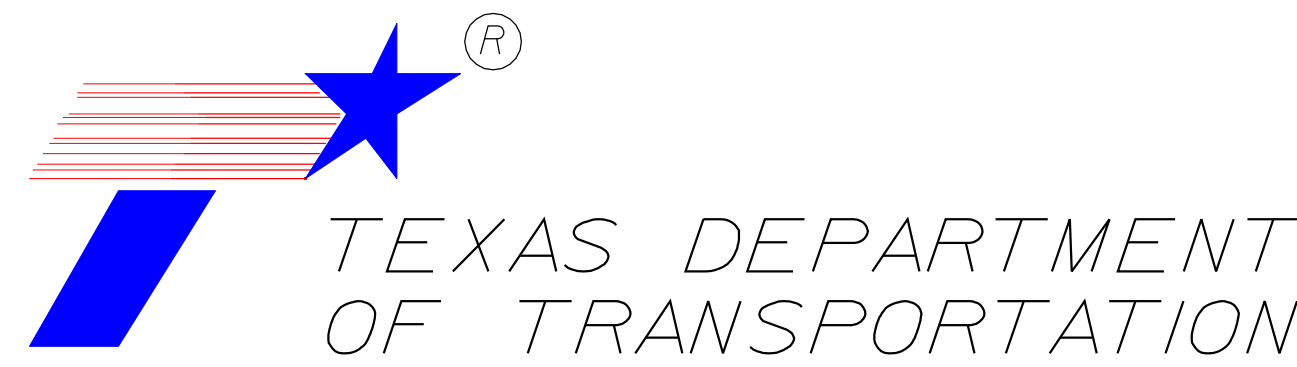




DALLAS DISTRICT
WILLIAM L. HALE, P.E. DISTRICT ENGINEER

DESIGN SCHEMATIC
KAUFMAN COUNTY

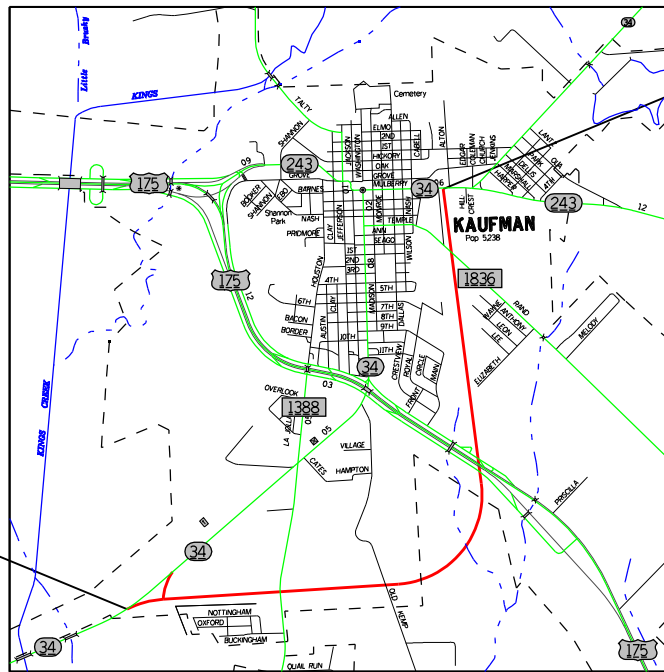
STATE HIGHWAY 34

FROM EXISTING SH 34 SOUTH OF KAUFMAN
TO MULBERRY ST. (EXIST. SH 34) IN KAUFMAN

CSJ: 0173-03-015

MINOR URBAN ARTERIAL
PROJECT LENGTH = 3.5 MILES
DESIGN SPEED = 45 MPH

PROJECT LOCATION



END PROJECT
MULBERRY ST.
(EXIST. SH 34)
IN KAUFMAN

SCALE IN MILES
0 1

BEGIN PROJECT
EXISTING SH 34
S OF KAUFMAN

PREPARED BY CHIANG, PATEL & YERBY, INC.
UNDER THE SUPERVISION OF:



KARA K. HUFFMAN, P.E.

