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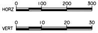
Texas Department of Transportation

DALLAS DISTRICT
WILLIAM HALE, P.E. DISTRICT ENGINEER
SH 121
COLLIN COUNTY
DESIGN SCHEMATIC
SEPTEMBER 2011

ROLL 3 of 11

FROM: SH 5 IN MELISSA TO: CR 635 (EAST LINE ROAD)
BRIDGE REPLACEMENT AND HIGHWAY RECONSTRUCTION
PROJECT LENGTH: 15.11 MILES (79784')
BRIDGE: 0.30 MILES (1560')
ROADWAY: 14.81 MILES (78224')

CSJ: 0549-03-018 (SH 5 to FM 455)
CSJ: 0549-03-021 (FM 455 to CR 635/FANNIN COUNTY LINE)


HORZ
0
100
200
300
VERT
0
10
20
30

GRAPHIC SCALE
(IN FEET)

INDEX OF ROLLS

ROLL	DESCRIPTION
1	SH 121 STA 67+54.08 TO STA 187+00
2	SH 121 STA 187+00 TO STA 327+00
3	SH 121 STA 327+00 TO STA 467+00
4	SH 121 STA 467+00 TO STA 607+00
5	SH 121 STA 607+00 TO STA 747+00
6	SH 121 STA 747+00 TO CR 635 (FANNIN COUNTY LINE)
7	SH 121 STA 747+00 TO FANNIN COUNTY LINE (TRANSITION)
8	SH 5 AND FANNIN ROAD
9	FM 455 AND CONNECTING RAMPS
10	FM 2862 AND CONNECTING RAMPS
11	SH 160 AND CONNECTING RAMPS

DESIGN ROADWAY	LIMITS		FUNCTIONAL CLASSIFICATION	ADT		DESIGN SPEED
	FROM	TO		2012	2032	
SH 121 (SUBURBAN)	SH 5 STA 67+54.08	Outer Loop + STA 368+10.00	ARTERIAL	18800	29400	45
SH 121 (RURAL)	Outer Loop + STA 368+10.00	CR 635 STA 865+37.66	ARTERIAL	13500	21000	70
SH 121 RAMPS	Outer Loop + STA 368+10.00	CR 635 STA 865+37.66	RAMP	NA	NA	35
FM 2933	AT SH 121		COLLECTOR	1000	1600	40
455 N	AT SH 121		ARTERIAL	1550	2250	40
455 S	AT SH 121		COLLECTOR	500	700	40
E. HOUSTON ST (FM 2862)	AT SH 121		COLLECTOR	1700	2700	50
SH 160	AT SH 121		ARTERIAL	4100	6600	50
N. McDonald Street (SH 5 SOUTH)	AT SH 121		ARTERIAL	7300	11,300	40
MC KINNEY ST (SH 5 NORTH)	AT SH 121		ARTERIAL	6400	9900	40
DENTON ST (FM 545)	AT SH 121		COLLECTOR	4200	6500	30
COUNTY ROADS						
CR 418	AT SH 121		LOCAL	600	900	30
LANDFILL ENTRANCE	AT SH 121		LOCAL	NA	NA	30
416	AT SH 121		LOCAL	NA	NA	30
419	AT SH 121		LOCAL	300	600	20 •
420	AT SH 121		LOCAL	NA	NA	20 •
475	AT SH 121		LOCAL	250	450	30
507(509)	AT SH 121		LOCAL	NA	NA	20 •
424 / 513	AT SH 121		LOCAL	NA	NA	30
526 / 527	AT SH 121		LOCAL	NA	NA	20 •
528 / 581	AT SH 121		LOCAL	NA	NA	20 •
582	AT SH 121		LOCAL	NA	NA	20 •
936	AT SH 121		LOCAL	NA	NA	20 •
1002	AT SH 121		LOCAL	NA	NA	20 •
COUNTY LINE RD	AT SH 121		LOCAL	250	250	20 •
EASTLINE RD	AT SH 121		LOCAL	200	350	30
CITY STREETS						
FANNIN RD	AT SH 121		COLLECTOR	NA	NA	30
BARTLETT RD	AT SH 121		LOCAL	NA	NA	30
CREEKSIDE RD	AT SH 121		LOCAL	NA	NA	30
BERRY RD	AT SH 121		LOCAL	2600	4000	30
EASTWOOD RD	AT SH 121		LOCAL	NA	NA	30
LILLIAN DR	AT SH 121		LOCAL	NA	NA	30
NUGENT ST	AT SH 121		LOCAL	NA	NA	30
LIBERTY WAY	AT SH 121		LOCAL	900	1400	30
REDWOOD BLVD	AT SH 121		LOCAL	NA	NA	30

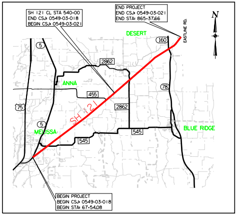
• = UNPAVED COUNTY ROAD
+ = FUTURE OUTER LOOP, BY OTHERS

NOTES:

1. MEDIAN OPENINGS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL MEDIAN OPENING LOCATIONS TO BE DETERMINED DURING PS&E AND IN COORDINATION WITH THE CITIES OF MELISSA AND ANNA.

