4 of 4

60% Submittal

HNTB
TBPE Registration #420

County: Hays
Date: 03-DEC-2013

Preliminary Design Schematic
for RM 12 Parkway

Texas Department of Transportation ©2013

DESIGN FILE NAME: \\ausw00\pmwork\Jobs\49198*RM12\WA06\Techprod\Roadway\RM12*parkwy*schem*4.dgn

PLOTTED 0N03-DEC-2013

STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION
AUSTIN DISTRICT

PLAN AND PROFILE: PRELIMINARY DESIGN SCIIEMATIC

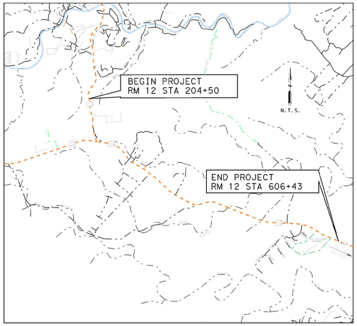
FROM: 0.139 MI WEST OF PACKSADDLE PASS
TO: 0.117 MI WEST OF SH 80

RM 12
HAYS COUNTY

PROJECT NO. NH ( )

CONTROL CSJ = 0285-03-052

NET LENGTH OF ROADWAY = 39,715 FT = 7.522 MI
NET LENGTH OF BRIDGE = 478 FT = 0.090 MI
NET LENGTH OF PROJECT = 40,193 FT = 7.612 MI (STA 204+50 TO STA 606+43)


BEGIN PROJECT
RM 12 STA 204+50
END PROJECT
RM 12 STA 606+43
N.T.S.

EQUATIONS: NONE
RAILROADS: NONE
EXCEPTIONS: NONE

SUBMITTED BY:

CORRECT: ______________________ ,2013

____
SHAWN B. STOVER, P.E.

HNTB
TBPE Firm Registration No:420

HNTB CORPORATION
THE HNTB COMPANIES
ENGINEERS ARCHITECTS PLANNERS
701 BRAZOS, SUITE 450
AUSTIN, TX 78701
(512) 447-5590

____
APPROVED: TXDOT DESIGN DIVISON LETTER DATED

____
APPROVED: FHWA LETTER DATED

SUBMITTED FOR APPROVAL: ______________________ , 2013

____
TRANSPORTATION PLANNING DIRECTOR

APPROVED: ______________________ ,2013

____
DIRECTOR OF TRANSPORTATION PLANNING AND DEVELOPMENT

APPROVED: ______________________ ,2013

____
DISTRICT ENGINEER

BEARINGS AND COORDINATES ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, SOUTH CENTRAL ZONE NAD83, (93)HARN. THE PROJECT GRID-TO- SURFACE SCALE FACTOR IS 1.00013 EXACTLY

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PROJECT DATA

CURRENT ADT: 10,223 (2010)
PROJECTED ADT: 15,453 (2030)
FUNCTIONAL CLASSIFICATION: MINOR RURAL ARTERIAL

DATE: NOVEMBER, 2013
SCALE: 1":200' H
1":20' V

DESIGN SPEED:
RM 12 - 60 MPH
RM 32 - 60 MPH
CROSS STREETS - 30 MPH*
SHARED USE PATH - 20 MPH

* REFER TO PROFILES FOR ALL INTERSECTING STREET DESIGN SPEED VALUES.

THE ENTIRE PROJECT IS LOCATED WITHIN THE EDWARDS AQUIFER RECHARGE ZONE.

