Texas Department of Transportation

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DALLAS DISTRICT

MOHAMED K. BUR, P.E.
DISTRICT ENGINEER

DESIGN SCHEMATIC SH 5

FROM: SOUTH OF FM 1378 TO: SOUTH OF CR 275

COLLIN COUNTY

FUNCTIONAL CLASSIFICATIONS	
URBAN PRINCIPAL ARTERIAL	SS 399 MAINLANE, SH 5 MAINLAINE, US 380 (W UNIVERSITY DR), RAMPS
URBAN MINOR ARTERIAL	FM 1378(COUNTRY CLUB RD), FM 546(HARRY MCKILLOP BLVD), ELDORADO PKWY/INDUSTRIAL BLVD
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
RURAL MAJOR COLLECTOR	SS 195 (WESTON RD)
URBAN/RURAL LOCAL	ALL OTHER STREETS

DESIGN SPEED	
60 MPH	SS 399 MAINLANE
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)
30 MPH	ALL OTHER STREETS

TRAFFIC DATA	ADT	DD (%)	% TRUCKS (DHV)	K FACTOR (%)
FRISCO RD TO SS 399	14,500	53-47	11.0	10.6
SS 399 TO US 380	44,200	53-47	7.1	10.6
US 380 TO SH 121	19,325	53-47	9.6	10.6

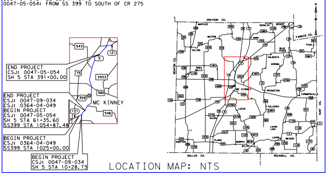
PROJECT LENGTH

7.21 MI

CSJ LIMITS

0047-09-034: FROM SOUTH OF FM 1378 TO SS 399
0364-04-049: SS 399 AT SH 5
0047-05-054: FROM SS 399 TO SOUTH OF CR 275

BASIS OF DESIGN: TxDOT ROADWAY DESIGN MANUAL 2018
EQUATIONS: NONE
RAILROADS: NONE
DESIGN EXCEPTIONS:
DESIGN SPEED AT TWO LOCATIONS


END PROJECT
CSJ: 0047-05-054
SH 5 STA 391+00.00
END PROJECT
CSJ: 0047-09-034
CSJ: 0364-04-049
BEGIN PROJECT
CSJ: 0047-05-054
SH 5 STA 61+35.60
SS399 STA 1054+87.48
BEGIN PROJECT
CSJ: 0364-04-049
SS399 STA 1025+00.00
BEGIN PROJECT
CSJ: 0047-09-034
SH 5 STA 10+28.73
MC KINNEY
543
121
5
75
2933
380
359
121
546
GRAYSON CO.
FANNIN CO.
DENTON CO.
DALLAS CO.
ROCKWALL CO.
HUNT CO.
N

LOCATION MAP: NTS

APRIL 3, 2020

PRELIMINARY
FOR INTERIM REVIEW ONLY.
NOT FOR PERMITTING, BIDDING,
OR CONSTRUCTION.
Prepared by or under the
Direct Supervision of
CAREN D. CHAMBERS P.E. 99772
4/3/2020

HORIZ. SCALE IN FEET
0 50 100 150 200
0 10 20 30 40
VERT. SCALE IN FEET

INDEX OF ROLLS

- ROLL 1 OF 10 PLAN & PROFILE SH 5 STA 10+28.73 TO STA 45+00 & STA 70+33.69 TO STA 95+00
- ROLL 2 OF 10 PLAN & PROFILE SH 5 STA 45+00 TO STA 70+33.69
- ROLL 3 OF 10 PLAN & PROFILE SH 5 & SPUR 399 FRONTAGE ROADS
- ROLL 4 OF 10 PLAN & PROFILE SH 5 STA 95+00 TO STA 150+00
- ROLL 5 OF 10 PLAN & PROFILE SH 5 STA 150+00 TO STA 205+00
- ROLL 6 OF 10 PLAN & PROFILE SH 5 STA 205+00 TO STA 260+00
- ROLL 7 OF 10 PLAN & PROFILE SH 5 STA 260+00 TO STA 316+00
- ROLL 8 OF 10 PLAN & PROFILE SH 5 STA 316+00 TO STA 369+00
- ROLL 9 OF 10 PLAN & PROFILE SH 5 STA 369+00 TO STA END PROJ
- ROLL 10 OF 10 PROFILE CROSS STREETS