2. SOURCE OF TRAFFIC DATA:
TEXAS DEPARTMENT OF TRANSPORTATION
TRANSPORTATION, PROGRAMING AND PLANNING DIVISION
MARCH 27, 2007

3. ALL URBAN SECTIONS WILL HAVE CONCRETE CURB AND GUTTER WITH BARRIER CURBS.


SH 121 CL STA 540+00
END CSJ: 0549-03-018
BEGIN CSJ: 0549-03-021
END PROJECT
END CSJ: 0549-03-021
END STA: 865+37.66
N
EASTLINE RD.
DESERT
160
5
2862
ANNA
455
75
2862
78
SH 121
5
MELISSA
545
545
BLUE RIDGE
BEGIN PROJECT
BEGIN CSJ: 0549-03-018
BEGIN STA: 67+54.08

LOCATION MAP

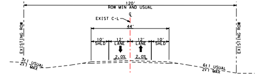
LEGEND

— · — · —	EXISTING R.O.W. (ACCESS BY PERMIT ONLY)
———	PROPERTY LINES
▬ · ▬ · ▬	PROPOSED R.O.W. (ACCESS BY PERMIT ONLY IN ACCORDANCE WITH TXDOT ACCESS CONTROL MANUAL)
— · — · —	SH 121 CL
X X X X	OBLITERATE EXISTING ROADWAY
— 3"w —	WATER UTILITY
- - - -	CITY LIMIT
🟩	SH 121 PAVEMENT
🟦	CROSS STREETS
□	BRIDGE
🟪	DRIVEWAYS
———	RETAINING WALL
▨	DISPLACED STRUCTURE

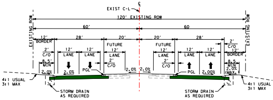
These documents are not intended for Construction, Bidding or Permit Purposes. They were prepared by, or under the supervision of:

NANCY D. MITCHELL, P.E. 79762 09/22/11
PROJECT MANAGER PE# DATE

Lockwood, Andrews & Newnam, Inc.
T.B.P.E. Firm # 2614

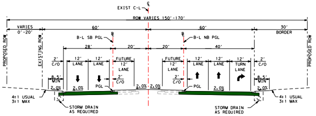

120'
ROW MIN AND USUAL
EXIST C-L
℄
44'
10' SHLD
12' LANE
12' LANE
10' SHLD
2.0%
2.0%
EXISTING ROW
EXISTING ROW
3:1 USUAL
2:1 MAX
6:1 USUAL
2:1 MAX

EXISTING TYPICAL SECTION (ANNA)
NTS
STA. 327+00 TO STA. 467+00


EXIST C-L
℄
120' EXISTING ROW
60'
60
12' BORDER
28'
20'
20'
28'
2' C/O
12' BORDER
2' C/O
12' LANE
12' LANE
FUTURE 12' LANE
2' C/O
FUTURE 12' LANE
2' C/O
12' LANE
12' LANE
8.5' MIN
8.5 MIN
2.0%
2.0%
PGL
2.0%
2.0%
PGL
2.00%
2.0% (MAX.)
EXISTING ROW
EXISTING ROW
4:1 USUAL
3:1 MAX
STORM DRAIN AS REQUIRED
STORM DRAIN AS REQUIRED
4:1 USUAL
3:1 MAX

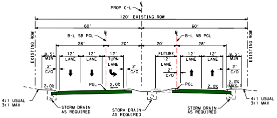
PROPOSED URBAN ROADWAY TYPICAL SECTION (MELISSA)
NTS CSJ 0549-03-018

STA. 327+00 TO STA. 330+73
STA. 341+45 TO STA. 359+44


EXIST C-L
℄
ROW VARIES 150'-170'
VARIES 0'-20'
60'
60'
30' BORDER
B-L SB PGL
B-L NB PGL
28'
20'
20'
40'
2' C/O
12' LANE
12' LANE
FUTURE 12' LANE
2' C/O
FUTURE 12' LANE
2' C/O
12' LANE
12' LANE
12' TURN LANE
2' C/O
8.5' MIN
8.5' MIN
2.0%
2.0%
PGL
2.0%
2.0%
PGL
2.0%
2.0%
PROPOSED ROW
EXISTING ROW
PROPOSED ROW
4:1 USUAL
3:1 MAX
STORM DRAIN AS REQUIRED
STORM DRAIN AS REQUIRED
4:1 USUAL
3:1 MAX

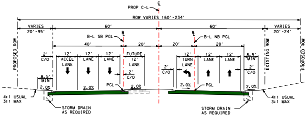
PROPOSED URBAN ROADWAY TYPICAL SECTION
W/ RIGHT TURN LANE
NTS CSJ 0549-03-018

STA. 330+73 TO STA. 335+00


PROP C-L
℄
120' EXISTING ROW
60'
60'
B-L SB PGL
B-L NB PGL
28'
20'
20'
28'
8.5' MIN
2' C/O
12' LANE
12' LANE
12' TURN LANE
2' C/O
FUTURE 12' LANE
2' C/O
12' LANE
12' LANE
8.5' MIN
2' C/O
2.0%
PGL
2.0%
PGL
2.0%
2.0% (MAX.)
EXISTING ROW
EXISTING ROW
4:1 USUAL
3:1 MAX
STORM DRAIN AS REQUIRED
STORM DRAIN AS REQUIRED
STORM DRAIN AS REQUIRED
4:1 USUAL
3:1 MAX

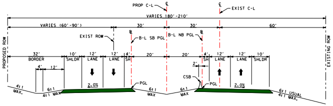
PROPOSED URBAN ROADWAY TYPICAL SECTION
W/ LEFT TURN LANE
NTS CSJ 0549-03-018

STA. 335+00 TO STA. 341+45


PROP C-L
℄
ROW VARIES 160'-234'
VARIES 20'-95'
60'
60'
VARIES 20'-24'
B-L SB PGL
B-L NB PGL
40'
20'
20'
28'
2' C/O
12' ACCEL LANE
12' LANE
12' LANE
FUTURE 12' LANE
2' C/O
2' C/O
12' TURN LANE
12' LANE
12' LANE
8.5' MIN
2' C/O
8.5' MIN
2.0%
2.0%
PGL
2.0%
2.0%
PGL
2.0%
PROPOSED ROW
EXISTING ROW
PROPOSED ROW
4:1 USUAL
3:1 MAX
STORM DRAIN AS REQUIRED
STORM DRAIN AS REQUIRED
4:1 USUAL
3:1 MAX

