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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')

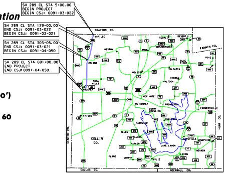
CSJ #0091-03-022
LIMITS: 500' NORTH OF GRAYSON CR 60
(GRAYSON COUNTY LINE)
TO BUS 289
LENGTH: 2.348 MILES

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 5 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.
FANNIN CO.
DENTON CO.
HUNT CO.
DALLAS CO.
ROCKWALL CO.
COLLIN CO.
MARILEE
CELINA
WESTON
ANNA
WESTMINSTER
SEDALIA
DESERT
PIKE
BLUE RIDGE
VALDASTA
MELISSA
VERONA
ALTOGA
RHEA MILLS
PROSPER
FRISCO
NEW HOPE
MC KINNEY
PRINCETON
FARMERSVILLE
LOWRY CROSSING
CULLEOKA
FAIRVIEW
ALLEN
LUCAS
PARKER
LAKE LAVON
COPEVILLE
JOSEPHINE
NEVADA
LAVON
PLANO
MURPHY
WYLIE

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.

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Texas Department of Transportation

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Fax 214.526-4433

DALLAS DISTRICT
SH 289
COLLIN COUNTY
DESIGN SCHEMATIC

ROLL 5 of 7

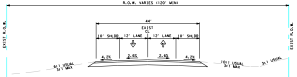
DESIGNED: -	FED. RD. DIV. NO.	STATE	PROJECT NO.			HIGHWAY NO.
CHECKED: -	6	TEXAS	SEE TITLE SHEET			SH 289
DRAWN: -	STATE DIST.	COUNTY	CONTROL NO.	SECTION NO.	JOB NO.	SHEET NO.
CHECKED: -	DALLAS	COLLIN	0091	03	021	

ETC.

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

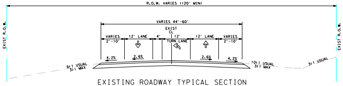
JOSEPH W. ATWOOD 65631 02-20-09
Type or Print Name PE# Date

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


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

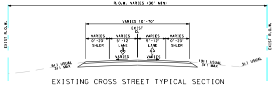
EXISTING ROADWAY TYPICAL SECTION

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

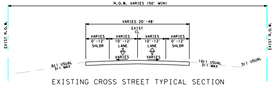
EXISTING ROADWAY TYPICAL SECTION

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

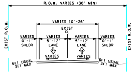
EXISTING CROSS STREET TYPICAL SECTION
ASPHALT PAVING

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

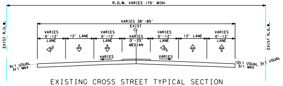
EXISTING CROSS STREET TYPICAL SECTION
CONCRETE PAVING

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

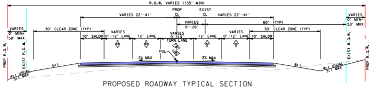
EXISTING CROSS STREET TYPICAL SECTION
UNPAVED

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

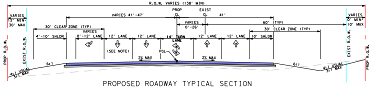
EXISTING CROSS STREET TYPICAL SECTION
CONCRETE PAVING w/ MEDIAN

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)
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
PROP R.O.W.
EXIST R.O.W.

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

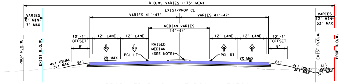
BEGIN PROJECT TO STA 88+48
STA 97+37 TO STA 124+50


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
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

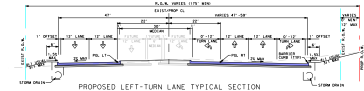
NOTE: THRU LANE STRIPED CLOSED
STA 9+65 TO STA 18+10


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
PROP R.O.W.
EXIST R.O.W.