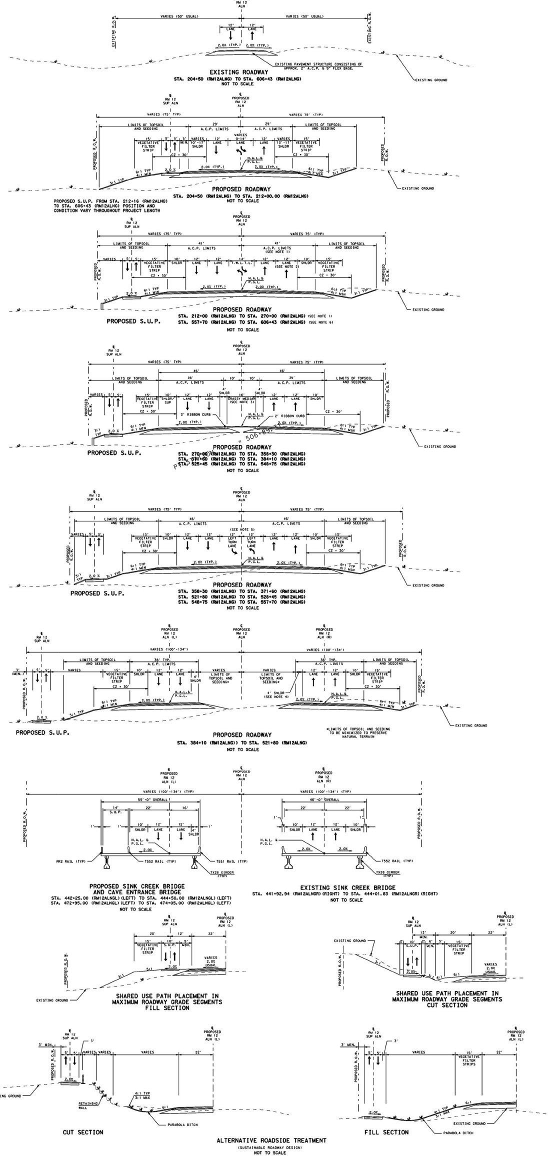
PRELIMINARY ONLY

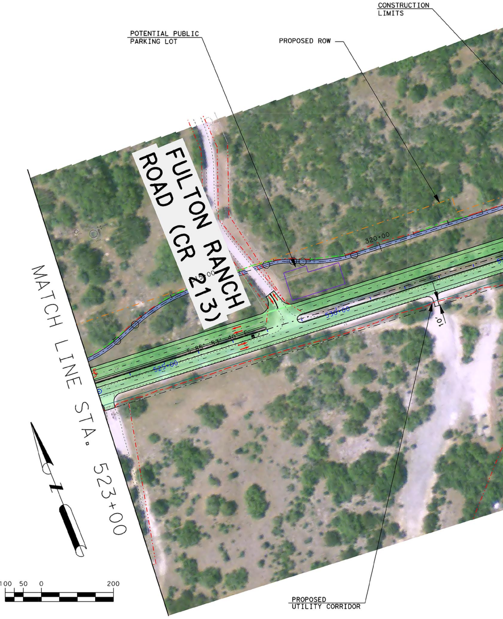
NOT A BIDDING DOCUMENT

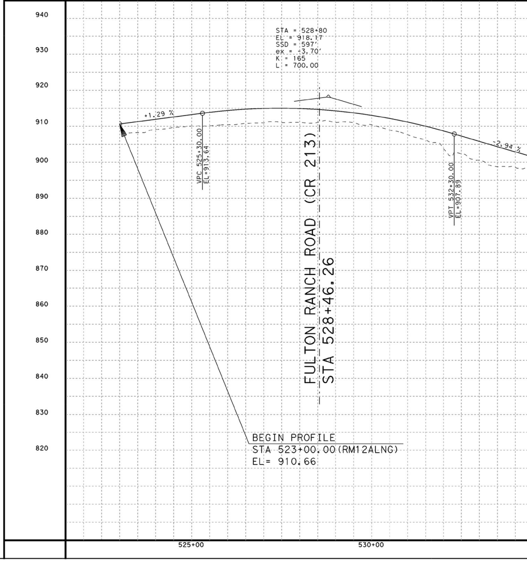
NOTES:

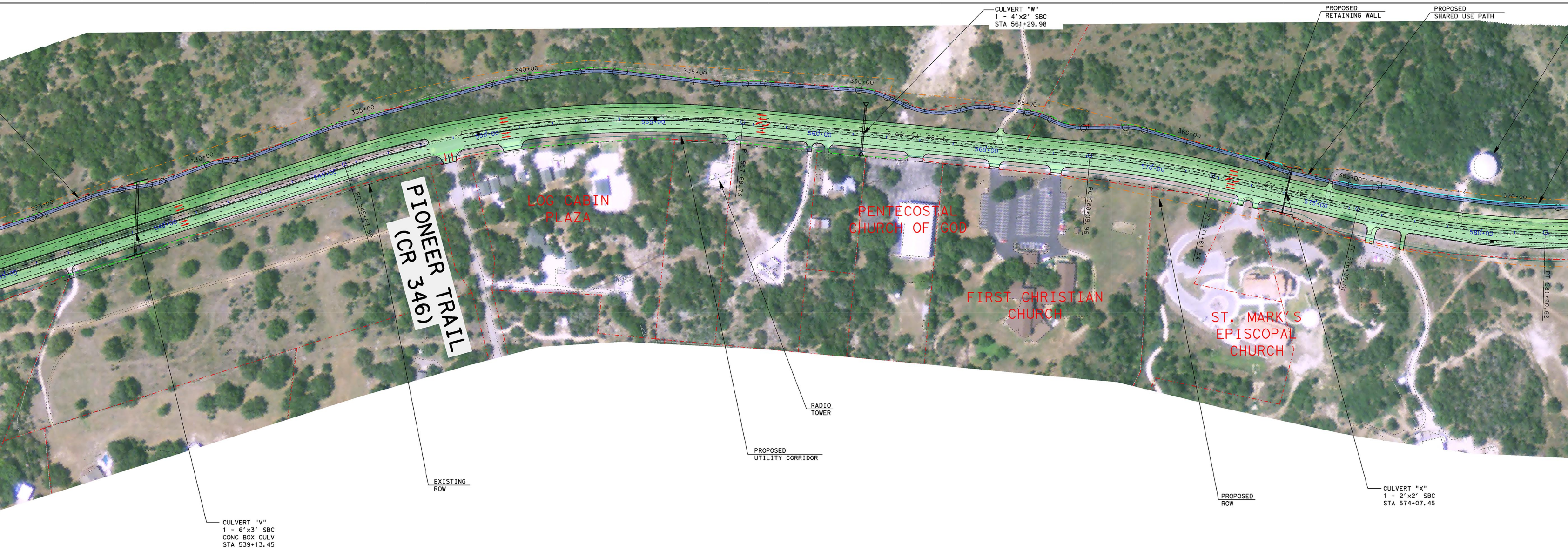
1. BETWEEN STA. 212+00 AND STA. 216+12, THIS WIDTH WILL BE 29'.
2. THIS 12' LANE WILL COMMENCE AT STA. 216+12.
3. AT VARIOUS LOCATIONS, "GRASSY MEDIAN " WILL BE REPLACED WITH A 24.0' T.W.L.T.L. (SEE PLAN FOR LOCATIONS).
4. BETWEEN STA. 438+00 AND STA. 448+00, THIS SHOULDER WILL REMAIN 10' IN WIDTH WITH OVERALL A.C.P. WIDTH BEING 44' IN WIDTH.
5. 12' PAINT STRIPED MEDIAN INSTEAD OF A TURN LANE, SEE PLAN FOR LOCATIONS.