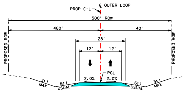
PROPOSED URBAN ROADWAY TYPICAL SECTION
W/ LEFT TURN LANE & ACCEL LANE
NTS CSJ 0549-03-018

STA. 359+44 TO STA. 368+10

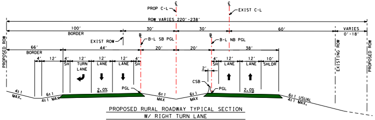

PROP C-L
EXIST C-L
VARIES 180'-210'
VARIES (60'-90')
30'
30'
60'
EXIST ROW
B-L SB PGL
B-L NB PGL
PROPOSED ROW
EXISTING ROW
32' BORDER
10' SHLDR
12' LANE
12' LANE
4' SH
20'
20'
4' SH
12' LANE
12' LANE
10' SHLDR
4'
12'
2'
CSB
PGL
2.0%
4:1 MAX.
6:1
4:1 MAX
6:1 MAX
6:1 USUAL
4:1 MAX.

PROPOSED RURAL ROADWAY TYPICAL SECTION
NTS CSJ 0549-03-018

STA. 375+78 TO STA. 393+33.86
STA. 395+13.86 TO STA. 446+00

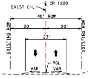

PROP C-L
OUTER LOOP
500' ROW
460'
40'
28'
12'
12'
PGL
2.0%
PROPOSED ROW
3:1 MAX
6:1 USUAL

PROPOSED OUTER LOOP TYPICAL SECTION
NTS CSJ 0549-03-018

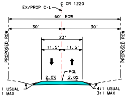

PROP C-L
EXIST C-L
ROW VARIES 220'-238'
100' BORDER
30'
30'
60'
VARIES 0'-18'
EXIST ROW
B-L SB PGL
B-L NB PGL
66' BORDER
44'
20'
20'
38'
4' SH
12' TURN LANE
12' LANE
12' LANE
4' SH
4' SH
12' LANE
12' LANE
10' SHLDR
2'
CSB
PGL
2.0%
PROPOSED ROW
EXISTING ROW
4:1 MAX.
6:1
4:1 MAX
6:1 MAX
6:1 USUAL
4:1 MAX.

PROPOSED RURAL ROADWAY TYPICAL SECTION
W/ RIGHT TURN LANE
CSJ 0549-03-018 NTS

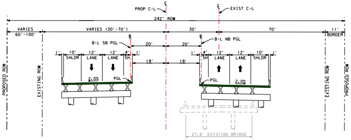
STA. 368+10 TO STA. 375+78


EXIST C-L
CR 1220
40' ROW
20'
20'
23'
VAR
VAR
PGL
EXISTING ROW

EXISTING CR 1220 TYPICAL SECTION
NTS CSJ 0549-03-018

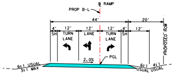

EX/PROP C-L
CR 1220
60' ROW
30'
30'
23'
11.5'
11.5'
PGL
2.0%
PROPOSED ROW
4:1 USUAL
3:1 MAX

PROPOSED CR 1220 TYPICAL SECTION
NTS CSJ 0549-03-018

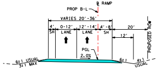

PROP C-L
EXIST C-L
242' ROW
VARIES 60'-100'
VARIES (30'-70')
30'
70'
11' BORDER
B-L SB PGL
B-L NB PGL
20'
20'
19'
19'
1'
10' SHLDR
12' LANE
12' LANE
4' SH
4' SH
12' LANE
12' LANE
10' SHLDR
PGL
2.0%
PROPOSED ROW
EXISTING ROW
27.6' EXISTING BRIDGE

PROPOSED RURAL BRIDGE TYPICAL SECTION
AT SISTER GROVE BRANCH
NTS CSJ 0549-03-018

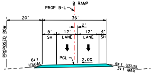
STA. 393+33.86 TO STA. 395+13.86


PROP B-L
RAMP
44'
20'
4' SH
12' TURN LANE
12' LANE
12' TURN LANE
4' SH
12'
PGL
2.0%
PROPOSED ROW
6:1 USUAL
3:1 MAX
4:1 USUAL

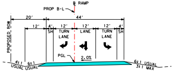
PROPOSED RAMP TYPICAL SECTION
AT FM 455 NB EXIT INTERSECTION
NTS CSJ 0549-03-018


PROP B-L
RAMP
VARIES 20'-36'
4' SH
0-12' LANE
12'-14' LANE
4'-8' SH
20'
12'
PGL
2.0%
PROPOSED ROW
6:1 USUAL
3:1 MAX
4:1 USUAL

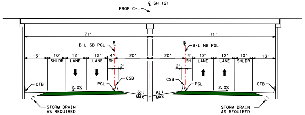
PROPOSED RAMP TYPICAL SECTION
AT FM 455 NB ENTRANCE INTERSECTION
NTS CSJ 0549-03-018


PROP B-L
RAMP
20'
36'
8' SH
12' LANE
12' LANE
4' SH
2'
PGL
2.0%
PROPOSED ROW
6:1 USUAL
3:1 MAX

PROPOSED RAMP TYPICAL SECTION
AT FM 455 SB ENTRANCE INTERSECTION
NTS CSJ 0549-03-018

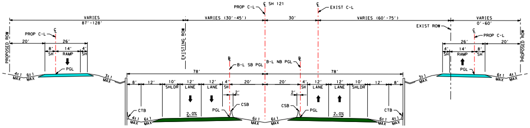

PROP B-L
RAMP
20'
44'
12'
4' SH
12' TURN LANE
12' LANE
12' TURN LANE
4' SH
PGL
2.0%
PROPOSED ROW
4:1 USUAL
6:1 USUAL
3:1 MAX

PROPOSED RAMP TYPICAL SECTION
AT FM 455 SB EXIT INTERSECTION
NTS CSJ 0549-03-018


PROP C-L
SH 121
71'
71'
B-L SB PGL
B-L NB PGL
13'
10' SHLDR
12' LANE
12' LANE
4' SH
20'
20'
4' SH
12' LANE
12' LANE
10' SHLDR
13'
2'
CSB
CTB
PGL
2.0%
6:1 MAX
STORM DRAIN AS REQUIRED
STORM DRAIN AS REQUIRED

