exas Department of Transportation

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DALLAS DISTRICT
WILLIAM L. HALE P.E.,
DISTRICT ENGINEER

COLLIN COUNTY
CITY OF ANNA

DESIGN SCHEMATIC
FM 455
PROJECT LENGTH 6.33 MILES

CSJ #0816-04-044
LIMITS: FROM US 75 NB FRONTAGE ROAD TO SH 5
LENGTH: 1.92 MILES

CSJ #2845-01-014
LIMITS: FROM SH 5 TO W. WILD ROSE
LENGTH: 3.79 MILES

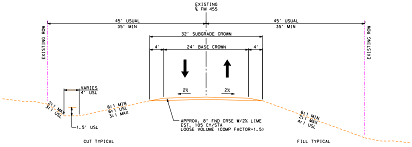
CSJ #2845-01-015
LIMITS: FROM W. WILD ROSE TO SH 121
LENGTH: 0.625 MILES

DESIGN SPEED 45 MPH (LOW SPEED URBAN DESIGN)
FUNCTIONAL CLASS: RURAL MAJOR COLLECTOR
ROLL 2 OF 2
SCALE: 1:200' H, 1:20' V
JANUARY 2009

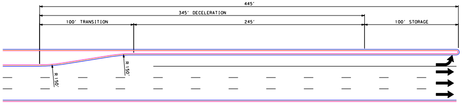
ROADWAY	2011 ADT	2031 ADT
FM 455	8,600	16,600

TRAFFIC SOURCE: TXDOT

DANNENBAUM ENGINEERING CORPORATION
DALLAS HOUSTON AUSTIN FORT WORTH McALLEN


EXISTING
℄ FM 455
45' USUAL
35' MIN
45' USUAL
35' MIN
EXISTING ROW
EXISTING ROW
32' SUBGRADE CROWN
4'
24' BASE CROWN
4'
2%
2%
VARIES
4' USL
2:1 MAX
3:1 USL
1.5' USL
6:1 MIN
6:1 USL
3:1 MAX
APPROX. 8" FND CRSE W/2% LIME
EST. 105 CY/STA
LOOSE VOLUME (COMP FACTOR=1.5)
6:1 MIN
2:1 MAX
4:1 USL
CUT TYPICAL
FILL TYPICAL

FM 455 EXISTING TYPICAL SECTION


445'
345' DECELERATION
100' TRANSITION
245'
100' STORAGE
R 150'
R 150'

FM 455 PROPOSED LEFT TURN BAY TYPICAL DETAIL

FUNCTIONAL CLASSIFICATION
RURAL MAJOR COLLECTOR

PRELIMINARY
SUBJECT TO REVISION

DANNENBAUM ENGINEERING
CORPORATION
F-8996
HOUSTON FT WORTH AUSTIN
DALLAS RIO GRANDE VALLEY

NOT A BIDDING DOCUMENT
DANIEL W. EVERETT
DANIEL W. EVERETT, P.E.
93551
TEXAS REGISTRATION NUMBER
4/27/2009
DATE

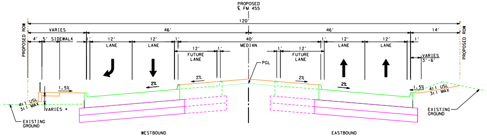
NOTES:
1. DUE TO THE PROPOSED CENTERLINE N
FOLLOWING THE EXISTING ROADWAY,
EXISTING ROW VARIES TOO GREATLY
ADEQUATELY SHOW IN THE PROPOSED
TYPICAL SECTIONS.

2. (*) INDICATES WHERE RETAINING WA
MAY BE NEEDED.

PREPARED UNDER THE SUPERVISION OF

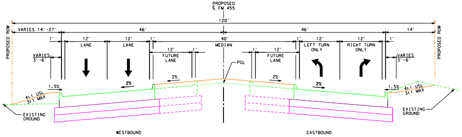
DANIEL W. EVERETT P.E.

STATUS: $(INST)
USER: $(*USTN=USERDESCR)
FILE: g:\1220\4086-32\SCHEMATIC SHEETS\455schematic02.dgn
DATE: 4/27/2009


PROPOSED
℄ FM 455
120'
VARIES
46'
46'
14'
PROPOSED ROW
4' 5' SIDEWALK
1'
12' LANE
12' LANE
12' FUTURE LANE
40' MEDIAN
PGL
12' FUTURE LANE
12' LANE
12' LANE
VARIES 3'-6'
1.5%
2%
2%
2%
2%
1.5%
4:1 USL 3:1 MAX
VARIES *
EXISTING GROUND
WESTBOUND
EASTBOUND

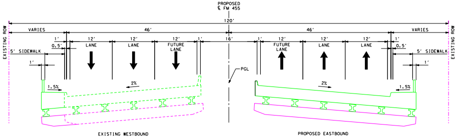
FM 455 PROPOSED TYPICAL SECTION

AT US 75 INTERSECTION
STA 10+88.72 TO 16+03.64


PROPOSED
℄ FM 455
120'
VARIES 14'-27'
46'
46'
14'
PROPOSED ROW
12' LANE
12' LANE
12' FUTURE LANE
40' MEDIAN
PGL
12' FUTURE LANE
12' LEFT TURN ONLY
12' RIGHT TURN ONLY
VARIES 3'-6'
1.5%
2%
2%
2%
2%
1.5%
4:1 USL 3:1 MAX
EXISTING GROUND
WESTBOUND
EASTBOUND

FM 455 PROPOSED TYPICAL SECTION

AT SH 121 INTERSECTION
STA 339+78.29 TO STA 345+00.00

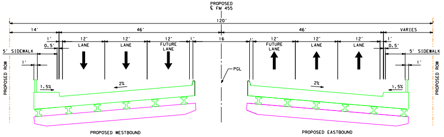

PROPOSED
℄ FM 455
120'
VARIES
46'
46'
VARIES
EXISTING ROW
5' SIDEWALK
0.5'
1'
12' LANE
12' LANE
12' FUTURE LANE
16'
PGL
12' FUTURE LANE
12' LANE
12' LANE
1.5%
2%
2%
1.5%
EXISTING WESTBOUND
PROPOSED EASTBOUND

