Texas Department of Transportation

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

COLLIN COUNTY

DESIGN SCHEMATIC
SH 289
PROJECT LENGTH: 12.992 MILES (68,600')

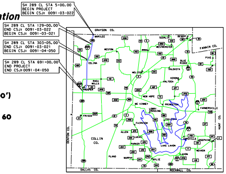
CSJ #0091-03-022
LIMITS: 500' NORTH OF GRAYSON CR 60
(GRAYSON COUNTY LINE)
TO BUS 289
LENGTH: 2.348 MILES

CSJ #0091-03-021
LIMITS: BUS 289 TO FM 455
LENGTH: 3.297 MILES

CSJ #0091-04-050
LIMITS: FM 455 TO 1/4 MILE NORTH OF US 380
LENGTH: 7.347 MILES

DESIGN SPEED: 60 MPH (RURAL)
45 MPH (URBAN)
40 MPH (FM STREETS)
30 MPH (CR & LOCAL STREETS)
20 MPH (CR 60)
FUNCTIONAL CLASS: RURAL AND URBAN PRINCIPAL ARTERIAL
ROLL 1 of 7

FEBRUARY 2009



SH 289 CL STA 5+00.00
BEGIN PROJECT
BEGIN CSJ: 0091-03-022
SH 289 CL STA 129+00.00
END CSJ: 0091-03-022
BEGIN CSJ: 0091-03-021
SH 289 CL STA 303+05.00
END CSJ: 0091-03-021
BEGIN CSJ: 0091-04-050
SH 289 CL STA 691+00.00
END PROJECT
END CSJ: 0091-04-050
GRAYSON CO.
MARILEE
WESTON
CELINA
ANNA
WESTMINSTER
SEDALIA
DESERT
FANNIN CO.
PIKE
BLUE RIDGE
VALDASTA
MELISSA
VERONA
ALTOGA
RHEA MILLS
PROSPER
NEW HOPE
MC KINNEY
PRINCETON
FARMERSVILLE
FRISCO
LOWRY CROSSING
CULLEOKA
FAIRVIEW
ALLEN
LUCAS
PARKER
LAKE LAVON
COPEVILLE
JOSEPHINE
NEVADA
LAVON
WYLIE
MURPHY
PLANO
COLLIN CO.
DENTON CO.
HUNT CO.
DALLAS CO.
ROCKWALL CO.

VICINITY MAP

COLLIN COUNTY
SCALE 0 1 2 3 4 5 6 MILES
DISTRICT 18

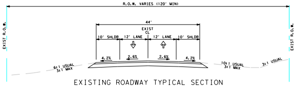
BEGIN STATION	END STATION	CSJ	FUNCT. CLASS	DESIGN SPEED
5+00.00	129+00.00	0091-03-022	RURAL	60 MPH
129+00.00	303+05.00	0091-03-021	URBAN	45 MPH
303+05.00	691+00.00	0091-04-050	URBAN	45 MPH

ROADWAY	2010 ADT	2030 ADT	DESIGN SPEED
SH 289 (RURAL)	20,100	31,000	MEETS OR EXCEEDS 60 MPH
SH 289 (URBAN)	20,100	31,000	MEETS OR EXCEEDS 45 MPH
BUS 289	2,800	3,400	MEETS OR EXCEEDS 30 MPH
CR 134	800	1,200	MEETS OR EXCEEDS 30 MPH
FM 455	4,800	6,700	MEETS OR EXCEEDS 40 MPH
BUS 289	3,100	4,200	MEETS OR EXCEEDS 30 MPH
FM 1461	2,900	4,000	MEETS OR EXCEEDS 40 MPH
CR 48/CR 81	1,400	2,000	MEETS OR EXCEEDS 30 MPH
FM 1193	3,100	4,200	MEETS OR EXCEEDS 40 MPH
CR 78/E 1st ST	1,800	2,500	MEETS OR EXCEEDS 30 MPH
CR 60	-	-	MEETS OR EXCEEDS 20 MPH (RR CROSSING)
ALL OTHERS	-	-	MEETS OR EXCEEDS 30 MPH

Source of data: Texas Department of Transportation, Programming and Planning Division Memorandum March 27, 2006

NOTES:

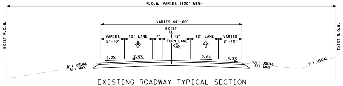
1. MEDIAN OPENINGS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL MEDIAN OPENING LOCATIONS TO BE DETERMINED DURING PS&E AND IN COORDINATION WITH THE TOWN OF PROSPER AND THE CITY OF CELINA.
2. THE WSE SHOWN AT EACH CULVERT IS BASED ON A 25 YEAR STORM EVENT.



R.O.W. VARIES (120' MIN)
EXIST R.O.W.
44'
EXIST CL
10' SHLDR
12' LANE
12' LANE
10' SHLDR
4.2%
2.6%
2.6%
4.2%
6:1 USUAL 3:1 MAX
10:1 USUAL 3:1 MAX
3:1 USUAL
EXIST R.O.W.

