

Project Name: State Highway 5

CSJ Number: 0047-05-054, etc.

District(s): Dallas

County(ies): Collin

COMMUNITY PROFILE

Attach a map showing the community study area boundaries as well as the locations of any community facilities in the area (schools, places of worship, health care facilities, recreation centers, social services, libraries, etc).

I. General Information

What is the location of the community that may be impacted?

The proposed SH 5 project limits are from south of FM 1378 (Country Club Road) to south of Melissa Road in the cities of McKinney and Melissa and unincorporated Collin County, Texas, extending for approximately 9.7 miles. The Community Impacts Assessment (CIA) study area is comprised of 21 census block groups that encompass the proposed project area. The CIA study area is based on a combination of transportation, city limits, and block groups. US 75 to the west is a major transportation corridor in the area and communities west of US 75 would be less likely to be influenced by improvements to SH 5, so US 75 was selected as the western boundary of the CIA Study Area. The CIA includes the municipalities of Fairview, McKinney, and Melissa.

The following figures/exhibits have been attached to this report: Appendix A- Maps - Project Location Map with CIA Study Area - USGS Topographic Map - Community Facilities on Aerial Map - Minority Populations Appendix B- Displacement Information -Displacement Locations -Displacement Tables -Housing Availability Table Appendix C- Census Tables Appendix D- Site Visit Photographs Appendix E- Design Schematic and Typical Sections

II. Project Description

Briefly describe the proposed project.

Please refer to ECOS for project description.

III. General Character of the Community

What is the name and general character of the community (scattered rural, planned suburban, urban, mixed use)?

The proposed project area occurs within the urban center of downtown McKinney, with rural and mixed use areas to the north and south of the urban center. From south of Country Club Road in the incorporated community of Fairview to Old



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Mill Road, the general characteristics can be considered rural, with suburban segments throughout. Downtown McKinney occurs from Old Mill Road to Powerhouse street as a moderately urbanized segment of the city, with industrial areas centered along the rail line to the east of the project area. From Powerhouse Street to south of Melissa Road in the city of Melissa, the project area becomes rural and mixed use, with new subdivision development occurring adjacent to the proposed project. Note that the community facilities listed below focus on the features adjacent to the project, while the attached maps show other community features within the CIA study area.

Describe the community facilities (shown on attached map) in the area:

Name of Facility	Type of Facility	Public or private?	Does the facility serve a specific population? If so, who?	Additional details, if necessary
Collin Baptist	Place of Worship	Private	No	Map ID 87
Grand Brook Memory Care	Assisted Living	Private	The elderly	Map ID 1
Golf Club of McKinney	Park/Recreation	Public	No	Map ID 2
Pecan Grove Historic Chapel/Cemetery	Place of Worship	Private	No	Map ID 3
Sunrise Learning Center Daycare	School/Daycare	Private	Youth	Map ID 4
Templo de Alabanza Eben-Ezer	Place of Worship	Private	The Hispanic/Latino community	Map ID 5
St. Mark's Baptist	Place of Worship	Private	No	Map ID 6
Owen's Chapel	Place of Worship	Private	No	Map ID 7
Full Gospel Holy Temple	Place of Worship	Private	No	Map ID 8
New Outreach Church of McKinney	Place of Worship	Private	No	Map ID 9
St. James Methodist	Place of Worship	Private	No	Map ID 10
First Church	Place of Worship	Private	No	Map ID 11
Mundo de Fe	Place of Worship	Private	The Hispanic/Latino community	Map ID 12
Juanita Maxfield Aquatic Center	Park/Recreation	Public	No	Map ID 13
Oak Hollow Golf Course	Park/Recreation	Private	No	Map ID 14
Meleah House of Prayer	Place of Worship	Private	No	Map ID 15
TxDOT	Government	Public	No	Map ID 16
McKinney School District Administration	Government	Public	Youth	Map ID 17



Name of Facility	Type of Facility	Public or private?	Does the facility serve a specific population? If so, who?	Additional details, if necessary
Collin County Health Care Services	Medical	Public	No	Map ID 18
McKinney Wysong Central Fire Station	Emergency Service	Public	No	Map ID 19
McKinney Health and Rehabilitation Center	Medical/Assisted Living	Private	The elderly population	Map ID 23
Medical Center of McKinney	Medical	Public	No	Map ID 24
Texas DPS	Government	Public	No	Map ID 62
North Texas Job Corps	Community Facility	Private	Youth	Map ID 63
Samaritan Inn	Homeless shelter	Private	The homeless population	Map ID 65
North Park Health and Rehabilitation Center	Medical/Assisted Living	Private	No	Map ID 66
Cottonwood Park	Park/Recreation	Public	No	Map ID 85

IV. Data

1. What data sources were used?

Yes U.S. Census Bureau

Yes American Community Survey (ACS)

No Texas State Data Center

No Other

If other, describe:

Attach tables or thematic maps detailing race (including Hispanics), language, income, disability, gender, and age data for the affected community study area. Tables and maps may be downloaded from FactFinder and the ACS Summary File. Instructions for navigating Fact Finder and ACS Summary File can be found in the Toolkit. A list of tables to use can be found in the Toolkit. If you prefer to use template tables see the Demographic Table Template in the Toolkit.

2. What is the current DHHS poverty level? \$25,750.00

3. Yes Do any of the census geographies show over a 50% minority population?



Describe:

297 of the 617 populated Census Blocks within the CIA study area show over a 50% minority population. The majority of the minority population within the study area are Hispanic or Latino. See Appendix A (Minority Populations Map) and Appendix C Minority Census Table.

4. No **Do any of the census geographies show a median income below the DHHS poverty level?**

5. Yes Do any of the census geographies show presence of persons who speak English "less than very well"?

Describe:

Block groups within the CIA study area showed between 3.2 and 33.1 percent of persons who speak English less than "very well". LEP populations in the study area primarily speak Spanish (4,918 out of 5,256 persons who speak English less than "very well" spoke Spanish). The other languages reported within the study area include Indo-European, Asian and Pacific Island, and "other "languages. See Appendix C LEP Census Table.

V. Site Visit

1. Yes Was a site visit conducted?

If yes, attach documentation, notes, and photographs from the field visit.

2. Yes Were there any signs observed in languages other than English?

Describe the languages(s) observed, frequency, and general location of signs in other languages (throughout the study area, concentrated in a particular vicinity, etc.) :

Signs were observed in Spanish throughout the study aea, with the largest concentration and frequency within the urban center of McKinney adjacent to the project area. The majority of signs in Spanish were related to local church, school, and community facilities, as well as local businesses.

3. Yes Were there places of worship, businesses, or services that target or serve specific minority groups?

Describe:

Templo de Alabanza Eben-Ezer, Iglesia El Shadda, Iglesia Mundo de Fe, Iglesia Misionera Biblica, and Templo Calvario Pentecostes De Dios serve as places of worship for the Hispanic/Latino community. Inter Cambio Express, Mini Bazaar Rosy, Latino Travel, and Paisano Insurance were identified as businessed serving the Hispanic/Latino community in the downtown urban segment of the project area.

4. No Were there signs of disabled persons such as ramps on homes or public transportation vehicles or stops specifically designed for disabled persons?

5. Yes Were there signs of other vulnerable populations such as children or elderly (presence of day cares, elementary schools or assisted living facilities)?

Describe:

Yes, there is one elementary school (Finch Elementary) and one daycare (Sunrise Learning Center) that serve children; two assisted living facilities (Grand Brook Memory Care and Redbud Place Senior Living) that serve the elderly; and The Samaritan Inn, Meals on Wheels, and North Texas Job Corps that serve low-income populations. See Appendix D for photographs.

6. Yes Were there any signs of low-income families or neighborhoods (subsidized housing, homes or cars in need of repair, used goods stores, low-cost health care facilities)?



Describe:

Several mobile home parks were observed within the community along Dungan St, S Tennessee St near Dorsey St, and Villa View trailer park near the SH 5 and Spur 399 interchange. Many of the mobile homes within the parks were older homes and in need of repair.

7. Yes Are there signs of other modes of transportation?

Yes Are there bus or train stops?

Describe:

An existing bus stop was observed at the intersection of E Davis St and S McDonald St (SH 5), directly adjacent to the project area. The bus stop serves the urban community of McKinney.

No Are there marked bike lanes or bicycle lane signage?

Yes **Did you observe cyclists in the area?**

Describe:

Cyclists were seen along the northbound shoulder of SH 5 within the project area, north of the intersection of Powerhouse St and SH 5.

Yes Are there sidewalks?

Describe:

Small discontinuous sections of sidewalk are present throughout the project area, primarily with the urban areas of McKinney or adjacent to commercial and business developments.

Yes Did you observe "goat paths" or dirt pathways adjacent to the project area?

Describe and show limits of goat paths or dirt pathways on map:

Dirt pathways were observed adjacent to the project area near Chestnut Square Historic Village, between E Standifer St and north of Anthony St. Additional dirt pathways exist throughout the project area.

8. No Is there any additional information about this community that will be helpful?

9. Yes Is public involvement planned for this project?

Results from the Scope Development Tool

- 1. Yes Did the Scope Development Tool identify the need for a residential displacements analysis?
- 2. Yes Did the Scope Development Tool identify the need for a commercial displacements analysis?

☑ Low level commercial displacements analysis

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<u>Reset</u>	Reset Form Select the level of analysis identified on the Scope Development Tool:				
		Medium level commercial displacements analysis			
		High level commercial displacements analysis			
3.	No	Did the Scope Development Tool identify the need for an other displacements analysis?			
4.	Yes	Did the Scope Development Tool identify the need for an access and travel patterns analysis?			
		Select the level of analysis identified on the Scope Development Tool:			
		Medium risk access and travel patterns analysis			
		High risk access and travel patterns analysis			
5.	Yes	Did the Scope Development Tool identify the need for a community cohesion analysis?			
		Select the level of analysis identified on the Scope Development Tool:			
		Medium risk community cohesion analysis			
		High risk community cohesion analysis			

Residential Displacements

Consider the community facilities and vulnerable populations other than EJ populations listed in your Community Profile answers.

1. How many residences will be displaced or impacted in a manner that would prevent them from being occupied (loss of parking or access)?

Three residences, all located in the northern portion of the project in unincorporated Collin County.

2. What type of residences will be displaced (single family homes, apartment, duplexes, etc.)?

All three residences are single family homes. Per Collin County CAD 2019, the market values for the properties are approximately \$110,000, \$140,000 and \$160,000.

3. Yes Is there comparable replacement housing available?

Explain:

A small amount of comparable replacement housing is available but houses in these price ranges are limited in the project area. A search of several real estate sites was conducted to determine the availability of properties with single-family houses for sale within the project area cities of McKinney and Melissa and unincorporated Collin County north of McKinney. Based on the results, between zero and six single-family homes were listed for sale in the \$100,000-\$125,000 range in McKinney and none in Melissa or unincorporated Collin County north of McKinney. Between zero and three single-family homes were listed for sale in the \$150,000 to \$175,000 range in McKinney and between zero and three single-family homes were listed for sale in the \$150,000 to \$175,000 range in Melissa or unincorporated Collin County north of McKinney. This is not an exhaustive list of properties available within the cities. Due to the small size of these cities, information on properties may be more readily available and easily acquired at a local level. Both McKinney and Melissa have available several established residences as well as new build residences for sale. Several residential subdivisions are currently under construction in both cities.

Should the current residents not seek out another house to purchase, single-family houses may be available for rent in the area. In McKinney, approximately 1 rental property was listed as available with monthly rent



cost ranging from \$500/month to \$1000/month, and 141 rental properties were listed between \$1,000/ month to \$2,000/month. In Melissa,16 rental properties were listed between \$1,000/month to \$2,000/ month. In addition, 10 apartments were listed for rent in McKinney from \$500/month to \$1000/month and 32 apartments were listed for rent within McKinney between \$1,000/month to \$2,000/month. The TxDOT Dallas District ROW office searches all housing within 50 miles of a displaced property and offers additional help if no adequate housing can be found.

4. No Would displacements impact community cohesion?

Explain:

The potential displacements do not represent a distinct group, neighborhood, or subdivision, and they represent a very small percentage of the greater community populations. it is unlikely that displacing 2 residences in unincorporated Collin County would influence community cohesion in the area.

The proposed improvements would not affect, separate, or isolate any distinct neighborhoods, ethnic groups, or other specific groups. No residential neighborhood would be separated or divided by the proposed project. Positive impacts to residential communities would include improved mobility and accessibility throughout the CIA study area and to surrounding communities.

Commercial Displacements

Consider the community facilities and vulnerable populations other than EJ populations listed in your Community Profile answers.

1. What types of businesses exist in the study area?

A variety of small businesses including strip mall retail, auto repair, auto parts, storage, fast food, nurseries, places of worship, medical facilities, post offices, convenience stores, and gas stations.

2. How many businesses will be displaced or impacted in a manner that would prevent them from continuing to operate (loss of parking or access)?

Five businesses would be impacted in a manner that would cause the property owners to rebuild at the same location with structure reconfiguration or prevent them from continuing to operate at their current location. These businesses include a motorcycle clubhouse, a stone fabricator, an irrigation supply store, a bakery, and a used car lot. (see Appendix B Maps and Tables).

Note that we are currently investigating discrepancies between the parcel data ID numbers and boundaries provided by TxDOT with the survey data compared to the Collin County Appraisal District Data. For this reason we are including both the Schematic ID and Parcel ID numbers in this discussion.

Schematic ID #199 are three businesses that were grouped together in the TxDOT survey data but appear to have been divided into three separate parcels that contain three different business that would be potentially impacted by the project.

Schematic ID #199 (Parcel ID#1059687) is the Scorpions Motorcycle clubhouse at 2124 N Church St., McKinney, TX, 75069. The proposed project would remove all of their parking.

Schematic ID #199 (Parcel ID#1875457) is Fabricators Stone Group at 2122 N Church St., McKinney, TX, 75069. The proposed project would remove a portion of property currently used for inventory.

Schematic ID #199 (Parcel ID #2689028) is Metro Irrigation Supply at 1615 McDonald St, McKinney, TX, 75069. The parcel includes a commercial building and irrigation supply stock. The proposed project would bisect property by adding a sidestreet removing much of their inventory space.

Schematic ID #291 (Parcel ID #464483) is Lihoudies Bakery at 6573 N McDonald St, Melissa, TX 75454. The parcel contains a small commercial building that serves as a bakery and a separate detached building that sells produce. The



proposed project would remove most of the available parking.

Schematic ID#67 (Parcel 2705130) at 1308 S McDonald St, McKinney, TX 75069 is Tovi Motors, a used car lot with a small commercial building and inventory of used cars. Proposed project would remove parking likely required for inventory to maintain a viable business.

There are approximately 11 commercial industrial properties (land only) for sale in McKinney (Loopnet.com, 6/27/19) between \$160,000 and \$800,000. There are approximately 5 commercial industrial properties (land only) for sale in Melissa, TX (Loopnet.com, 6/27/19) ranging from \$235,000 to \$800,000. There were 2 single tenancy commercial buildings for sale in McKinney, between \$500,000 to \$1,000,000.

The vacant lots and commercial properties currently available may provide a means for these facilities to relocate. Four of the displaced businesses are not unique to the proposed project area as there are other irrigation supply, used car lots, small food supply and stone supply in the area. The Scorpions Motorcycle Club (which is a local chapter of a national club) is unique as it serves the local biker community. It was difficult to ascertain from real estate listings if there are properties would be available that could serve as a relocated clubhouse.

3. Yes Are these businesses unique to the area?

How far away would one have to travel to find a similar business offering similar services?

The Scorpions Motorcycle Club is the only potential displacement unique to the area. As it is specific to a local chapter of a national club there is only one located in McKinney. The nearest other chapters are two clubs located in Dallas.

4. Yes Do these businesses serve a specific population (specific ethnic group, disabled, low-income families, etc.)?

Explain:

The Scorpions Motorcycle Club serves the biker community of McKinney, TX.

5. No Have the businesses indicated if they would relocate?

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Conclusion: Based on the information above, how will displacements associated with the proposed project impact the community?

Substantial adverse impacts to the community resulting from the potential displacements associated with the proposed project are not anticipated. Three residential and five commercial businesses would potentially be displaced or relocated as a result of the proposed project. For the residents being displaced by the proposed project, there may comparable replacement housing available within the immediate surrounding community for displaced persons to relocate. Some potentially displaced structures may also be able to be relocated elsewhere on the impacted properties. Also, opportunities exist within the communities for the potentially displaced businesses to relocate. Four of the potential business displacements are not unique to the area. The Scorpions Motorcycle Club is unique to the area and serves the local biker community.

ACCESS AND TRAVEL PATTERNS

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1. How do people currently access adjacent parcels (car, walking, cycling, mass transit)?

The majority of access to adjacent parcels is accomplished though auto transportation along SH 5 and connecting side streets, connecting all businesses, neighborhoods, and facilities to the proposed project area.

2. Describe the permanent changes to access and/or travel patterns.

Implementation of the proposed project would result in changes of access to/from SH 5 within the proposed project limits. Changes in access and travel patterns would likely result from the introduction of a raised median in the rural portions of the project and introductions of continuous bike/pedestrian facilities for the length of the proposed project.

Under existing conditions, motorists can enter both north and southbound SH 5 within the project limits from adjacent driveways, side streets, and cross streets. As part of the proposed improvements access to/from northbound and southbound SH 5 to/from adjacent driveways, side streets, and cross streets would be limited to select locations. Raised medians will be installed where none currently exist or where there is currently a striped two-way left turn median between Country Club Road and Spur 399 and N Tennessee St to Melissa Road. This would permanently change the access, distance, and time traveled for many properties along SH 5 within the project limits. Namely for those traveling on one side of the roadway who wanted to access a property on the opposite side of the roadway. In most cases, motorists would have to continue past their destination, then conduct a U-turn at the next available median opening and track back to their destination. The distance between median openings varies from approx. 330 feet to 3,400 feet with a typical distance between 500 feet and 1,000 feet. Note that exact locations of median openings are not finalized and will be determined during detailed design in cooperation with the project area municipalities.

In addition, some of the properties adjacent to the SH 121 ramps will no longer have direct access to SH 121 and instead will have access via a driveway that connects to the highway further down along SH 5 or SH 121.

3. What neighborhoods and businesses will be affected by these changes?

Residences and businesses between Country Club Road and Spur 399 and N Tennessee St to Melissa Road, would be affected by the addition of a median where none currently exists. In addition, some of the properties adjacent to the SH 121 ramps will no longer have direct access to SH 121 and instead will have access via a driveway that connects to the highway further down along SH 5 or SH 121.

4. No Are any community facilities affected?

5. How will emergency response times be affected?

Changes in access to area hospitals as a result of the proposed improvements is not anticipated. While the additional travel lanes would be expected to improve mobility and therefore emergency response times, the introduction of a raised median may have an affect on response times. The distance between median openings varies from approx. 330 feet to 3,400 feet with a typical distance between 500 feet and 1,000 feet. Where median openings are not available, emergency response vehicles would have to continue to the next available median opening and conduct a U-turn. Median openings along the length of the proposed project are frequent, but depending on where an incident is located, the response time may be improved or slightly hindered.

6. For mass transit, walking, cycling impacts, which mode(s) will be permanently impacted?

Cyclists and sidewalk users would benefit from the addition of either a shared used path or adjacent or buffered sidewalks along the length of the project area. Currently sidewalks are discontinuous within the project limits. Adjacent and buffered sidewalks are proposed along the sides of the roadways in each segment to accommodate pedestrians. A 12' wide shared-use-path (SUP) is provided along the SB direction from S. Tennessee St to N. Tennessee St. A 14-foot outside shared used lane is provided along SH 5 in both directions outside of the limits of the 12' SUP.



7. How far will the user of this/these modes have to travel to find a comparable route/service? How much time will be added to their trips?

As noted, cyclists and sidewalks users are anticipated to benefit; no additional travel time added.

8. Yes Are any design elements proposed to mitigate adverse impacts to these modes?

Describe:

As noted, the addition of either a shared used path or adjacent or buffered sidewalks along the length of the project area would be a positive impact; no adverse impacts to other modes anticipated.

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Conclusion: Based on the information above, how will the proposed project impact access and travel patterns for the community?

Implementation of the proposed project would result in changes of access to/from SH 5 within the proposed project limits. Changes in access and travel patterns would likely result from the introduction of a raised median in the rural portions of the project and introductions of continuous bike/pedestrian facilities for the length of the proposed project. Cyclists and evidence of pedestrians were observed in the area so shared use paths will benefit current cyclists and pedestrians and future users of these modes.

Under existing conditions, motorists can enter both north and southbound SH 5 within the project limits from adjacent driveways, side streets, and cross streets. As part of the proposed improvements, a raised median would be introduced in some locations, and access to/from northbound and southbound SH 5 to/from adjacent driveways, side streets, and cross streets would be limited to select locations. Raised medians would be installed where none currently exist or where there is currently a striped two-way left turn median between Country Club Road and Spur 399 and N Tennessee St to Melissa Road. This would permanently change the access, distance, and time traveled for many properties along SH 5 within the project limits. Namely for those traveling on one side of the roadway who wanted to access a property on the opposite side of the roadway. In most cases, motorists would have to continue past their destination, then conduct a U-turn at the next available median opening and track back to their destination. The distance between median openings varies from approx. 330 feet to 3,400 feet with a typical distance between 500 feet and 1,000 feet. Note that exact locations of median openings are not finalized and will be determined during detailed design in cooperation with the project area municipalities.

In addition, some of the properties adjacent to the SH 121 ramps will no longer have direct access to SH 121 and instead will access via a driveway that connects to the highway further down along SH 5 or SH 121.

Emergency responders would also have to become familiar with access and travel pattern changes resulting from the proposed project. The additional travel lane in each direction is anticipated to improve response times, while the raised median may hamper response time, depending on where the incident is located.

Currently sidewalks are discontinuous within the project limits. Cyclists and sidewalk users would benefit from the addition of a either a shared used path or adjacent or buffered sidewalks along the length of the project area.

The proposed roadway would ultimately provide motorists, pedestrians, and cyclists a more efficient and safer route to move within and through the proposed project area.

Community Cohesion

Consider the community facilities and vulnerable populations other than EJ populations listed in your Community Profile answers.

1. If there is an existing roadway or other separation, how will the proposed project change that separation?

SH 5 is an existing roadway, and it is not anticipated that the proposed project would noticeably change the existing separation. There are currently subdivisions and residential neighborhoods on both sides of SH 5 and the proposed project would not impact community cohesion.

2. How would the proposed project change the way that people within the community access other parts of the community and participate in local activities?

By adding a raised median, the proposed project would provide safer traffic conditions and alleviate congestion along SH 5 within the proposed project area. By adding lanes to portions of existing SH 5, the proposed project will be able to handle a higher volume of traffic. This would allow for greater access to other parts of the community which would more enable people in the community to participate in local activities. The additional through lanes will help motorists move within and through the CIA study area more efficiently. The introduction of the shared-use path and/ or sidewalks may encourage people to walk or bike throughout the community and to local activities, versus driving.

3. How will the proposed project change the way that people use local services and facilities change?

Sidewalks are currently discontinuous along the project limits. The introduction of either a shared use path or sidewalks may encourage people to pursue alternative modes of transportation. Those that do not feel safe walking/cycling along existing SH 5 or do not have an automobile would have new and safe bike and pedestrian facilities to utilize to move throughout the community. With improved access to bike/pedestrian facilities, some people who may currently not have the means to visit or use local services and facilities such as libraries, would have an additional mode of transportation to consider and utilize to reach these services/facilities.

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Conclusion: Based on the information above, how will the proposed project impact community cohesion?

The proposed improvements to SH 5 would increase capacity, improve mobility, alleviate congestion, and improve traffic safety. Additionally, continuous bike/pedestrian facilities would be introduced along the proposed project, providing improved access/use of the proposed project area for members of the bike/pedestrian community. These proposed improvements would make it easier and safer for people to travel within their community and interact with other members of their community. These effects from the proposed project will lead to improved community cohesion because area residents and workers will be better able to venture out into their community, patronize local businesses, and interact with other community members and business patrons. Negative impacts to community cohesion resulting from the implementation of the proposed project are not anticipated.

ENVIRONMENTAL JUSTICE

1. Yes Will there be displacements?

How many are in predominantly minority and/or low income census geographies versus non-minority and non-low income geographies?

There are three residential displacements. Two are located in a census block containing over 50% minority and one is located in a census block with less than 50% minority.

The are five business displacements. Four of the five parcels were located in blocks with no population data in the census data, and one was located in a block with over 50% minority.

2. Yes Will there be access and travel pattern impacts?

What types of impacts are in predominantly minority and/or low income census geographies versus non-minority and non-low income geographies?

Access and travel pattern impacts would occur throughout the length of the proposed project. Changes in access and travel patterns would equally impact minority and/or low-income populations and non-minority and/or non-low income populations.

- 3. No Will there be community cohesion impacts?
- 4. Yes Will the community experience any negative impacts to air quality or water quality from increased noise level or from hazardous materials?

What types of impacts are in predominately minority and/or low income census geographies versus non-minority and non-low income geographies?

It is anticipated that increased traffic noise will occur within the project area. Traffic noise analysis is currently being conducted.

- 5. No Has the community experienced substantial impacts from past transportations projects such as a new roadway causing large number of displacements or introducing a barrier and separating parts of the community?
- 6. No Has the community experienced substantial impacts from any other major projects such as utilities, industry, etc?
- 7. No Is there any mitigation proposed to specifically lessen the severity of these impacts on EJ populations?

8. No If there are any impacts to minority or low-income populations would these impacts still be considered disproportionately high and adverse after mitigation has been applied?

NOTE: The conclusion statement should be included in the NEPA document if one is being produced. Upon completion, upload this Documentation Standard to the Community Impacts and EJ section of the Documents page in ECOS. If is concluded that there will be disproportionately high and adverse impacts to EJ communities, consult the CIA handbook or further guidance.

Conclusion: Based on the information above and information in the community profile, will the proposed project have disproportionately high and adverse impacts on minority and/or low-income populations?

It is anticipated that the project would have three residential displacements, with two in census blocks reported to have over 50% minority populations, and five business displacements, four in blocks with no population data, and one in a block with over 50% minority population. There will also be changes to access and travel patterns. These changes would occur throughout the project area and are not concentrated in areas identified as EJ census blocks. In addition to displacements and increase in travel time and routes there are many benefits anticipated for the community as a whole included minority and low-income populations. The project will improve mobility, efficiency, and safety through the corridor and provide bicycle and pedestrian facilities that do not currently exist. Based on this information impacts from the project are not anticipated to be disproportionately high or adverse for EJ populations.



Limited English Proficiency

1. Yes Were there LEP persons identified in the project area?

What languages do they speak?

The majority of LEP populations speak Spanish. Other languages include Indo-European, Asian and Pacific-Island. All block groups within the study area contain persons with LEP.

2. What public involvement techniques were used or is planned to be used?

Please note in the response whether public involvement notices are available to view under the Public Involvement or Community Impacts section of ECOS.

A Public Meeting was held November 27, 2018 at Collin College Central Park Campus Conference Center, 2400 Community Ave., McKinney, TX 75071. The purpose of the Public Meeting was to solicit public comments on the proposed reconstruction and widening of SH from south of FM 1378 to south of Melissa Road in Collin County. A notice for the meeting was placed in the Dallas Morning News, Al Dia (in Spanish), and the McKinney Courier Gazette, at least 15-days prior to the public meeting. The notice was also posted on www.keepitmovingdallas.com prior to the public meeting. For the meeting, a notice that included a project summary and a public meeting location map was mailed to public and elected officials, and adjacent property owners. At the public meeting, a preliminary layout illustrating the proposed project was displayed for public view and comment. The following exhibits were also displayed at the public meeting: a Welcome display board and a statement regarding the Memorandum of Understanding between TxDOT and the Federal Highway Administration in English and Spanish, a Project Location board, and two typical sections boards. A comment form was made available to attendees at the public meeting. 105 people attended the meeting and 23 comments were received. Spanish speaking team members were available at the meeting.

A Public Hearing will be held at a later date to present the proposed project, and to encourage and solicit public comment. In addition to the above public involvement techniques, a notice will also be made available online at http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html.

3. Yes Was assistance in a language other than English requested or is it anticipated to be requested?

Describe:

No translation services were requested for the public meeting, although Spanish speaking team members were available. One of the public comments from the public meeting noted a preference to communicate in Spanish. It is not anticipated that there will be a request for translation services at the public hearing; however, Spanish speaking team members will be available.

4. How were LEP persons accommodated during the public involvement process?

Please note in the response if copies of public involvement materials are available to view under the Public Involvement or Community Impacts section of ECOS.

Public meeting notifications and display ads were translated into Spanish and included in a local Spanish-language newspaper and Spanish-speaking staff members were available at the public meeting. The notices included a statement to contact TxDOT for communication or accommodation needs.

The public hearing notifications and display ads will also be translated into Spanish and included in a local Spanishlanguage newspaper. The notices will include a statement to contact TxDOT for communication or accommodation needs. Spanish-speaking staff members will be available at the public hearing.





Is any more public involvement planned?

Yes Will LEP persons continue to be accommodated?

NOTE: The conclusion statement should be included in the NEPA document if one is being produced. Upon completion, upload this Documentation Standard to the Community Impacts and EJ section of the Documents page in ECOS.

Conclusion: Based on the information above and public involvement documentation, were LEP persons given the opportunity for meaningful involvement in the NEPA process?

Reasonable steps have been and will continue to be taken in the NEPA process to ensure that LEP persons have meaningful access to the programs, services, and information TxDOT provides. The legal notice for the public meeting was published in the Spanish language newspaper, Al Dia, as well as two English language newspapers. All Legal Notices published in English language newspapers provided contact information for persons interested in attending the meeting who had special communication/accommodation needs. Meeting notices mailed to elected officials, adjacent property owners, and previous public involvement attendees were in both English and Spanish. A project team member fluent in Spanish was available at the public meeting to provide communication assistance to Spanish-speaking attendees. The public meeting comment form was provided in both English and Spanish. The previously discussed accommodations would be repeated for the public hearing.

Prepared By:

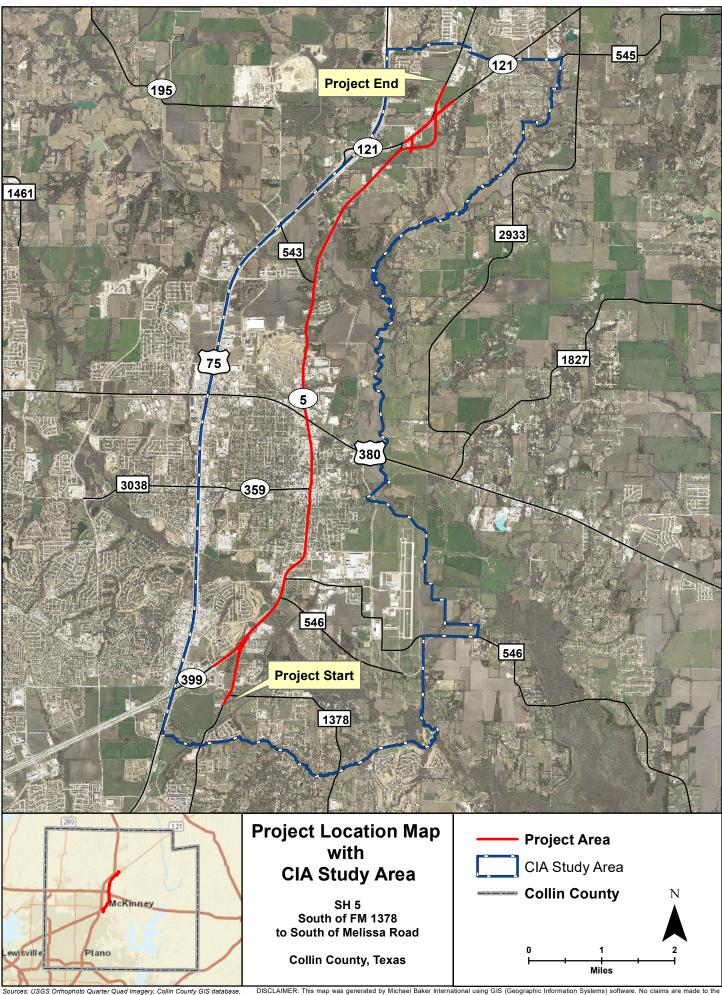
Rain Nox		Environmental Technical Manager
Preparer Name		Title
Rain Nox	Digitally signed by Rain Nox Date: 2019.12.20 16:09:32 -06'00'	December 20, 2019
Preparer Signature		Date

APPENDICES

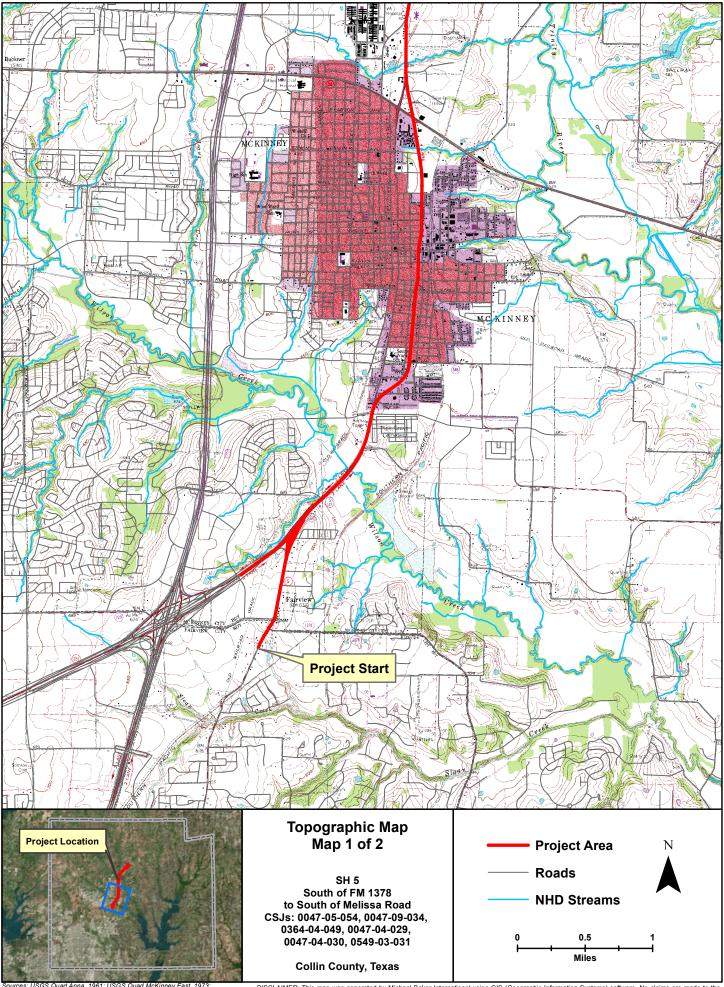
APPENDIX A: MAPS APPENDIX B: POTENTIAL DISPLACEMENTS APPENDIX C: CENSUS TABLES APPENDIX D: PHOTOS APPENDIX E: SCHEMATIC

APPENDIX A MAPS

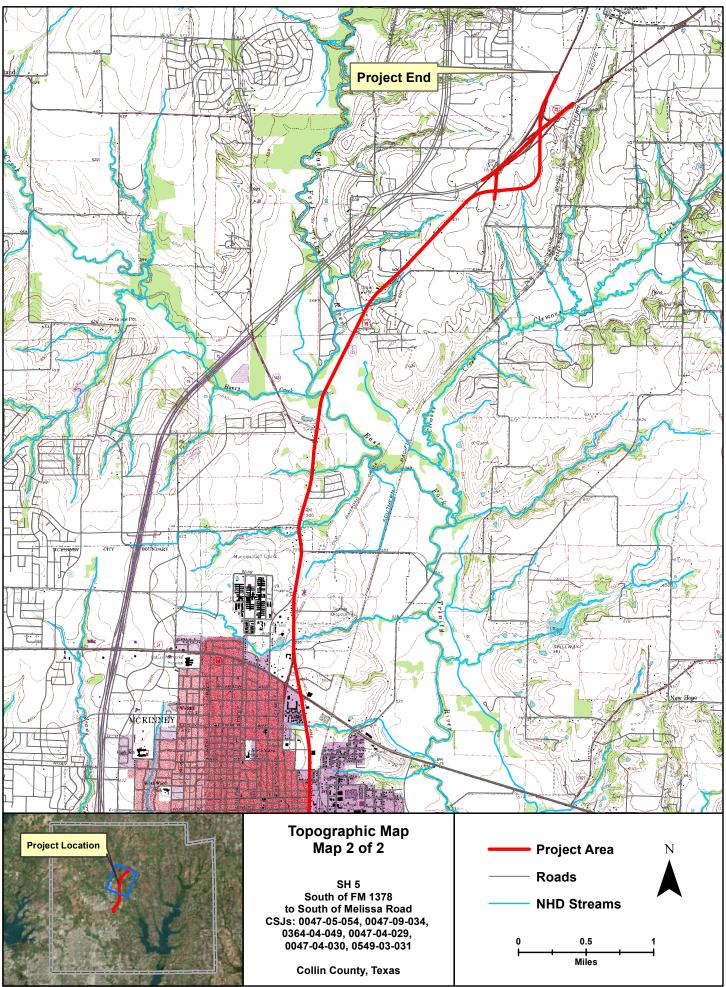
Project Location Map with CIA Study Area USGS Topographic Map Community Facilities on Aerial Map Minority Populations



Sources: USGS Orthophoto Quarter Quad Imagery, Collin County GIS database, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), Mapmy India, OpenStreetMap contributors, and the GIS User Community, 2015.



