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Texas Department of Transportation

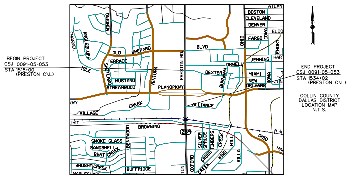
DALLAS DISTRICT
DESIGN SCHEMATIC

JAMES K. SELMAN, P.E.
DISTRICT ENGINEER

SH 289 (PRESTON ROAD)

PROJECT LIMITS: AT INTERSECTION OF PLANO PARKWAY

CITY OF PLANO
COLLIN COUNTY
CSJ: 0091-05-053


BOSTON
CLEVELAND
DENVER
FARGO
IOWA
EMORY
OHIO
BLVD
OLD
SHEPARD
WINDING
ANGLEBLUFF
CHANNEL
TERRACE
ISLE
SHETLAND
MUSTANG
STREAMWOOD
VENTURA
PRESTON RD.
DEXTER
ORWELL
BURNHAM
JENNING
MIAMI
NEW ORLEANS
PLANO PKWY
ALLIANCE
CREEK
VILLAGE
BROWNING
289
SMOKE GLASS
SANDSHELL
BENT CREEK
BENTWOOD
BRUSHY CREEK
BUFFRIDGE
SILVER SPRUCE
TIMBERS
CREEK
MILL
CROSS CREEK
WIND
VILLA
OXFORD

BEGIN PROJECT
CSJ 0091-05-053
STA 1518+00
(PRESTON C\L)

END PROJECT
CSJ 0091-05-053
STA 1534+02
(PRESTON C\L)

COLLIN COUNTY
DALLAS DISTRICT
LOCATION MAP
N.T.S.

FUNCTIONAL CLASS: URBAN PRINCIPAL ARTERIAL
PROJECT LENGTH: 0.303 MI
DESIGN SPEED: 45 MPH (SH 289)
40 MPH (PLANO PARKWAY)

SCALE:
HORIZONTAL 1" = 50'
VERTICAL 1" = 5'

Year 2015 Topographic Data
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MAY 2016
ROLL 1 OF 1

SCHEMATIC PREPARED BY:

AKAYU MEKONNEN
PROJECT MANAGER

93580 MAY 26, 2016
P.E. NUMBER DATE

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES

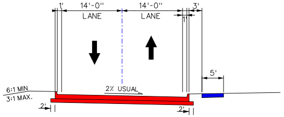
PB
125 YEARS

Parsons Brinckerhoff
2777 Stemmons Freeway
Suite 1600
Dallas, TX 75207

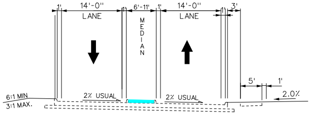
T:\22470-Plano Pkwy\new Schematic\2470PVRNewSchematic.dgn
SYTIME

LEGEND:

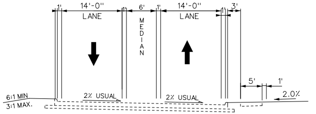
🟥	PROPOSED CONC PAVEMENT
🟦	PROPOSED SIDEWALK
▬	PROPOSED MEDIAN
▨	PROPOSED BRICK PAVERS
— —SS— —	EXISTING SANITARY SEWER
— —W— —	EXISTING WATER
— —SD— —	EXISITING STORM SEWER
— —T— —	EXISTING TELEPHONE
——E——	EXISTING ELECTRIC
——FO——	EXISTING FIBER OPTIC
——NG——	EXISTING GAS
—·—·—·—	EXISTING ROW
————	PROPERTY LINES
— — —	EASEMENT
🟨	MEDIAN REMOVAL
🟩	DEMOLITION EXISTING PAVEMENT


1'
14'-0"
LANE
14'-0"
LANE
3'
1'
5'
6:1 MIN
3:1 MAX.
2%
2% USUAL
2'

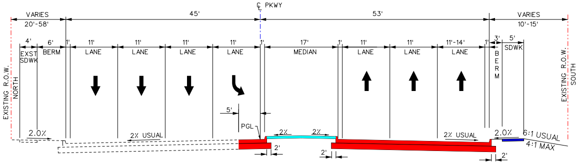
PROPOSED
EAST AND WEST CONNECTOR ROAD
TYPICAL SECTION
WSC 10+00 TO 13+34
ESC 10+00 TO 13+39
N.T.S.


1'
14'-0"
LANE
6'-11'
MEDIAN
1'
14'-0"
LANE
3'
5'
1'
2.0%
6:1 MIN
3:1 MAX.
2% USUAL
2% USUAL

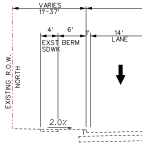
PROPOSED
EXISTING PLANO PARKWAY
PPKWY STA 102+49, 256' RT
TO
106+36, 248' RT
TYPICAL SECTION
N.T.S.

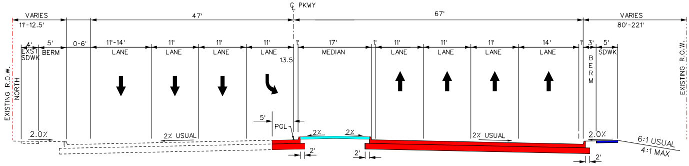

1'
14'-0"
LANE
6'
MEDIAN
1'
14'-0"
LANE
3'
5'
1'
2.0%
6:1 MIN
3:1 MAX.
2% USUAL
2% USUAL

PROPOSED
EXISTING PLANO PARKWAY
PPKWY STA 105+90, 248.3 RT
TO
STA 110+27, 244.6 RT
TYPICAL SECTION
N.T.S.