EXISTING ROADWAY TYPICAL SECTION

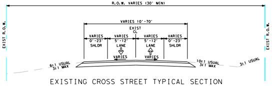
BEGIN PROJECT TO STA 297+20
STA 312+50 TO STA 368+43
STA 385+85 TO STA 523+50
STA 539+00 TO STA 625+30
STA 653+00 TO END PROJECT



R.O.W. VARIES (120' MIN)
EXIST R.O.W.
VARIES 44'-60'
EXIST CL
VARIES 2'-10'
12' LANE
4'
12' TURN LANE
12' LANE
VARIES 2'-10'
4.2%
2.6%
2.6%
4.2%
6:1 USUAL 3:1 MAX
10:1 USUAL 3:1 MAX
3:1 USUAL
EXIST R.O.W.

EXISTING ROADWAY TYPICAL SECTION

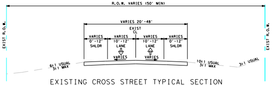
STA 297+20 TO STA 312+50
STA 368+43 TO STA 385+85
STA 523+50 TO STA 539+00
STA 625+30 TO STA 653+00



R.O.W. VARIES (30' MIN)
EXIST R.O.W.
VARIES 10'-70'
EXIST CL
VARIES 0'-23' SHLDR
VARIES 5'-12' LANE
VARIES 5'-12' LANE
VARIES 0'-23' SHLDR
VARIES
VARIES
6:1 USUAL 3:1 MAX
10:1 USUAL 3:1 MAX
3:1 USUAL
EXIST R.O.W.

EXISTING CROSS STREET TYPICAL SECTION
ASPHALT PAVING

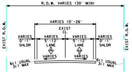
CR 107
CR 60
CR 106
BUS 289
CR 134
CR 94
SHADE TREE
MALLONE
FM 455
ELM
ASH
CR 91
CR 55
CR 53
CR 88
CR 83
FM 1461
CR 81
CR 48
PASEWARK
HICKORY CREEK
FM 1193
CR 78
CRAIG
CR 73



R.O.W. VARIES (50' MIN)
EXIST R.O.W.
VARIES 20'-48'
EXIST CL
VARIES 0'-12' SHLDR
VARIES 10'-12' LANE
VARIES 10'-12' LANE
VARIES 0'-12' SHLDR
VARIES
VARIES
6:1 USUAL 3:1 MAX
10:1 USUAL 3:1 MAX
3:1 USUAL
EXIST R.O.W.

EXISTING CROSS STREET TYPICAL SECTION
CONCRETE PAVING

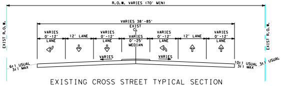
LAKE VIEW
CR 98
CHANDLER
CR 77
BRIDGEPORT



R.O.W. VARIES (30' MIN)
EXIST R.O.W.
VARIES 10'-26'
EXIST CL
VARIES 0'-1' SHLDR
VARIES 5'-12' LANE
VARIES 5'-12' LANE
VARIES 0'-1' SHLDR
VARIES
VARIES
6:1 USUAL 3:1 MAX
6:1 USUAL 3:1 MAX
EXIST R.O.W.

EXISTING CROSS STREET TYPICAL SECTION
UNPAVED

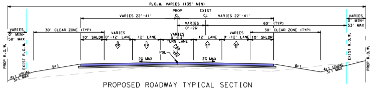
CR 102
CR 105
CR 100
CR 99
CR 95
JAMES
KINNEY
CR 1211
CR 89



R.O.W. VARIES (70' MIN)
EXIST R.O.W.
VARIES 38'-85'
EXIST CL
VARIES 0'-12' LANE
12' LANE
VARIES 0'-12' LANE
VARIES 0'-25' MEDIAN
VARIES 0'-12' LANE
12' LANE
VARIES 0'-12' LANE
VARIES
VARIES
6:1 USUAL 3:1 MAX
10:1 USUAL 3:1 MAX
3:1 USUAL
EXIST R.O.W.

EXISTING CROSS STREET TYPICAL SECTION
CONCRETE PAVING w/ MEDIAN

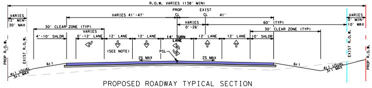
CR 96
CARTER RANCH
STONE CREEK



R.O.W. VARIES (135' MIN)
PROP CL
EXIST CL
VARIES 22'-41'
VARIES 22'-41'
VARIES 0'-26'
60' (TYP)
VARIES 0' MIN-58' MAX
VARIES 0' MIN-53' MAX
30' CLEAR ZONE (TYP)
30' CLEAR ZONE (TYP)
10' SHLDR
VARIES 0'-12' LANE
12' LANE
VARIES 0'-14' TURN LANE
12' LANE
VARIES 0'-12' LANE
10' SHLDR
PGL
2% MAX
2% MAX
6:1
6:1
4:1 USUAL 3:1 MAX
4:1 USUAL 3:1 MAX
PROP R.O.W.
EXIST R.O.W.

