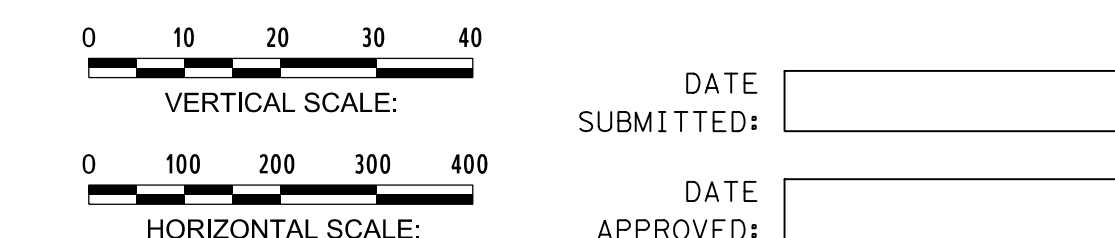
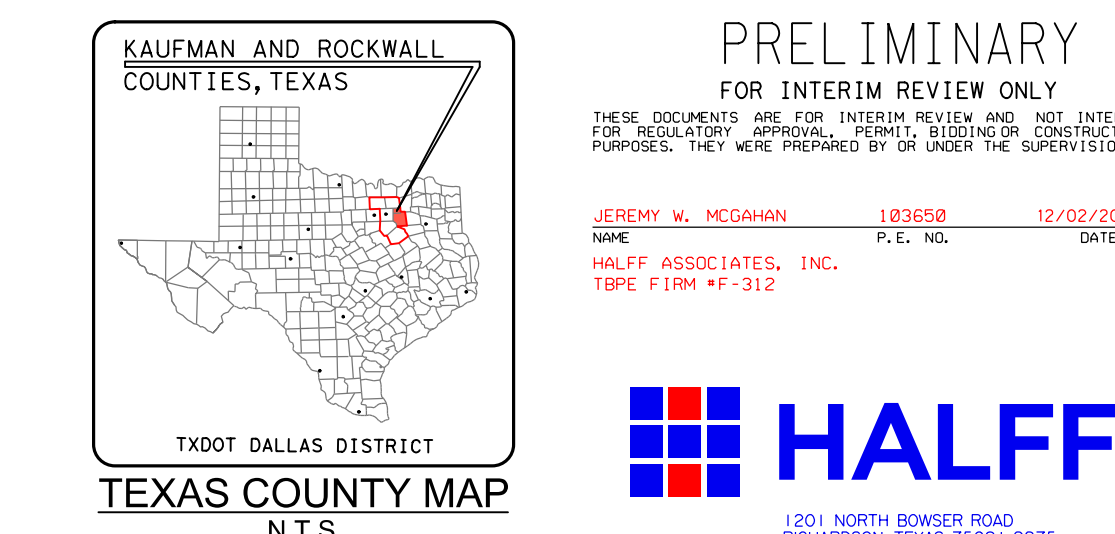
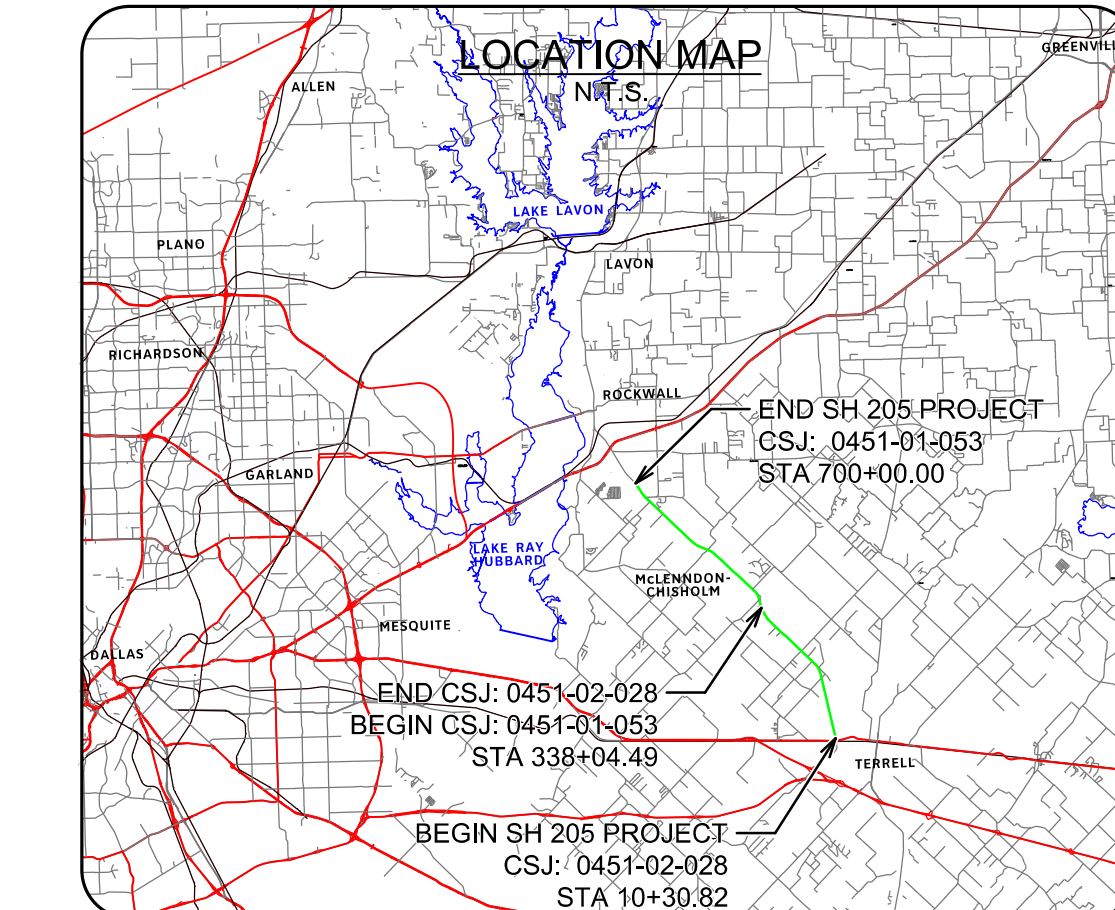