FM 455 PROPOSED TYPICAL BRIDGE SECTION

STA 24+55.41 TO STA 25+50.10

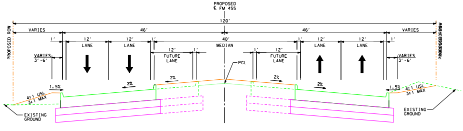
NOT
THE
TO

ALLS


PROPOSED
℄ FM 455
120'
14'
46'
46'
VARIES
PROPOSED ROW
5' SIDEWALK
0.5'
1'
12' LANE
12' LANE
12' FUTURE LANE
16
PGL
12' FUTURE LANE
12' LANE
12' LANE
1.5%
2%
2%
1.5%
PROPOSED WESTBOUND
PROPOSED EASTBOUND

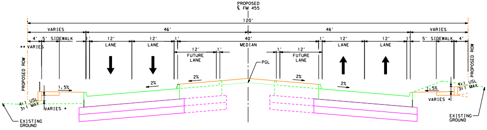
FM 455 PROPOSED TYPICAL BRIDGE SECTION

STA 101+00.00 TO STA 103+00.00


PROPOSED
℄ FM 455
120'
VARIES
46'
46'
VARIES
PROPOSED ROW
1'
12' LANE
12' LANE
12' FUTURE LANE
40' MEDIAN
PGL
12' FUTURE LANE
12' LANE
12' LANE
VARIES 3'-6'
1.5%
2%
2%
2%
2%
1.5%
4:1 USL 3:1 MAX
EXISTING GROUND
ALL FILL SLOPES
WESTBOUND
EASTBOUND
ALL CUT SLOPES

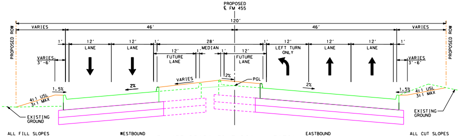
FM 455 PROPOSED TYPICAL SECTION

STA 30+56.99 TO STA 33+64.25
STA 133+98.25 TO STA 172+58.85
STA 177+23.63 TO STA 193+00.00
STA 196+93.32 TO STA 229+91.74
STA 234+58.71 TO STA 276+07.86
STA 284+39.97 TO STA 292+36.53
STA 296+02.00 TO STA 321+80.73
STA 325+50.00 TO STA 339+78.29


PROPOSED
℄ FM 455
120'
VARIES
46'
46'
VARIES
4' 5' SIDEWALK
** VARIES
PROPOSED ROW
12' LANE
12' LANE
12' FUTURE LANE
40' MEDIAN
PGL
12' FUTURE LANE
12' LANE
12' LANE
5' SIDEWALK 4'
1.5%
2%
2%
2%
2%
1.5%
4:1 USL 3:1 MAX
VARIES *
EXISTING GROUND
ALL FILL SLOPES
WESTBOUND
EASTBOUND
ALL CUT SLOPES

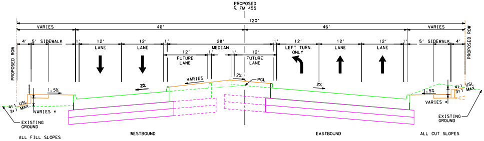
FM 455 PROPOSED TYPICAL SECTION

STA 33+64.25 TO STA 47+61.20 **
STA 51+37.09 TO STA 62+69.30
STA 103+00.00 TO STA 108+54.12 **


PROPOSED
℄ FM 455
120'
VARIES
46'
46'
VARIES
PROPOSED ROW
12' LANE
12' LANE
12' FUTURE LANE
28' MEDIAN
12' FUTURE LANE
12' LEFT TURN ONLY
12' LANE
12' LANE
VARIES 3'-6'
VARIES
PGL
1.5%
2%
2%
2%
1.5%
4:1 USL 3:1 MAX
EXISTING GROUND
ALL FILL SLOPES
WESTBOUND
EASTBOUND
ALL CUT SLOPES

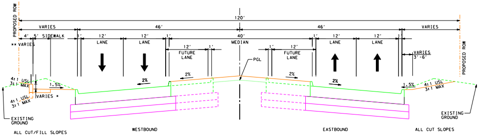
FM 455 PROPOSED TYPICAL SECTION

STA 26+76.57 TO STA 30+56.99
STA 193+00.00 TO STA 196+93.32
STA 276+07.86 TO STA 279+72.93
STA 292+36.53 TO STA 296+02.00
STA 321+80.73 TO STA 325+50.00

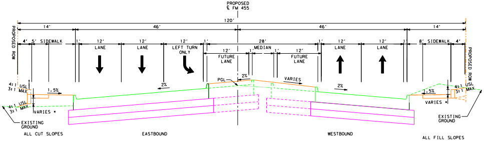

PROPOSED
℄ FM 455
120'
VARIES
46'
46'
VARIES
PROPOSED ROW
4' 5' SIDEWALK
12' LANE
12' LANE
12' FUTURE LANE
28' MEDIAN
12' FUTURE LANE
12' LEFT TURN ONLY
12' LANE
12' LANE
5' SIDEWALK 4'
VARIES
PGL
1.5%
2%
2%
2%
1.5%
4:1 USL 3:1 MAX
VARIES *
EXISTING GROUND
ALL FILL SLOPES
WESTBOUND
EASTBOUND
ALL CUT SLOPES