PROPOSED ROADWAY TYPICAL SECTION
4 LANE RURAL w/ CONTINUOUS LEFT-TURN LANE

BEGIN PROJECT TO STA 88+48
STA 97+37 TO STA 124+50

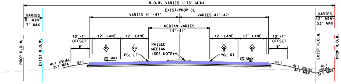


R.O.W. VARIES (138' MIN)
PROP CL
EXIST CL
VARIES 41'-47'
41'
VARIES 0'-26'
60' (TYP)
VARIES 12' MIN-30' MAX
VARIES 0' MIN-10' MAX
30' CLEAR ZONE (TYP)
30' CLEAR ZONE (TYP)
4'-10' SHLDR
VARIES 0'-12' LANE
12' LANE
(SEE NOTE)
12' LANE
14' TURN LANE
12' LANE
12' LANE
10' SHLDR
PGL
2% MAX
2% MAX
6:1
6:1
4:1 USUAL 3:1 MAX
4:1 USUAL 3:1 MAX
PROP R.O.W.
EXIST R.O.W.

PROPOSED ROADWAY TYPICAL SECTION
4 LANE RURAL w/ RIGHT-TURN LANE

STA 88+48 TO STA 97+37

NOTE: THRU LANE STRIPED CLOSED
STA 9+65 TO STA 18+10

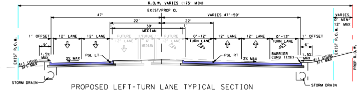


R.O.W. VARIES (175' MIN)
EXIST/PROP CL
VARIES 41'-47'
VARIES 41'-47'
VARIES 0' MIN-7' MAX
VARIES 12' MIN-53' MAX
MEDIAN VARIES 14'-44'
10'-1' OFFSET
8'
12' LANE
12' LANE
RAISED MEDIAN (SEE NOTE)
12' LANE
12' LANE
10'-1' OFFSET
8'
PGL LT
PGL RT
2% MAX
2% MAX
6:1
6:1
4:1 USUAL 3:1 MAX
4:1 USUAL 3:1 MAX
4:1 USUAL 3:1 MAX
PROP R.O.W.
EXIST R.O.W.

PROPOSED ROADWAY TYPICAL SECTION
TRANSITION 4 LANE RURAL TO 4 LANE URBAN

STA 124+50 TO STA 129+00

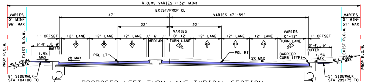
NOTE: RAISED ASPHALT MEDIAN
STA 127+90 TO STA 129+00



R.O.W. VARIES (175' MIN)
EXIST/PROP CL
47'
VARIES 47'-59'
22'
22'
1'
30' MEDIAN
1'
VARIES 0' MIN-12' MAX
1' OFFSET
6'
12' LANE
12' LANE
FUTURE 12' LANE
1' FUTURE 1' 6' MEDIAN
FUTURE 12' LANE
0'-12' TURN LANE
12' LANE
12' LANE
0'-12' TURN LANE
1' OFFSET
6'
1.5% MAX
1.5% MAX
2% MAX
2% MAX
PGL LT
PGL RT
BARRIER CURB (TYP)
4:1 USUAL 3:1 MAX
4:1 USUAL 3:1 MAX
STORM DRAIN
STORM DRAIN
EXIST R.O.W.
PROP R.O.W.

PROPOSED LEFT-TURN LANE TYPICAL SECTION
4 LANE URBAN

STA 129+00 TO STA 134+04

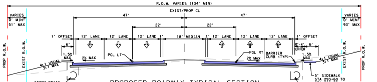


R.O.W. VARIES (132' MIN)
EXIST/PROP CL
47'
VARIES 47'-59'
22'
22'
VARIES 0' MIN-96' MAX
VARIES 0' MIN-51' MAX
1' OFFSET
6'-8'
0'-4' BUFFER
12' LANE
12' LANE
12' LANE
1' 6' MEDIAN 1'
VARIES 0'-12' TURN LANE
12' LANE
12' LANE
12' LANE
VARIES 0'-12' TURN LANE
1' OFFSET
0'-4' BUFFER
6'
1.5% MAX
1.5% MAX
2% MAX
2% MAX
PGL LT
PGL RT
BARRIER CURB (TYP)
4:1 USUAL 3:1 MAX
4:1 USUAL 3:1 MAX
8' SIDEWALK STA 104+00 TO STA 154+40
5' SIDEWALK STA 299+75 TO STA 305+20
STORM DRAIN
STORM DRAIN
PROP R.O.W.
EXIST R.O.W.

PROPOSED LEFT-TURN LANE TYPICAL SECTION
6 LANE URBAN

STA 134+04 TO STA 159+36
STA 175+60 TO STA 185+75
STA 254+70 TO STA 265+45
STA 275+26 TO STA 292+93
STA 299+75 TO STA 312+30
STA 320+07 TO STA 330+48
STA 338+95 TO STA 349+45
STA 367+66 TO STA 383+45
STA 413+67 TO STA 424+43
STA 440+29 TO STA 450+63
STA 467+43 TO STA 477+71
STA 561+05 TO STA 571+95
STA 605+67 TO STA 611+84
STA 615+25 TO STA 635+29
STA 649+55 TO STA 659+91

NOTE: SB LEFT TURN AS SHOWN
REVERSE SECTION FOR
NB LEFT TURN.



