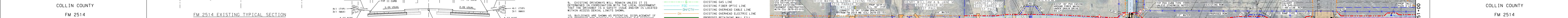


TEXAS DEPARTMENT OF TRANSPORTATION
 DALLAS DISTRICT
 DESIGN SCHEMATIC
 MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER
 COLLIN COUNTY

PROJECT LIMIT: EAST OF LAVON PARKWAY
 TO BROWN STREET
 CONTROL:
 2679-03-015 LENGTH 1.117 MILES (5,900.00 FT),
 2679-03-016 LENGTH 2.226 MILES (11,753.33 FT)

FUNCTIONAL CLASS: URBAN COLLECTOR
 PROJECT LENGTH = 3.343 MILES (17,652.33 FT.)
 DESIGN SPEED: 45 MPH



REVISIONS:
 1. REVISED JUNE 2018
 ROLL 1 OF 5
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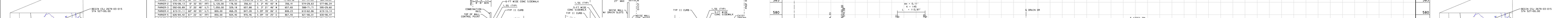


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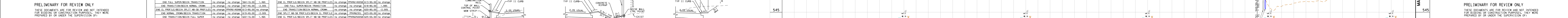


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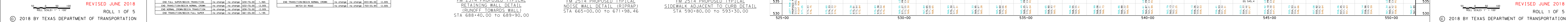
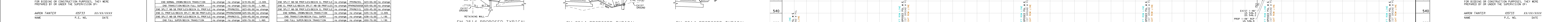
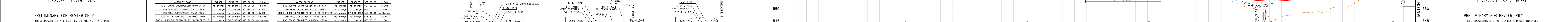
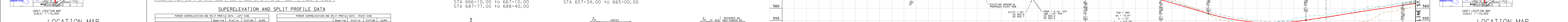
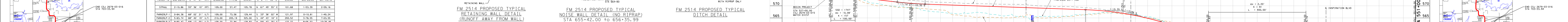
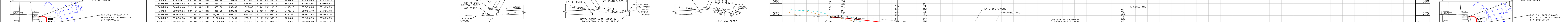
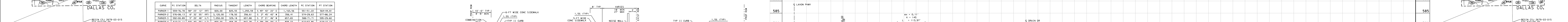
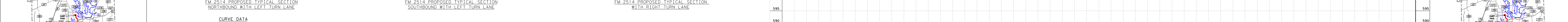
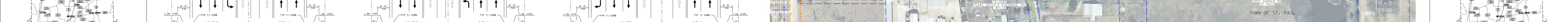
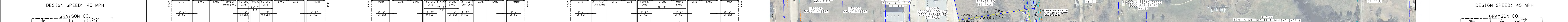
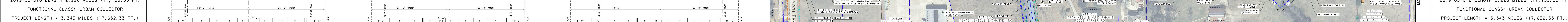
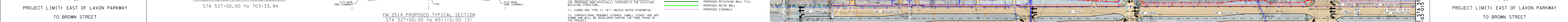
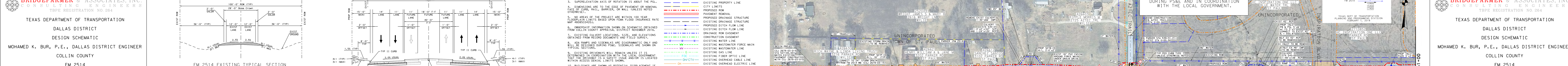


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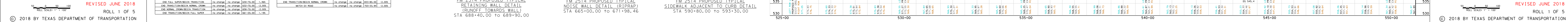
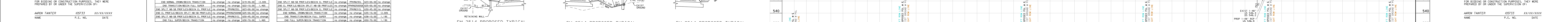
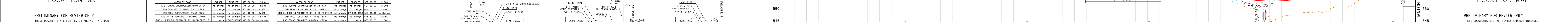
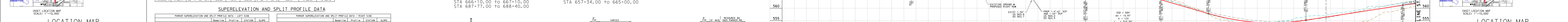
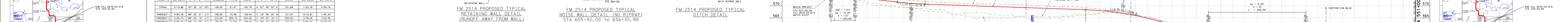
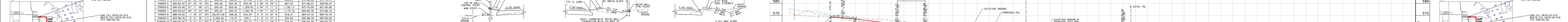
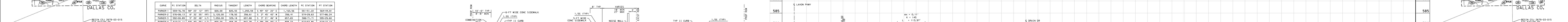
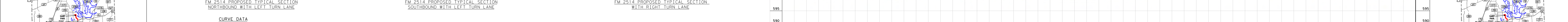
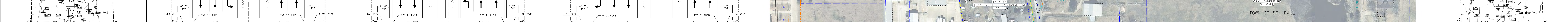
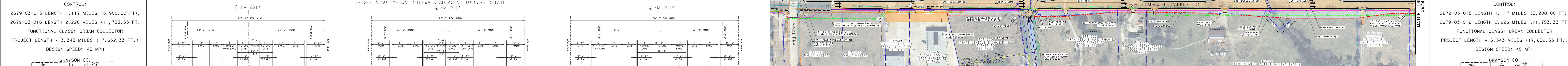
NOTES

- EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON SURVEY INFORMATION DATED MARCH 2015 AND RECORD PLANS.
- FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
- SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
- DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, MAIL, BARRIER, OR WALL UNLESS NOTED OTHERWISE.
- NO AREAS OF THE PROJECT ARE WITHIN 100 YEAR FLOODPLAIN LIMITS BASED UPON FEMA FLOOD INSURANCE RATE MAP 48085C0420.
- OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM COLLIN COUNTY APPRAISAL DISTRICT NOVEMBER 2016.
- EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND FIELD SURVEY.
- ADA RAMP AND SIDEWALKS ARE DIAGRAMMATIC ONLY AND WILL BE DESIGNED DURING PS&E. SIDEWALKS ARE SHOWN ON TYPICAL SECTIONS.
- EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED IN COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY HAZARD AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
- BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
- CURBS ARE TYPE II (8") UNLESS NOTED OTHERWISE.
- CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.

LEGEND

- PARKER
- DIRECTION OF TRAFFIC
- CENTERLINE
- EXISTING ROW
- PROPOSED ROW
- CITY LIMITS
- PROPOSED PROPERTY LINE
- PAVEMENT REMOVAL
- PROPOSED DRAINAGE STRUCTURE
- EXISTING DRAINAGE STRUCTURE
- PROPOSED DITCH FLOW LINE
- EXISTING DITCH FLOW LINE
- DRAINAGE ROW EASEMENT
- CONSTRUCTION EASEMENT
- EXISTING WATER LINE
- EXISTING WASTEWATER FORCE MAIN
- EXISTING WASTEWATER LINE
- EXISTING GAS LINE
- EXISTING FIBER OPTIC LINE
- EXISTING OVERHEAD ELECTRIC LINE
- PROPOSED RETAINING WALL FILL
- PROPOSED NOISE WALL