Michael Baker
INTERNATIONAL
1501 LBJ Freeway,
Suite 650,
Dallas, TX 75234
TBPE Registration No. F-2677

PROFILE
CROSS STREETS

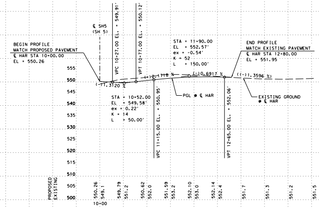
ROLL 10 OF 10 ROLLS

DESIGNED BY:	FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.		ROLL NO.
BAKER	6	XX (XX) XXXX		S-010
DRAWN BY:	STATE	DIST.	COUNTY	
BAKER	TEXAS	DAL	COLLIN	
CHECKED BY:	CONT	SEC	JOB	HIGHWAY NO.
BAKER	0047	05	054, etc.	SH 5

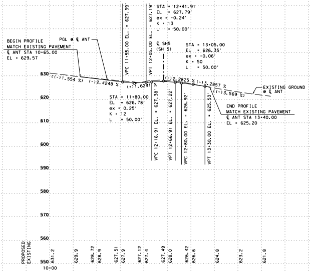
TIME: 11:45:21 PM
PEN TABLE - SH5+TxDOT+McKinney+Schematic.tbl

DATE: 4/3/2020
FILE: ...\SRPPOPS110.dgn
ROLLPLOT - V8i+BAKER+Win+CO+PDF.pltcfg

CLHAR-HARRY MCKILLOP BLVD (FM 546)

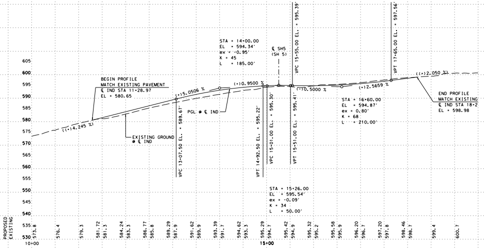

BEGIN PROFILE
MATCH PROPOSED PAVEMENT
℄ HAR STA 10+00.00
EL = 550.26
℄ SH5
(SH 5)
VPC 10+27.00 EL. = 549.91'
VPT 10+77.00 EL. = 550.12'
STA = 10+52.00
EL = 549.58'
ex = 0.22'
K = 14
L = 50.00'
(-)1.3120 %
(+)0.4118 %
VPC 11+15.00 EL. = 550.95'
STA = 11+90.00
EL = 552.57'
ex = -0.54'
K = 52
L = 150.00'
PGL @ ℄ HAR
(+)0.6917 %
VPT 12+65.00 EL. = 552.06'
END PROFILE
MATCH EXISTING PAVEMENT
℄ HAR STA 12+80.00
EL = 551.95
(-)1.3596 %
EXISTING GROUND
@ ℄ HAR
555
550
545
540
535
530
525
520
515
510
505
500
PROPOSED
EXISTING
550.26 549.1
549.79 551.2
550.62 552.0
551.59 552.3
552.10 553.0
552.14 552.4
551.7
551.3
551.2
551.5
10+00

CLANT-ANTHONY ST

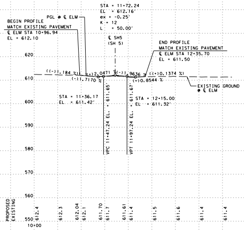

BEGIN PROFILE
MATCH EXISTING PAVEMENT
℄ ANT STA 10+65.00
EL = 629.57
PGL @ ℄ ANT
VPC 11+55.00 EL. = 627.39'
VPT 12+05.00 EL. = 627.19'
STA = 12+41.91
EL = 627.79'
ex = -0.24'
K = 13
L = 50.00'
℄ SH5
(SH 5)
STA = 13+05.00
EL = 626.35'
ex = -0.06'
K = 50
L = 50.00'
(-)1.554 %
(-)2.4248 %
(+)1.6291 %
(-)2.2825 %
(-)3.2857 %
(-)3.569 %
EXISTING GROUND
@ ℄ ANT
STA = 11+80.00
EL = 626.78'
ex = 0.25'
K = 12
L = 50.00'
VPC 12+16.91 EL. = 627.38'
VPT 12+66.91 EL. = 627.22'
VPC 12+80.00 EL. = 626.92'
VPT 13+30.00 EL. = 625.53'
END PROFILE
MATCH EXISTING PAVEMENT
℄ ANT STA 13+40.00
EL = 625.20
630
620
610
600
590
580
570
560
550
PROPOSED
EXISTING
631.2
629.9
628.72 628.9
627.51 627.9
627.12 627.4
627.49 628.0
626.42 626.6
624.8
623.2
621.8
10+00