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

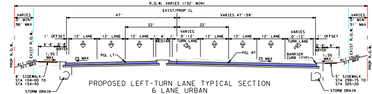
STA 124+50 TO STA 129+00

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

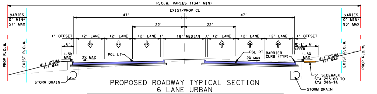
STA 129+00 TO STA 134+04


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
2% MAX
PGL LT
PGL RT
2% MAX
BARRIER CURB (TYP)
1.5% 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

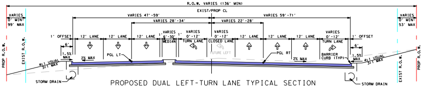
STA 134+04 TO STA 159+36
STA 175+60 TO STA 185+75
STA 254+70 TO STA 265+45
STA 275+26 TO STA 292+93
STA 299+75 TO STA 312+30
STA 320+07 TO STA 330+48
STA 338+95 TO STA 349+45
STA 367+66 TO STA 383+45
STA 413+67 TO STA 424+43
STA 440+29 TO STA 450+63
STA 467+43 TO STA 477+71
STA 561+05 TO STA 571+95
STA 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 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
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
2% MAX
PGL LT
PGL RT
2% MAX
BARRIER CURB (TYP)
1.5% 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

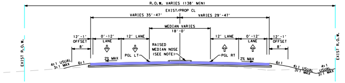
STA 159+36 TO STA 175+60
STA 185+75 TO STA 254+70
STA 265+45 TO STA 275+26
STA 292+93 TO STA 299+75
STA 312+30 TO STA 320+07
STA 330+48 TO STA 338+95
STA 349+45 TO STA 367+66
STA 383+45 TO STA 413+67
STA 424+43 TO STA 440+29
STA 450+63 TO STA 467+43
STA 477+71 TO STA 520+80
STA 539+24 TO STA 561+05
STA 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


R.O.W. VARIES (136' MIN)
EXIST/PROP CL
VARIES 0' MIN-99' MAX
VARIES 47'-59'
VARIES 28'-34'
VARIES 22'-28'
VARIES 59'-71'
VARIES 0' MIN-53' MAX
1' OFFSET
12' LANE
12' LANE
12' LANE
1'
VARIES 6'-30' MEDIAN
1'
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

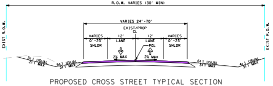
NOTE: SB LEFT TURN AS SHOWN.
REVERSE SECTION FOR
NB LEFT TURN.


R.O.W. VARIES (138' MIN)
EXIST/PROP CL
VARIES 35'-47'
VARIES 29'-47'
MEDIAN VARIES 18'-0'
12'-1' OFFSET
0'-12' LANE
12' LANE
RAISED MEDIAN NOSE (SEE NOTE)
12' LANE
0'-12' LANE
12'-1' OFFSET
8'
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
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

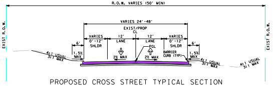
CR 107
CR 60
CR 106
BUS 289
CR 134

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

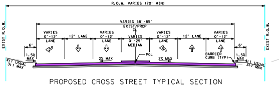
HICKORY CREEK
FM 1193
CR 78
CRAIG
CR 73


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'
6'
1.5% MAX
1.5% MAX
PGL
2% MAX
2% MAX
BARRIER CURB (TYP)
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

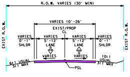
LAKE VIEW
CR 98
CHANDLER

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'
6'
1.5% MAX
1.5% MAX
PGL
2% MAX
2% MAX
BARRIER CURB (TYP)
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

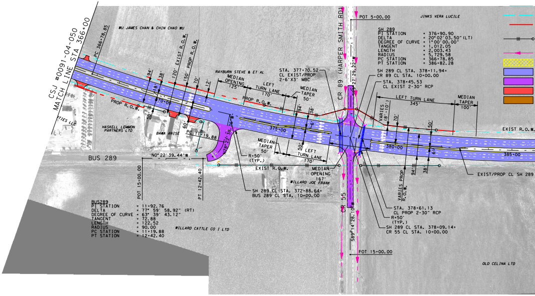
CR 102
CR 105
CR 100

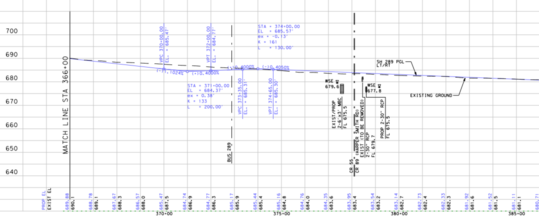
CR 99
CR 95
JAMES*

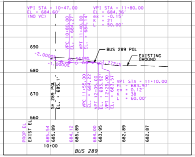
KINNEY*
CR 1211
CR 89*

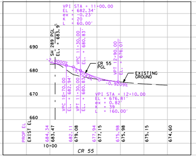
N.

