SHEET 1 OF 17

WILLIAMSON COUNTY 1848

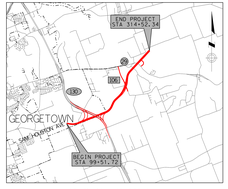
WILLIAMSON COUNTY

PRELIMINARY DESIGN FOR:

CORRIDOR C SH 29 BYPASS

PRECINCT #3

CITY: GEORGETOWN
LIMITS = SAM HOUSTON AVE TO TXDOT ALTERNATIVE A (2016)
APPROX LENGTH OF PROJECT = 4.07 MI
DESIGN SPEED = 70 MPH
FUNCTIONAL CLASSIFICATION = PRINCIPAL ARTERIAL
ROADWAY CLASSIFICATION = RURAL
TERRAIN = ROLLING
TxDOT 4R DESIGN CRITERIA
CURRENT ADT = TBD
TRUCK PERCENTAGE = TBD



VICINITY MAP
N.T.S.

BEARING BASIS: NAD-83, TEXAS CENTRAL (4203), STATE PLANE SYSTEM.
COORDINATES FOR THIS PROJECT ARE SURFACE VALUES BASED ON A COMBINED SURFACE ADJUSTMENT FACTOR OF 1.00011.
VERTICAL DATUM: GEOID 2012A, PER WESTERN DATA GPS REFERENCE NETWORK.

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HORZ SCALE: 1"=100' VERT SCALE: 1"=10'
0 100 200 0 10 20

PREPARED BY
FIRM: ATKINS
ENGINEER: STEVEN R. LINDSEY,P.E.
LICENSE NO: 105283
DATE: 6/19/2019

PRELIMINARY SUBJECT TO CHANGE

NOT A BIDDING DOCUMENT

CORRIDOR C SH 29 BYPASS

MAINLANE
PLAN AND PROFILE

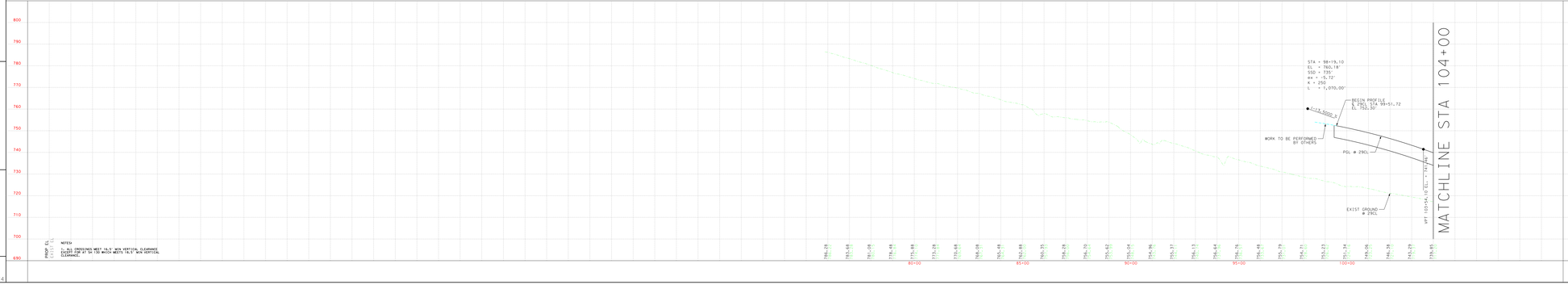
ATKINS TBPE REG F-474

SUPERELEVATION TABLE - EBML		
		K-SLOPE
Begin Construction	70+87	-2.00%
Begin Transition	71+37	-2.00%
End Transition	81+37	5.30%
Begin Transition	98+67	5.30%
End Transition	103+17	-2.00%
Begin Transition	154+57	-2.00%
End Transition	159+07	6.00%
Begin Transition	174+87	6.00%
End Transition	179+67	-2.00%
Begin Transition	181+47	-2.00%
End Transition	183+87	-6.00%
Begin Transition	191+47	-6.00%
End Transition	193+87	-2.00%
Begin Transition	198+47	-2.00%
End Transition	201+97	3.80%
Begin Transition	233+57	3.80%
End Transition	236+97	-2.00%
Begin Transition	242+57	-2.00%
End Transition	245+37	-6.00%
Begin Transition	257+17	-6.00%
End Transition	259+57	-2.00%
Begin Construction	314+89	-2.00%

SUPERELEVATION TABLE - MOML		
		K-SLOPE
Begin Construction	71+87	-2.00%
Begin Transition	79+47	-2.00%
End Transition	81+37	-5.30%
Begin Transition	98+77	-5.30%
End Transition	100+37	-2.00%
Begin Transition	156+47	-2.00%
End Transition	158+27	6.00%
Begin Transition	172+37	6.00%
End Transition	176+77	-2.00%
Begin Transition	178+57	3.00%
End Transition	183+37	6.00%
Begin Transition	189+47	6.00%
End Transition	192+37	-2.00%
Begin Transition	199+67	-2.00%
End Transition	202+37	3.80%
Begin Transition	232+87	-3.80%
End Transition	235+57	-2.00%
Begin Transition	239+87	-2.00%
End Transition	244+67	6.00%
Begin Transition	253+97	6.00%
End Transition	260+77	-2.00%
End Construction	314+16	-2.00%

SUPERELEVATION TABLE - EBFR		
		K-SLOPE
Begin Construction	0+00	-2.00%
End Construction	4+20	-2.00%
Begin Transition	5+50	-4.20%
End Transition	24+10	-4.20%
Begin Transition	25+40	-2.00%
End Transition	81+90	-2.00%
Begin Transition	83+20	-5.00%
End Transition	101+10	-5.00%
Begin Transition	102+80	-2.00%
End Transition	105+80	-2.00%
Begin Transition	109+80	5.40%
End Transition	129+80	5.40%
Begin Transition	130+50	-2.00%
End Transition	132+10	-4.15%
Begin Transition	147+40	-4.15%
End Transition	148+90	-2.00%
Begin Transition	153+40	-2.00%
End Transition	154+80	-4.40%
Begin Transition	161+05	-4.40%
End Transition	162+30	-2.00%
Begin Transition	179+40	-2.00%
End Transition	180+90	5.40%
Begin Transition	182+50	5.40%
End Transition	186+50	-2.00%
End Construction	240+52	-2.00%

SUPERELEVATION TABLE - WBFR		
		K-SLOPE
Begin Construction	0+00	-2.00%
Begin Transition	2+40	-2.00%
End Transition	6+00	4.50%
Begin Transition	21+90	4.50%
End Transition	25+40	-2.00%
Begin Transition	81+30	-2.00%
End Transition	84+80	5.40%
Begin Transition	96+30	5.40%
End Transition	100+70	-2.00%
Begin Transition	103+70	-2.00%
End Transition	106+40	-5.00%
Begin Transition	112+40	-5.00%
End Transition	115+10	-2.00%
Begin Transition	120+60	-2.00%
End Transition	123+30	3.20%
Begin Transition	147+20	3.20%
End Transition	150+00	-2.00%
Begin Transition	154+30	-2.00%
End Transition	157+40	3.60%
Begin Transition	160+70	3.60%
End Transition	163+80	-2.00%
Begin Transition	179+40	-2.00%
End Transition	182+20	5.00%
Begin Transition	179+40	-5.00%
End Transition	181+10	-2.00%
End Construction	236+94	-2.00%



LEGEND
- WORK PERFORMED BY OTHERS
- EXISTING ROW
- PROPOSED ROW
- EXISTING TRAVEL LANE
- PROPOSED TRAVEL LANE
- PROPOSED MAINLANE
- PROPOSED FRONTAGE ROAD/CROSS STREET
- PROPOSED RAMP
- PROPOSED DIRECT/DIRECT CONNECTOR
- PROPOSED SHARED-USE PATH
- PROPOSED RETAINING WALL
- CITY LIMITS
- 100-YR FLOODPLAIN
- FLOWLINE

WILLIAMSON COUNTY 1848

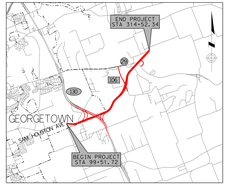
WILLIAMSON COUNTY

PRELIMINARY DESIGN FOR:

CORRIDOR C SH 29 BYPASS

PRECINCT #3

CITY: GEORGETOWN
LIMITS = SAM HOUSTON AVE TO TXDOT ALTERNATIVE A (2016)
APPROX LENGTH OF PROJECT = 4.07 MI
DESIGN SPEED = 70 MPH
FUNCTIONAL CLASSIFICATION = PRINCIPAL ARTERIAL
ROADWAY CLASSIFICATION = RURAL
TERRAIN = ROLLING
TxDOT 4R DESIGN CRITERIA
CURRENT ADT = TBD
TRUCK PERCENTAGE = TBD



VICINITY MAP
N.T.S.

BEARING BASIS: NAD-83, TEXAS CENTRAL (4203), STATE PLANE SYSTEM.
COORDINATES FOR THIS PROJECT ARE SURFACE VALUES BASED ON A COMBINED SURFACE ADJUSTMENT FACTOR OF 1.00011.
VERTICAL DATUM: GEOID 2012A, PER WESTERN DATA GPS REFERENCE NETWORK.

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HORZ SCALE: 1"=100' VERT SCALE: 1"=10'
0 100 200 0 10 20

PREPARED BY
FIRM: ATKINS
ENGINEER: STEVEN R. LINDSEY,P.E.
LICENSE NO: 105283
DATE: 6/19/2019

PRELIMINARY SUBJECT TO CHANGE

NOT A BIDDING DOCUMENT

CORRIDOR C SH 29 BYPASS

MAINLANE
PLAN AND PROFILE

ATKINS TBPE REG F-474

WILLIAMSON COUNTY
1848

WILLIAMSON COUNTY

PRELIMINARY DESIGN FOR:

CORRIDOR C SH 29 BYPASS

PRECINCT #3

CITY: GEORGETOWN
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TxDOT 4R DESIGN CRITERIA
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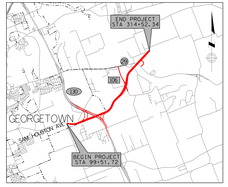

VICINITY MAP
N.T.S.

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0 100 200 0 10 20

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SUBJECT TO CHANGE

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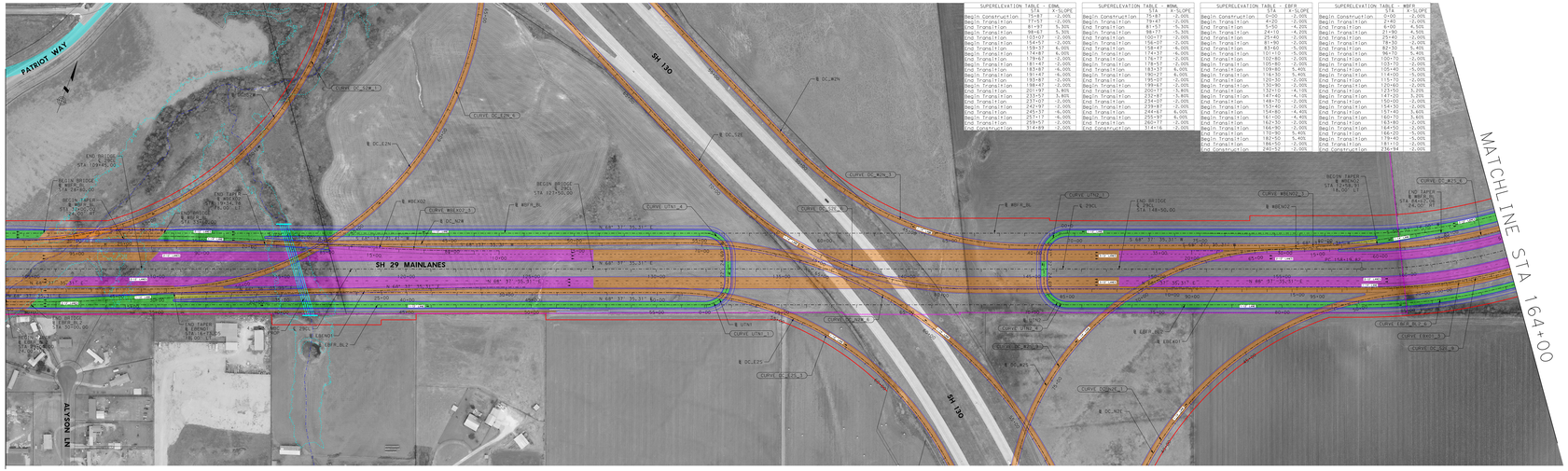
CORRIDOR C SH 29 BYPASS

MAINLANE
PLAN AND PROFILE

ATKINS TBPE REG F-474



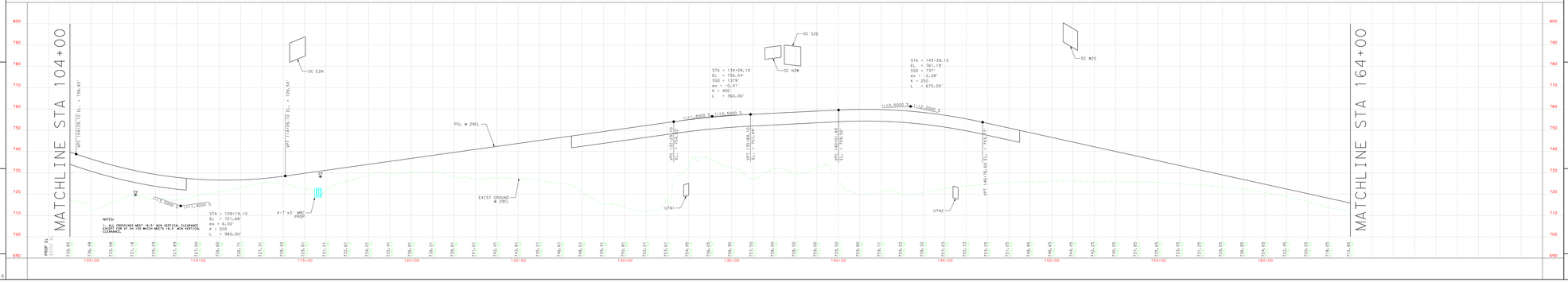
SUPERELEVATION TABLE - EBML		
STA	X-SLOPE	
Begin Construction	75+87	-2.00%
Begin Transition	77+57	-2.00%
End Transition	81+97	5.30%
End Construction	83+67	6.00%
Begin Construction	103+47	-3.00%
Begin Transition	154+57	-2.00%
End Transition	159+37	6.00%
Begin Transition	174+87	6.00%
End Transition	179+47	-2.00%
Begin Construction	181+67	-2.00%
End Construction	183+87	6.00%
Begin Transition	191+87	6.00%
End Transition	193+87	-2.00%
Begin Transition	198+47	-2.00%
End Transition	211+47	5.80%
Begin Transition	231+07	-2.00%
End Transition	232+97	-2.00%
Begin Transition	242+97	-2.00%
End Transition	245+17	6.00%
Begin Transition	251+17	-6.00%
End Transition	253+37	-2.00%
Begin Transition	314+84	-2.00%

SUPERELEVATION TABLE - WBML		
STA	X-SLOPE	
Begin Construction	75+87	-2.00%
Begin Transition	79+47	-2.00%
End Transition	81+57	-5.30%
Begin Transition	102+57	-2.00%
End Transition	105+37	6.00%
Begin Transition	156+07	-2.00%
End Transition	158+47	-6.00%
Begin Transition	174+17	-6.00%
End Transition	176+37	-2.00%
Begin Transition	182+17	2.00%
End Transition	183+37	6.00%
Begin Transition	190+37	6.00%
End Transition	195+07	-2.00%
Begin Transition	199+07	-2.00%
End Transition	202+47	3.40%
Begin Transition	232+47	-2.00%
End Transition	234+67	-2.00%
Begin Transition	239+87	-2.00%
End Transition	244+67	6.00%
Begin Transition	255+97	6.00%
End Transition	257+17	-2.00%
Begin Transition	314+16	-2.00%

