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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 2 of 7

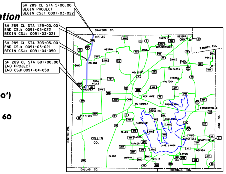
FEBRUARY 2009

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:

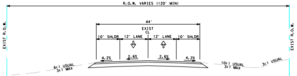
1. MEDIAN OPENINGS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL MEDIAN OPENING LOCATIONS TO BE DETERMINED DURING PS&E AND IN COORDINATION WITH THE TOWN OF PROSPER AND THE CITY OF CELINA.
2. THE WSE SHOWN AT EACH CULVERT IS BASED ON A 25 YEAR STORM EVENT.


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

VICINITY MAP

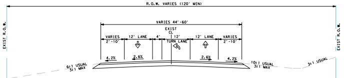
COLLIN COUNTY
SCALE 0 1 2 3 4 5 6 MILES
DISTRICT 18

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


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

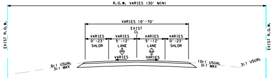
EXISTING ROADWAY TYPICAL SECTION

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

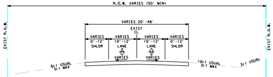
EXISTING ROADWAY TYPICAL SECTION

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

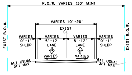
EXISTING CROSS STREET TYPICAL SECTION
ASPHALT PAVING

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

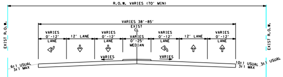
EXISTING CROSS STREET TYPICAL SECTION
CONCRETE PAVING

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

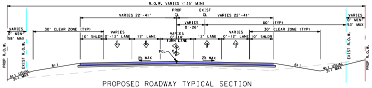
EXISTING CROSS STREET TYPICAL SECTION
UNPAVED

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

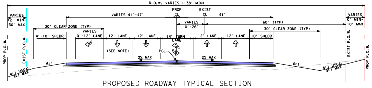
EXISTING CROSS STREET TYPICAL SECTION
CONCRETE PAVING w/ MEDIAN

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)
30' CLEAR ZONE (TYP)
30' CLEAR ZONE (TYP)
VARIES 0' MIN-58' MAX
VARIES 0' MIN-53' MAX
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
PROP R.O.W.
EXIST R.O.W.

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

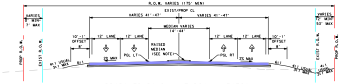
BEGIN PROJECT TO STA 88+48
STA 97+37 TO STA 124+50


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

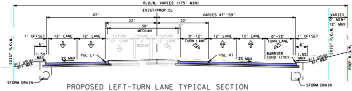
NOTE: THRU LANE STRIPED CLOSED
STA 9+65 TO STA 18+10


R.O.W. VARIES (175' MIN)
EXIST/PROP CL
VARIES 41'-47'
VARIES 41'-47'
MEDIAN VARIES 14'-44'
VARIES 0' MIN-7' MAX
VARIES 12' MIN-53' MAX
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
PROP R.O.W.
EXIST R.O.W.

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

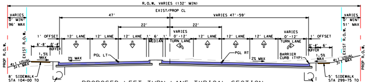
STA 124+50 TO STA 129+00

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'
30' MEDIAN
VARIES 0' MIN-12' MAX
1' OFFSET
12' LANE
12' LANE
FUTURE 12' LANE
FUTURE 6' MEDIAN
FUTURE 12' LANE
0'-12' TURN LANE
12' LANE
12' LANE
0'-12' TURN LANE
1' OFFSET
6'
6'
1.5%
1.5% MAX
PGL LT
PGL RT
2% MAX
2% MAX
BARRIER CURB (TYP)
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

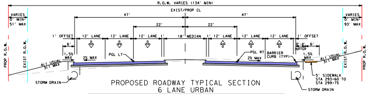
STA 129+00 TO STA 134+04


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
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
6'-8' BUFFER
0'-4' BUFFER
1.5% MAX
PGL LT
PGL RT
2% MAX
2% MAX
BARRIER CURB (TYP)
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 SHOW
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
12' LANE
12' LANE
12' LANE
1'
18' MEDIAN
1'
12' LANE
12' LANE
12' LANE
1' OFFSET
6'
6'
1.5% MAX
PGL LT
PGL RT
2% MAX
2% MAX
BARRIER CURB (TYP)
BUFFER
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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JOSEPH W. ATWOOD 65631 02-20-09
Type or Print Name PE# Date

