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Texas Department of Transportation

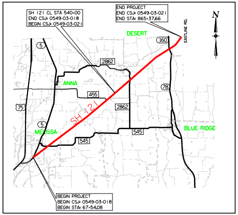
DALLAS DISTRICT
WILLIAM HALE, P.E. DISTRICT ENGINEER
SH 121
COLLIN COUNTY
DESIGN SCHEMATIC
SEPTEMBER 2011

ROLL 9 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)


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
78
75
SH 121
2862
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 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.

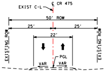
LEGEND

- — - —	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

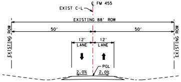
These documents are not intended for Construction, Bidding or Permit Purposes. They were prepared by, or under the supervision of:

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

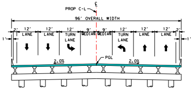
Lockwood, Andrews & Newnam, Inc.
T.B.P.E. Firm # 2614


EXIST C-L
℄ CR 475
50' ROW
25'
25'
22'
EXISTING ROW
EXISTING ROW
PGL
VAR
VAR

EXISTING CR 475 TYPICAL SECTION
NTS CSJ 0549-03-018

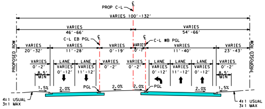

EXIST C-L
℄ FM 455
EXISTING 88' ROW
50'
50'
12' LANE
12' LANE
EXISTING ROW
EXISTING ROW
PGL
2.0%
2.0%

EXISTING FM 455 TYPICAL SECTION
NTS CSJ 0549-03-018


PROP C-L
℄
96' OVERALL WIDTH
2'
12' LANE
12' LANE
12' TURN LANE
9' MEDIAN
9' MEDIAN
12' TURN LANE
12' LANE
12' LANE
2'
1'
1'
PGL
2.0%
2.0%

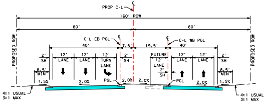
PROPOSED CR 475/FM 455 BRIDGE TYPICAL SECTION
NTS CSJ 0549-03-018

STA. 9+72.53 TO STA. 11+14.53


PROP C-L
℄
VARIES 100'-132'
VARIES 46'-66'
VARIES 54'-66'
C-L EB PGL
C-L WB PGL
PROPOSED ROW
PROPOSED ROW
VARIES 20'-32'
VARIES 11'-28'
VARIES 0'-19'
VARIES 0'-7'
VARIES 11'-40'
VARIES 23'-43'
VARIES 0'-2'
LANE VARIES 0'-12'
LANE VARIES 11'-12'
VARIES 0'-2'
VARIES 0'-2'
LANE VARIES 0'-12'
LANE VARIES 11'-12'
LANE VARIES 0'-12'
VARIES 0'-2'
8.5' MIN
8.5' MIN
1.5%
2.0%
PGL
2.0%
2.0%
PGL
2.0%
1.5%
4:1 USUAL
3:1 MAX
4:1 USUAL
3:1 MAX

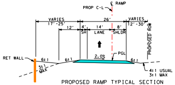
PROPOSED FM 455 TYPICAL SECTION
NTS CSJ 0549-03-018

STA. 5+00 TO STA. 9+72.53


PROP C-L
℄
160' ROW
80'
80'
C-L EB PGL
C-L WB PGL
PROPOSED ROW
PROPOSED ROW
40'
7.5'
19.5'
40'
2' SH
12' LANE
12' LANE
12' TURN LANE
2' SH
FUTURE 12' LANE
2' SH
12' LANE
12' LANE
2' SH
8.5' MIN
8.5' MIN
1.5%
2.0%
PGL
2.0%
2.0%
PGL
2.0%
1.5%
4:1 USUAL
3:1 MAX
4:1 USUAL
3:1 MAX

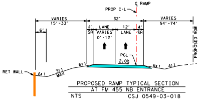
PROPOSED FM 455 TYPICAL SECTION
NTS CSJ 0549-03-018