SUPERELEVATION TABLE - EBFR		
STA	X-SLOPE	
Begin Construction	0+00	-2.00%
Begin Transition	4+20	-2.00%
End Transition	5+50	-4.20%
Begin Transition	24+40	-2.00%
End Transition	25+40	-2.00%
Begin Transition	81+80	-5.00%
End Transition	83+80	-5.00%
Begin Transition	101+10	-5.00%
End Transition	103+10	-2.00%
Begin Transition	108+80	-2.00%
End Transition	109+80	5.40%
Begin Transition	116+30	5.40%
End Transition	120+30	-2.00%
Begin Transition	130+90	-2.00%
End Transition	132+90	5.40%
Begin Transition	147+40	-4.10%
End Transition	148+70	-2.00%
Begin Transition	153+40	-2.00%
End Transition	154+80	-4.40%
Begin Transition	161+30	-4.40%
End Transition	162+60	5.40%
Begin Transition	166+90	-2.00%
End Transition	170+90	5.40%
Begin Transition	182+50	5.40%
End Transition	186+50	-2.00%
Begin Transition	260+47	-2.00%

SUPERELEVATION TABLE - WBFR		
STA	X-SLOPE	
Begin Construction	0+00	-2.00%
End Transition	2+40	-2.00%
Begin Transition	6+00	4.50%
End Transition	7+30	-2.00%
Begin Transition	21+40	-2.00%
End Transition	78+30	-2.00%
Begin Transition	82+30	5.40%
End Transition	96+70	5.40%
Begin Transition	102+70	-2.00%
End Transition	105+10	-2.00%
Begin Transition	106+40	-5.00%
End Transition	114+00	-5.00%
Begin Transition	115+70	-2.00%
End Transition	120+60	-2.00%
Begin Transition	129+10	3.30%
End Transition	147+30	-3.30%
Begin Transition	150+50	-2.00%
End Transition	154+30	-2.00%
Begin Transition	158+80	3.60%
End Transition	160+80	3.60%
Begin Transition	162+50	-5.00%
End Transition	164+50	-5.00%
Begin Transition	166+20	-5.00%
End Transition	179+40	-5.00%
Begin Transition	181+10	-2.00%
End Transition	260+84	-2.00%

LEGEND
- WORK PERFORMED BY OTHERS
- EXISTING ROW
- PROPOSED ROW
- EXISTING TRAVEL LANE
- PROPOSED TRAVEL LANE
- PROPOSED MAINLANE
- PROPOSED FRONTAGE ROAD/CROSS STREET
- PROPOSED RAMP
- PROPOSED DIRECT/DIRECT CONNECTOR
- PROPOSED SHARED-USE PATH
- PROPOSED RETAINING WALL
- CITY LIMITS
- 100-YR FLOODPLAIN
- FLOWLINE



WILLIAMSON COUNTY
1848

WILLIAMSON COUNTY

PRELIMINARY DESIGN FOR:

CORRIDOR C SH 29 BYPASS

PRECINCT #3

CITY: GEORGETOWN
LIMITS = SAM HOUSTON AVE TO TXDOT ALTERNATIVE A (2016)
APPROX LENGTH OF PROJECT = 4.07 MI
DESIGN SPEED = 70 MPH
FUNCTIONAL CLASSIFICATION = PRINCIPAL ARTERIAL
ROADWAY CLASSIFICATION = RURAL
TERRAIN = ROLLING
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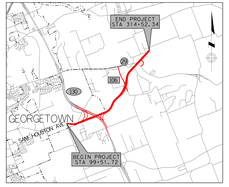

VICINITY MAP
N.T.S.

BEARING BASIS: NAD-83, TEXAS CENTRAL (4203), STATE PLANE SYSTEM.
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HORZ SCALE: 1"=100' VERT SCALE: 1"=10'
0 100 200 0 10 20

PREPARED BY
FIRM: ATKINS
ENGINEER: STEVEN R. LINDSEY,P.E.
LICENSE NO: 105283
DATE: 8/2/2019

PRELIMINARY
SUBJECT TO CHANGE

NOT A BIDDING DOCUMENT

CORRIDOR C SH 29 BYPASS

MAINLANE
PLAN AND PROFILE

ATKINS TBPE REG F-474

WILLIAMSON COUNTY
1848

WILLIAMSON COUNTY

PRELIMINARY DESIGN FOR:

CORRIDOR C SH 29 BYPASS

PRECINCT #3

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LIMITS = SAM HOUSTON AVE TO TXDOT ALTERNATIVE A (2016)
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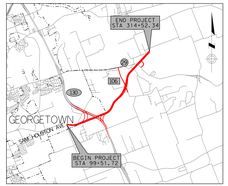

VICINITY MAP
N.T.S.

BEARING BASIS: NAD-83, TEXAS CENTRAL (4203),
STATE PLANE SYSTEM.
COORDINATES FOR THIS PROJECT ARE SURFACE VALUES
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HORZ SCALE: 1"=100' VERT SCALE: 1"=10'
0 100 200 0 10 20

PREPARED BY

FIRM: ATKINS
ENGINEER: STEVEN R. LINDSEY,P.E.
LICENSE NO: 105283
DATE: 6/19/2019

PRELIMINARY
SUBJECT TO CHANGE

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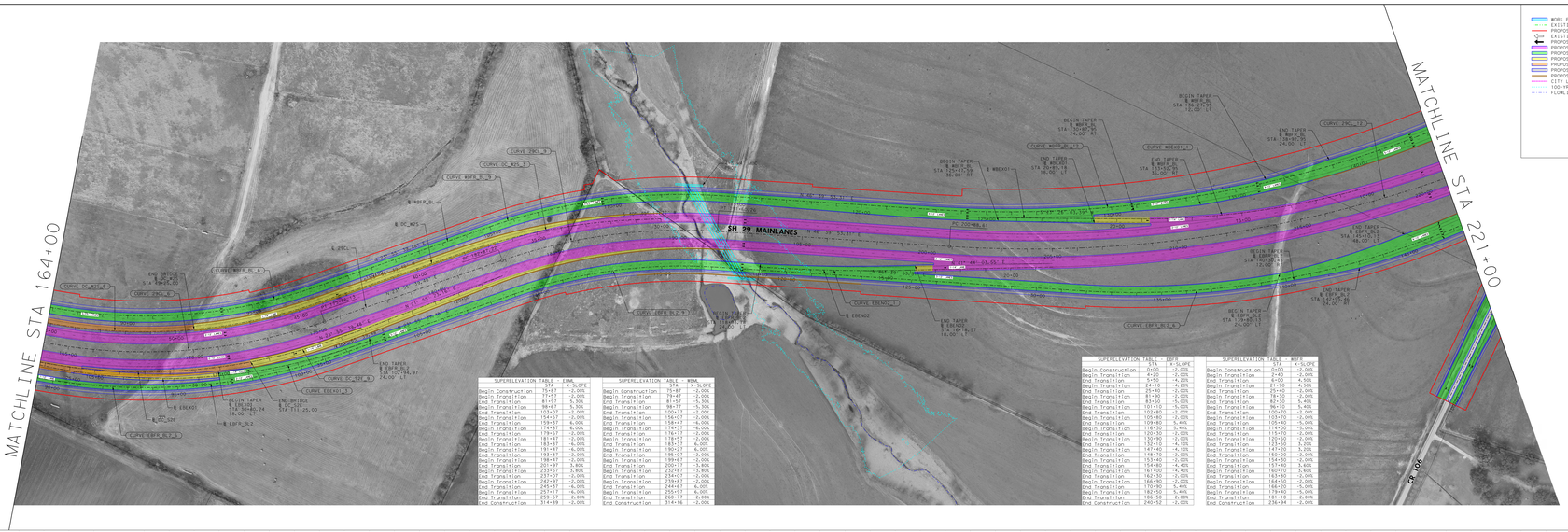
DOCUMENT

CORRIDOR C SH 29 BYPASS

MAINLANE
PLAN AND PROFILE

ATKINS TBPE REG F-474



LEGEND
- WORK PERFORMED BY OTHERS
- EXISTING ROW
- PROPOSED ROW
- EXISTING TRAVEL LANE
- PROPOSED TRAVEL LANE
- PROPOSED MAINLANE
- PROPOSED FRONTAGE ROAD/CROSS STREET
- PROPOSED RAMP
- PROPOSED DIRECT/SEMI-DIRECT CONNECTOR
- PROPOSED SHARED-USE PATH
- PROPOSED RETAINING WALL
- CITY LIMITS
- 100-YR FLOODPLAIN
- FLOWLINE

SUPERELEVATION TABLE - EBML

	STA	% SLOPE
Begin Construction	0+00	-2.00%
Begin Transition	2+50	-2.00%
End Transition	5+50	-4.20%
Begin Transition	61+97	-4.20%
End Transition	64+97	-2.00%
Begin Transition	81+97	5.30%
End Transition	84+97	2.00%
Begin Transition	98+87	5.30%
End Transition	101+87	-2.00%
Begin Transition	150+77	-2.00%
End Transition	153+77	6.00%
Begin Transition	154+77	6.00%
End Transition	157+77	-2.00%
Begin Transition	173+87	-2.00%
End Transition	176+87	-2.00%
Begin Transition	181+87	-6.00%
End Transition	184+87	-2.00%
Begin Transition	193+87	-2.00%
End Transition	196+87	-2.00%
Begin Transition	201+97	3.80%
End Transition	231+97	3.80%
Begin Transition	232+87	-2.00%
End Transition	242+97	-2.00%
Begin Transition	245+17	-6.00%
End Transition	253+17	-6.00%
Begin Transition	253+57	-2.00%
End Transition	314+89	-2.00%

SUPERELEVATION TABLE - WBML

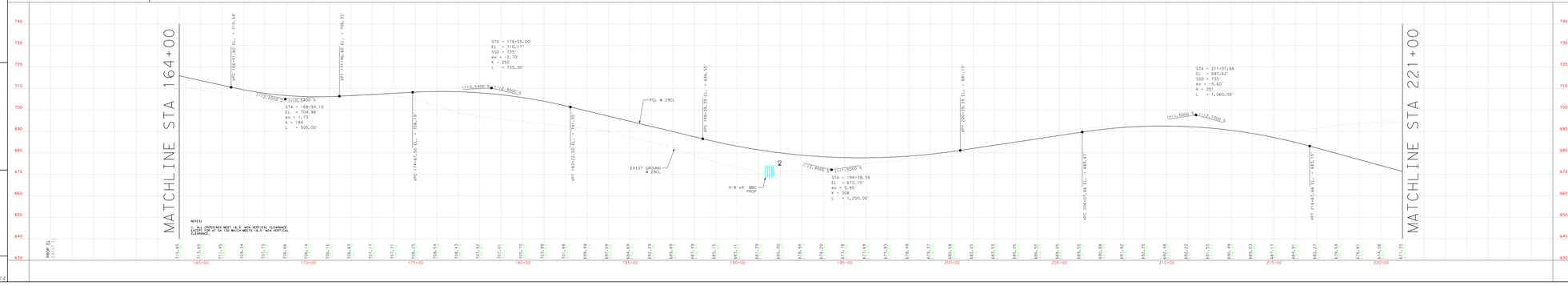
	STA	% SLOPE
Begin Construction	0+00	-2.00%
Begin Transition	2+50	-2.00%
End Transition	5+50	-4.20%
Begin Transition	61+97	-4.20%
End Transition	64+97	-2.00%
Begin Transition	79+87	-2.00%
End Transition	82+87	-5.30%
Begin Transition	83+87	-5.30%
End Transition	86+87	-2.00%
Begin Transition	96+77	-5.30%
End Transition	99+77	-2.00%
Begin Transition	100+77	-2.00%
End Transition	103+77	-2.00%
Begin Transition	156+87	-6.00%
End Transition	159+87	-2.00%
Begin Transition	174+77	-2.00%
End Transition	177+77	-2.00%
Begin Transition	183+37	6.00%
End Transition	186+37	-2.00%
Begin Transition	195+97	-2.00%
End Transition	198+97	-2.00%
Begin Transition	200+97	3.80%
End Transition	232+87	3.80%
Begin Transition	233+87	-2.00%
End Transition	239+87	-2.00%
Begin Transition	244+87	6.00%
End Transition	250+97	6.00%
Begin Transition	260+77	-2.00%
End Transition	314+16	-2.00%

SUPERELEVATION TABLE - EBFR

	STA	% SLOPE
Begin Construction	0+00	-2.00%
Begin Transition	4+20	-2.00%
End Transition	5+50	-4.20%
Begin Transition	61+80	-4.20%
End Transition	64+80	-2.00%
Begin Transition	81+80	-2.00%
End Transition	83+60	-2.00%
Begin Transition	101+10	-5.00%
End Transition	104+10	-2.00%
Begin Transition	109+80	-2.00%
End Transition	112+80	-6.00%
Begin Transition	116+30	5.40%
End Transition	120+30	-2.00%
Begin Transition	130+90	-2.00%
End Transition	132+10	-4.10%
Begin Transition	147+70	-2.00%
End Transition	149+70	-2.00%
Begin Transition	153+40	-2.00%
End Transition	154+80	4.40%
Begin Transition	161+00	-4.40%
End Transition	162+40	-2.00%
Begin Transition	164+90	-2.00%
End Transition	170+80	5.40%
Begin Transition	182+50	5.40%
End Transition	184+50	-2.00%
Begin Transition	245+50	-2.00%
End Transition	249+50	-2.00%

SUPERELEVATION TABLE - WBFR

	STA	% SLOPE
Begin Construction	0+00	-2.00%
Begin Transition	2+40	-2.00%
End Transition	6+00	4.50%
Begin Transition	71+40	4.50%
End Transition	74+40	-2.00%
Begin Transition	78+50	-2.00%
End Transition	82+50	5.40%
Begin Transition	96+70	5.40%
End Transition	100+70	-2.00%
Begin Transition	101+40	-2.00%
End Transition	104+40	-5.00%
Begin Transition	114+00	-5.00%
End Transition	115+70	-2.00%
Begin Transition	119+60	2.00%
End Transition	121+30	3.95%
Begin Transition	149+00	-2.00%
End Transition	150+00	-3.00%
Begin Transition	154+30	-3.00%
End Transition	157+40	3.80%
Begin Transition	160+70	3.40%
End Transition	163+80	-2.00%
Begin Transition	164+50	-2.00%
End Transition	166+20	-5.00%
Begin Transition	179+40	-5.00%
End Transition	181+10	-2.00%
End Construction	236+94	-2.00%



WILLIAMSON COUNTY
1848

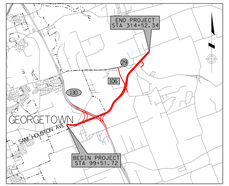
WILLIAMSON COUNTY

PRELIMINARY DESIGN FOR:

CORRIDOR C SH 29 BYPASS

PRECINCT #3

CITY: GEORGETOWN
LIMITS = SAM HOUSTON AVE TO TXDOT ALTERNATIVE A (2016)
APPROX LENGTH OF PROJECT = 4.07 MI
DESIGN SPEED = 70 MPH
FUNCTIONAL CLASSIFICATION = PRINCIPAL ARTERIAL
ROADWAY CLASSIFICATION = RURAL
TERRAIN = ROLLING
TxDOT 4R DESIGN CRITERIA
CURRENT ADT = TBD
TRUCK PERCENTAGE = TBD



VICINITY MAP
N.T.S.

BEARING BASIS: NAD-83, TEXAS CENTRAL (4203),
STATE PLANE SYSTEM.
COORDINATES FOR THIS PROJECT ARE SURFACE VALUES
BASED ON A COMBINED SURFACE ADJUSTMENT FACTOR OF
1.00011.
VERTICAL DATUM: GEOID 2012A, PER WESTERN DATA GPS
REFERENCE NETWORK.

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LINDSEY, P.E. 105283 ON 6/19/2019. IT IS NOT
INTENDED TO BE USED FOR CONSTRUCTION, BIDDING,
OR PERMIT PURPOSES.

HORZ SCALE: 1"=100' VERT SCALE: 1"=10'
0 100 200 0 10 20

PREPARED BY

FIRM: ATKINS
ENGINEER: STEVEN R. LINDSEY,P.E.
LICENSE NO: 105283
DATE: 6/19/2019

PRELIMINARY
SUBJECT TO CHANGE

NOT A BIDDING
DOCUMENT

CORRIDOR C SH 29 BYPASS

MAINLANE
PLAN AND PROFILE

ATKINS TBPE REG F-474

SHEET 4 OF 17

WILLIAMSON COUNTY

WILLIAMSON COUNTY

PRELIMINARY DESIGN FOR:

CORRIDOR C SH 29 BYPASS

PRECINCT #3

CITY: GEORGETOWN
LIMITS = SAM HOUSTON AVE TO TXDOT ALTERNATIVE A (2016)
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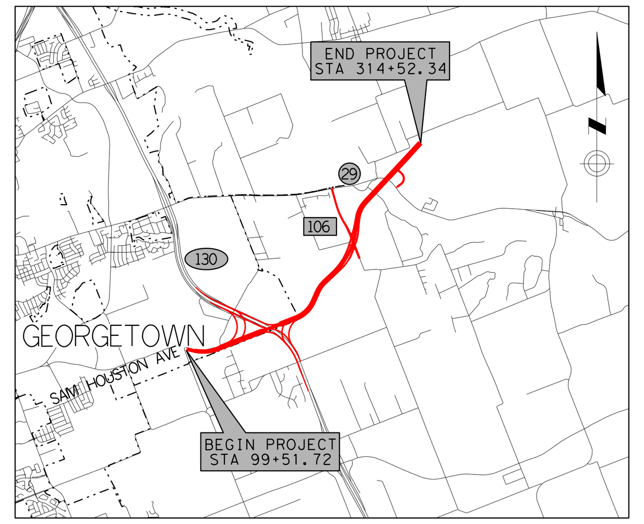

VICINITY MAP
N.T.S.