Sources: USGS Quad Anna, 1961; USGS Quad McKinney East, 1973; USGS Quad McKinney West, 1973; Collin County GIS database; TxDOT; and USGS NHD



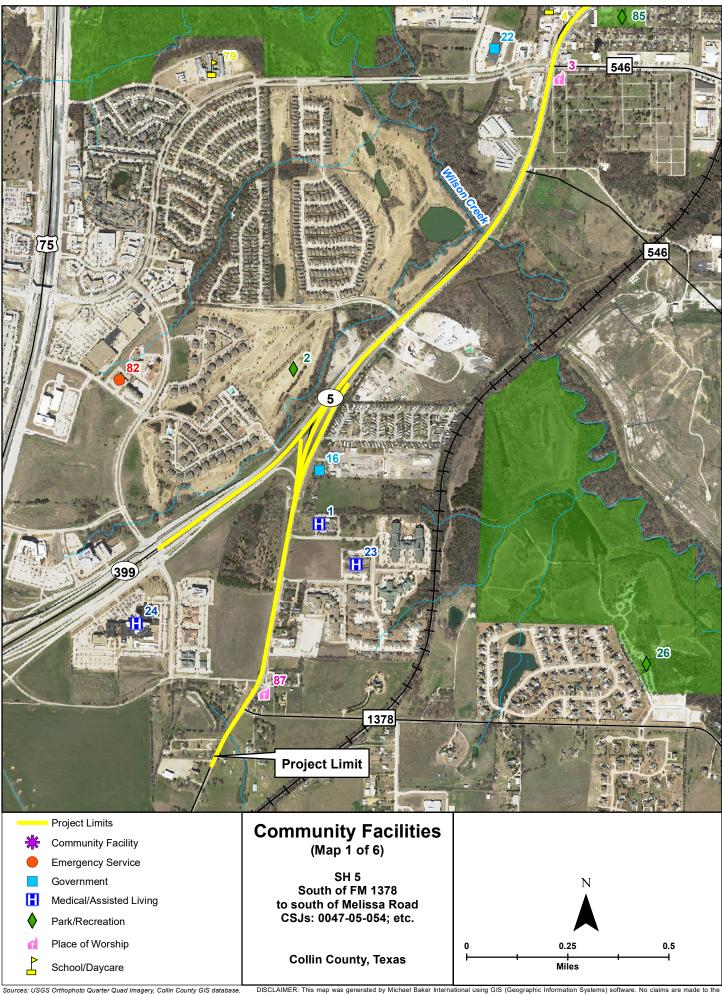
Sources: USGS Quad Anna, 1961; USGS Quad McKinney East, 1973; USGS Quad McKinney West, 1973; Collin County GIS database; TxDOT; and USGS NHD

SH 5 Community Facilities Map Key

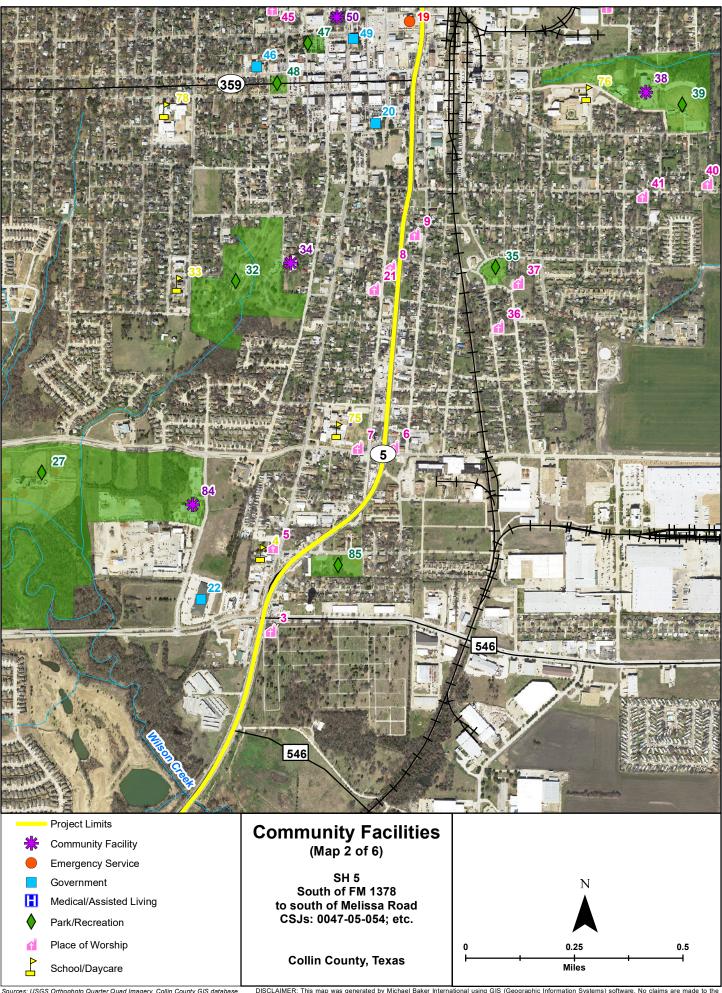
MapID	Name	Туре
1	Grand Brook Memory Care	Medical/Assisted Living
2	Golf Club of Mckinney	Park/Recreation
3	Pecan Grove Historic Cemetery/Chapel	Place of Worship
4	Sunrise Learning Center Daycare	School/Daycare
5	Templo de Alabanza Eben-Ezer	Place of Worship
6	St Mark's Baptist	Place of Worship
7	Owen's Chapel	Place of Worship
8	Full Gospel Holy Temple	Place of Worship
9	New Outreach Church of McKinney	Place of Worship
10	St. James Methodist	Place of Worship
11	First Church	Place of Worship
12	Mundo de Fe 901 N McDonald	Place of Worship
13	Juanita Maxfield Aquatic Center	Park/Recreation
14	Oak Hollow Golf Course	Park/Recreation
15	Meleah House of Prayer	Place of Worship
16	TxDOT	Government
17	McKinney School District Administration	Government
18	Collin County Health Care Services	Medical/Assisted Living
19	McKinney Wysong Central Fire Station	Emergency Service
20	McKinney Municipal Court	Government
21	St. Nicholas Russian Orthodox	Place of Worship
22	Collin Central Appraisal District	Government
23	McKinney Health and Rehabilitation Center	Medical/Assisted Living
24	Medical Center of McKinney	Medical/Assisted Living
25	McKinney National Airport	Government
26	Heard Natural Science Museum and Wildlife Sanctuary	Park/Recreation
27	Wilson Creek Softball and Baseball Diamond	Park/Recreation
28	Covenant Church	Place of Worship
29	Milestone Church	Place of Worship
30	Hillcrest Christian Church	Place of Worship
31	Towne Lake Recreation Area	Park/Recreation
32	Finch Park	Park/Recreation
33	Cornerstone Christian Academy	School/Daycare
34	Boys and Girls Club of Collin County	Community Facility
35	Fitzhugh Park	Park/Recreation
36	Mt Pilgrim Freewill Baptist Church	Place of Worship
37	Good Hope Baptist Church	Place of Worship
38	Old Settlers Recreation Center	Community Facility
39	Mouzon Park	Park/Recreation
40	New Jerusalem Baptist	Place of Worship
41	Pentecostal Church of God	Place of Worship
42	First Baptist	Place of Worship
43	First Christian Church of McKinney	Place of Worship
44	St Peters Episcopal	Place of Worship
45	First United Methodist	Place of Worship
46	McKinney Chamber of Commerce	Government
47	Central Park	Park/Recreation
48	Dr. Glenn Mitchell Memorial Park	Park/Recreation
49	City of McKinney	Government
50	Roy and Helen Hall Memorial Library	Community Facility
51	Lively Hill Church of God	Place of Worship
52	Wattley park	Park/Recreation
53	Unique Deliverance Tabernacle	Place of Worship
54	Bethlehem Christian Church	Place of Worship

SH 5 Community Facilities Map Key

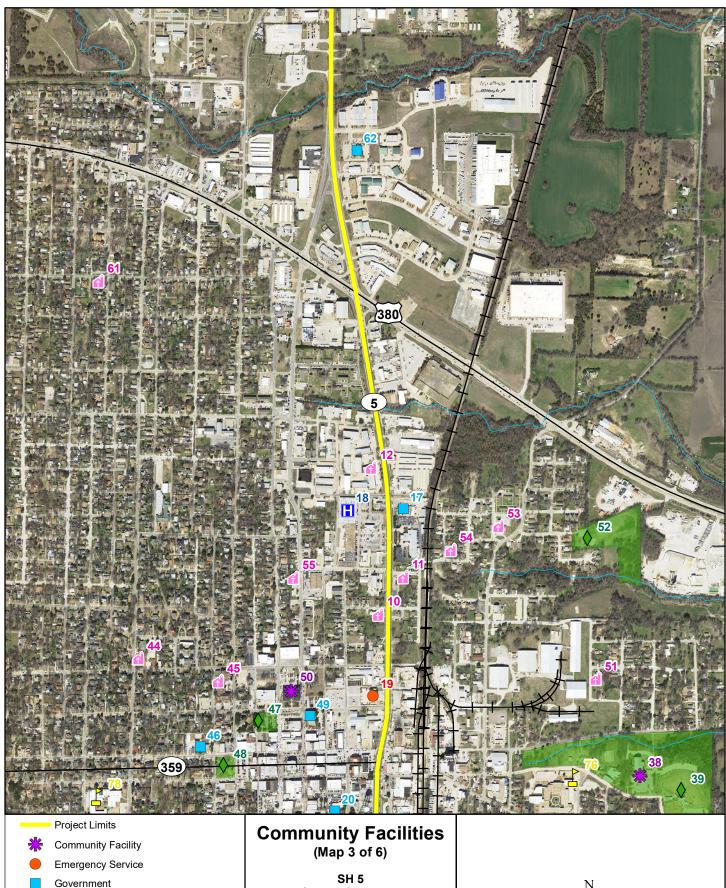
55	Truth Chapel Church	Place of Worship
56	Murphy Park	Park/Recreation
57	Discovery Learning Center	School/Daycare
58	McKinney Central Church of Christ	Place of Worship
59	Iglesia Adventista del Septimo Dia de McKinney	Place of Worship
60	Waddell Street Baptist Church	Place of Worship
61	Northwest Baptist Church	Place of Worship
62	Texas DPS	Government
63	North Texas Job Corp	Community Facility
64	US Post Office	Government
65	Samaritan Inn	Community Facility
66	North Park Health and Rehabilitation Center	Medical/Assisted Living
67	Collin County Public Works	Government
68	Inspiration Park	Park/Recreation
69	Bob Miller Park	Park/Recreation
70	First Melissa	Place of Worship
71	US Post Office	Government
72	Church of Jesus Christ of Latter Day Saints	Place of Worship
73	McKinney High	School/Daycare
74	Faubion Middle	School/Daycare
75	Finch Elementary	School/Daycare
76	Webb Elementary	School/Daycare
77	Burks Elementary	School/Daycare
78	Caldwell Elementary	School/Daycare
79	Malvern Elementary	School/Daycare
80	Naomi Press Elementary	School/Daycare
81	Sereneity High	School/Daycare
82	McKinney Fire Station 6	Emergency Service
83	McKinney Fire Station 4	Emergency Service
84	McKinney Senior Recreation Center	Community Facility
85	Cottonwood Park	Park/Recreation
86	McKinney Community Center	Community Facility
87	Collin Baptist	Place of Worship



Lourdes: USGS Orthophoto Quarter Quad Imagery, Collin County GIS database, Intermap, Increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), Mapmy India, OpenStreetMap contributors, and the GIS User Community, 2015.



Sources: USGS Orthophoto Quarter Quad Imagery, Collin County GIS database, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), Mapmy India, OpenStreetMap contributors, and the GIS User Community, 2015.



South of FM 1378 to south of Melissa Road CSJs: 0047-05-054; etc.

Collin County, Texas

Sources: USGS Orthophoto Quarter Quad Imagery, Collin County GIS database, Intermap, Increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), Mapmy India, OpenStreetMap contributors, and the GIS User Community, 2015.

Medical/Assisted Living

Park/Recreation Place of Worship

School/Daycare

Η

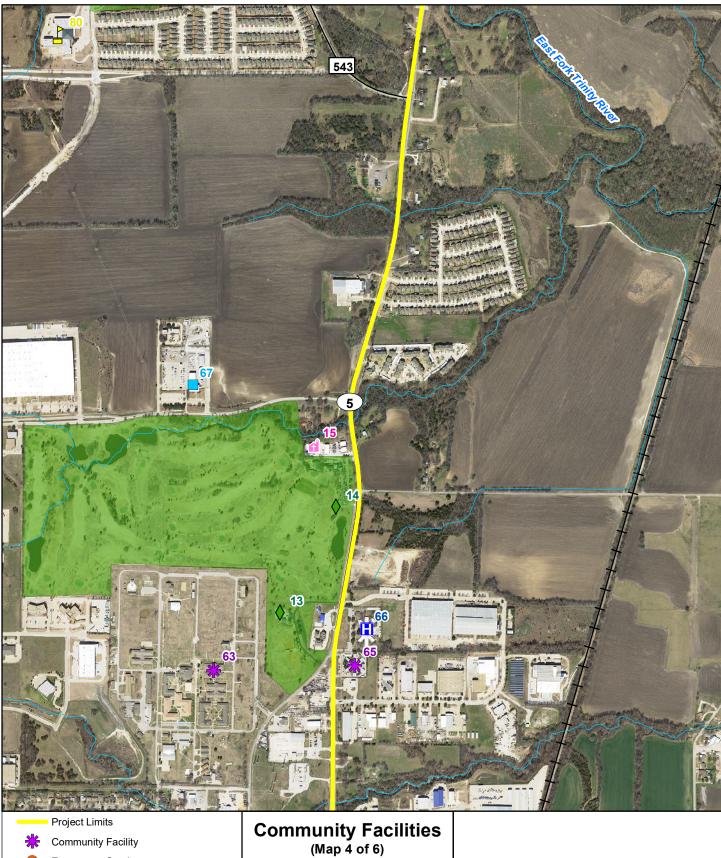
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DISCLAIMER: This map was generated by Michael Baker International using GIS (Geographic Information Systems) software. No claims are made to the accuracy or completeness of the information shown herein nor to its suitability for a particular use. The scale and location of all mapped data are approximate

0.25

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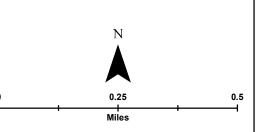
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SH 5 South of FM 1378 to south of Melissa Road CSJs: 0047-05-054; etc.

Collin County, Texas



Lourdes: USGS Orthophoto Quarter Quad Imagery, Collin County GIS database, Intermap, Increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), Mapmy India, OpenStreetMap contributors, and the GIS User Community, 2015.

Emergency Service

Medical/Assisted Living

Government

Park/Recreation Place of Worship

School/Daycare

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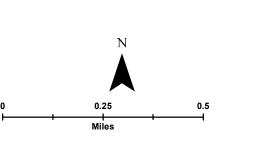




Community Facilities (Map 5 of 6)

SH 5 South of FM 1378 to south of Melissa Road CSJs: 0047-05-054; etc.

Collin County, Texas



Lources: USGS Orthophoto Quarter Quad Imagery, Collin County GIS database, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), Mapmy India, OpenStreetMap contributors, and the GIS User Community, 2015.

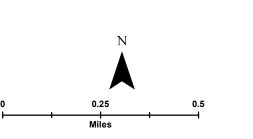




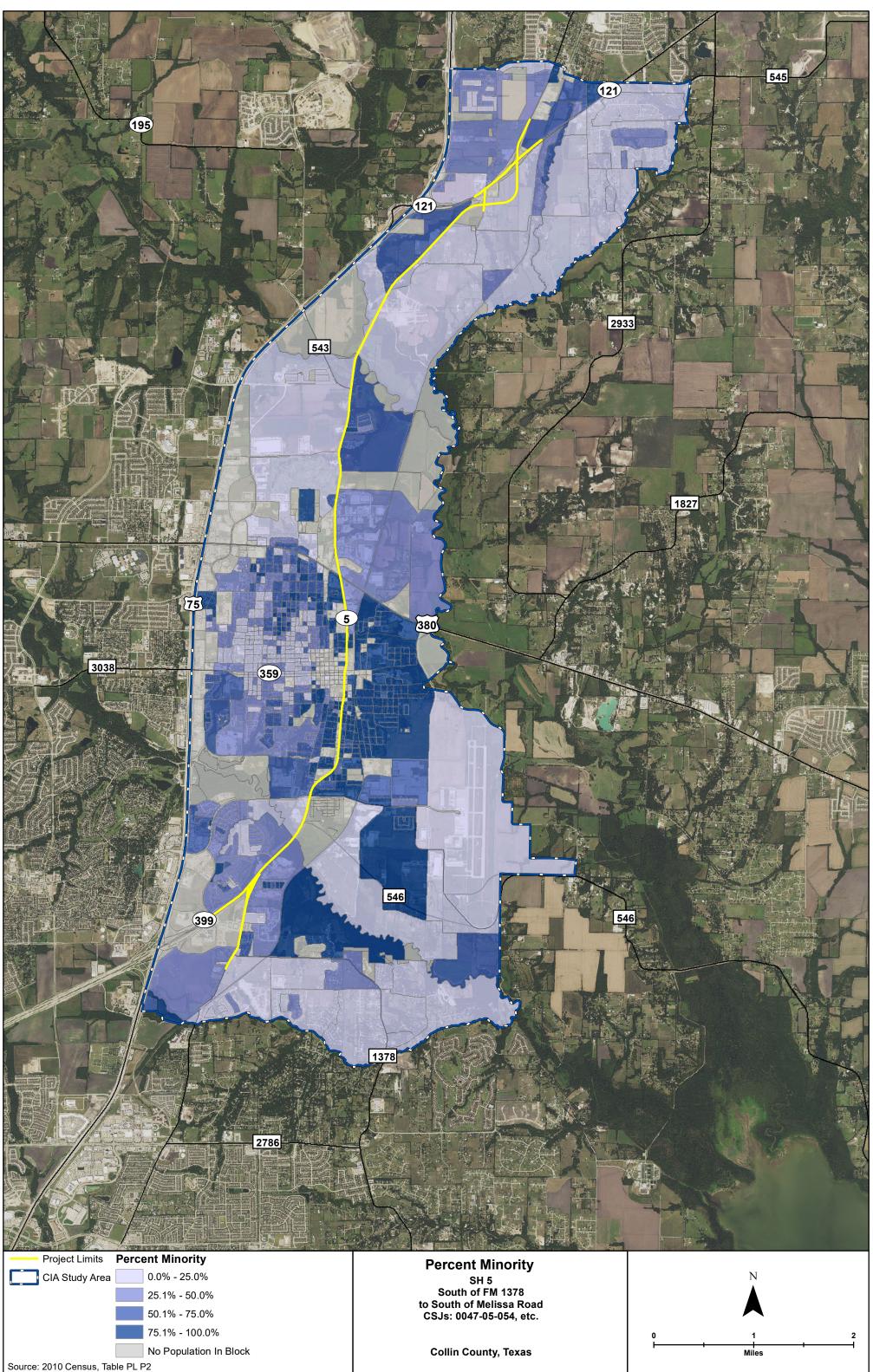
Community Facilities (Map 6 of 6)

SH 5 South of FM 1378 to south of Melissa Road CSJs: 0047-05-054; etc.

Collin County, Texas

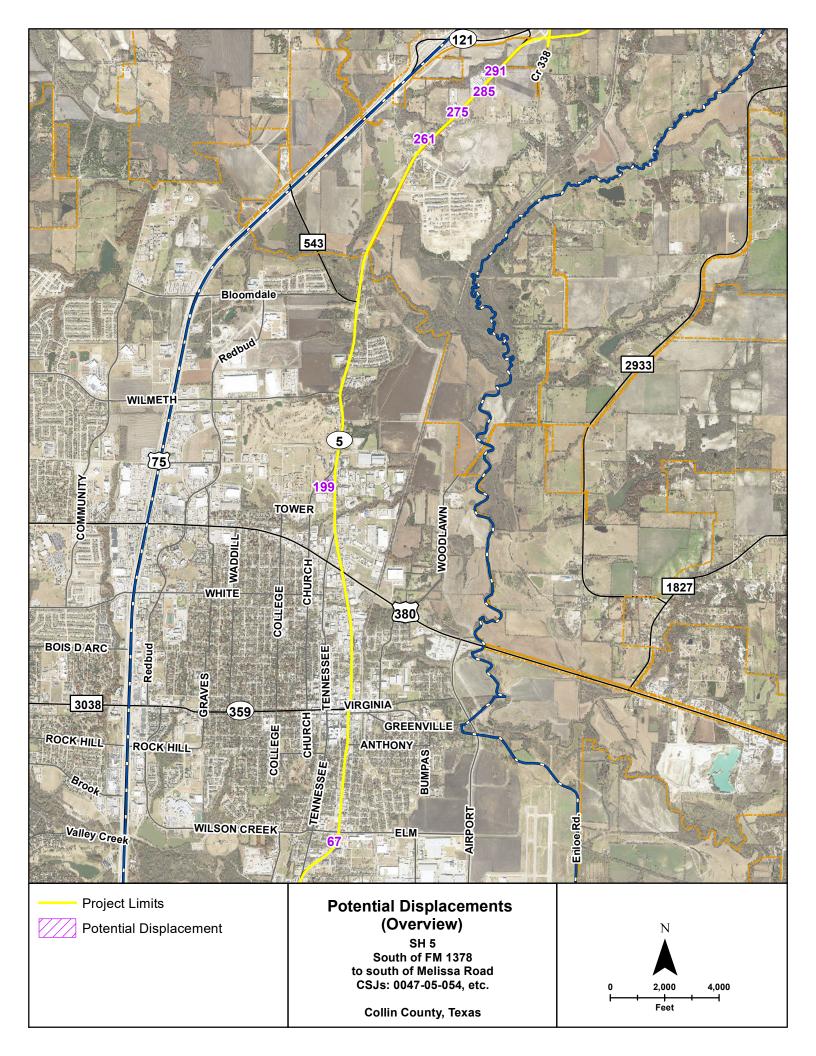


Lources: USGS Orthophoto Quarter Quad Imagery, Collin County GIS database, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), Mapmy India, OpenStreetMap contributors, and the GIS User Community, 2015.



APPENDIX B POTENTIAL DISPLACEMENTS

Potential Displacements Map Overview Potential Displacements Maps Potential Displacements Table Housing Availability Table





Proposed ROW

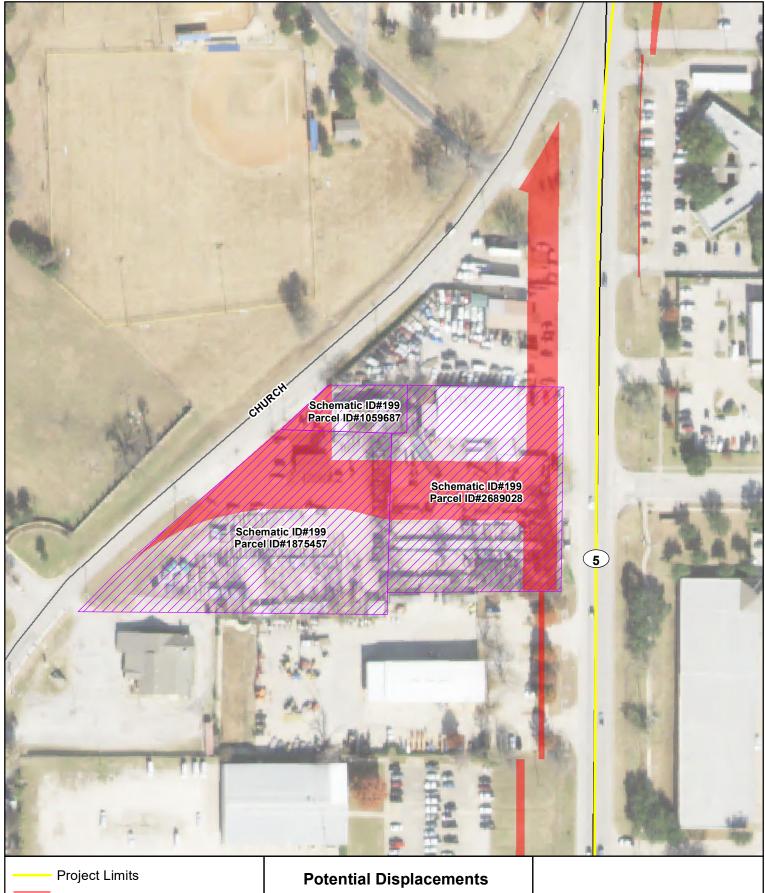
Potential Displacement

Potential Displacements

SH 5 South of FM 1378 to south of Melissa Road CSJs: 0047-05-054, etc.

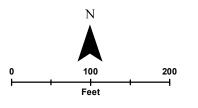
100

50 Feet



Project Limits
 Proposed ROW
 Potential Displacement

SH 5 South of FM 1378 to south of Melissa Road CSJs: 0047-05-054, etc.



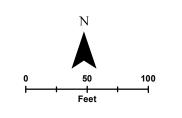




Proposed ROW Potential Displacement

Potential Displacements

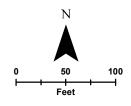
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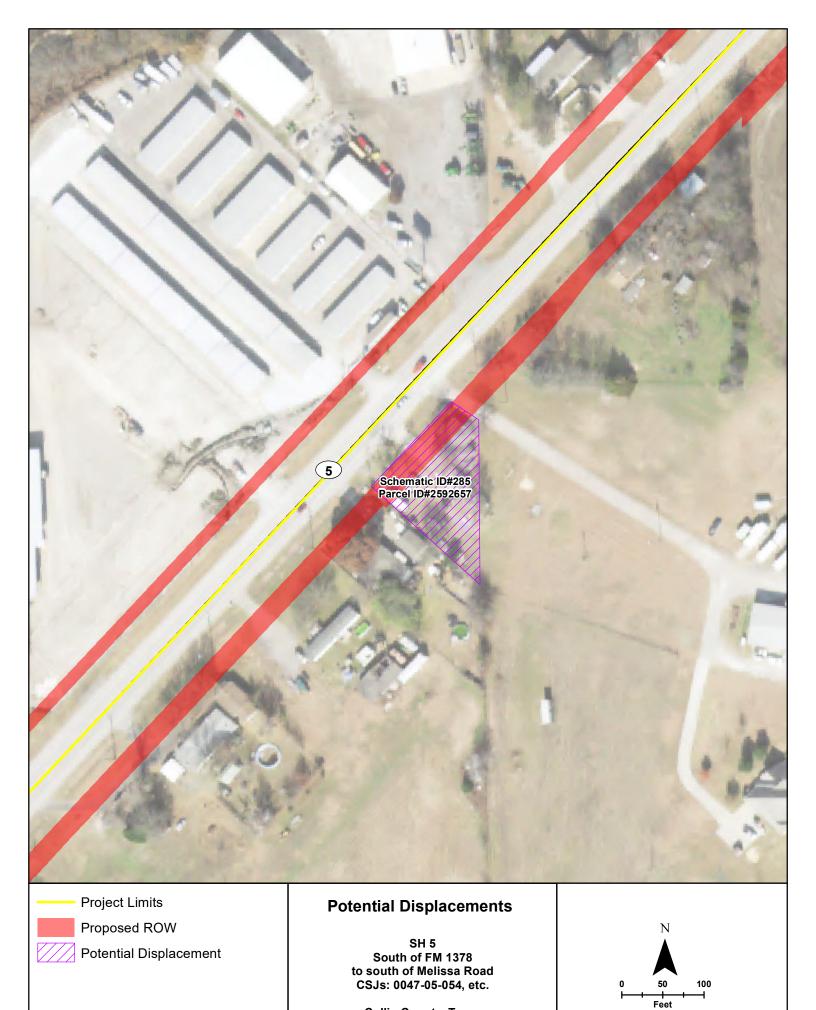




Proposed ROW Potential Displacement

SH 5 South of FM 1378 to south of Melissa Road CSJs: 0047-05-054, etc.







Potential Displacement

SH 5 South of FM 1378 to south of Melissa Road CSJs: 0047-05-054, etc.

100

50 Feet

Schematic Property ID	Parcel ID	Address	Туре	Improvement Value	Land Value	Total Market Value	Year Built	Description	EJ Area ¹
199	1059687	2124 N CHURCH ST MCKINNEY, TX 75069	Commercial	\$43,050	\$55,722	\$98,772	1970	Scorpions Motorcycle Clubhouse. Currently labeled as part of schematic ID #199 on survey provided by TxDOT but appear to be separate business. The proposed project new ROW would remove all of their parking.	NA
199	1875457	2122 N CHURCH ST MCKINNEY, TX 75069	Commercial	\$22,136	\$185,826	\$207,962	1953 1980 2013	Fabricators Stone Group. Currently labeled as part of schematic ID #199 on survey provided by TxDOT but is a separate parcel according to Collin CAD. Appears to be a separate business that also has stock inventory onsite that would be displaced.	NA
199	2689028	1615 N MCDONALD ST MCKINNEY, TX 75069	Commercial	\$275,008	\$381,150		1950 2000 2015	Metro Irrigation Supply Company. Property includes commercial building and irrigation supply stock. Project would bisect property by adding a sidestreet.	NA
275	2012144	6015 N MCDONALD ST MELISSA, TX 75454	Residential	\$144,915	\$13,500	\$158,415	1987	Single-family house with detached garage. House would be displaced.	Yes
285	2592657	6348 N MCDONALD ST MELISSA, TX 75454	Residential	\$83,496	\$27,450	\$110,946	1985	Single-family house. House would be displaced.	No
291	464483	6573 N MCDONALD ST MELISSA, TX 75454	Commercial	\$92,273	\$84,506	\$176,779	1960	Lihoudies	Yes
67	2705130	1308 S MCDONALD ST MCKINNEY, TX 75069	Commercial	\$137,815	\$154,621	\$292,436	2014	Tovi Motors used car lots with small commerical building. Project would remove parking likely required for inventory.	NA
261	463395	5671 N MCDONALD ST MELISSA, TX 75454	Residential	\$139,632	\$119,354	\$119,354	1940	Single-family house. House would be displaced.	Yes

¹= as defined by whether or not the parcel is located in a census block group with greater than 50% minority populations

NA= located in block with no census population data

Home Availibility within McKinney and Melissa/Unincorporated Collin County just north of McKinney

	In McKinney		In Melissa/unincorporated C	Collin County
Website	\$100,000 to \$125,000	\$150,000 to \$175,000	\$100,000 to \$125,000	\$150,000 to \$175,000
Ziprealty.com	0		0	0
Zillow.com	3		3	0
Trulia.com	6		1	0
Ebby.com	2		0	0
Notes: Sites sear	ched conducted June 26, 2019.	Single family homes.		

