-DC287SE-SOUTHBOUND I-35 TO EASTBOUND US 287 DIRECT CONNECTOR PROFILE VIEW-DC287WN-WESTBOUND US 287 TO NORTHBOUND I-35 DIRECT CONNECTOR
ROLL 21:	PROFILE VIEW-CROSS STREETS PROFILE VIEW-NORTHBOUND RAMPS
ROLL 22:	PROFILE VIEW-US 287 NB FRONTAGE ROAD PROFILE VIEW-NORTHBOUND RAMPS
ROLL 23:	PROFILE VIEW-SOUTHBOUND RAMPS PROFILE VIEW-US 287 EB FRONTAGE ROAD
ROLL 24:	PROFILE VIEW-SOUTHBOUND RAMPS PROFILE VIEW-PH2 CROSS STREETS

ch2m
TBPE FIRM NO. F-2297

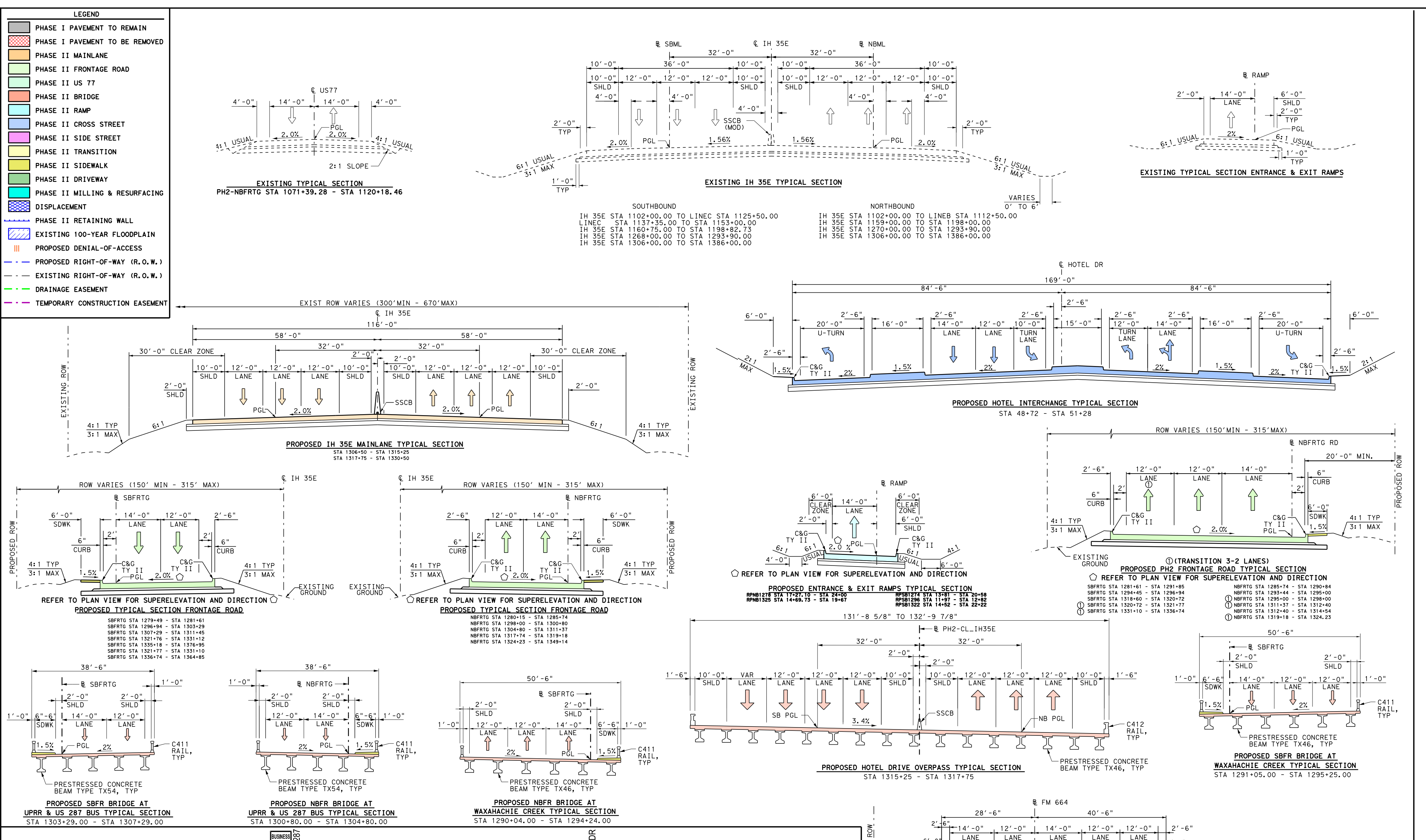
PRELIMINARY FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND ARE NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
ABENET BEKELE, P.E.	86055	5-14-2018

LEGEND

▨	PHASE I PAVEMENT TO REMAIN
▨	PHASE I PAVEMENT TO BE REMOVED
▨	PHASE II MAINLANE
▨	PHASE II FRONTAGE ROAD
▨	PHASE II US 77
▨	PHASE II BRIDGE
▨	PHASE II RAMP
▨	PHASE II CROSS STREET
▨	PHASE II SIDE STREET
▨	PHASE II TRANSITION
▨	PHASE II SIDEWALK
▨	PHASE II DRIVEWAY
▨	PHASE II MILLING & RESURFACING
▨	DISPLACEMENT
	PHASE II RETAINING WALL
▨	EXISTING 100-YEAR FLOODPLAIN
	PROPOSED DENIAL-OF-ACCESS
	PROPOSED RIGHT-OF-WAY (R.O.W.)
	EXISTING RIGHT-OF-WAY (R.O.W.)
	DRAINAGE EASEMENT
	TEMPORARY CONSTRUCTION EASEMENT


℄ US77
4'-0" 14'-0" 14'-0" 4'-0"
PGL 2.0% 2.0%
4:1 USUAL
2:1 SLOPE
℄ SBML ℄ IH 35E ℄ NBML
32'-0" 32'-0"
10'-0" 36'-0" 10'-0" 10'-0" 36'-0" 10'-0"
SHLD SHLD SHLD SHLD
SSCB (MOD)
1.56% 1.56%
6:1 USUAL 3:1 MAX
VARIES 0' TO 6'
℄ RAMP
2'-0" 14'-0" 6'-0"
LANE SHLD
EXIST ROW VARIES (300' MIN - 670' MAX)
116'-0"
58'-0" 58'-0"
30'-0" CLEAR ZONE
SSCB
EXISTING ROW
℄ HOTEL DR
169'-0"
84'-6" 84'-6"
U-TURN
TURN LANE
ROW VARIES (150' MIN - 315' MAX)
℄ NBFRTG RD
20'-0" MIN.
PROPOSED ROW
C&G TY II
EXISTING GROUND
℄ SBFRTG
℄ NBFRTG
131'-8 5/8" TO 132'-9 7/8"
℄ PH2-CL_IH35E
SB PGL
NB PGL
C412 RAIL, TYP
C411 RAIL, TYP
PRESTRESSED CONCRETE BEAM TYPE TX46, TYP
PRESTRESSED CONCRETE BEAM TYPE TX54, TYP

EXISTING TYPICAL SECTION
PH2-NBFRTG STA 1071+39.28 - STA 1120+18.46

EXISTING IH 35E TYPICAL SECTION

SOUTHBOUND
IH 35E STA 1102+00.00 TO LINEC STA 1125+50.00
LINEC STA 1137+35.00 TO STA 1153+00.00
IH 35E STA 1160+75.00 TO STA 1198+82.73
IH 35E STA 1268+00.00 TO STA 1293+90.00
IH 35E STA 1306+00.00 TO STA 1386+00.00

NORTHBOUND
IH 35E STA 1102+00.00 TO LINEB STA 1112+50.00
IH 35E STA 1159+00.00 TO STA 1198+00.00
IH 35E STA 1270+00.00 TO STA 1293+90.00
IH 35E STA 1306+00.00 TO STA 1386+00.00

EXISTING TYPICAL SECTION ENTRANCE & EXIT RAMPS

PROPOSED IH 35E MAINLANE TYPICAL SECTION
STA 1306+50 - STA 1315+25
STA 1317+75 - STA 1330+50

PROPOSED HOTEL INTERCHANGE TYPICAL SECTION
STA 48+72 - STA 51+28

REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
SBFRTG STA 1279+49 - STA 1281+61
SBFRTG STA 1296+94 - STA 1303+29
SBFRTG STA 1307+29 - STA 1311+05
SBFRTG STA 1321+76 - STA 1331+12
SBFRTG STA 1335+16 - STA 1376+95
SBFRTG STA 1345+00 - STA 1352+00
SBFRTG STA 1331+77 - STA 1331+10
SBFRTG STA 1336+74 - STA 1364+85

REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
NBFRTG STA 1280+15 - STA 1285+74
NBFRTG STA 1298+00 - STA 1300+80
NBFRTG STA 1304+80 - STA 1311+37
NBFRTG STA 1311+74 - STA 1319+18
NBFRTG STA 1324+23 - STA 1349+14

REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION
RPNB1278 STA 17+27.10 - STA 24+00
RPNB1325 STA 14+85.73 - STA 19+67
RPSB1274 STA 17+81 - STA 20+58
RPSB1296 STA 11+97 - STA 12+92
RPSB1322 STA 14+52 - STA 22+22

①(TRANSITION 3-2 LANES)
PROPOSED PH2 FRONTAGE ROAD TYPICAL SECTION
REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
SBFRTG STA 1281+61 - STA 1291+85
SBFRTG STA 1294+46 - STA 1296+94
SBFRTG STA 1318+60 - STA 1320+72
SBFRTG STA 1320+72 - STA 1321+77
SBFRTG STA 1331+10 - STA 1336+74
NBFRTG STA 1295+74 - STA 1296+84
NBFRTG STA 1295+44 - STA 1295+00
① NBFRTG STA 1295+00 - STA 1298+00
NBFRTG STA 1311+37 - STA 1312+40
① NBFRTG STA 1312+40 - STA 1314+54
NBFRTG STA 1319+18 - STA 1324.23

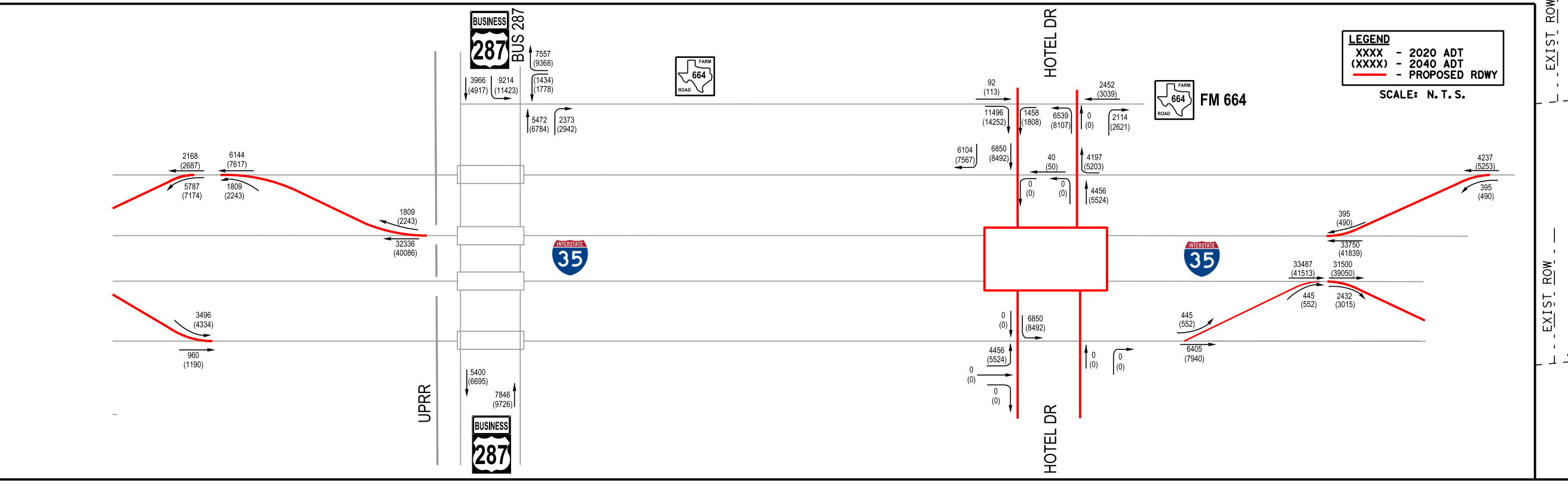
PROPOSED SBFR BRIDGE AT UPRR & US 287 BUS TYPICAL SECTION
STA 1303+29.00 - STA 1307+29.00

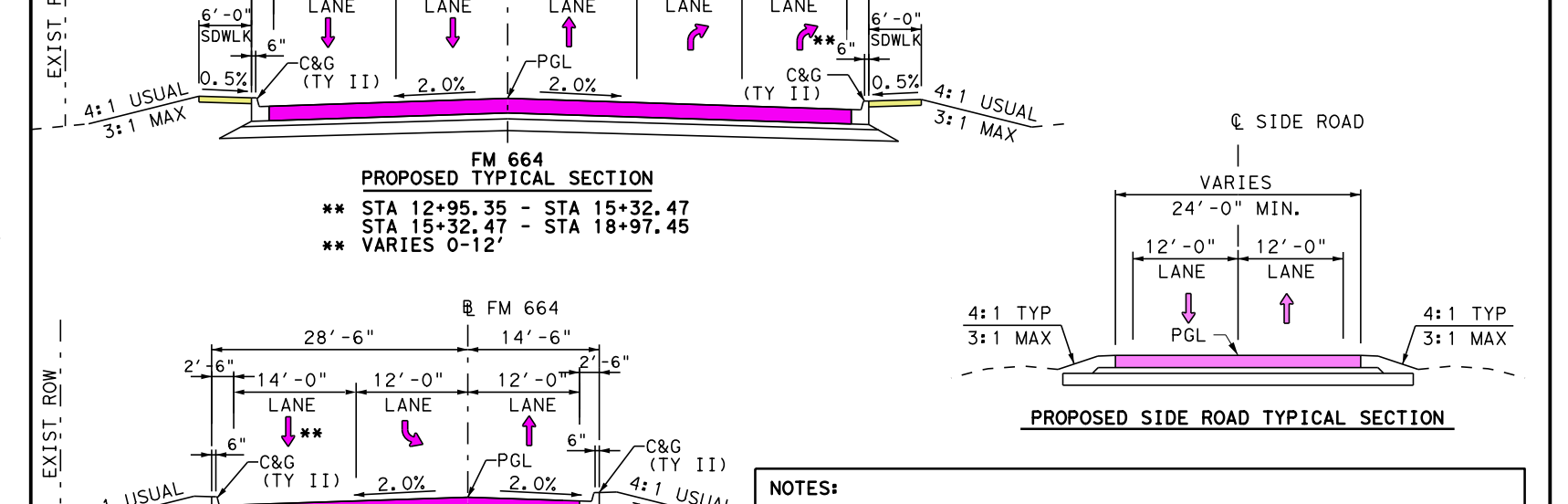
PROPOSED NBFR BRIDGE AT UPRR & US 287 BUS TYPICAL SECTION
STA 1300+80.00 - STA 1304+80.00

PROPOSED NBFR BRIDGE AT WAXAHACHIE CREEK TYPICAL SECTION
STA 1290+04.00 - STA 1294+24.00

PROPOSED HOTEL DRIVE OVERPASS TYPICAL SECTION
STA 1315+25 - STA 1317+75

PROPOSED SBFR BRIDGE AT WAXAHACHIE CREEK TYPICAL SECTION
STA 1291+05.00 - STA 1295+25.00


BUSINESS 287
UPRR
HOTEL DR
FM 664
35
LEGEND
XXXX - 2020 ADT
(XXXX) - 2040 ADT
PROPOSED ROWY
SCALE: N.T.S.


℄ FM 664
28'-6" 40'-6"
LANE LANE LANE LANE LANE
℄ SIDE ROAD
VARIES
24'-0" MIN.
12'-0" 12'-0"
LANE LANE
PGL
4:1 TYP 3:1 MAX
C&G (TY II)
EXIST ROW

FM 664
PROPOSED TYPICAL SECTION
** STA 12+95.35 - STA 15+32.47
STA 15+32.47 - STA 18+97.45
** VARIES 0-12'

FM 664
PROPOSED TYPICAL SECTION
** STA 21+05.80 - STA 22+80.00
STA 22+80.00 - STA 24+80.20
** VARIES 14'-0"

PROPOSED SIDE ROAD TYPICAL SECTION

NOTES:
1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
2. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

REASSIGNED TRAFFIC BASED ON PROPOSED SCHEMATIC. ORIGINAL NUMBERS PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION; TRANSPORTATION PROGRAMMING AND PLANNING DIVISION FOR YEARS 2014, 2034, 2044. DATED FEBRUARY 11, 2014

0 100 200
SCALE IN FEET
N
MATCH LINE STA 1279+00
MATCH LINE STA 1344+00
UNITED PRESBYTERIAN HOMES
WAXAHACHIE CREEK
EXIT 399
FM 876 FM 66
FM 1446
1/2 MILE
STA. 1291+00
EXIT 399
FM 876 FM 66
FM 1446
1 MILE
STA. 1314+90
EXIT 401A
Brookside Rd
STA. 1303+48
EXIT 401A
Brookside Rd
1/4 MILE
EXIT 401A
Brookside Rd
1/2 MILE
STA. 1330+00
EXIT 403
287
Corsicana
Ft Worth
1 MILE
STA 1286+50.00
EXIT 403
287
Corsicana
Ft Worth
1/2 MILE
STA. 1313+00
EXIT 404
Lofland Rd
1 MILE
EXIT 403
287
Corsicana
Ft Worth
STA. 1339+38
SB FRONTAGE RD
NB FRONTAGE RD
IH 35E
35E
FM 664 (OVILLA RD)
WESTGATE DR
UPRR
BUS 287
HOTEL DR
GINGERBREAD LN
VILLAGE GATE DR
PIONEER CONCRETE OF TEXAS INC
LYLE LAND COMPANY LLC WAXAHACHIE
DML LAND LLC
MALACHI MINISTRIES OF WAXAHACHIE
CENTRAL KUBOTA LLC
KOUTROS SONIA W & DEMETRE
SEVEN-FIVE WAXAHACHIE
STROOPE, JACK WAYNE
TEXAS PURE HONEY
JOCHAMARCLI LLC
JACKSON STREET WAREHOUSE INC
FISCHER, CLIFFORD
HOUSE OF PRAISE MINISTRIES INC
RUSHING WIND LTD
SCHMERSE DONALD INVESTMENTS LP
EVANGEL TEMPLE OF THE ASSEMBLIES OF GOD
LY HOSPITALITY PARTNERS LP
WAXAHACHIE JOINT VENTURE LLC
LY PETER K & LY MENGLY
RUST, JOE TRUSTEE
SHREE HRISHIKESH INC
MPK ENTERPRISES LLC
SUPER BOWL ENTERTAINMENT LLC
GILES MONUMENT CO INC
TRINITY MATERIALS
SHAWVER GEORGE A SR & BETTY J
HANEY, JIMMY F
RUST, DAVID JOE
CHARUWORN, PHANOMKIATE & RATCHADA
JBS PARTNERS LLC
WARNING OVERHEAD ELECTRIC LINE
℄ SBFRTG STA 1281+62.71 24.71' LT BEGIN PROPOSED DENIAL OF ACCESS
℄ RPSB1274 STA 20+57.77 END RAMP PAV.
℄ SBFRTG STA 1279+48.93 BEGIN PAV. REPLACEMENT
℄ SBFRTG STA 1284+98.91 26.14' LT END PROPOSED DENIAL OF ACCESS
℄ SBFRTG STA 1291+05.00 BEGIN BRIDGE
℄ SBFRTG STA 1295+25.00 END BRIDGE
℄ SBFRTG STA 1293+17.43 71.18' LT BEGIN PROPOSED DENIAL OF ACCESS
℄ SBFRTG STA 1294+92.20 9.50' LT END RET. WALL FRSBWALL-16
℄ SBFRTG STA 1296+92.08 71.26' LT END PROPOSED DENIAL OF ACCESS
℄ RPSB1296 STA 11+96.98 BEGIN RAMP PAV.
℄ RPSB1296 STA 12+82.44 END RAMP PAV.
℄ SBFRTG STA 1303+87.87 9.50' LT END RET. WALL FRSBWALL-16
℄ SBFRTG STA 1303+29.00 BEGIN BRIDGE
℄ SBFRTG STA 1307+29.00 END BRIDGE
℄ US287 BUS STA 63+52.16 ℄ SBFRTG STA 1305+91.63
℄ NBFRTG STA 1290+04.00 BEGIN BRIDGE
℄ NBFRTG STA 1294+24.00 END BRIDGE
℄ NBFRTG STA 1300+80.00 BEGIN BRIDGE
℄ NBFRTG STA 1304+80.00 END BRIDGE
℄ US287 BUS STA 65+00.00 ℄ IH 35E STA 1306+62.41
℄ US287 BUS STA 66+47.84 ℄ NBFRTG STA 1303+42.37
℄ NBFRTG STA 1285+75.16 72.35' RT BEGIN PROPOSED DENIAL OF ACCESS
℄ NBFRTG STA 1291+41.17 102.69' RT END PROPOSED DENIAL OF ACCESS
℄ RPNB1278 STA 24+00.23 END RAMP PAV.
℄ RPNB1278 STA 17+27.10 BEGIN RAMP PAV.
℄ NBFRTG STA 1280+15.03 BEGIN PAV. REPLACEMENT
END CONSTRUCTION ℄ WESTGATE DR STA 11+40.00
℄ WESTGATE DR STA 10+00.00 ℄ NBFRTG STA 1284+58.31
℄ IH 35E STA 1306+50.00 BEGIN PAV REPLACEMENT
℄ IH 35E STA 1309+50.00 62.74' LT BEGIN RET. WALL MLSBWALL-03
℄ IH 35E STA 1310+91.02 59.00' RT BEGIN RET. WALL MLNBWALL-01
℄ IH 35E STA 1315+25.00 BEGIN BRIDGE
℄ IH 35E STA 1315+29.75 0.00' RT END RET. WALL MLNBWALL-01 BEGIN RET. WALL MLSBWALL-03
℄ IH 35E STA 1317+70.25 0.00' RT END RET. WALL MLSBWALL-04 BEGIN RET. WALL MLNBWALL-02
℄ IH 35E STA 1317+75.00 END BRIDGE
℄ IH 35E STA 1321+36.25 59.00' RT END RET. WALL MLNBWALL-02
℄ IH 35E STA 1325+07.13 59.00' LT END RET. WALL MLSBWALL-05
℄ IH 35E STA 1330+50.00 END PAV. REPLACEMENT MATCH EXISTING PAVEMENT
℄ IH 35E STA 1332+69.29 59.00' LT BEGIN RET. WALL MLSBWALL-05
℄ SBFRTG STA 1317+13.55 ℄ HOTEL
℄ HOTEL STA 46+53.56 ℄ FM664 STA 20+02.80
BEGIN CONSTRUCTION ℄ HOTEL STA 45+59.12
BEGIN ℄ HOTEL STA 45+00.00
BEGIN CONSTRUCTION ℄ FM664 STA 10+38.31
BEGIN ℄ FM664 STA 10+00.00 ℄ US287 BUS STA 60+70.38
END CONSTRUCTION ℄ FM664 STA 24+80.20
END FM664 STA 26+81.66
CULVERT K4 CONNECTED TO STORMSEWER SYSTEM TRUNKLINE TO RUN NORTH AND OUTFALL IN EXISTING ROADSIDE DITCH.
CULVERT K1
CULVERT K2
CULVERT K3
CULVERT K4
CULVERT OFF2
℄ RPSB1322 STA 10+00.00
℄ RPSB1322 STA 14+74.06 BEGIN RAMP PAV.
℄ RPSB1322 STA 19+70.77 7.00' LT BEGIN RET. WALL MLSBWALL-04
℄ RPSB1322 STA 22+41.22 END RAMP PAV.
℄ SBFRTG STA 1331+11.07 22.22' LT BEGIN PROPOSED DENIAL OF ACCESS
℄ SBFRTG STA 1334+62.63 22.33' LT END PROPOSED DENIAL OF ACCESS
END ℄ RPSB1322 STA 28+03.66
℄ NBFRTG STA 1315+95.65 ℄ HOTEL STA 51+28.00
END CONSTRUCTION ℄ HOTEL STA 53+18.61
℄ NBFRTG STA 1319+98.88 34.57' RT BEGIN PROPOSED DENIAL OF ACCESS
℄ NBFRTG STA 1324+21.58 28.50' RT END PROPOSED DENIAL OF ACCESS
℄ NBFRTG STA 1326+01.41 29.00' LT END RET. WALL FRNBWALL-13
℄ NBFRTG STA 1331+98.32 29.00' LT BEGIN RET. WALL FRNBWALL-13
℄ RPNB1325 STA 15+07.97 BEGIN RAMP PAV.
℄ RPNB1325 STA 20+06.36 END RAMP PAV.
END ℄ RPNB1325 STA 25+43.72
BEGIN ℄ RPNB1345 STA 10+00.00
MBGF (125 LF)
MBGF (75 LF)
MBGF (50 LF)
EXIST ROW
PROP ROW
EXIST DRNG ESMT
R=60'
R=25'
R=50'
R=30'
R=25'
148' R
98' R
30' R
75' R

PH2-CL_IH35E														
CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-CL_IH35E-4	1281+40.64	6,833,522.45	2,470,735.45	19° 51′ 53.59" RT	5,729.58′	1° 00′ 00.00"	1,003.31′	1,986.49′	N 7° 01′ 09.60" W	1,976.55′	1271+37.32	1291+23.81	N 16° 57′ 06.40" W	N 2° 54′ 47.19" E
PH2-CL_IH35E-5	1328+57.38	6,838,253.21	2,470,976.19	30° 49′ 05.00" RT	5,729.58′	1° 00′ 00.00"	1,579.16′	3,081.81′	N 18° 19′ 19.69" E	3,044.79′	1312+78.22	1343+60.02	N 2° 54′ 47.19" E	N 33° 43′ 52.19" E

PH2-NBFRTG														
CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-NBFRTG-12	1285+67.37	6,834,004.11	2,470,888.13	11° 28′ 56.98" RT	6,132.18′	0° 56′ 03.65"	616.53′	1,228.93′	N 2° 49′ 41.30" W	1,226.88′	1279+50.84	1291+79.77	N 8° 34′ 09.79" W	N 2° 54′ 47.19" E
PH2-NBFRTG-13	1327+76.05	6,838,211.47	2,471,102.23	30° 49′ 05.00" RT	5,601.58′	1° 01′ 22.26"	1,543.88′	3,012.96′	N 18° 19′ 19.69" E	2,976.77′	1312+32.17	1342+45.12	N 2° 54′ 47.19" E	N 33° 43′ 52.19" E

PH2-SBFRTG														
CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-SBFRTG-16	1285+96.93	6,833,947.23	2,470,628.90	9° 30′ 20.39" RT	6,200.00′	0° 55′ 26.85"	515.49′	1,028.61′	N 1° 50′ 23.00" W	1,027.43′	1280+81.44	1291+10.05	N 6° 35′ 33.19" W	N 2° 54′ 47.19" E
PH2-SBFRTG-17	1329+47.90	6,838,294.95	2,470,850.15	30° 49′ 05.00" RT	5,857.58′	0° 58′ 41.33"	1,614.44′	3,150.65′	N 18° 19′ 19.69" E	3,112.81′	1313+33.46	1344+84.12	N 2° 54′ 47.19" E	N 33° 43′ 52.19" E

RPSB1274														
CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPSB1274-3	22+02.22	6,833,660.89	2,470,689.92	6° 56′ 20.28" RT	1,051.30′	5° 27′ 00.00"	63.74′	127.32′	N 7° 23′ 31.38" W	127.24′	21+38.48	22+65.80	N 10° 51′ 41.52" W	N 3° 55′ 21.24" W

RPNB1278														
CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPNB1278-2	20+02.23	6,833,614.35	2,470,890.47	6° 35′ 54.01" RT	3,070.00′	1° 51′ 58.72"	176.97′	353.55′	N 5° 19′ 56.97" W	353.35′	18+25.26	21+78.81	N 8° 37′ 53.98" W	N 2° 01′ 59.96" W
RPNB1278-3	23+81.95	6,833,994.22	2,470,876.98	4° 04′ 55.69" RT	5,700.00′	1° 00′ 18.68"	203.14′	406.11′	N 0° 00′ 27.88" E	406.02′	21+78.81	25+84.92	N 2° 01′ 59.96" W	N 2° 02′ 55.73" E
RPNB1278-4	26+64.74	6,834,277.00	2,470,887.10	1° 35′ 46.81" LT	5,729.58′	1° 00′ 00.00"	79.82′	159.63′	N 1° 15′ 02.33" E	159.63′	25+84.92	27+44.55	N 2° 02′ 55.73" E	N 0° 27′ 08.92" E

RPSB1296														
CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPSB1296-1	10+50.04	6,834,896.70	2,470,701.25	5° 27′ 01.92" RT	1,051.30′	5° 27′ 00.00"	50.04′	100.01′	N 5° 38′ 18.15" E	99.97′	10+00.00	11+00.01	N 2° 54′ 47.19" E	N 8° 21′ 49.11" E
RPSB1296-2	16+39.53	6,835,479.98	2,470,787.00	5° 27′ 01.92" LT	5,729.58′	1° 00′ 00.00"	272.73′	545.05′	N 5° 38′ 18.15" E	544.85′	13+66.79	19+11.85	N 8° 21′ 49.11" E	N 2° 54′ 47.19" E

RPSB1322														
CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPSB1322-1	10+93.98	6,837,289.52	2,470,896.52	1° 52′ 46.27" LT	5,729.58′	1° 00′ 00.00"	93.98′	187.95′	N 6° 51′ 47.25" E	187.94′	10+00.00	11+87.95	N 7° 48′ 10.38" E	N 5° 55′ 24.11" E
RPSB1322-2	14+76.38	6,837,669.89	2,470,935.98	11° 07′ 03.30" RT	2,963.57′	1° 56′ 00.00"	288.43′	575.05′	N 11° 28′ 55.76" E	574.15′	11+87.95	17+63.00	N 5° 55′ 24.11" E	N 17° 02′ 27.41" E
RPSB1322-3	22+04.97	6,838,368.22	2,471,150.03	1° 25′ 44.65" LT	5,729.58′	1° 00′ 00.00"	71.46′	142.91′	N 16° 19′ 35.09" E	142.90′	21+33.51	22+76.42	N 17° 02′ 27.41" E	N 15° 36′ 42.77" E
RPSB1322-4	25+40.74	6,838,691.60	2,471,240.39	10° 11′ 36.10" RT	2,963.57′	1° 56′ 00.00"	264.32′	527.24′	N 20° 42′ 30.82" E	526.55′	22+76.42	28+03.66	N 15° 36′ 42.77" E	N 25° 48′ 18.87" E

RPNB1325														
CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPNB1325-1	11+37.49	6,837,488.21	2,471,112.30	2° 44′ 57.31" LT	5,729.58′	1° 00′ 00.00"	137.49′	274.93′	N 8° 33′ 13.48" E	274.90′	10+00.00	12+74.93	N 9° 55′ 42.14" E	N 7° 10′ 44.83" E
RPNB1325-2	13+90.80	6,837,739.59	2,471,143.97	7° 10′ 04.33" RT	1,850.00′	3° 05′ 49.45"	115.87′	231.44′	N 10° 45′ 46.99" E	231.29′	12+74.93	15+06.37	N 7° 10′ 44.83" E	N 14° 20′ 49.16" E
RPNB1325-3	16+92.42	6,838,032.10	2,471,218.78	3° 44′ 20.66" RT	5,700.00′	1° 00′ 18.68"	186.05′	371.98′	N 16° 12′ 59.48" E	371.91′	15+06.37	18+78.34	N 14° 20′ 49.16" E	N 18° 05′ 09.81" E
RPNB1325-4	22+52.49	6,838,564.62	2,471,392.69	4° 30′ 12.80" RT	5,729.58′	1° 00′ 00.00"	225.29′	450.36′	N 20° 20′ 16.21" E	450.24′	20+27.20	24+77.55	N 18° 05′ 09.81" E	N 22° 35′ 22.61" E

RPNB1345														
CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPNB1345-1	11+99.11	6,839,309.33	2,471,756.88	7° 41′ 14.87" RT	2,963.57′	1° 56′ 00.00"	199.11′	397.63′	N 32° 51′ 45.84" E	397.33′	10+00.00	13+97.63	N 29° 01′ 08.41" E	N 36° 42′ 23.28" E
RPNB1345-2	16+02.01	6,839,632.82	2,471,998.06	2° 58′ 31.09" LT	7,870.00′	0° 43′ 40.90"	204.39′	408.68′	N 35° 13′ 07.73" E	408.63′	13+97.63	18+06.31	N 36° 42′ 23.28" E	N 33° 43′ 52.19" E