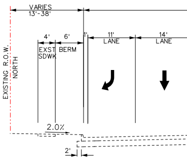

℄ PKWY
VARIES
20'-58'
45'
53'
VARIES
10'-15'
4'
6'
EXST SDWK
BERM
11'
LANE
11'
LANE
11'
LANE
11'
LANE
17'
MEDIAN
11'
LANE
11'
LANE
11'-14'
LANE
3'
5'
SDWK
BERM
EXISTING R.O.W. NORTH
EXISTING R.O.W. SOUTH
5'
PGL
2.0%
2% USUAL
2%
2%
2% USUAL
2.0%
6:1 USUAL
4:1 MAX
2'
2'
2'

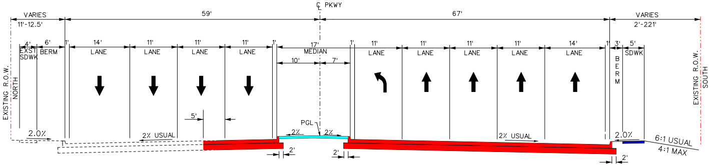
STA 88+80 TO STA 91+25
N.T.S.


VARIES
11'-37'
4'
6'
EXST SDWK
BERM
14'
LANE
EXISTING R.O.W. NORTH
2.0%

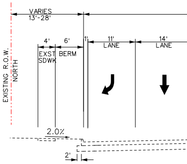

℄ PKWY
VARIES
11'-12.5'
47'
67'
VARIES
80'-221'
4'
5'
0-6'
EXST SDWK
BERM
11'-14'
LANE
11'
LANE
11'
LANE
11'
LANE
13.5
17'
MEDIAN
11'
LANE
11'
LANE
11'
LANE
14'
LANE
3'
5'
BERM
SDWK
EXISTING R.O.W. NORTH
EXISTING R.O.W. SOUTH
5'
PGL
2.0%
2% USUAL
2%
2%
2% USUAL
2.0%
6:1 USUAL
4:1 MAX
2'
2'
2'

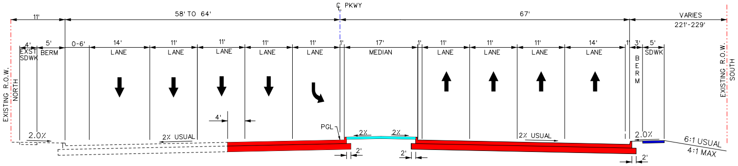
STA 91+25 TO STA 95+00
N.T.S.


VARIES
13'-38'
4'
6'
EXST SDWK
BERM
11'
LANE
14'
LANE
EXISTING R.O.W. NORTH
2.0%
2'

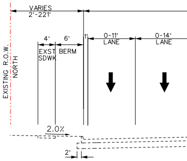

℄ PKWY
VARIES
11'-12.5'
59'
67'
VARIES
2'-221'
4'
6'
EXST SDWK
BERM
14'
LANE
11'
LANE
11'
LANE
11'
LANE
17'
MEDIAN
10'
7'
11'
LANE
11'
LANE
11'
LANE
11'
LANE
14'
LANE
3'
5'
BERM
SDWK
EXISTING R.O.W. NORTH
EXISTING R.O.W. SOUTH
5'
PGL
2.0%
2% USUAL
2%
2%
2% USUAL
2.0%
6:1 USUAL
4:1 MAX
2'
2'
2'

STA 95+00 TO STA STA 98+00
N.T.S.

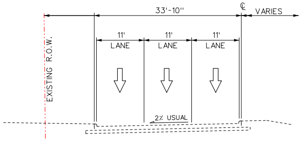

VARIES
13'-28'
4'
6'
EXST SDWK
BERM
11'
LANE
14'
LANE
EXISTING R.O.W. NORTH
2.0%
2'


℄ PKWY
11'
58' TO 64'
67'
VARIES
221'-229'
4'
5'
0-6'
EXST SDWK
BERM
14'
LANE
11'
LANE
11'
LANE
11'
LANE
11'
LANE
17'
MEDIAN
11'
LANE
11'
LANE
11'
LANE
14'
LANE
3'
5'
BERM
SDWK
EXISTING R.O.W. NORTH
EXISTING R.O.W. SOUTH
4'
PGL
2.0%
2% USUAL
2%
2%
2% USUAL
2.0%
6:1 USUAL
4:1 MAX
2'
2'
2'

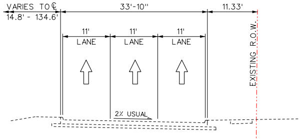
STA 98+00 TO STA 100+72


VARIES
2'-221'
4'
6'
EXST SDWK
BERM
0-11'
LANE
0-14'
LANE
EXISTING R.O.W. NORTH
2.0%
2'

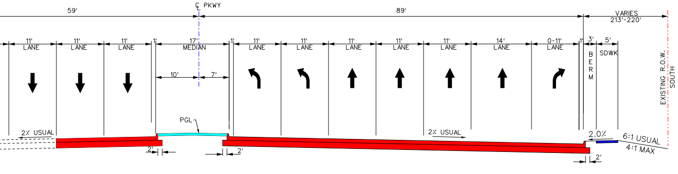
PROPOSED TYPICAL SECTIONS PLANO PARKWAY


33'-10"
℄
VARIES
11' LANE
11' LANE
11' LANE
2% USUAL
EXISTING R.O.W.

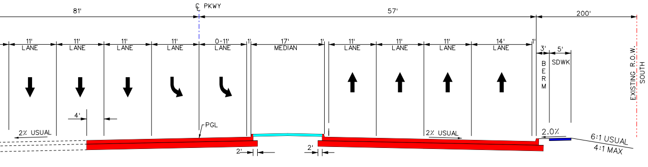
EXISTING TYPICAL
WB PLANO PARKWAY
PPKWY STA 88+81 TO STA 115+59
N.T.S.


VARIES TO ℄
14.8' - 134.6'
33'-10"
11.33'
11' LANE
11' LANE
11' LANE
2% USUAL
EXISTING R.O.W.

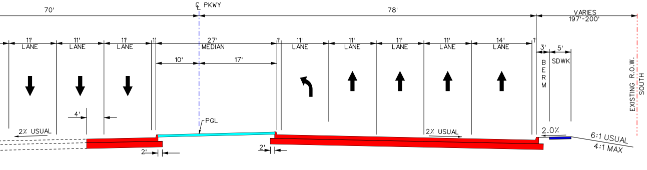
EXISTING TYPICAL
EB PLANO PARKWAY
PPKWY STA 88+81 TO STA 115+59
N.T.S.


