

Chain CL*518*SDWK contains:
SW01 CUR CL*518*SDWK1 CUR CL*518*SDWK2 SW02

Beginning chain CL*518*SDWK description

Point SW01 N 13,770,074.7439 E 3,157,535.8180 Sta 9+00.00
Course from SW01 to PC CL*518*SDWK1 S 66° 46' 30.21" E Dist 38.2893

Curve Data

Curve CL*518*SDWK1
P.I. Station 9+49.91 N 13,770,055.0621 E 3,157,581.6840
Delta = 32° 24' 01.94" (LT)
Degree = 143° 14' 22.02"
Tangent = 11.6213
Length = 22.6198
Radius = 40.0000
External = 1.6540
Long Chord = 22.3196
Mid. Ord. = 1.5883
P.C. Station 9+38.29 N 13,770,059.6449 E 3,157,571.0045
P.T. Station 9+60.91 N 13,770,056.9152 E 3,157,593.1566
C.C. N 13,770,096.4034 E 3,157,586.7782
Back = S 66° 46' 30.21" E
Ahead = N 80° 49' 27.85" E
Chord Bear = S 82° 58' 31.18" E

Course from PT CL*518*SDWK1 to PC CL*518*SDWK2 N 80° 49' 27.85" E Dist 0.7883

Curve Data

Curve CL*518*SDWK2
P.I. Station 9+79.11 N 13,770,059.8174 E 3,157,611.1234
Delta = 32° 21' 51.59" (RT)
Degree = 95° 29' 34.68"
Tangent = 17.4114
Length = 33.8918
Radius = 60.0000
External = 2.4752
Long Chord = 33.4431
Mid. Ord. = 2.3772
P.C. Station 9+61.70 N 13,770,057.0409 E 3,157,593.9348
P.T. Station 9+95.59 N 13,770,052.9615 E 3,157,627.1281
C.C. N 13,769,997.8087 E 3,157,603.5025
Back = N 80° 49' 27.85" E
Ahead = S 66° 48' 40.57" E
Chord Bear = S 82° 59' 36.36" E

Course from PT CL*518*SDWK2 to SW02 S 66° 48' 40.56" E Dist 28.7107

Point SW02 N 13,770,041.6563 E 3,157,653.5194 Sta 10+24.30

Ending chain CL*518*SDWK description

Chain CL*TRAIL*S contains:
TS01 CUR CL*TRAIL*S1 CUR CL*TRAIL*S2 TS02

Beginning chain CL*TRAIL*S description

Point TS01 N 13,770,056.4201 E 3,157,590.0910 Sta 10+00.00
Course from TS01 to PC CL*TRAIL*S1 N 9° 10' 32.15" W Dist 7.4913

Curve Data

Curve CL*TRAIL*S1
P.I. Station 10+35.51 N 13,770,091.4782 E 3,157,584.4281
Delta = 50° 04' 01.62" (RT)
Degree = 95° 29' 34.68"
Tangent = 28.0213
Length = 52.4302
Radius = 60.0000
External = 6.2208
Long Chord = 50.7779
Mid. Ord. = 5.6364
P.C. Station 10+07.49 N 13,770,063.8155 E 3,157,588.8964
P.T. Station 10+59.92 N 13,770,112.6609 E 3,157,602.7717
C.C. N 13,770,073.3832 E 3,157,648.1287
Back = N 9° 10' 32.15" W
Ahead = N 40° 53' 29.46" E
Chord Bear = N 15° 51' 28.65" E

Course from PT CL*TRAIL*S1 to PC CL*TRAIL*S2 N 40° 53' 29.46" E Dist 714.2160

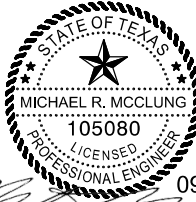
Curve Data

Curve CL*TRAIL*S2
P.I. Station 18+18.01 N 13,770,685.7347 E 3,158,099.0352
Delta = 12° 31' 01.86" (RT)
Degree = 14° 19' 26.20"
Tangent = 43.8678
Length = 87.3864
Radius = 400.0000
External = 2.3983
Long Chord = 87.2128
Mid. Ord. = 2.3840
P.C. Station 17+74.14 N 13,770,652.5728 E 3,158,070.3181
P.T. Station 18+61.52 N 13,770,711.8844 E 3,158,134.2571
C.C. N 13,770,390.7212 E 3,158,372.6982
Back = N 40° 53' 29.46" E
Ahead = N 53° 24' 31.32" E
Chord Bear = N 47° 09' 00.39" E

Course from PT CL*TRAIL*S2 to TS02 N 53° 24' 31.32" E Dist 298.0138

Point TS02 N 13,770,889.5313 E 3,158,373.5347 Sta 21+59.54

Ending chain CL*TRAIL*S description



NO.	DATE	REVISION	APPROV.

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**GREEN TEE TERRACE
BIKE & PEDESTRIAN TRAIL**

**HORIZONTAL ALIGNMENT
DATA**

SHEET 1 OF 6

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			40
STATE	DIST.	COUNTY	
TEXAS	HOU	BRAZORIA / HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	31	291	VA

<* 1 Describe Chain CL*TRAIL*N1

Chain CL*TRAIL*N1 contains:
TN01 CUR CL*TRAIL*N11 CUR CL*TRAIL*N12 CUR CL*TRAIL*N13 CUR CL*TRAIL*N14 CUR C-
L*TRAIL*N15 CUR CL*TRAIL*N16 CUR CL*TRAIL*N17 CUR CL*TRAIL*N18 CUR CL*TRAIL*N19-
CUR CL*TRAIL*N110 CUR CL*TRAIL*N111 CUR CL*TRAIL*N112 CUR CL*TRAIL*N113 CUR CL-
*TRAIL*N114 CUR CL*TRAIL*N115 CUR CL*TRAIL*N116 CUR CL*TRAIL*N117 CUR CL*TRAIL*-
N118 CUR CL*TRAIL*N119 CUR CL*TRAIL*N120 CUR CL*TRAIL*N121 TN02

Beginning chain CL*TRAIL*N1 description

Point TN01 N 13,770,687.3128 E 3,158,324.9680 Sta 20+00.00

Course from TN01 to PC CL*TRAIL*N11 N 43° 38' 08.46" E Dist 110.6249

Curve Data

Curve CL*TRAIL*N11
P.I. Station 21+26.03 N 13,770,778.5266 E 3,158,411.9380
Delta = 17° 30' 57.91" (RT)
Degree = 57° 17' 44.81"
Tangent = 15.4058
Length = 30.5713
Radius = 100.0000
External = 1.1797
Long Chord = 30.4524
Mid. Ord. = 1.1660
P.C. Station 21+10.62 N 13,770,767.3767 E 3,158,401.3069
P.T. Station 21+41.20 N 13,770,785.9597 E 3,158,425.4320
C.C. = N 13,770,698.3697 E 3,158,473.6811
Back = N 43° 38' 08.46" E
Ahead = N 61° 09' 06.37" E
Chord Bear = N 52° 23' 37.42" E

Course from PT CL*TRAIL*N11 to PC CL*TRAIL*N12 N 61° 09' 06.37" E Dist 20.0276

Curve Data

Curve CL*TRAIL*N12
P.I. Station 21+82.64 N 13,770,805.9561 E 3,158,461.7329
Delta = 10° 38' 22.22" (RT)
Degree = 24° 54' 40.35"
Tangent = 21.4164
Length = 42.7097
Radius = 230.0000
External = 0.9949
Long Chord = 42.6484
Mid. Ord. = 0.9907
P.C. Station 21+61.22 N 13,770,795.6229 E 3,158,442.9742
P.T. Station 22+03.93 N 13,770,812.6483 E 3,158,482.0769
C.C. = N 13,770,594.1657 E 3,158,553.9472
Back = N 61° 09' 06.37" E
Ahead = N 71° 47' 28.60" E
Chord Bear = N 66° 28' 17.48" E

Course from PT CL*TRAIL*N12 to PC CL*TRAIL*N13 N 71° 47' 28.60" E Dist 160.9225

Curve Data

Curve CL*TRAIL*N13
P.I. Station 23+86.42 N 13,770,869.6711 E 3,158,655.4235
Delta = 12° 18' 24.11" (RT)
Degree = 28° 38' 52.40"
Tangent = 21.5622
Length = 42.9585
Radius = 200.0000
External = 1.1590
Long Chord = 42.8759
Mid. Ord. = 1.1523
P.C. Station 23+64.86 N 13,770,862.9333 E 3,158,634.9411
P.T. Station 24+07.81 N 13,770,871.8882 E 3,158,676.8714
C.C. = N 13,770,672.9484 E 3,158,697.4370
Back = N 71° 47' 28.60" E
Ahead = N 84° 05' 52.71" E
Chord Bear = N 77° 56' 40.65" E

Course from PT CL*TRAIL*N13 to PC CL*TRAIL*N14 N 84° 05' 52.70" E Dist 29.9540

Curve Data

Curve CL*TRAIL*N14
P.I. Station 24+46.71 N 13,770,875.8875 E 3,158,715.5582
Delta = 10° 12' 57.80" (LT)
Degree = 57° 17' 44.81"
Tangent = 8.9389
Length = 17.8304
Radius = 100.0000
External = 0.3987
Long Chord = 17.8068
Mid. Ord. = 0.3971
P.C. Station 24+37.77 N 13,770,874.9683 E 3,158,706.6666
P.T. Station 24+55.60 N 13,770,878.3691 E 3,158,724.1457
C.C. = N 13,770,974.4383 E 3,158,696.3839
Back = N 84° 05' 52.71" E
Ahead = N 73° 52' 54.90" E
Chord Bear = N 78° 59' 23.80" E

Curve Data

Curve CL*TRAIL*N15
P.I. Station 24+69.44 N 13,770,882.2120 E 3,158,737.4438
Delta = 10° 32' 41.55" (RT)
Degree = 38° 11' 49.87"
Tangent = 13.8423
Length = 27.6064
Radius = 150.0000
External = 0.6373
Long Chord = 27.5675
Mid. Ord. = 0.6346
P.C. Station 24+55.60 N 13,770,878.3691 E 3,158,724.1457
P.T. Station 24+83.21 N 13,770,883.5563 E 3,158,751.2207
C.C. = N 13,770,734.2654 E 3,158,765.7883
Back = N 73° 52' 54.90" E
Ahead = N 84° 25' 36.45" E
Chord Bear = N 79° 09' 15.68" E

Course from PT CL*TRAIL*N15 to PC CL*TRAIL*N16 N 84° 25' 36.45" E Dist 17.3562

Curve Data

Curve CL*TRAIL*N16
P.I. Station 25+09.78 N 13,770,886.1368 E 3,158,777.6655
Delta = 2° 38' 21.07" (RT)
Degree = 14° 19' 26.20"
Tangent = 9.2141
Length = 18.4250
Radius = 400.0000
External = 0.1061
Long Chord = 18.4234
Mid. Ord. = 0.1061
P.C. Station 25+00.56 N 13,770,885.2419 E 3,158,768.4949
P.T. Station 25+18.99 N 13,770,886.6084 E 3,158,786.8675
C.C. = N 13,770,487.1327 E 3,158,807.3419
Back = N 84° 25' 36.45" E
Ahead = N 87° 03' 57.52" E
Chord Bear = N 85° 44' 46.98" E

Curve Data

Curve CL*TRAIL*N17
P.I. Station 25+45.31 N 13,770,887.9559 E 3,158,813.1593
Delta = 16° 38' 30.54" (LT)
Degree = 31° 49' 51.56"
Tangent = 26.3262
Length = 52.2818
Radius = 180.0000
External = 1.9150
Long Chord = 52.0982
Mid. Ord. = 1.8949
P.C. Station 25+18.99 N 13,770,886.6084 E 3,158,786.8675
P.T. Station 25+71.27 N 13,770,896.7766 E 3,158,837.9638
C.C. = N 13,771,066.3724 E 3,158,777.6540
Back = N 87° 03' 57.52" E
Ahead = N 70° 25' 26.98" E
Chord Bear = N 78° 44' 42.25" E

Course from PT CL*TRAIL*N17 to PC CL*TRAIL*N18 N 70° 25' 26.98" E Dist 22.3271

Curve Data

Curve CL*TRAIL*N18
P.I. Station 26+36.25 N 13,770,918.5506 E 3,158,899.1940
Delta = 13° 53' 53.92" (LT)
Degree = 16° 22' 12.80"
Tangent = 42.6594
Length = 84.8999
Radius = 350.0000
External = 2.5902
Long Chord = 84.6919
Mid. Ord. = 2.5711
P.C. Station 25+93.60 N 13,770,904.2574 E 3,158,859.0004
P.T. Station 26+78.50 N 13,770,942.0799 E 3,158,934.7777
C.C. = N 13,771,234.0270 E 3,158,741.7314
Back = N 70° 25' 26.98" E
Ahead = N 56° 31' 33.06" E
Chord Bear = N 63° 28' 30.02" E

Course from PT CL*TRAIL*N18 to PC CL*TRAIL*N19 N 56° 31' 33.06" E Dist 42.6932

Curve Data

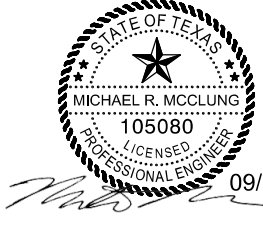
Curve CL*TRAIL*N19
P.I. Station 27+55.41 N 13,770,984.5008 E 3,158,998.9316
Delta = 59° 23' 29.55" (RT)
Degree = 95° 29' 34.68"
Tangent = 34.2175
Length = 62.1947
Radius = 60.0000
External = 9.0713
Long Chord = 59.4473
Mid. Ord. = 7.8799
P.C. Station 27+21.19 N 13,770,965.6278 E 3,158,970.3896
P.T. Station 27+83.38 N 13,770,969.5452 E 3,159,029.7077
C.C. = N 13,770,915.5797 E 3,159,003.4832
Back = N 56° 31' 33.06" E
Ahead = S 64° 04' 57.39" E
Chord Bear = N 86° 13' 17.84" E

Course from PT CL*TRAIL*N19 to PC CL*TRAIL*N110 S 64° 04' 57.41" E Dist 4.9823

Curve Data

Curve CL*TRAIL*N110
P.I. Station 28+20.92 N 13,770,953.1397 E 3,159,063.4675
Delta = 56° 57' 48.64" (LT)
Degree = 95° 29' 34.68"
Tangent = 32.5526
Length = 59.6520
Radius = 60.0000
External = 8.2618
Long Chord = 57.2255
Mid. Ord. = 7.2619
P.C. Station 27+88.37 N 13,770,967.3676 E 3,159,034.1889
P.T. Station 28+48.02 N 13,770,969.9280 E 3,159,091.3571
C.C. = N 13,771,021.3331 E 3,159,060.4134
Back = S 64° 04' 57.39" E
Ahead = N 58° 57' 13.97" E
Chord Bear = N 87° 26' 08.29" E

Course from PT CL*TRAIL*N110 to PC CL*TRAIL*N111 N 58° 57' 13.97" E Dist 29.1491



09/17/18

NO.	DATE	REVISION	APPROV.



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2018 TxDOT

**GREEN TEE TERRACE
BIKE & PEDESTRIAN TRAIL**

**HORIZONTAL ALIGNMENT
DATA**

FED. RD.
DIV. NO.

6

PROJECT NO.

SHEET
NO.

41

STATE	DIST.	COUNTY	
TEXAS	HOU	BRAZORIA / HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	31	291	VA

Curve Data					

Curve CL*TRAIL*N111					
P.I. Station	29+09.78	N	13,771,001.7781	E	3,159,144.2681
Delta	= 53° 16' 59.05"	(LT)			
Degree	= 88° 08' 50.47"				
Tangent	= 32.6085				
Length	= 60.4477				
Radius	= 65.0000				
External	= 7.7208				
Long Chord	= 58.2929				
Mid. Ord.	= 6.9011				
P.C. Station	28+77.17	N	13,770,984.9610	E	3,159,116.3306
P.T. Station	29+37.61	N	13,771,034.2270	E	3,159,147.4902
C.C.		N	13,771,040.6499	E	3,159,082.8083
Back	= N 58° 57' 13.97" E				
Ahead	= N 5° 40' 14.92" E				
Chord Bear	= N 32° 18' 44.45" E				

Course from PT CL*TRAIL*N111 to PC CL*TRAIL*N112 N 5° 40' 14.92" E Dist 25.6066

Curve Data					

Curve CL*TRAIL*N112					
P.I. Station	29+87.30	N	13,771,083.6656	E	3,159,152.3994
Delta	= 40° 38' 52.18"	(RT)			
Degree	= 88° 08' 50.47"				
Tangent	= 24.0751				
Length	= 46.1135				
Radius	= 65.0000				
External	= 4.3153				
Long Chord	= 45.1525				
Mid. Ord.	= 4.0466				
P.C. Station	29+63.22	N	13,771,059.7083	E	3,159,150.0205
P.T. Station	30+09.33	N	13,771,100.2929	E	3,159,169.8103
C.C.		N	13,771,053.2855	E	3,159,214.7024
Back	= N 5° 40' 14.92" E				
Ahead	= N 46° 19' 07.10" E				
Chord Bear	= N 25° 59' 41.01" E				

Course from PT CL*TRAIL*N112 to PC CL*TRAIL*N113 N 46° 19' 07.10" E Dist 195.1435

Curve Data					

Curve CL*TRAIL*N113					
P.I. Station	32+36.14	N	13,771,256.9386	E	3,159,333.8375
Delta	= 43° 11' 25.45"	(RT)			
Degree	= 71° 37' 11.01"				
Tangent	= 31.6665				
Length	= 60.3052				
Radius	= 80.0000				
External	= 6.0393				
Long Chord	= 58.8875				
Mid. Ord.	= 5.6154				
P.C. Station	32+04.48	N	13,771,235.0683	E	3,159,310.9365
P.T. Station	32+64.78	N	13,771,257.2100	E	3,159,365.5028
C.C.		N	13,771,177.2129	E	3,159,366.1883
Back	= N 46° 19' 07.10" E				
Ahead	= N 89° 30' 32.55" E				
Chord Bear	= N 67° 54' 49.83" E				

Course from PT CL*TRAIL*N113 to PC CL*TRAIL*N114 N 89° 30' 32.55" E Dist 430.6315

Curve Data					

Curve CL*TRAIL*N114					
P.I. Station	37+87.74	N	13,771,261.6911	E	3,159,888.4440
Delta	= 113° 57' 51.45"	(LT)			
Degree	= 95° 29' 34.68"				
Tangent	= 92.3289				
Length	= 119.3431				
Radius	= 60.0000				
External	= 50.1119				
Long Chord	= 100.6201				
Mid. Ord.	= 27.3060				
P.C. Station	36+95.41	N	13,771,260.8999	E	3,159,796.1185
P.T. Station	38+14.76	N	13,771,345.7367	E	3,159,850.2214
C.C.		N	13,771,320.8977	E	3,159,795.6044
Back	= N 89° 30' 32.55" E				
Ahead	= N 24° 27' 18.90" W				
Chord Bear	= N 32° 31' 36.83" W				

Course from PT CL*TRAIL*N114 to PC CL*TRAIL*N115 N 24° 27' 18.90" W Dist 101.7822

Curve Data					

Curve CL*TRAIL*N115					
P.I. Station	40+02.50	N	13,771,516.6353	E	3,159,772.4996
Delta	= 31° 58' 38.90"	(RT)			
Degree	= 19° 05' 54.94"				
Tangent	= 85.9598				
Length	= 167.4337				
Radius	= 300.0000				
External	= 12.0722				
Long Chord	= 165.2690				
Mid. Ord.	= 11.6052				
P.C. Station	39+16.54	N	13,771,438.3874	E	3,159,808.0854
P.T. Station	40+83.97	N	13,771,601.8554	E	3,159,783.7526
C.C.		N	13,771,562.5822	E	3,160,081.1709
Back	= N 24° 27' 18.90" W				
Ahead	= N 7° 31' 20.00" E				
Chord Bear	= N 8° 27' 59.45" W				

Course from PT CL*TRAIL*N115 to PC CL*TRAIL*N116 N 7° 31' 20.00" E Dist 448.7746

Curve Data					

Curve CL*TRAIL*N116					
P.I. Station	45+48.08	N	13,772,061.9652	E	3,159,844.5088
Delta	= 21° 41' 40.10"	(RT)			
Degree	= 71° 37' 11.01"				
Tangent	= 15.3292				
Length	= 30.2912				
Radius	= 80.0000				
External	= 1.4554				
Long Chord	= 30.1106				
Mid. Ord.	= 1.4294				
P.C. Station	45+32.75	N	13,772,046.7679	E	3,159,842.5020
P.T. Station	45+63.04	N	13,772,075.3442	E	3,159,851.9912
C.C.		N	13,772,036.2951	E	3,159,921.8136
Back	= N 7° 31' 20.00" E				
Ahead	= N 29° 13' 00.10" E				
Chord Bear	= N 18° 22' 10.05" E				

Course from PT CL*TRAIL*N116 to PC CL*TRAIL*N117 N 29° 13' 00.10" E Dist 111.6479

Curve Data					

Curve CL*TRAIL*N117					
P.I. Station	47+17.58	N	13,772,210.2206	E	3,159,927.4227
Delta	= 71° 06' 55.06"	(LT)			
Degree	= 95° 29' 34.68"				
Tangent	= 42.8887				
Length	= 74.4718				
Radius	= 60.0000				
External	= 13.7526				
Long Chord	= 69.7826				
Mid. Ord.	= 11.1881				
P.C. Station	46+74.69	N	13,772,172.7882	E	3,159,906.4881
P.T. Station	47+49.16	N	13,772,242.1439	E	3,159,898.7810
C.C.		N	13,772,202.0750	E	3,159,854.1213
Back	= N 29° 13' 00.10" E				
Ahead	= N 41° 53' 54.95" W				
Chord Bear	= N 6° 20' 27.42" W				

Course from PT CL*TRAIL*N117 to PC CL*TRAIL*N118 N 41° 53' 54.95" W Dist 345.0288

Curve Data					

Curve CL*TRAIL*N118					
P.I. Station	51+39.96	N	13,772,533.0312	E	3,159,637.7956
Delta	= 17° 21' 05.45"	(RT)			
Degree	= 19° 05' 54.94"				
Tangent	= 45.7765				
Length	= 90.8523				
Radius	= 300.0000				
External	= 3.4724				
Long Chord	= 90.5055				
Mid. Ord.	= 3.4327				
P.C. Station	50+94.19	N	13,772,498.9584	E	3,159,668.3658
P.T. Station	51+85.04	N	13,772,574.6705	E	3,159,618.7781
C.C.		N	13,772,699.3027	E	3,159,891.6642
Back	= N 41° 53' 54.95" W				
Ahead	= N 24° 32' 49.51" W				
Chord Bear	= N 33° 13' 22.23" W				

Course from PT CL*TRAIL*N118 to PC CL*TRAIL*N119 N 24° 32' 49.51" W Dist 333.6047

Curve Data					

Curve CL*TRAIL*N119					
P.I. Station	55+45.70	N	13,772,902.7294	E	3,159,468.9473
Delta	= 15° 24' 18.39"	(LT)			
Degree	= 28° 38' 52.40"				
Tangent	= 27.0501				
Length	= 53.7740				
Radius	= 200.0000				
External	= 1.8210				
Long Chord	= 53.6121				
Mid. Ord.	= 1.8046				
P.C. Station	55+18.64	N	13,772,878.1240	E	3,159,480.1851
P.T. Station	55+72.42	N	13,772,923.4655	E	3,159,451.5771
C.C.		N	13,772,795.0358	E	3,159,298.2610
Back	= N 24° 32' 49.51" W				
Ahead	= N 39° 57' 07.90" W				
Chord Bear	= N 32° 14' 58.70" W				

Course from PT CL*TRAIL*N119 to PC CL*TRAIL*N120 N 39° 57' 07.90" W Dist 205.9660

Curve Data					

Curve CL*TRAIL*N120					
P.I. Station	58+21.89	N	13,773,114.7069	E	3,159,291.3783
Delta	= 67° 35' 32.00"	(LT)			
Degree	= 88° 08' 50.47"				
Tangent	= 43.5073				
Length	= 76.6809				
Radius	= 65.0000				
External	= 13.2169				
Long Chord	= 72.3111				
Mid. Ord.	= 10.9836				
P.C. Station	57+78.38	N	13,773,081.3550	E	3,159,319.3164
P.T. Station	58+55.07	N	13,773,101.5918	E	3,159,249.8948
C.C.		N	13,773,039.6154	E	3,159,269.4887
Back	= N 39° 57' 07.90" W				
Ahead	= S 72° 27' 20.10" W				
Chord Bear	= N 73° 44' 53.90" W				

Course from PT CL*TRAIL*N120 to PC CL*TRAIL*N121 S 72° 27' 20.10" W Dist 47.0272

 STATE OF TEXAS MICHAEL R. MCCLUNG 105080 LICENSED PROFESSIONAL ENGINEER 09/17/18			
NO.	DATE	REVISION	APPROV.
RPS		1160 Dairy Ashford, Suite 500 Houston, Texas 77079 T 281 589 7257 USInfrastructure@rpsgroup.com Formerly Klotz Associates, Inc. Texas PE Firm Reg. #F-929	
 TEXAS Department of Transportation 2018 TxDOT GREEN TEE TERRACE BIKE & PEDESTRIAN TRAIL HORIZONTAL ALIGNMENT DATA			
SHEET 3 OF 6			
FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			42
STATE	DIST.	COUNTY	
TEXAS	HOU	BRAZORIA / HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	31	291	VA

Curve Data

Curve CL*TRAIL*N121
P.I. Station 59+41.06 N 13,773,075.6689 E 3,159,167.8992
Delta = 61° 53' 12.36" (RT)
Degree = 88° 08' 50.47"
Tangent = 38.9686
Length = 70.2083
Radius = 65.0000
External = 10.7862
Long Chord = 66.8448
Mid. Ord. = 9.2511
P.C. Station 59+02.09 N 13,773,087.4157 E 3,159,205.0551
P.T. Station 59+72.30 N 13,773,102.9057 E 3,159,140.0298
C.C. = N 13,773,149.3922 E 3,159,185.4612
Back = S 72° 27' 20.10" W
Ahead = N 45° 39' 27.54" W
Chord Bear = N 76° 36' 03.72" W

Course from PT CL*TRAIL*N121 to TN02 N 45° 39' 27.54" W Dist 65.0693

Point TN02 N 13,773,148.3855 E 3,159,093.4938 Sta 60+37.37

=====

Ending chain CL*TRAIL*N1 description

NO.

DATE

REVISION

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GREEN TEE TERRACE
BIKE & PEDESTRIAN TRAIL

HORIZONTAL ALIGNMENT
DATA

SHEET 4 OF 6

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			43
STATE	DIST.	COUNTY	
TEXAS	HOU	BRAZORIA / HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	31	291	VA

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Chain CL*PARKING contains:
PK01 CUR CL*PARKING1 PK02

Beginning chain CL*PARKING description
=====

Point PK01 N 13,772,877.8307 E 3,158,713.6152 Sta 1+00.00

Course from PK01 to PC CL*PARKING1 S 73° 55' 41.42" E Dist 67.9688

Curve Data

Curve CL*PARKING1
P.I. Station = 1+86.77 N 13,772,853.8095 E 3,158,796.9925
Delta = 64° 08' 51.34" (LT)
Degree = 190° 59' 09.35"
Tangent = 18.7999
Length = 33.5876
Radius = 30.0000
External = 5.4039
Long Chord = 31.8607
Mid. Ord. = 4.5791
P.C. Station = 1+67.97 N 13,772,859.0141 E 3,158,778.9275
P.T. Station = 2+01.56 N 13,772,867.7971 E 3,158,809.5536
C.C. = N 13,772,887.8415 E 3,158,787.2327
Back = S 73° 55' 41.42" E
Ahead = N 41° 55' 27.25" E
Chord Bear = N 73° 59' 52.91" E

Course from PT CL*PARKING1 to PK02 N 41° 55' 27.24" E Dist 50.0000

Point PK02 N 13,772,904.9986 E 3,158,842.9610 Sta 2+51.56

=====

Ending chain CL*PARKING description

<* 2 Describe Chain CL*TRAIL*CONN

Chain CL*TRAIL*CONN contains:
TC01 CUR CL*TRAIL*CONN1 CUR CL*TRAIL*CONN2 CUR CL*TRAIL*CONN3 CUR CL*TRAIL*CON-
N4 CUR CL*TRAIL*CONN5 TC02

Beginning chain CL*TRAIL*CONN description
=====

Point TC01 N 13,772,910.0097 E 3,158,837.3807 Sta 1+00.00

Course from TC01 to PC CL*TRAIL*CONN1 N 41° 55' 27.25" E Dist 10.0000

Curve Data

Curve CL*TRAIL*CONN1
P.I. Station = 1+32.85 N 13,772,934.4539 E 3,158,859.3319
Delta = 8° 34' 13.42" (LT)
Degree = 18° 47' 07.81"
Tangent = 22.8538
Length = 45.6224
Radius = 305.0000
External = 0.8550
Long Chord = 45.5799
Mid. Ord. = 0.8526
P.C. Station = 1+10.00 N 13,772,917.4500 E 3,158,844.0622
P.T. Station = 1+55.62 N 13,772,953.5435 E 3,158,871.8972
C.C. = N 13,773,121.2349 E 3,158,617.1334
Back = N 41° 55' 27.24" E
Ahead = N 33° 21' 13.82" E
Chord Bear = N 37° 38' 20.53" E

Course from PT CL*TRAIL*CONN1 to PC CL*TRAIL*CONN2 N 33° 21' 13.82" E Dist 38.7549

Curve Data

Curve CL*TRAIL*CONN2
P.I. Station = 2+66.73 N 13,773,046.3544 E 3,158,932.9874
Delta = 26° 41' 30.63" (RT)
Degree = 18° 47' 07.81"
Tangent = 72.3571
Length = 142.0875
Radius = 305.0000
External = 8.4654
Long Chord = 140.8061
Mid. Ord. = 8.2368
P.C. Station = 1+94.38 N 13,772,985.9151 E 3,158,893.2049
P.T. Station = 3+36.46 N 13,773,082.4829 E 3,158,995.6794
C.C. = N 13,772,618.2237 E 3,159,147.9687
Back = N 33° 21' 13.82" E
Ahead = N 60° 02' 44.45" E
Chord Bear = N 46° 41' 59.14" E

Course from PT CL*TRAIL*CONN2 to PC CL*TRAIL*CONN3 N 60° 02' 44.46" E Dist 67.1569

Curve Data

Curve CL*TRAIL*CONN3
P.I. Station = 4+25.00 N 13,773,126.6876 E 3,159,072.3853
Delta = 15° 42' 11.99" (LT)
Degree = 36° 57' 54.07"
Tangent = 21.3748
Length = 42.4816
Radius = 155.0000
External = 1.4669
Long Chord = 42.3488
Mid. Ord. = 1.4531
P.C. Station = 4+03.62 N 13,773,116.0150 E 3,159,053.8657
P.T. Station = 4+46.10 N 13,773,141.9744 E 3,159,087.3251
C.C. = N 13,773,250.3107 E 3,158,976.4728
Back = N 60° 02' 44.45" E
Ahead = N 44° 20' 32.46" E
Chord Bear = N 52° 11' 38.46" E