APPENDIX C CENSUS TABLES

Minority Median Household Income LEP

Census Tract	Census Block Group	Census Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino	Percent Minority
302.01	2	2001	413	370	3	0	1	0	0	7	32	10.4
302.01	2	2002	143	108	0	0	0	0	0	5	30	24.5
302.01	2	2003	35	23	7	2	0	0	0	0	3	34.3
302.01	2	2004	15	15	0	0	0	0	0	0	0	0.0
302.01	2	2005	12	8	0	0	0	0	0	3	1	33.3
302.01	2	2006	1	1	0	0	0	0	0	0	0	0.0
302.01	2	2008	40	25	0	0	0	0	0	0	15	37.5
302.01	2	2009	39	18	0	0	0	0	0	0	21	53.8
302.01	2	2010	8	7	0	0	0	0	0	0	1	12.5
302.01	2	2011	68	62	0	1	1	0	0	0	4	8.8
302.01	2	2012	38	35	0	1	0	0	0	1	1	7.9
302.01	2	2013	90	73	0	0	0	0	0	2	15	18.9
302.01	2	2014	6	6	0	0	0	0	0	0	0	0.0
302.01	2	2019	14	14	0	0	0	0	0	0	0	0.0
302.01	2	2022	12	12	0	0	0	0	0	0	0	0.0
302.01	2	2023	24	24	0	0	0	0	0	0	0	0.0
302.01	2	2024	47	22	0	0	0	0	0	1	24	53.2
302.01	2	2026	3	1	0	2	0	0	0	0	0	66.7
302.01	2	2028	14	12	0	0	0	0	0	0	2	14.3
302.01	2	2034	14	10	0	0	1	0	0	0	3	28.6
302.01	2	2035	51	41	2	0	1	0	0	0	7	19.6
302.01	2	2037	73	62	0	0	0	0	0	0	11	15.1

Table 1. Race and Ethnicity within CIA Study Area Census Blocks *

Census Tract	Census Block Group	Census Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino	Percent Minority
302.01	2	2065	1	1	0	0	0	0	0	0	0	0.0
302.03	3	3000	2	0	2	0	0	0	0	0	0	100.0
302.03	3	3001	29	10	2	0	0	0	0	0	17	65.5
302.03	3	3005	7	0	0	0	0	0	0	0	7	100.0
302.03	3	3006	5	5	0	0	0	0	0	0	0	0.0
302.03	3	3007	34	31	1	0	0	0	0	0	2	8.8
302.03	3	3009	53	35	0	0	0	0	0	1	17	34.0
302.03	3	3013	63	36	7	2	4	0	0	2	12	42.9
302.03	3	3015	223	161	21	0	0	0	0	0	41	27.8
302.03	3	3016	37	31	2	0	0	0	0	0	4	16.2
302.03	3	3017	195	134	14	3	0	0	0	10	34	31.3
302.03	3	3018	86	72	0	0	0	0	0	0	14	16.3
302.03	3	3019	81	57	6	0	1	0	0	5	12	29.6
302.03	3	3023	149	116	9	0	0	0	0	2	22	22.1
302.03	3	3026	58	45	6	0	1	0	0	5	1	22.4
302.03	3	3027	34	25	5	1	1	0	0	0	2	26.5
302.03	3	3028	40	34	0	0	0	5	0	0	1	15.0
302.03	3	3029	2	2	0	0	0	0	0	0	0	0.0
302.03	3	3030	10	6	0	0	0	0	0	0	4	40.0
302.03	3	3040	21	13	6	0	0	0	0	0	2	38.1
302.03	3	3041	6	4	2	0	0	0	0	0	0	33.3
302.03	3	3042	3	1	0	0	0	0	0	2	0	66.7
302.03	3	3045	43	42	0	0	0	0	0	1	0	2.3
307.01	1	1002	3	3	0	0	0	0	0	0	0	0.0

Census Tract	Census Block Group	Census Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino	Percent Minority
307.01	1	1004	39	35	0	0	4	0	0	0	0	10.3
307.01	1	1005	16	16	0	0	0	0	0	0	0	0.0
307.01	1	1007	15	12	0	0	0	0	0	1	2	20.0
307.01	1	1009	17	14	0	0	0	0	0	0	3	17.6
307.01	1	1020	104	86	1	0	0	0	0	4	13	17.3
307.01	1	1025	617	136	372	0	0	1	0	2	106	78.0
307.01	1	1027	11	11	0	0	0	0	0	0	0	0.0
307.01	1	1032	19	19	0	0	0	0	0	0	0	0.0
307.01	1	1034	39	15	15	2	4	0	0	2	1	61.5
307.01	1	1038	78	51	1	1	0	0	0	0	25	34.6
307.01	1	1062	26	16	0	0	0	0	0	0	10	38.5
307.01	1	1068	10	10	0	0	0	0	0	0	0	0.0
307.01	1	1069	43	21	1	0	0	0	0	0	21	51.2
307.01	1	1074	7	3	0	0	0	1	0	0	3	57.1
307.01	1	1077	39	33	1	0	0	0	0	0	5	15.4
307.01	1	1078	17	14	0	0	0	0	0	0	3	17.6
307.01	1	1080	6	6	0	0	0	0	0	0	0	0.0
307.01	1	1081	53	21	2	0	0	0	0	2	28	60.4
307.01	1	1082	71	22	0	0	0	0	0	1	48	69.0
307.01	1	1083	31	5	0	0	0	0	0	0	26	83.9
307.01	1	1084	73	30	5	0	0	0	0	1	37	58.9
307.01	1	1085	65	17	7	0	0	0	0	1	40	73.8
307.01	2	2001	59	19	0	0	0	0	0	0	40	67.8
307.01	2	2002	31	18	0	0	0	0	0	0	13	41.9

Census Tract	Census Block Group	Census Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino	Percent Minority
307.01	2	2003	13	13	0	0	0	0	0	0	0	0.0
307.01	2	2004	71	35	4	0	0	0	0	0	32	50.7
307.01	2	2016	73	49	6	0	1	0	0	5	12	32.9
307.01	2	2017	93	68	5	0	4	0	0	3	13	26.9
307.01	2	2022	48	6	0	0	0	0	0	0	42	87.5
307.01	2	2024	44	16	9	0	0	0	0	0	19	63.6
307.01	2	2025	32	2	0	0	0	0	0	0	30	93.8
307.01	2	2026	22	20	0	0	0	0	0	2	0	9.1
307.01	2	2027	42	18	0	2	0	0	0	3	19	57.1
307.01	2	2028	41	12	2	0	0	0	0	0	27	70.7
307.01	2	2029	37	18	2	0	0	0	0	0	17	51.4
307.01	2	2030	48	19	1	0	0	0	0	2	26	60.4
307.01	2	2031	42	12	0	0	0	0	0	1	29	71.4
307.01	2	2032	12	12	0	0	0	0	0	0	0	0.0
307.01	2	2033	40	20	0	0	0	0	0	0	20	50.0
307.01	2	2034	52	2	0	0	6	0	0	0	44	96.2
307.01	2	2035	24	9	7	0	0	0	0	0	8	62.5
307.01	2	2036	36	16	0	0	0	0	0	0	20	55.6
307.01	2	2037	38	4	10	0	0	0	0	0	24	89.5
307.01	2	2038	23	14	0	0	0	0	0	0	9	39.1
307.01	2	2039	42	14	1	1	0	0	0	0	26	66.7
307.01	2	2040	49	24	0	0	0	0	0	1	24	51.0
307.01	2	2041	57	30	0	0	0	0	0	0	27	47.4
307.01	2	2042	70	42	3	0	0	0	0	0	25	40.0

Census Tract	Census Block Group	Census Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino	Percent Minority
307.01	2	2043	43	6	0	0	0	0	0	0	37	86.0
307.01	2	2044	39	23	6	0	1	0	0	1	8	41.0
307.01	2	2045	327	219	28	0	2	0	0	0	78	33.0
307.01	2	2046	2	2	0	0	0	0	0	0	0	0.0
307.01	2	2047	72	58	10	0	1	0	0	2	1	19.4
307.01	2	2050	25	16	0	0	0	0	0	0	9	36.0
307.01	2	2051	17	13	0	0	0	0	0	0	4	23.5
307.01	2	2052	18	8	2	0	0	0	0	1	7	55.6
307.01	2	2053	22	6	0	0	0	0	0	0	16	72.7
307.01	2	2054	65	19	2	0	0	0	0	6	38	70.8
307.01	2	2055	62	20	9	0	0	0	0	1	32	67.7
307.01	2	2056	38	21	0	0	0	0	0	0	17	44.7
307.01	2	2057	76	34	2	0	0	0	0	0	40	55.3
307.01	2	2059	27	13	0	0	0	0	0	3	11	51.9
307.02	1	1000	25	21	0	1	3	0	0	0	0	16.0
307.02	1	1001	37	21	1	1	0	0	0	0	14	43.2
307.02	1	1002	79	53	0	0	0	0	0	0	26	32.9
307.02	1	1004	352	66	13	2	1	2	0	4	264	81.3
307.02	1	1005	240	54	23	0	1	0	0	1	161	77.5
307.02	1	1009	19	15	0	0	0	0	0	1	3	21.1
307.02	1	1010	23	10	4	0	0	0	0	0	9	56.5
307.02	1	1011	44	26	0	0	0	0	1	0	17	40.9
307.02	1	1012	14	10	3	0	0	0	0	1	0	28.6
307.02	1	1013	28	27	1	0	0	0	0	0	0	3.6

Census Tract	Census Block Group	Census Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino	Percent Minority
307.02	1	1014	13	13	0	0	0	0	0	0	0	0.0
307.02	1	1015	28	25	0	0	0	0	0	0	3	10.7
307.02	1	1016	42	26	0	0	0	0	0	0	16	38.1
307.02	1	1017	34	21	0	0	1	0	0	0	12	38.2
307.02	1	1018	39	33	0	0	0	0	0	0	6	15.4
307.02	1	1019	35	18	5	0	3	0	0	0	9	48.6
307.02	1	1020	23	17	1	0	0	0	0	5	0	26.1
307.02	1	1021	4	3	0	0	0	0	0	1	0	25.0
307.02	1	1023	5	5	0	0	0	0	0	0	0	0.0
307.02	1	1024	12	12	0	0	0	0	0	0	0	0.0
307.02	1	1025	6	5	1	0	0	0	0	0	0	16.7
307.02	1	1026	12	11	0	0	0	0	0	0	1	8.3
307.02	1	1027	36	19	1	0	0	0	1	0	15	47.2
307.02	1	1028	6	6	0	0	0	0	0	0	0	0.0
307.02	1	1029	10	9	0	0	0	0	0	0	1	10.0
307.02	1	1030	28	23	0	0	0	0	0	0	5	17.9
307.02	1	1031	16	15	0	0	0	0	0	0	1	6.3
307.02	2	2000	28	24	0	1	0	0	0	0	3	14.3
307.02	2	2001	6	6	0	0	0	0	0	0	0	0.0
307.02	2	2002	3	3	0	0	0	0	0	0	0	0.0
307.02	2	2003	31	26	1	0	0	0	0	3	1	16.1
307.02	2	2004	30	20	0	0	0	0	0	1	9	33.3
307.02	2	2005	31	21	1	0	0	0	0	2	7	32.3
307.02	2	2009	35	34	0	0	0	0	0	0	1	2.9

Census Tract	Census Block Group	Census Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino	Percent Minority
307.02	2	2010	17	17	0	0	0	0	0	0	0	0.0
307.02	2	2011	20	20	0	0	0	0	0	0	0	0.0
307.02	2	2012	7	7	0	0	0	0	0	0	0	0.0
307.02	2	2013	10	10	0	0	0	0	0	0	0	0.0
307.02	2	2014	14	12	0	2	0	0	0	0	0	14.3
307.02	2	2015	24	24	0	0	0	0	0	0	0	0.0
307.02	2	2016	4	4	0	0	0	0	0	0	0	0.0
307.02	2	2017	25	25	0	0	0	0	0	0	0	0.0
307.02	2	2018	22	22	0	0	0	0	0	0	0	0.0
307.02	2	2019	33	30	2	0	0	0	0	0	1	9.1
307.02	2	2020	36	25	3	1	1	0	0	0	6	30.6
307.02	2	2021	32	32	0	0	0	0	0	0	0	0.0
307.02	2	2025	7	6	0	0	0	0	0	1	0	14.3
307.02	2	2026	28	21	1	0	0	0	0	0	6	25.0
307.02	2	2027	20	15	0	0	0	0	0	0	5	25.0
307.02	2	2028	11	11	0	0	0	0	0	0	0	0.0
307.02	2	2029	2	2	0	0	0	0	0	0	0	0.0
307.02	2	2030	8	8	0	0	0	0	0	0	0	0.0
307.02	2	2031	14	14	0	0	0	0	0	0	0	0.0
307.02	3	3000	42	31	1	0	0	0	0	3	7	26.2
307.02	3	3001	10	6	4	0	0	0	0	0	0	40.0
307.02	3	3002	13	13	0	0	0	0	0	0	0	0.0
307.02	3	3003	18	13	0	0	0	0	0	0	5	27.8
307.02	3	3004	11	7	0	0	0	0	0	0	4	36.4

						Not H	ispanic or L	atino				
Census Tract	Census Block Group	Census Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino	Percent Minority
307.02	3	3005	2	2	0	0	0	0	0	0	0	0.0
307.02	3	3006	4	4	0	0	0	0	0	0	0	0.0
307.02	3	3007	9	6	0	0	0	0	0	0	3	33.3
307.02	3	3008	7	4	0	0	0	0	0	3	0	42.9
307.02	3	3009	9	8	0	0	0	0	0	0	1	11.1
307.02	3	3010	19	19	0	0	0	0	0	0	0	0.0
307.02	3	3011	37	20	0	0	1	0	0	0	16	45.9
307.02	3	3012	6	6	0	0	0	0	0	0	0	0.0
307.02	3	3013	13	10	0	0	0	0	1	0	2	23.1
307.02	3	3014	16	13	3	0	0	0	0	0	0	18.8
307.02	3	3015	13	13	0	0	0	0	0	0	0	0.0
307.02	3	3016	17	14	0	0	0	0	0	0	3	17.6
307.02	3	3017	12	12	0	0	0	0	0	0	0	0.0
307.02	3	3018	10	6	0	0	0	0	0	0	4	40.0
307.02	3	3019	11	11	0	0	0	0	0	0	0	0.0
307.02	3	3020	81	33	14	0	1	0	0	1	32	59.3
307.02	3	3021	9	8	0	0	0	0	0	0	1	11.1
307.02	3	3022	15	12	0	0	0	0	0	0	3	20.0
307.02	3	3023	10	9	0	0	0	0	0	0	1	10.0
307.02	3	3024	34	16	0	5	0	0	0	0	13	52.9
307.02	3	3025	28	23	0	0	0	0	0	0	5	17.9
307.02	3	3026	11	11	0	0	0	0	0	0	0	0.0
307.02	3	3027	11	6	0	0	0	0	0	1	4	45.5
307.02	3	3028	19	18	0	0	0	0	0	1	0	5.3

Census Tract	Census Block Group	Census Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino	Percent Minority
307.02	3	3029	4	4	0	0	0	0	0	0	0	0.0
307.02	3	3030	7	7	0	0	0	0	0	0	0	0.0
307.02	3	3031	17	16	0	0	0	0	0	0	1	5.9
307.02	3	3032	18	14	2	0	0	0	0	0	2	22.2
307.02	3	3033	16	13	0	3	0	0	0	0	0	18.8
307.02	3	3034	6	6	0	0	0	0	0	0	0	0.0
307.02	3	3035	13	12	0	0	0	0	0	1	0	7.7
307.02	3	3036	6	6	0	0	0	0	0	0	0	0.0
307.02	3	3037	16	10	0	0	0	0	0	0	6	37.5
307.02	3	3038	31	21	0	0	0	0	0	3	7	32.3
307.02	3	3039	18	11	0	0	0	0	0	0	7	38.9
307.02	3	3040	19	10	0	0	0	0	0	0	9	47.4
307.02	3	3041	44	39	0	0	0	0	0	0	5	11.4
307.02	3	3042	12	10	0	0	0	0	0	0	2	16.7
307.02	3	3043	7	7	0	0	0	0	0	0	0	0.0
307.02	3	3044	18	18	0	0	0	0	0	0	0	0.0
307.02	3	3045	29	25	0	0	0	0	0	0	4	13.8
307.02	3	3047	9	9	0	0	0	0	0	0	0	0.0
307.02	3	3048	19	18	0	0	0	0	0	0	1	5.3
307.02	3	3049	10	9	0	0	0	0	0	1	0	10.0
307.02	3	3050	5	5	0	0	0	0	0	0	0	0.0
307.02	3	3051	10	5	0	0	0	0	0	0	5	50.0
307.02	3	3052	19	19	0	0	0	0	0	0	0	0.0
307.02	3	3053	25	25	0	0	0	0	0	0	0	0.0

						Not H	ispanic or L	atino				
Census Tract	Census Block Group	Census Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino	Percent Minority
307.02	3	3055	4	0	0	0	4	0	0	0	0	100.0
307.02	3	3056	19	14	0	0	0	0	0	0	5	26.3
307.02	3	3057	9	9	0	0	0	0	0	0	0	0.0
307.02	3	3058	10	10	0	0	0	0	0	0	0	0.0
307.02	3	3059	12	12	0	0	0	0	0	0	0	0.0
307.02	3	3060	3	2	0	0	1	0	0	0	0	33.3
307.02	3	3061	10	8	0	0	0	0	0	0	2	20.0
307.02	4	4000	54	4	35	0	1	0	0	0	14	92.6
307.02	4	4001	120	14	60	0	0	0	0	10	36	88.3
307.02	4	4002	2	2	0	0	0	0	0	0	0	0.0
307.02	4	4003	32	1	0	0	0	0	0	1	30	96.9
307.02	4	4004	2	0	1	0	0	0	0	0	1	100.0
307.02	4	4006	148	14	40	0	1	0	0	4	89	90.5
307.02	4	4007	34	5	2	0	0	0	0	0	27	85.3
307.02	4	4008	21	4	0	0	0	0	0	0	17	81.0
307.02	4	4009	4	2	0	0	0	0	0	0	2	50.0
307.02	4	4013	62	2	2	0	0	0	1	0	57	96.8
307.02	4	4015	19	0	0	0	0	0	0	0	19	100.0
307.02	4	4016	34	12	4	1	0	0	0	0	17	64.7
307.02	4	4018	126	33	8	0	0	0	0	2	83	73.8
307.02	4	4019	58	25	3	0	0	0	0	0	30	56.9
307.02	4	4020	51	30	1	0	0	0	0	0	20	41.2
307.02	4	4021	6	6	0	0	0	0	0	0	0	0.0
307.02	4	4025	13	6	0	0	1	0	0	0	6	53.8

						Not H	ispanic or L	atino				
Census Tract	Census Block Group	Census Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino	Percent Minority
307.02	4	4026	42	5	11	0	0	0	0	0	26	88.1
307.02	4	4027	46	8	0	0	0	0	0	0	38	82.6
307.02	4	4028	13	1	3	0	0	0	0	0	9	92.3
307.02	4	4029	13	2	0	0	0	0	0	0	11	84.6
307.02	4	4031	12	0	0	0	0	0	0	0	12	100.0
307.02	4	4036	2	2	0	0	0	0	0	0	0	0.0
307.02	4	4044	1	0	0	0	0	0	0	1	0	100.0
307.02	5	5000	46	3	0	0	0	0	0	0	43	93.5
307.02	5	5001	45	16	2	0	0	0	0	0	27	64.4
307.02	5	5002	15	0	0	0	0	0	0	0	15	100.0
307.02	5	5003	45	7	1	0	0	0	0	2	35	84.4
307.02	5	5004	3	1	0	0	0	0	0	0	2	66.7
307.02	5	5005	59	25	0	0	0	0	0	0	34	57.6
307.02	5	5006	41	20	0	0	0	0	0	0	21	51.2
307.02	5	5007	26	21	0	0	0	0	0	0	5	19.2
307.02	5	5008	50	25	0	0	0	0	0	0	25	50.0
307.02	5	5009	12	4	0	0	0	0	0	0	8	66.7
307.02	5	5010	11	4	0	0	0	0	0	0	7	63.6
307.02	5	5011	34	4	0	0	0	0	0	0	30	88.2
307.02	5	5012	37	17	8	0	0	0	0	0	12	54.1
307.02	5	5013	22	9	1	0	0	0	0	0	12	59.1
307.02	5	5014	36	15	0	0	0	0	0	0	21	58.3
307.02	5	5015	44	26	3	0	1	0	0	0	14	40.9
307.02	5	5016	17	6	0	0	0	0	0	0	11	64.7

						Not H	ispanic or L	atino				
Census Tract	Census Block Group	Census Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino	Percent Minority
307.02	5	5017	17	4	0	0	0	0	0	1	12	76.5
307.02	5	5018	14	13	0	0	0	0	0	0	1	7.1
307.02	5	5019	19	10	0	0	0	0	0	0	9	47.4
307.02	5	5020	8	4	1	0	0	0	0	0	3	50.0
307.02	5	5021	24	8	0	0	0	0	0	0	16	66.7
307.02	5	5022	3	0	0	0	0	0	0	0	3	100.0
307.02	5	5023	32	19	0	0	0	0	0	0	13	40.6
307.02	5	5024	57	19	1	1	1	0	0	0	35	66.7
307.02	5	5025	8	7	0	0	0	0	0	0	1	12.5
307.02	5	5026	23	3	2	0	0	0	0	0	18	87.0
307.02	5	5027	18	6	2	1	0	0	0	0	9	66.7
307.02	5	5028	14	3	0	0	1	0	0	0	10	78.6
307.02	5	5029	12	5	0	0	0	0	0	2	5	58.3
307.02	5	5030	17	0	0	1	0	0	0	1	15	100.0
307.02	5	5031	23	5	0	0	2	0	0	5	11	78.3
307.02	5	5032	18	6	0	0	0	0	0	0	12	66.7
307.02	5	5033	22	13	0	0	0	0	0	0	9	40.9
307.02	5	5034	9	9	0	0	0	0	0	0	0	0.0
307.02	5	5035	10	6	2	0	0	0	0	2	0	40.0
307.02	5	5036	34	10	0	0	0	0	0	0	24	70.6
307.02	5	5038	24	20	0	1	0	0	0	0	3	16.7
307.02	5	5039	30	29	0	0	0	0	0	1	0	3.3
307.02	5	5040	14	11	2	0	0	0	0	0	1	21.4
307.02	5	5041	6	2	0	0	0	0	0	0	4	66.7

						Not H	ispanic or L	atino				
Census Tract	Census Block Group	Census Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino	Percent Minority
307.02	5	5042	46	43	0	0	1	0	0	0	2	6.5
307.02	5	5043	14	13	0	0	0	0	0	0	1	7.1
307.02	5	5044	10	10	0	0	0	0	0	0	0	0.0
307.02	5	5045	11	2	0	0	0	0	0	0	9	81.8
307.02	5	5046	23	11	0	0	0	0	0	0	12	52.2
307.02	5	5047	21	4	0	0	0	0	0	0	17	81.0
307.02	5	5048	15	10	0	0	0	0	0	0	5	33.3
307.02	5	5049	12	4	0	0	0	0	0	0	8	66.7
307.02	5	5050	24	9	1	0	1	3	0	0	10	62.5
307.02	5	5051	26	15	0	0	1	0	0	0	10	42.3
307.02	5	5052	15	4	0	0	0	0	0	0	11	73.3
307.02	5	5053	15	2	0	0	0	0	0	2	11	86.7
307.02	5	5054	17	2	0	0	0	0	0	1	14	88.2
307.02	5	5055	10	1	0	0	0	0	0	2	7	90.0
307.02	5	5056	16	7	0	0	0	0	0	0	9	56.3
307.02	5	5057	2	2	0	0	0	0	0	0	0	0.0
307.02	5	5058	5	5	0	0	0	0	0	0	0	0.0
307.02	5	5059	11	11	0	0	0	0	0	0	0	0.0
307.02	5	5060	10	5	0	0	0	0	0	0	5	50.0
308.01	1	1011	438	245	72	3	13	0	2	3	100	44.1
308.01	1	1012	271	153	44	2	16	0	3	3	50	43.5
308.01	1	1013	710	239	95	7	12	0	1	12	344	66.3
308.01	1	1014	70	12	13	0	0	0	0	4	41	82.9
308.01	1	1016	168	45	18	0	0	0	0	3	102	73.2

						Not H	ispanic or L	atino				
Census Tract	Census Block Group	Census Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino	Percent Minority
308.01	1	1018	15	12	0	0	0	0	0	0	3	20.0
308.01	2	2000	24	23	0	0	0	0	0	0	1	4.2
308.01	2	2002	276	179	21	0	16	0	1	13	46	35.1
308.01	2	2003	51	28	16	0	0	0	0	0	7	45.1
308.01	2	2004	68	40	4	0	0	0	0	0	24	41.2
308.01	2	2005	55	36	0	0	0	0	0	1	18	34.5
308.01	2	2006	45	19	16	0	0	0	0	0	10	57.8
308.01	2	2007	26	16	0	1	1	0	0	1	7	38.5
308.01	2	2008	66	42	11	0	6	0	0	2	5	36.4
308.01	2	2009	92	61	11	0	0	0	0	3	17	33.7
308.01	2	2010	10	6	0	0	0	0	0	0	4	40.0
308.01	2	2011	8	8	0	0	0	0	0	0	0	0.0
308.01	2	2012	184	142	9	1	4	0	2	5	21	22.8
308.01	2	2013	143	94	12	2	4	1	0	8	22	34.3
308.01	2	2014	69	49	11	0	7	0	0	0	2	29.0
308.01	2	2015	26	15	4	0	4	0	0	0	3	42.3
308.01	2	2016	48	34	3	0	4	0	0	0	7	29.2
308.01	2	2017	34	17	1	0	14	0	1	0	1	50.0
308.01	2	2018	48	25	12	0	0	0	0	0	11	47.9
308.01	2	2019	32	27	1	0	0	0	0	2	2	15.6
308.01	2	2020	888	537	145	4	23	1	2	17	159	39.5
308.01	2	2026	8	2	0	0	0	0	0	2	4	75.0
308.01	2	2027	2	2	0	0	0	0	0	0	0	0.0
308.01	2	2036	7	1	0	1	0	0	0	0	5	85.7

						Not H	ispanic or L	atino				
Census Tract	Census Block Group	Census Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino	Percent Minority
308.01	2	2038	19	12	0	2	0	0	0	0	5	36.8
308.01	2	2039	7	5	0	0	0	0	0	0	2	28.6
308.01	2	2040	15	7	0	0	0	0	0	1	7	53.3
308.02	1	1003	2	2	0	0	0	0	0	0	0	0.0
308.02	1	1006	1	1	0	0	0	0	0	0	0	0.0
308.02	1	1007	55	50	3	0	0	0	0	0	2	9.1
308.02	1	1008	19	2	0	0	0	0	0	0	17	89.5
308.02	1	1009	2	2	0	0	0	0	0	0	0	0.0
308.02	1	1016	2	2	0	0	0	0	0	0	0	0.0
308.02	1	1018	3	1	0	0	1	0	0	1	0	66.7
308.02	1	1020	22	13	0	0	0	0	0	0	9	40.9
308.02	1	1021	54	29	7	0	0	0	0	1	17	46.3
308.02	1	1022	132	15	15	0	0	0	0	1	101	88.6
308.02	1	1023	8	5	0	0	0	0	0	0	3	37.5
308.02	1	1024	7	5	0	0	0	0	0	1	1	28.6
308.02	1	1025	6	5	0	0	0	0	0	0	1	16.7
308.02	1	1027	1	0	0	0	0	0	0	1	0	100.0
308.02	1	1028	18	0	5	0	0	0	0	0	13	100.0
308.02	1	1029	5	2	2	0	0	0	0	0	1	60.0
308.02	1	1030	35	9	0	0	0	0	0	0	26	74.3
308.02	1	1031	28	2	0	0	0	0	0	0	26	92.9
308.02	1	1032	7	0	0	0	0	0	0	0	7	100.0
308.02	1	1034	15	8	1	0	0	0	0	0	6	46.7
308.02	1	1035	20	4	0	0	0	0	0	0	16	80.0

						Not H	ispanic or L	atino				
Census Tract	Census Block Group	Census Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino	Percent Minority
308.02	1	1036	104	8	18	0	0	0	0	3	75	92.3
308.02	1	1037	63	17	0	0	0	0	0	0	46	73.0
308.02	1	1038	115	17	10	0	0	0	0	2	86	85.2
308.02	1	1039	24	5	0	0	0	0	0	0	19	79.2
308.02	1	1040	14	9	0	0	0	0	0	0	5	35.7
308.02	1	1041	14	13	0	0	0	0	0	0	1	7.1
308.02	1	1042	7	2	1	0	0	0	0	0	4	71.4
308.02	1	1043	48	19	14	0	0	0	0	0	15	60.4
308.02	1	1044	8	1	6	0	0	0	0	0	1	87.5
308.02	1	1045	27	10	5	0	0	0	0	0	12	63.0
308.02	1	1047	25	5	0	0	0	0	0	0	20	80.0
308.02	1	1048	30	0	2	0	11	0	0	0	17	100.0
308.02	1	1050	4	0	0	0	0	0	0	0	4	100.0
308.02	1	1052	39	8	0	0	0	1	0	0	30	79.5
308.02	1	1055	2	2	0	0	0	0	0	0	0	0.0
308.02	1	1056	26	2	0	0	0	0	0	0	24	92.3
308.02	1	1057	61	6	2	0	5	0	0	0	48	90.2
308.02	1	1058	45	9	0	0	0	0	0	0	36	80.0
308.02	1	1059	34	4	0	0	0	0	0	0	30	88.2
308.02	1	1062	48	9	6	0	0	0	1	0	32	81.3
308.02	1	1066	45	4	0	0	0	0	0	0	41	91.1
308.02	1	1067	149	21	6	0	0	0	0	2	120	85.9
308.02	2	2001	94	60	3	0	0	0	0	0	31	36.2
308.02	2	2002	16	12	0	0	0	0	0	0	4	25.0

						Not H	ispanic or L	atino				
Census Tract	Census Block Group	Census Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino	Percent Minority
308.02	2	2003	14	10	0	0	0	0	0	0	4	28.6
308.02	2	2004	16	14	0	0	0	0	0	0	2	12.5
308.02	2	2005	29	27	0	0	0	0	0	0	2	6.9
308.02	2	2006	307	151	59	0	1	0	0	9	87	50.8
308.02	2	2007	183	65	50	0	3	0	0	11	54	64.5
308.02	2	2008	178	74	31	0	1	0	0	3	69	58.4
308.02	2	2010	221	94	48	0	0	0	0	3	76	57.5
308.02	2	2014	8	8	0	0	0	0	0	0	0	0.0
308.02	2	2015	6	6	0	0	0	0	0	0	0	0.0
308.02	2	2016	7	6	0	0	0	0	0	1	0	14.3
308.02	2	2017	13	13	0	0	0	0	0	0	0	0.0
308.02	2	2018	5	5	0	0	0	0	0	0	0	0.0
308.02	2	2019	18	13	0	0	0	0	0	0	5	27.8
308.02	2	2020	43	31	2	0	0	0	0	0	10	27.9
308.02	2	2021	38	31	4	0	0	0	0	3	0	18.4
308.02	2	2022	44	23	2	0	0	0	0	0	19	47.7
308.02	2	2023	5	4	0	1	0	0	0	0	0	20.0
308.02	2	2024	14	10	2	0	0	0	0	0	2	28.6
308.02	2	2025	9	9	0	0	0	0	0	0	0	0.0
308.02	2	2026	30	26	0	0	0	0	0	0	4	13.3
308.02	2	2027	24	13	0	0	0	0	0	0	11	45.8
308.02	2	2028	80	27	4	1	0	0	0	0	48	66.3
308.02	2	2029	8	8	0	0	0	0	0	0	0	0.0
308.02	2	2030	8	8	0	0	0	0	0	0	0	0.0

						Not H	ispanic or L	atino				
Census Tract	Census Block Group	Census Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino	Percent Minority
308.02	2	2031	5	4	0	0	0	0	0	0	1	20.0
308.02	2	2032	15	15	0	0	0	0	0	0	0	0.0
308.02	2	2033	21	11	0	0	0	0	0	0	10	47.6
308.02	2	2034	17	11	0	0	0	0	0	2	4	35.3
308.02	2	2035	20	10	0	0	0	0	0	0	10	50.0
308.02	2	2036	63	40	0	0	0	0	0	0	23	36.5
308.02	2	2037	7	4	0	0	0	0	0	0	3	42.9
308.02	2	2038	12	6	0	0	0	0	0	0	6	50.0
308.02	2	2039	6	4	0	0	0	0	0	0	2	33.3
308.02	2	2041	73	5	12	0	0	0	0	3	53	93.2
308.02	2	2042	44	20	0	0	0	0	0	0	24	54.5
308.02	2	2043	30	9	9	0	0	0	0	0	12	70.0
308.02	2	2044	44	17	0	0	0	0	0	0	27	61.4
308.02	3	3000	88	34	18	0	0	0	0	0	36	61.4
308.02	3	3001	358	208	27	4	1	0	4	6	108	41.9
308.02	3	3003	39	11	1	0	0	0	0	2	25	71.8
308.02	3	3004	41	27	0	0	0	0	0	0	14	34.1
308.02	3	3005	113	52	11	0	3	0	0	1	46	54.0
308.02	3	3006	170	104	17	3	7	0	0	1	38	38.8
308.02	3	3009	75	23	22	0	2	0	0	0	28	69.3
308.02	3	3010	20	19	0	0	1	0	0	0	0	5.0
308.02	3	3011	7	5	1	0	1	0	0	0	0	28.6
308.02	3	3012	2	1	0	0	1	0	0	0	0	50.0
308.02	3	3014	533	214	93	6	6	0	0	11	203	59.8

						Not H	ispanic or L	atino				
Census Tract	Census Block Group	Census Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino	Percent Minority
308.02	3	3015	157	50	19	0	4	0	0	5	79	68.2
308.02	3	3016	128	48	42	2	0	0	0	5	31	62.5
308.02	3	3017	63	7	37	0	1	0	1	3	14	88.9
308.02	3	3028	181	47	7	0	0	0	0	1	126	74.0
308.02	3	3032	1	1	0	0	0	0	0	0	0	0.0
308.02	3	3034	45	17	5	1	0	0	0	0	22	62.2
308.02	3	3035	73	31	15	1	1	0	0	0	25	57.5
308.02	3	3036	46	14	0	0	0	0	0	0	32	69.6
308.02	3	3042	28	2	0	0	0	0	0	0	26	92.9
308.02	3	3043	57	3	0	0	0	0	1	3	50	94.7
308.02	3	3045	1	1	0	0	0	0	0	0	0	0.0
308.02	3	3058	85	21	34	1	1	0	0	5	23	75.3
308.02	3	3060	78	34	10	0	2	0	0	1	31	56.4
308.02	3	3061	97	36	8	0	9	0	0	3	41	62.9
309	1	1002	850	261	149	5	21	0	5	10	399	69.3
309	1	1003	42	9	14	0	2	2	0	2	13	78.6
309	1	1004	73	38	16	0	0	2	0	2	15	47.9
309	1	1006	82	36	35	0	0	0	0	0	11	56.1
309	1	1007	84	32	15	0	7	0	0	9	21	61.9
309	1	1016	14	9	0	0	0	0	0	0	5	35.7
309	1	1018	16	11	3	0	0	0	0	0	2	31.3
309	1	1019	226	158	27	0	10	1	0	1	29	30.1
309	1	1027	182	19	69	0	2	8	3	2	79	89.6
309	1	1028	13	0	5	0	0	0	0	0	8	100.0