TRAFFIC DIAGRAM

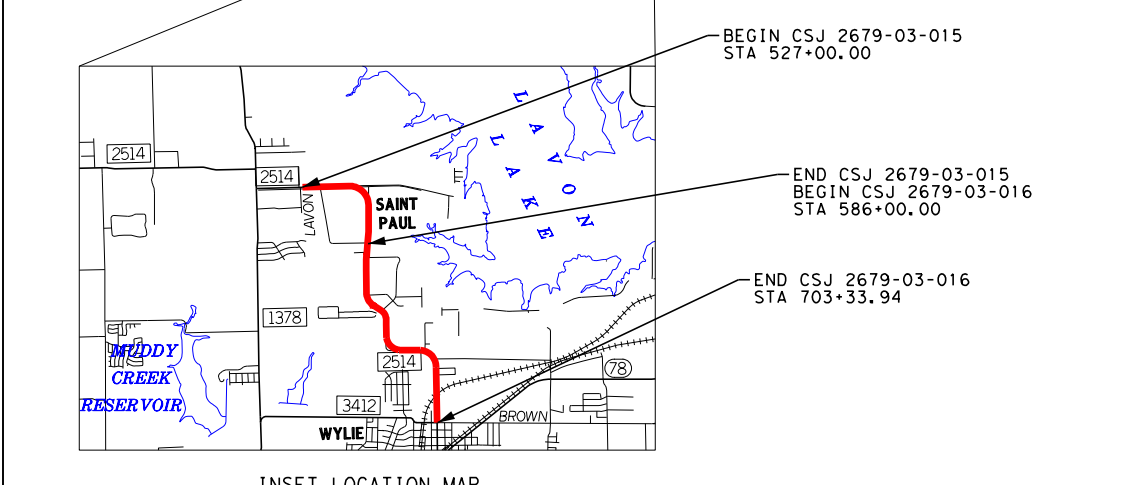
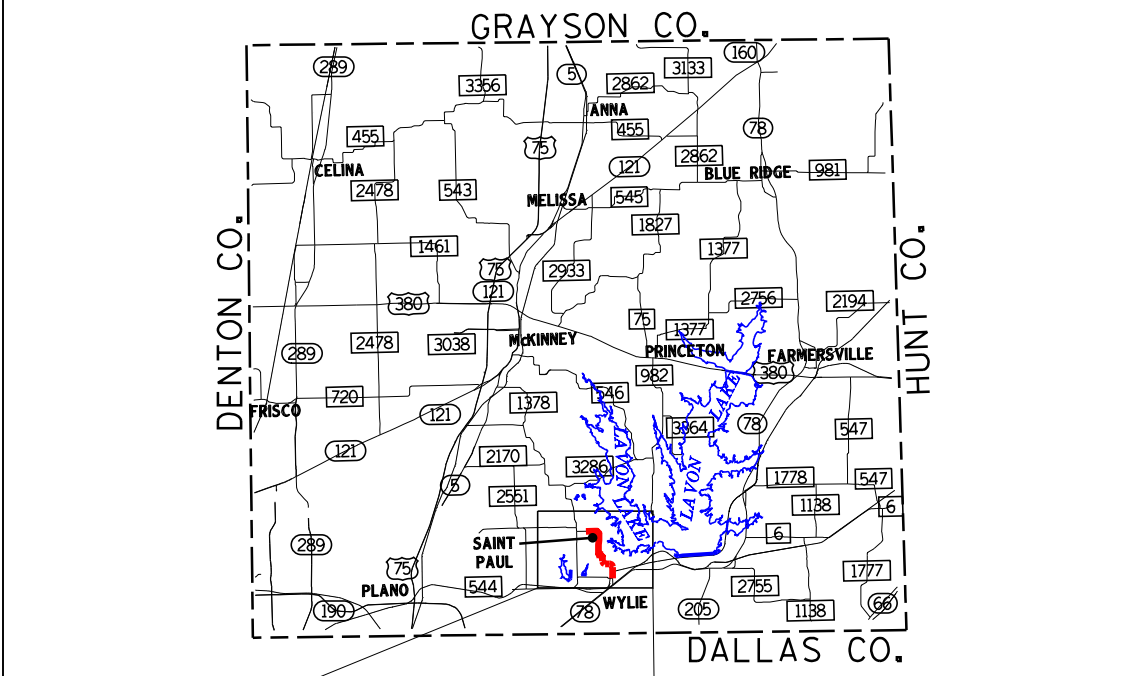


CURVE DATA

CURVE	PI STATION	DELTA	RADIUS	TANGENT	CHORD LENGTH	CHORD BEARING	PC STATION	PT STATION	
PARKER-1	529+76.78	23° 23' 12" (RT)	825.55	1,293.59	5.45° 42' 22" E	1,163.56	531+91.22	544+44.81	
PARKER-2	570+68.71	47° 10' 45" (RT)	3,120.00	178.50	5° 2' 45" W	336.41	574+64.81	577+86.74	
PARKER-3	592+00.89	5° 20' 48" (LT)	1,050.00	329.18	5° 3' 21" W	651.65	588+71.71	595+29.40	
PARKER-4	615+31.11	60° 40' 55" (LT)	800.00	466.25	67° 28' 39" W	808.23	610+42.86	619+10.14	
PARKER-5	620+84.42	61° 22' 16" (RT)	850.00	504.40	5° 29' 18" E	887.55	637+00.01	630+09.47	
PARKER-6	646+29.48	91° 11' 48" (LT)	835.00	852.62	1,329.05	5° 44' 13" E	1,193.13	637+76.64	651+05.89
PARKER-7	669+09.63	89° 15' 23" (RT)	824.23	1,300.78	5° 45' 11" E	1,175.18	660+45.40	673+86.18	
PARKER-8	688+58.62	11° 33' 31" (RT)	29,377.00	408.29	5° 0' 13" W	816.31	684+12.42	692+43.76	
PARKER-9	693+86.76	2° 31' 45" (LT)	5,000.00	110.37	220.7	5° 0' 15" E	220.69	692+86.39	695+09.09
PARKER-10	696+26.45	2° 41' 21" (RT)	5,000.00	117.36	234.67	5° 0' 11" E	234.65	695+09.09	697+43.76
SPHAL	2+10.86	55° 36' 10" (RT)	109.00	57.47	105.78	61° 49' 55" E	101.68	1+53.99	2+19.16
PARKER-11	674+38.38	68° 52' 21" (LT)	109.00	73.58	129.44	5° 33' 58" W	121.97	671+41.61	1+40.74
PARKER-12	5+83.74	88° 40' 19" (LT)	210.00	205.19	325.00	5° 44' 43" E	293.52	3+78.55	7+53.55
PARKER-13	9+80.47	68° 17' 55" (LT)	109.00	73.94	129.93	5° 56' 47" E	122.37	9+06.53	10+36.46