STA. 11+14.53 TO STA. 15+24.27

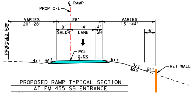

PROP C-L
℄ RAMP
VARIES 17'-25'
26'
VARIES 12'-30'
12'
4' SH
14' LANE
8' SHLDR
PROPOSED ROW
RET WALL
6:1
6:1
3:1 MAX
2.0%
PGL
6:1
4:1 USUAL
3:1 MAX

PROPOSED RAMP TYPICAL SECTION
AT FM 455 NB EXIT
CSJ 0549-03-018 NTS
STA. 53+87.83 TO STA. 59+53.57

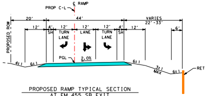
RET WALL


PROP C-L
℄ RAMP
VARIES 15'-33'
32'
VARIES 54'-74'
6'
4' SH
LANE VARIES 0'-12'
12' LANE
4' SH
PROPOSED ROW
PGL
2.0%
RET WALL
6:1
3:1 MAX
6:1
6:1
4:1

PROPOSED RAMP TYPICAL SECTION
AT FM 455 NB ENTRANCE
NTS CSJ 0549-03-018
STA. 65+72.75 TO STA. 72+95.43

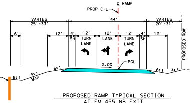

PROP C-L
℄ RAMP
VARIES 20'-28'
26'
VARIES 13'-44'
8' SHLDR
14' LANE
4' SH
6'
PROPOSED ROW
PGL
2.0%
4:1
6:1
6:1
3:1 MAX
6:1
RET WALL

PROPOSED RAMP TYPICAL SECTION
AT FM 455 SB ENTRANCE
NTS CSJ 0549-03-018
STA. 58+10.41 TO STA. 64+73.08

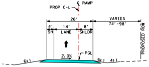

PROP C-L
℄ RAMP
20'
44'
VARIES 22'-33'
12'
4' SH
12' TURN LANE
12' LANE
12' TURN LANE
4' SH
12'
6'
PROPOSED ROW
PGL
2.0%
4:1
6:1
6:1
3:1 MAX
6:1
RET WALL

PROPOSED RAMP TYPICAL SECTION
AT FM 455 SB EXIT
CSJ 0549-03-018 NTS
STA. 65+18.69 TO STA. 70+88.27

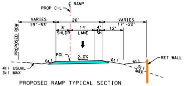
osoweis
9/30/2011 8:38:17 AM
L:\110887\148-18336-000\prod\Exhibits\121 CROSS STREETS FM455-200.dgn


PROP C-L
℄ RAMP
VARIES 25'-33'
44'
VARIES 20'-31'
6'
12'
4' SH
12' TURN LANE
12' LANE
12' TURN LANE
4' SH
12'
PROPOSED ROW
6:1
3:1 MAX
6:1
2.0%
PGL
6:1
4:1

PROPOSED RAMP TYPICAL SECTION
AT FM 455 NB EXIT
NTS CSJ 0549-03-018
STA. 59+53.57 TO STA. 64+80.48


PROP C-L
℄ RAMP
26'
VARIES 74'-98'
4' SH
14' LANE
8' SHLDR
PROPOSED ROW
2.0%
PGL
6:1
6:1
4:1

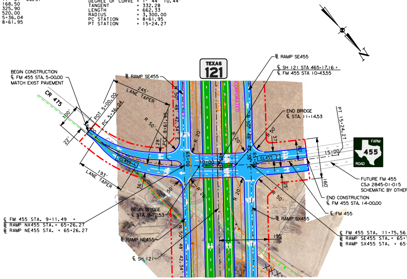
PROPOSED RAMP TYPICAL SECTION
AT FM 455 NB ENTRANCE
CSJ 0549-03-018 NTS
STA. 72+95.43 TO STA. 79+10.44


PROP C-L
℄ RAMP
VARIES 19'-53'
26'
VARIES 17'-22'
8' SHLDR
14' LANE
4' SH
12'
PROPOSED ROW
PGL
2.0%
6:1
6:1
6:1
3:1 MAX
4:1 USUAL
3:1 MAX
RET WALL