59'
℄ PKWY
89'
VARIES
213'-220'
11' LANE
11' LANE
11' LANE
17' MEDIAN
10'
7'
11' LANE
11' LANE
11' LANE
11' LANE
11' LANE
14' LANE
0-11' LANE
3' BERM
5' SDWK
EXISTING R.O.W. SOUTH
2% USUAL
PGL
2'
2'
2% USUAL
2.0%
6:1 USUAL
4:1 MAX
2'

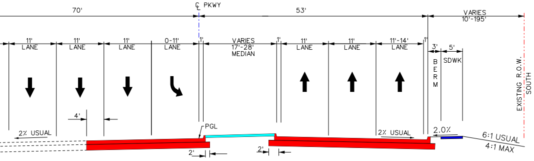
STA 100+72 TO STA 104+29
N.T.S.


81'
℄ PKWY
57'
200'
11' LANE
11' LANE
11' LANE
11' LANE
0-11' LANE
17' MEDIAN
11' LANE
11' LANE
11' LANE
14' LANE
3' BERM
5' SDWK
EXISTING R.O.W. SOUTH
4'
2% USUAL
PGL
2'
2'
2% USUAL
2.0%
6:1 USUAL
4:1 MAX

STA 105+50 TO STA 109+50

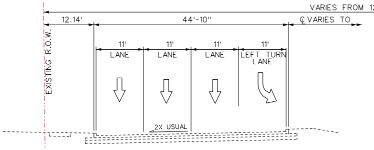

70'
℄ PKWY
78'
VARIES
197'-200'
11' LANE
11' LANE
11' LANE
27' MEDIAN
10'
17'
11' LANE
11' LANE
11' LANE
11' LANE
14' LANE
3' BERM
5' SDWK
EXISTING R.O.W. SOUTH
4'
2% USUAL
PGL
2'
2'
2% USUAL
2.0%
6:1 USUAL
4:1 MAX

STA 109+50 TO STA 111+89
N.T.S.

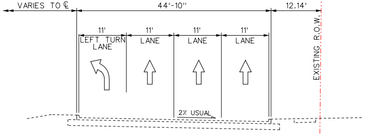

70'
℄ PKWY
53'
VARIES
10'-195'
11' LANE
11' LANE
11' LANE
0-11' LANE
VARIES 17'-28' MEDIAN
11' LANE
11' LANE
11'-14' LANE
3' BERM
5' SDWK
EXISTING R.O.W. SOUTH
4'
2% USUAL
PGL
2'
2'
2% USUAL
2.0%
6:1 USUAL
4:1 MAX

STA 111+89 TO STA 115+59
N.T.S.

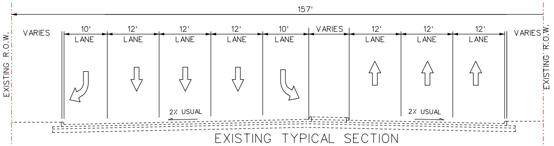
PROPOSED TYPICAL SECTIONS
PLANO PARKWAY


VARIES FROM 120' TO 360'
12.14'
44'-10"
℄ VARIES TO
11' LANE
11' LANE
11' LANE
11' LEFT TURN LANE
2% USUAL
EXISTING R.O.W.

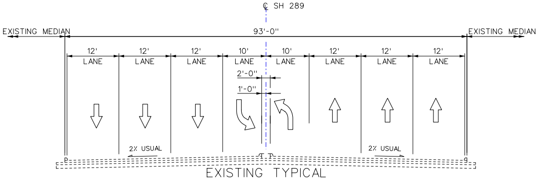
EXISTING TYPICAL SECTION
W/ LEFT TURN LANE
EB PLANO PARKWAY
N.T.S.


VARIES TO ℄
44'-10"
12.14'
11' LEFT TURN LANE
11' LANE
11' LANE
11' LANE
2% USUAL
EXISTING R.O.W.

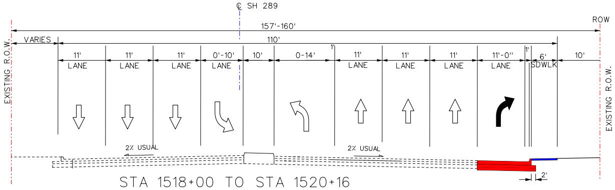
EXISTING TYPICAL SECTION
W/ LEFT TURN LANE
WB PLANO PARKWAY
N.T.S.


157'
VARIES
10' LANE
12' LANE
12' LANE
12' LANE
10' LANE
VARIES
12' LANE
12' LANE
12' LANE
VARIES
EXISTING R.O.W.
2% USUAL
2% USUAL

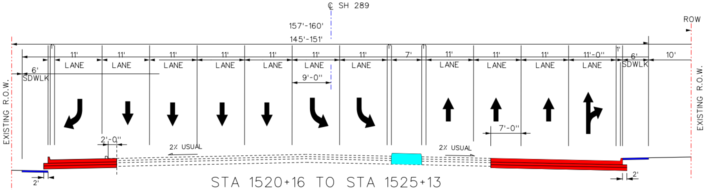
EXISTING TYPICAL SECTION
SH 289 (PRESTON ROAD)
STA 1522+95 TO STA 1525+00
N.T.S.


℄ SH 289
EXISTING MEDIAN
93'-0"
EXISTING MEDIAN
12' LANE
12' LANE
12' LANE
10' LANE
10' LANE
12' LANE
12' LANE
12' LANE
2'-0"
1'-0"
2% USUAL
2% USUAL

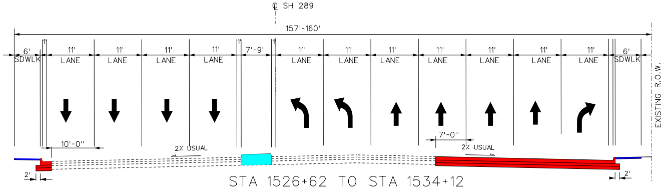
EXISTING TYPICAL
SH 289 (PRESTON ROAD)
STA 1525+54 TO STATION 1528+15
N.T.S.