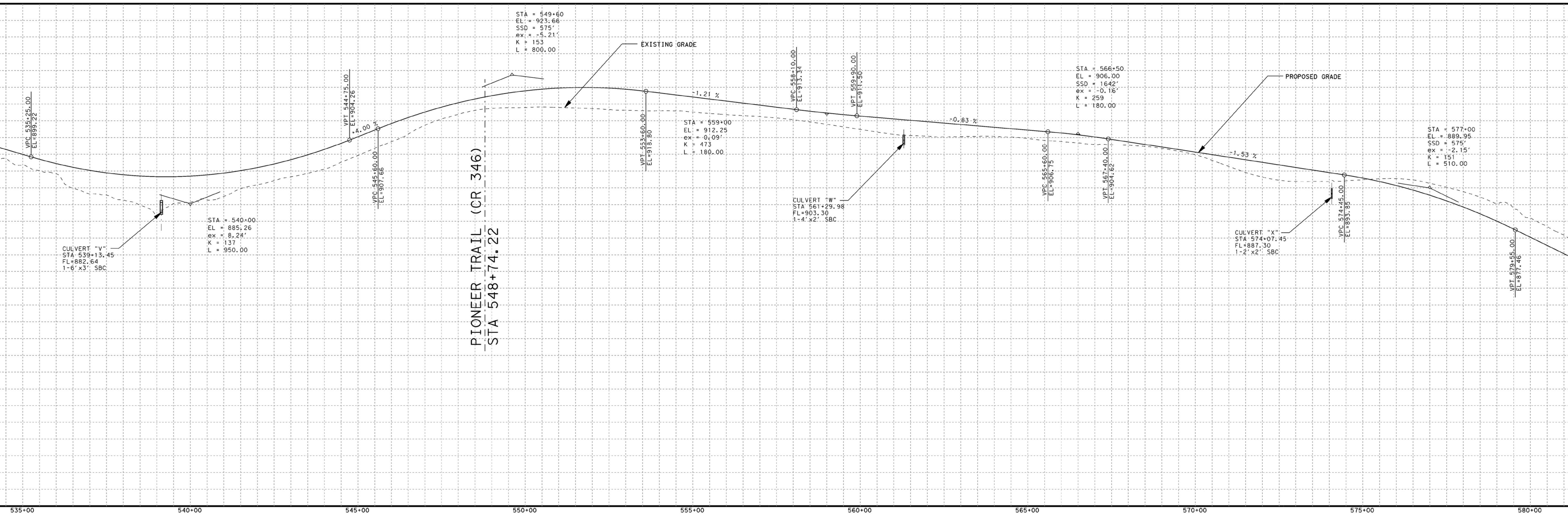
TYPICAL SECTIONS

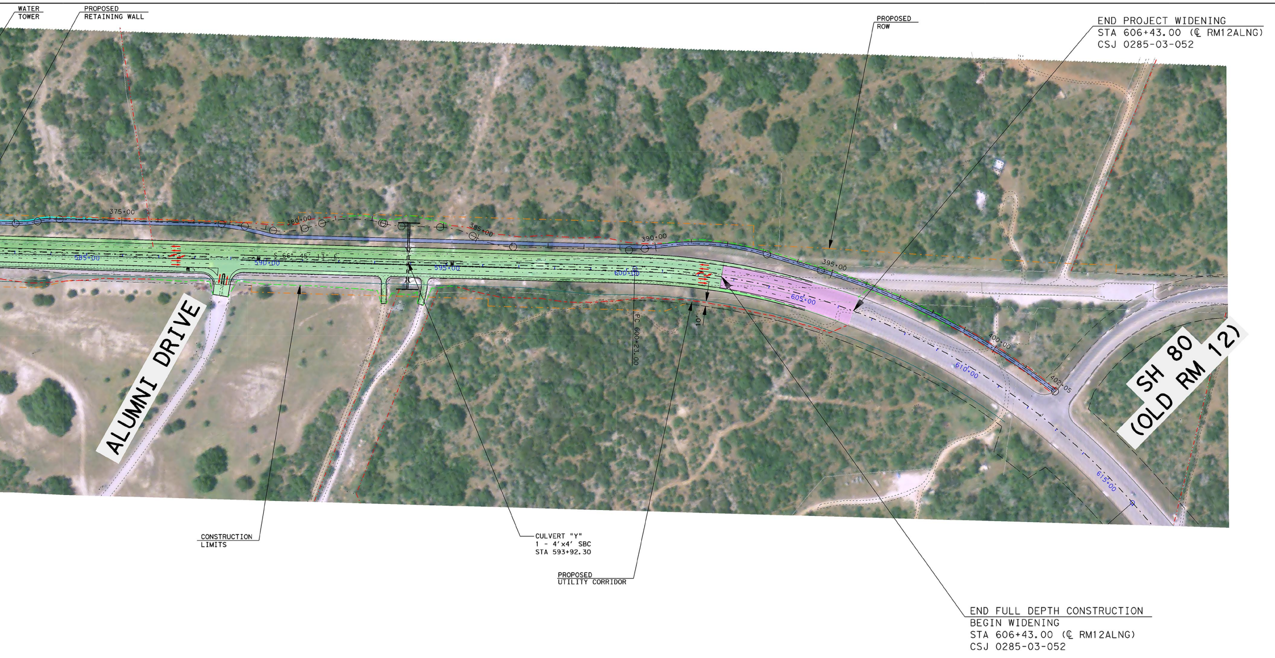

EXISTING RM 12 ALN
VARIES (50' USUAL)
12' LANE
2.0% (TYP.)
EXISTING R.O.W.
EXISTING PAVEMENT STRUCTURE CONSISTING OF APPROX. 2" A.C.P. & 9" FLEX BASE.
EXISTING GROUND
EXISTING ROADWAY
STA. 204+50 (RM12ALNG) TO STA. 606+43 (RM12ALNG)
NOT TO SCALE
RM 12 SUP ALN
PROPOSED RM 12 ALN
VARIES (75' TYP)
LIMITS OF TOPSOIL AND SEEDING
29' A.C.P. LIMITS
15' VEGETATIVE FILTER STRIP
5' MIN.
VARIES 10'-17' SHLDR
12' LANE
VARIES 0-14' LANE
CZ = 30'
H.A.L. & P.G.L.
6:1 TYP 4:1 MIN
3:1 TYP
PROPOSED R.O.W.
PROPOSED ROADWAY
STA. 204+50 (RM12ALNG) TO STA. 212+00.00 (RM12ALNG)
NOT TO SCALE
PROPOSED S.U.P. FROM STA. 212+16 (RM12ALNG) TO STA. 606+43 (RM12ALNG) POSITION AND CONDITION VARY THROUGHOUT PROJECT LENGTH
41' A.C.P. LIMITS (SEE NOTE 1)
10' SHLDR
14' T.W.L.T.L.
12' LANE (SEE NOTE 2)
PROPOSED S.U.P.
PROPOSED ROADWAY