R.O.W. VARIES (134' MIN)
EXIST/PROP CL
47'
47'
22'
22'
VARIES 0' MIN-51' MAX
VARIES 0' MIN-93' MAX
1' OFFSET
6'
12' LANE
12' LANE
12' LANE
1'
18' MEDIAN
1'
12' LANE
12' LANE
12' LANE
1' OFFSET
0'-4' BUFFER
6'
1.5% MAX
1.5% MAX
2% MAX
2% MAX
PGL LT
PGL RT
BARRIER CURB (TYP)
4:1 USUAL 3:1 MAX
4:1 USUAL 3:1 MAX
5' SIDEWALK STA 293+60 TO STA 299+75
STORM DRAIN
STORM DRAIN
PROP R.O.W.
EXIST R.O.W.

PROPOSED ROADWAY TYPICAL SECTION
6 LANE URBAN

STA 159+36 TO STA 175+60
STA 185+75 TO STA 254+70
STA 265+45 TO STA 275+26
STA 292+93 TO STA 299+75
STA 312+30 TO STA 320+07
STA 330+48 TO STA 338+95
STA 349+45 TO STA 367+66
STA 383+45 TO STA 413+67
STA 424+43 TO STA 440+29
STA 450+63 TO STA 467+43
STA 477+71 TO STA 520+80
STA 539+24 TO STA 561+05
STA 571+95 TO STA 576+40
STA 592+62 TO STA 605+67
STA 611+84 TO STA 615+25
STA 659+91 TO STA 687+30

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T.B.P.E. Firm # 2614

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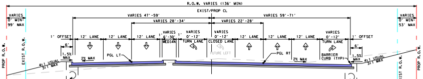
Fax 214.526-4433

DALLAS DISTRICT
SH 289
COLLIN COUNTY
DESIGN SCHEMATIC

ROLL 1 of 7

DESIGNED: -	FED. RD. DIV. NO.	STATE	PROJECT NO.			HIGHWAY NO.
CHECKED: -	6	TEXAS	SEE TITLE SHEET			SH 289
DRAWN: -	STATE DIST.	COUNTY	CONTROL NO.	SECTION NO.	JOB NO.	SHEET NO.
CHECKED: -	DALLAS	COLLIN	0091	03	021	

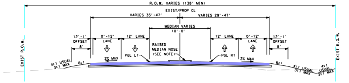
ETC.


R.O.W. VARIES (136' MIN)
EXIST/PROP CL
VARIES 47'-59'
VARIES 28'-34'
VARIES 22'-28'
VARIES 59'-71'
VARIES 0' MIN-99' MAX
VARIES 0' MIN-53' MAX
1' OFFSET
12' LANE
12' LANE
12' LANE
VARIES 6'-30' MEDIAN
VARIES 0'-12' TURN LANE
VARIES 0'-12' CLOSED LANE
FUTURE LEFT
12' LANE
12' LANE
12' LANE
VARIES 0'-12' TURN LANE
1' OFFSET
6'
1.5% MAX
2% MAX
PGL LT
PGL RT
2% MAX
BARRIER CURB (TYP)
6'
1.5% MAX
4:1 USUAL 3:1 MAX
4:1 USUAL 3:1 MAX
PROP R.O.W.
EXIST R.O.W.
EXIST R.O.W.
PROP R.O.W.
STORM DRAIN
STORM DRAIN

PROPOSED DUAL LEFT-TURN LANE TYPICAL SECTION
6 LANE URBAN

STA 520+80 TO STA 539+24
STA 576+40 TO STA 592+62
STA 635+29 TO STA 649+55

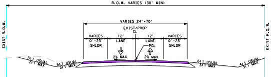
NOTE: SB LEFT TURN AS SHOWN.
REVERSE SECTION FOR
NB LEFT TURN.


R.O.W. VARIES (138' MIN)
EXIST/PROP CL
VARIES 35'-47'
VARIES 29'-47'
MEDIAN VARIES 18'-0'
12'-1' OFFSET
8'
0'-12' LANE
12' LANE
RAISED MEDIAN NOSE (SEE NOTE)
12' LANE
0'-12' LANE
12'-1' OFFSET
8'
2% MAX
PGL LT
PGL RT
2% MAX
4:1 USUAL 3:1 MAX
6:1
6:1
4:1 USUAL 3:1 MAX
4:1 USUAL 3:1 MAX
EXIST R.O.W.
EXIST R.O.W.

PROPOSED ROADWAY TYPICAL SECTION
TRANSITION 4 LANE URBAN TO 2 LANE RURAL

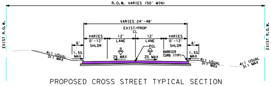
STA 687+30 TO END PROJECT

NOTE: RAISED ASPHALT MEDIAN NOSE
STA 687+30 TO STA 687+39


R.O.W. VARIES (30' MIN)
VARIES 24'-70'
EXIST/PROP CL
VARIES 0'-23' SHLDR
12' LANE
12' LANE
VARIES 0'-23' SHLDR
PGL
2% MAX
2% MAX
3:1 USUAL 2:1 MAX
6:1 USUAL 3:1 MAX
6:1 USUAL 3:1 MAX
4:1 USUAL 3:1 MAX
EXIST R.O.W.
EXIST R.O.W.