CL

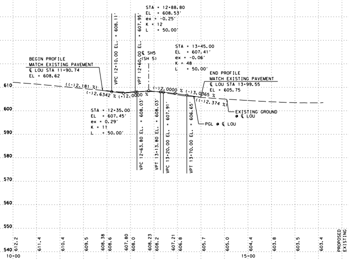
CLIND-ELDORADO PKWY/INDUSTRIAL BLVD


BEGIN PROFILE
MATCH EXISTING PAVEMENT
℄ IND STA 11+28.97
EL = 580.65
(+)4.245 %
EXISTING GROUND
@ ℄ IND
(+)5.0506 %
VPC 13+07.50 EL. = 589.67'
PGL @ ℄ IND
STA = 14+00.00
EL = 594.34'
ex = -0.95'
K = 45
L = 185.00'
(+)0.9500 %
VPT 14+92.50 EL. = 595.22'
VPC 15+01.00 EL. = 595.30'
℄ SH5
(SH 5)
VPC 15+55.00 EL. = 595.39'
VPT 15+51.00 EL. = 595.41'
(-)0.5000 %
STA = 15+26.00
EL = 595.54'
ex = -0.09'
K = 34
L = 50.00'
STA = 16+60.00
EL = 594.87'
ex = 0.80'
K = 68
L = 210.00'
(+)2.5659 %
VPT 17+65.00 EL. = 597.56'
(+)2.050 %
END PROFILE
MATCH EXISTING
℄ IND STA 18+2
EL = 598.98
605
600
595
590
585
580
575
570
565
560
555
550
545
540
535
530
PROPOSED
EXISTING
573.8
576.4
579.3
581.72 581.3
584.24 583.3
586.77 585.8
589.29 587.9
591.62 589.9
593.39 591.7
594.62 593.3
595.29 594.7
595.42 594.9
595.32 595.2
595.58 595.9
596.20 596.7
597.20 597.8
598.46 598.7
599.4
600.7
10+00
15+00

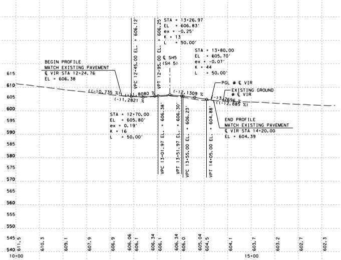
CLELM-ELM ST


BEGIN PROFILE
MATCH EXISTING PAVEMENT
℄ ELM STA 10+96.94
EL = 612.10
PGL @ ℄ ELM
STA = 11+72.24
EL = 612.16'
ex = -0.25'
K = 12
L = 50.00'
℄ SH5
(SH 5)
END PROFILE
MATCH EXISTING PAVEMENT
℄ ELM STA 12+35.70
EL = 611.50
(-)1.184 %
(+)2.0471 %
(-)1.7170 %
(-)1.9636 %
(+)0.8544 %
(+)0.1374 %
EXISTING GROUND
@ ℄ ELM
STA = 11+36.17
EL = 611.42'
VPC 11+47.24 EL. = 611.65'
VPT 11+97.24 EL. = 611.67'
STA = 12+15.00
EL = 611.32'
620
610
600
590
580
570
560
550
PROPOSED
EXISTING
612.4
612.3
612.04 612.1
611.70 611.7
611.61 611.4
611.5
611.6
611.4
611.4
10+00

