PART 3 OF 3

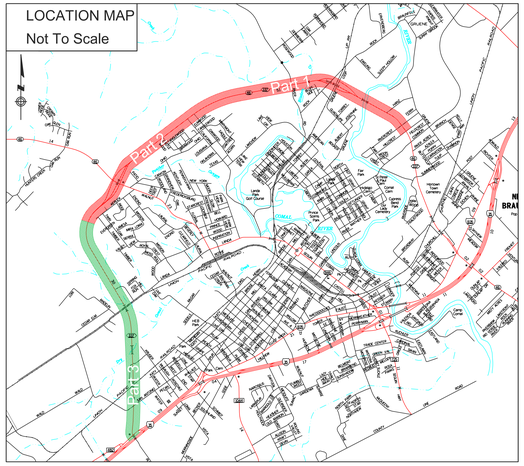
TEXAS DEPARTMENT OF TRANSPORTATION
SCHEMATIC LAYOUT
LOOP 337 - COMAL COUNTY
OFFICE OF THE DISTRICT ENGINEER
SAN ANTONIO, TEXAS

CONTROL: 0216 SECTION: 01 JOB: 054
(RIVER ROAD TO HILLCREST DRIVE ~ LENGTH 1.431 MILES)
CONTROL: 0216 SECTION: 01 JOB: 055
(RIVER ROAD TO SH 46~LENGTH 2.230 MILES)
CONTROL; 0216 SECTION: 01 JOB: 036
(SH 46, SOUTHERLY TO IH 35~ LENGTH 2.997 MILES)

DESIGN SPEED: PROPOSED MAINLANES = 55 MPH
PROPOSED FRONTAGE ROAD = 40 MPH
PROPOSED RAMPS = 50 MPH
PROPOSED CONNECTION= 30 MPH

FUNCTIONAL CLASS: PRINCIPAL ARTERIAL

LOCATION MAP
Not To Scale



CONCURRENCE BY DESIGN DIVISION

CORRECT:

, 2016

TRANSPORTATION PLANNING DIRECTOR

CONCURRENCE BY F.H.W.A.

CORRECT:

, 2016

DIRECTOR OF TRANSPORTATION PLANNING AND DEVELOPMENT

RECOMMENDED FOR APPROVAL:

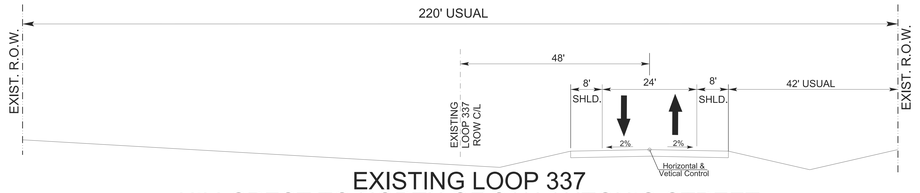
, 2016

DISTRICT ENGINEER

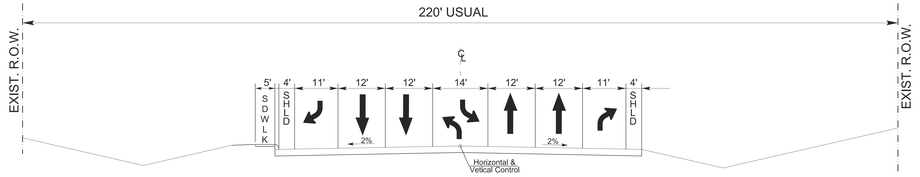
Scale: 1" = 100' Horizontal
1" =10' Vertical

Texas Department of Transportation

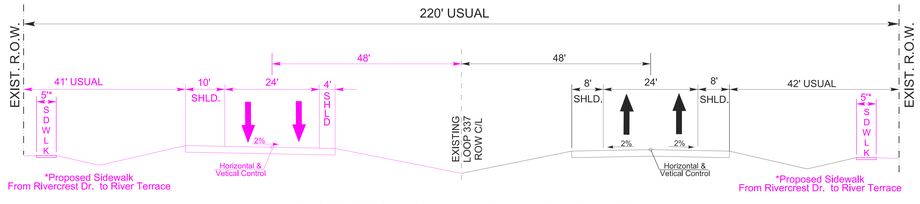
© 2016 by Texas Department of Transportation; (512)416-2055; all rights reserved



