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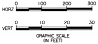
**Texas Department of Transportation**

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

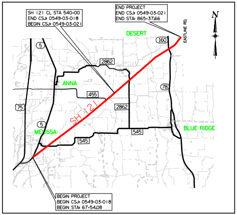
# ROLL 8 of 11

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)


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
78
75
2862
SH 121
5
MELISSA
545
545
BLUE RIDGE
BEGIN PROJECT
BEGIN CSJ: 0549-03-018
BEGIN STA: 67+54.08

## LOCATION MAP

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<br>STA 67+54.08 | Outer Loop +<br>STA 368+10.00 | ARTERIAL | 18800 | 29400 | 45 |
| SH 121 (RURAL) | Outer Loop +<br>STA 368+10.00 | CR 635<br>STA 865+37.66 | ARTERIAL | 13500 | 21000 | 70 |
| SH 121 RAMPS | Outer Loop +<br>STA 368+10.00 | CR 635<br>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

## 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 |

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.

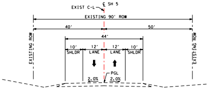
2. SOURCE OF TRAFFIC DATA:
TEXAS DEPARTMENT OF TRANSPORTATION
TRANSPORTATION, PROGRAMING AND PLANNING DIVISION
MARCH 27, 2007

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

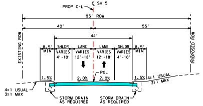
These documents are not intended for Construction, Bidding or Permit Purposes. They were prepared by, or under the supervision of:

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

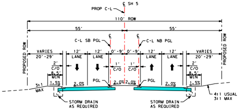
Lockwood, Andrews & Newnam, Inc.
T.B.P.E. Firm # 2614


EXIST C-L
℄ SH 5
EXISTING 90' ROW
40'
50'
44'
10'
SHLDR
12'
LANE
12'
LANE
10'
SHLDR
EXISTING ROW
EXISTING ROW
PGL
2.0%
2.0%

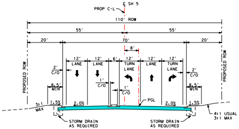
EXISTING SOUTH SH 5 TYPICAL SECTION
NTS CSJ 0549-03-018
STA. 5+00 TO STA. 16+85


PROP C-L
℄ SH 5
95' ROW
40'
55'
44'
EXISTING ROW
PROPOSED ROW
8.5' MIN
SHLDR VARIES 4'-10'
LANE VARIES 12'-18'
LANE VARIES 12'-18'
SHLDR VARIES 4'-10'
8.5' MIN
PGL
1.5%
2.0%
2.0%
1.5%
4:1 USUAL
3:1 MAX
4:1 USUAL
3:1 MAX
STORM DRAIN AS REQUIRED
STORM DRAIN AS REQUIRED

PROPOSED SOUTH SH 5 TYPICAL SECTION
NTS CSJ 0549-03-018
STA. 5+92.76 TO STA. 12+45

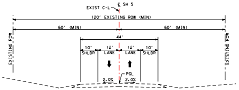

PROP C-L
℄ SH 5
110' ROW
55'
55'
℄
C-L SB PGL
℄
C-L NB PGL
PROPOSED ROW
PROPOSED ROW
VARIES 20'-29'
12' LANE
12' LANE
0'-9'
0'-9'
12' LANE
12' LANE
VARIES 20'-29'
2' C/O
1' C/O
1' C/O
2' C/O
8.5' MIN
8.5' MIN
1.5%
2.0%
PGL
2.0%
2.0%
PGL
2.0%
1.5%
3:1 MAX
4:1 USUAL
3:1 MAX
STORM DRAIN AS REQUIRED
STORM DRAIN AS REQUIRED

PROPOSED SOUTH SH 5 TYPICAL SECTION
NTS CSJ 0549-03-018
SH 5 STA. 12+45 TO STA. 22+22

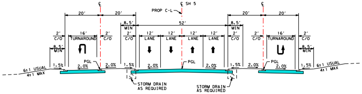

PROP C-L
℄ SH 5
110' ROW
55'
55'
20'
70'
20'
8'
PROPOSED ROW
PROPOSED ROW
12' LANE
12' LANE
6'
12' TURN LANE
12' LANE
12' TURN LANE
2' C/O
1' C/O
1' C/O
2' C/O
8.5' MIN
8.5' MIN
1.5%
2.0%
PGL
2.0%
1.5%
3:1 MAX
4:1 USUAL
3:1 MAX
STORM DRAIN AS REQUIRED
STORM DRAIN AS REQUIRED

