PART 2 OF 3

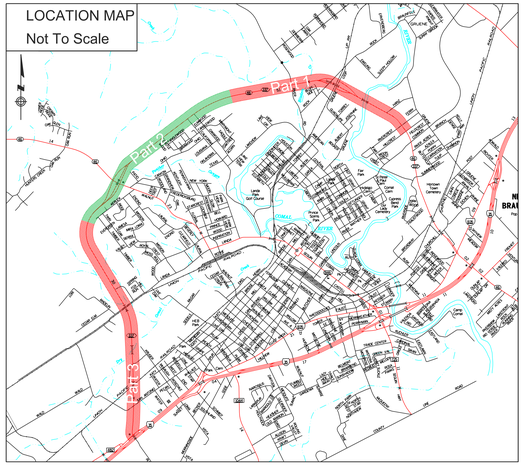
TEXAS DEPARTMENT OF TRANSPORTATION
SCHEMATIC LAYOUT
LOOP 337 - COMAL COUNTY
OFFICE OF THE DISTRICT ENGINEER
SAN ANTONIO, TEXAS

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



CORRECT:

, 2015

TRANSPORTATION PLANNING DIRECTOR

CONCURRENCE BY DESIGN DIVISION

CORRECT:

, 2015

DIRECTOR OF TRANSPORTATION PLANNING AND DEVELOPMENT

CONCURRENCE BY F.H.W.A.

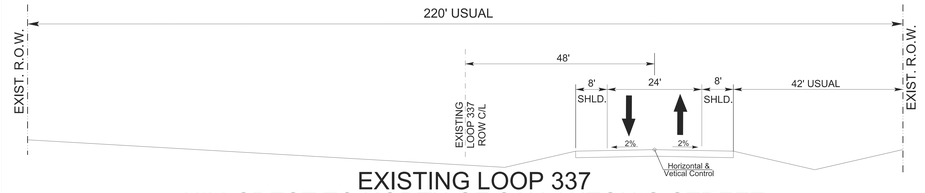
RECOMMENDED FOR APPROVAL:

, 2015

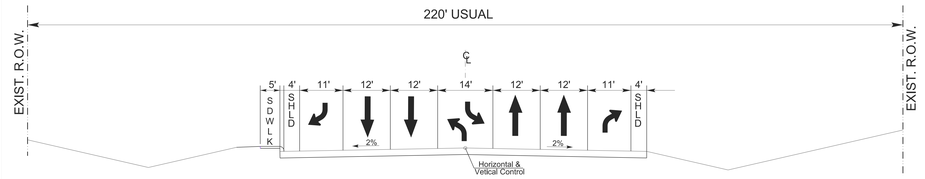
DISTRICT ENGINEER

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

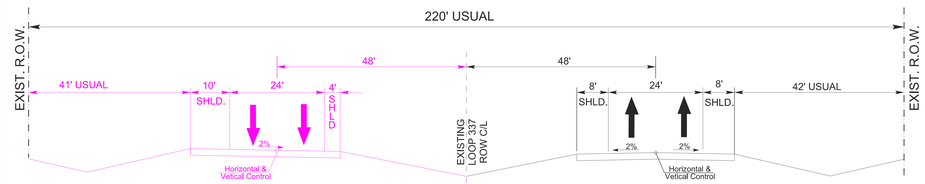
© 2015 by Texas Department of Transportation; (512)416-2055; all rights reserved