STA. 212+00 (RM12ALNG) TO STA. 270+00 (RM12ALNG) (SEE NOTE 1)
STA. 557+70 (RM12ALNG) TO STA. 606+43 (RM12ALNG) (SEE NOTE 6)
NOT TO SCALE
46'
36' A.C.P. LIMITS
10' SHLDR/SUP
4' SHLDR
16' GRASSY MEDIAN (SEE NOTE 3)
2' RIBBON CURB
PROPOSED S.U.P.
PROPOSED ROADWAY
STA. 270+00 (RM12ALNG) TO STA. 358+30 (RM12ALNG)
STA. 371+60 (RM12ALNG) TO STA. 384+10 (RM12ALNG)
STA. 525+45 (RM12ALNG) TO STA. 548+75 (RM12ALNG)
NOT TO SCALE
(SEE NOTE 5)
12' LEFT TURN LANE
PROPOSED S.U.P.
PROPOSED ROADWAY
STA. 358+30 (RM12ALNG) TO STA. 371+60 (RM12ALNG)
STA. 521+80 (RM12ALNG) TO STA. 528+45 (RM12ALNG)
STA. 548+75 (RM12ALNG) TO STA. 557+70 (RM12ALNG)
NOT TO SCALE
PROPOSED RM 12 ALN (L)
PROPOSED RM 12 ALN (R)
VARIES (100'-134')
38' TYP. A.C.P. LIMITS
3' (MIN.)
VARIES LIMITS OF TOPSOIL AND SEEDING*
4' SHLDR (SEE NOTE 4)
PROPOSED S.U.P.
*LIMITS OF TOPSOIL AND SEEDING TO BE MINIMIZED TO PRESERVE NATURAL TERRAIN