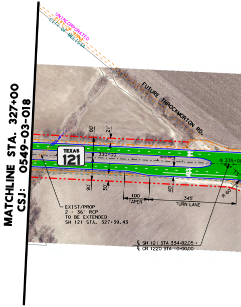
PROPOSED SH 121 TYPICAL SECTION
NTS CSJ 0549-03-018

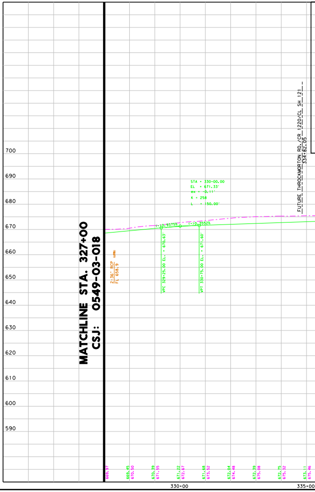
AT FM 455 / CR 475 UNDERPASS

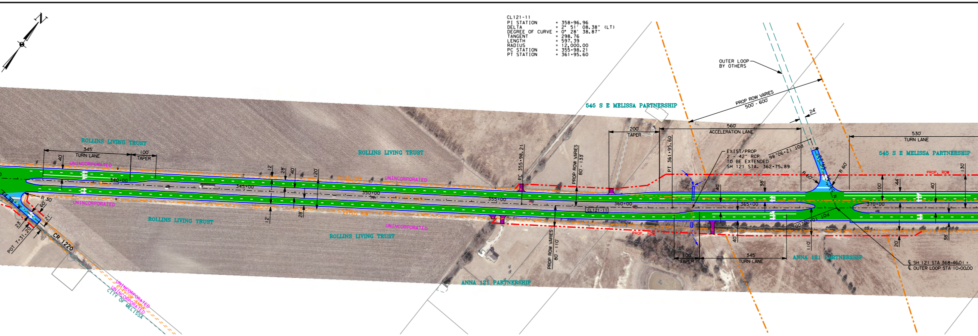

PROP C-L
SH 121
EXIST C-L
VARIES 87'-128'
VARIES (30'-45')
30'
VARIES (60'-75')
VARIES 0'-60'
EXIST ROW
PROP C-L
20'
26'
8' SH
14' RAMP
4' SH
26'
20'
4' SH
14' RAMP
8' SH
PGL
B-L SB PGL
B-L NB PGL
78'
78'
8'
12'
10' SHLDR
12' LANE
12' LANE
4' SH
20'
20'
4' SH
12' LANE
12' LANE
10' SHLDR
12'
8'
2'
CSB
CTB
2.0%
PROPOSED ROW
EXISTING ROW
4:1 MAX
6:1 MAX
3:1 MAX

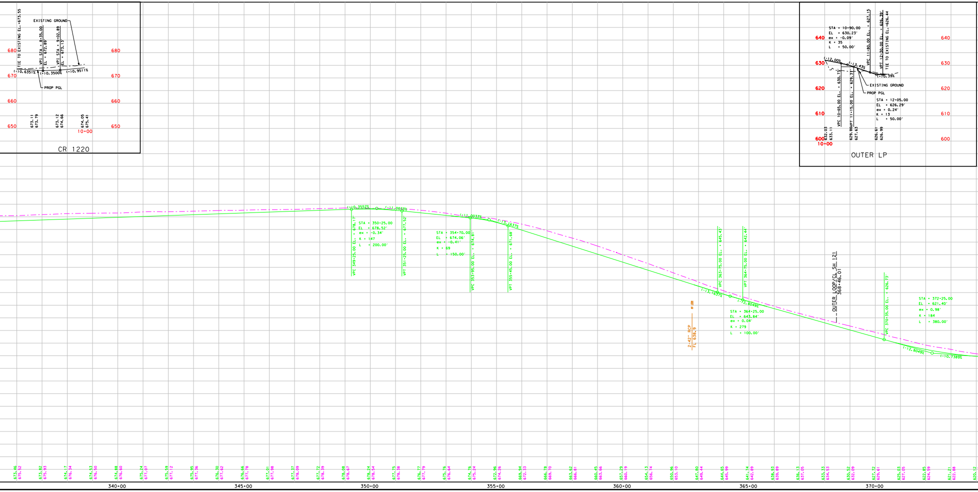
PROPOSED SH 121 TYPICAL SECTION
NTS CSJ 0549-03-018

