FM 1846 - NORTH WILLIAMS RD.

Texas Department of Transportation

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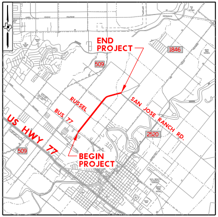
END
PROJECT
1846
509
RUSSEL
SAN JOSE RANCH RD.
BUS 77
US HWY 77
2520
509
BEGIN
PROJECT

VICINITY MAP

SCALE: 1" = 5000'

DESIGN DATA

FM 1846 (NORTH WILLIAMS RD.)

CAMERON COUNTY

NET LENGTH OF PROJECT: 1.62 MILES

LIMITS: FROM BUS 77
TO SAN JOSE RANCH ROAD

FUNCTIONAL
CLASSIFICATION: "RURAL - MAJOR COLLECTOR"

ADT "SECTION 1" (BUS 77 TO OGDEN RD)
(2030) - 9,800
(2050) - 13,800

ADT "SECTION 2" (OGDEN RD TO SAN JOSE RANCH RD)
(2030) - 5,700
(2050) - 8,000

DESIGN SPEED: 50 MPH
e MAX = 6%

DESIGN CRITERIA: TxDOT ROADWAY DESIGN MANUAL CHAPTER 6, COLLECTOR (4R)

SCALE:
HOR. = 1"=50'

Texas Department of Transportation

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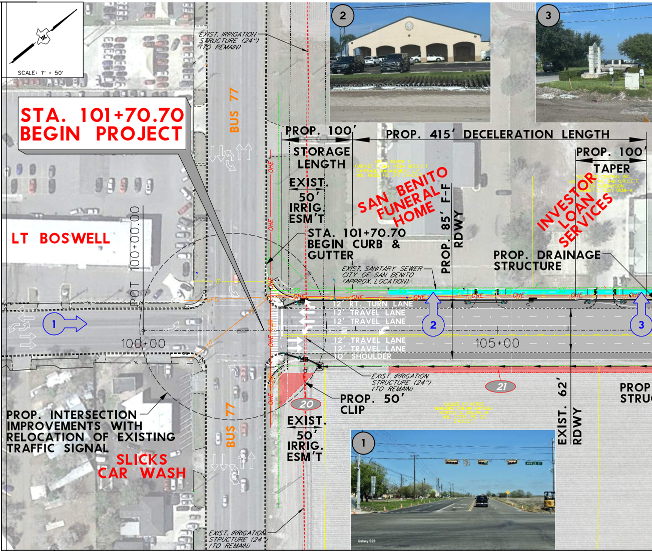
GDJ Engineering
Firm No. - 20061

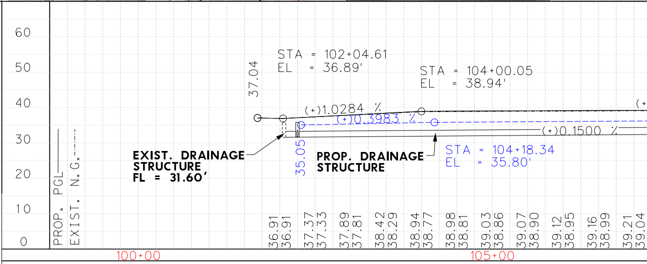
Civil Engineering Services -
Planning and Development -
Transportation - Environmental -
Water Resources - Construction
Management - Geotechnical

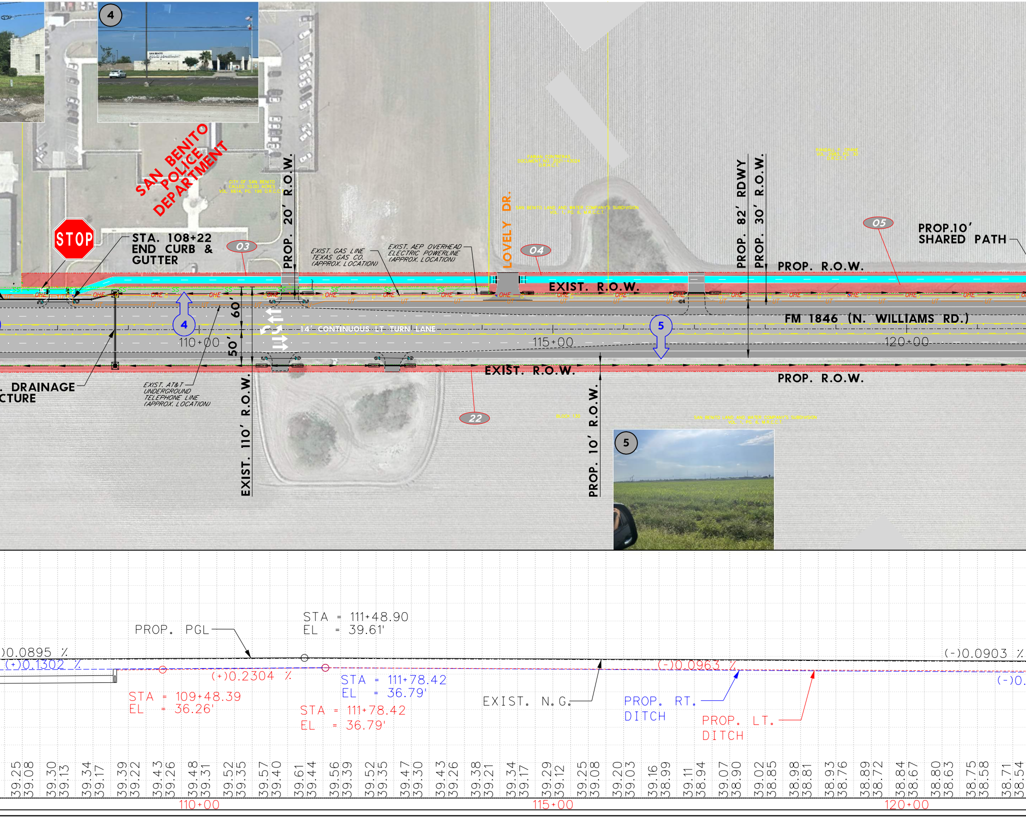
2805 Fountain Blvd., Suite A
Edinburg, Texas 78539
Office: (956) 603-2025