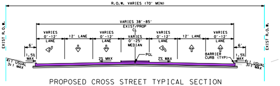
PROPOSED CROSS STREET TYPICAL SECTION
ASPHALT PAVING

CR 107
CR 60
CR 106
BUS 289
CR 134
CR 94
SHADE TREE
MALLONE
FM 455
ELM
ASH
CR 91
CR 55
CR 53
CR 88
CR 83
FM 1461
CR 81
CR 48
PASEWARK
HICKORY CREEK
FM 1193
CR 78
CRAIG
CR 73


R.O.W. VARIES (50' MIN)
VARIES 24'-48'
EXIST/PROP CL
VARIES 0'-12' SHLDR
12' LANE
12' LANE
VARIES 0'-12' SHLDR
6'
1.5% MAX
PGL
2% MAX
2% MAX
BARRIER CURB (TYP)
6'
1.5% MAX
4:1 USUAL 3:1 MAX
4:1 USUAL 3:1 MAX
4:1 USUAL 3:1 MAX
EXIST R.O.W.
EXIST R.O.W.

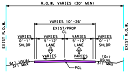
PROPOSED CROSS STREET TYPICAL SECTION
CONCRETE PAVING

LAKE VIEW
CR 98
CHANDLER
CR 77
BRIDGEPORT


R.O.W. VARIES (70' MIN)
VARIES 38'-85'
EXIST/PROP CL
VARIES 0'-12' LANE
12' LANE
VARIES 0'-12' LANE
VARIES 0'-25' MEDIAN
VARIES 0'-12' LANE
12' LANE
VARIES 0'-12' LANE
6'
1.5% MAX
2% MAX
PGL
2% MAX
BARRIER CURB (TYP)
6'
1.5% MAX
4:1 USUAL 3:1 MAX
4:1 USUAL 3:1 MAX
EXIST R.O.W.
EXIST R.O.W.

PROPOSED CROSS STREET TYPICAL SECTION
CONCRETE PAVING w/ MEDIAN

CR 96
CARTER RANCH
STONE CREEK


R.O.W. VARIES (30' MIN)
VARIES 10'-26'
EXIST/PROP CL
VARIES 0'-1' SHLDR
VARIES 5'-12' LANE
VARIES 5'-12' LANE
VARIES 0'-1' SHLDR
VARIES
VARIES
PGL
6:1 USUAL 3:1 MAX
10:1 USUAL 3:1 MAX
EXIST R.O.W.
EXIST R.O.W.

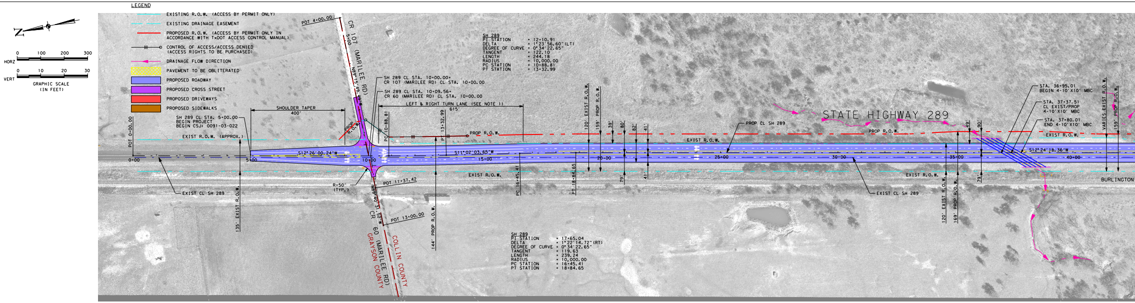
PROPOSED CROSS STREET TYPICAL SECTION
ASPHALT PAVING

CR 102
CR 105
CR 100
CR 99
CR 95
JAMES*
KINNEY*
CR 1211
CR 89*

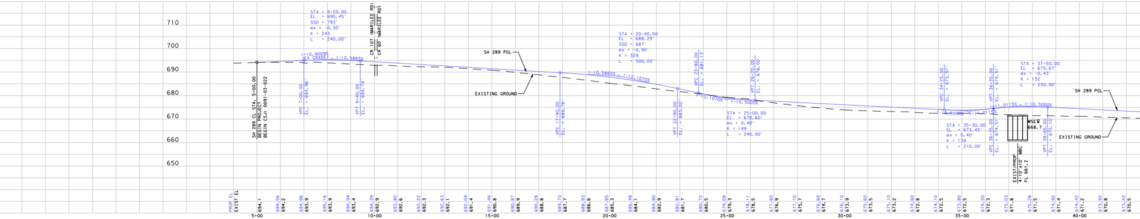
N.

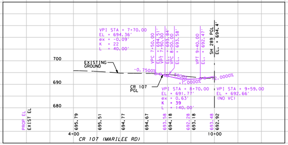
NOTE:

1. RIGHT LANE MUST TURN RIGHT
CR 107(MARILEE RD)/GRAYSON
DIRECTED BY APPROPRIATE SI

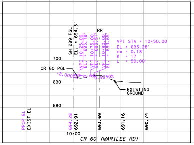

LEGEND
EXISTING R.O.W. (ACCESS BY PERMIT ONLY)
EXISTING DRAINAGE EASEMENT
PROPOSED R.O.W. (ACCESS BY PERMIT ONLY IN ACCORDANCE WITH TxDOT ACCESS CONTROL MANUAL)
CONTROL OF ACCESS/ACCESS DENIED (ACCESS RIGHTS TO BE PURCHASED)
DRAINAGE FLOW DIRECTION
PAVEMENT TO BE OBLITERATED
PROPOSED ROADWAY
PROPOSED CROSS STREET
PROPOSED DRIVEWAYS
PROPOSED SIDEWALKS
N
HORZ 0 100 200 300
VERT 0 10 20 30
GRAPHIC SCALE (IN FEET)
POT 4+00.00
CR 107 (MARILEE RD)
SH 289
PI STATION = 12+10.91
DELTA = 1°23'56.60" (LT)
DEGREE OF CURVE = 0°34'22.65"
TANGENT = 122.10
LENGTH = 244.18
RADIUS = 10,000.00
PC STATION = 10+88.81
PT STATION = 13+32.99
SH 289 CL STA. 10+00.00=
CR 107 (MARILEE RD) CL STA. 10+00.00
SH 289 CL STA. 10+09.56=
CR 60 (MARILEE RD) CL STA. 10+00.00
SHOULDER TAPER 400'
LEFT & RIGHT TURN LANE (SEE NOTE 1) 615'
SH 289 CL STA. 5+00.00
BEGIN PROJECT
BEGIN CSJ: 0091-03-022
EXIST R.O.W. (APPROX.)
POT 0+00.00
PROP R.O.W.
PC 10+88.81
PT 13+32.99
S12°26'00.24"W
S11°02'03.65"W
0+00
5+00
10+00
15+00
20+00
25+00
30+00
35+00
40+00
R=50' (TYP.)
POT 11+37.42
POT 13+00.00
EXIST CL SH 289
135' EXIST R.O.W.
144' PROP R.O.W.
CR 60 (MARILEE RD)
GRAYSON COUNTY
COLLIN COUNTY
EXIST R.O.W.
PC 16+45.41
PT 18+84.65
120' EXIST R.O.W.
159' PROP R.O.W.
39'
80'
82'
41'
79'
41'
SH 289
PI STATION = 17+65.04
DELTA = 1°22'14.72" (RT)
DEGREE OF CURVE = 0°34'22.65"
TANGENT = 119.63
LENGTH = 239.24
RADIUS = 10,000.00
PC STATION = 16+45.41
PT STATION = 18+84.65
PROP CL SH 289
STATE HIGHWAY 289
PROP R.O.W.
EXIST R.O.W.
EXIST CL SH 289
49'
90'
79'
120' EXIST R.O.W.
169' PROP R.O.W.
STA. 36+95.01 BEGIN 4-10'X10' MBC
STA. 37+37.51 CL EXIST/PROP 4-10'X10' MBC
STA. 37+80.01 END 4-10'X10' MBC
S12°24'18.36"W
VARIES EXIST R.O.W.
159' PROP R.O.W.
BURLINGTON

AT
COUNTY LINE
GNAGE.

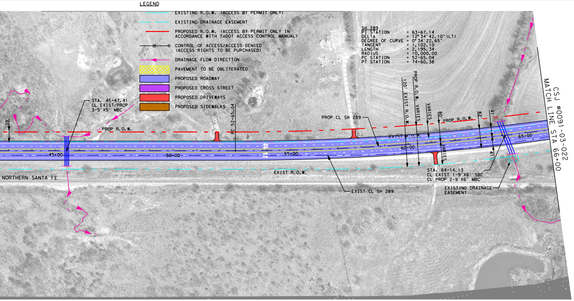

710
700
690
680
670
660
650
STA = 8+20.00
EL = 695.45'
SSD = 793'
ex = -0.30'
K = 243
L = 240.00'
(+)0.4009% (EX GRADE)
(-)0.5865%
CR 107 (MARILEE RD)
CR 60 (MARILEE RD)
SH 289 PGL
EXISTING GROUND
SH 289 CL STA. 5+00.00
BEGIN PROJECT
BEGIN CSJ: 0091-03-022
VPC 7+00.00 EL. = 694.96'
VPT 9+40.00 EL. = 694.74'
VPC 17+90.00 EL. = 689.76'
STA = 20+40.00
EL = 688.29'
SSD = 687'
ex = -0.95'
K = 329
L = 500.00'
(-)0.5865%
(-)2.1070%
VPT 22+90.00 EL. = 683.02'
VPC 23+80.00 EL. = 681.13'
VPT 26+20.00 EL. = 678.00'
(-)2.1070%
(-)0.5000%
STA = 25+00.00
EL = 678.60'
ex = 0.48'
K = 149
L = 240.00'
VPC 34+25.00 EL. = 673.97'
(-)0.5000%
(+)1.0115%
STA = 35+30.00
EL = 673.45'
ex = 0.40'
K = 139
L = 210.00'
VPT 36+35.00 EL. = 674.51'
VPC 36+35.00 EL. = 674.51'
STA = 37+50.00
EL = 675.67'
ex = -0.43'
K = 152
L = 230.00'
(+)1.0115%
(-)0.5000%
VPT 38+65.00 EL. = 675.10'
WSE 668.7
EXIST/PROP 4-10'X10' MBC FL 661.2
SH 289 PGL
EXISTING GROUND
PROP EL
EXIST EL
694.1
694.56 694.2
694.96 693.9
695.16 693.9
694.94 693.4
694.39 692.9
693.80 692.6
693.22 692.3
692.63 692.1
692.04 691.4
691.46 690.8
690.87 689.9
690.28 688.8
689.70 687.7
688.93 686.6
687.85 685.3
686.48 684.1
684.80 682.9
682.81 681.7
680.72 680.5
679.08 679.3
678.11 678.5
677.60 676.9
677.10 675.7
676.60 674.7
676.10 673.9
675.60 673.5
675.10 673.2
674.60 672.8
674.10 672.5
673.80 672.5
674.20 672.3
675.03 671.8
675.28 671.5
674.92 671.4
674.42 671.2
673.92 670.8
673.42 670.5
5+00
10+00
15+00
20+00
25+00
30+00
35+00
40+00

