Traffic Noise Analysis Technical Report

State Loop (SL) 335 Segment C-1

District: Amarillo
Limits: From SW 9th Avenue to Farm-to-Market (FM) Road 1719 (Western Street)
CSJ Number: 2635-04-034
Location: Potter County, Texas

Date: April 2020

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by the Texas Department of Transportation (TxDOT) pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by the Federal Highway Administration and TxDOT.

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Acronyms

AMPO	Amarillo Metropolitan Planning Organization
dB	Decibels
dB(A)	Decibel Adjustment (A-Weighing)
FHWA	Federal Highway Administration
Leq	Average or Equivalent Sound Level
NAC	Noise Abatement Criteria
ROW	Right of Way
TxDOT	Texas Department of Transportation

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1 PROJECT DESCRIPTION

The Texas Department of Transportation (TxDOT), in conjunction with the Amarillo Metropolitan Planning Organization (AMPO), proposes improvements to State Loop (SL) 335 from SW 9th Avenue to Farm-to-Market (FM) Road 1719 (Western Street) in Potter County, Texas. SL 335 creates a circumferential loop around the city of Amarillo and is divided into 10 segments. The proposed improvements between SW 9th Avenue and FM 1719 are within Segment C-1 and includes expanding from a two-lane to a four-lane freeway, grade separation at intersections, a new interchange to accommodate a future road, and bicycle and pedestrian facilities. The project length is approximately six miles.

The proposed SL 335 Segment C-1 project would follow the existing SL 335 alignment within the proposed project limits. The proposed project would increase regional and local mobility, improve safety, and provide corridor redundancy for freight traffic and hazardous cargo in the Amarillo region. Refer to **Appendix 1: Map Attachments - Project Location Map, United States Geological Survey (USGS) Topographic Map**, and **Noise Receiver Location Map**.

1.1 Existing Facility

The existing SL 335 from SW 9th Avenue to just west of FM 1719 is a two-lane arterial roadway with outside shoulders. Between just west of FM 1719 and FM 1719, the existing facility consist of two travel lanes, outside shoulders, and inside shoulders in each direction. The total existing right of way (ROW) within the proposed project limits is approximately 249 acres. Refer to **Appendix 2: Project Design Schematic**.

1.2 Proposed Facility

The proposed project consists of upgrading the existing roadway to a controlled access facility with bicycle and pedestrian accommodations. The proposed facility in each direction would consist of two mainlanes, inside and outside shoulders, and a two-lane frontage road. The proposed project would also include grade separation, including connecting ramps, over intersecting cross streets and the Burlington Northern Santa Fe (BNSF) railroad. Bicycle and pedestrian improvements would include a shared use lane along the frontage roads, sidewalks, and a future shared use path (SUP) between SW 9th Avenue and Ranch-to-Market (RM) 1061 in the southbound direction. The proposed project may require utility relocations, which would be finalized during detailed design. The proposed design would accommodate a potential, future expansion of SL 335 within the proposed project limits to an ultimate six-mainlane section and would generally be constructed in phases. The general future phasing anticipated is as follows: Phase I builds a four-lane facility with construction of the frontage roads; Phase II completes the mainlanes and ramps for the controlled access freeway; and Phase III completes a widening to the inside to add the fifth and sixth lanes.

The total ROW proposed for acquisition is approximately 99.25 acres. Refer to **Appendix 2: Project Design Schematic**.

2 INTRODUCTION

This analysis was accomplished in accordance with TxDOT's (FHWA approved) *Guidelines for Analysis and Abatement of Roadway Traffic Noise* (2011).

Sound from highway traffic is generated primarily from a vehicle's tires, engine and exhaust. It is commonly measured in decibels and is expressed as "dB."

Sound occurs over a wide range of frequencies. However, not all frequencies are detectable by the human ear; therefore, an adjustment is made to the high and low frequencies to approximate the way an average person hears traffic sounds. This adjustment is called A-weighting and is expressed as "dB(A)."

Also, because traffic sound levels are never constant due to the changing number, type and speed of vehicles, a single value is used to represent the average or equivalent sound level and is expressed as "Leq."

The traffic noise analysis typically includes the following elements:

- Identification of land use activity areas that might be impacted by traffic noise.
- Determination of existing noise levels.
- Prediction of future noise levels.
- Identification of possible noise impacts.
- Consideration and evaluation of measures to reduce noise impacts.

The FHWA has established the following Noise Abatement Criteria (NAC) for various land use activity areas that are used as one of two means to determine when a traffic noise impact would occur (**Table 1**).

Table 1: FHWA Noise Abatement Criteria (NAC)

Activity Category	FHWA (dB(A) Leq)	Description of Land Use Activity Areas
A	57 (exterior)	Lands on which serenity and quiet are of extra-ordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (exterior)	Residential
C	67 (exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 (exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A-D or F.
F	--	Agricultural, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	--	Undeveloped lands that are not permitted.

Source: FHWA approved *Guidelines for Analysis and Abatement of Roadway Traffic Noise* (2011).

A noise impact occurs when either the absolute or relative criterion is met:

Absolute criterion - The predicted noise level at a receptor approaches, equals, or exceeds the NAC. "Approach" is defined as one dB(A) below the NAC. For example: a noise impact would occur at a Category B residence if the noise level is predicted to be 66 dB(A) or above.

Relative criterion - The predicted noise level substantially exceeds the existing noise level at a receptor even though the predicted noise level does not approach, equal or exceed the NAC. “Substantially exceeds” is defined as more than 10 dB(A). For example: a noise impact would occur at a Category B residence if the existing level is 54 dB(A) and the predicted level is 65 dB(A).

When a traffic noise impact occurs, noise abatement measures must be considered. A noise abatement measure is any positive action taken to reduce the impact of traffic noise on an activity area.

3 ANALYSIS

The FHWA traffic noise modeling software (TNM 2.5) was used to calculate existing and predicted traffic noise levels. The model primarily considers the number, type and speed of vehicles; highway alignment and grade; cuts, fills and natural berms; surrounding terrain features; and the locations of activity areas likely to be impacted by the associated traffic noise. The approved traffic data used in this analysis is included in **Attachment 3: TPP Approved Traffic**.

4 RESULTS

Existing and predicted traffic noise levels were modeled at receiver locations (**Table 2** and the **Noise Receiver Location Map**) that represent the land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from feasible and reasonable noise abatement.

Table 2: Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Category	NAC Level	Existing	Predicted 2045	Change (+/-)[1]	Noise Impact (Yes/No)
R1 - Single-family Residential	B	67	44	48	+4	No
R2 - Single-family Residential	B	67	43	46	+3	No
R3 - Single-family Residential	B	67	43	46	+3	No
R4 - Single-family Residential	B	67	43	45	+2	No
R5 - Single-family Residential	B	67	44	46	+2	No
R6 - Nature Center	C	67	55	57	+2	No
R7 - Single-family Residential	B	67	44	46	+2	No
R8 - Single-family Residential	B	67	63	63	0	No
R9 - Single-family Residential	B	67	59	59	0	No
R10 - Single-family Residential	B	67	55	56	+1	No
R11 - Single-family Residential	B	67	53	52	-1	No
R12 - Single-family Residential	B	67	56	55	-1	No
R13 - Single-family Residential	B	67	59	58	-1	No
R14 - Single-family Residential	B	67	54	55	+1	No
R15 - Single-family Residential	B	67	52	53	+1	No
R16 - Single-family Residential	B	67	59	60	+1	No

[1] Sound levels are predicted by the traffic noise modeling software to perceptibly increase, remain the same, or decrease due to a change in roadway geometry (moving the traffic to/from the receiver).

As indicated in **Table 2**, the proposed project would not result in a traffic noise impact.

5 NOISE CONTOURS FOR LAND USE PLANNING

To avoid noise impacts that may result from future development of properties adjacent to the project, local officials responsible for land use control programs must ensure, to the maximum extent possible, that no new activities are planned or constructed along or within the following predicted (2045) noise impact contours (Table 3).

Table 3: Traffic Noise Levels dB(A) Leq

Limits	Land Use NAC Category	Impact Contour	Distance from Proposed ROW Line
SW 9th Avenue to RM 1061	B & C	66 dB(A)	40 feet
	E	71 dB(A)	Within ROW
RM 1061 to FM 1719	B & C	66 dB(A)	100 feet
	E	71 dB(A)	Within ROW

6 CONSTRUCTION NOISE

Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the receptors is expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

7 LOCAL OFFICIAL NOTIFICATION AND DATE OF PUBLIC KNOWLEDGE STATEMENT

A copy of this traffic noise analysis will be available to local officials. On the date of the environmental decision for this project (Date of Public Knowledge), FHWA and TxDOT are no longer responsible for providing noise abatement for new development adjacent to the project.

Appendix 1: Map Attachments

Cliffside Rd
335
BISHOP HILLS
West Amarillo Creek
1719
N Coulter St
Hester Dr
Tascosa Rd
N Soncy Rd
Wildcat Bluff Nature Center
1061
N Western St
40B
West Amarillo Boulevard
335
SW 9th Ave
AMARILLO
0
0.5
1
Miles

Proposed Project

Old Soncy Trail

Waterbody

100-Year Floodplain

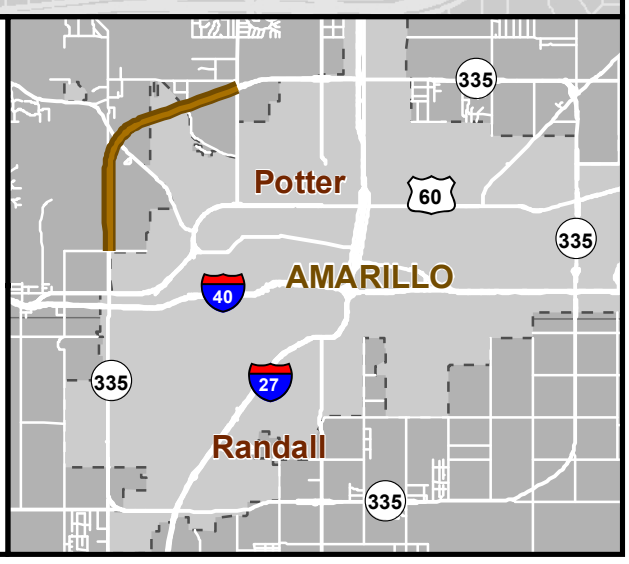
City Limit

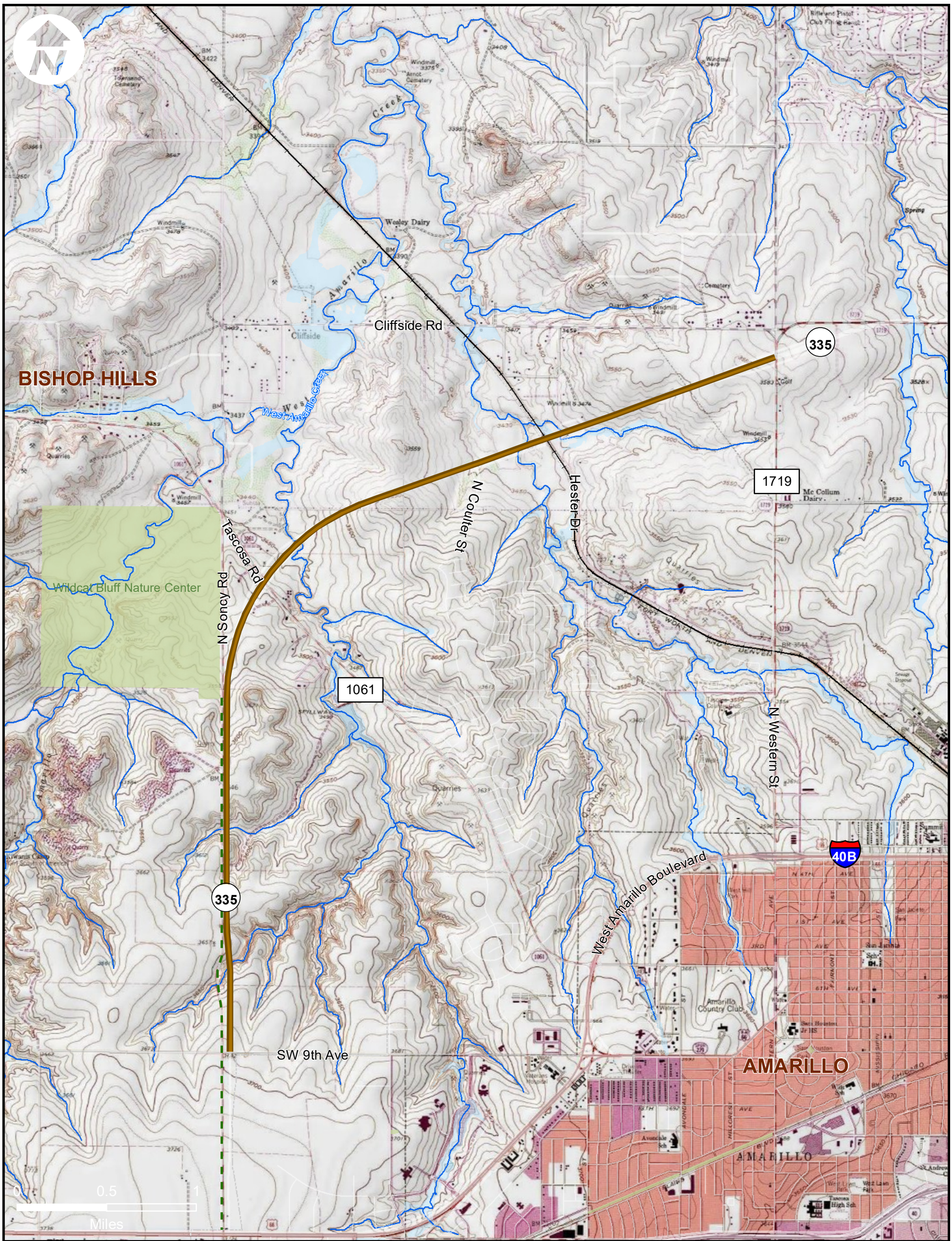
County Limit

State Loop 335
Segment C-1

Project Location Map

CSJ 2635-04-034





Proposed Project

Old Soncy Trail

Waterbody

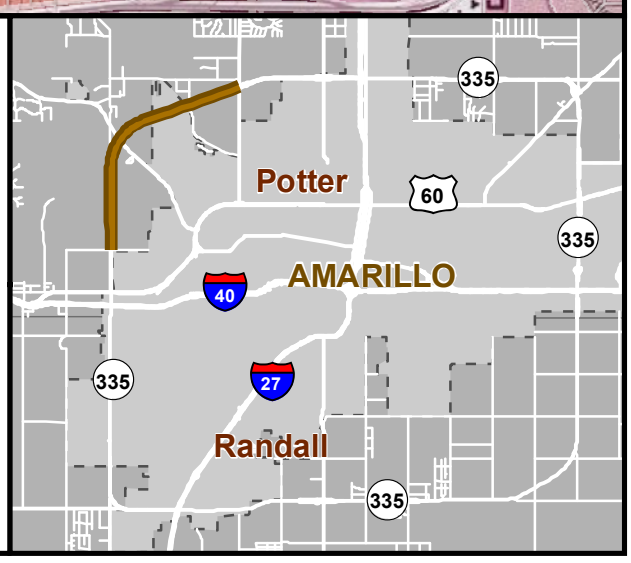
100-Year Floodplain

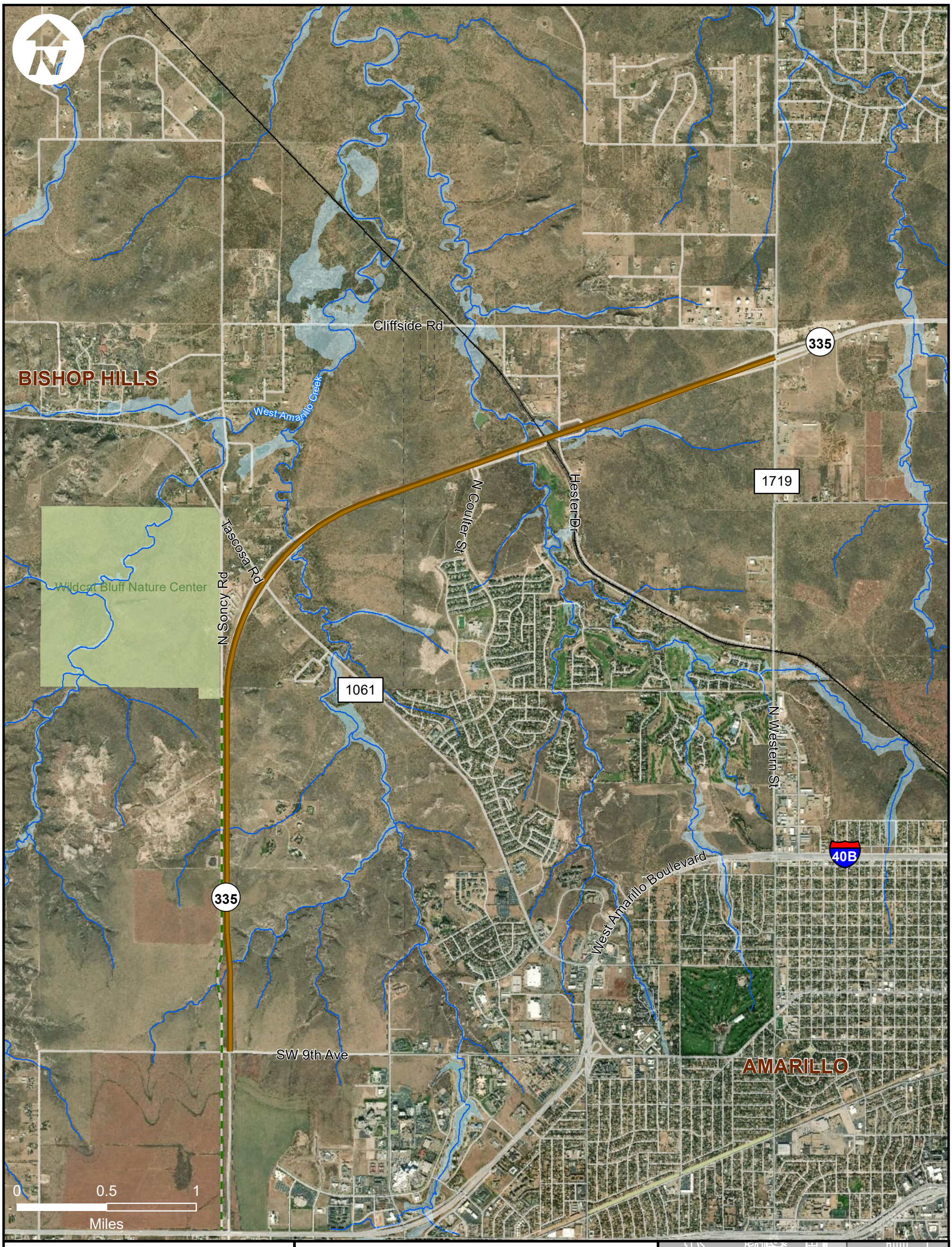
City Limit

State Loop 335
Segment C-1

Topographic Map

CSJ 2635-04-034





Proposed Project

Old Soncy Trail

Waterbody

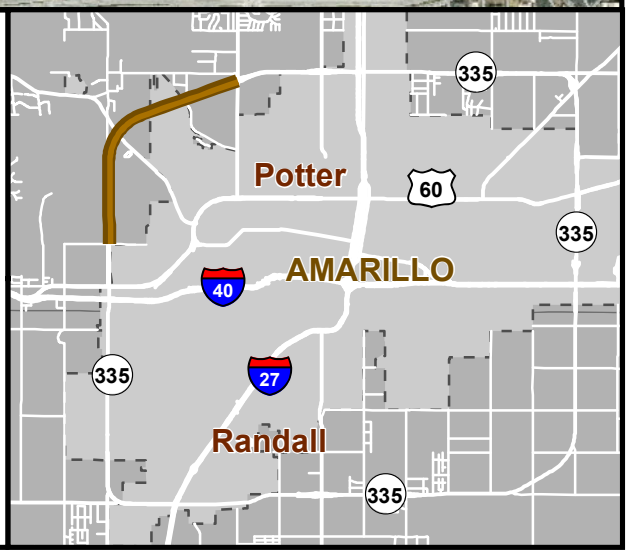
100-Year Floodplain

City Limit

State Loop 335
Segment C-1

Aerial Map

CSJ 2635-04-034



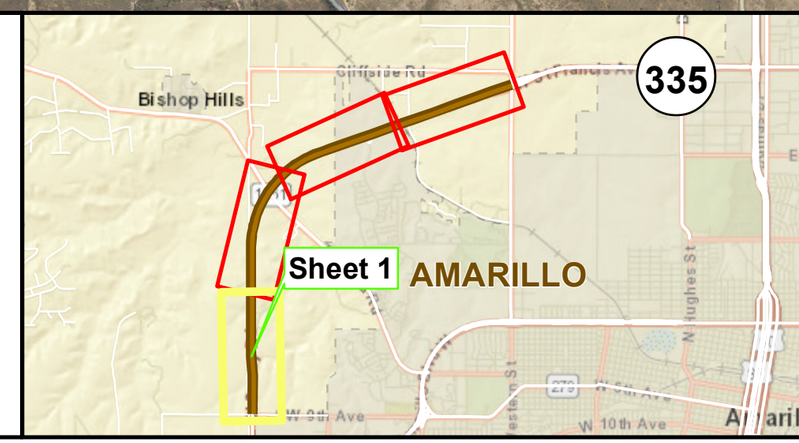
Legend

- Proposed Project
- Non-Impacted Receiver
- Old Soncy Trail
- City Limit
- 100 Year Flood Zone

W
S
N
E

0 500 Feet

Base Map Source: TNRIS (2018)