LEGEND

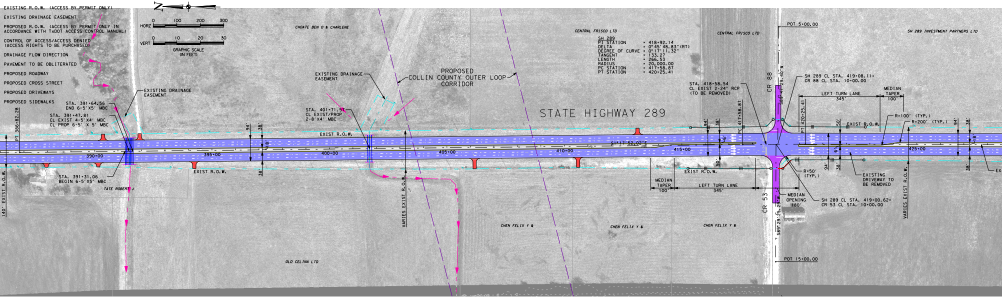

CSJ #0091-04-050
MATCH LINE STA 366+00
PC 366+78.85
WU JAMES CHAN & CHIN CHAO WU
120' EXIST R.O.W.
150' PROP R.O.W.
94'
38'
18'
70'
12'
50'
60'
370+00
PROP R.O.W.
RAYBURN STEVE & ET AL
MEDIAN OPENING 125'
LEFT TURN LANE 170'
MEDIAN TAPER 50'
PROP R.O.W.
STA. 377+70.52 CL EXIST/PROP 2-6'X3' MBC
HASKELL LEMMON PARTNERS LTD
BAWA ANISE
PC 11+19.88
N78°22'38.36"W
375+00
R=50' (TYP.)
MEDIAN TAPER 50'
LEFT TURN LANE 170'
EXIST R.O.W.
MEDIAN OPENING 167'
WILLARD JOE FRANK
BUS 289
N0°22'39.44"W
POT 15+00.00
PT 12+42.40
SH 289 CL STA. 372+88.64= BUS 289 CL STA. 10+00.00
BUS289
PI STATION = 11+92.76
DELTA = 77° 59' 58.92" (RT)
DEGREE OF CURVE = 63° 39' 43.12"
TANGENT = 72.88
LENGTH = 122.52
RADIUS = 90.00
PC STATION = 11+19.88
PT STATION = 12+42.40
WILLARD CATTLE CO I LTD
CR 89 (HARPER SMITH RD)
S89°27'29.22"W
POT 5+00.00
JINKS VERA LUCILE
SH 289
PI STATION = 376+90.90
DELTA = 20°02'03.50"(LT)
DEGREE OF CURVE = 1°00'00.00"
TANGENT = 1,012.05
LENGTH = 2,003.43
RADIUS = 5,729.58
PC STATION = 366+78.85
PT STATION = 386+82.28
SH 289 CL STA. 378+11.94= CR 89 CL STA. 10+00.00
STA. 378+45.53 CL EXIST 2-30" RCP
LEFT TURN LANE 345'
MEDIAN TAPER 100'
VARIES (8'-10')
70'
50'
6'
EXIST R.O.W.
380+00
385+00
EXIST/PROP CL SH 289
VARIES PROP R.O.W.
94'
38'
STA. 378+61.13 CL PROP 2-30" RCP
R=50' (TYP.)
SH 289 CL STA. 378+09.14= CR 55 CL STA. 10+00.00
CR 55
S89°14'28.10"W
POT 15+00.00
OLD CELINA LTD