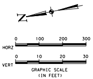

VPI STA = 7+70.00
EL = 694.36'
ex = -0.09'
K = 22
L = 40.00'
VPC 7+50.00 EL. = 694.51'
VPT 7+90.00 EL. = 693.84'
VPC 8+00.00 EL. = 693.58'
VPT 9+40.00 EL. = 692.47'
SH 289 PGL EL. = 694.4'
700
690
680
EXISTING GROUND
-0.7500%
-1.6900%
+1.0000%
-2.0000%
CR 107 PGL
VPI STA = 8+70.00
EL = 691.77'
ex = 0.63'
K = 39
L = 140.00'
VPI STA = 9+59.00
EL = 692.66'
(NO VC)
PROP EL
EXIST EL
695.79
695.51
694.77
694.67
693.58 694.18
692.28 693.18
693.48 692.92
4+00
10+00

CR 107 (MARILEE RD)


SH 289 PGL EL. = 694.3'
RR
VPC 10+25.00 EL. = 693.43'
VPT 10+75.00 EL. = 693.18'
VPC 10+90.00
VPT 11+00.00 EL. = 692.65'
VPI STA = 10+50.00
EL = 693.28'
ex = 0.18'
K = 17
L = 50.00'
700
690
680
CR 60 PGL
-2.0000%
-1.0950%
EXISTING GROUND
PROP EL
EXIST EL
694.28 692.91
693.69
691.16
690.74
10+00

CR 60 (MARILEE RD)


LEGEND
EXISTING R.O.W. (ACCESS BY PERMIT ONLY)
EXISTING DRAINAGE EASEMENT
PROPOSED R.O.W. (ACCESS BY PERMIT ONLY IN ACCORDANCE WITH TxDOT ACCESS CONTROL MANUAL)
CONTROL OF ACCESS/ACCESS DENIED (ACCESS RIGHTS TO BE PURCHASED)
DRAINAGE FLOW DIRECTION
PAVEMENT TO BE OBLITERATED
PROPOSED ROADWAY
PROPOSED CROSS STREET
PROPOSED DRIVEWAYS
PROPOSED SIDEWALKS
SH 289
PI STATION = 63+67.14
DELTA = 12°34'42.10"(LT)
DEGREE OF CURVE = 0°34'22.65"
TANGENT = 1,102.10
LENGTH = 2,195.34
RADIUS = 10,000.00
PC STATION = 52+65.04
PT STATION = 74+60.38
STA. 45+47.41
CL EXIST/PROP
3-5'X5' MBC
39'
PROP R.O.W.
PC 52+65.04
PROP CL SH 289
120' EXIST R.O.W.
PROP R.O.W. VARIES
VARIES
80'
82'
41'
41'
VARIES
PROP R.O.W.
EXIST R.O.W.
45+00
50+00
55+00
60+00
65+00
NORTHERN SANTA FE
EXIST R.O.W.
EXIST CL SH 289
STA. 64+14.13
CL EXIST 1-9'X6' SBC
CL PROP 2-9'X6' MBC
EXISTING DRAINAGE
EASEMENT
MATCH LINE STA 66+00
CSJ #0091-03-022

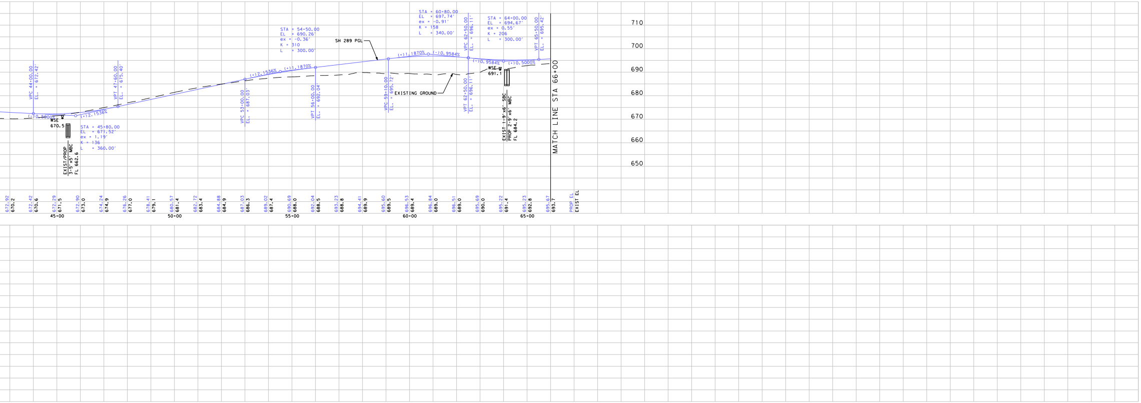

N
0
100
200
300
HORZ
0
10
20
30
VERT
GRAPHIC SCALE
(IN FEET)