NOISE RECEIVER LOCATION MAP

State Loop 335
Segment C-1

From Southwest 9th Avenue
To FM 1719
Potter County, Texas

CSJ: 2635-04-034

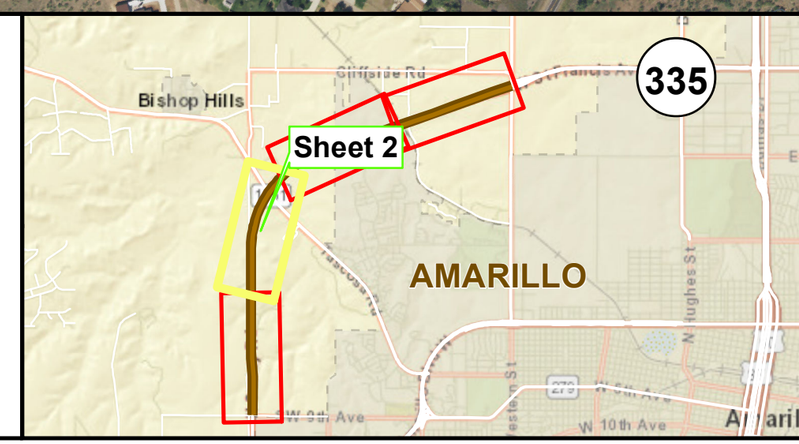
Legend

- Proposed Project
- Non-Impacted Receiver
- Old Soncy Trail
- City Limit
- 100 Year Flood Zone

N
W
E
S

0 500 Feet

Base Map Source: TNRIS (2018)



NOISE RECEIVER LOCATION MAP

State Loop 335
Segment C-1

From Southwest 9th Avenue
To FM 1719
Potter County, Texas

CSJ: 2635-04-034

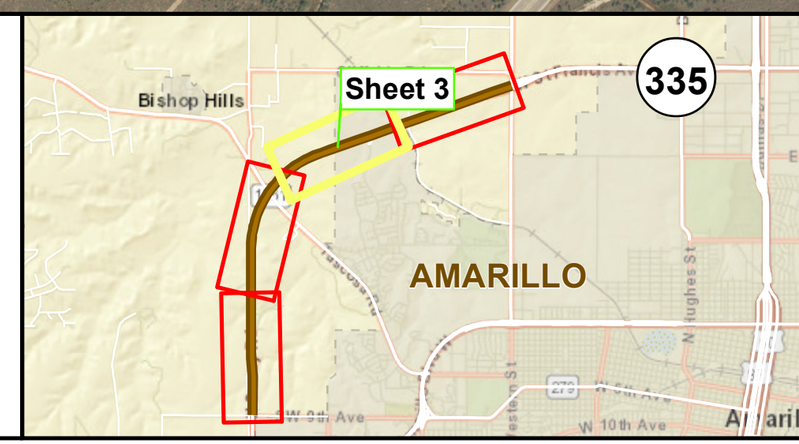
Legend

- Proposed Project
- Non-Impacted Receiver
- Old Soncy Trail
- City Limit
- 100 Year Flood Zone

N
W
E
S

0 500 Feet

Base Map Source: TNRIS (2018)



NOISE RECEIVER LOCATION MAP

State Loop 335
Segment C-1

From Southwest 9th Avenue
To FM 1719
Potter County, Texas

CSJ: 2635-04-034

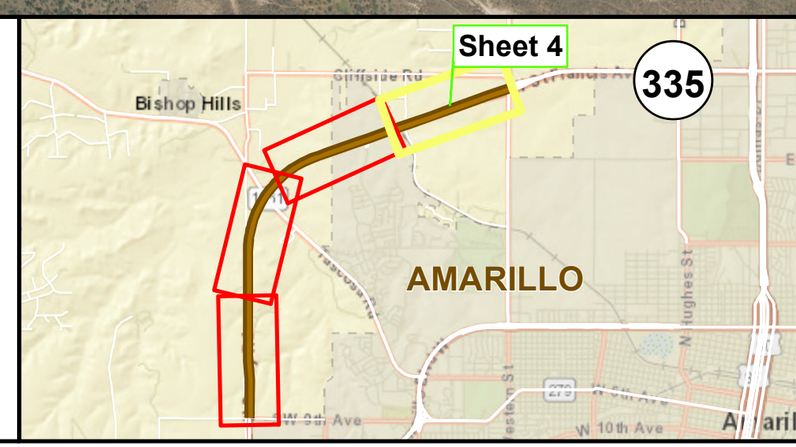
Legend

- Proposed Project
- Non-Impacted Receiver
- Old Soncy Trail
- City Limit
- 100 Year Flood Zone

N
W E
S

0 500
Feet

Base Map Source: TNRIS (2018)



NOISE RECEIVER LOCATION MAP

State Loop 335
Segment C-1

From Southwest 9th Avenue
To FM 1719
Potter County, Texas

CSJ: 2635-04-034

Appendix 2: Project Design Schematic

SCHEMATIC ROLL 1 OF 3

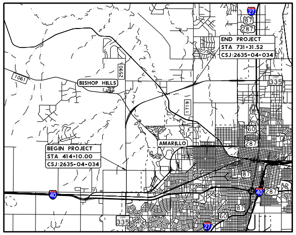
TEXAS DEPARTMENT OF TRANSPORTATION

SCHEMATIC LAYOUT
SL 335 SEGMENT C-1
POTTER COUNTY

AMARILLO DISTRICT DESIGN SCHEMATIC

BRIAN CRAWFORD P.E., DISTRICT ENGINEER

IMPROVEMENTS LOCATIONS:
SL 335: SW 9TH AVE. TO FM 1719
CSJ: 2635-04-034
LENGTH: 6.01 MI / 31,722 FT



27
87
287
END PROJECT
STA 731+31.52
CSJ:2635-04-034
2590
1061
BISHOP HILLS
335
1719
60
AMARILLO
BEGIN PROJECT
STA 414+10.00
CSJ:2635-04-034
40
87
287
335
27
N
NTS

PROJECT LOCATION MAP

NOT A BIDDING DOCUMENT

KRISTI D. FLAGG, P.E.
P.E. #91780
PROJECT MANAGER

DATE

SUBMITTED FOR APPROVAL FOR FURTHER PROJECT DEVELOPMENT

RECOMMENDED BY

ADVANCED PROJECT DEVELOPMENT DIRECTOR

RECOMMENDED BY

DISTRICT DESIGN ENGINEER

RECOMMENDED BY

AREA ENGINEER

APPROVED BY

DIRECTOR, TRANSPORTATION PLANNING & DEVELOPMENT

ROADWAY	DESIGN SPEED	CLASSIFICATION
MAINLANES	55 M.P.H.	URBAN FREEWAY
FRONTAGE ROADS	50 M.P.H.	URBAN COLLECTOR
RAMPS	50 M.P.H.	URBAN FREEWAY
CROSS STREETS	40 M.P.H.	URBAN ARTERIAL
U-TURNS	15 M.P.H.	URBAN COLLECTOR

PROPOSED DESIGN STANDARDS (STRUCTURES):	LRFD
PROPOSED DESIGN STANDARDS (ROADWAY):	TxDOT ROADWAY DESIGN MANUAL CHAPTER 3, 4R, SECTION 6 FREEWAYS (APRIL 2018)
PROPOSED DESIGN STANDARDS (TRAFFIC):	TMUTCD & APPLICABLE TRAFFIC STANDARDS
ROAD TYPE:	4-LANE FREEWAY WITH MAINLANES & FRONTAGE ROADS
STATE PLANE ZONE:	4201 - N
SURFACE ADJUSTMENT SCALE FACTOR:	1.000250413
FUNCTIONAL CLASSIFICATION:	URBAN FREEWAY
TERRAIN:	ROLLING
e_{max}:	6%
ADT:	2025 14,900 2045 22,330 2055 24,830

PRELIMINARY
FOR REVIEW ONLY
NOT FOR CONSTRUCTION, BIDDING,
OR PERMIT PURPOSES
JMT
TBPE FIRM REG. NO. F-16341
ENGINEER KRISTI D. FLAGG
P.E. NO. 91780 DATE 3/20/2020

HORIZONTAL SCALE: 1"=100' 50' 0' 100' 200' SCALE IN FEET

VERTICAL SCALE: 1"=10' 5' 0' 10' 20' SCALE IN FEET

DESIGN EXCEPTIONS: NONE, DESIGN WAIVERS: NONE, DESIGN VARIANCES: NONE, RAILROAD CROSSINGS: BNSF

TBPE FIRM REG. NO. F-16341

Texas Department of Transportation

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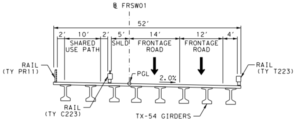
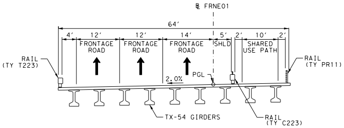


℄ FRSW01
52'
2' 10' 2' 5' 14' 12' 4'
SHARED USE PATH
SHLD
FRONTAGE ROAD
FRONTAGE ROAD
RAIL (TY PR11)
RAIL (TY T223)
PGL
2.0%
RAIL (TY C223)
TX-54 GIRDERS

SBFR BRIDGE

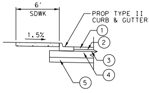
PROPOSED SBFR BRIDGE OVER TRIBUTARY 1
STA. 2433+57.05 TO 2437+22.05 (FRSW01)
APPROX 365 FT (100'-150'-115')



℄ FRNE01
64'
4' 12' 12' 14' 5' 2' 10' 2'
FRONTAGE ROAD
FRONTAGE ROAD
FRONTAGE ROAD
SHLD
SHARED USE PATH
RAIL (TY T223)
RAIL (TY PR11)
2.0%
PGL
TX-54 GIRDERS
RAIL (TY C223)

NBFR BRIDGE

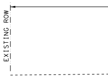
PROPOSED NBFR BRIDGE OVER TRIBUTARY 1
STA. 1433+33.39 TO 1437+33.39 (FRNE01)
APPROX 390 FT (125'-125'-150')



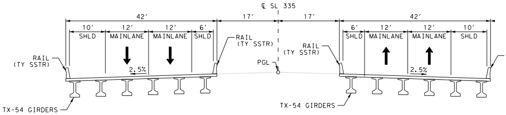
6'
SDWK
1.5%
PROP TYPE II CURB & GUTTER
1
2
3
4
5

FRONTAGE ROAD/CROSS

PROPOSED PAVEMENT SECTIO
NOT TO SCALE



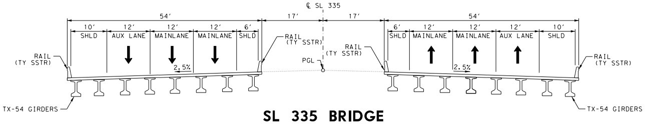
EXISTING ROW



℄ SL 335
42' 17' 17' 42'
10' 12' 12' 6'
SHLD MAINLANE MAINLANE SHLD
6' 12' 12' 10'
SHLD MAINLANE MAINLANE SHLD
RAIL (TY SSTR)
RAIL (TY SSTR)
RAIL (TY SSTR)
RAIL (TY SSTR)
PGL
2.5%
2.5%
TX-54 GIRDERS
TX-54 GIRDERS

SL 335 BRIDGE

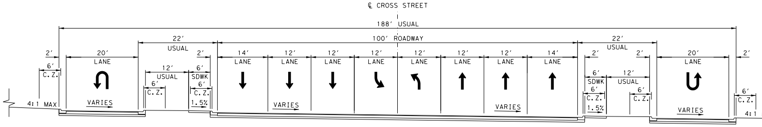
PROPOSED SBML & NBML BRIDGES OVER TRIBUTARY 1
STA. 434+33.41 TO 438+68.41 (SL 335)
APPROX 435 FT (145'-150'-140')



℄ SL 335
54' 17' 17' 54'
10' 12' 12' 12' 6'
SHLD AUX LANE MAINLANE MAINLANE SHLD
6' 12' 12' 12' 10'
SHLD MAINLANE MAINLANE AUX LANE SHLD
RAIL (TY SSTR)
RAIL (TY SSTR)
RAIL (TY SSTR)
RAIL (TY SSTR)
PGL
2.5%
2.5%
TX-54 GIRDERS
TX-54 GIRDERS

SL 335 BRIDGE

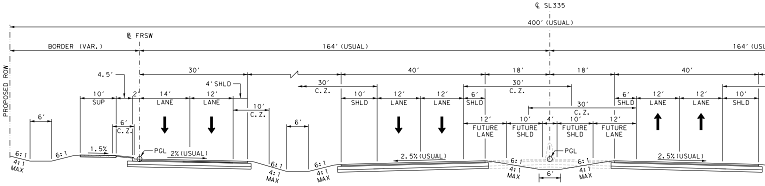
PROPOSED SBML & NBML BRIDGES
OVER FUTURE STREET
STA. 462+24.95 TO 466+15.69 (SL 335)
APPROX 390' (130'-130'-130')



℄ CROSS STREET
188' USUAL
100' ROADWAY
22' USUAL
22' USUAL
2' 6' C.Z.
20' LANE
12' USUAL
6' C.Z.
2' 6' SDWK 6' C.Z. 1.5%
14' LANE 12' LANE 12' LANE 12' LANE 12' LANE 12' LANE 12' LANE 14' LANE
2' 6' SDWK 6' C.Z. 1.5%
12' USUAL
6' C.Z.
20' LANE
2' 6' C.Z.
4:1 MAX
VARIES
VARIES
VARIES
VARIES
4:1

CROSS STREETS

PROPOSED TYPICAL SECTION



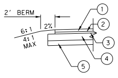
℄ SL335
400' (USUAL)
℄ FRSW
BORDER (VAR.)
164' (USUAL)
164' (USU
PROPOSED ROW
30'
40'
18'
18'
40'
4.5'
4' SHLD
30' C.Z.
30' C.Z.
10' SUP
2'
14' LANE
12' LANE
10' C.Z.
6' C.Z.
10' SHLD
12' LANE
12' LANE
6' SHLD
12' FUTURE LANE
10' FUTURE SHLD
4'
10' FUTURE SHLD
12' FUTURE LANE
30' C.Z.
6' SHLD
12' LANE
12' LANE
10' SHLD
6'
6'
6:1
6:1
1.5%
PGL
2% (USUAL)
6:1
4:1 MAX
6:1
4:1 MAX
2.5% (USUAL)
6:1
4:1 MAX
6'
PGL
6:1
4:1 MAX
2.5% (USUAL)
4:1 MAX

SL 335

PROPOSED TYPICAL SECTION
SW 9TH AVENUE TO RM 1061
STA 414+10.00 TO STA 552+02.40

pw:\\jmt-pw.bentley.com:jmt-pw-01\Documents\Projects\2017\17-10870-001\DesignData\2 - APD\Schematics\335_SCHEM01.dgn

3/20/2020 10:49:28 AM



2' BERM
2%
6:1
4:1
MAX
①
②
③
④
⑤

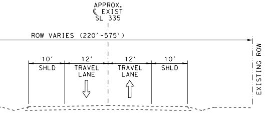
① 7" HMA
② 1-COURSE SURFACE TREATMENT
③ PRIME COAT
④ 12" FLEX BASE
⑤ 8" LIME TREATED BASE

STREETS

N

MAINLANES/RAMPS

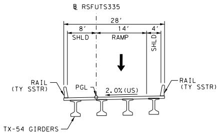
PROPOSED PAVEMENT SECTION
NOT TO SCALE



APPROX.
℄ EXIST
SL 335
ROW VARIES (220'-575')
10'
SHLD
12'
TRAVEL
LANE
12'
TRAVEL
LANE
10'
SHLD
EXISTING ROW

SL 335

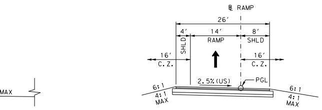
EXISTING TYPICAL SECTION
SW 9TH AVENUE TO WEST OF FM 1719
STA 414+10.00 TO STA 680+50.00



℄ RSFUTS335
28'
8'
SHLD
14'
RAMP
4'
SHLD
RAIL
(TY SSTR)
PGL
2.0%(US)
RAIL
(TY SSTR)
TX-54 GIRDERS

RAMP BRIDGE

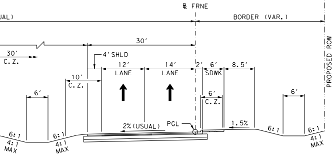
PROPOSED SB RAMP BRIDGE OVER TRIBUTARY 1
STA. 20+04.90 TO 23+26.42 (RSFUTS335)
APPROX 320 FT (85'-135'-100')



MAX
℄ RAMP
26'
4'
SHLD
14'
RAMP
8'
SHLD
16'
C.Z.
16'
C.Z.
2.5%(US)
PGL
6:1
4:1
MAX
6:1
4:1
MAX

RAMP

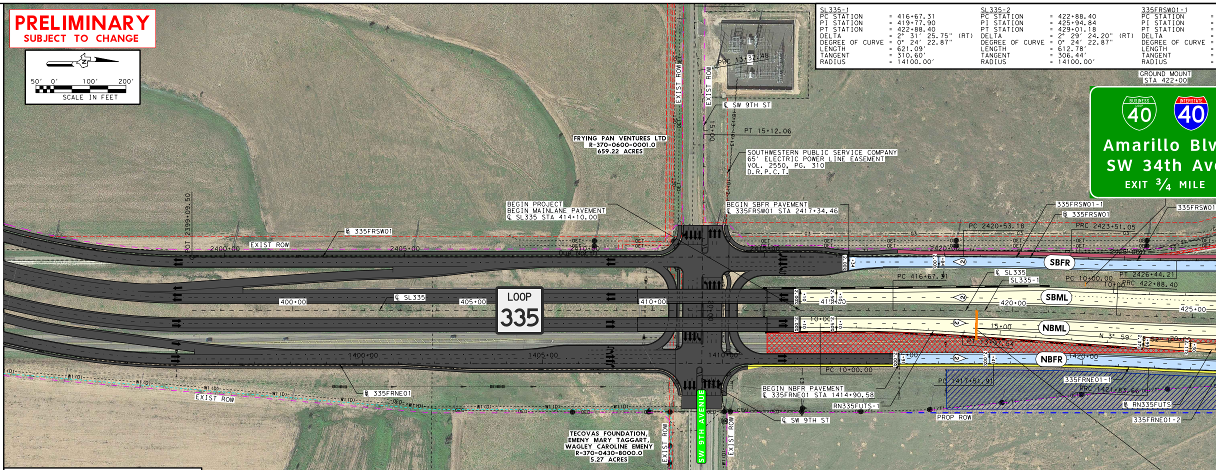
PROPOSED TYPICAL SECTION



℄ FRNE
UAL)
BORDER (VAR.)
30'
C.Z.
30'
4' SHLD
12'
LANE
14'
LANE
2'
6'
SDWK
8.5'
10'
C.Z.
6'
C.Z.
6'
6'
2%(USUAL)
PGL
1.5%
6:1
4:1
MAX
6:1
4:1
MAX
6:1
6:1
4:1
MAX
PROPOSED ROW

PRELIMINARY

SUBJECT TO CHANGE



50' 0' 100' 200'
SCALE IN FEET
PT 15+12.06
FRYING PAN VENTURES LTD
R-370-0600-0001.0
659.22 ACRES
SOUTHWESTERN PUBLIC SERVICE COMPANY
65' ELECTRIC POWER LINE EASEMENT
VOL. 2550, PG. 310
D.R.P.C.T.
EXIST ROW
℄ SW 9TH ST
BEGIN PROJECT
BEGIN MAINLANE PAVEMENT
℄ SL335 STA 414+10.00
BEGIN SBFR PAVEMENT
℄ 335FRSW01 STA 2417+34.46
℄ 335FRSW01
335FRSW01-1
℞ 335FRSW01
PC 2420+53.18
PRC 2423+51.05
PT 2426+44.21
POT 2399+09.50
2400+00
2405+00
2415+00
2420+00
2425+00
LOOP
335
℄ SL335
SL335-1
400+00
405+00
410+00
415+00
420+00
425+00
PC 416+67.31
PC 10+00.00
PRC 422+88.40
10+00
15+00
20+00
N 3° 59' 52" E
PT 13+97.54
SBFR
SBML
NBML
NBFR
1400+00
1405+00
1410+00
1420+00
PC 1417+51.91
PRC 1421+83.66
BEGIN NBFR PAVEMENT
℄ 335FRNE01 STA 1414+90.58
RN335FUTS-1
℞ RN335FUTS
335FRNE01-1
335FRNE01-2
℄ 335FRNE01
PROP ROW
EXIST ROW
SW 9TH AVENUE
TECOVAS FOUNDATION,
EMENY MARY TAGGART,
WAGLEY CAROLINE EMENY
R-370-0430-8000.0
5.27 ACRES
GROUND MOUNT
STA 422+00
BUSINESS LOOP 40
INTERSTATE 40
Amarillo Blv
SW 34th Av
EXIT ¾ MILE
335FRSW01
Frontage Rd
EXIT ½ MILE
1/2
MILE
GROUND MOUNT
STA 392+50
RM
1061
Tascosa Rd
EXIT 1 MILE
OSB
STA 419+00

SL335-1
PC STATION = 416+67.31
PI STATION = 419+77.90
PT STATION = 422+88.40
DELTA = 2° 31' 25.75" (RT)
DEGREE OF CURVE = 0° 24' 22.87"
LENGTH = 621.09'
TANGENT = 310.60'
RADIUS = 14100.00'

SL335-2
PC STATION = 422+88.40
PI STATION = 425+94.84
PT STATION = 429+01.18
DELTA = 2° 29' 24.20" (RT)
DEGREE OF CURVE = 0° 24' 22.87"
LENGTH = 612.78'
TANGENT = 306.44'
RADIUS = 14100.00'

335FRSW01-1
PC STATION =
PI STATION =
PT STATION =
DELTA =
DEGREE OF CURVE =
LENGTH =
TANGENT =
RADIUS =

LEGEND

▭	PROPOSED MAINLANES
▭	PROPOSED FRONTAGE ROAD/CROSS STREET
▭	PROPOSED RAMP
▭	PROPOSED BRIDGE
▨	PROPOSED PAVED MEDIAN
▭	EXISTING BRIDGE TO REMAIN
▬	SHARED USE PATH
▭	PROPOSED SIDEWALK
■	PROPOSED PAVEMENT IN ADJACENT SEGMENT
▭	FEMA FLOOD PLAIN ZONE A/AE
▩	PAVEMENT REMOVAL
▨	POTENTIAL DETENTION LOCATION
―	PROPOSED RETAINING WALL
-·-·-	EXISTING ROW
-·-·-	PROPOSED ROW
------	EXISTING PROPERTY LINE
------	EXISTING EASEMENT
②	# OF TRAVEL LANES