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HORZ SCALE: 1"=100' 0 100 200

VERT SCALE: 1"=10' 0 10 20

PREPARED BY

FIRM: ATKINS
ENGINEER: STEVEN R. LINDSEY, P.E.
LICENSE NO: 105283
DATE: 6/19/2019

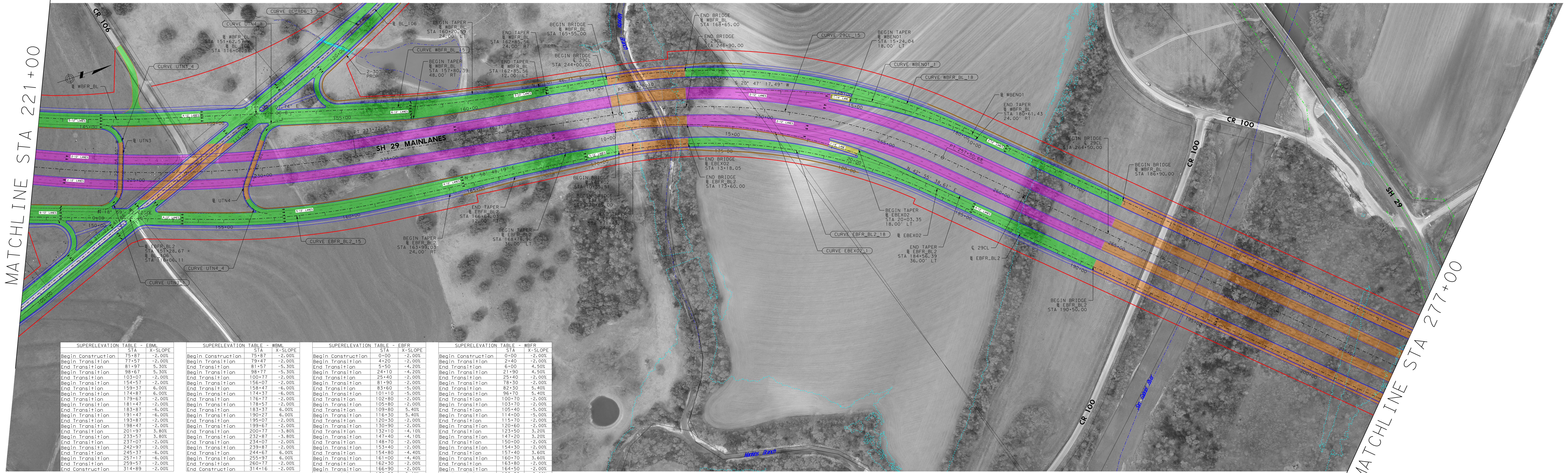
PRELIMINARY SUBJECT TO CHANGE

NOT A BIDDING DOCUMENT

CORRIDOR C SH 29 BYPASS

MAINLANE
PLAN AND PROFILE

ATKINS TBPE REG F-474



SUPERELEVATION TABLE - EBML	STA	X-SLOPE
Begin Construction	75+87	-2.00%
Begin Transition	77+57	-2.00%
End Transition	81+97	5.30%
Begin Transition	98+67	5.30%
End Transition	103+07	-2.00%
Begin Transition	154+57	-2.00%
End Transition	159+37	6.00%
Begin Transition	174+87	6.00%
End Transition	179+67	-2.00%
Begin Transition	181+47	-2.00%
End Transition	183+87	-6.00%
Begin Transition	191+47	-6.00%
End Transition	193+87	-2.00%
Begin Transition	198+47	-2.00%
End Transition	201+97	3.80%
Begin Transition	233+57	3.80%
End Transition	237+07	-2.00%
Begin Transition	242+97	-2.00%
End Transition	245+37	-6.00%
Begin Transition	257+17	-6.00%
End Transition	259+57	-2.00%
End Construction	314+89	-2.00%

SUPERELEVATION TABLE - WBML	STA	X-SLOPE
Begin Construction	75+87	-2.00%
Begin Transition	79+47	-2.00%
End Transition	81+57	-5.30%
Begin Transition	98+77	-5.30%
End Transition	100+77	-2.00%
Begin Transition	156+07	-2.00%
End Transition	158+47	-6.00%
Begin Transition	174+37	-6.00%
End Transition	176+77	-2.00%
Begin Transition	178+57	-2.00%
End Transition	183+37	6.00%
Begin Transition	190+27	6.00%
End Transition	195+07	-2.00%
Begin Transition	199+67	-2.00%
End Transition	200+77	-3.80%
Begin Transition	232+87	-3.80%
End Transition	234+07	-2.00%
Begin Transition	239+87	-2.00%
End Transition	244+67	6.00%
Begin Transition	255+97	6.00%
End Transition	260+77	-2.00%
End Construction	314+16	-2.00%

SUPERELEVATION TABLE - EBFR	STA	X-SLOPE
Begin Construction	0+00	-2.00%
Begin Transition	4+20	-2.00%
End Transition	5+50	-4.20%
Begin Transition	24+10	-4.20%
End Transition	25+40	-2.00%
Begin Transition	81+90	-2.00%
End Transition	83+60	-5.00%
Begin Transition	101+10	-5.00%
End Transition	102+80	-2.00%
Begin Transition	105+80	-2.00%
End Transition	109+80	5.40%
Begin Transition	116+30	5.40%
End Transition	120+30	-2.00%
Begin Transition	130+90	-2.00%
End Transition	132+10	-4.10%
Begin Transition	147+40	-4.10%
End Transition	148+70	-2.00%
Begin Transition	153+40	-2.00%
End Transition	154+80	-4.40%
Begin Transition	161+00	-4.40%
End Transition	162+30	-2.00%
Begin Transition	166+90	-2.00%
End Transition	170+90	5.40%
Begin Transition	182+50	5.40%
End Transition	186+50	-2.00%
End Construction	240+52	-2.00%

SUPERELEVATION TABLE - WBFR	STA	X-SLOPE
Begin Construction	0+00	-2.00%
Begin Transition	2+40	-2.00%
End Transition	6+00	4.50%
Begin Transition	21+90	4.50%
End Transition	25+40	-2.00%
Begin Transition	78+30	-2.00%
End Transition	82+30	5.40%
Begin Transition	96+70	5.40%
End Transition	100+70	-2.00%
Begin Transition	103+70	-2.00%
End Transition	105+40	-5.00%
Begin Transition	114+00	-5.00%
End Transition	115+70	-2.00%
Begin Transition	120+60	-2.00%
End Transition	123+50	3.20%
Begin Transition	147+20	3.20%
End Transition	150+00	-2.00%
Begin Transition	154+30	-2.00%
End Transition	157+40	3.60%
Begin Transition	160+70	3.60%
End Transition	163+80	-2.00%
Begin Transition	164+50	-2.00%
End Transition	166+20	-5.00%
Begin Transition	179+40	-5.00%
End Transition	181+10	-2.00%
End Construction	236+94	-2.00%

WILLIAMSON COUNTY

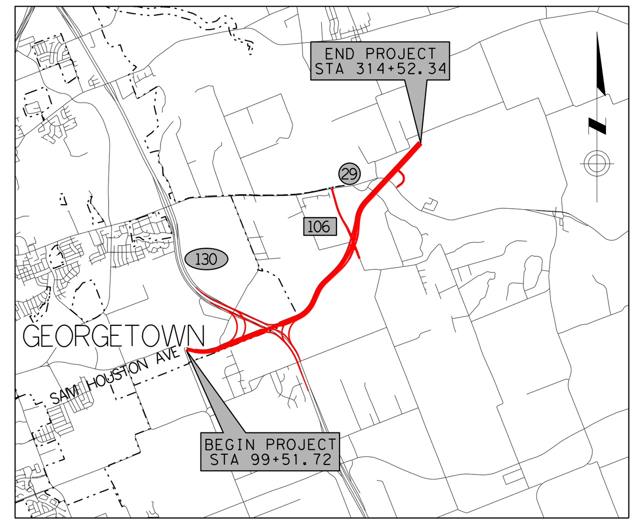
WILLIAMSON COUNTY

PRELIMINARY DESIGN FOR:

CORRIDOR C SH 29 BYPASS

PRECINCT #3

CITY: GEORGETOWN
LIMITS = SAM HOUSTON AVE TO TXDOT ALTERNATIVE A (2016)
APPROX LENGTH OF PROJECT = 4.07 MI
DESIGN SPEED = 70 MPH
FUNCTIONAL CLASSIFICATION = PRINCIPAL ARTERIAL
ROADWAY CLASSIFICATION = RURAL
TERRAIN = ROLLING
TxDOT 4R DESIGN CRITERIA
CURRENT ADT = TBD
TRUCK PERCENTAGE = TBD



VICINITY MAP
N.T.S.

BEARING BASIS: NAD-83, TEXAS CENTRAL (4203), STATE PLANE SYSTEM.
COORDINATES FOR THIS PROJECT ARE SURFACE VALUES BASED ON A COMBINED SURFACE ADJUSTMENT FACTOR OF 1.00011.
VERTICAL DATUM: GEOID 2012A, PER WESTERN DATA GPS REFERENCE NETWORK.

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HORZ SCALE: 1"=100' 0 100 200

VERT SCALE: 1"=10' 0 10 20

PREPARED BY

FIRM: ATKINS
ENGINEER: STEVEN R. LINDSEY, P.E.
LICENSE NO: 105283
DATE: 6/19/2019

PRELIMINARY SUBJECT TO CHANGE

NOT A BIDDING DOCUMENT

CORRIDOR C SH 29 BYPASS

MAINLANE
PLAN AND PROFILE

ATKINS TBPE REG F-474

WILLIAMSON COUNTY
1848

WILLIAMSON COUNTY

PRELIMINARY DESIGN FOR:

CORRIDOR C SH 29 BYPASS

PRECINCT #3

CITY: GEORGETOWN
LIMITS = SAM HOUSTON AVE TO TXDOT ALTERNATIVE A (2016)
APPROX LENGTH OF PROJECT = 4.07 MI
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TERRAIN = ROLLING
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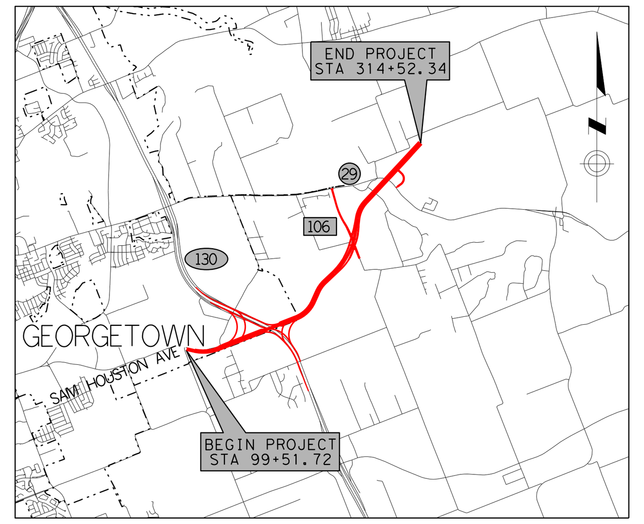

VICINITY MAP
N. T. S.

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HORZ SCALE: 1"=100' (0, 100, 200)
VERT SCALE: 1"=10' (0, 10, 20)

PREPARED BY

FIRM: ATKINS
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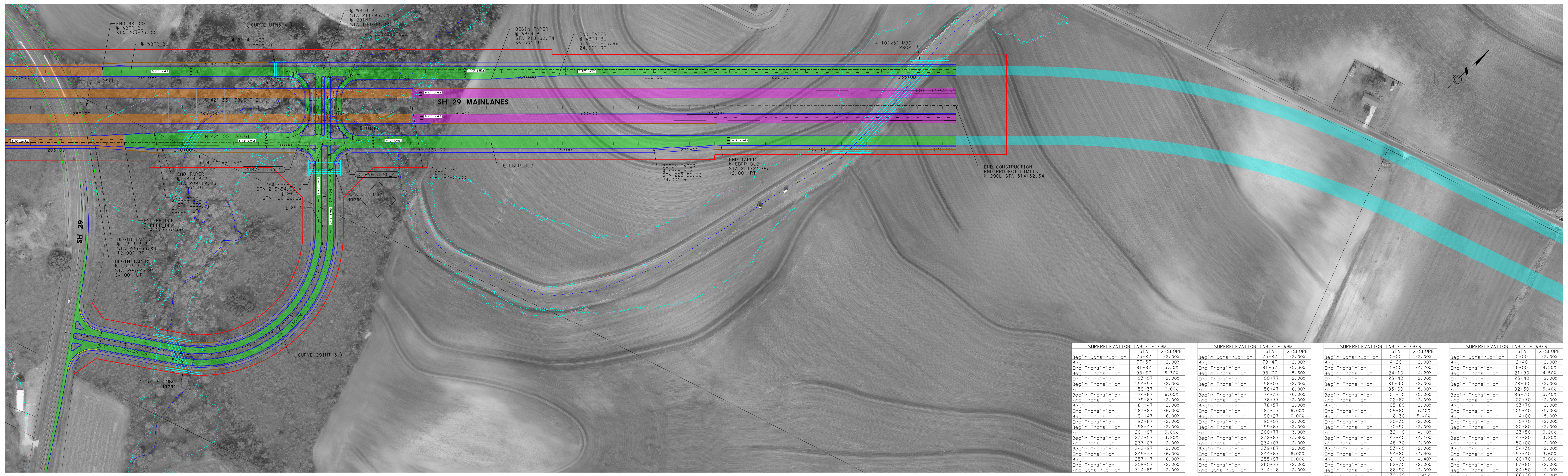
CORRIDOR C SH 29 BYPASS

MAINLANE PLAN AND PROFILE

ATKINS TBPE REG F-474

DATE: 6/19/2019
PLOT DRIVER: TexasTwoStep*pdf*co.pltcfg
PEN TABLE: SH 29 Bypass.tbl
FILE: pw:\\SUSD036343.wsatkins.com:ATKNATX01\Documents\Roads and Bridges\Projects\100054924 Corridor C SH 29 Bypass\CADD\SCH\29 Bypass*SCH*05



LEGEND

- WORK PERFORMED BY OTHERS
- EXISTING ROW
- PROPOSED ROW
- EXISTING TRAVEL LANE
- PROPOSED TRAVEL LANE
- PROPOSED MAINLANE
- PROPOSED FRONTAGE ROAD/CROSS STREET
- PROPOSED RAMP
- PROPOSED BRIDGE/DIRECT CONNECTOR
- PROPOSED SHARED-USE PATH
- PROPOSED RETAINING WALL
- CITY LIMITS
- 100-YR FLOODPLAIN
- FLOWLINE

SUPERELEVATION TABLE - EBML

	STA	X-SLOPE
Begin Construction	75+87	-2.00%
Begin Transition	77+57	-2.00%
End Transition	81+97	5.30%
Begin Transition	98+67	5.30%
End Transition	103+07	-2.00%
Begin Transition	154+57	-2.00%
End Transition	159+37	6.00%
Begin Transition	174+87	6.00%
End Transition	179+67	-2.00%
Begin Transition	181+47	-2.00%
End Transition	183+87	-6.00%
Begin Transition	191+47	-6.00%
End Transition	193+87	-2.00%
Begin Transition	198+47	-2.00%
End Transition	201+97	3.80%
Begin Transition	233+57	3.80%
End Transition	237+07	-2.00%
Begin Transition	242+97	-2.00%
End Transition	245+37	-6.00%
Begin Transition	257+17	-6.00%
End Transition	259+57	-2.00%
End Construction	314+89	-2.00%