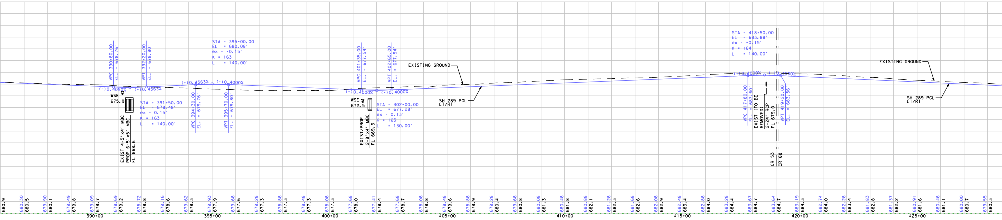


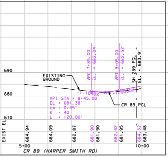


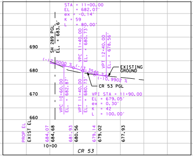


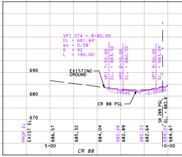
PROP EL

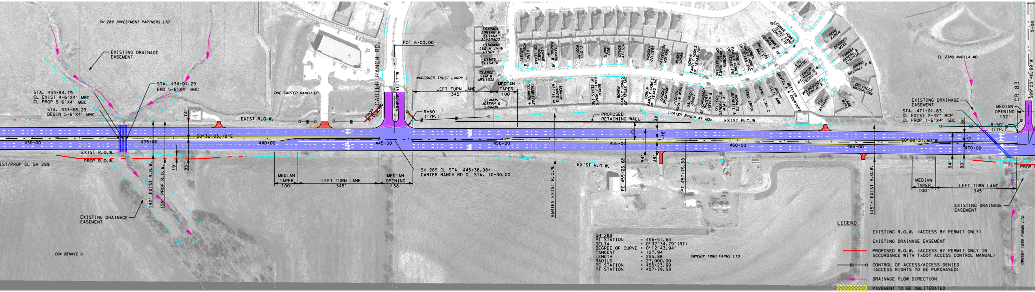

EXISTING R.O.W. (ACCESS BY PERMIT ONLY)
EXISTING DRAINAGE EASEMENT
PROPOSED R.O.W. (ACCESS BY PERMIT ONLY IN ACCORDANCE WITH TxDOT ACCESS CONTROL MANUAL)
CONTROL OF ACCESS/ACCESS DENIED (ACCESS RIGHTS TO BE PURCHASED)
DRAINAGE FLOW DIRECTION
PAVEMENT TO BE OBLITERATED
PROPOSED ROADWAY
PROPOSED CROSS STREET
PROPOSED DRIVEWAYS
PROPOSED SIDEWALKS
N
HORZ 0 100 200 300
VERT 0 10 20 30
GRAPHIC SCALE (IN FEET)
CHOATE BEN O & CHARLENE
CENTRAL FRISCO LTD
CENTRAL FRISCO LTD
SH 289 INVESTMENT PARTNERS LTD
SH 289
PI STATION = 418+92.14
DELTA = 0°45'48.83"(RT)
DEGREE OF CURVE = 0°17'11.32"
TANGENT = 133.27
LENGTH = 266.53
RADIUS = 20,000.00
PC STATION = 417+58.87
PT STATION = 420+25.41
POT 5+00.00
POT 15+00.00
CR 88
CR 53
S89°41'29.40"W
S89°29'25.29"W
SH 289 CL STA. 419+08.11= CR 88 CL STA. 10+00.00
SH 289 CL STA. 419+00.62= CR 53 CL STA. 10+00.00
STA. 418+58.54 CL EXIST 2-24" RCP (TO BE REMOVED)
PC 417+58.87
PT 420+25.41
LEFT TURN LANE 345'
MEDIAN TAPER 100'
MEDIAN OPENING 180'
R=100' (TYP.)
R=200' (TYP.)
R=50' (TYP.)
EXISTING DRIVEWAY TO BE REMOVED
VARIES EXIST R.O.W.
EXIST R.O.W.
EXISTING DRAINAGE EASEMENT
PROPOSED COLLIN COUNTY OUTER LOOP CORRIDOR
STATE HIGHWAY 289
S1°17'52.02"E
STA. 391+64.56 END 6-5'X5' MBC
STA. 391+47.81 CL EXIST 4-5'X4' MBC CL PROP 6-5' X 5' MBC
STA. 391+31.06 BEGIN 6-5'X5' MBC
STA. 401+71.57 CL EXIST/PROP 2-8'X4' MBC
PT 386+82.28
140' EXIST R.O.W.
94'
38'
18'
50'
6'
390+00
395+00
400+00
405+00
410+00
415+00
425+00
TATE ROBERT J
CHEN FELIX Y &
CHEN FELIX Y &
CHEN FELIX Y &
OLD CELINA LTD
EX