SERIAL NO. 88525

DATE: _____

0 100 200
HORIZONTAL OCTOBER 2005

0 10 20
VERTICAL ROLL 5 OF 7

SCALE IN FEET

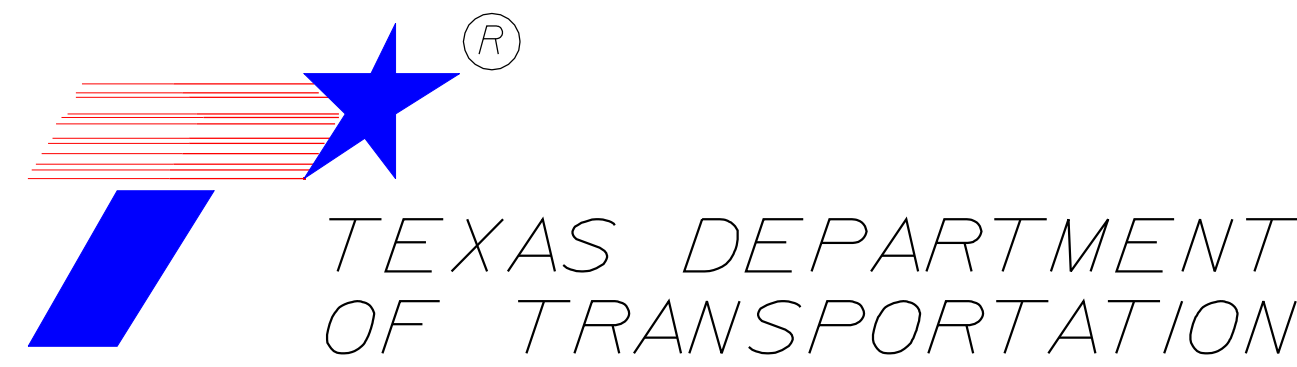
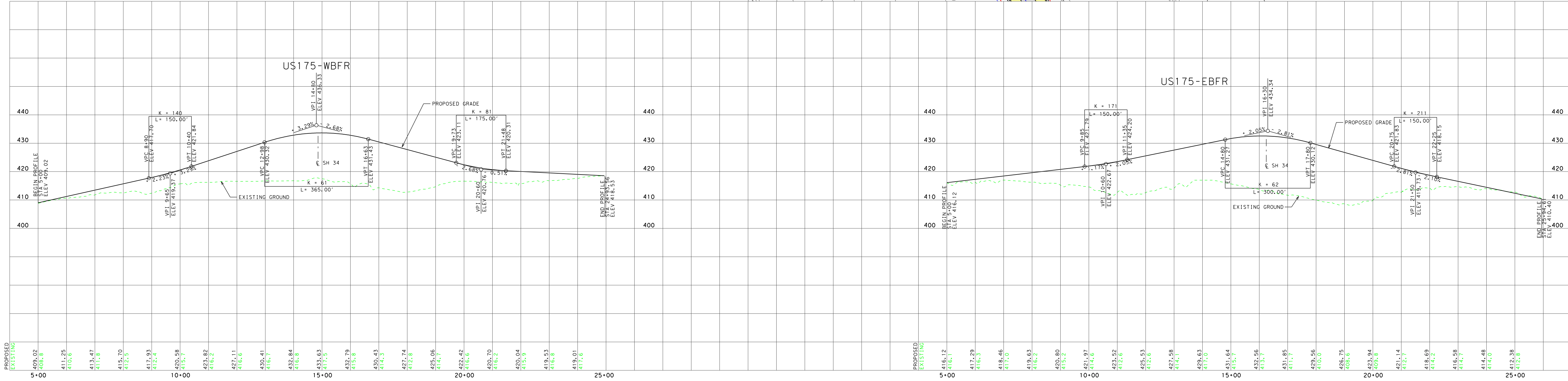
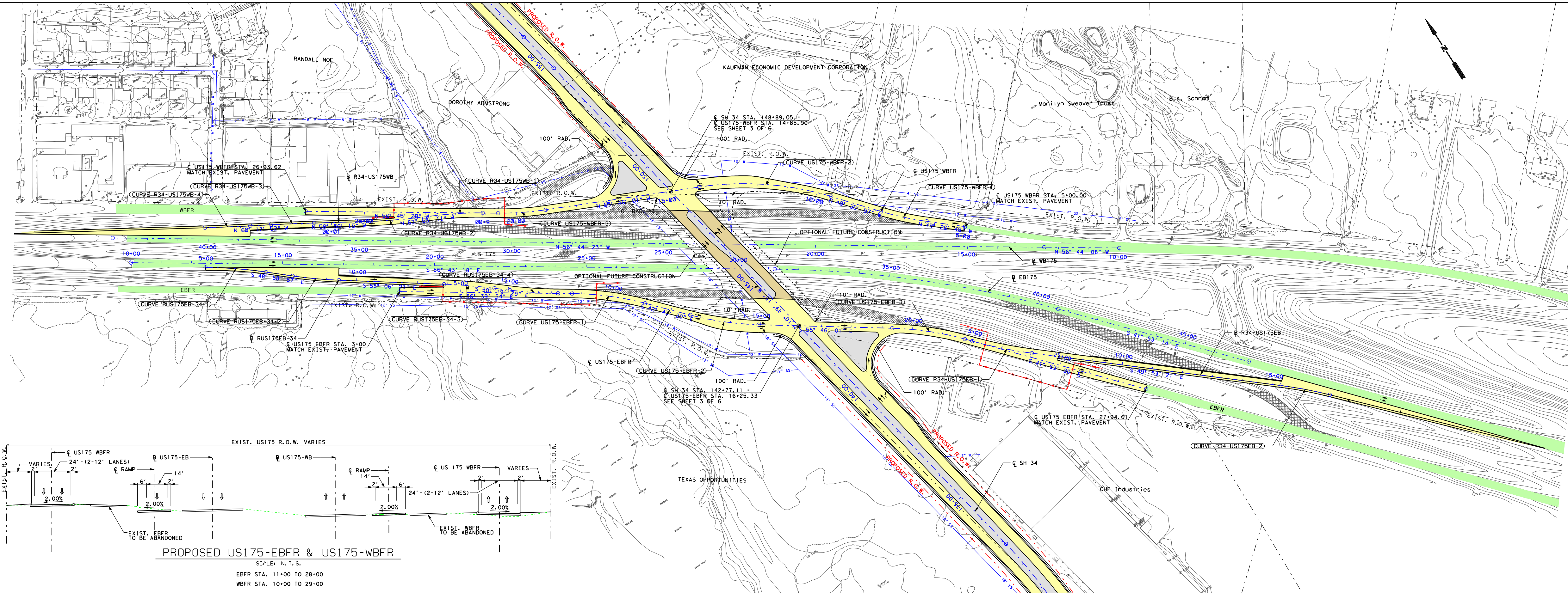
CURVE NO.	STATION	COORDINATE	BEARING/ DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
CL US175-EBFR	POB 5+00.00	6,898,207.64	2,645,666.30	S 56° 39' 53.59" E		
US175-EBFR-1	PC 8+68.53	6,898,005.12	2,645,874.20	S 56° 39' 53.59" E	243.35	122.28
	P1 9+90.81	6,897,937.92	2,646,076.36	1° 56' 34.03" (RT)		
	PT 11+11.88	6,897,848.09	2,646,159.32	S 42° 43' 19.56" E		
US175-EBFR-2	PC 12+65.31	6,897,735.37	2,646,263.41	S 42° 43' 19.60" E		
	P1 13+79.64	6,897,651.38	2,646,340.98	1° 52' 02' 41.40" (LT)	227.68	114.33
	PT 14+92.99	6,897,587.08	2,646,425.50	S 55° 46' 00.97" E		
US175-EBFR-3	PC 19+33.63	6,897,339.17	2,646,808.35	S 55° 46' 00.96" E		
	P1 20+55.33	6,897,270.70	2,646,907.64	1° 51' 46.05" (RT)	242.22	121.70
	PT 21+75.84	6,897,180.10	2,646,981.69	S 41° 53' 20.48" E		
POE 25+94.61	6,896,868.36	2,647,261.30	S 41° 53' 20.48" E			
CL US175-WBFR	POB 5+00.00	6,897,492.33	2,647,181.69	N 49° 26' 48.15" W		
US175-WBFR-1	PC 6+27.10	6,897,574.96	2,647,085.12	N 49° 26' 48.15" W		
	P1 7+04.46	6,897,625.26	2,647,026.34	8° 30' 51.00" (RT)	154.42	77.36