PROPOSED ROADWAY
STA. 384+10 (RM12ALNG)) TO STA. 521+80 (RM12ALNG)
NOT TO SCALE
VARIES (100'-134') (TYP)
55'-0" OVERALL
14' S.U.P.
22'
16'
PR2 RAIL (TYP)
T552 RAIL (TYP)
T551 RAIL (TYP)
TX28 GIRDER (TYP)
PROPOSED SINK CREEK BRIDGE AND CAVE ENTRANCE BRIDGE
STA. 442+25.00 (RM12ALNGL)(LEFT) TO STA. 444+50.00 (RM12ALNGL)(LEFT)
STA. 472+95.00 (RM12ALNGL)(LEFT) TO STA. 474+05.00 (RM12ALNGL)(LEFT)
NOT TO SCALE
46'-0" OVERALL
EXISTING SINK CREEK BRIDGE
STA. 441+92.94 (RM12ALNGR)(RIGHT) TO STA. 444+01.83 (RM12ALNGR)(RIGHT)
NOT TO SCALE
20'
10' S.U.P.
5' MIN.
VARIES 2.0% USUAL
5:1
SHARED USE PATH PLACEMENT IN MAXIMUM ROADWAY GRADE SEGMENTS FILL SECTION
13' MIN.
SHARED USE PATH PLACEMENT IN MAXIMUM ROADWAY GRADE SEGMENTS CUT SECTION
3' MIN.
RETAINING WALL
4:1 TYP 3:1 MAX
PARABOLA DITCH
CUT SECTION
15' VEGETATIVE FILTER STRIPS
FILL SECTION
ALTERNATIVE ROADSIDE TREATMENT
(SUSTAINABLE ROADWAY DESIGN)
NOT TO SCALE