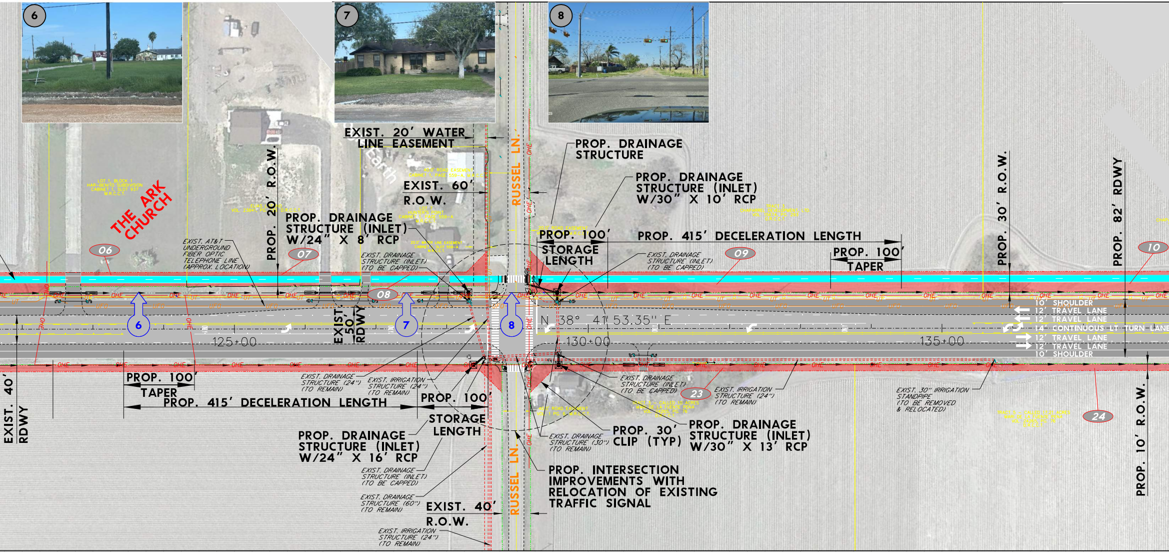
RMA
CAMERON COUNTY REGIONAL
MOBILITY AUTHORITY

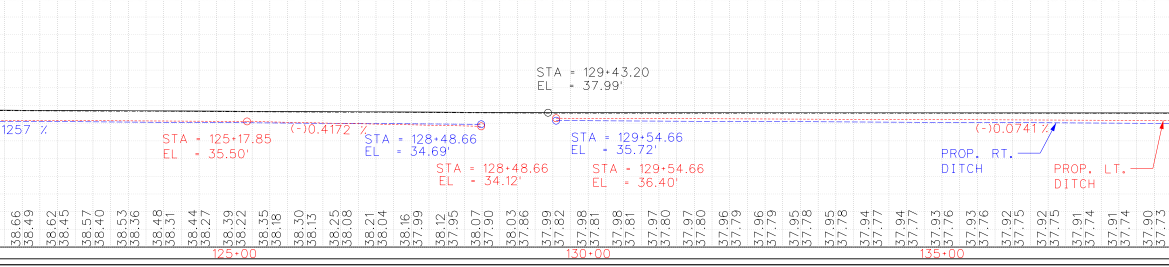
NOTES:

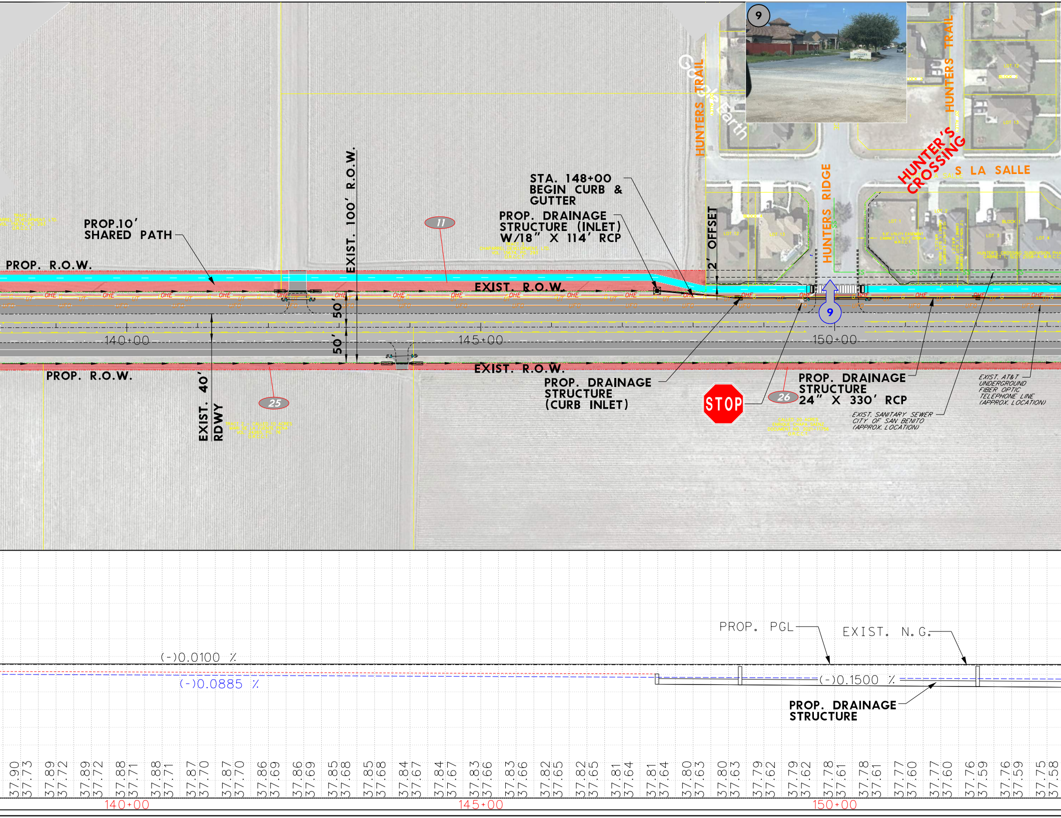

SCALE: 1" = 50'
STA. 101+70.70
BEGIN PROJECT
EXIST. IRRIGATION STRUCTURE (24") (TO REMAIN)
BUS 77
PROP. 100' STORAGE LENGTH
PROP. 415' DECELERATION LENGTH
PROP. 100' TAPER
EXIST. 50' IRRIG. ESM'T
SAN BENITO FUNERAL HOME
LOT 1, BLOCK 1
CABINET 1, Slot 1456A M.R.C.C.T.
CARRIAGE MANAGEMENT, L.P.
VOL. 6628, PG. 317 O.R.C.C.T.
PROP. 85' F-F RDWY
INVESTOR LOAN SERVICES
RGV STATE CENTRAL INC.
VOL. , PG. 246 O.R.C.C.T.
VISTA SUBDIVISION
CABINET 1, SLOT 1838-A
LT BOSWELL
POT 100+00.00
STA. 101+70.70
BEGIN CURB & GUTTER
EXIST. SANITARY SEWER CITY OF SAN BENITO (APPROX. LOCATION)
PROP. DRAINAGE STRUCTURE
OHE
SS
1
2
3
12' RT. TURN LANE
12' TRAVEL LANE
12' TRAVEL LANE
12' TRAVEL LANE
12' TRAVEL LANE
10' SHOULDER
100+00
105+00
EXIST. IRRIGATION STRUCTURE (24") (TO REMAIN)
21
20
PROP. 50' CLIP
EXIST. 62' RDWY
PROP STRUC
CALLED 10 ACRES
MARJORY COLVIN BATSELL
NORTON A. COLVIN JR
VOL. 17771, PG. 20
D.R.C.C.T.
EXIST. 50' IRRIG. ESM'T
PROP. INTERSECTION IMPROVEMENTS WITH RELOCATION OF EXISTING TRAFFIC SIGNAL
SLICKS CAR WASH
BUS 77
EXIST. IRRIGATION STRUCTURE (24") (TO REMAIN)


60
50
40
30
20
10
0
PROP. PGL
EXIST. N.G.
37.04
STA = 102+04.61
EL = 36.89'
STA = 104+00.05
EL = 38.94'
(+)1.0284 %
(+)0.3983 %
(+)0.1500 %
35.05
EXIST. DRAINAGE STRUCTURE FL = 31.60'
PROP. DRAINAGE STRUCTURE
STA = 104+18.34
EL = 35.80'
36.91
36.91
37.37
37.33
37.89
37.81
38.42
38.29
38.94
38.77
38.98
38.81
39.03
38.86
39.07
38.90
39.12
38.95
39.16
38.99
39.21
39.04
100+00
105+00