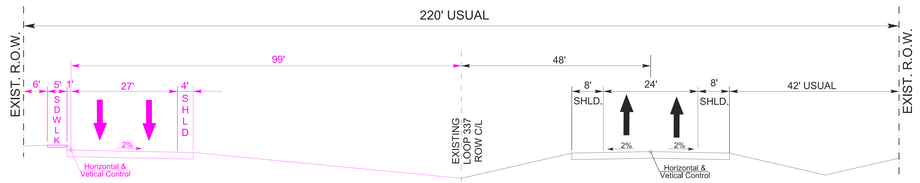
EXISTING LOOP 337
HILLCREST TO NORTH OF SAN ANTONIO STREET



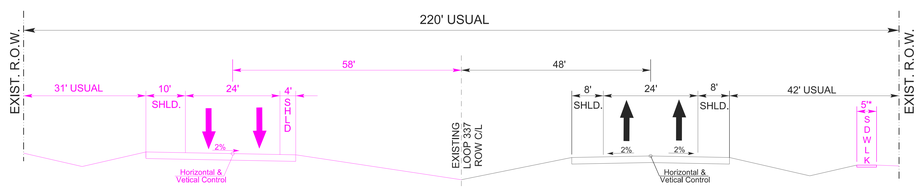
EXISTING LOOP 337
HILLCREST TO NORTH OF SAN ANTONIO STREET



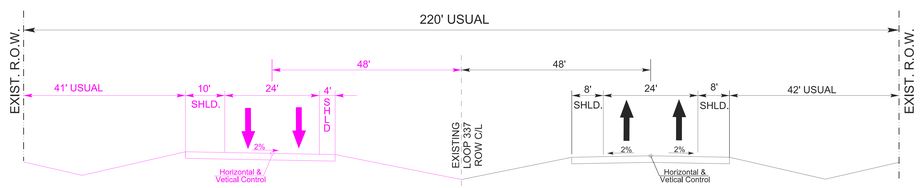
PROPOSED TYPICAL SECTION
HILLCREST TO ROCK STREET+/-



PROPOSED TYPICAL SECTION
ROCK STREET+/- TO RIVER RD.

