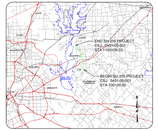
TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

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

APPROVED SCHEMATIC
JULY 25, 2019

JULY 2019
ROLL 1 OF 4

PROJECT LENGTH	3.5 MILES
FUNCTIONAL CLASSIFICATION	PRINCIPAL ARTERIAL
DAILY TRAFFIC	74,800 (2040)
DESIGN SPEED	50 MPH
CROSS SLOPE	2%



TEXAS COUNTY MAP
N.T.S.

PRELIMINARY
FOR CONTROL REVIEW ONLY
THIS DOCUMENT WAS PREPARED UNDER THE AUTHORITY OF MOHAMED K. BUR, P.E. TEXAS NO. 99999
DATE PREPARED: JULY 25, 2019

HALFF
AT A GLANCE, WHAT'S YOU'LL SEE
ONE HALFF PLACE
1900 NORTH AKARD
DALLAS, TEXAS 75201

VERTICAL SCALE: 1" = 10'
HORIZONTAL SCALE: 1" = 40'

DATE SUBMITTED: JULY 25, 2019
DATE APPROVED: JULY 25, 2019

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LEGEND:

- EXISTING ROW
- EXISTING EASEMENT
- EXISTING PROPERTY LINETS
- EXISTING CULVERT
- PROPOSED CULVERT
- EXISTING BASELINE
- PROPOSED BASELINE
- PROPOSED CROSS STREET BASELINE
- PROPOSED ROW
- PROPOSED EASEMENT
- PROPOSED EDGE OF PAVEMENT
- PROPOSED EDGE OF BRIDGE
- PROPOSED BRIDGE BENT/ABUTMENT
- 100 YR FLOODPLAIN LIMITS
- EXISTING CONTOURS
- DIRECTION OF TRAVEL
- FLOW ARROW
- PROPOSED BRIDGE
- EXISTING SIDEWALK
- EXISTING PAVEMENT BY OTHERS
- PROPOSED PAVEMENT
- PROPOSED SIDEWALK
- PROPOSED PAVEMENT MARKINGS
- PAVEMENT / BRIDGE TO BE REMOVED
- EXISTING WATER
- EXISTING FIBER OPTIC
- EXISTING TELEPHONE / CABLE
- EXISTING ELECTRIC
- EXISTING WASTEWATER
- EXISTING GAS LINE
- TUNE SIGN

GENERAL NOTES:

1. THE GEOMATICS LAYOUTS ARE BASED ON LIMITED FIELD SURVEY, AERIAL TOPOGRAPHY DATA AND ROW MAPS. THE ROW LINES ARE ESTIMATED. FIELD SURVEYED, AERIAL TOPOGRAPHY DATA WAS COLLECTED IN SUMMER OF 2017.
2. PARCEL LIMITS AND OWNERSHIP INFORMATION WERE COLLECTED FROM THE ROCKWALL COUNTY APPRAISAL DISTRICT WEBSITE.
3. ALL CURVE AND TAPER LENGTHS NOTED, DIMENSIONS AND TO EDGE OF UNCURBED PAVEMENT OR MARKING, FACE OF BLOCK UNLESS OTHERWISE NOTED.
4. SUPERELEVATION TRANSITIONS ARE LINEAR WITH THE ARCS OR REVERSE CURVES AT THE POC.
5. THE SPECIFIC TYPE OF BRIDGE RAIL WILL BE DETERMINED DURING FINE DESIGN.
6. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) WILL NOT BE DEVELOPED UNTIL FINE DESIGN.
7. AVERAGE DAILY TRAFFIC FOR PROJECTIONS DEVELOPED BY THOOT TPMP (AUGUST 2017).
8. MAJOR INTERSECTION CURVE RADII ARE 50', MINOR INTERSECTION CURVE RADII ARE 30' UNLESS OTHERWISE NOTED. ALL CURB RADII, LANE WIDTHS, TURN LANE LENGTHS, DRIVEWAY LOCATIONS ARE PRELIMINARY AND WILL BE FURTHER DEVELOPED DURING FINE DESIGN.
9. MEDIAN OPENINGS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL MEDIAN OPENINGS WILL BE DETERMINED DURING FINE DESIGN AND BY COORDINATION WITH THE LOCAL GOVERNMENTS.
10. EXISTING PAVEMENT AND BRIDGES LOCATED WITHIN LIMITS OF PROPOSED PAVEMENT WILL BE REMOVED UNLESS OTHERWISE NOTED.
11. APPROXIMATE 100 YEAR FLOOD PLAIN LIMITS ARE BASED UPON FEMA FIRM INSURANCE RATE MAPS DATED AUGUST 2014.
12. CONSTRUCTION OF DRIVEWAYS OUTSIDE OF EXISTING AND PROPOSED RIGHT OF WAY WILL BE DETERMINED DURING FINE DESIGN.
13. 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 FINE DESIGN.