FM 455 PROPOSED TYPICAL SECTION

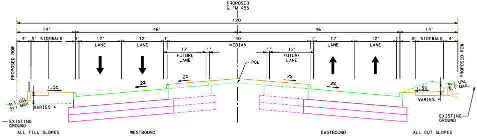
STA 108+54.12 TO STA 112+25.74


PROPOSED ROW
120'
VARIES
46'
46'
VARIES
4'
5' SIDEWALK
** VARIES
1'
12' LANE
12' LANE
1'
40' MEDIAN
12' FUTURE LANE
1'
PGL
1'
12' FUTURE LANE
1'
12' LANE
12' LANE
1'
VARIES 3'-6'
PROPOSED ROW
4:1 USL
3:1 MAX
1.5%
VARIES *
2%
2%
2%
2%
1.5%
4:1 USL
3:1 MAX
EXISTING GROUND
ALL CUT/FILL SLOPES
WESTBOUND
EASTBOUND
EXISTING GROUND
ALL CUT SLOPES

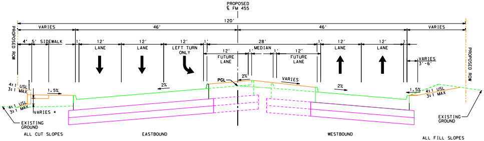
FM 455 PROPOSED TYPICAL SECTION
STA 16+03.64 TO STA 24+55.41 **
STA 25+50.10 TO STA 26+76.57 **
STA 121+59.26 TO STA 130+30.89


PROPOSED
℄ FM 455
120'
14'
46'
46'
14'
PROPOSED ROW
4'
5' SIDEWALK
1'
12' LANE
12' LANE
12' LEFT TURN ONLY
1'
28' MEDIAN
12' FUTURE LANE
1'
1'
12' FUTURE LANE
1'
12' LANE
12' LANE
1'
8' SIDEWALK
4'
PROPOSED ROW
4:1 USL
3:1 MAX
1.5%
4:1 USL
3:1 MAX
VARIES *
2%
PGL
2%
VARIES
2%
1.5%
4:1 USL
3:1 MAX
VARIES *
EXISTING GROUND
ALL CUT SLOPES
EASTBOUND
WESTBOUND
EXISTING GROUND
ALL FILL SLOPES

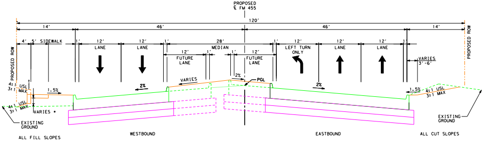
FM 455 PROPOSED TYPICAL SECTION
STA 62+69.30 TO STA 67+15.76
STA 92+98.30 TO STA 96+69.70


PROPOSED
℄ FM 455
120'
14'
46'
46'
14'
4'
5' SIDEWALK
1'
12' LANE
12' LANE
1'
40' MEDIAN
12' FUTURE LANE
1'
PGL
1'
12' FUTURE LANE
1'
12' LANE
12' LANE
1'
8' SIDEWALK
4'
PROPOSED ROW
PROPOSED ROW
1.5%
2%
2%
2%
2%
1.5%
4:1 USL
3:1 MAX
4:1 USL
3:1 MAX
VARIES *
VARIES *
EXISTING GROUND
ALL FILL SLOPES
WESTBOUND
EASTBOUND
EXISTING GROUND
ALL CUT SLOPES

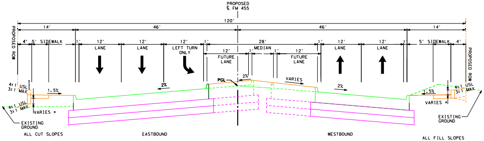
FM 455 PROPOSED TYPICAL SECTION
STA 67+15.76 TO STA 73+65.47
STA 77+30.54 TO STA 89+28.14
STA 96+69.70 TO STA 101+00.00


PROPOSED
℄ FM 455
120'
VARIES
46'
46'
VARIES
PROPOSED ROW
4'
5' SIDEWALK
1'
12' LANE
12' LANE
12' LEFT TURN ONLY
1'
28' MEDIAN
12' FUTURE LANE
1'
1'
12' FUTURE LANE
1'
12' LANE
12' LANE
1'
VARIES 3'-6'
PROPOSED ROW
4:1 USL
3:1 MAX
1.5%
4:1 USL
3:1 MAX
VARIES *
2%
PGL
2%
VARIES
2%
1.5%
4:1 USL
3:1 MAX
EXISTING GROUND
ALL CUT SLOPES
EASTBOUND
WESTBOUND
EXISTING GROUND
ALL FILL SLOPES

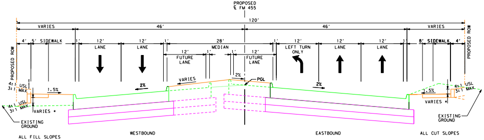
FM 455 PROPOSED TYPICAL SECTION
STA 112+25.74 TO STA 117+00.00


PROPOSED
℄ FM 455
120'
14'
46'
46'
14'
PROPOSED ROW
4'
5' SIDEWALK
1'
12' LANE
12' LANE
1'
28' MEDIAN
12' FUTURE LANE
1'
1'
12' FUTURE LANE
1'
12' LEFT TURN ONLY
12' LANE
12' LANE
1'
VARIES 3'-6'
PROPOSED ROW
4:1 USL
3:1 MAX
1.5%
4:1 USL
3:1 MAX
VARIES *
2%
VARIES
2%
PGL
2%
1.5%
4:1 USL
3:1 MAX
EXISTING GROUND
ALL FILL SLOPES
WESTBOUND
EASTBOUND
EXISTING GROUND
ALL CUT SLOPES

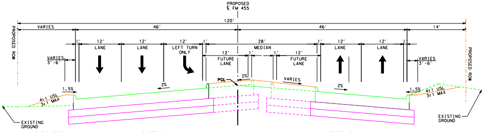
FM 455 PROPOSED TYPICAL SECTION
STA 117+00.00 TO STA 121+59.26
STA 130+30.89 TO STA 133+98.25