PROPOSED SOUTH SH 5 TYPICAL SECTION
NTS CSJ 0549-03-018
SH 5 STA. 22+22 TO STA. 27+72.21

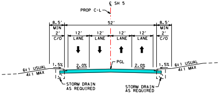
oeowe is 9/30/2011 2:13:48 PM L:\118871\148-183336-000\prod\Exhibits\121 CROSS STREETS SH5-200.dgn


℄ SH 5
EXIST C-L
120' EXISTING ROW (MIN)
60' (MIN)
60' (MIN)
44'
10' SHLDR
12' LANE
12' LANE
10' SHLDR
EXISTING ROW
EXISTING ROW
PGL
2.0%
2.0%

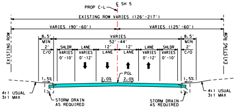
EXISTING NORTH SH 5 TYPICAL SECTION
NTS CSJ 0549-03-018
STA. 7+68.82 TO STA. 26+84.42


℄
℄ SH 5
℄
PROP C-L
20'
20'
52'
20'
20'
8.5' MIN
8.5' MIN
2' C/O
16' TURNAROUND
2' C/O
2' C/O
12' LANE
12' LANE
12' LANE
12' LANE
2' C/O
2' C/O
16' TURNAROUND
2' C/O
8.5' MIN
8.5' MIN
PGL
PGL
PGL
1.5%
2.0%
2.0%
1.5%
2.0%
2.0%
1.5%
2.0%
2.0%
1.5%
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX
STORM DRAIN AS REQUIRED
STORM DRAIN AS REQUIRED

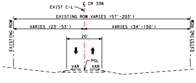
PROPOSED NORTH SH 5 TYPICAL SECTION
NTS CSJ 0549-03-018
STA. 7+68.84 TO STA. 11+86.01


℄ SH 5
PROP C-L
52'
8.5' MIN
2' C/O
12' LANE
12' LANE
12' LANE
12' LANE
8.5' MIN
2' C/O
PGL
1.5%
2.0%
2.0%
1.5%
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX
STORM DRAIN AS REQUIRED
STORM DRAIN AS REQUIRED

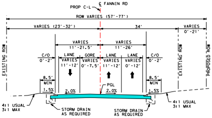
PROPOSED NORTH SH 5 TYPICAL SECTION
NTS CSJ 0549-03-018
STA. 11+86.01 TO STA. 17+13


℄ SH 5
PROP C-L
EXISTING ROW VARIES (126'-217')
VARIES (90'-60')
VARIES (125'-60')
EXISTING ROW
EXISTING ROW
8.5' MIN
2' C/O
VARIES 52'-44'
SHLDR VARIES 0'-10'
LANE VARIES 0'-12'
12' LANE
12' LANE
LANE VARIES 0'-12'
SHLDR VARIES 0'-10'
8.5' MIN
2' C/O
PGL
1.5%
2.0%
2.0%
1.5%
4:1 USUAL
3:1 MAX
4:1 USUAL
3:1 MAX
STORM DRAIN AS REQUIRED
STORM DRAIN AS REQUIRED

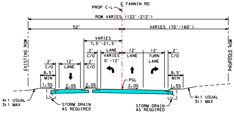
PROPOSED NORTH SH 5 YPICAL SECTION
NTS CSJ 0549-03-018
STA. 17+13 TO STA. 26+84.42


℄ CR 338
EXIST C-L
EXISTING ROW VARIES (57'-203')
VARIES (23'-53')
VARIES (34'-150')
EXISTING ROW
EXISTING ROW
20'
PGL
VAR
VAR

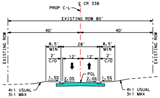
EXISTING CR 338 (FANNIN RD) TYPICAL SECTION
NTS CSJ 0549-03-018
STA. 5+00 TO STA. 10+00