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T.B.P.E. Firm # 2614

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Texas Department of Transportation

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www.lan-inc.com
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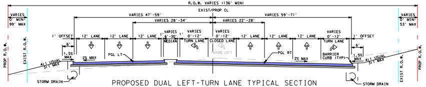
Fax 214.526-4433

DALLAS DISTRICT
SH 289
COLLIN COUNTY
DESIGN SCHEMATIC

ROLL 2 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	

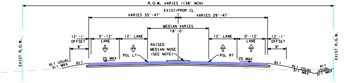
ETC.


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

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

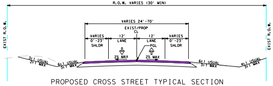
NOTE: SB LEFT TURN AS SHOWN.
REVERSE SECTION FOR
NB LEFT TURN.


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

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

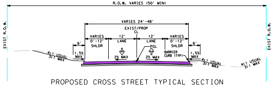
STA 687+30 TO END PROJECT

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
PGL
2% MAX
3:1 USUAL 2:1 MAX
6:1 USUAL 3:1 MAX
4:1 USUAL 3:1 MAX
EXIST R.O.W.

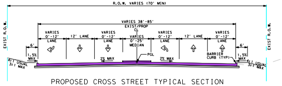
PROPOSED CROSS STREET TYPICAL SECTION
ASPHALT PAVING

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


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

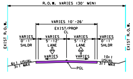
PROPOSED CROSS STREET TYPICAL SECTION
CONCRETE PAVING

LAKE VIEW	CR 77
CR 98	BRIDGEPORT
CHANDLER	


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

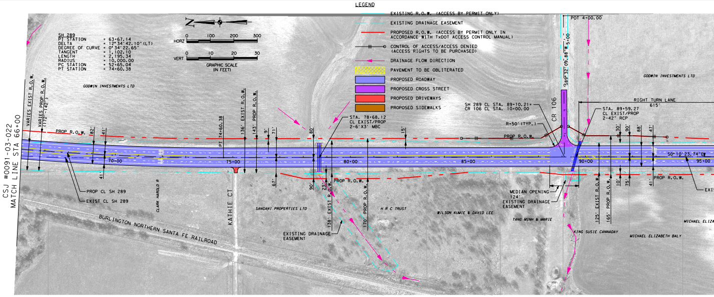
PROPOSED CROSS STREET TYPICAL SECTION
CONCRETE PAVING w/ MEDIAN

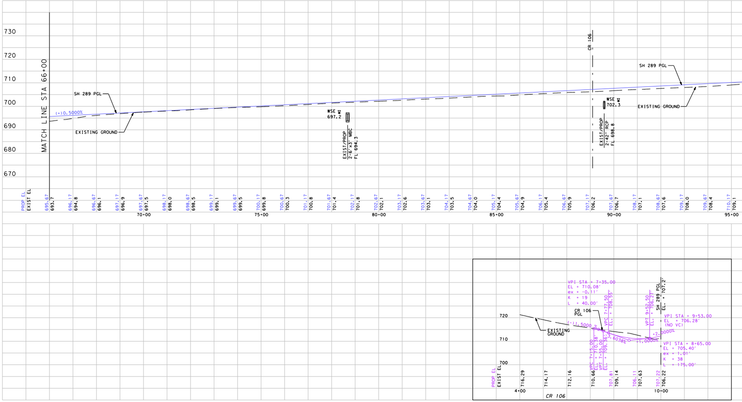
CR 96
CARTER RANCH
STONE CREEK

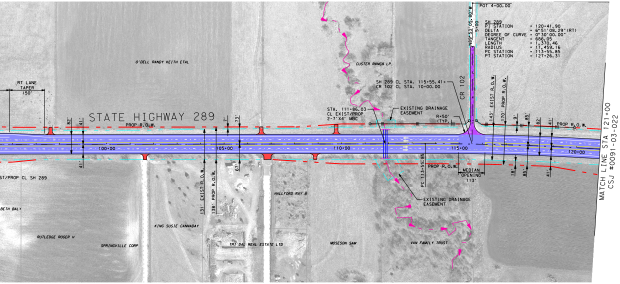

R.O.W. VARIES (30' MIN)
VARIES 10'-26'
EXIST/PROP CL
VARIES 0'-1' SHLDR
VARIES 5'-12' LANE
VARIES
6:1 USUAL 3:1 MAX
10:1 USUAL 3:1 MAX
PGL
EXIST R.O.W.