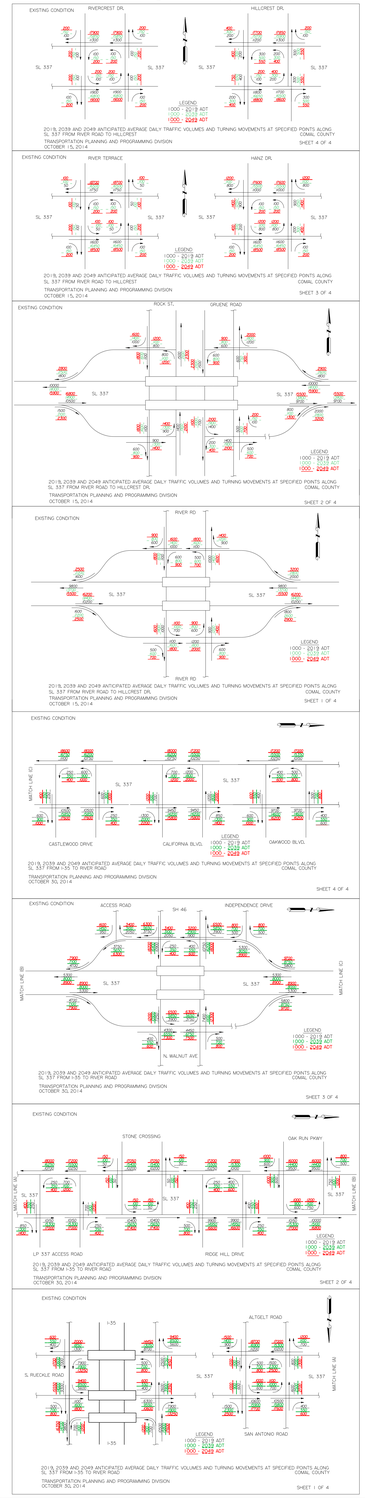


PROPOSED TYPICAL SECTION
RIVER ROAD+/- TO SH 46

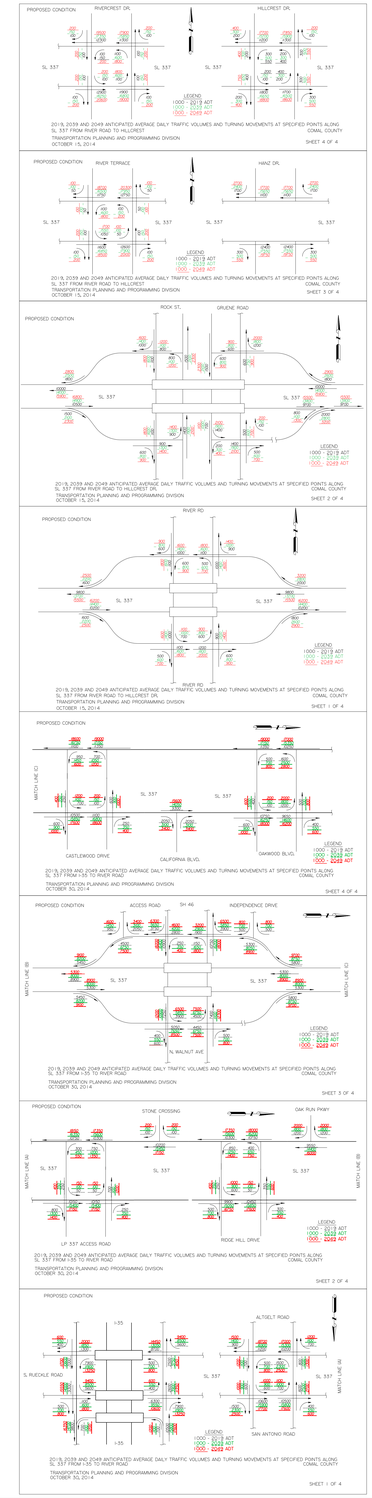


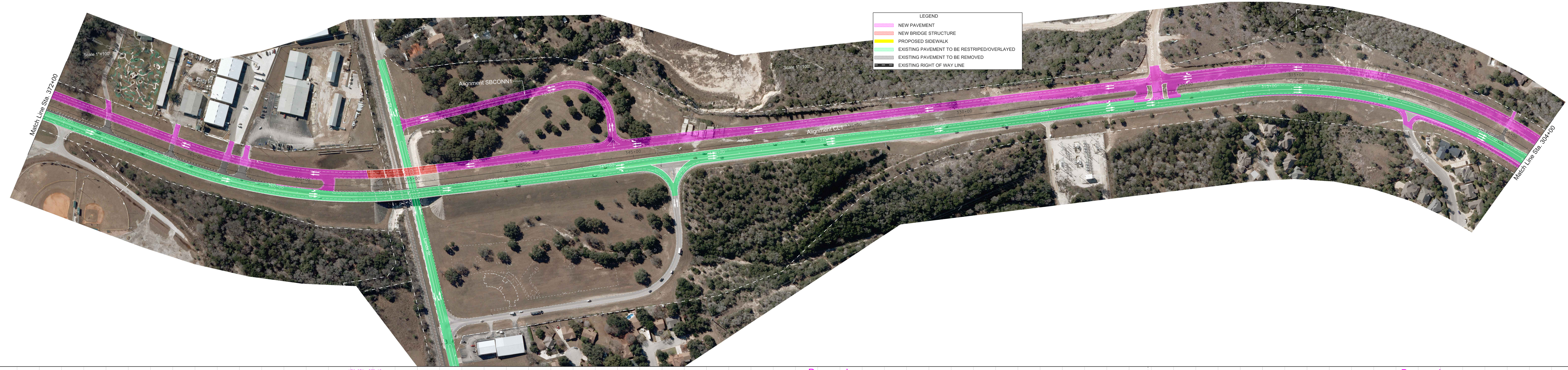
PROPOSED TYPICAL SECTION
SH 46 TO NORTH OF SAN ANTONIO ST.

Loop 337 Traffic Projections (Existing Condition)



Loop 337 Traffic Projections (Proposed Condition)