SUPERELEVATION TABLE - WBML

	STA	X-SLOPE
Begin Construction	75+87	-2.00%
Begin Transition	79+47	-2.00%
End Transition	81+57	-5.30%
Begin Transition	98+77	-5.30%
End Transition	100+77	-2.00%
Begin Transition	156+07	-2.00%
End Transition	158+47	-6.00%
Begin Transition	174+37	-6.00%
End Transition	176+77	-2.00%
Begin Transition	178+57	-2.00%
End Transition	183+37	6.00%
Begin Transition	190+27	6.00%
End Transition	195+07	-2.00%
Begin Transition	199+67	-2.00%
End Transition	200+77	-3.80%
Begin Transition	232+87	-3.80%
End Transition	234+07	-2.00%
Begin Transition	239+87	-2.00%
End Transition	244+67	6.00%
Begin Transition	255+97	6.00%
End Transition	260+77	-2.00%
End Construction	314+16	-2.00%

SUPERELEVATION TABLE - EBFR

	STA	X-SLOPE
Begin Construction	0+00	-2.00%
Begin Transition	4+20	-2.00%
End Transition	5+50	-4.20%
Begin Transition	24+10	-4.20%
End Transition	25+40	-2.00%
Begin Transition	81+90	-2.00%
End Transition	83+60	-5.00%
Begin Transition	101+10	-5.00%
End Transition	102+80	-2.00%
Begin Transition	105+80	-2.00%
End Transition	109+80	5.40%
Begin Transition	116+30	5.40%
End Transition	120+30	-2.00%
Begin Transition	130+90	-2.00%
End Transition	132+10	-4.10%
Begin Transition	147+40	-4.10%
End Transition	148+70	-2.00%
Begin Transition	153+40	-2.00%
End Transition	154+80	-4.40%
Begin Transition	161+00	-4.40%
End Transition	162+30	-2.00%
Begin Transition	166+90	-2.00%
End Transition	170+90	5.40%
Begin Transition	182+50	5.40%
End Transition	186+50	-2.00%
End Construction	240+52	-2.00%

SUPERELEVATION TABLE - WBFR

	STA	X-SLOPE
Begin Construction	0+00	-2.00%
Begin Transition	2+40	-2.00%
End Transition	6+00	4.50%
Begin Transition	21+90	4.50%
End Transition	25+40	-2.00%
Begin Transition	78+30	-2.00%
End Transition	82+30	5.40%
Begin Transition	96+70	5.40%
End Transition	100+70	-2.00%
Begin Transition	103+70	-2.00%
End Transition	105+40	-5.00%
Begin Transition	114+00	-5.00%
End Transition	115+70	-2.00%
Begin Transition	120+60	-2.00%
End Transition	123+50	3.20%
Begin Transition	147+20	3.20%
End Transition	150+00	-2.00%
Begin Transition	154+30	-2.00%
End Transition	157+40	3.60%
Begin Transition	160+70	3.60%
End Transition	163+80	-2.00%
Begin Transition	164+50	-2.00%
End Transition	166+20	-5.00%
Begin Transition	179+40	-5.00%
End Transition	181+10	-2.00%
End Construction	236+94	-2.00%

WILLIAMSON COUNTY
1848

WILLIAMSON COUNTY

PRELIMINARY DESIGN FOR:

CORRIDOR C SH 29 BYPASS

PRECINCT #3

CITY: GEORGETOWN
LIMITS = SAM HOUSTON AVE TO TXDOT ALTERNATIVE A (2016)
APPROX LENGTH OF PROJECT = 4.07 MI
DESIGN SPEED = 70 MPH
FUNCTIONAL CLASSIFICATION = PRINCIPAL ARTERIAL
ROADWAY CLASSIFICATION = RURAL
TERRAIN = ROLLING
TxDOT 4R DESIGN CRITERIA
CURRENT ADT = TBD
TRUCK PERCENTAGE = TBD

VICINITY MAP
N. T. S.

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HORZ SCALE: 1"=100' (0, 100, 200)
VERT SCALE: 1"=10' (0, 10, 20)

PREPARED BY

FIRM: ATKINS
ENGINEER: STEVEN R. LINDSEY, P.E.
LICENSE NO: 105283
DATE: 6/19/2019

PRELIMINARY
SUBJECT TO CHANGE

NOT A BIDDING DOCUMENT

CORRIDOR C SH 29 BYPASS

MAINLANE PLAN AND PROFILE

ATKINS TBPE REG F-474

WILLIAMSON COUNTY 1848

WILLIAMSON COUNTY

PRELIMINARY DESIGN FOR:

CORRIDOR C SH 29 BYPASS

PRECINCT #3

CITY: GEORGETOWN
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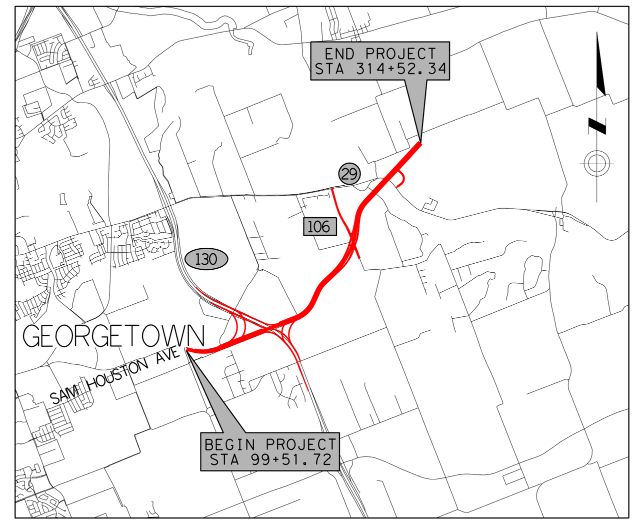

VICINITY MAP
N.T.S.

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HORZ SCALE: 1"=100' 0 100 200
VERT SCALE: 1"=10' 0 10 20

PREPARED BY

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ENGINEER: STEVEN R. LINDSEY,P.E.
LICENSE NO: 105283
DATE: 6/19/2019

PRELIMINARY SUBJECT TO CHANGE

NOT A BIDDING DOCUMENT

CORRIDOR C SH 29 BYPASS

DIRECT CONNECTORS PLAN VIEW

ATKINS TBPE REG F-474

DATE: 6/19/2019
PLOT DRIVER: TexasTwoStep*pdf*co.pltcfg
PEN TABLE: SH 29 Bypass.tbl
FILE: pw:\\SUSD036343.wsatkins.com:ATKNATX01\Documents\Roads and Bridges\Projects\100054924 Corridor C SH 29 Bypass\CADD\SCH\29 Bypass*SCH*06

LEGEND

- WORK PERFORMED BY OTHERS
- EXISTING ROW
- PROPOSED ROW
- EXISTING TRAVEL LANE
- PROPOSED TRAVEL LANE
- PROPOSED MAINLANE
- PROPOSED FRONTAGE ROAD/CROSS STREET
- PROPOSED RAMP
- PROPOSED BRIDGE/DIRECT CONNECTOR
- PROPOSED SHARED-USE PATH
- PROPOSED RETAINING WALL
- CITY LIMITS
- 100-YR FLOODPLAIN
- FLOWLINE

SUPERELEVATION TABLE - DC SB TO WB

	STA	X-SLOPE
Begin Transition	30+00	6.00%
End Transition	60+40	6.00%

SUPERELEVATION TABLE - DC SB TO EB

	STA	X-SLOPE
Begin Construction	30+00	MATCH ML
Begin Transition	35+80	-0.61%
End Transition	36+50	-2.50%
Begin Transition	41+70	-2.50%
End Transition	43+00	-6.00%
Begin Transition	45+80	-6.00%
End Transition	47+10	-2.00%
Begin Transition	67+60	-2.00%
End Transition	69+90	5.60%
Begin Transition	80+80	5.60%
End Transition	83+20	-2.00%
Begin Transition	95+00	-2.00%
End Transition	97+00	4.60%
Begin Transition	114+40	4.60%
End Transition	115+20	2.10%
End Construction	121+40	MATCH ML

SUPERELEVATION TABLE - DC EB TO NB

	STA	X-SLOPE
Begin Construction	30+00	5.20%
Begin Transition	35+20	5.20%
End Transition	36+20	2.00%
Begin Transition	45+70	2.00%
End Transition	46+90	5.90%
Begin Transition	76+50	5.90%
End Transition	79+00	-2.50%
End Transition	91+40	-2.50%
Begin Transition	91+80	-3.30%
End Transition	98+96	-3.30%

SUPERELEVATION TABLE - DC EB TO SB

	STA	X-SLOPE
Begin Construction	30+00	-5.80%
Begin Transition	32+70	-5.80%
End Transition	35+10	2.00%
Begin Transition	49+50	2.00%
End Transition	50+80	5.90%
Begin Transition	63+40	5.90%
End Transition	64+00	4.05%
End Construction	71+17	4.05%

SUPERELEVATION TABLE - DC NB TO WB

	STA	X-SLOPE
Begin Construction	30+00	Match ML
Begin Transition	35+45	3.93%
End Transition	35+85	5.00%
Begin Transition	38+50	5.00%
End Transition	39+50	2.00%
Begin Transition	47+20	2.00%
End Transition	48+30	5.40%
Begin Transition	70+50	5.40%
End Transition	72+80	-2.00%
Begin Transition	93+80	-2.00%
End Transition	95+00	-6.00%
Begin Transition	97+20	-6.00%
End Transition	98+40	-2.00%
Begin Transition	103+35	-2.00%
End Transition	104+35	-5.30%
End Construction	109+41	-5.30%

SUPERELEVATION TABLE - DC NB TO EB

	STA	X-SLOPE
Begin Construction	30+00	MATCH ML
Begin Transition	32+65	-2.00%
End Transition	35+10	6.00%
Begin Transition	47+10	6.00%
End Transition	50+30	-4.60%
End Construction	52+02	MATCH ML

SUPERELEVATION TABLE - DC WB TO SB

	STA	X-SLOPE
Begin Construction	36+60	MATCH ML
Begin Transition	37+50	4.40%
End Transition	39+60	-2.00%
Begin Transition	43+50	-2.00%
End Transition	44+40	-4.80%
Begin Transition	60+00	-4.80%
Gore Point	62+10	2.00%
End Transition	63+30	6.00%
Begin Transition	80+10	6.00%
End Transition	83+20	-4.05%
Begin Transition	100+16	-4.05%
End Transition	102+23	-2.50%
End Construction	112+42	MATCH ML

SUPERELEVATION TABLE - DC WB TO NB

	STA	X-SLOPE
Begin Construction	30+00	-6.00%
End Transition	32+50	-6.00%
Begin Transition	35+00	2.00%
End Transition	39+30	2.00%
Begin Transition	40+60	5.90%
End Transition	50+40	5.90%
Begin Transition	51+70	2.00%
End Transition	69+00	2.00%
Begin Transition	71+50	-5.80%
End Transition	73+63	-5.80%

WILLIAMSON COUNTY 1848

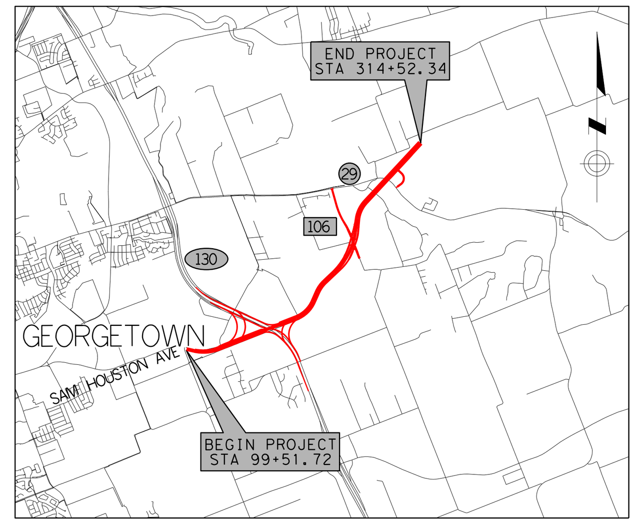
WILLIAMSON COUNTY

PRELIMINARY DESIGN FOR:

CORRIDOR C SH 29 BYPASS

PRECINCT #3

CITY: GEORGETOWN
LIMITS = SAM HOUSTON AVE TO TXDOT ALTERNATIVE A (2016)
APPROX LENGTH OF PROJECT = 4.07 MI
DESIGN SPEED = 70 MPH
FUNCTIONAL CLASSIFICATION = PRINCIPAL ARTERIAL
ROADWAY CLASSIFICATION = RURAL
TERRAIN = ROLLING
TxDOT 4R DESIGN CRITERIA
CURRENT ADT = TBD
TRUCK PERCENTAGE = TBD



VICINITY MAP
N.T.S.

BEARING BASIS: NAD-83, TEXAS CENTRAL (4203), STATE PLANE SYSTEM.
COORDINATES FOR THIS PROJECT ARE SURFACE VALUES BASED ON A COMBINED SURFACE ADJUSTMENT FACTOR OF 1.00011.
VERTICAL DATUM: GEOID 2012A, PER WESTERN DATA GPS REFERENCE NETWORK.

THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF INTERIM REVIEW UNDER THE AUTHORITY OF STEVEN R. LINDSEY, P.E. 105283 ON 6/19/2019. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

HORZ SCALE: 1"=100' 0 100 200
VERT SCALE: 1"=10' 0 10 20

PREPARED BY

FIRM: ATKINS
ENGINEER: STEVEN R. LINDSEY,P.E.
LICENSE NO: 105283
DATE: 6/19/2019

PRELIMINARY SUBJECT TO CHANGE

NOT A BIDDING DOCUMENT

CORRIDOR C SH 29 BYPASS

DIRECT CONNECTORS PLAN VIEW

ATKINS TBPE REG F-474

WILLIAMSON COUNTY 1848

WILLIAMSON COUNTY

PRELIMINARY DESIGN FOR:

CORRIDOR C SH 29 BYPASS

PRECINCT #3

CITY: GEORGETOWN
LIMITS = SAM HOUSTON AVE TO TXDOT ALTERNATIVE A (2016)
APPROX LENGTH OF PROJECT = 4.07 MI
DESIGN SPEED = 70 MPH
FUNCTIONAL CLASSIFICATION = PRINCIPAL ARTERIAL
ROADWAY CLASSIFICATION = RURAL
TERRAIN = ROLLING
TxDOT 4R DESIGN CRITERIA
CURRENT ADT = TBD
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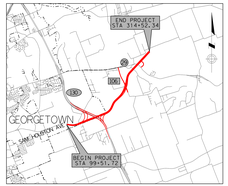

VICINITY MAP
N.T.S.