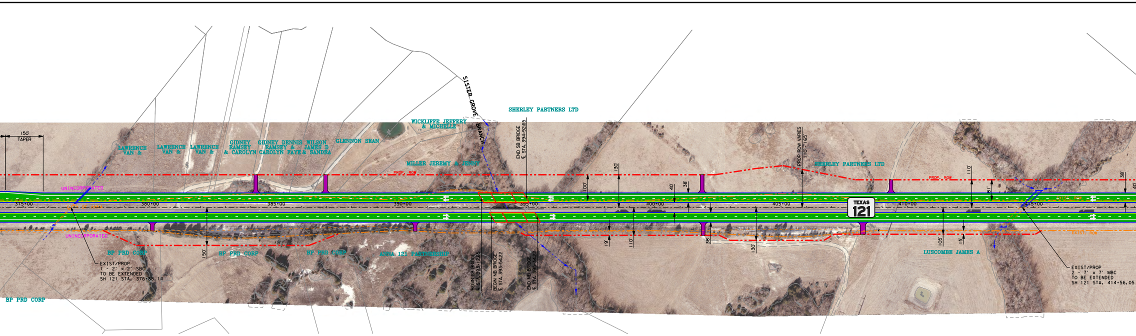
STA. 446+00 TO STA. 467+00

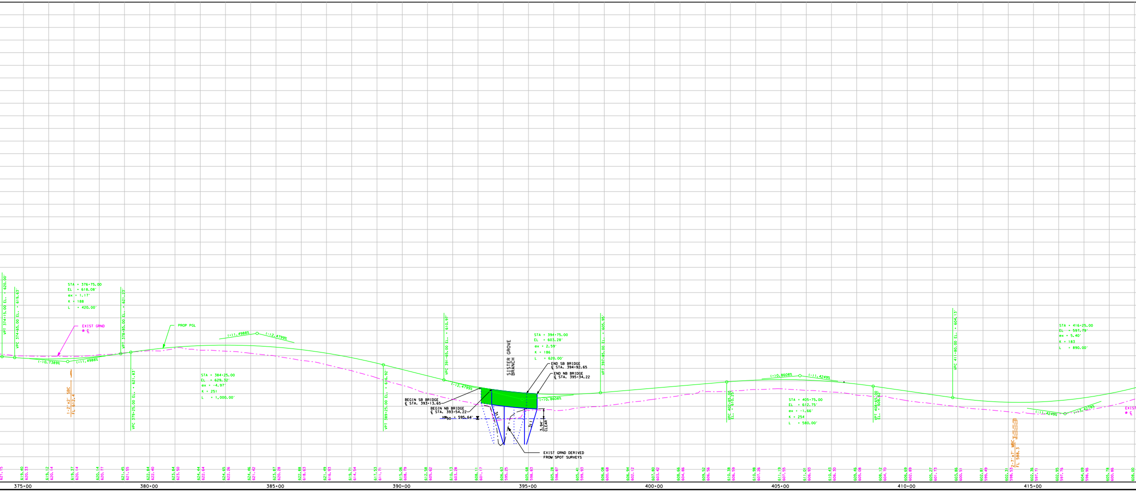

MATCHLINE STA. 327+00
CSJ: 0549-03-018
UNINCORPORATED
CITY OF ANNA
CITY OF MELISSA
FUTURE THROCKMORTON RD.
TEXAS 121
330+00
335+00
80'
21'
90'
30'
40'
100' TAPER
345' TURN LANE
R 60'
EXIST/PROP
2 - 36" RCP
TO BE EXTENDED
SH 121 STA. 327+39.43
℄ SH 121 STA 334+82.05 =
℄ CR 1220 STA 10+00.00