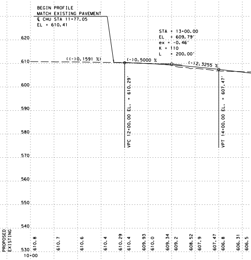
LOU-E LOUISIANA ST


BEGIN PROFILE
MATCH EXISTING PAVEMENT
℄ LOU STA 11+90.74
EL = 608.62
STA = 12+88.80
EL = 608.53'
ex = -0.25'
K = 12
L = 50.00'
STA = 13+45.00
EL = 607.41'
ex = -0.06'
K = 48
L = 50.00'
END PROFILE
MATCH EXISTING PAVEMENT
℄ LOU STA 13+99.55
EL = 605.75
STA = 12+35.00
EL = 607.45'
ex = 0.29'
K = 11
L = 50.00'
VPC 12+10.00 EL. = 608.11'
VPT 12+60.00 EL. = 607.95'
℄ SH5 (SH 5)
VPC 12+63.80 EL. = 608.03'
VPT 13+13.80 EL. = 608.03'
VPC 13+20.00 EL. = 607.91'
VPT 13+70.00 EL. = 606.65'
((-)2.181 %)
(-)2.6342 %
(+)2.0000 %
(-)2.0000 %
(-)3.0365 %
((-)2.374 %)
EXISTING GROUND @ ℄ LOU
PGL @ ℄ LOU
610
600
590
580
570
560
550
540
PROPOSED
EXISTING
612.2
611.4
610.4
609.5
608.38 608.6
607.80 608.0
608.23 608.2
607.21 606.8
605.7
605.0
604.4
603.8
603.5
603.4
10+00
15+00

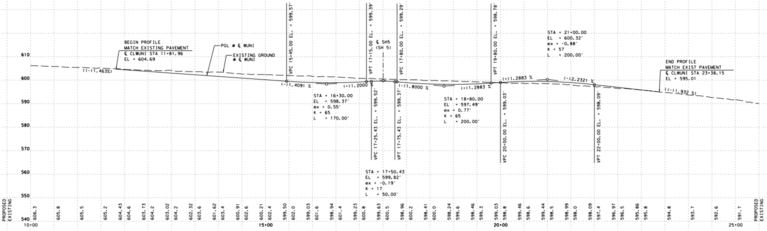
CLVIR-E VIRGINIA ST


BEGIN PROFILE
MATCH EXISTING PAVEMENT
℄ VIR STA 12+24.76
EL = 606.38
STA = 13+26.97
EL = 606.83'
ex = -0.25'
K = 13
L = 50.00'
STA = 13+80.00
EL = 605.70'
ex = -0.07'
K = 44
L = 50.00'
STA = 12+70.00
EL = 605.80'
ex = 0.19'
K = 16
L = 50.00'
END PROFILE
MATCH EXISTING PAVEMENT
℄ VIR STA 14+20.00
EL = 604.39
VPC 12+45.00 EL. = 606.12'
VPT 12+95.00 EL. = 606.25'
℄ SH5 (SH 5)
VPT 13+01.97 EL. = 606.38'
VPT 13+51.97 EL. = 606.30'
VPC 13+55.00 EL. = 606.23'
VPT 14+05.00 EL. = 604.88'
((-)0.735 %)
(-)1.2821 %
(+)1.8080 %
(-)2.1309 %
(-)3.2696 %
((-)2.885 %)
PGL @ ℄ VIR
EXISTING GROUND @ ℄ VIR
615
610
605
600
595
590
585
580
575
570
565
560
555
550
545
540
PROPOSED
EXISTING
611.5
610.3
609.1
607.9
606.9
606.06 606.1
606.34 606.1
606.34 606.0
605.04 604.5
604.1
603.7
603.2
602.7
602.3
10+00
15+00

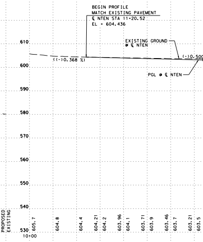
CLCHU-CHURCH ST

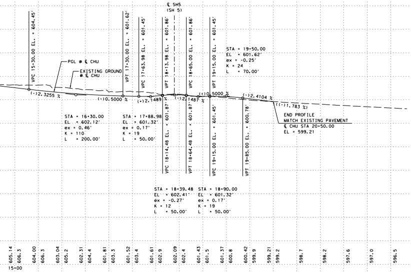

BEGIN PROFILE
MATCH EXISTING PAVEMENT
℄ CHU STA 11+77.05
EL = 610.41
STA = 13+00.00
EL = 609.79'
ex = -0.46'
K = 110
L = 200.00'
((-)0.1591 %)
(-)0.5000 %
(-)2.3255 %
VPC 12+00.00 EL. = 610.29'
VPT 14+00.00 EL. = 607.47'
620
610
600
590
580
570
560
550
540
530
PROPOSED
EXISTING
610.8
610.7
610.6
610.4
610.29 610.4
609.93 610.0
609.34 609.2
608.52 607.9
607.47 606.8
606.31 606.5
10+00