PH2-FM664														
CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-FM664-1	11+96.62	6,836,259.92	2,470,600.91	34° 18′ 11.25" LT	300.00′	19° 05′ 54.94"	92.59′	179.61′	N 15° 48′ 41.56" E	176.94′	11+04.03	12+83.64	N 32° 57′ 47.19" E	N 1° 20′ 24.06" W
PH2-FM664-2	23+79.98	6,837,448.52	2,470,573.10	5° 28′ 13.31" LT	700.00′	8° 11′ 06.40"	33.44′	66.83′	N 4° 04′ 30.72" W	66.81′	23+46.54	24+13.37	N 1° 20′ 24.06" W	N 6° 48′ 37.37" W
PH2-FM664-3	24+46.81	6,837,514.93	2,470,565.17	5° 28′ 13.31" RT	700.00′	8° 11′ 06.40"	33.44′	66.83′	N 4° 04′ 30.72" W	66.81′	24+13.37	24+80.20	N 6° 48′ 37.37" W	N 1° 20′ 24.06" W

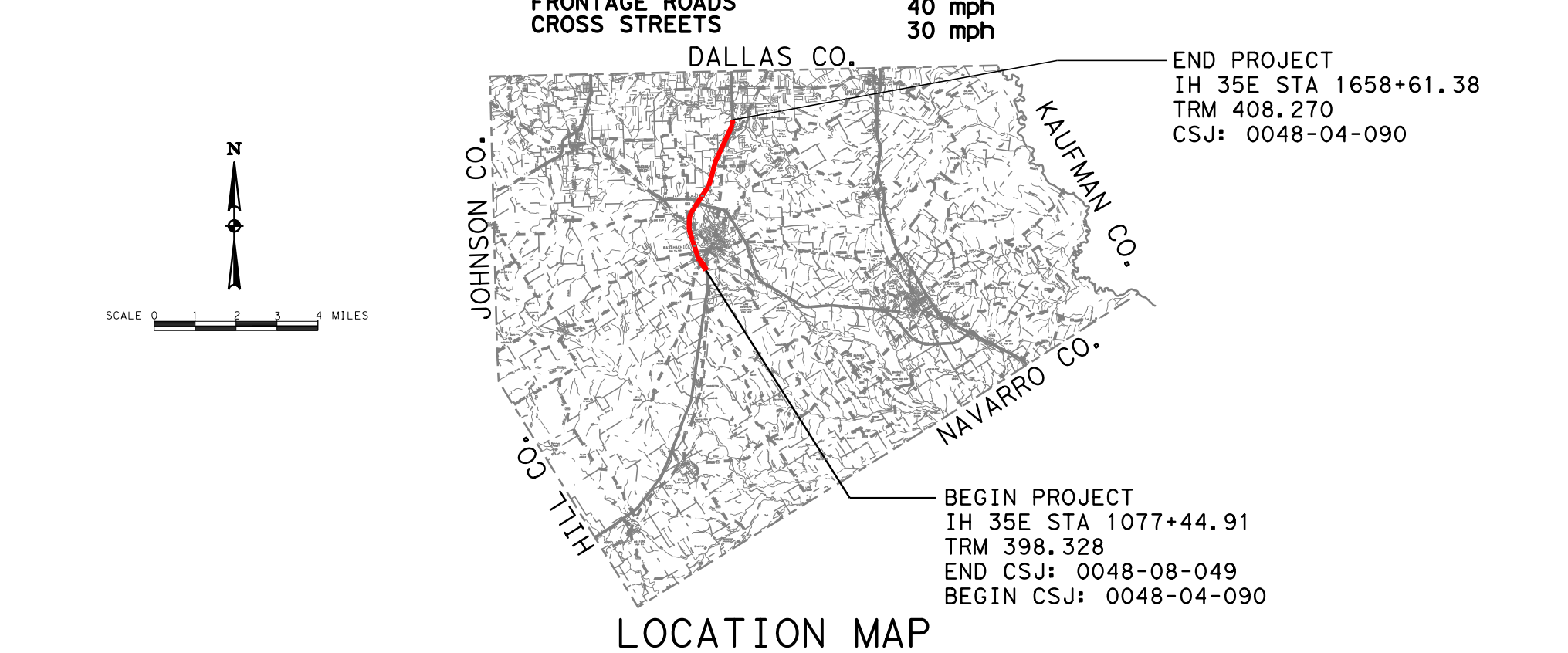
PH2-HOTEL_DRI														
CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-HOTEL_DRI-1	47+62.28	6,837,073.99	2,470,690.61	7° 58′ 15.49" RT	500.00′	11° 27′ 32.96"	34.84′	69.56′	S 87° 21′ 16.32" E	69.50′	47+27.44	47+97.00	N 88° 39′ 35.94" E	S 83° 22′ 08.57" E
PH2-HOTEL_DRI-2	52+44.72	6,837,018.26	2,471,169.94	73° 33′ 33.67" RT	100.00′	57° 17′ 44.81"	74.75′	128.39′	S 46° 35′ 21.74" E	119.75′	51+69.97	52+98.35	S 83° 22′ 08.57" E	S 9° 48′ 34.90" E

SUPERELEVATION TRANSITION & CROSS-SLOPE TABLE			
ALIGNMENT	STATION TO STATION	RATE	X-SLOPE
RPNB1278	21+67.00 to 22+06.00	0.50%	3.34% to 2.00%
PH2-CL_IH35E NB	1306+50.00 to 1306+84.00	0.40%	-1.56% to -2.00%
PH2-CL_IH35E SB	1306+50.00 to 1306+84.00	0.40%	-1.56% to -2.00%
PH2-CL_IH35E NB	1312+54.00 to 1313+60.00	0.40%	-2.00% to -3.40%
PH2-CL_IH35E SB	1309+54.00 to 1313+60.00	0.40%	-2.00% to 3.40%
PH2-CL_IH35E NB	1330+47.00 to 1330+50.00	0.40%	-3.40% to -3.34%
PH2-CL_IH35E SB	1330+47.00 to 1330+50.00	0.40%	3.40% to 3.34%
RPSB1322	17+17.00 to 18+69.00	0.50%	-3.40% to 2.00%
RPNB1325	19+67.00 to 20+06.36	0.50%	2.00% to 3.40%
FM664	10+38.31 to 10+64.49	0.66%	-1.28% to -2.00% *
FM664	12+59.40 to 13+32.12	0.66%	2.00% to -2.00% *

* SEE PLANS

NOTES:
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED JUNE 21, 2016 AND RECORD PLANS.
2. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAP PANELS 48139C0190F AND 48139C0200F.
3. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM ELLIS COUNTY APPRAISAL DISTRICT (FEBRUARY 25, 2015).
4. EXISTING CULVERT LOCATIONS, SIZE AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSE ONLY.
5. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
6. CURBS ON THE FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
7. CONVENTIONAL ROADWAY SIGNAGES (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
8. 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 AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.

Texas Department of Transportation
DALLAS DISTRICT
DESIGN SCHEMATIC
JAMES K. SELMAN, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)
ROADWAY TYPE / DESIGN SPEED: FREEWAY 70 mph; RAMPS 50 mph; DIRECT CONNECTORS 40 mph; FRONTAGE ROADS 40 mph; CROSS STREETS 30 mph


DALLAS CO.
JOHNSON CO.
KAUFMAN CO.
NAVARRO CO.
HILL CO.
N
END PROJECT
IH 35E STA 1658+61.38
TRM 408.270
CSJ: 0048-04-090
BEGIN PROJECT
IH 35E STA 1077+44.91
TRM 398.328
END CSJ: 0048-08-049
BEGIN CSJ: 0048-04-090

LOCATION MAP
MAY 2018
SCALE: 1"=100'
ROLL 4 OF 24
SHEET INDEX (ROLL 1 – ROLL 24, as at left)
ch2m
TBPE FIRM NO. F-2297
PRELIMINARY FOR INTERIM REVIEW ONLY
THESE DOCUMENTS ARE FOR INTERIM REVIEW AND ARE NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:
ABENET BEKELE, P.E. 86055 5-14-2018
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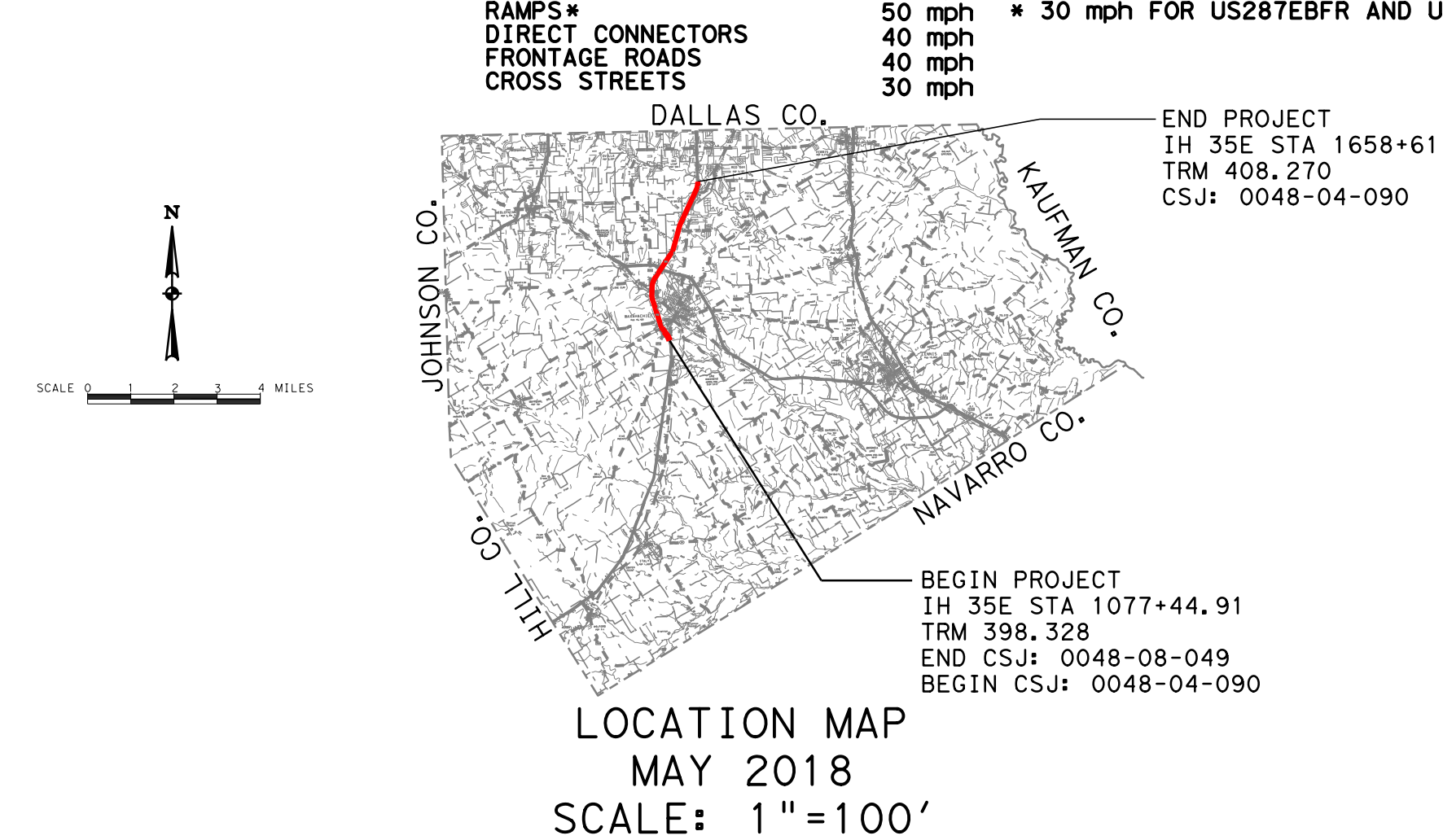
ROLL 5: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1344+00 TO STA 1411+00

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
JAMES K. SELMAN, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
FREEWAY	70 mph
RAMPS*	50 mph
DIRECT CONNECTORS	40 mph
FRONTAGE ROADS	40 mph
CROSS STREETS	30 mph

* 30 mph FOR US287EBFR AND US287WBFR



DALLAS CO.
JOHNSON CO.
KAUFMAN CO.
NAVARRO CO.
HILL CO.
SCALE 0 4 MILES
END PROJECT
IH 35E STA 1658+61.38
TRM 408.270
CSJ: 0048-04-090
BEGIN PROJECT
IH 35E STA 1077+44.91
TRM 398.328
END CSJ: 0048-08-049
BEGIN CSJ: 0048-04-090

LOCATION MAP
MAY 2018
SCALE: 1"=100'
ROLL 5 OF 24

SHEET INDEX

ROLL	
ROLL 1:	PLAN VIEW-IH 35E FRONTAGE ROADS BEGIN PROJECT TO STA 1141+00
ROLL 2:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1141+00 TO STA 1210+00
ROLL 3:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1210+00 TO STA 1279+00
ROLL 4:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1279+00 TO STA 1344+00
ROLL 5:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1344+00 TO STA 1411+00
ROLL 6:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1411+00 TO STA 1478+00
ROLL 7:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1478+00 TO STA 1545+00
ROLL 8:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1545+00 TO STA 1645+00
ROLL 9:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1645+00 TO END PROJECT
ROLL 10:	PLAN VIEW-AUXILIARY LANE STA 134+00 TO END PROJECT
ROLL 11:	PROFILE VIEW-IH 35E FRONTAGE ROADS BEGIN PROJECT TO STA 1160+00
ROLL 12:	PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1160+00 TO STA 1254+00
ROLL 13:	PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1254+00 TO STA 1351+00
ROLL 14:	PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1351+00 TO STA 1460+00
ROLL 15:	PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1460+00 TO STA 1554+00
ROLL 16:	PROFILE VIEW-IH 35E SB FRONTAGE ROAD STA 1554+00 TO STA 1637+00
	PROFILE VIEW-IH 35E NB FRONTAGE ROAD STA 1554+00 TO END PROJECT
ROLL 17:	PROFILE VIEW-IH 35E SB FRONTAGE ROAD STA 1637+00 TO END PROJECT
	PROFILE VIEW-PH2 US 77 NORTH
	PROFILE VIEW-IH 35E SBML AT US 77 SOUTH
ROLL 18:	PROFILE VIEW-IH 35E MAIN LANES AT CROSS STREETS
ROLL 19:	PROFILE VIEW-IH 35E MAIN LANES AT STERRETT RD
	PROFILE VIEW-DC77SSFR
	PROFILE VIEW-DC77SSML
ROLL 20:	PROFILE VIEW-DC287SE-SOUTHBOUND I-35 TO EASTBOUND US 287 DIRECT CONNECTOR
	PROFILE VIEW-DC287WN-WESTBOUND US 287 TO NORTHBOUND I-35 DIRECT CONNECTOR
ROLL 21:	PROFILE VIEW-CROSS STREETS
ROLL 22:	PROFILE VIEW-NORTHBOUND RAMPS
	PROFILE VIEW-US 287 WB FRONTAGE ROAD
ROLL 23:	PROFILE VIEW-NORTHBOUND RAMPS
	PROFILE VIEW-SOUTHBOUND RAMPS
	PROFILE VIEW-US 287 EB FRONTAGE ROAD
ROLL 24:	PROFILE VIEW-SOUTHBOUND RAMPS
	PROFILE VIEW-PH2 CROSS STREETS

ch2m
TBPE FIRM NO. F-2297

PRELIMINARY FOR INTERIM REVIEW ONLY

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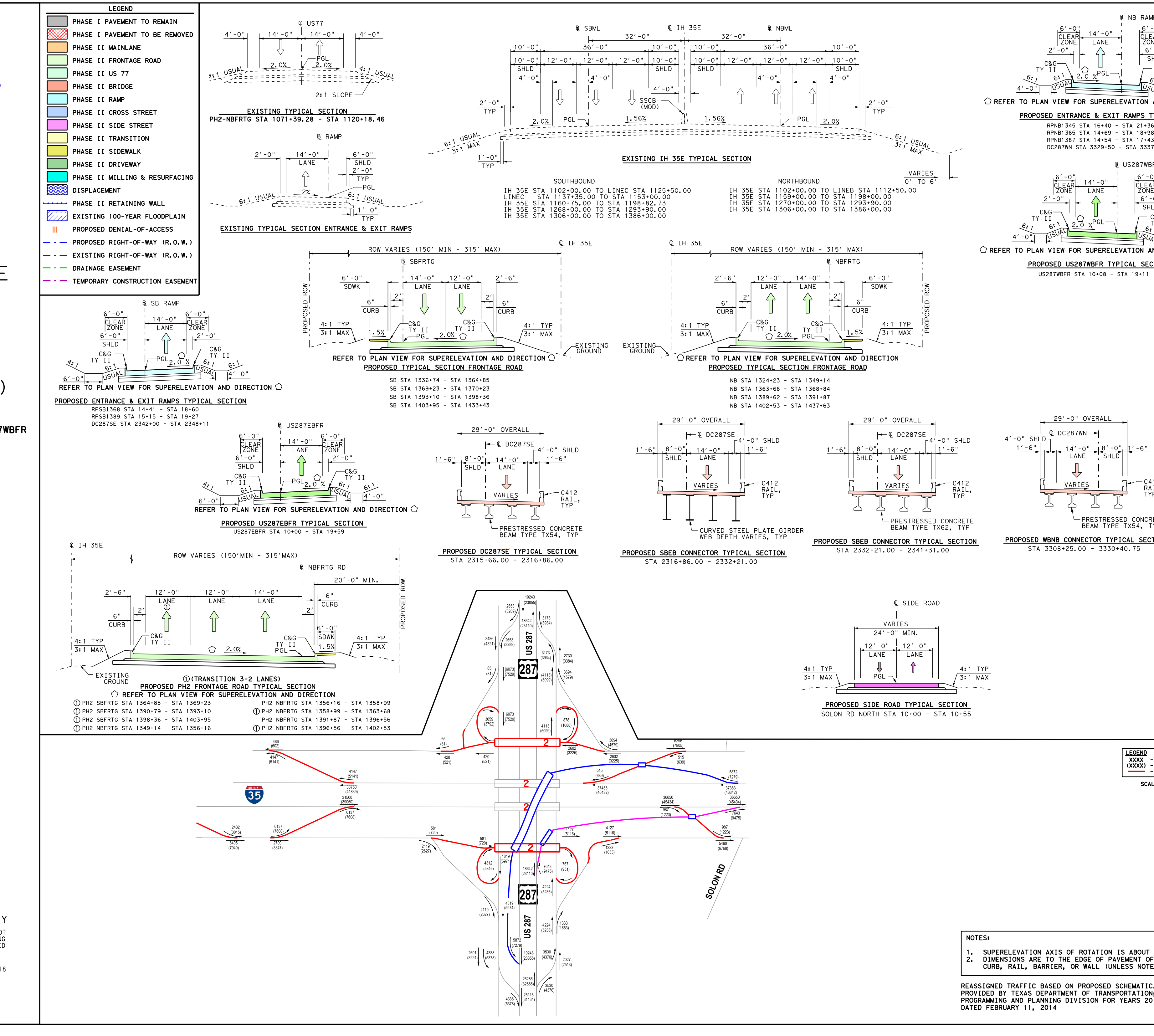
NAME	P.E. NO.	DATE
ABENET BEKELE, P.E.	86055	5-14-2018

LEGEND

▨	PHASE I PAVEMENT TO REMAIN
▨	PHASE I PAVEMENT TO BE REMOVED
▨	PHASE II MAINLANE
▨	PHASE II FRONTAGE ROAD
▨	PHASE II US 77
▨	PHASE II BRIDGE
▨	PHASE II RAMP
▨	PHASE II CROSS STREET
▨	PHASE II SIDE STREET
▨	PHASE II TRANSITION
▨	PHASE II SIDEWALK
▨	PHASE II DRIVEWAY
▨	PHASE II MILLING & RESURFACING
▨	DISPLACEMENT
—	PHASE II RETAINING WALL
▨	EXISTING 100-YEAR FLOODPLAIN
▫	PROPOSED DENIAL-OF-ACCESS
— · —	PROPOSED RIGHT-OF-WAY (R.O.W.)
— · —	EXISTING RIGHT-OF-WAY (R.O.W.)
— · —	DRAINAGE EASEMENT
— · —	TEMPORARY CONSTRUCTION EASEMENT



℄ US77
4'-0" 14'-0" 14'-0" 4'-0"
2.0%
PGL
3:1 USUAL
4:1 USUAL
2:1 SLOPE
℄ RAMP
2'-0" 14'-0" 6'-0"
LANE
SHLD
2%
6:1 USUAL
℄ SBML ℄ IH 35E ℄ NBML
10'-0" 36'-0" 32'-0" 32'-0" 36'-0" 10'-0"
SHLD
1.56%
SSCB (MOD)
VARIES 0' TO 6'
ROW VARIES (150' MIN - 315' MAX)
℄ SBFRTG
℄ NBFRTG
6'-0" SDWK
14'-0" LANE 12'-0" LANE
6" CURB
C&G TY II
1.5%
2.0%
EXISTING GROUND
PROPOSED ROW
℄ SB RAMP
℄ NB RAMP
℄ US287EBFR
℄ US287WBFR
CLEAR ZONE
℄ DC287SE
℄ DC287WN
29'-0" OVERALL
8'-0" SHLD 14'-0" LANE 4'-0" SHLD
C412 RAIL, TYP
PRESTRESSED CONCRETE BEAM TYPE TX54, TYP
CURVED STEEL PLATE GIRDER WEB DEPTH VARIES, TYP
PRESTRESSED CONCRETE BEAM TYPE TX62, TYP
℄ SIDE ROAD
VARIES
24'-0" MIN.
12'-0" LANE 12'-0" LANE
20'-0" MIN.
① (TRANSITION 3-2 LANES)
US 287
287
I-35
SOLON RD
LEGEND
XXXX - 2020 ADT
(XXXX) - 2040 ADT
— PROPOSED ROWY
SCALE: N.T.S.

EXISTING TYPICAL SECTION
PH2-NBFRTG STA 1071+39.28 - STA 1120+18.46

EXISTING TYPICAL SECTION ENTRANCE & EXIT RAMPS

EXISTING IH 35E TYPICAL SECTION

SOUTHBOUND
IH 35E STA 1102+00.00 TO LINEC STA 1125+50.00
LINEC STA 1137+35.00 TO STA 1153+00.00
IH 35E STA 1160+75.00 TO STA 1198+82.73
IH 35E STA 1268+00.00 TO STA 1293+90.00
IH 35E STA 1306+00.00 TO STA 1386+00.00

NORTHBOUND
IH 35E STA 1102+00.00 TO LINEB STA 1112+50.00
IH 35E STA 1159+00.00 TO STA 1198+00.00
IH 35E STA 1270+00.00 TO STA 1293+90.00
IH 35E STA 1306+00.00 TO STA 1386+00.00

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION
RPNB1345 STA 16+40 - STA 21+36
RPNB1365 STA 14+69 - STA 18+98
RPNB1387 STA 14+54 - STA 17+43
DC287WN STA 3329+50 - STA 3337+67

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED US287WBFR TYPICAL SECTION
US287WBFR STA 10+08 - STA 19+11

REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION ⬠
PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION
RPSB1368 STA 14+41 - STA 18+60
RPSB1389 STA 15+15 - STA 19+27
DC287SE STA 2342+00 - STA 2348+11

REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION ⬠
PROPOSED TYPICAL SECTION FRONTAGE ROAD
SB STA 1336+74 - STA 1364+85
SB STA 1369+23 - STA 1370+23
SB STA 1393+10 - STA 1398+36
SB STA 1403+95 - STA 1433+43

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
NB STA 1324+23 - STA 1349+14
NB STA 1363+68 - STA 1368+84
NB STA 1389+62 - STA 1391+87
NB STA 1402+53 - STA 1437+63

REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION ⬠
PROPOSED US287EBFR TYPICAL SECTION
US287EBFR STA 10+00 - STA 19+59

PROPOSED DC287SE TYPICAL SECTION
STA 2315+66.00 - 2316+86.00

PROPOSED SBEB CONNECTOR TYPICAL SECTION
STA 2316+86.00 - 2332+21.00

PROPOSED SBEB CONNECTOR TYPICAL SECTION
STA 2332+21.00 - 2341+31.00

PROPOSED WBNB CONNECTOR TYPICAL SECTION
STA 3308+25.00 - 3330+40.75

①(TRANSITION 3-2 LANES)
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED PH2 FRONTAGE ROAD TYPICAL SECTION
① PH2 SBFRTG STA 1364+85 - STA 1369+23
① PH2 SBFRTG STA 1390+79 - STA 1393+10
① PH2 SBFRTG STA 1398+36 - STA 1403+95
① PH2 NBFRTG STA 1349+14 - STA 1356+16
① PH2 NBFRTG STA 1356+16 - STA 1358+99
① PH2 NBFRTG STA 1358+99 - STA 1363+68
① PH2 NBFRTG STA 1391+87 - STA 1396+56
① PH2 NBFRTG STA 1396+56 - STA 1402+53

PROPOSED SIDE ROAD TYPICAL SECTION
SOLON RD NORTH STA 10+00 - STA 10+55

NOTES:
1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
2. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

REASSIGNED TRAFFIC BASED ON PROPOSED SCHEMATIC. ORIGINAL NUMBERS PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION; TRANSPORTATION PROGRAMMING AND PLANNING DIVISION FOR YEARS 2014, 2034, 2044. DATED FEBRUARY 11, 2014

SCALE IN FEET
0 100 200
MATCH LINE STA 1344+00
MATCH LINE STA 1411+00
SB FRONTAGE RD
NB FRONTAGE RD
IH 35E
35E
287
SOLON RD
EXIT 401A
Brookside Rd 1 MILE
STA. 1356+00
EXIT 404
Lofland Rd 1/2 MILE
STA. 1361+10
EXIT 401B
BUSINESS 287 FM 664
Waxahachie
STA. 1375+35
287 SOUTH
Corsicana
STA. 1377+14
287 NORTH
Ft Worth
STA. 1392+06
EXIT 401B
BUSINESS 287 FM 664
Waxahachie 1/2 MILE
STA. 1401+50
287 SOUTH
Corsicana
STA. 1369+72
EXIT 404
Lofland Rd
STA. 1387+50
287 NORTH
Ft Worth
STA. 1382+25
LIDE FAMILY INC
MOSELEY, FAYE J & HOWELL SANDRA J
THORNHILL, JOHN
THORNHILL, JOHN & JANET
WAXAHACHIE REALTY LLC
BAYLOR HEALTH CARE SYSTEM
ROGERS STREET CHURCH OF CHRIST
SCHMERSE DONALD INVESTMENTS LP
WAXAHACHIE I-35 VENTURES LP
PADUA, FRANCISCO JR
STOFFREGEN 2009 IRREVOCABLE TRUST
LOOKOUT PARTNERS LP
WAXAHACHIE COMMUNITY
WAX HOTELS LLC
ALTEC INDUSTRIES INC
UNIVERSAL MOLDING COMPANY INC
V F W POST #3894
PROP ROW
EXIST ROW
CULVERT L
CULVERT M
PROPOSED DRAINAGE EASEMENT
WARNING OVERHEAD ELECTRIC LINES
℄ SBFRTG STA 1365+89.02 33.50' LT BEGIN PROPOSED DENIAL OF ACCESS
℄ SBFRTG STA 1368+87.02 42.29' LT END PROPOSED DENIAL OF ACCESS
℄ PH2-SBFRTG STA 1374+78.39 = ℄ US287EBFR STA 10+00.00
℄ PH2-SBFRTG STA 1381+19.39 = ℄ US 287 STA 125+38.61
℄ IH 35E STA 1379+94.10 = ℄ US 287 STA 127+07.09
℄ IH 35E STA 1385+72.38 = ℄ DC287SE STA 2327+82.17
℄ NBFRTG STA 1349+16.75 40.87' RT BEGIN PROPOSED DENIAL OF ACCESS
℄ NBFRTG STA 1353+61.29 21.63' RT END PROPOSED DENIAL OF ACCESS
℄ NBFRTG STA 1354+10.50 20.46' RT BEGIN PROPOSED DENIAL OF ACCESS
℄ NBFRTG STA 1356+51.18 19.32' RT END PROPOSED DENIAL OF ACCESS
℄ NBFRTG STA 1357+10.60 24.67' RT BEGIN PROPOSED DENIAL OF ACCESS
℄ NBFRTG STA 1363+48.77 51.77' RT END PROPOSED DENIAL OF ACCESS
℄ RPNB1345 STA 16+40.51 BEGIN RAMP PAV.
℄ RPNB1345 STA 21+36.12 END RAMP PAV.
END ℄ RPNB1345 STA 28+38.23
BEGIN ℄ RPNB1365 STA 10+00.00
℄ RPNB1365 STA 14+69.26 BEGIN RAMP PAV.
℄ RPNB1365 STA 18+97.73 END RAMP PAV.
END ℄ RPNB1365 STA 23+51.38
BEGIN ℄ RPSB1368 STA 10+00.00
℄ RPSB1368 STA 14+40.59 BEGIN RAMP PAV.
℄ RPSB1368 STA 18+59.87 END RAMP PAV.
END ℄ RPSB1368 STA 23+74.66
℄ IH 35E STA 1376+94.10 BEGIN BRIDGE
℄ IH 35E STA 1382+94.10 END BRIDGE
℄ PH2-NBFRTG STA 1378+80.04 = ℄ US 287 STA 128+74.99
℄ NBFRTG STA 1381+88.64 = ℄ DC287SE STA 2324+63.40
BEGIN ℄ RPNB1387 STA 10+00.00
℄ NBFRTG STA 1385+69.77 = ℄ DC287WN STA 3321+25.79
℄ RPNB1387 14+54.92 BEGIN RAMP PAV.
℄ RPNB1387 17+43.34 END RAMP PAV.
END ℄ RPNB1387 STA 22+12.60
℄ PH2-NBFRTG STA 1386+96.23 = ℄ US287WBFR STA 10+00.00
℄ NBFRTG STA 1392+24.75 22.00' RT BEGIN PROPOSED DENIAL OF ACCESS
℄ NBFRTG STA 1399+68.93 22.00' RT END PROPOSED DENIAL OF ACCESS
℄ RPNB1387 STA 15+25.21 = ℄ DC287WN STA 3325+23.83
℄ DC287WN STA 3330+60.75 BEGIN RAMP PAV.
℄ DC287WN STA 3330+40.75 END BRIDGE
℄ DC287WN STA 3330+35.00 5.00' LT END RET. WALL RPNBWALL-14 BEGIN RET. WALL RPNBWALL-15
℄ DC287WN STA 3336+38.28 13.00' LT BEGIN RET. WALL RPNBWALL-14
℄ DC287WN STA 3335+68.00 9.00' RT END RET. WALL RPNBWALL-15
℄ DC287WN STA 3341+28.28 END RAMP PAV.
℄ PH2-NBFRTG STA 1409+43.23 = ℄ PH2-SOLONN STA 10+00.00
END CONSTRUCTION ℄ PH2-SOLONN STA 10+55.00
℄ RPSB1389 STA 16+58.66 = ℄ DC287SE STA 2336+55.41
℄ DC287SE STA 2341+31.00 END BRIDGE
℄ DC287SE STA 2341+25.25 5.00' RT END RET. WALL FRSBWALL-18 BEGIN RET. WALL FRSBWALL-19
℄ SBFRTG STA 1398+37.98 60.51' LT BEGIN PROPOSED DENIAL OF ACCESS
℄ RPSB1389 STA 19+27.49 END RAMP PAV.
℄ RPSB1389 STA 15+15.20 BEGIN RAMP PAV.
℄ DC287SE STA 2341+51.00 BEGIN RAMP PAV.
℄ SBFRTG STA 1401+94.95 28.50' LT END PROPOSED DENIAL OF ACCESS
END ℄ RPSB1389 STA 24+86.45
℄ DC287SE STA 2346+63.23 9.00' LT BEGIN RET. WALL FRSBWALL-18
℄ DC287SE STA 2348+10.18 19.00' RT END RET. WALL FRSBWALL-19
℄ DC287SE STA 2349+73.26 END RAMP PAV.
MBGF (125 LF)
MBGF (75 LF)
MBGF (50 LF)
175' MBGF
EXIST 2-48" CMP
PH2-SBFRTG-18
PH2-SBFRTG-19
PH2-SBFRTG-20
PH2-SBFRTG-21
PH2-SBFRTG-22
PH2-SBFRTG-23
PH2-SBFRTG-24
PH2-SBFRTG-25
PH2-NBFRTG-14
PH2-NBFRTG-15
PH2-NBFRTG-16
PH2-NBFRTG-17
PH2-NBFRTG-18
PH2-NBFRTG-19
PH2-NBFRTG-20
PH2-NBFRTG-21
US287EBFR-1
US287EBFR-2
US287WBFR-1
US287WBFR-2
DC287SE-3
DC287SE-4
DC287SE-5
DC287WN-2
DC287WN-3
RPNB1345-2
RPNB1345-3
RPNB1345-4
RPNB1365-1
RPSB1368-1
RPSB1368-2
RPNB1387-1
RPNB1387-2
RPSB1389-1
RPSB1389-2
PH2-US287-2
PH2-SOLONN-1