℄ SH 289
ROW
157'-160'
VARIES
110'
11' LANE
11' LANE
11' LANE
0'-10' LANE
10'
0-14'
1'
11' LANE
11' LANE
11' LANE
11'-0" LANE
1'
6' SDWLK
10'
EXISTING R.O.W.
EXISTING R.O.W.
2% USUAL
2% USUAL
2'

STA 1518+00 TO STA 1520+16
N.T.S.


℄ SH 289
ROW
157'-160'
145'-151'
6' SDWLK
11' LANE
11' LANE
11' LANE
11' LANE
11' LANE
11' LANE
9'-0"
11' LANE
7'
11' LANE
11' LANE
11' LANE
11'-0" LANE
1'
6' SDWLK
10'
EXISTING R.O.W.
EXISTING R.O.W.
7'-0"
2'-0"
2% USUAL
2% USUAL
2'
2'

STA 1520+16 TO STA 1525+13
N.T.S.

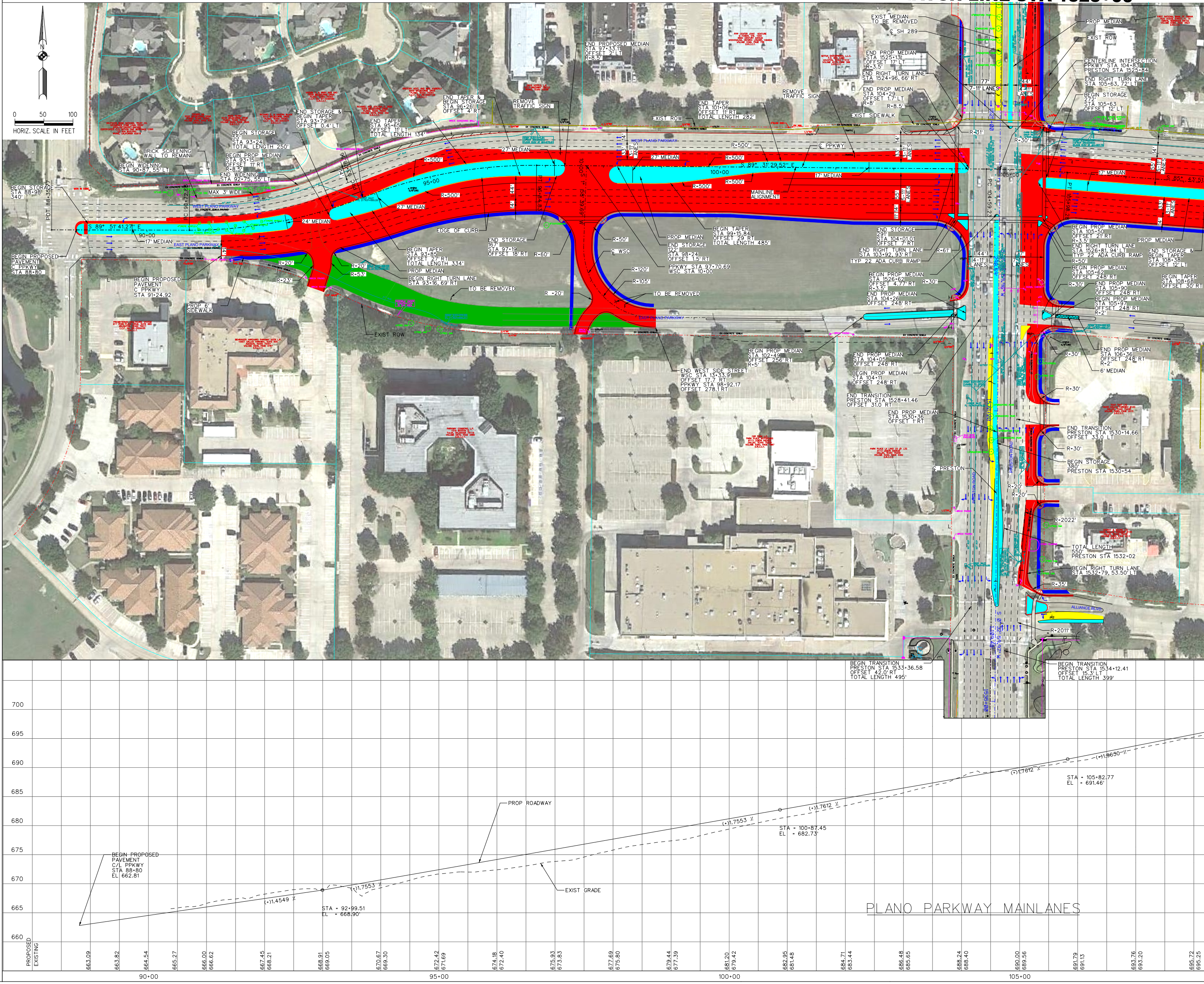

℄ SH 289
157'-160'
6' SDWLK
11' LANE
11' LANE
11' LANE
11' LANE
7'-9'
11' LANE
11' LANE
11' LANE
11' LANE
11' LANE
11' LANE
11' LANE
6' SDWLK
EXISTING R.O.W.
10'-0"
7'-0"
2% USUAL
2% USUAL
2'
2'