PROPOSED
℄ FM 455
120'
14'
46'
46'
14'
PROPOSED ROW
4'
5' SIDEWALK
1'
12' LANE
12' LANE
12' LEFT TURN ONLY
1'
28' MEDIAN
12' FUTURE LANE
1'
1'
12' FUTURE LANE
1'
12' LANE
12' LANE
1'
5' SIDEWALK
4'
PROPOSED ROW
4:1 USL
3:1 MAX
1.5%
4:1 USL
3:1 MAX
VARIES *
2%
PGL
2%
VARIES
2%
1.5%
4:1 USL
3:1 MAX
VARIES *
EXISTING GROUND
ALL CUT SLOPES
EASTBOUND
WESTBOUND
EXISTING GROUND
ALL FILL SLOPES

FM 455 PROPOSED TYPICAL SECTION
STA 47+61.20 TO STA 51+37.09


PROPOSED
℄ FM 455
120'
VARIES
46'
46'
VARIES
PROPOSED ROW
4'
5' SIDEWALK
1'
12' LANE
12' LANE
1'
28' MEDIAN
12' FUTURE LANE
1'
1'
12' FUTURE LANE
1'
12' LEFT TURN ONLY
12' LANE
12' LANE
1'
8' SIDEWALK
4'
PROPOSED ROW
4:1 USL
3:1 MAX
1.5%
4:1 USL
3:1 MAX
VARIES *
2%
VARIES
2%
PGL
2%
1.5%
4:1 USL
3:1 MAX
VARIES *
EXISTING GROUND
ALL FILL SLOPES
WESTBOUND
EASTBOUND
EXISTING GROUND
ALL CUT SLOPES

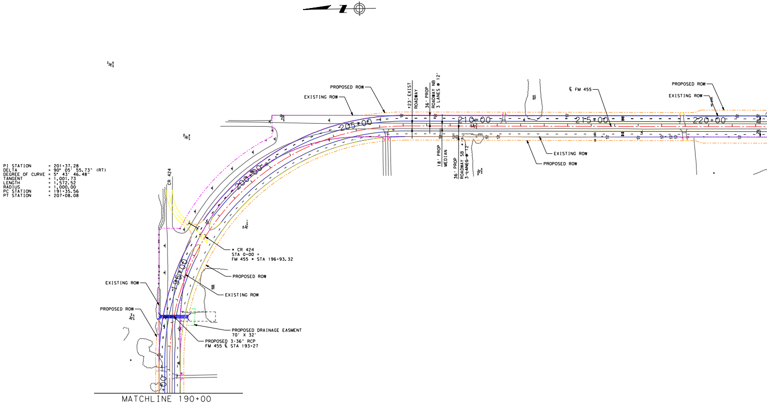
FM 455 PROPOSED TYPICAL SECTION
STA 73+65.47 TO STA 77+30.54
STA 89+28.14 TO STA 92+98.30

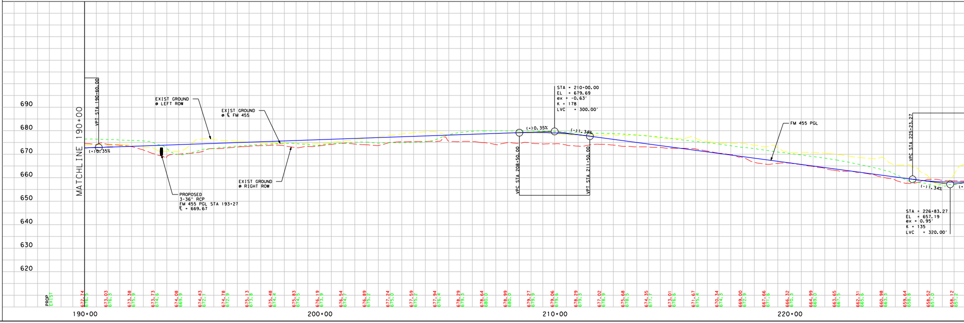

PROPOSED
℄ FM 455
120'
VARIES
46'
46'
14'
PROPOSED ROW
VARIES 3'-6'
1'
12' LANE
12' LANE
12' LEFT TURN ONLY
1'
28' MEDIAN
12' FUTURE LANE
1'
1'
12' FUTURE LANE
1'
12' LANE
12' LANE
1'
VARIES 3'-6'
PROPOSED ROW
1.5%
4:1 USL
3:1 MAX
2%
PGL
2%
VARIES
2%
1.5%
4:1 USL
3:1 MAX
EXISTING GROUND
ALL CUT SLOPES
EASTBOUND
WESTBOUND
EXISTING GROUND
ALL FILL SLOPES

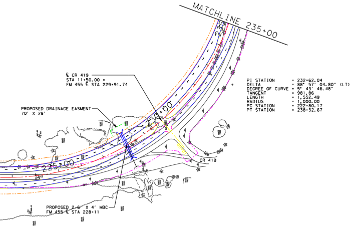
FM 455 PROPOSED TYPICAL SECTION
STA 172+58.85 TO STA 177+23.63
STA 229+91.74 TO STA 234+58.71
STA 279+72.93 TO STA 284+39.97

