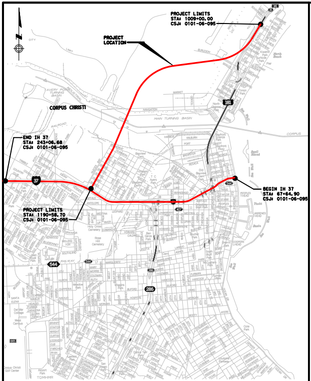
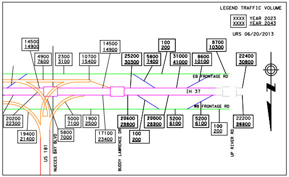

PROJECT LIMITS
STA: 1009+00.00
CSJ: 0101-06-095
PROJECT LOCATION
CORPUS CHRISTI
END IH 37
STA: 243+06.68
CSJ: 0101-06-095
PROJECT LIMITS
STA: 1190+58.70
CSJ: 0101-06-095
BEGIN IH 37
STA: 67+64.90
CSJ: 0101-06-095
MAIN TURNING BASIN
37
181
544
286

LOCATION MAP (N.T.S)

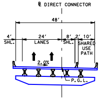
PROJECT LENGTH: 3.44 MILES

LEGEND:

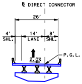
- — – – EXISTING R.O.W.
- — – – PROPOSED R.O.W.
- ➡ DIRECTION OF TRAFFIC
- —— EXISTING PROPERTY LINE
- —— PAVEMENT EDGE
- ▨ PAVEMENT TO BE REMOVED
- — – – PROPOSED BASELINE
- 🟥 PROPOSED US 181/SH 286 MAINLANES
- 🟨 PROPOSED IH 37 MAINLANES
- 🟧 DIRECT CONNECTOR
- 🟦 PROPOSED RAMP
- 🟩 PROPOSED FRONTAGE ROAD
- 🟪 PROPOSED CROSS AND LOCAL STREET


LEGEND TRAFFIC VOLUME
XXXX YEAR 2023
XXXX YEAR 2043
URS 06/20/2013
14500 14900
4900 7600
2300 3100
10700 15400
14500 14900
25200 30300
5800 7400
100 200
31000 41000
8600 10100
8700 10300
22400 30800
EB FRONTAGE RD
IH 37
WB FRONTAGE RD
20200 22300
19400 21400
5800 7000
5000 7100
1900 2500
17100 23400
20600 28800
100 200
20800 28300
5200 6100
5200 6100
100 200
22200 28300
US 181
NUECES BAY BLVD
BUDDY LAWRENCE DR
UP RIVER RD

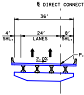
TRAFFIC DIAGRAM


℄ DIRECT CONNECTOR
48'
4' SHL.
24' LANES
8' SHL.
2'
10' SHARED USE PATH
2.0%
P.G.L.

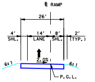
TWO LANE DIRECT CONNECTOR WITH BIKE PATH


℄ DIRECT CONNECTOR
26'
4' SHL.
14' LANE
8' SHL.
2.0%
P.G.L.

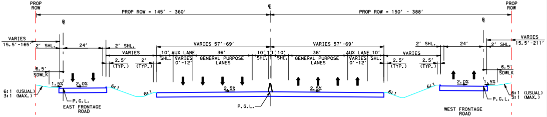
ONE LANE DIRECT CONNECTOR


℄ DIRECT CONNECTOR
36'
4' SHL.
24' LANES
8' SHL.
2.0%
P.G.L.

TWO LANE DIRECT CONNECTOR


℄ RAMP
26'
4' SHL.
14' LANE
8' SHL.
2' (TYP.)
2.0%
6:1
6:1
P.G.L.

