TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
JAMES K. (KELLY) SELMAN, P.E., DISTRICT ENGINEER

I-45 WIDENING DESIGN SCHEMATIC

NAVARRO COUNTY, TEXAS

PROJECT DESCRIPTION: ADD A MAINLANE TO I-45 IN THE CENTER MEDIAN IN EACH DIRECTION, AND RECONSTRUCT THE INTERCHANGES AT SH 14, BUSINESS 45 SOUTH AND BUSINESS 45 NORTH. THE EXISTING FRONTAGE ROADS AND RAMPS TO REMAIN EXCEPT AS INDICATED IN THE INTERCHANGE AREAS. CITIES ALONG THE PROJECT LIMITS: CORSICANA, MUSTANG, ANGUS, RICHLAND AND STREETMAN

DATE: APRIL 2015

CSJ: 0166-01-049	SOUTH OF FM 246 TO SOUTH OF SH 14	(6.77 MILES)
CSJ: 0093-01-098	SOUTH OF SH 14 TO NORTH OF FM 739	(6.73 MILES)
CSJ: 0093-01-096	SOUTH OF BI 45F TO NORTH OF BUS 287	(2.42 MILES)
CSJ: 0092-06-101	NORTH OF BUS 287 TO NORTH BUSINESS 45	(5.22 MILES)
	TOTAL PROJECT LENGTH	21.14 MILES

INDEX OF SHEETS

ROLL 1 OF 14: PLAN & PROFILE VIEW STA. 1282+50.05 TO STA. 1366+00
ROLL 2 OF 14: PLAN & PROFILE VIEW STA. 1366+00 TO STA. 1471+00
ROLL 3 OF 14: PLAN & PROFILE VIEW STA. 1471+00 TO STA. 1576+00
ROLL 4 OF 14: PLAN & PROFILE VIEW STA. 1576+00 TO STA. 1681+00
ROLL 5 OF 14: PLAN & PROFILE VIEW STA. 1681+00 TO STA. 1786+00
ROLL 6 OF 14: PLAN & PROFILE VIEW STA. 1786+00 TO STA. 1891+00
ROLL 7 OF 14: PLAN & PROFILE VIEW STA. 1891+00 TO STA. 1996+00
ROLL 8 OF 14: PLAN & PROFILE VIEW STA. 1996+00 TO STA. 2101+00
ROLL 9 OF 14: PLAN & PROFILE VIEW STA. 2101+00 TO STA. 2206+00
ROLL 10 OF 14: PLAN & PROFILE VIEW STA. 2206+00 TO STA. 2311+00
ROLL 11 OF 14: PLAN & PROFILE VIEW STA. 2311+00 TO STA. 2416+00
ROLL 12 OF 14: PLAN & PROFILE VIEW STA. 2416+00 TO STA. 2494+70.58
ROLL 13 OF 14: PROFILE VIEW INTERCHANGES
ROLL 14 OF 14: PROFILE VIEW RAMPS

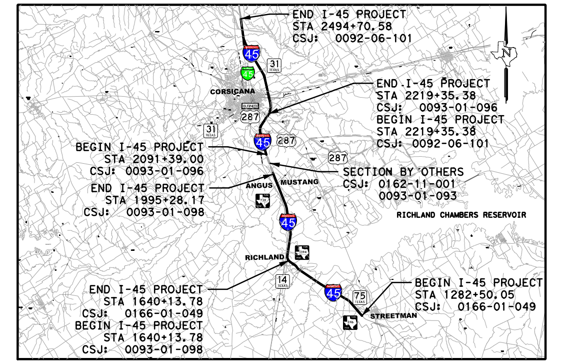
ROADWAY TYPE	DESIGN SPEED
MAIN LANES	70 MPH
DIRECT CONNECTORS	40 MPH
RAMPS	40 MPH
LOOP RAMP	35 MPH
FRONTAGE ROADS	40 MPH
CROSS STREETS	30 MPH

FUNCTIONAL CLASSIFICATION

FC 1 (INTERSTATE)

ROLL 9 OF 14

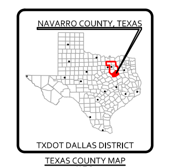
NOTE: PROJECT USES ROLLING TERRAIN CRITERIA



LOCATION MAP
N.T.S.

LEGEND:

EXISTING ROW	CONTROL OF ACCESS LINE
CITY/COUNTY LINE	PROPOSED EDGE OF PAVEMENT
EXISTING PLANIMETRIC FEATURES	PROPOSED RETAINING WALL
EXISTING CULVERT	PROPOSED CULVERT
CENTERLINE/BASELINE	PROPOSED BRIDGE
EXISTING TO BE REMOVED	PROPOSED MAIN LANES
DIRECTION OF TRAVEL	PROPOSED RAMP/DIRECT CONNECTOR



TEXAS COUNTY MAP
N.T.S.