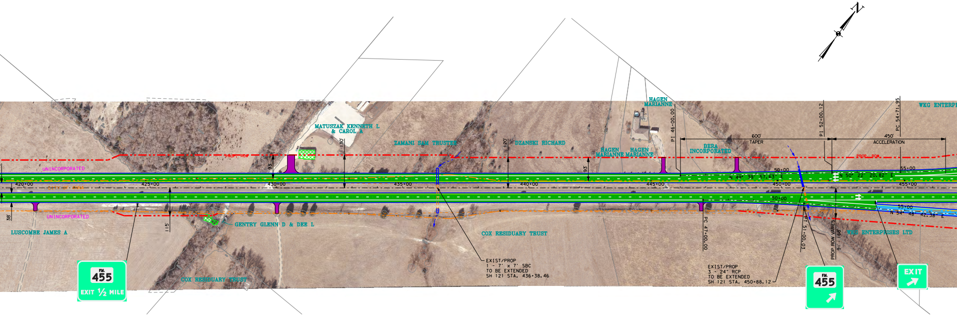


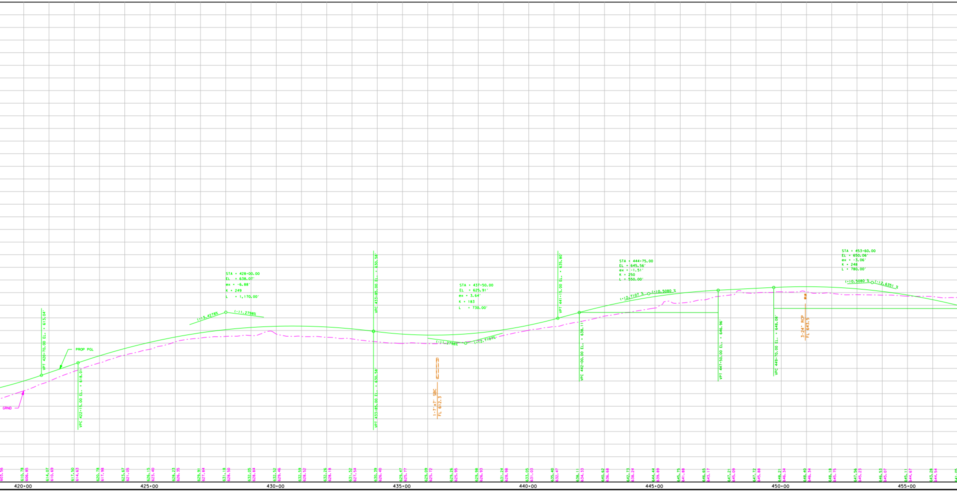

N
CL121-11
PI STATION = 358+96.96
DELTA = 2° 51' 08.38" (LT)
DEGREE OF CURVE = 0° 28' 38.87"
TANGENT = 298.76
LENGTH = 597.39
RADIUS = 12,000.00
PC STATION = 355+98.21
PT STATION = 361+95.60
OUTER LOOP BY OTHERS
PROP ROW VARIES 500' - 600'
24'
545 S E MELISSA PARTNERSHIP
200' TAPER
560' ACCELERATION LANE
530' TURN LANE
545 S E MELISSA PARTNERSHIP
ROLLINS LIVING TRUST
345' TURN LANE
100' TAPER
40'
UNINCORPORATED
340+00
CITY OF ANNA
345+00
12'
28'
40'
120'
350+00
EXIST. ROW
UNINCORPORATED
ROLLINS LIVING TRUST
PC 355+98.21
PROP ROW VARIES 80' - 133'
355+00
PT 361+95.60
CL121-11
360+00
EXIST/PROP 2 - 42" RCP TO BE EXTENDED SH 121 STA. 362+75.89
POT 12+90.86
59.23'
R 60'
R 60'
N
PROP. ROW
40'
38'
365+00
100'
44'
40'
130'
370+00
R 30'
60'
21'
23'
POT 7+31.20
CR 1220
UNINCORPORATED
ROLLINS LIVING TRUST
12'
28'
EXIST. ROW
UNINCORPORATED
ROLLINS LIVING TRUST
PROP ROW VARIES 80' - 110'
PROP. ROW
40'
100' TAPER
345' TURN LANE
POT 10+00.00
110'
ANNA 121 PARTNERSHIP
20'
38'
℄ SH 121 STA 368+46.01 =
℄ OUTER LOOP STA 10+00.00
ANNA 121 PARTNERSHIP
UNINCORPORATED
CITY OF ANNA
UNINCORPORATED
CITY OF MELISSA

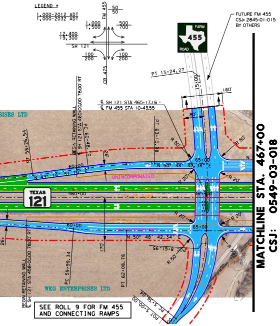


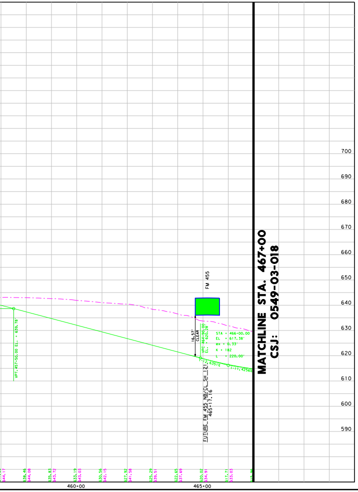

150' TAPER
LAWRENCE VAN &
LAWRENCE VAN &
LAWRENCE VAN &
GIDNEY RAMSEY & CAROLYN
GIDNEY DENNIS RAMSEY & CAROLYN FAYE
WILSON JAMES D & SANDRA
GLENNON SEAN
WICKLIFFE JEFFERY & MICHELLE
SISTER GROVE BRANCH
SHERLEY PARTNERS LTD
MILLER JEREMY & JENNY
PROP. ROW
UNINCORPORATED
CITY OF ANNA
UNINCORPORATED
375+00
380+00
385+00
390+00
395+00
400+00
405+00
410+00
415+00
END SB BRIDGE ℄ STA. 394+92.65
BEGIN SB BRIDGE ℄ STA. 393+12.65
BEGIN NB BRIDGE ℄ STA. 393+54.22
END NB BRIDGE ℄ STA. 395+34.22
BP PRD CORP
BP PRD CORP
BP PRD CORP
BP PRD CORP
ANNA 121 PARTNERSHIP
150'
EXIST/PROP 1 - 2' x 2' SBC TO BE EXTENDED SH 121 STA. 376+88.14
100'
130'
40'
38'
19'
110'
38'
130'
PROP ROW VARIES 110'-165'
SHERLEY PARTNERS LTD
TEXAS 121
PROP. ROW
110'
81'
38'
40'
105'
15'
EXIST. ROW
EXIST. ROW
LUSCOMBE JAMES A
EXIST/PROP 2 - 7' x 7' MBC TO BE EXTENDED SH 121 STA. 414+56.05

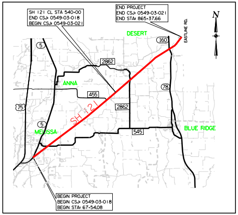

VPT 374+15.00 EL. = 620.00'
VPC 374+65.00 EL. = 619.63'
STA = 376+75.00
EL = 618.08'
ex = 1.17'
K = 188
L = 420.00'
VPT 378+85.00 EL. = 621.23'
EXIST GRND @ ℄
PROP PGL
(-)0.7389%
(+)1.4988%
(+)1.4988%
(-)2.4799%
1-2'x2' SBC FL 612.4
VPC 379+25.00 EL. = 621.83'
STA = 384+25.00
EL = 629.32'
ex = -4.97'
K = 251
L = 1,000.00'
VPT 389+25.00 EL. = 616.92'
VPC 391+65.00 EL. = 610.97'
(-)2.4799%
SISTER GROVE BRANCH
STA = 394+75.00
EL = 603.28'
ex = 2.59'
K = 186
L = 620.00'
END SB BRIDGE ℄ STA. 394+92.65
END NB BRIDGE ℄ STA. 395+34.22
BEGIN SB BRIDGE ℄ STA. 393+13.65
BEGIN NB BRIDGE ℄ STA. 393+54.22
HW50 = 595.64'
3:1
3:1
3.94' CLEAR
(+)0.8608%
EXIST GRND DERIVED FROM SPOT SURVEYS
VPT 397+85.00 EL. = 605.95'
VPC 402+85.00 EL. = 610.25'
(+)0.8608%
(-)1.4249%
STA = 405+75.00
EL = 612.75'
ex = -1.66'
K = 254
L = 580.00'
VPT 408+65.00 EL. = 608.62'
VPC 411+80.00 EL. = 604.13'
(-)1.4249%
(+)3.4218%
2-7'x7' MBC FL 588.3
STA = 416+25.00
EL = 597.79'
ex = 5.40'
K = 183
L = 890.00'
EXIST @ ℄
621.15
619.40 620.33
619.12 620.14
619.37 620.14
620.14 620.77
621.45 621.55
622.84 622.40
623.84 623.50
624.44 622.64
624.65 622.26
624.46 621.42
623.87 620.28
622.88 618.63
621.49 616.93
619.71 614.54
617.53 611.71
615.06 608.79
612.58 605.62
610.13 603.28
608.11 601.17
606.63 595.25
605.68 598.83
605.28 598.87
605.41 599.93
606.08 600.68
606.94 602.12
607.80 603.42
608.66 604.86
609.52 606.56
610.38 606.59
610.98 607.26
611.19 607.55
611.01 606.93
610.43 606.30
609.46 605.08
608.12 604.70
606.69 602.89
605.27 601.73
603.86 600.51
602.81 599.49
602.31 598.53
602.36 597.71
602.95 597.76
604.09 598.96
605.78 600.86
608.00
375+00
380+00
385+00
390+00
395+00
400+00
405+00
410+00
415+00