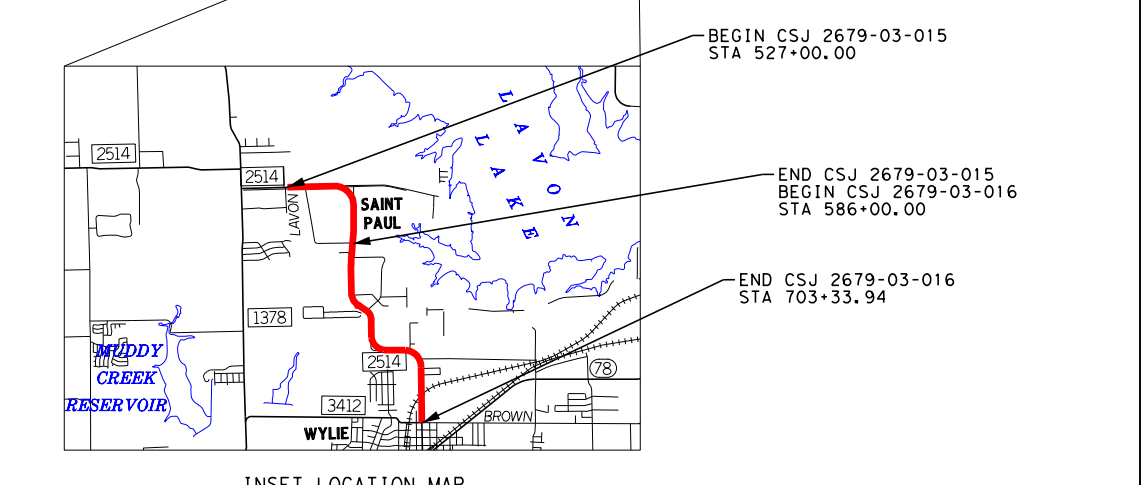
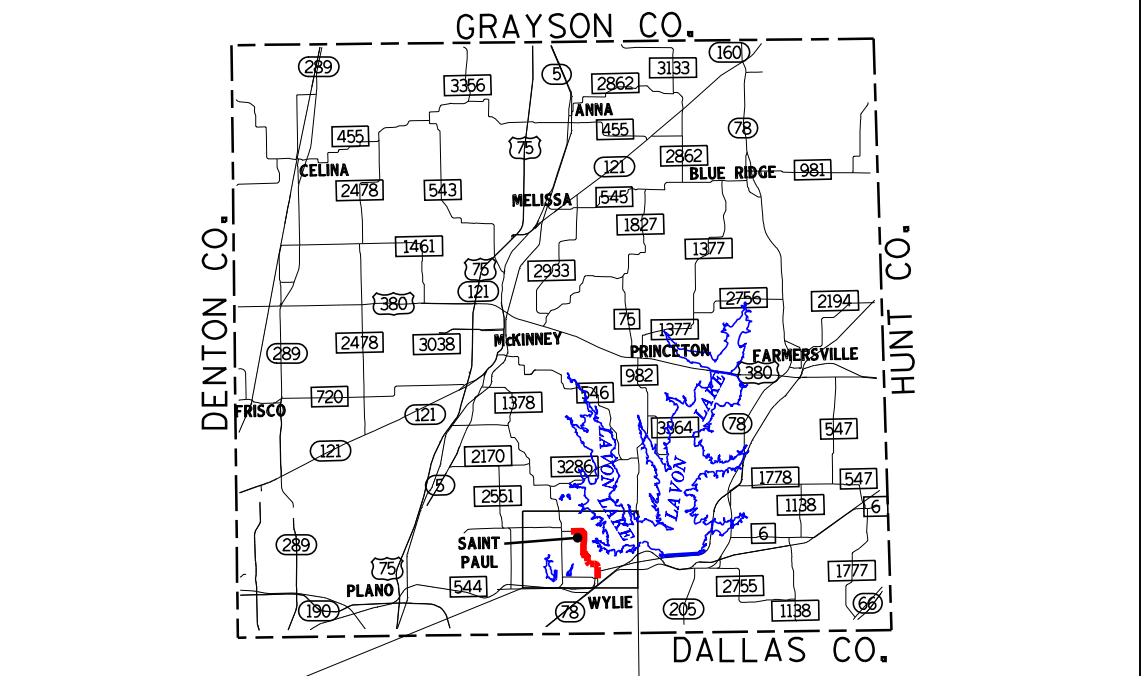
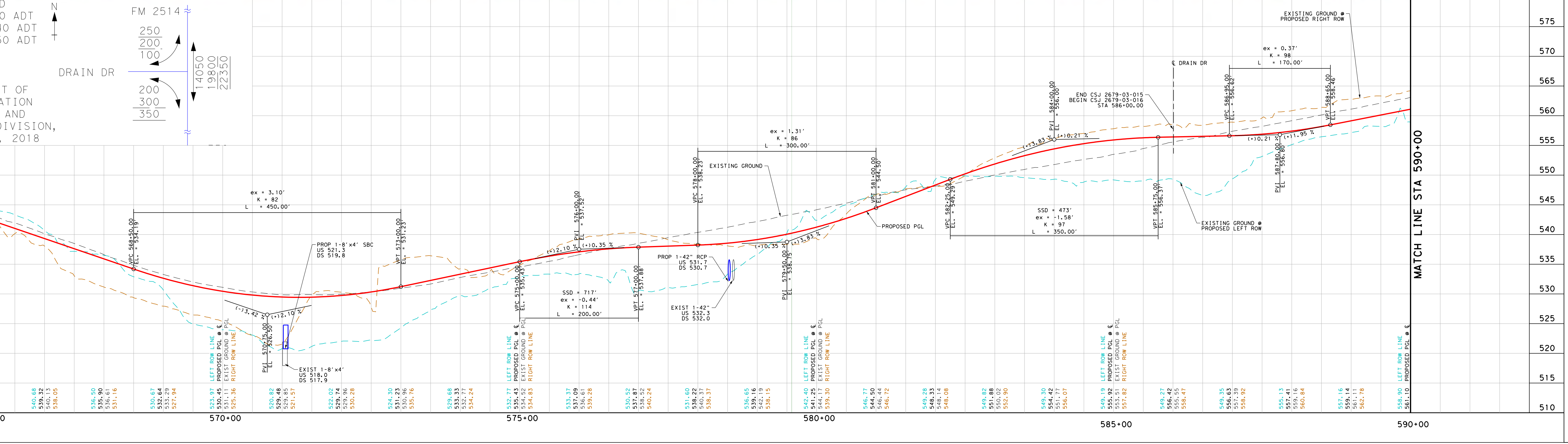
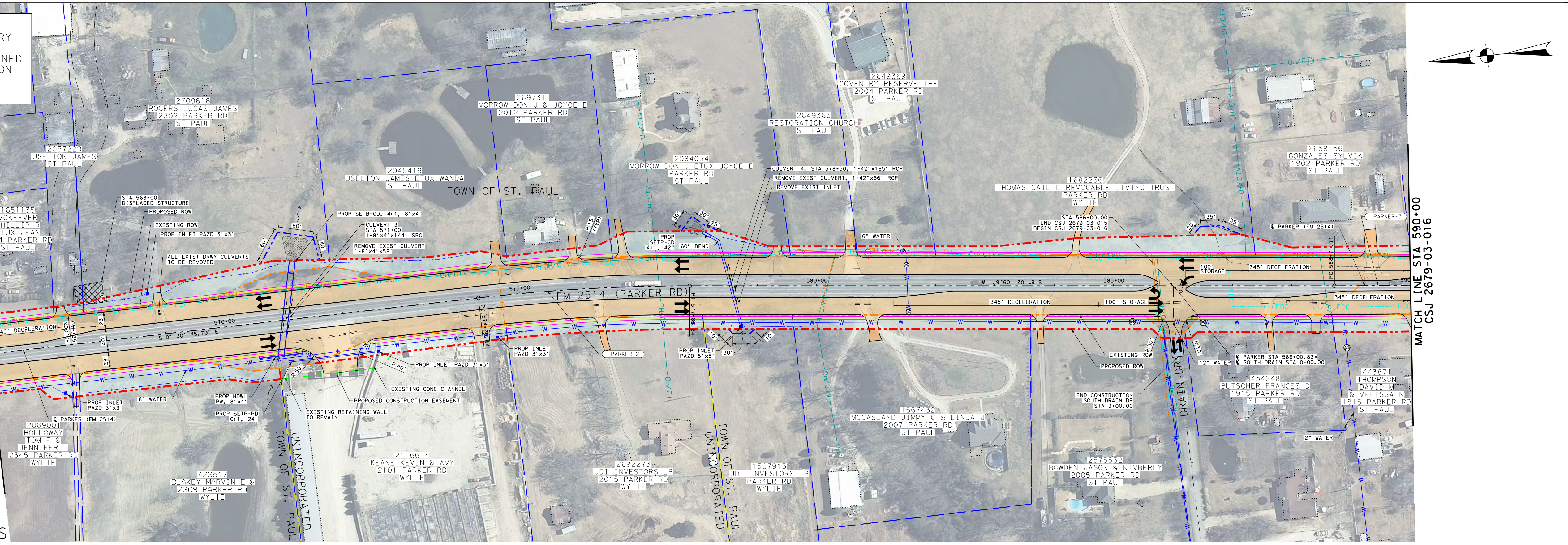
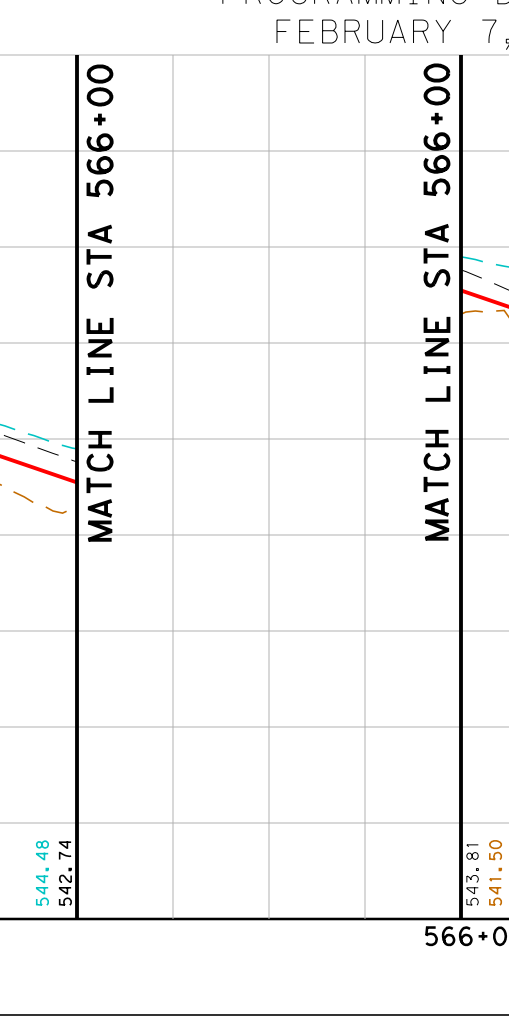