LEGEND

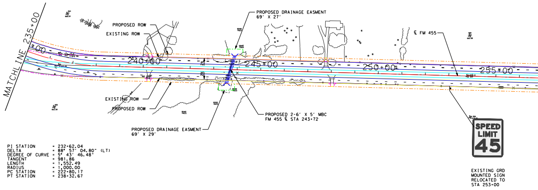
- EXISTING ROW
- PROPOSED ROW
- EXISTING ROADWAY
- PROPOSED ROADWAY


PI STATION = 201+37.28
DELTA = 90° 05′ 55.73″ (RT)
DEGREE OF CURVE = 5° 43′ 46.48″
TANGENT = 1,001.73
LENGTH = 1,572.52
RADIUS = 1,000.00
PC STATION = 191+35.56
PT STATION = 207+08.08
PROPOSED ROW
EXISTING ROW
±23' EXIST ROADWAY
36' PROP ROADWAY NB 3 LANES @ 12'
℄ FM 455
PROPOSED ROW
EXISTING ROW
205+00
210+00
215+00
220+00
18' PROP MEDIAN
36' PROP ROADWAY SB 3 LANES @ 12'
EXISTING ROW
PROPOSED ROW
CR 424
200+00
= CR 424 STA 0+00 = FM 455 = STA 196+93.32
PROPOSED ROW
EXISTING ROW
195+00
EXISTING ROW
PROPOSED ROW
PROPOSED DRAINAGE EASMENT 70' X 32'
PROPOSED 3-36" RCP FM 455 ℄ STA 193+27
190+00
MATCHLINE 190+00

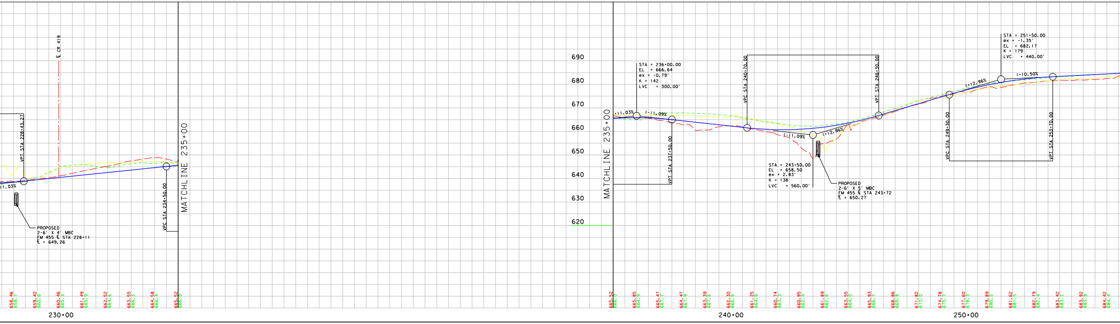

690
680
670
660
650
640
630
620
MATCHLINE 190+00
VPT STA 190+60.00
(+)0.35%
EXIST GROUND @ LEFT ROW
EXIST GROUND @ ℄ FM 455
PROPOSED 3-36" RCP FM 455 PGL STA 193+27 ℄ = 669.67
EXIST GROUND @ RIGHT ROW
STA = 210+00.00
EL = 679.69
ex = -0.63'
K = 178
LVC = 300.00'
(+)0.35%
(-)1.34%
VPC STA 208+50.00
VPI STA 211+50.00
FM 455 PGL
VPC STA 225+23.27
(-)1.34%
STA = 226+83.27
EL = 657.19
ex = 0.95'
K = 135
LVC = 320.00'
PROP
EXIST
672.74 676.5
673.03 676.3
673.38 675.9
673.73 674.6
674.08 669.9
674.43 672.1
674.78 672.9
675.13 673.8
675.48 674.4
675.83 674.5
676.19 673.9
676.54 674.7
676.89 675.2
677.24 675.0
677.59 675.2
677.94 676.4
678.29 679.3
678.64 680.0
678.99 680.0
679.27 679.9
679.06 679.6
678.29 679.3
677.02 678.9
675.68 678.5
674.35 677.7
673.01 676.6
671.67 675.4
670.34 674.3
669.00 672.9
667.66 671.6
666.32 670.3
664.99 669.0
663.65 667.5
662.31 665.6
660.98 663.3
659.64 658.8
658.52 657.0
658.12 657.2
190+00
200+00
210+00
220+00

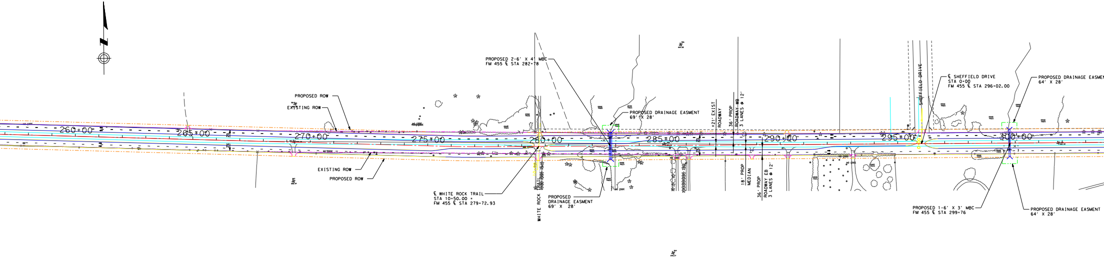

MATCHLINE 235+00
235
230+00
225+00
℄ CR 419
STA 11+50.00 =
FM 455 ℄ STA 229+91.74
PROPOSED DRAINAGE EASMENT
70' X 28'
CR 419
PROPOSED 2-6' X 4' MBC
FM 455 ℄ STA 228+11

PI STATION = 232+62.04
DELTA = 88° 57' 04.80" (LT)
DEGREE OF CURVE = 5° 43' 46.48"
TANGENT = 981.86
LENGTH = 1,552.49
RADIUS = 1,000.00
PC STATION = 222+80.17
PT STATION = 238+32.67