PH2-NBFRTG

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-NBFRTG-14	1349+83.05	6,840,109.15	2,472,369.31	3° 36' 19.65" RT	5,729.58'	1° 00' 00.00"	180.33'	360.55'	N 35° 32' 02.02" E	360.49'	1348+02.72	1351+63.27	N 33° 43' 52.19" E	N 37° 20' 11.84" E
PH2-NBFRTG-15	1353+43.60	6,840,395.91	2,472,588.05	3° 36' 19.65" LT	5,729.58'	1° 00' 00.00"	180.33'	360.55'	N 35° 32' 02.02" E	360.49'	1351+63.27	1355+23.81	N 37° 20' 11.84" E	N 33° 43' 52.19" E
PH2-NBFRTG-16	1365+43.02	6,841,393.51	2,473,254.16	3° 34' 16.71" RT	1,051.30'	5° 27' 00.00"	32.77'	65.53'	N 35° 31' 00.54" E	65.52'	1365+10.25	1365+75.78	N 33° 43' 52.19" E	N 37° 18' 08.90" E
PH2-NBFRTG-17	1368+21.60	6,841,615.12	2,473,422.99	3° 34' 41.35" LT	7,870.00'	0° 43' 40.90"	245.82'	491.49'	N 35° 30' 48.22" E	491.41'	1365+75.78	1370+67.26	N 37° 18' 08.90" E	N 33° 43' 27.54" E
PH2-NBFRTG-18	1384+19.57	6,842,944.32	2,474,310.27	4° 40' 03.41" LT	5,210.00'	1° 05' 59.02"	212.33'	424.43'	N 31° 23' 25.84" E	424.32'	1382+07.24	1386+31.67	N 33° 43' 27.54" E	N 29° 03' 24.14" E
PH2-NBFRTG-19	1387+85.55	6,843,264.43	2,474,488.13	4° 40' 28.05" RT	3,769.99'	1° 31' 11.22"	153.87'	307.57'	N 31° 23' 38.16" E	307.49'	1386+31.67	1389+39.25	N 29° 03' 24.14" E	N 33° 43' 52.19" E
PH2-NBFRTG-20	1403+16.23	6,844,528.62	2,475,332.24	1° 08' 43.19" LT	10,000.00'	0° 34' 22.65"	99.95'	199.90'	N 33° 09' 30.60" E	199.89'	1402+16.27	1404+16.17	N 33° 43' 52.19" E	N 32° 35' 09.00" E
PH2-NBFRTG-21	1408+16.51	6,844,950.16	2,475,601.67	1° 08' 43.19" RT	10,000.00'	0° 34' 22.65"	99.95'	199.90'	N 33° 09' 30.60" E	199.89'	1407+16.56	1409+16.45	N 32° 35' 09.00" E	N 33° 43' 52.19" E

PH2-SBFRTG

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-SBFRTG-18	1356+76.03	6,840,628.86	2,472,408.51	1° 31' 40.40" LT	7,500.00'	0° 45' 50.20"	100.01'	200.00'	N 32° 58' 01.99" E	199.99'	1355+76.03	1357+76.03	N 33° 43' 52.19" E	N 32° 12' 11.79" E
PH2-SBFRTG-19	1361+26.07	6,841,009.68	2,472,648.35	1° 31' 40.40" RT	7,500.00'	0° 45' 50.20"	100.01'	200.00'	N 32° 58' 01.99" E	199.99'	1360+26.07	1362+26.07	N 32° 12' 11.79" E	N 33° 43' 52.19" E
PH2-SBFRTG-20	1368+49.89	6,841,611.66	2,473,050.29	6° 40' 38.40" LT	2,025.00'	2° 49' 45.92"	118.13'	236.00'	N 30° 23' 32.99" E	235.86'	1367+31.76	1369+67.76	N 33° 43' 52.19" E	N 27° 03' 13.79" E
PH2-SBFRTG-21	1370+83.15	6,841,819.63	2,473,156.51	6° 36' 14.95" RT	2,000.00'	2° 51' 53.24"	115.39'	230.53'	N 30° 21' 21.27" E	230.40'	1369+67.76	1371+98.29	N 27° 03' 13.79" E	N 33° 39' 28.74" E
PH2-SBFRTG-22	1390+59.90	6,843,465.21	2,474,252.23	5° 46' 41.81" RT	2,000.00'	2° 51' 53.24"	100.94'	201.70'	N 36° 32' 49.64" E	201.61'	1389+58.96	1391+60.66	N 33° 39' 28.74" E	N 39° 26' 10.55" E
PH2-SBFRTG-23	1392+40.25	6,843,597.01	2,474,360.63	5° 19' 21.34" LT	1,500.00'	3° 49' 10.99"	69.72'	139.35'	N 36° 46' 29.87" E	139.30'	1391+70.53	1393+09.88	N 39° 26' 10.55" E	N 34° 06' 49.20" E
PH2-SBFRTG-24	1406+58.91	6,844,771.64	2,475,156.32	1° 25' 56.62" RT	10,000.00'	0° 34' 22.65"	125.01'	250.00'	N 34° 49' 47.51" E	249.99'	1405+33.90	1407+83.90	N 34° 06' 49.20" E	N 35° 32' 45.82" E
PH2-SBFRTG-25	1411+40.17	6,845,163.23	2,475,436.12	1° 48' 53.63" LT	10,000.00'	0° 34' 22.65"	158.39'	316.76'	N 34° 38' 19.01" E	316.75'	1409+81.78	1412+98.54	N 35° 32' 45.82" E	N 33° 43' 52.19" E

DC287SE

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
DC287SE-3	2326+70.26	6,842,243.20	2,473,529.69	107° 20' 03.52" RT	1,100.00'	5° 12' 31.35"	1,495.67'	2,060.67'	N 19° 56' 09.57" W	1,772.30'	2311+74.59	2332+35.26	N 73° 36' 11.33" W	N 33° 43' 52.19" E
DC287SE-4	2349+21.26	6,844,889.25	2,475,296.47	5° 01' 21.28" RT	5,729.58'	1° 00' 00.00"	251.29'	502.26'	N 36° 14' 32.83" E	502.10'	2346+69.97	2351+72.23	N 33° 43' 52.19" E	N 38° 45' 13.47" E
DC287SE-5	2354+23.52	6,845,281.18	2,475,611.07	5° 01' 21.28" LT	5,729.58'	1° 00' 00.00"	251.29'	502.26'	N 36° 14' 32.83" E	502.10'	2351+72.23	2356+74.49	N 38° 45' 13.47" E	N 33° 43' 52.19" E

DC287WN

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
DC287WN-2	3320+07.05	6,842,440.89	2,473,873.32	104° 29' 13.54" RT	900.00'	6° 21' 58.31"	1,162.10'	1,641.28'	N 18° 30' 44.58" W	1,423.12'	3308+44.95	3324+86.23	N 70° 45' 21.35" W	N 33° 43' 52.19" E
DC287WN-3	3341+76.12	6,844,812.76	2,475,457.02	2° 00' 00.00" LT	3,000.00'	1° 54' 35.49"	52.37'	104.72'	N 32° 43' 52.19" E	104.71'	3341+23.76	3342+28.48	N 33° 43' 52.19" E	N 31° 43' 52.19" E

RPNB1345

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPNB1345-2	16+02.01	6,839,632.82	2,471,998.06	2° 58' 31.09" LT	7,870.00'	0° 43' 40.90"	204.39'	408.68'	N 35° 13' 07.73" E	408.63'	13+97.63	18+06.31	N 36° 42' 23.28" E	N 33° 43' 52.19" E
RPNB1345-3	20+94.21	6,840,042.24	2,472,271.43	4° 57' 40.07" RT	5,729.58'	1° 00' 00.00"	248.21'	496.11'	N 36° 12' 42.23" E	495.96'	18+46.00	23+42.11	N 33° 43' 52.19" E	N 38° 41' 32.26" E
RPNB1345-4	25+90.33	6,840,429.70	2,472,581.76	4° 57' 40.07" LT	5,729.58'	1° 00' 00.00"	248.21'	496.11'	N 36° 12' 42.23" E	495.96'	23+42.11	28+38.23	N 38° 41' 32.26" E	N 33° 43' 52.19" E

RPNB1365

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPNB1365-1	13+60.74	6,841,171.17	2,473,076.84	5° 14' 56.27" LT	7,870.00'	0° 43' 40.90"	360.74'	720.98'	N 31° 06' 24.06" E	720.73'	10+00.00	17+20.98	N 33° 43' 52.19" E	N 28° 28' 55.92" E
RPNB1365-2	20+89.12	6,841,811.83	2,473,424.44	5° 14' 56.27" RT	5,729.58'	1° 00' 00.00"	262.63'	524.90'	N 31° 06' 24.06" E	524.71'	18+26.49	23+51.38	N 28° 28' 55.92" E	N 33° 43' 52.19" E

RPSB1368

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPSB1368-1	12+00.08	6,841,468.08	2,472,968.85	4° 00' 00.00" RT	5,729.58'	1° 00' 00.00"	200.08'	400.00'	N 35° 43' 52.19" E	399.92'	10+00.00	14+00.00	N 33° 43' 52.19" E	N 37° 43' 52.19" E
RPSB1368-2	21+74.74	6,842,239.05	2,473,565.40	4° 00' 00.00" LT	5,729.58'	1° 00' 00.00"	200.08'	400.00'	N 35° 43' 52.19" E	399.92'	19+74.66	23+74.66	N 37° 43' 52.19" E	N 33° 43' 52.19" E

NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED JUNE 21, 2016 AND RECORD PLANS.
2. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAP PANELS 48139C0190F AND 48139C0200F.
3. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM ELLIS COUNTY APPRAISAL DISTRICT (FEBRUARY 25, 2015).
4. EXISTING CULVERT LOCATIONS, SIZE AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSE ONLY.
5. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
6. CURBS ON THE FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
7. CONVENTIONAL ROADWAY SIGNAGES (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
8. 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 AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.

SUPERELEVATION TRANSITION & CROSS-SLOPE TABLE

ALIGNMENT	STATION TO STATION	RATE	X-SLOPE
US287EBFR	10+00.00 to 11+90.00	0.70%	3.31% to -5.60%
US287EBFR	13+42.00 to 14+98.00	0.70%	-5.60% to 1.70%
US287WBFR	10+08.97 to 11+39.00	0.70%	0.50% to -5.60%
US287WBFR	12+73.00 to 14+86.00	0.70%	-5.60% to 4.40%
DC287SE	2332+03.00 to 2333+63.00	0.58%	-4.60% to 2.00%
DC287WN	3324+71.00 to 3325+47.00	0.58%	5.10% to 2.00%

US287EBFR

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
US287EBFR-1	12+42.15	6,842,283.03	2,473,174.15	45° 29' 20.26" RT	350.00'	16° 22' 12.80"	146.73'	277.88'	N 33° 35' 51.13" W	270.64'	10+95.42	13+73.30	N 56° 20' 31.26" W	N 10° 51' 11.00" W
US287EBFR-2	19+32.57	6,842,976.40	2,473,041.21	56° 30' 00.30" LT	425.00'	13° 28' 52.90"	228.36'	419.10'	N 39° 06' 11.15" W	402.32'	17+04.21	21+23.30	N 10° 51' 11.00" W	N 67° 21' 11.30" W

US287WBFR

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
US287WBFR-1	11+75.85	6,843,012.55	2,474,549.21	48° 54' 08.00" RT	350.00'	16° 22' 12.80"	159.14'	298.73'	S 36° 06' 08.57" E	289.74'	10+16.71	13+15.43	S 60° 33' 12.57" E	S 11° 39' 04.57" E
US287WBFR-2	18+80.85	6,842,302.92	2,474,695.54	56° 02' 55.49" LT	300.00'	19° 05' 54.94"	159.68'	293.47'	S 39° 40' 32.31" E	281.91'	17+21.17	20+14.64	S 11° 39' 04.57" E	S 67° 42' 00.06" E

RPNB1387

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPNB1387-1	12+50.16	6,843,223.81	2,474,367.22	5° 00' 00.00" RT	5,729.58'	1° 00' 00.00"	250.16'	500.00'	N 36° 13' 52.19" E	499.84'	10+00.00	15+00.00	N 33° 43' 52.19" E	N 38° 43' 52.19" E
RPNB1387-2	18+69.42	6,843,707.13	2,474,754.87	5° 00' 00.00" LT	7,870.00'	0° 43' 40.90"	343.61'	686.79'	N 36° 13' 52.19" E	686.57'	15+25.81	22+12.60	N 38° 43' 52.19" E	N 33° 43' 52.19" E

RPSB1389

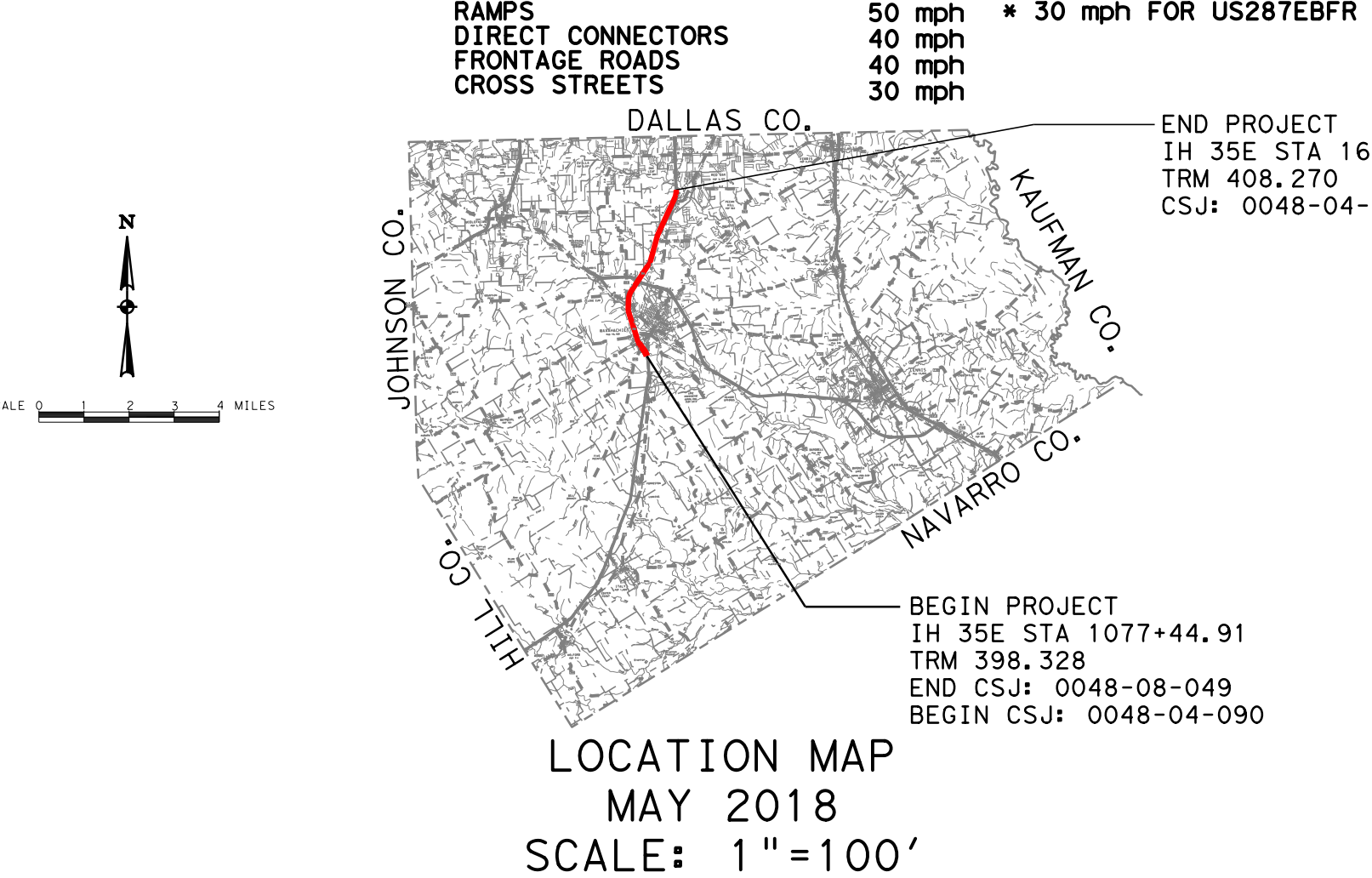
CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPSB1389-1	12+00.08	6,843,438.15	2,474,366.04	4° 00' 00.00" LT	5,729.58'	1° 00' 00.00"	200.08'	400.00'	N 31° 43' 52.19" E	399.92'	10+00.00	14+00.00	N 33° 43' 52.19" E	N 29° 43' 52.19" E
RPSB1389-2	22+67.44	6,844,365.14	2,474,895.46	4° 22' 57.01" RT	5,729.58'	1° 00' 00.00"	219.23'	438.25'	N 31° 55' 20.70" E	438.14'	20+48.20	24+86.45	N 29° 43' 52.19" E	N 34° 06' 49.20" E

PH2-US287

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-US287-2	137+62.06	6,842,002.99	2,474,748.45	17° 20' 58.12" LT	3,819.72'	1° 30' 00.00"	582.78'	1,156.63'	S 64° 56' 36.95" E	1,152.22'	131+79.28	143+35.91	S 56° 16' 07.89" E	S 73° 37' 06.01" E

PH2-SOLONN

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-SOLONN-1	10+58.44	6,845,023.10	2,475,720.65	27° 19' 13.78" RT	120.00'	47° 44' 47.34"	29.16'	57.22'	S 42° 36' 30.92" E	56.68'	10+29.28	10+86.50	S 56° 16' 07.81" E	S 28° 56' 54.03" E



Texas Department of Transportation
DALLAS DISTRICT
DESIGN SCHEMATIC
JAMES K. SELMAN, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)
LOCATION MAP
MAY 2018
SCALE: 1"=100'
ROLL 5 OF 24
ch2m TBPE FIRM NO. F-2297
PRELIMINARY FOR INTERIM REVIEW ONLY
ABENET BEKELE, P.E. 86055 5-14-2018
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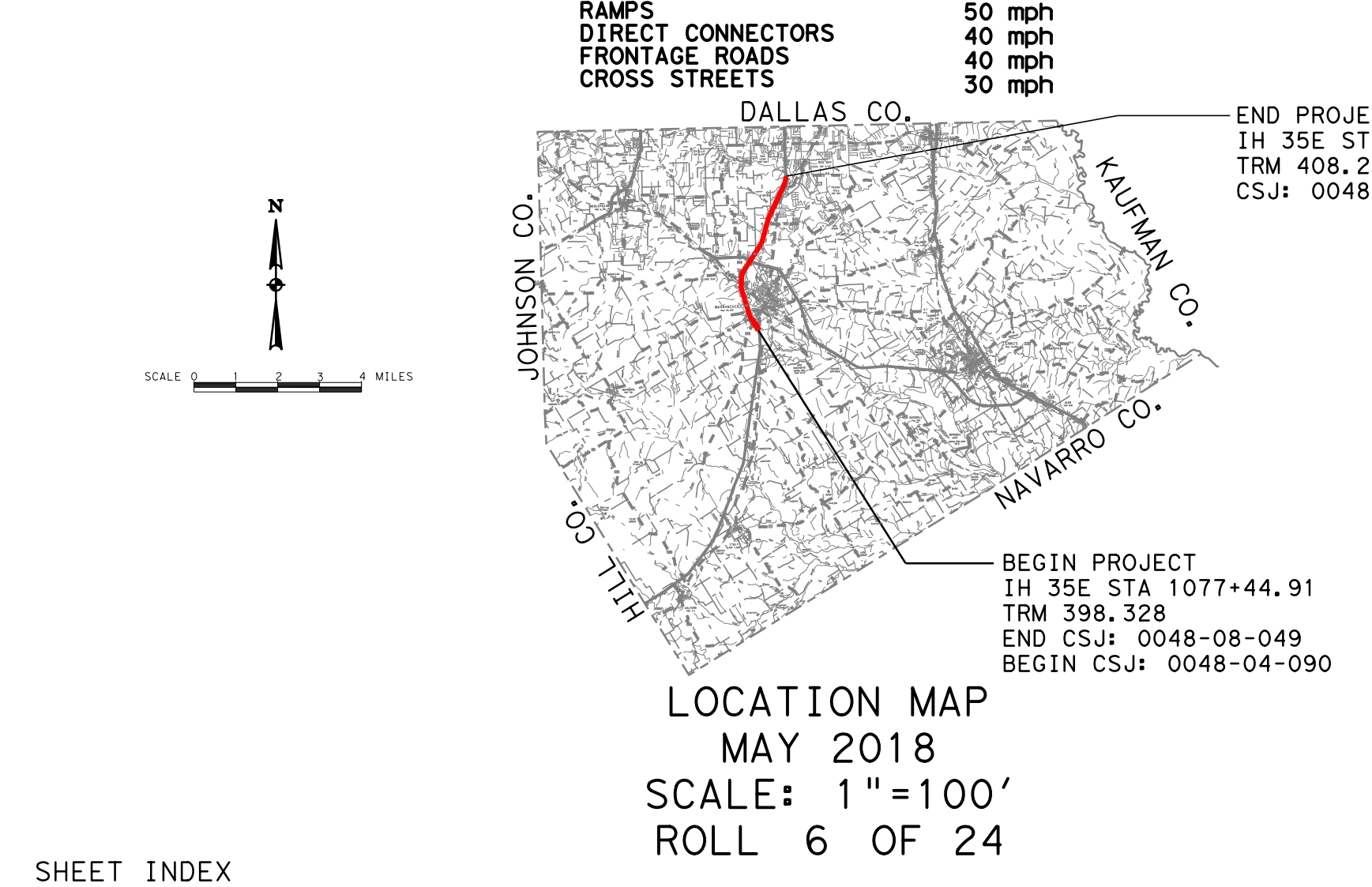
ROLL 5: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1344+00 TO STA 1411+00

ROLL 6: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1411+00 TO STA 1478+00

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
JAMES K. SELMAN, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
FREEWAY	70 mph
RAMPS	50 mph
DIRECT CONNECTORS	40 mph
FRONTAGE ROADS	40 mph
CROSS STREETS	30 mph


DALLAS CO.
JOHNSON CO.
KAUFMAN CO.
NAVARRO CO.
HILL CO.
N
SCALE
MILES

END PROJECT
IH 35E STA 1658+61.38
TRM 408.270
CSJ: 0048-04-090

BEGIN PROJECT
IH 35E STA 1077+44.91
TRM 398.328
END CSJ: 0048-08-049
BEGIN CSJ: 0048-04-090

LOCATION MAP
MAY 2018
SCALE: 1"=100'
ROLL 6 OF 24

SHEET INDEX

ROLL 1: PLAN VIEW-IH 35E FRONTAGE ROADS BEGIN PROJECT TO STA 1141+00
ROLL 2: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1141+00 TO STA 1210+00
ROLL 3: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1210+00 TO STA 1279+00
ROLL 4: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1279+00 TO STA 1344+00
ROLL 5: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1344+00 TO STA 1411+00
ROLL 6: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1411+00 TO STA 1478+00
ROLL 7: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1478+00 TO STA 1545+00
ROLL 8: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1545+00 TO STA 1645+00
ROLL 9: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1645+00 TO END PROJECT
ROLL 10: PLAN VIEW-AUXILIARY LANE STA 134+00 TO END PROJECT
ROLL 11: PROFILE VIEW-IH 35E FRONTAGE ROADS BEGIN PROJECT TO STA 1160+00
ROLL 12: PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1160+00 TO STA 1254+00
ROLL 13: PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1254+00 TO STA 1351+00
ROLL 14: PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1351+00 TO STA 1460+00
ROLL 15: PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1460+00 TO STA 1554+00
ROLL 16: PROFILE VIEW-IH 35E SB FRONTAGE ROAD STA 1554+00 TO STA 1637+00
PROFILE VIEW-IH 35E NB FRONTAGE ROAD STA 1554+00 TO END PROJECT
ROLL 17: PROFILE VIEW-IH 35E SB FRONTAGE ROAD STA 1637+00 TO END PROJECT
PROFILE VIEW-PH2 US 77 NORTH
PROFILE VIEW-IH 35E SBML AT US 77 SOUTH
ROLL 18: PROFILE VIEW-IH 35E MAIN LANES AT CROSS STREETS
ROLL 19: PROFILE VIEW-IH 35E MAIN LANES AT STERRETT RD
PROFILE VIEW-DC77SSFR
PROFILE VIEW-DC77SSML
ROLL 20: PROFILE VIEW-DC287SE-SOUTHBOUND I-35 TO EASTBOUND US 287 DIRECT CONNECTOR
PROFILE VIEW-DC287WN-WESTBOUND US 287 TO NORTHBOUND I-35 DIRECT CONNECTOR
ROLL 21: PROFILE VIEW-CROSS STREETS
ROLL 22: PROFILE VIEW-NORTHBOUND RAMPS
PROFILE VIEW-US 287 WB FRONTAGE ROAD
ROLL 23: PROFILE VIEW-NORTHBOUND RAMPS
PROFILE VIEW-SOUTHBOUND RAMPS
PROFILE VIEW-US 287 EB FRONTAGE ROAD
ROLL 24: PROFILE VIEW-SOUTHBOUND RAMPS
PROFILE VIEW-PH2 CROSS STREETS

ch2m
TBPE FIRM NO. F-2297

PRELIMINARY FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND ARE NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
ABENET BEKELE, P.E.	86055	5-14-2018

5/15/2018
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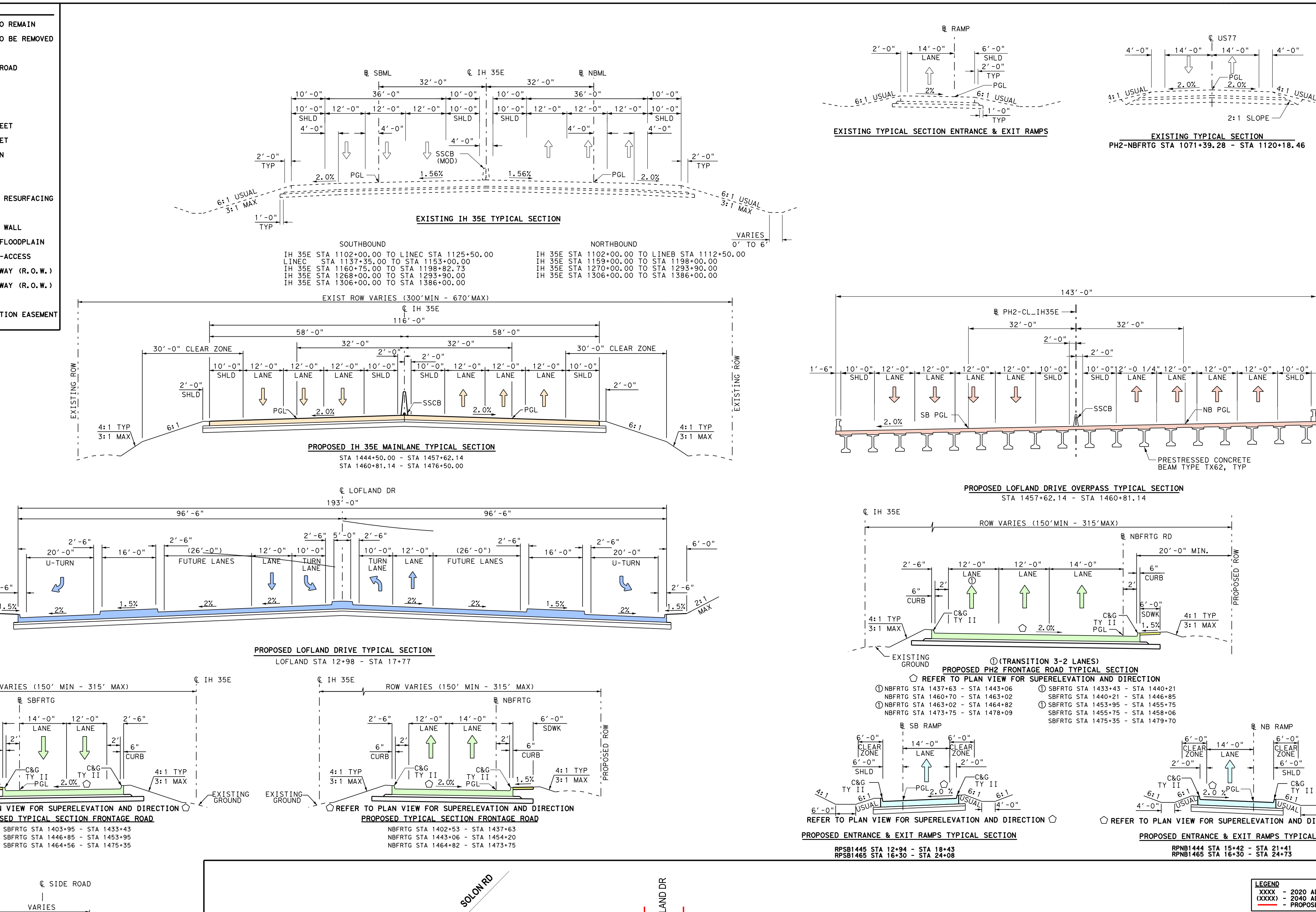
LEGEND	
▨	PHASE I PAVEMENT TO REMAIN
▨	PHASE I PAVEMENT TO BE REMOVED
🟧	PHASE II MAINLANE
🟩	PHASE II FRONTAGE ROAD
🟩	PHASE II US 77
🟥	PHASE II BRIDGE
🟦	PHASE II RAMP
🟦	PHASE II CROSS STREET
🟪	PHASE II SIDE STREET
🟨	PHASE II TRANSITION
🟨	PHASE II SIDEWALK
🟩	PHASE II DRIVEWAY
🟦	PHASE II MILLING & RESURFACING
▨	DISPLACEMENT
------	PHASE II RETAINING WALL
▨	EXISTING 100-YEAR FLOODPLAIN
▪	PROPOSED DENIAL-OF-ACCESS
— · —	PROPOSED RIGHT-OF-WAY (R.O.W.)
— · —	EXISTING RIGHT-OF-WAY (R.O.W.)
— · —	DRAINAGE EASEMENT
— · —	TEMPORARY CONSTRUCTION EASEMENT


℄ SBML
℄ IH 35E
℄ NBML
SHLD
LANE
SSCB (MOD)
PGL
2.0%
1.56%
6:1 USUAL
3:1 MAX
TYP
VARIES 0' TO 6'
EXIST ROW VARIES (300'MIN - 670'MAX)
30'-0" CLEAR ZONE
116'-0"
58'-0"
32'-0"
4:1 TYP
EXISTING ROW
143'-0"
℄ PH2-CL_IH35E
SB PGL
NB PGL
C412 RAIL, TYP
PRESTRESSED CONCRETE BEAM TYPE TX62, TYP
℄ LOFLAND DR
193'-0"
96'-6"
U-TURN
FUTURE LANES
TURN LANE
℄ RAMP
℄ US77
2:1 SLOPE
℄ NBFRTG RD
ROW VARIES (150'MIN - 315'MAX)
CURB
C&G TY II
SDWK
EXISTING GROUND
PROPOSED ROW
℄ SBFRTG
℄ NBFRTG
℄ SB RAMP
℄ NB RAMP
CLEAR ZONE
℄ SIDE ROAD
VARIES
24'-0" MIN.