CLWUNI-US 380 (W UNIVERSITY DR)


BEGIN PROFILE
MATCH EXISTING PAVEMENT
℄ CLWUNI STA 11+81.96
EL = 604.69
PGL @ ℄ WUNI
EXISTING GROUND @ ℄ WUNI
VPC 15+45.00 EL. = 599.57'
VPT 17+15.00 EL. = 599.39'
℄ SH5 (SH 5)
VPC 17+80.00 EL. = 599.29'
VPT 19+80.00 EL. = 598.78'
STA = 21+00.00
EL = 600.32'
ex = -0.88'
K = 57
L = 200.00'
END PROFILE
MATCH EXIST PAVEMENT
℄ CLWUNI STA 23+38.15
EL = 595.01
((-)1.463%)
(-)1.4091 %
(+)1.2000 %
(-)1.8000 %
(+)1.2883 %
(+)1.2883 %
(-)2.2321 %
((-)1.932 %)
STA = 16+30.00
EL = 598.37'
ex = 0.55'
K = 65
L = 170.00'
VPC 17+25.43 EL. = 599.52'
VPT 17+75.43 EL. = 599.37'
STA = 17+50.43
EL = 599.82'
ex = -0.19'
K = 17
L = 50.00'
STA = 18+80.00
EL = 597.49'
ex = 0.77'
K = 65
L = 200.00'
VPC 20+00.00 EL. = 599.03'
VPT 22+00.00 EL. = 598.09'
610
600
590
580
570
560
550
540
PROPOSED
EXISTING
606.3
605.8
605.5
605.2
604.43 604.6
603.73 604.2
603.02 604.2
602.32 603.6
601.62 603.4
600.91 602.6
600.21 602.4
599.50 602.0
599.03 601.6
598.94 601.4
599.23 600.8
599.63 600.5
598.96 600.2
598.41 600.0
598.24 599.6
598.46 599.3
599.03 598.8
599.46 598.6
599.44 598.5
598.99 598.0
598.09 597.4
596.97 596.5
595.86 595.8
594.8
593.7
592.6
591.7
10+00
15+00
20+00
25+00

CLNTEN-N TENNESSEE ST


BEGIN PROFILE
MATCH EXISTING PAVEMENT
℄ NTEN STA 11+20.52
EL = 604.436
EXISTING GROUND @ ℄ NTEN
PGL @ ℄ NTEN
((-)0.368 %)
(-)0.500
610
600
590
580
570
560
550
540
530
PROPOSED
EXISTING
605.7
604.8
604.4
604.21 604.2
603.96 604.1
603.71 603.9
603.46 603.7
603.21 603.5
10+00