N
MATUSZAK KENNETH L & CAROL A
ZAMANI SAM TRUSTEE
DZANSKI RICHARD
HAGEN MARIANNE
HAGEN MARIANNE
HAGEN MARIANNE
BERA INCORPORATED
WKG ENTERP
PROP. ROW
UNINCORPORATED
CITY OF ANNA
UNINCORPORATED
93'
130'
120'
93'
38'
115'
420+00
425+00
430+00
435+00
440+00
445+00
450+00
455+00
PI 46+00.00
PI 52+00.12
PC 54+71.95
600' TAPER
450' ACCELERATION
PROP ROW
50+00
55+00
N 49° 39' 57.63" E
N 50° 22' 20.82" E
50+00
55+00
N 54° 48' 42.38" E
PC 47+00.00
PT 51+00.03
PROP ROW VARIES 91' - 168'
LUSCOMBE JAMES A
GENTRY GLENN D & DEE L
COX RESIDUARY TRUST
COX RESIDUARY TRUST
WKG ENTERPRISES LTD
FM. 455 EXIT 1/2 MILE
EXIST/PROP
1 - 7' x 7' SBC
TO BE EXTENDED
SH 121 STA. 436+38.46
EXIST/PROP
3 - 24" RCP
TO BE EXTENDED
SH 121 STA. 450+88.12
FM. 455
EXIT


VPT 420+70.00 EL. = 613.04'
PROP PGL
GRND
VPC 422+15.00 EL. = 618.01'
STA = 428+00.00
EL = 638.07'
ex = -6.88'
K = 249
L = 1,170.00'
(+)3.4278%
(-)1.2798%
VPC 433+85.00 EL. = 630.58'
VPT 433+85.00 EL. = 630.58'
1-7'x7' SBC
FL 612.3
STA = 437+50.00
EL = 625.91'
ex = 3.64'
K = 183
L = 730.00'
(-)1.2798%
(+)2.7107%
VPT 441+15.00 EL. = 635.80'
VPC 442+00.00 EL. = 638.11'
STA = 444+75.00
EL = 645.56'
ex = -1.51'
K = 250
L = 550.00'
(+)2.7107 %
(+)0.5080 %
VPT 447+50.00 EL. = 646.96'
VPC 449+70.00 EL. = 648.08'
3-24" RCP
FL 643.5
STA = 453+60.00
EL = 650.06'
ex = -3.06'
K = 248
L = 780.00'
(+)0.5080 %
(-)2.6351 %
603.56
610.78
606.85
614.07
610.69
617.50
614.63
620.78
617.98
623.67
621.05
626.15
623.40
628.23
626.35
629.91
627.84
631.18
628.50
632.05
628.84
632.52
629.46
632.59
628.52
632.26
628.18
631.52
627.54
630.39
626.40
629.47
625.77
629.09
625.72
629.26
625.95
629.98
626.93
631.24
628.98
633.05
631.03
635.40
632.47
638.11
634.33
640.62
636.68
642.73
638.24
644.44
639.89
645.75
641.88
646.65
643.17
647.21
645.09
647.72
645.88
648.21
646.34
648.40
646.34
648.18
645.75
647.56
645.23
646.53
645.07
645.11
644.67
643.28
644.54
420+00
425+00
430+00
435+00
440+00
445+00
450+00
455+00


LEGEND *
1,000-2012 ADT
1,000-2032 ADT
FM 455
50
50
1,000
1,500
500
700
12,400
19,300
SH 121
100
200
100
200
CR 475
FARM
455
ROAD
FUTURE FM 455
CSJ: 2845-01-015
BY OTHERS
PT 15+24.27
15.00'
160'
℄ SH 121 STA 465+17.16 =
℄ FM 455 STA 10+43.55
80'
R 50
R 50
R 20
R 20
R 20
R 20
R 50
65+00
65+00
N 50° 48' 42.38" E
N 50° 48' 42.34" E
N 43° 16' 51.70" E
60+00
60+00
460+00
465+00
UNINCORPORATED
CITY OF ANNA
TEXAS
121
BEGIN RETAINING WALL
℄ SH 121 STA 460+00.00 78.00' RT
BEGIN RETAINING WALL
℄ SH 121 STA 458+00.00 78.00' RT
PT 58+26.54
PC 60+48.10
PT 63+10.98
PC 59+99.34
PT 62+08.78
PC 63+19.58
PC 5+34.92
POT 5+00.00
WKG ENTERPRISES LTD
RISES LTD
26'
26'
170'
SEE ROLL 9 FOR FM 455
AND CONNECTING RAMPS
MATCHLINE STA. 467+00
CSJ: 0549-03-018




SH 121 CL STA 540+00
END CSJ: 0549-03-018
BEGIN CSJ: 0549-03-021
END PROJECT
END CSJ: 0549-03-021
END STA: 865+37.66
EASTLINE RD.
N
DESERT
160
5
2862
ANNA
455
75
2862
78
SH 121
5
MELISSA
545
BLUE RIDGE
BEGIN PROJECT
BEGIN CSJ: 0549-03-018
BEGIN STA: 67+54.08

LOCATION MAP

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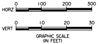
Texas Department of Transportation