VPC 390+80.00 EL. = 678.76'
VPT 392+20.00 EL. = 678.80'
(-)0.4050%
(+)0.4563%
STA = 391+50.00
EL = 678.48'
ex = 0.15'
K = 163
L = 140.00'
WSE 675.9
EXIST 4-5'x4' MBC
PROP 6-5'x5' MBC
FL 668.6
(+)0.4563%
(-)0.4000%
STA = 395+00.00
EL = 680.08'
ex = -0.15'
K = 163
L = 140.00'
VPC 394+30.00 EL. = 679.76'
VPT 395+70.00 EL. = 679.80'
VPC 401+35.00 EL. = 677.54'
VPT 402+65.00 EL. = 677.54'
(-)0.4000%
(+)0.4000%
WSE 672.5
EXIST/PROP 2-8'x4' MBC
FL 669.3
STA = 402+00.00
EL = 677.28'
ex = 0.13'
K = 163
L = 130.00'
EXISTING GROUND
SH 289 PGL LT/RT
STA = 418+50.00
EL = 683.88'
ex = -0.15'
K = 164
L = 140.00'
(+)0.4000%
(-)0.4560%
VPC 417+80.00 EL. = 683.60'
EXIST (TO BE REMOVED) 2-24" RCP FL 679.0
VPT 419+20.00 EL. = 683.56'
CR 53
CR 88
EXISTING GROUND
SH 289 PGL LT/RT
680.9
680.30 680.5
679.90 680.1
679.49 679.8
679.09 679.7
678.69 679.2
678.72 678.8
679.16 678.6
679.62 678.3
679.93 677.9
679.68 677.6
679.28 677.3
678.88 677.3
678.48 677.3
678.08 677.3
677.68 678.0
677.41 678.4
677.68 678.7
678.08 678.8
678.48 679.6
678.88 679.9
679.28 680.4
679.68 680.8
680.08 681.3
680.48 681.8
680.88 682.1
681.28 682.3
681.68 682.6
682.08 682.9
682.48 683.4
682.88 684.0
683.28 684.4
683.67 684.7
683.64 684.7
683.19 684.3
682.74 684.0
682.28 683.4
681.83 682.8
681.37 682.2
680.91 681.6
680.46 681.1
680.00 680.7
679.55 680.3
390+00
395+00
400+00
405+00
410+00
415+00
420+00
425+00


690
680
670
EXISTING GROUND
VPC 7+85.00 EL. = 682.04'
VPT 9+05.00 EL. = 682.52'
SH 289 PGL EL. = 683.9'
-1.1090%
+1.9000%
VPI STA = 8+45.00
EL = 681.38'
ex = 0.45'
K = 40
L = 120.00'
CR 89 PGL
EXIST EL
684.94
684.09
682.87
681.90 681.90
682.42 681.95
684.32 683.48
5+00
10+00
CR 89 (HARPER SMITH RD)


STA = 11+00.00
EL = 682.07'
ex = -0.14'
K = 59
L = 80.00'
SH 289 PGL EL. = 683.6'
VPC 11+40.00 EL. = 680.73'
VPT 12+40.00 EL. = 678.56'
690
680
670
660
(-)2.0000 %
(-)3.3546 %
(-)0.9902 %
EXISTING GROUND
CR 53 PGL
VPC 10+60.00 EL. = 682.87'
VPT 11+40.00 EL. = 680.73'
VPI STA = 11+90.00
EL = 679.05'
ex = 0.30'
K = 42
L = 100.00'
PROP EL
EXIST EL
684.07 684.68
681.93 680.56
679.14 679.02
677.93
10+00
CR 53


VPI STA = 8+80.00
EL = 681.64'
ex = 0.58'
K = 42
L = 140.00'
690
680
670
EXISTING GROUND
VPI 7+50.00 EL. = 683.32'
VPC 8+10.00 EL. = 682.55'
VPT 9+50.00 EL. = 683.04'
-1.2954%
+2.0000%
CR 88 PGL
SH 289 PGL EL. = 683.6'
PROP EL
EXIST EL
686.57
685.32
684.04
682.68 682.89
682.33 682.64
684.04 684.67
5+00
10+00
CR 88