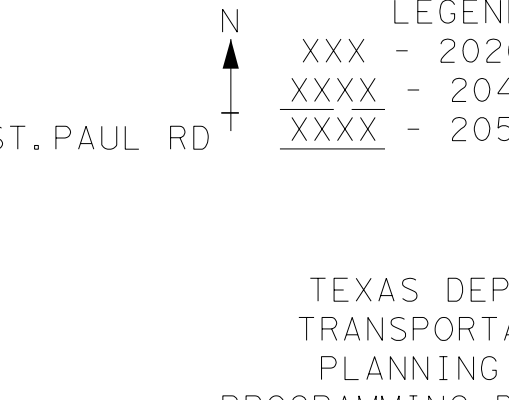
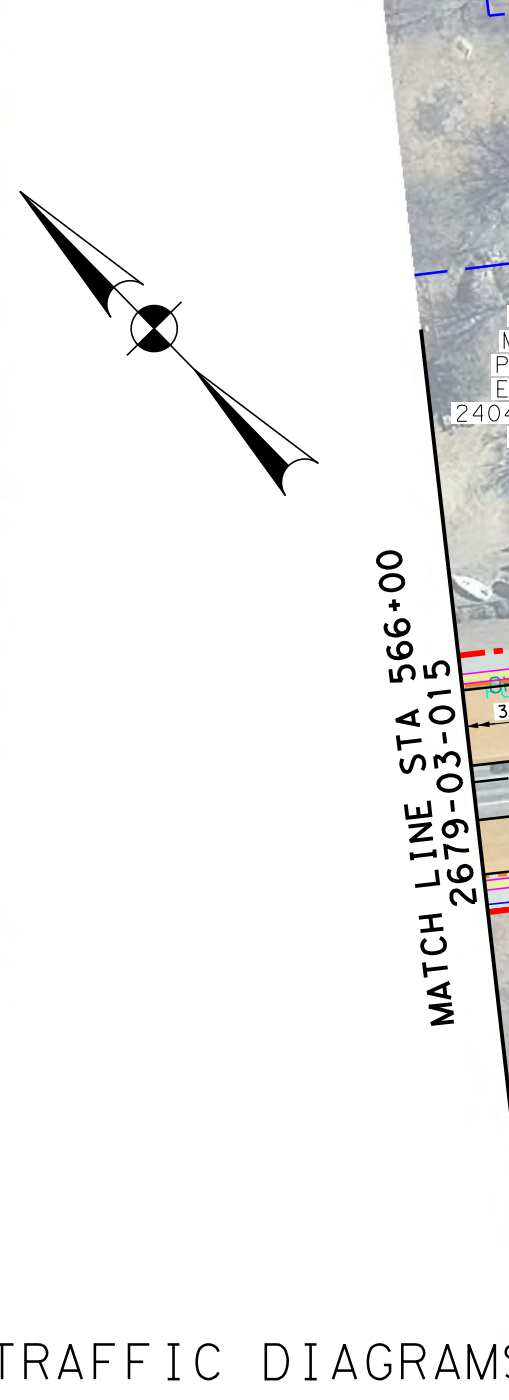
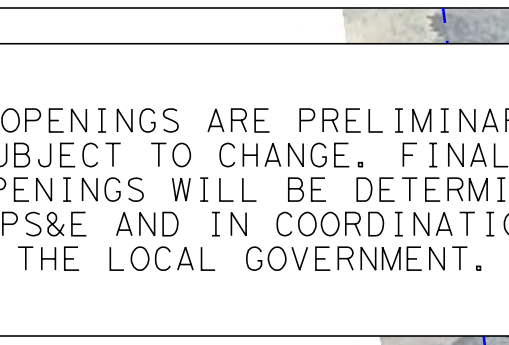
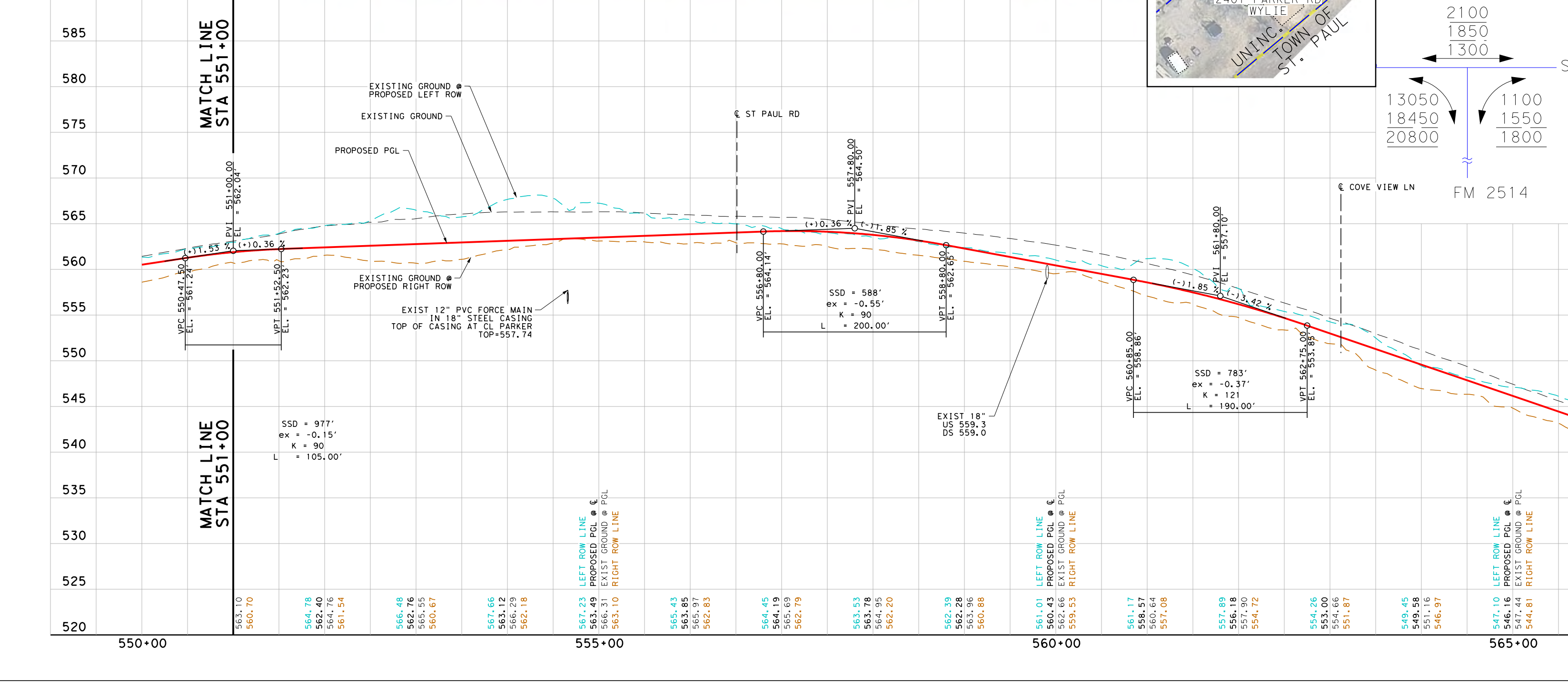
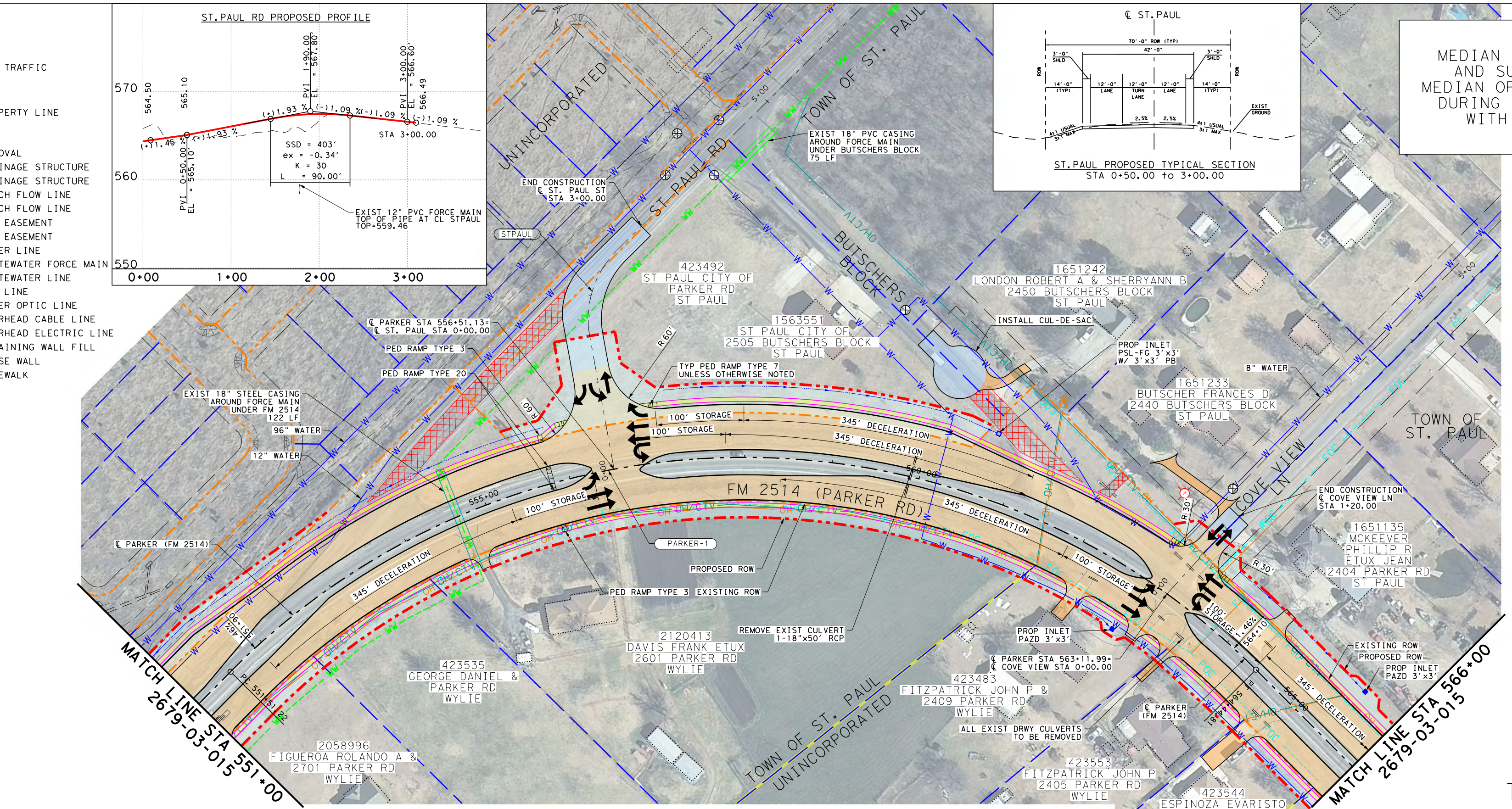
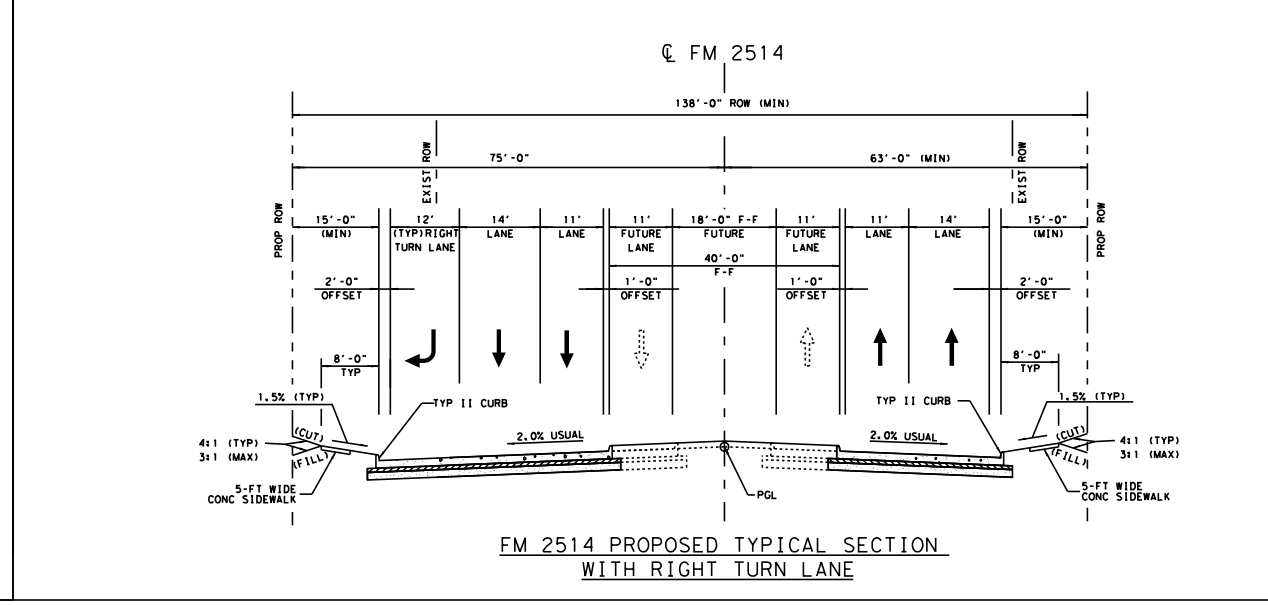