Course from PT CL*TRAIL*CONN3 to PC CL*TRAIL*CONN4 N 44° 20' 32.46" E Dist 44.2393

Curve Data

Curve CL*TRAIL*CONN4
P.I. Station = 4+91.44 N 13,773,174.3993 E 3,159,119.0140
Delta = 2° 05' 55.35" (RT)
Degree = 95° 29' 34.68"
Tangent = 1.0990
Length = 2.1978
Radius = 60.0000
External = 0.0101
Long Chord = 2.1976
Mid. Ord. = 0.0101
P.C. Station = 4+90.34 N 13,773,173.6133 E 3,159,118.2459
P.T. Station = 4+92.54 N 13,773,175.1566 E 3,159,119.8105
C.C. = N 13,773,131.6767 E 3,159,161.1565
Back = N 44° 20' 32.46" E
Ahead = N 46° 26' 27.82" E
Chord Bear = N 45° 23' 30.14" E

Course from PT CL*TRAIL*CONN4 to PC CL*TRAIL*CONN5 N 46° 26' 27.82" E Dist 32.2575

Curve Data

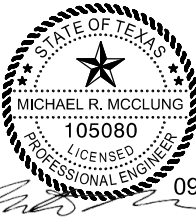
Curve CL*TRAIL*CONN5
P.I. Station = 5+33.82 N 13,773,203.6009 E 3,159,149.7228
Delta = 17° 05' 55.36" (LT)
Degree = 95° 29' 34.68"
Tangent = 9.0199
Length = 17.9057
Radius = 60.0000
External = 0.6742
Long Chord = 17.8394
Mid. Ord. = 0.6667
P.C. Station = 5+24.80 N 13,773,197.3853 E 3,159,143.1864
P.T. Station = 5+42.70 N 13,773,211.4636 E 3,159,154.1428
C.C. = N 13,773,240.8652 E 3,159,101.8403
Back = N 46° 26' 27.82" E
Ahead = N 29° 20' 32.46" E
Chord Bear = N 37° 53' 30.14" E

Course from PT CL*TRAIL*CONN5 to TC02 N 29° 20' 32.46" E Dist 257.2918

Point TC02 N 13,773,435.7467 E 3,159,280.2227 Sta 8+00.00

=====

Ending chain CL*TRAIL*CONN description



09/17/18

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GREEN TEE TERRACE
BIKE & PEDESTRIAN TRAIL

HORIZONTAL ALIGNMENT
DATA

SHEET 5 OF 6

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			44
STATE	DIST.	COUNTY	
TEXAS	HOU	BRAZORIA / HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	31	291	VA

9/18/2018 10:45:43 AM J:\0218.036.000\07.00 CADD\GREEN TEE TRAIL\04-III ROADWAY\GTT_HAD_06.DGN
francisco.carrillo
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<* 1 Describe Chain CL*TRAIL*N2

Chain CL*TRAIL*N2 contains:
TN03 CUR CL*TRAIL*N21 CUR CL*TRAIL*N22 CUR CL*TRAIL*N23 CUR CL*TRAIL*N24 CUR C-
L*TRAIL*N25 CUR CL*TRAIL*N26 CUR CL*TRAIL*N27 CUR CL*TRAIL*N28 CUR CL*TRAIL*N29-
CUR CL*TRAIL*N210 CUR CL*TRAIL*N211 TN04

Beginning chain CL*TRAIL*N2 description
=====

Point TN03 N 13,773,435.7467 E 3,159,280.2227 Sta 61+00.00

Course from TN03 to PC CL*TRAIL*N21 N 29° 20' 32.48" E Dist 54.2272

Curve Data				

Curve CL*TRAIL*N21				
P.I. Station	61+78.53	N	13,773,504.2039	E 3,159,318.7056
Delta	= 44° 06' 26.87"	(LT)		
Degree	= 95° 30' 03.08"			
Tangent	= 24.3050			
Length	= 46.1854			
Radius	= 59.9950			
External	= 4.7362			
Long Chord	= 45.0534			
Mid. Ord.	= 4.3897			
P.C. Station	61+54.23	N	13,773,483.0170	E 3,159,306.7955
P.T. Station	62+00.41	N	13,773,527.7064	E 3,159,312.5113
C.C.		N	13,773,512.4162	E 3,159,254.4974
Back	= N 29° 20' 32.48" E			
Ahead	= N 14° 45' 54.38" W			
Chord Bear	= N 7° 17' 19.05" E			

Course from PT CL*TRAIL*N21 to PC CL*TRAIL*N22 N 14° 45' 54.38" W Dist 310.8616

Curve Data				

Curve CL*TRAIL*N22				
P.I. Station	65+33.29	N	13,773,849.5888	E 3,159,227.6760
Delta	= 12° 33' 42.69"	(LT)		
Degree	= 28° 38' 52.40"			
Tangent	= 22.0128			
Length	= 43.8492			
Radius	= 200.0000			
External	= 1.2078			
Long Chord	= 43.7614			
Mid. Ord.	= 1.2005			
P.C. Station	65+11.27	N	13,773,828.3029	E 3,159,233.2861
P.T. Station	65+55.12	N	13,773,869.1451	E 3,159,217.5706
C.C.		N	13,773,777.3315	E 3,159,039.8903
Back	= N 14° 45' 54.38" W			
Ahead	= N 27° 19' 37.07" W			
Chord Bear	= N 21° 02' 45.73" W			

Course from PT CL*TRAIL*N22 to PC CL*TRAIL*N23 N 27° 19' 37.07" W Dist 242.2287

Curve Data				

Curve CL*TRAIL*N23				
P.I. Station	68+23.75	N	13,774,107.7913	E 3,159,094.2538
Delta	= 29° 34' 22.06"	(RT)		
Degree	= 57° 17' 44.81"			
Tangent	= 26.3957			
Length	= 51.6143			
Radius	= 100.0000			
External	= 3.4250			
Long Chord	= 51.0432			
Mid. Ord.	= 3.3116			
P.C. Station	67+97.35	N	13,774,084.3413	E 3,159,106.3712
P.T. Station	68+48.97	N	13,774,134.1668	E 3,159,095.2882
C.C.		N	13,774,130.2481	E 3,159,195.2114
Back	= N 27° 19' 37.07" W			
Ahead	= N 2° 14' 44.99" E			
Chord Bear	= N 12° 32' 26.04" W			

Course from PT CL*TRAIL*N23 to PC CL*TRAIL*N24 N 2° 14' 44.99" E Dist 96.6044

Curve Data				

Curve CL*TRAIL*N24				
P.I. Station	69+83.34	N	13,774,268.4397	E 3,159,100.5540
Delta	= 14° 21' 08.01"	(RT)		
Degree	= 19° 05' 54.94"			
Tangent	= 37.7718			
Length	= 75.1488			
Radius	= 300.0000			
External	= 2.3685			
Long Chord	= 74.9518			
Mid. Ord.	= 2.3499			
P.C. Station	69+45.57	N	13,774,230.6970	E 3,159,099.0738
P.T. Station	70+20.72	N	13,774,304.6376	E 3,159,111.3437
C.C.		N	13,774,218.9409	E 3,159,398.8434
Back	= N 2° 14' 44.99" E			
Ahead	= N 16° 35' 53.00" E			
Chord Bear	= N 9° 25' 18.99" E			

Course from PT CL*TRAIL*N24 to PC CL*TRAIL*N25 N 16° 35' 53.00" E Dist 272.4964

Curve Data				

Curve CL*TRAIL*N25				
P.I. Station	73+09.94	N	13,774,581.8074	E 3,159,193.9614
Delta	= 31° 09' 03.08"	(LT)		
Degree	= 95° 29' 34.68"			
Tangent	= 16.7246			
Length	= 32.6211			
Radius	= 60.0000			
External	= 2.2873			
Long Chord	= 32.2208			
Mid. Ord.	= 2.2033			
P.C. Station	72+93.22	N	13,774,565.7797	E 3,159,189.1839
P.T. Station	73+25.84	N	13,774,597.9953	E 3,159,189.7589
C.C.		N	13,774,582.9190	E 3,159,131.6840
Back	= N 16° 35' 53.00" E			
Ahead	= N 14° 33' 10.08" W			
Chord Bear	= N 1° 01' 21.46" E			

Course from PT CL*TRAIL*N25 to PC CL*TRAIL*N26 N 14° 33' 10.08" W Dist 100.0189

Curve Data				

Curve CL*TRAIL*N26				
P.I. Station	74+41.72	N	13,774,710.1650	E 3,159,160.6396
Delta	= 18° 02' 02.07"	(LT)		
Degree	= 57° 17' 44.81"			
Tangent	= 15.8688			
Length	= 31.4751			
Radius	= 100.0000			
External	= 1.2513			
Long Chord	= 31.3453			
Mid. Ord.	= 1.2358			
P.C. Station	74+25.86	N	13,774,694.8053	E 3,159,164.6270
P.T. Station	74+57.33	N	13,774,723.5356	E 3,159,152.0931
C.C.		N	13,774,669.6781	E 3,159,067.8353
Back	= N 14° 33' 10.08" W			
Ahead	= N 32° 35' 12.15" W			
Chord Bear	= N 23° 34' 11.11" W			

Course from PT CL*TRAIL*N26 to PC CL*TRAIL*N27 N 32° 35' 12.15" W Dist 69.0977

Curve Data				

Curve CL*TRAIL*N27				
P.I. Station	76+05.96	N	13,774,848.7710	E 3,159,072.0426
Delta	= 9° 05' 42.03"	(RT)		
Degree	= 5° 43' 46.48"			
Tangent	= 79.5360			
Length	= 158.7379			
Radius	= 1,000.0000			
External	= 3.1580			
Long Chord	= 158.5712			
Mid. Ord.	= 3.1481			
P.C. Station	75+26.43	N	13,774,781.7558	E 3,159,114.8788
P.T. Station	76+85.17	N	13,774,921.7149	E 3,159,040.3383
C.C.		N	13,775,320.3311	E 3,159,957.4561
Back	= N 32° 35' 12.15" W			
Ahead	= N 23° 29' 30.11" W			
Chord Bear	= N 28° 02' 21.13" W			

Course from PT CL*TRAIL*N27 to PC CL*TRAIL*N28 N 23° 29' 30.11" W Dist 88.0828

Curve Data				

Curve CL*TRAIL*N28				
P.I. Station	77+97.63	N	13,775,024.8622	E 3,158,995.5063
Delta	= 13° 54' 12.89"	(LT)		
Degree	= 28° 38' 52.40"			
Tangent	= 24.3861			
Length	= 48.5326			
Radius	= 200.0000			
External	= 1.4812			
Long Chord	= 48.4137			
Mid. Ord.	= 1.4703			
P.C. Station	77+73.25	N	13,775,002.4973	E 3,159,005.2270
P.T. Station	78+21.78	N	13,775,044.2361	E 3,158,980.6964
C.C.		N	13,774,922.7740	E 3,158,821.8035
Back	= N 23° 29' 30.11" W			
Ahead	= N 37° 23' 43.00" W			
Chord Bear	= N 30° 26' 36.56" W			

Course from PT CL*TRAIL*N28 to PC CL*TRAIL*N29 N 37° 23' 43.00" W Dist 57.4874

Curve Data				

Curve CL*TRAIL*N29				
P.I. Station	79+14.83	N	13,775,118.1639	E 3,158,924.1840
Delta	= 20° 10' 01.68"	(LT)		
Degree	= 28° 38' 52.40"			
Tangent	= 35.5662			
Length	= 70.3966			
Radius	= 200.0000			
External	= 3.1378			
Long Chord	= 70.0337			
Mid. Ord.	= 3.0893			
P.C. Station	78+79.27	N	13,775,089.9078	E 3,158,945.7837
P.T. Station	79+49.67	N	13,775,137.2410	E 3,158,894.1669
C.C.		N	13,774,968.4457	E 3,158,786.8908
Back	= N 37° 23' 43.00" W			
Ahead	= N 57° 33' 44.68" W			
Chord Bear	= N 47° 28' 43.84" W			

Course from PT CL*TRAIL*N29 to PC CL*TRAIL*N210 N 57° 33' 44.68" W Dist 135.2571

Curve Data				

Curve CL*TRAIL*N210				
P.I. Station	81+12.31	N	13,775,224.4779	E 3,158,756.9026
Delta	= 49° 03' 43.68"	(RT)		
Degree	= 95° 29' 34.68"			
Tangent	= 27.3829			
Length	= 51.3777			
Radius	= 60.0000			
External	= 5.9532			
Long Chord	= 49.8224			
Mid. Ord.	= 5.4158			
P.C. Station	80+84.92	N	13,775,209.7903	E 3,158,780.0131
P.T. Station	81+36.30	N	13,775,251.5600	E 3,158,752.8551
C.C.		N	13,775,260.4288	E 3,158,812.1960
Back	= N 57° 33' 44.68" W			
Ahead	= N 8° 30' 01.00" W			
Chord Bear	= N 33° 01' 52.84" W			

Course from PT CL*TRAIL*N210 to PC CL*TRAIL*N211 N 8° 30' 01.00" W Dist 116.1383

Curve Data				

Curve CL*TRAIL*N211				
P.I. Station	82+67.56	N	13,775,381.3785	E 3,158,733.4529
Delta	= 28° 17' 30.69"	(LT)		
Degree	= 95° 29' 34.68"			
Tangent	= 15.1221			
Length	= 29.6272			
Radius	= 60.0000			
External	= 1.8763			
Long Chord	= 29.3271			
Mid. Ord.	= 1.8194			
P.C. Station	82+52.44	N	13,775,366.4226	E 3,158,735.6882
P.T. Station	82+82.07	N	13,775,393.4885	E 3,158,724.3961
C.C.		N	13,775,357.5537	E 3,158,676.3472
Back	= N 8° 30' 01.00" W			
Ahead	= N 36° 47' 31.69" W			
Chord Bear	= N 22° 38' 46.34" W			

Course from PT CL*TRAIL*N211 to TN04 N 36° 47' 31.69" W Dist 209.1368

Point TN04 N 13,775,560.9682 E 3,158,599.1411 Sta 84+91.20

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Ending chain CL*TRAIL*N2 description



NO.	DATE	REVISION	APPROV.

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Texas PE Firm Reg. #F-929

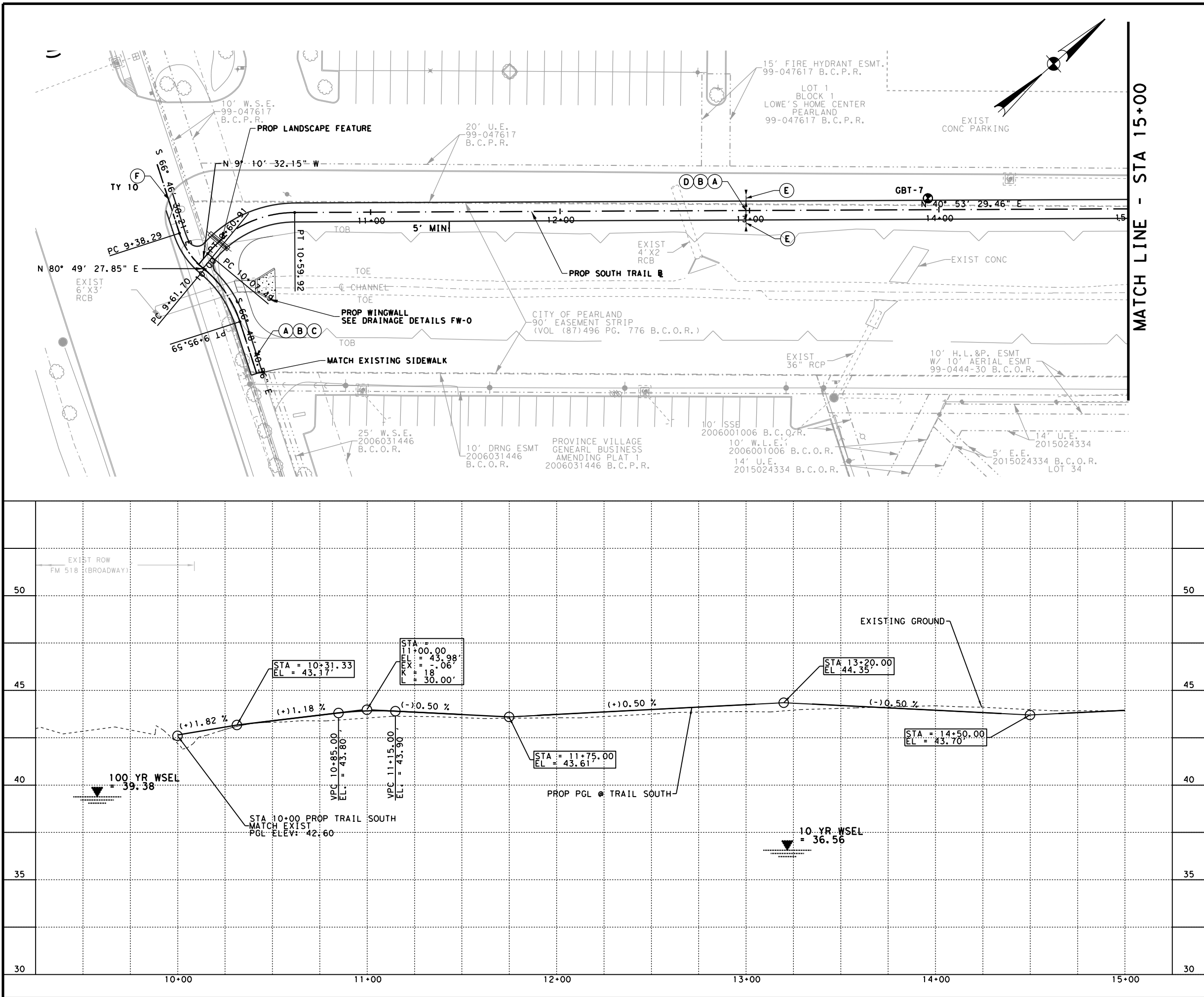


**GREEN TEE TERRACE
BIKE & PEDESTRIAN TRAIL**

**HORIZONTAL ALIGNMENT
DATA**

SHEET 6 OF 6

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			45
STATE	DIST.	COUNTY	
TEXAS	HOU	BRAZORIA / HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	31	291	VA



LEGEND

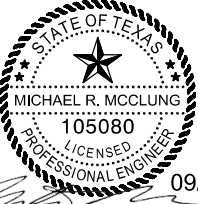
- (A) 6" CONC PVMT
- (B) 6" LIME STABILIZED SUBGRADE
- (C) 6' CONC SDWK
- (D) 10' SHARED USE PATH
- (E) 2' BLOCK SOD
- (F) CURB RAMP
- (G) 24" REF PAVEMENT MARKING
- ⊕ BORING
- ➔ PROP DIRECTION OF TRAFFIC
- [X-XX] DRIVEWAY ID
- ⚡ SIGN

NOTES:

- REFER TO TYPICAL SECTIONS FOR SECTION DETAILS.
- REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ALIGNMENT INFORMATION.
- PROTECT ALL STRUCTURES AND TREES UNLESS NOTED FOR REMOVAL.
- REFER TO CULVERT PLAN & PROFILE SHEETS FOR DRAINAGE INFORMATION.
- REFER TO LANDSCAPE PLANS FOR LANDSCAPE FEATURES.

SCALE: 1" = 50' (H)
SCALE: 1" = 5' (V)

0 25 50



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Texas PE Firm Reg. #F-929

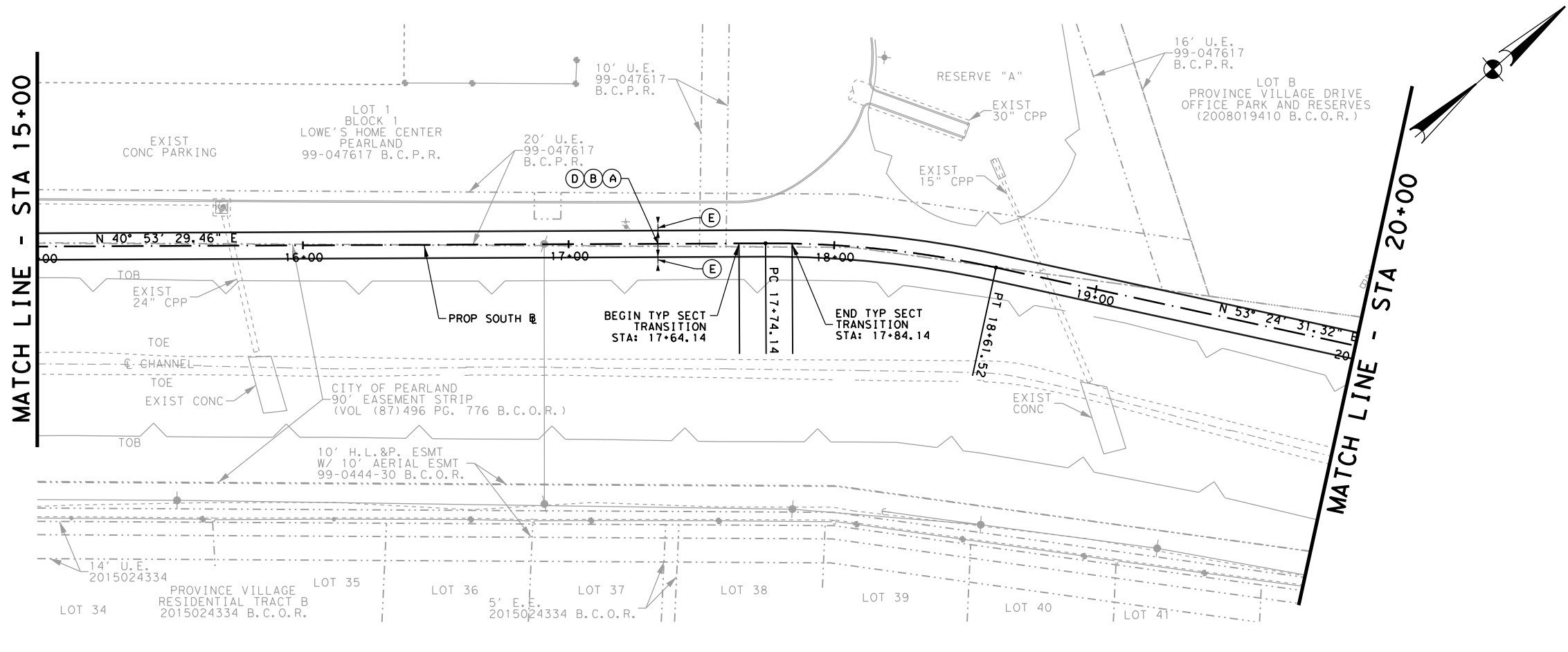
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**GREEN TEE TERRACE
BIKE & PEDESTRIAN TRAIL**

PLAN & PROFILE

SHEET 1 OF 17

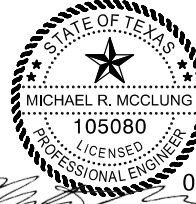
FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			46
STATE	DIST.	COUNTY	
TEXAS	HOU	BRAZORIA / HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	31	291	VA



- LEGEND**
- (A) 6" CONC PVMT
 - (B) 6" LIME STABILIZED SUBGRADE
 - (C) 6' CONC SDWK
 - (D) 10' SHARED USE PATH
 - (E) 2' BLOCK SOD
 - (F) CURB RAMP
 - (G) 24" REF PAVEMENT MARKING
 - ⊕ BORING
 - ➔ PROP DIRECTION OF TRAFFIC
 - [X-XX] DRIVEWAY ID
 - ⬮ SIGN

- NOTES:**
- REFER TO TYPICAL SECTIONS FOR SECTION DETAILS.
 - REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ALIGNMENT INFORMATION.
 - PROTECT ALL STRUCTURES AND TREES UNLESS NOTED FOR REMOVAL.
 - REFER TO CULVERT PLAN & PROFILE SHEETS FOR DRAINAGE INFORMATION.
 - REFER TO LANDSCAPE PLANS FOR LANDSCAPE FEATURES.

SCALE: 1" = 50' (H)
SCALE: 1" = 5' (V)
0 25 50



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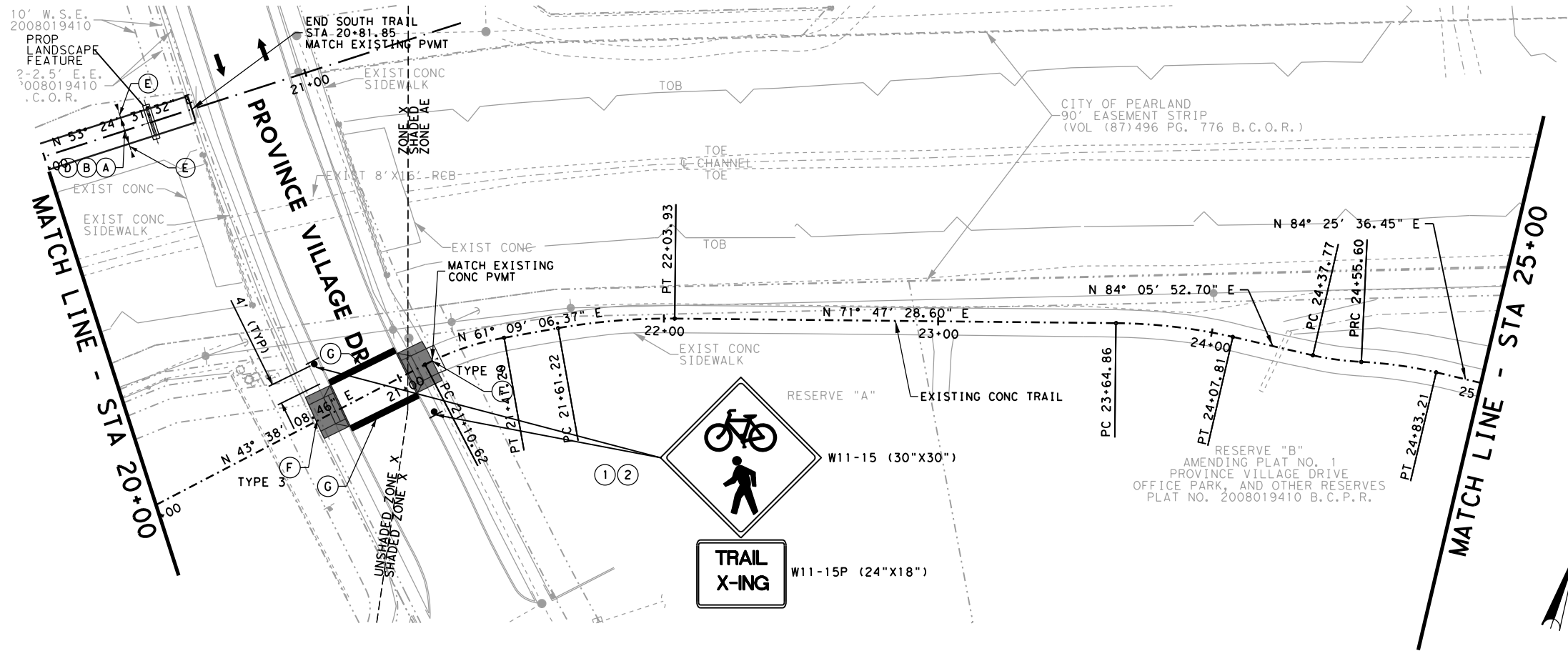
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**GREEN TEE TERRACE
BIKE & PEDESTRIAN TRAIL**

PLAN & PROFILE

SHEET 2 OF 17

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			47
STATE	DIST.	COUNTY	
TEXAS	HOU	BRAZORIA / HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	31	291	VA



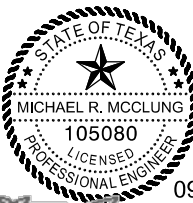
LEGEND

- (A) 6" CONC PVMT
- (B) 6" LIME STABILIZED SUBGRADE
- (C) 6' CONC SDWK
- (D) 10' SHARED USE PATH
- (E) 2' BLOCK SOD
- (F) CURB RAMP
- (G) 12" REF PAVEMENT MARKING
- ⊕ BORING
- ➔ PROP DIRECTION OF TRAFFIC
- [X-XX] DRIVEWAY ID
- ⚡ SIGN

NOTES:

1. REFER TO TYPICAL SECTIONS FOR SECTION DETAILS.
2. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ALIGNMENT INFORMATION.
3. PROTECT ALL STRUCTURES AND TREES UNLESS NOTED FOR REMOVAL.
4. REFER TO CULVERT PLAN & PROFILE SHEETS FOR DRAINAGE INFORMATION.
5. REFER TO LANDSCAPE PLANS FOR LANDSCAPE FEATURES.

SCALE: 1" = 50' (H)
SCALE: 1" = 5' (V)



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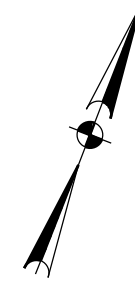
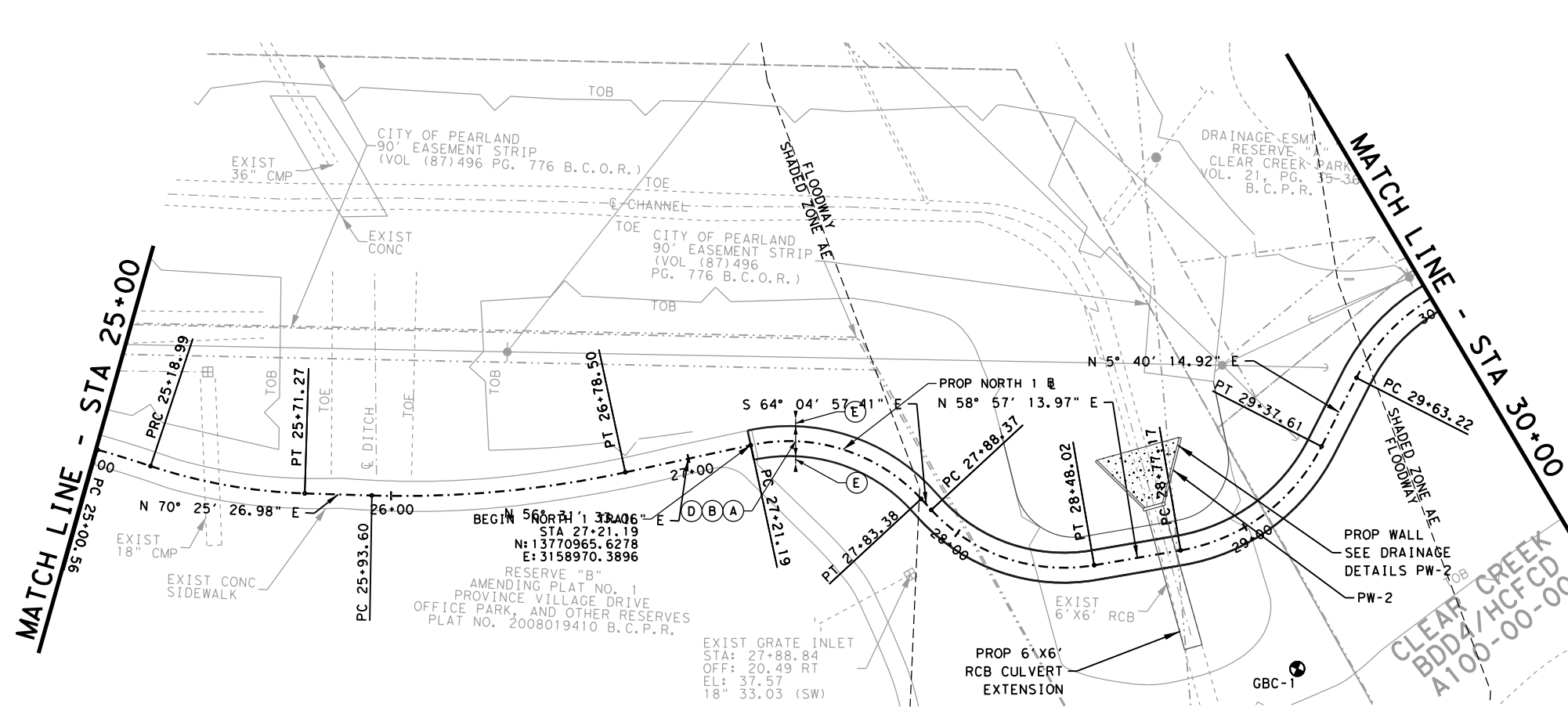
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**GREEN TEE TERRACE
BIKE & PEDESTRIAN TRAIL**

PLAN & PROFILE

SHEET 3 OF 17

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			48
STATE	DIST.	COUNTY	
TEXAS	HOU	BRAZORIA / HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	31	291	VA



LEGEND

- | | |
|---|-----------------------------|
|  | 6" CONC CVMT |
|  | 6" LIME STABILIZED SUBGRADE |
|  | 6' CONC SDWK |
|  | 10' SHARED USE PATH |
|  | 2' BLOCK SOD |
|  | CURB RAMP |
|  | 24" REF PAVEMENT MARKING |
|  | BORING |
|  | PROP DIRECTION OF TRAFFIC |
|  | DRIVEWAY ID |
|  | SIGN |

NOTES:

1. REFER TO TYPICAL SECTIONS FOR SECTION DETAILS.
2. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ALIGNMENT INFORMATION.
3. PROTECT ALL STRUCTURES AND TREES UNLESS NOTED FOR REMOVAL.
4. REFER TO CULVERT PLAN & PROFILE SHEETS FOR DRAINAGE INFORMATION.
5. REFER TO LANDSCAPE PLANS FOR LANDSCAPE FEATURES.