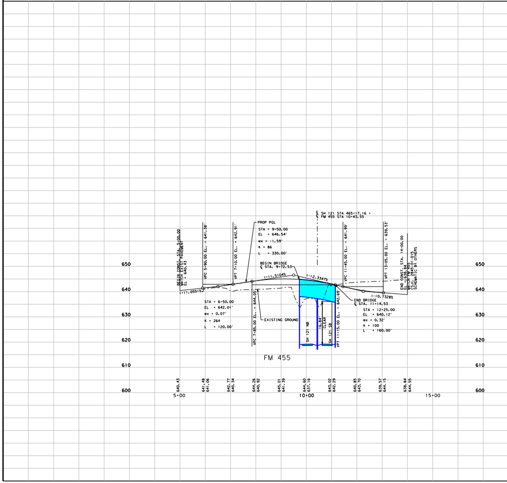
PROPOSED RAMP TYPICAL SECTION
AT FM 455 SB EXIT
NTS CSJ 0549-03-018
STA. 70+88.27 TO STA. 76+45.41

CL455-1
PI STATION = 7+04.55
DELTA = 35° 54' 33.30" (LT)
DEGREE OF CURVE = 11° 01' 06.31"
TANGENT = 168.50
LENGTH = 325.90
RADIUS = 520.00
PC STATION = 5+36.04
PT STATION = 8+61.95

CL455-2
PI STATION = 11+94.23
DELTA = 11° 29' 58.45" (LT)
DEGREE OF CURVE = 1° 44' 10.44"
TANGENT = 332.28
LENGTH = 662.33
RADIUS = 3,300.00
PC STATION = 8+61.95
PT STATION = 15+24.27


N
TEXAS 121
FARM 455 ROAD
BEGIN CONSTRUCTION
℄ FM 455 STA. 5+00.00
MATCH EXIST PAVEMENT
CR 475
℄ RAMP SE455
245' LANE TAPER
POT 5+00.00
PC 5+36.04
PC 8+61.95
100'
22'
R 50'
28'
N 50° 48' 42.34" E
R 20'
CL455-1
193' LANE TAPER
36'
10+00
465+00
65+00
CL455-2
15+00
℄ RAMP SE455
℄ SH 121 STA 465+17.16 =
℄ FM 455 STA 10+43.55
END BRIDGE
℄ STA. 11+14.53
PT 15+24.27
37'
80'
160'
25'
FUTURE FM 455
CSJ: 2845-01-015
SCHEMATIC BY OTHERS
END CONSTRUCTION
℄ FM 455 STA. 14+00.00
℄ FM 455
℄ RAMP SX455
BEGIN BRIDGE
℄ STA. 9+72.53
℄ FM 455 STA. 9+11.49 =
℄ RAMP NX455 STA. = 65+26.27
℄ RAMP NE455 STA. = 65+26.27
℄ RAMP NE455
℄ SH 121
195'
℄ FM 455 STA. 11+75.56
℄ RAMP SE455 STA. = 65+
℄ RAMP SX455 STA. = 65+
INCORPORATED
CITY OF ANNA

FM 455

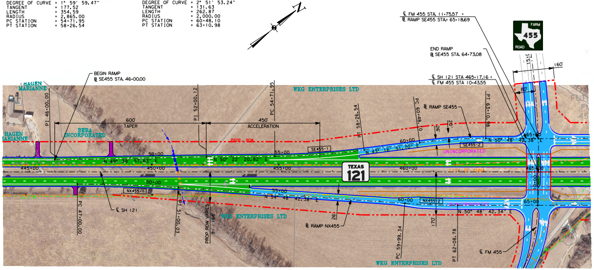


S

=
18.69
•18.69

SE455-1
PI STATION = 56+49.47
DELTA = 7° 05' 28.90" (LT)
DEGREE OF CURVE = 1° 59' 59.47"
TANGENT = 177.52
LENGTH = 354.59
RADIUS = 2,865.00
PC STATION = 54+71.95
PT STATION = 58+26.54

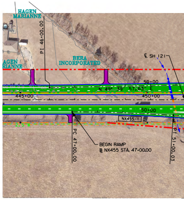
SE455-2
PI STATION = 61+79.73
DELTA = 7° 31' 50.68" (RT)
DEGREE OF CURVE = 2° 51' 53.24"
TANGENT = 131.63
LENGTH = 262.87
RADIUS = 2,000.00
PC STATION = 60+48.10
PT STATION = 63+10.98