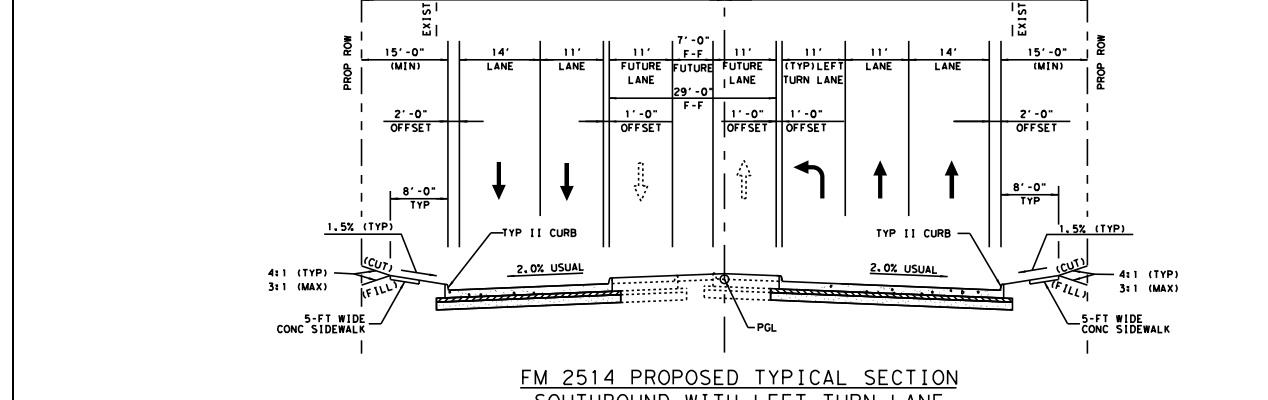
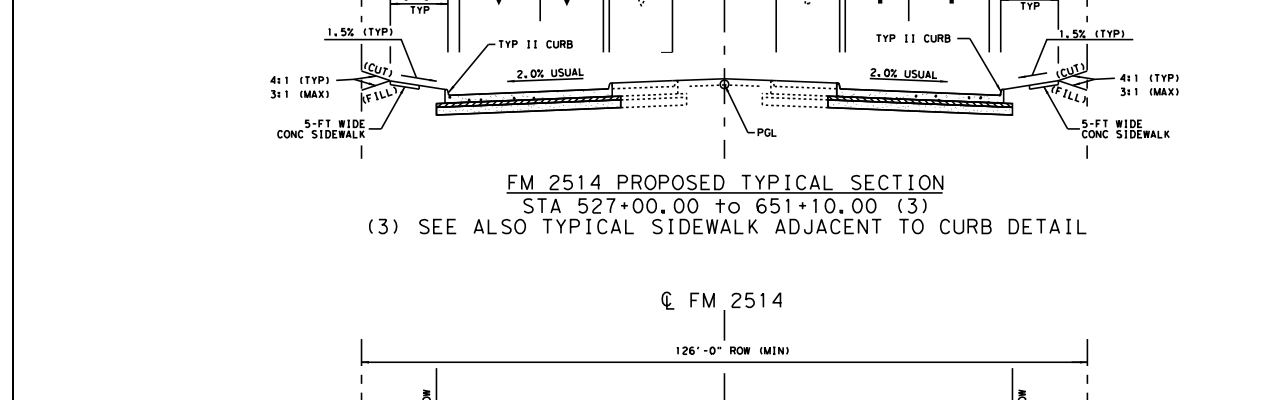
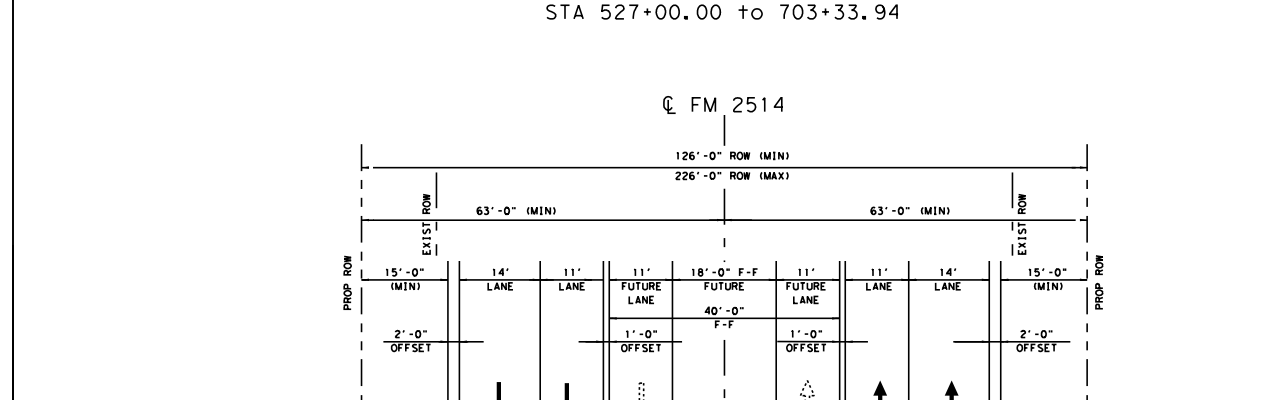
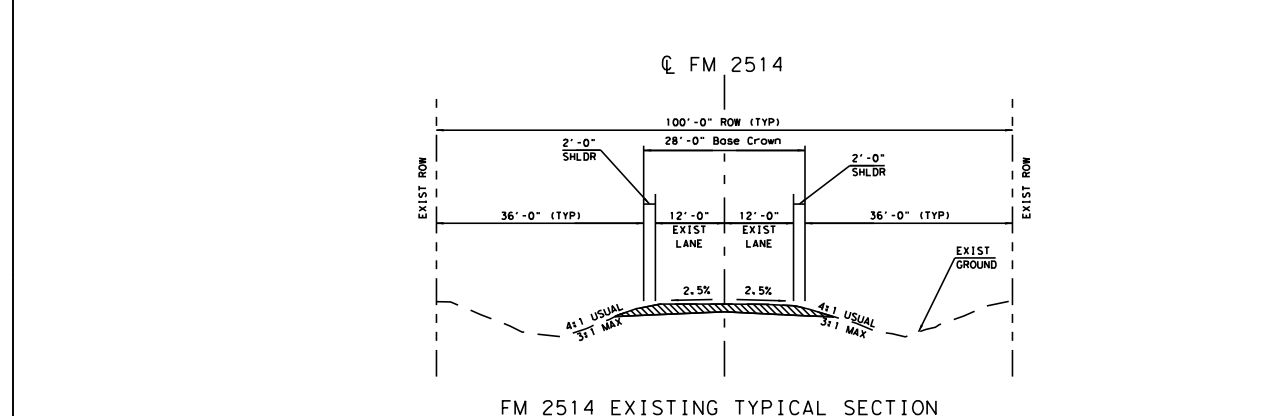
SUPERELEVATION AND SPLIT PROFILE DATA