						Not H	ispanic or L	atino				
Census Tract	Census Block Group	Census Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino	Percent Minority
309	1	1030	10	4	6	0	0	0	0	0	0	60.0
309	1	1032	14	1	5	0	0	0	0	2	6	92.9
309	1	1033	21	2	9	0	0	0	0	2	8	90.5
309	1	1034	124	22	24	1	0	0	0	0	77	82.3
309	1	1035	29	0	7	0	0	0	0	2	20	100.0
309	1	1036	18	4	12	2	0	0	0	0	0	77.8
309	1	1037	39	8	23	0	0	0	0	0	8	79.5
309	1	1041	4	2	1	0	0	0	0	0	1	50.0
309	1	1042	2	0	1	0	0	0	0	0	1	100.0
309	1	1043	28	0	23	0	0	0	2	0	3	100.0
309	1	1044	113	16	9	0	0	0	0	1	87	85.8
309	1	1045	40	6	0	0	0	0	0	0	34	85.0
309	1	1046	13	0	8	0	0	0	0	0	5	100.0
309	1	1047	21	4	1	0	0	0	0	0	16	81.0
309	1	1048	26	2	3	0	0	1	0	1	19	92.3
309	1	1049	19	0	3	0	0	0	0	0	16	100.0
309	1	1050	1	0	1	0	0	0	0	0	0	100.0
309	1	1051	54	9	7	0	0	0	0	1	37	83.3
309	1	1052	23	2	1	0	1	0	0	1	18	91.3
309	1	1053	17	1	5	0	0	0	0	0	11	94.1
309	1	1055	28	4	16	0	0	0	0	3	5	85.7
309	1	1056	38	5	13	0	0	0	0	0	20	86.8
309	1	1060	13	0	7	0	0	0	0	0	6	100.0
309	1	1061	3	0	3	0	0	0	0	0	0	100.0

						Not H	ispanic or L	atino				
Census Tract	Census Block Group	Census Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino	Percent Minority
309	1	1065	24	1	10	0	0	0	0	0	13	95.8
309	1	1066	11	0	3	0	0	0	0	0	8	100.0
309	1	1067	20	2	6	0	0	0	0	0	12	90.0
309	2	2000	6	0	0	0	0	0	0	0	6	100.0
309	2	2005	3	0	0	0	0	0	0	0	3	100.0
309	2	2006	5	4	0	1	0	0	0	0	0	20.0
309	2	2007	14	2	0	0	0	0	0	0	12	85.7
309	2	2009	13	3	0	0	0	0	0	0	10	76.9
309	2	2010	5	2	0	0	0	0	0	0	3	60.0
309	2	2011	9	0	0	0	0	0	0	0	9	100.0
309	2	2012	30	0	0	0	0	0	0	0	30	100.0
309	2	2013	30	3	0	0	0	0	0	0	27	90.0
309	2	2014	4	1	0	0	0	0	0	0	3	75.0
309	2	2015	2	0	0	0	0	0	0	0	2	100.0
309	2	2016	7	7	0	0	0	0	0	0	0	0.0
309	2	2017	40	6	14	0	0	0	0	0	20	85.0
309	2	2018	15	0	0	0	0	0	0	0	15	100.0
309	2	2019	24	0	0	0	0	0	0	0	24	100.0
309	2	2020	25	0	0	0	0	0	0	0	25	100.0
309	2	2021	24	5	3	0	0	0	0	0	16	79.2
309	2	2022	25	2	0	0	0	0	0	0	23	92.0
309	2	2023	10	0	0	0	0	0	0	0	10	100.0
309	2	2024	18	4	0	0	0	0	0	0	14	77.8
309	2	2025	37	3	6	0	4	0	0	1	23	91.9

						Not H	ispanic or L	atino				
Census Tract	Census Block Group	Census Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino	Percent Minority
309	2	2026	24	6	0	0	0	0	0	0	18	75.0
309	2	2027	4	0	0	0	0	0	0	0	4	100.0
309	2	2028	65	8	5	0	0	0	0	0	52	87.7
309	2	2029	7	0	6	0	0	0	0	1	0	100.0
309	2	2030	21	0	0	0	0	0	0	0	21	100.0
309	2	2031	30	11	2	0	0	0	0	0	17	63.3
309	2	2032	6	0	0	0	0	0	0	0	6	100.0
309	2	2033	5	2	3	0	0	0	0	0	0	60.0
309	2	2034	38	10	2	0	0	0	0	0	26	73.7
309	2	2035	22	2	5	0	0	0	0	0	15	90.9
309	2	2036	58	7	0	0	0	0	0	0	51	87.9
309	2	2037	51	0	0	3	0	0	0	0	48	100.0
309	2	2038	8	0	0	0	0	0	0	1	7	100.0
309	2	2039	40	17	12	0	0	0	0	0	11	57.5
309	2	2041	179	33	8	0	2	0	0	1	135	81.6
309	2	2042	50	14	1	0	0	0	0	1	34	72.0
309	2	2044	1	0	0	0	0	0	0	0	1	100.0
309	2	2045	18	0	0	0	0	0	0	0	18	100.0
309	2	2046	70	0	13	0	0	0	0	0	57	100.0
309	2	2047	30	4	6	0	0	0	0	1	19	86.7
309	2	2049	33	5	0	0	0	0	0	0	28	84.8
309	2	2051	1	0	0	0	0	0	0	0	1	100.0
309	2	2052	51	5	21	0	0	0	0	0	25	90.2
309	2	2053	6	5	0	0	0	0	0	0	1	16.7

				Not Hispanic or Latino								
Census Tract	Census Block Group	Census Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino	Percent Minority
309	3	3000	314	42	0	3	1	0	0	1	267	86.6
309	3	3001	61	46	0	0	0	0	0	4	11	24.6
309	3	3023	831	617	18	1	2	0	5	6	182	25.8
309	3	3024	34	1	0	0	0	0	0	0	33	97.1
309	3	3025	38	9	0	0	0	0	0	0	29	76.3
309	3	3027	41	1	0	0	0	0	0	0	40	97.6
309	3	3028	22	11	1	0	0	0	1	0	9	50.0
309	3	3029	26	9	0	0	0	0	0	0	17	65.4
309	3	3030	34	5	0	0	0	0	0	0	29	85.3
309	3	3038	4	0	0	0	0	0	0	0	4	100.0
309	3	3060	6	2	0	0	0	0	0	0	4	66.7
309	3	3062	6	6	0	0	0	0	0	0	0	0.0
309	3	3063	95	84	10	0	0	0	0	0	1	11.6
309	3	3065	8	2	0	0	1	0	0	0	5	75.0
309	3	3072	8	0	0	0	0	0	0	0	8	100.0
309	3	3073	366	17	0	0	2	0	0	1	346	95.4
309	3	3074	194	28	2	0	0	0	0	0	164	85.6
309	3	3075	53	0	0	0	0	0	0	0	53	100.0
309	3	3076	6	6	0	0	0	0	0	0	0	0.0
309	3	3077	2	2	0	0	0	0	0	0	0	0.0
309	3	3079	9	9	0	0	0	0	0	0	0	0.0
309	4	4000	3	3	0	0	0	0	0	0	0	0.0
309	4	4007	741	65	278	3	0	0	0	7	388	91.2
309	4	4008	50	5	4	0	0	0	0	4	37	90.0

				Not Hispanic or Latino								
Census Tract	Census Block Group	Census Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino	Percent Minority
309	4	4009	207	6	90	1	4	0	0	8	98	97.1
309	4	4011	86	5	39	0	0	0	0	3	39	94.2
309	4	4015	80	15	25	0	0	0	0	0	40	81.3
309	4	4016	27	1	6	0	0	0	0	0	20	96.3
309	4	4018	28	1	3	0	0	0	0	0	24	96.4
309	4	4019	13	2	0	0	0	0	0	0	11	84.6
309	4	4020	41	1	0	0	0	0	0	0	40	97.6
309	4	4021	11	1	1	0	0	0	1	0	8	90.9
309	4	4024	18	3	3	0	0	0	0	0	12	83.3
309	4	4025	24	2	13	0	0	0	0	0	9	91.7
309	4	4026	28	2	5	0	0	0	0	0	21	92.9
309	4	4027	51	0	28	0	0	0	0	2	21	100.0
309	4	4029	50	0	16	0	0	0	0	0	34	100.0
309	4	4030	36	0	5	0	1	0	0	2	28	100.0
309	4	4031	9	2	7	0	0	0	0	0	0	77.8
309	4	4032	46	1	7	0	0	0	0	0	38	97.8
309	4	4033	62	2	38	0	0	0	0	0	22	96.8
309	4	4034	32	0	17	0	0	0	0	0	15	100.0
309	4	4036	57	21	0	0	0	0	0	1	35	63.2
309	4	4037	76	39	6	2	0	0	0	3	26	48.7
309	4	4038	68	20	0	0	0	0	0	3	45	70.6
309	4	4039	60	14	0	0	0	0	0	0	46	76.7
309	5	5000	44	4	8	0	0	0	0	0	32	90.9
309	5	5001	25	5	9	0	0	0	0	0	11	80.0

				Not Hispanic or Latino								
Census Tract	Census Block Group	Census Block	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino	Percent Minority
309	5	5002	39	5	7	0	0	0	0	0	27	87.2
309	5	5003	50	1	6	0	0	0	0	0	43	98.0
309	5	5004	42	4	1	1	0	0	0	2	34	90.5
309	5	5006	9	0	0	0	0	0	0	0	9	100.0
309	5	5007	114	5	0	0	0	0	0	0	109	95.6
309	5	5008	21	2	2	0	0	0	0	0	17	90.5
309	5	5009	16	4	7	0	0	0	0	0	5	75.0
309	5	5010	21	4	4	0	0	0	0	0	13	81.0
309	5	5011	16	0	0	0	0	0	0	0	16	100.0
309	5	5012	22	0	0	0	0	0	0	0	22	100.0
309	5	5013	63	0	11	0	0	0	0	0	52	100.0
309	5	5014	36	2	0	0	0	0	0	0	34	94.4
309	5	5015	48	0	13	0	0	0	0	0	35	100.0
309	5	5016	88	7	0	0	0	0	0	2	79	92.0
309	5	5017	1	0	1	0	0	0	0	0	0	100.0
309	5	5019	66	6	6	0	0	0	0	0	54	90.9
309	5	5020	50	1	7	0	0	0	0	1	41	98.0
309	5	5021	39	0	0	0	0	0	0	0	39	100.0
309	5	5022	43	0	0	0	0	0	0	0	43	100.0
309	5	5023	31	1	0	0	0	0	0	0	30	96.8
	Total		28,583	12,233	3,456	105	308	29	40	432	11,980	57.2

U.S. Census Bureau. Census 2010 Redistricting Data (Public Law 94-171) Summary File, Table P2

*Census blocks within the study area containing no data omitted from the table

Census Tract	Census Block Group	Median Household Income	2019 DHHS Poverty Guideline
302.01	2	78,085	
308.01	1	46,156	
309.00	1	32,448	
307.02	5	55,438	
307.02	1	45,901	
309.00	3	27,500	
302.03	3	83,860	
314.06	2	183,750	
307.02	4	36,625	
308.01	2	65,066	\$25,750
314.06	3	67,321	
308.02	2	44,444	
307.01	1	56,815	
307.01	2	40,833	
307.02	2	62,981	
307.02	3	52,153	
308.02	1	38,203	
309.00	2	NA	
309.00	5	56,705	
309.00	4	45,708	
308.02	3	44,709	

Table 2. Median Household Income within CIA Study Area Census Block Groups

U.S. Census Bureau. 2013-2017 ACS 5-Year Estimates, Table B19013

Census Tract	Census Block Group	Total Population	Population that Speaks English less than "Very Well"	Percent Population that Speaks English less than "Very Well"
302.01	2	1,674	123	7.3
302.03	3	1,120	258	23.0
307.01	1	1,063	37	3.5
307.01	2	1,818	318	17.5
307.02	1	1,052	265	25.2
307.02	2	478	10	2.1
307.02	3	950	78	8.2
307.02	4	780	136	17.4
307.02	5	1,608	126	7.8
308.01	1	1,458	152	10.4
308.01	2	2,320	74	3.2
308.02	1	1,879	380	20.2
308.02	2	1,319	200	15.2
308.02	3	2,098	534	25.5
309	1	2,462	571	23.2
309	2	544	105	19.3
309	3	3,175	985	31.0
309	4	2,088	448	21.5
309	5	1,378	456	33.1
Study Area	Total	29,264	5,256	16.5

Table 3. LEP Population within CIA Study Area Census Block Groups

U.S. Census Bureau. 2013-2017 ACS 5-Year Estimates, Table B16004

APPENDIX D PHOTOGRAPHS



Photo 1: View of Iglesia Misiónera Bíblica located northwest of Gerrish Street and Chestnut Street, just west of the project area.



Photo 2: View of the newly constructed Newsome Homes Apartments from the parking lot of another Dollar General along the project area. Located along southbound SH 5 just south of Dorsey Street.



Photo 3: View of the McKinney Village Apartments, located along southbound SH 5, just north of Frisco Road.



Photo 4: View of Immediate Bail Bonds, located along northbound SH 5, just south of McMakin Street.



Photo 5: View of SH 5 from just north of West Lamar Street, facing north. Three loan agencies are located in the shopping center northwest of the SH 5 intersection with W. Lamar Street: Covington Credit, World Finance, and World Acceptance.



Photo 6: View of an abandoned commercial building, located along northbound SH 5, just north of East Louisiana Street.



Photo 7: View of a shopping center along northbound SH 5, just south of East Virginia Street. Shopping center contains Infinity Insurance, Paisano Insurance, Latino Travel, and Boost Mobile businesses. Spanish translations are pictured in the store front windows of Paisano Insurance and Latino Travel businesses.



Photo 8: View of the McKinney Wysong Central Fire Station, located along southbound SH 5, just north of East Hunt Street.



Photo 9: View of a shopping center located along southbound SH 5, just south of East Virginia Street. Shopping center contains Donuts R More, Jinyi's Salon, Cricket Wireless, Koji Sushi, Sun Loan Company, Q Cleaners, and Metro PCS businesses.



Photo 10: View of Princeton Tire, located northwest of the intersection of SH 5 and Elm Street. Spanish translations present on the facility.



Photo 11: View of the McKinney Medical Arts Center, located along the east side of Medical Center Drive, just southeast of Spur 399 and west of SH 5.



Photo 12: View of the Medical Center of McKinney, located along the west side of Medical Center Drive, just southeast of Spur 399 and west of SH 5.



Photo 13: View of the Collin Baptist Association, located along northbound SH 5, just north of FM 1378 (Country Club Road).



Photo 14: View of the Grand Brook Memory Care Assisted Living facility of McKinney, located on Plateau Drive, just east of SH 5.



Photo 15: View of the McKinney Mobile Home Park entrance to the Villa View mobile home park, located one block east of SH 5 near Greenville Road.



Photo 16: View of the Pecan Grove Cemetery, from northeast of the intersection of SH 5 and FM 546 (Harry McKillop Blvd.), facing north towards SH 5.



Photo 17: View of Cottonwood Park, located along northbound SH 5 and McMakin Street.



Photo 18: View of Finch Elementary, located northeast of South Tennessee Street and Elm Street, just west of SH 5.



Photo 19: View of the back entrance to the Finch Elementary Schoolyard, from the Owens Chapel parking lot northwest of the intersection of Elm Street and South Chestnut Street. Spanish translations present on the fence.



Photo 20: View of the Full Gospel Holy Temple, located along southbound SH 5, just south of Short Street.



Photo 21: View of the Chapel at Chestnut Square, located along southwest of SH 5 and Anthony Street.



Photo 22: View of the Chestnut Square Historic Village, located northeast of Anthony Street and South Chestnut Street, just west of the project area.



Photo 23: View of Mini Bazaar Rosy, located southwest of SH 5 and East Louisiana Street. Spanish translations present in windowfront.



Photo 24: View of InterCambio Express, located southwest of SH 5 and Bevoe Street. Spanish translations present in windowfront and business signs.



Photo 25: View of a bus station located northeast of SH 5 and East Davis Street.



Photo 26: View of the St. James Church of McKinney, located along southwest of SH 5 and Watt Street.



Photo 27: View of a Family Dollar store, located southwest of SH 5 and Smith Street.



Photo 28: View of Mundo de Fe McKinney, located along southbound SH 5, just north of East Midway Street.



Photo 29: View of a McKinney nature trail, located along southbound SH 5 and Stewart Road, at the former McKinney Commons Golf Course.



Photo 30: View of the McKinney Texas Department of Public Safety, located along northbound SH 5 just south of Powerhouse Street.



Photo 31: View of the North Park Health and Rehabilitation Center Nursing Home, located along northbound SH 5, just north of the intersection of SH 5 and North Church Street.



Photo 32: View of the North Texas Job Corps Center, located along North Church Street, just west of the project area.



Photo 33: View of the newly relocated Samaritan Inn Village, located along northbound SH 5, just north of Powerhouse Street.

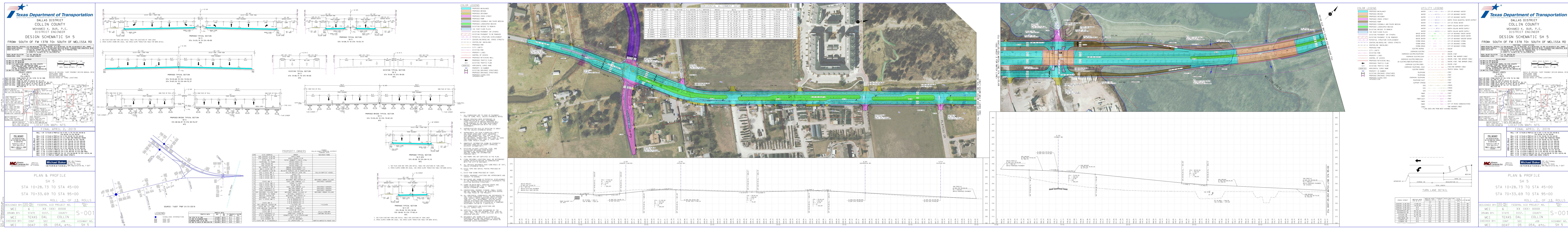


Photo 34: View of VFW Post 2150 located along North Church Street, just west of the project area.



Photo 35: View of Meleah House of Prayer, located at the end of a driveway off southbound SH 5, just south of Wilmeth Road.

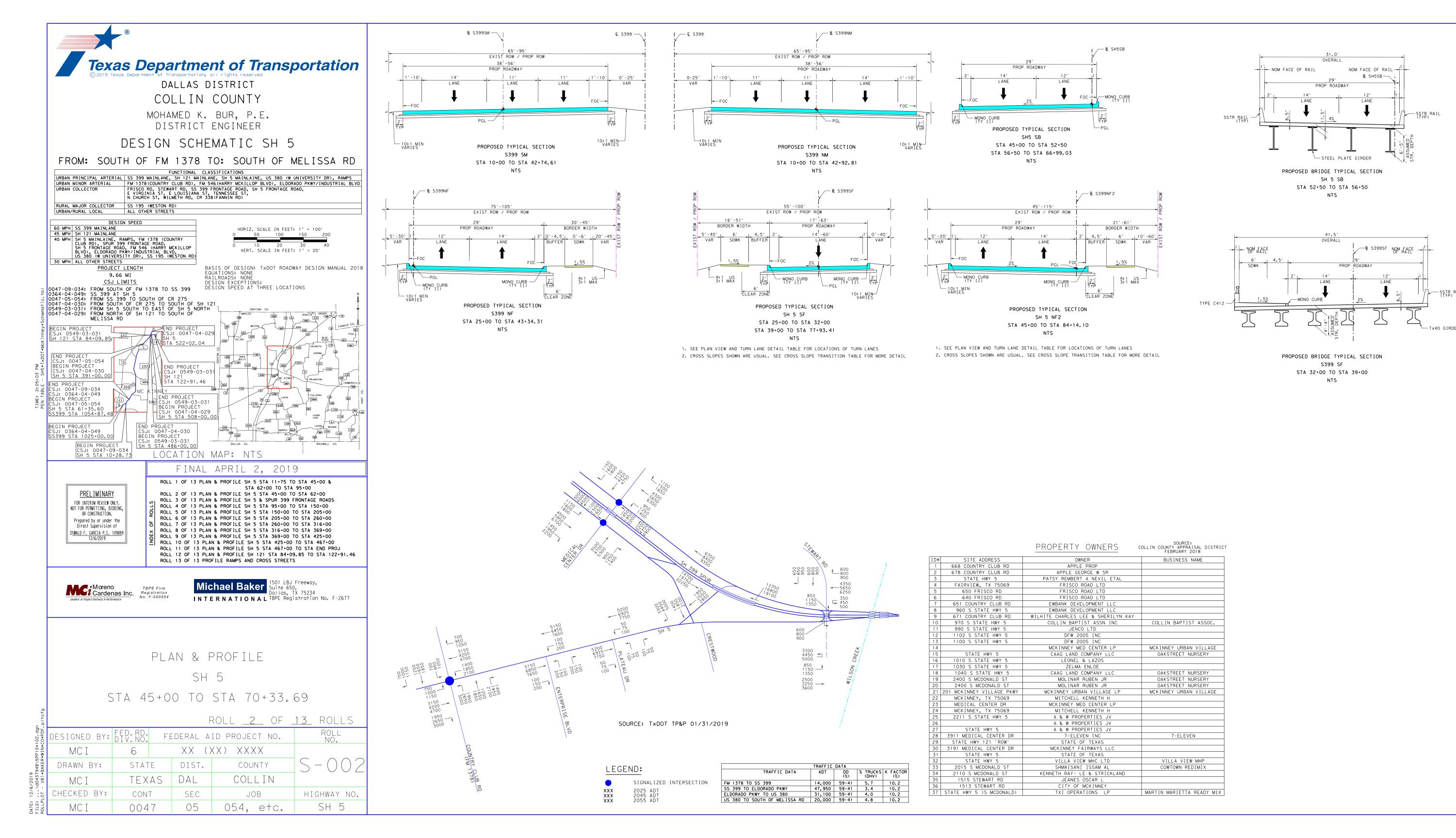
APPENDIX E SCHEMATICS AND TYPICAL SECTIONS



ASIS OF DESIGN: TXDOT ROADWAY DESIGN MANUAL

DESIGN SPEED AT THREE LOCATIONS

COLLIN

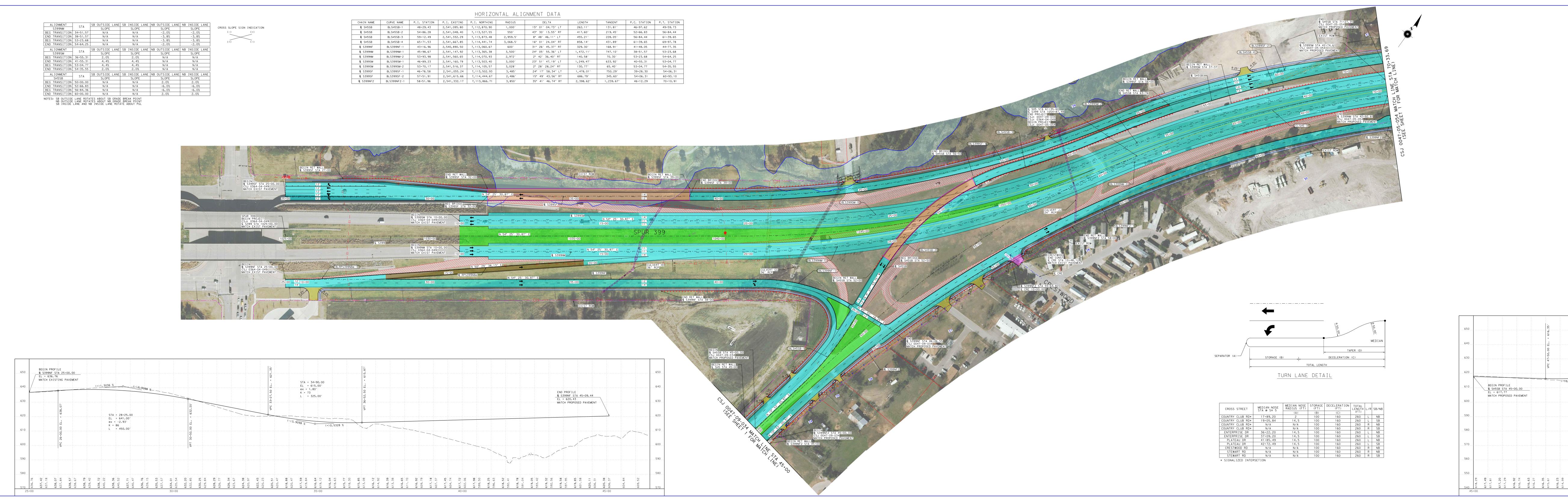


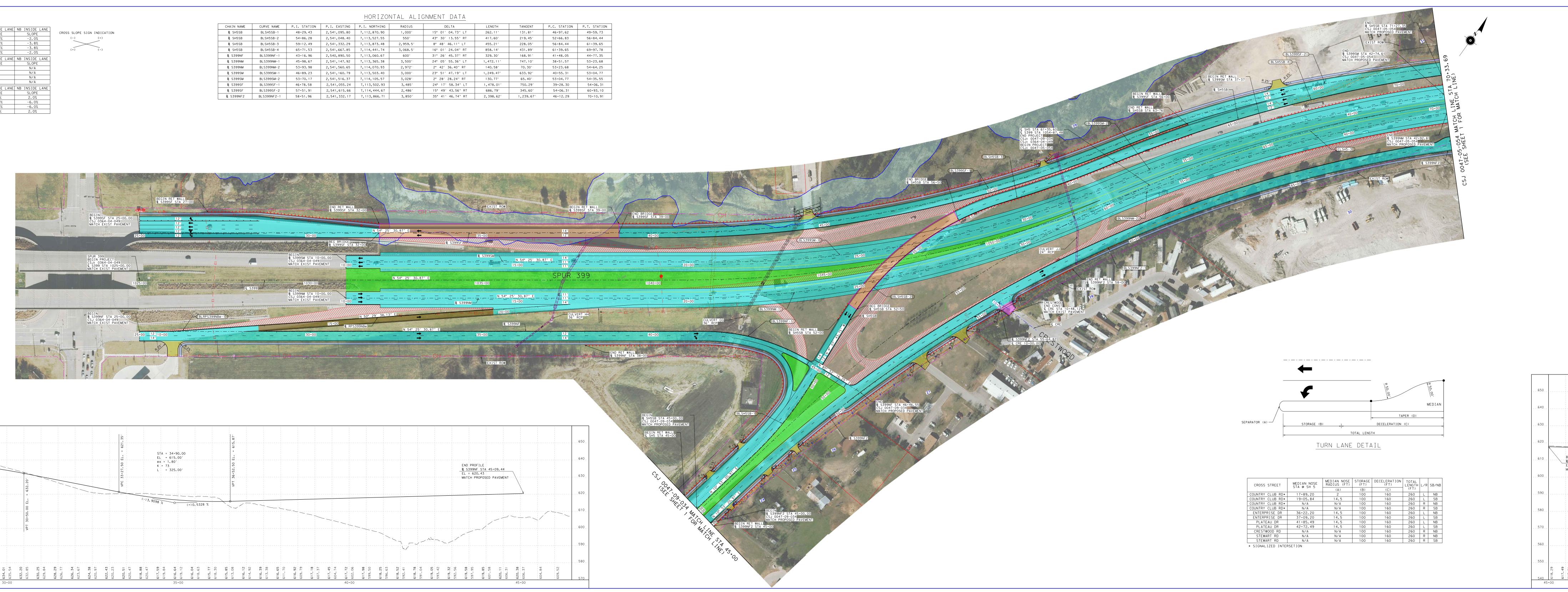
19. DRIVEWAYS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY AND ARE SUBJECT TO REVIEW, ADJUSTMENT AND/OR CONSOLIDATION BASED ON CORRIDOR ACCESS MANAGEMENT.

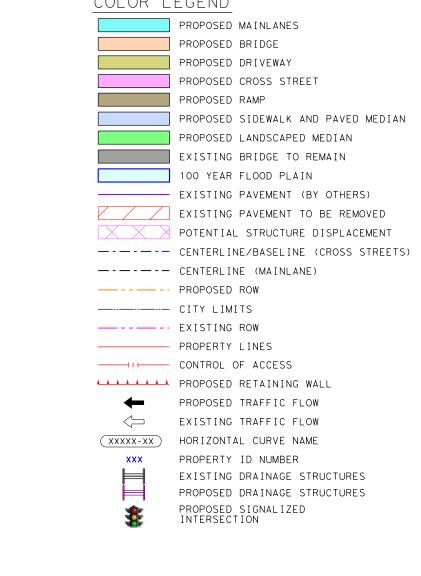
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- 7. ALL COORDINATES AND ELEVATIONS ARE IN U.S. SURVEY FEET.
- ADA RAMPS ARE NOT DEPICTED IN THE PLAN.
 FINAL DRIVEWAY LOCATIONS SHALL BE DETERMINED DURING DETAILED DESIGN IN COORDINATION WITH THE CITY OF MCKINNEY.
 ALL PRIVATE DRIVEWAYS HAVE CURB RADII OF 15FT, UNLESS OTHERWISE NOTED.
 EXIST TOPO AND AERIAL PHOTOS PROVIDED BY TXDOT.
 EXIST ROW SHOWN PROVIDED BY TXDOT.
 PARCEL BOUNDARY LOCATIONS ARE APPROXIMATE AND SUBJECT TO CHANGE.
 BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
 CURBS ON MAINLANES, FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (MONO), UNLESS OTHERWISE SHOWN.
 CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
 ALL HORIZONTAL COORDINATES ARE REFERENCED TO THE TEXAS COORDINATE SYSTEM, NORTH CENTRAL ZONE (4202), NORTH AMERICAN DATUM OF 1983 (NAD 83), 2011 ADJUSTMENT, 2010.00 EPOCH. SUBFACE DISTANCES AND COORDINATES MAY BE CONVERTED TO GRID BY DIVIDING BY A COMBINED ADJUSTMENT FACTOR OF 1.000152710.
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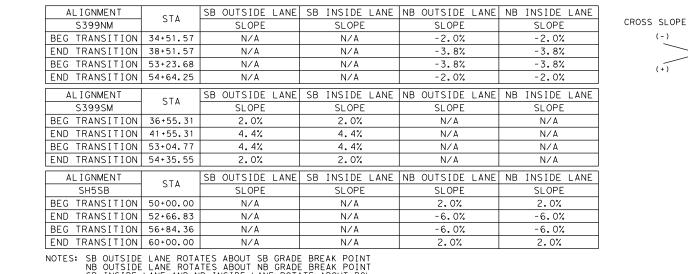
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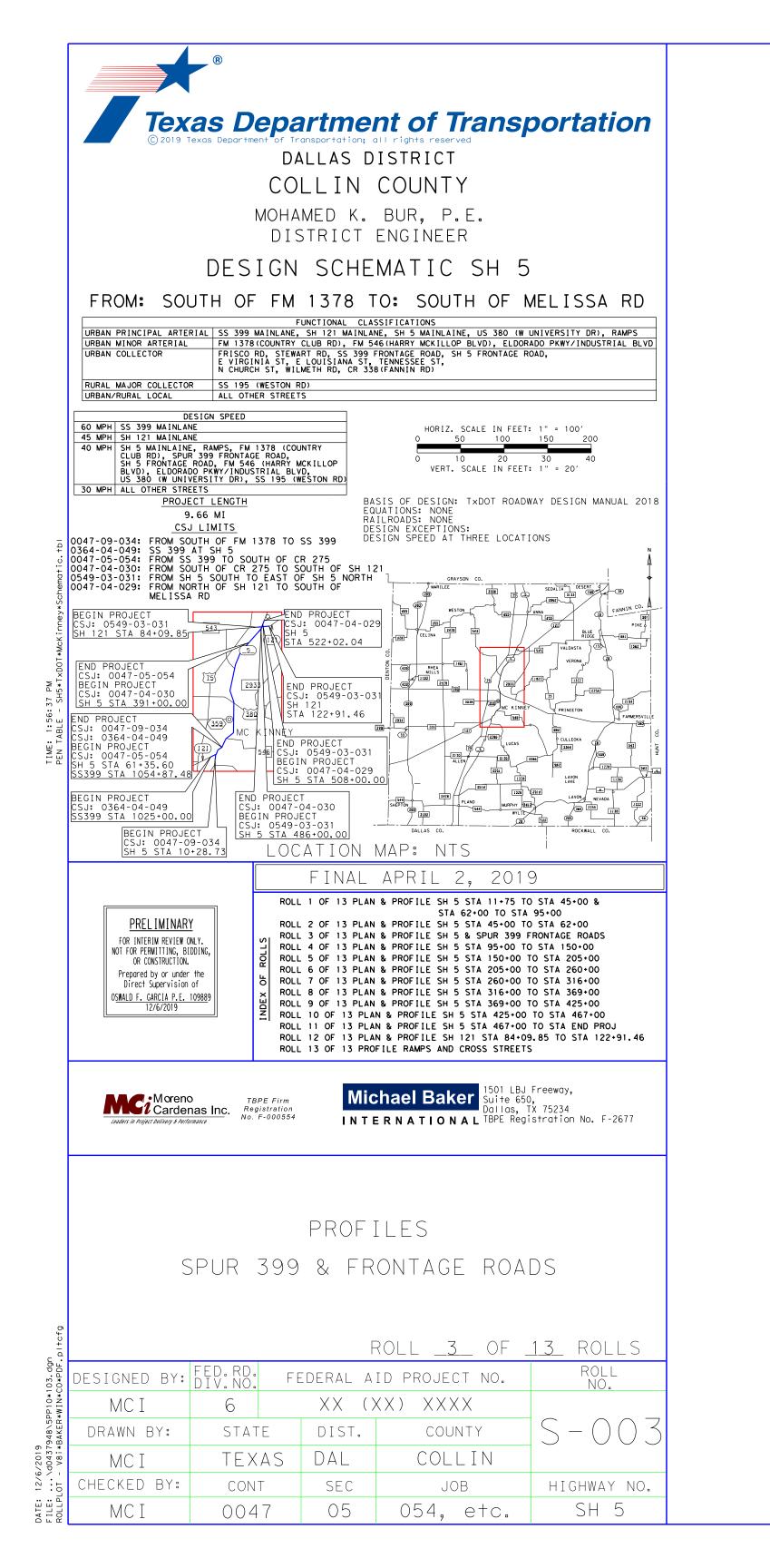