SCALE: 1" = 50' (H)
SCALE: 1" = 5' (V)



A horizontal graphic scale bar with alternating black and white segments. It is marked with the numbers 0, 25, and 50, representing feet.



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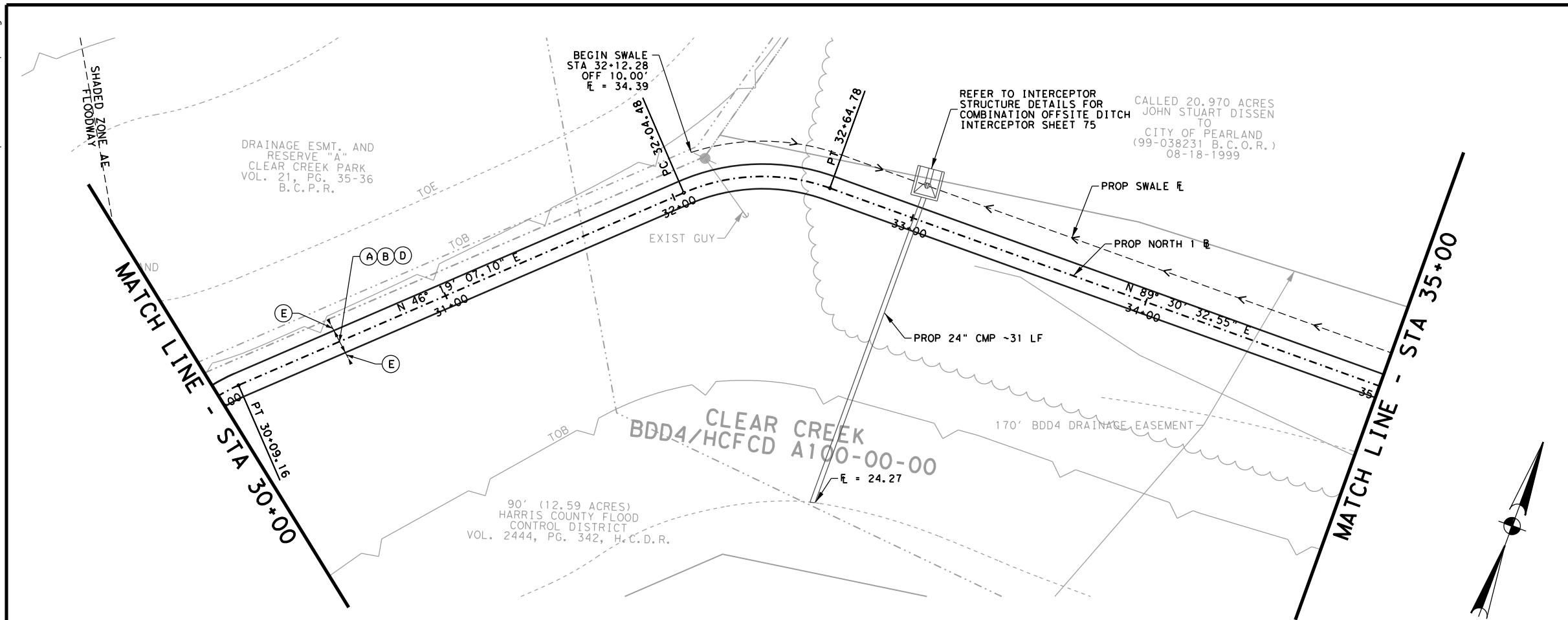


GREEN TEE TERRACE BIKE & PEDESTRIAN TRAIL

PLAN & PROFILE

SHEET 4 OF 17

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			49
STATE	DIST.	COUNTY	
TEXAS	HOU	BRAZORIA / HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	31	291	VA



- ### LEGEND
- | | |
|---|-----------------------------|
|  | 6" CONC PVMT |
|  | 6" LIME STABILIZED SUBGRADE |
|  | 6' CONC SDWK |
|  | 10' SHARED USE PATH |
|  | 2' BLOCK SOD |
|  | CURB RAMP |
|  | 24" REF PAVEMENT MARKING |
|  | BORING |
|  | PROP DIRECTION OF TRAFFIC |
|  | DRIVEWAY ID |
|  | SIGN |

NOTES:

1. REFER TO TYPICAL SECTIONS FOR SECTION DETAILS.
2. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ALIGNMENT INFORMATION.
3. PROTECT ALL STRUCTURES AND TREES UNLESS NOTED FOR REMOVAL.
4. REFER TO CULVERT PLAN & PROFILE SHEETS FOR DRAINAGE INFORMATION.
5. REFER TO LANDSCAPE PLANS FOR LANDSCAPE FEATURES.

SCALE: 1" = 50' (H)
SCALE: 1" = 5' (V)



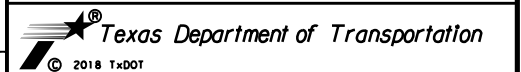
0 25 50



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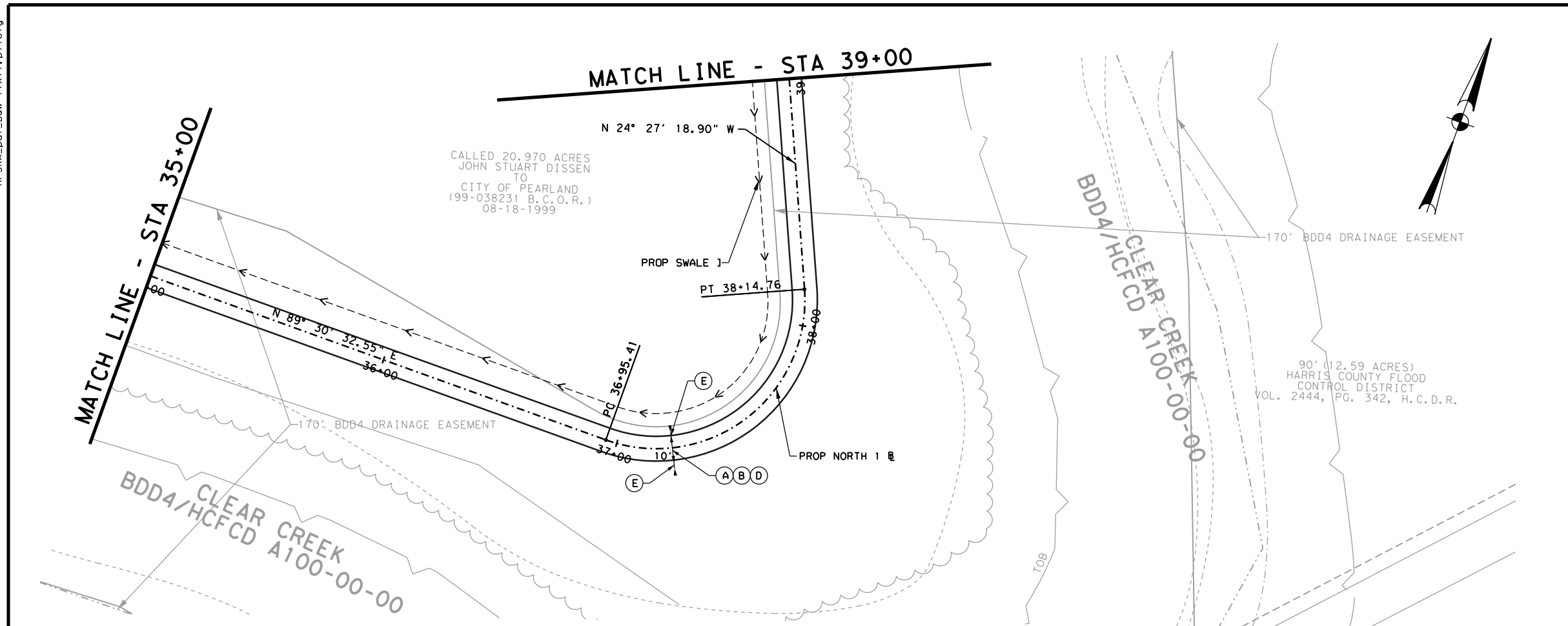


GREEN TEE TERRACE
BIKE & PEDESTRIAN TRAIL

PLAN & PROFILE

SHEET 5 OF 17

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			50
STATE	DIST.	COUNTY	
TEXAS	HOU	BRAZORIA / HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	31	291	VA



- ### LEGEND
- | | |
|---|-----------------------------|
|  | 6" CONC PVMT |
|  | 6" LIME STABILIZED SUBGRADE |
|  | 6' CONC SDWK |
|  | 10' SHARED USE PATH |
|  | 2' BLOCK SOD |
|  | CURB RAMP |
|  | 24" REF PAVEMENT MARKING |
|  | BORING |
|  | PROP DIRECTION OF TRAFFIC |
|  | DRIVEWAY ID |
|  | SIGN |

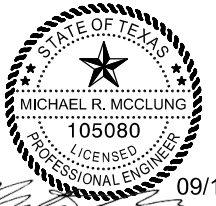
NOTES:

1. REFER TO TYPICAL SECTIONS FOR SECTION DETAILS.
2. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ALIGNMENT INFORMATION.
3. PROTECT ALL STRUCTURES AND TREES UNLESS NOTED FOR REMOVAL.
4. REFER TO CULVERT PLAN & PROFILE SHEETS FOR DRAINAGE INFORMATION.
5. REFER TO LANDSCAPE PLANS FOR LANDSCAPE FEATURES.

SCALE: 1" = 50' (H)
SCALE: 1" = 5' (V)



0 25 50



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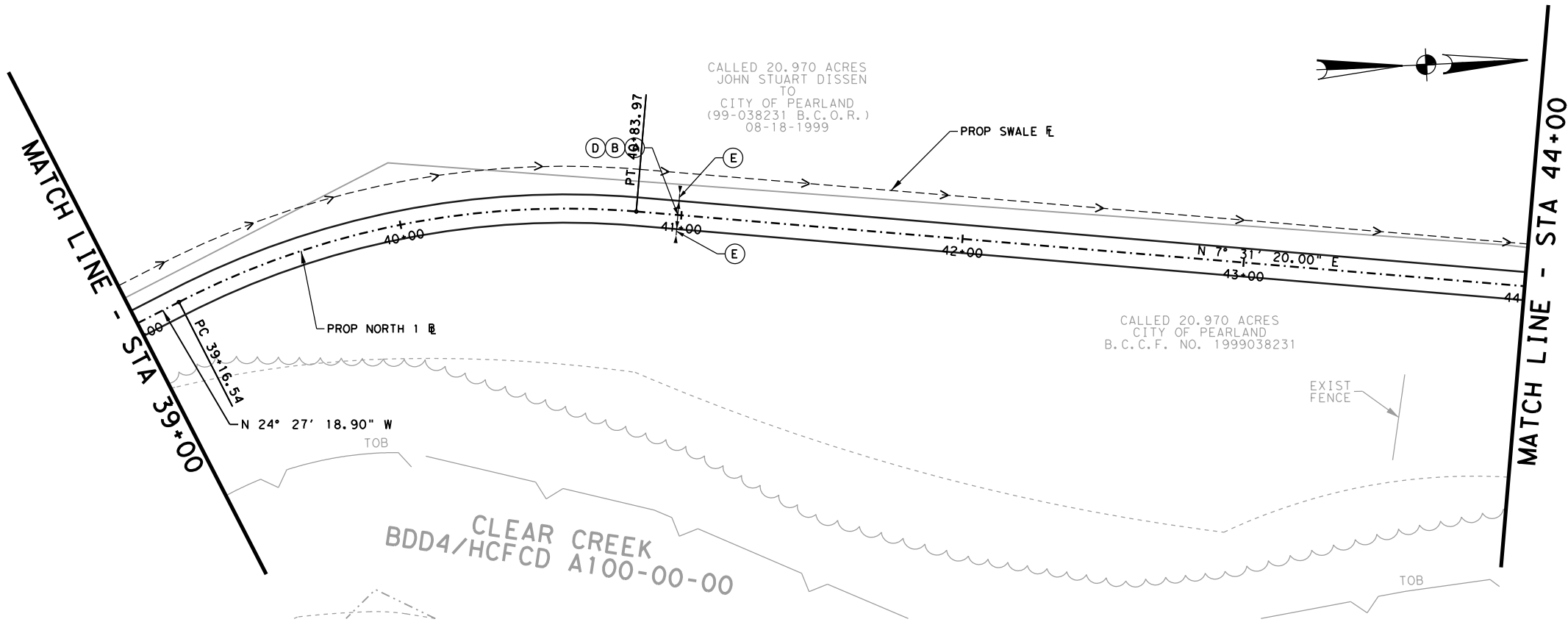


GREEN TEE TERRACE BIKE & PEDESTRIAN TRAIL

PLAN & PROFILE

SHEET 6 OF 17

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			51
STATE	DIST.	COUNTY	
TEXAS	HOU	BRAZORIA / HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	31	291	VA



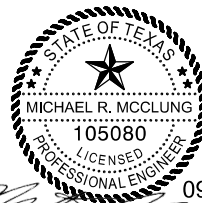
LEGEND

- (A) 6" CONC PVMT
- (B) 6" LIME STABILIZED SUBGRADE
- (C) 6' CONC SDWK
- (D) 10' SHARED USE PATH
- (E) 2' BLOCK SOD
- (F) CURB RAMP
- (G) 24" REF PAVEMENT MARKING
- ⊕ BORING
- ➔ PROP DIRECTION OF TRAFFIC
- [X-XX] DRIVEWAY ID
- ⬮ SIGN

NOTES:

1. REFER TO TYPICAL SECTIONS FOR SECTION DETAILS.
2. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ALIGNMENT INFORMATION.
3. PROTECT ALL STRUCTURES AND TREES UNLESS NOTED FOR REMOVAL.
4. REFER TO CULVERT PLAN & PROFILE SHEETS FOR DRAINAGE INFORMATION.
5. REFER TO LANDSCAPE PLANS FOR LANDSCAPE FEATURES.

SCALE: 1" = 50' (H)
SCALE: 1" = 5' (V)
0 25 50



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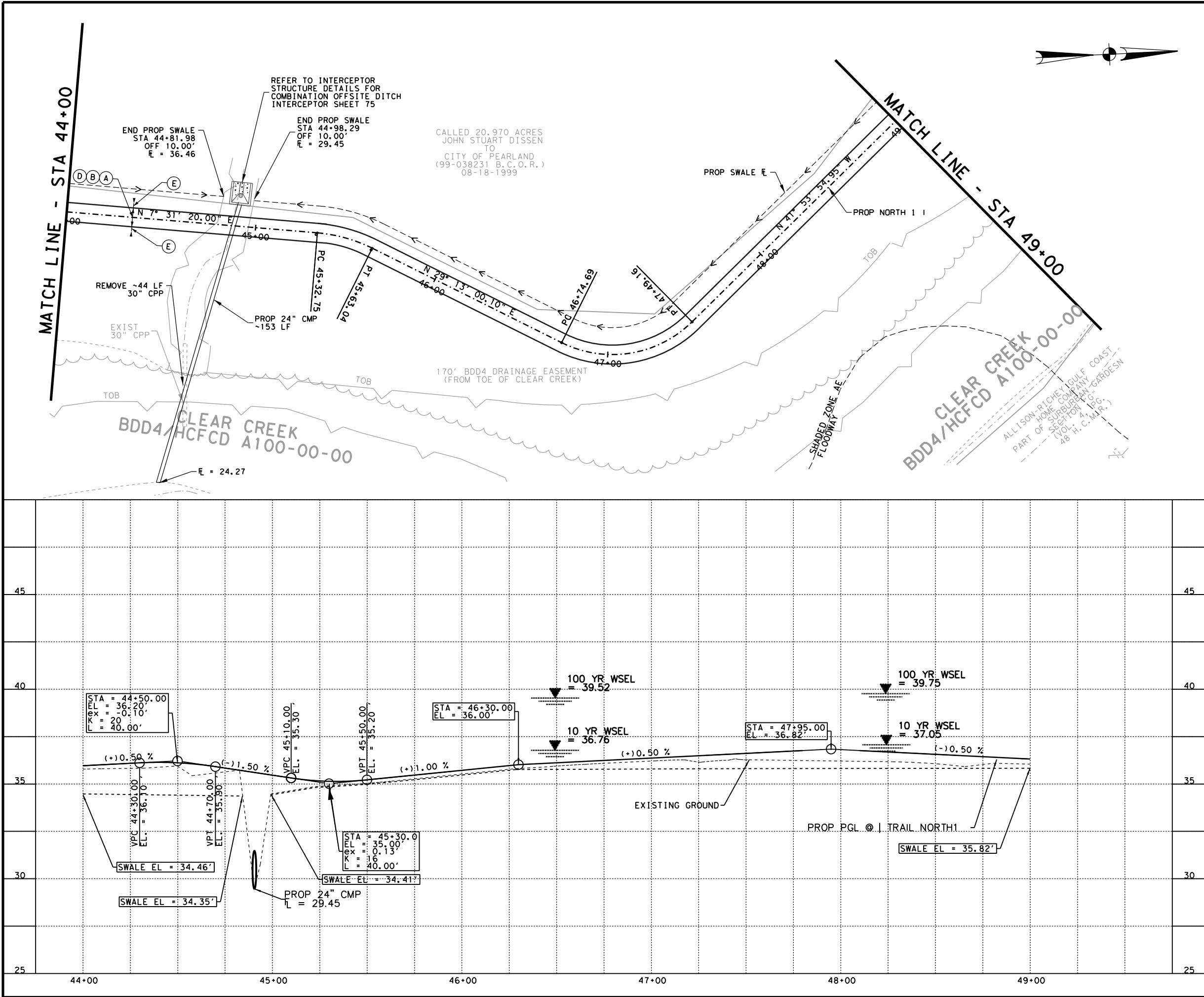
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**GREEN TEE TERRACE
BIKE & PEDESTRIAN TRAIL**

PLAN & PROFILE

SHEET 7 OF 17

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			52
STATE	DIST.	COUNTY	
TEXAS	HOU	BRAZORIA / HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	31	291	VA



LEGEND

- (A) 6" CONC PVMT
- (B) 6" LIME STABILIZED SUBGRADE
- (C) 6' CONC SDWK
- (D) 10' SHARED USE PATH
- (E) 2' BLOCK SOD
- (F) CURB RAMP
- (G) 24" REF PAVEMENT MARKING
- ⊕ BORING
- ➔ PROP DIRECTION OF TRAFFIC
- [X-XX] DRIVEWAY ID
- ⬮ SIGN

- NOTES:
1. REFER TO TYPICAL SECTIONS FOR SECTION DETAILS.
 2. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ALIGNMENT INFORMATION.
 3. PROTECT ALL STRUCTURES AND TREES UNLESS NOTED FOR REMOVAL.
 4. REFER TO CULVERT PLAN & PROFILE SHEETS FOR DRAINAGE INFORMATION.
 5. REFER TO LANDSCAPE PLANS FOR LANDSCAPE FEATURES.

SCALE: 1" = 50' (H)
SCALE: 1" = 5' (V)

0 25 50



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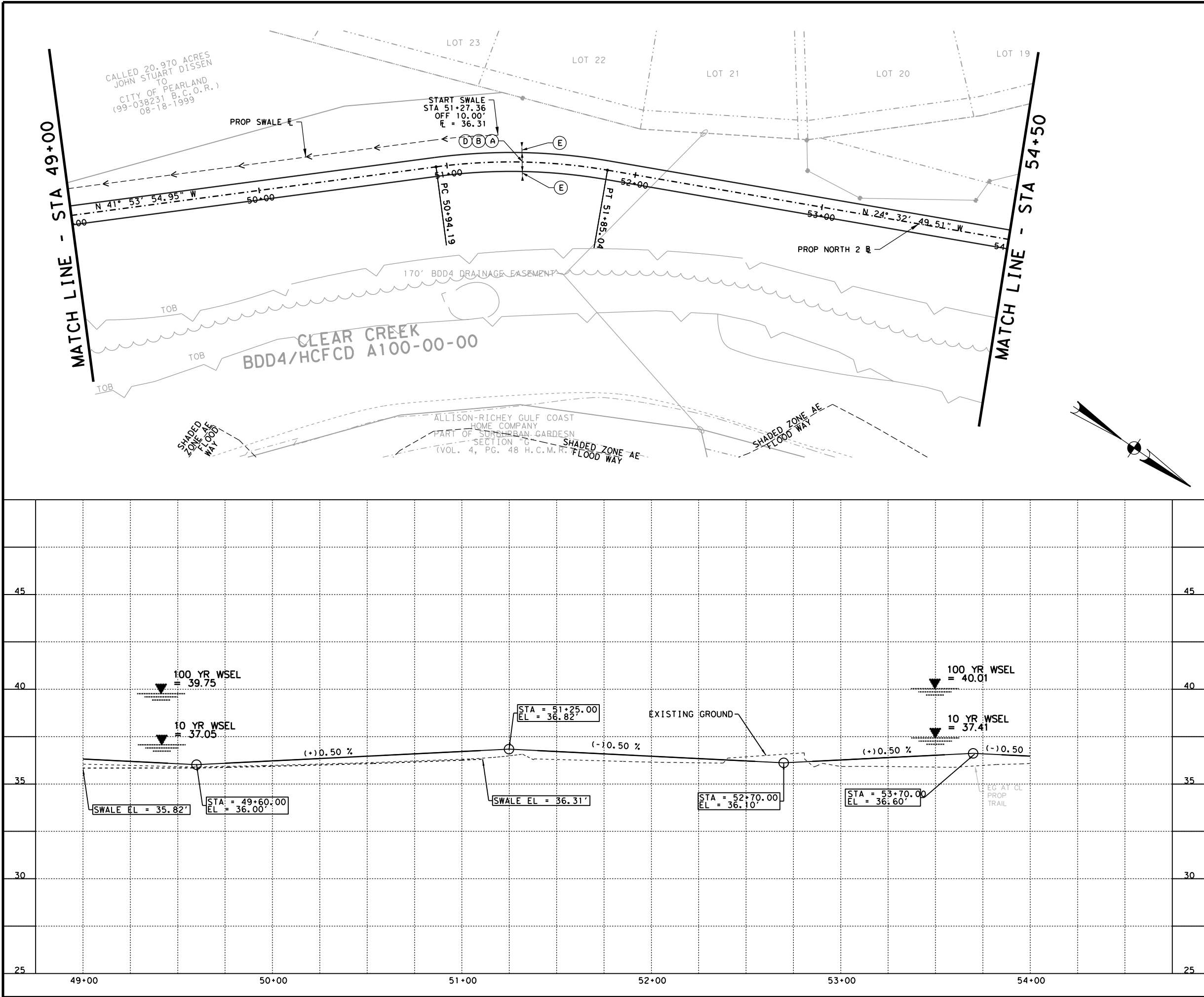
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BIKE & PEDESTRIAN TRAIL**

PLAN & PROFILE

SHEET 8 OF 17

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			53
STATE	DIST.	COUNTY	
TEXAS	HOU	BRAZORIA / HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	31	291	VA



LEGEND

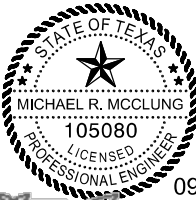
- (A) 6" CONC PVMT
- (B) 6" LIME STABILIZED SUBGRADE
- (C) 6' CONC SDWK
- (D) 10' SHARED USE PATH
- (E) 2' BLOCK SOD
- (F) CURB RAMP
- (G) 24" REF PAVEMENT MARKING
- ⊕ BORING
- ➔ PROP DIRECTION OF TRAFFIC
- [X-XX] DRIVEWAY ID
- 🚶 SIGN

NOTES:

- REFER TO TYPICAL SECTIONS FOR SECTION DETAILS.
- REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ALIGNMENT INFORMATION.
- PROTECT ALL STRUCTURES AND TREES UNLESS NOTED FOR REMOVAL.
- REFER TO CULVERT PLAN & PROFILE SHEETS FOR DRAINAGE INFORMATION.
- REFER TO LANDSCAPE PLANS FOR LANDSCAPE FEATURES.

SCALE: 1" = 50' (H)
SCALE: 1" = 5' (V)

0 25 50



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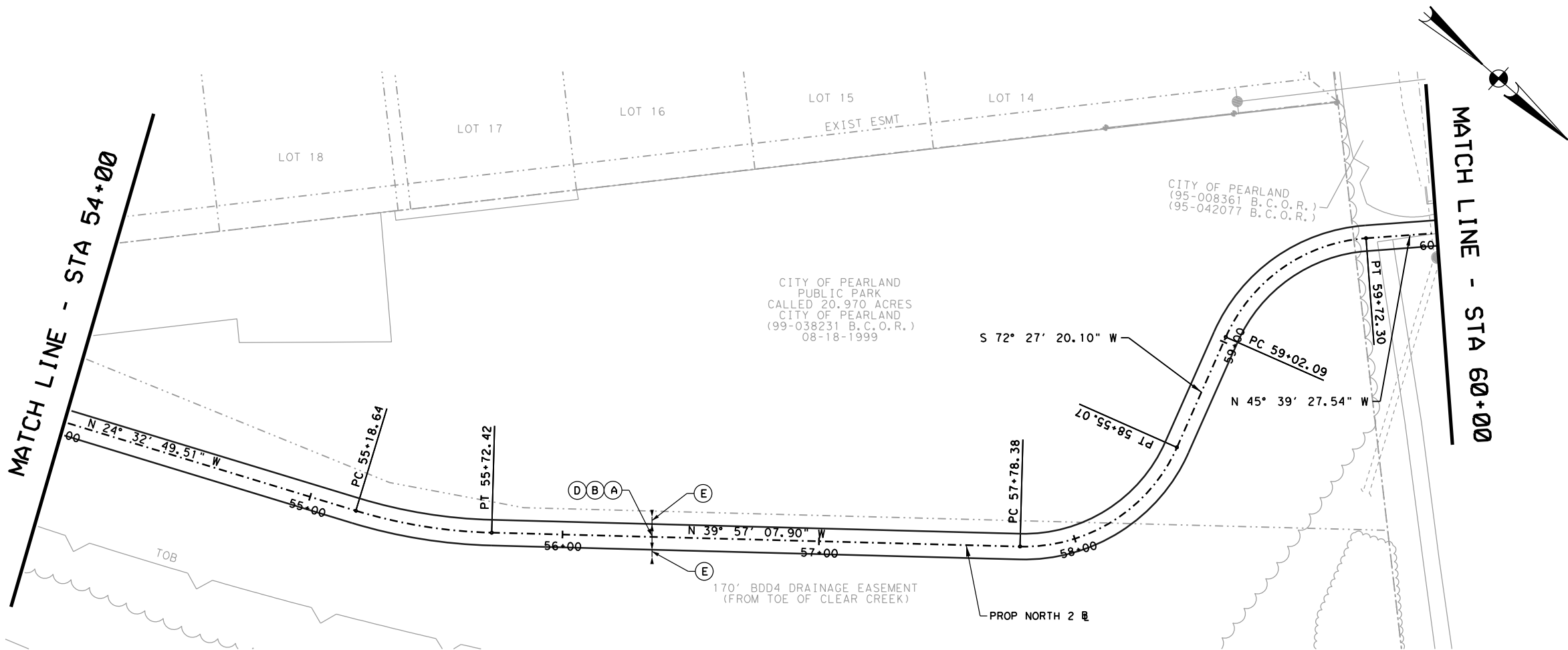
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BIKE & PEDESTRIAN TRAIL**

PLAN & PROFILE

SHEET 9 OF 17

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			54
STATE	DIST.	COUNTY	
TEXAS	HOU	BRAZORIA / HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	31	291	VA



LEGEND

- (A) 6" CONC PVMT
- (B) 6" LIME STABILIZED SUBGRADE
- (C) 6' CONC SDWK
- (D) 10' SHARED USE PATH
- (E) 2' BLOCK SOD
- (F) CURB RAMP
- (G) 24" REF PAVEMENT MARKING
- ⊕ BORING
- ➔ PROP DIRECTION OF TRAFFIC
- [X-XX] DRIVEWAY ID
- ⬮ SIGN

NOTES:

- REFER TO TYPICAL SECTIONS FOR SECTION DETAILS.
- REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ALIGNMENT INFORMATION.
- PROTECT ALL STRUCTURES AND TREES UNLESS NOTED FOR REMOVAL.
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- REFER TO LANDSCAPE PLANS FOR LANDSCAPE FEATURES.

