HOUSTON DISTRICT
PROJECT DEVELOPMENT

FM 2100 PUBLIC HEARING SCHEMATIC

PRELIMINARY
SUBJECT TO CHANGE

ROADWAY: FM 2100
COUNTY: HARRIS
LIMITS FROM: FM 1960
LIMITS TO: HUFF/CLEVE RD

SCHEMATIC LAYOUT

FM 2100

COUNTY:	HARRIS	CSJ:	1062-02-009
LIMITS FROM:	FM 1960	DATE:	July 2018
LIMITS TO:	HUFFMAN CLEVELAND RD (N)	APPROVED:	__/__/____

NOT A BIDDING DOCUMENT
______________________ P.E.
TBPE NO. ____________
____

LEGEND

DESCRIPTION	SYMBOLOGY	WEIGHT	COLOR CODE
PROPOSED MAIN LANES	—	2	BLACK -0
PROPOSED TOLL LANES	—	2	PURPLE -90
PROPOSED FRONTAGE ROADS	▬	5	BLUE -1
PROPOSED RAMPS	—	2	BLUE -1
PROPOSED DIRECT CONNECTOR	—	2	ORANGE -6
PROPOSED EMBANKMENT	—	2	RED -3
PROPOSED RETAINING WALL	▬	6	RED -3
PROPOSED BRIDGE BENTS	▬	2	RED -3
PROPOSED NOISE WALL	▬	5	MAGENTA -37
PROPOSED SIDEWALKS	—	2	MAGENTA -200
PROPOSED STRIPING	▰▰▰	1	ORANGE -6
PROPOSED LANE INDICATOR	→	1	BLACK -0
PROPOSED RIGHT-OF-WAY	▬ ╷	5	BLACK -0
CONTROL OF ACCESS	—	2	RED -3
PLANIMETRIC	⌂	1	GREEN -2
EXISTING RIGHT-OF-WAY	— –	1	BLACK -0
EXISTING ROADWAY	—	2	GREEN -2
EXISTING ROADWAY TO BE REMOVED	▰▰▰	1	BLACK -0
EXISTING LANE INDICATOR	⇨	1	BLACK -0
TRAFFIC COUNT YEAR 2018 DHV	▬	1	BLACK -0
TRAFFIC COUNT YEAR 2040 DHV	▬	1	BLACK -0

COLORFILL LEGEND

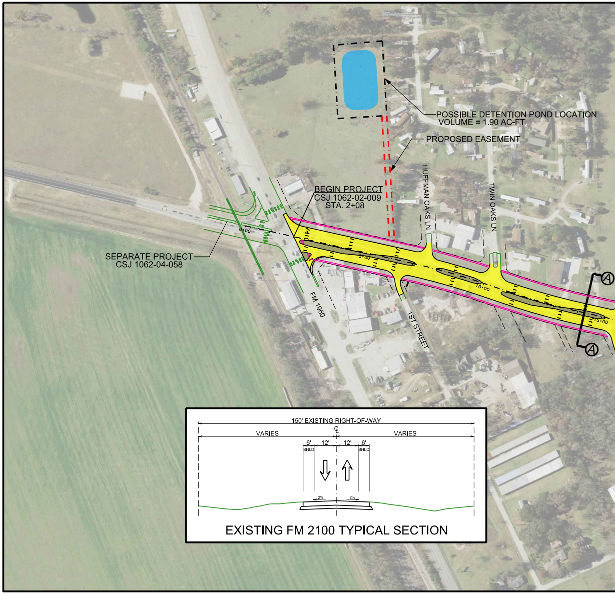
MAIN LANES	🟨
RAISED MEDIAN	⬛
BRIDGE	🟧

SCALE

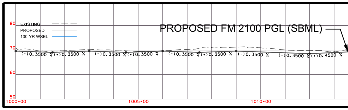
0 100 200 300 400

DESIGN CRITERIA

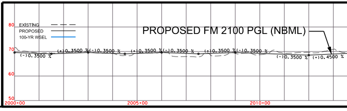
FUNCTIONAL CLASSIFICATION: URBAN PRINCIPAL ARTERIAL
MAIN LANE DESIGN CRITERIA: LOW SPEED URBAN
MAIN LANE DESIGN SPEED: 45 MPH
CONNECTING ROAD DESIGN SPEED: 30 MPH