EXISTING LOOP 337
HILLCREST TO NORTH OF SAN ANTONIO STREET

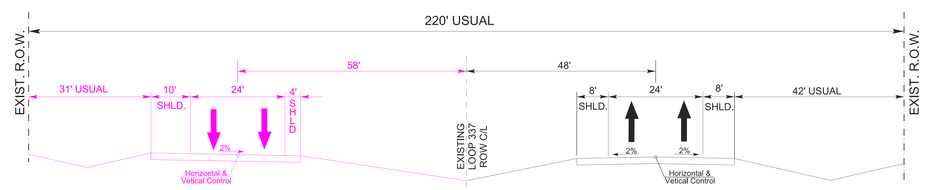


EXISTING LOOP 337
HILLCREST TO NORTH OF SAN ANTONIO STREET

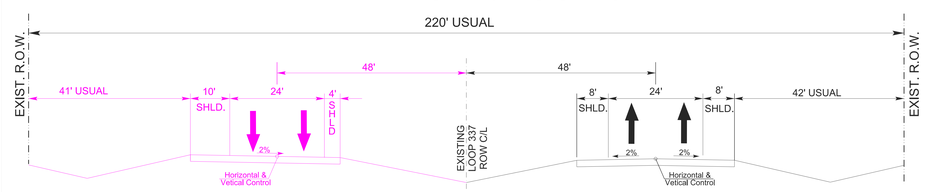


PROPOSED TYPICAL SECTION
HILLCREST TO ROCK STREET+/-

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

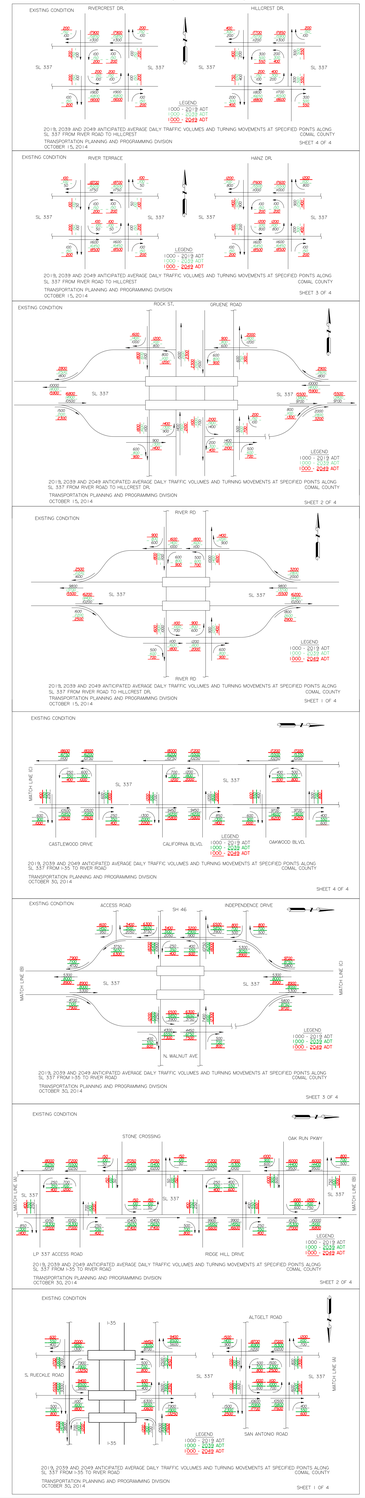


PROPOSED TYPICAL SECTION
RIVER ROAD+/- TO SH 46

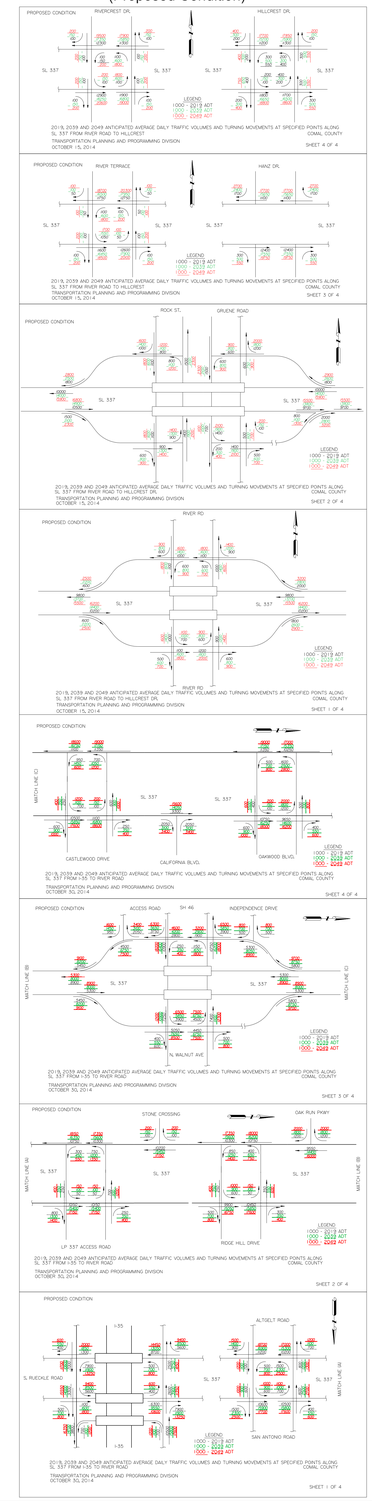


PROPOSED TYPICAL SECTION
SH 46 TO NORTH OF SAN ANTONIO ST.