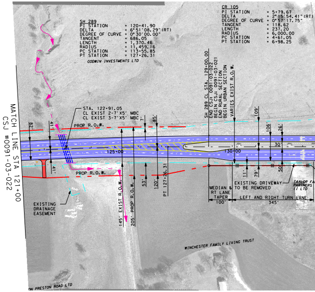
PROPOSED CROSS STREET TYPICAL SECTION
ASPHALT PAVING

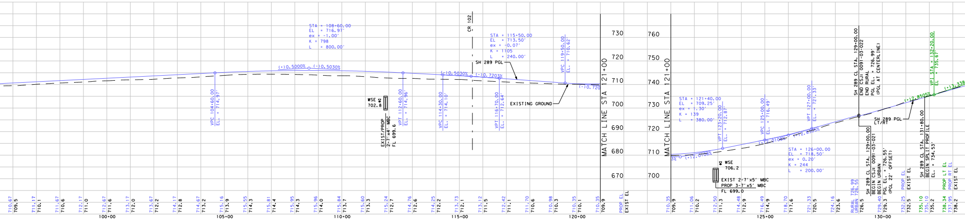
CR 102	CR 99	KINNEY*
CR 105	CR 95	CR 1211
CR 100	JAMES*	CR 89*

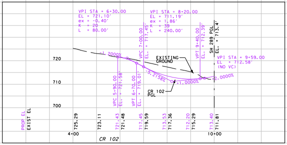

LEGEND
EXISTING R.O.W. (ACCESS BY PERMIT ONLY)
EXISTING DRAINAGE EASEMENT
PROPOSED R.O.W. (ACCESS BY PERMIT ONLY IN ACCORDANCE WITH TxDOT ACCESS CONTROL MANUAL)
CONTROL OF ACCESS/ACCESS DENIED (ACCESS RIGHTS TO BE PURCHASED)
DRAINAGE FLOW DIRECTION
PAVEMENT TO BE OBLITERATED
PROPOSED ROADWAY
PROPOSED 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
N
HORZ 0 100 200 300
VERT 0 10 20 30
GRAPHIC SCALE (IN FEET)
CSJ #0091-03-022
MATCH LINE STA 66+00
VARIES EXIST R.O.W.
VARIES PROP R.O.W. (172'-142')
GODWIN INVESTMENTS LTD
PROP R.O.W.
82'
41'
PT 74+60.38
136' EXIST R.O.W.
143' PROP R.O.W.
9'
71'
80'
15'
STA. 78+68.12
CL EXIST/PROP
2-6'X3' MBC
70+00
75+00
80+00
85+00
90+00
95+00
PROP CL SH 289
EXIST CL SH 289
CLARK HAROLD R
KATHIE CT
67'
90'
23'
PROP R.O.W.
138' EXIST R.O.W.
170' PROP R.O.W.
SANGANI PROPERTIES LTD
H R C TRUST
WILSON KUMIE & DAVID LEE
BURLINGTON NORTHERN SANTA FE RAILROAD
EXISTING DRAINAGE EASEMENT
SH 289 CL STA. 89+10.21=
CR 106 CL STA. 10+00.00
R=50' (TYP.)
CR 106
POT 4+00.00
S89°32'09.88"W
MEDIAN OPENING
124'
EXISTING DRAINAGE EASEMENT
TANG MINH & MARIE
KING SUSIE CANNADAY
STA. 89+59.27
CL EXIST/PROP
2-42" RCP
30'
90'
88'
47'
10'
75'
41'
125' EXIST R.O.W.
165' PROP R.O.W.
PROP R.O.W.
GODWIN INVESTMENTS LTD
RIGHT TURN LANE
615'
50°10'23.74"E
MICHAEL ELIZA
MICHAEL ELIZABETH BALY
EXI