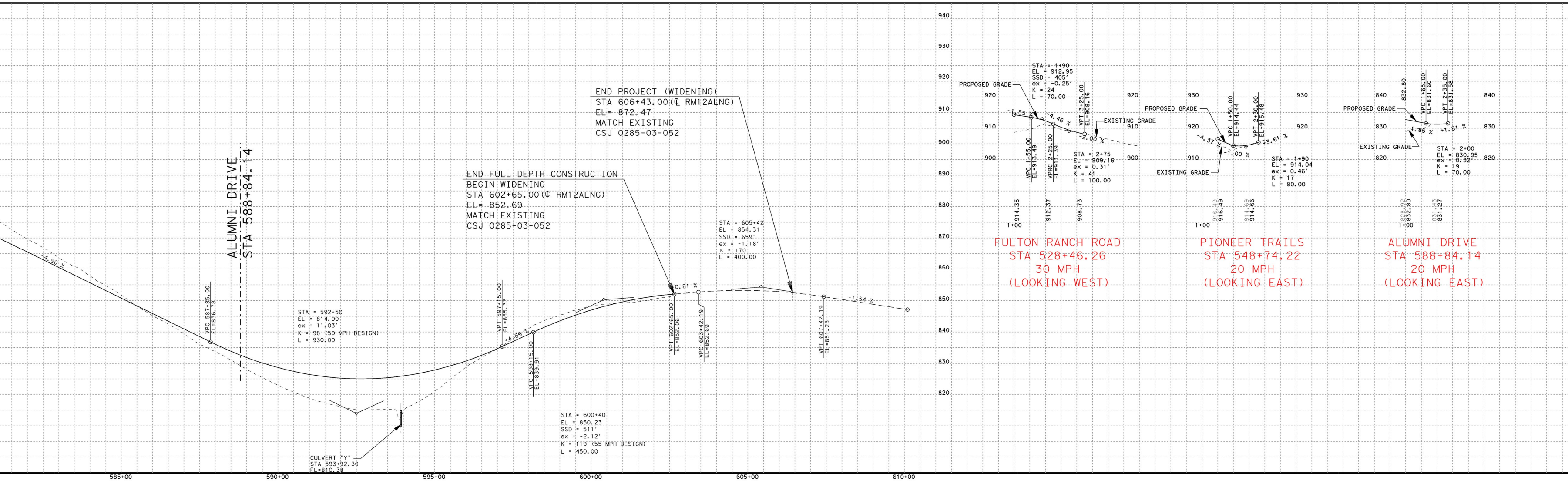

CONSTRUCTION LIMITS
POTENTIAL PUBLIC PARKING LOT
PROPOSED ROW
FULTON RANCH ROAD (CR 213)
MATCH LINE STA. 523+00
PROPOSED UTILITY CORRIDOR
100 50 0 200

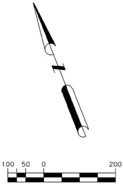



CULVERT "W"
1 - 4'x2' SBC
STA 561+29.98
PROPOSED
RETAINING WALL
PROPOSED
SHARED USE PATH
325+00
330+00
335+00
340+00
345+00
350+00
355+00
360+00
365+00
370+00
545+00
550+00
555+00
560+00
565+00
570+00
575+00
580+00
PC 545+63.99
PT 557+68.73
PC 566+09.96
PT 571+81.24
PC 576+26.91
PT 581+90.62
PIONEER TRAIL
(CR 346)
LOG CABIN
PLAZA
PENTECOSTAL
CHURCH OF GOD
FIRST CHRISTIAN
CHURCH
ST. MARK'S
EPISCOPAL
CHURCH
RADIO
TOWER
PROPOSED
UTILITY CORRIDOR
EXISTING
ROW
PROPOSED
ROW
CULVERT "X"
1 - 2'x2' SBC
STA 574+07.45
CULVERT "V"
1 - 6'x3' SBC
CONC BOX CULV
STA 539+13.45


STA = 549+60
EL = 923.66
SSD = 575'
ex = -5.21'
K = 153
L = 800.00
EXISTING GRADE
VPC 535+25.00
EL=899.22
VPT 544+75.00
EL=904.26
+4.00 %
VPC 545+60.00
EL=907.66
CULVERT "V"
STA 539+13.45
FL=882.64
1-6'x3' SBC
STA = 540+00
EL = 885.26
ex = 8.24'
K = 137
L = 950.00
PIONEER TRAIL (CR 346)
STA 548+74.22
VPT 553+60.00
EL=918.80
-1.21 %
STA = 559+00
EL = 912.25
ex = 0.09'
K = 473
L = 180.00
VPC 558+10.00
EL=913.34
VPT 559+90.00
EL=911.50
CULVERT "W"
STA 561+29.98
FL=903.30
1-4'x2' SBC
-0.83 %
STA = 566+50
EL = 906.00
SSD = 1642'
ex = -0.16'
K = 259
L = 180.00
VPC 565+60.00
EL=906.75
VPT 567+40.00
EL=904.62
PROPOSED GRADE
-1.53 %
CULVERT "X"
STA 574+07.45
FL=887.30
1-2'x2' SBC
VPC 574+45.00
EL=893.85
STA = 577+00
EL = 889.95
SSD = 575'
ex = -2.15'
K = 151
L = 510.00
VPT 579+55.00
EL=877.46
535+00
540+00
545+00
550+00
555+00
560+00
565+00
570+00
575+00
580+00


WATER TOWER
PROPOSED RETAINING WALL
PROPOSED ROW
END PROJECT WIDENING
STA 606+43.00 (℄ RM12ALNG)
CSJ 0285-03-052
375+00
380+00
385+00
390+00
395+00
400+00
402+05
585+00
590+00
595+00
600+00
605+00
610+00
615+00
PC 600+23.00
10'
ALUMNI DRIVE
SH 80
(OLD RM 12)
CONSTRUCTION LIMITS
CULVERT "Y"
1 - 4'x4' SBC
STA 593+92.30
PROPOSED UTILITY CORRIDOR
END FULL DEPTH CONSTRUCTION
BEGIN WIDENING
STA 606+43.00 (℄ RM12ALNG)
CSJ 0285-03-052