CL1 (Existing LP 337 R.O.W. Centerline)

```
P.I.  Station        306+66.2417  X     2,233,995.0951  Y     13,807,875.8568
Delta        =   83° 14' 22.7162" (LT)
Degree       =    2° 59' 59.7699"
Tangent      =        1,696.8705
Length       =        2,774.7139
Radius       =        1,909.9000
External     =          644.9165
Long Chord   =        2,537.0534
Mid. Ord.    =          482.1192
P.C.  Station        289+69.3712  X     2,235,355.4709  Y     13,808,890.1285
P.T.  Station        317+44.0851  X     2,234,842.1756  Y     13,806,405.5425
Superelevation Rate = 6.022%

P.I.  Station        360+35.2242  X     2,236,984.3192  Y     13,802,687.3311
Delta        =   27° 29' 08.3020" (RT)
Degree       =    2° 30' 00.1224"
Tangent      =          560.4955
Length       =        1,099.4106
Radius       =        2,291.8000
External     =           67.5436
Long Chord   =        1,088.8991
Mid. Ord.    =           65.6100
P.C.  Station        354+74.7287  X     2,236,704.5189  Y     13,803,172.9926
P.T.  Station        365+74.1393  X     2,237,008.3919  Y     13,802,127.3528
Superelevation Rate = 5.297%

P.I.  Station        392+33.7875  X     2,237,122.6212  Y     13,799,470.1587
Delta        =    2° 14' 00.0000" (RT)
Degree       =    0° 29' 59.9931"
Tangent      =          223.3625
Length       =          446.6684
Radius       =       11,459.1996
External     =            2.1767
Long Chord   =          446.6401
Mid. Ord.    =            2.1763
P.C.  Station        390+10.4251  X     2,237,113.0280  Y     13,799,693.3151
P.T.  Station        394+57.0934  X     2,237,123.5109  Y     13,799,246.7980
Superelevation Rate = 2.000%

P.I.  Station        411+52.5464  X     2,237,130.2642  Y     13,797,551.3585
Delta        =    0° 49' 59.9700" (RT)
Degree       =    0° 15' 00.0005"
Tangent      =          166.6678
Length       =          333.3298
Radius       =       22,918.2980
External     =            0.6060
Long Chord   =          333.3269
Mid. Ord.    =            0.6060
P.C.  Station        409+85.8786  X     2,237,129.6003  Y     13,797,718.0250
P.T.  Station        413+19.2084  X     2,237,128.5040  Y     13,797,384.7000
Superelevation Rate = 2.000%

POT Station 428+06.9935        X   2,237,112.7918 Y  13,795,896.9978

POT Station 430+32.9935        X   2,237,255.4109 Y  13,795,721.6816
```

CL2 (Proposed SB LP 337 Main Lane Centerline)

```
P.I.  Station        329+30.6039  X     2,233,932.2148  Y     13,807,888.8473
Delta        =   83° 14' 22.7162" (LT)
Degree       =    2° 55' 35.0021"
Tangent      =        1,739.5166
Length       =        2,844.4486
Radius       =        1,957.9000
External     =          661.1247
Long Chord   =        2,600.8151
Mid. Ord.    =          494.2359
P.C.  Station        311+91.0873  X     2,235,326.7798  Y     13,808,928.6100
P.T.  Station        340+35.5358  X     2,234,800.5843  Y     13,806,381.5808
Superelevation Rate = 5.916%

P.I.  Station        383+14.9358  X     2,236,936.8677  Y     13,802,673.5413
Delta        =   27° 29' 08.3020" (RT)
Degree       =    2° 33' 12.6556"
Tangent      =          548.7563
Length       =        1,076.3843
Radius       =        2,243.8000
External     =           66.1290
Long Chord   =        1,066.0929
Mid. Ord.    =           64.2358
P.C.  Station        377+66.1794  X     2,236,662.9276  Y     13,803,149.0309
P.T.  Station        388+42.5638  X     2,236,960.4362  Y     13,802,125.2913
Superelevation Rate = 5.377%

P.I.  Station        415+01.2764  X     2,237,074.6253  Y     13,799,469.0319
Delta        =    2° 14' 00.0000" (RT)
Degree       =    0° 30' 07.5646"
Tangent      =          222.4269
Length       =          444.7974
Radius       =       11,411.1996
External     =            2.1676
Long Chord   =          444.7692
Mid. Ord.    =            2.1672
P.C.  Station        412+78.8495  X     2,237,065.0723  Y     13,799,691.2535
P.T.  Station        417+23.6469  X     2,237,075.5113  Y     13,799,246.6068
Superelevation Rate = 2.000%

P.I.  Station        428+31.7642  X     2,237,079.9251  Y     13,798,138.4983
Delta        =    5° 37' 21.9443" (LT)
Degree       =    0° 57' 17.7468"
Tangent      =          294.6437
Length       =          588.8143
Radius       =        6,000.0000
External     =            7.2302
Long Chord   =          588.5780
Mid. Ord.    =            7.2215
P.C.  Station        425+37.1206  X     2,237,078.7515  Y     13,798,433.1396
P.T.  Station        431+25.9349  X     2,237,109.9615  Y     13,797,845.3896
Superelevation Rate = 2.000%

P.I.  Station        435+01.2122  X     2,237,148.2179  Y     13,797,472.0673
Delta        =    6° 33' 53.4579" (RT)
Degree       =    1° 09' 43.8703"
Tangent      =          282.7447
Length       =          564.8707
Radius       =        4,930.0000
External     =            8.1013
Long Chord   =          564.5618
Mid. Ord.    =            8.0880
P.C.  Station        432+18.4675  X     2,237,119.3945  Y     13,797,753.3391
P.T.  Station        437+83.3382  X     2,237,144.6952  Y     13,797,189.3445
Superelevation Rate = 2.000%

POT Station 438+05.3088        X   2,237,144.4237 Y  13,797,167.5579
```