4
SAN BENITO POLICE DEPARTMENT
CITY OF SAN BENITO
CALLED 10.00 ACRES
VOL. 6614, PG. 196 O.R.C.C.T.
STOP
STA. 108+22
END CURB & GUTTER
03
PROP. 20' R.O.W.
EXIST. GAS LINE
TEXAS GAS CO.
(APPROX. LOCATION)
EXIST. AEP OVERHEAD
ELECTRIC POWERLINE
(APPROX. LOCATION)
LOVELY DR.
04
FABIAN CONTRERAS
DOCUMENT NO. 2021-43024
O.R.H.C.T.
SAN BENITO LAND AND WATER COMPANY'S SUBDIVISION
VOL. 1, PG. 6, M.R.C.C.T.
PROP. 82' RDWY
PROP. 30' R.O.W.
RANDALL P. CRANE
VOL. 2983, PG. 30
O.R.C.C.T.
05
PROP. 10' SHARED PATH
PROP. R.O.W.
EXIST. R.O.W.
SS
OHE
UT
G
60'
50'
4
14' CONTINUOUS LT TURN LANE
110+00
115+00
120+00
5
FM 1846 (N. WILLIAMS RD.)
EXIST. R.O.W.
PROP. R.O.W.
. DRAINAGE
CTURE
EXIST. AT&T
UNDERGROUND
TELEPHONE LINE
(APPROX. LOCATION)
EXIST. 110' R.O.W.
22
BLOCK 130
PROP. 10' R.O.W.
SAN BENITO LAND AND WATER COMPANY'S SUBDIVISION
VOL. 1, PG. 6, M.R.C.C.T.
5
PROP. PGL
STA = 111+48.90
EL = 39.61'
)0.0895 %
(+)0.1302 %
(+)0.2304 %
STA = 109+48.39
EL = 36.26'
STA = 111+78.42
EL = 36.79'
STA = 111+78.42
EL = 36.79'
EXIST. N.G.
(-)0.0963 %
PROP. RT.
DITCH
PROP. LT.
DITCH
(-)0.0903 %
(-)0.
39.25 39.08
39.30 39.13
39.34 39.17
39.39 39.22
39.43 39.26
39.48 39.31
39.52 39.35
39.57 39.40
39.61 39.44
39.56 39.39
39.52 39.35
39.47 39.30
39.43 39.26
39.38 39.21
39.34 39.17
39.29 39.12
39.25 39.08
39.20 39.03
39.16 38.99
39.11 38.94
39.07 38.90
39.02 38.85
38.98 38.81
38.93 38.76
38.89 38.72
38.84 38.67
38.80 38.63
38.75 38.58
38.71 38.54
110+00
115+00
120+00

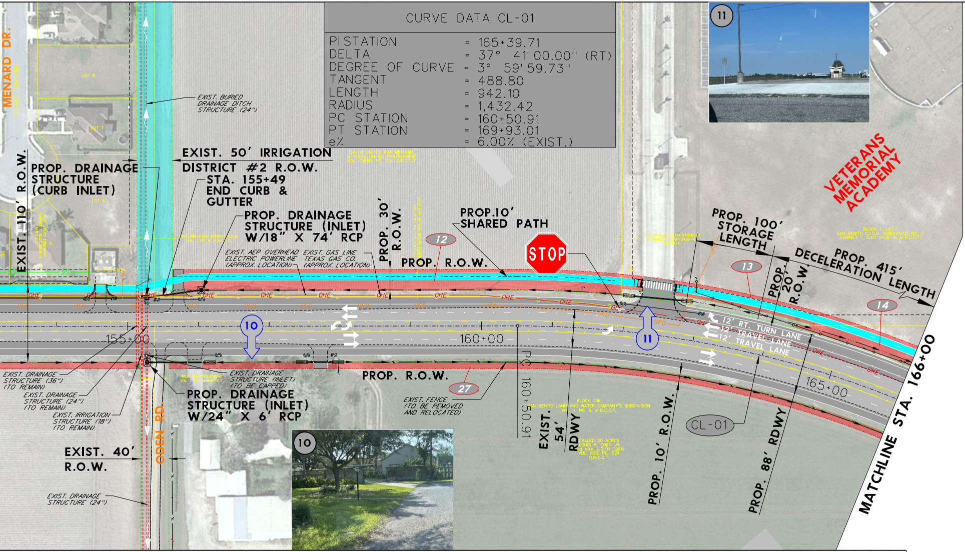

6
7
8
THE ARK CHURCH
EXIST. 20' WATER LINE EASEMENT
EXIST. 60' R.O.W.
PROP. 20' R.O.W.
RUSSEL LN.
PROP. DRAINAGE STRUCTURE
PROP. DRAINAGE STRUCTURE (INLET) W/30" X 10' RCP
PROP. DRAINAGE STRUCTURE (INLET) W/24" X 8' RCP
EXIST. AT&T UNDERGROUND FIBER OPTIC TELEPHONE LINE (APPROX. LOCATION)
EXIST. DRAINAGE STRUCTURE (INLET) (TO BE CAPPED)
PROP. 100' STORAGE LENGTH
PROP. 415' DECELERATION LENGTH
PROP. 100' TAPER
PROP. 30' R.O.W.
PROP. 82' RDWY
06
07
08
09
10
23
24
EXIST. 50' RDWY
N 38° 41' 53.35" E
125+00
130+00
135+00
10' SHOULDER
12' TRAVEL LANE
12' TRAVEL LANE
14' CONTINUOUS LT TURN LANE
12' TRAVEL LANE
12' TRAVEL LANE
10' SHOULDER
EXIST. 40' RDWY
PROP. 100' TAPER
PROP. 415' DECELERATION LENGTH
EXIST. DRAINAGE STRUCTURE (24") (TO REMAIN)
EXIST. IRRIGATION STRUCTURE (24") (TO REMAIN)
PROP. 100' STORAGE LENGTH
EXIST. DRAINAGE STRUCTURE (INLET) (TO BE CAPPED)
EXIST. IRRIGATION STRUCTURE (24") (TO REMAIN)
EXIST. 30" IRRIGATION STANDPIPE (TO BE REMOVED & RELOCATED)
PROP. DRAINAGE STRUCTURE (INLET) W/24" X 16' RCP
EXIST. DRAINAGE STRUCTURE (INLET) (TO BE CAPPED)
EXIST. DRAINAGE STRUCTURE (60") (TO REMAIN)
EXIST. 40' R.O.W.
EXIST. IRRIGATION STRUCTURE (24") (TO REMAIN)
EXIST. DRAINAGE STRUCTURE (30") (TO REMAIN)
PROP. 30' CLIP (TYP)
PROP. DRAINAGE STRUCTURE (INLET) W/30" X 13' RCP
PROP. INTERSECTION IMPROVEMENTS WITH RELOCATION OF EXISTING TRAFFIC SIGNAL
PROP. 10' R.O.W.
OHE
UT
UFO