CURVE DATA

CURVE DATA

CURVE	P.I. STATION	P.I. STATION	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	STATION "T"	STATION "C"	MIDO ORDINATE
RC-205-1	104+00.00	N 1°22'29.0"E	1,000+00.00	0°22'29.0"E	1000.00	196.00	392.00	102+96.00	106+88.00	0.19
RC-205-2	106+00.00	N 1°22'29.0"E	1,000+00.00	0°22'29.0"E	1000.00	196.00	392.00	104+96.00	108+88.00	0.19
RC-205-3	108+00.00	N 1°22'29.0"E	1,000+00.00	0°22'29.0"E	1000.00	196.00	392.00	106+96.00	110+88.00	0.19
RC-205-4	110+00.00	N 1°22'29.0"E	1,000+00.00	0°22'29.0"E	1000.00	196.00	392.00	108+96.00	112+88.00	0.19

CROSS STREET CURVES

CURVE	P.I. STATION	P.I. STATION	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	STATION "T"	STATION "C"	MIDO ORDINATE
TRL-1	1,000+00.00	S 1°22'29.0"W	1,000+00.00	0°22'29.0"E	1000.00	196.00	392.00	1,000+96.00	1,002+88.00	0.19
TRL-2	1,000+00.00	S 1°22'29.0"W	1,000+00.00	0°22'29.0"E	1000.00	196.00	392.00	1,000+96.00	1,002+88.00	0.19

TRANSITION CURVES

CURVE	P.I. STATION	P.I. STATION	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	STATION "T"	STATION "C"	MIDO ORDINATE
TRL-1	1,000+00.00	S 1°22'29.0"W	1,000+00.00	0°22'29.0"E	1000.00	196.00	392.00	1,000+96.00	1,002+88.00	0.19
TRL-2	1,000+00.00	S 1°22'29.0"W	1,000+00.00	0°22'29.0"E	1000.00	196.00	392.00	1,000+96.00	1,002+88.00	0.19

SUPERELEVATION DATA

BEGIN STATION	END STATION	RATE
1,000+00.00	1,002+88.00	0.19

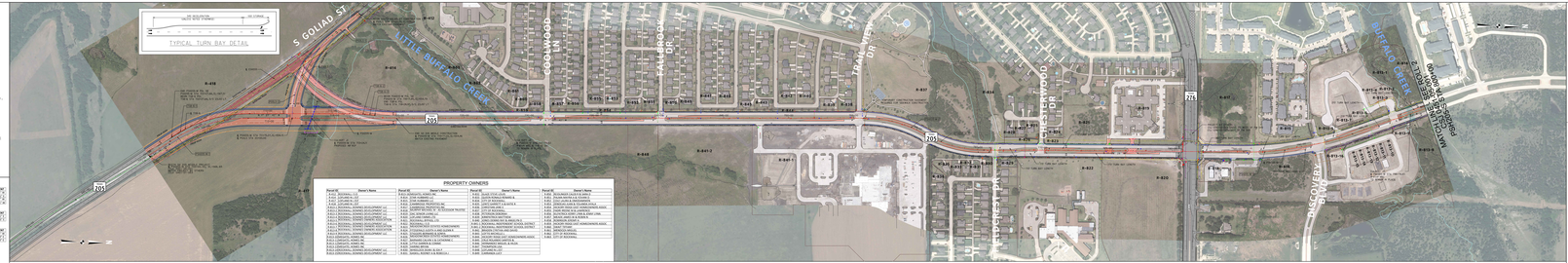
SUPERELEVATION DIAGRAM

TRAFFIC DIAGRAM

ADDITIONAL DATA

SH 205 S - SH 276 :
AM PEAK HOUR - 52.0%
PM PEAK HOUR - 48.0%
ADT - 74,800
K - 9.4
D - 52.0
SH 276 - FM 550 :
AM PEAK HOUR - 52.0%
PM PEAK HOUR - 48.0%
ADT - 37,500
K - 9.4
D - 52.0

AVERAGE DAILY TRAFFIC VOLUME PROJECTIONS DEVELOPED BY THOOT TPMP (AUGUST 2017).


TYPICAL TURN BAY DETAIL
S. GOLIAD ST.
LITTLE BUFFALO CREEK
COOLWOOD LN
FALLBROOK DR
TRAIL VIEW DR
CHESTERWOOD DR
FIELDCREST DR
SH 205
SH 276
DISCOVERY BLVD
BUFFALO CREEK
MCKINNEY RANCH PARKWAY
PROPOSED SH 205 ROW
PROPOSED SH 205 ROW
PROPOSED SH 205 ROW