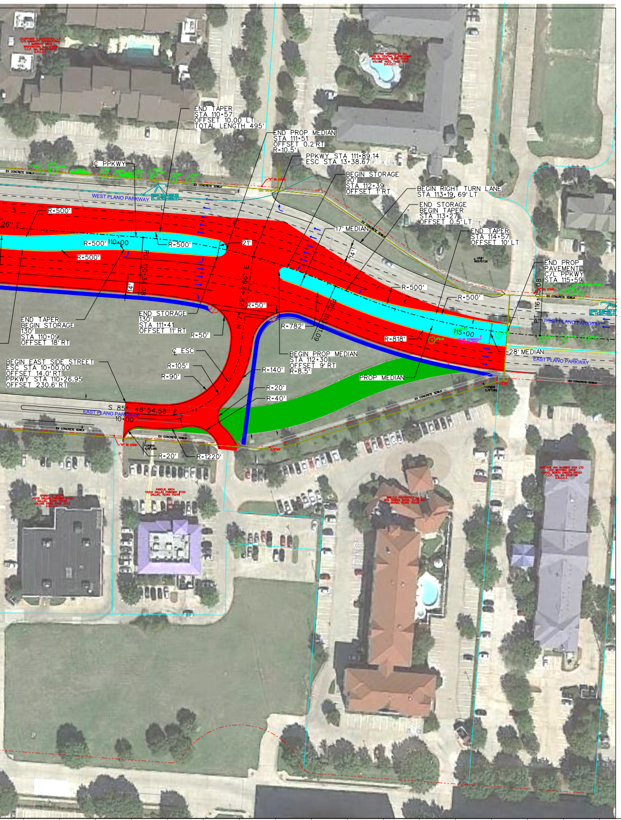
STA 1526+62 TO STA 1534+12

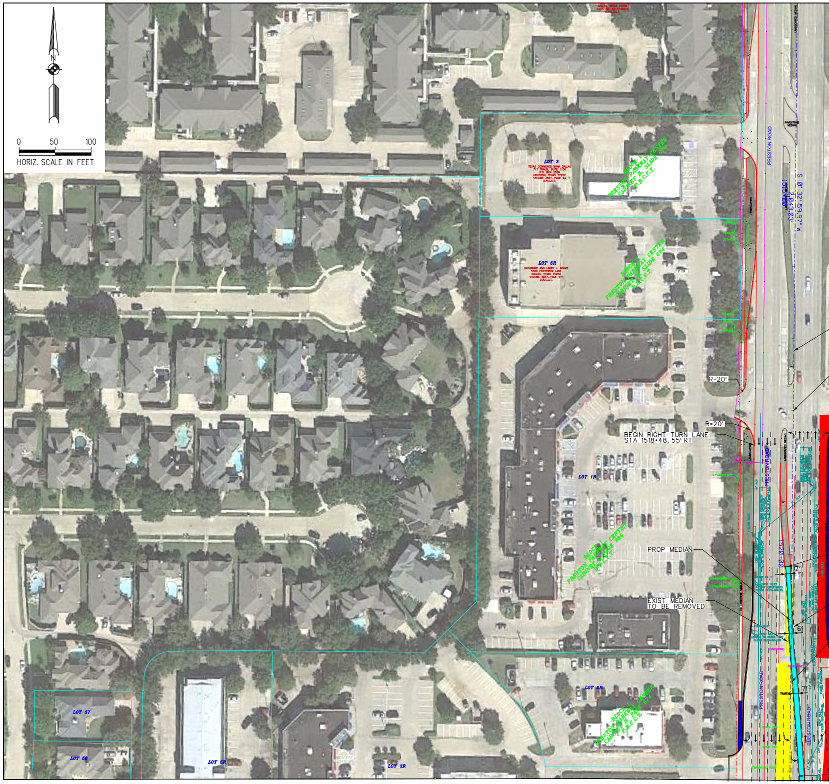
PROPOSED TYPICAL SECTION
SH 289 (PRESTON ROAD)

N.T.S.

