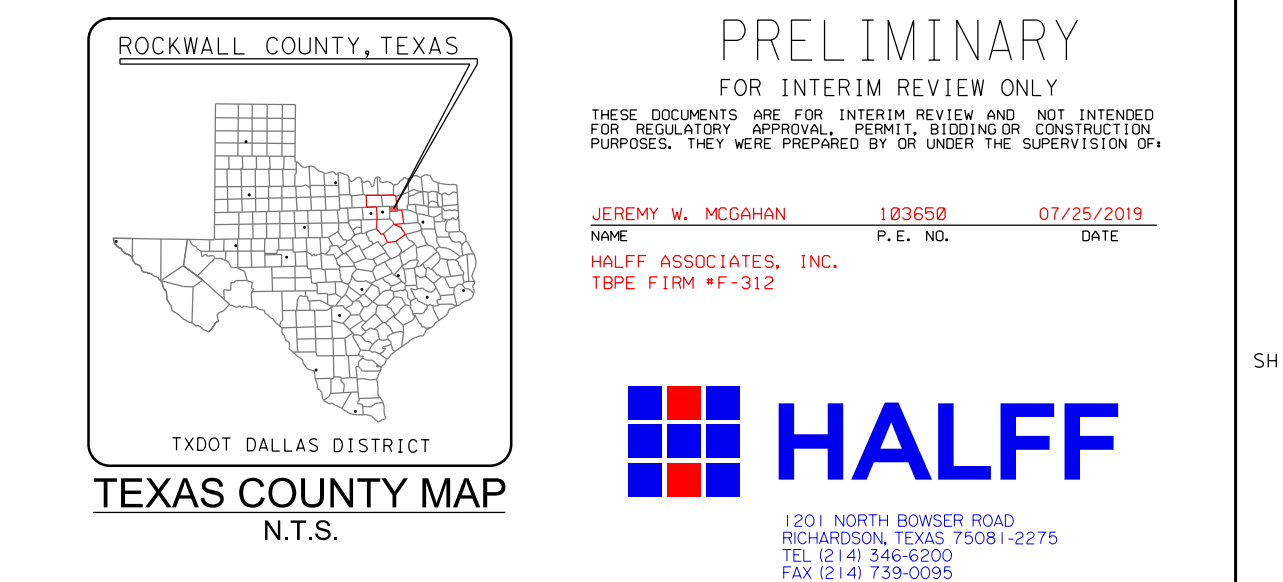
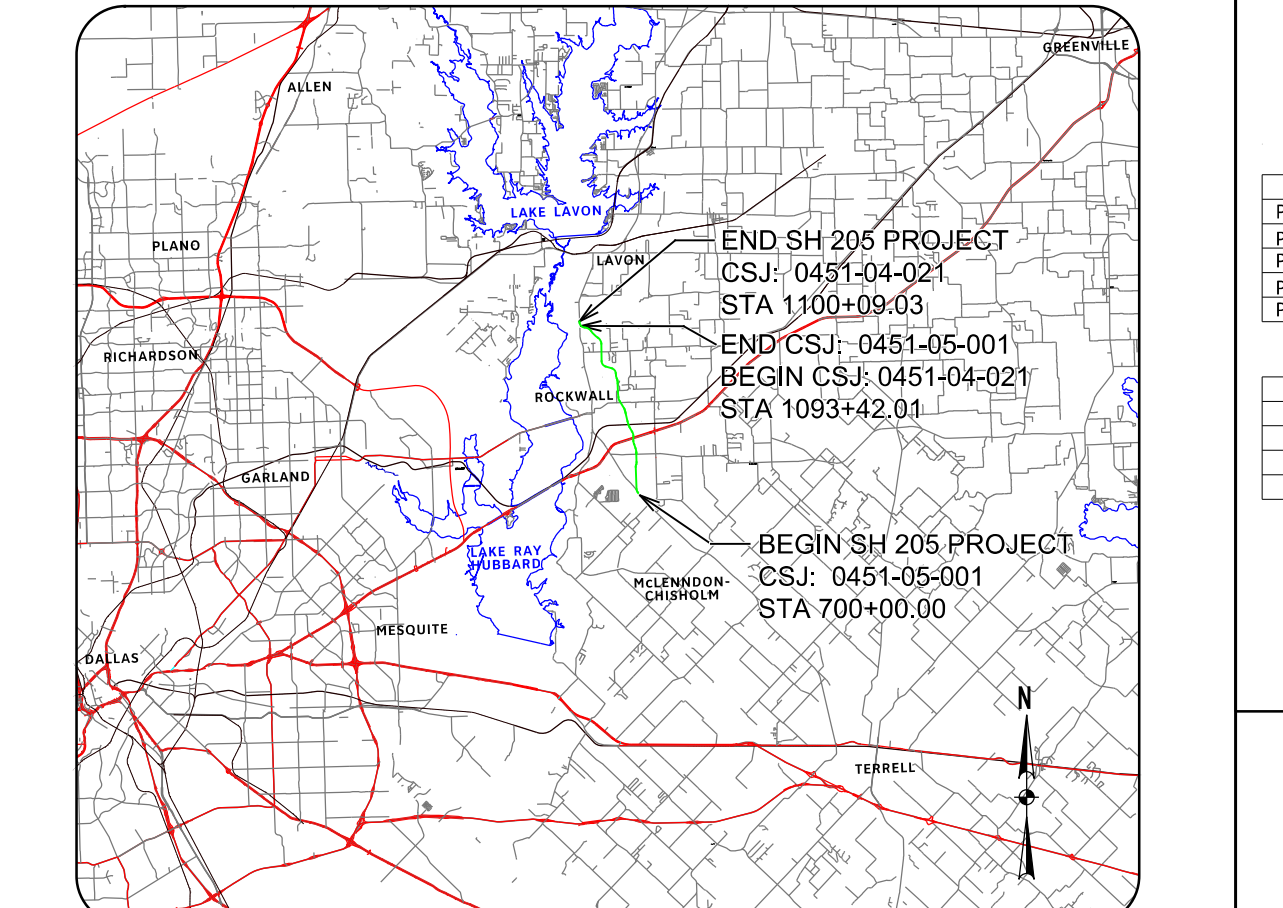