UTILITY LEGEND

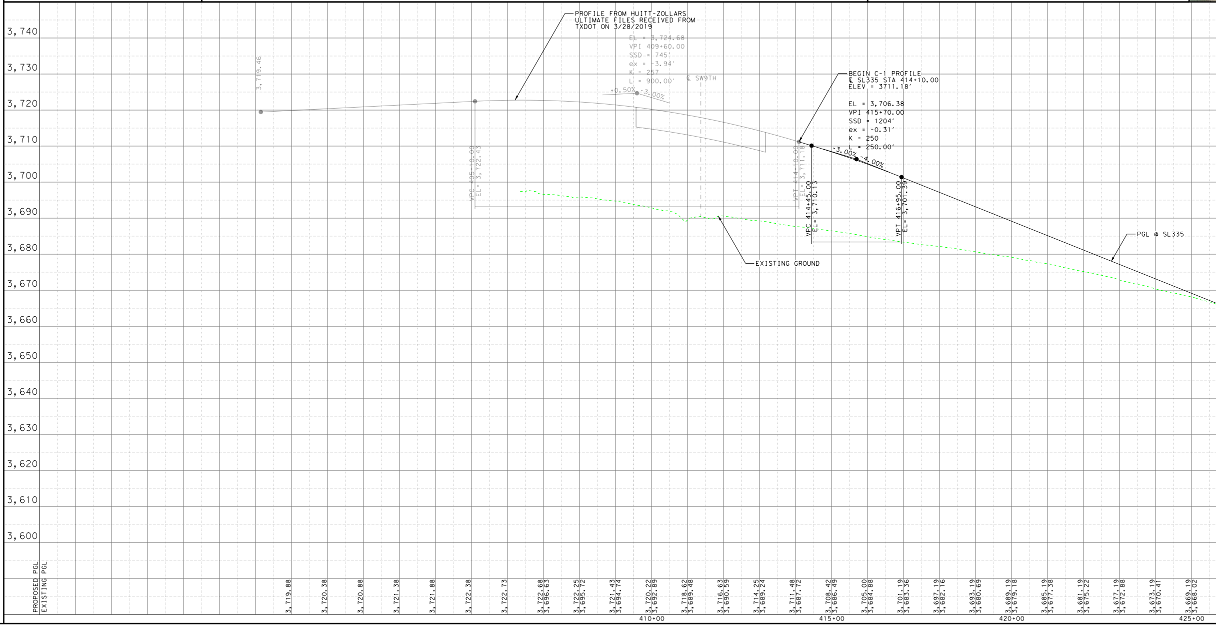
QL"B"	QL"C/D"	
—T1—	---T1(D)---	AT&T (TELEPHONE)
—T2—	---T2(D)---	AT&T (FIBER OPTIC)
—T3—	---T3(D)---	AT&T LEGACY (FIBER OPTIC)
—T4—	---T4(D)---	ZAYO GROUP (FIBER OPTIC)
—T5—	---T5(D)---	SPRINT NEXTEL
—T6—	---T6(D)---	QWEST (FIBER OPTIC)
—T7—	---T7(D)---	FIBERLIGHT (FIBER OPTIC)
—T8—	---T8(D)---	WEST TX. RURAL TELEPHONE CO-OP (FIBER OPTIC)
—T9—	---T9(D)---	SUDDENLINK
—T10—	---T10(D)---	LEVEL 3
—T11—	---T11(D)---	XIT COMMUNICATION
—T12—	---T12(D)---	NTS COMMUNICATIONS. INC

QL"B"	QL"C/D"	
—G1—	---G1(D)---	ATMOS ENERGY
—G2—	---G2(D)---	PLAINS PIPELINE
—G3—	---G3(D)---	NUSTAR LOGISTICS
—G4—	---G4(D)---	AMARILLO NATURAL GAS
—G5—	---G5(D)---	AGRITEX GAS
—G6—	---G6(D)---	ETC TRANSWESTERN PIPELINE
—G7—	---G7(D)---	ONEOK
—G8—	---G8(D)---	BLUEFISH PIPELINE
—G9—	---G9(D)---	WEST TEXAS GAS
—G10—	---G10(D)---	JUNCTION PIPELINE
—G11—	---G11(D)---	ALL AMERICAN PIPELINE

QL"B"	QL"C/D"	
—CTV1—	---CTV1(D)---	SUDDENLINK (CABLE TELEVISION)
—E1—	---OED---	XCEL ENERGY UG(DISTRIBUTION)
—E2—	---OET---	XCEL ENERGY UG(TRANSMISION)
—E3—	---E3(D)---	TxDOT UG
		CITY OF AMARILLO (FUTURE WASTEWATER)
—WW1—	---WW1(D)---	CITY OF AMARILLO (WASTEWATER)
—FM1—	---FM1(D)---	CITY OF AMARILLO (FORCE MAIN)
—W1—	---W1(D)---	CITY OF AMARILLO
—W2—	---W2(D)---	CANADIAN RIVER MUNICIPALITY WATER AUTHORITY
—UNK—		UNKNOWN

335FRNE01-1
PC STATION = 1417+51.91
PI STATION = 1419+67.84
PT STATION = 1421+83.66
DELTA = 3° 5' 32.03" (RT)
DEGREE OF CURVE = 0° 42' 58.31"
LENGTH = 431.76'
TANGENT = 215.93'
RADIUS = 8000.00'

335FRNE01-2
PC STATION = 1421+83.66
PI STATION = 1423+97.24
PT STATION = 1426+10.71
DELTA = 3° 3' 30.49" (RT)
DEGREE OF CURVE = 0° 42' 58.31"
LENGTH = 427.04'
TANGENT = 213.57'
RADIUS = 8000.00'



2420+53.18
2422+02.13
2423+51.05
2° 8′ 0.11" (RT)
0° 42′ 58.31"
297.87′
148.95′
8000.00′

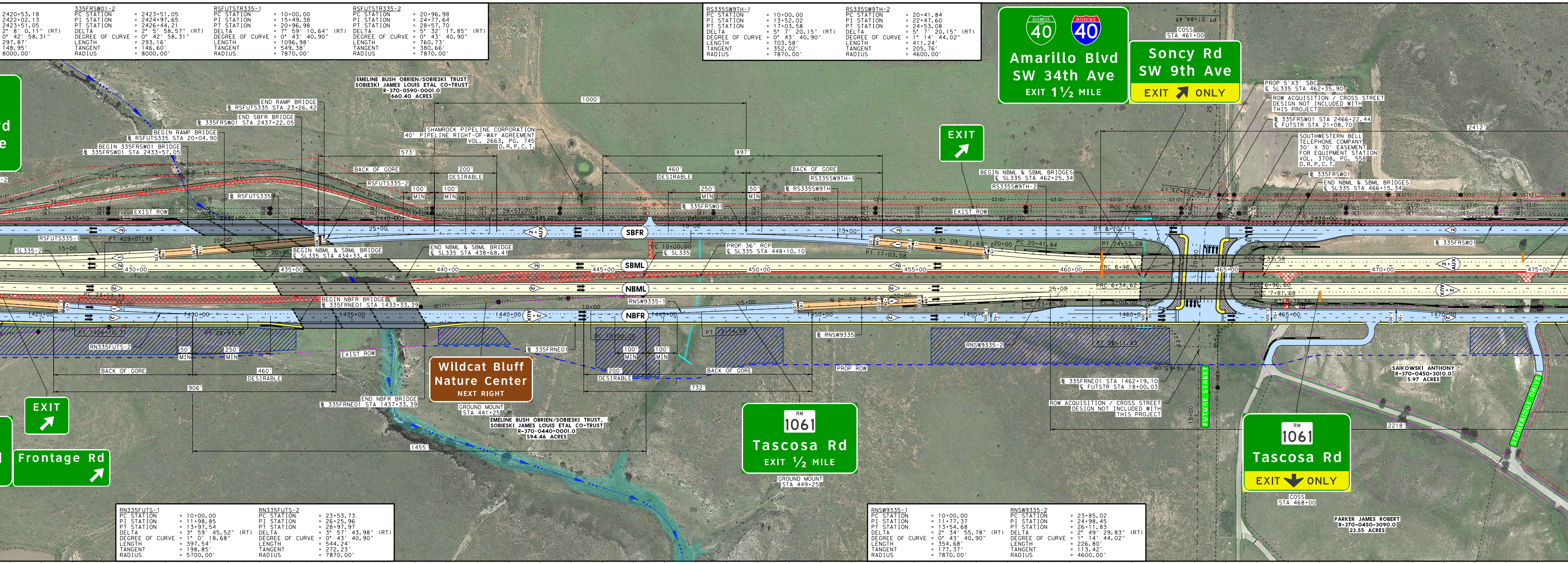
335FRSW01-2
PC STATION = 2423+51.05
PI STATION = 2424+97.65
PT STATION = 2426+44.21
DELTA = 2° 5′ 58.57" (RT)
DEGREE OF CURVE = 0° 42′ 58.31"
LENGTH = 293.16′
TANGENT = 146.60′
RADIUS = 8000.00′

RSFUTSTR335-1
PC STATION = 10+00.00
PI STATION = 15+49.38
PT STATION = 20+96.98
DELTA = 7° 59′ 10.64" (RT)
DEGREE OF CURVE = 0° 43′ 40.90"
LENGTH = 1096.98′
TANGENT = 549.38′
RADIUS = 7870.00′

RSFUTSTR335-2
PC STATION = 20+96.98
PI STATION = 24+77.64
PT STATION = 28+57.70
DELTA = 5° 32′ 17.85" (RT)
DEGREE OF CURVE = 0° 43′ 40.90"
LENGTH = 760.73′
TANGENT = 380.66′
RADIUS = 7870.00′

RS335SW9TH-1
PC STATION = 10+00.00
PI STATION = 13+52.02
PT STATION = 17+03.58
DELTA = 5° 7′ 20.15" (RT)
DEGREE OF CURVE = 0° 43′ 40.90"
LENGTH = 703.58′
TANGENT = 352.02′
RADIUS = 7870.00′

RS335SW9TH-2
PC STATION = 20+41.84
PI STATION = 22+47.60
PT STATION = 24+53.08
DELTA = 5° 7′ 20.15" (RT)
DEGREE OF CURVE = 1° 14′ 44.02"
LENGTH = 411.24′
TANGENT = 205.76′
RADIUS = 4600.00′


40
40
Amarillo Blvd
SW 34th Ave
EXIT 1½ MILE
Soncy Rd
SW 9th Ave
EXIT ONLY
COSS
STA 461+00
EXIT
EMELINE BUSH OBRIEN/SOBIESKI TRUST
SOBIESKI JAMES LOUIS ETAL CO-TRUST
R-370-0590-0001.0
660.40 ACRES
END RAMP BRIDGE
℄ RSFUTS335 STA 23+26.42
END SBFR BRIDGE
℄ 335FRSW01 STA 2437+22.05
BEGIN RAMP BRIDGE
℄ RSFUTS335 STA 20+04.90
BEGIN 335FRSW01 BRIDGE
℄ 335FRSW01 STA 2433+57.05
SHAMROCK PIPELINE CORPORATION
40′ PIPELINE RIGHT-OF-WAY AGREEMENT
VOL. 2663, PG. 745
D.R.P.C.T.
1000′
573′
897′
BACK OF GORE
200′
DESIRABLE
100′
MIN
460′
DESIRABLE
250′
MIN
50′
MIN
RS335SW9TH-1
RS335SW9TH
RS335SW9TH-2
RSFUTS335-2
RSFUTS335
335FRSW01
EXIST ROW
BEGIN NBML & SBML BRIDGES
℄ SL335 STA 462+25.34
PROP 5′X3′ SBC
℄ SL335 STA 462+35.90
ROW ACQUISITION / CROSS STREET
DESIGN NOT INCLUDED WITH
THIS PROJECT
℄ 335FRSW01 STA 2466+22.44
℄ FUTSTR STA 21+08.70
SOUTHWESTERN BELL
TELEPHONE COMPANY
30′ X 30′ EASEMENT
FOR EQUIPMENT STATION
VOL. 3708, PG. 558
D.R.P.C.T.
335FRSW01
END NBML & SBML BRIDGES
℄ SL335 STA 466+15.34
2412′
SBFR
SBML
NBML
NBFR
AUX
RSFUTS335-1
SL335-2
PT 429+01.18
430+00
435+00
440+00
445+00
450+00
455+00
460+00
465+00
470+00
475+00
BEGIN NBML & SBML BRIDGE
℄ SL335 STA 434+33.41
END NBML & SBML BRIDGE
℄ SL335 STA 438+68.41
PC 10+00.00
℄ SL335
PROP 36" RCP
℄ SL335 STA 448+10.10
BEGIN NBFR BRIDGE
℄ 335FRNE01 STA 1433+33.39
RNSW9335-1
RNSW9335
RNSW9335-2
1425+00
1430+00
1435+00
1440+00
1445+00
1450+00
1455+00
1460+00
1465+00
1470+00
RN335FUTS-2
50′
MIN
250′
MIN
460′
DESIRABLE
906′
BACK OF GORE
EXIST ROW
335FRNE01
Wildcat Bluff
Nature Center
NEXT RIGHT
GROUND MOUNT
STA 441+25
END NBFR BRIDGE
℄ 335FRNE01 STA 1437+33.39
EMELINE BUSH OBRIEN/SOBIESKI TRUST,
SOBIESKI JAMES LOUIS ETAL CO-TRUST
R-370-0440-0001.0
594.46 ACRES
1455′
100′
MIN
200′
DESIRABLE
BACK OF GORE
732′
PROP ROW
RM
1061
Tascosa Rd
EXIT ½ MILE
GROUND MOUNT
STA 449+25
℄ 335FRNE01 STA 1462+19.10
℄ FUTSTR STA 18+00.03
ROW ACQUISITION / CROSS STREET
DESIGN NOT INCLUDED WITH
THIS PROJECT
FUTURE STREET
SAIKOWSKI ANTHONY
R-370-0450-3010.0
5.97 ACRES
2218′
STONERIDGE DRIVE
RM
1061
Tascosa Rd
EXIT ONLY
COSS
STA 468+00
PARKER JAMES ROBERT
R-370-0450-3090.0
23.55 ACRES
EXIT
Frontage Rd

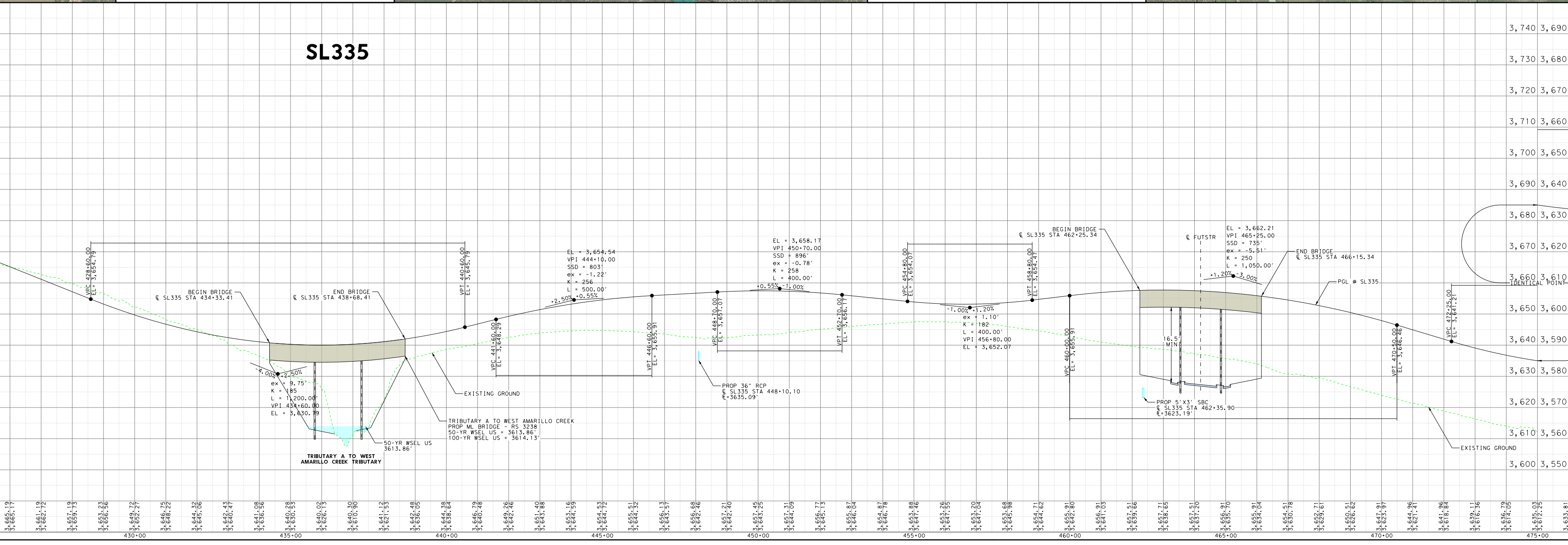
RN335FUTS-1
PC STATION = 10+00.00
PI STATION = 11+98.85
PT STATION = 13+97.54
DELTA = 3° 59′ 45.52" (RT)
DEGREE OF CURVE = 1° 0′ 18.68"
LENGTH = 397.54′
TANGENT = 198.85′
RADIUS = 5700.00′

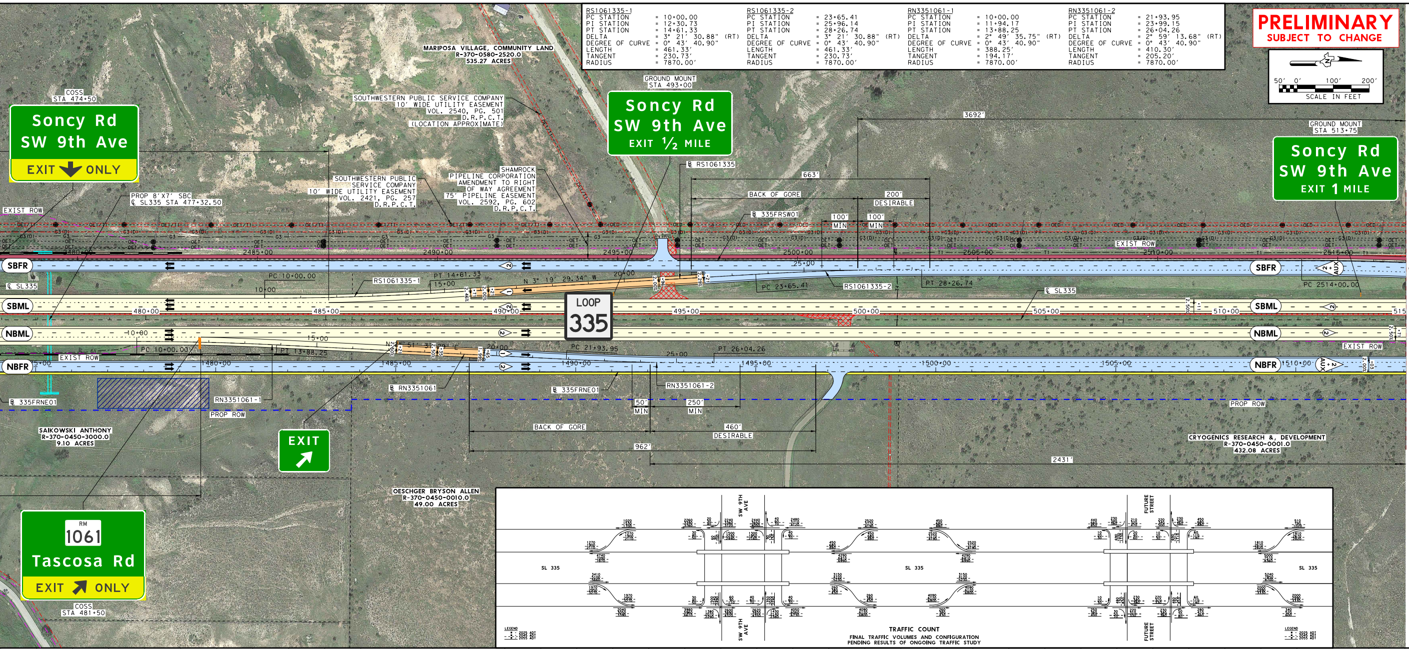
RN335FUTS-2
PC STATION = 23+53.73
PI STATION = 26+25.96
PT STATION = 28+97.97
DELTA = 3° 57′ 43.98" (RT)
DEGREE OF CURVE = 0° 43′ 40.90"
LENGTH = 544.24′
TANGENT = 272.23′
RADIUS = 7870.00′

RNSW9335-1
PC STATION = 10+00.00
PI STATION = 11+77.37
PT STATION = 13+54.68
DELTA = 2° 34′ 55.78" (RT)
DEGREE OF CURVE = 0° 43′ 40.90"
LENGTH = 354.68′
TANGENT = 177.37′
RADIUS = 7870.00′

RNSW9335-2
PC STATION = 23+85.02
PI STATION = 24+98.45
PT STATION = 26+11.83
DELTA = 2° 49′ 29.83" (RT)
DEGREE OF CURVE = 1° 14′ 44.02"
LENGTH = 226.80′
TANGENT = 113.42′
RADIUS = 4600.00′