ALUMNI DRIVE
STA 588+84.14
-4.90 %
VPC 587+85.00
EL=836.78
STA = 592+50
EL = 814.00
ex = 11.03'
K = 98 (50 MPH DESIGN)
L = 930.00
CULVERT "Y"
STA 593+92.30
FL=810.38
VPT 597+15.00
EL=835.33
+4.59 %
VPC 598+15.00
EL=839.91
STA = 600+40
EL = 850.23
SSD = 511'
ex = -2.12'
K = 119 (55 MPH DESIGN)
L = 450.00
END FULL DEPTH CONSTRUCTION
BEGIN WIDENING
STA 602+65.00(℄ RM12ALNG)
EL= 852.69
MATCH EXISTING
CSJ 0285-03-052
END PROJECT (WIDENING)
STA 606+43.00(℄ RM12ALNG)
EL= 872.47
MATCH EXISTING
CSJ 0285-03-052
0.81 %
VPT 602+65.00
EL=852.06
VPC 603+42.19
EL=852.69
STA = 605+42
EL = 854.31
SSD = 659'
ex = -1.18'
K = 170
L = 400.00
VPT 607+42.19
EL=851.23
-1.54 %
585+00
590+00
595+00
600+00
605+00
610+00
940
930
920
910
900
890
880
870
860
850
840
830
820
STA = 1+90
EL = 912.95
SSD = 405'
ex = -0.25'
K = 24
L = 70.00
PROPOSED GRADE
-1.55 %
-4.46 %
VPT 3+25.00
EL=908.16
EXISTING GRADE
-2.00 %
VPC 1+55.00
EL=913.49
VPRC 2+25.00
EL=911.39
STA = 2+75
EL = 909.16
ex = 0.31'
K = 41
L = 100.00
914.35
912.37
908.73
1+00
FULTON RANCH ROAD
STA 528+46.26
30 MPH
(LOOKING WEST)
PROPOSED GRADE
-4.37 %
VPC 1+50.00
EL=914.44
VPT 2+30.00
EL=915.48
+3.61 %
-1.00 %
EXISTING GRADE
STA = 1+90
EL = 914.04
ex = 0.46'
K = 17
L = 80.00
916.49
916.49
914.69
914.66
1+00
PIONEER TRAILS
STA 548+74.22
20 MPH
(LOOKING EAST)
832.80
VPC 1+65.00
EL=831.60
VPT 2+35.00
EL=831.58
PROPOSED GRADE
-1.85 %
+1.81 %
EXISTING GRADE
STA = 2+00
EL = 830.95
ex = 0.32'
K = 19
L = 70.00
828.92
832.80
831.43
831.27
1+00
ALUMNI DRIVE
STA 588+84.14
20 MPH
(LOOKING EAST)



INTERIM REVIEW ONLY
Document incomplete: not intended
for permit, bidding or construction.
Engineer: SHAWN B. STOVER, P.E.
P.E. Serial No.: 109251
Date: 03-DEC-2013

LEGEND

🟩	RM 12 PROPOSED LANES
🟨	CROSS STREETS
🟧	BRIDGE (EXISTING & PROPOSED)
🟪	PREVIOUS SAFETY IMPROVEMENTS
▨	PROPOSED SHARED USE PATH
⬜	FEMA - 100 YEAR FLOOD PLAIN
— · — · —	PROPOSED R.O.W.
· · — · · —	EXISTING R.O.W.
· · — · · —	EXISTING PROPERTY LINE
— — — —	LIMITS OF CONSTRUCTION - FILL CONDITION
— — — —	LIMITS OF CONSTRUCTION - CUT CONDITION
———	PROPOSED RETAINING WALL
- - - - -	EXISTING GROUND PROFILE
———	PROPOSED GROUND PROFILE
———	PROPOSED GROUND PROFILE (L)
———	PROPOSED GROUND PROFILE (R)

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Preliminary Design Schematic
for RM 12 Parkway

County: Hays
Date: 03-DEC-2013

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