POSSIBLE DETENTION POND LOCATION
VOLUME = 1.90 AC-FT
PROPOSED EASEMENT
BEGIN PROJECT
CSJ 1062-02-009
STA. 2+08
HUFFMAN OAKS LN
TWIN OAKS LN
SEPARATE PROJECT
CSJ 1062-04-058
0+00
5+00
10+00
15+00
FM 1960
1ST STREET
A
A
150' EXISTING RIGHT-OF-WAY
VARIES
VARIES
℄
6'
12'
12'
6'
SHLD
SHLD
2%
2%

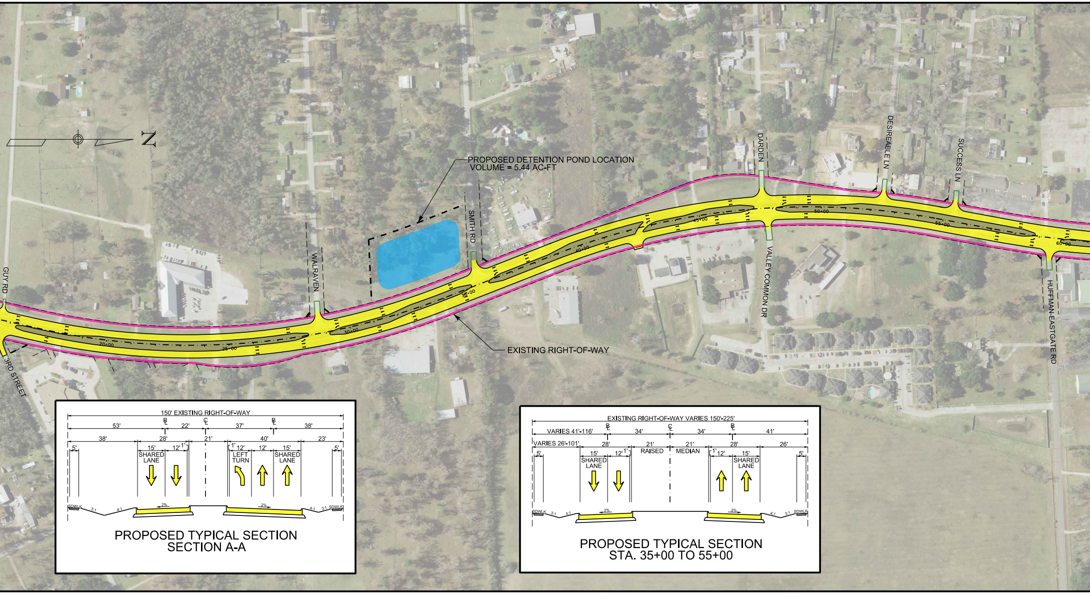
EXISTING FM 2100 TYPICAL SECTION



PROPOSED FM 2100 PGL (SBML)

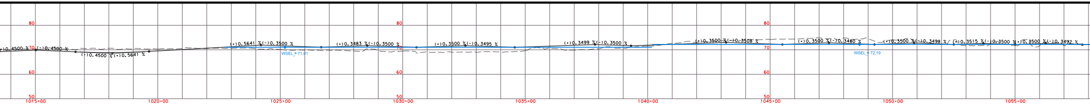


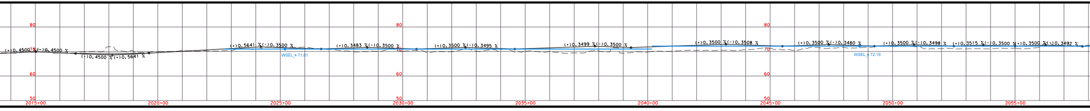
PROPOSED FM 2100 PGL (NBML)