℄ FANNIN RD
PROP C-L
ROW VARIES (57'-77')
VARIES (23'-32')
34'
VARIES 0'-21'
EXISTING ROW
EXISTING ROW
PROPOSED ROW
VARIES 11'-21.5'
VARIES 11'-26'
C/O 0'-2'
LANE VARIES 11'-12'
GORE VARIES 0'-7.5'
LANE VARIES 11'-12'
LANE VARIES 0'-12'
C/O 0'-2'
8.5' MIN
8.5' MIN
PGL
1.5%
2.0%
2.0%
1.5%
4:1 USUAL
3:1 MAX
4:1 USUAL
3:1 MAX
STORM DRAIN AS REQUIRED
STORM DRAIN AS REQUIRED

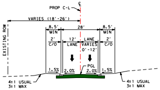
PROPOSED FANNIN RD TYPICAL SECTION
NTS CSJ 0549-03-018
STA. 5+00 TO STA. 7+17


℄ FANNIN RD
PROP C-L
ROW VARIES (122'-212')
52'
VARIES (70'-160')
EXISTING ROW
PROPOSED ROW
VARIES 7.5'-21.5'
2' C/O
8.5' MIN
12' LANE
2' C/O
2' C/O
LANE VARIES 0'-12'
12' LANE
12' TURN LANE
2' C/O
8.5' MIN
PGL
1.5%
2.0%
2.0%
2.0%
1.5%
4:1 USUAL
3:1 MAX
4:1 USUAL
3:1 MAX
STORM DRAIN AS REQUIRED
STORM DRAIN AS REQUIRED

PROPOSED FANNIN RD TYPICAL SECTION
NTS CSJ 0549-03-018
STA. 7+17 TO STA. 11+34.11

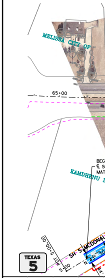

℄ CR 338
PROP C-L
EXISTING ROW 80'
40'
40'
EXISTING ROW
EXISTING ROW
8.5' MIN
28'
8.5' MIN
2' C/O
12'
12'
2' C/O
PGL
1.5%
2.0%
2.0%
1.5%
4:1 USUAL
3:1 MAX
4:1 USUAL
3:1 MAX

PROPOSED CR 338 TYPICAL SECTION
NTS CSJ 0549-03-018


℄
PROP C-L
VARIES (18'-26')
EXISTING ROW
8.5' MIN
28'
8.5' MIN
2' C/O
12' LANE
LANE VARIES 0'-12'
2' C/O
PGL
1.5%
2.0%
2.0%
1.5%
4:1 USUAL
3:1 MAX
4:1 USUAL
3:1 MAX

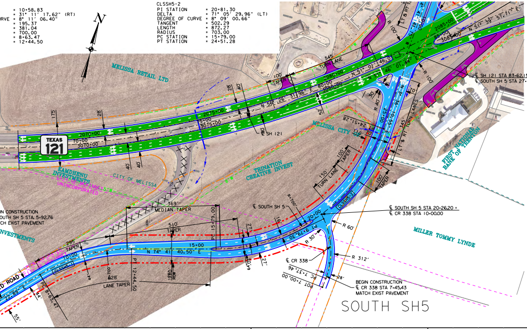
PROPOSED SB SH5 CONNECTOR TYPICAL SECTION
NTS CSJ 0549-03-018

CLSSH5-1
PI STATION
DELTA
DEGREE OF CL
TANGENT
LENGTH
RADIUS
PC STATION
PT STATION


MELISSA CITY OF
65+00
KAMDHENU
BEG
℄ S
MAT
SH 5
MCDONAL
5+00.00
5+00
TEXAS
5

= 10+58.83
= 31° 11′ 17.62" (RT)
RVE = 8° 11′ 06.40"
= 195.37
= 381.04
= 700.00
= 8+63.47
= 12+44.50

CLSSH5-2
PI STATION = 20+81.30
DELTA = 71° 05′ 29.96" (LT)
DEGREE OF CURVE = 8° 09′ 00.66"
TANGENT = 502.29
LENGTH = 872.27
RADIUS = 703.00
PC STATION = 15+79.00
PT STATION = 24+51.28