Loop 337 Traffic Projections
(Existing Condition)



Loop 337 Traffic Projections
(Proposed Condition)



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

P.I. Station 261+17.3371 X 2,236,911.3187 Y 13,811,250.0490
Delta = 27° 21' 48.6200" (LT)
Degree = 2° 30' 00.1224"
Tangent = 557.9074
Length = 1,094.5253
Radius = 2,291.8000
External = 66.9302
Long Chord = 1,084.1530
Mid. Ord. = 65.0310
P.C. Station 255+59.4296 X 2,237,359.4527 Y 13,811,582.3690
P.T. Station 266+53.9550 X 2,236,666.0729 Y 13,810,748.9350
Superelevation Rate = 5.297%

P.I. Station 281+99.4578 X 2,235,986.6982 Y 13,809,360.7603
Delta = 27° 12' 54.9323" (RT)
Degree = 2° 59' 59.7699"
Tangent = 462.3227
Length = 907.1946
Radius = 1,909.9000
External = 55.1599
Long Chord = 898.6902
Mid. Ord. = 53.6115
P.C. Station 277+37.1352 X 2,236,189.9267 Y 13,809,776.0197
P.T. Station 286+44.3298 X 2,235,616.0555 Y 13,809,084.4158
Superelevation Rate = 6.022%

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%

CL2 (Proposed SB LP 337 Main Lane Centerline)

P.I. Station 229+89.6528 X 2,241,177.5401 Y 13,814,485.9330
Delta = 14° 10' 00.0000" (LT)
Degree = 0° 59' 23.9092"
Tangent = 719.1741
Length = 1,431.0129
Radius = 5,787.6000
External = 44.5115
Long Chord = 1,427.3705
Mid. Ord. = 44.1718
P.C. Station 222+70.4787 X 2,241,842.4849 Y 13,814,759.9035
P.T. Station 237+01.4916 X 2,240,599.8702 Y 13,814,057.5537
Superelevation Rate = 2.433%

P.I. Station 283+28.9522 X 2,236,882.9052 Y 13,811,301.1860
Delta = 27° 21' 48.6200" (LT)
Degree = 2° 26' 17.2258"
Tangent = 572.0754
Length = 1,122.3207
Radius = 2,350.0000
External = 68.6298
Long Chord = 1,111.6850
Mid. Ord. = 66.6824
P.C. Station 277+56.8768 X 2,237,342.4195 Y 13,811,641.9453
P.T. Station 288+79.1975 X 2,236,631.4314 Y 13,810,787.3463
Superelevation Rate = 5.200%

P.I. Station 304+32.3546 X 2,235,948.6920 Y 13,809,392.2966
Delta = 27° 12' 54.9323" (RT)
Degree = 3° 04' 38.1893"
Tangent = 450.7035
Length = 884.3948
Radius = 1,861.9000
External = 53.7736
Long Chord = 876.1041
Mid. Ord. = 52.2641
P.C. Station 299+81.6511 X 2,236,146.8130 Y 13,809,797.1196
P.T. Station 308+66.0459 X 2,235,587.3645 Y 13,809,122.8972
Superelevation Rate = 6.116%

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%

CL 3 (Existing NB LP 337 Main Lane Centerline)

P.I. Station 207+26.9094 X 2,241,230.0995 Y 13,814,392.9437
Delta = 14° 10' 00.0025" (LT)
Degree = 1° 00' 30.4000"
Tangent = 706.0024
Length = 1,404.8039
Radius = 5,681.6000
External = 43.6963
Long Chord = 1,401.2282
Mid. Ord. = 43.3628
P.C. Station 200+20.9069 X 2,241,882.8658 Y 13,814,661.8964
P.T. Station 214+25.7109 X 2,240,663.0096 Y 13,813,972.4102
Superelevation Rate = 2.475%

P.I. Station 260+49.1236 X 2,236,949.2960 Y 13,811,218.4536
Delta = 27° 21' 48.6128" (LT)
Degree = 2° 33' 12.6556"
Tangent = 546.2224
Length = 1,071.6013
Radius = 2,243.8000
External = 65.5283
Long Chord = 1,061.4462
Mid. Ord. = 63.6689
P.C. Station 255+02.9012 X 2,237,388.0441 Y 13,811,543.8135
P.T. Station 265+74.5024 X 2,236,709.1866 Y 13,810,727.8352
Superelevation Rate = 5.377%