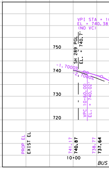



STATE HIGHWAY 289
O'DELL RANDY KEITH ETAL
CUSTER RANCH LP
POT 4+00.00
N89°53'05.80"W
SH 289
PI STATION = 120+41.90
DELTA = 6°51'08.29" (RT)
DEGREE OF CURVE = 0°30'00.00"
TANGENT = 686.05
LENGTH = 1,370.46
RADIUS = 11,459.16
PC STATION = 113+55.85
PT STATION = 127+26.31
SH 289 CL STA. 115+55.41=
CR 102 CL STA. 10+00.00
CR 102
RT LANE TAPER 150'
PROP R.O.W.
STA. 111+86.03
CL EXIST/PROP
2-7'X4' MBC
EXISTING DRAINAGE EASEMENT
R=50' (TYP.)
MEDIAN OPENING 113'
PC 113+55.85
100+00
105+00
110+00
115+00
120+00
131' EXIST R.O.W.
138' PROP R.O.W.
143' EXIST R.O.W.
170' PROP R.O.W.
EXIST/PROP CL SH 289
BETH BALY
KING SUSIE CANNADAY
HALLFORD RAY A
RUTLEDGE ROGER H
SPRINGVILLE CORP
TRI DAL REAL ESTATE LTD
MOSESON SAM
VAN FAMILY TRUST
MATCH LINE STA 121+00
CSJ #0091-03-022


SH 289
PI STATION = 120+41.90
DELTA = 6°51'08.29" (RT)
DEGREE OF CURVE = 0°30'00.00"
TANGENT = 686.05
LENGTH = 1,370.46
RADIUS = 11,459.16
PC STATION = 113+55.85
PT STATION = 127+26.31
GODWIN INVESTMENTS LTD
CR 105
PI STATION = 5+79.67
DELTA = 2°15'54.41" (RT)
DEGREE OF CURVE = 0°57'17.75"
TANGENT = 118.62
LENGTH = 237.20
RADIUS = 6,000.00
PC STATION = 4+61.05
PT STATION = 6+98.25
SH 289 CL STA. 129+00.00
END CSJ: 0091-03-022
BEGIN CSJ: 0091-03-021
END RURAL SECTION
BEGIN URBAN SECTION
VARIES EXIST R.O.W.
MATCH LINE STA 121+00
CSJ #0091-03-022
STA. 122+91.05
CL EXIST 2-7'X5' MBC
CL EXIST 3-7'X5' MBC
PROP R.O.W.
125+00
130+00
PT 127+26.31
145' EXIST R.O.W.
205' PROP R.O.W.
EXISTING DRAINAGE EASEMENT
MEDIAN & RT LANE TAPER 100'
EXISTING DRIVEWAY TO BE REMOVED
LEFT AND RIGHT TURN LANE 345'
TAYLOR FAMILY PARTNERS I LTD
WINCHESTER FAMILY LIVING TRUST
ON PRESTON ROAD LTD