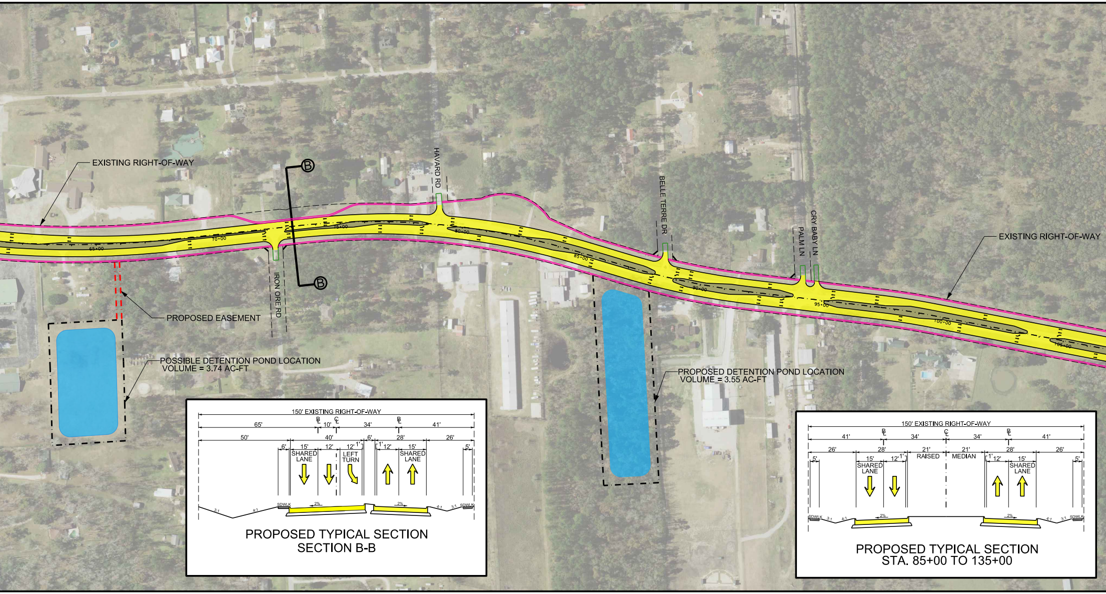

N
PROPOSED DETENTION POND LOCATION
VOLUME = 5.44 AC-FT
EXISTING RIGHT-OF-WAY
GUY RD
3RD STREET
WALRAVEN
SMITH RD
DARDEN
VALLEY COMMON DR
DESIREABLE LN
SUCCESS LN
HUFFMAN-EASTGATE RD
20+00
25+00
30+00
35+00
40+00
45+00
50+00
55+00
60+00
150' EXISTING RIGHT-OF-WAY
53'
22'
37'
38'
38'
28'
21'
40'
23'
5'
15'
12'
1'
1'
12'
12'
15'
5'
SHARED LANE
LEFT TURN
SHARED LANE
SDWLK
3:1
4:1
2%
2%
4:1
3:1
SDWLK
EXISTING RIGHT-OF-WAY VARIES 150'-225'
VARIES 41'-116'
34'
34'
41'
VARIES 26'-101'
28'
21'
21'
28'
26'
RAISED
MEDIAN
5'
15'
12'
1'
1'
12'
15'
5'
SHARED LANE
SHARED LANE
SDWLK
3:1
4:1
2%
2%
4:1
3:1
SDWLK