P.I. Station 281+31.6245 X 2,236,024.7043 Y 13,809,329.2240
Delta = 27° 12' 54.9211" (RT)
Degree = 2° 55' 35.0021"
Tangent = 473.9418
Length = 929.9943
Radius = 1,957.9000
External = 56.5461
Long Chord = 921.2762
Mid. Ord. = 54.9589
P.C. Station 276+57.6828 X 2,236,233.0404 Y 13,809,754.9198
P.T. Station 285+87.6771 X 2,235,644.7467 Y 13,809,045.9344
Superelevation Rate = 5.916%

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%

Ramp S2 (SB Exit to SH 46)

POT Station 8+82.2879 X 2,237,682.0931 Y 13,811,908.7745

P.I. Station 10+32.6390 X 2,237,561.3250 Y 13,811,819.2172
Delta = 2° 17' 48.7944" (RT)
Degree = 0° 45' 50.1974"
Tangent = 150.3511
Length = 300.6618
Radius = 7,500.0000
External = 1.5069
Long Chord = 300.6417
Mid. Ord. = 1.5066
P.C. Station 8+82.2879 X 2,237,682.0931 Y 13,811,908.7745
P.T. Station 11+82.9497 X 2,237,437.0647 Y 13,811,734.5720
Superelevation Rate = 2.000%

P.I. Station 16+31.3799 X 2,237,066.4516 Y 13,811,482.1130
Delta = 15° 09' 46.3115" (LT)
Degree = 4° 00' 03.9669"
Tangent = 190.5973
Length = 378.9672
Radius = 1,432.0000
External = 12.6284
Long Chord = 377.8623
Mid. Ord. = 12.5180
P.C. Station 14+40.7826 X 2,237,223.9741 Y 13,811,589.4162
P.T. Station 18+19.7498 X 2,236,942.4797 Y 13,811,337.3432
Superelevation Rate = 6.320%

P.I. Station 25+43.2113 X 2,236,471.9120 Y 13,810,787.8320
Delta = 6° 36' 30.6834" (LT)
Degree = 1° 25' 56.6202"
Tangent = 230.9371
Length = 461.3620
Radius = 4,000.0000
External = 6.6609
Long Chord = 461.1063
Mid. Ord. = 6.6499
P.C. Station 23+12.2742 X 2,236,622.1225 Y 13,810,963.2422
P.T. Station 27+73.6362 X 2,236,342.8866 Y 13,810,596.3003
Superelevation Rate = 2.884%

P.I. Station 29+05.4725 X 2,236,269.2292 Y 13,810,486.9596
Delta = 5° 04' 03.5566" (LT)
Degree = 4° 47' 33.6724"
Tangent = 52.9031
Length = 105.7372
Radius = 1,195.4835
External = 1.1700
Long Chord = 105.7028
Mid. Ord. = 1.1688
P.C. Station 28+52.5694 X 2,236,298.7864 Y 13,810,530.8357
P.T. Station 29+58.3066 X 2,236,243.6633 Y 13,810,440.6442
Superelevation Rate = 6.984%

P.I. Station 32+45.5067 X 2,236,104.8709 Y 13,810,189.2071
Delta = 11° 09' 57.7283" (LT)
Degree = 2° 51' 53.2403"
Tangent = 195.5032
Length = 389.7682
Radius = 2,000.0000
External = 9.5327
Long Chord = 389.1517
Mid. Ord. = 9.4874
P.C. Station 30+50.0035 X 2,236,199.3498 Y 13,810,360.3657
P.T. Station 34+39.7717 X 2,236,045.3258 Y 13,810,002.9924
Superelevation Rate = 5.073%

POT Station 34+39.7717 X 2,236,045.3258 Y 13,810,002.9924

Ramp S3 (SB Entrance From SH 46)

POT Station 34+39.7717 X 2,236,045.3258 Y 13,810,002.9924

P.I. Station 41+41.0509 X 2,235,831.7347 Y 13,809,335.0318
Delta = 35° 33' 35.7976" (RT)
Degree = 5° 43' 46.4806"
Tangent = 320.6793
Length = 620.6381
Radius = 1,000.0000
External = 50.1596
Long Chord = 610.7249
Mid. Ord. = 47.7638
P.C. Station 38+20.3716 X 2,235,929.4051 Y 13,809,640.4753
P.T. Station 44+41.0097 X 2,235,574.6471 Y 13,809,143.3519
Superelevation Rate = 7.550%

POT Station 47+68.0820 X 2,235,312.4343 Y 13,808,947.8507

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