EXISTING IH 35E TYPICAL SECTION

SOUTHBOUND
IH 35E STA 1102+00.00 TO LINEC STA 1125+50.00
LINEC STA 1137+35.00 TO STA 1153+00.00
IH 35E STA 1160+75.00 TO STA 1198+82.73
IH 35E STA 1268+00.00 TO STA 1293+90.00
IH 35E STA 1306+00.00 TO STA 1386+00.00

NORTHBOUND
IH 35E STA 1102+00.00 TO LINEB STA 1112+50.00
IH 35E STA 1159+00.00 TO STA 1198+00.00
IH 35E STA 1270+00.00 TO STA 1293+90.00
IH 35E STA 1306+00.00 TO STA 1386+00.00

EXISTING TYPICAL SECTION ENTRANCE & EXIT RAMPS

EXISTING TYPICAL SECTION
PH2-NBFRTG STA 1071+39.28 - STA 1120+18.46

PROPOSED IH 35E MAINLANE TYPICAL SECTION
STA 1444+50.00 - STA 1457+62.14
STA 1460+81.14 - STA 1476+50.00

PROPOSED LOFLAND DRIVE OVERPASS TYPICAL SECTION
STA 1457+62.14 - STA 1460+81.14

PROPOSED LOFLAND DRIVE TYPICAL SECTION
LOFLAND STA 12+98 - STA 17+77

① (TRANSITION 3-2 LANES)
PROPOSED PH2 FRONTAGE ROAD TYPICAL SECTION
⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

① NBFRTG STA 1437+63 - STA 1443+06
NBFRTG STA 1460+70 - STA 1463+02
① NBFRTG STA 1463+02 - STA 1464+82
NBFRTG STA 1473+75 - STA 1478+09

① SBFRTG STA 1433+43 - STA 1440+21
SBFRTG STA 1440+21 - STA 1446+85
① SBFRTG STA 1453+95 - STA 1455+75
SBFRTG STA 1455+75 - STA 1458+06
SBFRTG STA 1475+35 - STA 1479+70

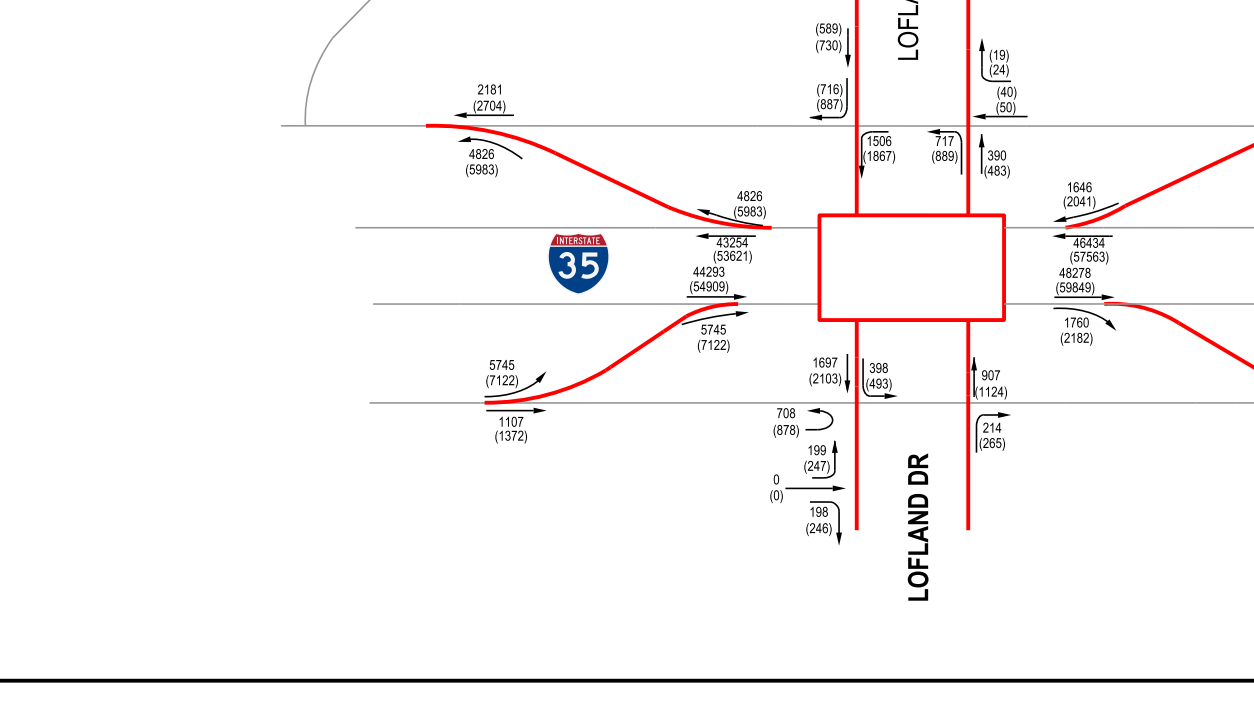
REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION ⬠
PROPOSED TYPICAL SECTION FRONTAGE ROAD
SBFRTG STA 1403+95 - STA 1433+43
SBFRTG STA 1446+85 - STA 1453+95
SBFRTG STA 1464+56 - STA 1475+35

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
NBFRTG STA 1402+53 - STA 1437+63
NBFRTG STA 1443+06 - STA 1454+20
NBFRTG STA 1464+82 - STA 1473+75

REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION ⬠
PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION
RPSB1445 STA 12+94 - STA 18+43
RPSB1465 STA 16+30 - STA 24+08

⬠ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION
RPNB1444 STA 15+42 - STA 21+41
RPNB1465 STA 16+30 - STA 24+73

PROPOSED SIDE ROAD TYPICAL SECTION
SOLON RD SOUTH STA 10+75 - STA 11+87.06
AUSTIN RD STA 10+00 - STA 11+05


SOLON RD
LOFLAND DR
35
2181 (2704)
4826 (5983)
43254 (53621)
1506 (1867)
717 (889)
390 (483)
1565 (1940)
1646 (2041)
46434 (57563)

LEGEND
XXXX - 2020 ADT
(XXXX) - 2040 ADT
— - PROPOSED RDWY
SCALE: N.T.S.

NOTES:
1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
2. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

REASSIGNED TRAFFIC BASED ON PROPOSED SCHEMATIC. ORIGINAL NUMBERS PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION; TRANSPORTATION PROGRAMMING AND PLANNING DIVISION FOR YEARS 2014, 2034, 2044. DATED FEBRUARY 11, 2014

NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED JUNE 21, 2016 AND RECORD PLANS.
2. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAP PANELS 48139C0190F AND 48139C0200F.
3. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM ELLIS COUNTY APPRAISAL DISTRICT (FEBRUARY 25, 2015).
4. EXISTING CULVERT LOCATIONS, SIZE AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSE ONLY.
5. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
6. CURBS ON THE FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
7. CONVENTIONAL ROADWAY SIGNAGES (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
8. 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 AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.

SUPERELEVATION TRANSITION & CROSS-SLOPE TABLE			
ALIGNMENT	STATION TO STATION	RATE	X-SLOPE
PH2-CL_IH35E NB	1444+50.00 to 1446+98.00	0.40%	ex. to 3.40%
PH2-CL_IH35E SB	1444+50.00 to 1445+79.00	0.40%	ex. to 3.40%
PH2-CL_IH35E NB	1455+39.00 TO 1456+37.00	0.40%	3.40% to 2.00%
PH2-CL_IH35E SB	1455+39.00 TO 1456+37.00	0.40%	3.40% to 2.00%
PH2-CL_IH35E NB	1461+25.00 to 1464+25.00	0.40%	2.00% to -2.00%
RPNB1444	18+63.00 to 20+16.00	0.50%	2.00% to -3.40%
RPSB1445	18+03.00 to 18+42.82	0.50%	2.00% to 3.40%
PH2-LOFLAND right	12+98.13 to 14+03.00	0.66	-2.00% to -0.50%
PH2-LOFLAND right	16+72.00 to 17+76.56	0.66	-0.50% to -2.00%

PH2-CL_IH35E

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-CL_IH35E-6	1447+56.90	6,848,213.11	2,477,626.45	17° 18' 14.97" LT	5,729.58'	1° 00' 00.00"	871.85'	1,730.42'	N 25° 04' 44.70" E	1,723.85'	1438+85.06	1456+15.48	N 33° 43' 52.19" E	N 16° 25' 37.22" E

DC287SE

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
DC287SE-5	2354+23.52	6,845,281.18	2,475,611.07	5° 01' 21.28" LT	5,729.58'	1° 00' 00.00"	251.29'	502.26'	N 36° 14' 32.83" E	502.10'	2351+72.23	2356+74.49	N 38° 45' 13.47" E	N 33° 43' 52.19" E

DC287WN

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
DC287WN-4	3352+07.65	6,845,690.10	2,475,999.54	2° 00' 00.00" RT	3,000.00'	1° 54' 35.49"	52.37'	104.72'	N 32° 43' 52.19" E	104.71'	3351+55.28	3352+60.00	N 31° 43' 52.19" E	N 33° 43' 52.19" E

PH2-NBFRTG

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-NBFRTG-22	1446+73.97	6,848,158.23	2,477,743.71	17° 18' 14.97" LT	5,857.58'	0° 58' 41.33"	891.32'	1,769.07'	N 25° 04' 44.70" E	1,762.36'	1437+82.65	1455+51.72	N 33° 43' 52.19" E	N 16° 25' 37.22" E

PH2-SBFRTG

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-SBFRTG-25	1411+40.17	6,845,163.23	2,475,436.12	1° 48' 53.63" LT	10,000.00'	0° 34' 22.65"	158.39'	316.76'	N 34° 38' 19.01" E	316.75'	1409+81.78	1412+98.54	N 35° 32' 45.82" E	N 33° 43' 52.19" E
PH2-SBFRTG-26	1448+73.39	6,848,267.99	2,477,509.18	17° 18' 14.97" LT	5,601.58'	1° 01' 22.26"	852.37'	1,691.76'	N 25° 04' 44.70" E	1,685.34'	1440+21.03	1457+12.78	N 33° 43' 52.19" E	N 16° 25' 37.22" E

RPNB1444

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPNB1444-1	12+55.43	6,847,619.33	2,477,369.46	9° 51' 08.11" LT	2,963.57'	1° 56' 00.00"	255.43'	509.60'	N 28° 48' 18.13" E	508.97'	10+00.00	15+09.60	N 33° 43' 52.19" E	N 23° 52' 44.08" E
RPNB1444-2	15+91.40	6,847,927.69	2,477,505.97	1° 38' 09.14" RT	5,729.58'	1° 00' 00.00"	81.80'	163.59'	N 24° 41' 48.65" E	163.58'	15+09.60	16+73.19	N 23° 52' 44.08" E	N 25° 30' 53.22" E
RPNB1444-3	22+42.61	6,848,515.41	2,477,786.48	10° 31' 26.40" LT	2,963.57'	1° 56' 00.00"	272.94'	544.34'	N 20° 15' 10.02" E	543.58'	19+69.67	25+14.02	N 25° 30' 53.22" E	N 14° 59' 26.82" E
RPNB1444-4	26+15.73	6,848,877.30	2,477,883.39	2° 02' 02.28" RT	5,729.58'	1° 00' 00.00"	101.71'	203.40'	N 16° 00' 27.96" E	203.39'	25+14.02	27+17.42	N 14° 59' 26.82" E	N 17° 01' 29.10" E

RPSB1445

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPSB1445-1	11+11.69	6,847,958.84	2,477,310.21	2° 14' 00.92" RT	5,729.58'	1° 00' 00.00"	111.69'	223.36'	N 31° 02' 39.31" E	223.34'	10+00.00	12+23.36	N 29° 55' 38.85" E	N 32° 09' 39.77" E
RPSB1445-2	12+58.29	6,848,082.96	2,477,388.25	4° 26' 41.40" LT	900.00'	6° 21' 58.31"	34.93'	69.82'	N 29° 56' 19.07" E	69.80'	12+23.36	12+93.18	N 32° 09' 39.77" E	N 27° 42' 58.37" E
RPSB1445-3	15+35.20	6,848,328.14	2,477,517.06	4° 51' 45.50" LT	5,700.00'	1° 00' 18.68"	242.02'	483.75'	N 25° 17' 05.62" E	483.61'	12+93.18	17+76.93	N 27° 42' 58.37" E	N 22° 51' 12.87" E
RPSB1445-4	22+26.86	6,848,965.77	2,477,785.80	6° 25' 35.66" LT	5,729.58'	1° 00' 00.00"	321.67'	642.66'	N 19° 38' 25.04" E	642.32'	19+05.20	25+47.85	N 22° 51' 12.87" E	N 16° 25' 37.22" E

RPNB1465

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPNB1465-1	11+70.27	6,849,533.16	2,478,078.19	3° 24' 15.95" RT	5,729.58'	1° 00' 00.00"	170.27'	340.44'	N 18° 07' 45.19" E	340.39'	10+00.00	13+40.44	N 16° 25' 37.22" E	N 19° 49' 53.17" E
RPNB1465-2	15+74.32	6,849,913.35	2,478,215.30	3° 24' 15.95" LT	7,870.00'	0° 43' 40.90"	233.88'	467.62'	N 18° 07' 45.19" E	467.55'	13+40.44	18+08.07	N 19° 49' 53.17" E	N 16° 25' 37.22" E
RPNB1465-3	23+79.55	6,850,685.84	2,478,443.05	3° 23' 08.27" RT	5,729.58'	1° 00' 00.00"	169.33'	338.56'	N 18° 07' 11.35" E	338.51'	22+10.22	25+48.79	N 16° 25' 37.22" E	N 19° 48' 45.48" E
RPNB1465-4	27+18.12	6,851,004.45	2,478,557.84	3° 23' 08.27" LT	5,729.58'	1° 00' 00.00"	169.33'	338.56'	N 18° 07' 11.35" E	338.51'	25+48.79	28+87.35	N 19° 48' 45.48" E	N 16° 25' 37.22" E

RPSB1465

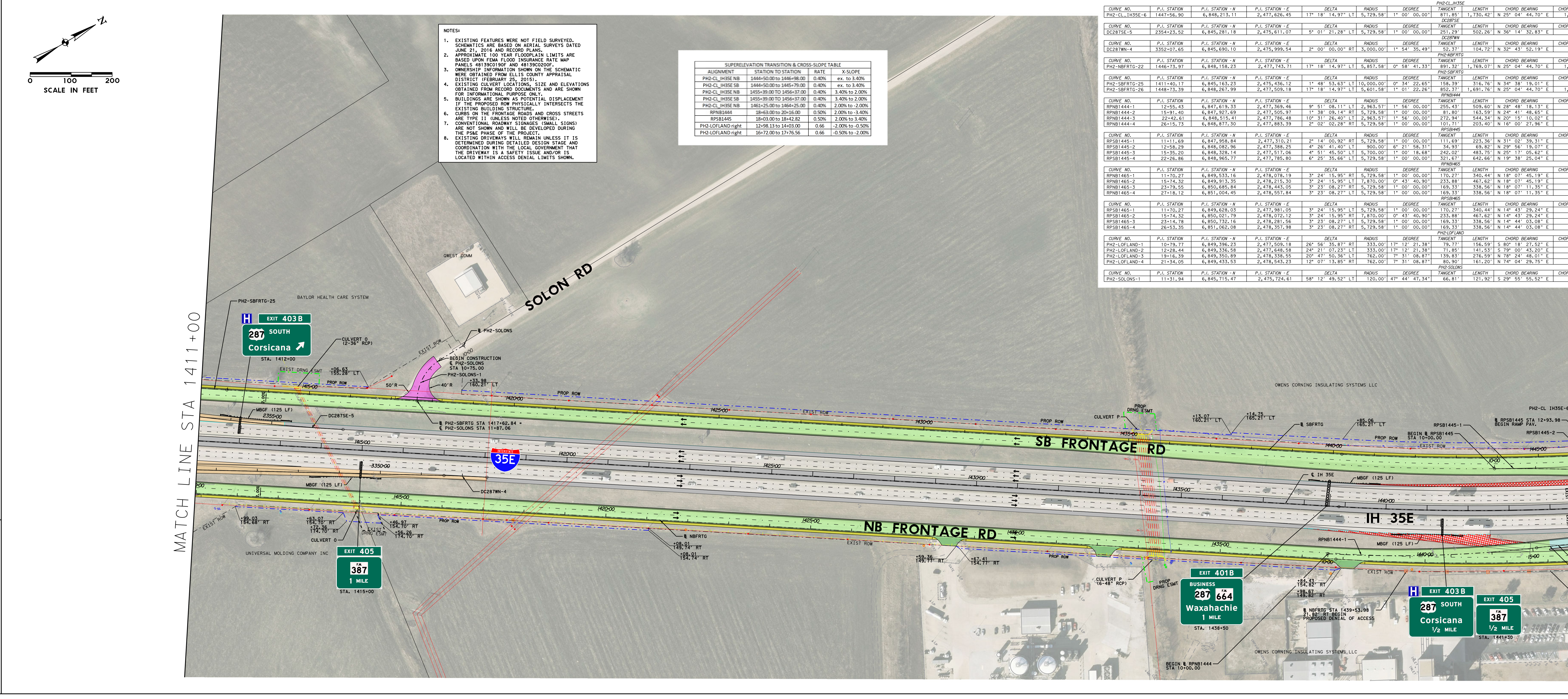
CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPSB1465-1	11+70.27	6,849,628.03	2,477,981.05	3° 24' 15.95" LT	5,729.58'	1° 00' 00.00"	170.27'	340.44'	N 14° 43' 29.24" E	340.39'	10+00.00	13+40.44	N 16° 25' 37.22" E	N 13° 01' 21.27" E
RPSB1465-2	15+74.32	6,850,021.79	2,478,072.12	3° 24' 15.95" RT	7,870.00'	0° 43' 40.90"	233.88'	467.62'	N 14° 43' 29.24" E	467.55'	13+40.44	18+08.07	N 13° 01' 21.27" E	N 16° 25' 37.22" E
RPSB1465-3	23+14.78	6,850,732.16	2,478,281.56	3° 23' 08.27" LT	5,729.58'	1° 00' 00.00"	169.33'	338.56'	N 14° 44' 03.08" E	338.51'	21+45.45	24+84.02	N 16° 25' 37.22" E	N 13° 02' 28.95" E
RPSB1465-4	26+53.35	6,851,062.08	2,478,357.98	3° 23' 08.27" RT	5,729.58'	1° 00' 00.00"	169.33'	338.56'	N 14° 44' 03.08" E	338.51'	24+84.02	28+22.58	N 13° 02' 28.95" E	N 16° 25' 37.22" E

PH2-LOFLAND

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-LOFLAND-1	10+79.77	6,849,396.23	2,477,509.18	26° 56' 35.87" RT	333.00'	17° 12' 21.38"	79.77'	156.59'	S 80° 18' 27.52" E	155.15'	10+00.00	11+56.59	N 86° 13' 14.55" E	S 66° 50' 09.58" E
PH2-LOFLAND-2	12+28.44	6,849,336.58	2,477,648.58	24° 21' 07.23" LT	333.00'	17° 12' 21.38"	71.85'	141.53'	S 79° 00' 43.20" E	140.47'	11+56.59	12+98.13	S 66° 50' 09.58" E	N 88° 48' 43.18" E
PH2-LOFLAND-3	19+16.39	6,849,350.89	2,478,338.55	20° 47' 50.36" LT	762.00'	7° 31' 08.87"	139.83'	276.59'	N 78° 24' 48.01" E	275.08'	17+76.56	20+53.15	N 88° 48' 43.18" E	N 68° 00' 52.83" E
PH2-LOFLAND-4	21+34.05	6,849,433.53	2,478,543.23	12° 07' 13.85" RT	762.00'	7° 31' 08.87"	80.90'	161.20'	N 74° 04' 29.75" E	160.90'	20+53.15	22+14.35	N 68° 00' 52.83" E	N 80° 08' 06.68" E

PH2-SOLONS

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-SOLONS-1	11+31.94	6,845,715.47	2,475,724.61	58° 12' 49.52" LT	120.00'	47° 44' 47.34"	66.81'	121.92'	S 29° 55' 55.52" E	116.75'	10+65.13	11+87.06	S 0° 49' 30.76" E	S 59° 02' 20.28" E


N
0 100 200
SCALE IN FEET
MATCH LINE STA 1411+00
MATCH LINE STA 1478+00
SOLON RD
SB FRONTAGE RD
NB FRONTAGE RD
IH 35E
35E
AUSTIN RD
LOFLAND DR
EXIT 403B 287 SOUTH Corsicana STA. 1412+00
EXIT 405 387 1 MILE STA. 1415+00
EXIT 401B BUSINESS 287 664 Waxahachie 1 MILE STA. 1438+50
EXIT 403B 287 SOUTH Corsicana 1/2 MILE
EXIT 405 387 1/2 MILE STA. 1441+30
EXIT 403A 287 NORTH Ft Worth STA. 1456+75
EXIT 403B 287 SOUTH Corsicana 1 MILE
EXIT 403A 287 NORTH Ft Worth 1/4 MILE STA. 1467+50
EXIT 406 Sterrett Rd 1 MILE STA. 1467+70
EXIT 405 387
BAYLOR HEALTH CARE SYSTEM
QWEST COMM
OWENS CORNING INSULATING SYSTEMS LLC
UNIVERSAL MOLDING COMPANY INC
J & G CONCRETE PRODUCTS
AUSTIN INTERNATIONAL VENTURES INC
PENSKE TRUCK LEASING CO
LOFLAND COMPANY THE
ABPC LLC
STATE OF TEXAS
WARNING OVERHEAD ELECTRIC LINES
BEGIN CONSTRUCTION ℄ PH2-SOLONS STA 10+75.00
℄ PH2-SBFRTG STA 1417+62.84 = ℄ PH2-SOLONS STA 11+87.06
BEGIN ℄ RPNB1444 STA 10+00.00
BEGIN ℄ RPSB1445 STA 10+00.00
℄ IH 35E STA 1457+67.39 0.00' RT END RET. WALL MLNBWALL-03 BEGIN RET. WALL FRSBWALL-21
℄ IH 35E STA 1460+81.14 END BRIDGE
℄ IH 35E STA 1460+75.90 0.00' RT END RET. WALL FRSBWALL-22 BEGIN RET. WALL MLNBWALL-04
END CONSTRUCTION END ℄ LOFLAND STA 22+76.84
END CONSTRUCTION ℄ AUSTIN RD STA 11+05.00
MBGF (125 LF)
PROP ROW
EXIST ROW
CULVERT P
CULVERT O
CULVERT OFF3

ROLL 6: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1411+00 TO STA 1478+00

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
JAMES K. SELMAN, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE / DESIGN SPEED
FREEWAY 70 mph
RAMPS 50 mph
DIRECT CONNECTORS 40 mph
FRONTAGE ROADS 40 mph
CROSS STREETS 30 mph

END PROJECT
IH 35E STA 1658+61.38
TRM 408.270
CSJ: 0048-04-090

BEGIN PROJECT
IH 35E STA 1077+44.91
TRM 398.328
END CSJ: 0048-08-049
BEGIN CSJ: 0048-04-090

LOCATION MAP
MAY 2018
SCALE: 1"=100'
ROLL 6 OF 24

SHEET INDEX

ch2m
TBPE FIRM NO. F-2297

PRELIMINARY FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND ARE NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

ABENET BEKELE, P.E. 86055 5-14-2018
NAME P.E. NO. DATE

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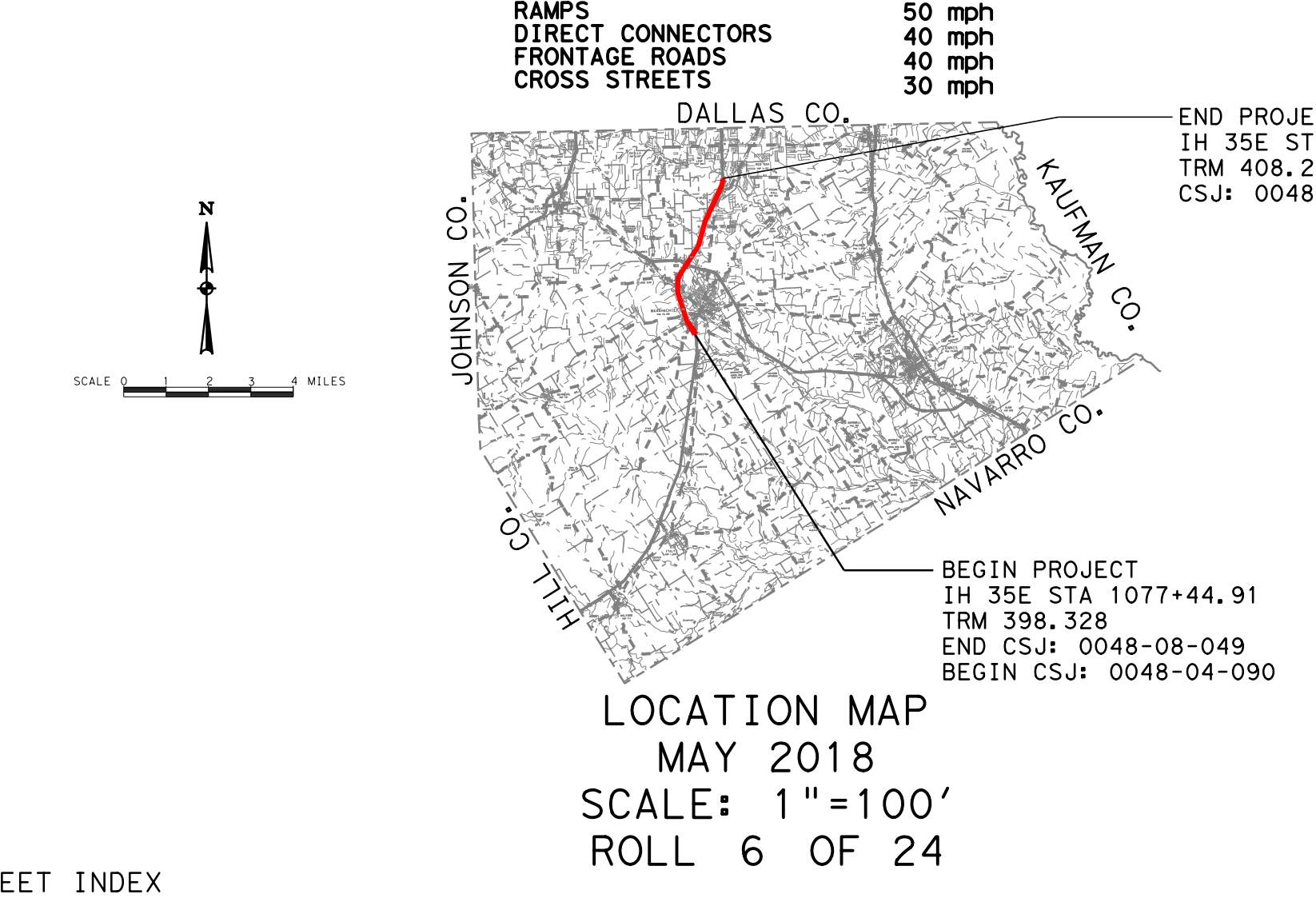
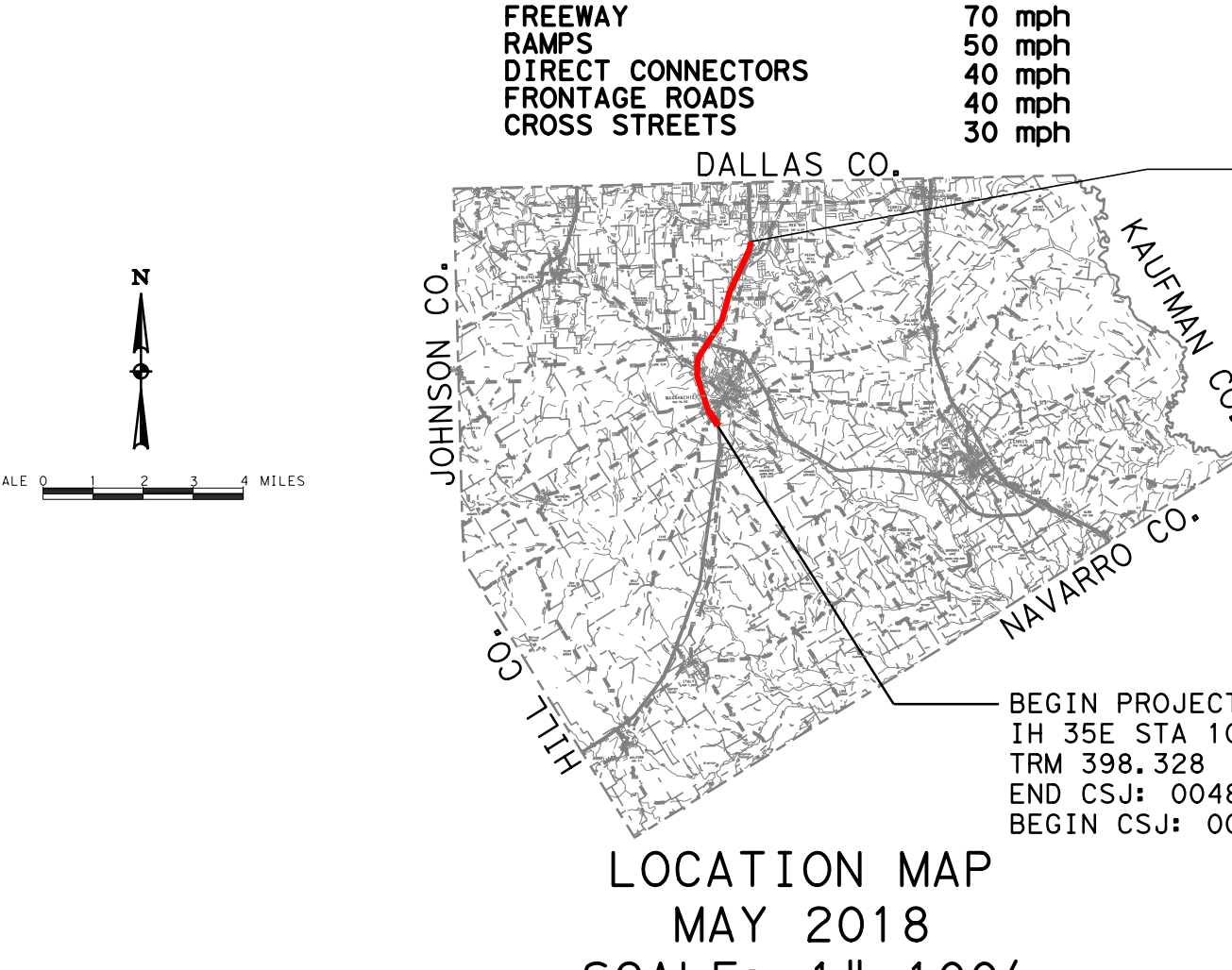

DALLAS CO.
JOHNSON CO.
KAUFMAN CO.
NAVARRO CO.
HILL CO.
N

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
JAMES K. SELMAN, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
FREEWAY	70 mph
RAMPS	50 mph
DIRECT CONNECTORS	40 mph
FRONTAGE ROADS	40 mph
CROSS STREETS	30 mph


DALLAS CO.
JOHNSON CO.
KAUFMAN CO.
NAVARRO CO.
HILL CO.
SCALE
MILES
N

END PROJECT
IH 35E STA 1658+61.38
TRM 408.270
CSJ: 0048-04-090

BEGIN PROJECT
IH 35E STA 1077+44.91
TRM 398.328
END CSJ: 0048-08-049
BEGIN CSJ: 0048-04-090

LOCATION MAP
MAY 2018
SCALE: 1"=100'
ROLL 7 OF 24

SHEET INDEX

ROLL 1:	PLAN VIEW-IH 35E FRONTAGE ROADS BEGIN PROJECT TO STA 1141+00
ROLL 2:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1141+00 TO STA 1210+00
ROLL 3:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1210+00 TO STA 1279+00
ROLL 4:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1279+00 TO STA 1344+00
ROLL 5:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1344+00 TO STA 1411+00
ROLL 6:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1411+00 TO STA 1478+00
ROLL 7:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1478+00 TO STA 1545+00
ROLL 8:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1545+00 TO STA 1645+00
ROLL 9:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1645+00 TO END PROJECT
ROLL 10:	PLAN VIEW-AUXILIARY LANE STA 134+00 TO END PROJECT
ROLL 11:	PROFILE VIEW-IH 35E FRONTAGE ROADS BEGIN PROJECT TO STA 1160+00
ROLL 12:	PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1160+00 TO STA 1254+00
ROLL 13:	PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1254+00 TO STA 1351+00
ROLL 14:	PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1351+00 TO STA 1460+00
ROLL 15:	PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1460+00 TO STA 1554+00
ROLL 16:	PROFILE VIEW-IH 35E SB FRONTAGE ROAD STA 1554+00 TO STA 1637+00 PROFILE VIEW-IH 35E NB FRONTAGE ROAD STA 1554+00 TO END PROJECT
ROLL 17:	PROFILE VIEW-IH 35E SB FRONTAGE ROAD STA 1637+00 TO END PROJECT PROFILE VIEW-PH2 US 77 NORTH PROFILE VIEW-IH 35E SBML AT US 77 SOUTH
ROLL 18:	PROFILE VIEW-IH 35E MAIN LANES AT CROSS STREETS
ROLL 19:	PROFILE VIEW-IH 35E MAIN LANES AT STERRETT RD PROFILE VIEW-DC77SSFR PROFILE VIEW-DC77SSML
ROLL 20:	PROFILE VIEW-DC287SE-SOUTHBOUND I-35 TO EASTBOUND US 287 DIRECT CONNECTOR PROFILE VIEW-DC287WN-WESTBOUND US 287 TO NORTHBOUND I-35 DIRECT CONNECTOR
ROLL 21:	PROFILE VIEW-CROSS STREETS
ROLL 22:	PROFILE VIEW-NORTHBOUND RAMPS PROFILE VIEW-US 287 WB FRONTAGE ROAD
ROLL 23:	PROFILE VIEW-NORTHBOUND RAMPS PROFILE VIEW-SOUTHBOUND RAMPS PROFILE VIEW-US 287 EB FRONTAGE ROAD
ROLL 24:	PROFILE VIEW-SOUTHBOUND RAMPS PROFILE VIEW-PH2 CROSS STREETS

ch2m
TBPE FIRM NO. F-2297

PRELIMINARY FOR INTERIM REVIEW ONLY

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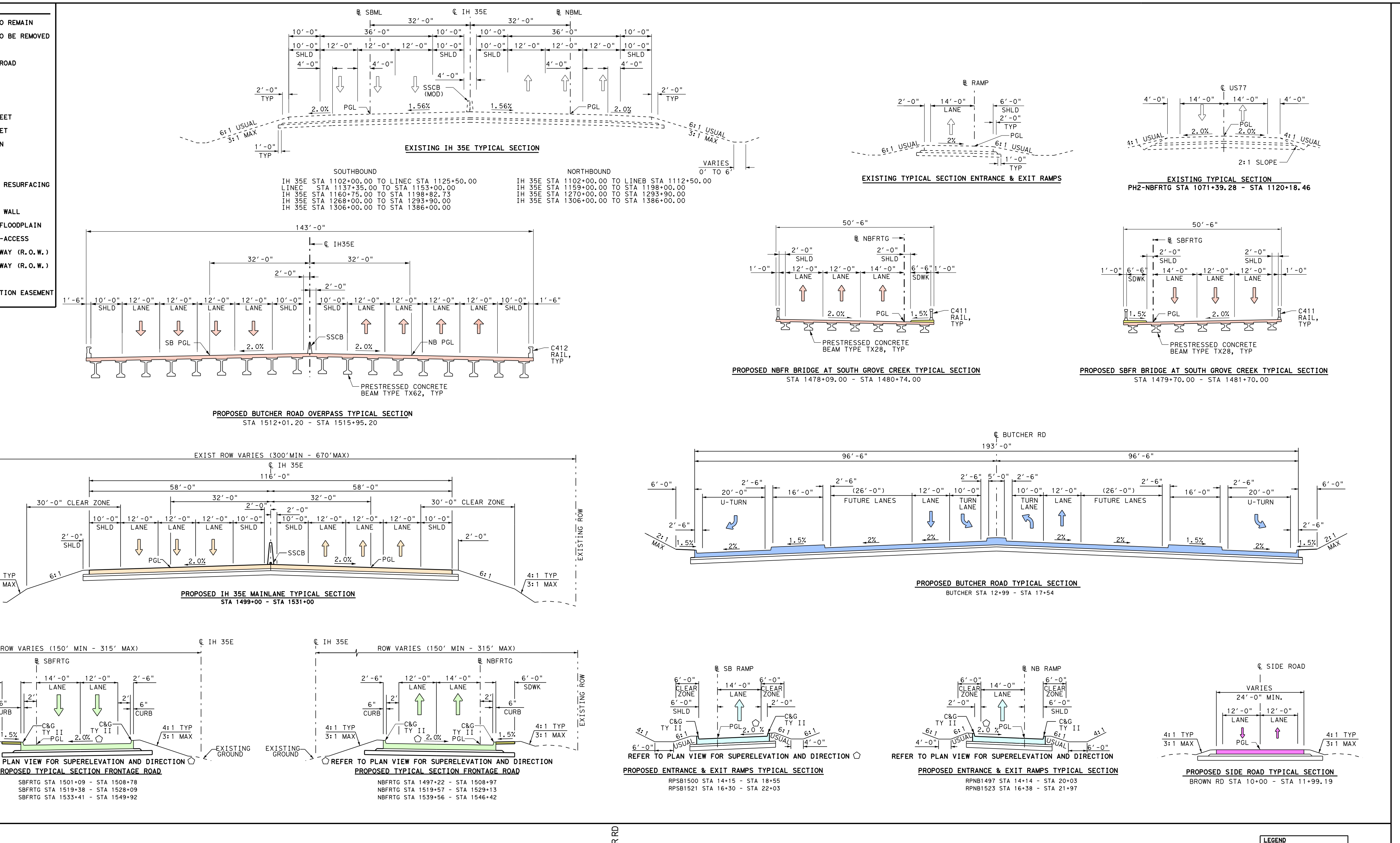
NAME	P.E. NO.	DATE
ABENET BEKELE, P.E.	86055	5-14-2018