	PT 7+81.52	6,897,685.00	2,646,975.99	N 40° 35' 57.15" W		
US175-WBFR-2	PC 9+51.95	6,897,813.41	2,646,865.08	N 40° 35' 57.15" W		
	P1 11+75.18	6,897,982.90	2,646,719.81	25° 10' 03.81" (LT)	439.26	223.23
	PT 13+91.21	6,898,074.52	2,646,516.25	N 65° 46' 00.97" W		
US175-WBFR-3	PC 19+02.78	6,898,284.50	2,646,049.76	N 65° 46' 00.97" W		
	P1 19+81.56	6,898,316.89	2,645,977.92	09° 20' 33.45" (RT)	157.24	78.78
	PT 20+60.02	6,898,360.02	2,645,912.03	N 56° 45' 27.50" W		
POE 24+93.56	6,898,597.68	2,645,549.44	N 56° 45' 27.50" W			
BL RUS175EB-34	RUS175EB-34-1	PC 5+00.00	6,898,729.51	2,645,004.52	S 56° 58' 57.63" E	
	P1 6+00.16	6,898,674.93	2,645,088.51	8° 00' 00.14" (RT)	200.00	100.16
	PT 7+00.00	6,898,609.20	2,645,164.08	S 48° 58' 57.50" E		
RUS175EB-34-2	PC 7+88.44	6,898,551.16	2,645,230.81	S 48° 58' 57.50" E		
	P1 8+65.06	6,898,500.87	2,645,288.62	6° 07' 25.37" (LT)	153.09	76.62
	PT 9+41.53	6,898,457.04	2,645,351.47	S 55° 06' 22.86" E		
RUS175EB-34-3	PC 12+87.93	6,898,258.88	2,645,635.59	S 55° 06' 22.86" E		
	P1 13+71.44	6,898,211.11	2,645,704.08	4° 46' 53.99" (RT)	166.91	83.50
	PT 14+54.84	6,898,157.80	2,645,768.35	S 50° 19' 28.88" E		
RUS175EB-34-4	PC 15+06.27	6,898,124.97	2,645,807.93	S 50° 19' 28.88" E		
	P1 15+85.60	6,898,074.32	2,645,868.99	6° 20' 24.71" (LT)	158.50	79.33