PARKER SUPERELEVATION AND SPLIT PROFILE DATA - RIGHT SIDE				PARKER SUPERELEVATION AND SPLIT PROFILE DATA - LEFT SIDE			
MATCH EX ROAD	BASELINE	PROFITE	STATION	STATION	STATION	STATION	STATION
END NORMAL CROWN/BEGIN TRANSITION	no change	no change	548+60.00	548+60.00	END NORMAL CROWN/BEGIN TRANSITION	no change	548+60.00
END TRANSITION/BEGIN FULL SUPER	no change	no change	551+00.00	551+00.00	END TRANSITION/BEGIN FULL SUPER	no change	551+00.00
END FULL SUPER/BEGIN TRANSITION	no change	no change	554+00.00	554+00.00	END FULL SUPER/BEGIN TRANSITION	no change	554+00.00
END TRANSITION/BEGIN NORMAL CROWN	no change	no change	567+40.00	567+40.00	END TRANSITION/BEGIN NORMAL CROWN	no change	567+40.00
END CL PROF/BEGIN SPLIT NB-SB PROFILES	no change	no change	613+00.00	613+00.00	END CL PROF/BEGIN SPLIT NB-SB PROFILES	no change	613+00.00
END NB-SB PROFILES/BEGIN CL PROFILE	no change	no change	623+00.00	623+00.00	END NB-SB PROFILES/BEGIN CL PROFILE	no change	623+00.00
END CL PROF/BEGIN SPLIT NB-SB PROFILES	no change	no change	625+00.00	625+00.00	END CL PROF/BEGIN SPLIT NB-SB PROFILES	no change	625+00.00
END NB-SB PROFILES/BEGIN CL PROFILE	no change	no change	630+00.00	630+00.00	END NB-SB PROFILES/BEGIN CL PROFILE	no change	630+00.00
END FULL SUPER/BEGIN TRANSITION	no change	no change	630+70.00	630+70.00	END FULL SUPER/BEGIN TRANSITION	no change	630+70.00
END TRANSITION/BEGIN NORMAL CROWN	no change	no change	632+00.00	632+00.00	END TRANSITION/BEGIN NORMAL CROWN	no change	632+00.00
END NORMAL CROWN/BEGIN FULL SUPER	no change	no change	633+00.00	633+00.00	END NORMAL CROWN/BEGIN FULL SUPER	no change	633+00.00
END FULL SUPER/BEGIN TRANSITION	no change	no change	633+70.00	633+70.00	END FULL SUPER/BEGIN TRANSITION	no change	633+70.00
END TRANSITION/BEGIN NORMAL CROWN	no change	no change	634+00.00	634+00.00	END TRANSITION/BEGIN NORMAL CROWN	no change	634+00.00
END NORMAL CROWN/BEGIN FULL SUPER	no change	no change	634+70.00	634+70.00	END NORMAL CROWN/BEGIN FULL SUPER	no change	634+70.00
END FULL SUPER/BEGIN TRANSITION	no change	no change	635+00.00	635+00.00	END FULL SUPER/BEGIN TRANSITION	no change	635+00.00
END TRANSITION/BEGIN NORMAL CROWN	no change	no change	635+70.00	635+70.00	END TRANSITION/BEGIN NORMAL CROWN	no change	635+70.00
END NORMAL CROWN/BEGIN FULL SUPER	no change	no change	636+00.00	636+00.00	END NORMAL CROWN/BEGIN FULL SUPER	no change	636+00.00
END FULL SUPER/BEGIN TRANSITION	no change	no change	636+70.00	636+70.00	END FULL SUPER/BEGIN TRANSITION	no change	636+70.00
END TRANSITION/BEGIN NORMAL CROWN	no change	no change	637+00.00	637+00.00	END TRANSITION/BEGIN NORMAL CROWN	no change	637+00.00
END NORMAL CROWN/BEGIN FULL SUPER	no change	no change	637+70.00	637+70.00	END NORMAL CROWN/BEGIN FULL SUPER	no change	637+70.00
END FULL SUPER/BEGIN TRANSITION	no change	no change	638+00.00	638+00.00	END FULL SUPER/BEGIN TRANSITION	no change	638+00.00
END TRANSITION/BEGIN NORMAL CROWN	no change	no change	638+70.00	638+70.00	END TRANSITION/BEGIN NORMAL CROWN	no change	638+70.00
END NORMAL CROWN/BEGIN FULL SUPER	no change	no change	639+00.00	639+00.00	END NORMAL CROWN/BEGIN FULL SUPER	no change	639+00.00
END FULL SUPER/BEGIN TRANSITION	no change	no change	639+70.00	639+70.00	END FULL SUPER/BEGIN TRANSITION	no change	639+70.00
END TRANSITION/BEGIN NORMAL CROWN	no change	no change	640+00.00	640+00.00	END TRANSITION/BEGIN NORMAL CROWN	no change	640+00.00
END NORMAL CROWN/BEGIN FULL SUPER	no change	no change	640+70.00	640+70.00	END NORMAL CROWN/BEGIN FULL SUPER	no change	640+70.00
END FULL SUPER/BEGIN TRANSITION	no change	no change	641+00.00	641+00.00	END FULL SUPER/BEGIN TRANSITION	no change	641+00.00
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END NORMAL CROWN/BEGIN FULL SUPER	no change	no change	643+70.00	643+70.00	END NORMAL CROWN/BEGIN FULL SUPER	no change	643+70.00
END FULL SUPER/BEGIN TRANSITION	no change	no change	644+00.00	644+00.00	END FULL SUPER/BEGIN TRANSITION	no change	644+00.00
END TRANSITION/BEGIN NORMAL CROWN	no change	no change	644+70.00	644+70.00	END TRANSITION/BEGIN NORMAL CROWN	no change	644+70.00
END NORMAL CROWN/BEGIN FULL SUPER	no change	no change	645+00.00	645+00.00	END NORMAL CROWN/BEGIN FULL SUPER	no change	645+00.00
END FULL SUPER/BEGIN TRANSITION	no change	no change	645+70.00	645+70.00	END FULL SUPER/BEGIN TRANSITION	no change	645+70.00
END TRANSITION/BEGIN NORMAL CROWN	no change	no change	646+00.00	646+00.00	END TRANSITION/BEGIN NORMAL CROWN	no change	646+00.00
END NORMAL CROWN/BEGIN FULL SUPER	no change	no change	646+70.00	646+70.00	END NORMAL CROWN/BEGIN FULL SUPER	no change	646+70.00
END FULL SUPER/BEGIN TRANSITION	no change	no change	647+00.00	647+00.00	END FULL SUPER/BEGIN TRANSITION	no change	647+00.00
END TRANSITION/BEGIN NORMAL CROWN	no change	no change	647+70.00	647+70.00	END TRANSITION/BEGIN NORMAL CROWN	no change	647+70.00
END NORMAL CROWN/BEGIN FULL SUPER	no change	no change	648+00.00	648+00.00	END NORMAL CROWN/BEGIN FULL SUPER	no change	648+00.00
END FULL SUPER/BEGIN TRANSITION	no change	no change	648+70.00	648+70.00	END FULL SUPER/BEGIN TRANSITION	no change	648+70.00
END TRANSITION/BEGIN NORMAL CROWN	no change	no change	649+00.00	649+00.00	END TRANSITION/BEGIN NORMAL CROWN	no change	649+00.00
END NORMAL CROWN/BEGIN FULL SUPER	no change	no change	649+70.00	649+70.00	END NORMAL CROWN/BEGIN FULL SUPER	no change	649+70.00
END FULL SUPER/BEGIN TRANSITION	no change	no change	650+00.00	650+00.00	END FULL SUPER/BEGIN TRANSITION	no change	650+00.00
END TRANSITION/BEGIN NORMAL CROWN	no change	no change	650+70.00	650+70.00	END TRANSITION/BEGIN NORMAL CROWN	no change	650+70.00
END NORMAL CROWN/BEGIN FULL SUPER	no change	no change	651+00.00	651+00.00	END NORMAL CROWN/BEGIN FULL SUPER	no change	651+00.00
END FULL SUPER/BEGIN TRANSITION	no change	no change	651+70.00	651+70.00	END FULL SUPER/BEGIN TRANSITION	no change	651+70.00
END TRANSITION/BEGIN NORMAL CROWN	no change	no change	652+00.00	652+00.00	END TRANSITION/BEGIN NORMAL CROWN	no change	652+00.00
END NORMAL CROWN/BEGIN FULL SUPER	no change	no change	652+70.00	652+70.00	END NORMAL CROWN/BEGIN FULL SUPER	no change	652+70.00
END FULL SUPER/BEGIN TRANSITION	no change	no change	653+00.00	653+00.00	END FULL SUPER/BEGIN TRANSITION	no change	653+00.00
END TRANSITION/BEGIN NORMAL CROWN	no change	no change	653+70.00	653+70.00	END TRANSITION/BEGIN NORMAL CROWN	no change	653+70.00
END NORMAL CROWN/BEGIN FULL SUPER	no change	no change	654+00.00	654+00.00	END NORMAL CROWN/BEGIN FULL SUPER	no change	654+00.00
END FULL SUPER/BEGIN TRANSITION</							