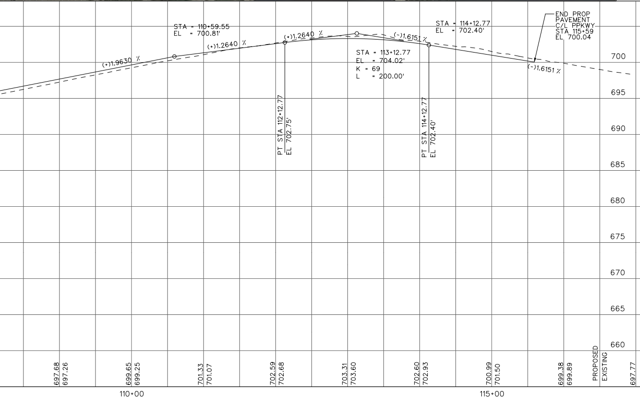
MATCH LINE STA 1523+00


N
0 50 100
HORIZ. SCALE IN FEET
BEGIN STORAGE STA 88+98 340'
POT 88+35.77
BEGIN PROPOSED PAVEMENT C PPKWY STA 88+80
S 89° 51' 41.27" E
90+00
17' MEDIAN
WEST PLANO PARKWAY
EAST PLANO PARKWAY
BEGIN WIDENING STA 90+87, 55' LT
BRICK SCREENING WALL TO REMAIN
MAX 3' WIDE
PC 90+72.6
BEGIN PROPOSED PAVEMENT C PPKWY STA 91+24.92
PROP 6' SIDEWALK
BEGIN STORAGE 55' STA 93+24 TOTAL LENGTH 250'
BEGIN PROP MEDIAN STA 93+15 OFFSET 11' RT R=8.5'
END WIDENING STA 92+75, 55' LT
END STORAGE & BEGIN TAPER STA 93+79 OFFSET 0.4' LT
END TAPER STA 95+65 OFFSET 11' LT TOTAL LENGTH 134'
PRC 93+78.56
24' MEDIAN
27' MEDIAN
95+00
R=500'
R=20'
R=53'
R=23'
END TAPER & BEGIN STORAGE STA 96+26 OFFSET 4' RT
REMOVE TRAFFIC SIGN
BEGIN TAPER STA 93+85 OFFSET 27' RT TOTAL LENGTH 334'
PROP MEDIAN
BEGIN RIGHT TURN LANE STA 93+16, 69' RT
EDGE OF CURB
TO BE REMOVED
EXIST ROW
END STORAGE 167' STA 97+19 OFFSET 18' RT
R=60'
PT 96+84.83
END PROPOSED MEDIAN STA 97+33.11 OFFSET 2' LT R=8.5'
R=20'
10°05' 1" 58' 39.69" W
END TAPER STA 101+06 OFFSET 11' RT TOTAL LENGTH 282'
EXIST ROW
R=500'
C PPKWY
S 89° 31' 29.52" E
100+00
17' MEDIAN
MAINLINE ALIGNMENT
R=50'
C WSC
R=120'
R=105'
PROP MEDIAN
END STORAGE 122' STA 98+24 OFFSET 1.5' RT
PPKWY STA 97+70.69 WSC STA 10+00
BEGIN TAPER STA 99+15.84 OFFSET 29' RT TOTAL LENGTH 485'
TO BE REMOVED
END WEST SIDE STREET WSC STA 13+33.9 OFFSET 17.7' RT PPKWY STA 98+92.17 OFFSET 278.1' RT
BEGIN PROP MEDIAN STA 102+49 OFFSET 256' RT R=5'
REMOVE TRAFFIC SIGN
EXIST SIDEWALK
EXIST MEDIAN TO BE REMOVED
C SH 289
END PROP MEDIAN STA 1525+13 OFFSET 17' LT R=3.5'
END RIGHT TURN LANE STA 1524+96, 66' RT
END PROP MEDIAN STA 104+29 OFFSET 1.7' LT R=8'
R=8.5'
77'
7-11' LANES
44'
4-11' LANES
R=31'
R=30'
33' 3-11' LANES
55' 5-11' LANES
105+00
PC 104+59.23
END STORAGE 291' STA 104+01.01 OFFSET 7' RT
END RIGHT TURN LANE STA 103+92.93' RT
TYP 22 ADA CURB RAMP
R=61'
BEGIN PROP MEDIAN STA 1526+62 OFFSET 4.77' RT R=3.5'
END PROP MEDIAN STA 104+26 OFFSET 248' RT
R=30'
END PROP MEDIAN STA 104+05 OFFSET 248' RT
BEGIN PROP MEDIAN STA 104+11 OFFSET 248' RT
END TRANSITION PRESTON STA 1528+41.46 OFFSET 31.0' RT
END PROP MEDIAN STA 1530+36 OFFSET 1' RT
C PRESTON
PRESTON ROAD
1530+00
R=20'
R=20'
BEGIN TRANSITION PRESTON STA 1533+36.58 OFFSET 42.0' RT TOTAL LENGTH 495'
PROP MEDIAN
EXIST ROW
CENTERLINE INTERSECTION PPKWY STA 104+83 PRESTON STA 1525+84
END RIGHT TURN LANE STA 105+63, 72' LT
BEGIN STORAGE 272' STA 105+63 OFFSET 12' LT
17' MEDIAN
S 85° 43' 51
PT 105+98.22
BEGIN PROP MEDIAN STA 105+50 OFFSET 21' RT R=3.5'
END RIGHT TURN LANE STA 1526+81, 94' LT
TYP 22 ADA CURB RAMP
R=50'
BEGIN PROP MEDIAN STA 105+62 OFFSET 248' RT
PROP MEDIAN
END STORAGE & BEGIN TAPER STA 108+38 OFFSET 12' LT
BEGIN TAPER STA 108+68 OFFSET 30' RT
R=30'
END PROP MEDIAN STA 105+90 OFFSET 248' RT
BEGIN PROP MEDIAN STA 105+97 OFFSET 248' RT R=2'
END PROP MEDIAN STA 106+36 OFFSET 248' RT R=2'
6' MEDIAN
R=30'
R=30'
END TRANSITION PRESTON STA 1530+14.66 OFFSET 33.0' LT
R=30'
BEGIN STORAGE 380' PRESTON STA 1530+54
R=2022'
TOTAL LENGTH 550' PRESTON STA 1532+02
BEGIN RIGHT TURN LANE STA 1532+79, 53.50' LT
R=35'
ALLIANCE BLVD
R=2011'
BEGIN TRANSITION PRESTON STA 1534+12.41 OFFSET 15.3' LT TOTAL LENGTH 399'
700
695
690
685
680
675
670
665
660
BEGIN PROPOSED PAVEMENT C/L PPKWY STA 88+80 EL 662.81
PROP ROADWAY
EXIST GRADE
(+)1.4549 %
(+)1.7553 %
STA = 92+99.51 EL = 668.90'
(+)1.7553 %
(+)1.7612 %
STA = 100+87.45 EL = 682.73'
(+)1.7612 %
(+)1.9630 %
STA = 105+82.77 EL = 691.46'
PLANO PARKWAY MAINLANES
PROPOSED
EXISTING
663.09
663.82
664.54
665.27
666.00 666.62
667.45 668.21
668.91 669.05
670.67 669.30
672.42 671.69
674.18 672.40
675.93 673.83
677.69 675.80
679.44 677.39
681.20 679.42
682.95 681.48
684.71 683.44
686.48 685.65
688.24 688.40
690.00 689.56
691.79 691.13
693.76 693.20
695.72 695.25
90+00
95+00
100+00
105+00

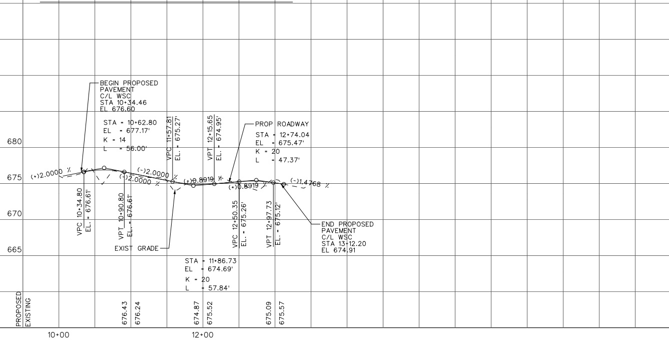

END TAPER
STA 110+57
OFFSET 10.00' LT
TOTAL LENGTH 495'
END PROP MEDIAN
STA 111+51
OFFSET 0.2'RT
R=10.5'
PPKWY STA 111+89.14
ESC STA 13+38.67
℄ PPKWY
BEGIN STORAGE
90'
STA 112+39
OFFSET 1' RT
BEGIN RIGHT TURN LANE
STA 113+19, 69' LT
END STORAGE
BEGIN TAPER
STA 113+27
OFFSET 0.5' LT
END TAPER
STA 114+57
OFFSET 10' LT
WEST PLANO PARKWAY
17' MEDIAN
R=500'
R=500'
R=500'
R=500'
R=500'
R=500'
21'
14'
14'
PC 110+34.08
N 7° 29' 42.66" E
PRC 113+1.09
END PROP
PAVEMENT
C/L PPKWY
STA 115+59
PT 116+05.08
115+00
110+00
END TAPER
BEGIN STORAGE
130'
STA 110+09
OFFSET 18' RT
END STORAGE
130'
STA 111+41
OFFSET 11' RT
R=50'
R=50'
R=782'
R=818'
28' MEDIAN
EAST PLANO PARKWAY
BEGIN PROP MEDIAN
STA 112+30
OFFSET 9' RT
R=8.5'
PROP MEDIAN
℄ ESC
BEGIN EAST SIDE STREET
ESC STA 10+00.00
OFFSET 14.0' RT
PPKWY STA 110+26.95
OFFSET 230.6' RT
R=105'
R=90'
R=140'
R=20'
R=40'
S 85° 48' 54.58" E
10+00
R=20'
R=1220'
EX CONCRETE SDWLK