N
℄ FM 455 STA. 11+75.57 =
℄ RAMP SE455 STA.= 65+18.69
FARM
455
ROAD
END RAMP
℄ SE455 STA. 64+73.08
15+00
160'
80'
℄ SH 121 STA 465+17.16 =
℄ FM 455 STA 10+43.55
BEGIN RAMP
℄ SE455 STA. 46+00.00
HAGEN MARIANNE
PI 46+00.00
600'
TAPER
PI 52+00.12
450'
ACCELERATION
PC 54+71.95
WKG ENTERPRISES LTD
PT 58+26.54
PC 60+48.10
℄ RAMP SE455
PT 63+10.98
26'
20'
HAGEN MARIANNE
BERA INCORPORATED
PROP. ROW
50+00
55+00
SE455-1
60+00
N 43° 16' 51.70" E
SE455-2
N 50° 48' 42.38" E
65+00
UNINCORPORATED
N 49° 39' 57.63" E
N 50° 22' 20.82" E
TEXAS
121
445+00
450+00
455+00
460+00
465+00
CITY OF ANNA
10+00
50+00
NX455-1
55+00
N 54° 48' 42.38" E
60+00
NX455-2
UNINCORPORATED
65+00
N 50° 48' 42.34" E
℄ SH 121
PC 47+00.00
PT 51+00.03
PROP ROW VARIES
91' - 168'
WKG ENTERPRISES LTD
26'
℄ RAMP NX455
170'
PC 59+99.34
PT 62+08.78
℄ FM 455
WKG ENTERPRISES LTD

RAMP SE455

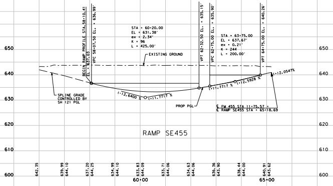
NX455-1
PI STATION = 49+00.10
DELTA = 4° 00' 00.00" (RT)
DEGREE OF CURVE = 0° 59' 59.73"
TANGENT = 200.10
LENGTH = 400.03
RADIUS = 5,730.00
PC STATION = 47+00.00
PT STATION = 51+00.03

NX455-2
PI STATION
DELTA
DEGREE OF CU
TANGENT
LENGTH
RADIUS
PC STATION
PT STATION

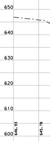

HAGEN MARIANNE
PI 46+00.00
AGEN RIANNE
BERA INCORPORATED
℄ SH 121
445+00
N 49° 39' 57.63" E
50+00
450+00
50+00
NX455-1
PC 47+00.00
BEGIN RAMP
℄ NX455 STA. 47+00.00
PT 51+00.03

SUPERELEVATION TABLE

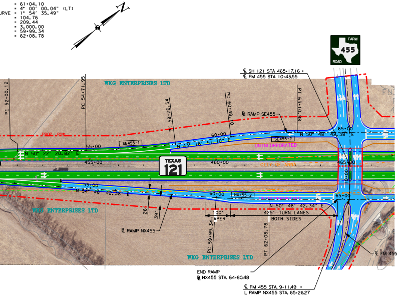
ROADWAY	EVENT	LEFT		RIGHT	
		STA.	X- SLOPE	STA.	X- SLOPE
RAMP SE 455	BEGIN SE TRANSITION			60+12	2.00%
	END SE TRANSITION			60+64	-3.80%
	BEGIN SE TRANSITION			62+95	-3.80%
	END SE TRANSITION			63+47	2.00%



RAMP SE455



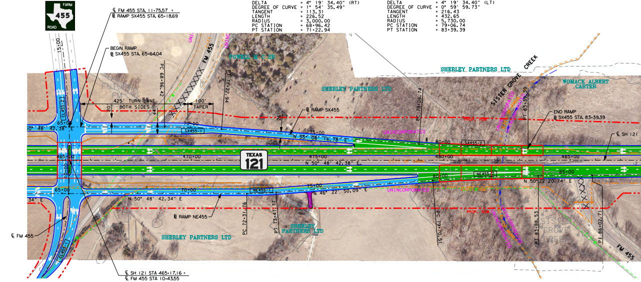
= 61+04.10
= 4° 00' 00.04" (LT)
URVE = 1° 54' 35.49"
= 104.76
= 209.44
= 3,000.00
= 59+99.34
= 62+08.78