PROPOSED TYPICAL SECTION
SECTION A-A

PROPOSED TYPICAL SECTION
STA. 35+00 TO 55+00

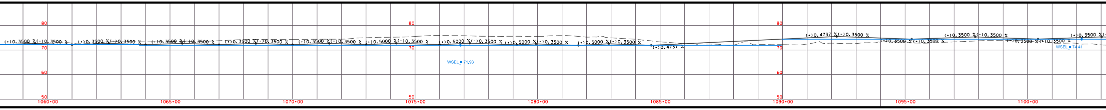


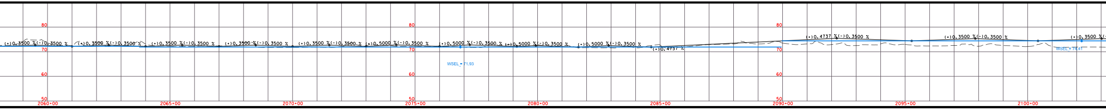



EXISTING RIGHT-OF-WAY
B
B
HAVARD RD
BELLE TERRE DR
PALM LN
CRY BABY LN
EXISTING RIGHT-OF-WAY
65+00
70+00
75+00
80+00
85+00
90+00
95+00
100+00
105+00
IRON ORE RD
PROPOSED EASEMENT
POSSIBLE DETENTION POND LOCATION
VOLUME = 3.74 AC-FT
PROPOSED DETENTION POND LOCATION
VOLUME = 3.55 AC-FT
150' EXISTING RIGHT-OF-WAY
B L
C L
B L
65'
10'
34'
41'
50'
40'
6'
28'
26'
6'
15'
12'
12'
1'
1'
12'
15'
5'
SHARED LANE
LEFT TURN
SHARED LANE
SDWLK
3:1
4:1
2%
2%
4:1
3:1
SDWLK
150' EXISTING RIGHT-OF-WAY
B L
C L
B L
41'
34'
34'
41'
26'
28'
21'
21'
28'
26'
5'
15'
12'
1'
RAISED
MEDIAN
1'
12'
15'
5'
SHARED LANE
SHARED LANE
SDWLK
3:1
4:1
2%
2%
4:1
3:1
SDWLK

PROPOSED TYPICAL SECTION
SECTION B-B

PROPOSED TYPICAL SECTION
STA. 85+00 TO 135+00


80
70
60
50
(+)0.3500 %(-)0.3500 %
(+)0.3500 %(-)0.3500 %
(+)0.3500 %(-)0.3500 %
(+)0.3500 %(-)0.3500 %
(+)0.3500 %(-)0.3500 %
(+)0.5000 %(-)0.3500 %
(+)0.5000 %(-)0.3500 %
(+)0.5000 %(-)0.3500 %
(+)0.5000 %(-)0.3500 %
(+)0.4737 %
(+)0.4737 %(-)0.3500 %
(-)0.3500 %(+)0.3500 %
(+)0.3500 %(-)0.3500 %
(-)0.3500 %(+)0.3500 %
(+)0.3500 %
WSEL = 71.93
WSEL = 74.41
1060+00
1065+00
1070+00
1075+00
1080+00
1085+00
1090+00
1095+00
1100+00


80
70
60
50
(+)0.3500 %(-)0.3500 %
(+)0.3500 %(-)0.3500 %
(+)0.3500 %(-)0.3500 %
(+)0.3500 %(-)0.3500 %
(+)0.3500 %(-)0.3500 %
(+)0.5000 %(-)0.3500 %
(+)0.5000 %(-)0.3500 %
(+)0.5000 %(-)0.3500 %
(+)0.5000 %(-)0.3500 %
(+)0.4737 %
(+)0.4737 %(-)0.3500 %
(+)0.3500 %(-)0.3500 %
(+)0.3500 %
WSEL = 71.93
WSEL = 74.41
2060+00
2065+00
2070+00
2075+00
2080+00
2085+00
2090+00
2095+00
2100+00