VPC 15+30.00 EL. = 604.45'
VPT 17+30.00 EL. = 601.62'
VPC 17+63.98 EL. = 601.45'
VPT 18+13.98 EL. = 601.86'
℄ SH5
(SH 5)
VPC 18+65.00 EL. = 601.86'
VPT 19+15.00 EL. = 601.45'
STA = 19+50.00
EL = 601.62'
ex = -0.25'
K = 24
L = 70.00'
PGL @ ℄ CHU
EXISTING GROUND @ ℄ CHU
(-)2.3255 %
(-)0.5000 %
(+)2.1489 %
(-)2.1487 %
(+)0.5000 %
(-)2.4104 %
((-)1.783 %)
STA = 16+30.00
EL = 602.12'
ex = 0.46'
K = 110
L = 200.00'
STA = 17+88.98
EL = 601.32'
ex = 0.17'
K = 19
L = 50.00'
VPC 18+14.48 EL. = 601.87'
VPT 18+64.48 EL. = 601.87'
VPC 19+15.00 EL. = 601.45'
VPT 19+85.00 EL. = 600.78'
END PROFILE
MATCH EXISTING PAVEMENT
℄ CHU STA 20+50.00
EL = 599.21
STA = 18+39.48
EL = 602.41'
ex = -0.27'
K = 12
L = 50.00'
STA = 18+90.00
EL = 601.32'
ex = 0.17'
K = 19
L = 50.00'
605.14
606.3
604.00
606.3
603.04
605.2
602.31
604.4
601.81
603.3
601.52
603.4
601.61
602.9
602.09
602.4
601.43
601.5
601.37
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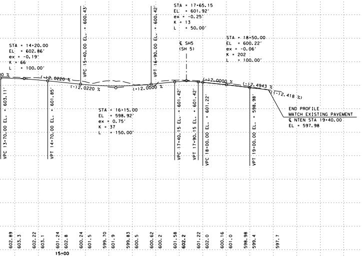
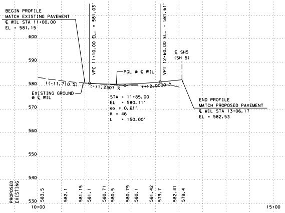
599.9
599.21
599.2
598.7
598.2
597.6
597.0
596.5
15+00



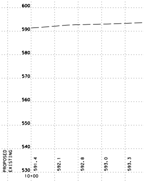
STA = 14+20.00
EL = 602.86'
ex = -0.19'
K = 66
L = 100.00'
VPC 15+40.00 EL. = 600.43'
VPT 16+90.00 EL. = 600.42'
STA = 17+65.15
EL = 601.92'
ex = -0.25'
K = 13
L = 50.00'
℄ SH5
(SH 5)
STA = 18+50.00
EL = 600.22'
ex = -0.06'
K = 202
L = 100.00'
(+)2.0220 %
(-)2.0220 %
(+)2.0000 %
(+)2.0000 %
(-)2.4943 %
((-)2.418 %)
VPC 13+70.00 EL. = 603.11'
VPT 14+70.00 EL. = 601.85'
STA = 16+15.00
EL = 598.92'
ex = 0.75'
K = 37
L = 150.00'
VPC 17+40.15 EL. = 601.42'
VPT 17+90.15 EL. = 601.42'
VPC 18+00.00 EL. = 601.22'
VPT 19+00.00 EL. = 598.98'
END PROFILE
MATCH EXISTING PAVEMENT
℄ NTEN STA 19+40.00
EL = 597.98
602.89
603.3
602.22
603.1
601.24
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
15+00