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HORZ SCALE: 1"=100' VERT SCALE: 1"=10'
0 100 200 0 10 20

PREPARED BY
FIRM: ATKINS
ENGINEER: STEVEN R. LINDSEY,P.E.
LICENSE NO: 105283
DATE: 6/19/2019

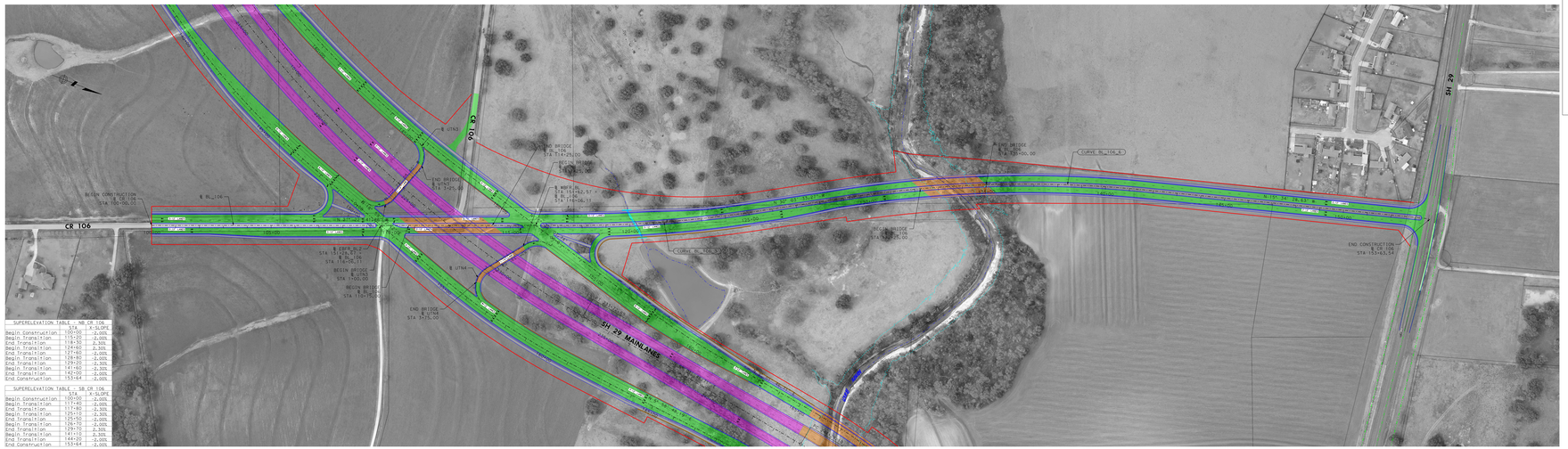
PRELIMINARY SUBJECT TO CHANGE

NOT A BIDDING DOCUMENT

CORRIDOR C SH 29 BYPASS

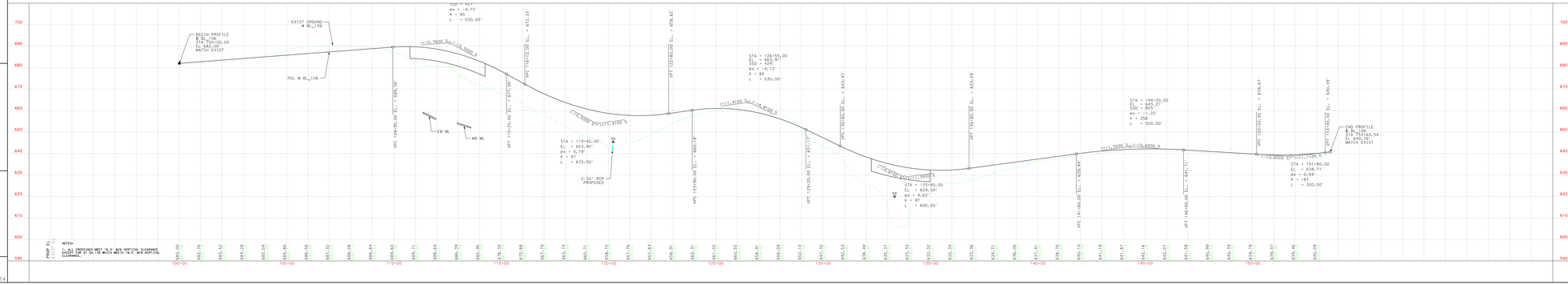
CR 106
PLAN AND PROFILE

ATKINS TBPE REG F-474



SUPERELEVATION TABLE - NB CR 106	STA	X-SLOPE
Begin Construction	100+00	-2.00%
Begin Transition	102+00	-2.00%
End Transition	114+20	-2.30%
Begin Transition	118+55	-2.00%
End Transition	124+60	-2.30%
Begin Transition	127+60	-2.00%
End Transition	136+80	-2.00%
Begin Transition	139+20	-2.30%
End Transition	144+20	-2.00%
Begin Transition	147+00	-2.00%
End Construction	153+64	-2.00%

SUPERELEVATION TABLE - SB CR 106	STA	X-SLOPE
Begin Construction	100+00	-2.00%
Begin Transition	111+40	-2.00%
End Transition	117+80	-2.30%
Begin Transition	125+10	-2.30%
End Transition	131+50	-2.00%
Begin Transition	136+50	-2.00%
End Transition	139+70	-2.30%
Begin Transition	141+10	-2.30%
End Transition	144+20	-2.00%
End Construction	153+64	-2.00%



LEGEND
- WORK PERFORMED BY OTHERS
- EXISTING ROW
- PROPOSED ROW
- EXISTING TRAVEL LANE
- PROPOSED TRAVEL LANE
- PROPOSED MAINLANE
- PROPOSED FRONTAGE ROAD/CROSS STREET
- PROPOSED RAMP
- PROPOSED BRIDGE/DIRECT CONNECTOR
- PROPOSED SHARED-USE PATH
- PROPOSED RETAINING WALL
- CITY LIMITS
- 100-YR FLOODPLAIN
- FLOWLINE

WILLIAMSON COUNTY 1848

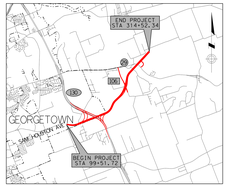
WILLIAMSON COUNTY

PRELIMINARY DESIGN FOR:

CORRIDOR C SH 29 BYPASS

PRECINCT #3

CITY: GEORGETOWN
LIMITS = SAM HOUSTON AVE TO TXDOT ALTERNATIVE A (2016)
APPROX LENGTH OF PROJECT = 4.07 MI
DESIGN SPEED = 70 MPH
FUNCTIONAL CLASSIFICATION = PRINCIPAL ARTERIAL
ROADWAY CLASSIFICATION = RURAL
TERRAIN = ROLLING
TxDOT 4R DESIGN CRITERIA
CURRENT ADT = TBD
TRUCK PERCENTAGE = TBD



VICINITY MAP
N.T.S.

BEARING BASIS: NAD-83, TEXAS CENTRAL (4203), STATE PLANE SYSTEM.
COORDINATES FOR THIS PROJECT ARE SURFACE VALUES BASED ON A COMBINED SURFACE ADJUSTMENT FACTOR OF 1.00011.
VERTICAL DATUM: GEOID 2012A, PER WESTERN DATA GPS REFERENCE NETWORK.

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HORZ SCALE: 1"=100' VERT SCALE: 1"=10'
0 100 200 0 10 20

PREPARED BY
FIRM: ATKINS
ENGINEER: STEVEN R. LINDSEY,P.E.
LICENSE NO: 105283
DATE: 6/19/2019

PRELIMINARY SUBJECT TO CHANGE

NOT A BIDDING DOCUMENT

CORRIDOR C SH 29 BYPASS

CR 106
PLAN AND PROFILE

ATKINS TBPE REG F-474

WILLIAMSON COUNTY
1848

WILLIAMSON COUNTY

PRELIMINARY DESIGN FOR:

CORRIDOR C SH 29 BYPASS

PRECINCT #3

CITY: GEORGETOWN
LIMITS = SAM HOUSTON AVE TO TXDOT ALTERNATIVE A (2016)
APPROX LENGTH OF PROJECT = 4.07 MI
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TxDOT 4R DESIGN CRITERIA
CURRENT ADT = TBD
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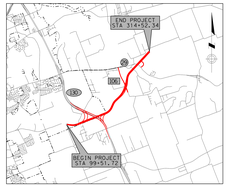

VICINITY MAP
N.T.S.

BEARING BASIS: NAD-83, TEXAS CENTRAL (4203), STATE PLANE SYSTEM.
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HORZ SCALE: 1"=100' VERT SCALE: 1"=10'
0 100 200 0 10 20

PREPARED BY
FIRM: ATKINS
ENGINEER: STEVEN R. LINDSEY,P.E.
LICENSE NO: 105283
DATE: 6/19/2019

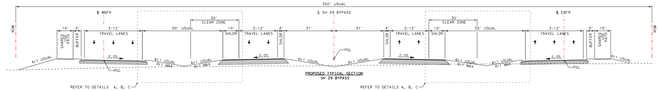
PRELIMINARY
SUBJECT TO CHANGE

NOT A BIDDING DOCUMENT

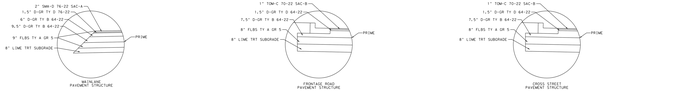
CORRIDOR C SH 29 BYPASS

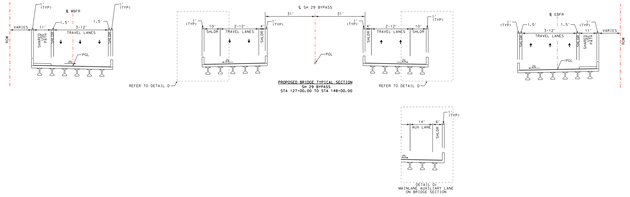
TYPICAL SECTIONS
HORIZONTAL DATA

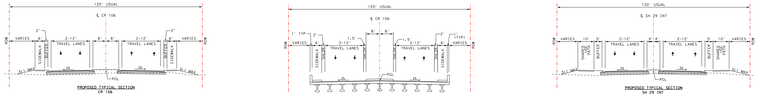
ATKINS



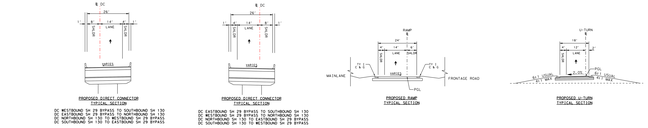
NOTES:
1. PROFILE GRADE LINE FOR ℄ SH 29 BYPASS IS A 0% PROJECTION TO THE EDGE OF TRAVELWAY.







NOTES:
1. PROFILE GRADE LINE IS A 2% PROJECTION TO THE CENTERLINE FOR CR 106 AND SH 29 CONNECTOR



GENERAL NOTES:
1. ALL CURB ARE TYPE II CURB AND GUTTER, UNLESS OTHERWISE NOTED.
2. ALL BARRIER RAILS ARE SS70 UNLESS OTHERWISE SHOWN.

SH 29 (RBL:106)
DESIGN SPEED = 50 MPH, e max = 6.0%

BL STATION	12+00.00	BL STATION	14+00.00	BL STATION	16+00.00	BL STATION	18+00.00	BL STATION	20+00.00
RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'
DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"
DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"
TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'
CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'
PI STATION	17+46.28	PI STATION	19+46.28	PI STATION	21+46.28	PI STATION	23+46.28	PI STATION	25+46.28

SH 29 (RPR:BL2)
DESIGN SPEED = 60 MPH, e max = 6.0%

BL STATION	12+00.00	BL STATION	14+00.00	BL STATION	16+00.00	BL STATION	18+00.00	BL STATION	20+00.00
RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'
DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"
DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"
TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'
CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'
PI STATION	17+46.28	PI STATION	19+46.28	PI STATION	21+46.28	PI STATION	23+46.28	PI STATION	25+46.28

SH 29 MBFR (MBFR:BL)
DESIGN SPEED = 60 MPH, e max = 6.0%

BL STATION	12+00.00	BL STATION	14+00.00	BL STATION	16+00.00	BL STATION	18+00.00	BL STATION	20+00.00
RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'
DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"
DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"
TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'
CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'
PI STATION	17+46.28	PI STATION	19+46.28	PI STATION	21+46.28	PI STATION	23+46.28	PI STATION	25+46.28

SH 29 ENT RAMP (ERENT)
DESIGN SPEED = 55 MPH, e max = 6.0%

BL STATION	12+00.00	BL STATION	14+00.00	BL STATION	16+00.00	BL STATION	18+00.00	BL STATION	20+00.00
RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'
DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"
DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"
TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'
CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'
PI STATION	17+46.28	PI STATION	19+46.28	PI STATION	21+46.28	PI STATION	23+46.28	PI STATION	25+46.28

SH 29 EB ENT RAMP (EBENT)
DESIGN SPEED = 55 MPH, e max = 6.0%

BL STATION	12+00.00	BL STATION	14+00.00	BL STATION	16+00.00	BL STATION	18+00.00	BL STATION	20+00.00
RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'
DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"
DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"
TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'
CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'
PI STATION	17+46.28	PI STATION	19+46.28	PI STATION	21+46.28	PI STATION	23+46.28	PI STATION	25+46.28

SH 29 EB EXIT RAMP (EBEXIT)
DESIGN SPEED = 55 MPH, e max = 6.0%

BL STATION	12+00.00	BL STATION	14+00.00	BL STATION	16+00.00	BL STATION	18+00.00	BL STATION	20+00.00
RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'
DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"
DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"
TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'
CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'
PI STATION	17+46.28	PI STATION	19+46.28	PI STATION	21+46.28	PI STATION	23+46.28	PI STATION	25+46.28

SH 29 EB EXIT RAMP (EBEXIT2)
DESIGN SPEED = 55 MPH, e max = 6.0%

BL STATION	12+00.00	BL STATION	14+00.00	BL STATION	16+00.00	BL STATION	18+00.00	BL STATION	20+00.00
RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'
DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"
DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"
TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'
CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'
PI STATION	17+46.28	PI STATION	19+46.28	PI STATION	21+46.28	PI STATION	23+46.28	PI STATION	25+46.28

SH 29 WB ENT RAMP (WBENT)
DESIGN SPEED = 55 MPH, e max = 6.0%

BL STATION	12+00.00	BL STATION	14+00.00	BL STATION	16+00.00	BL STATION	18+00.00	BL STATION	20+00.00
RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'
DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"
DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"
TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'
CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'
PI STATION	17+46.28	PI STATION	19+46.28	PI STATION	21+46.28	PI STATION	23+46.28	PI STATION	25+46.28

SH 29 WB EXIT RAMP (WBEXIT)
DESIGN SPEED = 55 MPH, e max = 6.0%

BL STATION	12+00.00	BL STATION	14+00.00	BL STATION	16+00.00	BL STATION	18+00.00	BL STATION	20+00.00
RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'
DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"
DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"
TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'
CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'
PI STATION	17+46.28	PI STATION	19+46.28	PI STATION	21+46.28	PI STATION	23+46.28	PI STATION	25+46.28

SH 29 WB EXIT RAMP (WBEXIT2)
DESIGN SPEED = 55 MPH, e max = 6.0%

BL STATION	12+00.00	BL STATION	14+00.00	BL STATION	16+00.00	BL STATION	18+00.00	BL STATION	20+00.00
RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'
DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"
DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"
TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'
CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'
PI STATION	17+46.28	PI STATION	19+46.28	PI STATION	21+46.28	PI STATION	23+46.28	PI STATION	25+46.28

CL:106 (BL:106)
DESIGN SPEED = 50 MPH, e max = 6.0%

BL STATION	12+00.00	BL STATION	14+00.00	BL STATION	16+00.00	BL STATION	18+00.00	BL STATION	20+00.00
RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'
DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"
DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"
TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'
CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'
PI STATION	17+46.28	PI STATION	19+46.28	PI STATION	21+46.28	PI STATION	23+46.28	PI STATION	25+46.28

SH 29 INT (ERINT)
DESIGN SPEED = 40 MPH, e max = 6.0%

BL STATION	12+00.00	BL STATION	14+00.00	BL STATION	16+00.00	BL STATION	18+00.00	BL STATION	20+00.00
RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'
DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"
DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"
TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'
CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'
PI STATION	17+46.28	PI STATION	19+46.28	PI STATION	21+46.28	PI STATION	23+46.28	PI STATION	25+46.28

UTURN (UTNR1)
DESIGN SPEED = 15 MPH, e max = 6.0%

BL STATION	12+00.00	BL STATION	14+00.00	BL STATION	16+00.00	BL STATION	18+00.00	BL STATION	20+00.00
RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'
DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"
DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"
TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'
CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'
PI STATION	17+46.28	PI STATION	19+46.28	PI STATION	21+46.28	PI STATION	23+46.28	PI STATION	25+46.28

UTURN (UTNR2)
DESIGN SPEED = 15 MPH, e max = 6.0%

BL STATION	12+00.00	BL STATION	14+00.00	BL STATION	16+00.00	BL STATION	18+00.00	BL STATION	20+00.00
RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'
DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"
DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"
TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'
CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'
PI STATION	17+46.28	PI STATION	19+46.28	PI STATION	21+46.28	PI STATION	23+46.28	PI STATION	25+46.28

UTURN (UTNR3)
DESIGN SPEED = 15 MPH, e max = 6.0%

BL STATION	12+00.00	BL STATION	14+00.00	BL STATION	16+00.00	BL STATION	18+00.00	BL STATION	20+00.00
RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'
DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"
DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"
TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'
CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'
PI STATION	17+46.28	PI STATION	19+46.28	PI STATION	21+46.28	PI STATION	23+46.28	PI STATION	25+46.28

EB SH 29 TO NB SH 130 DC (DC:EZN)
DESIGN SPEED = 55 MPH, e max = 6.0%

BL STATION	12+00.00	BL STATION	14+00.00	BL STATION	16+00.00	BL STATION	18+00.00	BL STATION	20+00.00
RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'
DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"
DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"
TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'
CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'
PI STATION	17+46.28	PI STATION	19+46.28	PI STATION	21+46.28	PI STATION	23+46.28	PI STATION	25+46.28

EB SH 29 TO SB SH 130 DC (DC:EZS)
DESIGN SPEED = 55 MPH, e max = 6.0%

BL STATION	12+00.00	BL STATION	14+00.00	BL STATION	16+00.00	BL STATION	18+00.00	BL STATION	20+00.00
RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'
DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"
DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"
TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'
CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'
PI STATION	17+46.28	PI STATION	19+46.28	PI STATION	21+46.28	PI STATION	23+46.28	PI STATION	25+46.28