	PT 16+64.77	6,898,030.72	2,645,935.27	S 56° 39' 53.59" E		
BL R34-US175EB	R34-US175EB-1	PC 5+00.00	6,897,161.14	2,646,998.70	S 41° 53' 20.47" E	
	P1 6+00.16	6,897,086.57	2,647,065.58	8° 00' 00.14" (LT)	200.00	100.16
	PT 7+00.00	6,897,022.04	2,647,142.18	S 49° 53' 20.58" E		
R34-US175EB-2	PC 15+25.76	6,896,490.03	2,647,773.72	S 49° 53' 20.58" E		
	P1 16+08.50	6,896,436.72	2,647,837.00	6° 36' 34.26" (RT)	165.30	82.74
	PT 16+91.06	6,896,376.48	2,647,893.73	S 43° 16' 46.32" E		
BL R34-US175WB	R34-US175WB-1	PC 5+00.00	6,898,387.43	2,645,870.21	N 56° 45' 27.50" W	
	P1 5+75.10	6,898,428.60	2,645,807.40	7° 09' 43.07" (LT)	150.00	75.10
	PT 6+50.00	6,898,461.62	2,645,739.95	N 63° 55' 10.57" W		
R34-US175WB-2	PC 7+21.27	6,898,492.95	2,645,675.93	N 63° 55' 10.57" W		
	P1 8+08.28	6,898,531.20	2,645,597.78	4° 58' 56.07" (RT)	173.91	87.01
	PT 8+95.18	6,898,576.10	2,645,523.25	N 58° 56' 14.51" W		
R34-US175WB-3	PC 10+57.31	6,898,659.75	2,645,384.37	N 58° 56' 14.51" W		
	P1 11+28.55	6,898,969.57	2,645,323.34	1° 21' 37.93" (LT)	142.47	71.24
	PT 11+99.79	6,898,731.81	2,645,261.46	N 60° 17' 52.43" W		
R34-US175WB-4	PC 12+67.55	6,898,765.39	2,645,202.60	N 60° 17' 52.43" W		
	P1 13+42.56	6,898,802.55	2,645,137.45	1° 13' 39.96" (RT)	150.00	75.00
	PT 14+17.55	6,898,841.10	2,645,073.11	N 59° 04' 12.47" W		