CLWIL-WILMETH RD

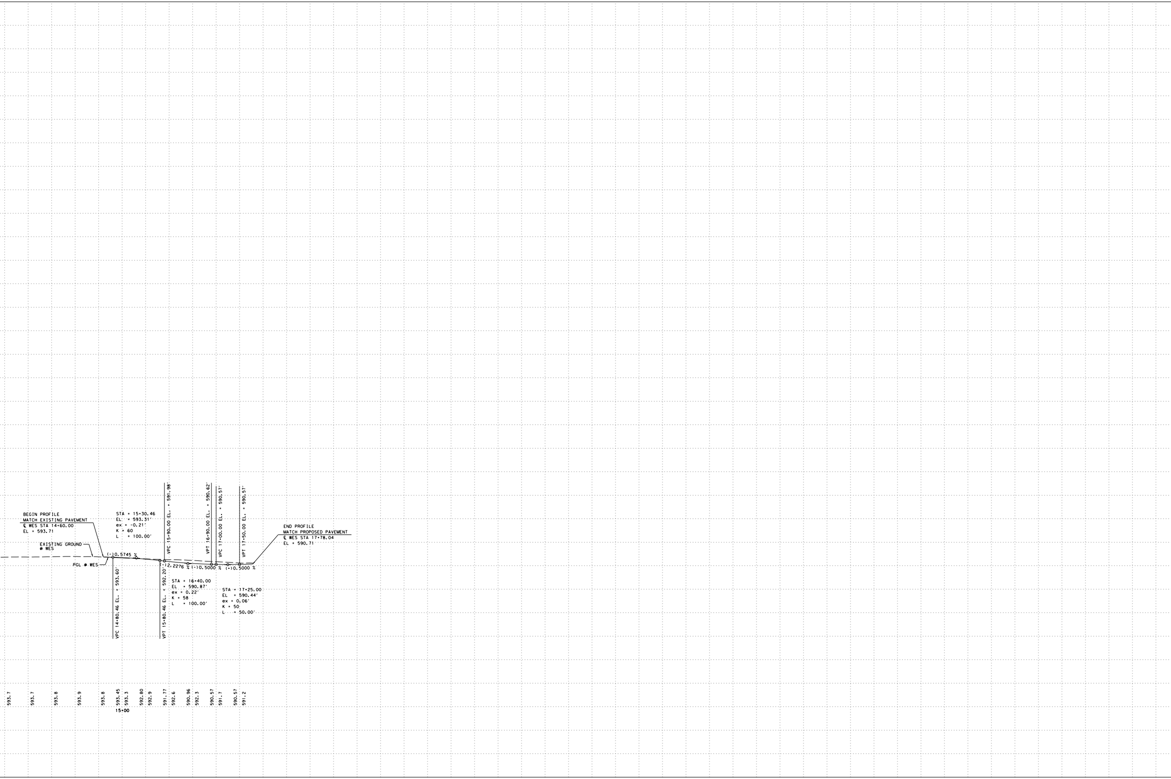


BEGIN PROFILE
MATCH EXISTING PAVEMENT
℄ WIL STA 11+00.00
EL = 581.15
VPC 11+10.00 EL. = 581.03'
VPT 12+60.00 EL. = 581.61'
℄ SH5
(SH 5)
PGL @ ℄ WIL
((-)1.710 %)
(-)1.2307 %
(+)2.0000 %
EXISTING GROUND @ ℄ WIL
STA = 11+85.00
EL = 580.11'
ex = 0.61'
K = 46
L = 150.00'
END PROFILE
MATCH PROPOSED PAVEMENT
℄ WIL STA 13+06.17
EL = 582.53
600
590
580
570
560
550
540
530
PROPOSED
EXISTING
583.5
582.1
581.15
581.1
580.71
580.5
580.79
580.1
581.42
579.7
582.41
579.4
10+00
15+00

CLWES-WESTON RD



600
590
580
570
560
550
540
530
PROPOSED
EXISTING
591.4
592.1
592.8
593.0
593.3
10+00


BEGIN PROFILE
MATCH EXISTING PAVEMENT
℄ WES STA 14+60.00
EL = 593.71
EXISTING GROUND
@ WES
PGL @ WES
(-)0.5745 %
STA = 15+30.46
EL = 593.31'
ex = -0.21'
K = 60
L = 100.00'
VPC 14+80.46 EL. = 593.60'
VPT 15+80.46 EL. = 592.20'
VPC 15+90.00 EL. = 591.98'
(-)2.2276 %
(-)0.5000 %
(+)0.5000 %
STA = 16+40.00
EL = 590.87'
ex = 0.22'
K = 58
L = 100.00'
VPT 16+90.00 EL. = 590.62'
VPC 17+00.00 EL. = 590.57'
VPT 17+50.00 EL. = 590.57'
STA = 17+25.00
EL = 590.44'
ex = 0.06'
K = 50
L = 50.00'
END PROFILE
MATCH PROPOSED PAVEMENT
℄ WES STA 17+78.04
EL = 590.71
593.7
593.7
593.8
593.9
593.8
593.45
593.3
592.80
592.9
591.77
592.6
590.96
592.3
590.57
591.7
590.57
591.2
15+00

Texas Department of Transportation

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DALLAS DISTRICT

MOHAMED K. BUR, P.E.
DISTRICT ENGINEER

DESIGN SCHEMATIC SH 5

FROM: SOUTH OF FM 1378 TO: SOUTH OF CR 275

COLLIN COUNTY

FUNCTIONAL CLASSIFICATIONS	
URBAN PRINCIPAL ARTERIAL	SS 399 MAINLANE, SH 5 MAINLAINE, US 380 (W UNIVERSITY DR), RAMPS
URBAN MINOR ARTERIAL	FM 1378(COUNTRY CLUB RD), FM 546(HARRY MCKILLOP BLVD), ELDORADO PKWY/INDUSTRIAL BLVD
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
RURAL MAJOR COLLECTOR	SS 195 (WESTON RD)
URBAN/RURAL LOCAL	ALL OTHER STREETS