SL335

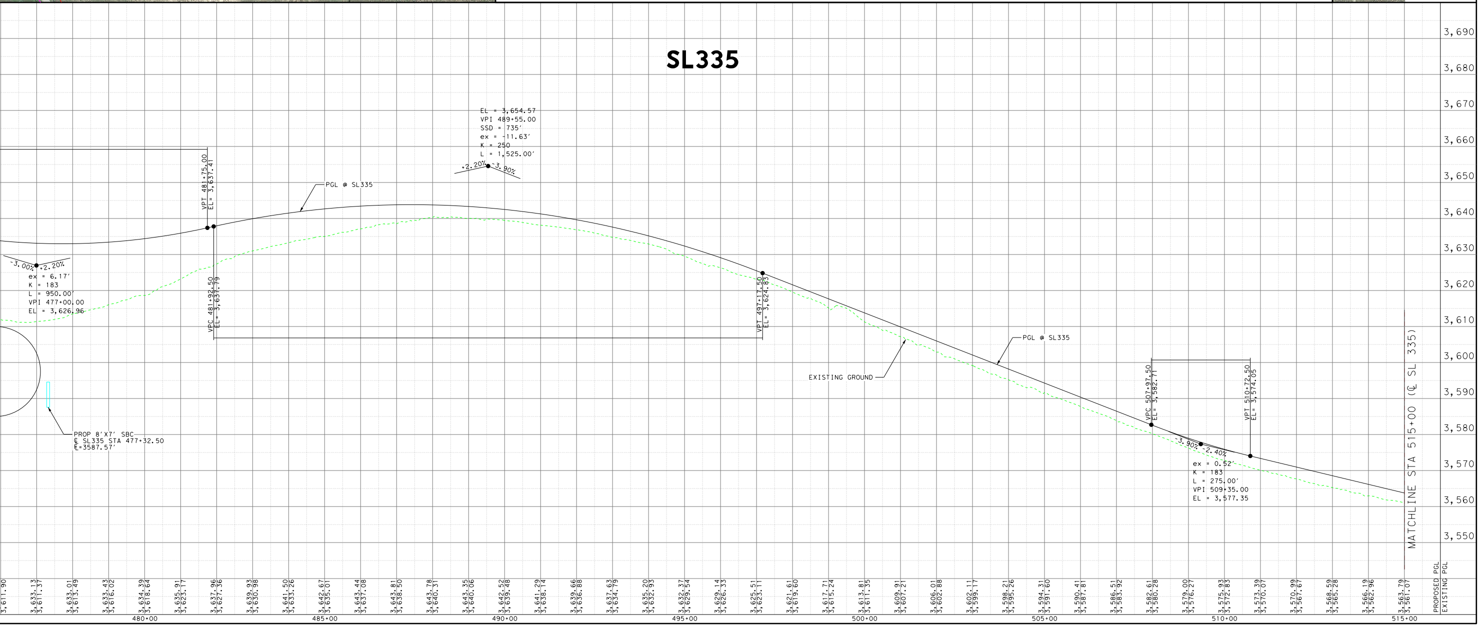

VPC 428+60.00
EL= 3,654.79
BEGIN BRIDGE
℄ SL335 STA 434+33.41
END BRIDGE
℄ SL335 STA 438+68.41
VPT 440+60.00
EL= 3,645.79
-4.00%
+2.50%
ex = 9.75′
K = 185
L = 1,200.00′
VPI 434+60.00
EL = 3,630.79
TRIBUTARY A TO WEST
AMARILLO CREEK TRIBUTARY
50-YR WSEL US
3613.86′
TRIBUTARY A TO WEST AMARILLO CREEK
PROP ML BRIDGE - RS 3238
50-YR WSEL US = 3613.86′
100-YR WSEL US = 3614.13′
EXISTING GROUND
VPC 441+60.00
EL= 3,648.29
EL = 3,654.54
VPI 444+10.00
SSD = 803′
ex = -1.22′
K = 256
L = 500.00′
+2.50%
+0.55%
VPT 446+60.00
EL= 3,655.91
VPC 448+70.00
EL= 3,657.07
PROP 36" RCP
℄ SL335 STA 448+10.10
FL=3635.09′
EL = 3,658.17
VPI 450+70.00
SSD = 896′
ex = -0.78′
K = 258
L = 400.00′
+0.55%
-1.00%
VPT 452+70.00
EL= 3,656.17
VPC 454+80.00
EL= 3,654.07
-1.00%
+1.20%
ex = 1.10′
K = 182
L = 400.00′
VPI 456+80.00
EL = 3,652.07
VPT 458+80.00
EL= 3,654.47
BEGIN BRIDGE
℄ SL335 STA 462+25.34
VPC 460+00.00
EL= 3,655.91
℄ FUTSTR
16.5′
MIN
PROP 5′X3′ SBC
℄ SL335 STA 462+35.90
FL=3623.19′
EL = 3,662.21
VPI 465+25.00
SSD = 735′
ex = -5.51′
K = 250
L = 1,050.00′
+1.20%
-3.00%
END BRIDGE
℄ SL335 STA 466+15.34
PGL @ SL335
VPT 470+50.00
EL= 3,646.46
VPC 472+25.00
EL= 3,641.21
IDENTICAL POINT
EXISTING GROUND
3,740 3,690
3,730 3,680
3,720 3,670
3,710 3,660
3,700 3,650
3,690 3,640
3,680 3,630
3,670 3,620
3,660 3,610
3,650 3,600
3,640 3,590
3,630 3,580
3,620 3,570
3,610 3,560
3,600 3,550
3,665.19 3,665.17
3,661.19 3,662.72
3,657.19 3,659.73
3,653.23 3,656.56
3,649.72 3,652.27
3,646.75 3,648.22
3,644.32 3,645.06
3,642.43 3,640.47
3,641.08 3,636.56
3,640.28 3,630.53
3,640.02 3,626.13
3,640.30 3,610.90
3,641.12 3,621.53
3,642.48 3,636.05
3,644.38 3,638.64
3,646.79 3,640.48
3,649.26 3,642.46
3,651.40 3,643.88
3,653.16 3,644.59
3,654.53 3,644.72
3,655.51 3,644.32
3,656.13 3,643.57
3,656.68 3,642.46
3,657.21 3,642.40
3,657.45 3,643.25
3,657.31 3,644.09
3,656.77 3,645.13
3,655.87 3,646.04
3,654.87 3,646.78
3,653.88 3,647.46
3,653.26 3,647.55
3,653.20 3,647.04
3,653.68 3,645.98
3,654.71 3,644.62
3,655.91 3,642.80
3,656.91 3,641.03
3,657.51 3,639.66
3,657.71 3,638.65
3,657.51 3,637.20
3,656.91 3,635.70
3,655.91 3,634.04
3,654.51 3,630.78
3,652.71 3,629.61
3,650.51 3,626.62
3,647.91 3,623.97
3,644.96 3,621.41
3,641.96 3,618.84
3,639.11 3,616.36
3,636.79 3,614.05
3,635.03 3,612.25
430+00
435+00
440+00
445+00
450+00
455+00
460+00
465+00
470+00
475+00


MARIPOSA VILLAGE, COMMUNITY LAND
R-370-0580-2520.0
535.27 ACRES
COSS
STA 474+50
Soncy Rd
SW 9th Ave
EXIT ONLY
SOUTHWESTERN PUBLIC SERVICE COMPANY
10' WIDE UTILITY EASEMENT
VOL. 2540, PG. 501
D.R.P.C.T.
(LOCATION APPROXIMATE)
GROUND MOUNT
STA 493+00
Soncy Rd
SW 9th Ave
EXIT ½ MILE
SOUTHWESTERN PUBLIC
SERVICE COMPANY
10' WIDE UTILITY EASEMENT
VOL. 2421, PG. 257
D.R.P.C.T.
SHAMROCK
PIPELINE CORPORATION
AMENDMENT TO RIGHT
OF WAY AGREEMENT
75' PIPELINE EASEMENT
VOL. 2592, PG. 602
D.R.P.C.T.
PROP 8'X7' SBC
℄ SL335 STA 477+32.50
EXIST ROW
℄ RS1061335
3692'
663'
BACK OF GORE
200'
DESIRABLE
℄ 335FRSW01
100'
MIN
100'
MIN
OET/T1
OED
G3(D)
G3
OET
2480+00
2485+00
2490+00
2495+00
2500+00
2505+00
2510+00
2515+00
T1
EXIST ROW
SBFR
℄ SL335
PC 10+00.00
10+00
RS1061335-1
PT 14+61.33
15+00
2.46%
2.00%
N 3° 19' 29.34" W
20+00
2.00%
2.29%
25+00
PC 23+65.41
RS1061335-2
PT 28+26.74
℄ SL335
PC 2514+00.00
2 + AUX
SBML
480+00
485+00
490+00
495+00
500+00
505+00
510+00
515+00
2.50%
LOOP
335
NBML
10+00
15+00
2.50%
2.50%
1.99%
N 2° 51' 3?.29" E
20+00
PC 10+00.00
PI 13+88.25
PC 21+93.95
25+00
PT 26+04.26
EXIST ROW
2.50%
NBFR
1480+00
1485+00
1490+00
1495+00
1500+00
1505+00
1510+00
2.00%
℄ 335FRNE01
RN3351061-1
PROP ROW
℄ RN3351061
℄ 335FRNE01
RN3351061-2
50'
MIN
250'
MIN
BACK OF GORE
460'
DESIRABLE
962'
2431'
PROP ROW
SAIKOWSKI ANTHONY
R-370-0450-3000.0
9.10 ACRES
EXIT
OESCHGER BRYSON ALLEN
R-370-0450-0010.0
49.00 ACRES
CRYOGENICS RESEARCH &, DEVELOPMENT
R-370-0450-0001.0
432.08 ACRES
RM
1061
Tascosa Rd
EXIT ONLY
COSS
STA 481+50
GROUND MOUNT
STA 513+75
Soncy Rd
SW 9th Ave
EXIT 1 MILE
50' 0' 100' 200'
SCALE IN FEET
SW 9TH AVE
FUTURE STREET
SL 335
LEGEND
2025 ADT
2045 ADT
2055 ADT
TRAFFIC COUNT
FINAL TRAFFIC VOLUMES AND CONFIGURATION
PENDING RESULTS OF ONGOING TRAFFIC STUDY
MATCHLINE STA 515+00 (℄ SL 335)

PRELIMINARY
SUBJECT TO CHANGE

	RS1061335-1	RS1061335-2	RN3351061-1	RN3351061-2
PC STATION	= 10+00.00	= 23+65.41	= 10+00.00	= 21+93.95
PI STATION	= 12+30.73	= 25+96.14	= 11+94.17	= 23+99.15
PT STATION	= 14+61.33	= 28+26.74	= 13+88.25	= 26+04.26
DELTA	= 3° 21' 30.88" (RT)	= 3° 21' 30.88" (RT)	= 2° 49' 35.75" (RT)	= 2° 59' 13.68" (RT)
DEGREE OF CURVE	= 0° 43' 40.90"	= 0° 43' 40.90"	= 0° 43' 40.90"	= 0° 43' 40.90"
LENGTH	= 461.33'	= 461.33'	= 388.25'	= 410.30'
TANGENT	= 230.73'	= 230.73'	= 194.17'	= 205.20'
RADIUS	= 7870.00'	= 7870.00'	= 7870.00'	= 7870.00'

SL335



ex = 6.17'
K = 183
L = 950.00'
VPI 477+00.00
EL = 3,626.96

EL = 3,654.57
VPI 489+55.00
SSD = 735'
ex = -11.63'
K = 250
L = 1,525.00'

ex = 0.52'
K = 183
L = 275.00'
VPI 509+35.00
EL = 3,577.35

	PROPOSED PGL	EXISTING PGL
		3,611.90
	3,633.13	3,611.37
	3,633.01	3,613.49
	3,633.43	3,616.02
480+00	3,634.39	3,618.64
	3,635.91	3,623.17
	3,637.96	3,627.36
	3,639.93	3,630.98
	3,641.50	3,633.26
485+00	3,642.67	3,635.01
	3,643.44	3,637.08
	3,643.81	3,638.50
	3,643.78	3,640.31
	3,643.35	3,640.06
490+00	3,642.52	3,639.48
	3,641.29	3,638.14
	3,639.66	3,636.88
	3,637.63	3,634.79
	3,635.20	3,632.93
495+00	3,632.37	3,629.54
	3,629.14	3,626.33
	3,625.51	3,623.11
	3,621.61	3,619.60
	3,617.71	3,615.24
500+00	3,613.81	3,611.35
	3,609.91	3,607.21
	3,606.01	3,602.88
	3,602.11	3,599.17
	3,598.21	3,595.26
505+00	3,594.31	3,591.60
	3,590.41	3,587.81
	3,586.51	3,583.92
	3,582.61	3,580.28
	3,579.00	3,576.27
510+00	3,575.93	3,572.83
	3,573.39	3,570.07
	3,570.99	3,567.67
	3,568.59	3,565.28
	3,566.19	3,562.96
515+00	3,563.79	3,561.07

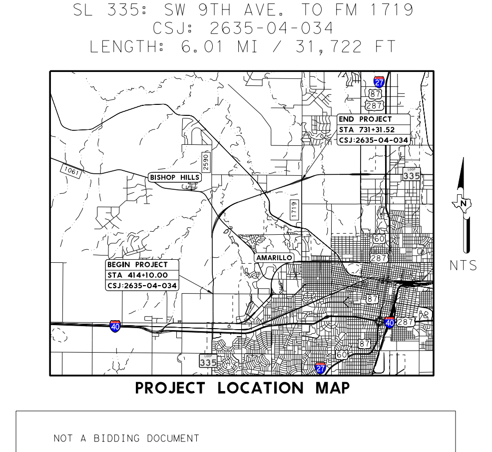
TEXAS DEPARTMENT OF TRANSPORTATION

SCHEMATIC LAYOUT
SL 335 SEGMENT C-1
POTTER COUNTY

AMARILLO DISTRICT DESIGN SCHEMATIC

BRIAN CRAWFORD P.E., DISTRICT ENGINEER

IMPROVEMENTS LOCATIONS:
SL 335: SW 9TH AVE. TO FM 1719
CSJ: 2635-04-034
LENGTH: 6.01 MI / 31,722 FT



PROJECT LOCATION MAP

NOT A BIDDING DOCUMENT

KRISTI D. FLAGG, P.E. DATE
P.E. #91780
PROJECT MANAGER

SUBMITTED FOR APPROVAL FOR FURTHER PROJECT DEVELOPMENT

RECOMMENDED BY ______ RECOMMENDED BY ______

ADVANCED PROJECT DEVELOPMENT DIRECTOR — DISTRICT DESIGN ENGINEER

RECOMMENDED BY ______ APPROVED BY ______

AREA ENGINEER — DIRECTOR, TRANSPORTATION PLANNING & DEVELOPMENT

ROADWAY	DESIGN SPEED	CLASSIFICATION
MAINLANES	55 M.P.H.	URBAN FREEWAY
FRONTAGE ROADS	50 M.P.H.	URBAN COLLECTOR
RAMPS	50 M.P.H.	URBAN FREEWAY
CROSS STREETS	40 M.P.H.	URBAN ARTERIAL
U-TURNS	15 M.P.H.	URBAN COLLECTOR

PROPOSED DESIGN STANDARDS (STRUCTURES):	LRFD
PROPOSED DESIGN STANDARDS (ROADWAY):	TxDOT ROADWAY DESIGN MANUAL CHAPTER 3, 4R, SECTION 6 FREEWAYS (APRIL 2018)
PROPOSED DESIGN STANDARDS (TRAFFIC):	TMUTCD & APPLICABLE TRAFFIC STANDARDS
ROAD TYPE:	4-LANE FREEWAY WITH MAINLANES & FRONTAGE ROADS
STATE PLANE ZONE:	4201 - N
SURFACE ADJUSTMENT SCALE FACTOR:	1.000250413
FUNCTIONAL CLASSIFICATION:	URBAN FREEWAY
TERRAIN:	ROLLING
e_{max}:	6%
ADT:	2025 14,900 2045 22,330 2055 24,830

PRELIMINARY
FOR REVIEW ONLY
NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES
JMT
TBPE FIRM REG. NO. F-16341
ENGINEER KRISTI D. FLAGG
P.E. NO. 91780 DATE 3/20/2020

HORIZONTAL SCALE: 1"=100' — SCALE IN FEET
VERTICAL SCALE: 1"=10' — SCALE IN FEET

DESIGN EXCEPTIONS: NONE, DESIGN WAIVERS: NONE, DESIGN VARIANCES: NONE, RAILROAD CROSSINGS: BNSF

JMT — TBPE FIRM REG. NO. F-16341

Texas Department of Transportation

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SCHEMATIC ROLL 2 OF 3
pw:\\jmt-pw.bentley.com:jmt-pw-01\Documents\Projects\2017\17-10870-001\DesignData\2 - APD\Schematics\335_SCHEM02.dgn
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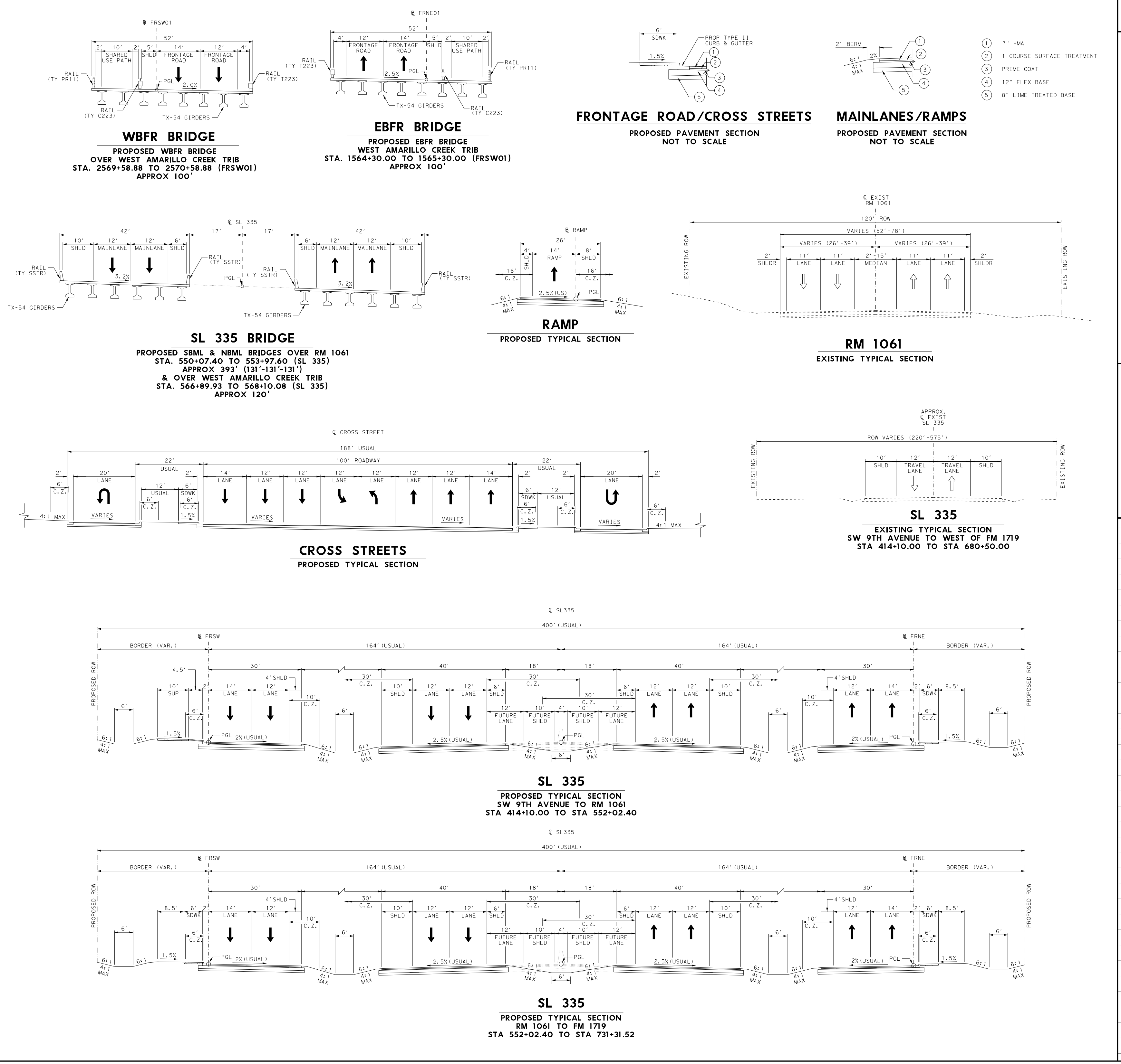


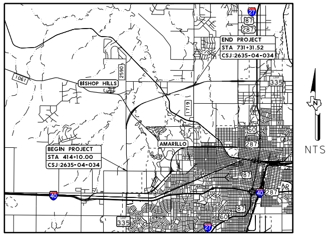
TEXAS DEPARTMENT OF TRANSPORTATION

SCHEMATIC LAYOUT
SL 335 SEGMENT C-1
POTTER COUNTY

AMARILLO DISTRICT DESIGN SCHEMATIC

BRIAN CRAWFORD P.E., DISTRICT ENGINEER

IMPROVEMENTS LOCATIONS:
SL 335: SW 9TH AVE. TO FM 1719
CSJ: 2635-04-034
LENGTH: 6.01 MI / 31,722 FT


END PROJECT
STA 731+31.52
CSJ:2635-04-034
BEGIN PROJECT
STA 414+10.00
CSJ:2635-04-034
BISHOP HILLS
AMARILLO
1061
2590
1719
335
287
87
60
40
27
NTS

PROJECT LOCATION MAP

NOT A BIDDING DOCUMENT

KRISTI D. FLAGG, P.E.
P.E. #91780
PROJECT MANAGER

DATE

SUBMITTED FOR APPROVAL FOR FURTHER PROJECT DEVELOPMENT

RECOMMENDED BY
ADVANCED PROJECT DEVELOPMENT DIRECTOR

RECOMMENDED BY
DISTRICT DESIGN ENGINEER

RECOMMENDED BY
AREA ENGINEER

APPROVED BY
DIRECTOR, TRANSPORTATION PLANNING & DEVELOPMENT

ROADWAY	DESIGN SPEED	CLASSIFICATION
MAINLANES	55 M.P.H.	URBAN FREEWAY
FRONTAGE ROADS	50 M.P.H.	URBAN COLLECTOR
RAMPS	50 M.P.H.	URBAN FREEWAY
CROSS STREETS	40 M.P.H.	URBAN ARTERIAL
U-TURNS	15 M.P.H.	URBAN COLLECTOR