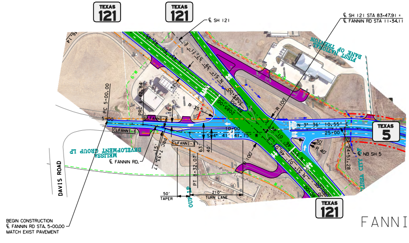

N
MELISSA RETAIL LTD
TEXAS 121
Ⓒ SH 121
MELISSA CITY OF
FIRST NATIONAL BANK OF TRENTON
TRINATION CREATIVE INVEST
KAMDHENU INVESTMENTS
CITY OF MELISSA
UNINCORPORATED
369' MEDIAN TAPER
510' TAPER
295' TAPER
628' LANE TAPER
150' TURN LANE
345' TURN LANE
LT & RT TURN LANES
Ⓒ SOUTH SH 5
Ⓒ SH 121 STA 83+62.15 = Ⓒ SOUTH SH 5 STA 27+72.21
Ⓒ SOUTH SH 5 STA 20+26.20 = Ⓒ CR 338 STA 10+00.00
N 74° 41′ 40.50" E
Ⓒ CR 338
R 312'
R 60'
R 30'
MILLER TOMMY LYNDE
IN CONSTRUCTION
OUTH SH 5 STA 5+92.76
CH EXIST PAVEMENT
INVESTMENTS
BEGIN CONSTRUCTION
Ⓒ CR 338 STA 7+45.43
MATCH EXIST PAVEMENT

SOUTH SH5

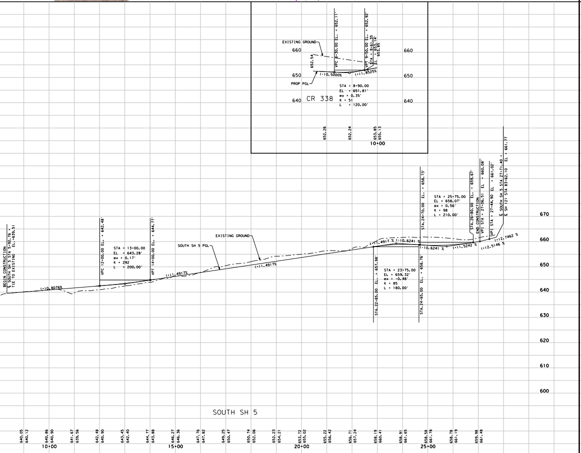
CLFANNI-1
PI STATION = 5+71.44
DELTA = 3° 35′ 22.13" (LT)
DEGREE OF CURVE = 2° 30′ 46.57"
TANGENT = 71.44
LENGTH = 142.84
RADIUS = 2,280.03
PC STATION = 5+00.00
PT STATION = 6+42.84

CLFANNI-2
PI STATION = 6+88.35
DELTA = 17° 15′ 08.35" (RT)
DEGREE OF CURVE = 19° 05′ 54.94"
TANGENT = 45.51
LENGTH = 90.33
RADIUS = 300.00
PC STATION = 6+42.84
PT STATION = 7+33.17

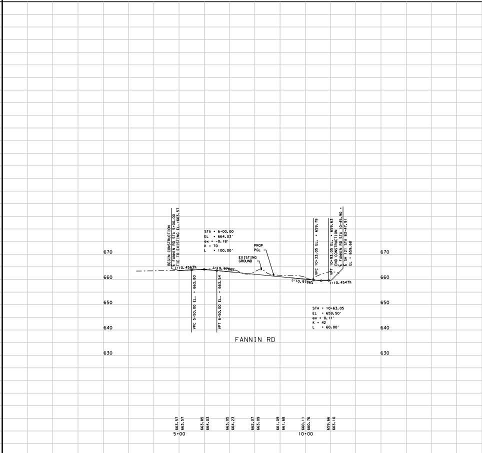
CLFANNI-3
PI STATION = 7+83.08
DELTA = 18° 53′ 17.79" (LT)
DEGREE OF CURVE = 19° 05′ 54.94"
TANGENT = 49.90
LENGTH = 98.90
RADIUS = 300.00
PC STATION = 7+33.17
PT STATION = 8+32.07