ONE LANE RAMP

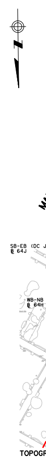

PROP ROW
PROP ROW = 145' - 360'
℄
PROP ROW = 150' - 388'
PROP ROW
℄
VARIES 15.5'-165'
2' SHL.
24'
2' SHL.
VARIES
2.5' (TYP.)
2' (TYP.)
6.5' SDWLK
1.5%
2.0%
6:1 (USUAL)
3:1 (MAX.)
6:1
6:1
P.G.L.
EAST FRONTAGE ROAD
VARIES 57'-69'
10' SHL.
AUX LANE VARIES 0'-12'
36' GENERAL PURPOSE LANES
10' SHL.
1'
1'
10' SHL.
36' GENERAL PURPOSE LANES
AUX LANE VARIES 0'-12'
10' SHL.
VARIES 57'-69'
2.5%
2.5%
P.G.L.
6:1
6:1
VARIES
2.5' (TYP.)
2.5' (TYP.)
2' SHL.
24'
2' SHL.
VARIES 15.5'-211'
6.5' SDWLK
2.0%
1.5%
6:1 (USUAL)
3:1 (MAX.)
P.G.L.
WEST FRONTAGE ROAD

IH 37

MAINLANES AND FRONTAGE ROADS

STA 79+00.00 TO STA 230+00.00

PROPOSED TYPICAL SECTIONS


SB-EB (DC J
℄ 64J
WB-NB
℄ 64H

TOPOGR

PRELIMINARY
SUBJECT TO CHANGE

Texas Department of Transportation®

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CORPUS CHRISTI DISTRICT,
LONNIE GREGORCYK, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
US 181/IH 37 - HARBOR BRIDGE
NUECES COUNTY

US 181/SH 286 FROM BEACH AVE TO IH 37
IH 37 FROM SHORELINE BLVD TO UP RIVER RD
CSJ'S : 0101-06-095

WEST ALTERNATIVE
IH 37 MAIN LANES

ROLL 4 OF 8

DESIGN SPEED:
FREEWAY = 70 mph
RAMPS = 50 mph
DIRECT CONNECTORS = 50 mph
FRONTAGE ROADS = 45 mph
CROSS STREETS = 40 mph

0 50 100 200
HORIZ SCALE IN FEET

AUGUST, 2013

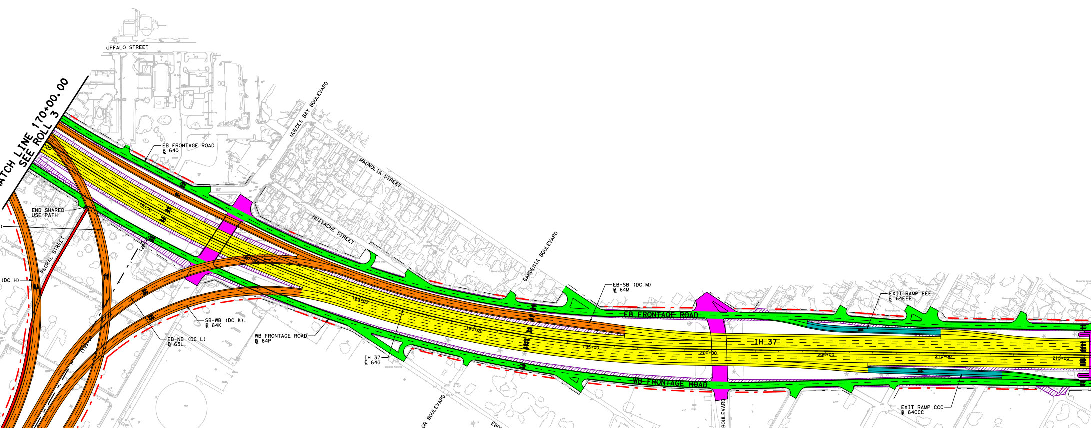
0 5 10 20
VERT SCALE IN FEET

PREPARED BY URS CORPORATION TBPE REGISTRATION NUMBER 3162:
FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.