PROPOSED DESIGN STANDARDS (STRUCTURES):	LRFD
PROPOSED DESIGN STANDARDS (ROADWAY):	TxDOT ROADWAY DESIGN MANUAL CHAPTER 3, 4R, SECTION 6 FREEWAYS (APRIL 2018)
PROPOSED DESIGN STANDARDS (TRAFFIC):	TMUTCD & APPLICABLE TRAFFIC STANDARDS
ROAD TYPE:	4-LANE FREEWAY WITH MAINLANES & FRONTAGE ROADS
STATE PLANE ZONE:	4201 - N
SURFACE ADJUSTMENT SCALE FACTOR:	1.000250413
FUNCTIONAL CLASSIFICATION:	URBAN FREEWAY
TERRAIN:	ROLLING
e_{max}:	6%
ADT:	2025 14,900 2045 22,330 2055 24,830

PRELIMINARY
FOR REVIEW ONLY
NOT FOR CONSTRUCTION, BIDDING,
OR PERMIT PURPOSES
JMT
TBPE FIRM REG. NO. F-16341
ENGINEER KRISTI D. FLAGG
P.E. NO. 91780 DATE 3/23/2020

HORIZONTAL SCALE: 1"=100' (50' 0' 100' 200' SCALE IN FEET)
VERTICAL SCALE: 1"=10' (5' 0' 10' 20' SCALE IN FEET)

DESIGN EXCEPTIONS: NONE, DESIGN WAIVERS: NONE, DESIGN VARIANCES: NONE, RAILROAD CROSSINGS: BNSF

JMT
TBPE FIRM REG. NO. F-16341

Texas Department of Transportation
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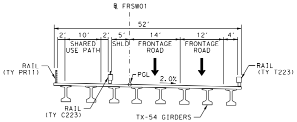
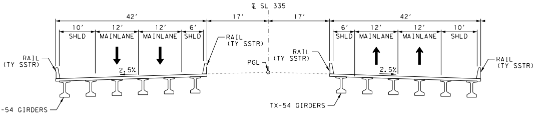

℄ FRSW01
52'
2' 10' 2' 5' 14' 12' 4'
SHARED USE PATH
SHLD
FRONTAGE ROAD
FRONTAGE ROAD
RAIL (TY PR11)
RAIL (TY T223)
PGL
2.0%
RAIL (TY C223)
TX-54 GIRDERS

WBFR BRIDGE

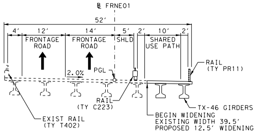
PROPOSED WBFR BRIDGE OVER DRY CREEK
STA. 2645+35.52 TO 2646+45.52 (FRSW01)
APPROX 110'


℄ SL 335
42' 17' 17' 42'
10' 12' 12' 6'
SHLD MAINLANE MAINLANE SHLD
6' 12' 12' 10'
SHLD MAINLANE MAINLANE SHLD
RAIL (TY SSTR)
PGL
2.5%
TX-54 GIRDERS

SL 335 BRIDGE

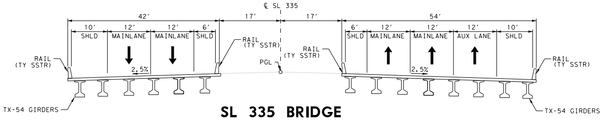
PROPOSED WBML & EBML BRIDGES OVER DRY CREEK
STA. 638+47.50 TO 641+32.50 (SL 335)
APPROX 120'

FRONTA


℄ FRNE01
52'
4' 12' 14' 5' 2' 10' 2'
FRONTAGE ROAD
FRONTAGE ROAD
SHLD
SHARED USE PATH
RAIL (TY PR11)
2.0%
PGL
RAIL (TY C223)
TX-46 GIRDERS
EXIST RAIL (TY T402)
BEGIN WIDENING
EXISTING WIDTH 39.5'
PROPOSED 12.5' WIDENING

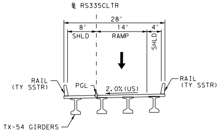
EBFR BRIDGE

PROPOSED EBFR BRIDGE OVER DRY CREEK
STA. 1633+90.00 TO 1634+90.00 (FRSW01)
APPROX 100'


℄ SL 335
42' 17' 17' 54'
10' 12' 12' 6'
SHLD MAINLANE MAINLANE SHLD
6' 12' 12' 12' 10'
SHLD MAINLANE MAINLANE AUX LANE SHLD
RAIL (TY SSTR)
PGL
2.5%
TX-54 GIRDERS

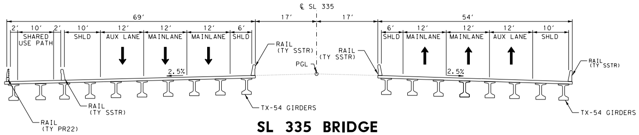
SL 335 BRIDGE

PROPOSED WBML & EBML BRIDGES
OVER N COULTER ST
STA. 621+34.09 TO 625+24.10 (SL 335)
APPROX 390' (130'-130'-130')


℄ RS335CLTR
28'
8' 14' 4'
SHLD RAMP SHLD
RAIL (TY SSTR)
PGL
2.0%(US)
TX-54 GIRDERS

RAMP BRIDGE

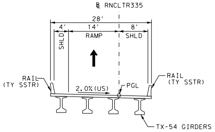
PROPOSED WB RAMP BRIDGE OVER DRY CREEK
STA. 20+07.60 TO 22+80.13 (RS335CLTR)
APPROX 275 FT (85'-105'-85')


℄ SL 335
69' 17' 17' 54'
2' 10' 2' 10' 12' 12' 12' 6'
SHARED USE PATH
SHLD AUX LANE MAINLANE MAINLANE SHLD
6' 12' 12' 12' 10'
SHLD MAINLANE MAINLANE AUX LANE SHLD
RAIL (TY SSTR)
PGL
2.5%
RAIL (TY PR22)
TX-54 GIRDERS

SL 335 BRIDGE

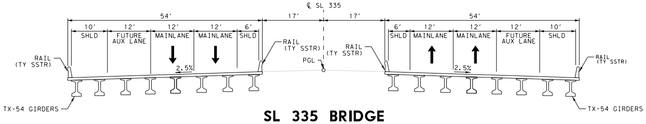
PROPOSED WBML & EBML BRIDGES OVER BNSF RAILROAD
STA. 645+30.00 TO 653+00.00 (SL 335)
APPROX 823' (125'-148'-140'-140'-150'-120')

EXISTING ROW


℄ RNCLTR335
28'
4' 14' 8'
SHLD RAMP SHLD
RAIL (TY SSTR)
2.0%(US)
PGL
TX-54 GIRDERS

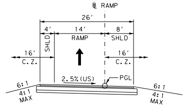
RAMP BRIDGE

PROPOSED EB RAMP BRIDGE OVER DRY CREEK
STA. 18+41.97 TO 21+41.97 (RNCLTR335)
APPROX 300 FT (70'-110'-120')


℄ SL 335
54' 17' 17' 54'
10' 12' 12' 12' 6'
SHLD FUTURE AUX LANE MAINLANE MAINLANE SHLD
6' 12' 12' 12' 10'
SHLD MAINLANE MAINLANE FUTURE AUX LANE SHLD
RAIL (TY SSTR)
PGL
2.5%
TX-54 GIRDERS

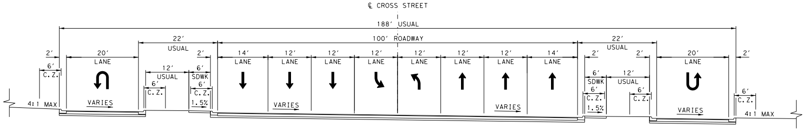
SL 335 BRIDGE

PROPOSED WBML & EBML BRIDGES OVER FM 1719
STA. 716+67.05 TO 720+66.98 (SL 335)
APPROX 400' (130'-135'-135')


℄ RAMP
26'
4' 14' 8'
SHLD RAMP SHLD
16' C.Z.
16' C.Z.
2.5%(US)
PGL
6:1
4:1 MAX

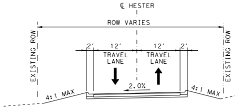
RAMP

PROPOSED TYPICAL SECTION


℄ CROSS STREET
188' USUAL
100' ROADWAY
22' USUAL
2' 20' LANE
6' C.Z.
12' USUAL
6' SDWK
6' C.Z.
1.5%
14' 12' 12' 12' 12' 12' 12' 14'
LANE LANE LANE LANE LANE LANE LANE LANE
VARIES
4:1 MAX

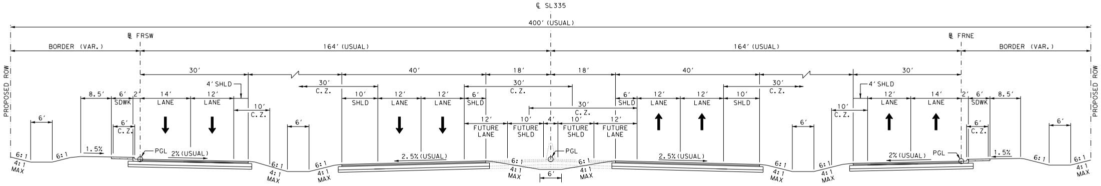
CROSS STREETS

PROPOSED TYPICAL SECTION


℄ HESTER
ROW VARIES
2' 12' 12' 2'
TRAVEL LANE
TRAVEL LANE
2.0%
EXISTING ROW
4:1 MAX

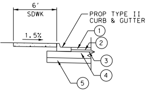
HESTER DR

PROPOSED TYPICAL SECTION


℄ SL335
400' (USUAL)
℄ FRSW
℄ FRNE
BORDER (VAR.)
164' (USUAL)
PROPOSED ROW
30' 40' 18' 18' 40' 30'
4' SHLD
8.5' 6' 2' 14' 12'
SDWK LANE LANE
10' C.Z.
30' C.Z.
10' SHLD
12' LANE
12' LANE
6' SHLD
12' FUTURE LANE
10' FUTURE SHLD
4'
10' FUTURE SHLD
6' C.Z.
PGL
2%(USUAL)
2.5%(USUAL)
1.5%
6:1
4:1 MAX
6'

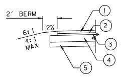
SL 335

PROPOSED TYPICAL SECTION
RM 1061 TO FM 1719
STA 552+02.40 TO STA 731+31.52


6'
SDWK
1.5%
PROP TYPE II CURB & GUTTER
①
②
③
④
⑤

AGE ROAD/CROSS STREETS

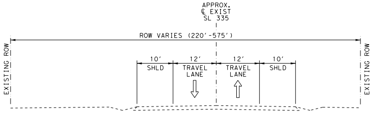
PROPOSED PAVEMENT SECTION
NOT TO SCALE


2' BERM
2%
6:1
4:1 MAX
①
②
③
④
⑤

MAINLANES/RAMPS

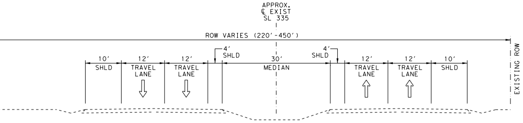
PROPOSED PAVEMENT SECTION
NOT TO SCALE

① 7" HMA
② 1-COURSE SURFACE TREATMENT
③ PRIME COAT
④ 12" FLEX BASE
⑤ 8" LIME TREATED BASE


APPROX.
℄ EXIST
SL 335
ROW VARIES (220'-575')
EXISTING ROW
EXISTING ROW
10'
SHLD
12'
TRAVEL LANE
12'
TRAVEL LANE
10'
SHLD

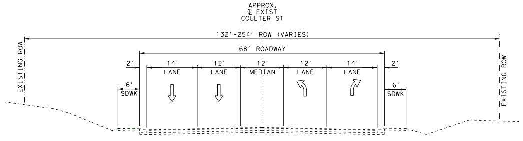
SL 335

EXISTING TYPICAL SECTION
SW 9TH AVENUE TO WEST OF FM 1719
STA 414+10.00 TO STA 680+50.00


APPROX.
℄ EXIST
SL 335
ROW VARIES (220'-450')
EXISTING ROW
10'
SHLD
12'
TRAVEL LANE
12'
TRAVEL LANE
4'
SHLD
30'
MEDIAN
4'
SHLD
12'
TRAVEL LANE
12'
TRAVEL LANE
10'
SHLD

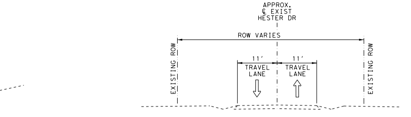
SL 335

EXISTING TYPICAL SECTION
WEST OF FM 1719 TO FM 1719
STA 680+50.00 TO STA 731+31.52


APPROX.
℄ EXIST
COULTER ST
132'-254' ROW (VARIES)
68' ROADWAY
EXISTING ROW
EXISTING ROW
2'
6'
SDWK
14'
LANE
12'
LANE
12'
MEDIAN
12'
LANE
14'
LANE
2'
6'
SDWK

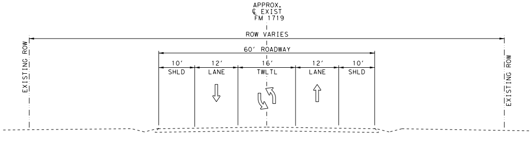
COULTER STREET

EXISTING TYPICAL SECTION


APPROX.
℄ EXIST
HESTER DR
ROW VARIES
EXISTING ROW
EXISTING ROW
11'
TRAVEL LANE
11'
TRAVEL LANE

HESTER DR

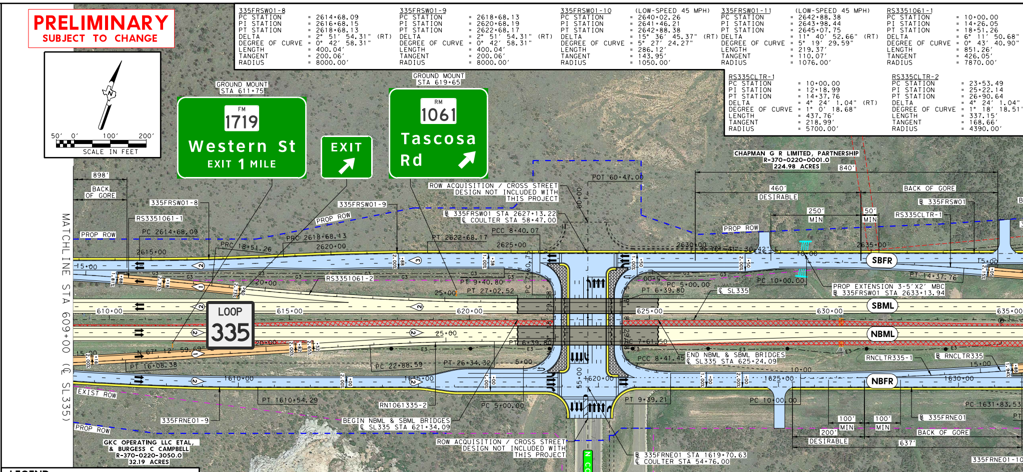
EXISTING TYPICAL SECTION


APPROX.
℄ EXIST
FM 1719
ROW VARIES
60' ROADWAY
EXISTING ROW
EXISTING ROW
10'
SHLD
12'
LANE
16'
TWLTL
12'
LANE
10'
SHLD

FM 1719

EXISTING TYPICAL SECTION

PRELIMINARY
SUBJECT TO CHANGE


50' 0' 100' 200'
SCALE IN FEET
GROUND MOUNT STA 611+75
GROUND MOUNT STA 619+65
FM 1719
Western St
EXIT 1 MILE
EXIT
RM 1061
Tascosa Rd
MATCHLINE STA 609+00 (℄ SL335)
898'
BACK OF GORE
335FRSW01-8
RS3351061-1
PROP ROW
PC 2614+68.09
PRC 18+51.26
2615+00
15+00
335FRSW01-9
PRC 2618+68.13
2620+00
PT 2622+68.17
PCC 8+40.07
2625+00
ROW ACQUISITION / CROSS STREET DESIGN NOT INCLUDED WITH THIS PROJECT
℞ 335FRSW01 STA 2627+13.22
℄ COULTER STA 58+47.00
POT 60+47.00
60+00
RS3351061-2
20+00
25+00
PT 9+40.80
PT 27+02.52
PC 7+60.75
610+00
LOOP 335
615+00
620+00
625+00
630+00
635+00
N 67° 12' 59.69"
PT 16+08.38
PC 22+88.59
PT 26+34.32
5+00
PT 6+39.80
1610+00
1615+00
1620+00
1625+00
1630+00
PT 1610+54.29
RN1061335-2
PC 5+00.00
EXIST ROW
335FRNE01-9
BEGIN NBML & SBML BRIDGES
℄ SL335 STA 621+34.09
PROP ROW
GKC OPERATING LLC ETAL, & BURGESS C CAMPBELL R-370-0220-3050.0 32.19 ACRES
55+00
PT 9+39.21
℞ 335FRNE01 STA 1619+70.63
℄ COULTER STA 54+76.00
CHAPMAN G R LIMITED, PARTNERSHIP R-370-0220-0001.0 224.98 ACRES
840'
460'
DESIRABLE
BACK OF GORE
250' MIN
50' MIN
℞ 335FRSW01
RS335CLTR-1
2630+00
N 70° 41' 30.42" E
2635+00
10+00
PC 5+00.00
PC 10+00.00
PT 14+37.76
PROP EXTENSION 3-5'X2' MBC
℞ 335FRSW01 STA 2633+13.94
℄ SL335
SBFR
SBML
NBML
NBFR
PC 7+61.50
PCC 8+41.45
END NBML & SBML BRIDGES
℄ SL335 STA 625+24.09
RNCLTR335-1
℞ RNCLTR335
PC 10+00.00
100' MIN
100' MIN
200'
DESIRABLE
BACK OF GORE
637'
℞ 335FRNE01
PC 1631+83.53
335FRNE01-10
N COULTER

335FRSW01-8
PC STATION = 2614+68.09
PI STATION = 2616+68.15
PT STATION = 2618+68.13
DELTA = 2° 51' 54.31" (RT)
DEGREE OF CURVE = 0° 42' 58.31"
LENGTH = 400.04'
TANGENT = 200.06'
RADIUS = 8000.00'

335FRSW01-9
PC STATION = 2618+68.13
PI STATION = 2620+68.19
PT STATION = 2622+68.17
DELTA = 2° 51' 54.31" (RT)
DEGREE OF CURVE = 0° 42' 58.31"
LENGTH = 400.04'
TANGENT = 200.06'
RADIUS = 8000.00'

335FRSW01-10 (LOW-SPEED 45 MPH)
PC STATION = 2640+02.26
PI STATION = 2641+46.21
PT STATION = 2642+88.38
DELTA = 15° 36' 45.37" (RT)
DEGREE OF CURVE = 5° 27' 24.27"
LENGTH = 286.12'
TANGENT = 143.95'
RADIUS = 1050.00'

335FRSW01-11 (LOW-SPEED 45 MPH)
PC STATION = 2642+88.38
PI STATION = 2643+98.44
PT STATION = 2645+07.75
DELTA = 11° 40' 52.66" (RT)
DEGREE OF CURVE = 5° 19' 29.59"
LENGTH = 219.37'
TANGENT = 110.07'
RADIUS = 1076.00'

RS3351061-1
PC STATION = 10+00.00
PI STATION = 14+26.05
PT STATION = 18+51.26
DELTA = 6° 11' 50.68"
DEGREE OF CURVE = 0° 43' 40.90"
LENGTH = 851.26'
TANGENT = 426.05'
RADIUS = 7870.00'

RS335CLTR-1
PC STATION = 10+00.00
PI STATION = 12+18.99
PT STATION = 14+37.76
DELTA = 4° 24' 1.04" (RT)
DEGREE OF CURVE = 1° 0' 18.68"
LENGTH = 437.76'
TANGENT = 218.99'
RADIUS = 5700.00'

RS335CLTR-2
PC STATION = 23+53.49
PI STATION = 25+22.14
PT STATION = 26+90.64
DELTA = 4° 24' 1.04"
DEGREE OF CURVE = 1° 18' 18.51"
LENGTH = 337.15'
TANGENT = 168.66'
RADIUS = 4390.00'

LEGEND

▭	PROPOSED MAINLANES
▭	PROPOSED FRONTAGE ROAD/CROSS STREET
▭	PROPOSED RAMP
▭	PROPOSED BRIDGE
▦	PROPOSED PAVED MEDIAN
▭	EXISTING BRIDGE TO REMAIN
🟥	SHARED USE PATH
🟨	PROPOSED SIDEWALK
■	PROPOSED PAVEMENT IN ADJACENT SEGMENT
▭	FEMA FLOOD PLAIN ZONE A/AE
▩	PAVEMENT REMOVAL
▨	POTENTIAL DETENTION LOCATION
—	PROPOSED RETAINING WALL
-·-·-	EXISTING ROW
-·-·-	PROPOSED ROW
- - -	EXISTING PROPERTY LINE
- - -	EXISTING EASEMENT
(#)	# OF TRAVEL LANES