TEXAS 121
TEXAS 121
Ⓒ SH 121
Ⓒ SH 121 STA 83+47.91 = Ⓒ FANNIN RD STA 11+34.11
FIRST NATIONAL BANK OF TRENTON
MELISSA DEVELOPMENT GROUP LP
Ⓒ FANNIN RD.
DAVIS ROAD
N 3° 36′ 10.55" E
TEXAS 5
Ⓒ NB SH 5
50' TAPER
210' TURN LANE
TEXAS 121
BEGIN CONSTRUCTION
Ⓒ FANNIN RD STA 5+00.00
MATCH EXIST PAVEMENT

FANNI



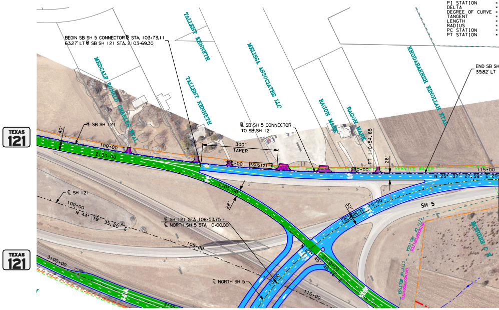
SOUTH SH 5

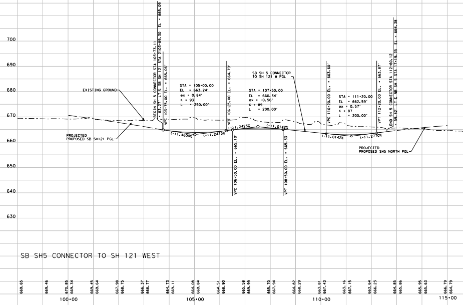


FANNIN RD

N ROAD

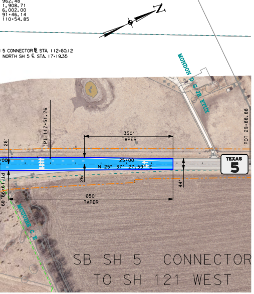
SSH5121-1
PI STATION =
DELTA =
DEGREE OF CURVE =
TANGENT =
LENGTH =
RADIUS =
PC STATION =
PT STATION =


TEXAS 121
TEXAS 121
BEGIN SB SH 5 CONNECTOR ℄ STA. 103+73.11
63.27' LT ℄ SB SH 121 STA. 2103+69.30
TALLENT KENNETH
TALLENT KENNETH
MEDCALF RONALD CHARLES ETAL
MELISSA ASSOCIATES LLC
RAGON MARK
RAGON MARK
KHODABAKHSH EINOLLAH ETAL
END SB SH
39.82' LT
℄ SB SH 121
40'
100+00
2100+00
℄ SB SH 5 CONNECTOR
TO SB SH 121
300'
TAPER
105+00
SSH5121-1
PT 110+54.85
28'
110+00
SERVICE WATER
115+00
N 25° 37' 27.59" E 20
2105+00
28'
℄ SH 121
100+00
N 44° 19' 35.80" E
℄ SH 121 STA. 108+53.75 =
℄ NORTH SH 5 STA. 10+00.00
105+00
52'
CLNSH5-1
15+00
SH 5
N 67° 45' 46.16" E
2110+00
10+00
℄ NORTH SH 5
110+00
3100+00
3105
CITY OF MELISSA
UNINCORPORATED
CITY OF MELISSA
UNINCORPORATED
MCGUIRE C B