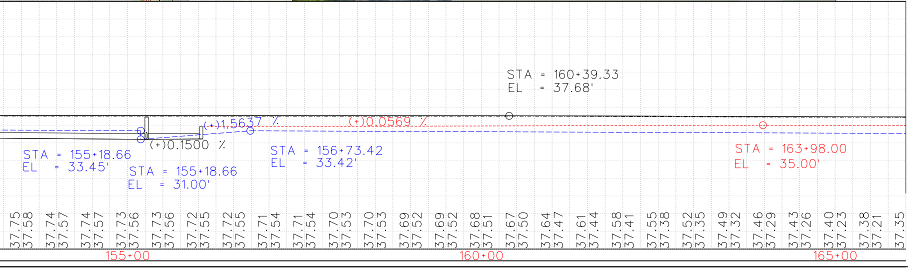

STA = 129+43.20
EL = 37.99'
1257 %
(-)0.4172 %
STA = 125+17.85
EL = 35.50'
STA = 128+48.66
EL = 34.69'
STA = 128+48.66
EL = 34.12'
STA = 129+54.66
EL = 35.72'
STA = 129+54.66
EL = 36.40'
(-)0.0741 %
PROP. RT. DITCH
PROP. LT. DITCH
38.66 38.49
38.62 38.45
38.57 38.40
38.53 38.36
38.48 38.31
38.44 38.27
38.39 38.22
38.35 38.18
38.30 38.13
38.25 38.08
38.21 38.04
38.16 37.99
38.12 37.95
38.07 37.90
38.03 37.86
37.99 37.82
37.98 37.81
37.98 37.81
37.97 37.80
37.97 37.80
37.96 37.79
37.96 37.79
37.95 37.78
37.95 37.78
37.94 37.77
37.94 37.77
37.93 37.76
37.93 37.76
37.92 37.75
37.92 37.75
37.91 37.74
37.91 37.74
37.90 37.73
125+00
130+00
135+00

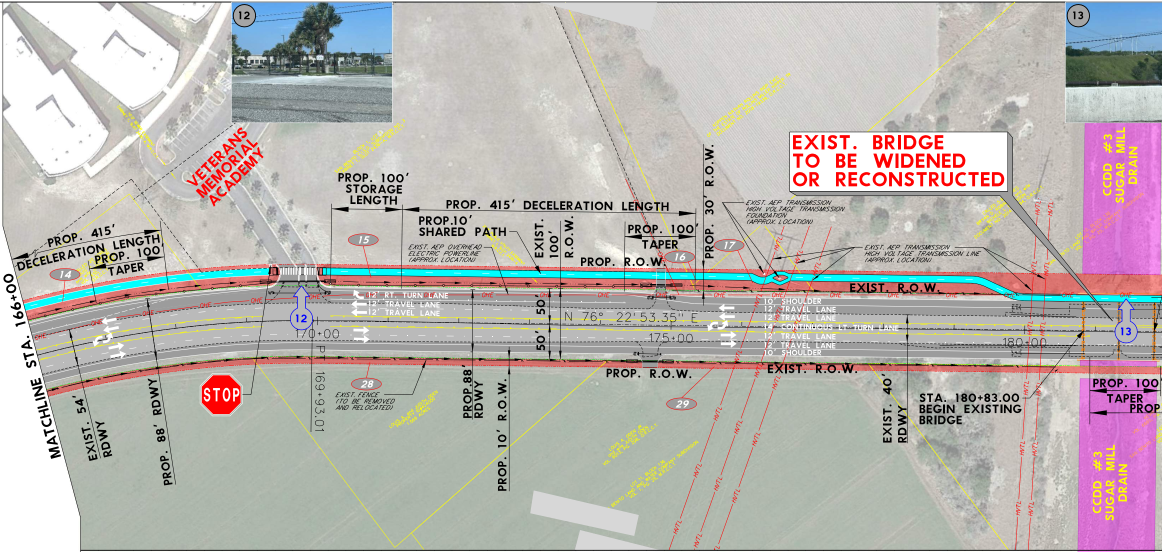

9
HUNTERS TRAIL
HUNTERS TRAIL
HUNTER'S CROSSING
S LA SALLE
HUNTERS RIDGE
2' OFFSET
STA. 148+00 BEGIN CURB & GUTTER
PROP. DRAINAGE STRUCTURE (INLET) W/18" X 114' RCP
11
PROP.10' SHARED PATH
PROP. R.O.W.
EXIST. 100' R.O.W.
EXIST. R.O.W.
50'
50'
140+00
145+00
150+00
9
EXIST. R.O.W.
PROP. R.O.W.
EXIST. 40' RDWY
25
PROP. DRAINAGE STRUCTURE (CURB INLET)
STOP
26
PROP. DRAINAGE STRUCTURE 24" X 330' RCP
EXIST. SANITARY SEWER CITY OF SAN BENITO (APPROX. LOCATION)
EXIST. AT&T UNDERGROUND FIBER OPTIC TELEPHONE LINE (APPROX. LOCATION)
OHE
UT
UFO
SS
LOT 12
LOT 13
LOT 1
LOT 3
LOT 4
BLOCK 1
PROP. PGL
EXIST. N.G.
(-)0.0100 %
(-)0.0885 %
(-)0.1500 %
PROP. DRAINAGE STRUCTURE
37.90 37.73
37.89 37.72
37.89 37.72
37.88 37.71
37.88 37.71
37.87 37.70
37.87 37.70
37.86 37.69
37.86 37.69
37.85 37.68
37.85 37.68
37.84 37.67
37.84 37.67
37.83 37.66
37.83 37.66
37.82 37.65
37.82 37.65
37.81 37.64
37.81 37.64
37.80 37.63
37.80 37.63
37.79 37.62
37.79 37.62
37.78 37.61
37.78 37.61
37.77 37.60
37.77 37.60
37.76 37.59
37.76 37.59
37.75 37.58
140+00
145+00
150+00