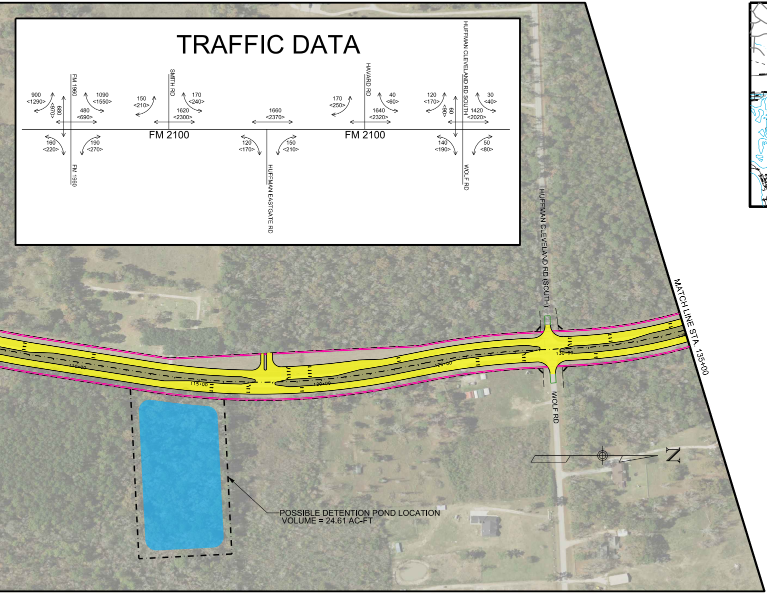
FM 2100 PUBLIC HEARING SCHEMATIC

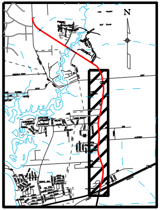
HOUSTON DISTRICT
PROJECT DEVELOPMENT

PRELIMINARY
SUBJECT TO CHANGE

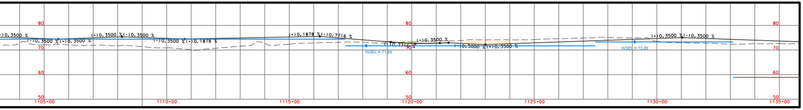
ROADWAY: FM 2100
COUNTY: HARRIS
LIMITS FROM: FM 1960
LIMITS TO: HUFF/CLEVE RD

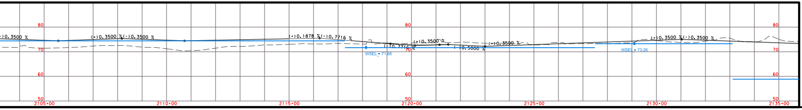
1 / 2


TRAFFIC DATA
FM 1960
900 <1290>
1090 <1550>
680 <970>
480 <690>
160 <220>
190 <270>
SMITH RD
150 <210>
170 <240>
1620 <2300>
FM 2100
1660 <2370>
120 <170>
150 <210>
HUFFMAN EASTGATE RD
HAVARD RD
170 <250>
40 <60>
1640 <2320>
FM 2100
HUFFMAN CLEVELAND RD SOUTH
120 <170>
30 <40>
60 <90>
1420 <2020>
140 <190>
50 <80>
WOLF RD
HUFFMAN CLEVELAND RD (SOUTH)
WOLF RD
MATCH LINE STA. 135+00
110+00
115+00
120+00
125+00
130+00
POSSIBLE DETENTION POND LOCATION
VOLUME = 24.61 AC-FT
N



VICINITY MAP


80
70
60
50
(-)0.3500 %
(-)0.3500 %
(+)0.3500 %
(+)0.3500 %
(-)0.3500 %
(-)0.3500 %
(+)0.1878 %
(+)0.1878 %
(-)0.7716 %
(-)0.7716 %
(+)0.3500 %
(-)0.5000 %
(+)0.3500 %
(+)0.3500 %
(-)0.3500 %
WSEL = 71.68
WSEL = 73.26
1105+00
1110+00
1115+00
1120+00
1125+00
1130+00
1135+00


80
70
60
50
(-)0.3500 %
(+)0.3500 %
(-)0.3500 %
(+)0.1878 %
(-)0.7716 %
(-)0.7716 %
(+)0.3500 %
(-)0.5000 %
(+)0.3500 %
(+)0.3500 %
(-)0.3500 %
WSEL = 71.68
WSEL = 73.26
2105+00
2110+00
2115+00
2120+00
2125+00
2130+00
2135+00