SCALE: 1" = 50' (H)
SCALE: 1" = 5' (V)

0 25 50

STATE OF TEXAS
MICHAEL R. MCCLUNG
105080
LICENSED PROFESSIONAL ENGINEER
09/17/18

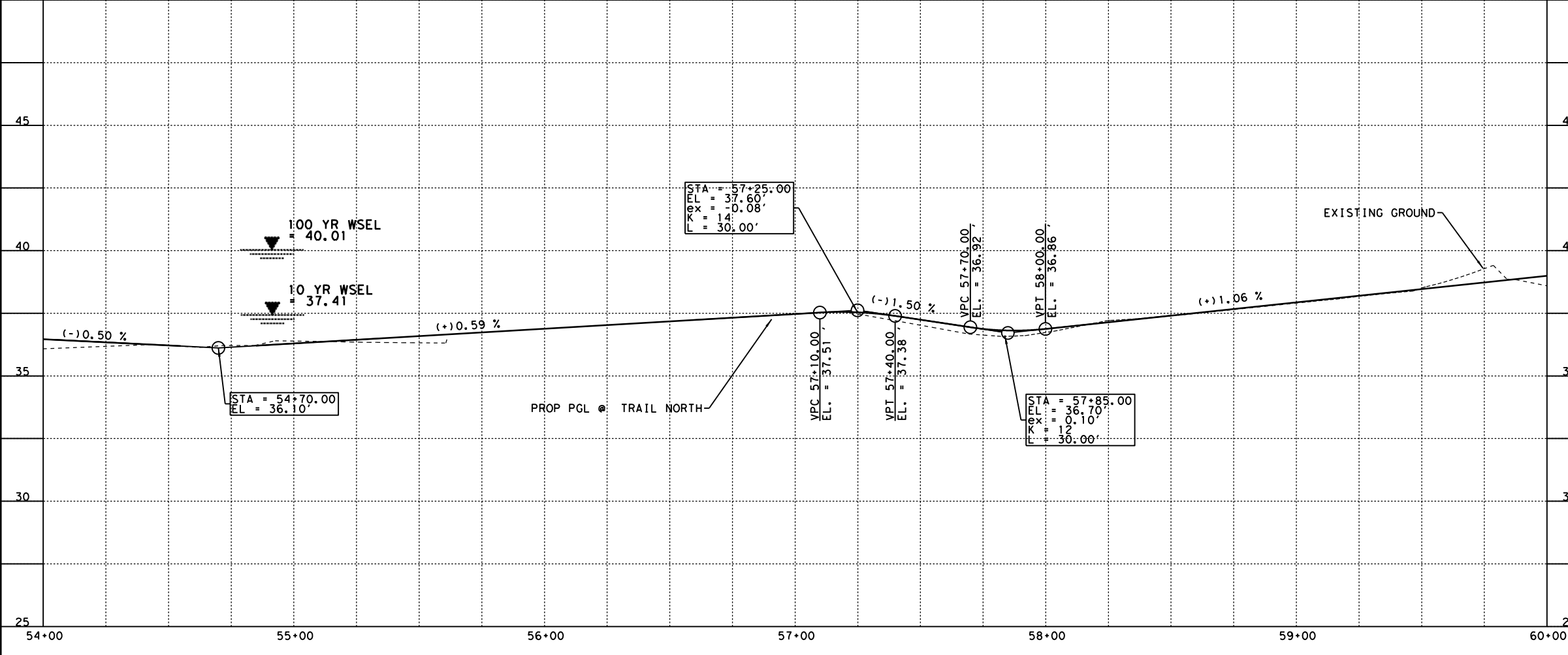
NO.	DATE	REVISION	APPROV.

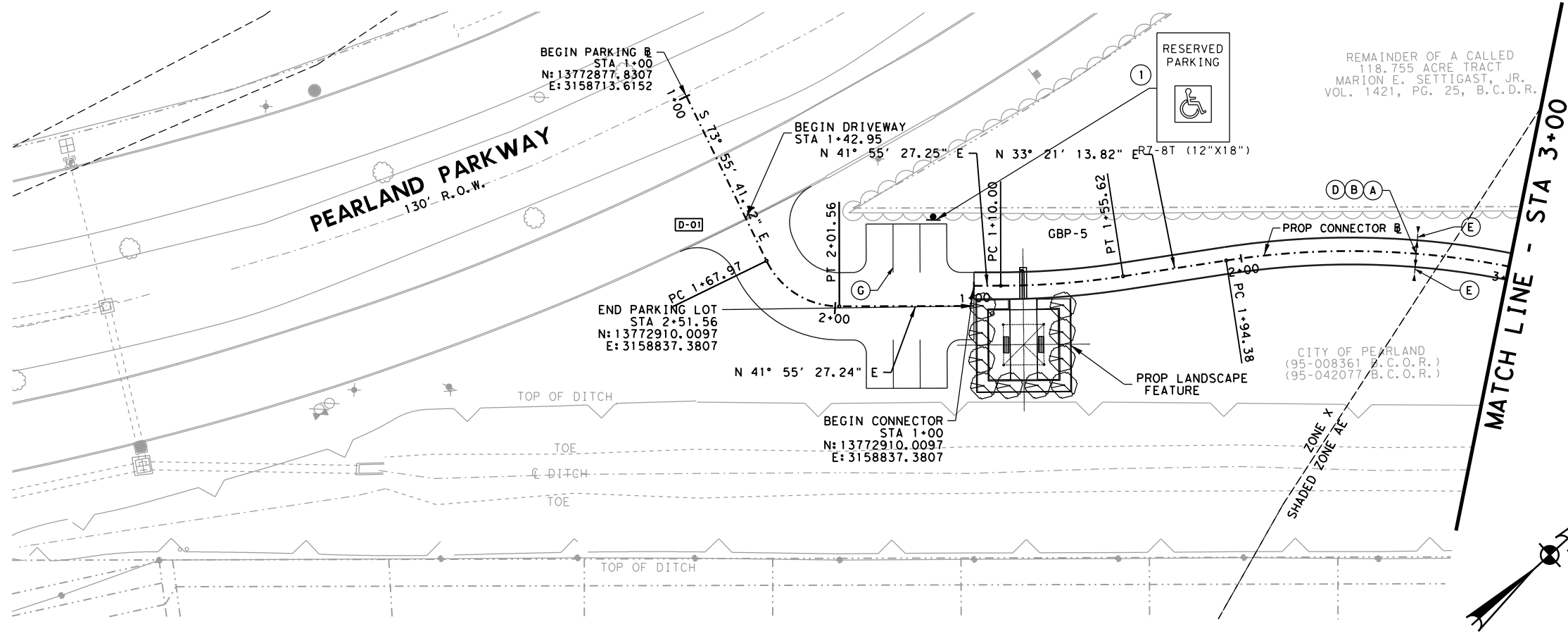
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PLAN & PROFILE

SHEET 10 OF 17

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			55
STATE	DIST.	COUNTY	
TEXAS	HOU	BRAZORIA / HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	31	291	VA





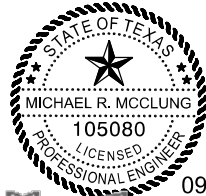
LEGEND

- (A) 6" CONC PVMT
- (B) 6" LIME STABILIZED SUBGRADE
- (C) 6' CONC SDWK
- (D) 10' SHARED USE PATH
- (E) 2' BLOCK SOD
- (F) CURB RAMP
- (G) 4" REF PAVEMENT MARKING (W) (SLD)
- ⊕ BORING
- ➔ PROP DIRECTION OF TRAFFIC
- [X-XX] DRIVEWAY ID
- ▬ SIGN

NOTES:

1. REFER TO TYPICAL SECTIONS FOR SECTION DETAILS.
2. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ALIGNMENT INFORMATION.
3. PROTECT ALL STRUCTURES AND TREES UNLESS NOTED FOR REMOVAL.
4. REFER TO CULVERT PLAN & PROFILE SHEETS FOR DRAINAGE INFORMATION.
5. REFER TO LANDSCAPE PLANS FOR LANDSCAPE FEATURES.

SCALE: 1" = 50' (H)
SCALE: 1" = 5' (V)
0 25 50



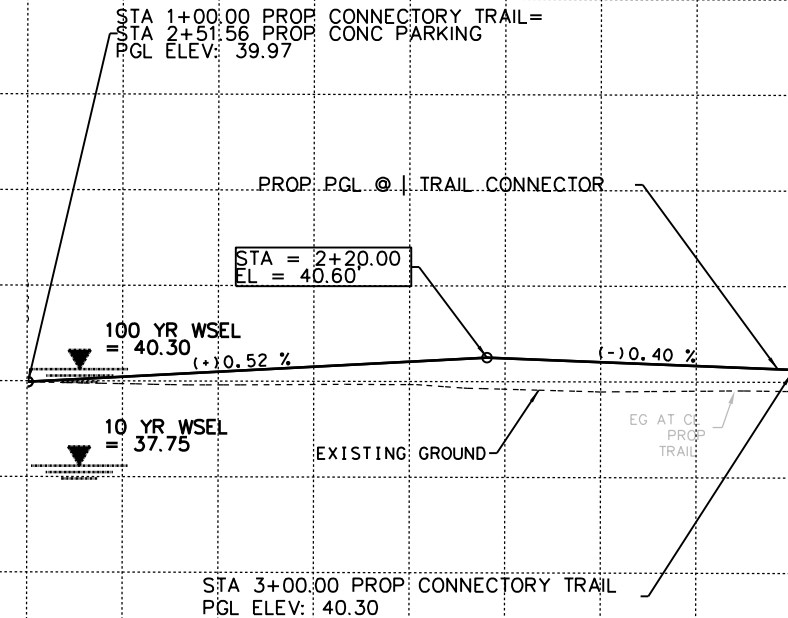
NO.	DATE	REVISION	APPROV.

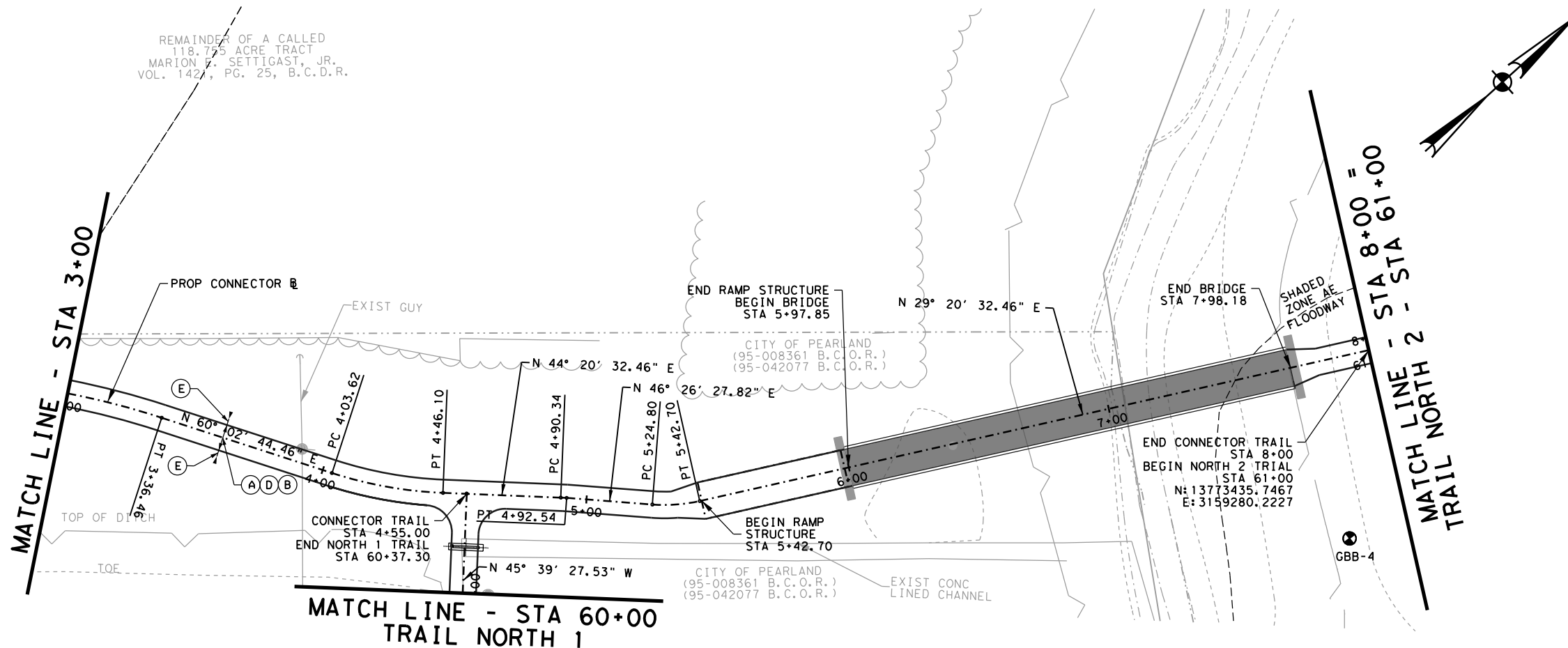
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SHEET 11 OF 17

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			56
STATE	DIST.	COUNTY	
TEXAS	HOU	BRAZORIA / HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	31	291	VA





LEGEND

- (A) 6" CONC PVMT
- (B) 6" LIME STABILIZED SUBGRADE
- (C) 6' CONC SDWK
- (D) 10' SHARED USE PATH
- (E) 2' BLOCK SOD
- (F) CURB RAMP
- (G) 24" REF PAVEMENT MARKING
- ⊕ BORING
- ➔ PROP DIRECTION OF TRAFFIC
- [X-XX] DRIVEWAY ID
- ▮ SIGN

NOTES:

1. REFER TO TYPICAL SECTIONS FOR SECTION DETAILS.
2. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ALIGNMENT INFORMATION.
3. PROTECT ALL STRUCTURES AND TREES UNLESS NOTED FOR REMOVAL.
4. REFER TO CULVERT PLAN & PROFILE SHEETS FOR DRAINAGE INFORMATION.
5. REFER TO LANDSCAPE PLANS FOR LANDSCAPE FEATURES.

SCALE: 1" = 50' (H)
SCALE: 1" = 5' (V)
0 25 50



Michael R. McClung

NO.	DATE	REVISION	APPROV.

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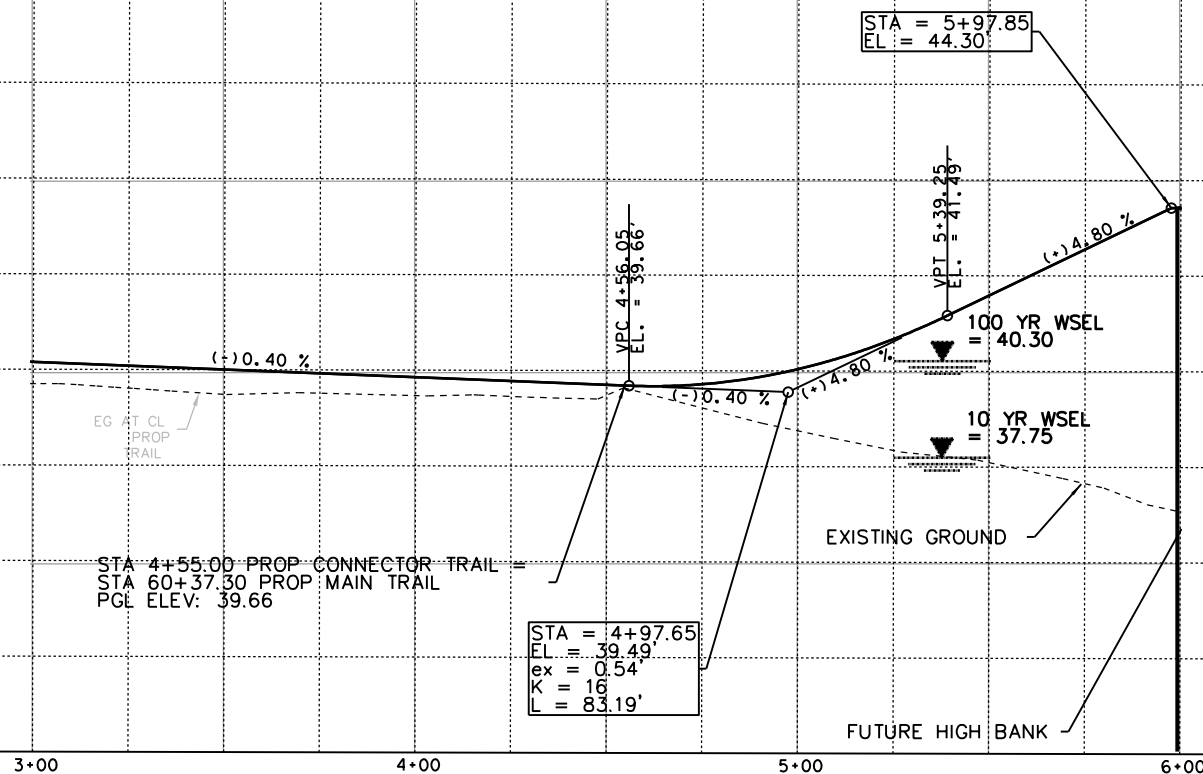
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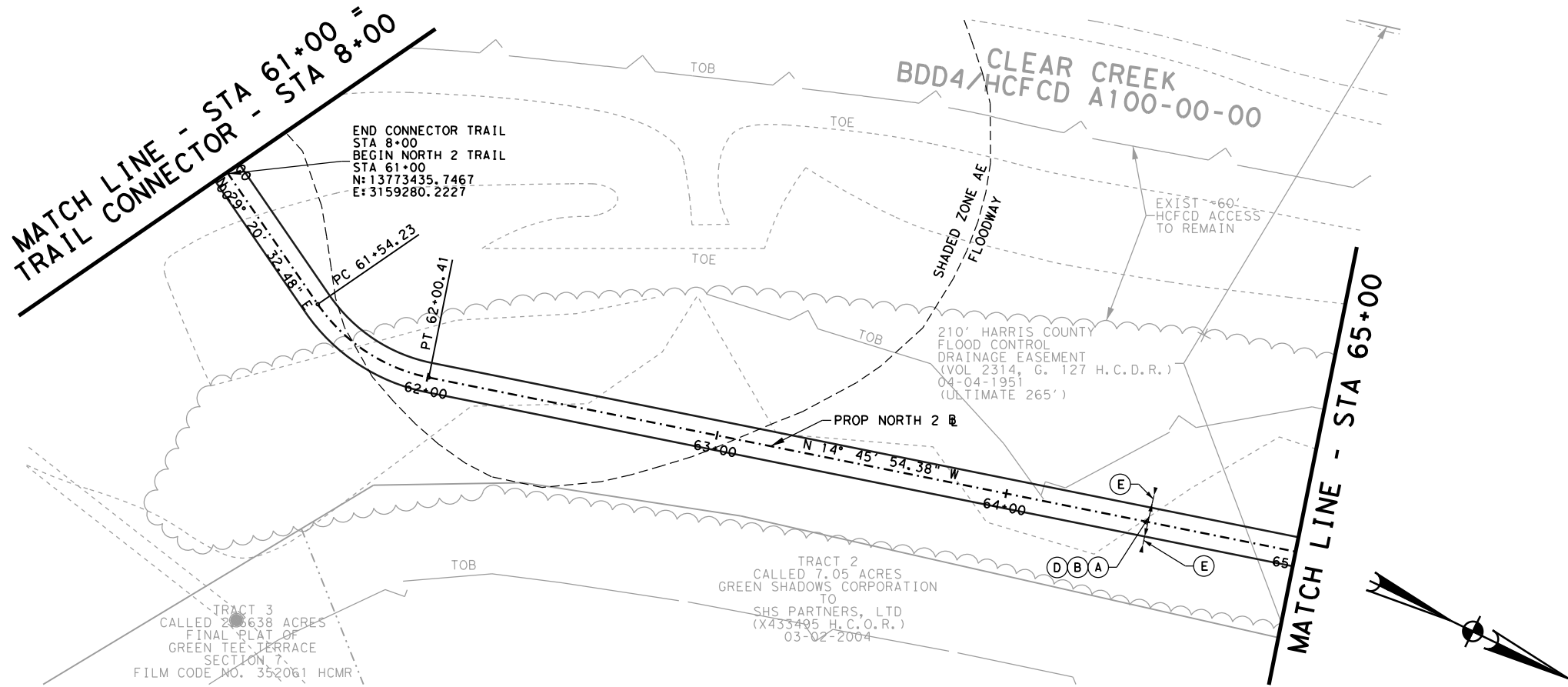
PLAN & PROFILE

SHEET 12 OF 17

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			57
STATE	DIST.	COUNTY	
TEXAS	HOU	BRAZORIA / HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	31	291	VA

SEE BRIDGE
LAYOUT FOR
BRIDGE PLAN
AND PROFILE





- LEGEND**
- (A) 6" CONC PVMT
 - (B) 6" LIME STABILIZED SUBGRADE
 - (C) 6' CONC SDWK
 - (D) 10' SHARED USE PATH
 - (E) 2' BLOCK SOD
 - (F) CURB RAMP
 - (G) 24" REF PAVEMENT MARKING
 - ⊕ BORING
 - ➔ PROP DIRECTION OF TRAFFIC
 - [X-XX] DRIVEWAY ID
 - ⬮ SIGN

- NOTES:**
1. REFER TO TYPICAL SECTIONS FOR SECTION DETAILS.
 2. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ALIGNMENT INFORMATION.
 3. PROTECT ALL STRUCTURES AND TREES UNLESS NOTED FOR REMOVAL.
 4. REFER TO CULVERT PLAN & PROFILE SHEETS FOR DRAINAGE INFORMATION.
 5. REFER TO LANDSCAPE PLANS FOR LANDSCAPE FEATURES.

SCALE: 1" = 50' (H)
SCALE: 1" = 5' (V)
0 25 50



NO.	DATE	REVISION	APPROV.

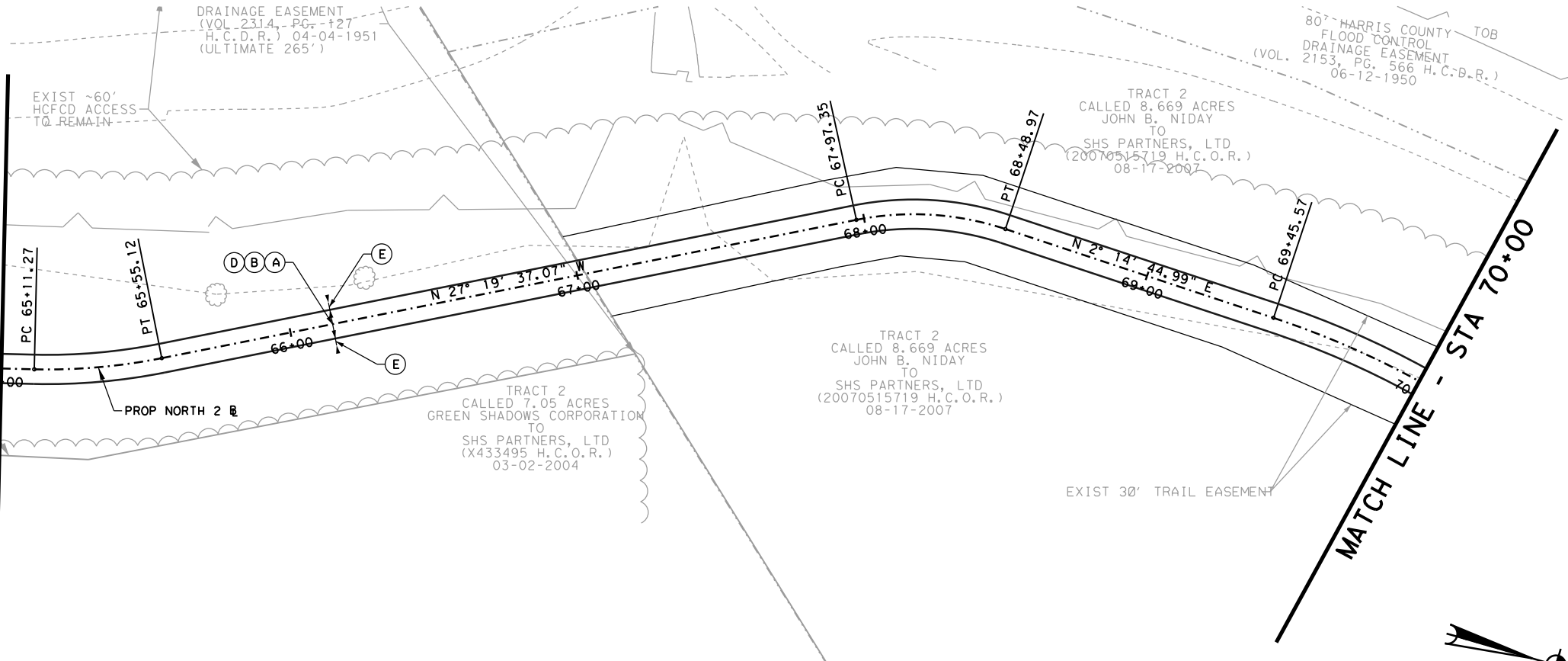
RPS 1160 Dairy Ashford, Suite 500
Houston, Texas 77079
T 281 589 7257
USInfrastructure@rpsgroup.com
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**GREEN TEE TERRACE
BIKE & PEDESTRIAN TRAIL**
PLAN & PROFILE

SHEET 13 OF 17

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			58
STATE	DIST.	COUNTY	
TEXAS	HOU	BRAZORIA / HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	31	291	VA

MATCH LINE - STA 65+00



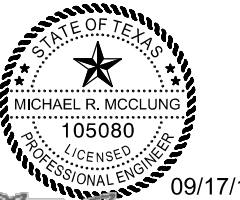
LEGEND

- (A) 6" CONC PVMT
- (B) 6" LIME STABILIZED SUBGRADE
- (C) 6' CONC SDWK
- (D) 10' SHARED USE PATH
- (E) 2' BLOCK SOD
- (F) CURB RAMP
- (G) 24" REF PAVEMENT MARKING
- ⊕ BORING
- ➔ PROP DIRECTION OF TRAFFIC
- [X-XX] DRIVEWAY ID
- ▬ SIGN

NOTES:

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SCALE: 1" = 50' (H)
SCALE: 1" = 5' (V)
0 25 50



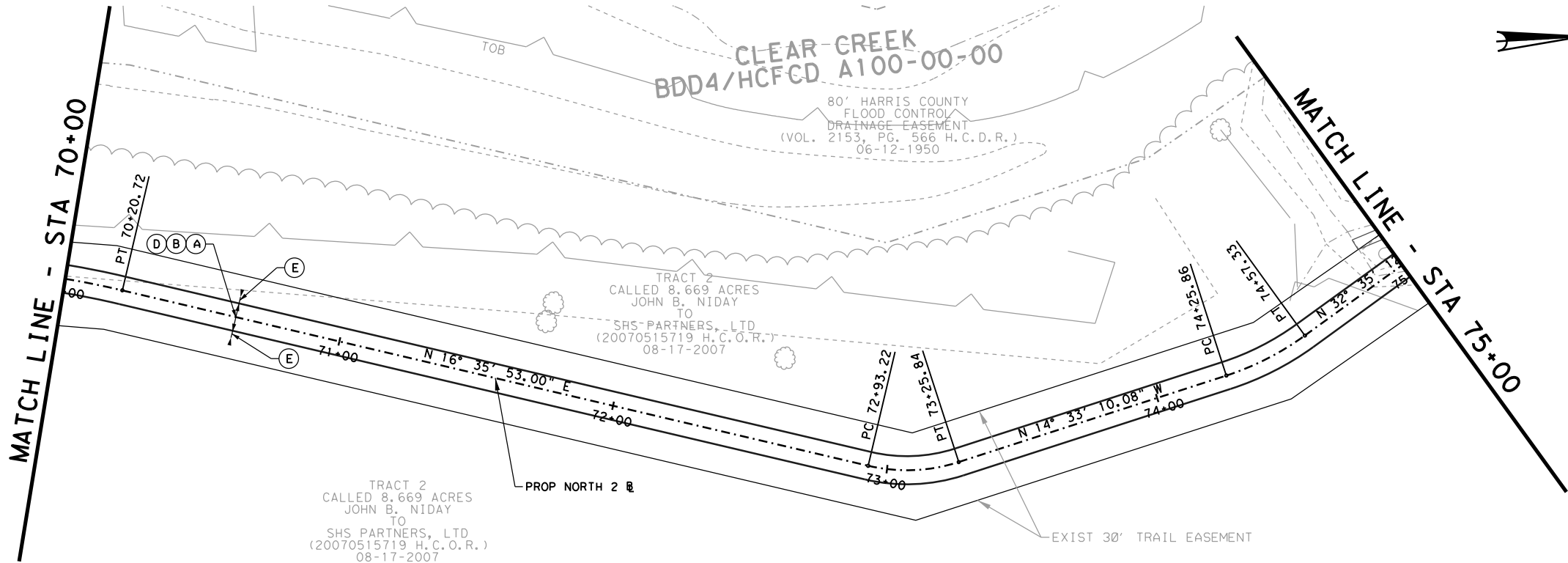
NO.	DATE	REVISION	APPROV.

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SHEET 14 OF 17

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			59
STATE	DIST.	COUNTY	
TEXAS	HOU	BRAZORIA / HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	31	291	VA



LEGEND

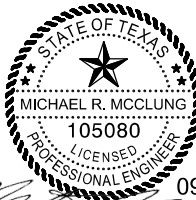
- (A) 6" CONC PVMT
- (B) 6" LIME STABILIZED SUBGRADE
- (C) 6' CONC SDWK
- (D) 10' SHARED USE PATH
- (E) 2' BLOCK SOD
- (F) CURB RAMP
- (G) 24" REF PAVEMENT MARKING
- ⊕ BORING
- ➔ PROP DIRECTION OF TRAFFIC
- [X-XX] DRIVEWAY ID
- ⬮ SIGN

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- REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ALIGNMENT INFORMATION.
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- REFER TO LANDSCAPE PLANS FOR LANDSCAPE FEATURES.

