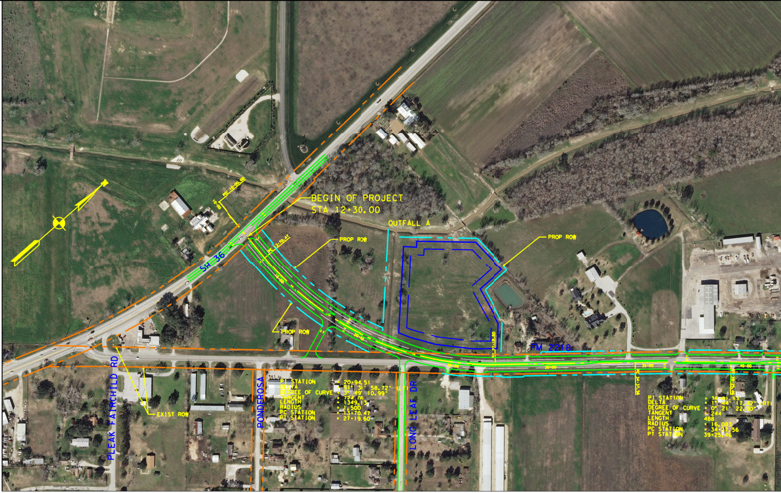

BEGIN OF PROJECT
STA 12+30.00
OUTFALL A
PROP ROW
PROP ROW
PROP ROW
EXIST ROW
SH 36
FM 2218
PLEAK FAIRCHILD RD
PONDEROSA
LONG LEAF DR
PI STATION = 20+94.51
DELTA = 51° 31' 58.72" (LT)
DEGREE OF CURVE = 3° 49' 10.99"
TANGENT = 724.05
LENGTH = 1349.13
RADIUS = 1,500
PC STATION = 13+70.47
PT STATION = 27+19.60
PI STATION = 36+81.53
DELTA = 1° 44' 17.42" (RT)
DEGREE OF CURVE = 0° 21' 22.50"
TANGENT = 244
LENGTH 488
RADIUS = 16,083
PC STATION = 34+37.56
PT STATION 39+25.46
35+00
40+00

NOTES:

1. AERIAL PHOTOGRAPH IS DATED 2006.
2. PROPOSED DESIGN SPEED IS 45 MPH.

LEGEND

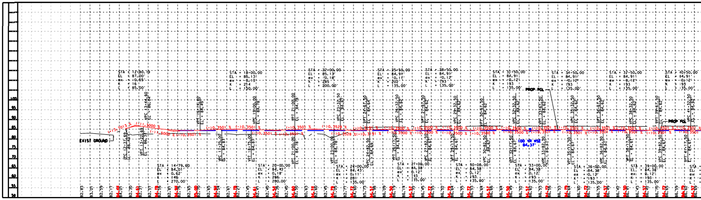
Ⓐ	2 COURSE ASPHALT SURFACE
Ⓑ	6" BASE
Ⓒ	8" SUBGRADE
Ⓓ	11" CONTINUOUSLY REINFORCE CONCRETE
Ⓔ	1" ASPHALT
Ⓕ	6" PORTLAND CEMENT BASE
Ⓖ	6" LIME TREATED SUBGRADE

SCALE IN FEET
0 100 200

CONCEPTUAL DESIGN

SUBMITTED FOR REVIEW BY:
STEVEN W. PIKE, P.E., 92961
KLOTZ ASSOCIATES, INC.
DATE: JUNE, 2014

NOT FOR CONSTRUCTION,
BIDDING OR PERMITTING


EXIST GROUND
PROP PGL
100
95
90
85
80
75
70
65
60
55
50

klotz associates

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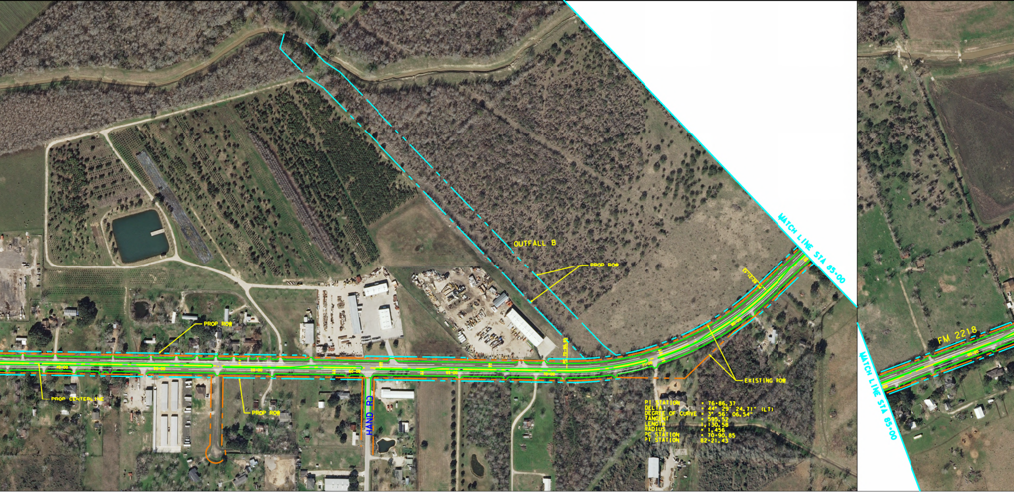
FM 2218

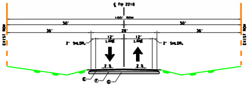
SCHEMATIC
SIDEWALK NEXT TO ROW

ROSENBERG, TEXAS

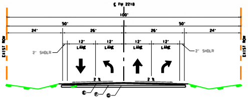
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	STATE	STATE DIST. NO.
6	N / A	TEXAS	12

CONT.	SECT.	JOB	HIGHWAY NO.	COUNTY
2093	01	010	2218	FORT BEND

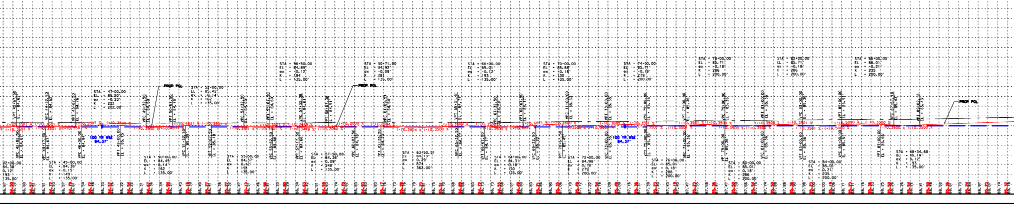

OUTFALL B
PROP ROW
PROP ROW
PROP ROW
PROP CENTERLINE
EXISTING ROW
HAND RD
FM 2218
MATCH LINE STA 85+00
MATCH LINE STA 85+00
45+00
50+00
55+00
60+00
65+00
70+00
75+00
80+00
PC 70+90.85
PI STATION = 76+86.37
DELTA = 44° 29' 24.71" (LT)
DEGREE OF CURVE = 3° 56' 06.54"
TANGENT = 595.52
LENGTH 1,130.58
RADIUS = 1,456
PC STATION = 70+90.85
PT STATION 82+21.43

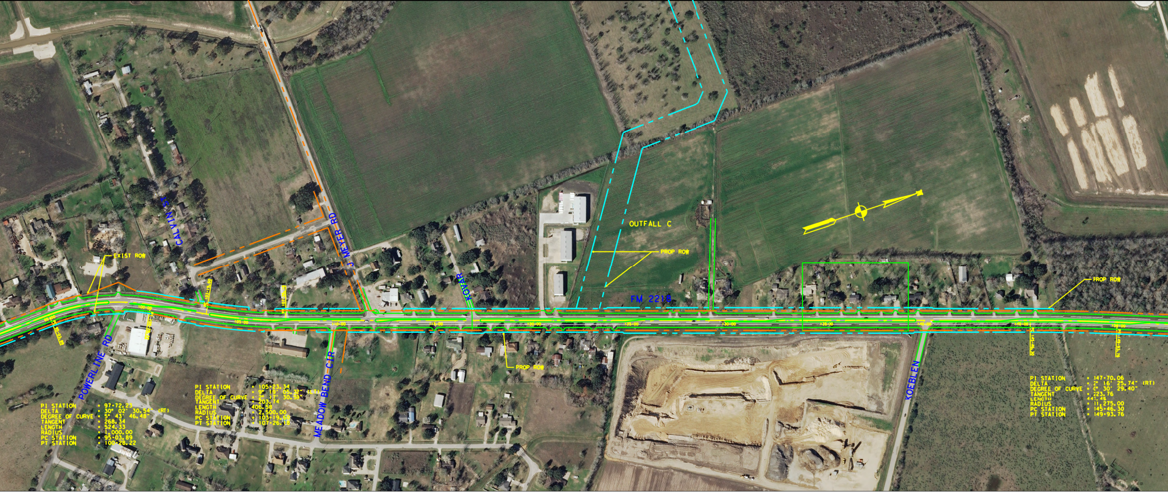

℄ FM 2218
100' ROW
50'
50'
36'
28'
36'
12' LANE
12' LANE
2' SHLDR.
2' SHLDR.
2 %
2 %
EXIST ROW
EXIST ROW
Ⓔ
Ⓕ
Ⓖ

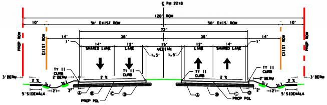
FM 2218 EXISTING TYPICAL SECTION


℄ FM 2218
100'
50'
50'
24'
26'
26'
24'
12' LANE
12' LANE
12' LANE
12' LANE
2' SHDLR
2' SHDLR
2 %
2 %
EXIST ROW
EXIST ROW
Ⓔ
Ⓕ
Ⓖ

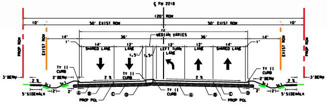
FM 2218 EXISTING TYPICAL SECTION
FROM SH 59 TO TOM GREY ROAD



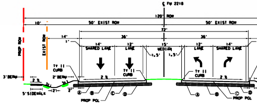

EXIST ROW
CALVIN ST
J MEYER RD
KOVAR
OUTFALL C
PROP ROW
FM 2218
PROP ROW
POWERLINE RD
MEADOW BEND CIR
PROP ROW
KOEBLEN
PI STATION = 97+72.23
DELTA = 30° 02' 30.54" (RT)
DEGREE OF CURVE = 5° 43' 46.48"
TANGENT = 268.34
LENGTH = 524.33
RADIUS = 1,000.00
PC STATION = 95+03.89
PT STATION = 100+28.22
PI STATION = 105+23.34
DELTA = 9° 19' 05.32" (LT)
DEGREE OF CURVE = 2° 17' 30.59"
TANGENT = 203.74
LENGTH 406.58
RADIUS = 2,500.00
PC STATION = 103+19.60
PT STATION = 107+26.18
PI STATION = 147+70.06
DELTA = 2° 16' 25.74" (RT)
DEGREE OF CURVE = 0° 30' 29.40"
TANGENT = 223.76
LENGTH 447.45
RADIUS = 11,275.00
PC STATION = 145+46.30
PT STATION = 149+93.76


℄ FM 2218
120' ROW
10'
50' EXIST ROW
50' EXIST ROW
10'
72'
14'
36'
36'
14'
1'
14' SHARED LANE
12' LANE
15' MEDIAN
12' LANE
14' SHARED LANE
PROP ROW
EXIST ROW
EXIST ROW
PROP ROW
TY II CURB
2' BERM
3' BERM
2 %
5' SIDEWALK
PROP PGL

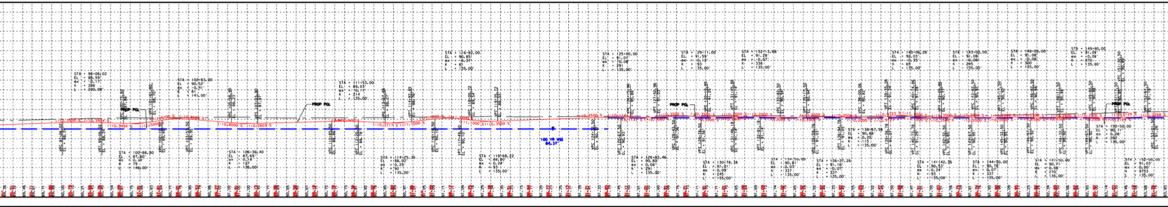
FM 2218 PROPOSED TYPICAL SECTION

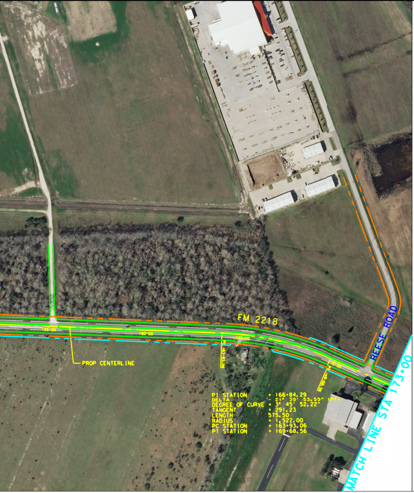

℄ FM 2218
120' ROW
50' EXIST ROW
50' EXIST ROW
MEDIAN VARIES
14' SHARED LANE
12' LANE
12' LEFT TURN LANE
12' LANE
14' SHARED LANE
TY II CURB
2' BERM
3' BERM
5' SIDEWALK
PROP PGL

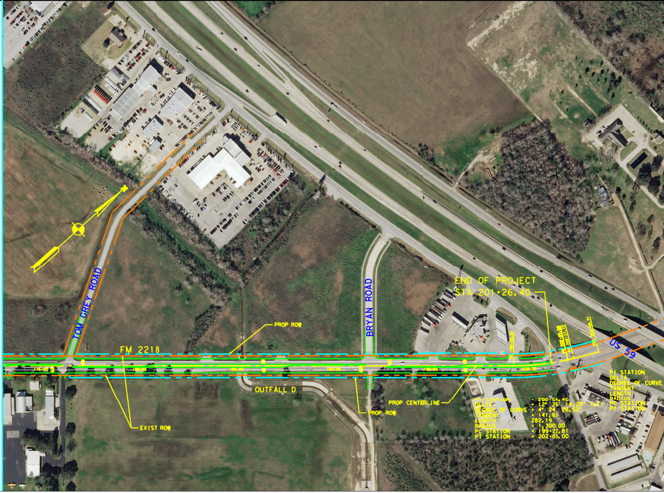
FM 2218 PROPOSED TYPICAL LEFT-TURN LANE SECTION

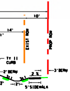

℄ FM 2218
120' ROW
50' EXIST ROW
50' EXIST ROW
72'
36'
36'
14' SHARED LANE
12' LANE
15' MEDIAN
12' LANE
14' SHARED LANE
TY II CURB
2' BERM
3' BERM
5' SIDEWALK
PROP PGL

FM 2218 PROPOSED TYPICAL LEFT-TURN & RIGHT-TURN LANE SECT

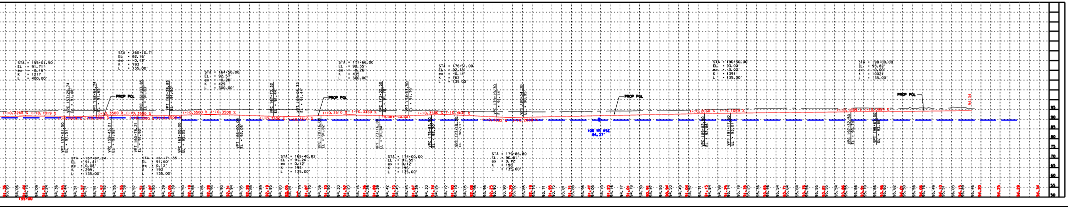

PROP PGL
PROP PGL
PROP PGL
PROP PGL

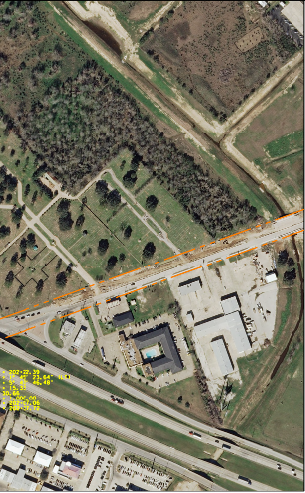

FM 2218
REESE ROAD
PROP CENTERLINE
155+00
160+00
165+00
170+00
163+93.06
169+68.56
MATCH LINE STA 173+00
PI STATION = 166+84.29
DELTA = 21° 39' 53.50" (RT)
DEGREE OF CURVE = 3° 45' 52.22"
TANGENT = 291.23
LENGTH 575.50
RADIUS = 1,522.00
PC STATION = 163+93.06
PT STATION = 169+68.56


MATCH LINE STA 173+00
TOM GREY ROAD
BRYAN ROAD
FM 2218
PROP ROW
EXIST ROW
OUTFALL D
PROP CENTERLINE
PROP ROW
END OF PROJECT
STA 201+26.40
US 59
175+00
180+00
185+00
190+00
195+00
200+00
PI STATION = 200+64.46
DELTA = 12° 25' 14.20" (LT)
DEGREE OF CURVE = 4° 24' 26.52"
TANGENT = 141.65
LENGTH 282.19
RADIUS = 1,300.00
PC STATION = 199+22.81
PT STATION = 202+05.00
PI STATION
DELTA
DEGREE OF CURVE
TANGENT
LENGTH
RADIUS
PC STATION
PT STATION


10'
14'
EXIST ROW
PROP ROW
TY II CURB
2' BERM
2'
3' BERM
5' SIDEWALK

ION




▪ 202+22.39
▪ 1° 45' 23.64" (LT)
▪ 5° 43' 46.48"
▪ 15.33
30.66
▪ 1,000.00
▪ 202+07.06
▪ 202+37.72

NOTES:

1. AERIAL PHOTOGRAPH IS DATED 2006.
2. PROPOSED DESIGN SPEED IS 45 MPH.

LEGEND

Ⓐ	2 COURSE ASPHALT SURFACE
Ⓑ	6" BASE
Ⓒ	8" SUBGRADE
Ⓓ	11" CONTINUOUSLY REINFORCE CONCRETE
Ⓔ	1" ASPHALT
Ⓕ	6" PORTLAND CEMENT BASE
Ⓖ	6" LIME TREATED SUBGRADE

SCALE IN FEET
0 100 200

CONCEPTUAL DESIGN

SUBMITTED FOR REVIEW BY:
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KLOTZ ASSOCIATES, INC.
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FM 2218

SCHEMATIC
SIDEWALK NEXT TO ROW

ROSENBERG, TEXAS

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	STATE	STATE DIST. NO.
6	N / A	TEXAS	12

CONT.	SECT.	JOB	HIGHWAY NO.	COUNTY
2093	01	010	2218	FORT BEND