STA = 108+60.00
EL = 716.97'
ex = -1.00'
K = 798
L = 800.00'
(+)0.5000%
(-)0.5030%
(-)0.7203%
(-)0.720
STA = 115+50.00
EL = 713.50'
ex = -0.07'
K = 1105
L = 240.00'
CR 102
SH 289 PGL
EXISTING GROUND
VPC 104+60.00 EL. = 714.97'
VPT 112+60.00 EL. = 714.96'
VPC 114+30.00 EL. = 714.10'
VPT 116+70.00 EL. = 712.64'
VPC 119+50.00 EL. = 710.62'
WSE 702.8
EXIST/PROP 2-7'x4' MBC FL 699.6
MATCH LINE STA 121+00
730
720
710
700
690
680
670
760
750
740
730
720
710
700
STA = 121+40.00
EL = 709.25'
ex = 1.30'
K = 139
L = 380.00'
(+)2.0108%
(+)2.0108%
(+)2.8505%
(+)2.8505%
(+)3.338
VPT 123+20.00 EL. = 712.87'
VPC 125+00.00 EL. = 716.49'
VPT 127+00.00 EL. = 721.33'
STA = 126+00.00
EL = 718.50'
ex = 0.20'
K = 244
L = 200.00'
WSE 706.2
EXIST 2-7'x5' MBC
PROP 3-7'x5' MBC
FL 699.0
SH 289 CL STA. 129+00.00
END CSJ: 0091-03-022
END RURAL
PGL EL. = 726.99'
(PGL AT CENTERLINE)
SH 289 CL STA. 129+00.00
BEGIN CSJ: 0091-03-021
BEGIN URBAN
PGL EL. = 726.55'
(PGL 22' OFFSET)
SH 289 PGL LT/RT
SH 289 CL STA. 131+80.00
BEGIN SPLIT PROFILE
EL. = 734.53'
VPI STA = 132+20.00
EL. = 735.67'
PROP EL
EXIST EL
PROP LT EL
PROP RT EL
EXIST EL
RURAL 726.99
URBAN 726.55
100+00
105+00
110+00
115+00
120+00
125+00
130+00
710.67 709.5
711.17 710.1
711.67 710.6
712.17 711.0
712.67 711.6
713.17 712.0
713.67 712.2
714.17 712.8
714.67 713.2
715.16 713.9
715.55 714.3
715.81 714.4
715.95 714.3
715.96 714.0
715.84 713.7
715.60 713.3
715.24 712.7
714.76 712.6
714.25 712.2
713.73 712.1
713.12 711.5
712.42 711.1
711.70 710.6
710.98 710.3
710.35 710.1
710.35 709.9
710.35 709.9
711.06 710.2
712.50 711.3
714.48 712.9
716.49 714.9
718.70 717.6
721.33 720.5
724.16 723.6
726.5
729.40 729.3
732.25 732.5
735.10 735.10 735.2
738.34 737.95 738.2


VPI STA = 6+30.00
EL = 721.10'
ex = -0.40'
K = 20
L = 80.00'
VPI STA = 8+20.00
EL = 711.19'
ex = 1.86'
K = 39
L = 240.00'
VPI STA = 9+59.00
EL = 712.58'
(NO VC)
SH 289 PGL EL. = 713.4'
-1.2000%
-5.2158%
-1.0000%
2.0000%
EXISTING GROUND
CR 102 PGL
VPC 5+90.00 EL. = 721.58'
VPT 6+70.00 EL. = 719.01'
VPC 7+00.00 EL. = 717.45'
VPT 9+40.00 EL. = 712.39'
720
710
700
PROP EL
EXIST EL
725.29
723.11
721.43 721.48
717.45 719.59
713.53 717.36
712.20 715.29
713.40 711.81
4+00
10+00
CR 102

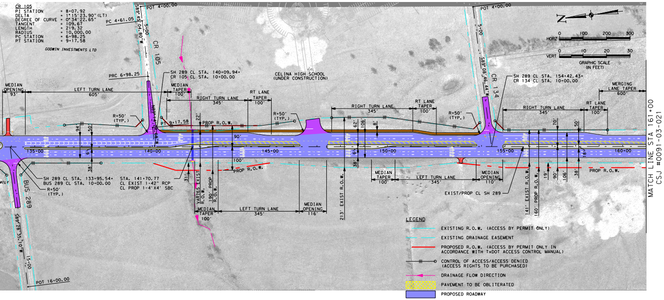

VPI STA = 1
EL. = 740.38
(NO VC)
SH 289 PGL EL. = 740.7'
-1.7000%
-2.7000%
VPC 10+60.00 EL. = 740.02'
750
740
730
720
PROP EL
EXIST EL
741.17 740.87
738.77 737.64
10+00
BUS

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

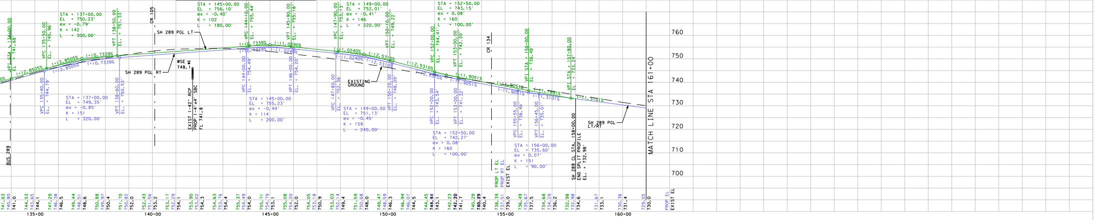
SH 289 CL STA 691+00.00
END PROJECT
END CSJ:0091-04-050