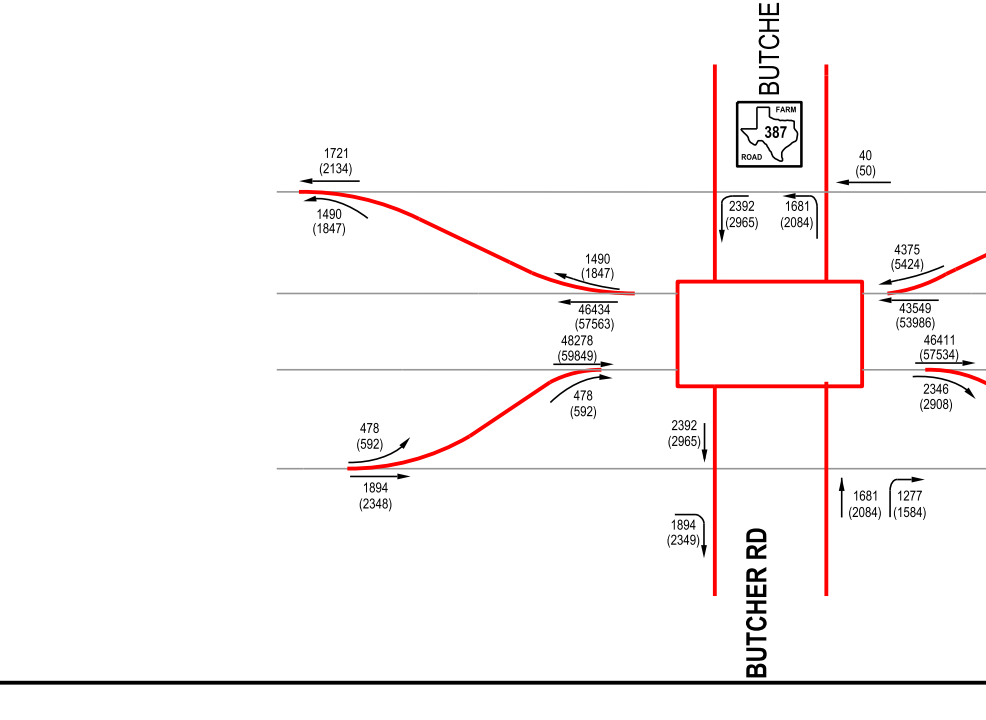
ROLL 7: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1478+00 TO STA 1545+00

5/15/2018
\\denpwp01\pw\csworking\438040\351415_3N-35E_Exhibit_07.dgn

LEGEND

▨	PHASE I PAVEMENT TO REMAIN
▨	PHASE I PAVEMENT TO BE REMOVED
🟧	PHASE II MAINLANE
🟩	PHASE II FRONTAGE ROAD
🟩	PHASE II US 77
🟥	PHASE II BRIDGE
🟦	PHASE II RAMP
🟦	PHASE II CROSS STREET
🟪	PHASE II SIDE STREET
🟨	PHASE II TRANSITION
🟨	PHASE II SIDEWALK
🟩	PHASE II DRIVEWAY
🟦	PHASE II MILLING & RESURFACING
▨	DISPLACEMENT
▨	EXISTING 100-YEAR FLOODPLAIN
······	PHASE II RETAINING WALL
▫	PROPOSED DENIAL-OF-ACCESS
— · —	PROPOSED RIGHT-OF-WAY (R.O.W.)
— · —	EXISTING RIGHT-OF-WAY (R.O.W.)
— · —	DRAINAGE EASEMENT
— · —	TEMPORARY CONSTRUCTION EASEMENT


EXISTING IH 35E TYPICAL SECTION
SOUTHBOUND
IH 35E STA 1102+00.00 TO LINEC STA 1125+50.00
LINEC STA 1137+35.00 TO STA 1153+00.00
IH 35E STA 1160+75.00 TO STA 1198+82.73
IH 35E STA 1268+00.00 TO STA 1293+90.00
IH 35E STA 1306+00.00 TO STA 1386+00.00
NORTHBOUND
IH 35E STA 1102+00.00 TO LINEB STA 1112+50.00
IH 35E STA 1159+00.00 TO STA 1198+00.00
IH 35E STA 1270+00.00 TO STA 1293+90.00
IH 35E STA 1306+00.00 TO STA 1386+00.00
EXISTING TYPICAL SECTION ENTRANCE & EXIT RAMPS
EXISTING TYPICAL SECTION
PH2-NBFRTG STA 1071+39.28 - STA 1120+18.46
PROPOSED BUTCHER ROAD OVERPASS TYPICAL SECTION
STA 1512+01.20 - STA 1515+95.20
PROPOSED NBFR BRIDGE AT SOUTH GROVE CREEK TYPICAL SECTION
STA 1478+09.00 - STA 1480+74.00
PROPOSED SBFR BRIDGE AT SOUTH GROVE CREEK TYPICAL SECTION
STA 1479+70.00 - STA 1481+70.00
PROPOSED IH 35E MAINLANE TYPICAL SECTION
STA 1499+00 - STA 1531+00
PROPOSED BUTCHER ROAD TYPICAL SECTION
BUTCHER STA 12+99 - STA 17+54
REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
PROPOSED TYPICAL SECTION FRONTAGE ROAD
SBFRTG STA 1501+09 - STA 1508+78
SBFRTG STA 1519+38 - STA 1528+09
SBFRTG STA 1533+41 - STA 1549+92
NBFRTG STA 1497+22 - STA 1508+97
NBFRTG STA 1519+57 - STA 1529+13
NBFRTG STA 1539+56 - STA 1546+42
PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION
RPSB1500 STA 14+15 - STA 18+55
RPSB1521 STA 16+30 - STA 22+03
RPNB1497 STA 14+14 - STA 20+03
RPNB1523 STA 16+38 - STA 21+97
PROPOSED SIDE ROAD TYPICAL SECTION
BROWN RD STA 10+00 - STA 11+99.19
PRESTRESSED CONCRETE BEAM TYPE TX62, TYP
PRESTRESSED CONCRETE BEAM TYPE TX28, TYP
EXIST ROW VARIES (300' MIN - 670' MAX)
ROW VARIES (150' MIN - 315' MAX)


BUTCHER RD
287
35
LEGEND
XXXX - 2020 ADT
(XXXX) - 2040 ADT
PROPOSED RDWY
SCALE: N.T.S.

NOTES:

1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
2. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

REASSIGNED TRAFFIC BASED ON PROPOSED SCHEMATIC. ORIGINAL NUMBERS PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION; TRANSPORTATION PROGRAMMING AND PLANNING DIVISION FOR YEARS 2014, 2034, 2044. DATED FEBRUARY 11, 2014

SCALE IN FEET
0
100
200
N
MATCH LINE STA 1478+00
MATCH LINE STA 1545+00
SOUTH GROVE CREEK
BUTCHER RD
BROWN RD
35E
EXIT 403 A
287 NORTH
Ft Worth
1/2 MILE
STA. 1483+50
EXIT 403 A
287 NORTH
Ft Worth
1 MILE
STA. 1511+00
EXIT 404
Lofland Rd
EXIT 406
Sterrett Rd
1/2 MILE
STA. 1491+50
EXIT 407
77 TO
342
Red Oak
1 MILE
STA. 1517+80
EXIT 406
Sterrett Rd
WARNING OVERHEAD ELECTRIC LINES
SB FRONTAGE RD
NB FRONTAGE RD
EXIST ROW
PROP ROW
AUSTIN INTERNATIONAL VENTURES INC
ESTRADA, LUIS
ESPINOZA, JOSE J
RODRIGUEZ, LISBETH ETAL
SCHWING, THOMAS
60 WAX RE HOLDINGS LLC
PRZYBYLSKI FAMILY REVOCABLE
TREVINO, MARIA M
I-35 STORAGE LTD
HILTON REAL ESTATE PROPERTIES LLC
HILTON REAL ESTATE PROPERTIES
RIVERA, JOSE HERNAN
ABPC LLC
NUTRI AG INC
BUCKLEY PROPERTY COMPANY
WAXAHACHIE ASSOCIATES LLC
VIP FOOD MART INC DBA
QUIKTRIP CORPORATION
GEORGIA PACIFIC CORP
CASTELL LP
SUMEER INC
100 YR FLOOD WAY LIMITS
CULVERT R (6'X3' CBC)
CULVERT R (24" RCP)
CULVERT T (5-24" RCP)
CULVERT U (3-9'x5' CBC)
MBGF (125 LF)
MBGF (50 LF)
EXIST DRNG ESMT

NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED JUNE 21, 2016 AND RECORD PLANS.
2. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAP PANELS 48139C0190F AND 48139C0200F.
3. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM ELLIS COUNTY APPRAISAL DISTRICT (FEBRUARY 25, 2015).
4. EXISTING CULVERT LOCATIONS, SIZE AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSE ONLY.
5. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
6. CURBS ON THE FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
7. CONVENTIONAL ROADWAY SIGNAGES (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
8. 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 AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.

PH2-CL_IH35E

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-CL_IH35E-7	1535+81.66	6,856,690.38	2,480,125.78	9° 11' 03.09" RT	5,729.58'	1° 00' 00.00"	460.20'	918.42'	N 21° 01' 08.76" E	917.44'	1531+21.47	1540+39.89	N 16° 25' 37.22" E	N 25° 36' 40.30" E

PH2-NBFRTG

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-NBFRTG-23	1501+98.95	6,853,470.70	2,479,309.98	2° 41' 45.04" LT	5,700.00'	1° 00' 18.68"	134.12'	268.19'	N 15° 04' 44.69" E	268.17'	1500+64.83	1503+33.02	N 16° 25' 37.22" E	N 13° 43' 52.17" E
PH2-NBFRTG-24	1504+67.14	6,853,731.28	2,479,373.65	2° 41' 45.04" RT	5,700.00'	1° 00' 18.68"	134.12'	268.19'	N 15° 04' 44.69" E	268.17'	1503+33.02	1506+01.21	N 13° 43' 52.17" E	N 16° 25' 37.22" E
PH2-NBFRTG-25	1517+03.56	6,854,917.27	2,479,723.32	2° 41' 45.05" RT	5,700.00'	1° 00' 18.68"	134.12'	268.19'	N 17° 46' 29.74" E	268.17'	1515+69.44	1518+37.63	N 16° 25' 37.22" E	N 19° 07' 22.26" E
PH2-NBFRTG-26	1519+71.75	6,855,170.71	2,479,811.19	2° 41' 45.05" LT	5,700.00'	1° 00' 18.68"	134.12'	268.19'	N 17° 46' 29.74" E	268.17'	1518+37.63	1521+05.82	N 19° 07' 22.26" E	N 16° 25' 37.22" E
PH2-NBFRTG-27	1535+08.02	6,856,644.32	2,480,245.65	9° 11' 03.09" RT	5,601.58'	1° 01' 22.26"	449.91'	897.90'	N 21° 01' 08.76" E	896.94'	1530+58.11	1539+56.01	N 16° 25' 37.22" E	N 25° 36' 40.30" E

PH2-SBFRTG

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-SBFRTG-27	1536+89.25	6,856,736.44	2,480,005.92	9° 11' 03.09" RT	5,857.58'	0° 58' 41.33"	470.48'	938.94'	N 21° 01' 08.76" E	937.93'	1532+18.78	1541+57.71	N 16° 25' 37.22" E	N 25° 36' 40.30" E

RPNB1465

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPNB1465-4	27+18.12	6,851,004.45	2,478,557.84	3° 23' 08.27" LT	5,729.58'	1° 00' 00.00"	169.33'	338.56'	N 18° 07' 11.35" E	338.51'	25+48.79	28+87.35	N 19° 48' 45.48" E	N 16° 25' 37.22" E

RPSB1465

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPSB1465-4	26+53.35	6,851,062.08	2,478,357.98	3° 23' 08.27" RT	5,729.58'	1° 00' 00.00"	169.33'	338.56'	N 14° 44' 03.08" E	338.51'	24+84.02	28+22.58	N 13° 02' 28.95" E	N 16° 25' 37.22" E

RPNB1497

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPNB1497-1	11+70.39	6,852,786.94	2,479,083.37	3° 24' 24.23" LT	5,729.58'	1° 00' 00.00"	170.39'	340.67'	N 14° 43' 25.10" E	340.62'	10+00.00	13+40.67	N 16° 25' 37.21" E	N 13° 01' 12.99" E
RPNB1497-2	15+11.06	6,853,118.95	2,479,160.14	3° 24' 24.23" RT	5,729.58'	1° 00' 00.00"	170.39'	340.67'	N 14° 43' 25.10" E	340.62'	13+40.67	16+81.35	N 13° 01' 12.99" E	N 16° 25' 37.22" E
RPNB1497-3	20+28.29	6,853,615.17	2,479,306.44	3° 23' 11.93" LT	7,870.00'	0° 43' 40.90"	232.66'	465.18'	N 14° 44' 01.25" E	465.11'	17+95.63	22+60.81	N 16° 25' 37.22" E	N 13° 02' 25.29" E
RPNB1497-4	24+30.20	6,854,006.84	2,479,397.15	3° 23' 11.93" RT	5,729.58'	1° 00' 00.00"	169.38'	338.66'	N 14° 44' 01.25" E	338.62'	22+60.81	25+99.48	N 13° 02' 25.29" E	N 16° 25' 37.22" E

RPSB1500

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPSB1500-1	11+69.33	6,853,060.50	2,478,947.17	3° 23' 08.27" RT	5,729.58'	1° 00' 00.00"	169.33'	338.56'	N 18° 07' 11.35" E	338.51'	10+00.00	13+38.56	N 16° 25' 37.22" E	N 19° 48' 45.48" E
RPSB1500-2	15+07.89	6,853,379.12	2,479,061.96	3° 23' 08.27" LT	5,729.58'	1° 00' 00.00"	169.33'	338.56'	N 18° 07' 11.35" E	338.51'	13+38.56	16+77.13	N 19° 48' 45.48" E	N 16° 25' 37.22" E
RPSB1500-3	19+11.01	6,853,765.87	2,479,175.98	3° 24' 15.95" RT	7,870.00'	0° 43' 40.90"	233.88'	467.62'	N 18° 07' 45.19" E	467.55'	16+77.13	21+44.75	N 16° 25' 37.22" E	N 19° 49' 53.17" E
RPSB1500-4	23+15.02	6,854,146.06	2,479,313.09	3° 24' 15.95" LT	5,729.58'	1° 00' 00.00"	170.27'	340.44'	N 18° 07' 45.19" E	340.39'	21+44.75	24+85.19	N 19° 49' 53.17" E	N 16° 25' 37.22" E

RPSB1521

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPSB1521-1	11+70.27	6,854,883.48	2,479,530.51	3° 24' 15.95" LT	5,729.58'	1° 00' 00.00"	170.27'	340.44'	N 14° 43' 29.24" E	340.39'	10+00.00	13+40.44	N 16° 25' 37.22" E	N 13° 01' 21.27" E
RPSB1521-2	15+74.32	6,855,277.24	2,479,621.58	3° 24' 15.95" RT	7,870.00'	0° 43' 40.90"	233.88'	467.62'	N 14° 43' 29.24" E	467.55'	13+40.44	18+08.07	N 13° 01' 21.27" E	N 16° 25' 37.22" E
RPSB1521-3	21+85.50	6,855,863.60	2,479,794.45	4° 53' 44.63" LT	5,729.58'	1° 00' 00.00"	244.94'	489.57'	N 13° 58' 44.90" E	489.42'	19+40.57	24+30.14	N 16° 25' 37.22" E	N 11° 31' 52.59" E
RPSB1521-4	25+82.47	6,856,252.85	2,479,873.87	6° 05' 15.03" RT	2,864.79'	2° 00' 00.00"	152.33'	304.38'	N 14° 34' 30.10" E	304.23'	24+30.14	27+34.52	N 11° 31' 52.59" E	N 17° 37' 07.61" E

RPNB1523

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPNB1523-1	11+69.38	6,855,108.00	2,479,721.81	3° 23' 11.93" RT	5,729.58'	1° 00' 00.00"	169.38'	338.66'	N 18° 07' 13.18" E	338.62'	10+00.00	13+38.66	N 16° 25' 37.22" E	N 19° 48' 49.15" E
RPNB1523-2	15+71.32	6,855,486.24	2,479,858.08	3° 23' 11.93" LT	7,870.00'	0° 43' 40.90"	232.66'	465.18'	N 18° 07' 13.18" E	465.11'	13+38.66	18+03.85	N 19° 48' 49.15" E	N 16° 25' 37.22" E
RPNB1523-3	21+07.42	6,856,000.59	2,480,009.73	3° 34' 09.94" RT	5,729.58'	1° 00' 00.00"	178.53'	356.94'	N 18° 12' 42.19" E	356.88'	19+28.90	22+85.84	N 16° 25' 37.22" E	N 19° 59' 47.15" E
RPNB1523-4	23+88.48	6,856,264.81	2,480,105.88	2° 03' 09.29" LT	5,729.58'	1° 00' 00.00"	102.64'	205.26'	N 18° 58' 12.51" E	205.25'	22+85.84	24+91.10	N 19° 59' 47.15" E	N 17° 56' 37.86" E

BROWNRDS

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
BROWNRDS-1	10+86.43	6,856,595.10	2,479,882.03	44° 38' 39.82" LT	150.00'	38° 11' 49.87"	61.59'	116.88'	S 86° 58' 28.78" W	113.94'	10+24.84	11+41.72	N 70° 42' 11.31" W	S 64° 39' 08.87" W

SUPERELEVATION TRANSITION & CROSS-SLOPE TABLE

ALIGNMENT	STATION TO STATION	RATE	X-SLOPE
PH2-BUTCHER	12+99.35 to 13+99.00	0.66	-2.00% to -0.50%
PH2-BUTCHER	16+54.00 to 17+53.96	0.66	-0.50% to -2.00%

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
JAMES K. SELMAN, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

LOCATION MAP
MAY 2018
SCALE: 1"=100'
ROLL 7 OF 24

ch2m
TBPE FIRM NO. F-2297

PRELIMINARY FOR INTERIM REVIEW ONLY

ABENET BEKELE, P.E. 86055 5-14-2018

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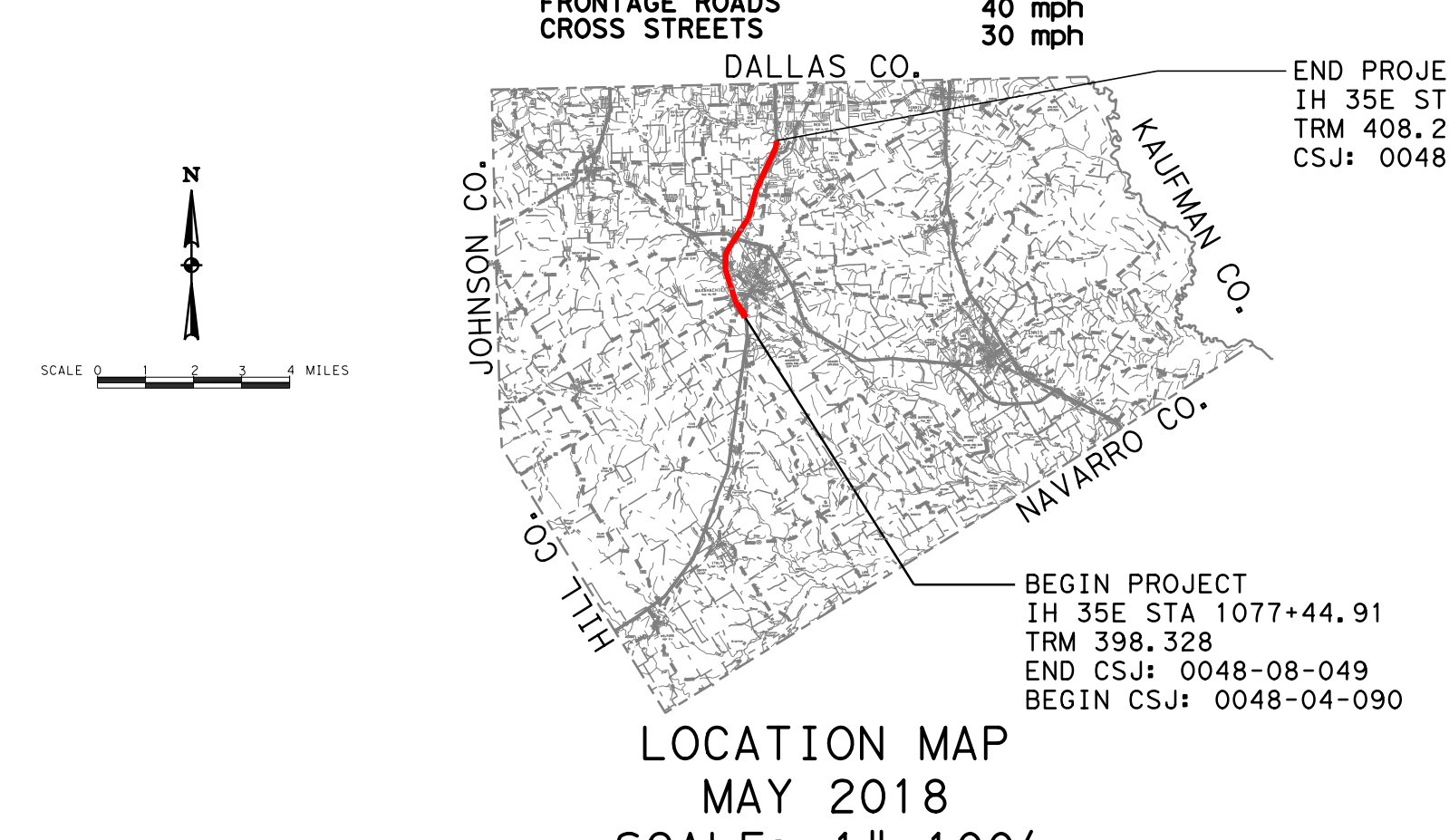
ROLL 7: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1478+00 TO STA 1545+00

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
JAMES K. SELMAN, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
FREEWAY	70 mph
RAMPS	50 mph
DIRECT CONNECTORS	40 mph
FRONTAGE ROADS	40 mph
CROSS STREETS	30 mph


DALLAS CO.
JOHNSON CO.
KAUFMAN CO.
NAVARRO CO.
HILL CO.
N
SCALE 0 4 MILES
END PROJECT
IH 35E STA 1658+61.38
TRM 408.270
CSJ: 0048-04-090
BEGIN PROJECT
IH 35E STA 1077+44.91
TRM 398.328
END CSJ: 0048-08-049
BEGIN CSJ: 0048-04-090

LOCATION MAP
MAY 2018
SCALE: 1"=100'
ROLL 8 OF 24

SHEET INDEX

ROLL 1: PLAN VIEW-IH 35E FRONTAGE ROADS BEGIN PROJECT TO STA 1141+00
ROLL 2: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1141+00 TO STA 1210+00
ROLL 3: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1210+00 TO STA 1279+00
ROLL 4: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1279+00 TO STA 1344+00
ROLL 5: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1344+00 TO STA 1411+00
ROLL 6: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1411+00 TO STA 1478+00
ROLL 7: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1478+00 TO STA 1545+00
ROLL 8: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1545+00 TO STA 1645+00
ROLL 9: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1645+00 TO END PROJECT
ROLL 10: PLAN VIEW-AUXILIARY LANE STA 134+00 TO END PROJECT
ROLL 11: PROFILE VIEW-IH 35E FRONTAGE ROADS BEGIN PROJECT TO STA 1160+00
ROLL 12: PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1160+00 TO STA 1254+00
ROLL 13: PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1254+00 TO STA 1351+00
ROLL 14: PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1351+00 TO STA 1460+00
ROLL 15: PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1460+00 TO STA 1554+00
ROLL 16: PROFILE VIEW-IH 35E SB FRONTAGE ROAD STA 1554+00 TO STA 1637+00
PROFILE VIEW-IH 35E NB FRONTAGE ROAD STA 1554+00 TO END PROJECT
ROLL 17: PROFILE VIEW-IH 35E SB FRONTAGE ROAD STA 1637+00 TO END PROJECT
PROFILE VIEW-PH2 US 77 NORTH
PROFILE VIEW-IH 35E SBML AT US 77 SOUTH
ROLL 18: PROFILE VIEW-IH 35E MAIN LANES AT CROSS STREETS
ROLL 19: PROFILE VIEW-IH 35E MAIN LANES AT STERRETT RD
PROFILE VIEW-DC77SSFR
PROFILE VIEW-DC77SSML
ROLL 20: PROFILE VIEW-DC287SE-SOUTHBOUND I-35 TO EASTBOUND US 287 DIRECT CONNECTOR
PROFILE VIEW-DC287WN-WESTBOUND US 287 TO NORTHBOUND I-35 DIRECT CONNECTOR
ROLL 21: PROFILE VIEW-CROSS STREETS
ROLL 22: PROFILE VIEW-NORTHBOUND RAMPS
PROFILE VIEW-US 287 WB FRONTAGE ROAD
ROLL 23: PROFILE VIEW-NORTHBOUND RAMPS
PROFILE VIEW-SOUTHBOUND RAMPS
PROFILE VIEW-US 287 EB FRONTAGE ROAD
ROLL 24: PROFILE VIEW-SOUTHBOUND RAMPS
PROFILE VIEW-PH2 CROSS STREETS

ch2m:
TBPE FIRM NO. F-2297

PRELIMINARY FOR INTERIM REVIEW ONLY

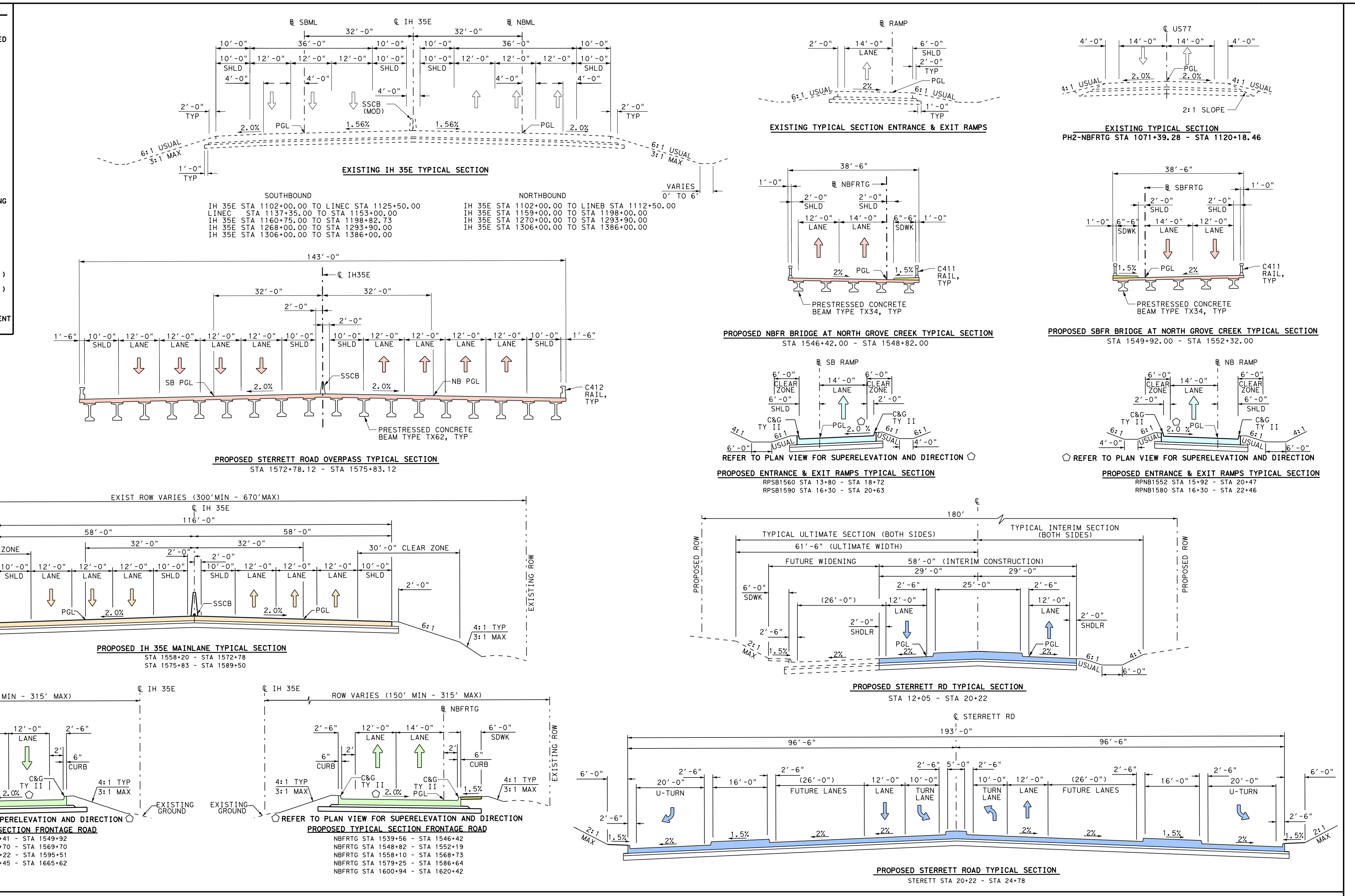
THESE DOCUMENTS ARE FOR INTERIM REVIEW AND ARE NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
ABENET BEKELE, P.E.	86055	5-14-2018

ROLL 8: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1545+00 TO STA 1645+00

LEGEND

- ▨ PHASE I PAVEMENT TO REMAIN
- ▨ PHASE I PAVEMENT TO BE REMOVED
- ▨ PHASE II MAINLANE
- ▨ PHASE II FRONTAGE ROAD
- ▨ PHASE II US 77
- ▨ PHASE II BRIDGE
- ▨ PHASE II RAMP
- ▨ PHASE II CROSS STREET
- ▨ PHASE II SIDE STREET
- ▨ PHASE II TRANSITION
- ▨ PHASE II SIDEWALK
- ▨ PHASE II DRIVEWAY
- ▨ PHASE II MILLING & RESURFACING
- ▨ DISPLACEMENT
- PHASE II RETAINING WALL
- ▨ EXISTING 100-YEAR FLOODPLAIN
- PROPOSED DENIAL-OF-ACCESS
- PROPOSED RIGHT-OF-WAY (R.O.W.)
- EXISTING RIGHT-OF-WAY (R.O.W.)
- DRAINAGE EASEMENT
- TEMPORARY CONSTRUCTION EASEMENT