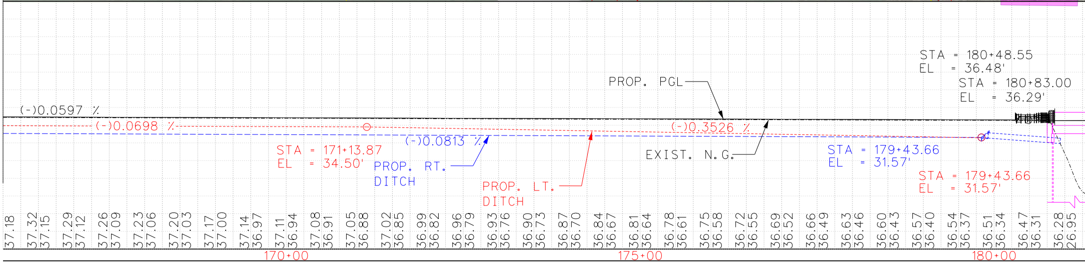
CURVE DATA CL-01

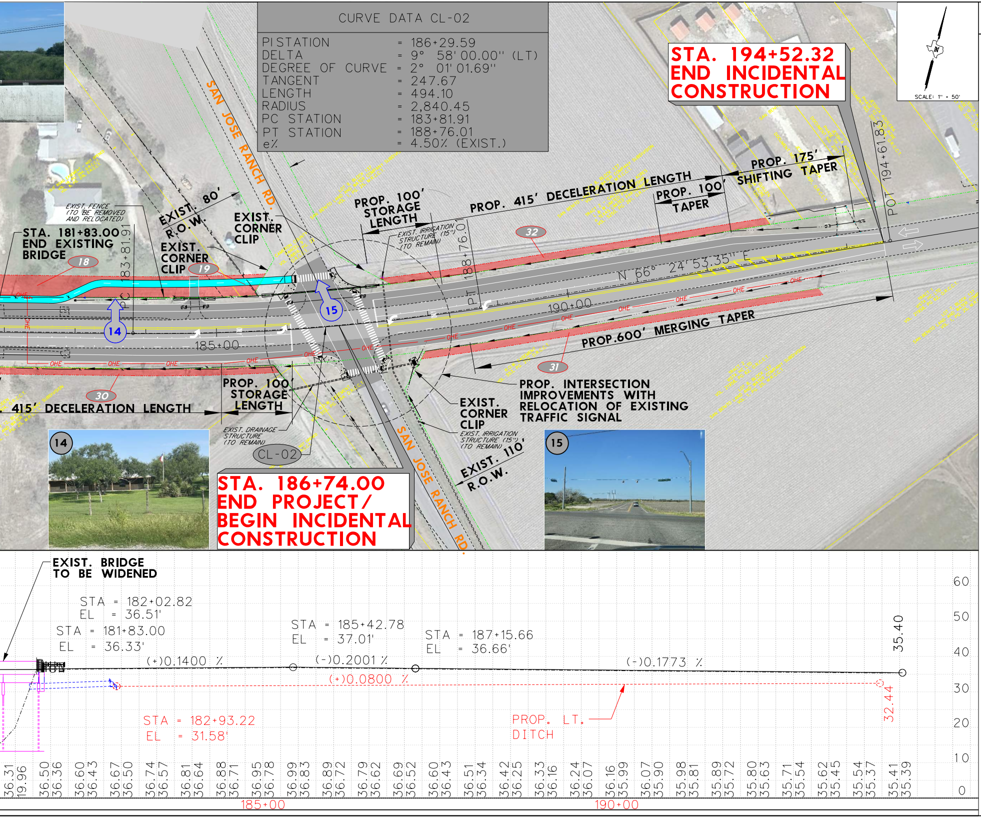
PI STATION = 165+39.71
DELTA = 37° 41' 00.00" (RT)
DEGREE OF CURVE = 3° 59' 59.73"
TANGENT = 488.80
LENGTH = 942.10
RADIUS = 1,432.42
PC STATION = 160+50.91
PT STATION = 169+93.01
e% = 6.00% (EXIST.)


MENARD DR.
EXIST. BURIED DRAINAGE DITCH STRUCTURE (24")
EXIST. 110' R.O.W.
PROP. DRAINAGE STRUCTURE (CURB INLET)
EXIST. 50' IRRIGATION DISTRICT #2 R.O.W.
STA. 155+49 END CURB & GUTTER
PROP. DRAINAGE STRUCTURE (INLET) W/18" X 74' RCP
EXIST. AEP OVERHEAD ELECTRIC POWERLINE (APPROX. LOCATION)
EXIST. GAS LINE TEXAS GAS CO. (APPROX. LOCATION)
PROP. 30' R.O.W.
12
PROP. R.O.W.
PROP.10' SHARED PATH
STOP
11
VETERANS MEMORIAL ACADEMY
PROP. 100' STORAGE LENGTH
13
PROP. 20' R.O.W.
PROP. 415' DECELERATION LENGTH
14
12' RT. TURN LANE
12' TRAVEL LANE
12' TRAVEL LANE
OHE
UFO
10
155+00
160+00
165+00
166+00
PC 160+50.91
EXIST. DRAINAGE STRUCTURE (36") (TO REMAIN)
EXIST. DRAINAGE STRUCTURE (24") (TO REMAIN)
EXIST. IRRIGATION STRUCTURE (18") (TO REMAIN)
EXIST. DRAINAGE STRUCTURE (INLET) (TO BE CAPPED)
PROP. DRAINAGE STRUCTURE (INLET) W/24" X 6' RCP
PROP. R.O.W.
27
EXIST. FENCE (TO BE REMOVED AND RELOCATED)
EXIST. 54' RDWY
PROP. 10' R.O.W.
CL-01
PROP. 88' RDWY
MATCHLINE STA. 166+00
EXIST. 40' R.O.W.
ODEN RD.
EXIST. DRAINAGE STRUCTURE (24")
LOT 8
LOT 7
LOT 6

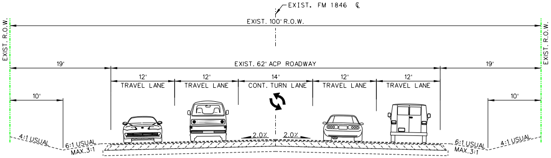

STA = 160+39.33
EL = 37.68'
(+)1.5637 %
(+)0.0569 %
(+)0.1500 %
STA = 155+18.66
EL = 33.45'
STA = 155+18.66
EL = 31.00'
STA = 156+73.42
EL = 33.42'
STA = 163+98.00
EL = 35.00'
37.75 37.58
37.74 37.57
37.74 37.57
37.73 37.56
37.73 37.56
37.72 37.55
37.72 37.55
37.71 37.54
37.71 37.54
37.70 37.53
37.70 37.53
37.69 37.52
37.69 37.52
37.68 37.51
37.67 37.50
37.64 37.47
37.61 37.44
37.58 37.41
37.55 37.38
37.52 37.35
37.49 37.32
37.46 37.29
37.43 37.26
37.40 37.23
37.38 37.21
37.35
155+00
160+00
165+00


12
13
VETERANS MEMORIAL ACADEMY
MATCHLINE STA. 166+00
PROP. 415' DECELERATION LENGTH
PROP. 100 TAPER
14
EXIST. 54' RDWY
PROP. 88' RDWY
STOP
PROP. 100' STORAGE LENGTH
PROP. 415' DECELERATION LENGTH
PROP.10' SHARED PATH
15
EXIST. AEP OVERHEAD ELECTRIC POWERLINE (APPROX. LOCATION)
EXIST. 100' R.O.W.
PROP. 100' TAPER
16
PROP. R.O.W.
PROP. 30' R.O.W.
17
EXIST. AEP TRANSMISSION HIGH VOLTAGE TRANSMISSION FOUNDATION (APPROX. LOCATION)
EXIST. AEP TRANSMISSION HIGH VOLTAGE TRANSMISSION LINE (APPROX. LOCATION)
EXIST. BRIDGE TO BE WIDENED OR RECONSTRUCTED
CCDD #3 SUGAR MILL DRAIN
EXIST. R.O.W.
12' RT. TURN LANE
12' TRAVEL LANE
12' TRAVEL LANE
OHE
HVTL
50'
50'
N 76° 22' 53.35" E
170+00
PT
169+93.01
175+00
180+00
10' SHOULDER
12' TRAVEL LANE
12' TRAVEL LANE
14' CONTINUOUS LT TURN LANE
12' TRAVEL LANE
12' TRAVEL LANE
10' SHOULDER
28
EXIST. FENCE (TO BE REMOVED AND RELOCATED)
LOUIS A. and JUDITH ODEN PROPERTY ID#424000 1.569 ACRES
PROP.88' RDWY
PROP. 10' R.O.W.
PROP. R.O.W.
29
EXIST. R.O.W.
EXIST. 40' RDWY
STA. 180+83.00 BEGIN EXISTING BRIDGE
PROP. 100' TAPER
PROP
CCDD #3 SUGAR MILL DRAIN
CALLED 5.9 ... BRYAN D. ROBINSON and wife MICHELE L. ... DOCUMENT NO. 2014... O.R.C.C.T.
LOT 12, BLOCK 136 ... LAND AND WATER COMPANY SUBDIVISION VOL. 1, PG. 25, M.R.C.C.T.
LOT 11, BLOCK 136 BENITO LAND AND WATER COMPANY SUBDIVISION