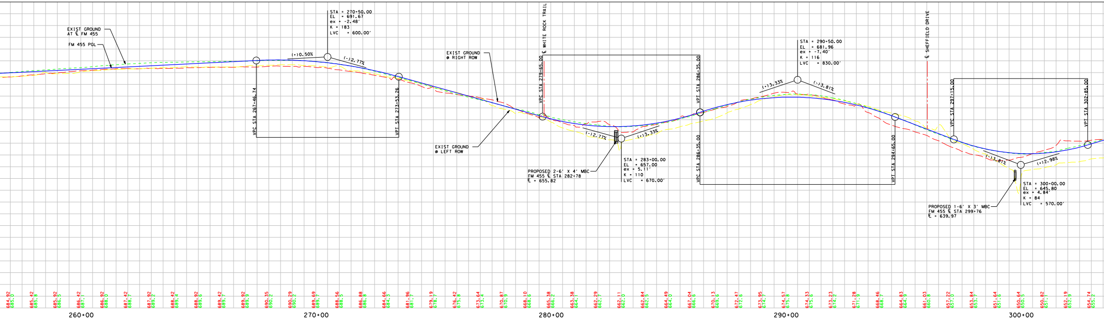

MATCHLINE 235+00
240+00
245+00
250+00
255+00
PROPOSED ROW
EXISTING ROW
PROPOSED DRAINAGE EASMENT
69' X 27'
℄ FM 455
EXISTING ROW
PROPOSED ROW
PROPOSED DRAINAGE EASMENT
69' X 29'
PROPOSED 2-6' X 5' MBC
FM 455 ℄ STA 243+72
SPEED LIMIT 45
EXISTING GRD
MOUNTED SIGN
RELOCATED TO
STA 253+00

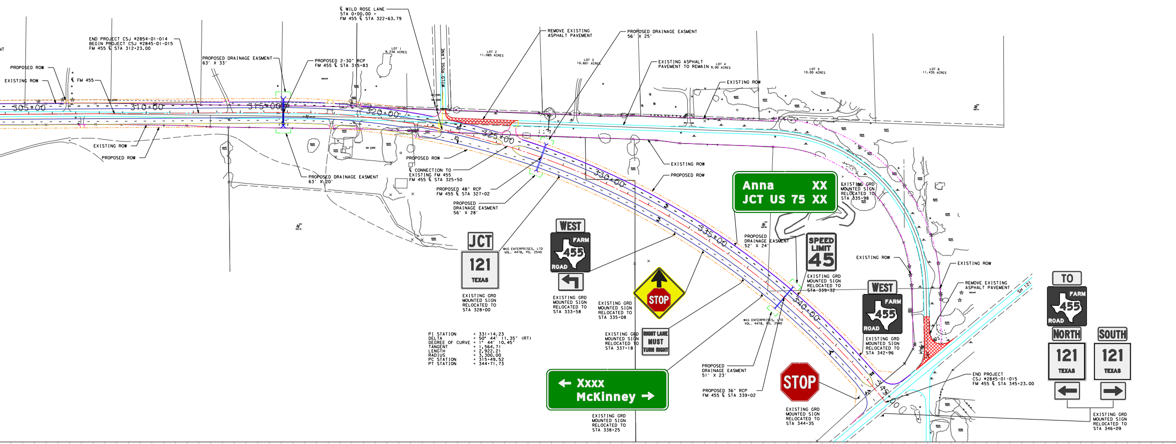
PI STATION = 232+62.04
DELTA = 88° 57' 04.80" (LT)
DEGREE OF CURVE = 5° 43' 46.48"
TANGENT = 981.86
LENGTH = 1,552.49
RADIUS = 1,000.00
PC STATION = 222+80.17
PT STATION = 238+32.67

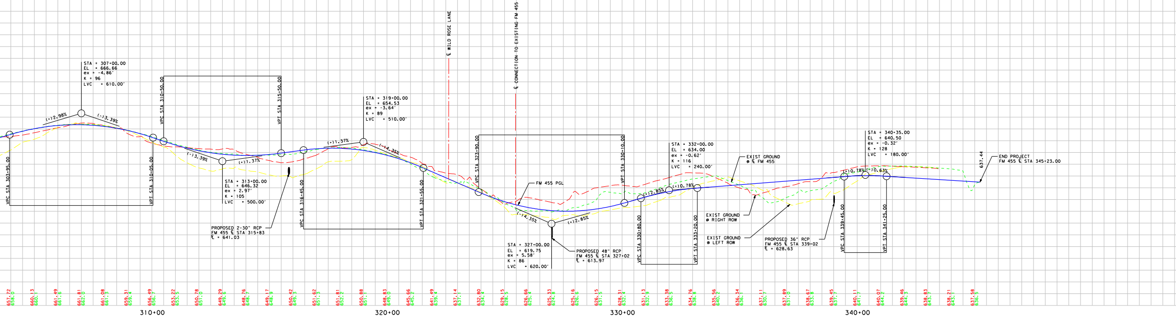

℄ CR 419
VPT STA 228+43.27
1.03%
PROPOSED
2-6' X 4' MBC
FM 455 ℄ STA 228+11
℄ = 649.26
VPC STA 234+50.00
MATCHLINE 235+00
690
680
670
660
650
640
630
620
MATCHLINE 235+00
(+)1.03%
(-)1.09%
STA = 236+00.00
EL = 666.64
ex = -0.79'
K = 142
LVC = 300.00'
VPT STA 237+50.00
VPC STA 240+70.00
VPT STA 246+30.00
(-)1.09%
(+)2.96%
STA = 243+50.00
EL = 658.50
ex = 2.83'
K = 138
LVC = 560.00'
PROPOSED
2-6' X 5' MBC
FM 455 ℄ STA 243+72
℄ = 650.27
(+)2.96%
(+)0.50%
STA = 251+50.00
ex = -1.35'
EL = 682.17
K = 179
LVC = 440.00'
VPC STA 249+30.00
VPT STA 253+70.00
658.46 658.7
659.42 660.6
660.46 665.3
661.49 665.9
662.52 664.6
663.55 666.3
664.58 666.4
665.52 666.0
665.52 666.0
665.85 664.9
665.47 667.7
664.47 667.9
663.39 667.6
662.30 666.6
661.25 664.9
660.74 663.3
660.95 662.4
661.89 662.6
663.55 664.0
665.93 666.7
668.86 669.8
671.82 673.0
674.78 675.7
677.60 678.3
679.89 680.5
681.62 681.5
682.79 682.4
683.42 683.2
683.92 683.8
684.42 684.4
230+00
240+00
250+00