℄ SBML
℄ IH 35E
℄ NBML
SSCB (MOD)
PGL
1.56%
2.0%
6:1 USUAL
3:1 MAX
VARIES 0' TO 6'
SOUTHBOUND
IH 35E STA 1102+00.00 TO LINEC STA 1125+50.00
LINEC STA 1137+35.00 TO STA 1153+00.00
IH 35E STA 1160+75.00 TO STA 1198+82.17
IH 35E STA 1268+00.00 TO STA 1293+90.00
IH 35E STA 1306+00.00 TO STA 1386+00.00
NORTHBOUND
IH 35E STA 1102+00.00 TO LINEB STA 1112+50.00
IH 35E STA 1159+00.00 TO STA 1198+00.00
IH 35E STA 1270+00.00 TO STA 1293+90.00
IH 35E STA 1306+00.00 TO STA 1386+00.00
PRESTRESSED CONCRETE BEAM TYPE TX62, TYP
C412 RAIL, TYP
STA 1572+78.12 - STA 1575+83.12
EXIST ROW VARIES (300'MIN - 670'MAX)
30'-0" CLEAR ZONE
STA 1558+20 - STA 1572+78
STA 1575+83 - STA 1589+50
ROW VARIES (150' MIN - 315' MAX)
REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION
SBFRTG STA 1533+41 - STA 1549+92
SBFRTG STA 1561+70 - STA 1569+70
SBFRTG STA 1580+22 - STA 1595+51
SBFRTG STA 1601+45 - STA 1665+62
NBFRTG STA 1539+56 - STA 1546+42
NBFRTG STA 1548+82 - STA 1552+19
NBFRTG STA 1558+10 - STA 1568+73
NBFRTG STA 1579+25 - STA 1586+64
NBFRTG STA 1600+94 - STA 1620+42
PH2-NBFRTG STA 1071+39.28 - STA 1120+18.46
STA 1546+42.00 - STA 1548+82.00
STA 1549+92.00 - STA 1552+32.00
PRESTRESSED CONCRETE BEAM TYPE TX34, TYP
C411 RAIL, TYP
RPSB1560 STA 13+80 - STA 18+72
RPSB1590 STA 16+30 - STA 20+63
RPNB1552 STA 15+92 - STA 20+47
RPNB1580 STA 16+30 - STA 22+46
TYPICAL ULTIMATE SECTION (BOTH SIDES)
TYPICAL INTERIM SECTION (BOTH SIDES)
61'-6" (ULTIMATE WIDTH)
58'-0" (INTERIM CONSTRUCTION)
FUTURE WIDENING
STA 12+05 - STA 20+22
STERRETT STA 20+22 - STA 24+78
U-TURN
FUTURE LANES
TURN LANE
EXISTING GROUND

EXISTING IH 35E TYPICAL SECTION

PROPOSED STERRETT ROAD OVERPASS TYPICAL SECTION

PROPOSED IH 35E MAINLANE TYPICAL SECTION

PROPOSED TYPICAL SECTION FRONTAGE ROAD

EXISTING TYPICAL SECTION ENTRANCE & EXIT RAMPS

PROPOSED NBFR BRIDGE AT NORTH GROVE CREEK TYPICAL SECTION

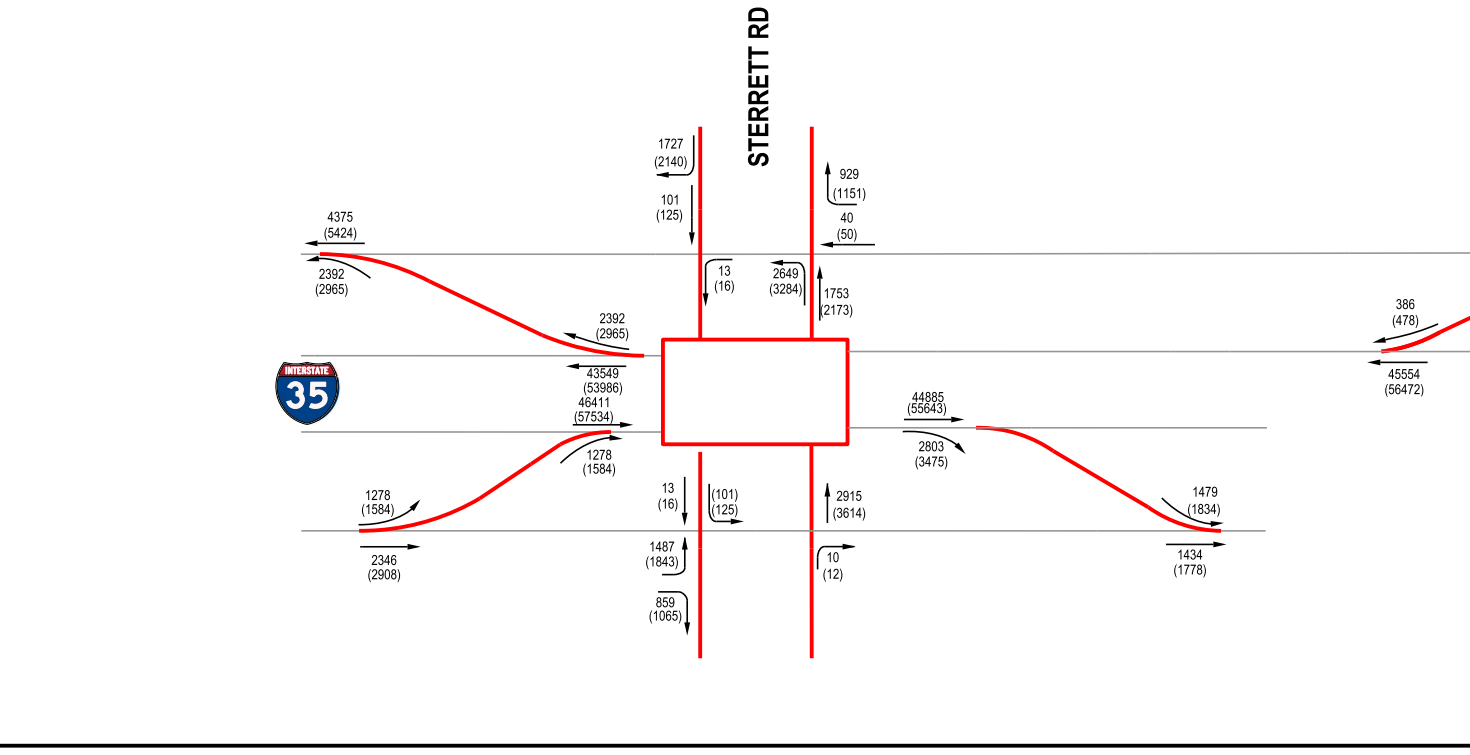
PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION

PROPOSED STERRETT RD TYPICAL SECTION

PROPOSED STERRETT ROAD TYPICAL SECTION

EXISTING TYPICAL SECTION

PROPOSED SBFR BRIDGE AT NORTH GROVE CREEK TYPICAL SECTION


STERRETT RD
35

LEGEND
XXXX - 2020 ADT
(XXXX) - 2040 ADT
— PROPOSED ROWY
SCALE: N.T.S.

NOTES:

1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
2. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

REASSIGNED TRAFFIC BASED ON PROPOSED SCHEMATIC. ORIGINAL NUMBERS PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION TRANSPORTATION PROGRAMMING AND PLANNING DIVISION FOR YEARS 2014, 2034, 2044. DATED FEBRUARY 11, 2014

0 100 200
SCALE IN FEET
N
MATCH LINE STA 1545+00
MATCH LINE STA 1615+00
NORTH GROVE CREEK
EXIT 404
Lofland Rd
1/2 MILE
STA. 1546+50
Lofland Rd
1 MILE
EXIT 405
387
STA. 1572+80
1/2 MILE
STA. 1599+00
EXIT 407
77 TO
TEXAS 342
Red Oak
1/2 MILE
STA. 1547+50
Red Oak
STA. 1575+00
SB FRONTAGE RD
IH 35E
NB FRONTAGE RD
STERRETT RD
35E
EBERLY, GEORGE JR
PITTS 2007 PROPERTIES LTD
HUNT, TRACY & GARY
SUMEER INC
ROCK-TENN CONVERTING
AEP INDUSTRIES INC
AIRGAS USA LLC- CENTRAL DIV
PEARMAN, W A
COUNSELING CENTER OF ELLIS COUNTY LLC
MAGNABLEND INC
PEVEHOUSE, KYLE & LETITIA
ANDERSON & ANDERSON LLC
MANLEY PROPERTIES INC
MOODY, JANET PIKE
MOODY, JANET PIKE & H B MOODY
CELADON TRUCKING SERVICES INC
MULTIPLE OWNERS
AMERICAN WIRE TIE INC
BEGIN CONSTRUCTION ℄ STERRETT STA 12+05.00
PH2-STERRETT-1
FUTURE WIDENING
PROP ROW
EXIST ROW
℄ STERRETT
END CONSTRUCTION ℄ STERRETT STA 27+28.12
℄ SBFRTG STA 1549+92.00 BEGIN BRIDGE
℄ SBFRTG STA 1552+32.00 END BRIDGE
℄ NBFRTG STA 1546+42.00 BEGIN BRIDGE
℄ NBFRTG STA 1548+82.00 END BRIDGE
℄ IH 35E STA 1558+20.00 BEGIN PAV. REPLACEMENT
℄ IH 35E STA 1589+50.00 END PAV. REPLACEMENT
℄ IH 35E STA 1572+78.12 BEGIN BRIDGE
℄ IH 35E STA 1575+83.12 END BRIDGE
℄ SBFRTG STA 1575+48.45 = ℄ STERRETT STA 21+22.05
℄ IH 35E STA 1574+30.62 = ℄ STERRETT STA 22+50.05
℄ NBFRTG STA 1573+46.74 = ℄ STERRETT STA 23+78.05
℄ STERRETT STA 24+78.05 BEGIN PAV. TRANS.
CULVERT W (2-36" RCP)
CULVERT X (3-36" RCP)
MBGF (125 LF)
MBGF (50 LF)
MBGF (75 LF)
TEMPORARY CONSTRUCTION EASEMENT
100 YR FLOOD WAY LIMITS
DRNG ESMT

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPNBI552														
RPNB1552-1	12+15.08	6,858,387.76	2,481,068.08	4° 17′ 58.56" LT	5,729.58′	1° 00′ 00.00"	215.08′	429.96′	N 23° 27′ 41.02" E	429.86′	10+00.00	14+29.96	N 25° 36′ 40.30" E	N 21° 18′ 41.74" E
RPNB1552-2	16+45.04	6,858,788.50	2,481,224.41	4° 17′ 58.56" RT	5,729.58′	1° 00′ 00.00"	215.08′	429.96′	N 23° 27′ 41.02" E	429.86′	14+29.96	18+59.92	N 21° 18′ 41.74" E	N 25° 36′ 40.30" E
RPNB1552-3	21+13.55	6,859,211.16	2,481,427.02	3° 23′ 11.93" LT	7,870.00′	0° 43′ 40.90"	232.66′	465.18′	N 23° 55′ 04.34" E	465.11′	18+80.89	23+46.07	N 25° 36′ 40.30" E	N 22° 13′ 28.37" E
RPNB1552-4	25+15.45	6,859,583.33	2,481,579.09	3° 23′ 11.93" RT	5,729.58′	1° 00′ 00.00"	169.38′	338.66′	N 23° 55′ 04.34" E	338.62′	23+46.07	26+84.73	N 22° 13′ 28.37" E	N 25° 36′ 40.30" E
RPSBI560														
RPSB1560-1	11+60.63	6,858,766.30	2,481,007.78	3° 12′ 42.64" RT	5,729.58′	1° 00′ 00.00"	160.63′	321.18′	N 27° 13′ 01.62" E	321.14′	10+00.00	13+21.18	N 25° 36′ 40.30" E	N 28° 49′ 22.94" E
RPSB1560-2	14+81.82	6,859,047.77	2,481,162.67	3° 12′ 42.64" LT	5,729.58′	1° 00′ 00.00"	160.63′	321.18′	N 27° 13′ 01.62" E	321.14′	13+21.18	16+42.37	N 28° 49′ 22.94" E	N 25° 36′ 40.30" E
RPSB1560-3	19+28.17	6,859,450.34	2,481,355.65	3° 24′ 15.95" RT	7,870.00′	0° 43′ 40.90"	233.88′	467.62′	N 27° 18′ 48.28" E	467.55′	16+94.29	21+61.92	N 25° 36′ 40.30" E	N 29° 00′ 56.25" E
RPSB1560-4	23+32.19	6,859,803.77	2,481,551.68	3° 24′ 15.95" LT	5,729.58′	1° 00′ 00.00"	170.27′	340.44′	N 27° 18′ 48.28" E	340.39′	21+61.92	25+02.36	N 29° 00′ 56.25" E	N 25° 36′ 40.30" E
RPNBI580														
RPNB1580-1	11+70.27	6,860,355.65	2,481,949.31	3° 24′ 15.95" RT	5,729.58′	1° 00′ 00.00"	170.27′	340.44′	N 27° 18′ 48.28" E	340.39′	10+00.00	13+40.44	N 25° 36′ 40.30" E	N 29° 00′ 56.25" E
RPNB1580-2	15+74.32	6,860,709.08	2,482,145.34	3° 24′ 15.95" LT	7,870.00′	0° 43′ 40.90"	233.88′	467.62′	N 27° 18′ 48.28" E	467.55′	13+40.44	18+08.07	N 29° 00′ 56.25" E	N 25° 36′ 40.30" E
RPNB1580-3	21+44.54	6,861,223.39	2,482,391.88	3° 12′ 42.64" RT	5,729.58′	1° 00′ 00.00"	160.63′	321.18′	N 27° 13′ 01.62" E	321.14′	19+83.90	23+05.09	N 25° 36′ 40.30" E	N 28° 49′ 22.94" E
RPNB1580-4	24+65.72	6,861,504.86	2,482,546.77	3° 12′ 42.64" LT	5,729.58′	1° 00′ 00.00"	160.63′	321.18′	N 27° 13′ 01.62" E	321.14′	23+05.09	26+26.27	N 28° 49′ 22.94" E	N 25° 36′ 40.30" E
RPSBI590														
RPSB1590-1	11+70.28	6,861,190.14	2,482,216.25	3° 24′ 16.43" LT	5,729.58′	1° 00′ 00.00"	170.28′	340.46′	N 23° 54′ 32.09" E	340.41′	10+00.00	13+40.46	N 25° 36′ 40.30" E	N 22° 12′ 23.87" E
RPSB1590-2	15+72.28	6,861,562.42	2,482,368.22	3° 22′ 28.05" RT	7,870.00′	0° 43′ 40.90"	231.82′	463.51′	N 23° 53′ 37.90" E	463.44′	13+40.46	18+03.96	N 22° 12′ 23.87" E	N 25° 34′ 51.92" E
RPSB1590-3	20+16.70	6,861,963.40	2,482,560.18	4° 15′ 10.04" LT	5,729.58′	1° 00′ 00.00"	212.74′	425.28′	N 23° 27′ 16.90" E	425.18′	18+03.96	22+29.24	N 25° 34′ 51.92" E	N 21° 19′ 41.88" E
RPSB1590-4	24+43.49	6,862,361.13	2,482,715.48	4° 16′ 58.42" RT	5,729.58′	1° 00′ 00.00"	214.24′	428.29′	N 23° 28′ 11.09" E	428.19′	22+29.24	26+57.53	N 21° 19′ 41.88" E	N 25° 36′ 40.30" E
PH2-STERRETT														
PH2-STERRETT-1	13+16.40	6,860,569.16	2,480,943.01	25° 36′ 22.73" RT	800.00′	7° 09′ 43.10"	181.80′	357.53′	S 77° 11′ 31.06" E	354.56′	11+34.60	14+92.13	S 89° 59′ 42.43" E	S 64° 23′ 19.70" E

SUPERELEVATION TRANSITION & CROSS-SLOPE TABLE

ALIGNMENT	STATION TO STATION	RATE	X-SLOPE
PH2-STERRETT right	20+22.05 to 21+22.00	0.66	-2.00% to -0.80%
PH2-STERRETT left	20+22.05 to 21+22.00	0.66	-2.00% to -0.50%
PH2-STERRETT	23+79.00 to 24+78.05	0.66	-0.50% to -2.00%

NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED JUNE 21, 2016 AND RECORD PLANS.
2. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAP PANELS 48139C0190F AND 48139C0200F.
3. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM ELLIS COUNTY APPRAISAL DISTRICT (FEBRUARY 25, 2015).
4. EXISTING CULVERT LOCATIONS, SIZE AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSE ONLY.
5. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
6. CURBS ON THE FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
7. CONVENTIONAL ROADWAY SIGNAGES (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
8. 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 AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.

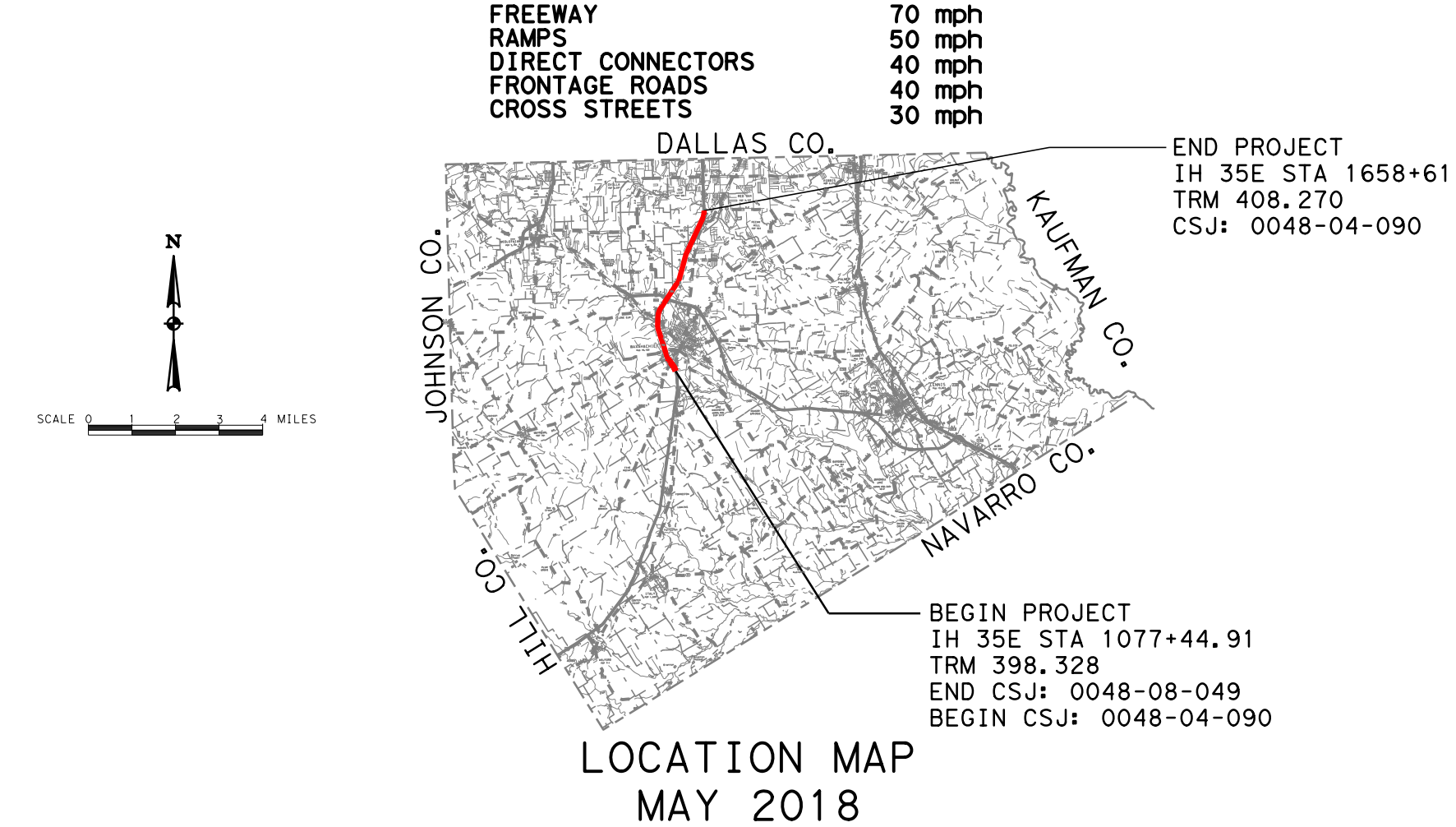
Texas Department of Transportation
DALLAS DISTRICT
DESIGN SCHEMATIC
JAMES K. SELMAN, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)
LOCATION MAP
MAY 2018
SCALE: 1"=100'
ROLL 8 OF 24
PRELIMINARY FOR INTERIM REVIEW ONLY
ABENET BEKELE, P.E. 86055 5-14-2018
© 2017 BY TEXAS DEPARTMENT OF TRANSPORTATION
ALL RIGHTS RESERVED
ROLL 8: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1545+00 TO STA 1645+00

ROLL 9: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1645+00 TO END PROJECT

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
JAMES K. SELMAN, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
FREEWAY	70 mph
RAMPS	50 mph
DIRECT CONNECTORS	40 mph
FRONTAGE ROADS	40 mph
CROSS STREETS	30 mph


DALLAS CO.
KAUFMAN CO.
JOHNSON CO.
HILL CO.
NAVARRO CO.
SCALE
MILES
N
END PROJECT
IH 35E STA 1658+61.38
TRM 408.270
CSJ: 0048-04-090
BEGIN PROJECT
IH 35E STA 1077+44.91
TRM 398.328
END CSJ: 0048-08-049
BEGIN CSJ: 0048-04-090

LOCATION MAP
MAY 2018
SCALE: 1"=100'
ROLL 9 OF 24

SHEET INDEX

ROLL 1:	PLAN VIEW-IH 35E FRONTAGE ROADS BEGIN PROJECT TO STA 1141+00
ROLL 2:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1141+00 TO STA 1210+00
ROLL 3:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1210+00 TO STA 1279+00
ROLL 4:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1279+00 TO STA 1344+00
ROLL 5:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1344+00 TO STA 1411+00
ROLL 6:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1411+00 TO STA 1478+00
ROLL 7:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1478+00 TO STA 1545+00
ROLL 8:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1545+00 TO STA 1645+00
ROLL 9:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1645+00 TO END PROJECT
ROLL 10:	PLAN VIEW-AUXILIARY LANE STA 134+00 TO END PROJECT
ROLL 11:	PROFILE VIEW-IH 35E FRONTAGE ROADS BEGIN PROJECT TO STA 1160+00
ROLL 12:	PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1160+00 TO STA 1254+00
ROLL 13:	PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1254+00 TO STA 1351+00
ROLL 14:	PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1351+00 TO STA 1460+00
ROLL 15:	PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1460+00 TO STA 1554+00
ROLL 16:	PROFILE VIEW-IH 35E SB FRONTAGE ROAD STA 1554+00 TO STA 1637+00 PROFILE VIEW-IH 35E NB FRONTAGE ROAD STA 1554+00 TO END PROJECT
ROLL 17:	PROFILE VIEW-IH 35E SB FRONTAGE ROAD STA 1637+00 TO END PROJECT PROFILE VIEW-PH2 US 77 NORTH PROFILE VIEW-IH 35E SBML AT US 77 SOUTH
ROLL 18:	PROFILE VIEW-IH 35E MAIN LANES AT CROSS STREETS
ROLL 19:	PROFILE VIEW-IH 35E MAIN LANES AT STERRETT RD PROFILE VIEW-DC77SSFR PROFILE VIEW-DC77SSML
ROLL 20:	PROFILE VIEW-DC287SE-SOUTHBOUND I-35 TO EASTBOUND US 287 DIRECT CONNECTOR PROFILE VIEW-DC287NW-WESTBOUND US 287 TO NORTHBOUND I-35 DIRECT CONNECTOR
ROLL 21:	PROFILE VIEW-CROSS STREETS
ROLL 22:	PROFILE VIEW-NORTHBOUND RAMPS PROFILE VIEW-US 287 WB FRONTAGE ROAD
ROLL 23:	PROFILE VIEW-NORTHBOUND RAMPS PROFILE VIEW-SOUTHBOUND RAMPS PROFILE VIEW-US 287 EB FRONTAGE ROAD
ROLL 24:	PROFILE VIEW-SOUTHBOUND RAMPS PROFILE VIEW-PH2 CROSS STREETS

ch2m
TBPE FIRM NO. F-2297

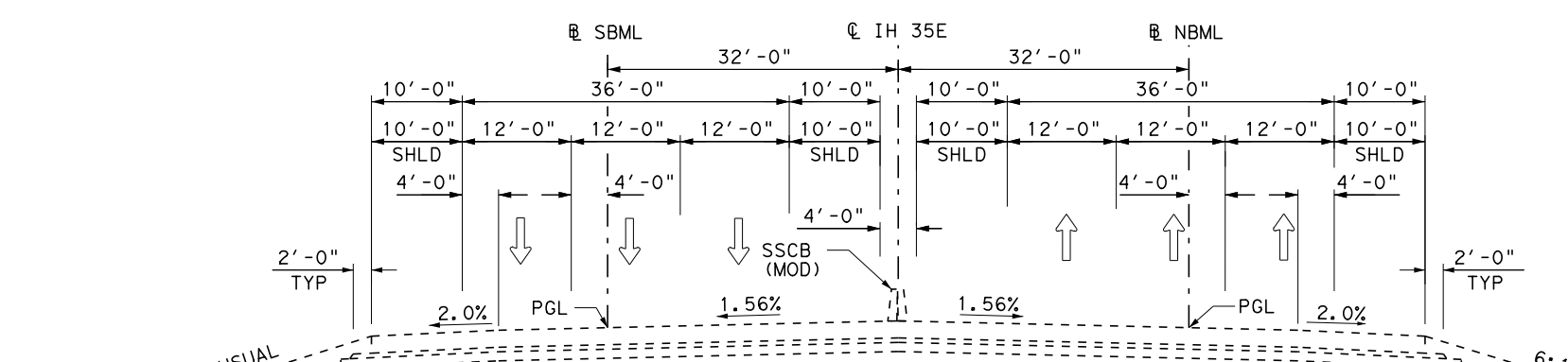
PRELIMINARY FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND ARE NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

ABENET BEKELE, P.E.	86055	5-14-2018
NAME	P.E. NO.	DATE

LEGEND

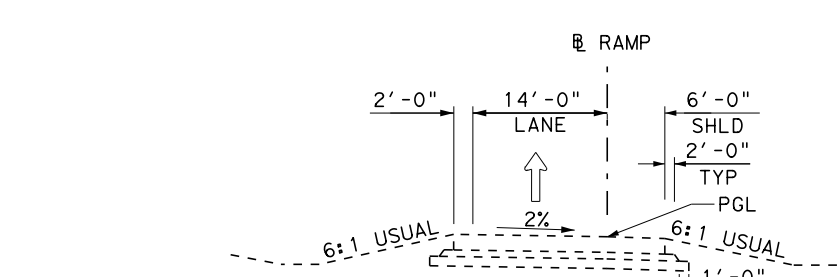
▨	PHASE I PAVEMENT TO REMAIN
▨	PHASE I PAVEMENT TO BE REMOVED
🟧	PHASE II MAINLANE
🟩	PHASE II FRONTAGE ROAD
🟩	PHASE II US 77
🟥	PHASE II BRIDGE
🟦	PHASE II RAMP
🟦	PHASE II CROSS STREET
🟪	PHASE II SIDE STREET
🟨	PHASE II TRANSITION
🟨	PHASE II SIDEWALK
🟩	PHASE II DRIVEWAY
🟦	PHASE II MILLING & RESURFACING
▨	DISPLACEMENT
-----	PHASE II RETAINING WALL
▨	EXISTING 100-YEAR FLOODPLAIN
▫	PROPOSED DENIAL-OF-ACCESS
— · —	PROPOSED RIGHT-OF-WAY (R.O.W.)
— · · —	EXISTING RIGHT-OF-WAY (R.O.W.)
— · —	DRAINAGE EASEMENT
— · —	TEMPORARY CONSTRUCTION EASEMENT


℄ SBML
℄ IH 35E
℄ NBML
32'-0"
36'-0"
10'-0"
12'-0"
SHLD
4'-0"
2'-0"
TYP
SSCB (MOD)
PGL
2.0%
1.56%
6:1 USUAL
3:1 MAX
1'-0"
VARIES 0' TO 6'

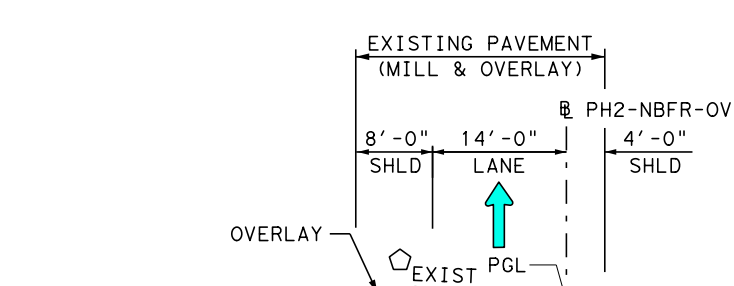
EXISTING IH 35E TYPICAL SECTION

SOUTHBOUND
IH 35E STA 1102+00.00 TO LINEC STA 1125+50.00
LINEC STA 1137+35.00 TO STA 1153+00.00
IH 35E STA 1160+75.00 TO STA 1198+82.73
IH 35E STA 1268+00.00 TO STA 1293+90.00
IH 35E STA 1306+00.00 TO STA 1386+00.00

NORTHBOUND
IH 35E STA 1102+00.00 TO LINEB STA 1112+50.00
IH 35E STA 1159+00.00 TO STA 1198+00.00
IH 35E STA 1270+00.00 TO STA 1293+90.00
IH 35E STA 1306+00.00 TO STA 1386+00.00

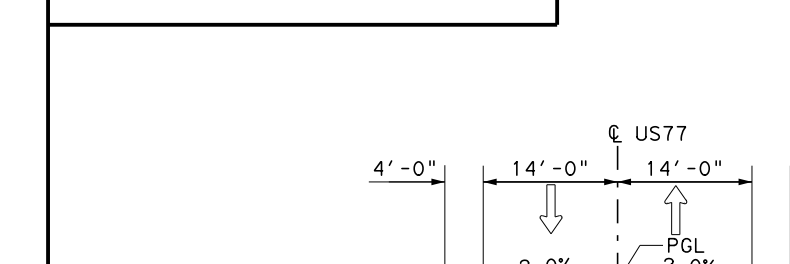

℄ RAMP
2'-0"
14'-0"
LANE
6'-0"
SHLD
2'-0"
TYP
2%
6:1 USUAL
1'-0"
TYP

EXISTING TYPICAL SECTION ENTRANCE & EXIT RAMPS

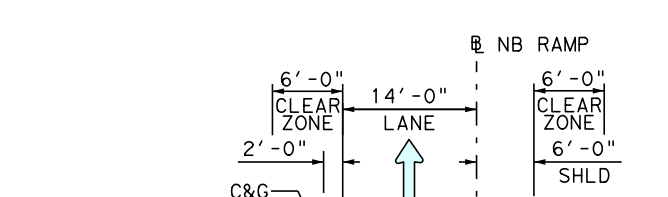

EXISTING PAVEMENT (MILL & OVERLAY)
℄ PH2-NBFR-OVER
8'-0"
SHLD
14'-0"
LANE
4'-0"
SHLD
OVERLAY
EXIST
PGL

MATCH EXISTING CROSS SLOPE

PROPOSED TYPICAL SECTION EXISTING FRONTAGE ROAD
NBFRTG STA 1642+45.54 - PH2-NBFR-OVER STA 1659+51.58

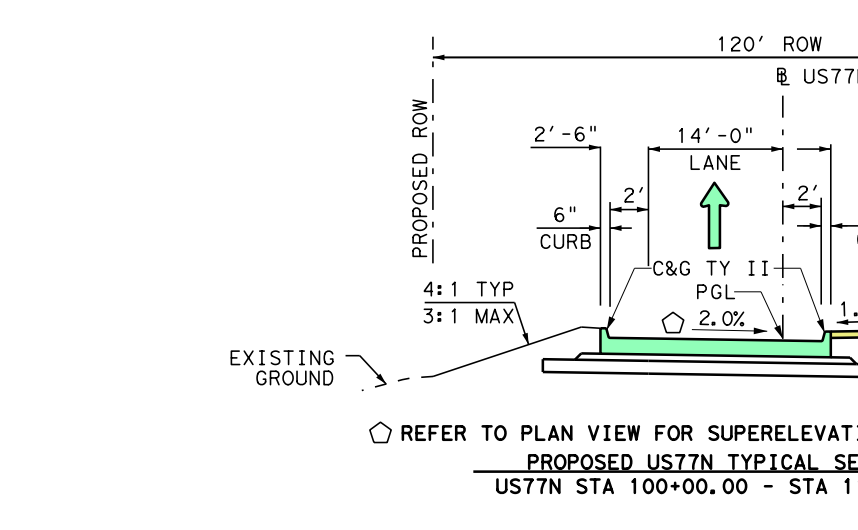

℄ US77
4'-0"
14'-0"
PGL
2.0%
4:1 USUAL
2:1 SLOPE

EXISTING TYPICAL SECTION
PH2-NBFRTG STA 1071+39.28 - STA 1120+18.46


℄ NB RAMP
6'-0"
CLEAR ZONE
14'-0"
LANE
2'-0"
4'-0"
SHLD
C&G TY II
PGL
6:1
4:1
2.0%

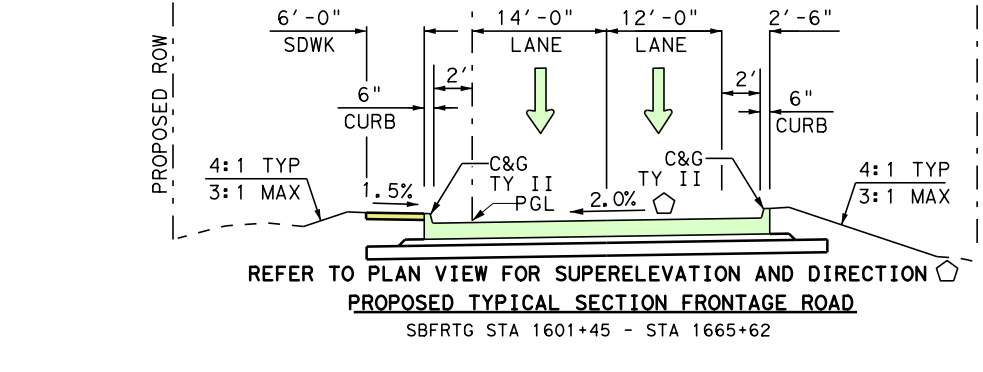
REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION
RPNB1627 STA 15+80 - STA 20+10