SH 205 DESIGN SCHEMATIC
FROM JCT SH 205/JOHN KING (S GOLIAST ST)
TO NORTH OF JOHN KING
(ROCKWALL C/L)
ROCKWALL COUNTY, TEXAS
CSJ: 0451-05-001, 0451-04-021

**APPROVED SCHEMATIC
JULY 25, 2019**

JULY 2019
ROLL 2 OF 4

PROJECT LENGTH:	7.6 MILES
FUNCTIONAL CLASSIFICATION:	PRINCIPAL ARTERIAL
AVERAGE DAILY TRAFFIC:	8,600 (2020)
DESIGN SPEED:	12,400 (2040)
SH 205:	40 MPH
CROSS STREETS:	30 MPH



- LEGEND:**
- EXISTING ROW
 - EXISTING EASEMENT
 - EXISTING PROPERTY LIMITS
 - EXISTING CULVERT
 - PROPOSED CULVERT
 - EXISTING BASELINE
 - PROPOSED BASELINE
 - PROPOSED CROSS STREET BASELINE
 - PROPOSED ROW
 - PROPOSED EASEMENT
 - PROPOSED EDGE OF PAVEMENT
 - PROPOSED BRIDGE RAIL/ABUTMENT
 - 100 YR FLOODPLAIN LIMITS
 - FLOODWAY LIMITS
 - DIRECTION OF TRAVEL
 - FLOW ARROW
 - PROPOSED BRIDGE
 - EXISTING SIDEWALK
 - PROPOSED PROJECT BY OTHERS
 - PROPOSED PAVEMENT
 - POTENTIAL DISPLACEMENTS
 - PAVEMENT / BRIDGE TO BE REMOVED
 - EXISTING WATER
 - EXISTING FIBER OPTIC
 - EXISTING TELEPHONE / CABLE
 - EXISTING ELECTRIC
 - EXISTING WASTEWATER
 - EXISTING GAS LINE
 - CURB RAMP
- GENERAL NOTES:**
- THE SCHEMATIC LAYOUTS ARE BASED ON LIMITED FIELD SURVEY, AERIAL TOPOGRAPHY AND RECORD PLANS. NOT ALL EXISTING FEATURES WERE FIELD SURVEYED. AERIAL TOPOGRAPHY DATA WAS COLLECTED IN SUMMER OF 2017.
 - PARCEL LIMITS AND OWNERSHIP INFORMATION WERE COLLECTED FROM THE ROCKWALL COUNTY APPRAISAL DISTRICT (MAY 2018).
 - ALL CURBS ARE TYPE 11 UNLESS NOTED. DIMENSIONS ARE TO EDGE OF UNCURBED PAVEMENT OR NOMINAL FACE OF RAIL/CURB/BARRIER (UNLESS NOTED).
 - SUPERELEVATION TRANSITIONS ARE LINEAR WITH THE AXIS OF ROTATION LOCATED AT THE POL.
 - THE SPECIFIC TYPE OF BRIDGE RAIL WILL BE DETERMINED DURING PS&E DESIGN.
 - CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) WILL NOT BE DEVELOPED UNTIL PS&E DESIGN.
 - AVERAGE DAILY TRAFFIC VOLUME PROJECTIONS DEVELOPED BY TXDOT TP&P (AUGUST 2017).
 - MAJOR INTERSECTION CURVE RADI ARE 50'. MINOR INTERSECTION CURVE RADI ARE 30'. AND DRIVEWAY INTERSECTION CURVE RADI ARE 15' UNLESS NOTED OTHERWISE. DRIVEWAY LOCATIONS ARE PRELIMINARY AND WILL BE FURTHER DEVELOPED DURING PS&E DESIGN.
 - MEAN OPENINGS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL MEDIAN OPENING LOCATIONS TO BE DETERMINED DURING PS&E AND IN COORDINATION WITH THE LOCAL GOVERNMENTS.
 - EXISTING PAVEMENT AND BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
 - APPROXIMATE 100 YEAR FLOOD PLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS DATED AUGUST 2015.
 - CONSTRUCTION OF DRIVEWAYS OUTSIDE OF EXISTING AND PROPOSED RIGHT OF WAY SHALL REQUIRE CONSTRUCTION AGREEMENT.
 - SHORT RETAINING WALLS MIGHT BE REQUIRED WHERE SIDEWALKS ADJACENT TO THE EXISTING ROADWAY ARE PROPOSED TO STAY WITHIN EXISTING ROW. THESE WILL BE DETERMINED DURING PS&E DESIGN.