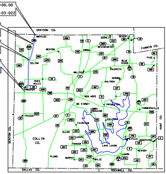
SH 289 CL STA 5
BEGIN PROJECT
BEGIN CSJ: 0091-

SH 289 CL STA 129+00.00
END CSJ: 0091-03-022
BEGIN CSJ: 0091-03-021

SH 289 CL STA 303+05.00
END CSJ: 0091-03-021
BEGIN CSJ: 0091-04-050

SH 289 CL STA 691+00.00
END PROJECT
END CSJ:0091-04-050




•00.00
-03-022
GRAYSON CO.
MARILEE
WESTON
SEDALIA
DESERT
WESTMINSTER
ANNA
FANNIN CO.
PIKE
BLUE RIDGE
CELINA
MELISSA
VALDASTA
VERONA
ALTOGA
RHEA MILLS
PROSPER
NEW HOPE
MC KINNEY
PRINCETON
LOWRY CROSSING
FARMERSVILLE
FRISCO
FAIRVIEW
CULLEOKA
HUNT CO.
DENTON CO.
ALLEN
LUCAS
COPEVILLE
JOSEPHINE
COLLIN CO.
PARKER
LAKE LAVON
NEVADA
PLANO
MURPHY
LAVON
WYLIE
DALLAS CO.
ROCKWALL CO.

VICINITY MAP

COLLIN COUNTY
SCALE 0 1 2 3 4 5 6 MILES
DISTRICT 18

BEGIN STATION	END STATION	CSJ	FUNCT. CLASS	DESIGN SPEED
5+00.00	129+00.00	0091-03-022	RURAL	60 MPH
129+00.00	303+05.00	0091-03-021	URBAN	45 MPH
303+05.00	691+00.00	0091-04-050	URBAN	45 MPH

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Texas Department of Transportation

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

COLLIN COUNTY

DESIGN SCHEMATIC
SH 289
PROJECT LENGTH: 12.992 MILES (68,600')

CSJ #0091-03-022
LIMITS: 500' NORTH OF GRAYSON CR 60
(GRAYSON COUNTY LINE)
TO BUS 289
LENGTH: 2.348 MILES

CSJ #0091-03-021
LIMITS: BUS 289 TO FM 455
LENGTH: 3.297 MILES

CSJ #0091-04-050
LIMITS: FM 455 TO 1/4 MILE NORTH OF US 380
LENGTH: 7.347 MILES

DESIGN SPEED: 60 MPH (RURAL)
45 MPH (URBAN)
40 MPH (FM STREETS)
30 MPH (CR & LOCAL STREETS)
20 MPH (CR 60)
FUNCTIONAL CLASS: RURAL AND URBAN PRINCIPAL ARTERIAL
ROLL 1 of 7

FEBRUARY 2009

ROADWAY	2010 ADT	2030 ADT	DESIGN SPEED
SH 289 (RURAL)	20,100	31,000	MEETS OR EXCEEDS 60 MPH
SH 289 (URBAN)	20,100	31,000	MEETS OR EXCEEDS 45 MPH
BUS 289	2,800	3,400	MEETS OR EXCEEDS 30 MPH
CR 134	800	1,200	MEETS OR EXCEEDS 30 MPH
FM 455	4,800	6,700	MEETS OR EXCEEDS 40 MPH
BUS 289	3,100	4,200	MEETS OR EXCEEDS 30 MPH
FM 1461	2,900	4,000	MEETS OR EXCEEDS 40 MPH
CR 48/CR 81	1,400	2,000	MEETS OR EXCEEDS 30 MPH
FM 1193	3,100	4,200	MEETS OR EXCEEDS 40 MPH
CR 78/E 1st ST	1,800	2,500	MEETS OR EXCEEDS 30 MPH
CR 60	-	-	MEETS OR EXCEEDS 20 MPH (RR CROSSING)
ALL OTHERS	-	-	MEETS OR EXCEEDS 30 MPH

Source of data: Texas Department of Transportation,
Programming and Planning Division Memorandum
March 27, 2006

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 TOWN OF PROSPER AND THE CITY OF CELINA.

2. THE WSE SHOWN AT EACH CULVERT IS BASED ON A 25 YEAR STORM EVENT.

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Texas Department of Transportation

LAN
Lockwood, Andrews & Newnam, Inc.
A LEO A DALY COMPANY

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Dallas, TX 75206
www.lan-inc.com
Phone 214.522.8778
Fax 214.526-4433

DALLAS DISTRICT
SH 289
COLLIN COUNTY
DESIGN SCHEMATIC

ROLL 1 of 7

DESIGNED: -	FED. RD. DIV. NO.	STATE	PROJECT NO.			HIGHWAY NO.
CHECKED: -	6	TEXAS	SEE TITLE SHEET			SH 289
DRAWN: -	STATE DIST.	COUNTY	CONTROL NO.	SECTION NO.	JOB NO.	SHEET NO.
CHECKED: -	DALLAS	COLLIN	0091	03	021	

ETC.