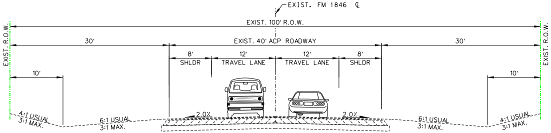

STA = 180+48.55
EL = 36.48'
STA = 180+83.00
EL = 36.29'
PROP. PGL
(-)0.0597 %
(-)0.0698 %
(-)0.3526 %
(-)0.0813 %
STA = 171+13.87
EL = 34.50'
PROP. RT. DITCH
PROP. LT. DITCH
EXIST. N.G.
STA = 179+43.66
EL = 31.57'
STA = 179+43.66
EL = 31.57'
37.18
37.32
37.15
37.29
37.12
37.26
37.09
37.23
37.06
37.20
37.03
37.17
37.00
37.14
36.97
37.11
36.94
37.08
36.91
37.05
36.88
37.02
36.85
36.99
36.82
36.96
36.79
36.93
36.76
36.90
36.73
36.87
36.70
36.84
36.67
36.81
36.64
36.78
36.61
36.75
36.58
36.72
36.55
36.69
36.52
36.66
36.49
36.63
36.46
36.60
36.43
36.57
36.40
36.54
36.37
36.51
36.34
36.47
36.31
36.28
26.95
170+00
175+00
180+00


CURVE DATA CL-02
PI STATION = 186+29.59
DELTA = 9° 58' 00.00" (LT)
DEGREE OF CURVE = 2° 01' 01.69"
TANGENT = 247.67
LENGTH = 494.10
RADIUS = 2,840.45
PC STATION = 183+81.91
PT STATION = 188+76.01
e% = 4.50% (EXIST.)
STA. 194+52.32
END INCIDENTAL
CONSTRUCTION
SCALE: 1" = 50'
SAN JOSE RANCH RD.
EXIST. 80' R.O.W.
EXIST. CORNER CLIP
EXIST. CORNER CLIP
EXIST. FENCE (TO BE REMOVED AND RELOCATED)
STA. 181+83.00
END EXISTING
BRIDGE
PC 183+81.91
18
19
PROP. 100' STORAGE LENGTH
EXIST. IRRIGATION STRUCTURE (15") (TO REMAIN)
PT 188+76.01
PROP. 415' DECELERATION LENGTH
PROP. 100' TAPER
PROP. 175' SHIFTING TAPER
POT 194+61.83
32
N 66° 24' 53.35" E
190+00
185+00
14
15
OHE
PROP.600' MERGING TAPER
31
30
415' DECELERATION LENGTH
PROP. 100 STORAGE LENGTH
EXIST. DRAINAGE STRUCTURE (TO REMAIN)
CL-02
PROP. INTERSECTION IMPROVEMENTS WITH RELOCATION OF EXISTING TRAFFIC SIGNAL
EXIST. CORNER CLIP
EXIST. IRRIGATION STRUCTURE (15") (TO REMAIN)
EXIST. 110' R.O.W.
SAN JOSE RANCH RD.
14
15
STA. 186+74.00
END PROJECT/
BEGIN INCIDENTAL
CONSTRUCTION
EXIST. BRIDGE
TO BE WIDENED
STA = 182+02.82
EL = 36.51'
STA = 181+83.00
EL = 36.33'
STA = 185+42.78
EL = 37.01'
STA = 187+15.66
EL = 36.66'
(+)0.1400 %
(-)0.2001 %
(-)0.1773 %
(+)0.0800 %
35.40
32.44
STA = 182+93.22
EL = 31.58'
PROP. LT. DITCH
60
50
40
30
20
10
0
36.31 19.96
36.50 36.36
36.60 36.43
36.67 36.50
36.74 36.57
36.81 36.64
36.88 36.71
36.95 36.78
36.99 36.83
36.89 36.72
36.79 36.62
36.69 36.52
36.60 36.43
36.51 36.34
36.42 36.25
36.33 36.16
36.24 36.07
36.16 35.99
36.07 35.90
35.98 35.81
35.89 35.72
35.80 35.63
35.71 35.54
35.62 35.45
35.54 35.37
35.41 35.39
185+00
190+00

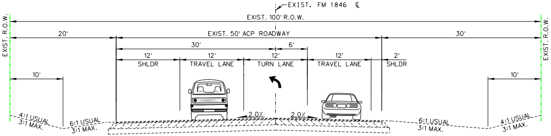
EXISTING TYPICAL SECTIONS


EXIST. FM 1846 ℄
EXIST. 100' R.O.W.
EXIST. R.O.W.
EXIST. R.O.W.
19'
EXIST. 62' ACP ROADWAY
19'
12' TRAVEL LANE
12' TRAVEL LANE
14' CONT. TURN LANE
12' TRAVEL LANE
12' TRAVEL LANE
10'
10'
2.0%
2.0%
4:1 USUAL
6:1 USUAL MAX.3:1
6:1 USUAL MAX.3:1
4:1 USUAL

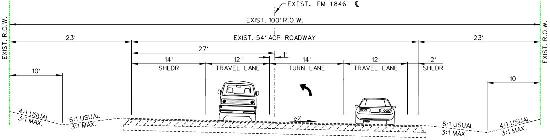
EXIST. FM 1846 TYPICAL SECTION - 1
STA. 101+70.70 TO STA. 111+53.20 (EXIST. 62' RDWY)
STA. 111+53.20 TO STA. 114+52.17
(TRANSITION FROM EXIST. 62' RDWY TO EXIST. 40' RDWY)


EXIST. FM 1846 ℄
EXIST. 100' R.O.W.
EXIST. R.O.W.
EXIST. R.O.W.
30'
EXIST. 40' ACP ROADWAY
30'
8' SHLDR
12' TRAVEL LANE
12' TRAVEL LANE
8' SHLDR
10'
10'
2.0%
2.0%
4:1 USUAL 3:1 MAX.
6:1 USUAL 3:1 MAX.
6:1 USUAL 3:1 MAX.
4:1 USUAL 3:1 MAX.

EXIST. FM 1846 TYPICAL SECTION - 2
STA. 114+52.17 TO STA. 124+54.47 (EXIST. 40' RDWY)
STA. 124+54.47 TO STA. 126+09.74
(TRANSITION FROM EXIST. 40' RDWY TO EXIST. 50' RDWY)
STA. 134+47.41 TO STA. 155+00.00 (EXIST. 40' RDWY)
STA. 155+00.00 TO STA. 160+30.11
(TRANSITION FROM EXIST. 40' RDWY TO EXIST. 54' RDWY)
STA. 176+93.42 TO STA. 193+88.31

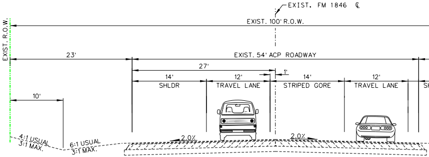

EXIST. FM 1846 ℄
EXIST. 100' R.O.W.
EXIST. R.O.W.
EXIST. R.O.W.
20'
EXIST. 50' ACP ROADWAY
30'
30'
6'
12' SHLDR
12' TRAVEL LANE
12' TURN LANE
12' TRAVEL LANE
2' SHLDR
10'
10'
2.0%
2.0%
4:1 USUAL 3:1 MAX.
6:1 USUAL 3:1 MAX.
6:1 USUAL 3:1 MAX.
4:1 USUAL 3:1 MAX.