SCALE: 1" = 50' (H)
SCALE: 1" = 5' (V)

0 25 50



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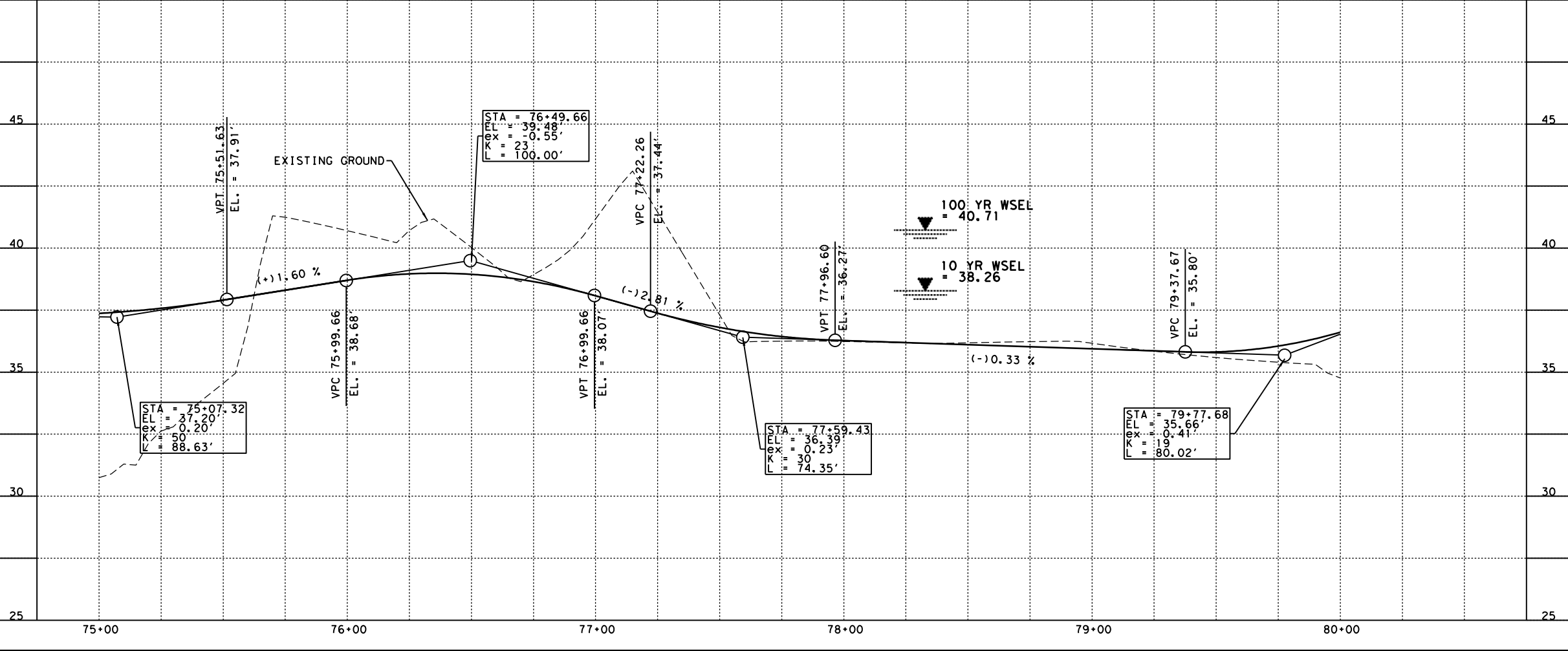
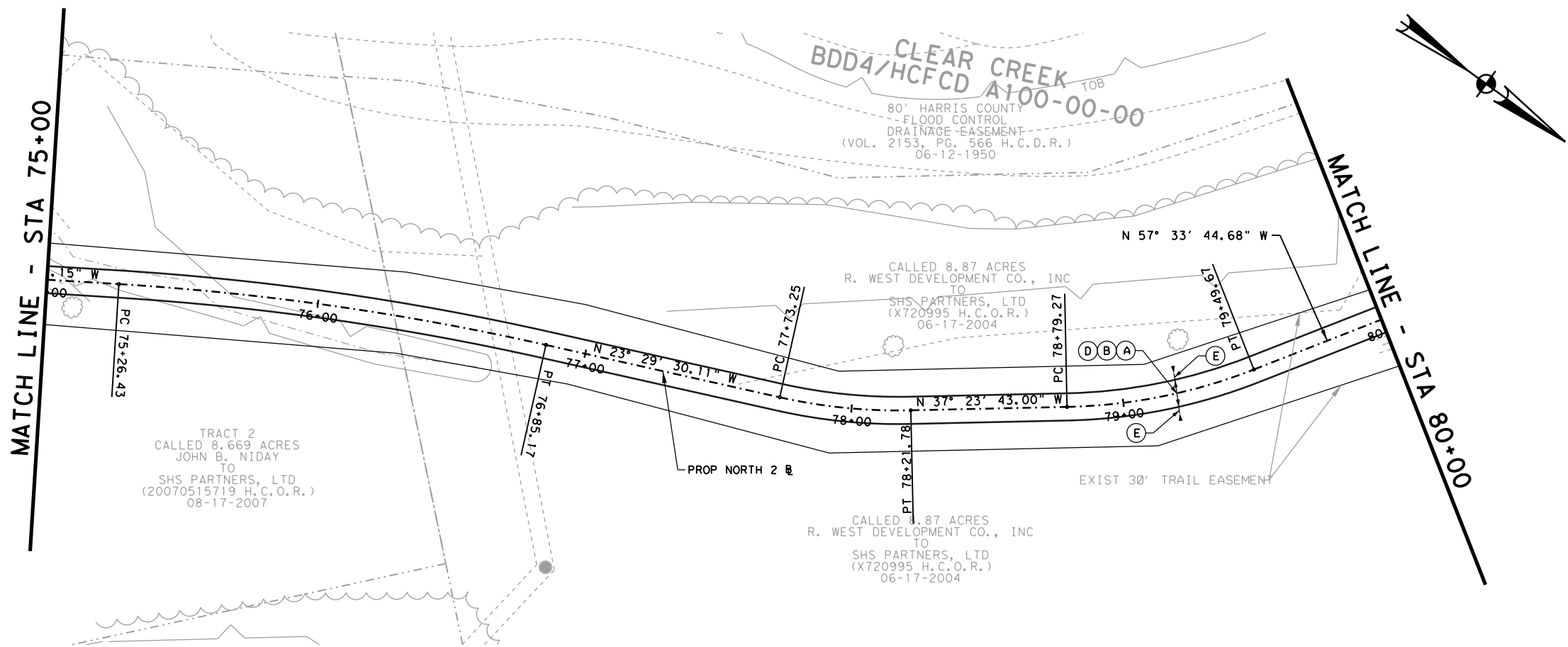
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BIKE & PEDESTRIAN TRAIL**

PLAN & PROFILE

SHEET 15 OF 17

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			60
STATE	DIST.	COUNTY	
TEXAS	HOU	BRAZORIA / HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	31	291	VA



LEGEND

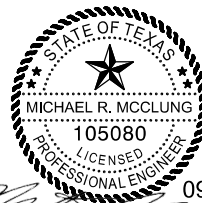
- (A) 6" CONC PVMT
- (B) 6" LIME STABILIZED SUBGRADE
- (C) 6' CONC SDWK
- (D) 10' SHARED USE PATH
- (E) 2' BLOCK SOD
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- [X-XX] DRIVEWAY ID
- ⬮ SIGN

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- REFER TO LANDSCAPE PLANS FOR LANDSCAPE FEATURES.

SCALE: 1" = 50' (H)
SCALE: 1" = 5' (V)

0 25 50



NO.	DATE	REVISION	APPROV.

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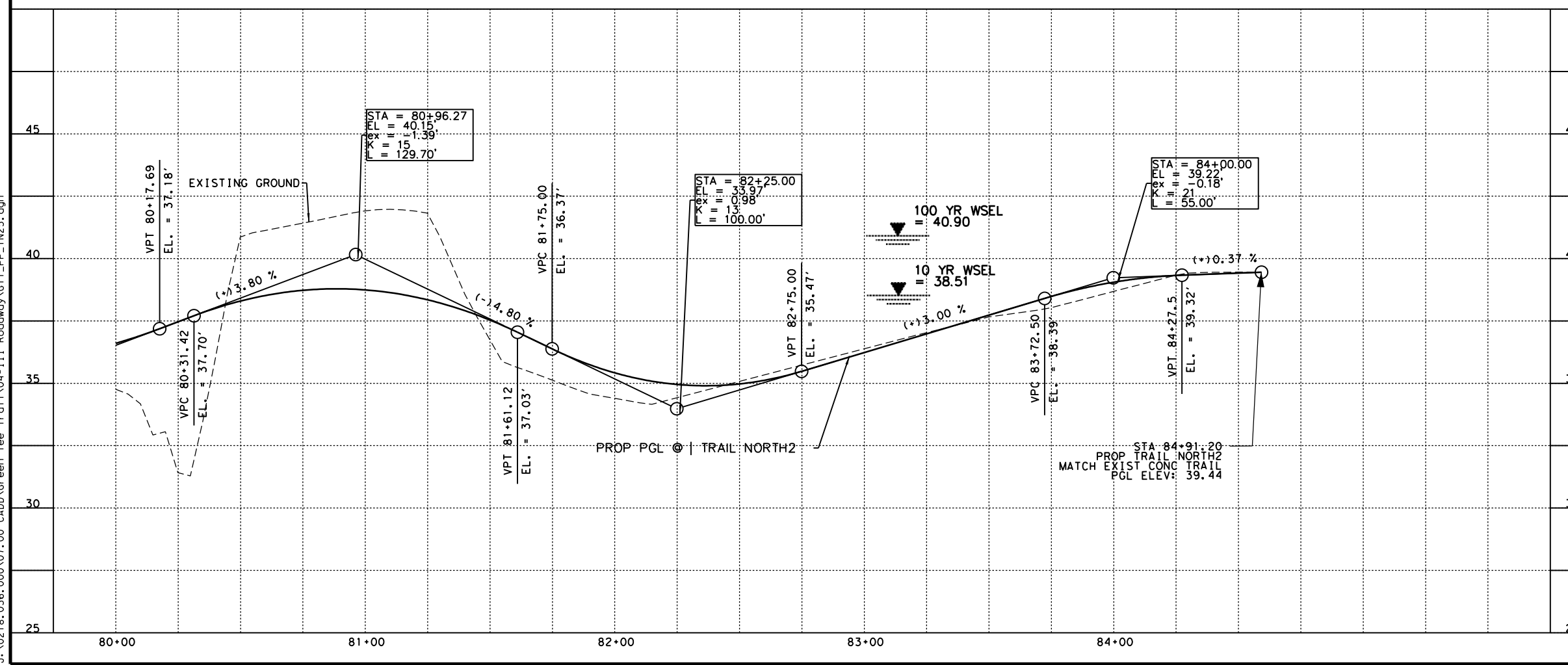
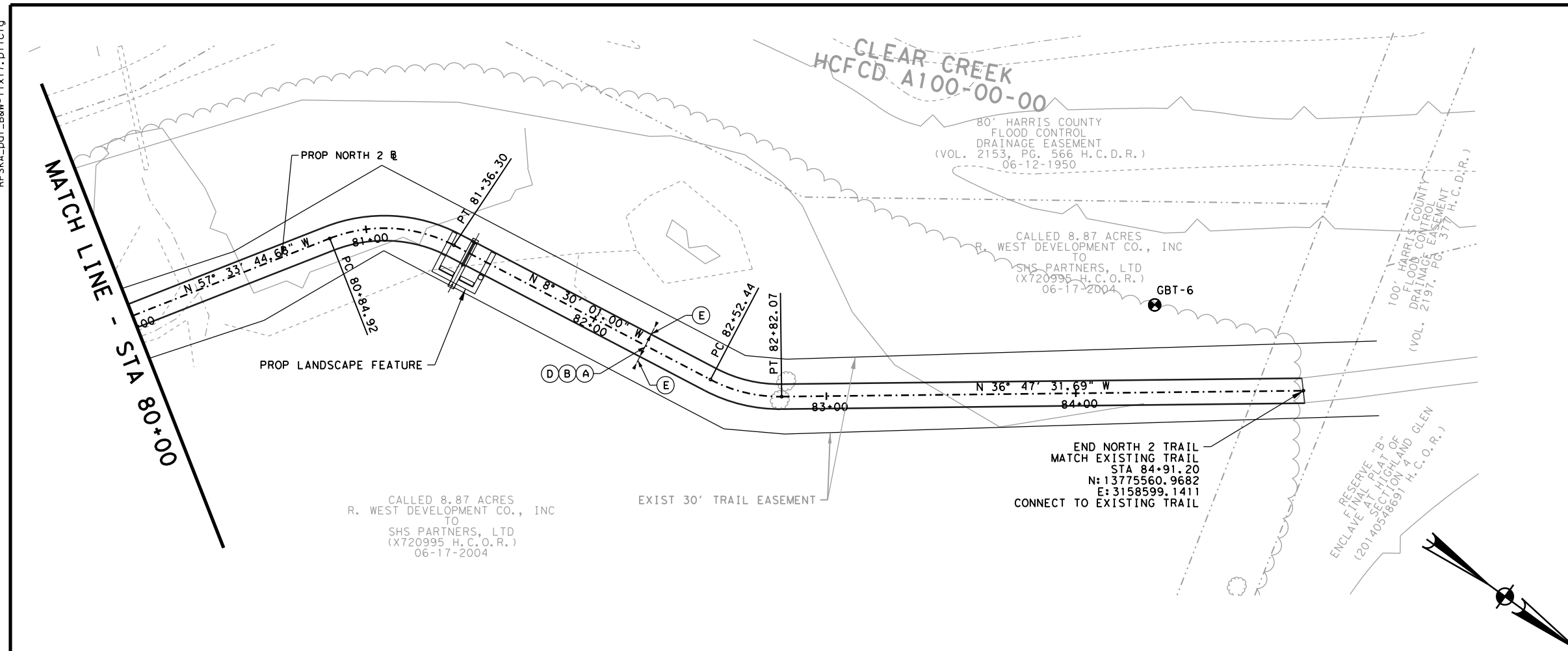
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**GREEN TEE TERRACE
BIKE & PEDESTRIAN TRAIL**

PLAN & PROFILE

SHEET 16 OF 17

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			61
STATE	DIST.	COUNTY	
TEXAS	HOU	BRAZORIA / HARRIS	
CONT.	SECT.	JOB	HIGHWAY NO.
0912	31	291	VA



LEGEND

- | | |
|---|-----------------------------|
|  | 6" CONC PVMT |
|  | 6" LIME STABILIZED SUBGRADE |
|  | 6' CONC SDWK |
|  | 10' SHARED USE PATH |
|  | 2' BLOCK SOD |
|  | CURB RAMP |
|  | 24" REF PAVEMENT MARKING |
|  | BORING |
|  | PROP DIRECTION OF TRAFFIC |
|  | DRIVEWAY ID |
|  | SIGN |

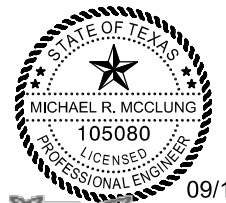
NOTES:

1. REFER TO TYPICAL SECTIONS FOR SECTION DETAILS.
2. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ALIGNMENT INFORMATION.
3. PROTECT ALL STRUCTURES AND TREES UNLESS NOTED FOR REMOVAL.
4. REFER TO CULVERT PLAN & PROFILE SHEETS FOR DRAINAGE INFORMATION.
5. REFER TO LANDSCAPE PLANS FOR LANDSCAPE FEATURES.

SCALE: 1" = 50' (H)
SCALE: 1" = 5' (V)



A horizontal graphic scale bar with alternating black and white segments. It is marked with the numbers 0, 25, and 50, representing feet.



NO.	DATE	REVISION	APPROV.



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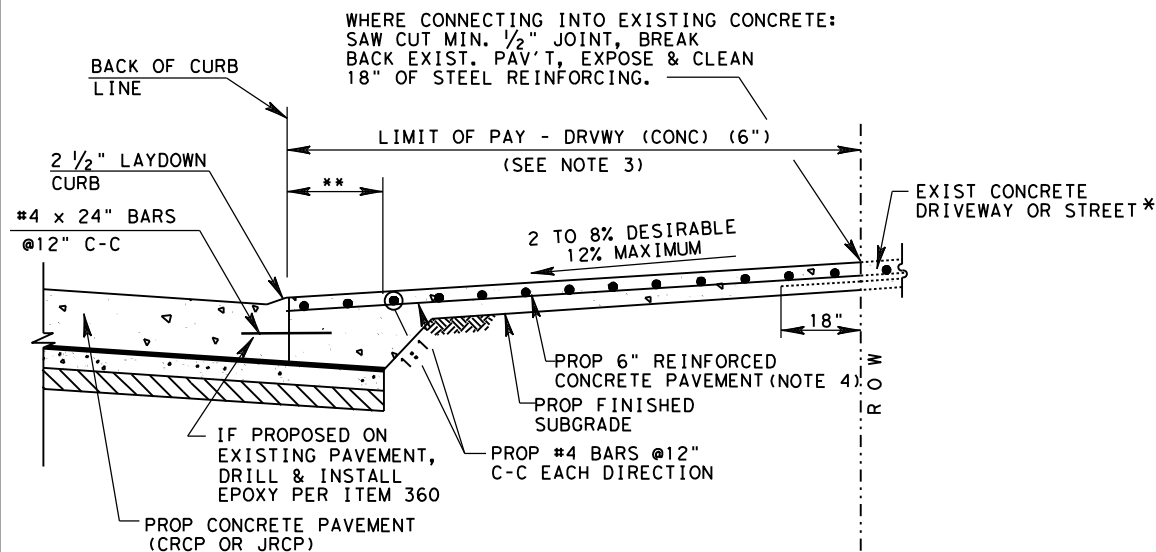


GREEN TEE TERRACE
BIKE & PEDESTRIAN TRAIL

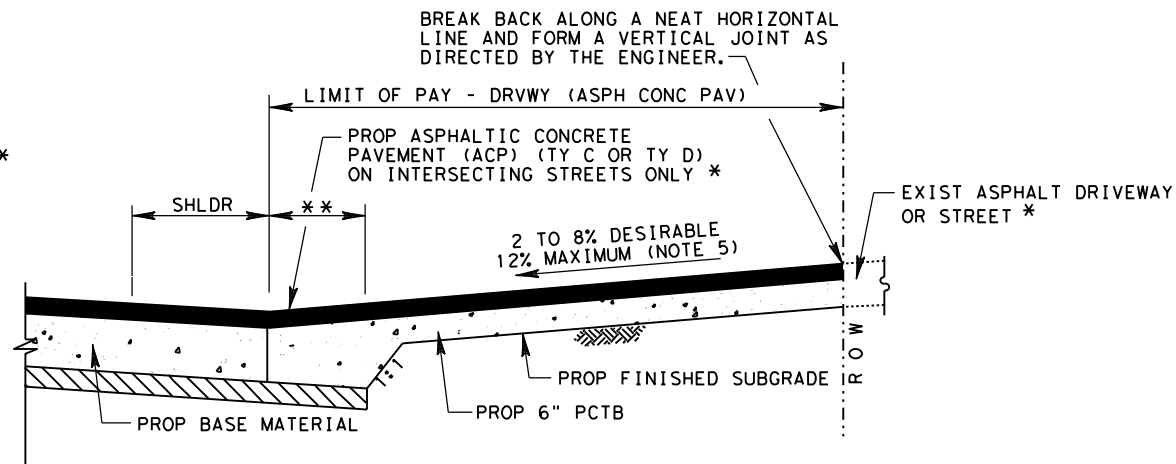
PLAN & PROFILE

SHEET 17 OF 17

FED. RD. DIV. NO.	PROJECT NO.			SHEET NO.
6				62
STATE	DIST.	COUNTY		
TEXAS	HOU	BRAZORIA / HARRIS		
CONT.	SECT.	JOB	HIGHWAY NO.	
0912	31	291	VA	



PROPOSED DRIVEWAY DETAIL
REINFORCED CONCRETE AT CONCRETE
CURB AND GUTTER ROADWAY



PROPOSED DRIVEWAY DETAIL
ASPHALT W/ PCTB AT ASPHALT ROADWAY

NOTES:

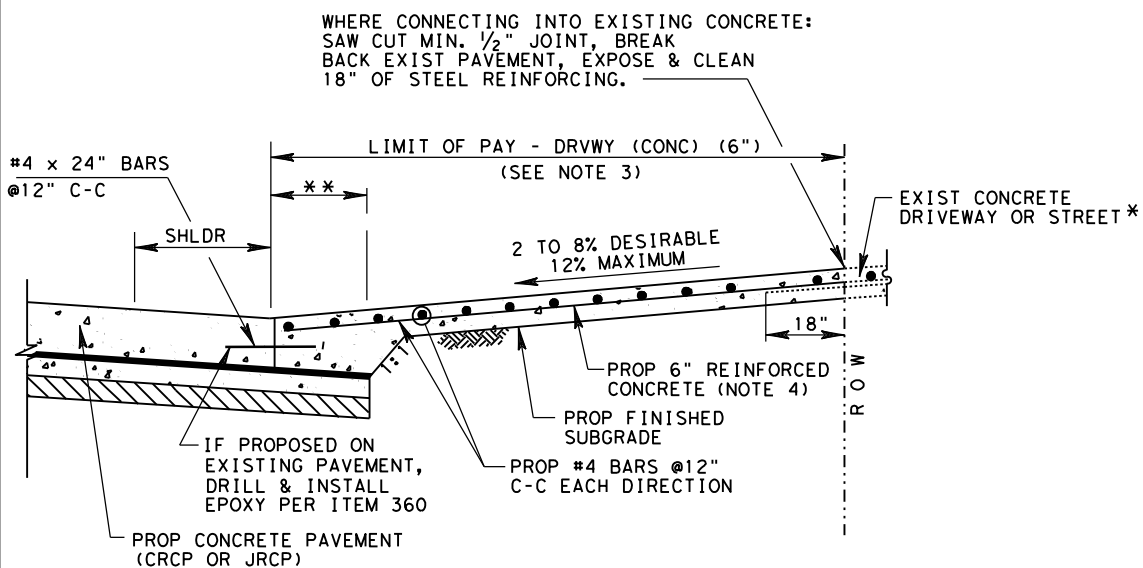
1. ALSO SEE SHEET 2 OF 2 FOR DRIVEWAY SLOPES WITH PROPOSED SIDEWALKS.
2. FOR INTERSECTIONS BUILT WITH CRCP PAVEMENT SEE CRCP DETAIL.
3. FAST TRACK CONCRETE IS PAID AS DRVWY (CONC) (FAST TRACK).
4. THICKNESS OF DRIVEWAY IS 6 INCHES FOR REGULAR AND FAST TRACK CONCRETE.
5. MAXIMUM SLOPE IS: 12% RESIDENTIAL 8% OTHERS

LEGEND:

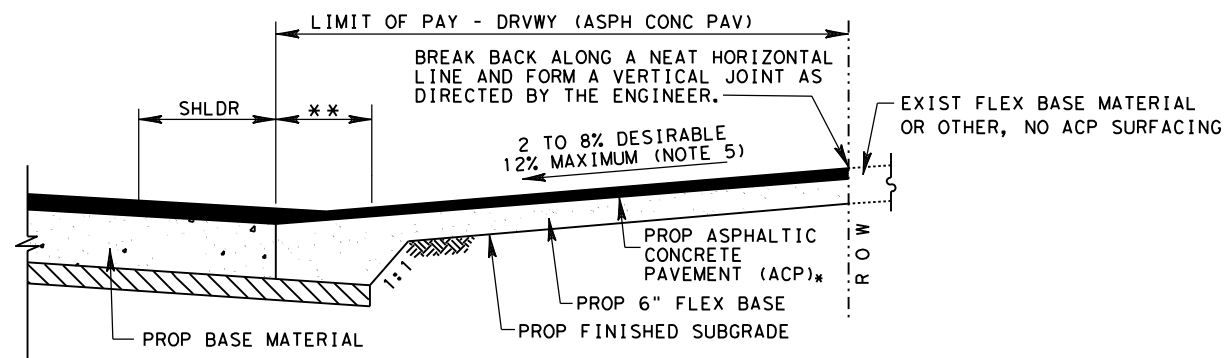
- PCTB- PORTLAND CEMENT TREATED BASE
JRCP- JOINTED REINFORCED CONCRETE PAVEMENT
CRCP- CONTINUOUSLY REINFORCED CONCRETE PAVEMENT
ACP- ASPHALTIC CONCRETE PAVEMENT

* FOR STREET INTERSECTIONS REFER TO PAVING DETAILS AND INTERSECTION DETAILS FOR REINFORCING STEEL AND SECTION REQUIREMENTS.

** PROPOSED LIMIT OF ROADWAY BASE AND/OR SUBGRADE



PROPOSED DRIVEWAY DETAIL
REINFORCED CONCRETE AT CONCRETE ROADWAY



PROPOSED DRIVEWAY DETAIL
ASPHALT W/ FLEX BASE AT ASPHALT ROADWAY

SHEET 1 OF 3

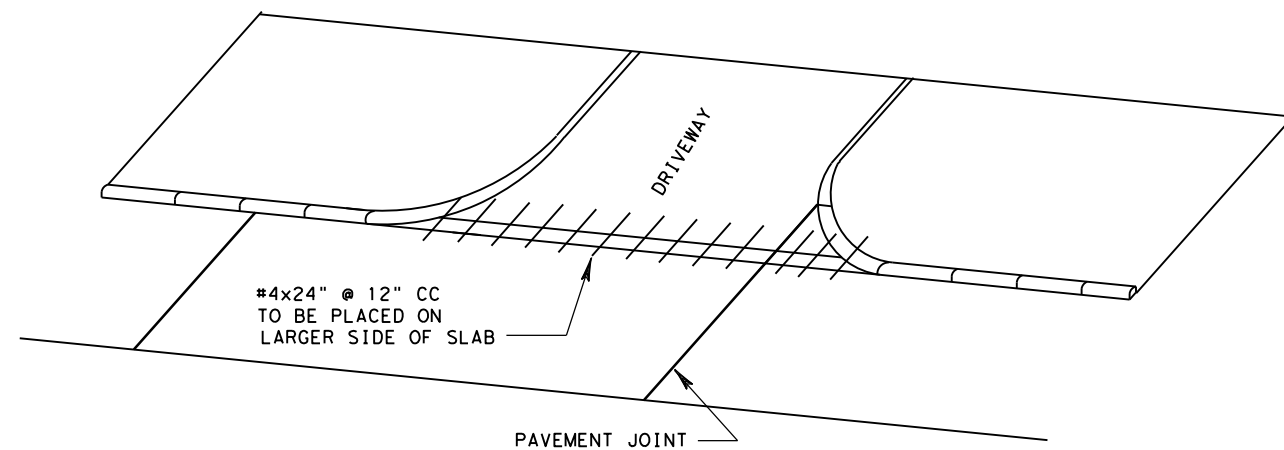


DRIVEWAY DETAILS

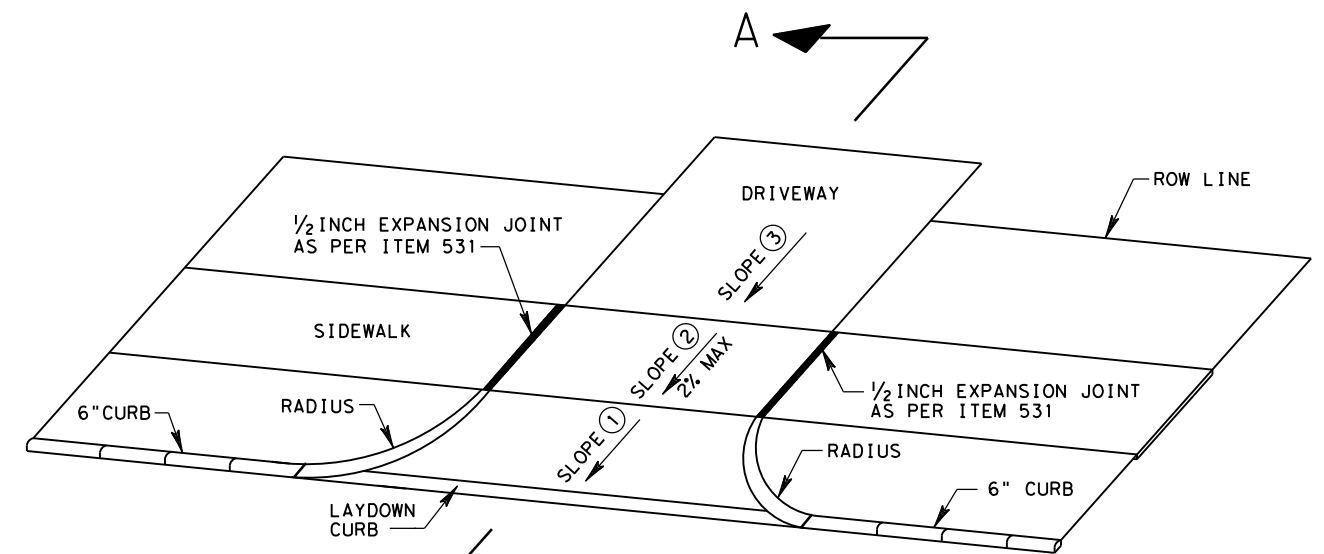
DD

FILE: STDB-8a.dgn	DN:	CK:	DW:	CK:
© TxDOT SEPT. 2004	DIST	FED REG	PROJECT NO.	SHEET
REVISIONS	HOU	6	STP 1702 (291)MM	63
11/15 ADDED NOTE FOR PCTB	COUNTY	CONTROL	SECT	JOB
3/17 MODIFIED PAVEMENT SLOPES	BRAZORIA/HARRIS	0912	31	291
				VA