CL 3 (Existing NB LP 337 Main Lane Centerline)

```
P.I.  Station        305+66.9429  X     2,234,057.9754  Y     13,807,862.8662
Delta        =   83° 14' 22.7126" (LT)
Degree       =    3° 04' 38.1893"
Tangent      =        1,654.2244
Length       =        2,704.9792
Radius       =        1,861.9000
External     =          628.7083
Long Chord   =        2,473.2916
Mid. Ord.    =          470.0025
P.C.  Station        289+12.7186  X     2,235,384.1619  Y     13,808,851.6471
P.T.  Station        316+17.6977  X     2,234,883.7669  Y     13,806,429.5042
Superelevation Rate = 6.116%

P.I.  Station        359+20.5760  X     2,237,031.7707  Y     13,802,701.1210
Delta        =   27° 29' 08.2995" (RT)
Degree       =    2° 26' 55.4888"
Tangent      =          572.2346
Length       =        1,122.4369
Radius       =        2,339.8000
External     =           68.9583
Long Chord   =        1,111.7052
Mid. Ord.    =           66.9841
P.C.  Station        353+48.3414  X     2,236,746.1102  Y     13,803,196.9542
P.T.  Station        364+70.7783  X     2,237,056.3476  Y     13,802,129.4144
Superelevation Rate = 5.217%

P.I.  Station        391+31.3622  X     2,237,170.6171  Y     13,799,471.2855
Delta        =    2° 14' 00.0063" (RT)
Degree       =    0° 29' 52.4848"
Tangent      =          224.2983
Length       =          448.5397
Radius       =       11,507.1996
External     =            2.1858
Long Chord   =          448.5113
Mid. Ord.    =            2.1854
P.C.  Station        389+07.0639  X     2,237,160.9837  Y     13,799,695.3768
P.T.  Station        393+55.6037  X     2,237,171.5105  Y     13,799,246.9890
Superelevation Rate = 2.000%

Curve CNBML29
P.I.  Station        405+34.7232  X     2,237,176.2072  Y     13,798,067.8788
Delta        =    1° 15' 19.9381" (LT)
Degree       =    0° 30' 00.0245"
Tangent      =          125.5572
Length       =          251.1043
Radius       =       11,459.0000
External     =            0.6878
Long Chord   =          251.0992
Mid. Ord.    =            0.6878
P.C.  Station        404+09.1661  X     2,237,175.7070  Y     13,798,193.4350
P.T.  Station        406+60.2703  X     2,237,179.4583  Y     13,797,942.3638
Superelevation Rate = 2.000%

P.I.  Station        409+24.7689  X     2,237,186.3071  Y     13,797,677.9539
Delta        =    1° 40' 21.1220" (RT)
Degree       =    0° 30' 00.0245"
Tangent      =          167.2630
Length       =          334.5022
Radius       =       11,459.0000
External     =            1.2207
Long Chord   =          334.4903
Mid. Ord.    =            1.2205
P.C.  Station        407+57.5059  X     2,237,181.9761  Y     13,797,845.1608
P.T.  Station        410+92.0081  X     2,237,185.7560  Y     13,797,510.6918
Superelevation Rate = 2.000%

POT Station 412+18.5359        X   2,237,185.3391 Y  13,797,384.1647
```

Ramp CONN1 (SB Connection to Landa St.)

```
POT Station 10+00          X   2,236,217.3267 Y  13,803,922.4796

P.I.  Station         13+26.6011  X     2,235,934.3315  Y     13,803,759.4398
Delta        =   96° 33' 39.9620" (LT)
Degree       =   32° 44' 25.6036"
Tangent      =          196.2815
Length       =          294.9291
Radius       =          175.0000
External     =           87.9666
Long Chord   =          261.2443
Mid. Ord.    =           58.5403
P.C.  Station         11+30.3196  X     2,236,104.4066  Y     13,803,857.4238
P.T.  Station         14+25.2487  X     2,236,051.1070  Y     13,803,601.6744

POT Station 21+91.7110         X   2,236,507.1054 Y  13,802,985.6145
```

NOTE: Maximum Superelevation Rate of 8% Used For Horizontal Alignments