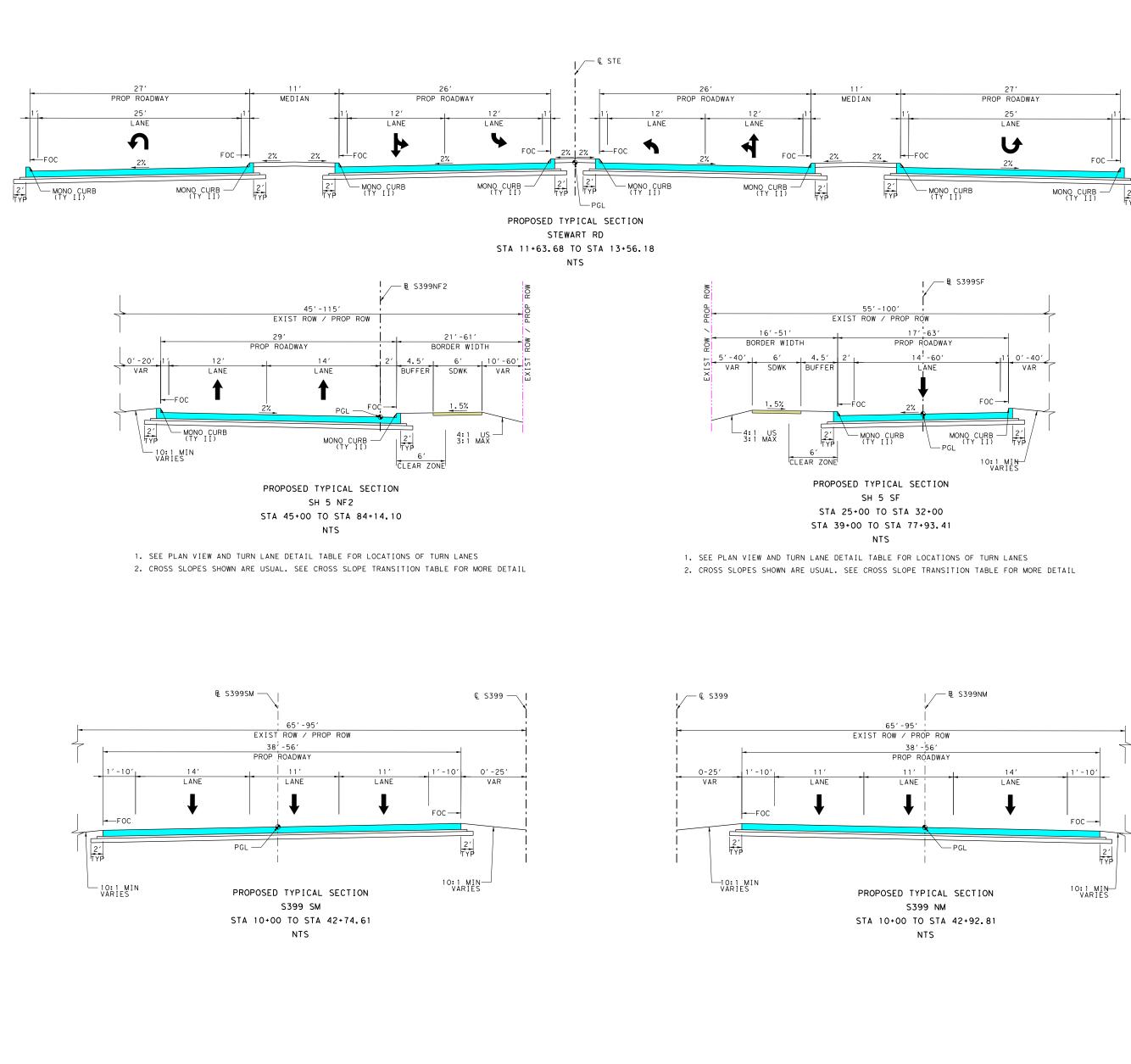




CHAIN NAME	CURVE NAME	P.I. STATION	P.I. EASTING	P.I. NORTHING	RADIUS	DELTA	LENGTH	TANGENT	P.C. STATION	P.T. STATION
₿ SH5SB	BLSH5SB-1	48+29.43	2,541,095.80	7,112,870.90	1,000′	15° 01′ 04.73" LT	262.11′	131.81′	46+97.62	49+59.73
₿ SH5SB	BLSH5SB-2	54+86.28	2,541,048.40	7,113,527.55	550'	43° 30′ 13.55" RT	417.60′	219.45′	52+66.83	56+84.44
₿ SH5SB	BLSH5SB-3	59+12.49	2,541,332.29	7,113,873.48	2,959.5′	8° 48′ 46.11" LT	455.21′	228.05′	56+84.44	61+39.65
₿ SH5SB	BLSH5SB-4	65+71.53	2,541,667.85	7,114,441.74	3,068.5′	16° 01′ 24.04" RT	858.14′	431.89′	61+39.65	69+97.78
₿_ S399NF	BLS399NF-1	43+16.96	2,540,890.50	7,113,060.67	600′	31° 26′ 45.37" RT	329.30′	168.91′	41+48.05	44+77.35
₽_ S399NM	BLS399NM-1	45+98.67	2,541,147.92	7,113,365.38	3,500′	24° 05′ 55.36" LT	1,472.11′	747.10′	38+51.57	53+23.68
₿_ S399NM	BLS399NM-2	53+93.98	2,541,560.65	7,114,070.93	2,972′	2° 42′ 36.40" RT	140.58′	70.30′	53+23.68	54+64,25
₿_ S399SM	BLS399SM-1	46+89.23	2,541,160.79	7,113,503.40	3,000′	23° 51′ 47.19" LT	1,249.47′	633.92′	40+55.31	53+04.77
₽_ S399SM	BLS399SM-2	53+70.17	2,541,516.37	7,114,105.57	3,028′	2° 28′ 28.24" RT	130.77′	65.40′	53+04.77	54+35.55
₿_ S399SF	BLS399SF-1	46+78.58	2,541,055.24	7,113,502.93	3,485′	24° 17′ 58.34" LT	1,478.01′	750.29′	39+28.30	54+06.31
₿_ \$3995F	BLS399SF-2	57+51.91	2,541,615.66	7,114,444.67	2,486′	15° 49′ 43.56" RT	686.79′	345.60′	54+06.31	60+93.10
₿ \$399NF2	BLS399NF2-1	58+51,96	2,541,332.17	7,113,866.71	3,850′	35° 41′ 46.74" RT	2,398.62'	1,239.67′	46+12.29	70+10.91

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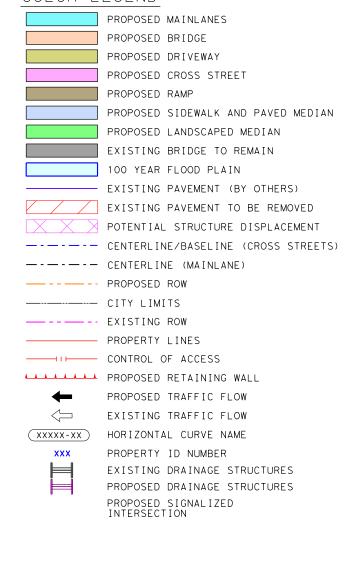


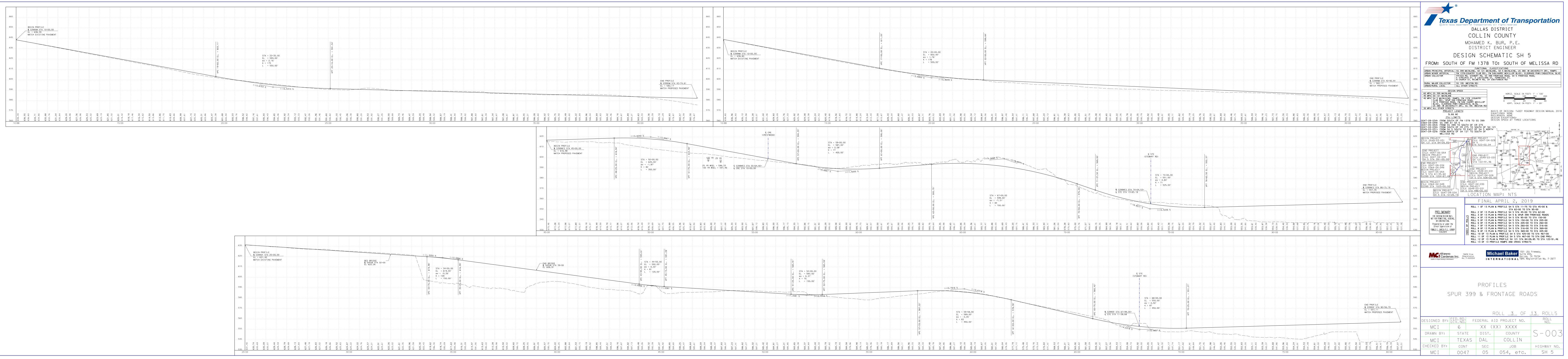


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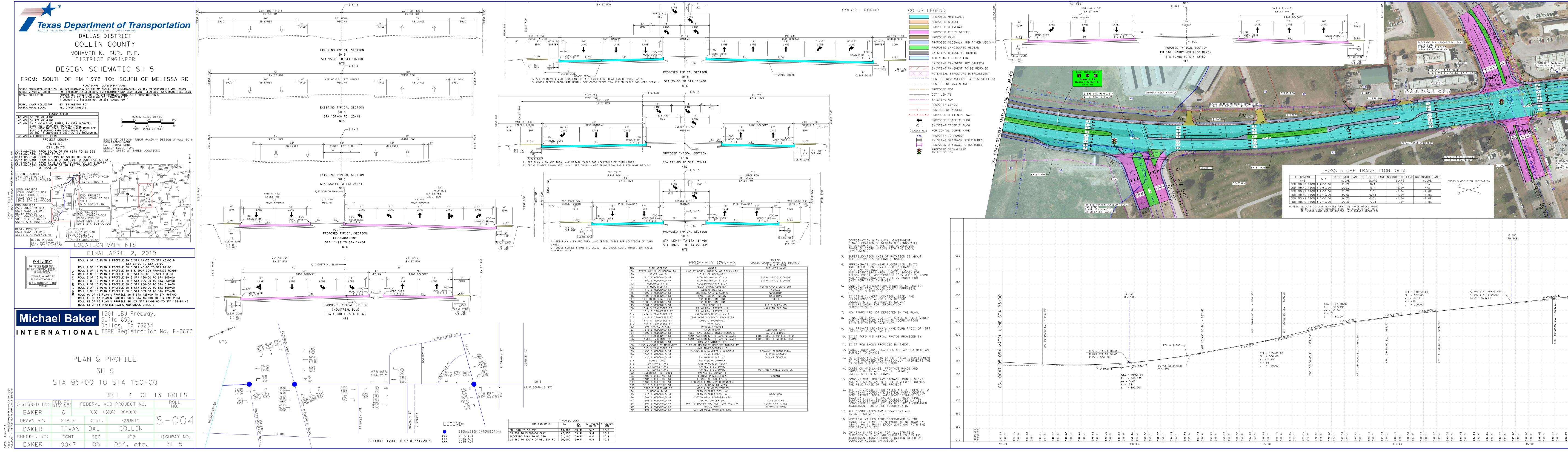
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- 10. EXIST TOPO AND AERIAL PHOTOS PROVIDED BY
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- 7. ADA RAMPS ARE NOT DEPICTED IN THE PLAN.
- XISTING CULVERT LOCATION, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS OR TOPOGRAPHIC SURVEY AND ARE SHOWN FOR INFORMATION PURPOSES ONLY.
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- ALL DIMENSIONS ARE TO EDGE OF PAVEMENT, FACE OF CURB, RAIL, UNLESS OTHERWISE NOTED.
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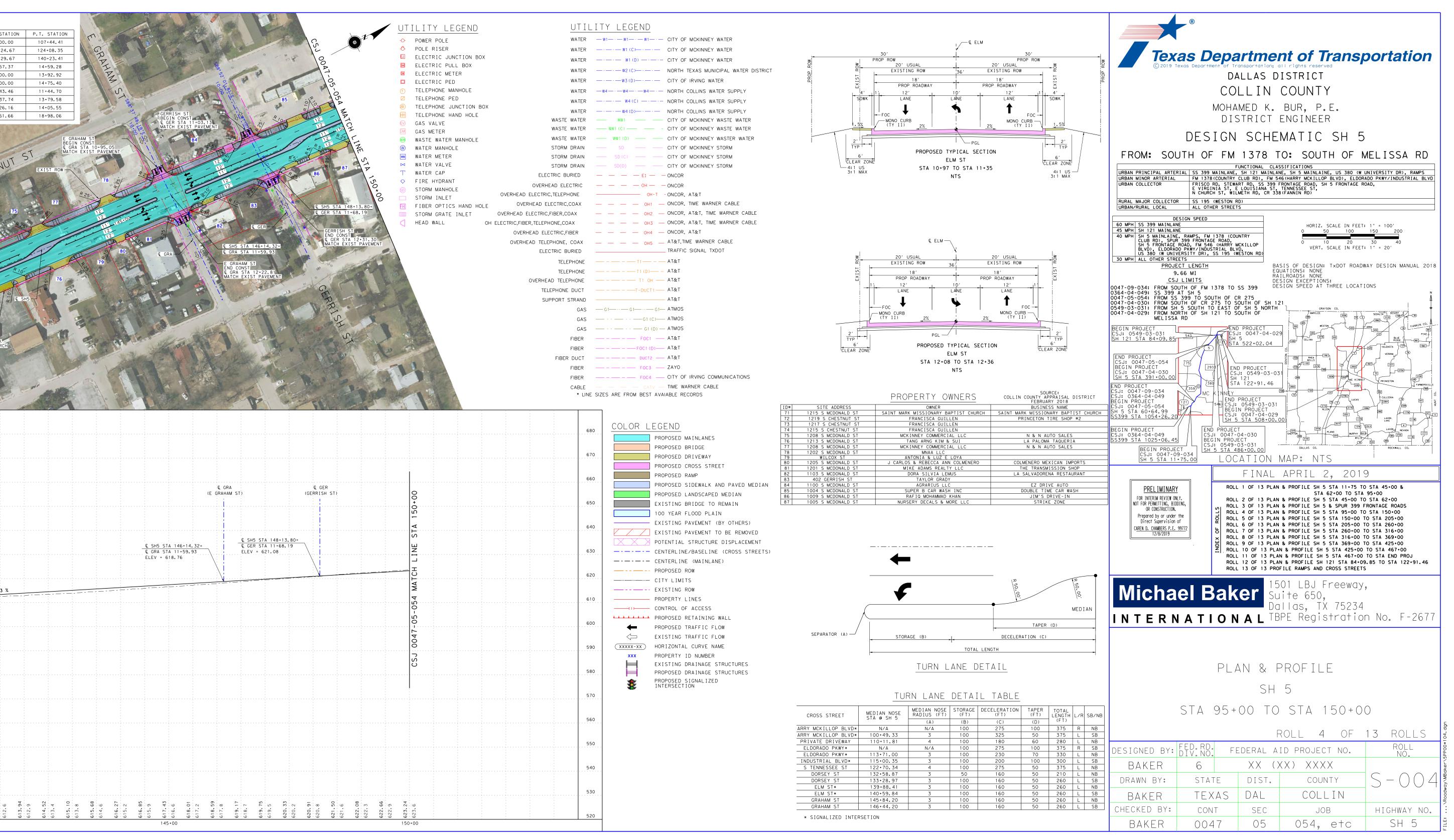


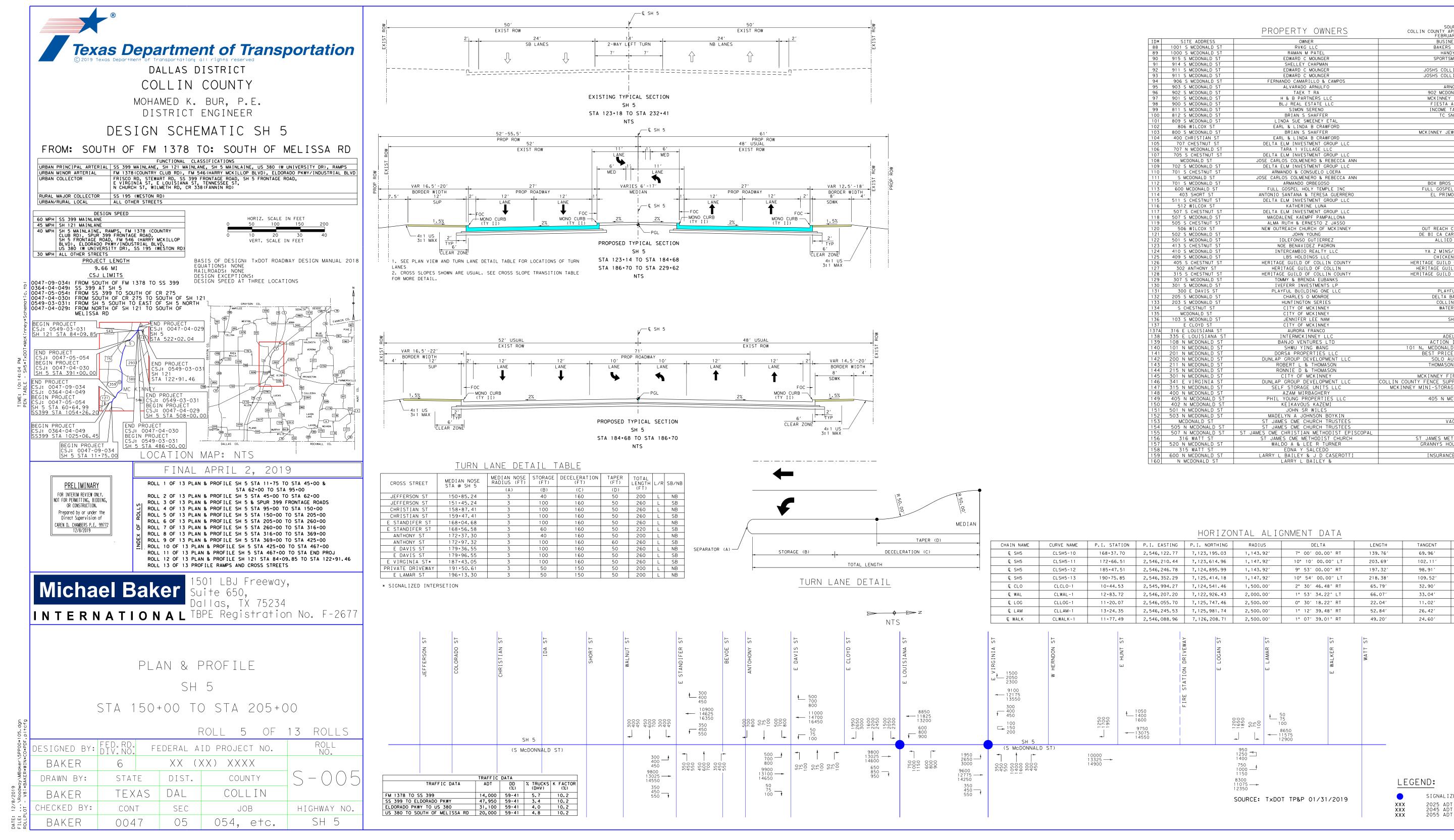


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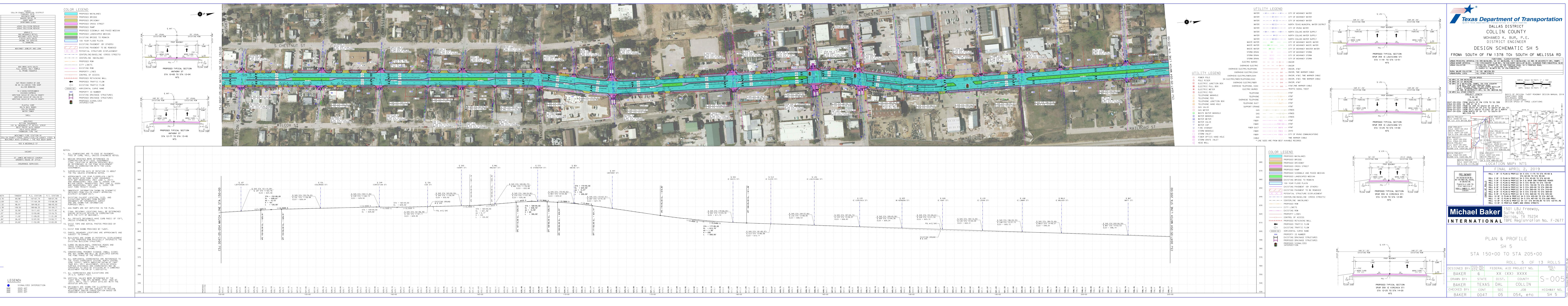
ALL ALL ALL ALL ALL ALL ALL ALL ALL ALL	O I <th></th> <th>CLUCH- CL</th> <th>CHAIN NAME CURVE NAME CURVE NAME CLSH5-7 CLSH5</th> <th>HORIZONTAL ALI P. I. STATION P. I. EASTING P. I. NORTHING RADIUS 101-27.77 2,544,135.22 7,117,093,16 3,819,72' 119-87.62 2,544,530,59 7,118,921.88 1,200.00' 135-60.08 2,545,843,362 7,119,862.02 1,147,92' 13-58.58 2,544,082.54 7,118,385.70 1,145,92' 12-57,39 2,544,651.54 7,119,345.49 500.00' 10-98.23 2,545,065.21 7,119,345.49 500.00' 13-09.75 2,545,465.21 7,119,345.49 100.00' 13-09.75 2,545,465.21 7,119,345.49 100.00' 15-47.45 2,544,508.76 7,118,917.94 1,000.00'</th> <th>DELTA LENOTH TANCENT 18° 39' 58.02" LT 1,244.41' 627.77' 42° 11' 33.04" RT 883.68' 462.95' 10° 06' 12.74" RT 201.91' 101.22' 19' 38' 45.42" RT 392.92' 198.41' 54' 26' 35.68" LT 475.40' 257.39' 54' 12' 30.82" LT 101.23' 54.76' 24' 24' 21.92" RT 141.85' 72.02' 66' 31' 28.46" LT 1736.40' 385.79' 42' 11' 33.05" RT 736.40' 385.79'</th> <th>P. C. STATION 95+00.00 115+24.67 130+29.67 12+57.37 10+00.00 10+00.00 10+43.46 12+37.74 12+26.16 11+61.66 75 75 75 75 75 75 75 75 75 75</th>		CLUCH- CL	CHAIN NAME CURVE NAME CURVE NAME CLSH5-7 CLSH5	HORIZONTAL ALI P. I. STATION P. I. EASTING P. I. NORTHING RADIUS 101-27.77 2,544,135.22 7,117,093,16 3,819,72' 119-87.62 2,544,530,59 7,118,921.88 1,200.00' 135-60.08 2,545,843,362 7,119,862.02 1,147,92' 13-58.58 2,544,082.54 7,118,385.70 1,145,92' 12-57,39 2,544,651.54 7,119,345.49 500.00' 10-98.23 2,545,065.21 7,119,345.49 500.00' 13-09.75 2,545,465.21 7,119,345.49 100.00' 13-09.75 2,545,465.21 7,119,345.49 100.00' 15-47.45 2,544,508.76 7,118,917.94 1,000.00'	DELTA LENOTH TANCENT 18° 39' 58.02" LT 1,244.41' 627.77' 42° 11' 33.04" RT 883.68' 462.95' 10° 06' 12.74" RT 201.91' 101.22' 19' 38' 45.42" RT 392.92' 198.41' 54' 26' 35.68" LT 475.40' 257.39' 54' 12' 30.82" LT 101.23' 54.76' 24' 24' 21.92" RT 141.85' 72.02' 66' 31' 28.46" LT 1736.40' 385.79' 42' 11' 33.05" RT 736.40' 385.79'	P. C. STATION 95+00.00 115+24.67 130+29.67 12+57.37 10+00.00 10+00.00 10+43.46 12+37.74 12+26.16 11+61.66 75 75 75 75 75 75 75 75 75 75
ex = -0.18' K = 98 L = 120.00' ELEV C SH5 STA 120+24.60= C FRAN STA 10+00.00	C STEN (S TENNESSEE ST) (S TENNESSEE ST) (S TENNESSEE ST) ()0,9762 % ()0,9762 % ()0,5000 %\\ ()0,5000 %\\ ()0,5000 %\\ ()0,5000 %\\ ()0,5000 %\\ ()0,5000 %\\ ()0,5000 %\\ ()0,5000 %\\ ()0,5000 %\\ ()0,5000 %\\ ()0,5000 %\\ ()0,5000 %\\ ()0,5000 %\\ ()0,5000 %\\ ()0,	650 680 640 670 630 660 620 650 620 650 610 640 600 630 600 630 590 620 590 620 590 620 590 620 590 620 590 620 590 620 590 620 590 620 590 620 590 620 590 620 590 620 590 590 510 580 520 550 530 550 540 540 510 540	60, 00 EL, 604, 65 604, 65 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	€ DOR (DORSEY ST) (DORSEY ST) (DORSEY ST) (DOR STA 14*69.80 ELEV + 607.84 POL # € SH5 	€ SH5 STA 135-00.00 ⁻ € CHE STA 14-91.91 (5 CHE (5 CHESTNUT ST)	ELM ST END CONST MATCH EXIST PAVEMENT Q Q ELM Q Q ELM STA Q Q ELW STA Q <th>. 00.'</th>	. 00.'



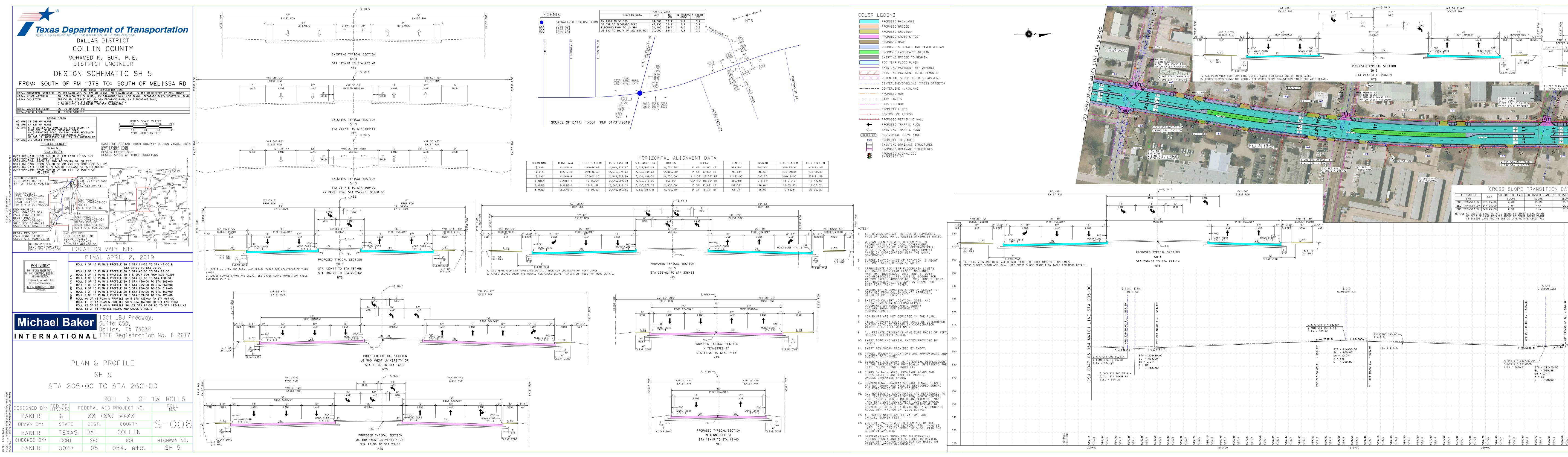


MCKINNEY JEWELRY AND LOA

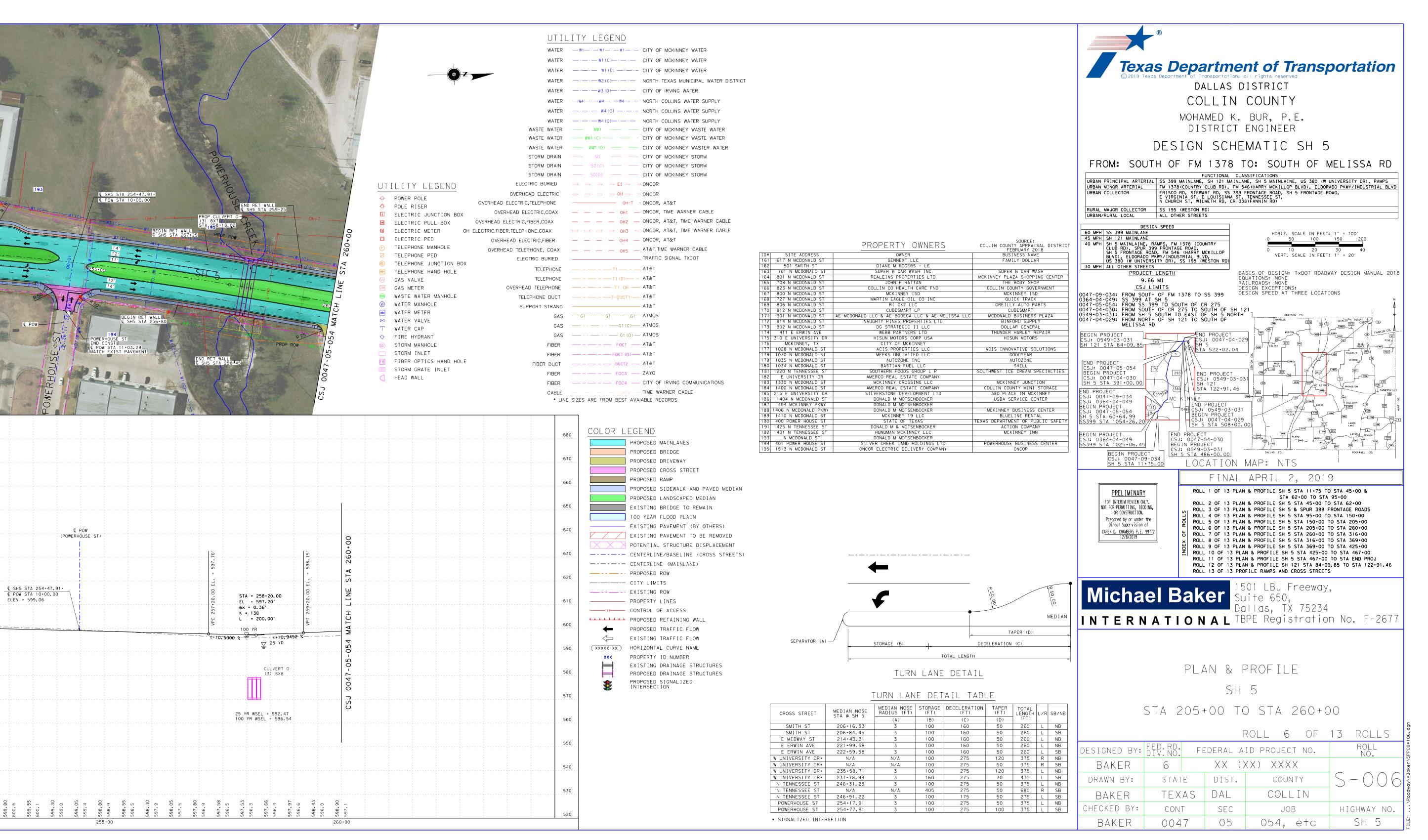
INSURANCE SERVICES

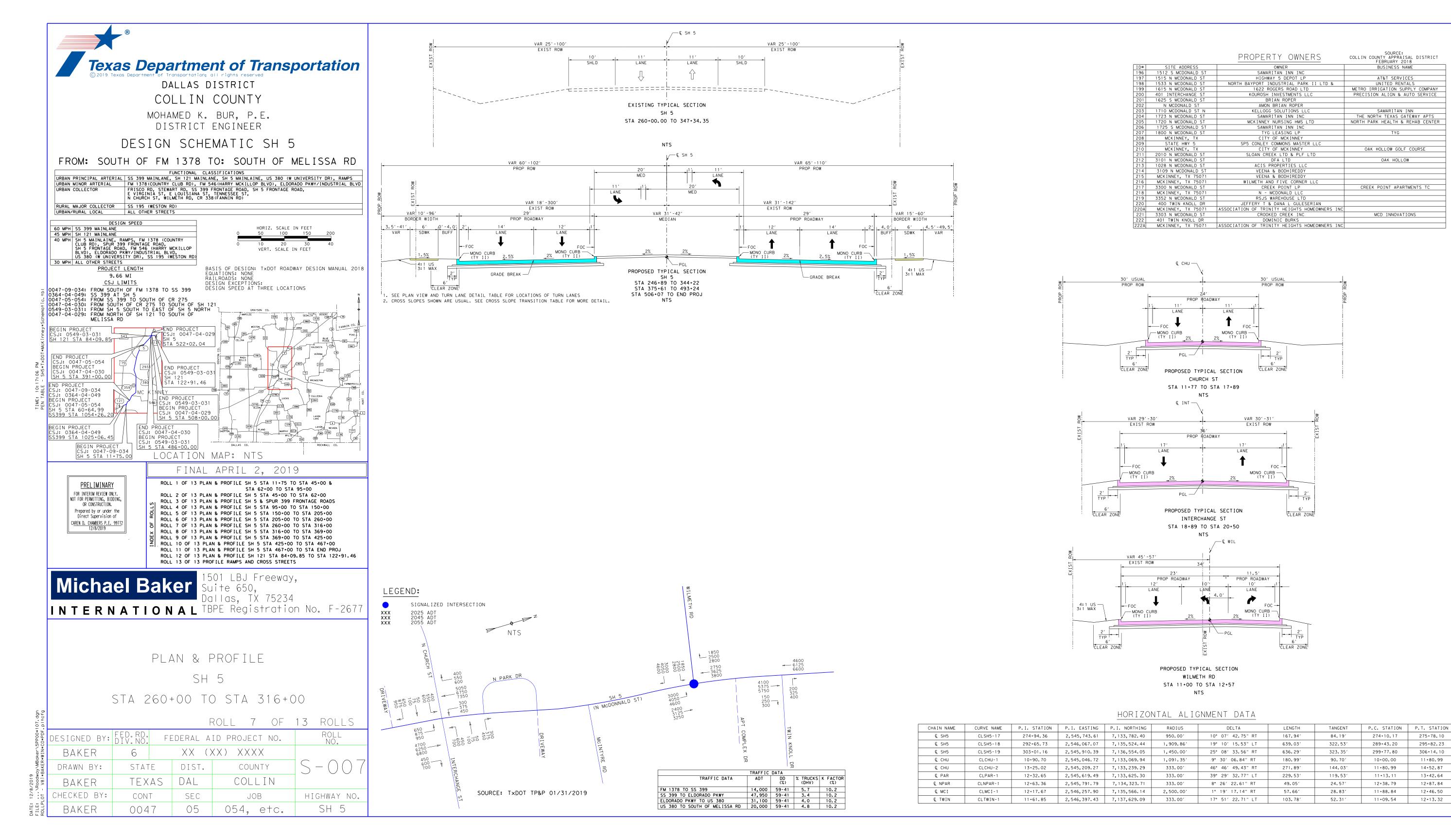


IZ IZ IZ IZ IZ IZ IZ IZ IZ IZ STA STA 168 END CONST END CONST END CONST END CONST END CONST END CONST END CONST END CONST END CONST IZ STA STA 12+2 MATCH EXIST PA	170+00 125 3+34.85= 57.46 T 23.58 AVEMENT	¢ SH5 STA 170+45. ¢ BEV STA 12+03.8		C C C C C C C C C C C C C C C C C C C	12' 11' 12' 12' 12' 12' Exist Exist CLSH5-11 SH5 STA 172+67.31= NT STA 12+41.91 Y ST STA 13+40.00 EXIST PAVEMENT				111 12' 12' 132 Q SH5 STA Q DAV STA Q DAV STA Q DAV STA Q DAV STA	A 179+66.65= A 13+03.30 VIS ST CONST VIS ST CONST XV STA 13+65.73 CH EXIST PAVEMEN		12 135 SH5 STA 181+85.9 CLO STA 12+86.88		SPUR 359 (0 END CONST END	61 84+37.66= 2+88.80 E LOUISIANA STO 13+99.55 T PAVEMENT		2 SH5 STA 1 Q SH5 STA 1 Q VIR STA 1 SPUR 359 (E END CONST Q VIR STA 1 MATCH EXIST	139 55 87+00.72= 3+26.97 VIRGINIA ST)- 4+20.00 PAVEMENT		121 121 121 142 ROW Q SH5 STA Q HER STA BEGIN Q SH5 SH5 SH5 SH5 SH5 SH5 SH5 SH5	189+45.90= 13+94.38 RET WALL STA 189+65		5H5 STA 191+8 HUN STA 14+21			146 5H5 STA 194+13 OG STA 14+20.			12 12' 12' 12' 12' 12' 12' 12' 12' 12' 1			150 5TA 198+70.46= STA 14+49.27	
€ STA ANDIFER ST)	70+45.62= 2+03.86 61	STA = 170+50.00 EL = 634.00' ex = -0.47' K = 106 L = 200.00' _© SH5 STA	© A (ANTHO) A 172+67.31= A 12+41.91 27.79	INT NY ST)		vPC 175+45.00 EL. = 619.85		(-)2.8591 <u>%</u>	ELEV =	STA 179+66.65= STA 13+03.30 611.72 6482 % 95.00 70'		SH5 STA 181+85.9 CLO STA 12+86.88 LEV = 610.17	€ CLŎ (E CLOYD S ⁻ 	<u>@</u> SH5 @ LOU ELEV =	STA 184+37.66= STA 12+88.80	LOU ISIANA ST)	ELEV = 6	(E VI) A 187+00.72= A 13+26.97 06.83	© VIR RGINIA ST)	<u>€ SH5 STA 1</u> € HER STA 1 ELEV = 605.	(W HER) 39+45.90= 3+94.38 24	 	<pre> £ SH5 STA 191+ £ HUN STA 14+2 ELEV = 603.72 </pre>	©.SH5	ST)	Q SH5 STA 194+ Q LOG STA 14+2 ELEV = 602.21		N ST)' 	<u>€ SH5 STA 196+4</u> <u>€ LAM STA 14+37</u> ELEV = 600.72	(E LAMAR (E LAMAR 3. 33=	<u>¢</u> SH5 <u>¢</u> WALK	<u>STA 198+70.46=</u> K STA 14+49.27 = 599.25	E WAL
635.82 635.45 635.45 634.97 635.3	14.40 12.53 1.53 1.0+00	633.4 632.45 631.0 631.0	629. 71 629. 9 628. 28 628. 7	626.85 627.3 625.42 625.7	623.99 622.56 622.7 622.7	619. 6 17 17 17 17 17 17 17 17	618. 34 618. 1 61 7. 09 616. 8	615.95 616.1 614.92 615.3	613.99 613.8 613.18 613.18	613.1 612.48 612.4 611.89	180+00	611.2 610.72 610.5 610.40	610.3 610.07 609.9	609. 75 609. 5 609. 3	609.10 609.1 608.78 608.7	608.1 608.1 132. 132.	0 607. 5 607. 48	607.0 607.16 606.8	606.33 606.51 605.8	606.19 605.86 605.86 605.1	605.54 604.7 605.21	190+00 6 6 6 6 7 8 6 8 6	604.57 603.5 604.24 603.2	603.92 602.7 603.59	602. 4 603. 27 602. 2	602. 94 601. 9 602. 62	601. 7 602. 30 601. 5	E 109 199	600. 8 22	600.6 600.6 600.68	600.3 600.03	599.9 599.70 599.38	