SH 205 DESIGN SCHEMATIC
FROM US 80 TO NORTH OF FM 549
KAUFMAN AND ROCKWALL
COUNTIES, TEXAS
CSJ'S: 0451-01-053, 0451-02-028

MARCH 2017
ROLL 3 OF 7

PROJECT LENGTH:	13.07 MILES
FUNCTIONAL CLASSIFICATION:	URBAN ARTERIAL
AVERAGE DAILY TRAFFIC:	33,100 (2014)
DESIGN SPEED:	53,200 (2034)
DESIGN SPEED:	45 MPH



- LEGEND:
- EXISTING ROW
 - EXISTING PROPERTY LIMITS
 - EXISTING SFT CONTOURS
 - EXISTING CULVERT
 - PROPOSED CULVERT
 - PROPOSED SH 205 BASELINE
 - PROPOSED CROSS STREET BASELINE
 - PROPOSED TRANSITION BASELINE
 - PROPOSED EASEMENT
 - PROPOSED EDGE OF PAVEMENT
 - PROPOSED BRIDGE RAIL
 - PROPOSED BRIDGE RENT/ABUTMENT
 - 100 YR FLOODPLAIN LIMITS
 - FLOODWAY LIMITS
 - DIRECTION OF TRAVEL
 - PROPOSED BRIDGE
 - 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 APRIL OF 2015.
 - PARCEL LIMITS AND OWNERSHIP INFORMATION WERE COLLECTED FROM THE KAUFMAN, ROCKWALL, AND COLLIN COUNTIES APPRAISAL DISTRICT (JUNE 2015).
 - ALL CURBS ARE TYPE II 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 (MARCH 2015).
 - 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.
 - EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
 - CONSTRUCTION OF DRIVEWAYS OUTSIDE OF EXISTING AND PROPOSED RIGHT OF WAY SHALL REQUIRE CONSTRUCTION LICENSE AGREEMENT.

CURVE DATA

PHSDS-S CURVES									
RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK SIGHT	ADJUST TANGENTS	
12.00000	494.512	494.512	N 0° 00' 00" W	234.256	229.0118	231.0118	N 40° 12' 11.11" W	N 40° 12' 11.11" W	
12.00000	100.000	100.000	N 40° 12' 11.11" W	59.594	234.0117	234.0117	N 40° 12' 11.11" W	N 40° 12' 11.11" W	
12.00000	100.000	100.000	N 40° 12' 11.11" W	59.594	234.0117	234.0117	N 40° 12' 11.11" W	N 40° 12' 11.11" W	
12.00000	100.000	100.000	N 40° 12' 11.11" W	59.594	234.0117	234.0117	N 40° 12' 11.11" W	N 40° 12' 11.11" W	
12.00000	100.000	100.000	N 40° 12' 11.11" W	59.594	234.0117	234.0117	N 40° 12' 11.11" W	N 40° 12' 11.11" W	
12.00000	100.000	100.000	N 40° 12' 11.11" W	59.594	234.0117	234.0117	N 40° 12' 11.11" W	N 40° 12' 11.11" W	
12.00000	100.000	100.000	N 40° 12' 11.11" W	59.594	234.0117	234.0117	N 40° 12' 11.11" W	N 40° 12' 11.11" W	
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