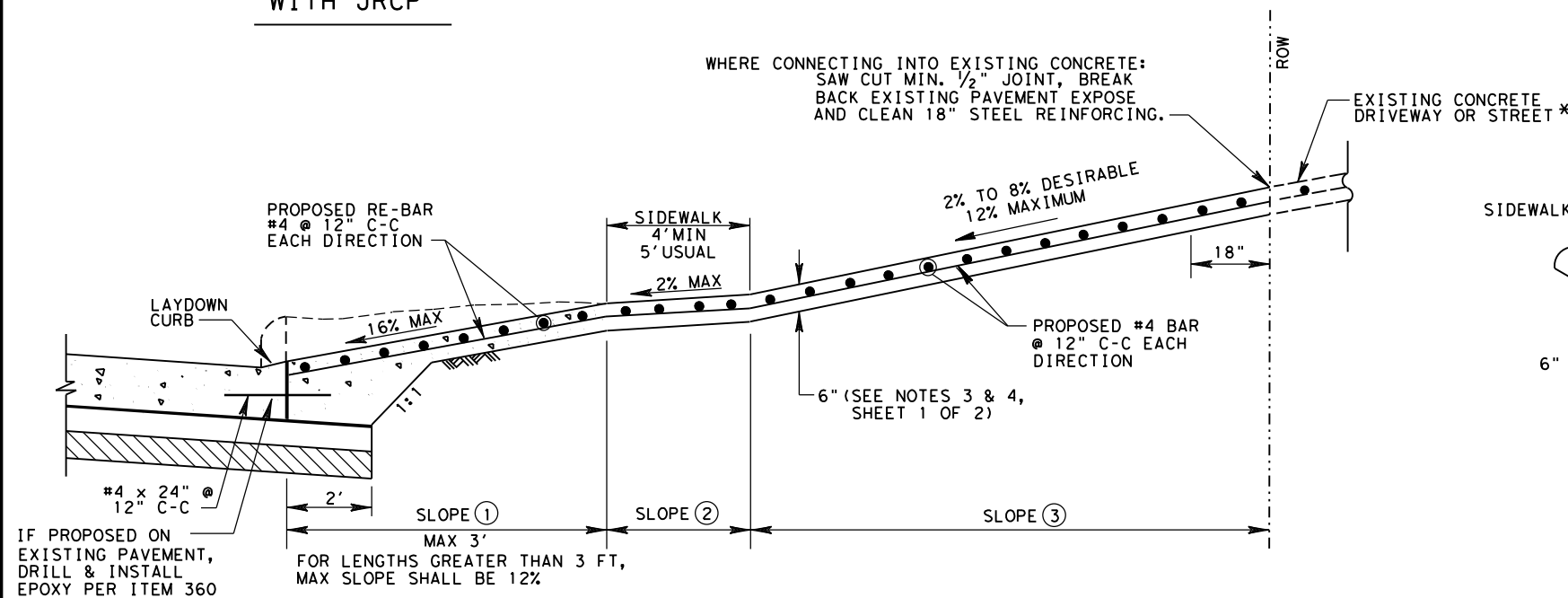
STDB8A



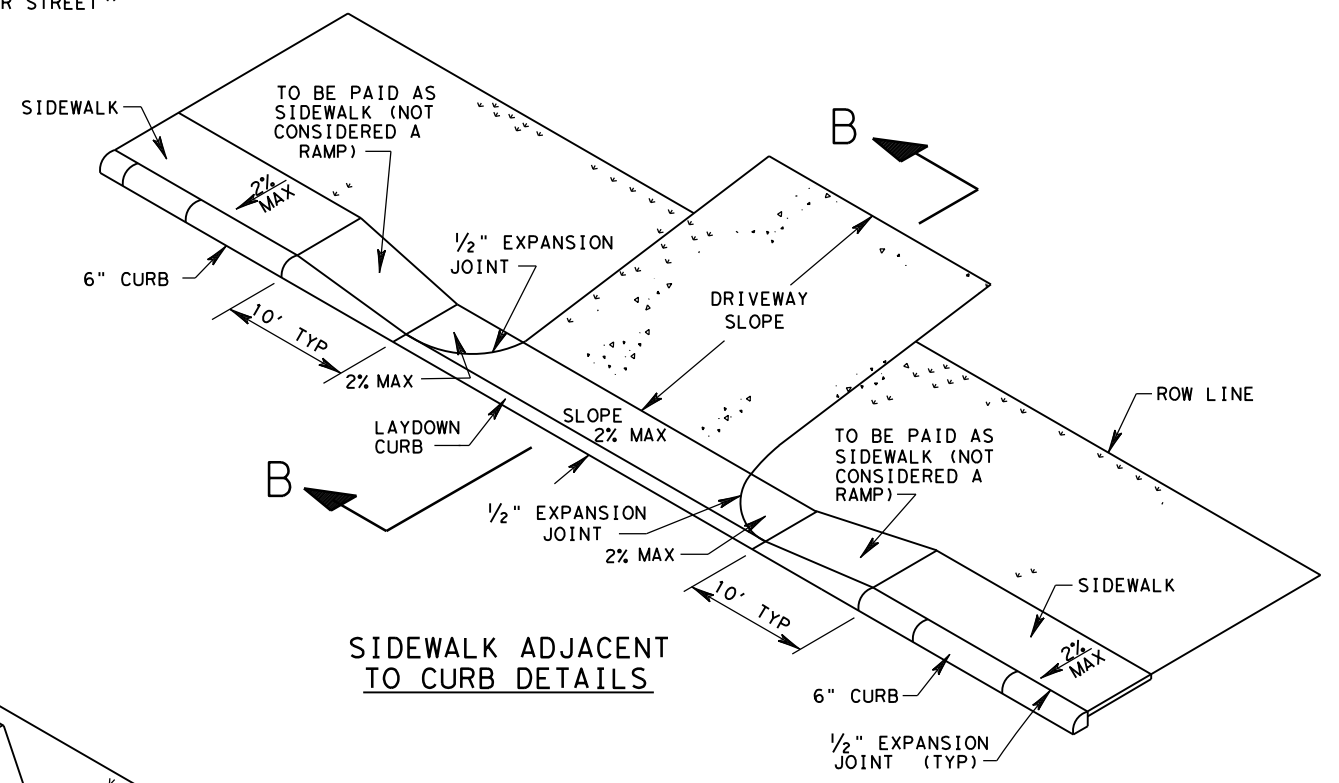
**TIE BAR PLACEMENT
WITH JRCP**



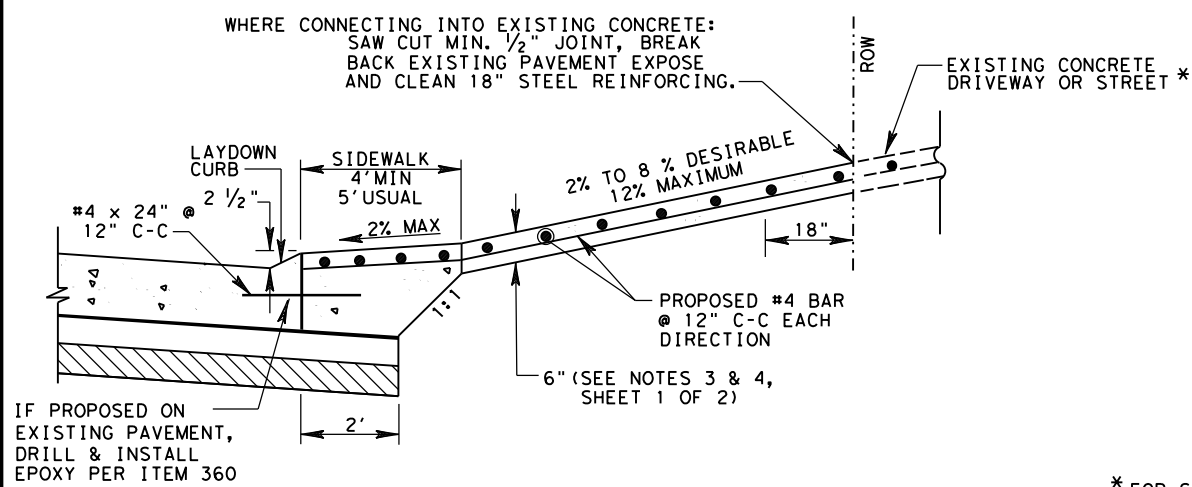
SIDEWALK OFFSET FROM CURB DETAILS



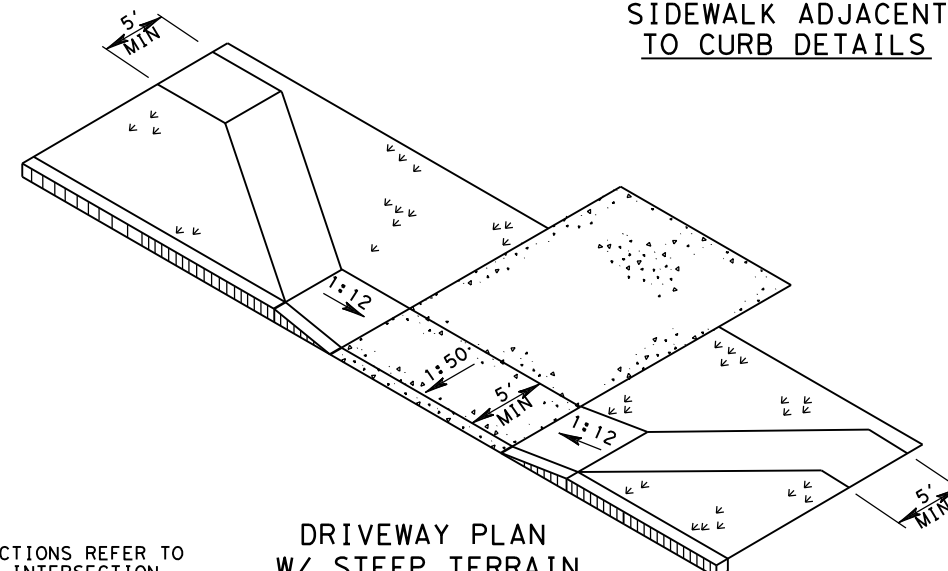
**SLOPES W/ SIDEWALKS OFFSET FROM CURB
(SECTION A-A)**



**SIDEWALK ADJACENT
TO CURB DETAILS**



**DRIVEWAY SLOPES W/ SIDEWALKS ADJACENT TO CURB
(SECTION B-B)**



**DRIVEWAY PLAN
W/ STEEP TERRAIN**

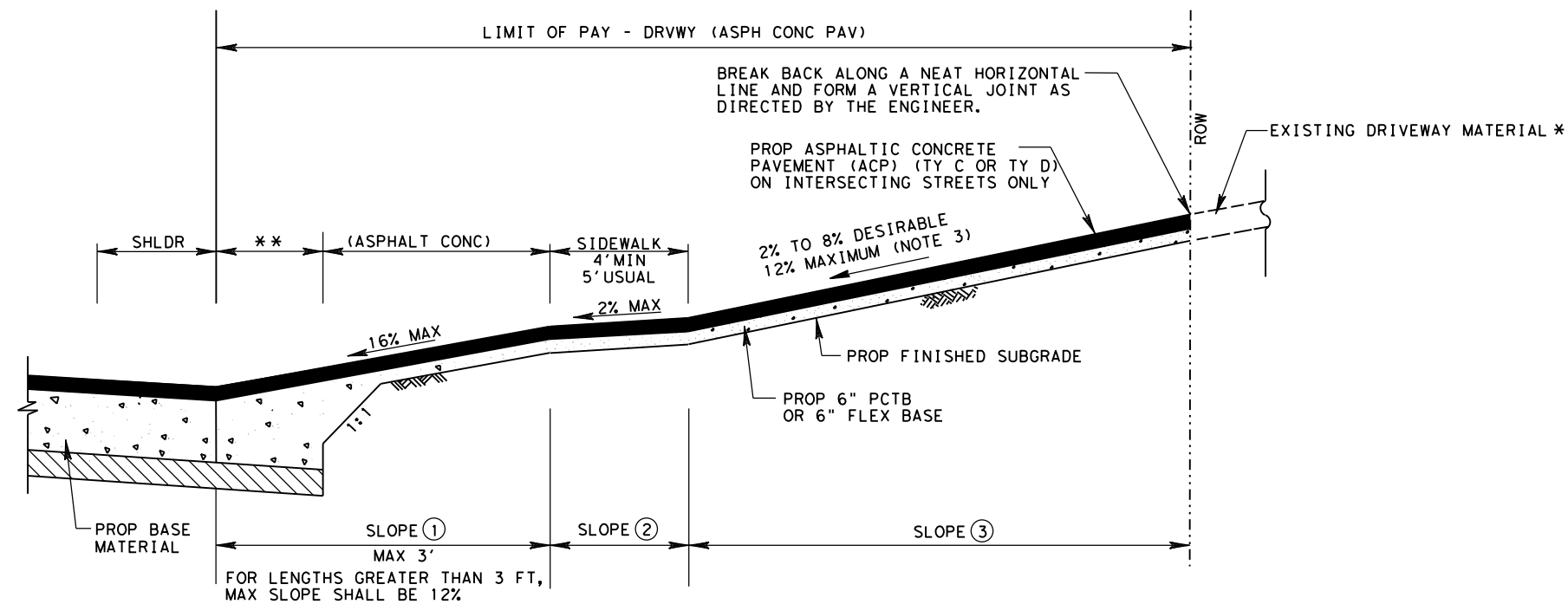
* FOR STREET INTERSECTIONS REFER TO
PAVING DETAILS AND INTERSECTION
DETAILS FOR REINFORCING STEEL AND
SECTION REQUIREMENTS.

Texas Department of Transportation
Houston District

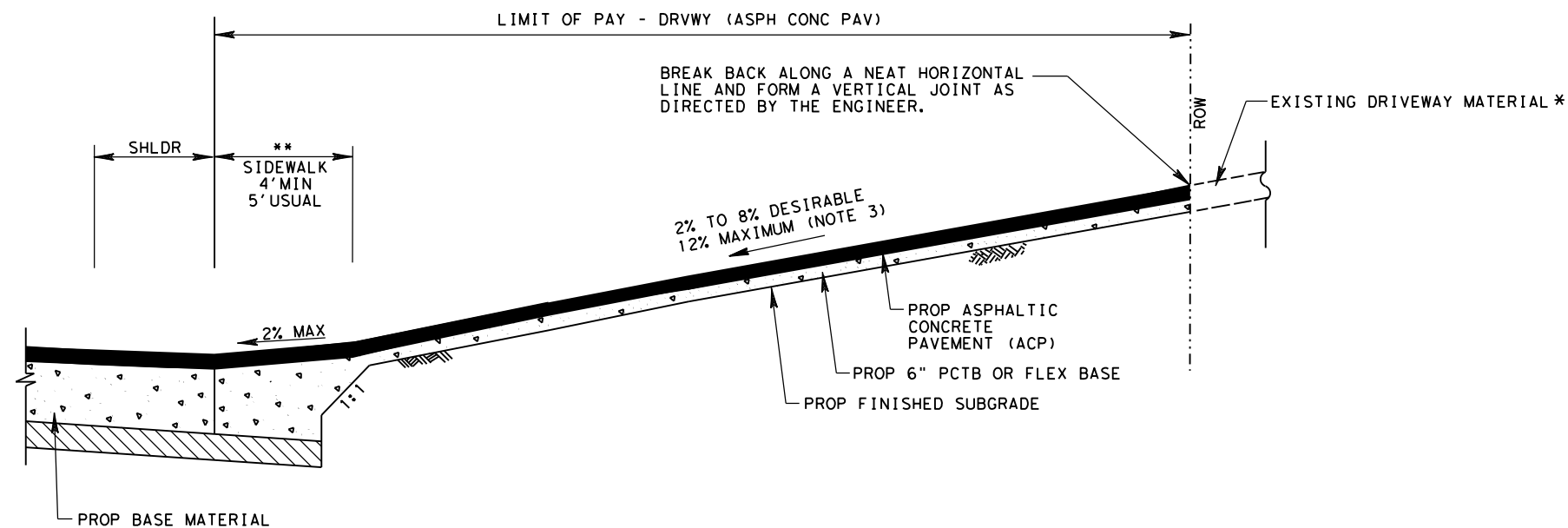
DRIVEWAY DETAILS

DD

FILE: STDB-8b.dgn	DN:	CK:	DW:	CK:
© TXDOT SEPT. 2004	DIST	FED REG	PROJECT NO.	SHEET
REVISIONS	HOU	6	STP 1702 (291)MM	64
9/09 ADDED NOTE FOR ITEM 360.	COUNTY	CONTROL	SECT	JOB
11/15 ADDED NOTE FOR PCTB	BRAZORIA/HARRIS	0912	31	291
				VA



PROPOSED DRIVEWAY SLOPES
WITH SIDEWALKS OFFSET



PROPOSED DRIVEWAY SLOPES
WITH SIDEWALKS ADJACENT

NOTES:

1. ALSO SEE SHEET 2 OF 3 FOR DRIVEWAY SLOPES WITH PROPOSED SIDEWALKS.
2. FOR INTERSECTIONS BUILT WITH CRCP PAVEMENT SEE CRCP DETAIL.
3. MAXIMUM SLOPE IS: 12% RESIDENTIAL 8% OTHERS

LEGEND:

PCTB- PORTLAND CEMENT TREATED BASE

ACP- ASPHALTIC CONCRETE PAVEMENT

* FOR STREET INTERSECTIONS REFER TO PAVING DETAILS AND INTERSECTION DETAILS.

** PROPOSED LIMIT OF ROADWAY BASE AND/OR SUBGRADE

SHEET 3 OF 3



DRIVEWAY DETAILS

DD

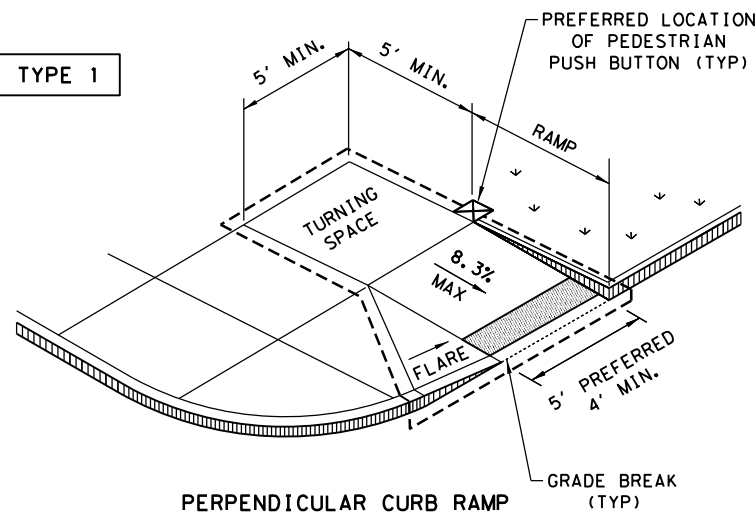
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© TxDOT SEPT. 2004	DIST	FED REG	PROJECT NO.	SHEET
REVISIONS	HOU	6	STP 1702 (291)MM	65
11/15 ADDED NOTE FOR PCTB	COUNTY	CONTROL	SECT	JOB
3/17 MODIFIED PAVEMENT SLOPES	BRAZORIA/HARRIS	0912	31	291
				VA

STDB8C

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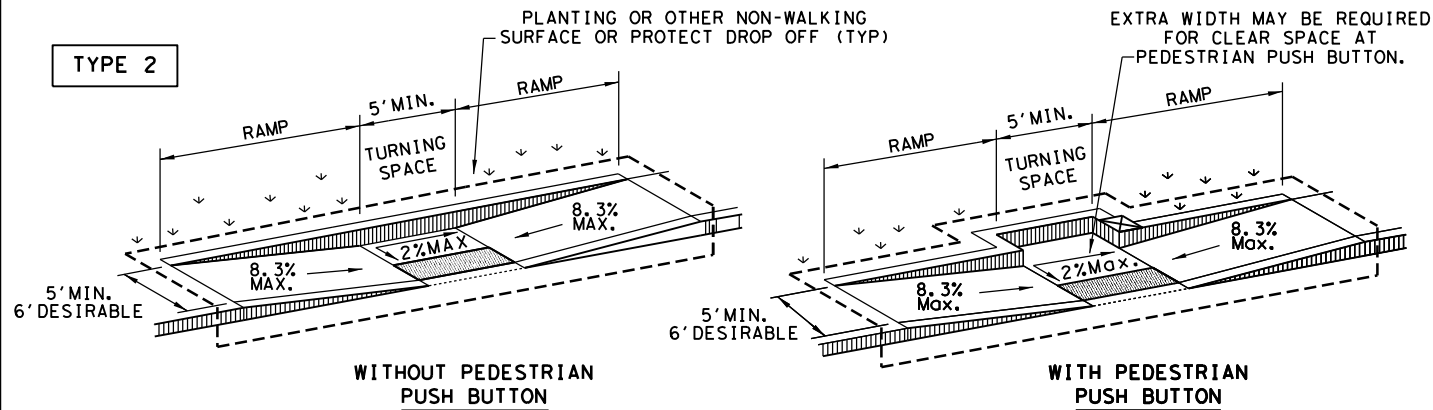
DATE:
FILE:

TYPE 1



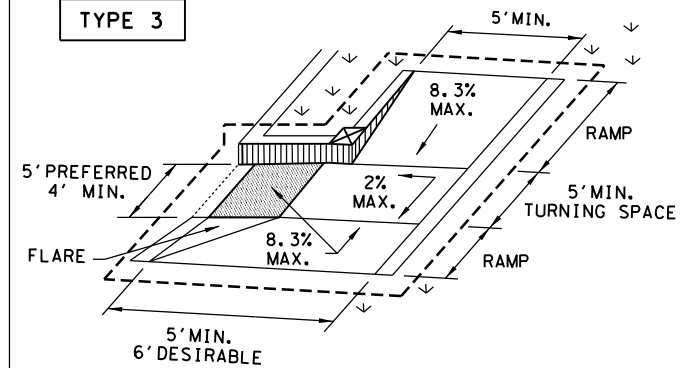
PERPENDICULAR CURB RAMP

TYPE 2

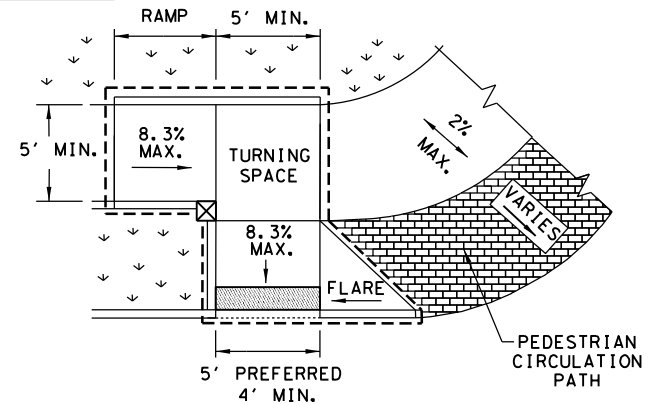


PARALLEL CURB RAMP

TYPE 3

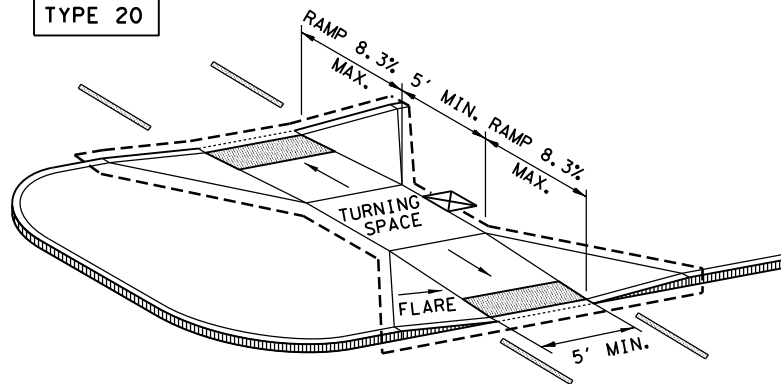


TYPE 6



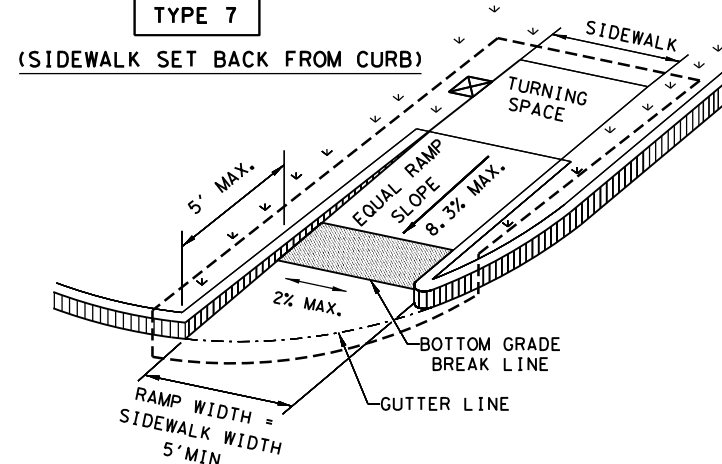
COMBINATION CURB RAMPS

TYPE 20

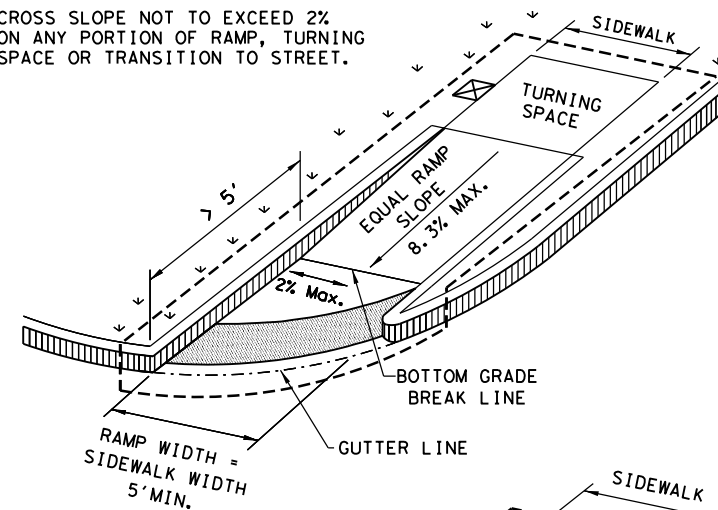


CURB RAMPS AT MEDIAN ISLANDS

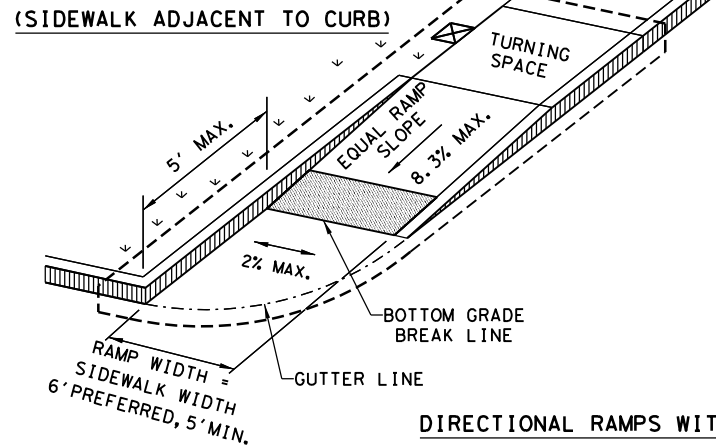
TYPE 7



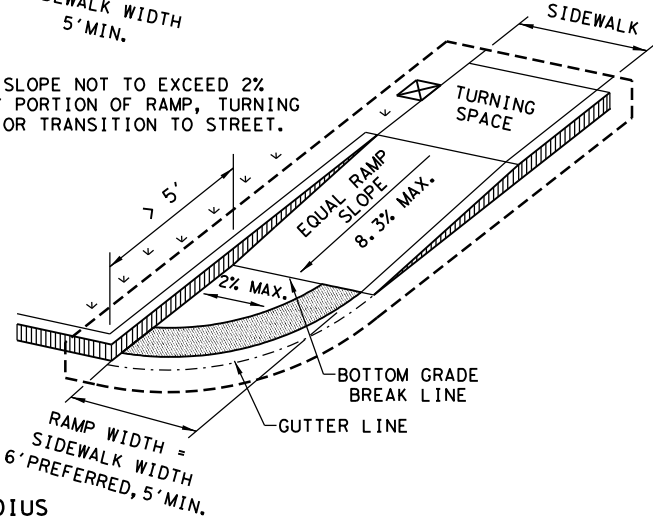
CROSS SLOPE NOT TO EXCEED 2% ON ANY PORTION OF RAMP, TURNING SPACE OR TRANSITION TO STREET.



TYPE 10

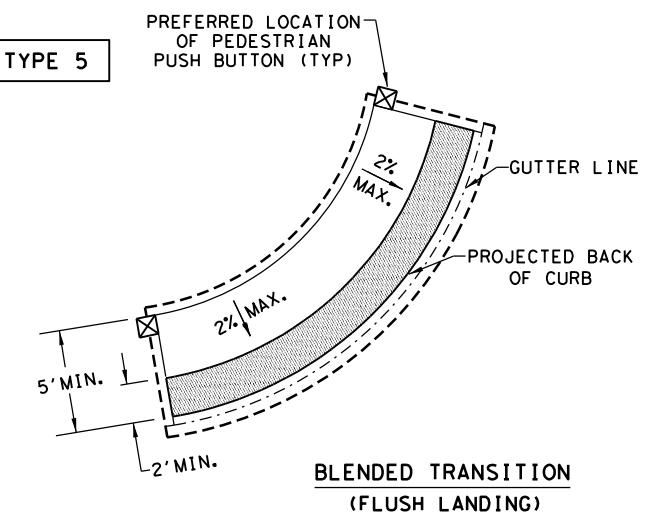


CROSS SLOPE NOT TO EXCEED 2% ON ANY PORTION OF RAMP, TURNING SPACE OR TRANSITION TO STREET.



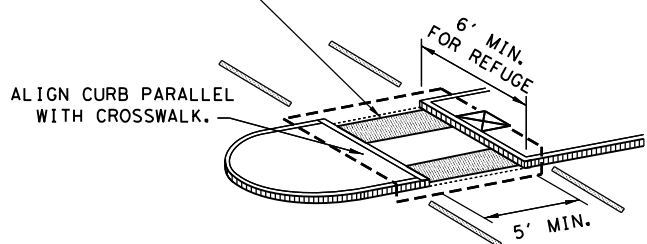
DIRECTIONAL RAMPS WITHIN RADIUS

TYPE 5



BLENDED TRANSITION (FLUSH LANDING)

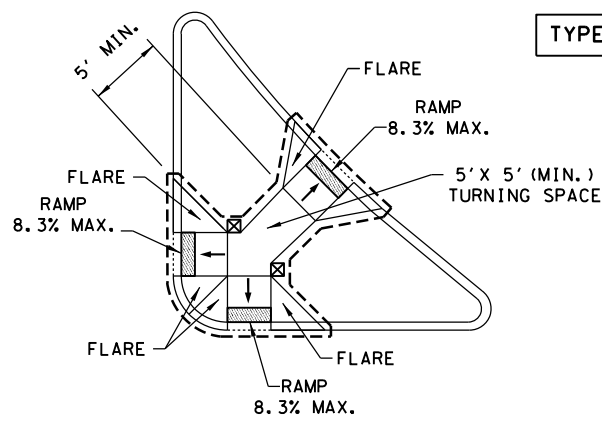
INSTALL DETECTABLE WARNING SURFACE AT EACH END OF THE CUT-THROUGH RAMP WITH A MINIMUM 2' USUAL SIDEWALK SURFACE BETWEEN. IF MEDIAN IS LESS THAN 6' WIDE, ELIMINATE DETECTABLE WARNING SURFACES.



NOTE: CURB DETAILS ARE SHOWN ELSEWHERE IN THE PLANS.

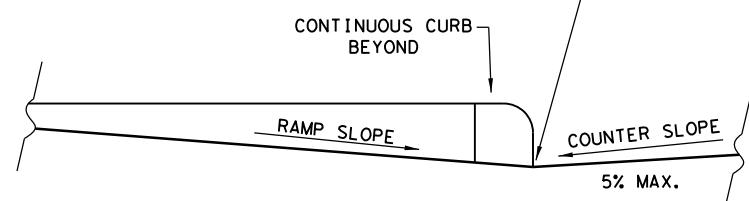
TYPE 21

TYPE 22



COMBINATION ISLAND RAMPS

BOTTOM GRADE BREAK OF CURB RAMP WILL NORMALLY BE AT GUTTER LINE. SURFACE SLOPES AT GRADE BREAKS SHALL BE FLUSH.



TYPICAL SECTION OF PERPENDICULAR CURB RAMP AT CONNECTION TO ROADWAY

NOTES / LEGEND:

SEE GENERAL NOTES ON SHEET 2 OF 4 FOR MORE INFORMATION.

DENOTES PLANTING OR NON-WALKING SURFACE NOT PART OF PEDESTRIAN CIRCULATION PATH.



GUTTER LINE

DETECTABLE WARNING SURFACE



GRADE BREAK

DENOTES PREFERRED LOCATION OF PEDESTRIAN PUSH BUTTON IF APPLICABLE.



RAMP LIMITS OF PAYMENT

SHEET 1 OF 4

Texas Department of Transportation

Design Division Standard

PEDESTRIAN FACILITIES

CURB RAMPS

PED-18

FILE: ped18	DW: TxDOT	DW: VP	CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0912	31	291	VA
REVISED 08, 2005	DIST	COUNTY	SHEET NO.	
REVISED 06, 2012	HOU	BRAZORIA / HARRIS	66	
REVISED 01, 2018				

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DATE:
FILE:

GENERAL NOTES

CURB RAMPS

1. Install a curb ramp or blended transition at each pedestrian street crossing.
2. All slopes shown are maximum allowable. Cross slopes of 1.5% and lesser running should be used. Adjust curb ramp length or grade of approach sidewalks as directed.
3. Maximum allowable cross slope on sidewalk and curb ramp surfaces is 2%.
4. The minimum sidewalk width is 5'. Where the sidewalk is adjacent to the back of curb, a 6' sidewalk width is desirable. Where a 5' sidewalk cannot be provided due to site constraints, sidewalk width may be reduced to 4' for short distances. 5' x 5' passing areas at intervals not to exceed 200' are required.
5. Turning Spaces shall be 5' x 5' minimum. Cross slope shall be maximum 2%.
6. Clear space at the bottom of curb ramps shall be a minimum of 4' x 4' wholly contained within the crosswalk and wholly outside the parallel vehicular travel path.
7. Provide flared sides where the pedestrian circulation path crosses the curb ramp. Flared sides shall be sloped at 10% maximum, measured parallel to the curb. Returned curbs may be used only where pedestrians would not normally walk across the ramp, either because the adjacent surface is planted, substantially obstructed, or otherwise protected.
8. Additional information on curb ramp location, design, light reflective value and texture may be found in the latest draft of the Proposed Guidelines for Pedestrian Facilities in the Public Right of Way (PROWAG) as published by the U.S. Architectural and Transportation Barriers Compliance Board (Access Board).
9. To serve as a pedestrian refuge area, the median should be a minimum of 6' wide, measured from back of curbs. Medians should be designed to provide accessible passage over or through them.
10. Small channelization islands, which do not provide a minimum 5' x 5' landing at the top of curb ramps, shall be cut through level with the surface of the street.
11. Crosswalk dimensions, crosswalk markings and stop bar locations shall be as shown elsewhere in the plans. At intersections where crosswalk markings are not required, curb ramps shall align with theoretical crosswalks unless otherwise directed.
12. Provide curb ramps to connect the pedestrian access route at each pedestrian street crossing. Handrails are not required on curb ramps.
13. Curb ramps and landings shall be constructed and paid for in accordance with Item 531 "Sidewalks".
14. Place concrete at a minimum depth of 5" for ramps, flares and landings, unless otherwise directed.
15. Furnish and install No. 3 reinforcing steel bars at 18" o.c. both ways, unless otherwise directed.
16. Provide a smooth transition where the curb ramps connect to the street.
17. Curbs shown on sheet 1 within the limits of payment are considered part of the curb ramp for payment, whether it is concrete curb, gutter, or combined curb and gutter.
18. Existing features that comply with applicable standards may remain in place unless otherwise shown on the plans.