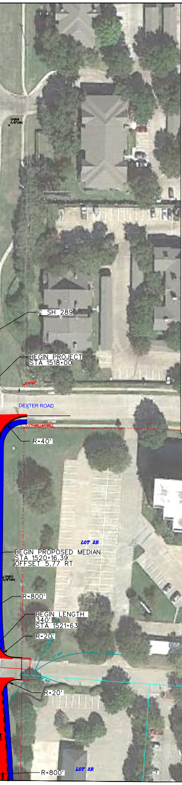

0
50
100
HORIZ. SCALE IN FEET
LOT 3
LOT 6R
LOT 1R
LOT 2R
LOT 57
LOT 58
LOT 3R
PRESTON ROAD
BLOCK 1
PRESTON PARKWAY CENTER
CABINET H, PAGE 380
P.R.C.C.T.
BLOCK 1
PRESTON PARKWAY CENTER
CABINET H, PAGE 674
P.R.C.C.T.
R=20'
R=20'
BEGIN RIGHT TURN LANE
STA 1518+48, 55' RT
PROP MEDIAN
EXIST MEDIAN
TO BE REMOVED
1520+00
7'
6'
7'

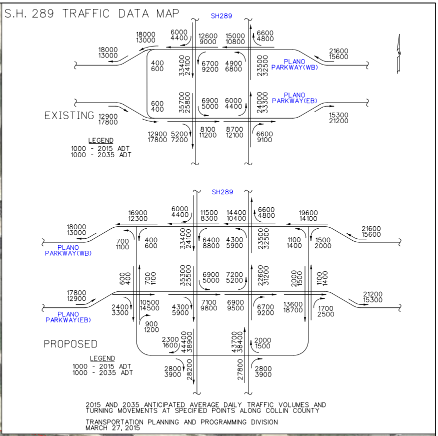
MATCH LINE STA


STA = 110+59.55
EL = 700.81'
(+)1.9630 %
(+)1.2640 %
(+)1.2640 %
STA = 113+12.77
EL = 704.02'
K = 69
L = 200.00'
(-)1.6151 %
STA = 114+12.77
EL = 702.40'
END PROP
PAVEMENT
C/L PPKWY
STA 115+59
EL 700.04
(-)1.6151 %
PT STA 112+12.77
EL 702.75'
PT STA 114+12.77
EL 702.40'
700
695
690
685
680
675
670
665
660
697.68
697.26
699.65
699.25
701.33
701.07
702.59
702.68
703.31
703.60
702.60
702.93
700.99
701.50
699.38
699.89
PROPOSED
EXISTING
697.77
110+00
115+00

WEST STREET CONNECTION


BEGIN PROPOSED
PAVEMENT
C/L WSC
STA 10+34.46
EL 676.60
STA = 10+62.80
EL = 677.17'
K = 14
L = 56.00'
VPC 11+57.81
EL. = 675.27'
VPT 12+15.65
EL. = 674.95'
PROP ROADWAY
STA = 12+74.04
EL = 675.47'
K = 20
L = 47.37'
(+)2.0000 %
(-)2.0000 %
(-)2.0000 %
(+)0.8919 %
(+)0.8919 %
(-)1.4768 %
VPC 10+34.80
EL. = 676.61'
VPT 10+90.80
EL. = 676.61'
EXIST GRADE
VPC 12+50.35
EL. = 675.26'
VPT 12+97.73
EL. = 675.12'
END PROPOSED
PAVEMENT
C/L WSC
STA 13+12.20
EL 674.91
STA = 11+86.73
EL = 674.69'
K = 20
L = 57.84'
680
675
670
665
PROPOSED
EXISTING
676.43
676.24
674.87
675.52
675.09
675.57
10+00
12+00


C SH 289
BEGIN PROJECT
STA 1518+00
5/8"RF
DEXTER ROAD
1/2"POWELL&POWELL
R=40'
LOT 2R
BEGIN PROPOSED MEDIAN
STA 1520+16.39
OFFSET 5.77 RT
CP#53
5/8"CIRS
R=800'
BEGIN LENGTH
340'
STA 1521+63
R=20'
21" RCP
18" RCP
R=20'
R=800'
LOT 2R


S.H. 289 TRAFFIC DATA MAP
SH289
18000
13000
6000
4400
12600
9000
15000
10800
6600
4800
18000
13000
21600
15600
400
600
33400
24100
6700
9200
4900
6800
23500
32500
PLANO
PARKWAY(WB)
N
600
400
35700
25800
6900
5000
6000
4400
24000
33300
PLANO
PARKWAY(EB)
EXISTING
12900
17800
15300
21200
12900
17800
5200
7200
8100
11200
8700
12100
6600
9100
LEGEND
1000 - 2015 ADT
1000 - 2035 ADT
SH289
16900
12300
6000
4400
11500
8300
14400
10400
6600
4800
19600
14100
18000
13000
21600
15600
700
1100
400
600
33400
24100
6400
8800
4300
5900
23500
32500
1100
1400
1500
2000
PLANO
PARKWAY(WB)
600
400
700
1100
35300
25500
6900
5000
7200
5200
22600
31200
2000
1500
1100
1400
17800
12900
21200
15300
2400
3300
10500
14500
4300
5900
7100
9800
6900
9500
6700
9200
13600
18700
1700
2500
PLANO
PARKWAY(EB)
900
1200
2300
1600
44400
38900
43700
38400
2000
1500
PROPOSED
LEGEND
1000 - 2015 ADT
1000 - 2035 ADT
2800
3900
28200
27800
2800
3900