EXIST. FM 1846 TYPICAL SECTION - 3
RUSSEL LANE INTERSECTION
STA. 126+09.74 TO STA. 130+64.72 (EXIST. 50' RDWY)
STA. 130+64.72 TO STA. 134+47.41
(TRANSITION FROM EXIST. 50' RDWY TO EXIST. 40' RDWY)


EXIST. FM 1846 ℄
EXIST. 100' R.O.W.
EXIST. R.O.W.
EXIST. R.O.W.
23'
EXIST. 54' ACP ROADWAY
23'
27'
1'
14' SHLDR
12' TRAVEL LANE
14' TURN LANE
12' TRAVEL LANE
2' SHLDR
10'
10'
e%
4:1 USUAL 3:1 MAX.
6:1 USUAL 3:1 MAX.
6:1 USUAL 3:1 MAX.
4:1 USUAL 3:1 MAX.

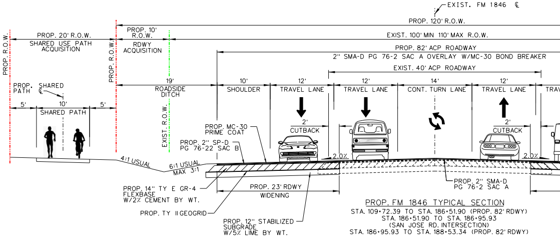
EXIST. FM 1846 TYPICAL SECTION - 4
VETERANS MEMORIAL ACADEMY
STA. 169+20.00 TO STA. 169+24.00 (EXIST. 54' RDWY)

EXISTING TYPICAL SECTIONS

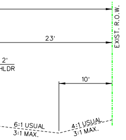

EXIST. FM 1846 ℄
EXIST. 100' R.O.W.
EXIST. R.O.W.
23'
EXIST. 54' ACP ROADWAY
27'
1'
14' SHLDR
12' TRAVEL LANE
14' STRIPED GORE
12' TRAVEL LANE
SH
10'
2.0%
2.0%
4:1 USUAL 3:1 MAX.
6:1 USUAL 3:1 MAX.

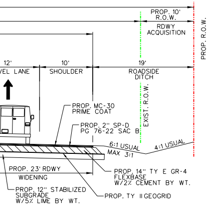
EXIST. FM 1846 TYPICAL SECTION - 5
VETERANS MEMORIAL ACADEMY
STA. 160+30.11 TO STA. 171+89.50 (EXIST. 54' RDWY)
STA. 171+89.50 TO STA. 176+93.42
(TRANSITION FROM EXIST. 54' RDWY TO EXIST. 40' RDWY)

PROPOSED TYPICAL SECTIONS

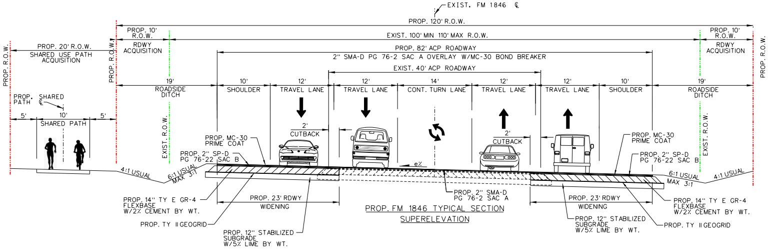

EXIST. FM 1846 ℄
PROP. 120' R.O.W.
PROP. R.O.W.
PROP. 20' R.O.W.
SHARED USE PATH ACQUISITION
PROP. R.O.W.
PROP. 10' R.O.W.
RDWY ACQUISITION
EXIST. 100' MIN 110' MAX R.O.W.
PROP. 82' ACP ROADWAY
2" SMA-D PG 76-2 SAC A OVERLAY W/MC-30 BOND BREAKER
EXIST. 40' ACP ROADWAY
PROP. SHARED PATH ℄
5'
10' SHARED PATH
5'
19' ROADSIDE DITCH
EXIST. R.O.W.
10' SHOULDER
12' TRAVEL LANE
12' TRAVEL LANE
14' CONT. TURN LANE
12' TRAVEL LANE
TRAV
2' CUTBACK
2' CUTBACK
2.0%
2.0%
PROP. MC-30 PRIME COAT
PROP. 2" SP-D PG 76-22 SAC B
4:1 USUAL
6:1 USUAL MAX 3:1
PROP. 14" TY E GR-4 FLEXBASE W/2% CEMENT BY WT.
PROP. TY II GEOGRID
PROP. 23' RDWY WIDENING
PROP. 12" STABILIZED SUBGRADE W/5% LIME BY WT.
PROP. 2" SMA-D PG 76-2 SAC A

PROP. FM 1846 TYPICAL SECTION
STA. 109+72.39 TO STA. 186+51.90 (PROP. 82' RDWY)
STA. 186+51.90 TO STA. 186+95.93
(SAN JOSE RD. INTERSECTION)
STA. 186+95.93 TO STA. 188+53.34 (PROP. 82' RDWY)
STA. 188+53.34 TO STA. 194+52.32
(TRANSITION FROM PROP. 82' RDWY TO EXIST. 40' RDWY)


EXIST. R.O.W.
23'
2'
HLDR
10'
6:1 USUAL
3:1 MAX.
4:1 USUAL
3:1 MAX.

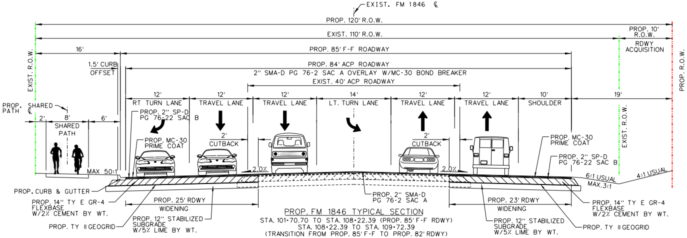

PROP. 10' R.O.W.
RDWY ACQUISITION
PROP. R.O.W.
12'
VEL LANE
10'
SHOULDER
19'
ROADSIDE DITCH
EXIST. R.O.W.
PROP. MC-30 PRIME COAT
PROP. 2" SP-D PG 76-22 SAC B
6:1 USUAL
MAX 3:1
4:1 USUAL
PROP. 23' RDWY WIDENING
PROP. 14" TY E GR-4 FLEXBASE W/2% CEMENT BY WT.
PROP. 12" STABILIZED SUBGRADE W/5% LIME BY WT.
PROP. TY II GEOGRID