120' ROW
℄ US77N
PROPOSED ROW
2'-6"
14'-0"
LANE
6'-0"
SDWK
6"
CURB
C&G TY II
PGL
2.0%
1.5%
4:1 TYP
3:1 MAX
EXISTING GROUND

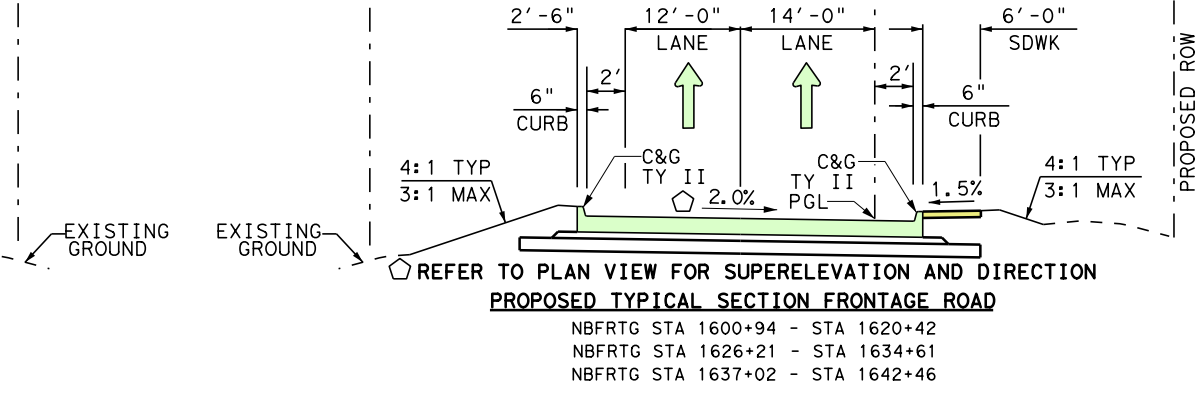
REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED US77N TYPICAL SECTION
US77N STA 100+00.00 - STA 110+33.00


ROW VARIES (150' MIN - 315' MAX)
℄ IH 35E
℄ SBFRTG
6'-0"
SDWK
14'-0"
LANE
12'-0"
2'-6"
6"
CURB
C&G TY II
PGL
2.0%
1.5%
4:1 TYP
3:1 MAX
PROPOSED ROW
EXISTING GROUND

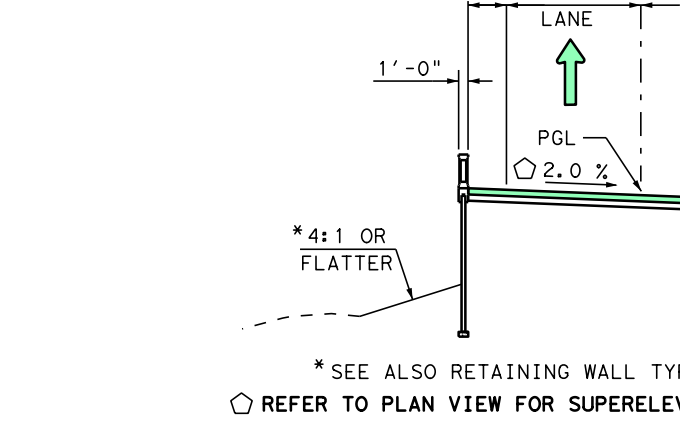
REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED TYPICAL SECTION FRONTAGE ROAD
SBFRTG STA 1601+45 - STA 1665+62


℄ IH 35E
ROW VARIES (150' MIN - 315' MAX)
℄ NBFRTG
2'-6"
12'-0"
14'-0"
LANE
6'-0"
SDWK
6"
CURB
C&G TY II
PGL
2.0%
1.5%
4:1 TYP
3:1 MAX
EXISTING GROUND
PROPOSED ROW

REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

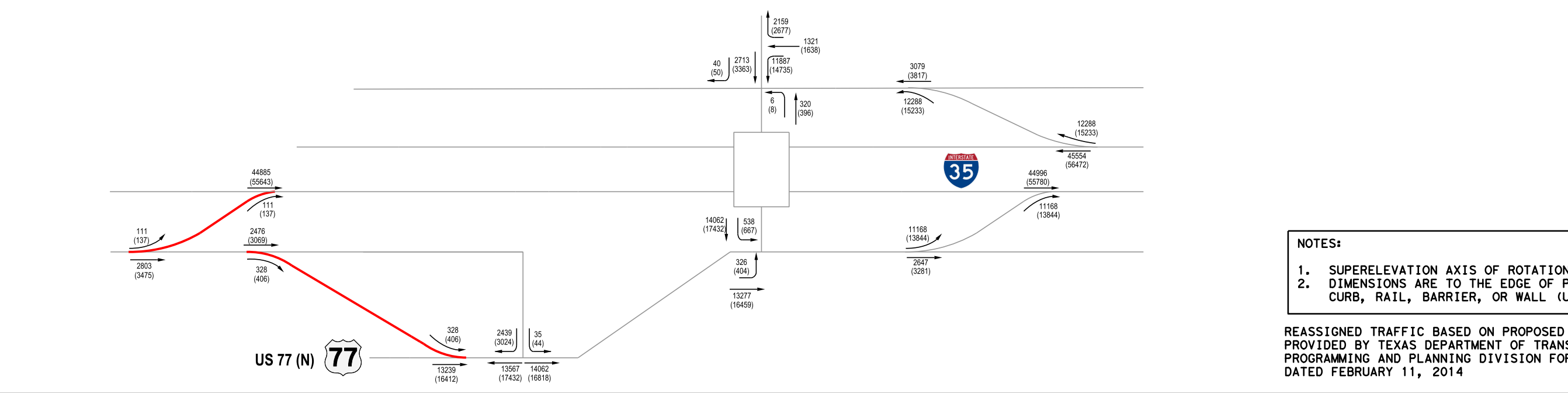
PROPOSED TYPICAL SECTION FRONTAGE ROAD
NBFRTG STA 1600+94 - STA 1620+42
NBFRTG STA 1626+21 - STA 1634+61
NBFRTG STA 1637+02 - STA 1642+46


℄ US77N
4'
14'-0"
LANE
8'
1'-0"
PGL
2.0%
4:1 OR FLATTER*

*SEE ALSO RETAINING WALL TYPICAL SECTION

REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

PROPOSED US77N TYPICAL SECTION
US77N STA 110+33.00 - STA 116+65.70
US77N STA 120+22.33 - STA 129+09.45


77
35
US 77 (N)
LEGEND
XXXX - 2020 ADT
(XXXX) - 2040 ADT
PROPOSED ROWY
SCALE: N.T.S.

NOTES:
1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
2. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

REASSIGNED TRAFFIC BASED ON PROPOSED SCHEMATIC. ORIGINAL NUMBERS PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION; TRANSPORTATION PROGRAMMING AND PLANNING DIVISION FOR YEARS 2014, 2034, 2044. DATED FEBRUARY 11, 2014

N
0 100 200
SCALE IN FEET
MATCH LINE STA 1615+00
EXIT 405
FM 387
1 MILE
STA. 1625+50
SB FRONTAGE RD
IH 35E
35E
NB FRONTAGE RD
US 77
77
EXIT 407
77 SOUTH
TO 342
Red Oak
STA. 1635+46
EXIT 407
77 North
MULTIPLE OWNERS
CELADON TRUCKING SERVICES INC
WARNING OVERHEAD ELECTRIC LINES
DOBKINS FAMILY LIMITED
B & W INVESTMENT CO
OAK HILL CROSSING LTD
THE OAKS ASSEMBLY OF GOD
SARGENT J W TR
WAMMACK, M C
PROP ROW
EXIST ROW
CULVERT Y (60" RCP)
CULVERT Z (30" RCP)
MBGF (125 LF)
1060' TAPER
END PROJECT
CSJ: 0048-04-090
STA 1656+60.33
BEGIN ℄ RPNB1627 STA 10+00.00
℄ NBFRTG STA 1622+42.07 30.38' RT BEGIN PROPOSED DENIAL OF ACCESS
℄ RPNB1627 STA 15+79.93 BEGIN RAMP PAV.
℄ NBFRTG STA 1626+19.91 36.53' RT END PROPOSED DENIAL OF ACCESS
℄ RPNB1627 STA 20+09.80 END RAMP PAV.
END ℄ RPNB1627 STA 34+73.03
℄ NBFRTG STA 1642+45.54 END FULL DEPTH RECONSTRUCTION BEGIN MILLING & RESURFACING
℄ PH2-NBFR-OVER STA 1659+51.58 END MILLING & RESURFACING
℄ US77N STA 127+01.11 BEGIN WIDENING MATCH EXISTING PAV.
END FRONTAGE RD CONSTRUCTION ℄ SBFRTG STA 1665+61.86 MATCH EXISTING PAV.
℄ US 77 STA 102+73.52 = ℄ PH2-SBFRTG STA 1667+77.86
END ℄ SBFRTG STA 1668+77.41
℄ US 77 STA 105+00.00 = ℄ IH 35E STA 1666+53.76
℄ US 77 STA 107+24.56 = ℄ US77N STA 134+31.08
END CONSTRUCTION ℄ US77N STA 136+07.65 END WIDENING MATCH EXISTING PAV.
℄ US77N STA 129+51.11 37.40' RT END PROPOSED DENIAL OF ACCESS
℄ US77N STA 115+00.00 19.00' LT END RET. WALL US77NWALL-04
℄ US77N STA 116+79.27 5.12' LT END RET. WALL US77NWALL-01 BEGIN RET. WALL US77NWALL-04
℄ US77N STA 116+65.70 BEGIN BRIDGE
℄ US77N STA 120+19.25 5.09' LT END RET. WALL US77NWALL-03 BEGIN RET. WALL US77NWALL-02
℄ US77N STA 120+22.33 END BRIDGE
℄ US77N STA 121+45.11 9.00' RT END RET. WALL US77NWALL-02
℄ US77N STA 113+71.36 9.00' RT BEGIN RET. WALL US77NWALL-01
℄ US77N STA 125+08.12 19.00' LT BEGIN RET. WALL US77NWALL-03
℄ US77N STA 125+09.10 58.00' RT BEGIN PROPOSED DENIAL OF ACCESS
EXIST 2-10'x10' CBC
RAILROAD ROW BASED ON PHASE 1 EXISTING ROW DATA
SEE INSERT ON THIS ROLL
PH2-US77N-1
PH2-US77N-2
PH2-US77N-3
PH2-US77N-4
PH2-SBFRTG-28
PH2-SBFRTG-29
RPNB1627-1
RPNB1627-2
RPNB1627-3
RPNB1627-4
RPNB1627-5
INSERT
END 400' TAPER
N 6866759.52
E 2485801.22
N 6866279.43
E 2485795.30
BEGIN 400' TAPER MATCH EXISTING
NB TRANSITION FROM 2 LANES TO 1 LANE

NOTES:
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7. CONVENTIONAL ROADWAY SIGNAGES (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
8. 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 AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.

PH2-CL_IH35E

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-CL_IH35E-8	1670+08.69	6,868,832.07	2,485,946.03	26° 29′ 06.72" LT	5,729.58′	1° 00′ 00.00"	1,348.36′	2,648.52′	N 12° 22′ 06.96" E	2,625.00′	1656+60.33	1683+08.85	N 25° 36′ 40.32" E	N 0° 52′ 26.39" W

PH2-SBFRTG

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-SBFRTG-28	1652+41.18	6,867,155.19	2,485,000.25	7° 30′ 55.00" LT	9,002.00′	0° 38′ 11.32"	591.23′	1,180.76′	N 21° 51′ 12.80" E	1,179.91′	1646+49.95	1658+30.71	N 25° 36′ 40.30" E	N 18° 05′ 45.30" E
PH2-SBFRTG-29	1663+38.02	6,868,199.39	2,485,341.46	2° 32′ 06.15" RT	8,998.00′	0° 38′ 12.34"	199.09′	398.11′	N 19° 21′ 48.37" E	398.08′	1661+38.93	1665+37.05	N 18° 05′ 45.30" E	N 20° 37′ 51.45" E

RPNB1627

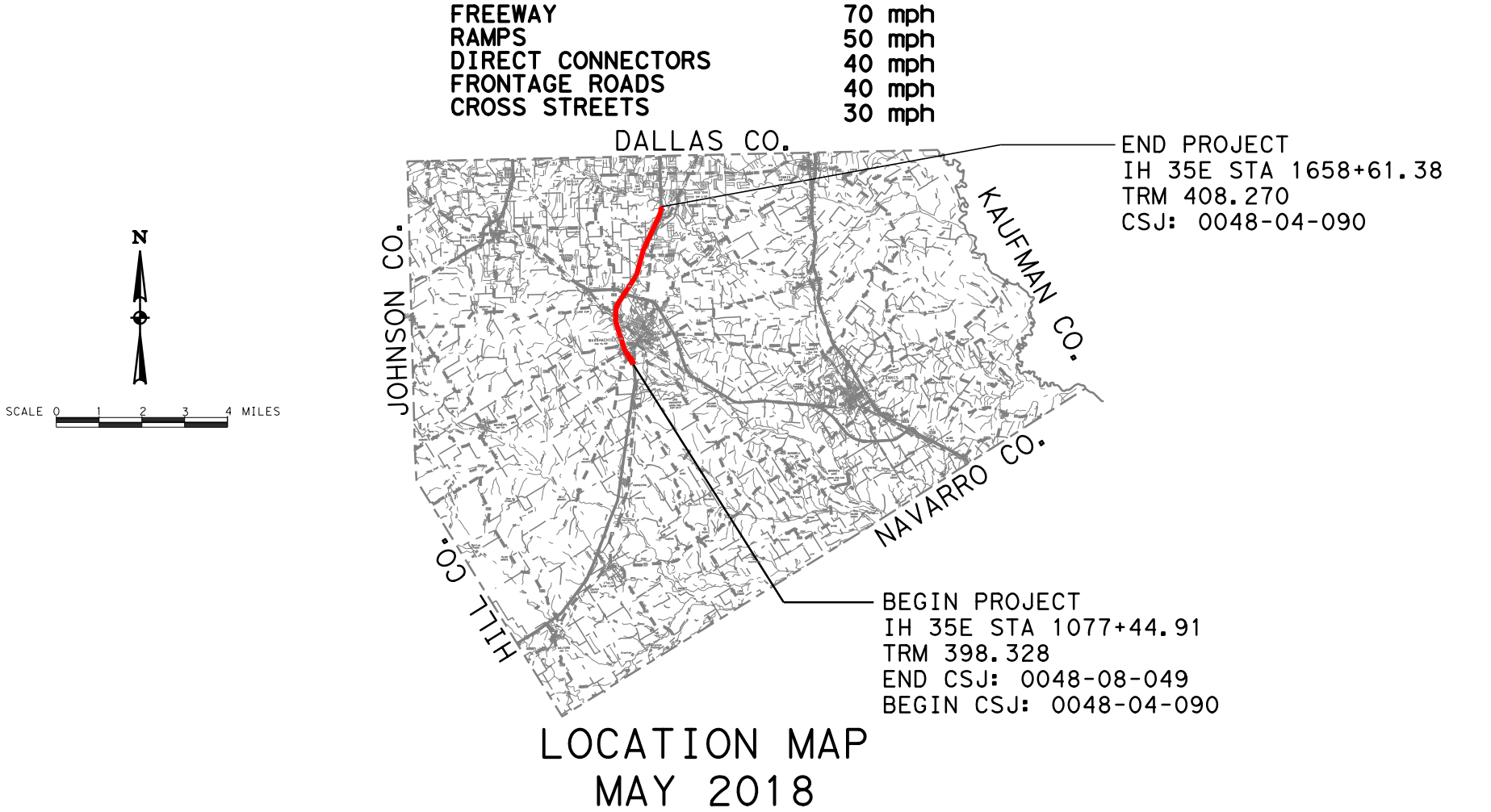
CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPNB1627-1	12+20.85	6,864,545.70	2,484,019.95	4° 24′ 53.18" LT	5,729.58′	1° 00′ 00.00"	220.85′	441.48′	N 23° 24′ 13.71" E	441.37′	10+00.00	14+41.48	N 25° 36′ 40.30" E	N 21° 11′ 47.13" E
RPNB1627-2	16+62.32	6,864,957.51	2,484,179.65	4° 24′ 53.18" RT	5,729.58′	1° 00′ 00.00"	220.85′	441.48′	N 23° 24′ 13.71" E	441.37′	14+41.48	18+82.95	N 21° 11′ 47.13" E	N 25° 36′ 40.30" E
RPNB1627-3	21+49.83	6,865,397.32	2,484,390.47	2° 57′ 46.88" LT	7,870.00′	0° 43′ 40.90"	203.54′	406.99′	N 24° 07′ 46.86" E	406.95′	19+46.29	23+53.28	N 25° 36′ 40.30" E	N 22° 38′ 53.42" E
RPNB1627-4	23+97.34	6,865,625.83	2,484,485.82	1° 48′ 11.31" RT	2,800.00′	2° 02′ 46.60"	44.06′	88.12′	N 23° 32′ 59.08" E	88.11′	23+53.28	24+41.40	N 22° 38′ 53.42" E	N 24° 27′ 04.74" E
RPNB1627-5	34+44.69	6,866,579.25	2,484,919.34	1° 09′ 35.57" RT	2,800.00′	2° 02′ 46.60"	28.34′	56.68′	N 25° 01′ 52.52" E	56.68′	34+16.35	34+73.03	N 24° 27′ 04.74" E	N 25° 36′ 40.30" E

PH2-US77N

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-US77N-1	103+50.43	6,865,937.51	2,484,700.43	32° 33′ 30.77" RT	1,200.00′	4° 46′ 28.73"	350.43′	681.90′	N 41° 53′ 25.69" E	672.77′	100+00.00	106+81.90	N 25° 36′ 40.30" E	N 58° 10′ 11.07" E
PH2-US77N-2	117+32.27	6,866,676.30	2,485,890.57	60° 33′ 44.81" LT	1,000.00′	5° 43′ 46.48"	583.91′	1,057.01′	N 27° 53′ 18.66" E	1,008.49′	111+48.35	122+05.37	N 58° 10′ 11.07" E	N 2° 23′ 33.74" W
PH2-US77N-3	127+07.07	6,867,760.97	2,485,845.25	4° 03′ 03.07" RT	2,841.00′	2° 01′ 00.29"	100.47′	200.86′	N 0° 22′ 02.21" W	200.82′	126+06.60	128+07.46	N 2° 23′ 33.74" W	N 1° 39′ 29.32" E
PH2-US77N-4	131+80.31	6,868,234.09	2,485,858.94	13° 24′ 59.46" RT	3,169.97′	1° 48′ 26.85"	372.85′	742.29′	N 8° 21′ 59.06" E	740.59′	128+07.46	135+49.74	N 1° 39′ 29.32" E	N 15° 04′ 28.79" E

SUPERELEVATION TRANSITION & CROSS-SLOPE TABLE

ALIGNMENT	STATION TO STATION	RATE	X-SLOPE
US77N	110+33.00 to 111+98.00	0.58%	2.00% to -4.80%
US77N	121+56.00 to 123+21.00	0.58%	-4.80% to 2.00%

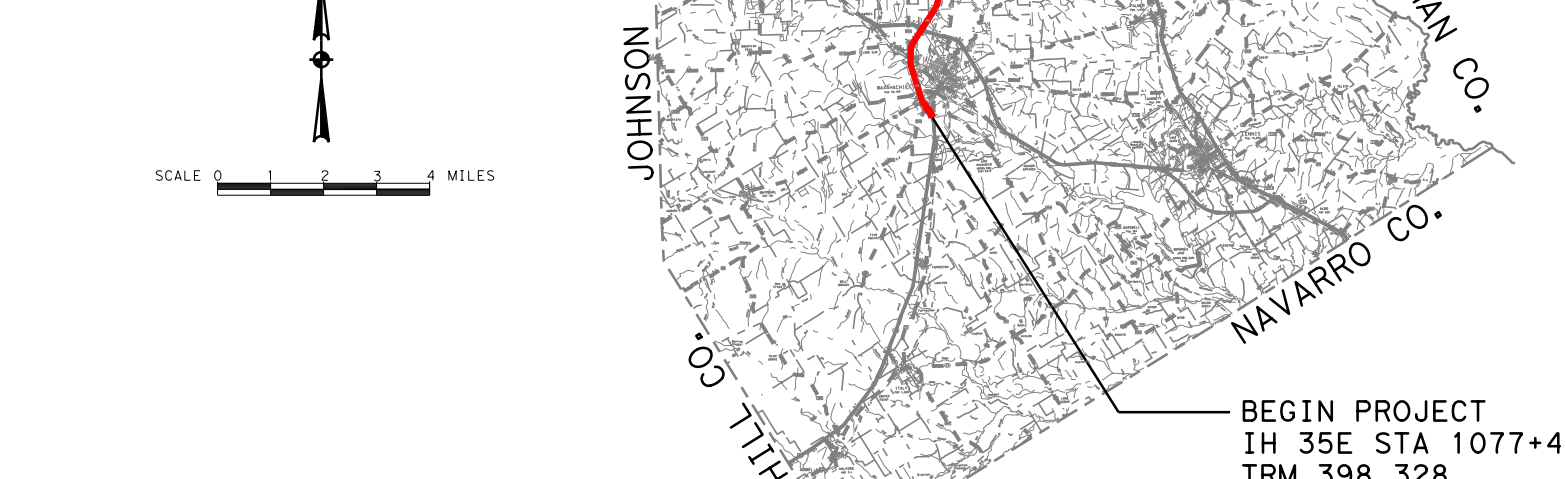
Texas Department of Transportation
DALLAS DISTRICT
DESIGN SCHEMATIC
JAMES K. SELMAN, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)
ROADWAY TYPE / DESIGN SPEED: FREEWAY 70 mph; RAMPS 50 mph; DIRECT CONNECTORS 40 mph; FRONTAGE ROADS 40 mph; CROSS STREETS 30 mph

LOCATION MAP
MAY 2018
SCALE: 1"=100'
ROLL 9 OF 24
SHEET INDEX (ROLL 1 - ROLL 24)
ch2m
TBPE FIRM NO. F-2297
PRELIMINARY FOR INTERIM REVIEW ONLY
THESE DOCUMENTS ARE FOR INTERIM REVIEW AND ARE NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:
ABENET BEKELE, P.E. 86055 5-14-2018
NAME P.E. NO. DATE
© 2017 BY TEXAS DEPARTMENT OF TRANSPORTATION
ALL RIGHTS RESERVED
ROLL 9: PLAN VIEW-IH 35E FRONTAGE ROADS STA 1645+00 TO END PROJECT

Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC
JAMES K. SELMAN, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)

ROADWAY TYPE	DESIGN SPEED
FREEWAY	70 mph
RAMPS*	50 mph
DIRECT CONNECTORS	40 mph
FRONTAGE ROADS	40 mph
CROSS STREETS	30 mph

* 30 mph FOR US287EBFR AND US287WBFR


DALLAS CO.
JOHNSON CO.
KAUFMAN CO.
NAVARRO CO.
HILL CO.
SCALE 0 4 MILES
N

END PROJECT
IH 35E STA 1658+61.38
TRM 408.270
CSJ: 0048-04-090

BEGIN PROJECT
IH 35E STA 1077+44.91
TRM 398.328
END CSJ: 0048-08-049
BEGIN CSJ: 0048-04-090

LOCATION MAP
MAY 2018
SCALE: 1"=100'
ROLL 10 OF 24

SHEET INDEX

ROLL 1:	PLAN VIEW-IH 35E FRONTAGE ROADS BEGIN PROJECT TO STA 1141+00
ROLL 2:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1141+00 TO STA 1210+00
ROLL 3:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1210+00 TO STA 1279+00
ROLL 4:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1279+00 TO STA 1344+00
ROLL 5:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1344+00 TO STA 1411+00
ROLL 6:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1411+00 TO STA 1478+00
ROLL 7:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1478+00 TO STA 1545+00
ROLL 8:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1545+00 TO STA 1645+00
ROLL 9:	PLAN VIEW-IH 35E FRONTAGE ROADS STA 1645+00 TO END PROJECT
ROLL 10:	PLAN VIEW-AUXILIARY LANE STA 134+00 TO END PROJECT
ROLL 11:	PROFILE VIEW-IH 35E FRONTAGE ROADS BEGIN PROJECT TO STA 1160+00
ROLL 12:	PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1160+00 TO STA 1254+00
ROLL 13:	PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1254+00 TO STA 1351+00
ROLL 14:	PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1351+00 TO STA 1460+00
ROLL 15:	PROFILE VIEW-IH 35E FRONTAGE ROADS STA 1460+00 TO STA 1554+00
ROLL 16:	PROFILE VIEW-IH 35E SB FRONTAGE ROAD STA 1554+00 TO STA 1637+00 PROFILE VIEW-IH 35E NB FRONTAGE ROAD STA 1554+00 TO END PROJECT
ROLL 17:	PROFILE VIEW-IH 35E SB FRONTAGE ROAD STA 1637+00 TO END PROJECT PROFILE VIEW-PH2 US 77 NORTH PROFILE VIEW-IH 35E SBML AT US 77 SOUTH
ROLL 18:	PROFILE VIEW-IH 35E MAIN LANES AT CROSS STREETS
ROLL 19:	PROFILE VIEW-IH 35E MAIN LANES AT STERRETT RD PROFILE VIEW-DC77SSFR PROFILE VIEW-DC77SSML
ROLL 20:	PROFILE VIEW-DC287SE-SOUTHBOUND I-35 TO EASTBOUND US 287 DIRECT CONNECTOR PROFILE VIEW-DC287WN-WESTBOUND US 287 TO NORTHBOUND I-35 DIRECT CONNECTOR
ROLL 21:	PROFILE VIEW-CROSS STREETS
ROLL 22:	PROFILE VIEW-NORTHBOUND RAMPS PROFILE VIEW-US 287 WB FRONTAGE ROAD
ROLL 23:	PROFILE VIEW-NORTHBOUND RAMPS PROFILE VIEW-SOUTHBOUND RAMPS PROFILE VIEW-US 287 EB FRONTAGE ROAD
ROLL 24:	PROFILE VIEW-SOUTHBOUND RAMPS PROFILE VIEW-PH2 CROSS STREETS

ch2m
TBPE FIRM NO. F-2297

PRELIMINARY FOR INTERIM REVIEW ONLY

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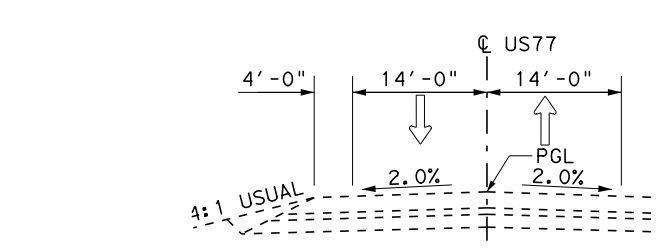
NAME	P.E. NO.	DATE
ABENET BEKELE, P.E.	86055	5-14-2018

5/15/2018
\\denpwp01\pwlcsworking\438040\35I4I5_35V-35E_Exhibit_201.dgn

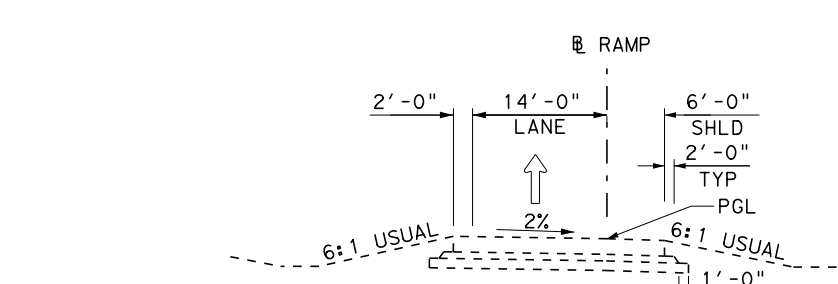
ROLL 10: PLAN VIEW-AUXILIARY LANE STA 134+00 TO END PROJECT

LEGEND

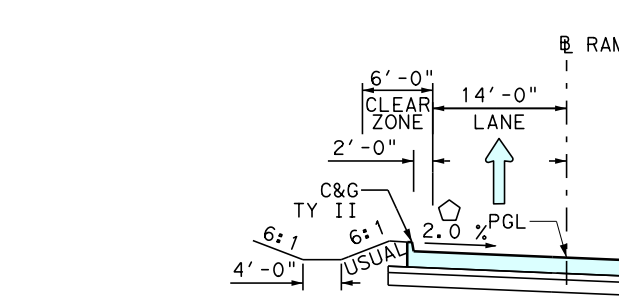
▨	PHASE I PAVEMENT TO REMAIN
▨	PHASE I PAVEMENT TO BE REMOVED
▨	PHASE II MAINLANE
▨	PHASE II FRONTAGE ROAD
▨	PHASE II US 77
▨	PHASE II BRIDGE
▨	PHASE II RAMP
▨	PHASE II CROSS STREET
▨	PHASE II SIDE STREET
▨	PHASE II TRANSITION
▨	PHASE II SIDEWALK
▨	PHASE II DRIVEWAY
▨	PHASE II MILLING & RESURFACING
▨	DISPLACEMENT
▲	PHASE II RETAINING WALL
▨	EXISTING 100-YEAR FLOODPLAIN
‖	PROPOSED DENIAL-OF-ACCESS
— · —	PROPOSED RIGHT-OF-WAY (R.O.W.)
— · · —	EXISTING RIGHT-OF-WAY (R.O.W.)
— · —	DRAINAGE EASEMENT
— · —	TEMPORARY CONSTRUCTION EASEMENT


℄ US77
4'-0"
14'-0"
14'-0"
4'-0"
PGL
2.0%
2.0%
4:1 USUAL
2:1 SLOPE

EXISTING TYPICAL SECTION
PH2-NBFRTG STA 1071+39.28 - STA 1120+18.46

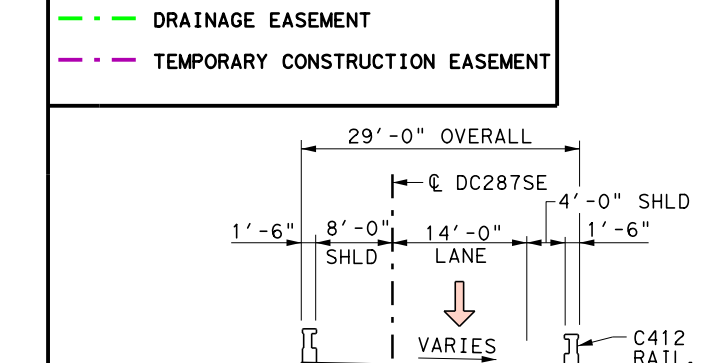

℄ RAMP
2'-0"
14'-0"
LANE
6'-0"
SHLD
2'-0"
TYP
PGL
2%
6:1 USUAL
6:1 USUAL
1'-0"
TYP

EXISTING TYPICAL SECTION ENTRANCE & EXIT RAMPS

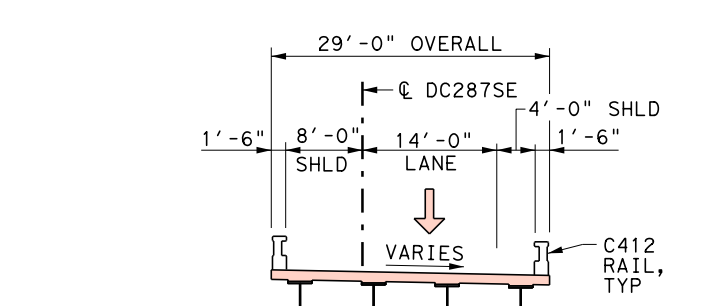

℄ RAMP
6'-0" CLEAR ZONE
14'-0" LANE
6'-0" CLEAR ZONE
2'-0"
6'-0" SHLD
C&G TY II
C&G TY II
PGL
2.0%
6:1
6:1 USUAL
4'-0"
1'-0"