Prepared by or under the Direct Supervision of:

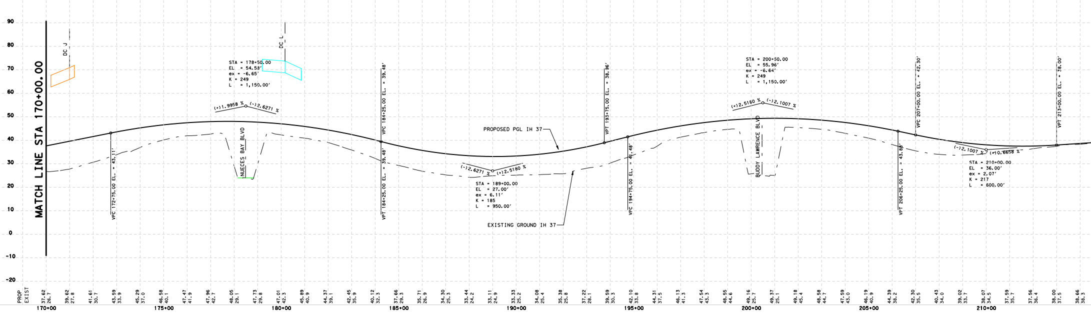
NAME	P.E. NUMBER	NAME	P.E. NUMBER	NAME	P.E. NUMBER
CHARLES BENNETT	68613				

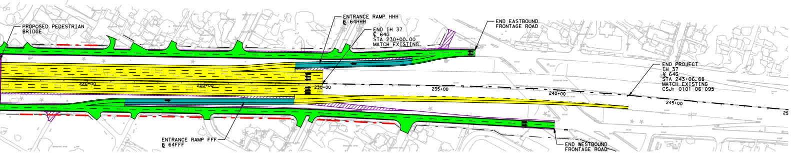
URS
1950 NORTH STEMMONS FREEWAY
SUITE 6000
DALLAS, TEXAS 75207
214-741-7777

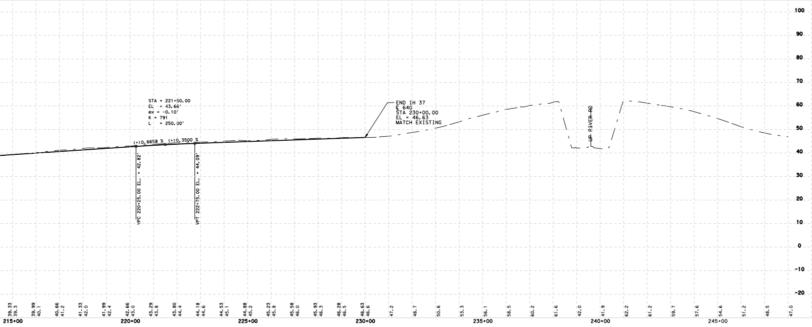

MATCH LINE 170+00.00
SEE ROLL 3
UFFALO STREET
EB FRONTAGE ROAD
℄ 64Q
NUECES BAY BOULEVARD
MAGNOLIA STREET
HUISACHE STREET
GARDENIA BOULEVARD
END SHARED
USE PATH
FLORAL STREET
(DC H)
SB-WB (DC K)
℄ 64K
EB-NB (DC L)
℄ 63L
WB FRONTAGE ROAD
℄ 64P
IH 37
℄ 64G
EB-SB (DC M)
℄ 64M
EB FRONTAGE ROAD
IH 37
WB FRONTAGE ROAD
EXIT RAMP EEE
℄ 64EEE
EXIT RAMP CCC
℄ 64CCC
BOULEVARD
OR BOULEVARD
175+00
180+00
185+00
190+00
195+00
200+00
205+00
210+00
215+00