0 100 200 300 400 HORIZONTAL SCALE

0 10 20 30 40 VERTICAL SCALE

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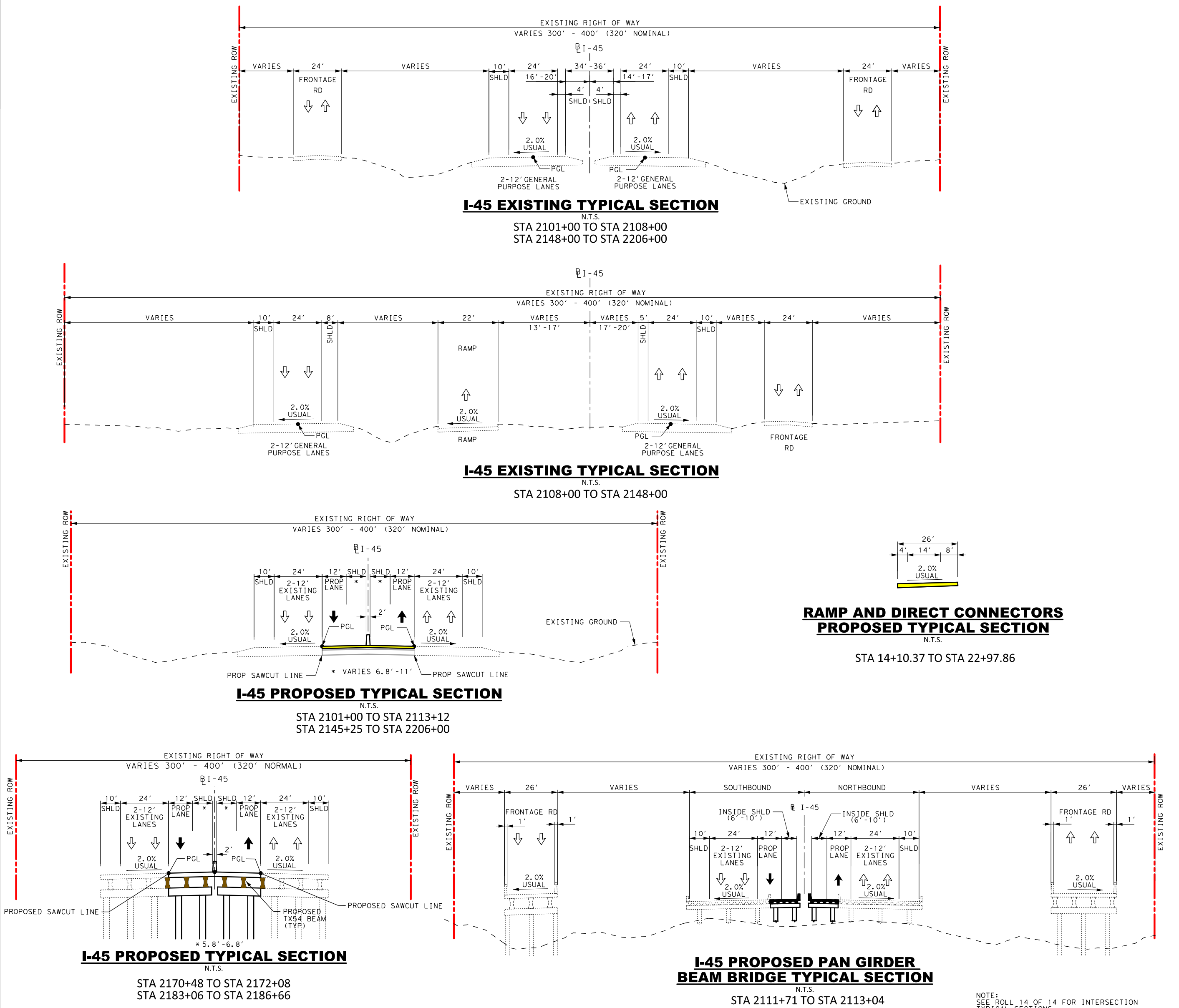


I-45 EXISTING TYPICAL SECTION
N.T.S.
STA 2101+00 TO STA 2108+00
STA 2148+00 TO STA 2206+00

I-45 EXISTING TYPICAL SECTION
N.T.S.
STA 2108+00 TO STA 2148+00

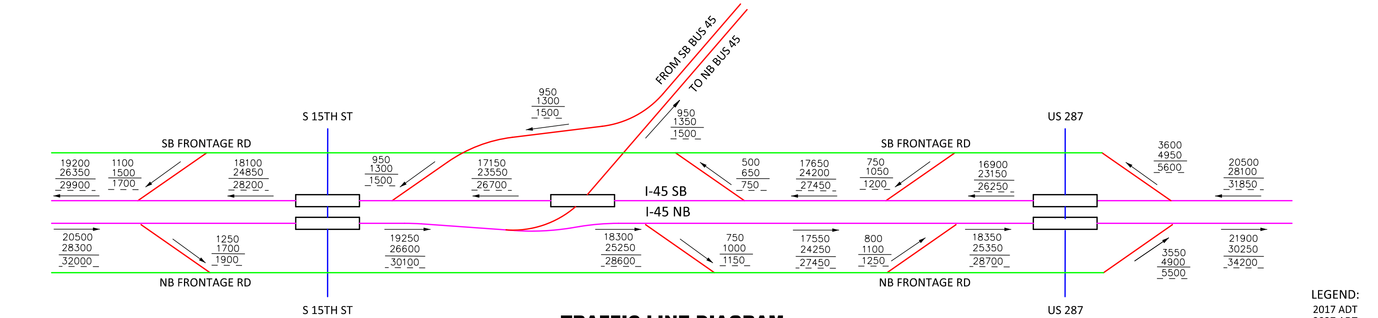
I-45 PROPOSED TYPICAL SECTION
N.T.S.
STA 2101+00 TO STA 2113+12
STA 2145+25 TO STA 2206+00