NB SH 130 TO SB SH 29 DC (DC:WZN)
DESIGN SPEED = 55 MPH, e max = 6.0%

BL STATION	12+00.00	BL STATION	14+00.00	BL STATION	16+00.00	BL STATION	18+00.00	BL STATION	20+00.00
RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'
DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"
DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"
TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'
CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'
PI STATION	17+46.28	PI STATION	19+46.28	PI STATION	21+46.28	PI STATION	23+46.28	PI STATION	25+46.28

NB SH 29 TO NB SH 130 DC (DC:EZN)
DESIGN SPEED = 55 MPH, e max = 6.0%

BL STATION	12+00.00	BL STATION	14+00.00	BL STATION	16+00.00	BL STATION	18+00.00	BL STATION	20+00.00
RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'
DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"
DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"
TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'
CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'
PI STATION	17+46.28	PI STATION	19+46.28	PI STATION	21+46.28	PI STATION	23+46.28	PI STATION	25+46.28

NB SH 29 TO SB SH 130 DC (DC:WZS)
DESIGN SPEED = 55 MPH, e max = 6.0%

BL STATION	12+00.00	BL STATION	14+00.00	BL STATION	16+00.00	BL STATION	18+00.00	BL STATION	20+00.00
RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'	RADIUS	1,146.28'
DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"	DEGREE OF CURVE	5°00'00"
DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"	DELTA	90°00'00"
TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'	TANGENT	1,146.28'
CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'	CHORD	1,818.02'
PI STATION	17+46.28	PI STATION	19+46.28	PI STATION	21+46.28	PI STATION	23+46.28	PI STATION	25+46.28

WILLIAMSON COUNTY
1848

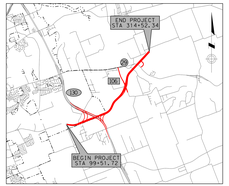
WILLIAMSON COUNTY

PRELIMINARY DESIGN FOR:

CORRIDOR C SH 29 BYPASS

PRECINCT #3

CITY: GEORGETOWN
LIMITS = SAM HOUSTON AVE TO TXDOT ALTERNATIVE A (2016)
APPROX LENGTH OF PROJECT = 4.07 MI
DESIGN SPEED = 70 MPH
FUNCTIONAL CLASSIFICATION = PRINCIPAL ARTERIAL
ROADWAY CLASSIFICATION = RURAL
TERRAIN = ROLLING
TxDOT 4R DESIGN CRITERIA
CURRENT ADT = TBD
TRUCK PERCENTAGE = TBD



VICINITY MAP
N.T.S.

BEARING BASIS: NAD-83, TEXAS CENTRAL (4203), STATE PLANE SYSTEM.
COORDINATES FOR THIS PROJECT ARE SURFACE VALUES BASED ON A COMBINED SURFACE ADJUSTMENT FACTOR OF 1.00011.
VERTICAL DATUM: GEOID 2012A, PER WESTERN DATA GPS REFERENCE NETWORK.

THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF INTERIM REVIEW UNDER THE AUTHORITY OF STEVEN R. LINDSEY, P.E. 105283 ON 6/19/2019. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

HORZ SCALE: 1"=100' VERT SCALE: 1"=10'
0 100 200 0 10 20

PREPARED BY
FIRM: ATKINS
ENGINEER: STEVEN R. LINDSEY,P.E.
LICENSE NO: 105283
DATE: 6/19/2019

PRELIMINARY
SUBJECT TO CHANGE

NOT A BIDDING DOCUMENT

CORRIDOR C SH 29 BYPASS

TYPICAL SECTIONS
HORIZONTAL DATA

ATKINS

WILLIAMSON COUNTY
1848

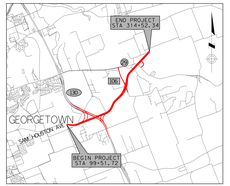
WILLIAMSON COUNTY

PRELIMINARY DESIGN FOR:

CORRIDOR C SH 29 BYPASS

PRECINCT #3

CITY: GEORGETOWN
LIMITS = SAM HOUSTON AVE TO TXDOT ALTERNATIVE A (2016)
APPROX LENGTH OF PROJECT = 4.07 MI
DESIGN SPEED = 70 MPH
FUNCTIONAL CLASSIFICATION = PRINCIPAL ARTERIAL
ROADWAY CLASSIFICATION = RURAL
TERRAIN = ROLLING
TxDOT 4R DESIGN CRITERIA
CURRENT ADT = TBD
TRUCK PERCENTAGE = TBD



VICINITY MAP
N.T.S.

BEARING BASIS: NAD-83, TEXAS CENTRAL (4203), STATE PLANE SYSTEM.
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0 100 200 0 10 20

PREPARED BY
FIRM: ATKINS
ENGINEER: STEVEN R. LINDSEY,P.E.
LICENSE NO: 105283
DATE: 6/19/2019

PRELIMINARY
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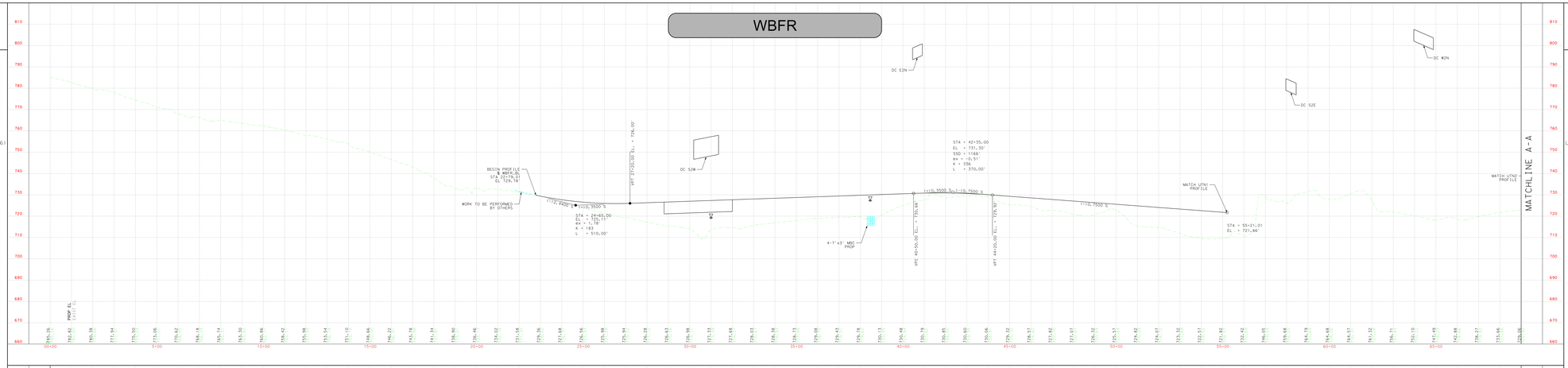
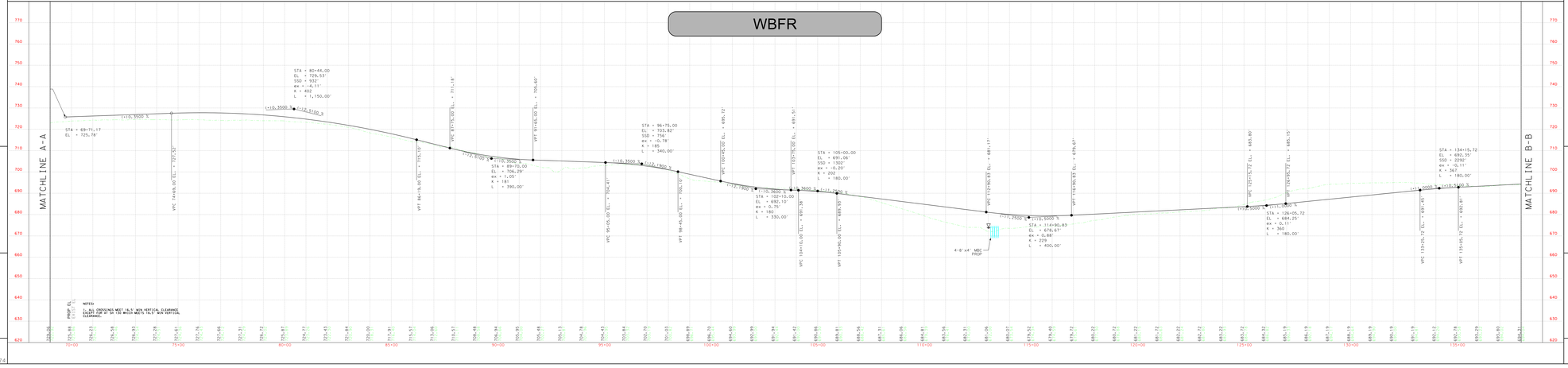
NOT A BIDDING DOCUMENT

CORRIDOR C SH 29 BYPASS

PROFILES

ATKINS TBPE REG F-474





WILLIAMSON COUNTY
1848

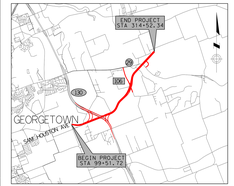
WILLIAMSON COUNTY

PRELIMINARY DESIGN FOR:

CORRIDOR C SH 29 BYPASS

PRECINCT #3

CITY: GEORGETOWN
LIMITS = SAM HOUSTON AVE TO TXDOT ALTERNATIVE A (2016)
APPROX LENGTH OF PROJECT = 4.07 MI
DESIGN SPEED = 70 MPH
FUNCTIONAL CLASSIFICATION = PRINCIPAL ARTERIAL
ROADWAY CLASSIFICATION = RURAL
TERRAIN = ROLLING
TxDOT 4R DESIGN CRITERIA
CURRENT ADT = TBD
TRUCK PERCENTAGE = TBD



VICINITY MAP
N.T.S.

BEARING BASIS: NAD-83, TEXAS CENTRAL (4203), STATE PLANE SYSTEM.
COORDINATES FOR THIS PROJECT ARE SURFACE VALUES BASED ON A COMBINED SURFACE ADJUSTMENT FACTOR OF 1.00011.
VERTICAL DATUM: GEOID 2012A, PER WESTERN DATA GPS REFERENCE NETWORK.

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HORZ SCALE: 1"=100' VERT SCALE: 1"=10'
0 100 200 0 10 20

PREPARED BY
FIRM: ATKINS
ENGINEER: STEVEN R. LINDSEY,P.E.
LICENSE NO: 105283
DATE: 6/19/2019

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SUBJECT TO CHANGE

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CORRIDOR C SH 29 BYPASS

PROFILES

ATKINS TBPE REG F-474

WILLIAMSON COUNTY
1848

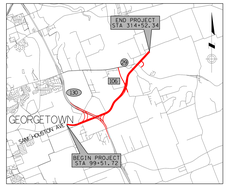
WILLIAMSON COUNTY

PRELIMINARY DESIGN FOR:

CORRIDOR C SH 29 BYPASS

PRECINCT #3

CITY: GEORGETOWN
LIMITS = SAM HOUSTON AVE TO TXDOT ALTERNATIVE A (2016)
APPROX LENGTH OF PROJECT = 4.07 MI
DESIGN SPEED = 70 MPH
FUNCTIONAL CLASSIFICATION = PRINCIPAL ARTERIAL
ROADWAY CLASSIFICATION = RURAL
TERRAIN = ROLLING
TxDOT 4R DESIGN CRITERIA
CURRENT ADT = TBD
TRUCK PERCENTAGE = TBD



VICINITY MAP
N.T.S.

BEARING BASIS: NAD-83, TEXAS CENTRAL (4203), STATE PLANE SYSTEM.
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VERTICAL DATUM: GEOID 2012A, PER WESTERN DATA GPS REFERENCE NETWORK.

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HORZ SCALE: 1"=100' VERT SCALE: 1"=10'
0 100 200 0 10 20

PREPARED BY
FIRM: ATKINS
ENGINEER: STEVEN R. LINDSEY,P.E.
LICENSE NO: 105283
DATE: 6/19/2019

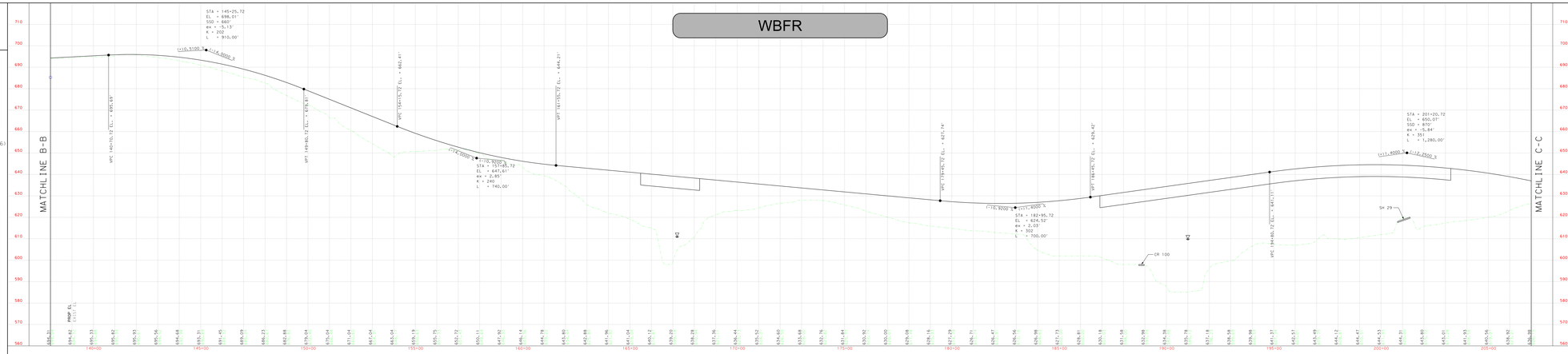
PRELIMINARY
SUBJECT TO CHANGE

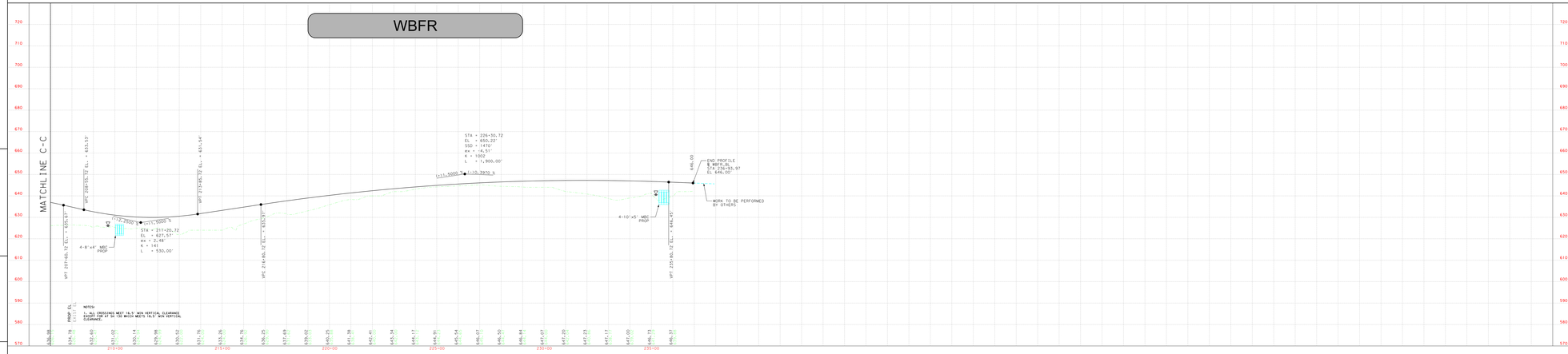
NOT A BIDDING DOCUMENT

CORRIDOR C SH 29 BYPASS

PROFILES

ATKINS TBPE REG F-474





WILLIAMSON COUNTY
1848

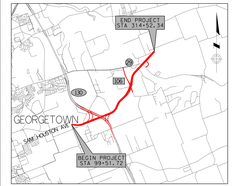
WILLIAMSON COUNTY

PRELIMINARY DESIGN FOR:

CORRIDOR C SH 29 BYPASS

PRECINCT #3

CITY: GEORGETOWN
LIMITS = SAM HOUSTON AVE TO TXDOT ALTERNATIVE A (2016)
APPROX LENGTH OF PROJECT = 4.07 MI
DESIGN SPEED = 70 MPH
FUNCTIONAL CLASSIFICATION = PRINCIPAL ARTERIAL
ROADWAY CLASSIFICATION = RURAL
TERRAIN = ROLLING
TxDOT 4R DESIGN CRITERIA
CURRENT ADT = TBD
TRUCK PERCENTAGE = TBD



VICINITY MAP
N.T.S.

