Texas Department of Transportation
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DALLAS DISTRICT
CEASON G CLEMENS, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
FM 6
COLLIN COUNTY

CSJ: 0619-01-027
FROM: SH 78
TO: EAST OF FM 1777
NET LENGTH OF PROJECT = 7.88 MI
ROADWAY = 7.83 MI
BRIDGE = 0.05 MI

DESIGN CRITERIA:

FUNCTIONAL CLASSIFICATION:	URBAN MAJOR COLLECTOR
TERRAIN:	LEVEL
DESIGN SPEED:	45 MPH - URBAN STREET
DESIGN SPEED (CROSS ST):	VARIES 30 MPH TO 55 MPH

ADT (2025) = 12,100
ADT (2045) = 16,550
ADT (2055) = 18,600

LOCATION MAP

N.T.S.

COLLIN COUNTY

COUNTY: COLLIN
DATE: MAY 2023

GEOMETRIC SCHEMATIC - FM 6
COLLIN COUNTY

ROLL 2 OF 4

100% GEOMETRIC SCHEMATIC

These documents are not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of :

STATE OF TEXAS
PETER G. JACOBS
67725
LICENSED PROFESSIONAL ENGINEER

6/21/2023

ROLL INDEX:

ROLL 1:	FM 6 MAINLANES STA. 4+63.51 TO STA. 112+00
ROLL 2:	FM 6 MAINLANES STA. 112+00 TO STA. 220+00
ROLL 3:	FM 6 MAINLANES STA. 220+00 TO STA. 328+00
ROLL 4:	FM 6 MAINLANES STA. 328+00 TO STA. 420+97.38

HORIZONTAL SCALE
0 50 100 200 300

VERTICAL SCALE
0 5 10 20 30

ROLL 2 OF 4

KCI TECHNOLOGIES
ENGINEERS | PLANNERS | SCIENTISTS | CONSTRUCTION MANAGERS
13750 San Pedro Avenue, San Antonio, TX 78232
Phone: 210.544.5751
www.kci.com
TBPE Registration No. F-10573

6/21/2023
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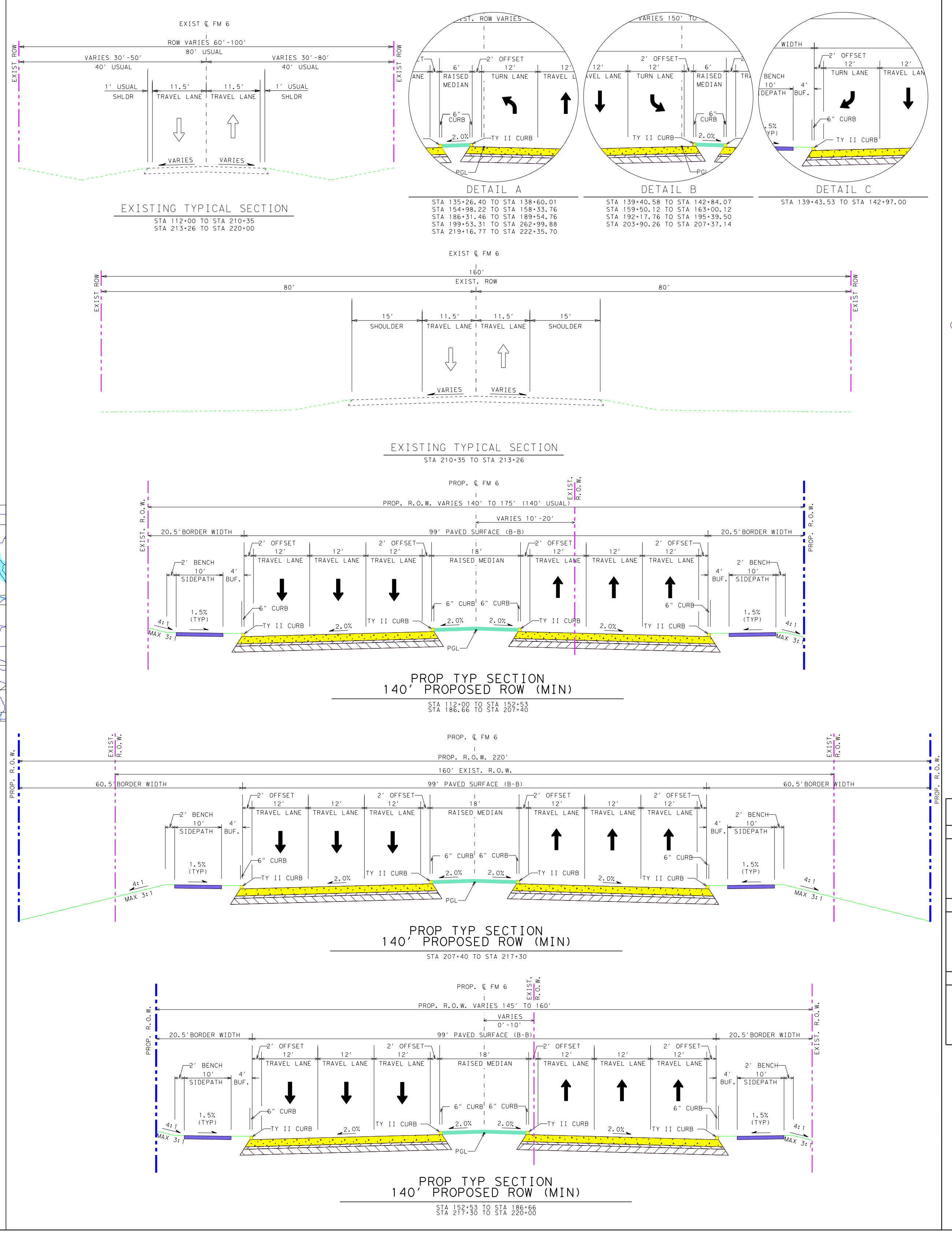

CURVE ID
PARCEL ID

GENERAL NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED 05-29 2020 AND RECORD PLANS.
2 FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
3. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
4. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTERWISE).
5. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAP 48085C0445J AND 48085C0465J, DATED JUNE 2, 2009.
6. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM, COLLIN COUNTY APPRAISAL DISTRICT. (LATEST DATA AVAILABLE AS OF SEPTEMBER 2022)
7. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
8. ADA RAMPS AND SIDEWALKS ARE DIAGRAMMATIC ONLY AND WILL BE DESIGNED DURING PS&E. SIDEWALKS ARE SHOWN ON TYPICAL SECTIONS.
9. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED IN COORDINATION WITH THE LOCAL GOVENMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS.
10. PRIMARY BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED R.O.W. IS WITHIN 25' OF THE EXISTING BUILDING STRUCTURE.
11. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
12. EXISTING PAVEMENT/BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
13. TYPICAL DRIVEWAY CURB RETURN RADII IS 15 FEET FOR RESIDENTIAL AND 30 FEET FOR CROSS STREETS UNLESS NOTED OTHERWISE.
14. CURBS ARE TYPE II (8") UNLESS NOTED OTHERWISE

CURVE DATA TABLE:

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