RAMP AND DIRECT CONNECTORS PROPOSED TYPICAL SECTION
N.T.S.
STA 14+10.37 TO STA 22+97.86

I-45 PROPOSED TYPICAL SECTION
N.T.S.
STA 2170+48 TO STA 2172+08
STA 2183+06 TO STA 2186+66

I-45 PROPOSED PAN GIRDER BEAM BRIDGE TYPICAL SECTION
N.T.S.
STA 2111+71 TO STA 2113+04

NOTE: SEE ROLL 14 OF 14 FOR INTERSECTION TYPICAL SECTIONS.



TRAFFIC LINE DIAGRAM

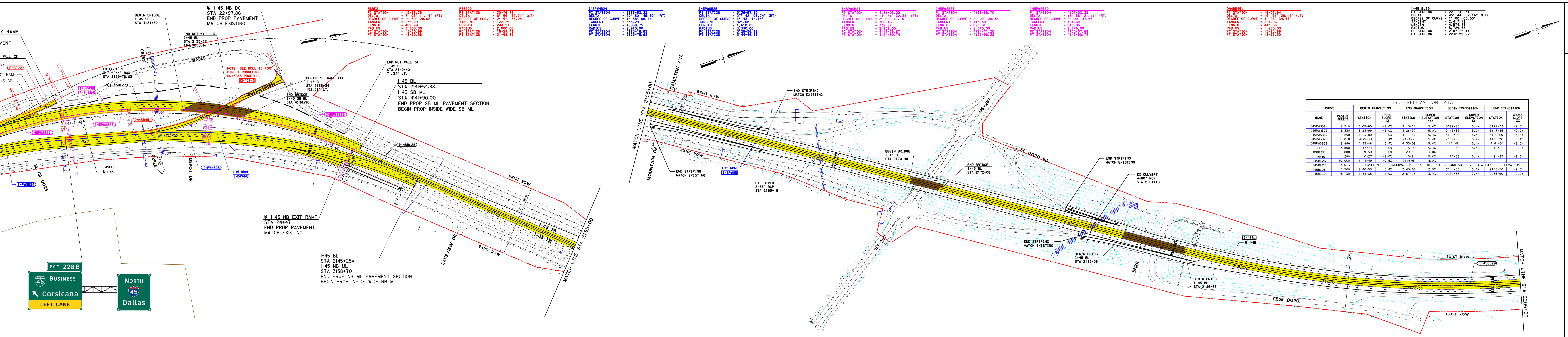
I-45 BL26	
PI STATION	= 2115+50.33
DELTA	= 0° 34' 43.42" (RT)
DEGREE OF CURVE	= 0° 17' 11.32"
TANGENT	= 101.01
LENGTH	= 202.01
RADIUS	= 20,000.00
PC STATION	= 2114+49.32
PT STATION	= 2116+51.34

I-45 BL27	
PI STATION	= 2129+66.24
DELTA	= 46° 32' 10.02" (RT)
DEGREE OF CURVE	= 1° 54' 05.83"
TANGENT	= 1,295.61
LENGTH	= 2,447.18
RADIUS	= 3,013.00
PC STATION	= 2116+70.63
PT STATION	= 2141+17.81

I-45 BL28	
PI STATION	= 2142+88.16
DELTA	= 1° 26' 04.02" (RT)
DEGREE OF CURVE	= 0° 25' 27.89"
TANGENT	= 169.00
LENGTH	= 337.98
RADIUS	= 13,500.00
PC STATION	= 2141+19.16
PT STATION	= 2144+57.15

GENERAL NOTES

1. TOPOGRAPHICAL DATA OBTAINED FROM TXDOT IN SEPTEMBER 2014.
2. TRAFFIC VOLUMES ARE UNAPPROVED AS OF MARCH 12, 2015.
3. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE NB/SB ML PGL.
4. EXISTING CULVERT INFORMATION OBTAINED FROM TXDOT IN JANUARY 2015.
5. DESIGN EXCEPTIONS ANTICIPATED FOR THE FOLLOWING:
   A. SHOULDER WIDTH (INSIDE)
   B. VERTICAL CLEARANCE
   C. SUPERELEVATION
6. MAINLANE GORES WILL BE RESTRIPED, BUT EXISTING RAMPS WILL NOT BE RECONSTRUCTED UNLESS OTHERWISE INDICATED.
7. RAMP NOSE LOCATIONS WILL NOT MOVE UNLESS OTHERWISE INDICATED.



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LOCATION MAP
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