PROPOSED TYPICAL SECTIONS


EXIST. FM 1846 ℄
PROP. 120' R.O.W.
PROP. 10' R.O.W.
RDWY ACQUISITION
EXIST. 100' MIN 110' MAX R.O.W.
PROP. 10' R.O.W.
RDWY ACQUISITION
PROP. R.O.W.
PROP. 20' R.O.W.
SHARED USE PATH ACQUISITION
PROP. R.O.W.
PROP. 82' ACP ROADWAY
2" SMA-D PG 76-2 SAC A OVERLAY W/MC-30 BOND BREAKER
EXIST. 40' ACP ROADWAY
19'
ROADSIDE DITCH
10'
SHOULDER
12'
TRAVEL LANE
12'
TRAVEL LANE
14'
CONT. TURN LANE
12'
TRAVEL LANE
12'
TRAVEL LANE
10'
SHOULDER
19'
ROADSIDE DITCH
PROP. SHARED PATH ℄
5'
10'
SHARED PATH
5'
EXIST. R.O.W.
2'
CUTBACK
2'
CUTBACK
EXIST. R.O.W.
PROP. MC-30 PRIME COAT
PROP. 2" SP-D PG 76-22 SAC B
e%
PROP. MC-30 PRIME COAT
PROP. 2" SP-D PG 76-22 SAC B
4:1 USUAL
6:1 USUAL
MAX 3:1
6:1 USUAL
MAX 3:1
4:1 USUAL
PROP. 14" TY E GR-4 FLEXBASE W/2% CEMENT BY WT.
PROP. TY II GEOGRID
PROP. 23' RDWY WIDENING
PROP. 12" STABILIZED SUBGRADE W/5% LIME BY WT.
PROP. 2" SMA-D PG 76-2 SAC A
PROP. 23' RDWY WIDENING
PROP. 12" STABILIZED SUBGRADE W/5% LIME BY WT.
PROP. 14" TY E GR-4 FLEXBASE W/2% CEMENT BY WT.
PROP. TY II GEOGRID

PROP. FM 1846 TYPICAL SECTION
SUPERELEVATION

CURVE ID	STATION LIMITS FULL "e"	STATIONS P.C.	STATIONS P.T.	DEGREE OF CURVE, D	FULL "e" %	TRANSITIONS LENGTH AT PC			TRANSITION LENGTH AT PT		
						BEGIN	END	LENGTH	BEGIN	END	LENGTH
CL-01	161+55.07 TO 168+88.85	160+50.91	169+93.01	3° 59' 59.73"	6.0 (EXIST)	158+07.87	161+55.07	347	168+88.85	172+36.05	347
CL-02	184+66.54 TO 187+91.38	183+81.91	188+76.01	2° 01' 01.69"	4.5 (EXIST)	181+84.44	184+66.54	282	187+91.38	190+73.48	282


EXIST. FM 1846 ℄
PROP. 120' R.O.W.
EXIST. 110' R.O.W.
PROP. 10' R.O.W.
RDWY ACQUISITION
EXIST. R.O.W.
PROP. R.O.W.
16'
PROP. 85' F-F ROADWAY
1.5' CURB OFFSET
PROP. 84' ACP ROADWAY
2" SMA-D PG 76-2 SAC A OVERLAY W/MC-30 BOND BREAKER
EXIST. 40' ACP ROADWAY
12'
RT TURN LANE
12'
TRAVEL LANE
12'
TRAVEL LANE
14'
LT. TURN LANE
12'
TRAVEL LANE
12'
TRAVEL LANE
10'
SHOULDER
19'
PROP. SHARED PATH ℄
2'
8'
SHARED PATH
6'
PROP. 2" SP-D PG 76-22 SAC B
PROP. MC-30 PRIME COAT
2'
CUTBACK
2'
CUTBACK
EXIST. R.O.W.
PROP. MC-30 PRIME COAT
PROP. 2" SP-D PG 76-22 SAC B
MAX 50:1
2.0%
2.0%
6:1 USUAL
MAX. 3:1
4:1 USUAL
PROP. CURB & GUTTER
PROP. 14" TY E GR-4 FLEXBASE W/2% CEMENT BY WT.
PROP. TY II GEOGRID
PROP. 25' RDWY WIDENING
PROP. 12" STABILIZED SUBGRADE W/5% LIME BY WT.
PROP. 2" SMA-D PG 76-2 SAC A
PROP. 23' RDWY WIDENING
PROP. 12" STABILIZED SUBGRADE W/5% LIME BY WT.
PROP. 14" TY E GR-4 FLEXBASE W/2% CEMENT BY WT.
PROP. TY II GEOGRID

PROP. FM 1846 TYPICAL SECTION
STA. 101+70.70 TO STA. 108+22.39 (PROP. 85' F-F RDWY)
STA. 108+22.39 TO STA. 109+72.39
(TRANSITION FROM PROP. 85' F-F TO PROP. 82' RDWY)

PLAN LEGEND

―	EXISTING RIGHT OF WAY
‐‐‐	PROPOSED RIGHT OF WAY
―	PROPERTY LINES
═	PROPOSED CURB & GUTTER
―	DRAINAGE EASEMENT
■	PROPOSED ROADWAY
□	EXISTING PAVEMENT
🟥	AREA WITHIN R.O.W. TAKING
▨	PROPOSED SIDEWALK
🟪	EXISTING DRAINAGE ROW/EASEMENT
■	PROP. SHARED TRAIL
▨	NEIGHBORHOOD CONNECTOR TRAILS
⋙	EXIST. DRAINAGE STRUCTURE/CHANNEL
⋙	PROP. DRAINAGE STRUCTURE/CHANNEL
CL-XX	CURVE DATA ID
←	PROPOSED TRAFFIC FLOW
⇦	EXISTING TRAFFIC FLOW
◄	DRAINAGE FLOW
# ⇨	PICTURE DIRECTION & ID
XX	PARCEL COUNTS ID
PROPERTY ID: 123456 OWNER NAME	PROPERTY OWNER INFO

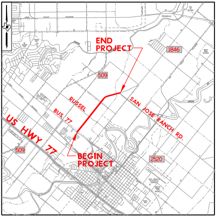
UTILITIES LEGEND

―	EXIST. WATER LINE
―	EXIST. SANITARY SEWER LINE
―	EXIST. SANITARY SEWER FORCEMAIN
―	EXIST. OVERHEAD POWER LINE
―	HIGH VOLTAGE TRANSMISSION LINE W/ POLE

THIS DOCUMENT IS FOR INTERIM REVIEW AND NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

CHRISTOPHER R. RODRIGUEZ
P.E. 107692
7/23/2026
DATE

PRELIMINARY
SUBJECT TO REVISION
7/23/2026


END PROJECT
1846
509
RUSSEL
BUS 77
SAN JOSE RANCH RD.
US HWY 77
509
BEGIN PROJECT
2520

VICINITY MAP SCALE: 1" = 5000'

DESIGN DATA

FM 1846 (NORTH WILLIAMS RD.)
CAMERON COUNTY

NET LENGTH OF PROJECT: 1.62 MILES

LIMITS: FROM BUS 77
TO SAN JOSE RANCH ROAD

FUNCTIONAL CLASSIFICATION: "RURAL - MAJOR COLLECTOR"

ADT "SECTION 1" (BUS 77 TO OGDEN RD)
(2030) - 9,800
(2050) - 13,800

ADT "SECTION 2" (OGDEN RD TO SAN JOSE RANCH RD)
(2030) - 5,700
(2050) - 8,000

DESIGN SPEED: 50 MPH
e MAX = 6%

DESIGN CRITERIA: TxDOT ROADWAY DESIGN MANUAL CHAPTER 6, COLLECTOR (4R)

SCALE:
HOR. = 1"=50'

Texas Department of Transportation®

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Firm No. - 20061

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RMA
CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

NOTES: