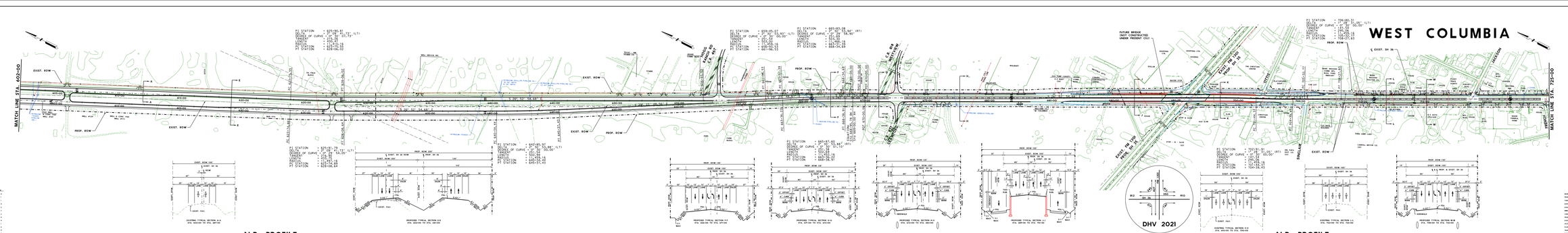
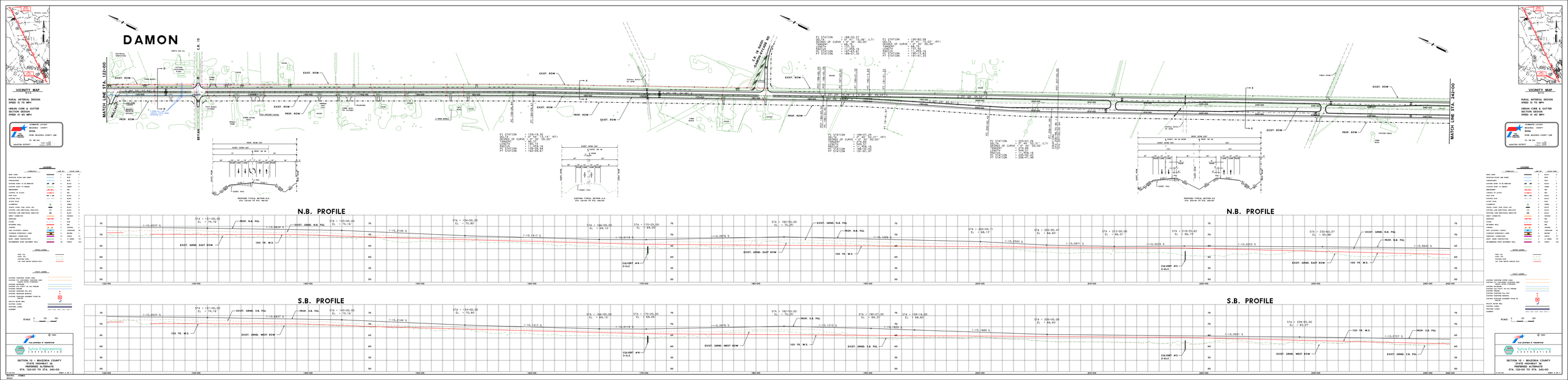

WEST COLUMBIA
MATCH LINE STA. 602+00
MATCH LINE STA. 725+00
EXIST. ROW
PROP. ROW
PROP. N.B. PGL
PROP. S.B. PGL
EXIST. GRND. N.B. PGL
EXIST. GRND. S.B. PGL
EXIST. GRND. EAST ROW
EXIST. GRND. WEST ROW
100 YR. W.S.
CULVERT #14 3x3
CULVERT #13 4x4
CULVERT #15 4x4
CULVERT #12 2-3x3
FUTURE BRIDGE (NOT CONSTRUCTED UNDER PRESENT CSJ)
EXIST. SH 36
EXIST. SH 36 FROM 0.5 MI. N. OF
EXIST. SH 36 FROM 0.5 MI. S. OF
DHV 2021
N.B. PROFILE
S.B. PROFILE
EXISTING TYPICAL SECTION 4-A
STA. 602+00 TO STA. 649+00
PROPOSED TYPICAL SECTION 2-B
STA. 649+00 TO STA. 691+00
PROPOSED TYPICAL SECTION 2-F
STA. 691+00 TO STA. 697+00
PROPOSED TYPICAL SECTION 2-G
STA. 697+00 TO STA. 701+00
PROPOSED TYPICAL SECTION 4-J
STA. 701+00 TO STA. 704+00
PROPOSED TYPICAL SECTION 2-J
STA. 704+00 TO STA. 708+00
EXISTING TYPICAL SECTION 4-K
STA. 708+00 TO STA. 714+00
EXISTING TYPICAL SECTION 2-L
STA. 714+00 TO STA. 719+00
PROPOSED TYPICAL SECTION 2-M
STA. 719+00 TO STA. 725+00
VICINITY MAP
RURAL ARTERIAL DESIGN
SPEED 35 TO 50 MPH
URBAN CURB & GUTTER
SECTION DESIGN
SPEED 35 AND MORE
SCHEMATIC LAYOUT
BRAZORIA COUNTY
SH36
FROM BRAZORIA COUNTY LINE
TO FM 523
HOUSTON DISTRICT
LEGEND
SCALE: 1" = 100' 50' 25'
SECTION 14 - BRAZORIA COUNTY
STATE HIGHWAY 36
PROPOSED ALTERNATE
STA. 602+00 TO STA. 725+00
SHEET 4 OF 12


DAMON
VICINITY MAP
RURAL ARTERIAL DESIGN
SPEED IS 70 MPH
URBAN CURB & GUTTER
SECTION DESIGN
SPEED IS 40 MPH
MATCH LINE STA. 122+00
MATCH LINE STA. 242+00
BRYANT
C.R. 15
S.R. 36 (MAIN STREET)
EXIST. ROW
PROP. ROW
PROPOSED TYPICAL SECTION D-D
STA. 122+00 TO STA. 186+00
EXISTING TYPICAL SECTION A-A
STA. 122+00 TO STA. 240+00
PROPOSED TYPICAL SECTION B-B
STA. 240+00 TO STA. 244+00
N.B. PROFILE
S.B. PROFILE
LEGEND
SECTION 10 - BRAZORIA COUNTY
STATE HIGHWAY 36
PROPOSED ALTERNATE
STA. 122+00 TO STA. 244+00

VICINITY MAP

RURAL ARTERIAL DESIGN
SPEED IS 70 MPH

URBAN CURB & GUTTER
SECTION DESIGN
SPEED IS 40 MPH

SCHWETZ LAYOUT
BRADLEY COUNTY
OHIO
FROM BRADLEY COUNTY LINE
TO TR 332
MARION DISTRICT

VICINITY MAP

RURAL ARTERIAL DESIGN
SPEED IS 70 MPH

URBAN CURB & GUTTER
SECTION DESIGN
SPEED IS 40 MPH

SCHMATIC LAYOUT
BEGINNING COUNTY
SH36
FROM BRAZORIA COUNTY LINE
TO FM 522

HOUSTON DISTRICT

NOT A BIDDING DOCUMENT

PRELIMINARY
FOR REVIEW ONLY
NOT FOR CONSTRUCTION

LEGEND

| | | LINE WT. | COLOR CODE |
|---|---|---|---|
| BASE LINES | | 0.25 | 1 |
| PROPOSED ROADWAY ON BASE (SURVEY) | | 0.25 | 1 |
| TOPOGRAPHICAL | | 0.18 | 8 |
| EXISTING ROADWAY TO BE REMOVED | | 0.18 | 8 |
| EXISTING RIGHT TO REMOVE | | 0.18 | 8 |
| ENCROACHMENT | | 0.18 | 106 |
| LIMITS OF CLEARING | | 0.18 | 106 |
| CONTOURS | | 0.18 | 8 |
| EXISTING DITCH | | 0.18 | 5,121 |
| FLOWLINE DITCH | | 0.18 | 5,121 |
| BORROW PIT | | 0.18 | 8,121 |
| FLOWLINE STORMT DRAIN CULVERT, INLET | | 0.18 | 8,121 |
| EXISTING LANE DIRECTIONAL INDICATOR | | 0.18 | 8,121 |
| PROPOSED LANE DIRECTIONAL INDICATOR | | 0.18 | 8,121 |
| EXISTING RIGHT OF WAY | | 0.18 | 106 |
| PROPOSED RIGHT OF WAY | | 0.18 | 106 |
| EASEMENT | | 0.18 | 106 |
| EXISTING WALL | | 0.18 | 8 |
| STORMWATER | | 0.18 | 8 |
| EXISTING TRAFFIC SIGNAL | | 0.18 | 7,8,121,106 |
| PROPOSED TRAFFIC SIGNAL | | 0.18 | 7,8,121,106 |
| TEMPORARY CONNECTIONS | | 0.18 | 7,8,121,106 |
| RIGHT - OWAY CONSTRUCTION | | 0.18 | 7,8 (GREEN) |
| RECLAMATION OVER DETERMINED WALL | | 0.18 | 7,8 (GREEN) |

PROPOSED LEGEND

| | |
|---|---|
| BASE LINE | |
| RIGHT OWAY | |
| EXISTING ROW | |
| CUT TRACK BEYOND SURVEYED ALIGN. | |

UTILITY LEGEND

| | |
|---|---|
| EXISTING TELEPHONE OVERHEAD LINE | |
| EXISTING FIBER OPTIC OVERHEAD TELEPHONE LINE | |
| EXISTING TELEPHONE OVERHEAD | |
| EXISTING GAS LINE | |
| EXISTING GAS VALVE | |
| EXISTING TELEPHONE MANHOLE | |
| EXISTING TELEPHONE POLE WITH | |
| EXISTING TELEPHONE EQUIPMENT BOXES ON GROUND | |
| EXISTING WATER WELL | |
| EXISTING FLOWLINE | |
| EXISTING CULVERT | |
| PROPOSED CULVERT | |
| EASEMENT | |

SCALE
1" = 100'
0 100

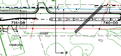
TEXAS DEPARTMENT OF TRANSPORTATION

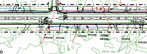
HDR ENGINEERING INC.
400 NE LOOP 410, SUITE 200
SAN ANTONIO, TX 78216

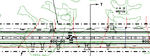
HDR Engineering
Texas Registration No. F-3164

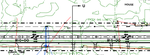
SECTION 15 - BRAZORIA COUNTY
STATE HIGHWAY 36
PROPOSED ALTERNATE
STA. 720+00 TO STA. 839+00

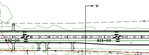
SHEET 1 OF 4





PRELIMINARY SUBJECT TO CHANGE

N.B. PROFILE

PRELIMINARY SUBJECT TO CHANGE

PRELIMINARY SUBJECT TO CHANGE

N.B. PROFILE

PRELIMINARY SUBJECT TO CHANGE

STA = 720+00.00
EL = 20.57
xs = -0.015'
K = 193
L = 135.00'
STA = 728+00.00
EL = 34.28
xs = 0.015'
K = 193
L = 135.00'
STA = 736+00.00
EL = 32.00
xs = -0.03'
K = 193
L = 135.00'
STA = 744+00.00
EL = 32.00
xs = -0.03'
K = 193
L = 135.00'
STA = 752+00.00
EL = 32.00
xs = -0.03'
K = 193
L = 135.00'
STA = 760+00.00
EL = 32.00
xs = -0.03'
K = 193
L = 135.00'
STA = 768+00.00
EL = 32.00
xs = -0.03'
K = 193
L = 135.00'
STA = 776+00.00
EL = 32.00
xs = -0.03'
K = 193
L = 135.00'
STA = 784+00.00
EL = 32.00
xs = -0.03'
K = 193
L = 135.00'
STA = 792+00.00
EL = 32.00
xs = -0.03'
K = 193
L = 135.00'
STA = 800+00.00
EL = 32.00
xs = -0.03'
K = 193
L = 135.00'
STA = 808+00.00
EL = 32.00
xs = -0.03'
K = 193
L = 135.00'
STA = 816+00.00
EL = 32.00
xs = -0.03'
K = 193
L = 135.00'
STA = 824+00.00
EL = 32.00
xs = -0.03'
K = 193
L = 135.00'
STA = 832+00.00
EL = 32.00
xs = -0.03'
K = 193
L = 135.00'
EXIST. ROWY.
PROP. ROWY.
CULVERT #14
2-60"
CULVERT #17
3x4'
100 YR. W.S.
CULVERT #18
3x3
CULVERT #20
4x4
(-10.3500)
(-10.3500)
(-10.3500)

VICINITY MAP

RURAL ARTERIAL DESIGN
SPEED 35 TO 50 MPH

URBAN CURB & GUTTER
SECTION DESIGN
SPEED 35 AND MORE

SCHEMATIC LAYOUT
BRAZORIA COUNTY
SH36
FROM BRAZORIA COUNTY LINE
TO FM 522
HOUSTON DISTRICT

LEGEND
SYMBOLOGY
LINE WT.
COLOR CODE
BASE LINES
PROPOSED RIGHT OF WAY
TEMPORARY
EXISTING RIGHT OF WAY
EASEMENT
LINE OF SIGHT
CONTOURS
EXISTING DITCH
PROPOSED DITCH
FLOWS CLEAR FOR LEGEND SET
EXISTING LINE DIRECTIONAL INDICATOR
PROPOSED LINE DIRECTIONAL INDICATOR
EXISTING CONCRETE
EXISTING
FUTURE
BUILDING WALL
STRIPING
ROAD DESIGNATED VEHICLE
TEMPORARY CONSTRUCTION
RIGHT-OF-WAY CONSTRUCTION
RECOMMENDED ROAD DESIGNATED WALL
PROPOSED
EXISTING
PROPOSED
PROPOSED
PROPOSED

VICINITY MAP

RURAL ARTERIAL DESIGN
SPEED 35 TO 70 MPH

URBAN CURB & GUTTER
SECTION DESIGN
SPEED 35 AND MPH

SCHEMATIC LAYOUT
BRAZORIA COUNTY
SH36
FROM BRAZORIA COUNTY LINE
TO FM 522
HOUSTON DISTRICT

MATCH LINE STA. 382+00
MATCH LINE STA. 482+00
EXIST. ROW
PROP. ROW
PROP. ER. ROW
EXIST. ROW
PROP. ROW
EXIST. ROW
PROP. ROW
EXIST. ROW
PROP

VICINITY MAP

RURAL ARTERIAL DESIGN
SPEED IS 70 MPH

URBAN CURB & GUTTER
SECTION DESIGN
SPEED IS 40 MPH

SCHEMATIC LAYOUT
BRAZORIA COUNTY
SH36
FROM BRAZORIA COUNTY LINE
TO FM 522
HOUSTON DISTRICT

LEGEND

| | | LINE WT. | COLOR CODE |
|---|---|---|---|
| BASE LINES | | | BLUE |
| PROPOSED ROADWAY AND RAMPS | | | BLUE |
| TURNAROUNDS | | | BLUE |
| EXISTING ROADWAY TO BE REMOVED | | | BLUE |
| EXISTING RIGHT TO REMAIN | | | GREEN |
| ENCROACHMENT | | | RED |
| CONTROL OF ACCESS | | | BLUE |
| CONTOURS | | | BLUE |
| EXISTING SCRW | | | BLUE |
| ACCESS ROAD | | | BLUE |
| PROPOSED SCRW | | | BLUE |
| FLARED CURBS TRUE CLOSED ART | | | BLUE |
| EXISTING LINE DIRECTIONAL INDICATOR | | | BLUE |
| PROPOSED LINE DIRECTIONAL INDICATOR | | | BLUE |
| EXISTING RIGHT OF WAY | | | BLUE |
| ENVIRONMENTAL | | | GRAY |
| PATTERNS | | | BLUE |
| EXISTING WELL | | | BLUE |
| STORMWATER | | | BLUE |
| NEW EXCAVATION | | | TURQUOISE |
| NEW EMBANKMENT | | | TURQUOISE |
| TEMPORARY CONSTRUCTION | | | TURQUOISE |
| RIGHT - OWNER CONSTRUCTION | | | LT GREEN |
| RECOMMENDED RIGHT EASEMENT WELL | | | LIME |