DETECTABLE WARNING MATERIAL

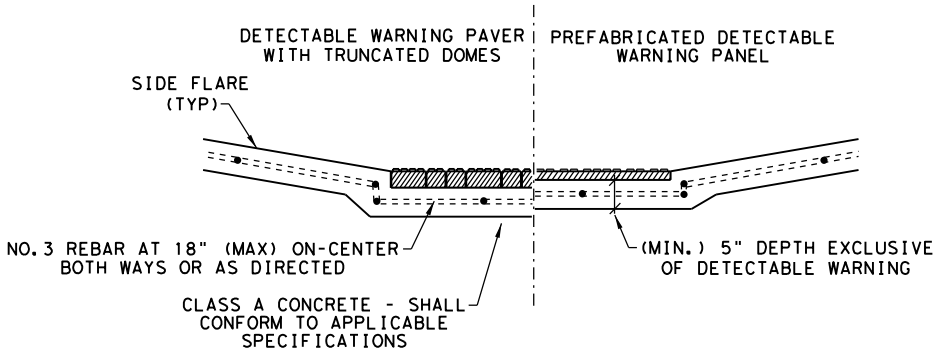
19. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with PROWAG. The surface must contrast visually with adjoining surfaces, including side flares. Furnish and install an approved cast-in-place dark brown or dark red detectable warning surface material adjacent to uncolored concrete, unless specified elsewhere in the plans.
20. Detectable Warning Materials must meet TxDOT Departmental Materials Specification DMS 4350 and be listed on the Material Producer List. Install products in accordance with manufacturer's specifications.
21. Detectable warning surfaces must be firm, stable and slip resistant.
22. Detectable warning surfaces shall be a minimum of 24 inches in depth in the direction of pedestrian travel, and extend the full width of the curb ramp or landing where the pedestrian access route enters the street.
23. Detectable warning surfaces shall be located so that the edge nearest the curb line is at the back of curb and neither end of that edge is greater than 5 feet from the back of curb. Detectable warning surfaces may be curved along the corner radius.
24. Shaded areas on Sheet 1 of 4 indicate the approximate location for the detectable warning surface for each curb ramp type.

DETECTABLE WARNING PAVERS (IF USED)

25. Furnish detectable warning paver units meeting all requirements of ASTM C-936, C-33. Lay in a two by two unit basket weave pattern or as directed.
26. Lay full-size units first followed by closure units consisting of at least 25 percent (25%) of a full unit. Cut detectable warning paver units using a power saw.

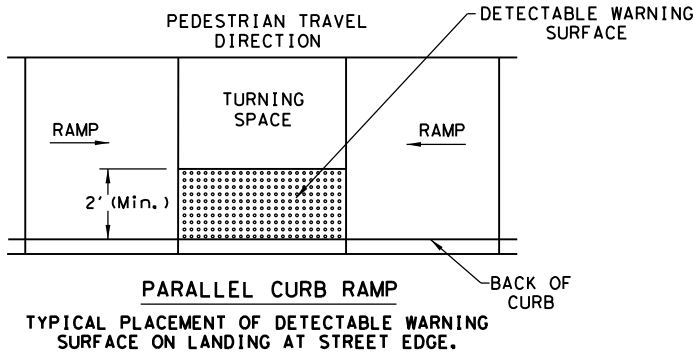
SIDEWALKS

27. Provide clear ground space at operable parts, including pedestrian push buttons. Operable parts shall be placed within unobstructed reach range specified in PROWAG section R406.
28. Place traffic signal or illumination poles, ground boxes, controller boxes, signs, drainage facilities and other items so as not to obstruct the pedestrian access route or clear ground space.
29. Street grades and cross slopes shall be as shown elsewhere in the plans.
30. Changes in level greater than 1/4 inch are not permitted.
31. The least possible grade should be used to maximize accessibility. The running slope of sidewalks and crosswalks within the public right of way may follow the grade of the parallel roadway. Where a continuous grade greater than five percent (5%) must be provided, handrails may be desirable to improve accessibility. Handrails may also be needed to protect pedestrians from potentially hazardous conditions. If provided, handrails shall comply with PROWAG R409.
32. Handrail extensions shall not protrude into the usable landing area or into intersecting pedestrian routes.
33. Driveways and turnouts shall be constructed and paid for in accordance with Item "Intersections, Driveways and Turnouts". Sidewalks shall be constructed and paid for in accordance with Item, "Sidewalks".
34. Sidewalk details are shown elsewhere in the plans.

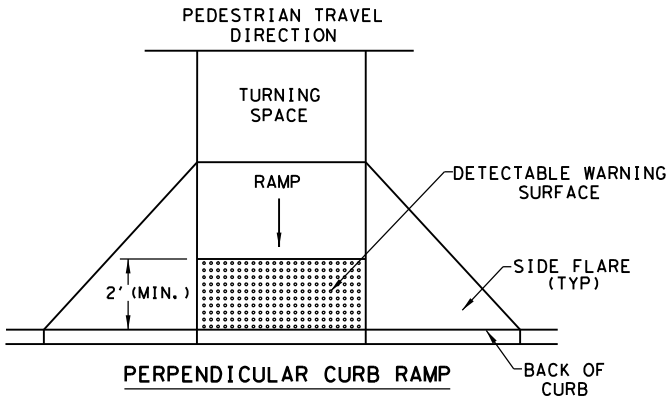


SECTION VIEW DETAIL
CURB RAMP AT DETECTIBLE WARNINGS

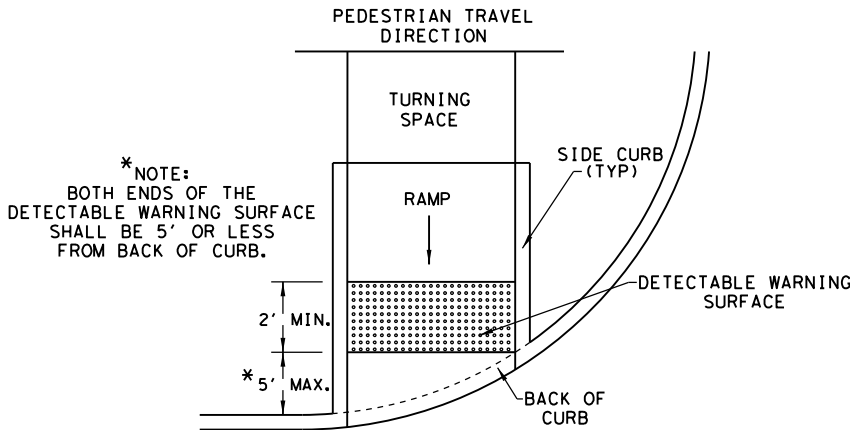
DETECTABLE WARNING SURFACE DETAILS



TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON LANDING AT STREET EDGE.



TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN.



* NOTE:
BOTH ENDS OF THE
DETECTABLE WARNING SURFACE
SHALL BE 5' OR LESS
FROM BACK OF CURB.

DIRECTIONAL CURB RAMP

TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN.

SHEET 2 OF 4



Design
Division
Standard

PEDESTRIAN FACILITIES
CURB RAMPS

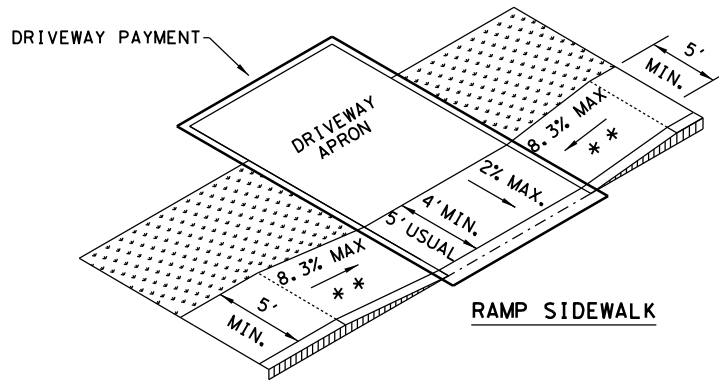
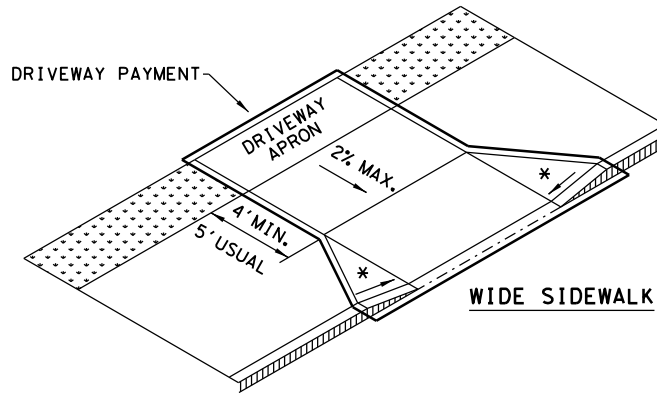
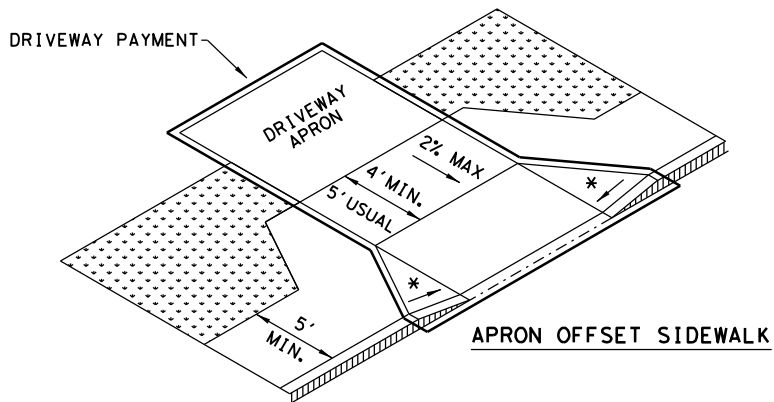
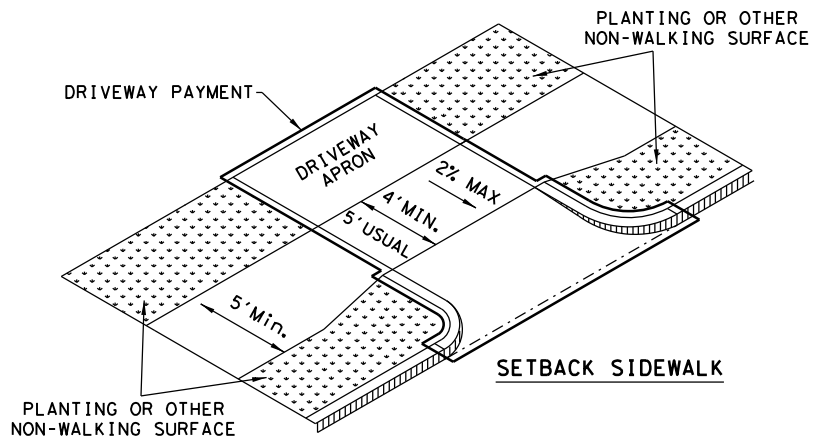
PED-18

FILE: ped18	DW: TxDOT	DW: VP	CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0912	31	291	VA
REVISED 08, 2005 REVISED 06, 2012 REVISED 01, 2018	DIST	COUNTY	SHEET NO.	
	HOU	BRAZORIA / HARRIS		67

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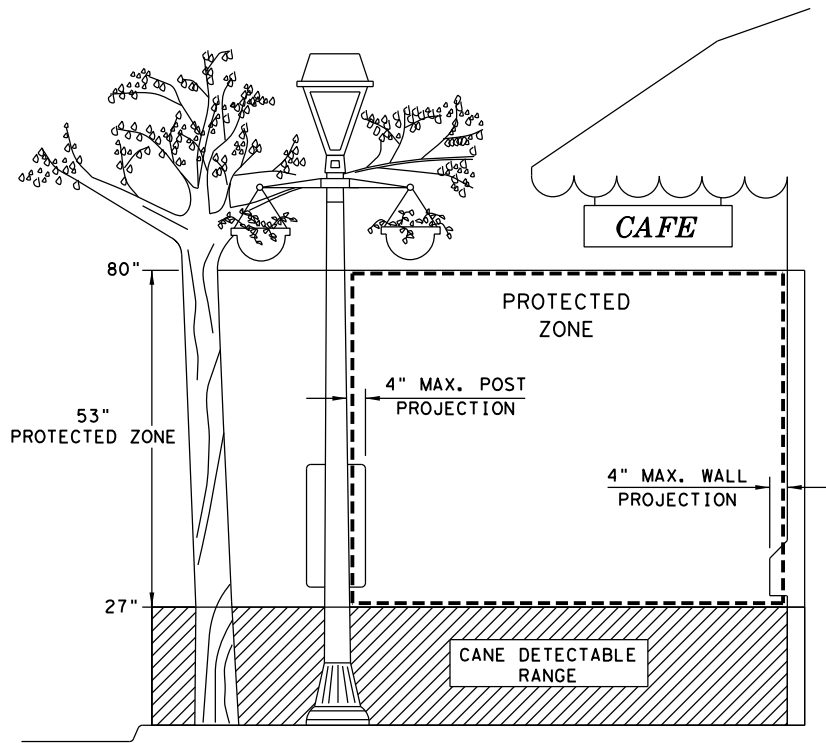
SIDEWALK TREATMENT AT DRIVEWAYS



NOTES:

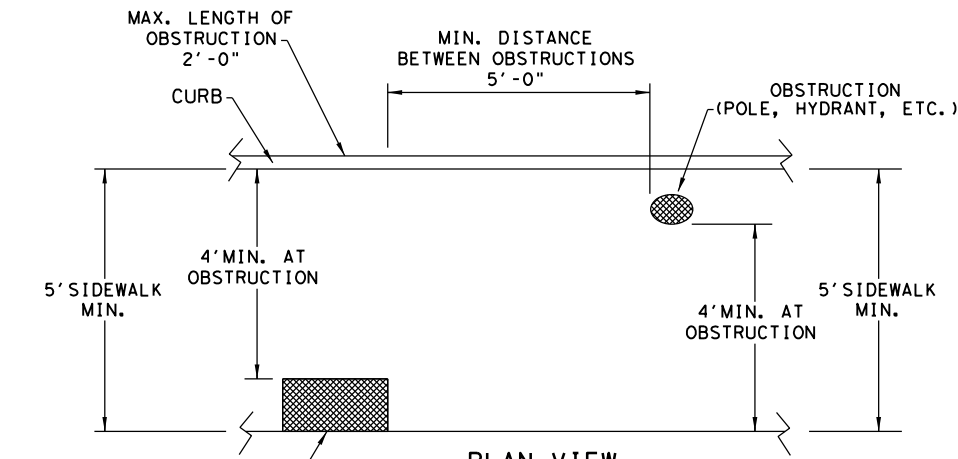
* WHERE DRIVEWAYS CROSS THE PEDESTRIAN ROUTE, SIDES SHALL BE FLARED AT 10% MAX SLOPE.

* * IF CURB HEIGHT IS GREATER THAN 6 INCHES, USE GRADE LESS THAN OR EQUAL TO 5%. HANDRAIL AND DETECTABLE WARNING ARE NOT REQUIRED.



PROTECTED ZONE

NOTE: IN PEDESTRIAN CIRCULATION AREA, MAXIMUM 4" PROJECTION FOR POST OR WALL MOUNTED OBJECTS BETWEEN 27" AND 80" ABOVE THE SURFACE.

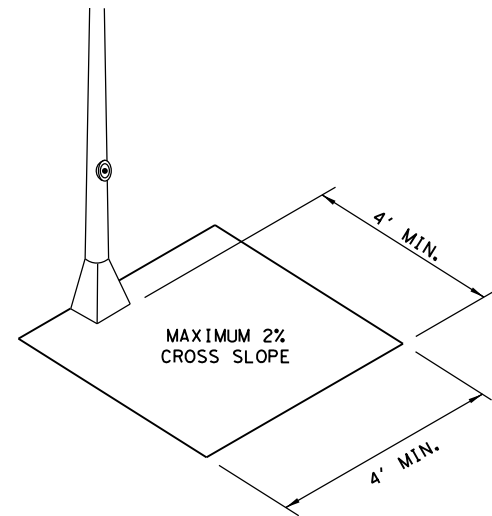


PLAN VIEW

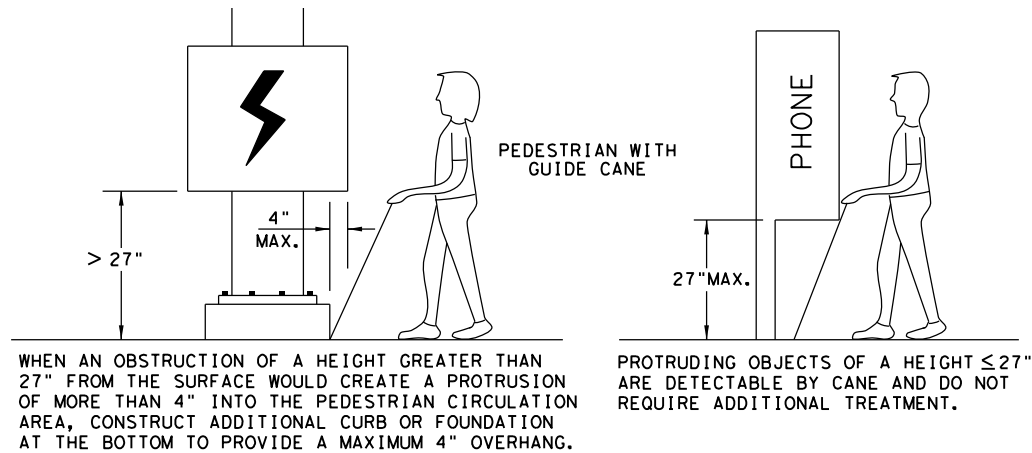
OBSTRUCTION (CONTROLLER CABINET, MAILBOX, ETC.)

PLACEMENT OF STREET FIXTURES

NOTE: ITEMS NOT INTENDED FOR PUBLIC USE. MINIMUM 4' X 4' CLEAR GROUND SPACE REQUIRED AT PUBLIC USE FIXTURES.



CLEAR SPACE ADJACENT TO PEDESTRIAN PUSH BUTTON



DETECTION BARRIER FOR VERTICAL CLEARANCE < 80"

SHEET 3 OF 4



PEDESTRIAN FACILITIES

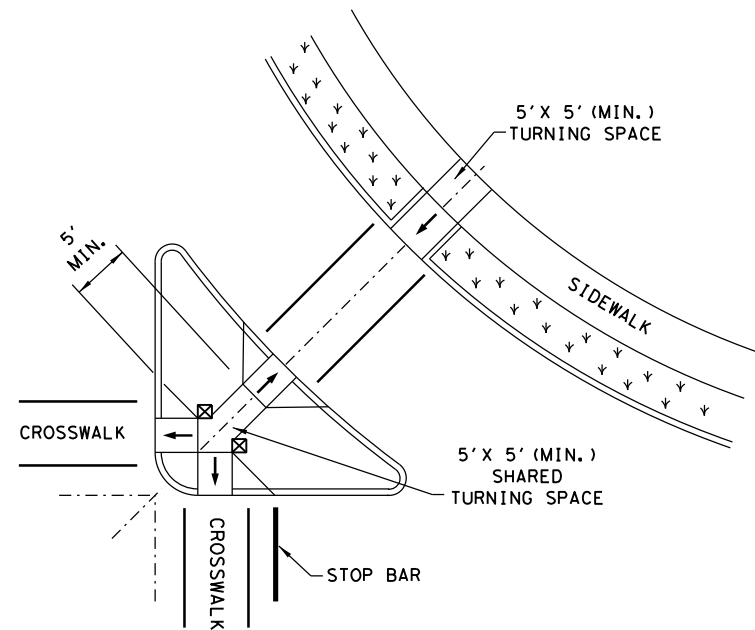
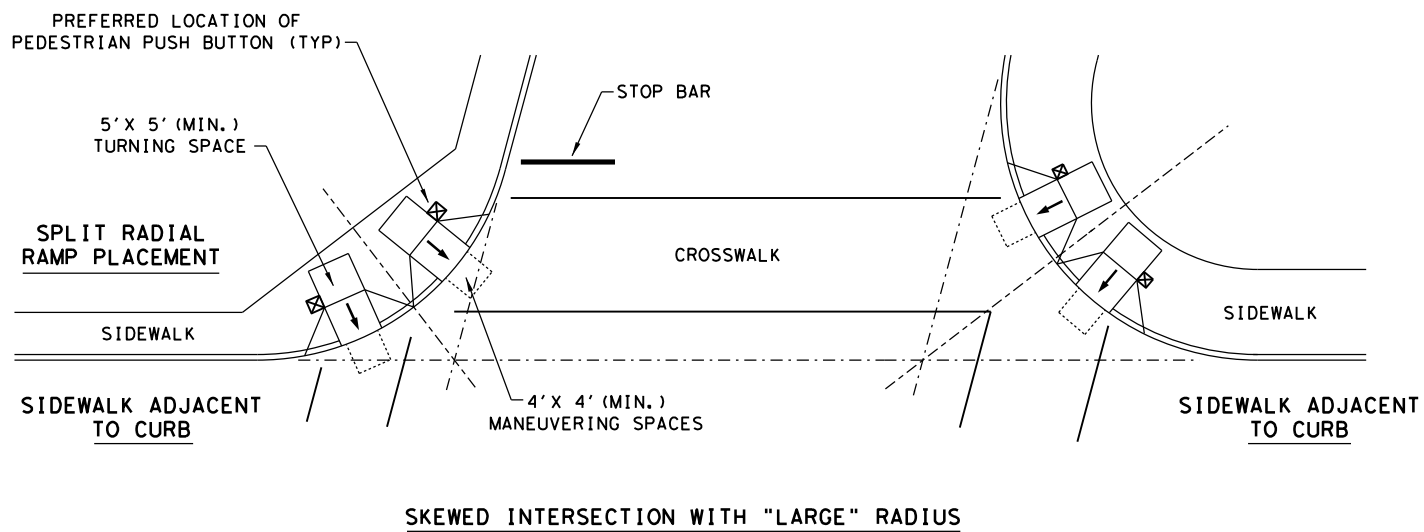
CURB RAMPS

PED-18

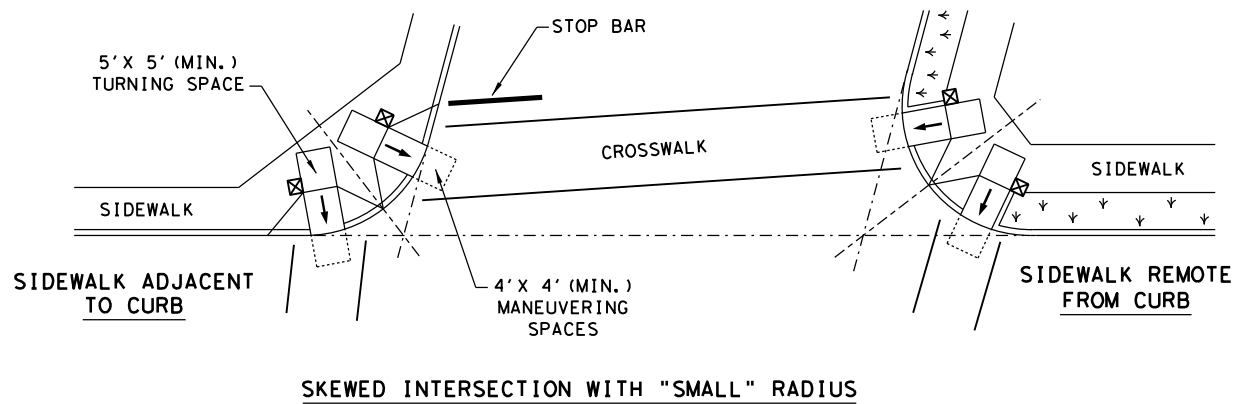
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REVISIONS	0912	31	291	VA
REVISED 08, 2005	DIST	COUNTY	SHEET NO.	
REVISED 06, 2012	HOU	BRAZORIA / HARRIS	68	
REVISED 01, 2018				

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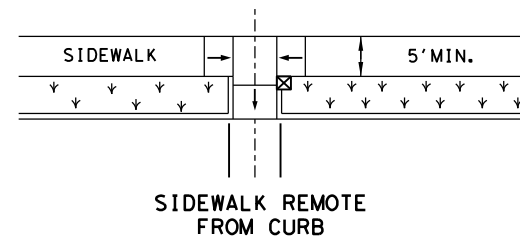
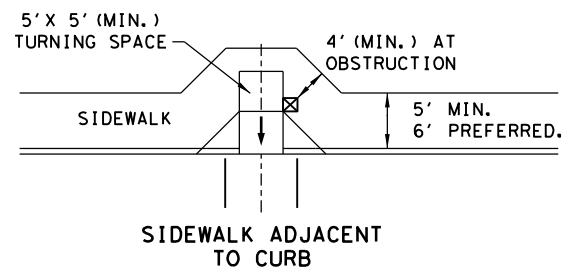
TYPICAL CROSSING LAYOUTS
SEE SHEET 1 OF 4 FOR DETAILS AND DIMENSIONS



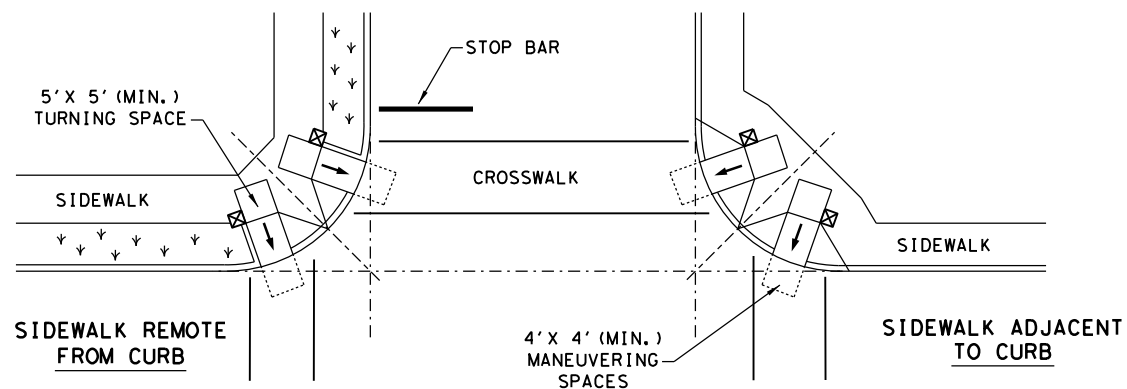
AT INTERSECTION
W/FREE RIGHT TURN & ISLAND



SKewed INTERSECTION WITH "SMALL" RADIUS



MID-BLOCK PLACEMENT
PERPENDICULAR RAMPs



NORMAL INTERSECTION WITH "SMALL" RADIUS

LEGEND:

SHOWS DOWNWARD SLOPE.



DENOTES PREFERRED LOCATION OF PEDESTRIAN
PUSH BUTTON (IF APPLICABLE).



DENOTES PLANTING OR NON-WALKING SURFACE
NOT PART OF PEDESTRIAN CIRCULATION PATH.