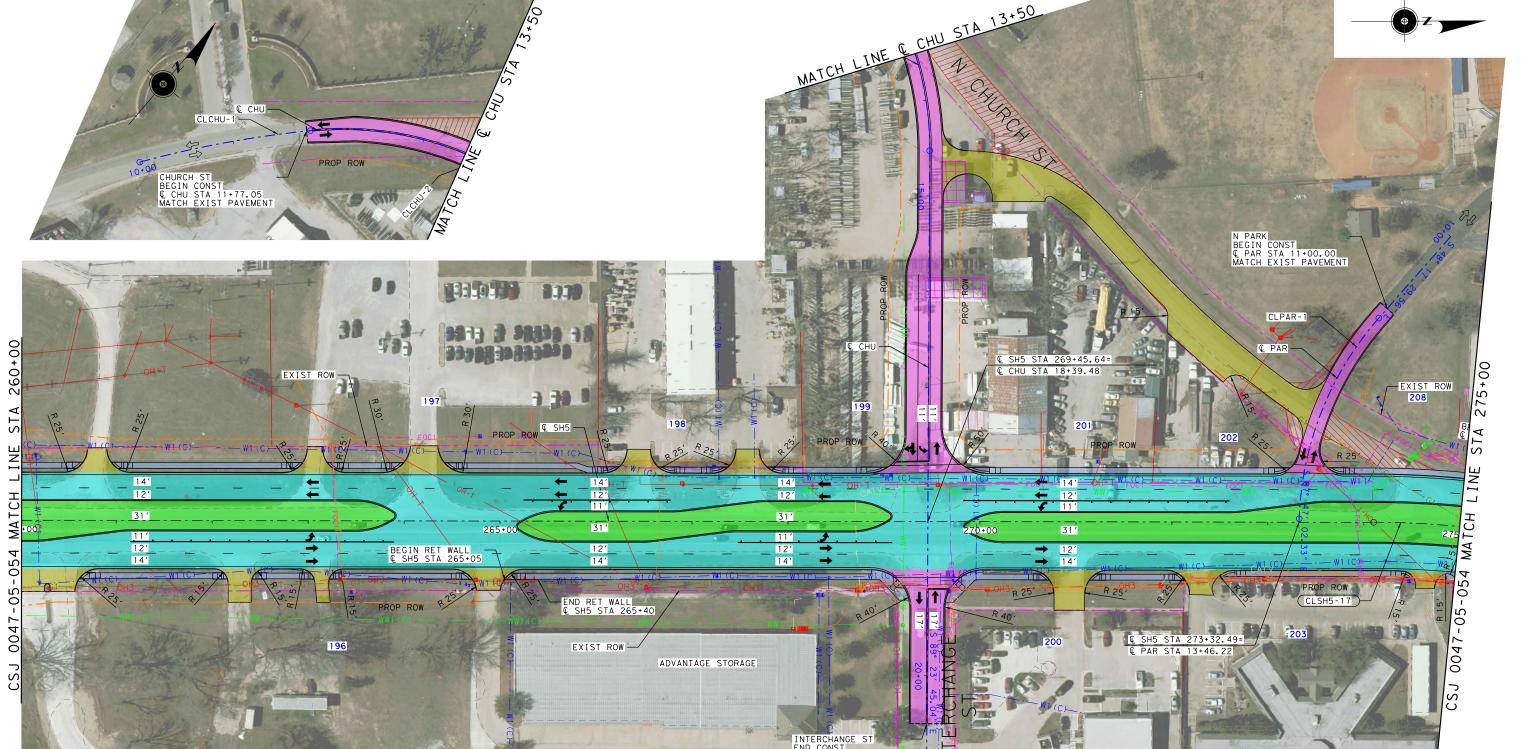
	PROP 2' 14' LANE FOC MONO CURB 2.5% GRADE BREAK CRADE BREAK CRADE BREAK END RET WALL 2.5% CRADE BREAK CRADE BR	CATIONS OF TURN LANER RANSITION TABLE FOR P EXIST ROW OH T	PROPOSE STA 2 STA 3 STA 50 WORE DETAIL.	C SH 5 1 1 1 20' MED VAR 31'-42' MEDIAN 4 2% C 2% PGL ED TYPICAL SECTION SH 5 246+89 TO 344+22 375+61 TO 493+24 D6+07 TO END PROJ NTS BEGIN SB MEDIAN WIDTH C SH5 STA 230+51.25, 3 C 7526 C	5.5' LT	29' PROP ROADWAY 14' LANE 2% 2.5% CRADE BREAN GRADE BREAN GRADE BREAN AUTOZONE R 1226'F 17 00 00 00 00 00 00 00 00 00 0	A. O' BUFF FOC FOC K (TY II) K CLEAR ZO CLEAR ZO FOC CLEAR ZO FOC FOC FOC FOC FOC FOC FOC CLEAR ZO FOC FOC FOC FOC FOC FOC FOC FOC FOC FO	4: 1 US 3: 1 MAX	16.5' LT 181 ROW 01 WT (D)		END E WDITE E WUNI I 3-8 E WUNI I 3-8 E WUNI	BEGIN EB MEDIA R 10001 EB MEDIAN H TRANSITION NI STA 1.71, 57.5' RT R 15 R 15	N WIDTH TRANSITION R 1000	US 38 BEGIN C WUN MATCH 12 12 12 12 12 12 12 12 12 12 12 12 12	O (W UNIVERSITY DE I STA TI+81.96 EXIST PAVEMENT PHILLIPS 66	N TENNESSEE ST BEGIN CONSTI- C. NTEN STA 11+20.53			14' 12' 11' 12' 14' 14' 14' 14' 14' 14' 14' 14' 14'				NCK INNE Y IN 192 0 0 0 0 0 0 0 0 0 0 0 0 0		
. 597	STA = 223+98.00 EL = 598.23' ex = -0.39' K = 71 L = 150.00' 25 YR WSEL = 594. \overline{x} 25 YR WSEL = 594. \overline{x} 25 YR WSEL = 597,649 100 YR WSEL = 597,649 \overline{x}		8 1 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 1 1 0 1 1 1			(+) 0. 546 , , , , , , , , , , , , , , , , , , ,	STA = 232+50. EL = 600.25' ex = -0.26' K = 191 L. = .200.00' 67 %	VPC 234 +25, 0	STA = 235+00.00 EL = 599.00' ex = 0.19' K = 150 L = 150.00' 00 % (+) <u>€ SH5 STA 2364</u> <u>€ WUNI STA 164</u> ELEV = 599.82	00 +63. 62= +50. 40	Q WUNI NIVERSITY DR) 				5 STA 242+21.99= STA 10+00.00 = 601.80	Q MET RO PARK DR) EXISTING GROUND @ Q SH5 PGL @ Q SH5	<u>(+)0.5000 %</u>	<pre></pre>							€ SH5 € POW ELEV
596.66 596.1 597.41 596.1	58.7.6 59.7.7 59.7.9 59.7.7 59.7.9 59.7.7 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 59.7.9 5 5 5 5 5 5 5 5 5 5	597. 596. 597.	597.4 597.27 597.6 597.9 597.9	598.96 598.96 598.3 598.8 598.3 598.3 5 598.3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	19 - 80 m 9 μ 19 1 1 1 1 1 1 1 1 1 1	599. 43 599. 7 599. 7 599. 91	600. 1 599. 99 600. 7 599. 93 600. 7	599.75 600.5 599.50 599.4 500, 27	6 Γ 6 Γ 6 Γ 6 6 5 2 3 5 + 00		600. 4 600. 00 600. 25	599. 7 600. 48 599. 7 600. 2 600. 2	600. 601. 602.	601.26 601.41 601.54 601.54	603.2 601.66 603.3 601.76	603.2 601.85 601.92 601.92 601.97	602. 602. 602. 602.	602.01 602.01 602.3 602.3 602.3	601.93 602.2 601.86 602.1	601.78 602.0 601.68 601.9 601.57	601.7 601.44 601.29 601.29	7 9 7 7 6 0 9 2 50+00	600. 74 600. 53 600. 9 600. 30	600. 7 600. 05 690. 6	9 9 9 9 9 9 9 9 9 9 9 9

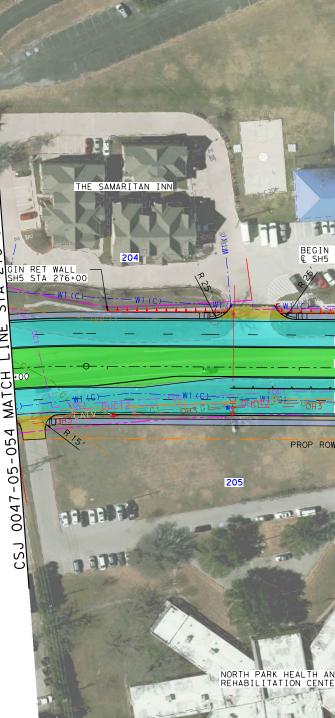


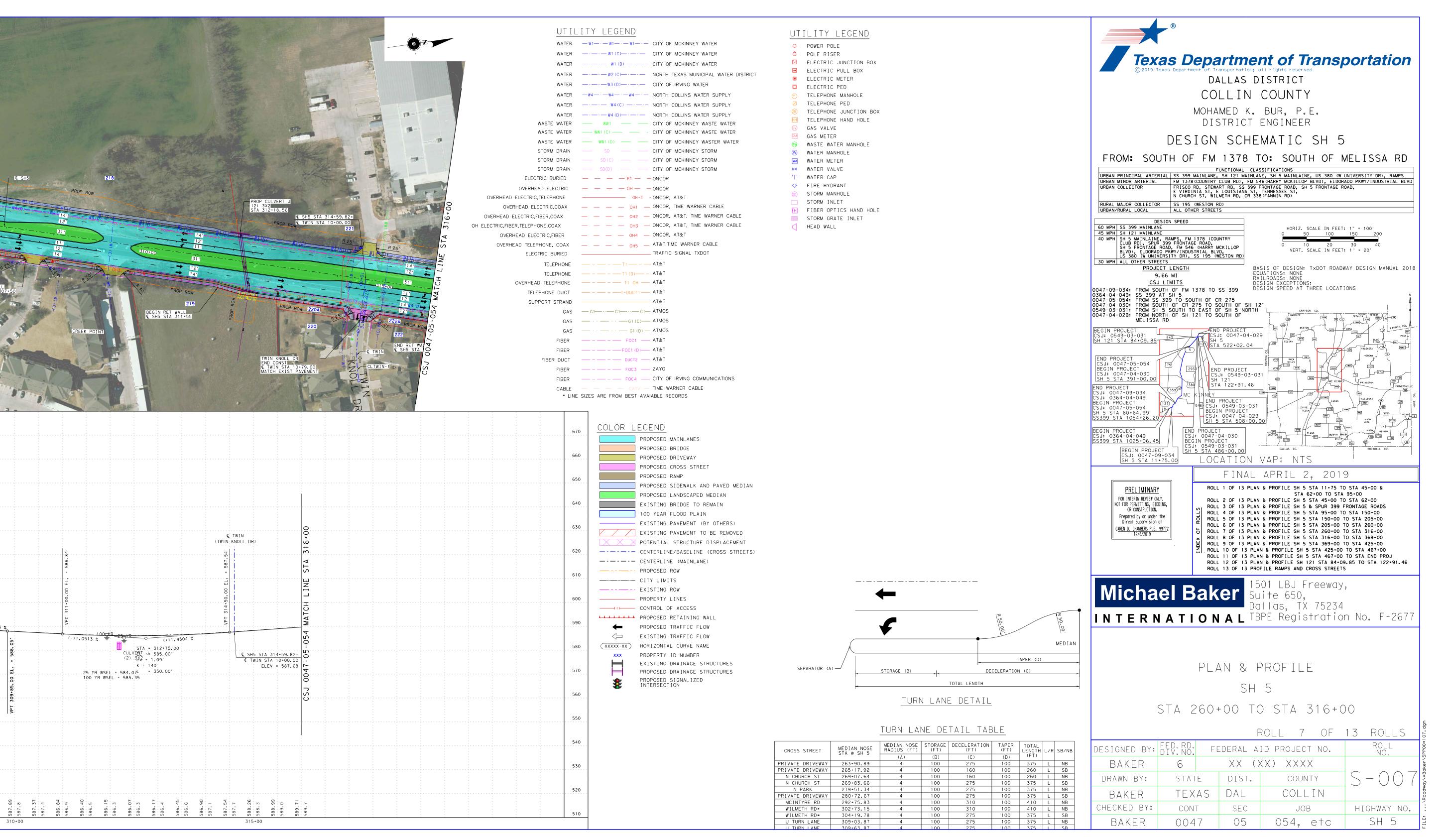


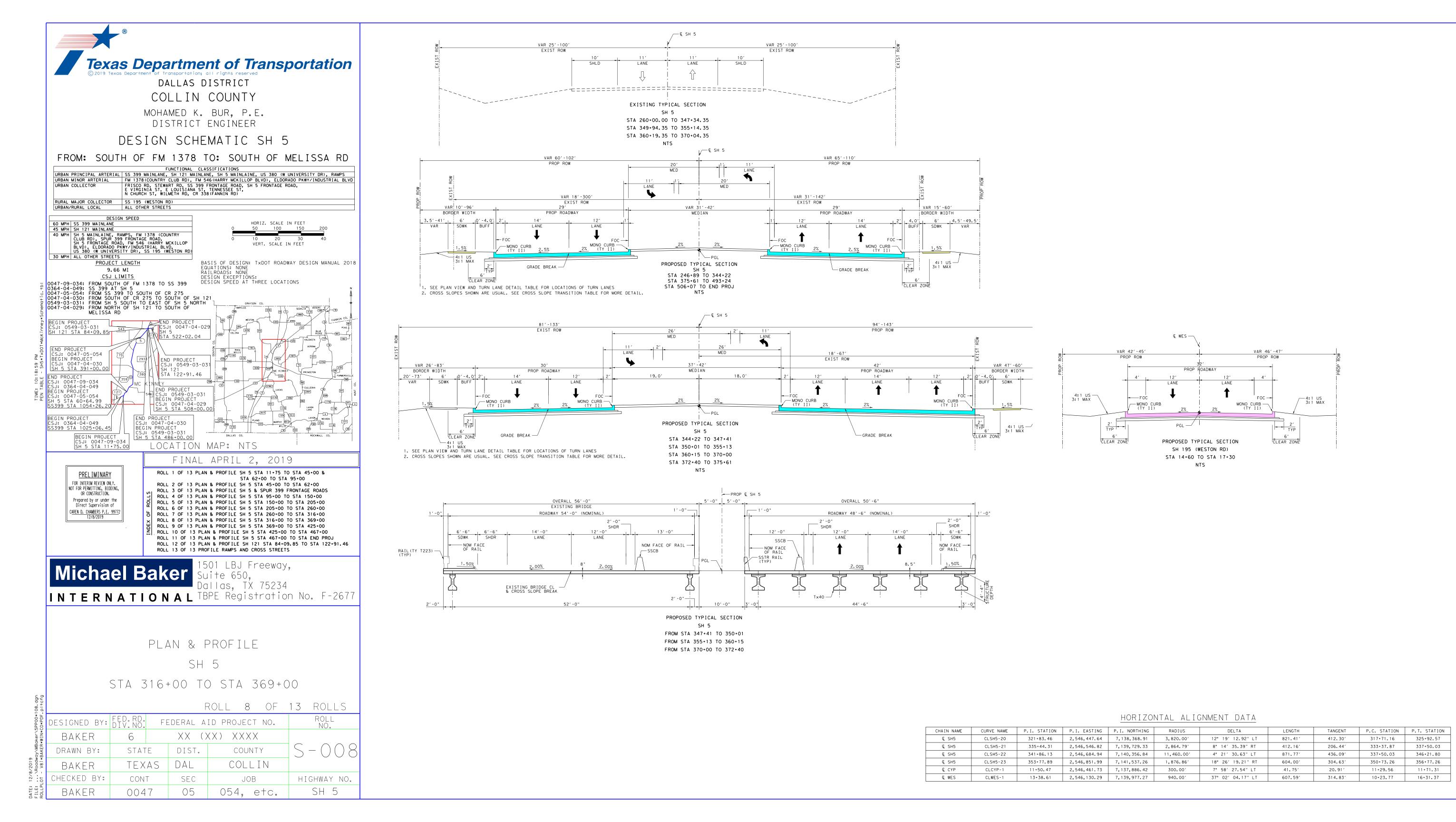
	COLOR LEGEND PROPOSED MAINLANES PROPOSED BRIDGE PROPOSED DRIVEWAY PROPOSED CROSS STREET PROPOSED CROSS STREET PROPOSED CROSS STREET PROPOSED LANDSCAPED MEDIAN PROPOSED LANDSCAPED MEDIAN PROPOSED LANDSCAPED MEDIAN EXISTING BRIDGE TO REMAIN 100 YEAR FLOOD PLAIN EXISTING PAVEMENT (BY OTHERS) EXISTING PAVEMENT TO BE REMOVED POTENTIAL STRUCTURE DISPLACEMENT CENTERLINE/BASELINE (CROSS STREETS) CENTERLINE (MAINLANE) PROPOSED ROW CITY LIMITS EXISTING ROW PROPOSED RETAINING WALL PROPOSED TRAFFIC FLOW EXISTING TRAFFIC FLOW EXISTING TRAFFIC FLOW PROPERTY ID NUMBER	The state of the s	TRUE DE ROU 1 D	CHU C	OCCUPIENT ALL CONTRACT ALL CONT	AT CONTRACT OF CON	PROP CULVERT M 322 M4 (0) <	Provide		EXIST ROW NA(D) ROP CULVERT K SHS STA 299-90 EXIST ROW NA(D) ROP CULVERT K SHS STA 299-90 ROP CULVERT K	EXIST ROW EXIST	POV 216
	NOTES: ALL DIMENSIONS ARE TO EDGE OF PAVEMENT, FACE OF CURB, RAIL, UNLESS OTHERWISE NOTED.		141 141 121 121 111 111 265:00 311 111 111 265:00 111 111 111 112 111 112 111 111 112 111 112 111 112 111 112 111 112 111 112 111 112 111 112 111 112 112 112 114 112 114 112 114 112 114 112 114 112 114 112 114 112 114 112 114 112 114 112 114 112 114 112 114 112 114 112 114 112 114 112 115 114 116 114 117 114 118 114 119 114 119 114 110 <	147 127 127 127 147 2000 311 127 147 2000 127 147 147 147 147 147 147 147 14	Provi Aur 205 (SH5 STA 280-55.28 (NPAR STA 13-14, 73 (NPAR	209 209 209	PROP ROW	EXIST ROW MCINTYRE RD END CONST MATCH EXIST PAVEMENT CLMCI-1	S TYPE F RD S S T T T T T T T T T T T T T	5 al ora	Q WIL STA 13	3+06.17 € SH5 STA 305+50
15. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND VILL BE DEVELOPE DURING THE PS&E PHASE OF THE PROJEC 0 YR WSEL = 575.24 E WILL SIGNAGE (SMALL SIGNS) 25 YR WSEL = 575.24 C WILL BE OF THE PROJEC 10 YR SEL = 575.24 10 YR SEL	3. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL UNLESS OTHERWISE NOTED. 650 4. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAP 48085C020J (REV JUNE 7, 2017) AND 48085C020J (REV JUNE 7, 2009) FOR EAST FORK TRINITY RIVER. 640 5. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM COLLIN COUNTY APPRAISAL DISTRICT OCTOBER 2017. 630 6. EXISTING CULVERT LOCATION, SIZE, AND ELVATIONS OBTAINED FROM RECORD DOCUMENTS OR TOPOGRAPHIC SURVEY AND ARE SHOWN FOR INFORMATION PURPOSES ONLY. 610 7. ADA RAMPS ARE NOT DEPICTED IN THE PLAN. 610 8. FINAL DRIVEWAY LOCATIONS SHALL BE DETERMINED DURING DETAILED DESIGN IN COORDINATION WITH THE CITY OF MCKINNEY. 600 9. ALL PRIVATE DRIVEWAYS HAVE CURB RADII OF 15FT, UNLESS OTHERWISE NOTED. 590 10. EXIST TOPO AND AERIAL PHOTOS PROVIDED BY TXDOT. 580 11. EXIST TOPO AND AERIAL PHOTOS PROVIDED BY TXDOT. 580 12. PARCEL BOUNDARY LOCATIONS ARE APPROXIMATE AND SUBJECT TO CHANGE. 580 13. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE. 570	CSJ 0047-05-054 MATCH LINE STA 260+00	ex = +0.36' $K = 138$ $L = 200.00'$ $(+)0.9452 % (-)0.5000 %$ $(-)0.5000 %$ $(-)0.5000 %$ $(-)0.5000 %$ $(-)0.5000 %$ $(-)0.5000 %$	$ \begin{array}{c} $	<u>C SH5 STA 280+35.28=</u> <u>C NPAR STA 13+14.73</u> ELEV = 599.37	$\begin{bmatrix} 100 & YR & \searrow & 25 & YR \\ CULVERT & N & CULVERT & \\ 3X2 & & & & \\ \end{array}$	PGL @ & SH5	$\begin{array}{c} & K = 124 \\ & \downarrow \\ & L = 200.00' \\ \hline \\ & L = 200.00' $	$K = 82$ $L = 400.00^{\circ}$ $(-)3.7500 \ z$	$ex = 2.44'$ $K = 82$ $L = 400.00'$ $100 YR$ $25 YR (+)1.1304 %$ Σ $CULVERT K$ $12X11 (BEVEL 1:1)$ $ENTRANCE) (1)$	EXISTING GROUND	ex = -0.55 K = 92 L = 200.00'