BEARING BASIS: NAD-83, TEXAS CENTRAL (4203), STATE PLANE SYSTEM.
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VERTICAL DATUM: GEOID 2012A, PER WESTERN DATA GPS REFERENCE NETWORK.

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HORZ SCALE: 1"=100' VERT SCALE: 1"=10'
0 100 200 0 10 20

PREPARED BY
FIRM: ATKINS
ENGINEER: STEVEN R. LINDSEY,P.E.
LICENSE NO: 105283
DATE: 6/19/2019

PRELIMINARY
SUBJECT TO CHANGE

NOT A BIDDING DOCUMENT

CORRIDOR C SH 29 BYPASS

PROFILES

ATKINS TBPE REG F-474

WILLIAMSON COUNTY 1848

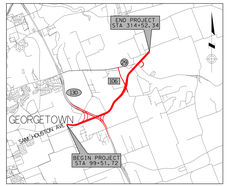
WILLIAMSON COUNTY

PRELIMINARY DESIGN FOR:

CORRIDOR C SH 29 BYPASS

PRECINCT #3

CITY: GEORGETOWN
LIMITS = SAM HOUSTON AVE TO TXDOT ALTERNATIVE A (2016)
APPROX LENGTH OF PROJECT = 4.07 MI
DESIGN SPEED = 70 MPH
FUNCTIONAL CLASSIFICATION = PRINCIPAL ARTERIAL
ROADWAY CLASSIFICATION = RURAL
TERRAIN = ROLLING
TxDOT 4R DESIGN CRITERIA
CURRENT ADT = TBD
TRUCK PERCENTAGE = TBD



VICINITY MAP
N.T.S.

BEARING BASIS: NAD-83, TEXAS CENTRAL (4203), STATE PLANE SYSTEM.
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HORZ SCALE: 1"=100' (0 100 200)
VERT SCALE: 1"=10' (0 10 20)

PREPARED BY
FIRM: ATKINS
ENGINEER: STEVEN R. LINDSEY,P.E.
LICENSE NO: 105283
DATE: 6/19/2019

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CORRIDOR C SH 29 BYPASS

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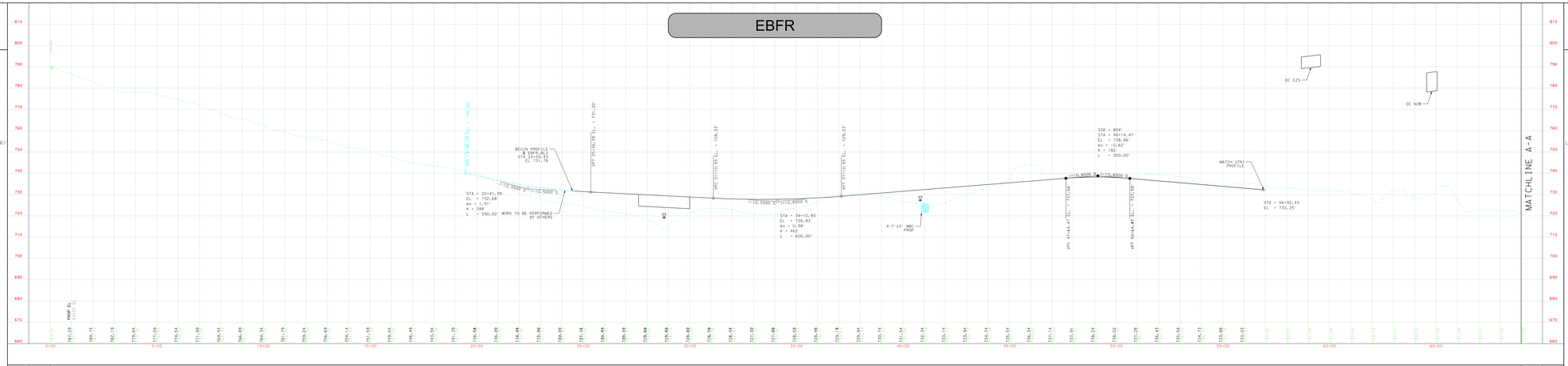
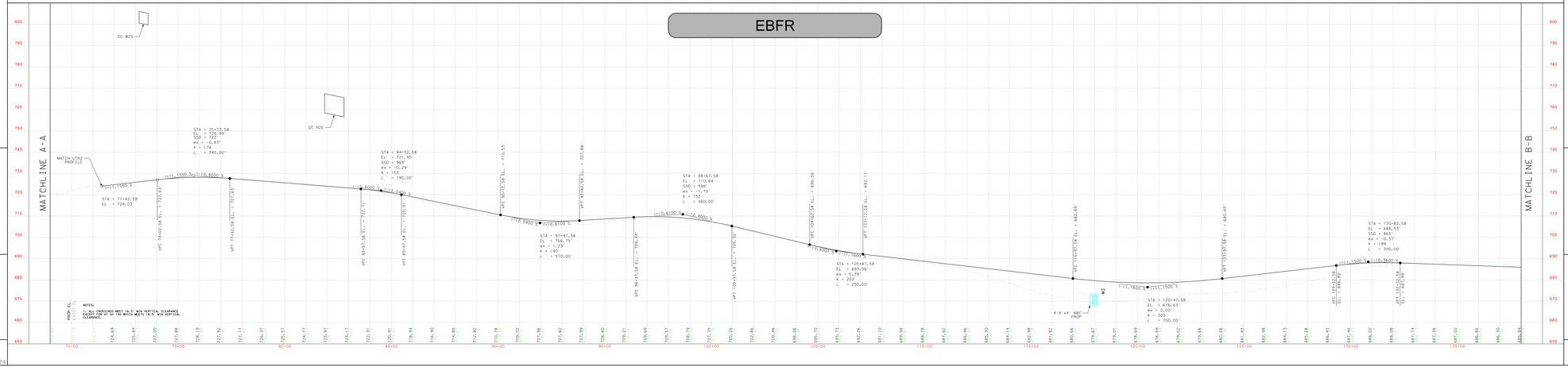
ATKINS TBPE REG F-474





WILLIAMSON COUNTY 1848

WILLIAMSON COUNTY

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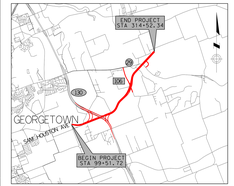

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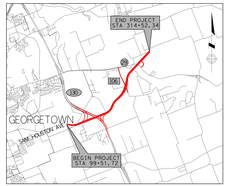

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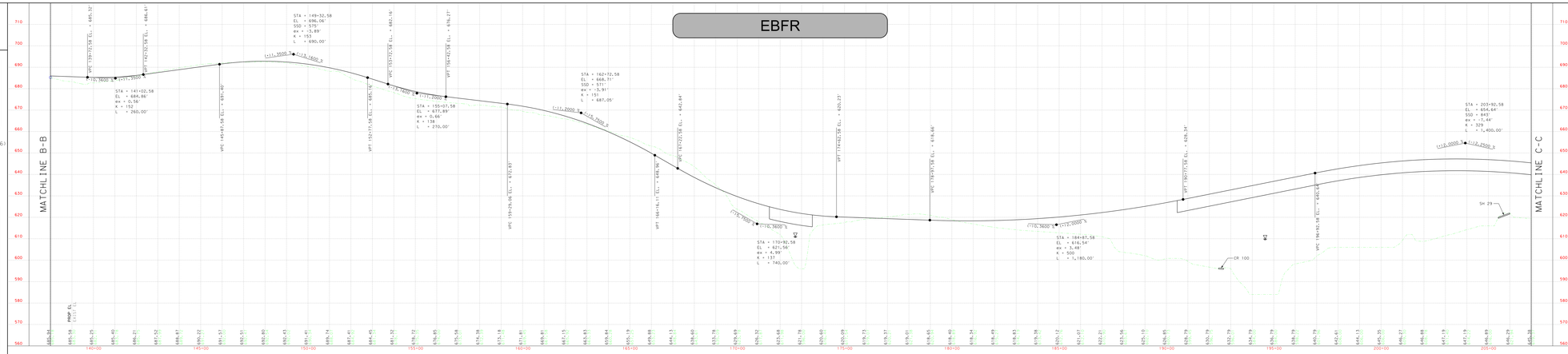

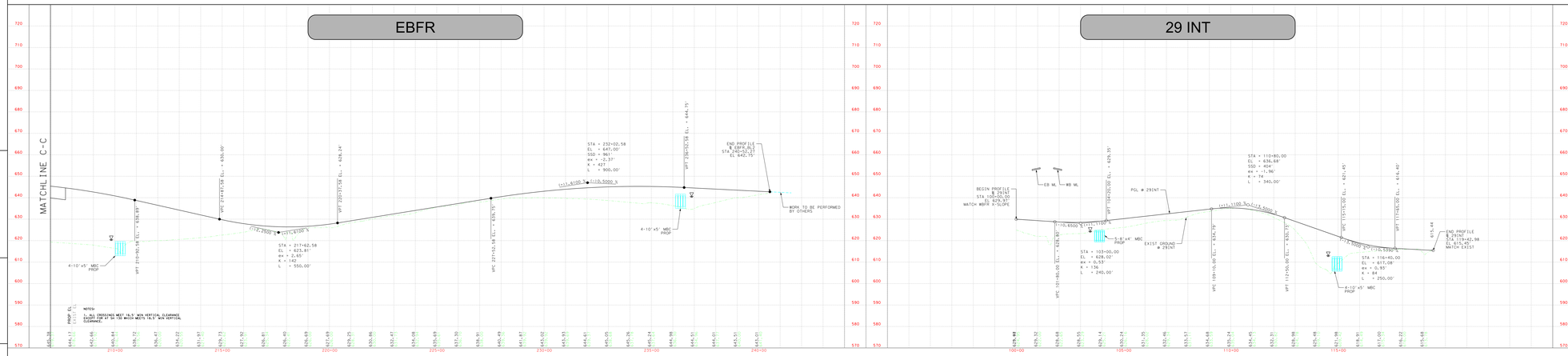

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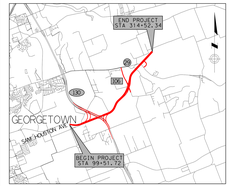

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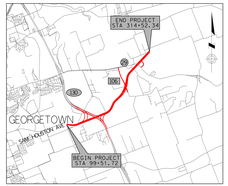

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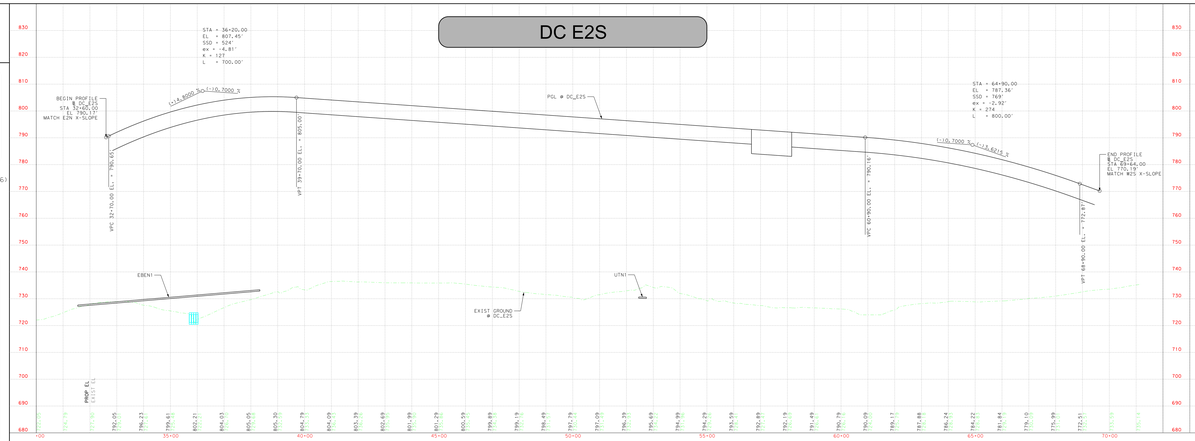
DC E2S



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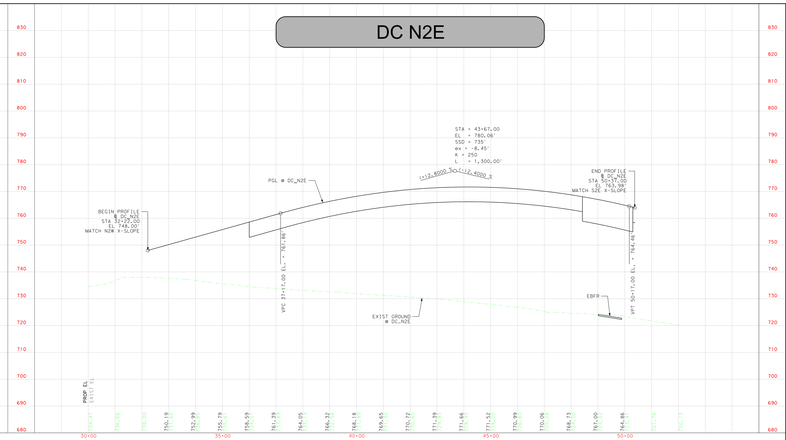

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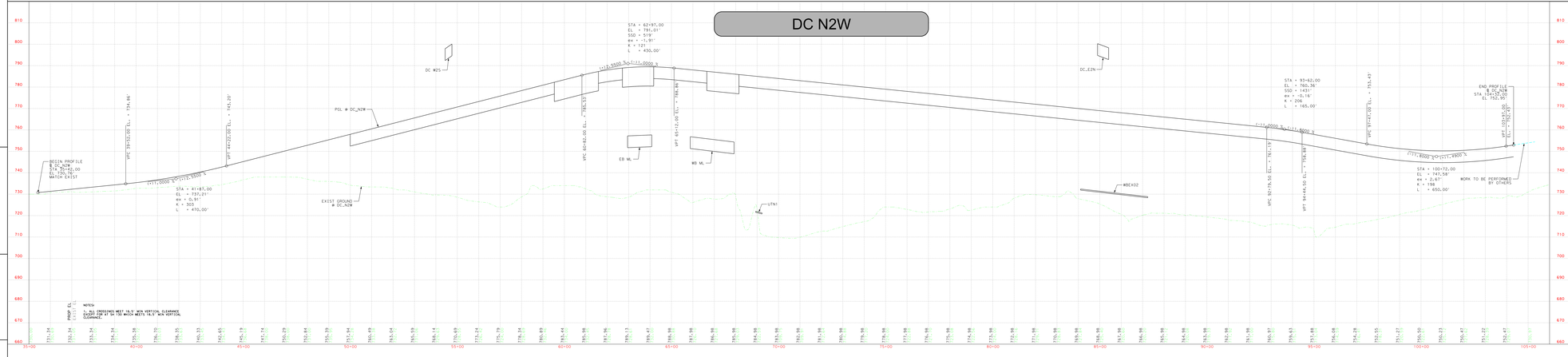

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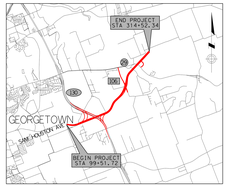

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0 100 200 0 10 20

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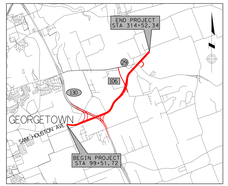

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CORRIDOR C SH 29 BYPASS

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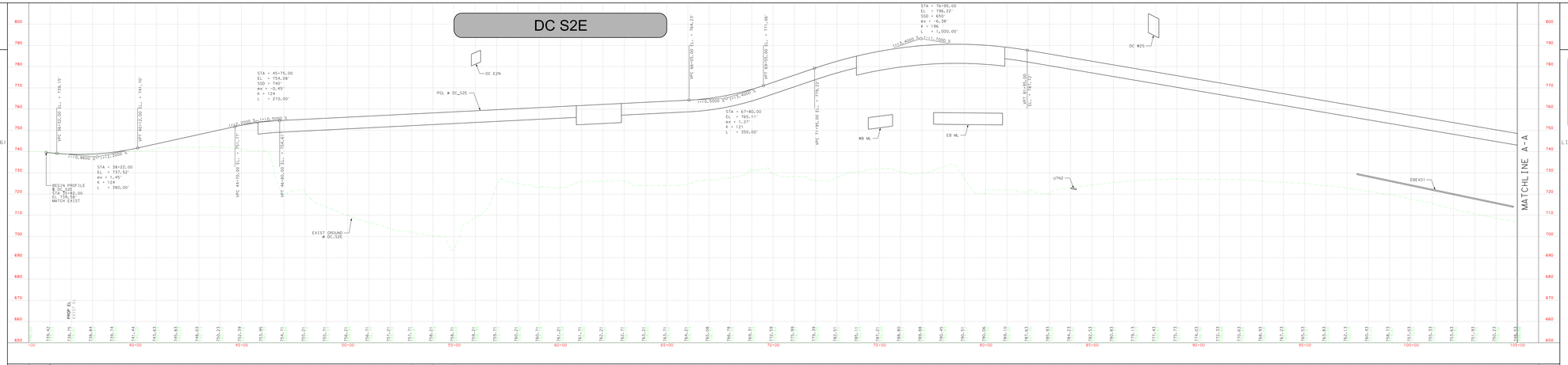
DC S2E