2015 AND 2035 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG COLLIN COUNTY

TRANSPORTATION PLANNING AND PROGRAMMING DIVISION
MARCH 27, 2015

PLANO PKWY CENTERLINE POINTS

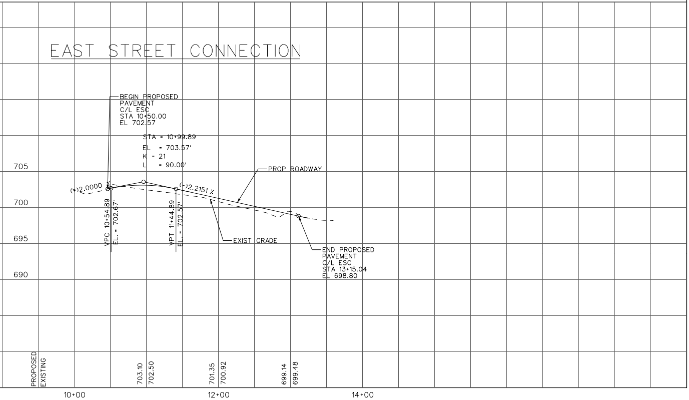
CURVE NO.	STATION	DESC.	NORTHING	EASTING
PVCURV1	92+27.53	P.I.	7,057,946.36	2,490,086.06
	90+72.83	P.C.	7,057,946.74	2,489,931.36
	93+78.56	P.T.	7,058,002.96	2,490,230.03
PVCURV2	95+33.59	P.I.	7,058,059.68	2,490,374.32
	93+78.56	P.C.	7,058,002.96	2,490,230.03
	96+84.83	P.T.	7,058,058.39	2,490,529.35
PVCURV3	105+28.78	P.I.	7,058,051.40	2,491,373.27
	104+59.23	P.C.	7,058,051.97	2,491,303.72
	105+98.28	P.T.	7,058,046.22	2,491,442.63
PVCURV4	111+73.98	P.I.	7,058,003.36	2,492,016.73
	110+34.08	P.C.	7,058,013.78	2,491,877.21
	113+11.09	P.T.	7,057,946.22	2,492,144.43
PVCURV5	114+59.76	P.I.	7,057,885.49	2,492,280.14
	113+11.09	P.C.	7,057,946.22	2,492,144.43
	116+05.08	P.T.	7,057,877.57	2,492,428.60

PLANO PKWY CENTERLINE CURVE DATA

CURVE NO.	DELTA ANGLE	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH
PVCURV1	21° 35' 55.44"	811.00'	154.70'	305.72'	79° 20' 21.01"	303.91'
PVCURV2	21° 56' 07.19"	800.00'	155.04'	306.28'	79° 30' 26.89"	304.41
PVCURV3	3° 47' 38.26"	2100.00'	69.55'	139.06'	87° 37' 40.39"	139.30'
PVCURV4	19° 50' 21.24"	800.00'	139.90'	277.01'	75° 48' 40.64"	275.63'
PVCURV5	21° 03' 20.70"	800.00'	148.67'	293.99'	76° 25' 10.36"	292.34'

1523+00

EAST STREET CONNECTION


BEGIN PROPOSED
PAVEMENT
C/L ESC
STA 10+50.00
EL 702.57
STA = 10+99.89
EL = 703.57'
K = 21
L = 90.00'
PROP ROADWAY
705
700
695
690
(+)2.0000
(-)2.2151 %
VPC 10+54.89
EL. = 702.67'
VPT 11+44.89
EL. = 702.57'
EXIST GRADE
END PROPOSED
PAVEMENT
C/L ESC
STA 13+15.04
EL 698.80
PROPOSED
EXISTING
703.10
702.50
701.35
700.92
699.14
699.48
10+00
12+00
14+00

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Texas Department of Transportation

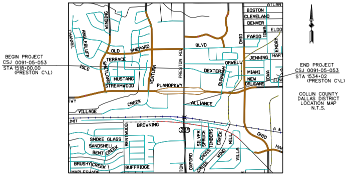
DALLAS DISTRICT
DESIGN SCHEMATIC

JAMES K. SELMAN, P.E.
DISTRICT ENGINEER

SH 289 (PRESTON ROAD)

PROJECT LIMITS: AT INTERSECTION OF PLANO PARKWAY

CITY OF PLANO
COLLIN COUNTY
CSJ: 0091-05-053


BEGIN PROJECT
CSJ 0091-05-053
STA 1518+00.00
(PRESTON C\L)
END PROJECT
CSJ 0091-05-053
STA 1534+02
(PRESTON C\L)
WINDING
CHANNEL
ANGLEBLUFF
OLD
SHEPARD
TERRACE
ISLE
SHETLAND
MUSTANG
STREAMWOOD
VENTURA
PRESTON RD.
PLANOPKWY
BLVD
OHIO
BOSTON
CLEVELAND
DENVER
FARGO
IOWA
ELDO
EMORY
HAR
JENNING
ORWELL
DEXTER
BURNHAM
MIAMI
NEW ORLEANS
IOWA
JUN
ATLAN
KWY
CREEK
VILLAGE
ALLIANCE
LIMIT
BROWNING
BENTWOOD
289
SMOKE GLASS
SANDSHELL
BENT CREEK
BRUSHY CREEK
BUFFRIDGE
MAPLESHADE
SILVER SPRUCE
TIMBERS
CREEK
MILL
OXFORD
CROSS CREEK
WIND
VILLA
OHIO
A &
MA
TON

COLLIN COUNTY
DALLAS DISTRICT
LOCATION MAP
N.T.S.

FUNCTIONAL CLASS: URBAN PRINCIPAL ARTERIAL
PROJECT LENGTH: 0.303 MI
DESIGN SPEED: 45 MPH (SH 289)
40 MPH (PLANO PARKWAY)

SCALE:
HORIZONTAL 1" = 50'
VERTICAL 1" = 5'

Year 2015 Topographic Data
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MAY 2016
ROLL 1 OF 1

SCHEMATIC PREPARED BY:

AKAYU MEKONNEN
PROJECT MANAGER
93580
P.E. NUMBER
MAY 26, 2016
DATE

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES

125 YEARS ®

Parsons Brinckerhoff
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