☆ REFER TO PLAN VIEW FOR SUPERELEVATION AND DIRECTION

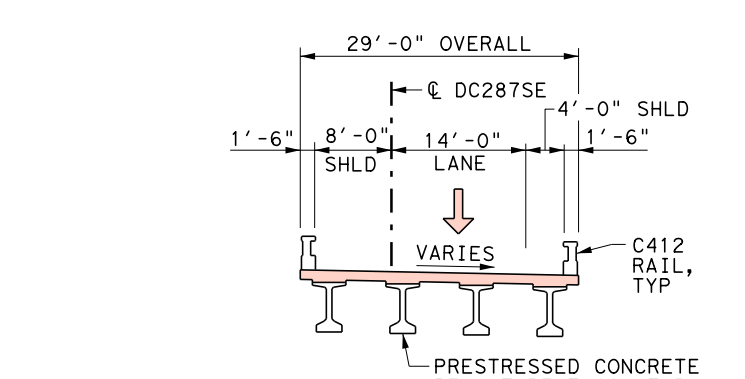
PROPOSED ENTRANCE & EXIT RAMPS TYPICAL SECTION
DC287WN STA 3299+20 - STA 3302+73
DC287SE STA 2297+25 - STA 2300+41
US287EBFR STA 10+00 - STA 14+98
US287WBFR STA 10+09 - STA 14+86


29'-0" OVERALL
℄ DC287SE
1'-6"
8'-0" SHLD
14'-0" LANE
4'-0" SHLD
1'-6"
VARIES
C412 RAIL, TYP
PRESTRESSED CONCRETE BEAM TYPE TX54, TYP

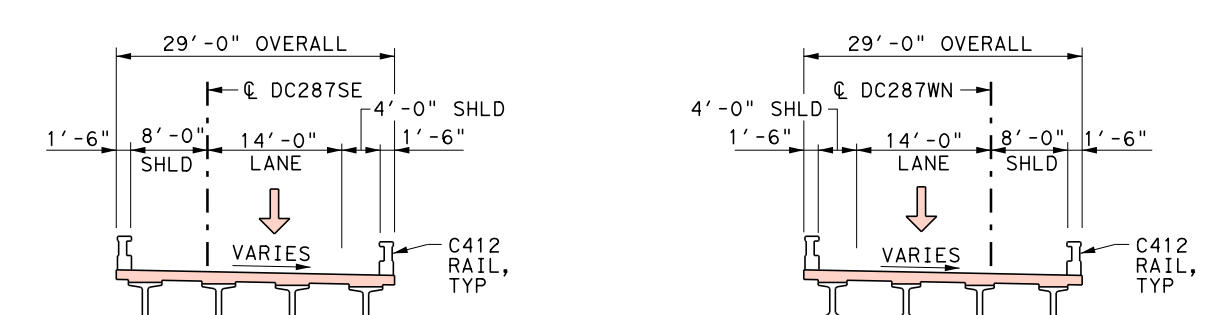
PROPOSED SBEB CONNECTOR TYPICAL SECTION
STA 2315+66.00 - 2316+86.00


29'-0" OVERALL
℄ DC287SE
4'-0" SHLD
1'-6"
8'-0" SHLD
14'-0" LANE
1'-6"
VARIES
C412 RAIL, TYP
CURVED STEEL PLATE GIRDER WEB DEPTH VARIES, TYP

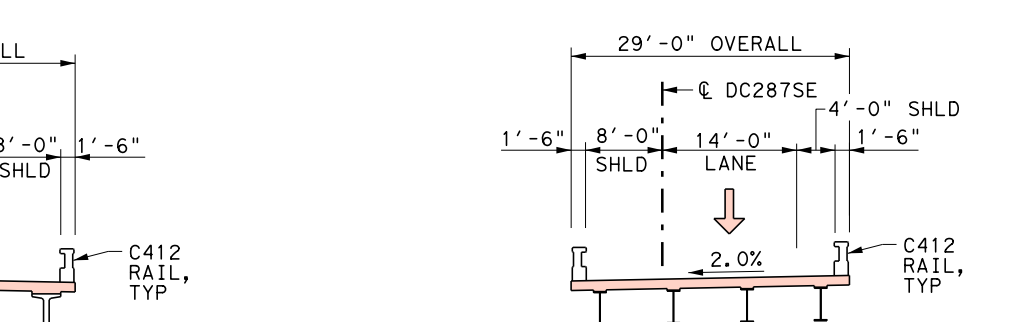
PROPOSED SBEB CONNECTOR TYPICAL SECTION
STA 2316+86.00 - 2332+21.00


29'-0" OVERALL
℄ DC287SE
4'-0" SHLD
1'-6"
8'-0" SHLD
14'-0" LANE
1'-6"
VARIES
C412 RAIL, TYP
PRESTRESSED CONCRETE BEAM TYPE TX62, TYP

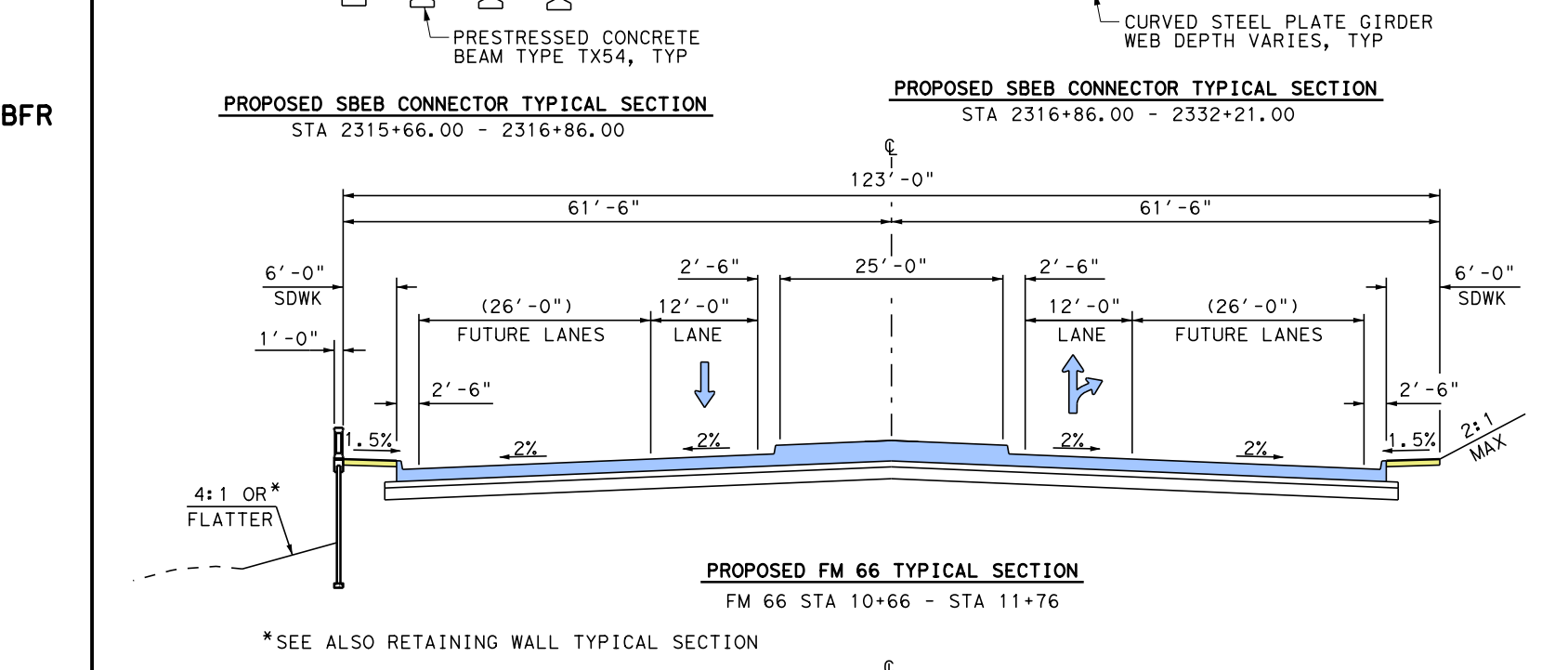
PROPOSED SBEB CONNECTOR TYPICAL SECTION
STA 2332+21.00 - 2341+31.00


29'-0" OVERALL
℄ DC287WN
4'-0" SHLD
1'-6"
14'-0" LANE
8'-0" SHLD
1'-6"
VARIES
C412 RAIL, TYP
PRESTRESSED CONCRETE BEAM TYPE TX54, TYP

PROPOSED WBNB CONNECTOR TYPICAL SECTION
STA 3308+25.00 - 3330+40.75

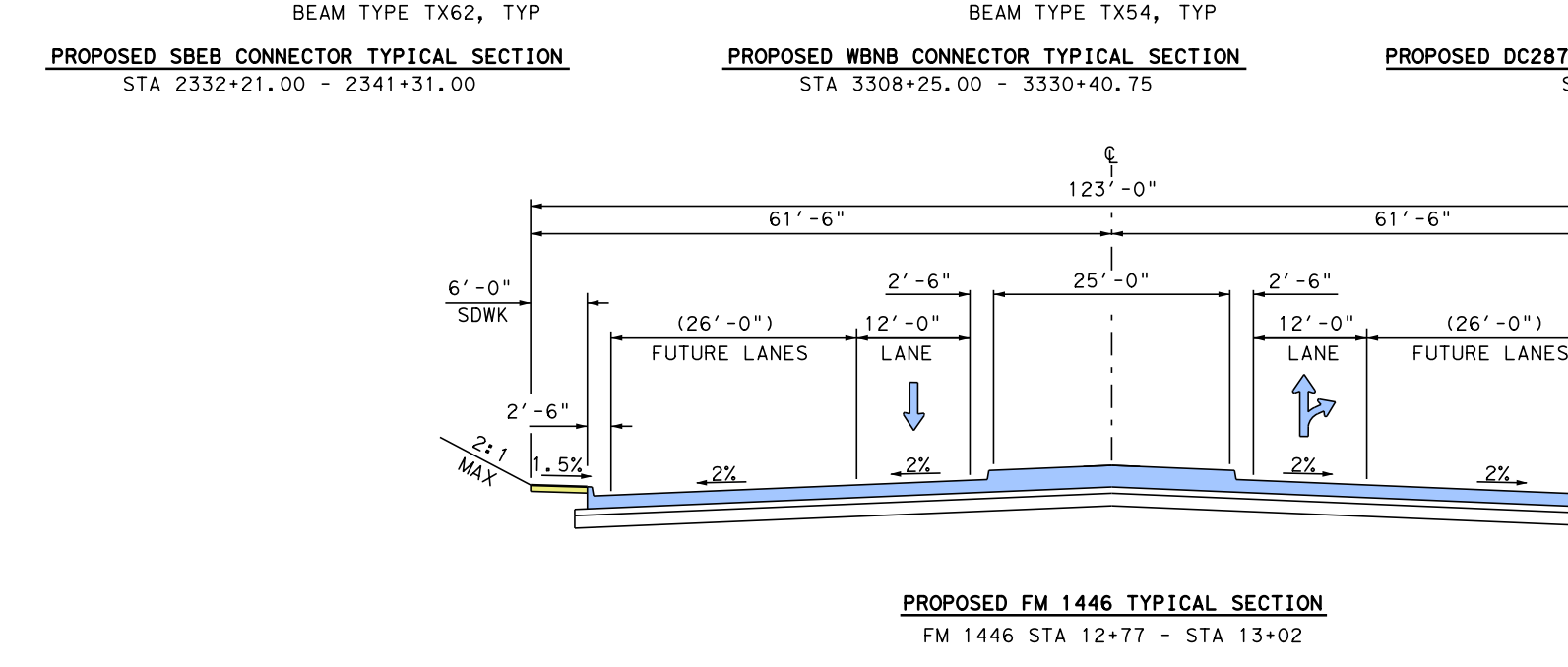

29'-0" OVERALL
℄ DC287SE
4'-0" SHLD
1'-6"
8'-0" SHLD
14'-0" LANE
1'-6"
2.0%
C412 RAIL, TYP
STEEL PLATE GIRDER 42" GIRDER DEPTH, TYP

PROPOSED DC287SE OVER EXISTING 287 RAMP TYPICAL SECTION
STA 2306+00.00 - 2309+60.00

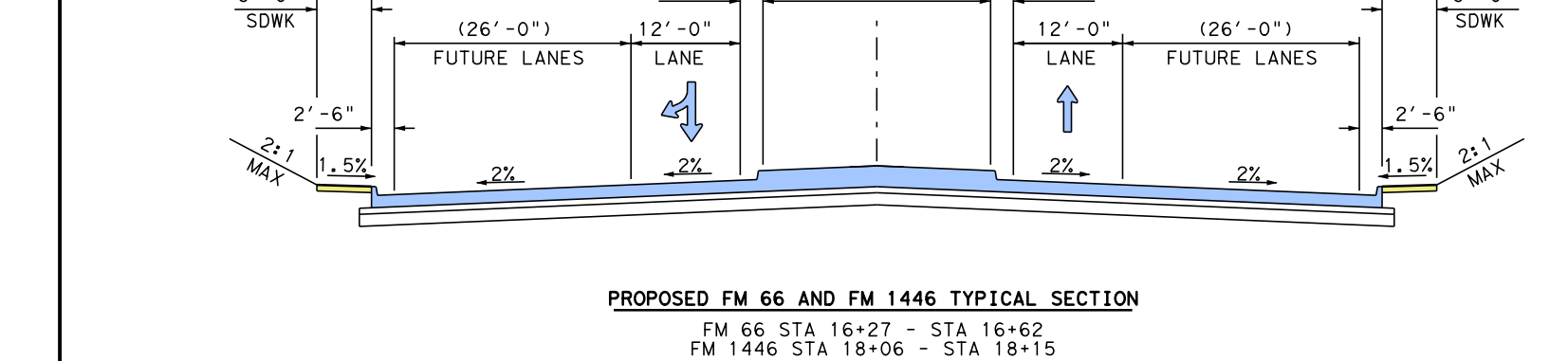

℄
123'-0"
61'-6"
61'-6"
6'-0" SDWK
1'-0"
2'-6"
(26'-0") FUTURE LANES
12'-0" LANE
25'-0"
2'-6"
12'-0" LANE
(26'-0") FUTURE LANES
6'-0" SDWK
2'-6"
2'-6"
1.5%
2%
2%
2%
2%
1.5%
2:1 MAX
4:1 OR* FLATTER

PROPOSED FM 66 TYPICAL SECTION
FM 66 STA 10+66 - STA 11+76

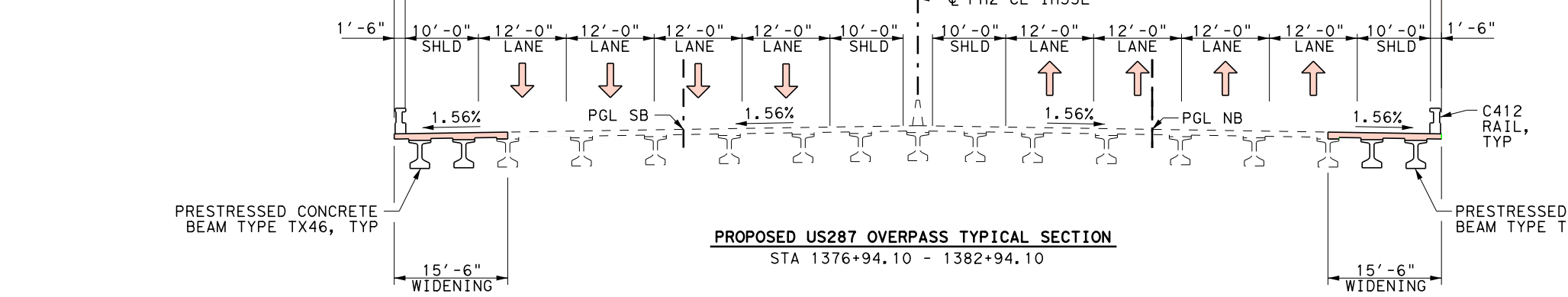
*SEE ALSO RETAINING WALL TYPICAL SECTION


℄
123'-0"
61'-6"
61'-6"
6'-0" SDWK
2'-6"
(26'-0") FUTURE LANES
12'-0" LANE
25'-0"
2'-6"
12'-0" LANE
(26'-0") FUTURE LANES
6'-0" SDWK
2'-6"
2'-6"
2:1 MAX
1.5%
2%
2%
2%
2%
1.5%
2:1 MAX

PROPOSED FM 1446 TYPICAL SECTION
FM 1446 STA 12+77 - STA 13+02

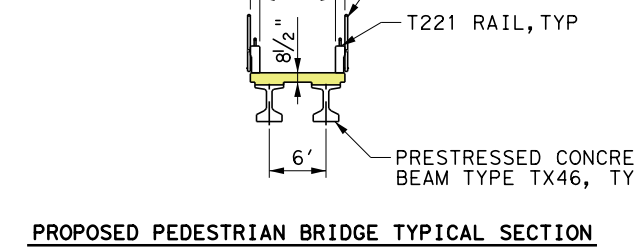

℄
123'-0"
61'-6"
61'-6"
6'-0" SDWK
2'-6"
(26'-0") FUTURE LANES
12'-0" LANE
25'-0"
2'-6"
12'-0" LANE
(26'-0") FUTURE LANES
6'-0" SDWK
2'-6"
2'-6"
2:1 MAX
1.5%
2%
2%
2%
2%
1.5%
2:1 MAX

PROPOSED FM 66 AND FM 1446 TYPICAL SECTION
FM 66 STA 16+27 - STA 16+62
FM 1446 STA 18+06 - STA 18+15

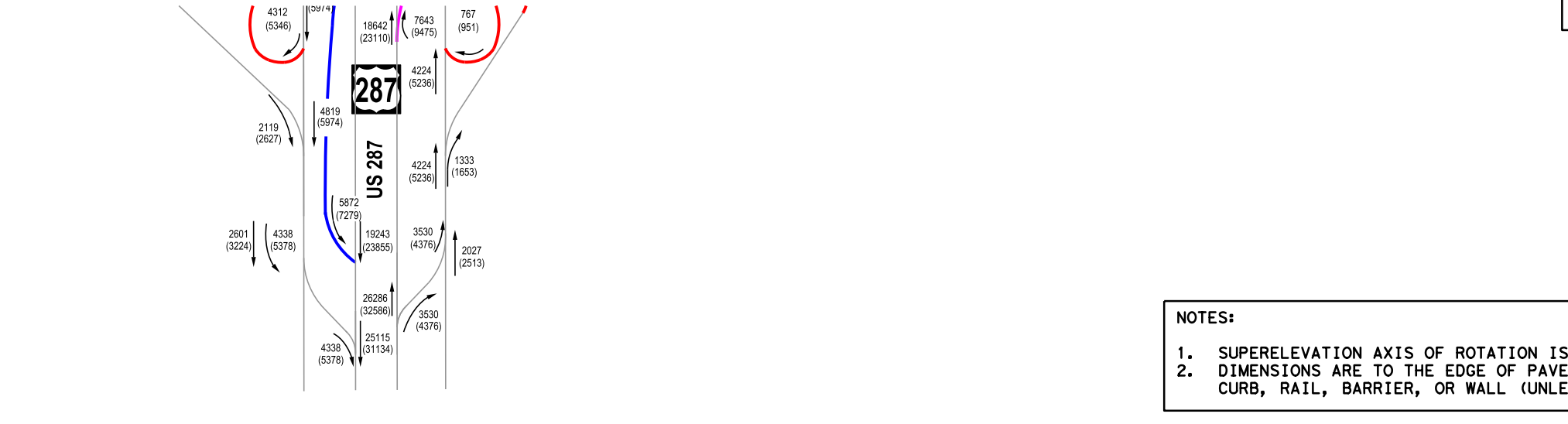

143'-0" OVERALL
140'-0" ROADWAY
℄ PH2-CL IH35E
1'-6"
10'-0" SHLD
12'-0" LANE
12'-0" LANE
12'-0" LANE
12'-0" LANE
10'-0" SHLD
10'-0" SHLD
12'-0" LANE
12'-0" LANE
12'-0" LANE
12'-0" LANE
10'-0" SHLD
1'-6"
1.56%
PGL SB
1.56%
1.56%
PGL NB
1.56%
C412 RAIL, TYP
PRESTRESSED CONCRETE BEAM TYPE TX46, TYP
PRESTRESSED CONCRETE BEAM TYPE TX46, TYP

PROPOSED US287 OVERPASS TYPICAL SECTION
STA 1376+94.10 - 1382+94.10

15'-6" WIDENING
15'-6" WIDENING


10'
8'
CHAINLINK FENCE (MIN 6' HIGH)
T221 RAIL, TYP
6'
PRESTRESSED CONCRETE BEAM TYPE TX46, TYP

PROPOSED PEDESTRIAN BRIDGE TYPICAL SECTION


LEGEND
XXXX - 2018 ADT
(XXXX) - 2040 ADT
PROPOSED ROW
SCALE: N.T.S.
287
US 287

NOTES:

1. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
2. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

REASSIGNED TRAFFIC BASED ON PROPOSED SCHEMATIC. ORIGINAL NUMBERS PROVIDED BY TEXAS DEPARTMENT OF TRANSPORTATION, TRANSPORTATION PROGRAMMING AND PLANNING DIVISION FOR YEARS 2014, 2034, 2044. DATED FEBRUARY 11, 2014

SEE ROLL 5 OF 24
SEE ROLL 5 OF 24
PEDESTRIAN BRIDGE (* SEE NOTE)
PH2-US287-1
PH2-US287-2
END US287EBFR STA 21+23.30
US287EBFR STA 19+59.30 BEGIN MILL & OVERLAY
US287EBFR-2
US287EBFR
US287EBFR STA 14+98.00 END MILL & OVERLAY BEGIN FRONTAGE RD PAV.
US287EBFR-1
48'R
PH2-SBFRTG STA 1374+78.39 = US287EBFR STA 10+00.00 END FRONTAGE RD PAV.
PH2-SBFRTG
DC287SE-3
EXIST (2-48" CMP)
℄ NBFRTG STA 1385+96.23 = ℄ US287WBFR STA 10+00.00
US287WBFR STA 10+09.60 BEGIN FRONTAGE RD PAV.
℄ NBFRTG STA 1385+69.77 = ℄ DC287WN STA 3321+25.79
US287WBFR-1
℄ NBFRTG STA 1381+88.64 = ℄ DC287SE STA 2324+63.40
US287WBFR STA 14+86.00 END FRONTAGE RD PAV. BEGIN MILL & OVERLAY
BAYLOR HEALTH CARE SYSTEM
US287WBFR-2
℄ US287WBFR STA 19+10.66 END MILL & OVERLAY
END US287WBFR STA 20+14.64
℄ DC287WN STA 3308+30.76 26.00' RT BEGIN RET. WALL RPNBWALL-10
℄ DC287WN STA 3302+73.33 19.00' LT END RET. WALL RPNBWALL-10
DC287WN-2
℄ DC284WN STA 3308+25.00 BEGIN BRIDGE
℄ DC287WN
℄ DC287WN STA 3302+73.33 END RAMP PAV.
℄ DC287WN STA 3299+19.52 BEGIN RAMP PAV.
DC287WN-1
+81.45 272.61' LT
+82.29 259.12' LT
PROP. ROW
+05.17 279.73' LT
+05.98 266.89' LT
℄ US 287 STA 132+95.66 = ℄ DC287SE STA 2319+37.72
US 287
287
PH2-US287-2
℄ DC287SE STA 2315+71.78 5.00' RT END RET. WALL RPNBWALL-9 BEGIN RET. WALL RPNBWALL-8
℄ DC287SE STA 2315+66.00 BEGIN BRIDGE BEGIN RAMP PAV.
℄ DC287SE
℄ DC287SE STA 2309+54.85 5.00' RT END RET. WALL RPNBWALL-8 BEGIN RET. WALL RPNBWALL-9
℄ DC287SE STA 2309+60.00 END BRIDGE
℄ DC287SE STA 2306+00.00 BEGIN BRIDGE
℄ DC287SE STA 2306+06.41 5.00' RT END RET. WALL DC287WALL-02 BEGIN RET. WALL DC287WALL-01
DC287SE-2
℄ DC287SE STA 2302+82.42 19.00' RT BEGIN RET. WALL DC287WALL-02
℄ DC287SE STA 2300+41.05 19.00' RT END RET. WALL DC287WALL-02
℄ DC287SE STA 2300+41.05 END RAMP PAV.
℄ DC287SE STA 2300+81.22 9.00' LT END RET. WALL DC287WALL-01
DC287SE-1
℄ DC287SE STA 2297+25.25 BEGIN RAMP PAV.
CITY OF WAXAHACHIE
LOOKOUT PARTNERS LP
ACFB LOYAL TRUST & EAB III SECURE TRUST
WAX HOTELS LLC
CITY OF WAXAHACHIE
NAVARRO COLLEGE DISTRICT
MAGNABLEND INC
KRAMER BROTHERS HOBBIES
KRAMER BROTHERS HOBBIES
EXIST ROW
BNSF RR
℄ US287 STA 162+18.24 BEGIN TAPER
℄ US287 STA 165+18.24 END CONSTRUCTION END TAPER MATCH EXISTING
℄ US287
BEGIN ℄ RPEB185 STA 10+00.00
℄ RPEB185
℄ RPEB185 STA 15+27.29 END CONSTRUCTION MATCH EXISTING
END ℄ RPEB185 STA 17+64.45
115+00
120+00
125+00
130+00
135+00
140+00
145+00
150+00
155+00
160+00
165+00
170+00
175+00
180+00
185+00
190+00
10+00
15+00
N
0 100 200
SCALE: 1"=100'

* NOTE:
DURING DETAIL DESIGN A MINIMUM 19'-6" VERTICAL CLEARANCE SHALL BE PROVIDED AT THE US 287 UNDERPASS.

SUPERELEVATION TRANSITION & CROSS-SLOPE TABLE

ALIGNMENT	STATION TO STATION	RATE	X-SLOPE
DC287SE	2310+47.00 to 2312+07.00	0.58%	2.00% to -4.60%
DC287SE	2332+03.00 to 2333+63.00	0.58%	-4.60% to 2.00%
DC287WN	3307+85.00 to 3308+60.00	0.58%	2.00% to 5.10%
DC287WN	3324+71.00 to 3325+47.00	0.58%	5.10% to 2.00%

NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED JUNE 21, 2016 AND RECORD PLANS.
2. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAP PANELS 48139C0190F AND 48139C0200F.
3. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM ELLIS COUNTY APPRAISAL DISTRICT (FEBRUARY 25, 2015).
4. EXISTING CULVERT LOCATIONS, SIZE AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSE ONLY.
5. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
6. CURBS ON THE FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
7. CONVENTIONAL ROADWAY SIGNAGES (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
8. 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 AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.

DC287SE

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
DC287SE-1	2297+58.97	6,841,463.07	2,476,333.15	5° 27' 30.43" LT	3,000.00'	1° 54' 35.49"	143.01'	285.80'	N 76° 21' 29.29" W	285.70'	2296+15.96	2299+01.76	N 73° 37' 44.07" W	N 79° 05' 14.50" W
DC287SE-2	2302+08.52	6,841,548.21	2,475,891.51	5° 29' 03.18" RT	3,000.00'	1° 54' 35.49"	143.69'	287.15'	N 76° 20' 42.91" W	287.04'	2300+64.84	2303+51.99	N 79° 05' 14.50" W	N 73° 36' 11.33" W
DC287SE-3	2326+70.26	6,842,243.20	2,473,529.69	107° 20' 03.52" RT	1,100.00'	5° 12' 31.35"	1,495.67'	2,060.67'	N 19° 56' 09.57" W	1,772.30'	2311+74.59	2332+35.26	N 73° 36' 11.33" W	N 33° 43' 52.19" E

DC287WN

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
DC287WN-1	3299+94.75	6,841,777.64	2,475,773.21	2° 52' 22.72" RT	3,000.00'	1° 54' 35.49"	75.23'	150.43'	N 72° 11' 32.71" W	150.41'	3299+19.52	3300+69.94	N 73° 37' 44.07" W	N 70° 45' 21.35" W
DC287WN-2	3320+07.05	6,842,440.89	2,473,873.32	104° 29' 13.54" RT	900.00'	6° 21' 58.31"	1,162.10'	1,641.28'	N 18° 30' 44.58" W	1,423.12'	3308+44.95	3324+86.23	N 70° 45' 21.35" W	N 33° 43' 52.19" E

PH2-US287

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PH2-US287-1	106+17.40	6,843,790.45	2,472,071.42	34° 49' 59.77" RT	3,819.72'	1° 30' 00.00"	1,198.25'	2,322.22'	S 73° 41' 07.78" E	2,286.62'	94+19.15	117+41.37	N 88° 53' 52.34" E	S 56° 16' 07.89" E
PH2-US287-2	137+62.06	6,842,002.99	2,474,748.45	17° 20' 58.12" LT	3,819.72'	1° 30' 00.00"	582.78'	1,156.63'	S 64° 56' 36.95" E	1,152.22'	131+79.28	143+35.91	S 56° 16' 07.89" E	S 73° 37' 06.01" E

RPWBI45

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
RPWB145-1	10+90.89	6,842,004.10	2,475,341.80	8° 39' 44.68" LT	1,200.00'	4° 46' 28.73"	90.89'	181.43'	S 64° 17' 13.67" E	181.25'	10+00.00	11+81.43	S 59° 57' 21.33" E	S 68° 37' 06.01" E
RPWB145-2	23+50.31	6,841,544.82	2,476,514.86	4° 54' 16.11" LT	5,729.58'	1° 00' 00.00"	245.37'	490.45'	S 71° 04' 14.06" E	490.30'	21+04.93	25+95.38	S 68° 37' 06.01" E	S 73° 31' 22.12" E

US287WBFR

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
US287WBFR-1	11+75.85	6,843,012.55	2,474,549.21	48° 54' 08.00" RT	350.00'	16° 22' 12.80"	159.14'	298.73'	S 36° 06' 08.57" E	289.74'	10+16.71	13+15.43	S 60° 33' 12.57" E	S 11° 39' 04.57" E
US287WBFR-2	18+80.85	6,842,302.92	2,474,695.54	56° 02' 55.49" LT	300.00'	19° 05' 54.94"	159.68'	293.47'	S 39° 40' 32.31" E	281.91'	17+21.17	20+14.64	S 11° 39' 04.57" E	S 67° 42' 00.06" E

US287EBFR

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
US287EBFR-1	12+42.15	6,842,283.03	2,473,174.15	45° 29' 20.26" RT	350.00'	16° 22' 12.80"	146.73'	277.88'	N 33° 35' 51.13" W	270.64'	10+95.42	13+73.30	N 56° 20' 31.26" W	N 10° 51' 11.00" W
US287EBFR-2	19+32.57	6,842,976.40	2,473,041.21	56° 30' 00.30" LT	425.00'	13° 28' 52.90"	228.36'	419.10'	N 39° 06' 11.15" W	402.32'	17+04.21	21+23.30	N 10° 51' 11.00" W	N 67° 21' 11.30" W

Texas Department of Transportation
DALLAS DISTRICT
DESIGN SCHEMATIC
JAMES K. SELMAN, P.E., DISTRICT ENGINEER
ELLIS COUNTY
IH 35E FRONTAGE ROADS
PROJECT LIMIT: FROM US-77 SOUTH OF WAXAHACHIE
TO US-77 NORTH OF WAXAHACHIE
CONTROL: 0048-04-090
FUNCTIONAL CLASS: FREEWAY
PROJECT LENGTH = 11.008 MILES (58,121.49 FT.)
ROADWAY TYPE / DESIGN SPEED: FREEWAY 70 mph; RAMPS* 50 mph; DIRECT CONNECTORS 40 mph; FRONTAGE ROADS 40 mph; CROSS STREETS 30 mph
* 30 mph FOR US287EBFR AND US287WBFR
END PROJECT IH 35E STA 1658+61.38 TRM 408.270 CSJ: 0048-04-090
BEGIN PROJECT IH 35E STA 1077+44.91 TRM 398.328 END CSJ: 0048-08-049 BEGIN CSJ: 0048-04-090
LOCATION MAP
MAY 2018
SCALE: 1"=100'
ROLL 10 OF 24
SHEET INDEX (ROLL 1 – ROLL 24, as above)
ch2m TBPE FIRM NO. F-2297
PRELIMINARY FOR INTERIM REVIEW ONLY
THESE DOCUMENTS ARE FOR INTERIM REVIEW AND ARE NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:
ABENET BEKELE, P.E. 86055 5-14-2018
NAME P.E. NO. DATE
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ROLL 10: PLAN VIEW-AUXILIARY LANE STA 134+00 TO END PROJECT