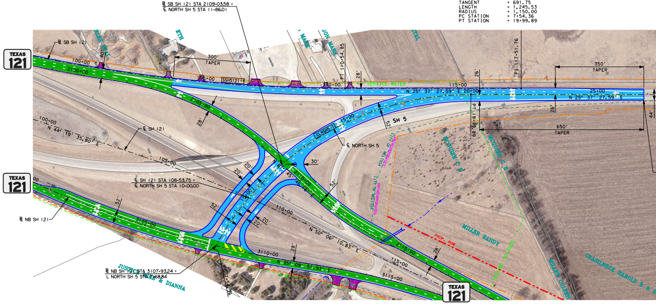

700
690
680
670
660
650
640
630
EXISTING GROUND
PROJECTED
PROPOSED SB SH121 PGL
BEGIN SH 5 CONNECTOR STA 103+73.11
= 63.27' LT ℄ SB SH 121 STA 2103+69.30 EL = 665.09
VPC 103+75.00 EL. = 665.06'
STA = 105+00.00
EL = 663.24'
ex = 0.84'
K = 93
L = 250.00'
(-)1.4600%
(+)1.2423%
VPT 106+25.00 EL. = 664.79'
(+)1.2423%
VPC 106+50.00 EL. = 665.10'
SB SH 5 CONNECTOR
TO SH 121 W PGL
STA = 107+50.00
EL = 666.34'
ex = -0.56'
K = 89
L = 200.00'
(-)1.0142%
VPT 108+50.00 EL. = 665.33'
VPC 110+20.00 EL. = 663.60'
(-)1.0142%
STA = 111+20.00
EL = 662.59'
ex = 0.57'
K = 87
L = 200.00'
(+)1.2770%
VPT 112+20.00 EL. = 663.87'
END SH 5 CONNECTOR STA 112+60.12
= 59.82' LT ℄ NB SH 5 STA 17+19.35 EL = 664.38
PROJECTED
PROPOSED SH5 NORTH PGL
669.65
669.46
670.85
669.34
669.45
669.64
667.98
668.75
666.37
668.77
664.73
669.11
664.08
669.84
664.51
668.90
665.58
669.99
665.70
667.94
664.82
668.29
663.81
667.43
663.16
667.15
663.64
666.23
664.85
665.86
665.95
665.63
666.79
664.79
100+00
105+00
110+00
115+00

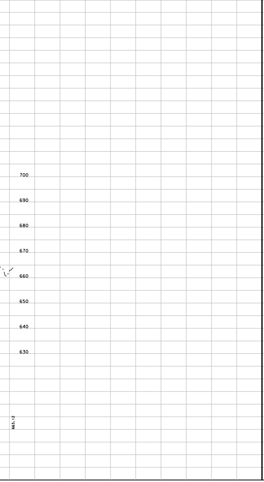
SB SH5 CONNECTOR TO SH 121 WEST

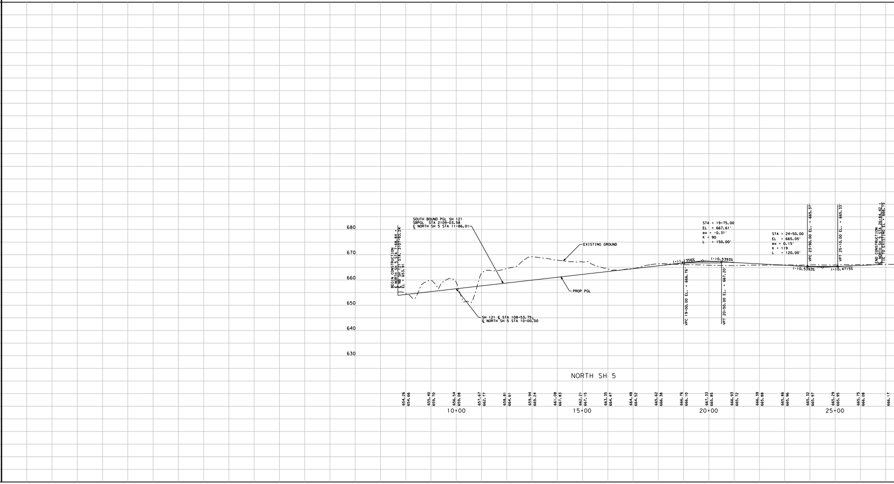
101+08.62
18° 13' 14.86" (LT)
0° 57' 16.60"
962.48
1,908.71
6,002.00
91+46.14
110+54.85