DALLAS DISTRICT
WILLIAM HALE, P.E. DISTRICT ENGINEER
SH 121
COLLIN COUNTY
DESIGN SCHEMATIC
SEPTEMBER 2011

ROLL 3 of 11

FROM: SH 5 IN MELISSA TO: CR 635 (EAST LINE ROAD)
BRIDGE REPLACEMENT AND HIGHWAY RECONSTRUCTION
PROJECT LENGTH: 15.11 MILES (79784')
BRIDGE: 0.30 MILES (1560')
ROADWAY: 14.81 MILES (78224')

CSJ: 0549-03-018 (SH 5 to FM 455)
CSJ: 0549-03-021 (FM 455 to CR 635/FANNIN COUNTY LINE)


0
100
200
300
HORZ
0
10
20
30
VERT

GRAPHIC SCALE
(IN FEET)

LEGEND

— - - —	EXISTING R.O.W. (ACCESS BY PERMIT ONLY)
———	PROPERTY LINES
▬ ▪ ▪ ▬	PROPOSED R.O.W. (ACCESS BY PERMIT ONLY IN ACCORDANCE WITH TXDOT ACCESS CONTROL MANUAL)
- — - —	SH 121 CL
X X X X	OBLITERATE EXISTING ROADWAY
- -3"w- -	WATER UTILITY
- - - - - -	CITY LIMIT
🟩	SH 121 PAVEMENT
🟦	CROSS STREETS
▭	BRIDGE
🟪	DRIVEWAYS
———	RETAINING WALL
▨	DISPLACED STRUCTURE

INDEX OF ROLLS

ROLL	DESCRIPTION
1	SH 121 STA 67+54.08 TO STA. 187+00
2	SH 121 STA 187+00 TO STA. 327+00
3	SH 121 STA 327+00 TO STA. 467+00
4	SH 121 STA 467+00 TO STA. 607+00
5	SH 121 STA 607+00 TO STA. 747+00
6	SH 121 STA 747+00 TO CR 635 (FANNIN COUNTY LINE)
7	SH 121 STA 747+00 TO FANNIN COUNTY LINE (TRANSITION)
8	SH 5 AND FANNIN ROAD
9	FM 455 AND CONNECTING RAMPS
10	FM 2862 AND CONNECTING RAMPS
11	SH 160 AND CONNECTING RAMPS

DESIGN ROADWAY	LIMITS		FUNCTIONAL CLASSIFICATION	ADT		DESIGN SPEED
	FROM	TO		2012	2032	
SH 121 (SUBURBAN)	SH 5 STA 67+54.08	Outer Loop • STA 368+10.00	ARTERIAL	18800	29400	45
SH 121 (RURAL)	Outer Loop • STA 368+10.00	CR 635 STA 865+37.66	ARTERIAL	13500	21000	70
SH 121 RAMPS	Outer Loop • STA 368+10.00	CR 635 STA 865+37.66	RAMP	NA	NA	35
FM 2933	AT SH 121		COLLECTOR	1000	1600	40
455 N	AT SH 121		ARTERIAL	1550	2250	40
455 S	AT SH 121		COLLECTOR	500	700	40
E. HOUSTON ST (FM 2862)	AT SH 121		COLLECTOR	1700	2700	50
SH 160	AT SH 121		ARTERIAL	4100	6600	50
N. McDonald Street (SH 5 SOUTH)	AT SH 121		ARTERIAL	7300	11,300	40
MC KINNEY ST (SH 5 NORTH)	AT SH 121		ARTERIAL	6400	9900	40
DENTON ST (FM 545)	AT SH 121		COLLECTOR	4200	6500	30
COUNTY ROADS						
CR 418	AT SH 121		LOCAL	600	900	30
LANDFILL ENTRANCE	AT SH 121		LOCAL	NA	NA	30
416	AT SH 121		LOCAL	NA	NA	30
419	AT SH 121		LOCAL	300	600	20 ●
420	AT SH 121		LOCAL	NA	NA	20 ●
475	AT SH 121		LOCAL	250	450	30
507(509)	AT SH 121		LOCAL	NA	NA	20 ●
424 / 513	AT SH 121		LOCAL	NA	NA	30
526 / 527	AT SH 121		LOCAL	NA	NA	20 ●
528 / 581	AT SH 121		LOCAL	NA	NA	20 ●
582	AT SH 121		LOCAL	NA	NA	20 ●
936	AT SH 121		LOCAL	NA	NA	20 ●
1002	AT SH 121		LOCAL	NA	NA	20 ●
COUNTY LINE RD	AT SH 121		LOCAL	250	250	20 ●
EASTLINE RD	AT SH 121		LOCAL	200	350	30
CITY STREETS						
FANNIN RD	AT SH 121		COLLECTOR	NA	NA	30
BARTLETT RD	AT SH 121		LOCAL	NA	NA	30
CREEKSIDE RD	AT SH 121		LOCAL	NA	NA	30
BERRY RD	AT SH 121		LOCAL	2600	4000	30
EASTWOOD RD	AT SH 121		LOCAL	NA	NA	30
LILLIAN DR	AT SH 121		LOCAL	NA	NA	30
NUGENT ST	AT SH 121		LOCAL	NA	NA	30
LIBERTY WAY	AT SH 121		LOCAL	900	1400	30
REDWOOD BLVD	AT SH 121		LOCAL	NA	NA	30

● = UNPAVED COUNTY ROAD
• = FUTURE OUTER LOOP, BY OTHERS

NOTES:

1. MEDIAN OPENINGS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL MEDIAN OPENING LOCATIONS TO BE DETERMINED DURING PS&E AND IN COORDINATION WITH THE CITIES OF MELISSA AND ANNA.

2. SOURCE OF TRAFFIC DATA:
TEXAS DEPARTMENT OF TRANSPORTATION
TRANSPORTATION, PROGRAMING AND PLANNING DIVISION
MARCH 27, 2007

3. ALL URBAN SECTIONS WILL HAVE CONCRETE CURB AND GUTTER WITH BARRIER CURBS.