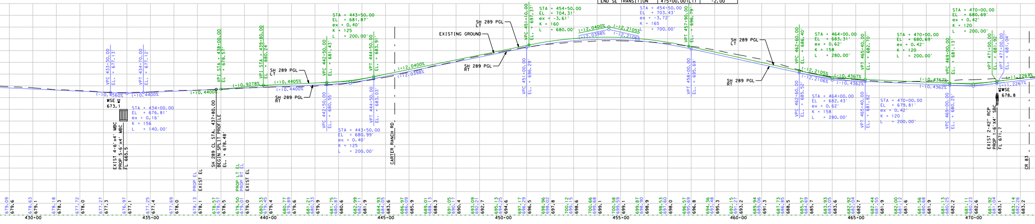

SH 289 INVESTMENT PARTNERS LTD
EXISTING DRAINAGE EASEMENT
STA. 433+84.79
CL EXIST 4-6'X4' MBC
CL PROP 5-6'X4' MBC
STA. 433+68.29
BEGIN 5-6'X4' MBC
STA. 434+01.29
END 5-6'X4' MBC
EXIST R.O.W.
PROP R.O.W.
IST/PROP CL SH 289
430+00
435+00
440+00
445+00
450+00
455+00
460+00
465+00
470+00
S0°32'03.19"E
S0°00'31.60"W
74'
19'
85'
142' EXIST R.O.W.
159' PROP R.O.W.
EXISTING DRAINAGE EASEMENT
COX BENNIE G
ONE CARTER RANCH LP
CARTER RANCH RD.
POT 6+00.00
PROP R.O.W.
S89°29'51.17"W
R=50' (TYP.)
WAGGONER TRUST LARRY S
LEFT TURN LANE 345'
MEDIAN TAPER 100'
MEDIAN TAPER 100'
LEFT TURN LANE 345'
MEDIAN OPENING 138'
SH 289 CL STA. 445+38.98= CARTER RANCH RD CL STA. 10+00.00
PROPOSED RETAINING WALL
CARTER RANCH #1 HOA
EXIST R.O.W.
VARIES EXIST R.O.W.
38'
15'
18'
94'
38'
PC 455+23.69
PT 457+79.58
145'± EXIST R.O.W.
94'
50'
38'
6'
EXISTING DRAINAGE EASEMENT
STA. 471+01.63
CL EXIST 2-42" RCP
CL PROP 1-6'X4' SBC
MEDIAN OPENING 132'
R=50' (TYP.)
CR 83
S89°03'46.69"W
EL ZINO NABILA MD
MEDIAN TAPER 100'
LEFT TURN LANE 345'
EXISTING DRAINAGE EASEMENT
OWNSBY 1880 FARMS LTD
OWNSBY 1880 FARMS LTD
PROP R.O.W.

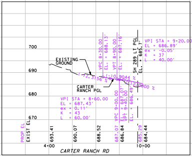
SH 289
PI STATION = 456+51.64
DELTA = 0°32'34.79" (RT)
DEGREE OF CURVE = 0°12'43.94"
TANGENT = 127.94
LENGTH = 255.88
RADIUS = 27,000.00
PC STATION = 455+23.69
PT STATION = 457+79.58

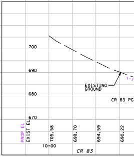
LEGEND

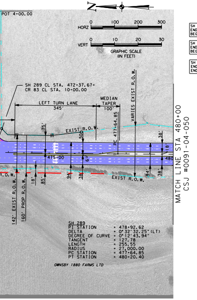
───	EXISTING R.O.W. (ACCESS BY PERMIT ONLY)
─ ─	EXISTING DRAINAGE EASEMENT
───	PROPOSED R.O.W. (ACCESS BY PERMIT ONLY IN ACCORDANCE WITH TxDOT ACCESS CONTROL MANUAL)
─┼┼┼─○	CONTROL OF ACCESS/ACCESS DENIED (ACCESS RIGHTS TO BE PURCHASED)
◄──	DRAINAGE FLOW DIRECTION
▨	PAVEMENT TO BE OBLITERATED
🟦	PROPOSED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

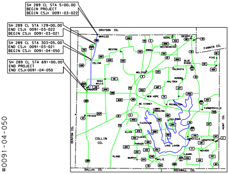
NORTHBOUND CROSS SLOPE TRANSITION TABLE		
EVENT	STATION	CROSS SLOPE
BEGIN SE TRANSITION	438+00.00(LT)	-2.00
END SE TRANSITION	439+80.00(LT)	+2.00
BEGIN SE TRANSITION	473+20.00(LT)	+2.00
END SE TRANSITION	475+00.00(LT)	-2.00