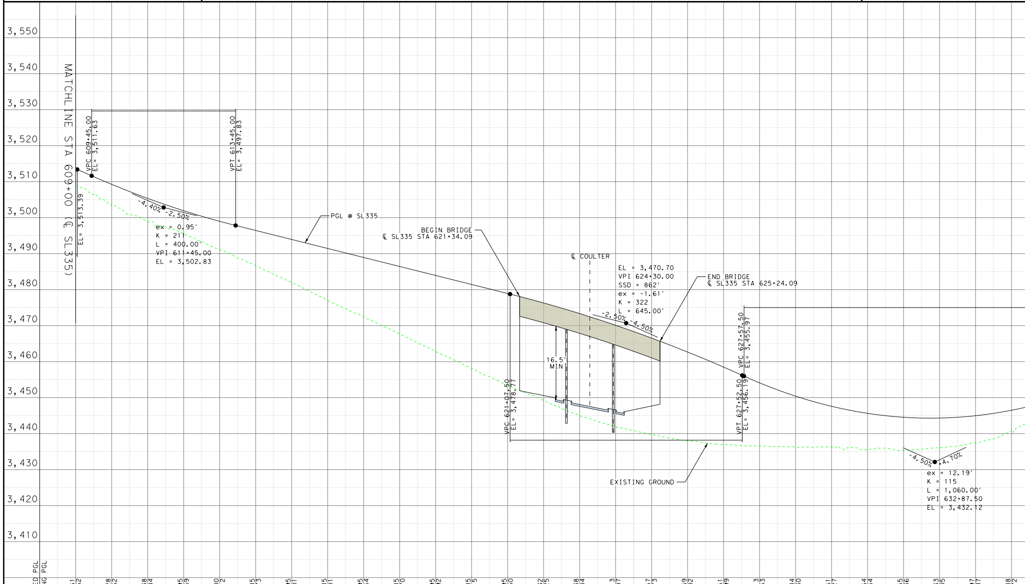
UTILITY LEGEND

QL"B"	QL"C/D"	
T1	T1(D)	AT&T (TELEPHONE)
T2	T2(D)	AT&T (FIBER OPTIC)
T3	T3(D)	AT&T LEGACY (FIBER OPTIC)
T4	T4(D)	ZAYO GROUP (FIBER OPTIC)
T5	T5(D)	SPRINT NEXTEL
T6	T6(D)	QWEST (FIBER OPTIC)
T7	T7(D)	FIBERLIGHT (FIBER OPTIC)
T8	T8(D)	WEST TX. RURAL TELEPHONE CO-OP (FIBER OPTIC)
T9	T9(D)	SUDDENLINK
T10	T10(D)	LEVEL 3
T11	T11(D)	XIT COMMUNICATION
T12	T12(D)	NTS COMMUNICATIONS. INC

QL"B"	QL"C/D"	
G1	G1(D)	ATMOS ENERGY
G2	G2(D)	PLAINS PIPELINE
G3	G3(D)	NUSTAR LOGISTICS
G4	G4(D)	AMARILLO NATURAL GAS
G5	G5(D)	AGRITEX GAS
G6	G6(D)	ETC TRANSWESTERN PIPELINE
G7	G7(D)	ONEOK
G8	G8(D)	BLUEFISH PIPELINE
G9	G9(D)	WEST TEXAS GAS
G10	G10(D)	JUNCTION PIPELINE
G11	G11(D)	ALL AMERICAN PIPELINE

QL"B"	QL"C/D"	
CTV1	CTV1(D)	SUDDENLINK (CABLE TELEVISION)
E1	OED	XCEL ENERGY UG(DISTRIBUTION)
E2	OET	XCEL ENERGY UG(TRANSMISION)
E3	E3(D)	TxDOT UG
WW		CITY OF AMARILLO (FUTURE WASTEWATER)
WW1	WW1(D)	CITY OF AMARILLO (WASTEWATER)
FM1	FM1(D)	CITY OF AMARILLO (FORCE MAIN)
W1	W1(D)	CITY OF AMARILLO
W2	W2(D)	CANADIAN RIVER MUNICIPALITY WATER AUTHORITY
UNK		UNKNOWN

RN1061335-2
PC STATION = 22+88.59
PI STATION = 24+61.51
PT STATION = 26+34.32
DELTA = 3° 28' 30.73" (RT)
DEGREE OF CURVE = 1° 0' 18.68"
LENGTH = 345.73'
TANGENT = 172.92'
RADIUS = 5700.00'



PROPOSED PGL	3,513.61	3,509.28	3,505.38	3,501.95	3,499.00	3,496.45	3,493.95	3,491.45	3,488.95	3,486.45	3,483.95	3,481.45	3,478.95	3,476.32	3,473.38	3,470.13	3,466.57	3,462.69	3,458.51	3,454.13	3,450.44	3,447.61	3,445.64	3,444.55	3,444.33	3,444.97	3,446.48
EXISTING PGL	3,508.62	3,503.62	3,498.84	3,495.59	3,491.12	3,486.73	3,482.01	3,477.01	3,472.54	3,467.70	3,462.92	3,458.15	3,453.50	3,449.25	3,445.04	3,442.07	3,439.73	3,438.02	3,436.99	3,436.53	3,436.30	3,436.27	3,435.54	3,435.36	3,436.05	3,437.47	3,440.72
		610+00					615+00					620+00					625+00					630+00					635+00

RS3351061-2
PC STATION = 18+51.26
PI STATION = 22+77.31
PT STATION = 27+02.52
DELTA = 6° 11′ 50.68" (RT)
DEGREE OF CURVE = 0° 43′ 40.90"
LENGTH = 851.26′
TANGENT = 426.05′
RADIUS = 7870.00′

335FRNE01-9
PC STATION = 1605+00.16
PI STATION = 1607+77.34
PT STATION = 1610+54.29
DELTA = 4° 2′ 3.12" (RT)
DEGREE OF CURVE = 0° 43′ 40.90"
LENGTH = 554.13′
TANGENT = 277.18′
RADIUS = 7870.00′

335FRNE01-10 (LOW-SPEED 45 MPH)
PC STATION = 1631+83.53
PI STATION = 1632+51.98
PT STATION = 1633+20.40
DELTA = 2° 37′ 3.61" (RT)
DEGREE OF CURVE = 1° 54′ 44.67"
LENGTH = 136.88′
TANGENT = 68.45′
RADIUS = 2996.00′

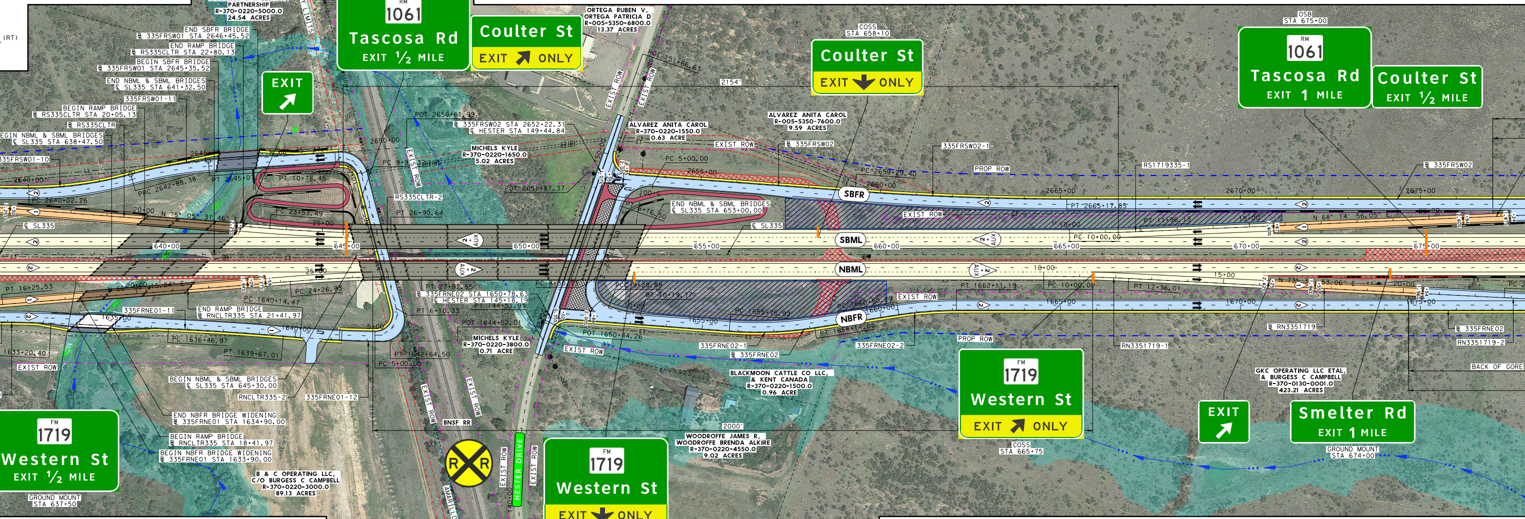
335FRNE01-11 (LOW-SPEED 45 MPH)
PC STATION = 1636+46.97
PI STATION = 1638+07.01
PT STATION = 1639+67.01
DELTA = 2° 9′ 4.24" (RT)
DEGREE OF CURVE = 0° 40′ 19.81"
LENGTH = 320.03′
TANGENT = 160.04′
RADIUS = 8524.00′

335FRNE01-12 (LOW-SPEED 45 MPH)
PC STATION = 1640+14.47
PI STATION = 1641+39.56
PT STATION = 1642+64.50
DELTA = 4° 46′ 7.85" (RT)
DEGREE OF CURVE = 1° 54′ 26.34"
LENGTH = 250.03′
TANGENT = 125.09′
RADIUS = 3004.00′

335FRSW02-1
PC STATION = 2659+29.40
PI STATION = 2662+23.76
PT STATION = 2665+17.85
DELTA = 4° 12′ 52.06" (RT)
DEGREE OF CURVE = 0° 42′ 58.31"
LENGTH = 588.45′
TANGENT = 294.36′
RADIUS = 8000.00′

RS1719335-1
PC STATION = 10+00.00
PI STATION = 10+98.08
PT STATION = 11+96.13
DELTA = 2° 26′ 34.38" (RT)
DEGREE OF CURVE = 1° 14′ 44.02"
LENGTH = 196.13′
TANGENT = 98.08′
RADIUS = 4600.00′

RS1719335-2
PC STATION =
PI STATION =
PT STATION =
DELTA =
DEGREE OF CURVE =
LENGTH
TANGENT
RADIUS


(RT)
(RT)
CHAPMAN G R LIMITED, PARTNERSHIP
R-370-0220-5000.0
24.54 ACRES
AMARILLO CITY LIMITS
OSB
STA 645+00
RM 1061
Tascosa Rd
EXIT ½ MILE
Coulter St
EXIT ONLY
ORTEGA RUBEN V, ORTEGA PATRICIA D
R-005-5350-6800.0
13.37 ACRES
COSS
STA 658+10
Coulter St
EXIT ONLY
OSB
STA 675+00
RM 1061
Tascosa Rd
EXIT 1 MILE
Coulter St
EXIT ½ MILE
END SBFR BRIDGE
℄ 335FRSW01 STA 2646+45.52
END RAMP BRIDGE
℄ RS335CLTR STA 22+80.13
BEGIN SBFR BRIDGE
℄ 335FRSW01 STA 2645+35.52
END NBML & SBML BRIDGES
℄ SL335 STA 641+32.50
335FRSW01-11
BEGIN RAMP BRIDGE
℄ RS335CLTR STA 20+05.13
℄ RS335CLTR
BEGIN NBML & SBML BRIDGES
℄ SL335 STA 638+47.50
335FRSW01-10
EXIT
2640+00
PC 2640+02.26
PRC 2642+88.38
2645+00
PT 2645+07.15
PT 10+78.45
PC 23+53.49
20+00
N 75° 05′ 31.46" E
25+00
℄ SL335
640+00
645+00
650+00
2650+00
POT 2650+61.99
℄ 335FRSW02 STA 2652+22.31
℄ HESTER STA 149+44.84
MICHELS KYLE
R-370-0220-1650.0
5.02 ACRES
PC 9+91.32
EXIST ROW
POT 2651+87.37
RS335CLTR-2
PT 26+90.64
POT 151+66.63
EXIST ROW
EXIST ROW
2154′
ALVAREZ ANITA CAROL
R-370-0220-1550.0
0.63 ACRE
ALVAREZ ANITA CAROL
R-005-5350-7600.0
9.59 ACRES
EXIST ROW
℄ 335FRSW02
335FRSW02-1
PROP ROW
PC 5+00.00
2655+00
PC 2659+29.40
2660+00
SBFR
END NBML & SBML BRIDGES
℄ SL335 STA 653+00.00
PT 6+16.50
℄ SL335
655+00
SBML
660+00
NBML
10+00
AUX
EXIST ROW
RS1719335-1
2665+00
PT 2665+17.85
2670+00
2675+00
N 68° 14′ 56.05" E
PT 11+96.13
15+00
20+00
PC 10+00.00
665+00
670+00
675+00
℄ 335FRSW02
PT 16+25.53
N 66° 08′ 15.84" E
PC 24+26.93
PC 1640+14.47
PT 27+92.55
℄ 335FRNE02 STA 1650+78.63
℄ HESTER STA 145+18.19
PT 144+51.95
PT 6+10.33
POT 1644+52.01
335FRNE01-11
1635+00
END RAMP BRIDGE
℄ RNCLTR335 STA 21+41.97
1640+00
PC 1636+46.97
PT 1639+67.01
1633+20.40
PT 1642+64.50
PC 5+00.00
EXIST ROW
MICHELS KYLE
R-370-0220-3800.0
0.71 ACRE
BEGIN NBML & SBML BRIDGES
℄ SL335 STA 645+30.00
RNCLTR335-2
335FRNE01-12
END NBFR BRIDGE WIDENING
℄ 335FRNE01 STA 1634+90.00
BEGIN RAMP BRIDGE
℄ RNCLTR335 STA 18+41.97
BEGIN NBFR BRIDGE WIDENING
℄ 335FRNE01 STA 1633+90.00
B & C OPERATING LLC,
C/O BURGESS C CAMPBELL
R-370-0220-3000.0
89.13 ACRES
FM 1719
Western St
EXIT ½ MILE
GROUND MOUNT
STA 637+50
BNSF RR
R R
EXIST ROW
HESTER DRIVE
140+00
EXIST ROW
AMARILLO CITY LIMITS
FM 1719
Western St
EXIT ONLY
COSS
STA 653+00
TINKHAM ALANA
R-370-0220-4553.0
0.59 ACRE
PC 8+80
PCC 9+28.88
PT 10+19.77
10+00
PC 1655+75.92
1655+00
POT 1650+44.26
NBFR
PC 1660+50.29
1660+00
PT 1658+14.05
PT 1662+11.19
EXIST ROW
335FRNE02-1
℄ 335FRNE02
335FRNE02-2
PROP ROW
BLACKMOON CATTLE CO LLC,
& KENT CANADA
R-370-0220-1500.0
0.96 ACRE
2000′
WOODROFFE JAMES R,
WOODROFFE BRENDA ALKIRE
R-370-0220-4550.0
9.02 ACRES
FM 1719
Western St
EXIT ONLY
COSS
STA 665+75
1665+00
1670+00
1675+00
PT 12+36.01
N 73° 53′ 06" E
℄ RN3351719
RN3351719-1
℄ 335FRNE02
RN3351719-2
BACK OF GORE
GKC OPERATING LLC ETAL,
& BURGESS C CAMPBELL
R-370-0130-0001.0
423.21 ACRES
EXIT
Smelter Rd
EXIT 1 MILE
GROUND MOUNT
STA 674+00

RNCLTR335-1
PC STATION = 10+00.00
PI STATION = 13+12.93
PT STATION = 16+25.53
DELTA = 4° 33′ 14.58" (RT)
DEGREE OF CURVE = 0° 43′ 40.90"
LENGTH = 625.53′
TANGENT = 312.93′
RADIUS = 7870.00′

RNCLTR335-2
PC STATION = 24+26.93
PI STATION = 26+09.84
PT STATION = 27+92.55
DELTA = 4° 33′ 14.58" (RT)
DEGREE OF CURVE = 1° 14′ 44.02"
LENGTH = 365.62′
TANGENT = 182.91′
RADIUS = 4600.00′

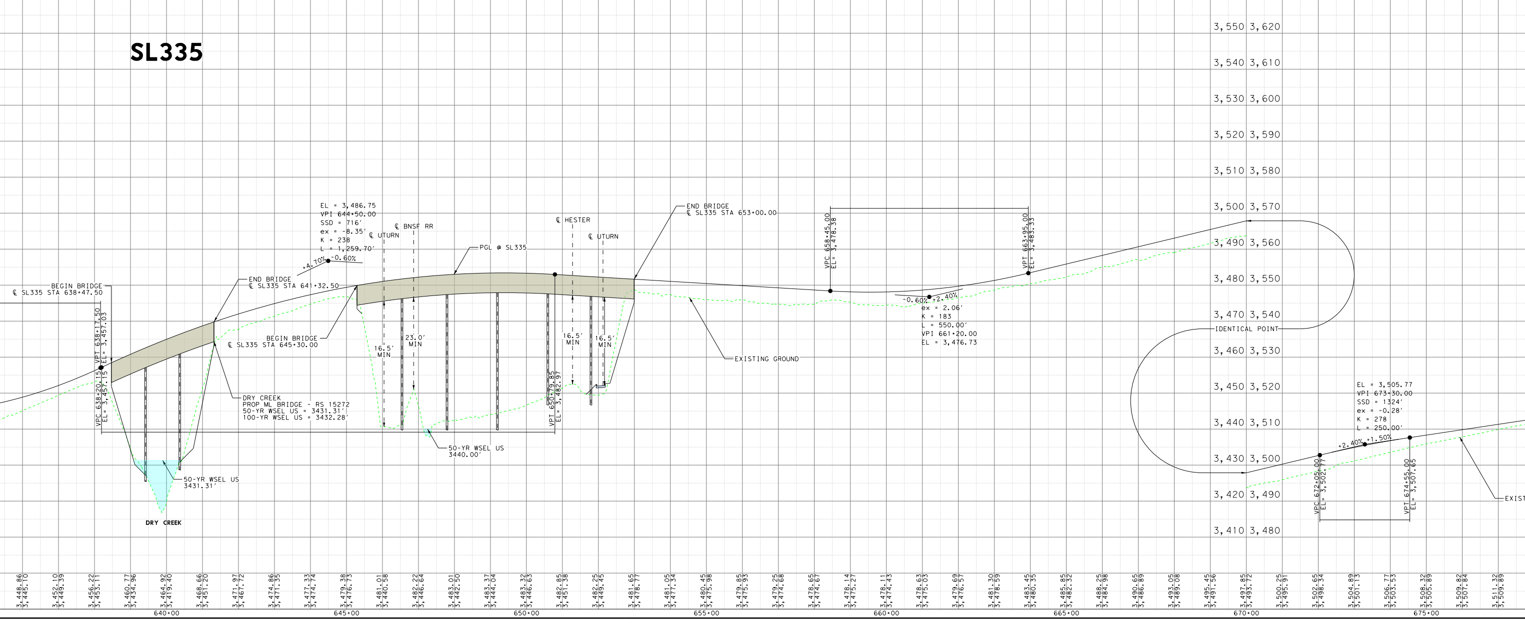
335FRNE02-1 (LOW-SPEED 45 MPH)
PC STATION = 1655+75.92
PI STATION = 1656+95.50
PT STATION = 1658+14.05
DELTA = 12° 59′ 38.78" (RT)
DEGREE OF CURVE = 5° 27′ 24.27"
LENGTH = 238.13′
TANGENT = 119.58′
RADIUS = 1050.00′

335FRNE02-2 (LOW-SPEED 45 MPH)
PC STATION = 1660+50.29
PI STATION = 1661+30.90
PT STATION = 1662+11.19
DELTA = 8° 46′ 46.72" (RT)
DEGREE OF CURVE = 5° 27′ 24.27"
LENGTH = 160.90′
TANGENT = 80.61′
RADIUS = 1050.00′

RN3351719-1
PC STATION = 10+00.00
PI STATION = 11+18.03
PT STATION = 12+36.01
DELTA = 2° 56′ 22.64" (RT)
DEGREE OF CURVE = 1° 14′ 44.02"
LENGTH = 236.01′
TANGENT = 118.03′
RADIUS = 4600.00′

RN3351719-2
PC STATION = 22+81.00
PI STATION = 23+94.19
PT STATION = 25+07.35
DELTA = 1° 38′ 52.38" (RT)
DEGREE OF CURVE = 0° 43′ 40.90"
LENGTH = 226.35′
TANGENT = 113.18′
RADIUS = 7870.00′