N
455
FARM ROAD
TEXAS 121
WKG ENTERPRISES LTD
PI 52+00.12
PC 54+71.95
PT 58+26.54
PC 60+48.10
PT 63+01.98
℄ SH 121 STA 465+17.16 =
℄ FM 455 STA 10+43.55
℄ RAMP SE455
PROP. ROW
SE455-1
SE455-2
N 43° 16' 51.70" E
N 50° 48' 47.38" E
N 50° 22' 20.82" E
UNINCORPORATED
55+00
60+00
65+00
455+00
460+00
465+00
NX455-2
N 54° 48' 42.38" E
N 50° 48' 42.34" E
100' TAPER
425' TURN LANES BOTH SIDES
26'
39'
℄ RAMP NX455
PC 59+99.34
PT 62+08.78
END RAMP
℄ NX455 STA. 64+80.48
℄ FM 455 STA. 9+11.49 =
L RAMP NX455 STA. 65+26.27
℄ FM 455

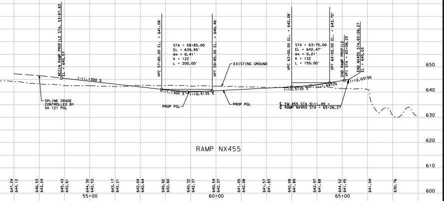
RAMP NX455

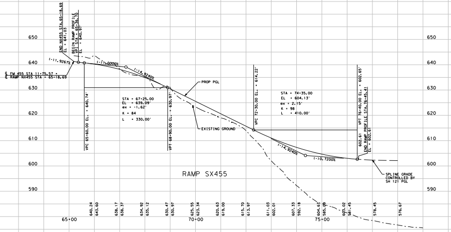
SX455-1
PI STATION = 70+09.73
DELTA = 4° 19' 34.40" (RT)
DEGREE OF CURVE = 1° 54' 35.49"
TANGENT = 113.31
LENGTH = 226.52
RADIUS = 3,000.00
PC STATION = 68+96.42
PT STATION = 71+22.94

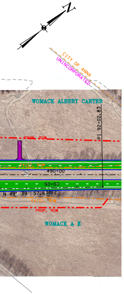
SX455-2
PI STATION = 81+23.17
DELTA = 4° 19' 34.40" (LT)
DEGREE OF CURVE = 0° 59' 59.73"
TANGENT = 216.43
LENGTH = 432.65
RADIUS = 5,730.00
PC STATION = 79+06.74
PT STATION = 83+39.39


455
FARM ROAD
TEXAS 121
℄ FM 455 STA. 11+75.57 =
℄ RAMP SX455 STA. 65+18.69
BEGIN RAMP
℄ SX455 STA. 65+64.04
PC 68+96.42
PT 71+22.94
POWELL M C SR
FM 455
SHERLEY PARTNERS LTD
SISTER GROVE CREEK
WOMACK ALBERT CARTER
425' TURN LANE BOTH SIDES
100' TAPER
SX455-1
SX455-2
NE455-1
NE455-2
℄ RAMP SX455
N 55° 08' 16.78" E
N 46° 22' 50.09" E
N 50° 48' 42.38" E
N 50° 48' 42.34" E
N 50° 22' 20.74" E
PC 79+06.74
PI 83+39.39
END RAMP
℄ SX455 STA. 83+39.39
℄ SH 121
UNINCORPORATED
PROP. ROW
65+00
70+00
75+00
80+00
85+00
470+00
475+00
480+00
485+00
℄ RAMP NE455
PC 72+31.76
PT 73+47.17
PC 79+70.51
PT 83+88.53
PT 86+02.71
℄ FM 455
℄ SH 121 STA 465+17.16 =
℄ FM 455 STA 10+43.55