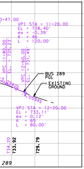

CR 105
PI STATION = 8+07.92
DELTA = 1°15'23.90"(LT)
DEGREE OF CURVE = 0°34'22.65"
TANGENT = 109.67
LENGTH = 219.32
RADIUS = 10,000.00
PC STATION = 6+98.25
PT STATION = 9+17.58
GODWIN INVESTMENTS LTD
POT 4+00.00
PC 4+61.05
S89°45'04.80"W
5+00
CR 105
PRC 6+98.25
SH 289 CL STA. 140+09.94=
CR 105 CL STA. 10+00.00
CELINA HIGH SCHOOL
(UNDER CONSTRUCTION)
MEDIAN OPENING 93'
LEFT TURN LANE 605'
MEDIAN TAPER 100'
RIGHT TURN LANE 345'
RT LANE TAPER 100'
R=50' (TYP.)
PT 9+17.58
PROP R.O.W.
135+00
140+00
145+00
150+00
155+00
160+00
SH 289 CL STA. 133+95.54=
BUS 289 CL STA. 10+00.00
R=50' (TYP.)
BUS 289
STA. 141+70.77
CL EXIST 1-42" RCP
CL PROP 1-4'X4' SBC
VARIES EXIST R.O.W.
190' PROP R.O.W.
MEDIAN TAPER 100'
LEFT TURN LANE 345'
MEDIAN OPENING 116'
213' EXIST R.O.W.
MEDIAN TAPER 100'
LEFT TURN LANE 345'
MEDIAN OPENING 110'
EXIST/PROP CL SH 289
141' EXIST R.O.W.
160' PROP R.O.W.
POT 4+00.00
S89°08'46.44"W
CR 134
SH 289 CL STA. 154+42.43=
CR 134 CL STA. 10+00.00
RIGHT TURN LANE 345'
RT LANE TAPER 100'
MERGING LANE TAPER 600'
S89°28'35.10"W
15+00
POT 16+00.00
HORZ 0 100 200 300
VERT 0 10 20 30
GRAPHIC SCALE (IN FEET)
MATCH LINE STA 161+00
CSJ #0091-03-021

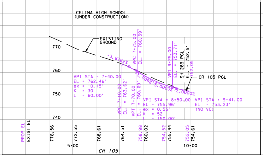
LEGEND

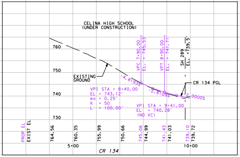
- EXISTING R.O.W. (ACCESS BY PERMIT ONLY)
- EXISTING DRAINAGE EASEMENT
- PROPOSED R.O.W. (ACCESS BY PERMIT ONLY IN ACCORDANCE WITH TxDOT ACCESS CONTROL MANUAL)
- CONTROL OF ACCESS/ACCESS DENIED (ACCESS RIGHTS TO BE PURCHASED)
- DRAINAGE FLOW DIRECTION
- ▨ PAVEMENT TO BE OBLITERATED
- 🟦 PROPOSED ROADWAY
- 🟪 PROPOSED CROSS STREET
- 🟥 PROPOSED DRIVEWAYS
- 🟫 PROPOSED SIDEWALKS

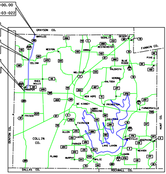
NORTHBOUND CROSS SLOPE TRANSITION TABLE		
EVENT	STATION	CROSS SLOPE
BEGIN SE TRANSITION	132+20.00(LT)	-2.00
END SE TRANSITION	134+00.00(LT)	+2.00
BEGIN SE TRANSITION	156+00.00(LT)	+2.00
END SE TRANSITION	157+80.00(LT)	-2.00