PROPOSED 2-6' X 4' MBC
FM 455 ℄ STA 282+78
PROPOSED ROW
EXISTING ROW
PROPOSED DRAINAGE EASMENT
69' X 28'
21' EXIST ROADWAY
36' PROP ROADWAY WB
3 LANES @ 12'
℄ SHEFFIELD DRIVE
STA 0+00
FM 455 ℄ STA 296+02.00
SHEFFIELD DRIVE
PROPOSED DRAINAGE EASMENT
64' X 28'
260+00
265+00
270+00
275+00
280+00
285+00
290+00
295+00
300+00
EXISTING ROW
PROPOSED ROW
℄ WHITE ROCK TRAIL
STA 10+50.00 =
FM 455 ℄ STA 279+72.93
WHITE ROCK TRAIL
PROPOSED
DRAINAGE EASMENT
69' X 28'
18' PROP
MEDIAN
36' PROP
ROADWAY EB
3 LANES @ 12'
PROPOSED 1-6' X 3' MBC
FM 455 ℄ STA 299+76
PROPOSED DRAINAGE EASMENT
64' X 28'

PI STATION = 276+61.87
DELTA = 1° 56' 53.09" (LT)
DEGREE OF CURVE = 1° 08' 46.30"
TANGENT = 85.01
LENGTH = 170
RADIUS = 5,000.00
PC STATION = 275+76.86
PT STATION = 277+46.87



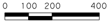

℄ WILD ROSE LANE
STA 0+00.00 =
FM 455 ℄ STA 322+63.79
END PROJECT CSJ #2854-01-014
BEGIN PROJECT CSJ #2845-01-015
FM 455 ℄ STA 312+23.00
PROPOSED DRAINAGE EASMENT
63′ X 33′
PROPOSED 2-30" RCP
FM 455 ℄ STA 315+83
REMOVE EXISTING
ASPHALT PAVEMENT
PROPOSED DRAINAGE EASMENT
56′ X 25′
EXISTING ASPHALT
PAVEMENT TO REMAIN
EXISTING ROW
PROPOSED ROW
EXISTING ROW
℄ FM 455
LOT 1
9.238 ACRES
LOT 2
11.085 ACRES
LOT 3
10.601 ACRES
LOT 4
9.00 ACRES
LOT 5
10.00 ACRES
LOT 6
11.435 ACRES
WILD ROSE LANE
305+00
310+00
315+00
320+00
325+00
330+00
335+00
340+00
345+00
EXISTING ROW
PROPOSED ROW
PROPOSED ROW
℄ CONNECTION TO
EXISTING FM 455
FM 455 ℄ STA 325+50
PROPOSED DRAINAGE EASMENT
63′ X 20′
PROPOSED 48" RCP
FM 455 ℄ STA 327+02
PROPOSED
DRAINAGE EASMENT
56′ X 28′
EXISTING ROW
PROPOSED ROW
Anna XX
JCT US 75 XX
EXISTING GRD
MOUNTED SIGN
RELOCATED TO
STA 335+98
PROPOSED
DRAINAGE EASMENT
52′ X 24′
JCT
121
TEXAS
EXISTING GRD
MOUNTED SIGN
RELOCATED TO
STA 328+00
WKG ENTERPRISES, LTD
VOL. 4478, PG. 2540
WEST
FARM
455
ROAD
EXISTING GRD
MOUNTED SIGN
RELOCATED TO
STA 333+58
STOP
EXISTING GRD
MOUNTED SIGN
RELOCATED TO
STA 335+08
SPEED
LIMIT
45
EXISTING GRD
MOUNTED SIGN
RELOCATED TO
STA 339+32
EXISTING ROW
EXISTING ROW
REMOVE EXISTING
ASPHALT PAVEMENT
SH 121
TO
FARM
455
ROAD
NORTH
121
TEXAS
SOUTH
121
TEXAS
PI STATION = 331+14.23
DELTA = 50° 44′ 11.35" (RT)
DEGREE OF CURVE = 1° 44′ 10.45"
TANGENT = 1,564.71
LENGTH = 2,922.21
RADIUS = 3,300.00
PC STATION = 315+49.52
PT STATION = 344+71.73
EXISTING GRD
MOUNTED SIGN
RELOCATED TO
STA 337+18
RIGHT LANE
MUST
TURN RIGHT
WKG ENTERPRISES, LTD
VOL. 4478, PG. 2540
WEST
FARM
455
ROAD
EXISTING GRD
MOUNTED SIGN
RELOCATED TO
STA 342+96
← Xxxx
McKinney →
EXISTING GRD
MOUNTED SIGN
RELOCATED TO
STA 338+25
PROPOSED
DRAINAGE EASMENT
51′ X 23′
PROPOSED 36" RCP
FM 455 ℄ STA 339+02
STOP
EXISTING GRD
MOUNTED SIGN
RELOCATED TO
STA 344+35
END PROJECT
CSJ #2845-01-015
FM 455 ℄ STA 345+23.00
EXISTING GRD
MOUNTED SIGN
RELOCATED TO
STA 346+09