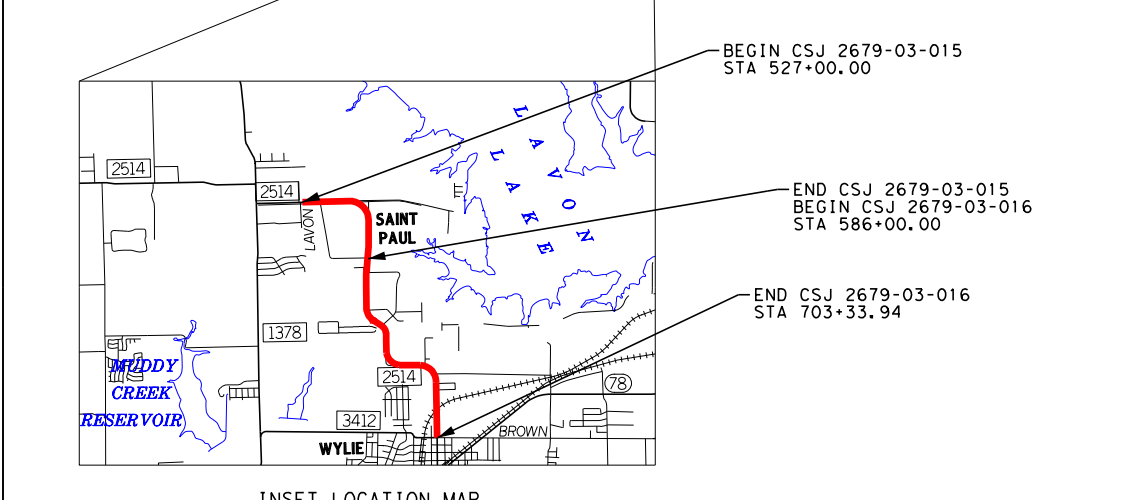
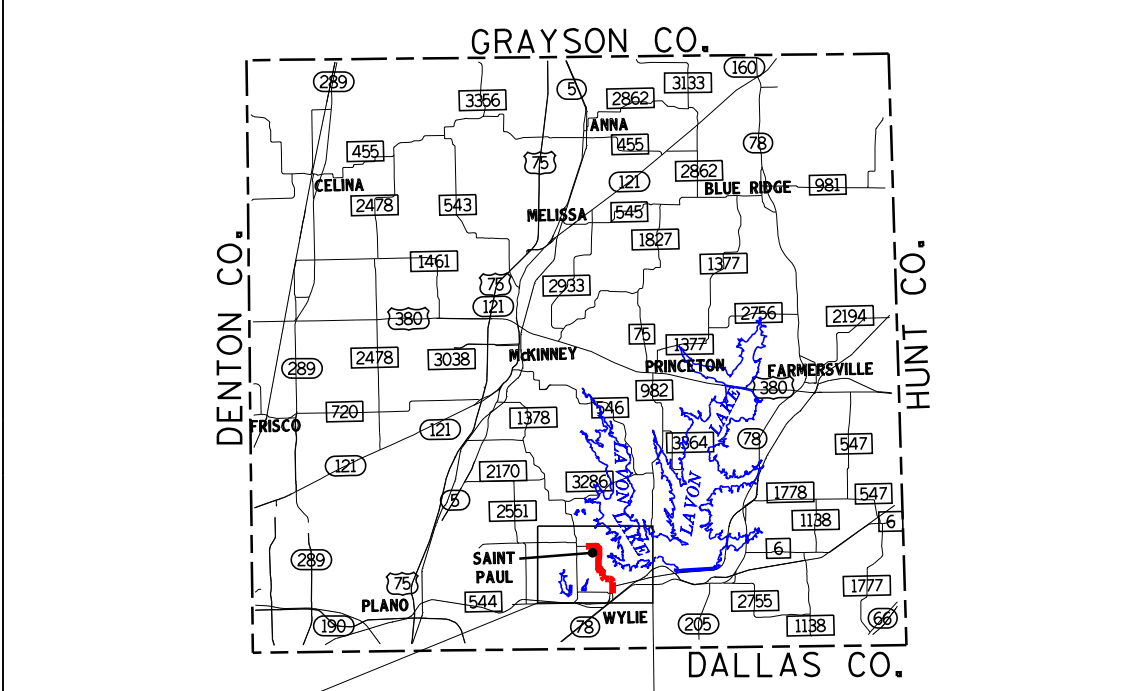