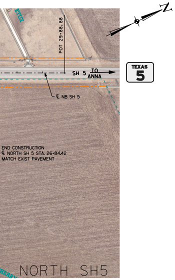

N
5 CONNECTOR ℄ STA. 112+60.12
NORTH SH 5 ℄ STA. 17+19.35
MONDON D G JR ETUX
PI 117+51.76
POT 29+88.88
26'
350'
TAPER
25+00
N 25° 37' 27.59" E
26'
44'
650'
TAPER
PT 19+99.89
MCGUIRE C P
TEXAS 5
SB SH 5 CONNECTOR
TO SH 121 WEST

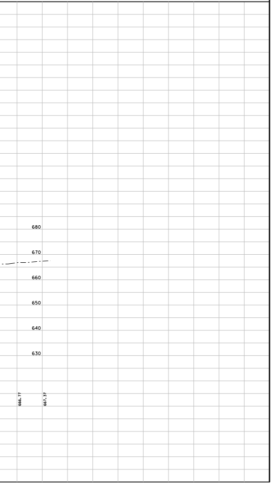
CLNSH5-1
PI STATION = 14+46.11
DELTA = 62° 03' 19.02" (RT)
DEGREE OF CURVE = 4° 58' 56.07"
TANGENT = 691.75
LENGTH = 1,245.53
RADIUS = 1,150.00
PC STATION = 7+54.36
PT STATION = 19+99.89

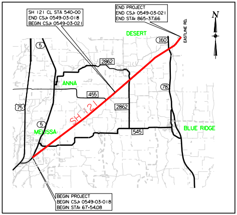

℄ SB SH 121 STA 2109+03.58 =
℄ NORTH SH 5 STA 11+86.01
TEXAS 121
℄ SB SH 121
100+00
2100+00
40'
ETH
300'
TAPER
105+00
SSH5121-1
MARK
JON MARK
PT 110+54.85
28'
110+00
SERVICE WATER
115+00
N 25° 37' 27.59" E 20+00
PI 117+51.76
26'
350'
TAPER
25+00
N 25° 37' 27.59" E
26'
650'
TAPER
44'
2105+00
28'
100+00
N 44° 19' 35.80" E
℄ SH 121
15+00
52'
SH 5
CLNSH5-1
℄ NORTH SH 5
105+00
30'
20'
20'
N 67°
45'
46.16" E
2110+00
52'
℄ SH 121 STA 108+53.75 =
℄ NORTH SH 5 STA 10+00.00
10+00
CITY OF MELISSA
UNINCORPORATED
MCGUIRE C P
MCGUIRE C P
TEXAS 121
52'
℄ NB SH 121
3105+00
52'
20'
20'
110+00
N 50° 06' 10.83" E
MILLER RANDY
PROP. ROW
2115+00
28'
3110+00
28'
N 35° 09' 51.93" E
115+00
3115+00
℄ NB SH 121 STA 3107+93.24 =
L NORTH SH 5 STA 7+68.84
JUSTICE MIKE & DIANNA
PC 7+54.36
MILLER COLLEEN
GRASHNECK HAROLD B &
TEXAS 121






POT 29+88.88
SH 5
TO ANNA
TEXAS 5
℄ NB SH 5
END CONSTRUCTION
℄ NORTH SH 5 STA. 26+84.42
MATCH EXIST PAVEMENT
NORTH SH5
N


680
670
660
650
640
630
666.77
667.37


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
78
455
75
2862
SH 121
5
MELISSA
545
BLUE RIDGE
BEGIN PROJECT
BEGIN CSJ: 0549-03-018
BEGIN STA: 67+54.08

## LOCATION MAP

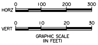
® © 2011
**Texas Department of Transportation**

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

# ROLL 8 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<br>STA 67+54.08 | Outer Loop +<br>STA 368+10.00 | ARTERIAL | 18800 | 29400 | 45 |
| SH 121 (RURAL) | Outer Loop +<br>STA 368+10.00 | CR 635<br>STA 865+37.66 | ARTERIAL | 13500 | 21000 | 70 |
| SH 121 RAMPS | Outer Loop +<br>STA 368+10.00 | CR 635<br>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.