DESIGN SPEED	
60 MPH	SS 399 MAINLANE
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)
30 MPH	ALL OTHER STREETS

TRAFFIC DATA	ADT	DD (%)	% TRUCKS (DHV)	K FACTOR (%)
FRISCO RD TO SS 399	14,500	53-47	11.0	10.6
SS 399 TO US 380	44,200	53-47	7.1	10.6
US 380 TO SH 121	19,325	53-47	9.6	10.6

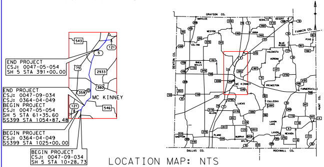
PROJECT LENGTH

7.21 MI

CSJ LIMITS

0047-09-034: FROM SOUTH OF FM 1378 TO SS 399
0364-04-049: SS 399 AT SH 5
0047-05-054: FROM SS 399 TO SOUTH OF CR 275

BASIS OF DESIGN: TxDOT ROADWAY DESIGN MANUAL 2018
EQUATIONS: NONE
RAILROADS: NONE
DESIGN EXCEPTIONS:
DESIGN SPEED AT TWO LOCATIONS



543
121
5
75
2933
380
359
MC KINNEY
121
546
GRAYSON CO.
FANNIN CO.
DALLAS CO.
ROCKWALL CO.
N

END PROJECT
CSJ: 0047-05-054
SH 5 STA 391+00.00

END PROJECT
CSJ: 0047-09-034
CSJ: 0364-04-049
BEGIN PROJECT
CSJ: 0047-05-054
SH 5 STA 61+35.60
SS399 STA 1054+87.48

BEGIN PROJECT
CSJ: 0364-04-049
SS399 STA 1025+00.00

BEGIN PROJECT
CSJ: 0047-09-034
SH 5 STA 10+28.73

LOCATION MAP: NTS

APRIL 3, 2020

PRELIMINARY
FOR INTERIM REVIEW ONLY.
NOT FOR PERMITTING, BIDDING,
OR CONSTRUCTION.
Prepared by or under the
Direct Supervision of
CAREN D. CHAMBERS P.E. 99772
4/3/2020

HORIZ. SCALE IN FEET
0 50 100 150 200
0 10 20 30 40
VERT. SCALE IN FEET

INDEX OF ROLLS

ROLL 1 OF 10 PLAN & PROFILE SH 5 STA 10+28.73 TO STA 45+00 & STA 70+33.69 TO STA 95+00
ROLL 2 OF 10 PLAN & PROFILE SH 5 STA 45+00 TO STA 70+33.69
ROLL 3 OF 10 PLAN & PROFILE SH 5 & SPUR 399 FRONTAGE ROADS
ROLL 4 OF 10 PLAN & PROFILE SH 5 STA 95+00 TO STA 150+00
ROLL 5 OF 10 PLAN & PROFILE SH 5 STA 150+00 TO STA 205+00
ROLL 6 OF 10 PLAN & PROFILE SH 5 STA 205+00 TO STA 260+00
ROLL 7 OF 10 PLAN & PROFILE SH 5 STA 260+00 TO STA 316+00
ROLL 8 OF 10 PLAN & PROFILE SH 5 STA 316+00 TO STA 369+00
ROLL 9 OF 10 PLAN & PROFILE SH 5 STA 369+00 TO STA END PROJ
ROLL 10 OF 10 PROFILE RAMPS AND CROSS STREETS

Michael Baker INTERNATIONAL

1501 LBJ Freeway,
Suite 650,
Dallas, TX 75234
TBPE Registration No. F-2677

PROFILE
CROSS STREETS

ROLL 10 OF 10 ROLLS

DESIGNED BY:	FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.		ROLL NO.
BAKER	6	XX (XX) XXXX		S-010
DRAWN BY:	STATE	DIST.	COUNTY	
BAKER	TEXAS	DAL	COLLIN	
CHECKED BY:	CONT	SEC	JOB	HIGHWAY NO.
BAKER	0047	05	054, etc	SH 5

FILE: ...\5RPP00+S110.dgn