LOCATION MAP
 PRELIMINARY FOR REVIEW ONLY
 THESE DOCUMENTS ARE FOR REVIEW AND NOT INTENDED FOR BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

- NOTES**
- EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON SURVEY INFORMATION DATED MARCH 2015 AND RECORD PLANS.
 - FINAL LOCATION OF THE MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENT.
 - SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
 - DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL UNLESS NOTED OTHERWISE.
 - NO AREAS OF THE PROJECT ARE WITHIN 10 YEAR FLOODPLAIN LIMITS BASED UPON FEMA FLOOD INSURANCE RATE MAP 88083C020J.
 - OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM COLLIN COUNTY APPRAISAL DISTRICT NOVEMBER 2016.
 - EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND FIELD SURVEY.
 - ADA RAMP AND SIDEWALK ARE DIAGRAMMED AND WILL BE DESIGNED DURING PS&E. SIDEWALKS ARE SHOWN ON TYPICAL SECTIONS.
 - EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED IN COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
 - BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
 - CURBS ARE TYPE 11 (8") UNLESS NOTED OTHERWISE.
 - CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.



LOCATION MAP
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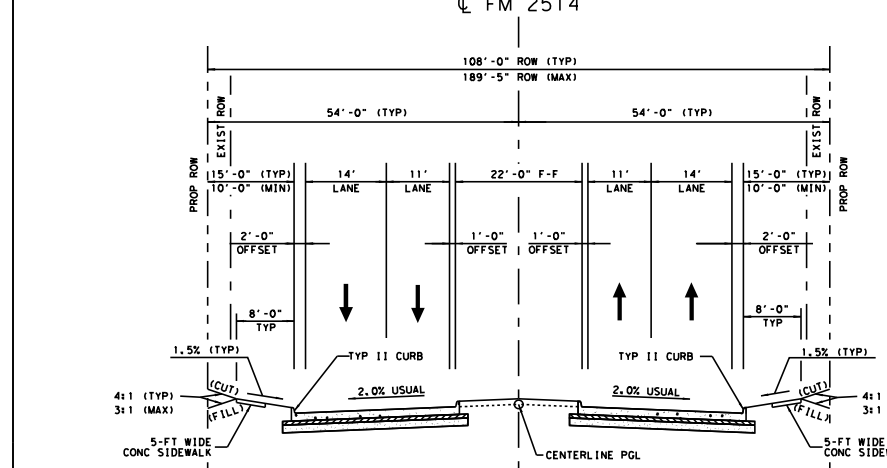
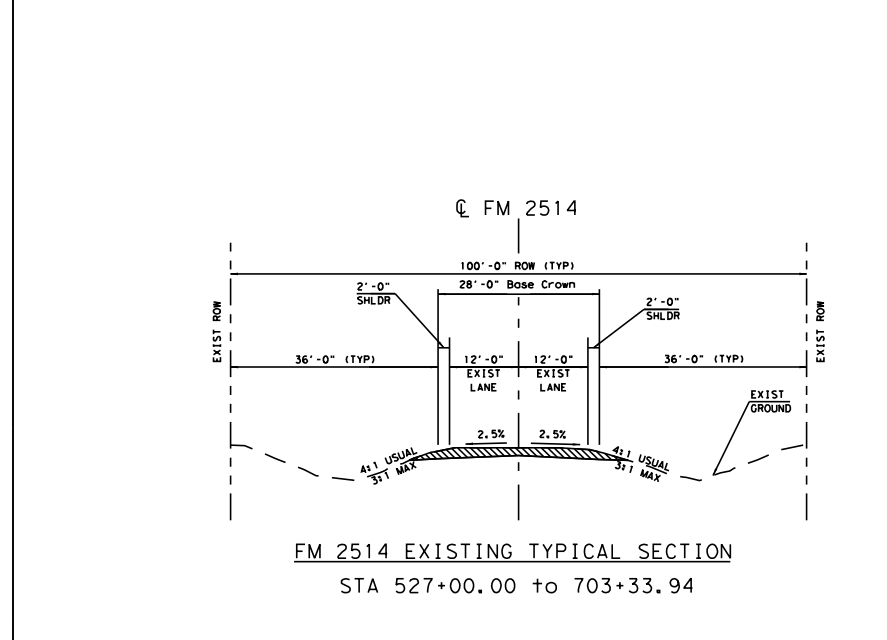
LOCATION MAP
 SCALE: 1"=10,000'

PRELIMINARY FOR REVIEW ONLY
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 ARON TANTER 05733
 NAME P.E. NO. DATE

LEGEND

- PARKING
- CURVE NUMBER
- DIRECTION OF TRAFFIC
- CENTERLINE
- EXISTING PROPERTY LINE
- CITY LIMITS
- PROPOSED ROW
- PAVEMENT REMOVAL
- PROPOSED DRAINAGE STRUCTURE
- EXISTING DRAINAGE STRUCTURE
- PROPOSED DITCH FLOW LINE
- EXISTING DITCH FLOW LINE
- DRAINAGE ROW EASEMENT
- CONSTRUCTION GASMAIN
- EXISTING WATER LINE
- EXISTING WASTEWATER FORCE MAIN
- EXISTING WASTEWATER LINE
- EXISTING GAS LINE
- EXISTING FIBER OPTIC LINE
- EXISTING OVERHEAD CABLE LINE
- EXISTING OVERHEAD ELECTRIC LINE
- PROPOSED RETAINING WALL FILL
- PROPOSED NOISE WALL
- PROPOSED SIDEWALK

- NOTES**
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 - FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENT.
 - SUPERELEVATION AXIS OF ROTATION IS ABOUT THE P.O.L.
 - DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL UNLESS NOTED OTHERWISE.
 - NO AREAS OF THE PROJECT ARE WITHIN 100 YEAR FLOODPLAIN LIMITS BASED UPON FEMA FLOOD INSURANCE RATE MAP #808030020.
 - OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM COLLIN COUNTY APPRAISAL DISTRICT NOVEMBER 2016.
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FM 2514 PROPOSED TYPICAL SECTION STA 656+10.00 TO 685+75.00 (1)
 (1) SEE ALSO TYPICAL RETAINING WALL DETAIL
 (2) SEE ALSO TYPICAL NOISE WALL DETAIL