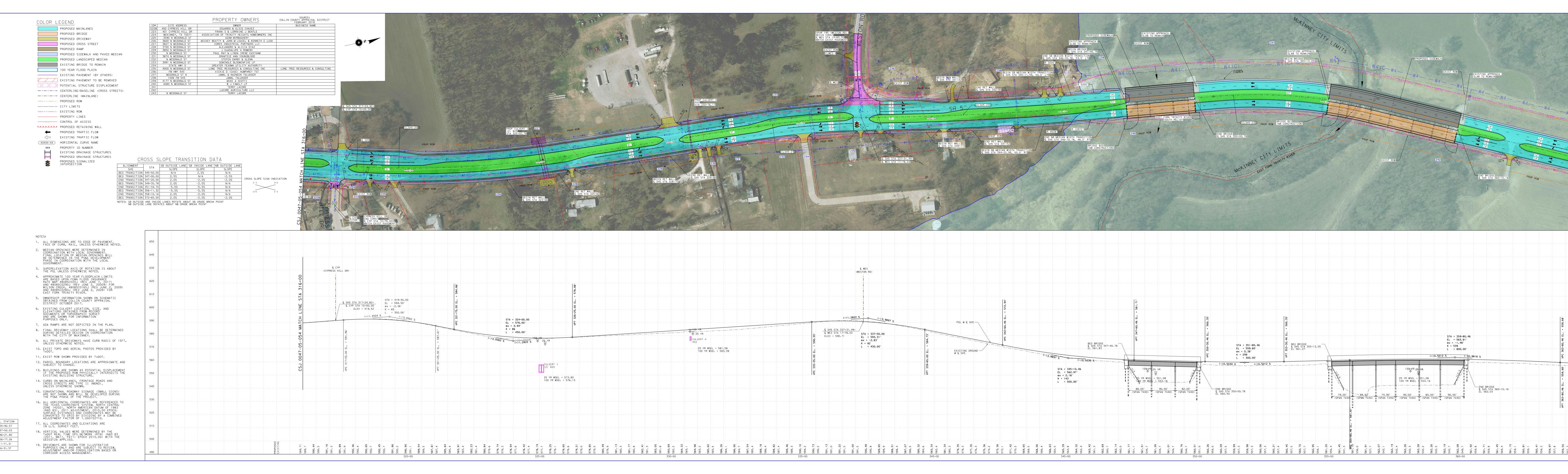




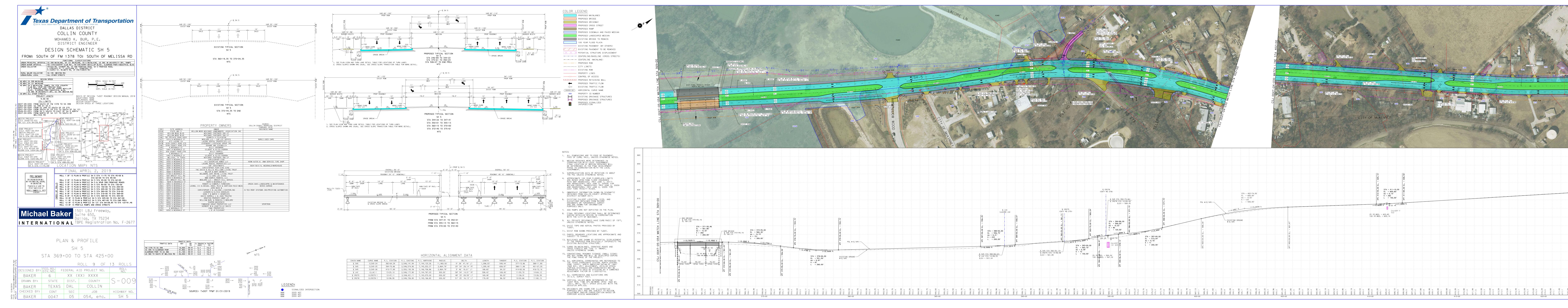




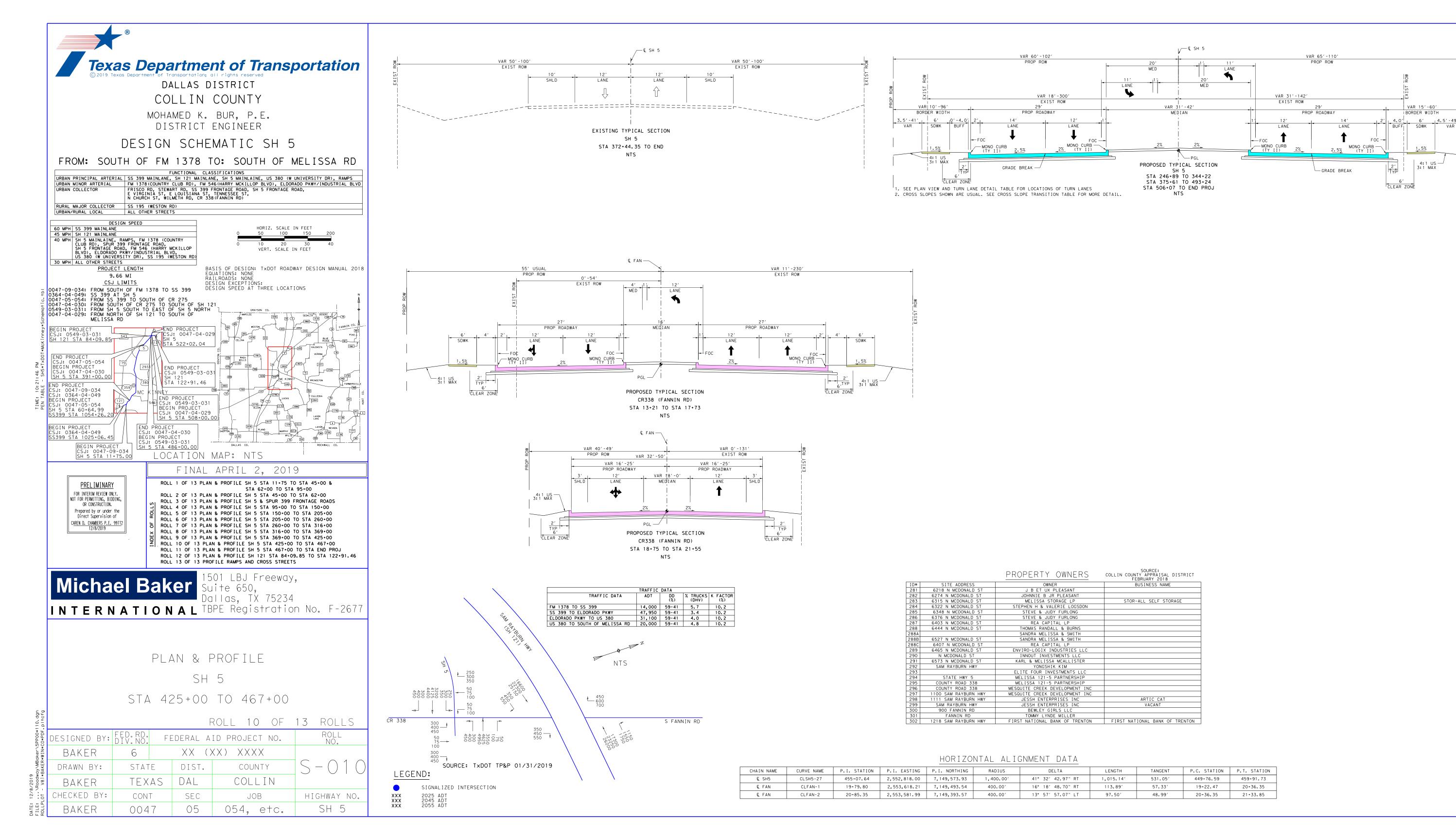




	UTILITY LEGEND	UTILITY LEGEND	®
	WATER WITCH WITCH CITY OF MCKINNEY WATER WATER WATER CITY OF MCKINNEY WATER	 POWER POLE POLE RISER 	Texas Department of Transportation
	WATER W1 (D) CITY OF MCKINNEY WATER WATER W2 (C) NORTH TEXAS MUNICIPAL WATER DISTRICT	ELECTRIC JUNCTION BOX ELECTRIC PULL BOX	© 2019 Texas Department of Transportation; all rights reserved
	WATER	 ELECTRIC METER ELECTRIC PED TELEPHONE MUNICIPAL 	DALLAS DISTRICT COLLIN COUNTY
	WATER W4(C) NORTH COLLINS WATER SUPPLY	 TELEPHONE MANHOLE ✓ TELEPHONE PED ✓ TELEPHONE HUNGTION DOX 	MOHAMED K. BUR, P.E.
	WATER	TELEPHONE JUNCTION BOX TELEPHONE HAND HOLE CAS, VALVE	DISTRICT ENGINEER
	WASTE WATER WW1(C) CITY OF MCKINNEY WASTE WATER WASTE WATER WW1(D) CITY OF MCKINNEY WASTER WATER	 Image: GAS VALVE Image: GAS METER Image: WASTE WATER MANHOLE 	DESIGN SCHEMATIC SH 5
	STORM DRAIN SD CITY OF MCKINNEY STORM STORM DRAIN SD (C) CITY OF MCKINNEY STORM	W WATER MANHOLE W WATER MANHOLE W WATER METER	FROM: SOUTH OF FM 1378 TO: SOUTH OF MELISSA RD
the state of the s	STORM DRAIN SD(D) CITY OF MCKINNEY STORM ELECTRIC BURIED	₩ WATER METER ₩ WATER VALVE T WATER CAP	FUNCTIONAL CLASSIFICATIONS URBAN PRINCIPAL ARTERIAL SS 399 MAINLANE, SH 121 MAINLANE, SH 5 MAINLAINE, US 380 (W UNIVERSITY DR), RAMPS
243	OVERHEAD ELECTRIC — — — OH — ONCOR	 FIRE HYDRANT STORM MANHOLE 	URBAN MINOR ARTERIAL FM 1378(COUNTRY CLUB RD), FM 546(HARRY MCKILLOP BLVD), ELDORADO PKWY/INDUSTRIAL BL URBAN COLLECTOR FRISCO RD, STEWART RD, SS 399 FRONTAGE ROAD, SH 5 FRONTAGE ROAD, E VIRGINIA ST, E LOUISIANA ST, TENNESSEE ST, N CHURCH ST, WILMETH RD, CR 338(FANNIN RD)
THAT HE	OVERHEAD ELECTRIC, TELEPHONE	STORM MARINEL STORM INLET FI FIBER OPTICS HAND HOLE	RURAL MAJOR COLLECTOR SS 195 (WESTON RD) URBAN/RURAL LOCAL ALL OTHER STREETS
WA. GL(C)WA	OVERHEAD ELECTRIC,FIBER,COAX — — — — OH2 — ONCOR, AT&T, TIME WARNER CABLE OH ELECTRIC,FIBER,TELEPHONE,COAX — — — OH3 — ONCOR, AT&T, TIME WARNER CABLE	STORM GRATE INLET	DESIGN SPEED
© SH5 - W& (C) - 0	OVERHEAD ELECTRIC,FIBER — — — — — — — — OH4 — ONCOR, AT&T OVERHEAD TELEPHONE, COAX — — — — — — — — AT&T,TIME WARNER CABLE		45 MPH SH 121 MAINLANE
EXISTING APPROACU + SLAB TO REMAIN	ELECTRIC BURIED TRAFFIC SIGNAL TXDOT		40 MPH SH 5 MAINLAINE, RAMPS, FM 1378 (COUNTRY CLUB RD), SPUR 399 FRONTAGE ROAD, SH 5 FRONTAGE ROAD, FM 546 (HARRY MCKILLOP BLVD), ELDORADO PKWY/INDUSTRIAL BLVD, US 380 (W UNIVERSITY DR), SS 195 (WESTON RD) 0 10 20 30 40 0 10 20 30 40 0 10 20 30 40 0 10 20 30 40 0 10 20 30 40 0 10 20 30 40 0 10 20 30 40 0 10 20 30 40
	TELEPHONE — — — — T1 — — — AT&T TELEPHONE — — — T1 (D)— — AT&T		30 MPH ALL OTHER STREETS PROJECT LENGTH BASIS OF DESIGN: TXDOT ROADWAY DESIGN MANUAL 20 9.66 MI BASIS OF DESIGN: TXDOT ROADWAY DESIGN MANUAL 20
565±00	OVERHEAD TELEPHONE		
	SUPPORT STRAND AT&T		0364-04-049: SS 399 A1 SH 5 0047-05-054: FROM SS 399 TO SOUTH OF CR 275 0047-04-030: FROM SOUTH OF CR 275 TO SOUTH OF SH 121 0549-03-031: FROM SH 5 SOUTH TO EAST OF SH 5 NORTH
T OH-II-II-II-II-II-II-II-II-II-II-II-II-II	GAS — G1— ··· — G1— ATMOS GAS — · · · — G1 (C)— ATMOS		0047-04-029: FROM NORTH OF SH 121 TO SOUTH OF MELISSA RD
A Martin Alexandre	GAS G1 (D) ATMOS FIBER FOC1 AT&T		BEGIN PROJECT CSJ: 0549-03-031 SH 121 STA 84+09.85
	FIBER		5 VALDASTA 522+02.04 8
	FIBER FOC3 ZAYO		END PROJECT CSJ: 0047-05-054 BEGIN PROJECT CSJ: 0047-04-030 CSJ: 0047-04-030 CSJ: 0047-04-030 CSJ: 0549-03-031
004	FIBER		SH 5 STA 391+00.00 SH 121 Image: Constraint of the second
CS (* LINE SIZES ARE FROM BEST AVAIABLE RECORDS		CSJ: 0047-09-034 CSJ: 0364-04-049 BEGIN PROJECT CSJ: 0047-05-054 (12) (12
		750 75 50 50	SH 5 STA 60+64.99 BEGIN PROJECT SS399 STA 1054+26.20 CSJ: 0047-04-029 SH 5 STA 508+00.00 SH 5 STA 508+00.00
	650 COLOR LEGEND PROPOSED MAINLANES		BEGIN PROJECT END PROJECT END PROJECT CSJ: 0364-04-049 CSJ: 0047-04-030 SS399 STA 1025+06.45 BEGIN PROJECT Imm
	640 PROPOSED BRIDGE	MEDIAN	BEGIN PROJECT SH 5 STA 486+00.00
	PROPOSED CROSS STREET	SEPARATOR (A)	SH 5 STA 11+75.00LOCATION MAP: NTSFINAL APRIL 2, 2019
	630 PROPOSED RAMP PROPOSED SIDEWALK AND PAVED MEDIAN	TOTAL LENGTH	PRELIMINARY ROLL 1 OF 13 PLAN & PROFILE SH 5 STA 11+75 TO STA 45+00 &
	620 PROPOSED LANDSCAPED MEDIAN EXISTING BRIDGE TO REMAIN	TURN LANE DETAIL	FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING, ROLL 3 OF 13 PLAN & PROFILE SH 5 STA 45+00 TO STA 62+00 ROLL 3 OF 13 PLAN & PROFILE SH 5 & STA 45+00 TO STA 62+00 ROLL 3 OF 13 PLAN & PROFILE SH 5 & STA 45+00 TO STA 62+00
	100 YEAR FLOOD PLAIN EXISTING PAVEMENT (BY OTHERS)	TURN LANE DETAIL TABLE	OR CUNSTRUCTION. Prepared by or under the Direct Supervision of Prepared Supervision of PROLL 4 OF 13 PLAN & PROFILE SH 5 STA 95+00 TO STA 150+00 ROLL 5 OF 13 PLAN & PROFILE SH 5 STA 150+00 TO STA 205+00
O O	610 EXISTING PAVEMENT TO BE REMOVED	CROSS STREET MEDIAN NOSE MEDIAN NOSE STORAGE DECELERATION TAPER TOTAL (ET)	CAREN D. CHAMBERS P.E. 99772 KOLL & OF 13 PLAN & PROFILE SH 5 STA 200+00 TO STA 316+00 12/8/2019 BOLL & OF 13 PLAN & PROFILE SH 5 STA 260+00 TO STA 316+00
6 9 2	600 POTENTIAL STRUCTURE DISPLACEMENT CENTERLINE/BASELINE (CROSS STREETS)	STA @ SH 5 (A) (B) (C) (D) (FT) CYPRESS HILL DR 316+94.84 4 100 275 100 375 L NB	HardboxROLL 9 OF 13 PLAN & PROFILE SH 5 STA 369+00 TO STA 425+00ROLL 10 OF 13 PLAN & PROFILE SH 5 STA 425+00 TO STA 467+00ROLL 11 OF 13 PLAN & PROFILE SH 5 STA 467+00 TO STA END PROJ
V V V S	CENTERLINE (MAINLANE) 	PRIVATE DRIVEWAY 317+69.57 4 100 275 100 375 L SB PRIVATE DRIVEWAY 329+73.59 4 100 275 100 375 L NB U TURN LANE 330+33.36 4 100 260 100 360 L NB	ROLL 12 OF 13 PLAN & PROFILE SH 121 STA 84+09.85 TO STA 122+91.4 ROLL 13 OF 13 PROFILE RAMPS AND CROSS STREETS
E 2 2 2 3 2 2 3 1 3 2 2 3 1 3 2 2 3 1 3 2 2 3 1 3 2 2 3 1 3 2 2 3 1 3 2 2 3 1 3 2 2 3 1 3 2 2 3 1 2 2 2 3 2 3	590	WESTON RD* 337+01.48 4 100 275 100 375 L NB WESTON RD* 337+61.48 4 100 275 100 375 L NB	I Delson 1501 LBJ Freeway,
	580 PROPERTY LINES	PRIVATE DRIVEWAY 361+99.05 4 0 160 50 160 L NB PRIVATE DRIVEWAY 362+59.05 4 100 275 100 375 L SB	Michael Baker Suite 650, Dallas, TX 75234
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	570 CONTROL OF ACCESS	TRAFFIC DATA TRAFFIC DATA DD % TRUCKS K FACTOR (%) (%) (%)	INTERNATIONAL TBPE Registration No. F-267
μ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ	PROPOSED TRAFFIC FLOW	FM 1378 TO SS 399 14,000 59-41 5.7 10.2 SS 399 TO ELDORADO PKWY 47,950 59-41 3.4 10.2 ELDORADO PKWY TO US 380 31,100 59-41 4.0 10.2 US 380 TO SOUTH OF MELISSA RD 20,000 59-41 4.8 10.2	
$ \begin{array}{c} & & & \\ & & & & \\ & & & \\ & & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & $	560 XXXXX-XX HORIZONTAL CURVE NAME XXX PROPERTY ID NUMBER	ELDORADO PKWY 10 US 380 31,100 59-41 4.0 10.2 Lu II US 380 TO SOUTH OF MELISSA RD 20,000 59-41 4.8 10.2 II II II	
	550 EXISTING DRAINAGE STRUCTURES PROPOSED DRAINAGE STRUCTURES	PORK - CORK	PLAN & PROFILE
STA = 365+30.46	PROPOSED SIGNALIZED INTERSECTION	EAST IS SIZE	SH 5
ex = 0.65'	540	→ 4300 → 5625 6000 → 5625 6000 → 550 3400	
06 + 99 92	530	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	STA 316+00 TO STA 369+00
APC P			ROLL 8 OF 13 ROLLS
	520	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	DESIGNED BY: FED. RD. FEDERAL AID PROJECT NO. ROLL NO.
	510		BAKER 6 XX (XX) XXXX
		LEGEND:	DRAWN BY: STATE DIST. COUNTY 5-008
559. 14 557. 2 558. 92 558. 92 558. 92 559. 47 559. 47 559. 8 559. 8 559. 8 558. 2 558. 3 558. 3 558. 3 558. 3 558. 3 558. 3 558. 3 558. 5 558. 5	500	LEGEND: SIGNALIZED INTERSECTION XXX 2025 ADT XXX 2045 ADT XXX 2055 ADT	DRAWN BY:STATEDIST.COUNTYBAKERTEXASDALCOLLINCHECKED BY:CONTSECJOBHIGHWAY NO.

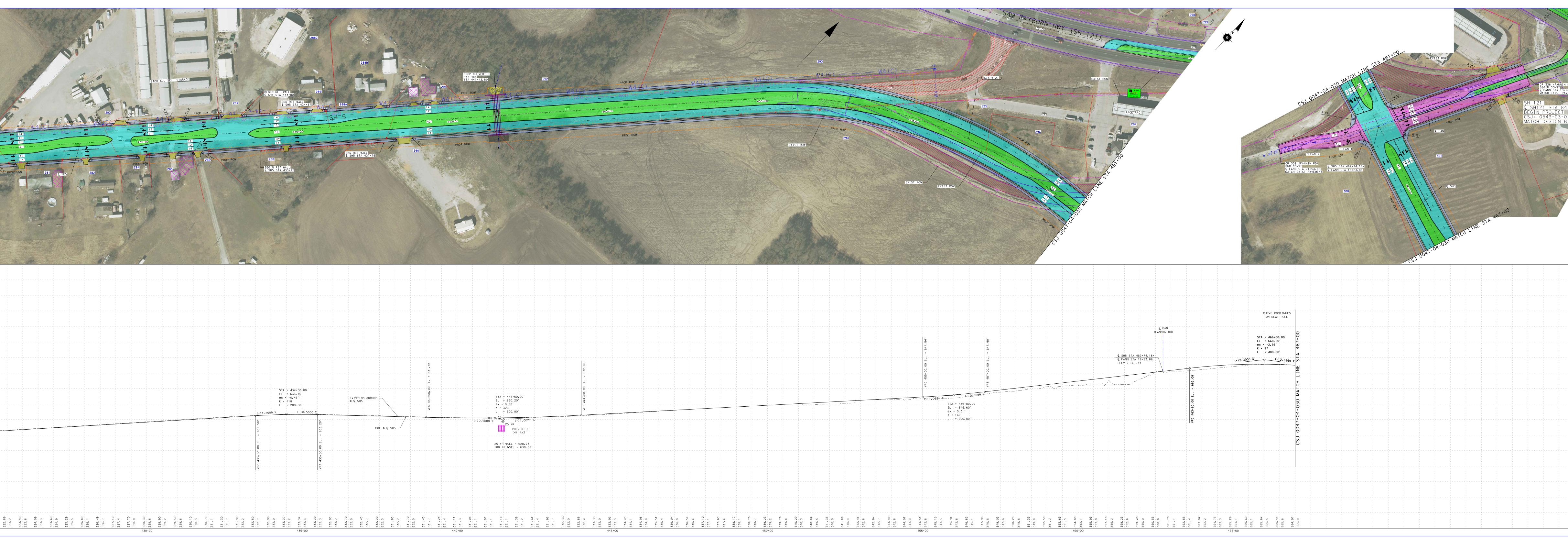


	TY LEGEND	UTILITY LEGEND	₿ (International Content of Cont
	W1 (D) CITY OF MCKINNEY WATER	-Ô- POLE RISER EN ELECTRIC JUNCTION BOX	Texas Department of Transportation
WATER -		ELECTRIC PULL BOX	© 2019 Texas Department of Transportation; all rights reserved DALLAS DISTRICT
WATER -	CITY OF IRVING WATER	ELECTRIC METER ELECTRIC PED	
	-w4w4w4 NORTH COLLINS WATER SUPPLY	TELEPHONE MANHOLE	COLLIN COUNTY
	W4(C) NORTH COLLINS WATER SUPPLY	 TELEPHONE PED TELEPHONE JUNCTION BOX 	MOHAMED K. BUR, P.E.
		H TELEPHONE HAND HOLE	DISTRICT ENGINEER
	WW1(C) - CITY OF MCKINNEY WASTE WATER	SV GAS VALVE SM GAS METER	
WASTE WATER		WASTE WATER MANHOLE	DESIGN SCHEMATIC SH 5
8 STORM DRAIN		W WATER MANHOLE W WATER METER	FROM: SOUTH OF FM 1378 TO: SOUTH OF MELISSA RD
+ STORM DRAIN -	SD(D) CITY OF MCKINNEY STORM	WATER VALVE	FUNCTIONAL CLASSIFICATIONS URBAN PRINCIPAL ARTERIAL SS 399 MAINLANE, SH 121 MAINLANE, SH 5 MAINLAINE, US 380 (W UNIVERSITY DR), RAMPS
	— — — E1 — — ONCOR	T WATER CAP	URBAN MINOR ARTERIAL FM 1378 (COUNTRY CLUB RD), FM 546 (HARRY MCKILLOP BLVD), ELDORADO PKWY/INDUSTRIAL BLVD
	— — — ОН — — ONCOR ————————————————————————————————————	50 STORM MANHOLE	URBAN COLLECTOR FRISCO RD, STEWART RD, SS 399 FRONTAGE ROAD, SH 5 FRONTAGE ROAD, E VIRGINIA ST, E LOUISIANA ST, TENNESSEE ST, N CHURCH ST, WILMETH RD, CR 338 (FANNIN RD)
OVERHEAD ELECTRIC, COAX	OH1 - ONCOR, TIME WARNER CABLE	STORM INLET FH FIBER OPTICS HAND HOLE	RURAL MAJOR COLLECTOR SS 195 (WESTON RD) URBAN/RURAL LOCAL ALL OTHER STREETS
	OH2 - ONCOR, AT&T, TIME WARNER CABLE	STORM GRATE INLET	DESIGN SPEED
	— — — — OH3 — ONCOR, AT&T, TIME WARNER CABLE — — — OH4 — ONCOR, AT&T	HEAD WALL	60 MPH SS 399 MAINLANE HORIZ. SCALE IN FEET: 1" = 100' 45 MPH SH 121 MAINLANE 0 50 100 150 200
	OH5AT&T,TIME WARNER CABLE		40 MPH SH 5 MAINLAINE, RAMPS, FM 1378 (COUNTRY CLUB RD), SPUR 399 FRONTAGE ROAD, SH 5 FRONTAGE ROAD FM 546 (HARPY MCKILLOR) 0 10 20 30 40
$\frac{12^{\prime}}{14^{\prime}}$	TRAFFIC SIGNAL TXDOT		CLUB RD), SPUR 399 FRONTAGE ROAD, SH 5 FRONTAGE ROAD, FM 546 (HARRY MCKILLOP BLVD), ELDORADO PKWY/INDUSTRIAL BLVD, US 380 (W UNIVERSITY DR), SS 195 (WESTON RD)
			BASIS OF DESIGN: TxDOT ROADWAY DESIGN MANUAL 2018
PROP ROW	— — — — — ТІ (D)— — АТ&Т — — — — — ТІ ОН — АТ&Т	CROSS SLOPE TRANSITION DATA	9.66 MI EQUATIONS: NONE CSJ LIMITS DESIGN EXCEPTIONS:
	— — — — — — T-DUCT1 — AT&T	ALIGNMENT STA SB OUTSIDE LANE SB INSIDE LANE NB OUTSIDE LANE CROSS SLOPE SIGN INDICATION	0047-09-034: FROM SOUTH OF FM 1378 TO SS 399 DESIGN SPEED AT THREE LOCATIONS
SUPPORT STRAND -	ΑΤ&Τ	END TRANSITION 372+85.00 2.5% N/A -2.5% END TRANSITION 374+35.00 N/A 2.0% N/A	0047-05-054: FROM SS 399 TO SOUTH OF CR 275 0047-04-030: FROM SOUTH OF CR 275 TO SOUTH OF SH 121 0549-03-031: FROM SH 5 SOUTH TO EAST OF SH 5 NORTH 0047-04-029: FROM NORTH OF SH 121 TO SOUTH OF MELISSA RD
	— G 1—…— G 1—… G 1— ATMOS — · · · — · · — G1 (C)— ATMOS	NOTES: SB OUTSIDE AND INSIDE LANES ROTATE ABOUT SB GRADE BREAK POINT (+) (-) NB OUTSIDE LANE ROTATES ABOUT NB GRADE BREAK POINT	0047-04-029: FROM NORTH OF SH 121 TO SOUTH OF MELISSA RD MELISSA RD
	—		BEGIN PROJECT
FIBER -	——————————————————————————————————————		CSJ: 0549-03-031 SH 121 STA 84+09.85 STA 522+02.04 STA 522+02.04
	— — — — — FOC1 (D) — AT&T		END PROJECT
	— – — – — DUCT2 — AT&T — – — – FOC3 — ZAYO		
	FOC4 CITY OF IRVING COMMUNICATIONS		CSJ: 0047-04-030 SH 5 STA 391+00.00
	CATV - TIME WARNER CABLE		END PROJECT CSJ: 0047-09-034 (359) MC K NNKY (359) (3
* LINE SI	ZES ARE FROM BEST AVAIABLE RECORDS		CSJ: 0364-04-049
	7		SH 5 STA 60+64.99
660	COLOR LEGEND		BEGIN PROJECT
	PROPOSED MAINLANES		CSJ: 0364-04-049 CSJ: 0047-04-030 SS399 STA 1025+06.45 BEGIN PROJECT
650	PROPOSED BRIDGE PROPOSED DRIVEWAY		BEGIN PROJECT CSJ: 0549-03-031
425	PROPOSED DRIVEWAT		SH 5 STA 11+75.00 LUCATION MAP: NIS
640	PROPOSED RAMP		FINAL APRIL 2, 2019
S	PROPOSED SIDEWALK AND PAVED MEDIAN PROPOSED LANDSCAPED MEDIAN		PRELIMINARY ROLL 1 OF 13 PLAN & PROFILE SH 5 STA 11+75 TO STA 45+00 & STA 62+00 TO STA 95+00
630	EXISTING BRIDGE TO REMAIN		FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING, BOLL 3 OF 13 PLAN & PROFILE SH 5 & SPUR 399 FRONTAGE ROADS
	100 YEAR FLOOD PLAIN		Prepared by or under the ROLL 4 OF 13 PLAN & PROFILE SH 5 STA 95+00 TO STA 150+00
$\begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\$	EXISTING PAVEMENT (BY OTHERS)		Direct Supervision of CAREN D. CHAMBERS P.E. 99772 12/8/2019 ROLL 6 OF 13 PLAN & PROFILE SH 5 STA 205+00 TO STA 260+00 CAREN D. CHAMBERS P.E. 99772 12/8/2019 BOLL 7 OF 13 PLAN & PROFILE SH 5 STA 260+00 TO STA 316+00
<u> </u>	POTENTIAL STRUCTURE DISPLACEMENT		12/8/2019 X ROLL 8 OF 13 PLAN & PROFILE SH 5 STA 316+00 TO STA 369+00 W ROLL 9 OF 13 PLAN & PROFILE SH 5 STA 369+00 TO STA 425+00
	CENTERLINE/BASELINE (CROSS STREETS)	MEDIAN	ROLL 10 OF 13 PLAN & PROFILE SH 5 STA 425+00 TO STA 467+00 ROLL 11 OF 13 PLAN & PROFILE SH 5 STA 467+00 TO STA END PROJ
	CENTERLINE (MAINLANE)		ROLL 12 OF 13 PLAN & PROFILE SH 121 STA 84+09.85 TO STA 122+91.46 ROLL 13 OF 13 PROFILE RAMPS AND CROSS STREETS
	PROPOSED ROW	SEPARATOR (A)	
041	EXISTING ROW	- STURAGE (B) DECELEMATION (C)	Michael Baker 1501 LBJ Freeway, Suite 650,
590		- TOTAL LENGTH	Dallas, TX 75234
	CONTROL OF ACCESS	TURN LANE DETAIL	INTERNATIONAL TBPE Registration No. F-2677
580	PROPOSED TRAFFIC FLOW		
	EXISTING TRAFFIC FLOW		
570	. XXXXX-XX HORIZONTAL CURVE NAME XXX PROPERTY ID NUMBER	TURN LANE DETAIL TABLE	
	EXISTING DRAINAGE STRUCTURES		PLAN & PROFILE
560	PROPOSED DRAINAGE STRUCTURES	CROSS STREET MEDIAN NOSE STA @ SH 5 (A) (B) (C) (D) (D) (C) (A) (B) (C) (C) (C) (C) (C) (C) (C) (C) (C) (C	I LAIN & I NUI ILL
	PROPOSED SIGNALIZED INTERSECTION	WILLOW WOOD BLVD N/A N/A 100 275 50 375 R NB	SH 5
550		WILLOW WOOD BLVD 382+87.53 4 100 275 100 375 L SB	
540		CNTY RD 275 392+64.68 4 100 275 100 375 L SB	STA 369+00 TO STA 425+00
540		TELEPHONE RD N/A N/A 100 275 100 375 R NB PRIVATE DRIVEWAY 397+77.74 4 100 275 100 375 L NB	
530		TELEPHONE RD 398+93.75 4 100 275 100 375 L SB PRIVATE DRIVEWAY 411+17.26 4 100 275 100 375 L NB	ROLL 9 OF 13 ROLLS
	-	PRIVATE DRIVEWAY 411+77.26 4 100 275 100 375 L SB PRIVATE DRIVEWAY 424+42.01 4 100 275 100 375 L NB	DESIGNED BY: FED.RD. FEDERAL AID PROJECT NO. ROLL NO.
520			RAKER 6 XX (XX) XXXX
			DRAWN BY: STATE DIST. COUNTY S-009
510			
ψ Λ Ο 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			
001 0	_		CHECKED BY: CONT SEC JOB HIGHWAY NO.
425+00			BAKER 0047 05 054, etc SH 5



			AD (2702				
NOTES:							
1. ALL DIMENSIONS ARE TO EDGE OF PAVEMENT, Face of curb, rail, unless otherwise noted.							
2. MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENT.							
3. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL UNLESS OTHERWISE NOTED.							
 APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAP 48085C020J (REV JUNE 7, 2017) AND 48085C0290J (REV JUNE 2, 20009) FOR WILSON CREEK, 48085C0165J (REV JUNE 2, 2009) AND 48085C0280J (REV JUNE 2, 2009) FOR EAST FORK TRINITY RIVER. 							
 OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM COLLIN COUNTY APPRAISAL DISTRICT OCTOBER 2017. 	680						
6. EXISTING CULVERT LOCATION, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS OR TOPOGRAPHIC SURVEY AND ARE SHOWN FOR INFORMATION PURPOSES ONLY.	670 660	0			1. 45,		2. 86'
7. ADA RAMPS ARE NOT DEPICTED IN THE PLAN.		425					
8. FINAL DRIVEWAY LOCATIONS SHALL BE DETERMINED DURING DETAILED DESIGN IN COORDINATION WITH THE CITY OF McKINNEY.	650			STA - 474-50-00	6 6		00 EL.
9. ALL PRIVATE DRIVEWAYS HAVE CURB RADII OF 15FT, UNLESS OTHERWISE NOTED.				STA = 434+50,00 EL = 633.70' ex = -0.43' EXIS		STA = 441+50.00	4 + 00.
10. EXIST TOPO AND AERIAL PHOTOS PROVIDED BY TXDOT.	640			K = 118 L = 200.00	H5 0 0	EL = 630.20' ex = 0.98' K = 320	Н Н 44
11. EXIST ROW SHOWN PROVIDED BY TXDOT.	630	5		(+)1.2009 % (-)0.5000 %		L = 500.00'	<u> </u>
12. PARCEL BOUNDARY LOCATIONS ARE APPROXIMATE AND SUBJECT TO CHANGE.		0 ¥ 4 TC		ν	· · · · · · · · · · · · · · · · · · ·	<u>100 YR ↓</u> (-)0.5000 % <u>↓</u> (+)1.0621 % 25 YR	
13. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.	620			Nr 19 	PGL @ @ SH5 —/	CULVERT E (4) 4×3	
14. CURBS ON MAINLANES, FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (MONO), UNLESS OTHERWISE SHOWN.	610	04-0		00 EL.		25 YR WSEL = 628.73 100 YR WSEL = 630.68	
15. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.		- 7 - 7		3.3 3.4 5.0			
THE PS&E PHASE OF THE PROJECT. 16. All HORIZONTAL COORDINATES ARE REFERENCED TO THE TEXAS COORDINATE SYSTEM, NORTH CENTRAL	600	ŏ		СРС 41 СРТ 41			
THE TEXAS COORDINATE SYSTEM, NORTH CENTRAL ZONE (4202), NORTH AMERICAN DATUM OF 1983 (NAD 83), 2011 ADJUSTMENT, 2010.00 EPOCH. SURFACE DISTANCES AND COORDINATES MAY BE CONVERTED TO GRID BY DIVIDING BY A COMBINED ADJUSTMENT FACTOR OF 1.000152710.	590	CS					
CONVERTED TO GRID BY DIVIDING BY A COMBINED Adjustment factor of 1.000152710.							
17. ALL COORDINATES AND ELEVATIONS ARE IN U.S. SURVEY FEET.	580						
18. VERTICAL VALUES WERE DETERMINED BY THE TXDOT REAL TIME GPS NETWORK (RTN) (NAD 83 (2011, MA11, PA11) EPOCH 2010.00) WITH THE GEOID12A APPLIED.	570						
19. DRIVEWAYS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY AND ARE SUBJECT TO REVIEW, ADJUSTMENT AND/OR CONSOLIDATION BASED ON	L S D	2. 29 2. 6 2. 89 3. 28 3. 28 3. 28 5. 28 5. 5 5. 5 5. 5 5. 5 5. 5 6. 1 7. 4 6. 1 8. 0 8. 0 8. 0	28.30 28.6 28.6 29.50 30.10 31.1 31.3 31.3 31.3 31.3 31.3 31	3. 2. 3. 3. 3. 3. 3. 2. 2.	32. 45 32. 20 32. 20 31. 95 31. 7 31. 7 31. 7 31. 24 31. 11 31. 11	31.05 31.1 31.1 31.18 31.18 31.2 31.2 31.2 31.95	31. 7 32. 36 33. 39 33. 92 33. 92 33. 92 34. 45
CORRIDOR ACCESS MANAGEMENT.	560 <u> </u>	<u>\$1000000000000000000000000000000000000</u>	<u><u> </u></u>	<u>ສູຕ ຮູຕ ຮູຕ ຮູຕ ຮ</u> ູຕ <u>ຮ</u> ູຕ <u>ຮ</u> ູຕ 435∗00	<u> </u>		<u>ຫຼືຫຼະຫຼືຫຼະຫຼືຫຼະຫຼືຫຼ</u> ິດ 445+00



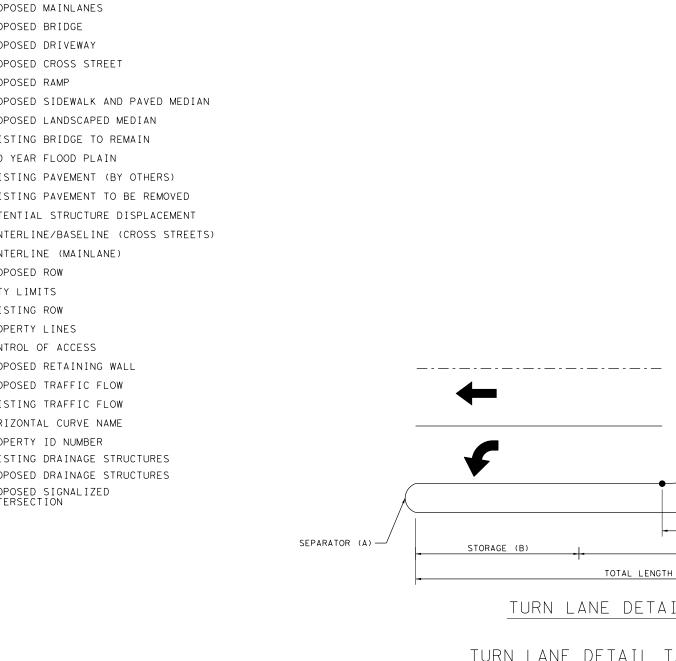


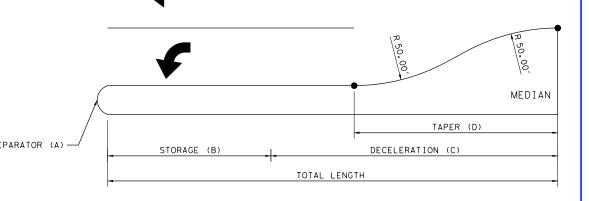
UTILITY LEGEND

		LII LLUL		
	WATER	— w1— · — w1— · -	— w1— · —	CITY OF MCKINNEY WATER
	WATER	— - — - — W1 (C)—		CITY OF MCKINNEY WATER
	WATER			CITY OF MCKINNEY WATER
	WATER	W2 (C)		NORTH TEXAS MUNICIPAL WATER DIST
	WATER			CITY OF IRVING WATER
	WATER		— W4 — · —	NORTH COLLINS WATER SUPPLY
	WATER	W4 (C)		NORTH COLLINS WATER SUPPLY
	WATER	<u> </u>		NORTH COLLINS WATER SUPPLY
WASTE	WATER	WW 1		CITY OF MCKINNEY WASTE WATER
WASTE	WATER	WW1 (C)		CITY OF MCKINNEY WASTE WATER
WASTE	WATER			CITY OF MCKINNEY WASTER WATER
STORM	DRAIN	SD		CITY OF MCKINNEY STORM
STORM	DRAIN	——————————————————————————————————————		CITY OF MCKINNEY STORM
STORM	DRAIN	—— SD(D) —		CITY OF MCKINNEY STORM
ELECTRIC BU	RIED		E1 — —	ONCOR
OVERHEAD ELE	CTRIC		он — —	ONCOR
AD ELECTRIC, TELEPH	ONE		- ОН-Т -	ONCOR, AT&T
VERHEAD ELECTRIC,	COAX		он1 —	ONCOR, TIME WARNER CABLE
D ELECTRIC, FIBER, CC	XAX		он2 —	ONCOR, AT&T, TIME WARNER CABLE
FIBER, TELEPHONE, COA	٩X		онз —	ONCOR, AT&T, TIME WARNER CABLE
ERHEAD ELECTRIC, FI	BER		она —	ONCOR, AT&T
RHEAD TELEPHONE,	COAX		он5 —	AT&T,TIME WARNER CABLE
ELECTRIC BL	JRIED			TRAFFIC SIGNAL TXDOT
TELEF	PHONE	T	1	- AT&T
TELEF	PHONE	т	1 (D)————————————————————————————————————	AT&T
OVERHEAD TELEF	PHONE		ттон —	AT&T
TELEPHONE	DUCT	T	-DUCT1	AT&T
SUPPORT S	TRAND			AT&T
	GAS	— G 1— · · — G 1—	— · · · — G 1—	ATMOS
	GAS		— G1 (C)——	ATMOS
	GAS		— G1 (D) —	ATMOS
	FIBER		FOC1 —	AT&T
	FIBER	F	OC1 (D)	AT&T
FIBER	DUCT		DUCT2	AT&T
	FIBER		FOC3	ZAYO
	FIBER		FOC4 —	CITY OF IRVING COMMUNICATIONS
	CABLE * LINE	SIZES ARE FROM		TIME WARNER CABLE ABLE RECORDS

UTILITY LEGEND

											ATV — TIME WARNER CABLE ST AVAIABLE RECORDS
										COLOR I	FGEND
 				 			 	 	 		PROPOSED MAINLANES PROPOSED BRIDGE
					 		 		 		PROPOSED SIDEWALK AND F PROPOSED LANDSCAPED MED EXISTING BRIDGE TO REMA
									680		100 YEAR FLOOD PLAIN - EXISTING PAVEMENT (BY C
									670	X X	EXISTING PAVEMENT TO BE POTENTIAL STRUCTURE DIS CENTERLINE/BASELINE (CF
									660		- CENTERLINE (MAINLANE) - PROPOSED ROW
	 				 		 	 	 650		- CITY LIMITS - EXISTING ROW - PROPERTY LINES
	 					 		 	 640		 CONTROL OF ACCESS PROPOSED RETAINING WALL PROPOSED TRAFFIC FLOW
 	 		 	 	 	 	 	 	 630		EXISTING TRAFFIC FLOW HORIZONTAL CURVE NAME
	 					 	 	 	 620		PROPERTY ID NUMBER EXISTING DRAINAGE STRUC PROPOSED DRAINAGE STRUC
 			 		 	 	 		610	*	PROPOSED SIGNALIZED INTERSECTION
	 			 	 -		 	 	 600		
 		· · · · · · · · · · · · · · · · · · ·			 		 	 	 590		
				 					 580		
					 · · · · · · · · · · · · · · · · · · ·		 	 	 570		
									560		