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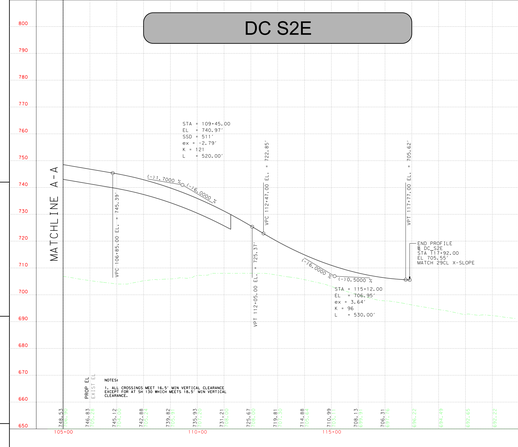

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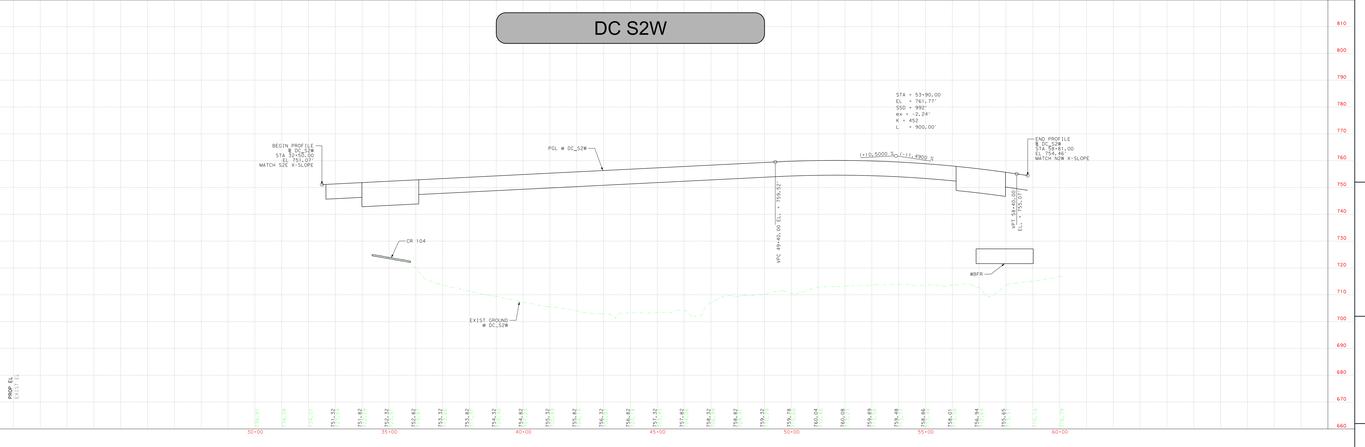

WILLIAMSON COUNTY
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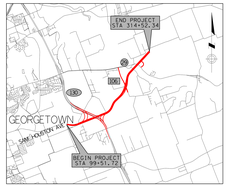

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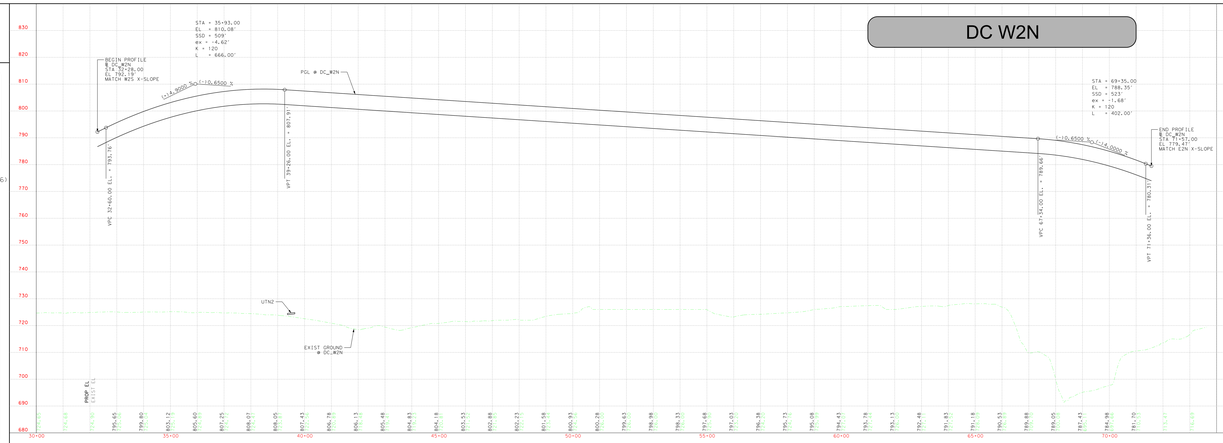

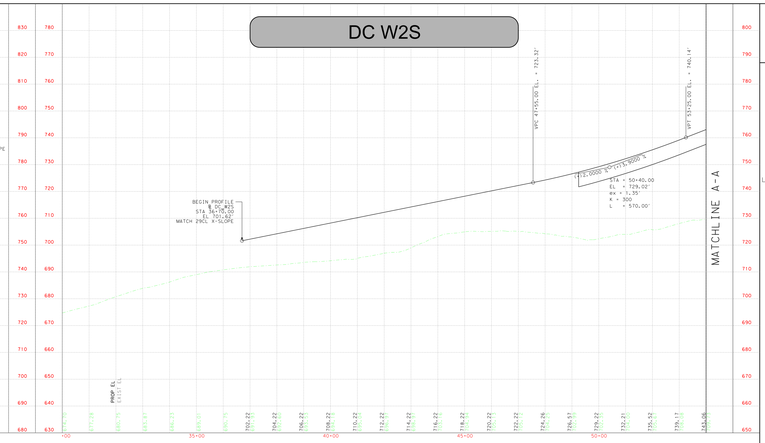

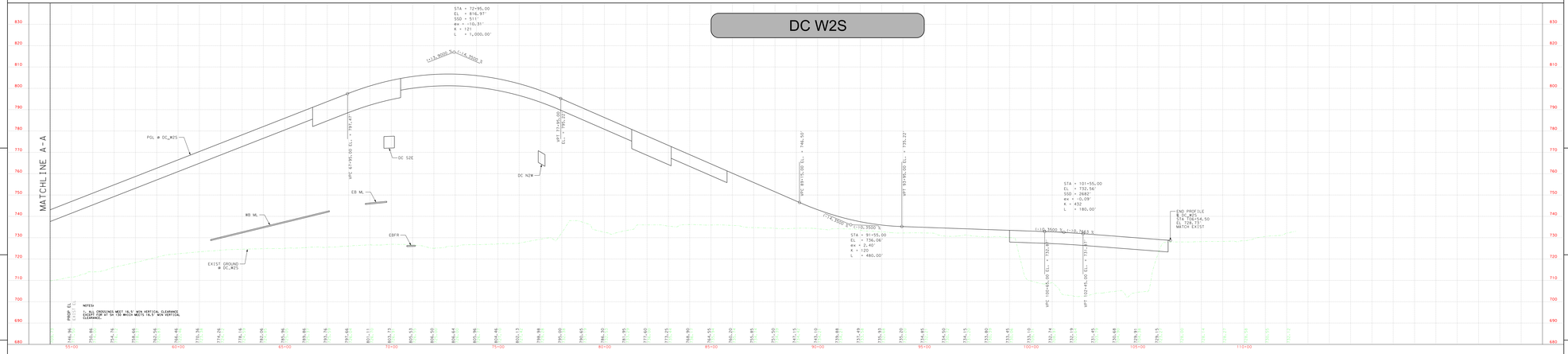

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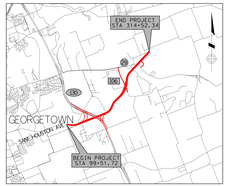

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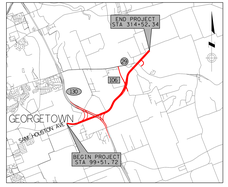

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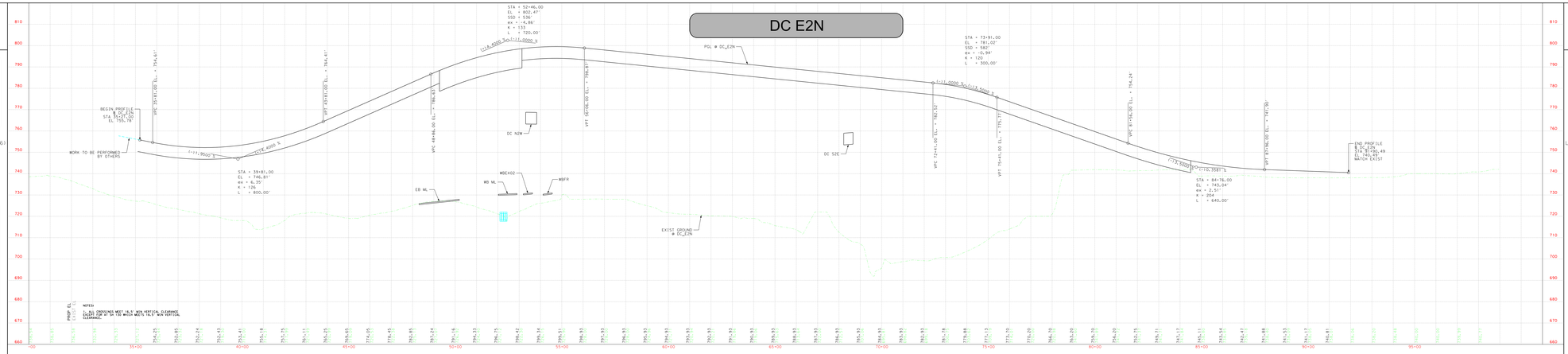


WILLIAMSON COUNTY 1848

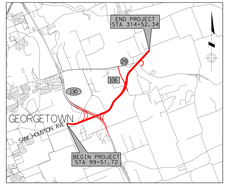
WILLIAMSON COUNTY

PRELIMINARY DESIGN FOR:

CORRIDOR C SH 29 BYPASS

PRECINCT #3

CITY: GEORGETOWN
LIMITS = SAM HOUSTON AVE TO TXDOT ALTERNATIVE A (2016)
APPROX LENGTH OF PROJECT = 4.07 MI
DESIGN SPEED = 70 MPH
FUNCTIONAL CLASSIFICATION = PRINCIPAL ARTERIAL
ROADWAY CLASSIFICATION = RURAL
TERRAIN = ROLLING
TxDOT 4R DESIGN CRITERIA
CURRENT ADT = TBD
TRUCK PERCENTAGE = TBD



VICINITY MAP
N.T.S.

BEARING BASIS: NAD-83, TEXAS CENTRAL (4203), STATE PLANE SYSTEM.
COORDINATES FOR THIS PROJECT ARE SURFACE VALUES BASED ON A COMBINED SURFACE ADJUSTMENT FACTOR OF 1.00011.
VERTICAL DATUM: GEOID 2012A, PER WESTERN DATA GPS REFERENCE NETWORK.

THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF INTERIM REVIEW UNDER THE AUTHORITY OF STEVEN R. LINDSEY, P.E. 105283 ON 6/19/2019. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

HORZ SCALE: 1"=100' (0 100 200) VERT SCALE: 1"=10' (0 10 20)

PREPARED BY

FIRM: ATKINS
ENGINEER: STEVEN R. LINDSEY,P.E.
LICENSE NO: 105283
DATE: 6/19/2019

PRELIMINARY SUBJECT TO CHANGE

NOT A BIDDING DOCUMENT

CORRIDOR C SH 29 BYPASS

PROFILES

ATKINS TBPE REG F-474

SHEET 17 OF 17

WILLIAMSON COUNTY
1848

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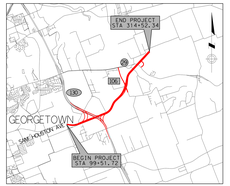

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CORRIDOR C SH 29 BYPASS

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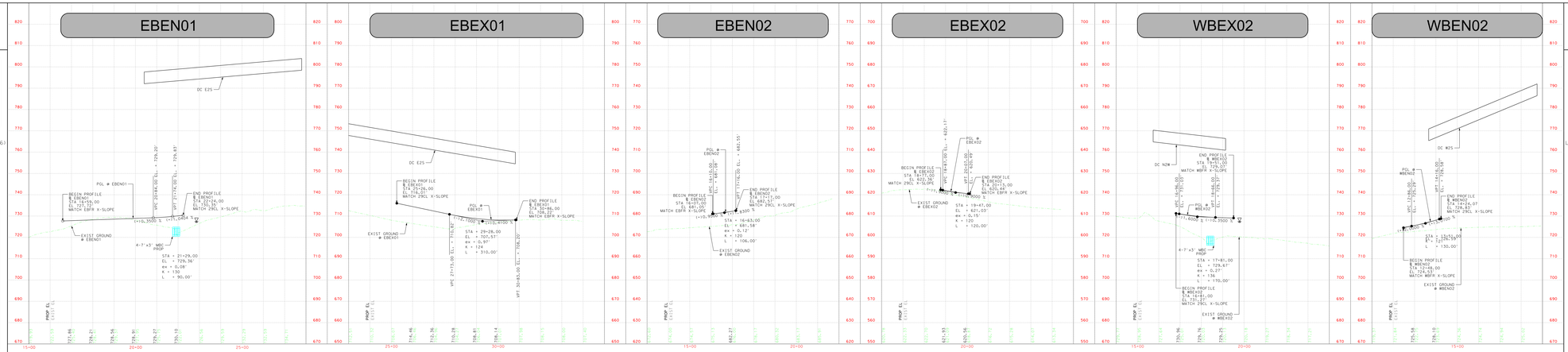

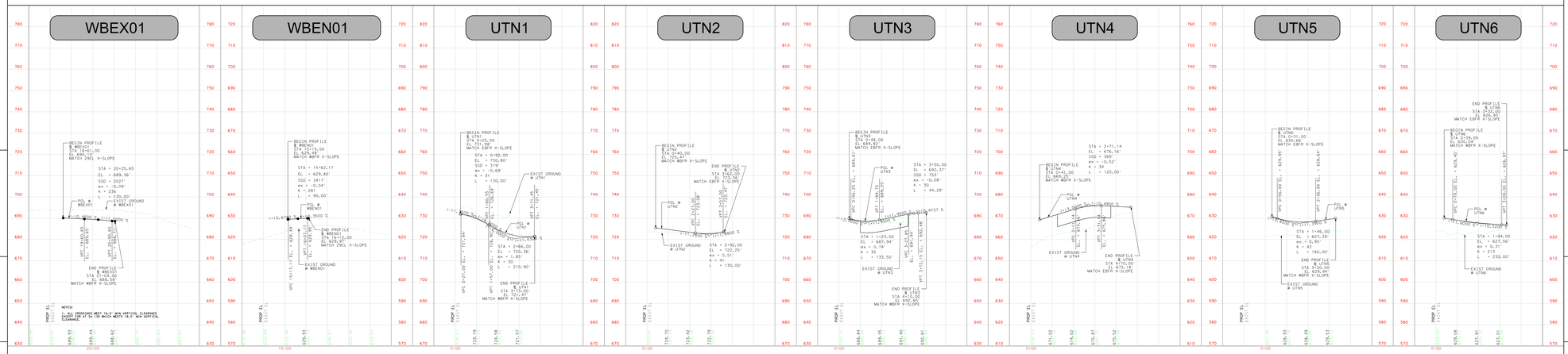

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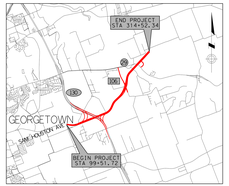

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