RAMP SX455



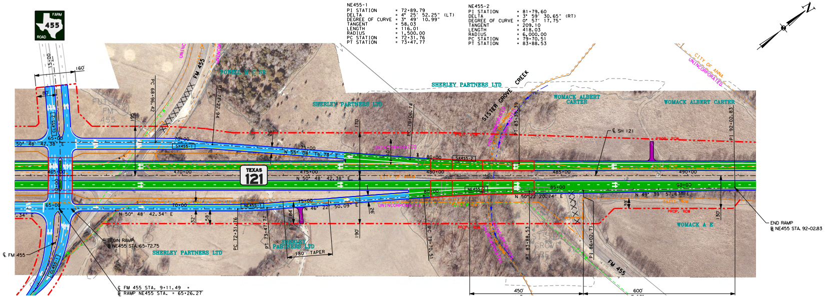




N
CITY OF ANNA
UNINCORPORATED
WOMACK ALBERT CARTER
PI 92+02.83
PROP. ROW
490+00
90+00
N 49° 39' 57.67" E
PROP. ROW
WOMACK A E

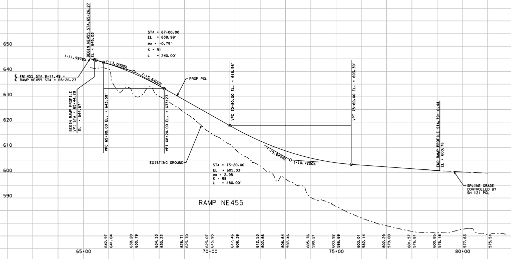
NE455-1
PI STATION = 72+89.79
DELTA = 4° 25' 52.25" (LT)
DEGREE OF CURVE = 3° 49' 10.99"
TANGENT = 58.03
LENGTH = 116.01
RADIUS = 1,500.00
PC STATION = 72+31.76
PT STATION = 73+47.77

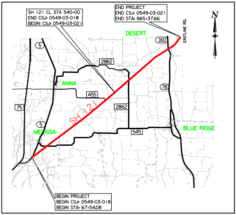
NE455-2
PI STATION = 81+79.60
DELTA = 3° 59' 30.65" (RT)
DEGREE OF CURVE = 0° 57' 17.75"
TANGENT = 209.10
LENGTH = 418.03
RADIUS = 6,000.00
PC STATION = 79+70.51
PT STATION = 83+88.53



FARM 455 ROAD
N
15'-00
160'
80'
FUTURE FM 455
FM 455
POWELL W C EF
SHERLEY PARTNERS LTD
SHERLEY PARTNERS LTD
SISTER GROVE CREEK
WOMACK ALBERT CARTER
WOMACK ALBERT CARTER
CITY OF ANNA
UNINCORPORATED
PC 68+96.42
PT 71+22.94
PC 79+06.74
PT 83+39.39
PI 92+02.83
195'
170'
SX455-1
SX455-2
NE455-1
NE455-2
65+00
70+00
75+00
80+00
85+00
90+00
465+00
470+00
475+00
480+00
485+00
490+00
50° 48' 42.38" E
N 55° 08' 16.78" E
N 50° 48' 42.38" E
N 50° 48' 42.34" E
N 46° 22' 50.09" E
N 50° 22' 20.74" E
N 49° 39' 57.67" E
TEXAS 121
℄ SH 121
PROP. ROW
UNINCORPORATED
℄ FM 455
BEGIN RAMP
℄ NE455 STA 65+72.75
SHERLEY PARTNERS LTD
SHERLEY PARTNERS LTD
PC 72+31.76
PT 73+47.77
180' TAPER
190'
PC 79+70.51
PT 83+88.53
PI 86+02.71
SISTER GROVE CREEK
FM 455
WOMACK A E
END RAMP
℄ NE455 STA 92+02.83
℄ FM 455 STA. 9+11.49 =
℄ RAMP NE455 STA. = 65+26.27
450'
600'

RAMP NE455




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
BLUE RIDGE
BEGIN PROJECT
BEGIN CSJ: 0549-03-018
BEGIN STA: 67+54.08

LOCATION MAP

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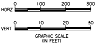
Texas Department of Transportation

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

ROLL 9 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.