SL335


3,550 3,620
3,540 3,610
3,530 3,600
3,520 3,590
3,510 3,580
3,500 3,570
3,490 3,560
3,480 3,550
3,470 3,540
3,460 3,530
3,450 3,520
3,440 3,510
3,430 3,500
3,420 3,490
3,410 3,480
BEGIN BRIDGE
℄ SL335 STA 638+47.50
VPT 638+17.50
EL= 3,457.03
VPC 638+20.15
EL= 3,457.15
END BRIDGE
℄ SL335 STA 641+32.50
EL = 3,486.75
VPI 644+50.00
SSD = 716′
ex = -8.35′
K = 238
L = 1,259.70′
+4.70%
-0.60%
℄ UTURN
℄ BNSF RR
PGL @ SL335
℄ HESTER
℄ UTURN
END BRIDGE
℄ SL335 STA 653+00.00
BEGIN BRIDGE
℄ SL335 STA 645+30.00
16.5′ MIN
23.0′ MIN
16.5′ MIN
16.5′ MIN
VPT 650+79.85
EL= 3,482.97
DRY CREEK
PROP ML BRIDGE - RS 15272
50-YR WSEL US = 3431.31′
100-YR WSEL US = 3432.28′
50-YR WSEL US
3431.31′
DRY CREEK
50-YR WSEL US
3440.00′
EXISTING GROUND
VPC 658+45.00
EL= 3,478.38
VPT 663+95.00
EL= 3,483.33
-0.60%
+2.40%
ex = 2.06′
K = 183
L = 550.00′
VPI 661+20.00
EL = 3,476.73
IDENTICAL POINT
EL = 3,505.77
VPI 673+30.00
SSD = 1324′
ex = -0.28′
K = 278
L = 250.00′
+2.40%
+1.50%
VPC 672+05.00
EL= 3,502.77
VPT 674+55.00
EL= 3,507.65
EXIST
3,448.86 3,445.10
3,452.10 3,449.39
3,456.22 3,453.11
3,460.77 3,434.96
3,464.92 3,419.40
3,468.66 3,451.20
3,471.97 3,467.72
3,474.86 3,471.35
3,477.33 3,474.74
3,479.38 3,476.73
3,481.01 3,440.58
3,482.22 3,446.64
3,483.01 3,442.50
3,483.37 3,444.04
3,483.32 3,446.63
3,482.85 3,451.38
3,482.25 3,449.45
3,481.65 3,478.77
3,481.05 3,477.34
3,480.45 3,475.98
3,479.85 3,475.93
3,479.25 3,474.68
3,478.65 3,474.67
3,478.14 3,475.27
3,478.11 3,474.43
3,478.63 3,475.03
3,479.69 3,476.57
3,481.30 3,478.59
3,483.45 3,480.35
3,485.85 3,482.32
3,488.25 3,484.98
3,490.65 3,486.89
3,493.05 3,489.08
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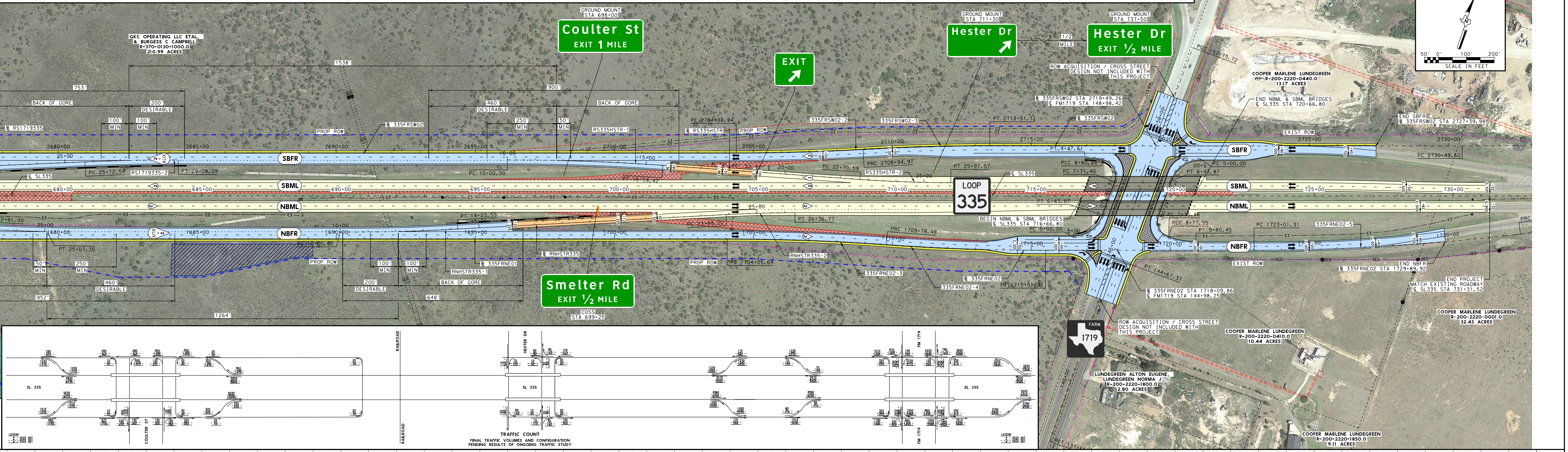
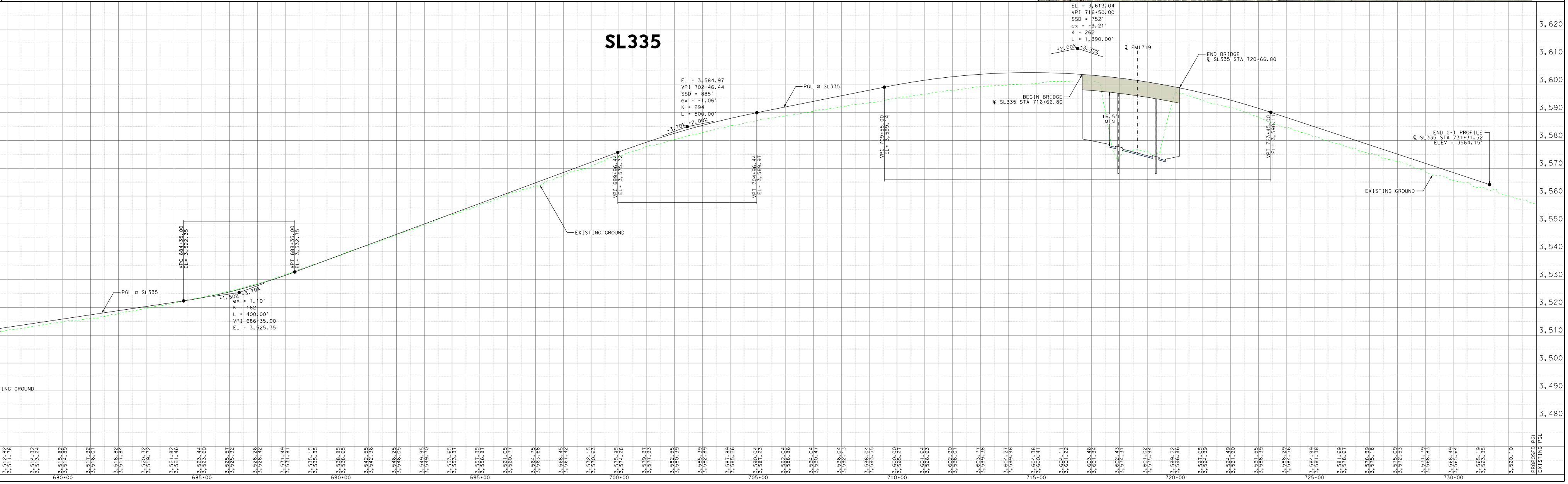
3,502.65 3,498.34
3,504.89 3,501.13
3,506.77 3,503.53
3,508.32 3,505.89
3,509.82 3,507.84
3,511.32 3,509.89
640+00
645+00
650+00
655+00
660+00
665+00
670+00
675+00

		335FRSW02-2	335FRSW02-3	RS335HESTER-1	RS335HESTER-2	RNHSTR335-1	RNHSTR335-2	335FRNE02-3	335FRNE02-4	335FRNE02-5
	25+72.54	PC STATION = 2704+38.84	PC STATION = 2708+94.97	PC STATION = 10+00.00	PC STATION = 22+70.59	PC STATION = 10+00.00	PC STATION = 23+89.20	PC STATION = 1704+05.64	PC STATION = 1709+78.48	PC STATION = 1723+01.31
	27+40.34	PI STATION = 2706+66.97	PI STATION = 2711+23.10	PI STATION = 12+79.83	PI STATION = 24+34.15	PI STATION = 12+11.83	PI STATION = 25+13.01	PI STATION = 1706+92.18	PI STATION = 1712+65.02	PI STATION = 1727+82.00
	29+08.09	PT STATION = 2708+94.97	PT STATION = 2713+51.11	PT STATION = 15+59.42	PT STATION = 25+97.57	PT STATION = 14+23.55	PT STATION = 26+36.77	PT STATION = 1709+78.48	PT STATION = 1715+51.31	PT STATION = 1732+61.49
	2° 26′ 34.38" (RT)	DELTA = 3° 16′ 0.50" (RT)	DELTA = 3° 16′ 0.50" (RT)	DELTA = 4° 4′ 21.90" (RT)	DELTA = 4° 4′ 21.90" (RT)	DELTA = 3° 5′ 0.94" (RT)	DELTA = 3° 5′ 0.94" (RT)	DELTA = 4° 6′ 9.47" (RT)	DELTA = 4° 6′ 9.47" (RT)	DELTA = 6° 59′ 25.18" (RT)
	0° 43′ 40.90"	DEGREE OF CURVE = 0° 42′ 58.31"	DEGREE OF CURVE = 0° 42′ 58.31"	DEGREE OF CURVE = 0° 43′ 40.90"	DEGREE OF CURVE = 1° 14′ 44.02"	DEGREE OF CURVE = 0° 43′ 40.90"	DEGREE OF CURVE = 1° 14′ 44.02"	DEGREE OF CURVE = 0° 42′ 58.31"	DEGREE OF CURVE = 0° 42′ 58.31"	DEGREE OF CURVE = 0° 43′ 40.90"
	335.55′	LENGTH = 456.13′	LENGTH = 456.13′	LENGTH = 559.42′	LENGTH = 326.98′	LENGTH = 423.55′	LENGTH = 247.57′	LENGTH = 572.84′	LENGTH = 572.84′	LENGTH = 960.17′
	167.80′	TANGENT = 228.13′	TANGENT = 228.13′	TANGENT = 279.83′	TANGENT = 163.56′	TANGENT = 211.83′	TANGENT = 123.81′	TANGENT = 286.54′	TANGENT = 286.54′	TANGENT = 480.68′
	7870.00′	RADIUS = 8000.00′	RADIUS = 8000.00′	RADIUS = 7870.00′	RADIUS = 4600.00′	RADIUS = 7870.00′	RADIUS = 4600.00′	RADIUS = 8000.00′	RADIUS = 8000.00′	RADIUS = 7870.00′

PRELIMINARY
SUBJECT TO CHANGE


50′ 0′ 100′ 200′
SCALE IN FEET
GKC OPERATING LLC ETAL, & BURGESS C CAMPBELL R-370-0130-1000.0 210.99 ACRES
GROUND MOUNT STA 698+00
Coulter St EXIT 1 MILE
EXIT
GROUND MOUNT STA 711+30
Hester Dr
1/2 MILE
GROUND MOUNT STA 737+50
Hester Dr EXIT 1/2 MILE
ROW ACQUISITION / CROSS STREET DESIGN NOT INCLUDED WITH THIS PROJECT
COOPER MARLENE LUNDEGREEN R-200-2220-0440.0 13.17 ACRES
END NBML & SBML BRIDGES ℄ SL335 STA 720+66.80
END SBFR ℄ 335FRSW02 STA 2727+39.98
BACK OF GORE
DESIRABLE
MIN
PROP ROW
EXIST ROW
SBFR
SBML
NBML
NBFR
LOOP 335
BEGIN NBML & SBML BRIDGES ℄ SL335 STA 716+66.80
℄ 335FRNE02 STA 1718+09.86 ℄ FM1719 STA 144+98.25
END NBFR ℄ 335FRNE02 STA 1729+89.92
END PROJECT MATCH EXISTING ROADWAY ℄ SL335 STA 731+31.52
COOPER MARLENE LUNDEGREEN R-200-2220-0001.0 32.43 ACRES
COOPER MARLENE LUNDEGREEN R-200-2220-0410.0 10.44 ACRES
LUNDEGREEN ALTON EUGENE, LUNDEGREEN NORMA J R-200-2220-1800.0 2.80 ACRES
COOPER MARLENE LUNDEGREEN R-200-2220-1850.0 9.11 ACRES
FARM 1719
Smelter Rd EXIT 1/2 MILE
COSS STA 699+25
SL 335
COULTER ST
RAILROAD
HESTER DR
FM 1719
TRAFFIC COUNT
FINAL TRAFFIC VOLUMES AND CONFIGURATION PENDING RESULTS OF ONGOING TRAFFIC STUDY
LEGEND

SL335



Appendix 3: TPP Approved Traffic

Texas Department of Transportation

MEMO

February 12, 2020

To: Brian Crawford, P.E., District Engineer
Attention: Kit R. Black, P.E., Director of TPD

Through: William E. Knowles, P.E.
Traffic Analysis Section Director, TPP

From: Tammye A. Fontenot
Planner, TPP

Subject: Traffic Data
CSJ: 2635-04-034
SL 335:
From SW 9th Avenue
To FM 1719 (Western Street)

Potter County

Attached are consultant provided diagrams depicting 2018 count year and forecasted 2025, 2045 and 2055 average daily traffic volumes and turning movements along SL 335 from SW 9th Avenue to FM 1719 for No-Build and Build Conditions. Also attached are tabulations showing traffic analysis for highway design for the 2025 to 2045 twenty-year period and 2025 and 2055 thirty-year period for the described limits of the route. Included are tabulations showing data for use in air and noise analysis. Please refer to your original memorandum dated August 5, 2019.

If you have any questions or need additional information, please contact Tammye Fontenot at (512) 486-5108.

Attachments

CC: Christopher Johnson, PMP, Transportation Specialist, Amarillo District Design Division

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

Amarillo District

February 10, 2020

Description of Location	Average Daily Traffic 2025	Average Daily Traffic 2045	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2025 to 2045) Flexible Pavement	SN	Rigid Pavement	SLAB
SL 335 (No-Build) From SW 9th Avenue To FM 1719 (Western Street) Potter County	14,780	22,110	55 - 45	10.8	7.0	4.6	11,400	50	4,051,000	3	5,527,000	8"

Data for Use in Air & Noise Analysis

Vehicle Class	Base Year % of ADT	Base Year % of DHV
Light Duty	93.0	95.4
Medium Duty	2.5	1.7
Heavy Duty	4.5	2.9

Description of Location	Average Daily Traffic 2025	Average Daily Traffic 2055	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 30 Year Period (2025 to 2055) Flexible Pavement	SN	Rigid Pavement	SLAB
SL 335 (No-Build) From SW 9th Avenue To FM 1719 (Western Street) Potter County	14,780	24,550	55 - 45	10.8	7.0	4.6	11,500	50	6,477,000	3	8,838,000	8"

NOT INTENDED FOR CONSTRUCTION
BIDDING OR PERMIT PURPOSES
William Erick Knowles, P.E
Serial Number 84704

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

Amarillo District

February 10, 2020

Description of Location	Average Daily Traffic 2025	Average Daily Traffic 2045	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2025 to 2045) Flexible Pavement	S N	Rigid Pavement	SLAB
SL 335 (Build) From SW 9th Avenue To FM 1719 (Western Street) Potter County	14,900	22,330	55 - 45	10.8	7.0	4.6	11,400	50	4,088,000	3	5,577,000	8"

Data for Use in Air & Noise Analysis

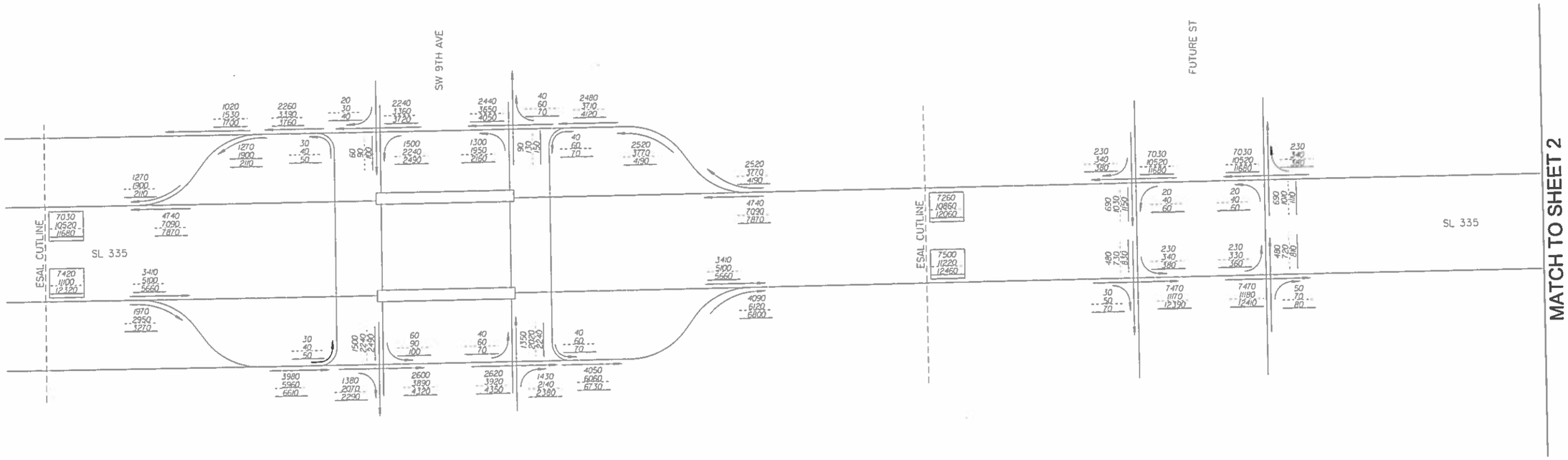
Vehicle Class	Base Year % of ADT	Base Year % of DHV
Light Duty	93.0	95.4
Medium Duty	2.5	1.7
Heavy Duty	4.5	2.9

Description of Location	Average Daily Traffic 2025	Average Daily Traffic 2055	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 30 Year Period (2025 to 2055) Flexible Pavement	S N	Rigid Pavement	SLAB
SL 335 (Build) From SW 9th Avenue To FM 1719 (Western Street) Potter County	14,900	24,830	55 - 45	10.8	7.0	4.6	11,500	50	6,543,000	3	8,928,000	8"

IOT INTENDED FOR CONSTRUCTIO
NDDING OR PERMIT PURPOSE
Villiam Erick Knowles, P.E
Serial Number 84704

NO BUILD CONFIGURATION

NOT INTENDED FOR CONSTRUCTION
BIDDING OR PERMIT PURPOSES
William Erick Knowles, P.E
Serial Number 84704



NOT TO SCALE

LEGEND

1000 - 2025 ADT
1000 - 2045 ADT
1000 - 2055 ADT

1000 - 2025 CUTLINE VOLUME
1000 - 2045 CUTLINE VOLUME
1000 - 2055 CUTLINE VOLUME

ATG ALLIANCE TRANSPORTATION GROUP

Texas Department of Transportation

SL 335
NO BUILD VOLUMES

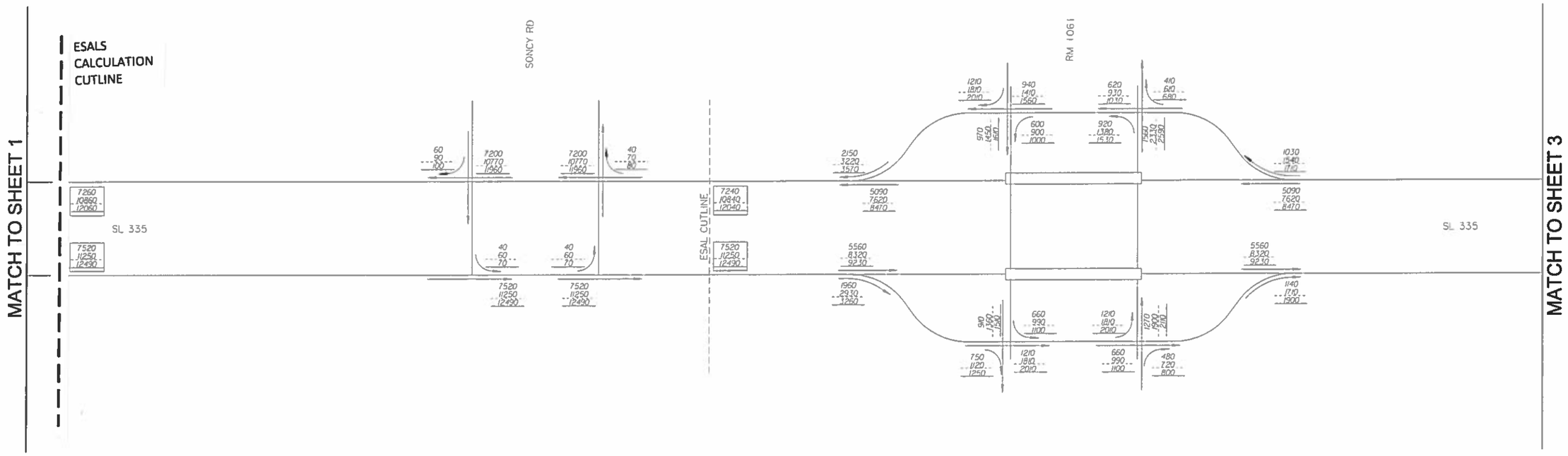
(SHEET 1 OF 4)

SCALE : N.T.S.			PROJECT NO.
DWN: BJ	CKD: JC		EGDV-2018.006
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	DIST	6	POTTER
CONTROL	SECTION	JOB	HWY. NO. / SHEET
2635	04	03#	SL335

...\SL 335*TPP*No Build*HC.dgn 2/6/2020 1:27:52 PM HGrayson

NO BUILD CONFIGURATION

NOT INTENDED FOR CONSTRUCTION
BIDDING OR PERMIT PURPOSES
William Erick Knowles, P.E
Serial Number 84704



NOT TO SCALE

LEGEND

1000 - 2025 ADT
1000 - 2045 ADT
1000 - 2055 ADT

1000 - 2025 CUTLINE VOLUME
1000 - 2045 CUTLINE VOLUME
1000 - 2055 CUTLINE VOLUME

ATG ALLIANCE TRANSPORTATION GROUP
TBPE Firm Registration No. F-512

Texas Department of Transportation

SL 335
NO BUILD VOLUMES

(SHEET 2 OF 4)

SCALE : N.T.S.			PROJECT NO.	
DWN: BJ	CKD: JC		EGDV-2018.0062	
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	DIST	6	POTTER	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
2635	04	034	SL335	

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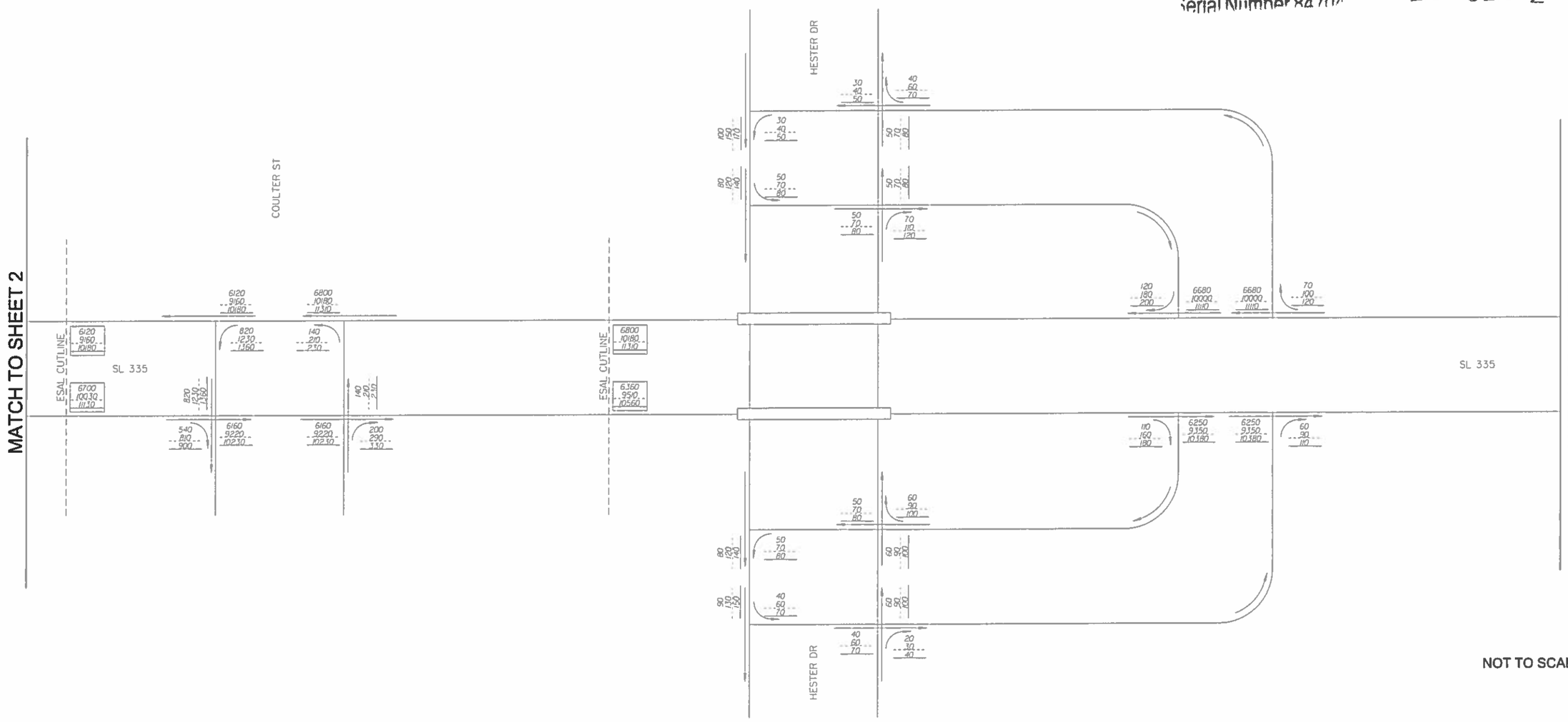
NO BUILD CONFIGURATION