STA = 137+00.00
EL = 750.23'
ex = -0.79'
K = 142
L = 300.00'
STA = 145+00.00
EL = 756.10'
ex = -0.40'
K = 102
L = 180.00'
STA = 149+00.00
EL = 752.01'
ex = -0.41'
K = 146
L = 220.00'
STA = 152+50.00
EL = 743.15'
ex = 0.08'
K = 160
L = 100.00'
SH 289 PGL LT
SH 289 PGL RT
WSE 748.1
EXIST 1-42" RCP
PROP 1-4'x4' SBC
FL 741.8
EXISTING GROUND
CR 105
CR 134
BUS 289
STA = 137+00.00
EL = 749.35'
ex = -0.85'
K = 151
L = 320.00'
STA = 145+00.00
EL = 755.23'
ex = -0.44'
K = 114
L = 200.00'
STA = 149+00.00
EL = 751.13'
ex = -0.45'
K = 159
L = 240.00'
STA = 152+50.00
EL = 742.27'
ex = 0.08'
K = 160
L = 100.00'
STA = 156+00.00
EL = 735.60'
ex = 0.07'
K = 151
L = 90.00'
SH 289 PGL LT/RT
SH 289 CL STA. 158+00.00
END SPLIT PROFILE
EL. = 732.98'
PROP LT EL
PROP RT EL
EXIST EL
PROP EL
MATCH LINE STA 161+00
760
750
740
730
720
710
700
135+00
140+00
145+00
150+00
155+00
160+00


VPI STA = 11+20.00
EL = 738.40'
ex = -0.39'
K = 46
L = 120.00'
VPC 11+80.00
EL. = 735.23'
VPC 12+60.00
EL. = 731.49'
BUS 289 PGL
EXISTING GROUND
-4.0594%
VPI STA = 12+20.00
EL = 733.11'
ex = 0.12'
K = 65
L = 80.00'
734.20
733.92
729.79
289


CELINA HIGH SCHOOL
(UNDER CONSTRUCTION)
EXISTING GROUND
-3.8762%
-3.0000%
-2.0000%
VPI STA = 7+40.00
EL = 762.46'
ex = -0.15'
K = 30
L = 60.00'
VPI STA = 8+50.00
EL = 755.96'
ex = 0.55'
K = 52
L = 150.00'
VPI STA = 9+41.00
EL = 753.23'
(NO VC)
SH 289 PGL
CR 105 PGL
770
760
750
740
PROP EL
EXIST EL
776.56
772.55
768.61
764.51
758.98
760.02
754.52
755.44
752.05
754.61
5+00
10+00
CR 105


CELINA HIGH SCHOOL
(UNDER CONSTRUCTION)
EXISTING GROUND
-4.8793%
-2.8108%
-2.0000%
VPC 7+90.00
EL. = 745.93'
VPT 8+90.00
EL. = 741.71'
SH 289
EL. = 739.5'
CR 134 PGL
VPI STA = 8+40.00
EL = 743.12'
ex = 0.25'
K = 50
L = 100.00'
VPI STA = 9+41.00
EL = 740.28'
(NO VC)
760
750
740
730
PROP EL
EXIST EL
764.56
760.35
755.99
750.66
745.06
744.99
741.43
741.03
739.10
739.72
5+00
10+00
CR 134


•00.00
-03-022
GRAYSON CO.
MARILEE
SEDALIA
DESERT
WESTMINSTER
ANNA
WESTON
FANNIN CO.
PIKE
BLUE RIDGE
CELINA
VALDASTA
MELISSA
VERONA
GALTOCA
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
WYLIE
LAVON
DALLAS CO.
ROCKWALL CO.

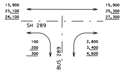
VICINITY MAP

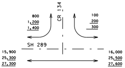
COLLIN COUNTY

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


13,900
23,100
24,100
15,900
25,300
27,300
SH 289
100
200
300
2,800
3,400
4,600
BUS 289


CR 134
800
1,200
1,400
100
200
300
SH 289
15,900
25,300
27,300
16,000
25,500
27,600

TRAFFIC VOLUME LEGEND*

1,000 YEAR 2010
1,000 YEAR 2030
1,000 YEAR 2040

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

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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 2 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

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DALLAS DISTRICT
SH 289
COLLIN COUNTY
DESIGN SCHEMATIC

ROLL 2 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.

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