PROFILE LEGEND

| | |
|---|---|
| BASE FOR | |
| EXIST. FG | |
| PROP. FG | |
| PROP. FG (TOP PAVEMENT SURFACE ALSO) | |

STRUCT. LEGEND

| | |
|---|---|
| EXISTING TELEPHONE CUTOUT LINE | |
| EXISTING FIELD CONDUIT TELEPHONE LINE (UNDER ROADWAY STRAIGHTNESS) | |
| EXISTING GAS LINE | |
| EXISTING GAS VALVE IN GAS PIPELINE | |
| EXISTING GAS VALVE | |
| EXISTING TELEPHONE POLE WITH | |
| EXISTING TELEPHONE POLE | |
| EXISTING TELEPHONE EQUIPMENT BOXES ON | |
| EXISTING TELEPHONE | |
| PROPOSED WATER WELL | |
| EXISTING CLOSED | |
| PROPOSED CLOSED | |
| EASEMENT | |

SCALE: 1" 100' 200'

TEXAS DEPARTMENT OF TRANSPORTATION

Texas Engineering
Extension Service
THE TEXAS A&M UNIVERSITY SYSTEM

SECTION 9 - BRAZORIA COUNTY
STATE HIGHWAY 36
PREFERRED ALTERNATE
BEGIN PROJECT STA. 0+00 TO STA. 122+00

S.H. 36 SHEET 1 OF 4

SHEETS - STANDS
STYLES -

VICINITY MAP

RURAL ARTERIAL DESIGN
SPEED IS 70 MPH

URBAN CURB & GUTTER
SECTION DESIGN
SPEED IS 40 MPH

SCHEMATIC LAYOUT
BRAZORIA COUNTY
SH36
FROM BRAZORIA COUNTY LINE
TO FM 522
HOUSTON DISTRICT

LEGEND

| | | LINE WT. | COLOR CODE |
|---|---|---|---|
| BASE LINES | | | BLUE |
| PROPOSED ROADWAY AND RAMPS | | | BLUE |
| TURNAROUNDS | | | BLUE |
| EXISTING ROADWAY TO BE REMOVED | | | BLUE |
| EXISTING RIGHT TO REMAIN | | | GREEN |
| ENCROACHMENT | | | RED |
| CONTROL OF ACCESS | | | BLUE |
| CONTOURS | | | BLUE |
| EXISTING SCRW | | | BLUE |
| ACCESS ROAD | | | BLUE |
| PROPOSED SCRW | | | BLUE |
| FLARED CURBS TRUE CLOSED ART | | | BLUE |
| EXISTING LINE DIRECTIONAL INDICATOR | | | BLUE |
| PROPOSED LINE DIRECTIONAL INDICATOR | | | BLUE |
| EXISTING RIGHT OF WAY | | | BLUE |
| ENVIRONMENTAL | | | GRAY |
| PATTERNS | | | BLUE |
| EXISTING WELL | | | BLUE |
| STORMWATER | | | BLUE |
| NEW EXCAVATION | | | TURQUOISE |
| NEW EMBANKMENT | | | TURQUOISE |
| TEMPORARY CONSTRUCTION | | | TURQUOISE |
| RIGHT - OWNER CONSTRUCTION | | | LT GREEN |
| RECOMMENDED RIGHT EASEMENT WELL | | | LIME |

PROFILE LEGEND

| | |
|---|---|
| BASE FOR | |
| EXIST. FG | |
| PROP. FG | |
| PROP. FG (TOP PAVEMENT SURFACE ALSO) | |

STRUCT. LEGEND

| | |
|---|---|
| EXISTING TELEPHONE CUTOUT LINE | |
| EXISTING FIELD CONDUIT TELEPHONE LINE (UNDER ROADWAY STRAIGHTNESS) | |
| EXISTING GAS LINE | |
| EXISTING GAS VALVE IN GAS PIPELINE | |
| EXISTING GAS VALVE | |
| EXISTING TELEPHONE POLE WITH | |
| EXISTING TELEPHONE POLE | |
| EXISTING TELEPHONE EQUIPMENT BOXES ON | |
| EXISTING TELEPHONE | |
| PROPOSED WATER WELL | |
| EXISTING CLOSED | |
| PROPOSED CLOSED | |
| EASEMENT | |

SCALE: 1" 100' 200'

TEXAS DEPARTMENT OF TRANSPORTATION

Texas Engineering
Extension Service
THE TEXAS A&M UNIVERSITY SYSTEM

SECTION 9 - BRAZORIA COUNTY
STATE HIGHWAY 36
PREFERRED ALTERNATE
BEGIN PROJECT STA. 0+00 TO STA. 122+00

S.H. 36 SHEET 2 OF 4