NOT INTENDED FOR CONSTRUCTION
BIDDING OR PERMIT PURPOSES
William Erick Knowles, P.E.
Serial Number 84704



NOT TO SCALE

LEGEND

1000 - 2025 ADT
1000 - 2045 ADT
1000 - 2055 ADT

1000 - 2025 CUTLINE VOLUME
1000 - 2045 CUTLINE VOLUME
1000 - 2055 CUTLINE VOLUME

ATG ALLIANCE TRANSPORTATION GROUP
TBPE Firm Registration No. F-478

Texas Department of Transportation

SL 335
NO BUILD VOLUMES

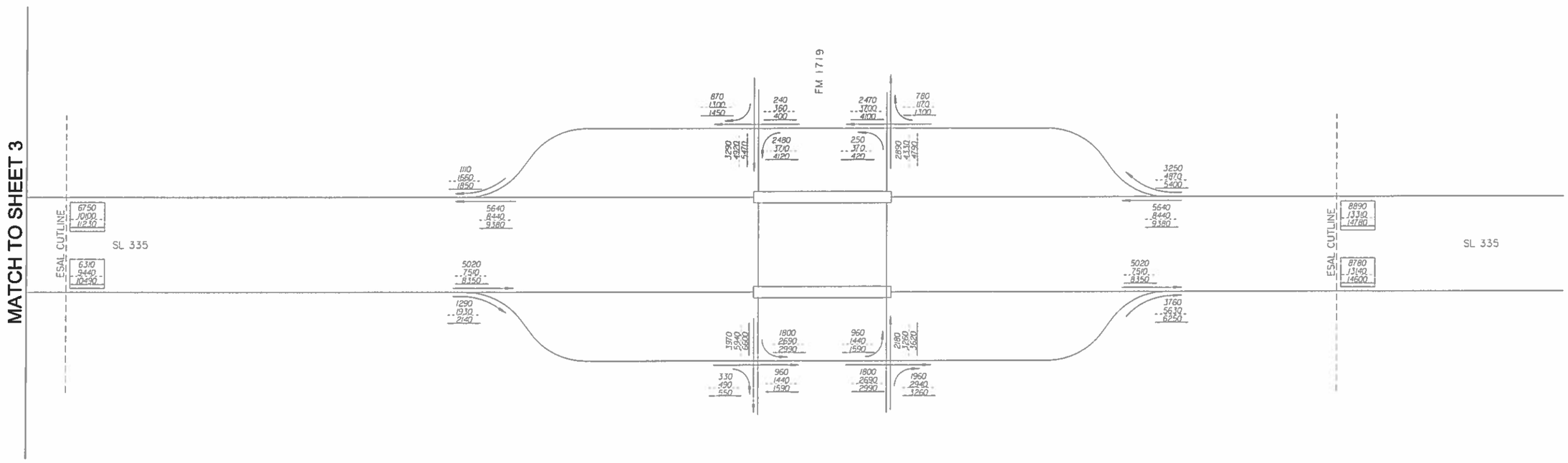
(SHEET 3 OF 4)

SCALE : N.T.S.			PROJECT NO.
DWN: BJ	CKD: JC		EGDV-2018.0062
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	DIST	6	POTTER
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
2635	04	034	SL335

...\SL 335*TPP*No Build*HG.dgn 2/6/2020 1:27:53 PM HGrayson

NOT INTENDED FOR CONSTRUCTION
BIDDING OR PERMIT PURPOSES
William Erick Knowles, P.E.
Serial Number 84704

NO BUILD CONFIGURATION



NOT TO SCALE

LEGEND

1000 - 2025 ADT
1000 - 2045 ADT
1000 - 2055 ADT

1000 - 2025 CUTLINE VOLUME
1000 - 2045 CUTLINE VOLUME
1000 - 2055 CUTLINE VOLUME

ATG ALLIANCE

Texas Department of Transportation

SL 335
NO BUILD VOLUMES

(SHEET 4 OF 4)

SCALE: N.T.S.			PROJECT NO.	
DWN: BJ	CKD: JC		EGDV-2018.0062	
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	DIST	6	POTTER	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
2635	04	034	SL335	

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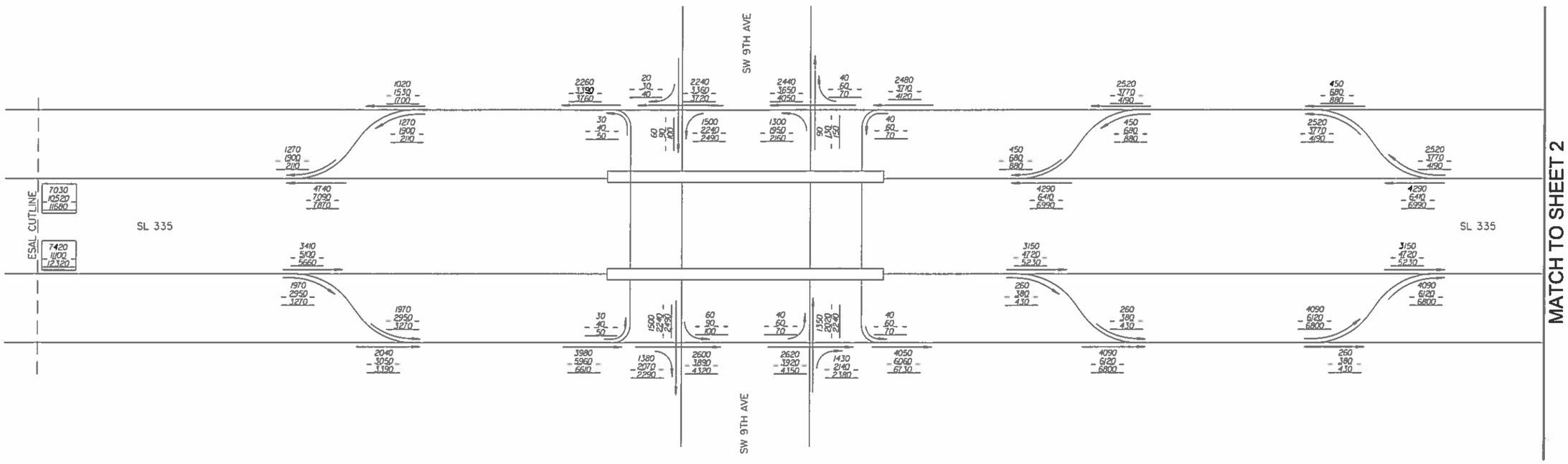
BUILD CONFIGURATION

NOT INTENDED FOR CONSTRUCTION
BIDDING OR PERMIT PURPOSES
William Erick Knowles, P.E.
Serial Number 84704



NOT TO SCALE

LEGEND

1000 - 2025 ADT
1000 - 2045 ADT
1000 - 2055 ADT

1000 - 2025 CUTLINE VOLUME
1000 - 2045 CUTLINE VOLUME
1000 - 2055 CUTLINE VOLUME

*PROPOSED U-TURN VOLUME INCREASES CUTLINE VOLUME

ATG ALLIANCE TRANSPORTATION GROUP

Texas Department of Transportation

SL 335
BUILD VOLUMES

(SHEET 1 OF 5)

SCALE : N.T.S.			PROJECT NO.	
DWN: BJ	CKD: JC		EGDV-2018.0062	
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	DIST	6	POTTER	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
2635	04	034	SL335	

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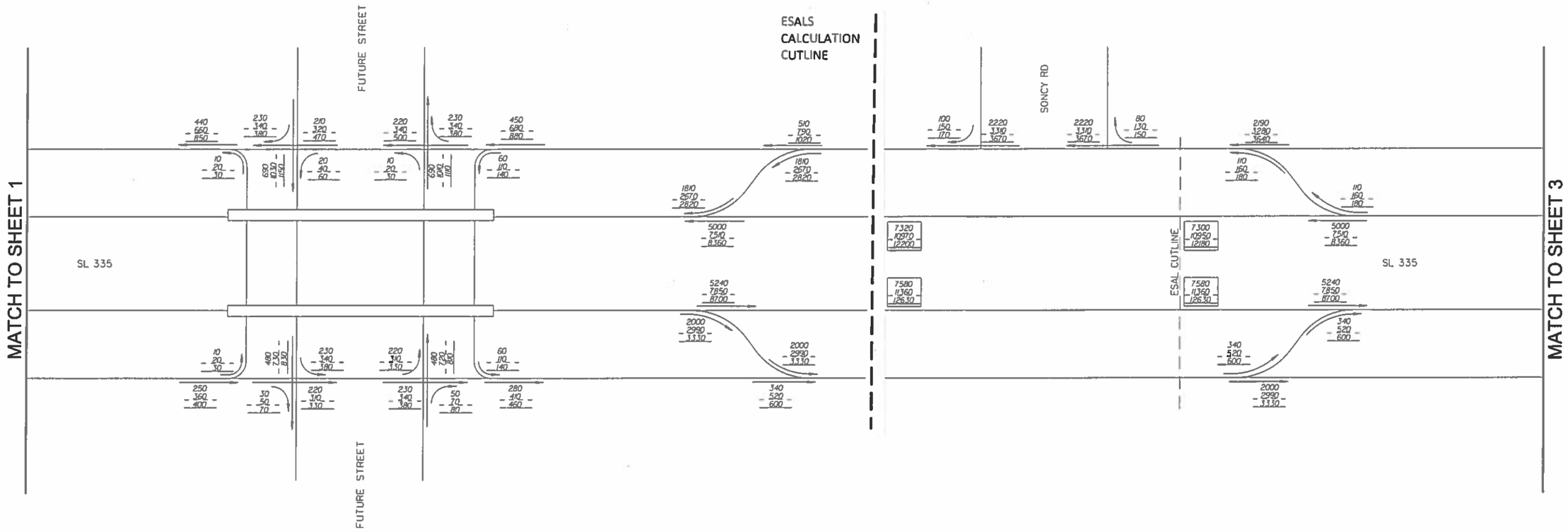
BUILD CONFIGURATION

NOT INTENDED FOR CONSTRUCTION
BIDDING OR PERMIT PURPOSES
William Erick Knowles, P.E.
Serial Number 84704



NOT TO SCALE

LEGEND

1000 - 2025 ADT
1000 - 2045 ADT
1000 - 2055 ADT

1000 - 2025 CUTLINE VOLUME
1000 - 2045 CUTLINE VOLUME
1000 - 2055 CUTLINE VOLUME

ATG ALLIANCE

Texas Department of Transportation

SL 335
BUILD VOLUMES

(SHEET 2 OF 5)

SCALE : N.T.S.			PROJECT NO.	
DWN: BJ	CKD: JC		EGDV-2018.0062	
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	DIST	6	POTTER	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
2635	04	034	SL335	

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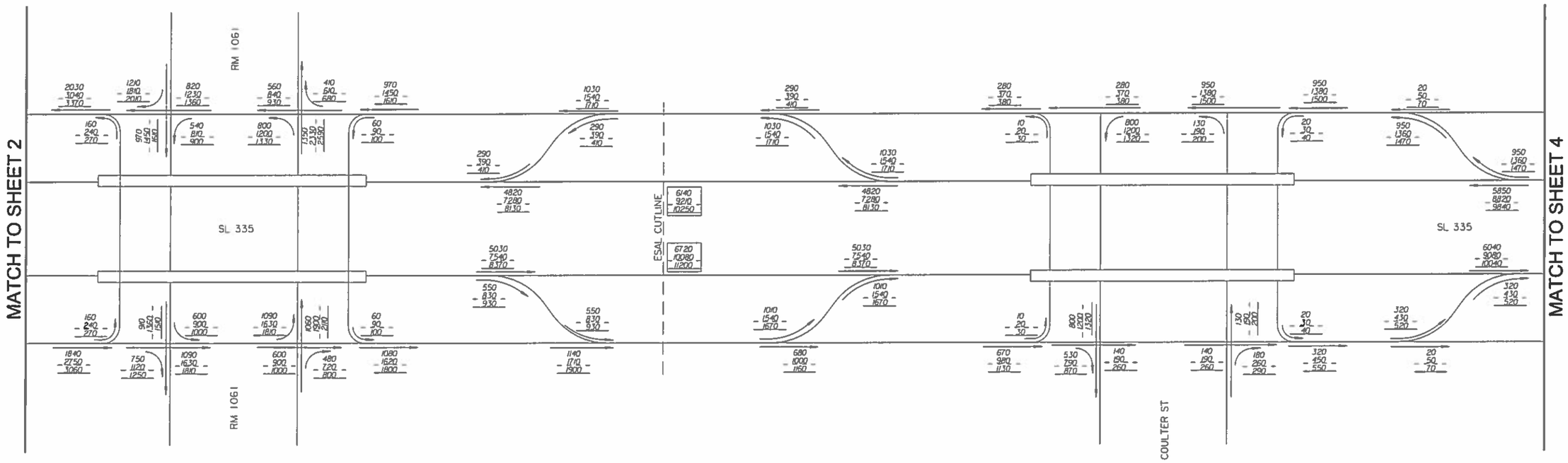
BUILD CONFIGURATION

NOT INTENDED FOR CONSTRUCTION
BIDDING OR PERMIT PURPOSES
William Erick Knowles, P.E
Serial Number 84704



NOT TO SCALE

LEGEND

1000 - 2025 ADT
1000 - 2045 ADT
1000 - 2055 ADT

1000 - 2025 CUTLINE VOLUME
1000 - 2045 CUTLINE VOLUME
1000 - 2055 CUTLINE VOLUME

ATG ALLIANCE

Texas Department of Transportation

SL 335
BUILD VOLUMES

(SHEET 3 OF 5)

SCALE : N.T.S.			PROJECT NO.	
DWN: BJ	CKD: JC		EGDV-2018.0062	
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	DIST	6	POTTER	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
2635	04	034	SL335	

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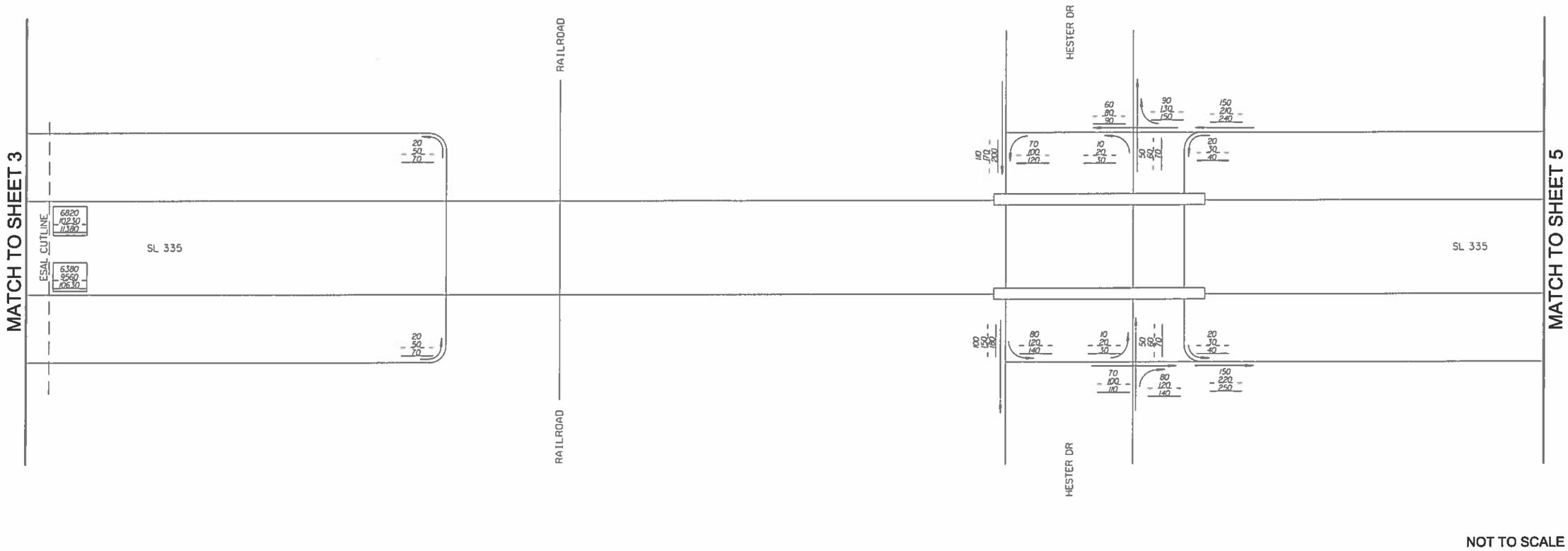
BUILD CONFIGURATION

NOT INTENDED FOR CONSTRUCTION
BIDDING OR PERMIT PURPOSES
William Erick Knowles, P.E
License Number 84704



NOT TO SCALE

LEGEND

1000 - 2025 ADT
1000 - 2045 ADT
1000 - 2055 ADT

1000 - 2025 CUTLINE VOLUME
1000 - 2045 CUTLINE VOLUME
1000 - 2055 CUTLINE VOLUME

ATG ALLIANCE TRANSPORTATION GROUP
Texas Registration No. F-815

Texas Department of Transportation

SL 335
BUILD VOLUMES

(SHEET 4 OF 5)

SCALE : N.T.S.			PROJECT NO.	
DWN: BJ	CKD: JC		EGDV-2018.0062	
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	DIST	6	POTTER	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
2635	04	034	SL335	

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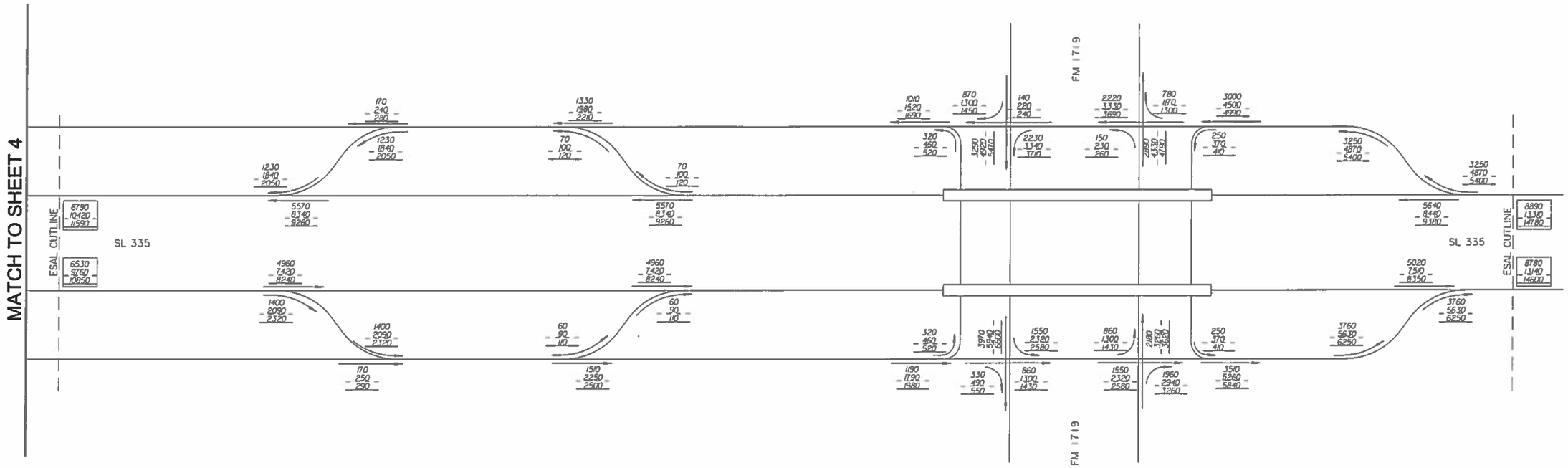
BUILD CONFIGURATION

INTENDED FOR CONSTRUCTION
BIDDING OR PERMIT PURPOSES
William Erick Knowles, P.E
License Number 84704



NOT TO SCALE

LEGEND

1000 - 2025 ADT
1000 - 2045 ADT
1000 - 2055 ADT

1000 - 2025 CUTLINE VOLUME
1000 - 2045 CUTLINE VOLUME
1000 - 2055 CUTLINE VOLUME

ATG ALLIANCE TRANSPORTATION GROUP
TBPE Firm Registration No. F-415

Texas Department of Transportation

SL 335
BUILD VOLUMES

(SHEET 5 OF 5)

SCALE : N.T.S.			PROJECT NO.
DWN: BJ	CKD: JC		EGDV-2018.0062
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	DIST	6	POTTER
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
2635	04	034	SL335

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