SHEET 4 OF 4



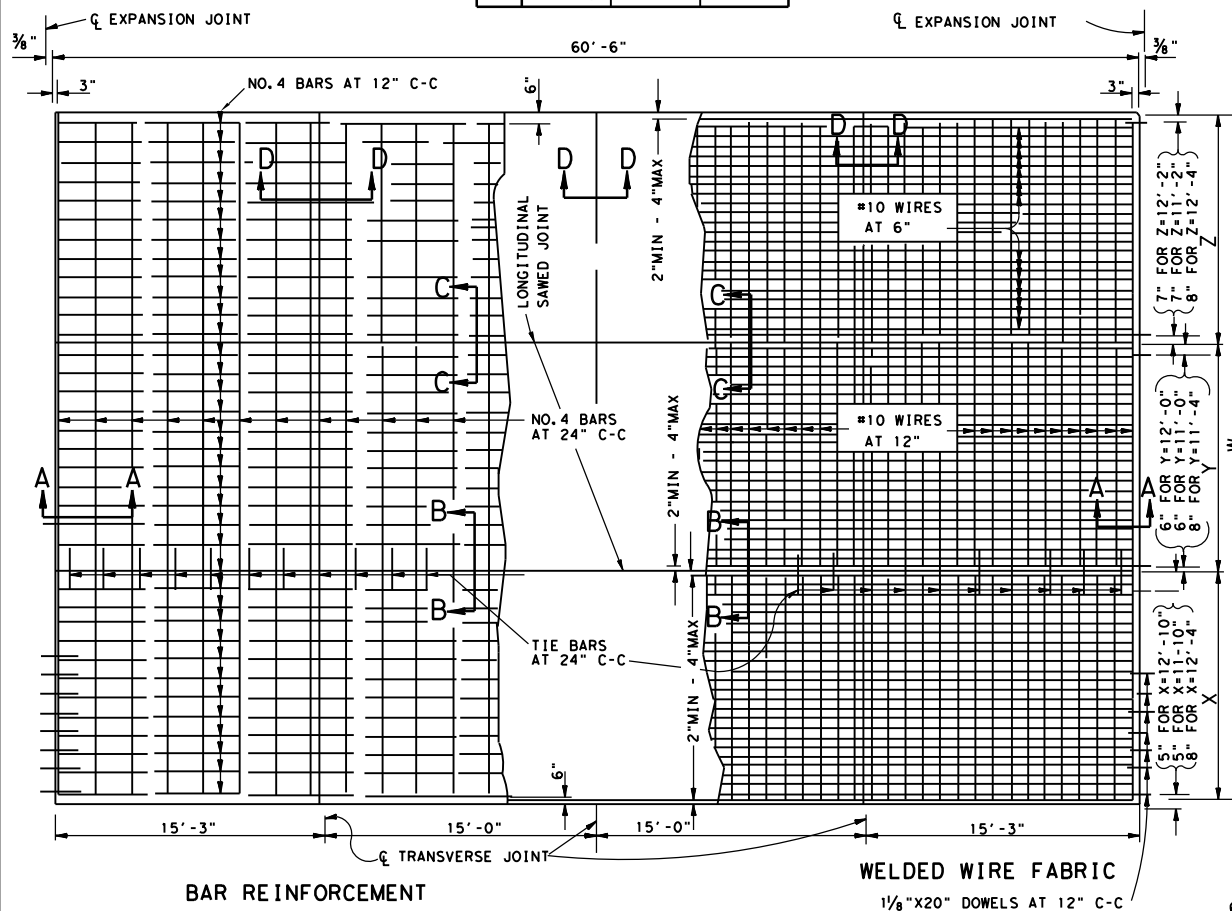
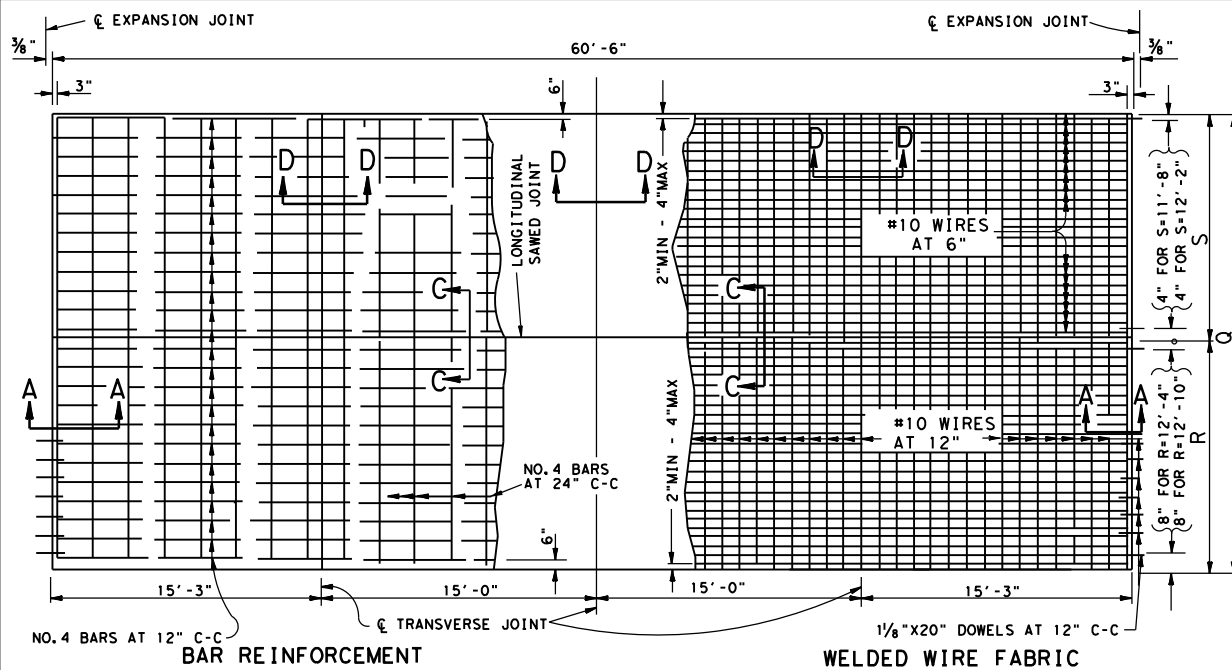
Design
Division
Standard

PEDESTRIAN FACILITIES
CURB RAMPS

PED-18

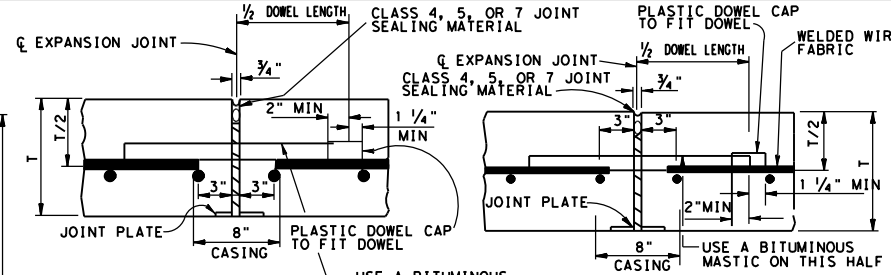
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REVISED 08, 2005	0912	31	291	VA
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REVISED 01, 2018	HOU	BRAZORIA / HARRIS	69	

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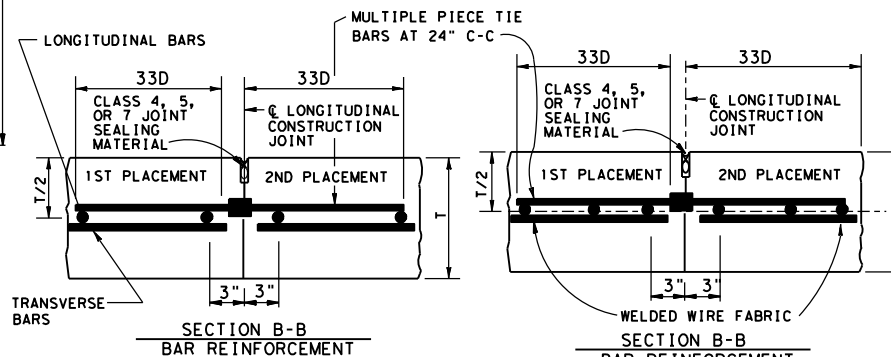


TWO LANE PAVEMENT PLAN

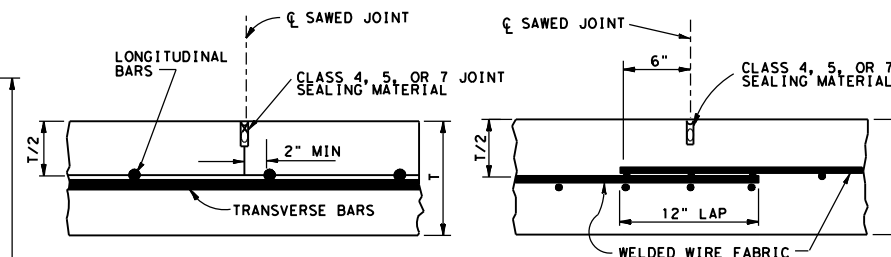
THREE LANE PAVEMENT PLAN



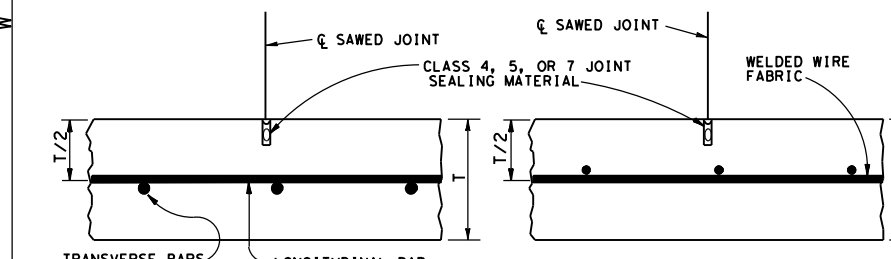
SECTION A-A
BAR REINFORCED
WELDED WIRE FABRIC
TRANSVERSE EXPANSION JOINTS
NOTE: DOWEL BARS CONFORMING TO ASTM A615 OR A616 GRADE 60 ARE ACCEPTABLE



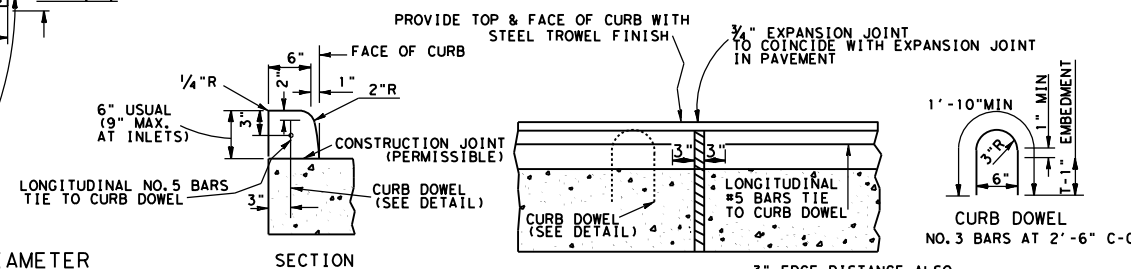
SECTION B-B
BAR REINFORCEMENT
WELDED WIRE FABRIC
LONGITUDINAL CONSTRUCTION JOINTS



SECTION C-C
BAR REINFORCEMENT
WELDED WIRE FABRIC
LONGITUDINAL SAWED JOINTS



SECTION D-D
BAR REINFORCEMENT
WELDED WIRE FABRIC
TRANSVERSE SAWED JOINTS



TYPICAL 6" CURB (DETAIL)

GENERAL NOTES

- MULTIPLE PIECE TIE BARS ARE REQUIRED AT LONGITUDINAL CONSTRUCTION JOINTS. USE MULTIPLE PIECE TIE BAR ASSEMBLIES WITH STOP TYPE COUPLINGS AND WITH THREADS ON THE BARS. ENSURE THE MULTIPLE PIECE TIE BAR ASSEMBLIES DEVELOP A MINIMUM ULTIMATE TENSILE STRENGTH EQUAL TO 1.25 TIMES THE YIELD STRENGTH OF THE TRANSVERSE BARS BEING JOINED. USE DEFORMED REINFORCING BARS FOR TIE BARS. TIE BAR ASSEMBLIES MADE FROM STEELS OTHER THAN ASTM GRADE 60 AND WITH DEFORMATIONS OTHER THAN ASTM STANDARD MAY BE USED IF IT CAN BE PROVEN TO THE ENGINEER THAT THEY ARE IN EVERY RESPECT THE EQUAL OF THE ASSEMBLIES SPECIFIED. LABORATORY TESTING OF THE PROPOSED ASSEMBLIES, AT THE CONTRACTOR'S EXPENSE, MAY BE REQUIRED.
- FORM CONSTRUCTION JOINTS WITH METAL OR WOOD FORMS EQUAL IN DEPTH TO THE NOMINAL DEPTH OF THE PAVEMENT OR BY OTHER MEANS APPROVED PRIOR TO THEIR USE.
- SAW LONGITUDINAL AND TRANSVERSE JOINTS AS SOON AS SAWING CAN BE ACCOMPLISHED WITHOUT DAMAGE TO THE PAVEMENT AND BEFORE 24 HOURS AFTER PLACING THE CONCRETE, THE EXACT TIME WILL BE APPROVED BY THE ENGINEER. PREFORMED JOINT WITH ASPHALT STRIP IS NOT ACCEPTABLE.
- LONGITUDINAL JOINTS ARE SHOWN OFFSET FOUR INCHES FROM THE THEORETICAL LANE LINE AND MAY BE OFFSET TO EITHER SIDE IF THE WIDTH OF THE WIRE FABRIC IS PROPERLY ADJUSTED.
- ONE OF THE LONGITUDINAL JOINTS OF PAVEMENT SLABS WIDER THAN TWO LANES MAY BE A CONSTRUCTION JOINT. FOR PAVEMENT SLABS WIDER THAN 15 FT. PROVIDE A LOGITUDINAL SAWED JOINT UNLESS OTHERWISE DIRECTED.
- FORM THE JOINT SEAL SPACE AT TRANSVERSE EXPANSION JOINTS BY USING A STRAIGHT FORM PLACED BEHIND THE LONGITUDINAL FLOAT. LOOSEN THE FORM AS SOON AS THE CONCRETE WILL RETAIN ITS SHAPE AND EDGE WITH AN APPROVED EDGING TOOL. TOOL BOTH EDGES OF LONGITUDINAL CONSTRUCTION JOINTS TO A 1/8 IN. RADIUS AT THE PAVEMENT SURFACE.
- DO NOT DISCHARGE CONCRETE FROM THE MIXER DIRECTLY ON TOP OF OR ON THE SIDES OF THE EXPANSION JOINT ASSEMBLIES.
- LAP TRANSVERSE EDGES OF SHEETS OF WELDED WIRE FABRIC 12 INCHES EXCEPT AT TRANSVERSE EXPANSION JOINTS. LAP LONGITUDINAL EDGES 6 INCHES EXCEPT AT LONGITUDINAL CONSTRUCTION JOINTS.
- DOWEL BARS MAY BE COATED WITH STAINLESS STEEL, MONEL METAL, OR IN ACCORDANCE WITH THE ITEM "REINFORCING STEEL" SECTION ON EPOXY COATING; WITH A WELDED DOWEL ASSEMBLY SUPPORT, AS APPROVED. ENSURE THE CASING CONFORMS TO THE REQUIREMENTS OF ONE OF THE GRADES OF ASTM A167-70 OR A176-71 AND IS NOT LESS THAN 0.010 INCH THICK. PROVIDE A CASING AT LEAST 8 INCHES LONG AND THAT COVERS THE MIDDLE 8 INCHES OF THE DOWEL.
- SECURE DOWELS PARALLEL TO THE PAVEMENT SURFACE AND PERPENDICULAR TO THE JOINT WITH THE AID OF APPROVED WELDED WIRE BASKET ARRANGEMENTS. ENSURE WELDED WIRE BASKET ARRANGEMENTS DO NOT CROSS THE EXPANSION JOINT. UNIFORMLY COAT DOWELS WITH A BITUMINOUS MASTIC ON THE END WITH THE DOWEL CAP.
- DO NOT BEND TIE BARS AND DOWEL BARS. TO PREVENT DISPLACEMENT OF WIRE FABRIC BY CONCRETE PLACEMENT, TIE THE FABRIC PANEL TOGETHER AND TIE THE INITIAL FABRIC PANELS OF EACH SLAB TO THE DOWEL BASKET OR AS DIRECTED.
- TOOL PAVEMENT EDGES TO A RADIUS OF 1/8 IN. WITH AN APPROVED EDGING TOOL.
- DETAILS FOR PAVEMENT WIDTH, PAVEMENT THICKNESS, AND CROWN-SLOPE ARE ELSEWHERE SHOWN ON THE PLANS.
- THE CONTRACTOR HAS THE OPTION OF USING WELDED WIRE FABRIC OR BAR REINFORCEMENT. LOCATE THE LONGITUDINAL STEEL AT THE CENTER OF THE SLAB. TAKE NECESSARY PRECAUTIONS TO INSURE THAT THE FINAL POSITION OF STEEL IS WITHIN 1/2 IN. OF THE SLAB CENTER. ENSURE THE LONGITUDINAL AND TRANSVERSE STEEL SPACING DOES NOT VARY MORE THAN ONE-TWELFTH OF SPACING SHOWN.
- LONGITUDINAL STEEL MAY BE SPLICED WITH 33 TIMES BAR DIAMETER LAPS.
- FOR LANE WIDTHS NOT SHOWN OR FOR VARIABLE PANEL LENGTHS AND WIDTHS, SPACE REINFORCING STEEL AND DOWELS AS DIRECTED.
- USE APPROVED BAR MAT CHAIRS. DO NOT EXCEED CHAIR SPACING OF 30 IN. C-C (TRANSVERSE) AND 48 IN. C-C (LONGITUDINAL). GALVANIZING THE CHAIRS IS NOT REQUIRED.
- OBTAIN BOARDS FOR EXPANSION JOINT FILLER FROM REDWOOD TIMBER.
- PROVIDE AND CONSTRUCT THE JOINT PLATE AS APPROVED.
- WHEN CURB IS PLACED SEPARATELY FROM THE CONCRETE PAVEMENT, PROVIDE THE REINFORCING STEEL AS SHOWN IN THE CURB DETAIL. THE CURB REINFORCING STEEL MAY BE OMITTED WHEN THE CURB IS DETAIL MONOLITHICALLY.

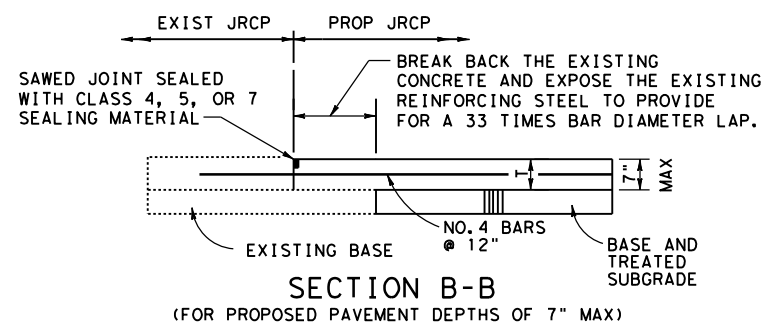
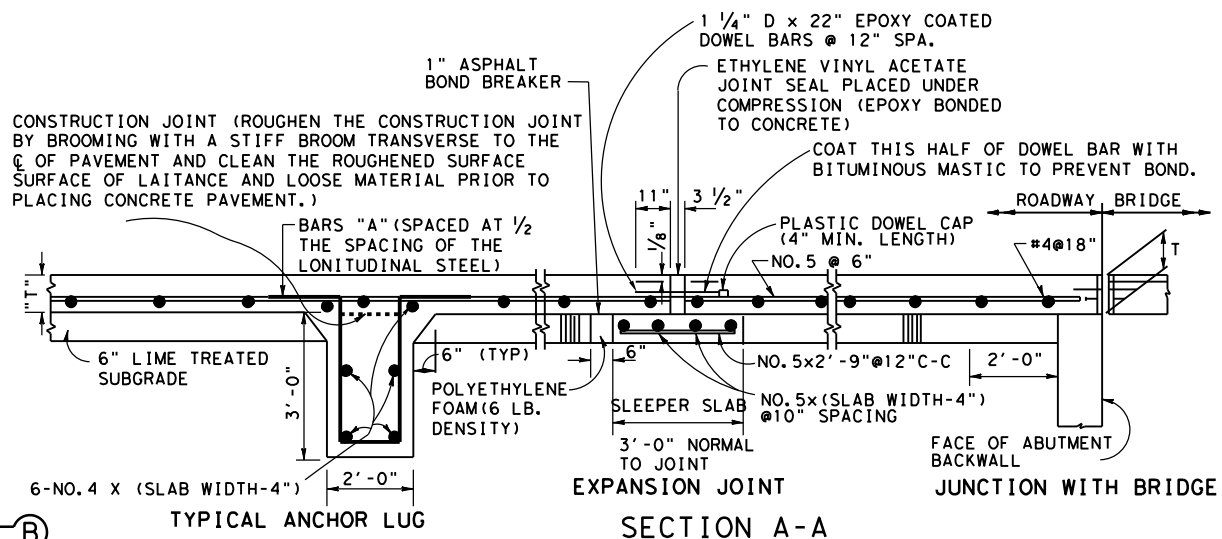
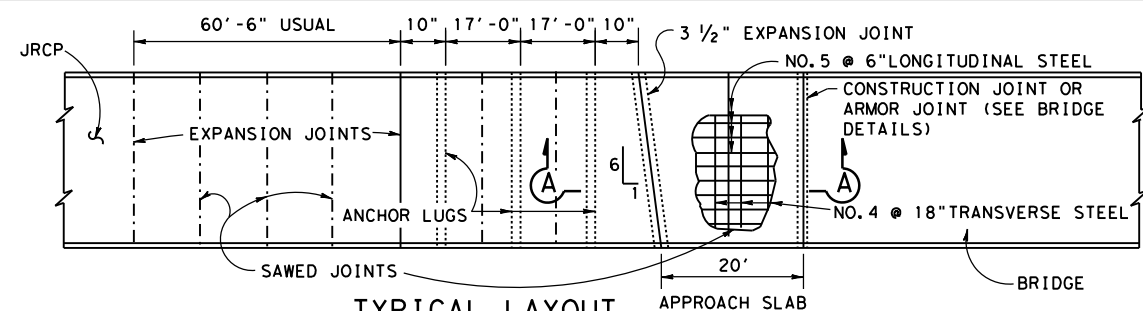
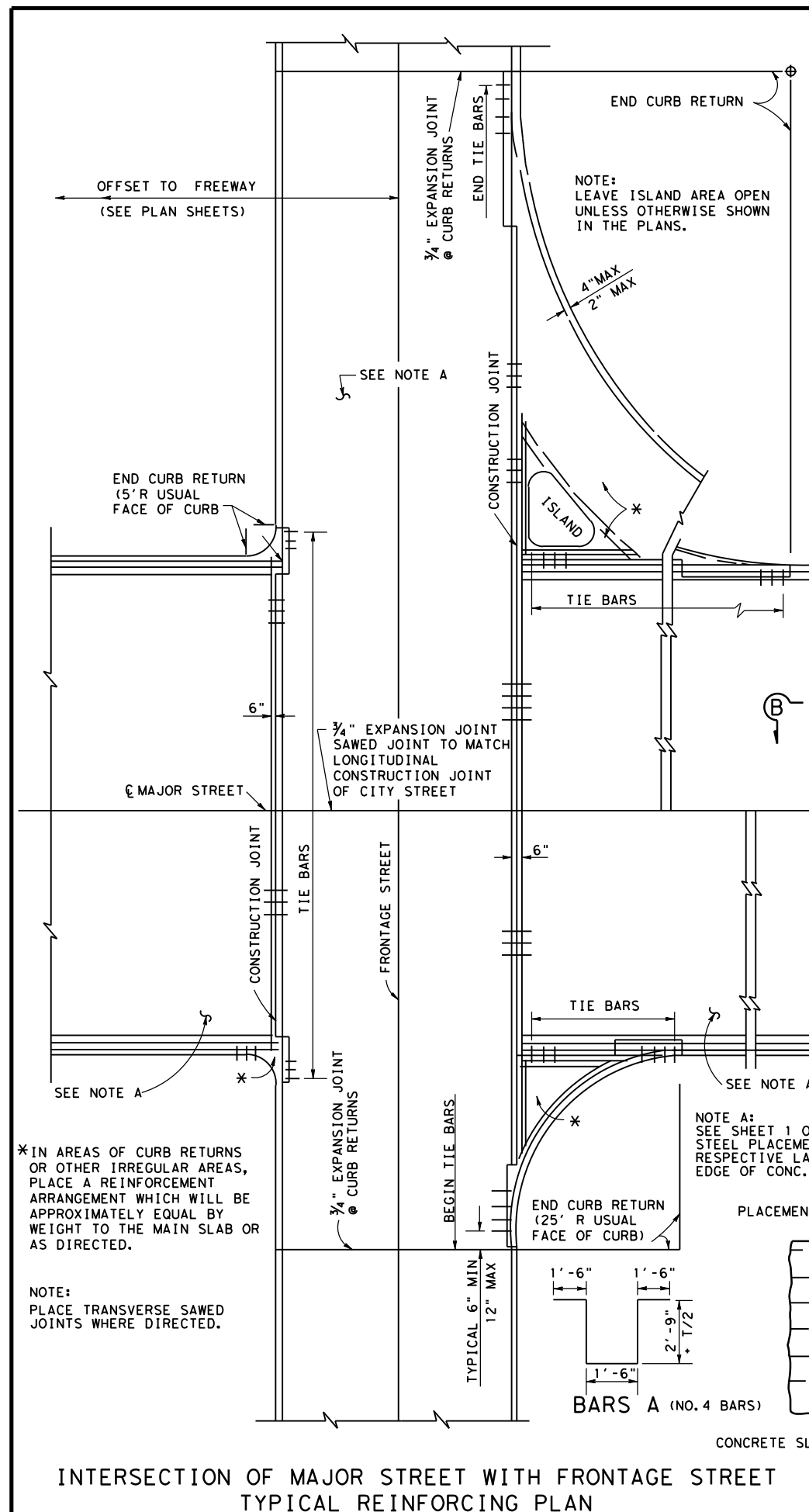
(GENERAL NOTES CONTINUED ON SHEET 2 OF 2)

Texas Department of Transportation
Houston District

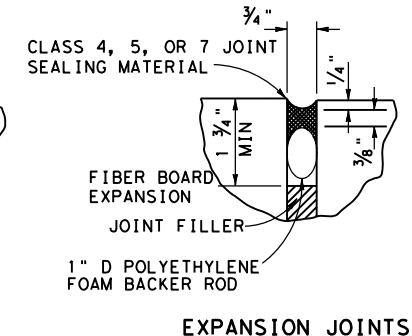
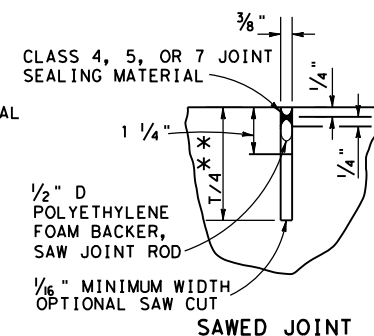
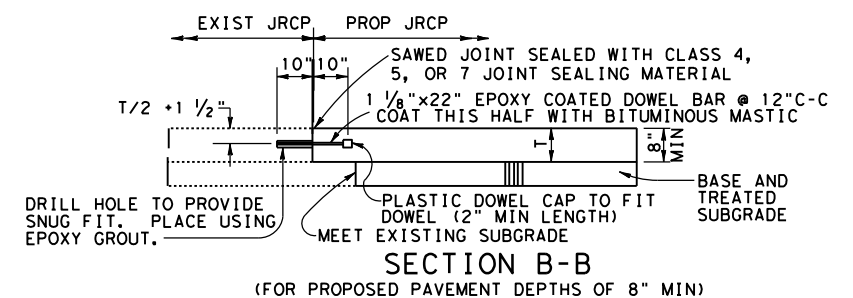
JOINTED REINFORCED CONCRETE PAVEMENT DETAILS
(FOR PAVEMENT THICKNESS 10 INCHES OR LESS)

JRPC SHEET 1 OF 2

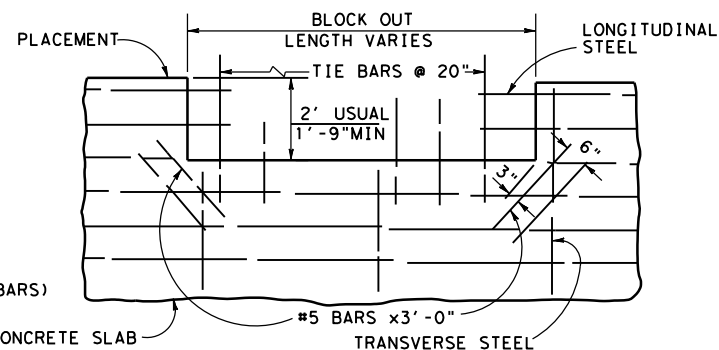
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7/2010 ADDED NOTE	COUNTY	CONTROL	SECT	JOB
8/2015 MODIFIED NOTES	BRAZORIA/HARRIS	0912	31	291
				VA



REPLACE ANY BENT LONGITUDINAL REINFORCING. IF THERE IS NOT SUFFICIENT EXPOSED REINFORCING TO PROVIDE A MINIMUM OF A 33 TIMES BAR DIAMETER LAP, REMOVE THE EXISTING PAVEMENT AND SUFFICIENTLY EXPOSE THE EXISTING REINFORCING TO PROVIDE A 33 TIMES BAR DIAMETER LAP. REPLACE ANY SHEAR BARS THAT ARE DISTURBED, BY DRILLING AND GROUTING AS REQUIRED BY NOTE #29. PERFORM THIS CORRECTIVE ACTION AT NO EXPENSE TO THE DEPARTMENT.



* * IF SILICEOUS RIVER GRAVEL IS
USED AS THE COARSE AGGREGATE,
THIS DEPTH IS 1/3.



```
*OMIT TIE BARS
@ INLET BLOCK-OUT
```

- GENERAL NOTES (CONTINUED FROM SHEET 1 OF 2)
21. CONSTRUCT ANCHOR LUGS, EXPANSION JOINTS, AND SLEEPER SLABS AS DETAILED IN SECTION A-A. THESE WILL BE PAID FOR IN ACCORDANCE WITH ITEM, "CONCRETE PAVEMENT TERMINALS."
22. REINFORCING STEEL FOR TERMINAL ANCHOR SYSTEMS MAY BE GRADE 40 OR GRADE 60.
23. PLACE CONCRETE FOR ANCHOR LUGS AS SOON AS POSSIBLE AFTER COMPLETING EXCAVATION, TO PRESERVE THE INHERENT SOIL CHARACTERISTICS. EXCAVATING FOR AND PLACING CONCRETE FOR ANCHOR SYSTEM MAY BE IN PREFORMED SECTIONS CORRESPONDING TO THE WIDTH OF PAVING PLACEMENT.
24. APPLY A STEEL TROWEL FINISH TO SLEEPER SLABS AND AND COAT WITH AN ASPHALT BOND BREAKER.
25. THE DETAILS FOR ANCHORS, LUGS, EXPANSION JOINTS, AND SLEEPER SLABS ARE NOT APPLICABLE UNLESS SHOWN ELSEWHERE IN THE PLANS.
26. APPROACH SLAB WILL BE PAID FOR IN ACCORDANCE WITH THE ITEM "CONCRETE STRUCTURES."
27. WITHIN 5 MINUTES OF SAWING, COMPLETELY REMOVE THE RESULTING SLURRY FROM THE JOINT BY FLUSHING WITH HIGH PRESSURE WATER. THEN ALLOW THE JOINT TO DRY FOR A MINIMUM OF 48 HOURS BEFORE SANDBLASTING THE JOINT.
28. DO NOT SHEAR CUT DOWEL BARS.
29. SIZE ADDITIONAL SHEAR BARS AS LONGITUDIAL BARS AND SPACE THEM MIDWAY BETWEEN ALTERNATE LONGITUDINAL BARS ALONG THE TRANSVERSE CONSTRUCTION JOINT FORMED AT THE LEAVE-OUT.
30. IF THE CONCRETE DESIGN REQUIRES GREATER THAN 5.5 SACKS OF CEMENTITIOUS MATERIAL PER CUBIC YARD, WRITTEN APPROVAL BY THE AREA ENGINEER WILL BE REQUIRED. ENSURE CONCRETE PAVEMENT MIXES PLACED FROM APRIL 1 TO OCTOBER 31 CONTAIN A MINIMUM OF 25 PERCENT BY WEIGHT OF CLASS "F" FLY ASH.
31. IN LOCATIONS WHERE THE PLANS CALL FOR FAST TRACK CONCRETE PAVEMENT IN LIEU OF JRCP (LAID ON COMPACTED OR STABILIZED SUBGRADE), USE DETAILS IN THIS STANDARD IN CONJUNCTION WITH THE APPROPRIATE FAST TRACK CONCRETE SPECIFICATION. IF THE JRCP IS LAID UPON A BASE STRUCTURE, ADD 3" TO THE FAST TRACK PAVEMENT THICKNESS TO COMPENSATE FOR THE BASE.

 *Texas Department of Transportation*
Houston District

JOINTED REINFORCED CONCRETE PAVEMENT DETAILS

EXPANSION JOINT DESIGN (FOR PAVEMENT THICKNESS 10 INCHES OR LESS)

JRCP SHEET 2 OF 2

FILE: STDB-2.dgn	DN:	CK:	DW:	CK:	
© 1xDOT MAR, 2004 REVISIONS 5/05 2004 SPECS 7/2010 ADDED NOTE 9/2013 ADDED NOTE 8/2015 MODIFIED NOTES	DIST	FED REG	PROJECT NO.		SHEET
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