...RAPHIC MAPPING PROVIDED BY TXDOT AUG, 2003

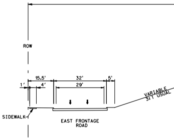
64G - IH 37 MAIN LANES


MATCH LINE STA 170+00.00
100
90
80
70
60
50
40
30
20
10
0
-10
-20
DC J
DC L
STA = 178+50.00
EL = 54.53'
ex = -6.65'
K = 249
L = 1,150.00'
(+)1.9958 %
(-)2.6271 %
NUECES BAY BLVD
VPC 172+75.00 EL. = 43.11'
VPC 184+25.00 EL. = 39.48'
VPT 184+25.00 EL. = 39.48'
(-)2.6271 %
(+)2.5180 %
STA = 189+00.00
EL = 27.00'
ex = 6.11'
K = 185
L = 950.00'
PROPOSED PGL IH 37
EXISTING GROUND IH 37
VPT 193+75.00 EL. = 38.96'
VPC 194+75.00 EL. = 41.48'
STA = 200+50.00
EL = 55.96'
ex = -6.64'
K = 249
L = 1,150.00'
(+)2.5180 %
(-)2.1007 %
BUDDY LAWRENCE BLVD
VPC 207+00.00 EL. = 42.30'
VPT 206+25.00 EL. = 43.88'
(-)2.1007 %
(+)0.6658 %
STA = 210+00.00
EL = 36.00'
ex = 2.07'
K = 217
L = 600.00'
VPT 213+00.00 EL. = 38.00'
PROP
EXIST
37.62 26.7
39.62 27.8
41.61 30.7
43.59 33.9
45.29 37.0
46.58 40.1
47.47 41.9
47.96 42.7
48.05 29.1
47.73 29.8
47.01 42.3
45.89 40.9
44.37 39.1
42.45 35.9
40.12 32.3
37.66 29.3
35.71 26.9
34.30 25.3
33.44 24.2
33.11 24.9
33.33 25.2
34.08 25.4
35.38 25.8
37.22 28.1
39.59 30.3
42.10 33.8
44.31 37.5
46.13 41.3
47.54 43.3
48.55 44.6
49.16 25.7
49.37 25.1
49.18 45.4
48.58 44.7
47.59 43.0
46.19 40.9
44.39 38.2
42.30 35.5
40.43 34.0
39.02 33.7
38.07 34.5
37.59 35.7
37.56 36.4
38.00 37.5
38.66 38.3
170+00
175+00
180+00
185+00
190+00
195+00
200+00
205+00
210+00

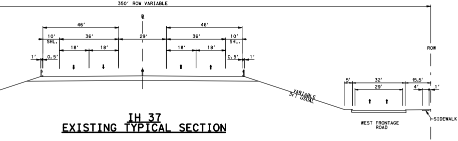

PROPOSED PEDESTRIAN BRIDGE
ENTRANCE RAMP HHH
℄ 64HHH
END IH 37
℄ 64G
STA 230+00.00
MATCH EXISTING
END EASTBOUND FRONTAGE ROAD
END PROJECT
IH 37
℄ 64G
STA 243+06.68
MATCH EXISTING
CSJ: 0101-06-095
220+00
225+00
230+00
235+00
240+00
245+00
25
ENTRANCE RAMP FFF
℄ 64FFF
END WESTBOUND FRONTAGE ROAD



WEST


ROW
15.5'
32'
5'
1'
4'
29'
VARIABLE
3:1 USUAL
SIDEWALK
EAST FRONTAGE
ROAD

ALTERNATIVE


350' ROW VARIABLE
℄
46'
46'
10' SHL.
36'
29'
36'
10' SHL.
18'
18'
18'
18'
1'
0.5'
0.5'
1'
ROW
VARIABLE 3:1 USUAL
5'
32'
15.5'
29'
4'
1'
SIDEWALK
WEST FRONTAGE ROAD

IH 37
EXISTING TYPICAL SECTION

PRELIMINARY
SUBJECT TO CHANGE

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