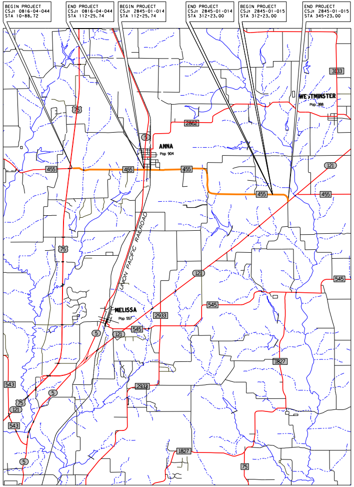

℄ WILD ROSE LANE
℄ CONNECTION TO EXISTING FM 455
STA = 307+00.00
EL = 666.66
ex = -4.86′
K = 96
LVC = 610.00′
(+)2.98%
(-)3.39%
VPC STA 303+95.00
VPT STA 310+05.00
VPC STA 310+50.00
VPT STA 315+50.00
(-)3.39%
(+)1.37%
STA = 313+00.00
EL = 646.32
ex = 2.97′
K = 105
LVC = 500.00′
PROPOSED 2-30" RCP
FM 455 ℄ STA 315+83
℄ = 641.03
VPC STA 316+45.00
VPT STA 321+55.00
(+)1.37%
(-)4.35%
STA = 319+00.00
EL = 654.53
ex = -3.64′
K = 89
LVC = 510.00′
VPC STA 323+90.00
VPT STA 330+10.00
FM 455 PGL
(-)4.35%
(+)2.85%
STA = 327+00.00
EL = 619.75
ex = 5.58′
K = 86
LVC = 620.00′
PROPOSED 48" RCP
FM 455 ℄ STA 327+02
℄ = 613.97
VPC STA 330+80.00
VPT STA 333+20.00
(+)2.85%
(+)0.78%
STA = 332+00.00
EL = 634.00
ex = -0.62′
K = 116
LVC = 240.00′
EXIST GROUND
@ ℄ FM 455
EXIST GROUND
@ RIGHT ROW
EXIST GROUND
@ LEFT ROW
PROPOSED 36" RCP
FM 455 ℄ STA 339+02
℄ = 628.63
STA = 340+35.00
EL = 640.50
ex = -0.32′
K = 128
LVC = 180.00′
(+)0.78%
(-)0.63%
VPC STA 339+45.00
VPT STA 341+25.00
637.44
END PROJECT
FM 455 ℄ STA 345+23.00
657.72 658.0
660.13 660.1
661.49 661.6
661.81 662.0
661.08 661.3
659.31 659.4
656.49 656.7
653.22 653.5
650.78 651.0
649.29 649.6
648.76 648.7
649.17 648.9
650.42 649.3
651.62 651.3
651.81 652.2
650.88 651.1
648.83 649.0
645.66 645.2
641.49 639.4
637.14 637.1
632.80 634.4
629.15 628.5
626.66 625.4
625.33 624.8
625.16 626.6
626.15 631.5
628.31 632.4
631.13 632.9
633.38 636.5
634.76 638.8
635.56 640.2
636.34 636.1
637.11 630.7
637.89 631.0
638.67 633.8
639.45 637.7
640.11 641.7
640.07 644.2
639.46 644.3
638.83 643.7
638.21 643.1
637.58 636.5
310+00
320+00
330+00
340+00

LEGEND

-·-·-	EXISTING ROW
-·-·-	PROPOSED ROW
—	EXISTING ROADWAY
—	PROPOSED ROADWAY

NOTE:
MEDIAN OPENING LOCATIONS ARE PRELIMINARY
AND ARE SUBJECT TO CHANGE.


0
100
200
400


BEGIN PROJECT
CSJ: 0816-04-044
STA 10+88.72
END PROJECT
CSJ: 0816-04-044
STA 112+25.74
BEGIN PROJECT
CSJ: 2845-01-014
STA 112+25.74
END PROJECT
CSJ: 2845-01-014
STA 312+23.00
BEGIN PROJECT
CSJ: 2845-01-015
STA 312+23.00
END PROJECT
CSJ: 2845-01-015
STA 345+23.00
3133
WESTMINSTER
Pop 388
75
2862
5
ANNA
Pop 904
455
455
455
121
455
455
75
UNION PACIFIC RAILROAD
121
545
545
MELISSA
Pop 557
2933
5
121
545
1827
543
2933
5
75
121
543
1827
75
5

VICINITY MAP

SCALE: NTS

PREPARED UNDER THE SUPERVISION OF

DANIEL W. EVERETT P.E.

FUNCTIONAL CLASSIFICATION
RURAL MAJOR COLLECTOR

PRELIMINARY
SUBJECT TO REVISION

DANNENBAUM ENGINEERING
CORPORATION
F-8996
HOUSTON FT WORTH AUSTIN
DALLAS RIO GRANDE VALLEY
NOT A BIDDING DOCUMENT
DANIEL W. EVERETT
DANIEL W. EVERETT, P.E.
93551
TEXAS REGISTRATION NUMBER
4/27/2009
DATE

Texas Department of Transportation

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DALLAS DISTRICT
WILLIAM L. HALE P.E.,
DISTRICT ENGINEER

COLLIN COUNTY
CITY OF ANNA

DESIGN SCHEMATIC
FM 455
PROJECT LENGTH 6.33 MILES

CSJ #0816-04-044
LIMITS: FROM US 75 NB FRONTAGE ROAD TO SH 5
LENGTH: 1.92 MILES

CSJ #2845-01-014
LIMITS: FROM SH 5 TO W. WILD ROSE
LENGTH: 3.79 MILES

CSJ #2845-01-015
LIMITS: FROM W. WILD ROSE TO SH 121
LENGTH: 0.625 MILES

DESIGN SPEED 45 MPH (LOW SPEED URBAN DESIGN)
FUNCTIONAL CLASS: RURAL MAJOR COLLECTOR
ROLL 2 OF 2
SCALE: 1:200' H, 1:20' V
JANUARY 2009

ROADWAY	2011 ADT	2031 ADT
FM 455	8,600	16,600

TRAFFIC SOURCE: TXDOT

DANNENBAUM ENGINEERING CORPORATION
DALLAS HOUSTON AUSTIN FORT WORTH McALLEN