LEGEND:

- PROPOSED STATE HIGHWAY 34 PAVING (LANE LINES, TUNNELS, INTERSECTIONS, RAMP AND CONNECTORS)
- PROPOSED STATE HIGHWAY 34 BRIDGE STRUCTURE
- PROPOSED ABANDONMENT OF EXISTING PAVEMENTS
- EXISTING MAJOR STATE HIGHWAY FRONTAGE ROAD OR INTERSTATE
- EXISTING UTILITIES (APPROX.)
- EXISTING RIGHT OF WAY (APPROX.)
- PROPOSED RIGHT OF WAY
- PROPOSED CENTERLINE
- CONTROL OF ACCESS

NOTES:

- EXISTING ROW IS APPROXIMATE AND BASED ON AERIAL PHOTOGRAPHS, TOPOGRAPHICAL INFORMATION, AND ABSTRACT MAPS.
 - DRIVEWAY AND MEDIAN OPENING LOCATIONS TO BE DETERMINED IN PS&E IN COORDINATION WITH THE CITY.
 - DESIGN BASED ON NAD83 COORDINATES
 - THE INFORMATION SHOWN ON THIS DRAWING CONCERNING TYPE AND LOCATION OF EXISTING UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. LOCATIONS OF ALL EXISTING UTILITIES SHOWN ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED PRIOR TO CONSTRUCTION.
- 2008 AND 2008 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS FOR SH 34 (RELOCATION KAUFMAN COUNTY) TRAFFIC VOLUMES PROVIDED BY TPP AUSTIN, (DECEMBER 4, 2003)



DALLAS DISTRICT
WILLIAM L. HALE, P.E. DISTRICT ENGINEER

DESIGN SCHEMATIC
KAUFMAN COUNTY

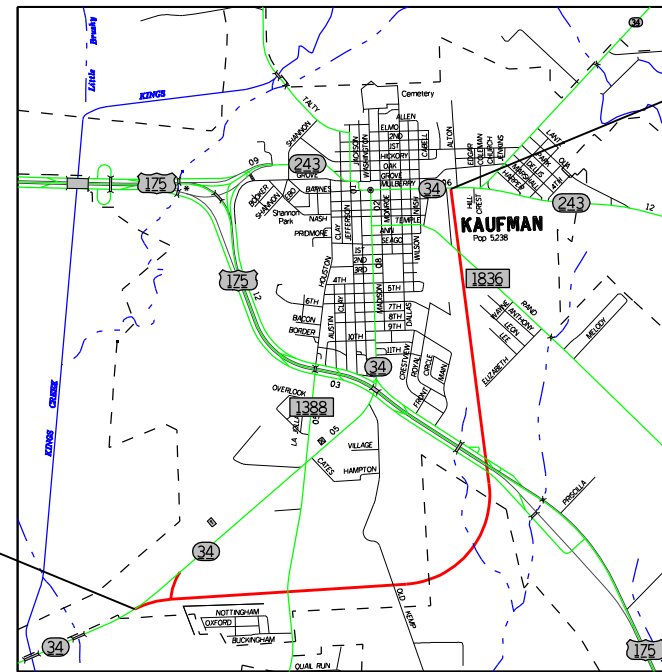
STATE HIGHWAY 34

FROM EXISTING SH 34 SOUTH OF KAUFMAN
TO MULBERRY ST. (EXIST. SH 34) IN KAUFMAN

CSJ: 0173-03-015

MINOR URBAN ARTERIAL
PROJECT LENGTH = 3.5 MILES
DESIGN SPEED = 45 MPH

PROJECT LOCATION



END PROJECT
MULBERRY ST.
(EXIST. SH 34)
IN KAUFMAN

SCALE IN MILES
0 1

BEGIN PROJECT
EXISTING SH 34
S OF KAUFMAN

PREPARED BY CHIANG, PATEL & YERBY, INC.
UNDER THE SUPERVISION OF:



KARA K. HUFFMAN, P.E.

SERIAL NO. 88525

DATE: _____

0 100 200
HORIZONTAL OCTOBER 2005

0 10 20
VERTICAL ROLL 5 OF 7

SCALE IN FEET