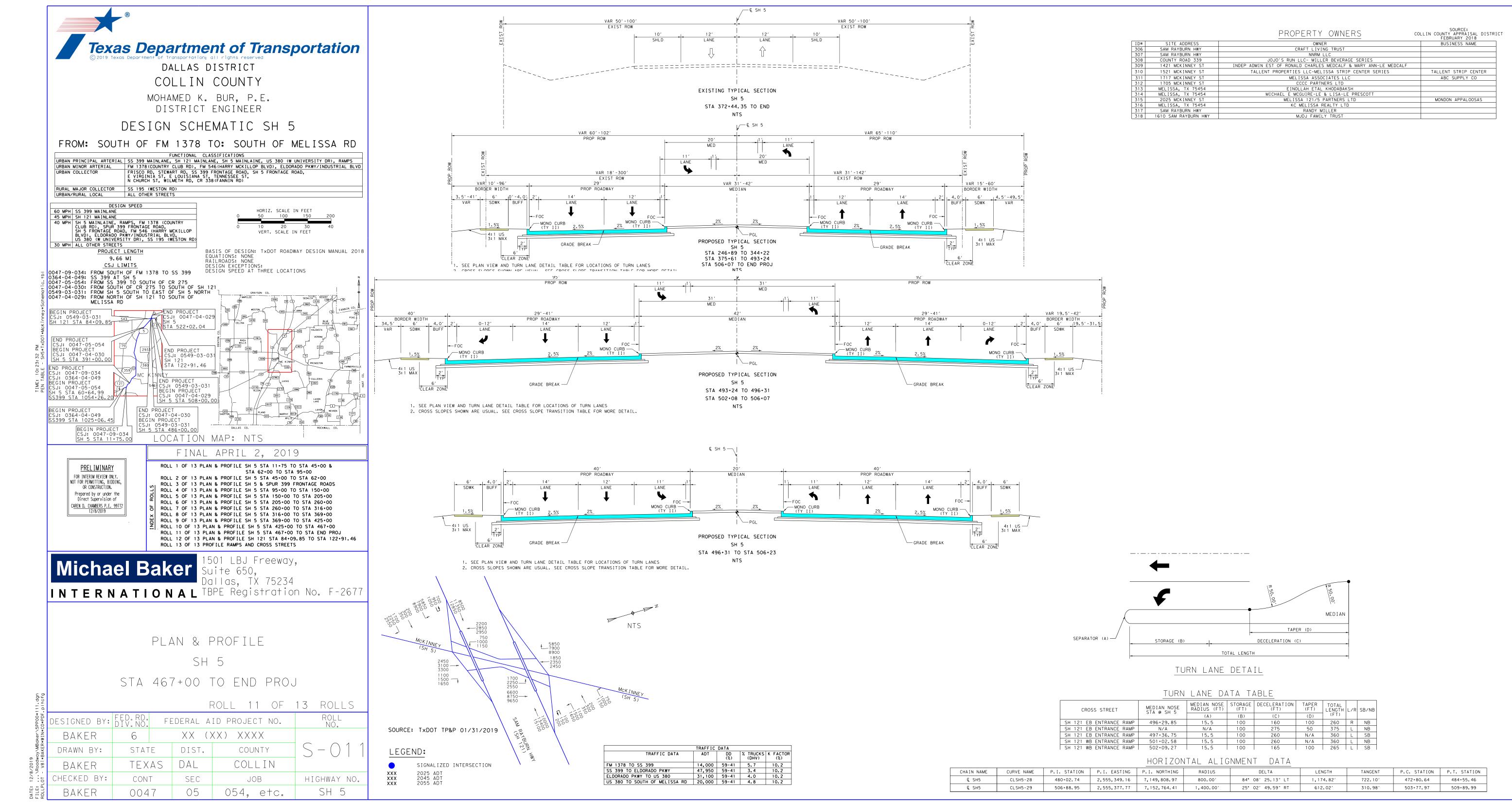


TURN LANE DETAIL

TURN LANE DETAIL TABLE

CROSS STREET	MEDIAN NOSE STA @ SH 5	MEDIAN NOSE RADIUS (FT)	STORAGE (FT)	DECELERATION (FT)	TAPER (FT)	TOTAL LENGTH	L/R	SB/NB		
	STA @ SH S	(A)	(B)	(C)	(D)	(FT)				
PRIVATE DRIVEWAY	425+02.01	4	100	160	100	260	L	SB		
PRIVATE DRIVEWAY	429+01.12	4	100	160	100	260	L	NB		
PRIVATE DRIVEWAY	429+61.12	15.5	100	160	100	260	L	SB		C
PRIVATE DRIVEWAY	432+41.10	15.5	100	160	100	260	L	SB	1	U
PRIVATE DRIVEWAY	433+41.10	4	100	275	100	375	L	SB	1	
		· .					-	· · -	1	

	®			
Теха	as Depa	rtme	nt of Trans	oortation
	as Department of Tr	ansportation; c		
		· · · · · ·	COUNTY	
	МОНА	MED K.	BUR, P.E.	
	DIS	STRICT	ENGINEER	
	DESIGN	SCHE	MATIC SH 5	
FROM: SOU		1378 T	O: SOUTH OF N	MELISSA RD
URBAN PRINCIPAL ARTERIA URBAN MINOR ARTERIAL URBAN COLLECTOR	AL SS 399 MAINLANE, FM 1378(COUNTRY	SH 121 MAINLAN CLUB RD), FM 54 RT RD, SS 399 F	NE, SH 5 MAINLAINE, US 380 (W 16(HARRY MCKILLOP BLVD), ELDOR FRONTAGE ROAD, SH 5 FRONTAGE R	ADO PKWY/INDUSTRIAL BLVD
RURAL MAJOR COLLECTOR URBAN/RURAL LOCAL	SS 195 (WESTON R ALL OTHER STREET			
DESJ 60 MPH SS 399 MAINLANE 45 MPH SH 121 MAINLANE	IGN SPEED		HORIZ. SCALE IN FEET: 0 50 100	: 1" = 100' 150 200
40 MPH SH 5 MAINLAINE,	RAMPS, FM 1378 (COL 399 FRONTAGE ROAD, JAD, FM 546 (HARRY M PKWY/INDUSTRIAL BLV RSITY DR), SS 195 (W	NTRY ICKILLOP D, ESTON RD)	0 10 20 VERT. SCALE IN FEET	30 40
<u>PROJEC</u> 9.6 	T <u>LENGTH</u> 6 MI <u>IMITS</u>	EQ RA DE	SIS OF DESIGN: T×DOT ROADV UATIONS: NONE ILROADS: NONE SIGN EXCEPTIONS: SIGN SPEED AT THREE LOCATI	
0047-09-034: FROM SOUT 0364-04-049: SS 399 AT 0047-05-054: FROM SS 3 0047-04-030: FROM SOUT	5 SH 5 199 TO SOUTH OF C 11 OF CR 275 TO S	R 275 OUTH OF SH 12	21	4
0549-03-031: FROM SH 5 0047-04-029: FROM NORT MELISSA F	5 SOUTH TO EAST O TH OF SH 121 TO S	F SH 5 NORTH	GRAYSON CO.	
BEGIN PROJECT CSJ: 0549-03-031 SH 121 STA 84+09.85	543 CS.) PROJECT 1: 0047-04-02 5	2478 543	ANNA 4000 400 4000 4
END PROJECT	5 IIIVISTA	522+02.04		VALDASTA USA
END PROJECT CSJ: 0047-05-054 BEGIN PROJECT CSJ: 0047-04-030) PROJECT J: 0549-03-03	439 MHLA 0 1193 2478 775 2933	
SH 5 STA 391+00.00	359) 380 SH	121 4 122+91.46	2008 2009 MC K I NNET	PRINCETON FARMERSVILLE
CSJ: 0047-09-034 CSJ: 0364-04-049 BEGIN PROJECT CSJ: 0047-05-054	21 546 CSJ:	PROJECT 0549-03-031		982 CULLEOKA 1384 (509)
SH 5 STA 60+64.99 SS399 STA 1054+26.20	BEGI CSJ:	N PROJECT 0047-04-029 STA 508+00.(201 - ALLEN 2251 1378	
BEGIN PROJECT CSJ: 0364-04-049 SS399 STA 1025+06.45	END PROJEC CSJ: 0047-1 BEGIN PROJ	04-030	1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000	2514 LAVON NEVADA 11777 554 2355 1138 (60)
BEGIN PROJECT CSJ: 0047-09- SH 5 STA 11+7	CSJ: 0549-0 SH 5 STA 4	03-031 - 86+00.00	dallas co. MAP: NTS	ROCKWALL CO.
		FINAL	APRIL 2, 2019	9
PRELIMINARY	ROLL		& PROFILE SH 5 STA 11+75 TC STA 62+00 TO STA) STA 45+00 &
FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDIN OR CONSTRUCTION.	^{6,} ما ROLL	3 OF 13 PLAN	& PROFILE SH 5 STA 45+00 TC & PROFILE SH 5 & SPUR 399 F & PROFILE SH 5 STA 95+00 TC) STA 62+00 RONTAGE ROADS
Prepared by or under the Direct Supervision of CAREN D. CHAMBERS P.E. 997	양 전 ROLL 272 ROLL	5 OF 13 PLAN 6 OF 13 PLAN	& PROFILE SH 5 STA 150+00 T & PROFILE SH 5 STA 205+00 T	TO STA 205+00 TO STA 260+00
12/8/2019		8 OF 13 PLAN 9 OF 13 PLAN	& PROFILE SH 5 STA 260+00 1 & PROFILE SH 5 STA 316+00 1 & PROFILE SH 5 STA 369+00 1	TO STA 369+00 TO STA 425+00
	ROLL	11 OF 13 PLA 12 OF 13 PLA	N & PROFILE SH 5 STA 425+00 N & PROFILE SH 5 STA 467+00 N & PROFILE SH 121 STA 84+09	TO STA END PROJ 9.85 TO STA 122+91.46
			O1 D Erooway	
Michae	el Bak	er Su	01 LBJ Freeway ite 650,	9
		Da	llas, TX 75234 PE Registratio	
	AIIUN			
	PI /	1 N & F	PROFILE	
	· _ /	SH		
	\sim \pm \cdot			
	SIA 42	25+00	TO 467+00	
		F	ROLL 10 OF	13 ROLLS
DESIGNED BY: D	ED.RD. IV.NO. FE	EDERAL A	ID PROJECT NO.	ROLL NO.
BAKER	6	XX ()	(X) XXXX	
DRAWN BY:	STATE	DIST.	COUNTY	S - 01 (
BAKER	TEXAS	DAL		
CHECKED BY:		SEC		highway no. SH 5
BAKER	0047	05	054, etc	



PROPOSED DRIVEWAY
PROPOSED CROSS STREET

EXISTING BRIDGE TO REMAIN

----- CENTERLINE (MAINLANE) ------ PROPOSED ROW ------ CITY LIMITS

-- EXISTING ROW

MONDON APPALOOSAS

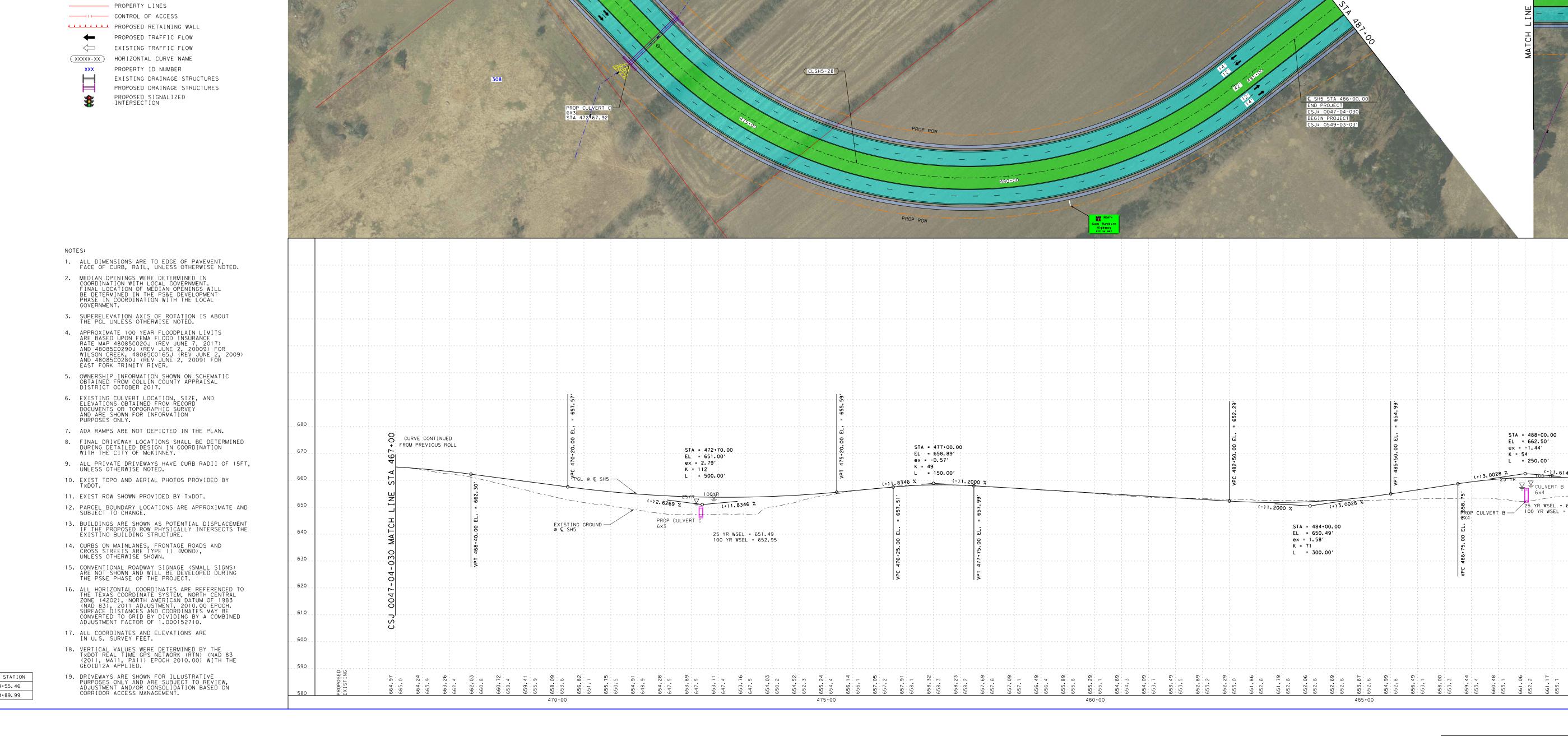
PROPOSED RAMP
PROPOSED SIDEWALK AND PAVED MEDIAN
PROPOSED LANDSCAPED MEDIAN

100 YEAR FLOOD PLAIN EXISTING PAVEMENT (BY OTHERS)

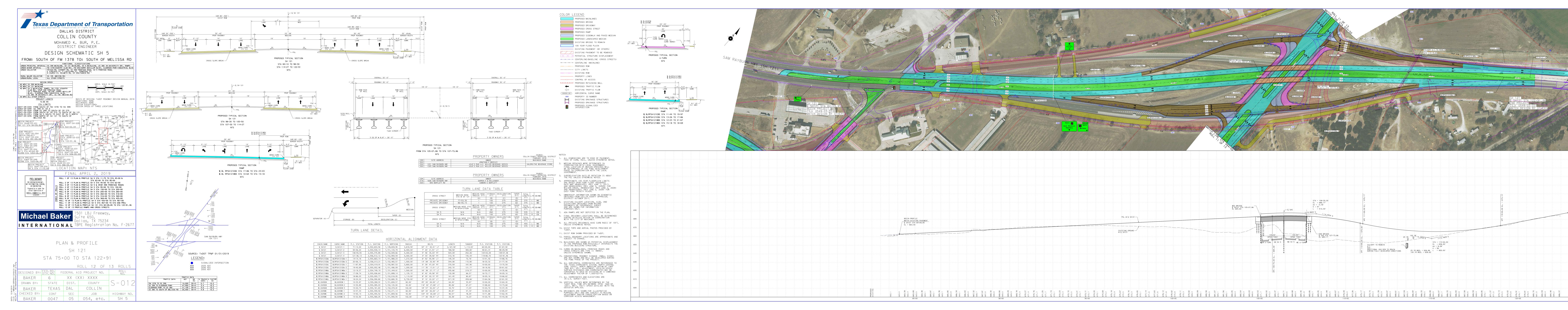
EXISTING PAVEMENT TO BE REMOVED

----- CENTERLINE/BASELINE (CROSS STREETS)

POTENTIAL STRUCTURE DISPLACEMENT



PICH ROX PICH P	P23- 313	PDP ROM II II II II II II II II II I	риву. риву. В 1 5 в 10 с 5 11 с 0047 - 04 - 029 с 5 14 - 5 22 - 024 - 04 - 029 с 5 15 - 5 14 - 5 22 - 024 - 04 - 029 - 04 - 029 - 04 - 029 - 04 - 04 - 029 - 04 - 04 - 04 - 04 - 04 - 04 - 04 - 0	WASE WATE	DESIGN SCHEMATIC SH 5 FROM: SOUTH OF FM 1378 TO: SOUTH OF MELISSA RD INDERAL CATEGRIA: IS 399 MAINLARE, SH 5 MAINLARE, SH 5 MAINLARE, US 380 W UNIVERSITY DRD, RAMES UBBAN PRINCIPAL ANTERIAL IS 399 MAINLARE, SH 5 MAINLARE, US 380 W UNIVERSITY DRD, RAMES UBBAN PRINCIPAL ANTERIAL IS 399 MAINLARE, SH 5 MAINLARE, US 380 W UNIVERSITY DRD, RAMES UBBAN MORE ANTERIAL SE STORE FOR ADD, HIS 356 (HARM WCLILOP BLUD), TO: STEWART ADD, SS 399 FRONTAGE FORD, HIS 356 (HARM WCLILOP BLUD), TO: STEWART ADD, SS 399 FRONTAGE FORD, HIS 356 (HARM WCLILOP BLUD), TO: STEWART ADD, GO 356 (FAMINE BD) DESIGN COLLECTOR INDRAL MAIOR COLLECTOR SI 198 (WESTON RD) DESIGN SPEED OWENT SS 399 MAINLARE, ST 198 (WESTON RD) DESIGN SPEED SO MAINLARE, SWESTON RD) DESIGN SPEED OWENT SS 399 MINLARE, SWESTON RD) DESIGN SPEED OWENT SS MAINLARE, SWESTON RD) DESIGN SPEED OWENT SS SAND MAINLARE, SWESTON RD) DESIGN FILL SIZE ADINARY COLSPAN OWENT SS SAND MAINLARE, SWESTON RD) OWENT SS SAND MAINLARE, SWESTON RD) OWENT SS SAND
44:100 00 1		Site = 501-20.00 Ett = 501-20.00 Ett = 565,27 ex = -0.38 x = -0.38 x =	Image: Set 5 Set 5 Image: Set 5 Set 5 <t< th=""><th>Unit area ARE From LOST ANALARE RECORDS COLOR LEGEND Pedrosco balance Pedrosco balance Pedrosco balance Coloros Latin Coloros Coloros Coloros Latin Coloros Coloros Coloros Coloros Coloros Coloros Coloros Coloros Coloros Coloros Coloros C</th><th>Ext: 00051 000300 Image: 0001 000 0000 Ext: 00051 000300 Image: 0001 000 0000 Ext: 00051 000300 Image: 0001 00000 Ext: 00051 00000 Image: 0001 00000 Image: 0001 00000 Image: 0000000 Image: 0001 000000 Image: 00000000 Image: 0001 000000 Image: 000000000 Image: 0001 0000000 Image: 00000000000 Image: 0001 00000000000000000000000000000000</th></t<>	Unit area ARE From LOST ANALARE RECORDS COLOR LEGEND Pedrosco balance Pedrosco balance Pedrosco balance Coloros Latin Coloros Coloros Coloros Latin Coloros Coloros Coloros Coloros Coloros Coloros Coloros Coloros Coloros Coloros Coloros C	Ext: 00051 000300 Image: 0001 000 0000 Ext: 00051 000300 Image: 0001 000 0000 Ext: 00051 000300 Image: 0001 00000 Ext: 00051 00000 Image: 0001 00000 Image: 0001 00000 Image: 0000000 Image: 0001 000000 Image: 00000000 Image: 0001 000000 Image: 000000000 Image: 0001 0000000 Image: 00000000000 Image: 0001 00000000000000000000000000000000



UTILITY LEGEND

WATER _____W1 (C)____ CITY OF MCKINNEY WATER ATER -----W3(D)----- CITY OF IRVING WATER WATER ------ W4(C) ---- NORTH COLLINS WATER SUPPLY WASTE WATER ---- WW1 (D) ---- CITY OF MCKINNEY WASTER WATER ELECTRIC BURIED OVERHEAD ELECTRIC ------ OH-T - ONCOR, AT&T OVERHEAD ELECTRIC, TELEPHONE OH1 — ONCOR, TIME WARNER CABLE OVERHEAD ELECTRIC,COAX OVERHEAD ELECTRIC, FIBER, COAX OH2 — ONCOR, AT&T, TIME WARNER CABLE LECTRIC, FIBER, TELEPHONE, COAX — OH3 — ONCOR, AT&T, TIME WARNER CABLE OVERHEAD ELECTRIC, FIBER -______OH5______AT&T,TIME_WARNER_CABLE OVERHEAD TELEPHONE, COAX 🛛 🗕 ELECTRIC BURIED _____ TRAFFIC SIGNAL TXDOT OVERHEAD TELEPHONE -----SUPPORT STRAND _____ AT&T GAS _____G1_____G1_____G1_____G1____ATMC GAS _____ - - - _ - - G1 (C)____ ATM — —— FOC1 (D)—— AT&T ---- DUCT2 ---- AT&T – — FOC3 — ZAYO ---- FOC4 ---- CITY OF IRVING COMMUNICATIONS ATV --- TIME WARNER CABLE

UTILITY LEGEND

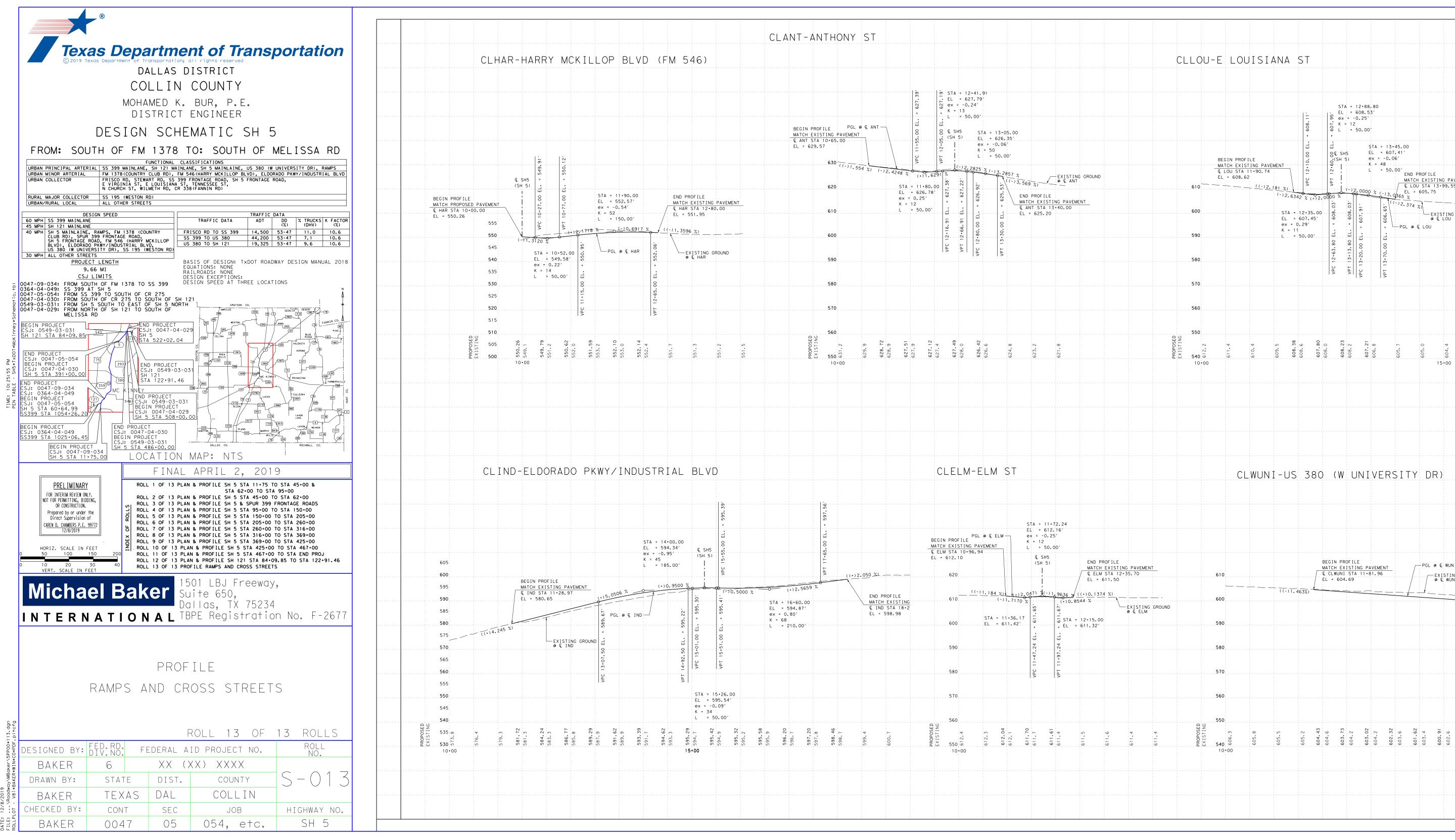
💮 🗰 WASTE WATER MANHOLE

PHONE JUNCTION BOX

				 	 	,	 	 	 	 	 	
	END PROFILE MATCH EXISTING F											
	Q SH121 STA 122+	91.46										
	-/- EL = 687.94			 	 		 	 	 	 	 	
/	- *)											
	((+) 4.21 %)			 	 		 	 	 	 	 	 690
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* LINE SIZES ARE FROM BEST AVAIABLE RECORDS SIDEWALK AND PAVED MEDIAN PROPERTY LINES CONTROL OF ACCESS PROPOSED RETAINING WALL PROPOSED TRAFFIC FLOW EXISTING TRAFFIC FLOW
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 PROPERTY ID NUMBER
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 INTERSECTION

DALLAS DISTRIC COLLIN COUNTY MOHAMED K. BUR, P.E. DISTRICT ENGINEER DESIGN SCHEMATIC SH 5 SOUTH OF FM 1378 TO: SOUTH OF MELISSA VERT. SCALE IN FEET: 1" = 20' BASIS OF DESIGN: TXDOT ROADWAY DESIGN MANUAL 2 SOUTH OF FM 1378 TO SS 399 DESIGN EXCEPTIONS: DESIGN SPEED AT THREE LOCATIONS OLL 1 OF 13 PLAN & PROFILE SH 5 STA 114 Michael Baker INTERNATIONAL TBPE Régistration No. F-2677 PLAN & PROFILE SH 121 STA 75+00 TO STA 122+91 ROLL 12 OF 13 ROLLS LSIGNED BY: FED: RD: FEDERAL AID PROJECT NO. BAKER 6 XX (XX) XXXX DRAWN BY: STATE DIST. COUNTY BAKERTEXASDALCOLLINCHECKED BY:CONTSECJOBHIGHWAY NO.BAKER004705054, etcSH 5



																																			BLI	RPSH121	IEBe			
			(CLVIF	R-E V	IRGI	NIA S	Т								С	LCHU-	CHURCH	ST																					
					BEGIN PI	ROFILE		.00 EL. = 606.12"	STA = 13 EL = 600 ex = -0.2 K = 13 L = 50 U = 50 C SH5 S (SH 5)	06.83′ 25′ 0.00′	13+80.00 605.70' 0.07'					620	BEGIN PROFILE MATCH EXISTIN Q CHU STA 11 EL = 610.41	IG PAVEMENT 77.05	(-) 0, 50	EL = ex = - K = 11	13+00.00 609.79' 0.46' 0 200.00' (-)2.325		15+30 OD FI		−PGL @ ♀ Cł EXIST	HU FOR COUND FOR	1 1 7 + 30.00 EL. = 601.62' 1 7 + 63.98 EL. = 601.45'	€ SH5 (SH 5) (SH 5) 	00.00 15.00	STA = 19+5(EL = 601.0 ex = -0.25 K = 24 L = 70.00	521						, č			· · · · · · · · · · · · · · · · · · ·
05.75	G PAVEMENT 99.55 TING GROUND LOU			515 510 505 595 590	- EL - 600	XISTING PA TA 12+24.7 6.38	(-) 0.735 %) (-) 1. STA = EL = EL = K = 16 K = 16	12+70.00 605.80' 0.19' 6	IN MIN		50.00' PGL @ (L V) PGL @ (L V	ING GROUND /IR FILE XISTING PAV TA 14+20.00				600 590 580			2+00.00 EL. = 610.29'			4+00.00 EL. = 607.47'). 00 ST 2'EL K	TA = 17+88.9 (+) 2.148 (+) 2.1488 (+) 2.14888 (+) 2.14888 (+) 2.14888 (+) 2.14888 (+) 2.14888 (+) 2.	01.0	48 EL. = 601.87 87 00 EL. = 601.45	00 EL. = 600.78'	END MAT & C	783 %) PROFILE CH EXISTING PAV HU STA 20+50.00 = 599.21	<u> </u>	670	\$H5 H .5) 	STA = 11+10. EL = 657.34		EXISTING GF @ & BLRPSH1 PGL @ & R	1	
				585 580 575 570 565 560			L =	50.00'	VPC 13+01.97 E VPT 13+51.97 E VPT 13+51.97 E		EL = 60	4.39				570 560 550			VPC 1			VPT					EL ex K	L = 602.41* x = -0.27* = 12	18 STA = 18+ EL = 601 ex = 0.17	.32				650 640 630	BEGIN MATCH & RPS EL =		<u></u>	(-)2.5357	STA = EL = K = 6	= 14+00.00 = 650.00' 3.44' 64 = 420.00'
15	604.4 603.8	603.5	603. 4 PROPOSED EXISTING	555 550 545 0 540 540 10+00	610.3	609. 1	6 .909	606.06	606. 34 606. 34 606. 0	605.04 604.5	604.1		603. 2 602. 7	602.3	PROPOSED	540 011 019 019 019 019 10+00		610.6 610.4	610. 29 610. 4 609. 93	610. 0 609. 34	609.2 608.52 607.9	607.47 606.8 606.31	9	606. 3 605. 3	605.2 602.31 604.4	601.81	601.52 603.4 601.61	602.9 602.09 602.4	601.43 601.5 601.37	600. 8 600. 42 599. 9	599.21	598. 7 598. 2	597. 6	۵۵۵ ۵ ۵ ۵ ۵ ۵ ۵ ۵ ۵ ۵ ۵ ۵ ۵ ۵ ۵ ۵ ۵ ۵	5					· · · · · · · · · · · · · · · · · · ·
																																		590 590 590 590 590 590 590 590 590 10	658.41 000	657.63 657.53 657.3	657.3 655.08 656.8 654.08	656.4 653.48 655.8 653.27	653.44 654.5	654.01 653.7 654.97 653.0
DR)																		CLNTEN			SEE ST				= -600.43 [,]		= 600, 42,	STA = EL = ex = - K = 13 L =	17+65.15 601.92' 0.25' 50.00'							CLWIL	WILMET	H RD		
PGL @ Q 	WUNI ISTING GROUN 2 WUNI	G 15-45.00 EL. = 599.57'		17+15.00 EL. = 599.39' ි.ක	SH2 (2 H2 (2 H2 (2 H2 (2 H2) (2 H2) (10 10 10 10 10 10 10 10 10 10 10 10 10 1		e× K =	A = 21 +00,00 = 600.32' = -0.88' = 57 = 200,00'			END	PROF ILE			0	EL	= 604.436	EXISTING GROUI ◎ ℃ NTEN	JND	STA = 14+ EL = 602 ex = -0.1 K = 66 L = 100 5000 %	9'). 00'	VPC -15+40.00 EL.			E SH (SH)) (SH) (SH) (SH) (SH) (SH) (S	15 5) ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	STA = $18 + 5($ EL = 600.3 ex = -0.06 K = 202 L = $100.($	22' 20' <u>4943 %</u>					BEGIN PROFI MATCH EXIST € WIL STA 1 EL = 581.15 600		00 EL. = 581.03'	00 EL. = 581.61'	
<u></u>			% (+) STA = 16+30.00 EL = 598.37' ex = 0.55' K = 65 L = 170.00'	1.2000		. 8000 %	O (+) STA = 18+ EL = 597 ex = 0.77 K = 65 L = 200	1.2883 %	(+) 1, 2883 ; (+) 1, 2883 ; NO 66 S "	<u>%</u>	(-)2.2321	EL. = 598.09'		EL =	PROFILE <u>+ EXIST PAVE</u> WUNI STA 23+ 595.01 .932 %)		51 51 51	10					2C 13+70.00 EL. = 603.1	⊃T 14+70,00 EL. = 601.8		STA = 16+15 EL = 598.9 ex = 0.75' K = 37 L = 150.0	92'	40.15	T 17+90.15 EL. = 601.4 18+00.00 EL. = 601.22	19+00.00 FL = 598.98	; \м	8 %) ND PROFILE ATCH EXISTING P. NTEN STA 19+40 - = 597.98					0 ((-) 1.710 %) XISTING GROUND	(-)1 2307 *	€ WIL A	
				EL = ex =	<pre></pre>				VPC 20+00.00			VPT 22+00.00						.0					15	15						Ldv						560 550	0	K = 46 L = 150.	00,	€ WIL EL = 5
603. 4 600. 91	602.4 600.21 602.4	599.50 602.0	601.6 601.6 598.94 601.4	κ = 1 L = 8.00 6.665 9.50 8.00 9.50 9.50 9.50 9.50 9.50 9.50 9.50 9	17 = 50.00' % 4 6 % 0 8 % 0 8 %	600.2 598.41 600.0	598.24 599.6	u, u, u	00+00 5 5 5 5 5 0 5 8 . 6 8 0 5 9 8 . 9	599. 44 598. 5	598. 9 598. 0	598.09 597.4 596.97	595.5 595.86 505.8	6 9 9 8 9 8	593. 7	9 2. 25+00 25+00	-5 BROPOSED EXISTING	00 00 605.7 604.8 004.0	604.4 604.21	604. 2 603. 96	604. 1 603. 71 603. 9	603.46 603.7 603.21	603.5 602.89 603.3	603.1 603.1 601.24	00 602. 8 600. 24 601. 5	599. 70 601. 9	599.83 600.5 600.62	600.2 601.58 602.2	601.22 602.0 600.16	601.0 598.98 599.4	597.7					540 G 2 V V V V V V V V V V V V V V V V V V V	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	580. 71 580. 5 580. 1 580. 1	581.42	582.41 579.4