VPC 433+30.00 EL. = 677.13'
VPT 434+70.00 EL. = 677.12'
(-)0.4560%
(+)0.4400%
WSE 673.1
STA = 434+00.00
EL = 676.81'
ex = 0.16'
K = 156
L = 140.00'
EXIST 4-6'x4' MBC
PROP 5-6'x4' MBC
FL 665.5
(+)0.4400%
SH 289 CL STA. 437+80.00
BEGIN SPLIT PROFILE
EL. = 678.48'
VPT STA = 438+00.00 EL. = 678.97'
VPT STA = 439+80.00 EL. = 680.24'
(+)0.9278%
SH 289 PGL LT
SH 289 PGL RT
(+)0.4405%
(+)0.4400%
STA = 443+50.00
EL = 681.87'
ex = 0.40'
K = 125
L = 200.00'
VPC 442+50.00 EL. = 681.43'
VPT 444+50.00 EL. = 683.91'
VPC 442+50.00 EL. = 680.55'
VPT 444+50.00 EL. = 683.03'
STA = 443+50.00
EL = 680.99'
ex = 0.40'
K = 125
L = 200.00'
CARTER RANCH RD.
(+)2.0400%
(+)2.0398%
EXISTING GROUND
SH 289 PGL LT
SH 289 PGL RT
VPC 451+00.00 EL. = 697.37'
VPC 451+00.00 EL. = 696.29'
STA = 454+50.00
EL = 704.31'
ex = -3.61'
K = 160
L = 680.00'
(+)2.0400%
(+)2.0398%
(-)2.2105%
(-)2.2106%
STA = 454+50.00
EL = 703.43'
ex = -3.72'
K = 165
L = 700.00'
VPT 457+90.00 EL. = 696.79'
VPT 458+00.00 EL. = 695.69
SH 289 PGL LT
SH 289 PGL RT
VPC 462+60.00 EL. = 686.40'
VPC 462+60.00 EL. = 685.52'
(-)2.2105%
(-)2.2106%
STA = 464+00.00
EL = 683.31'
ex = 0.62'
K = 158
L = 280.00'
STA = 464+00.00
EL = 682.43'
ex = 0.62'
K = 158
L = 280.00'
(-)0.4367%
(-)0.4362%
VPT 465+40.00 EL. = 682.70'
VPT 465+40.00 EL. = 681.82
STA = 470+00.00
EL = 680.69'
ex = 0.42'
K = 120
L = 200.00'
STA = 470+00.00
EL = 679.81'
ex = 0.42'
K = 120
L = 200.00'
(-)0.4367%
(-)0.4362%
VPC 469+00.00 EL. = 681.13'
VPC 469+00.00 EL. = 680.25
STA = 470+00.00
EL = 680.69'
ex = 0.42'
K = 120
L = 200.00'
VPT 471+00.00 EL. = 681.92'
VPT 471+00.00 EL. = 681.04'
(+)1.2267%
(+)1.2267%
WSE 678.8
EXIST 2-42" RCP
PROP 1-6'x4' SBC
FL 671.7
CR 83
PROP EL
EXIST EL
PROP LT EL
PROP RT EL
EXIST EL
430+00
435+00
440+00
445+00
450+00
455+00
460+00
465+00
470+00


700
690
680
670
EXISTING GROUND
CARTER RANCH PGL
(+)2.3156%
(-)0.9044%
(-)1.9000%
VPC 8+30.00 EL. = 688.13'
VPT 8+90.00 EL. = 687.16'
SH 289 LT PGL EL. = 685.7'
VPI STA = 9+20.00
EL = 686.89'
ex = -0.05'
K = 37
L = 40.00'
VPI STA = 8+60.00
EL = 687.43'
ex = 0.11'
K = 43
L = 60.00'
VPC 9+00.00
VPT 9+40.00 EL. = 686.49'
PROP EL
EXIST EL
4+00
693.41
690.07
688.52
687.07
686.84
685.29
684.44
10+00
CARTER RANCH RD


700
690
680
670
EXISTING GROUND
CR 83 PGL
PROP EL
EXIST EL
10+00
705.58
699.70
694.59
690.22
CR 83


POT 4+00.00
HORZ 0 100 200 300
VERT 0 10 20 30
GRAPHIC SCALE
(IN FEET)
SH 289 CL STA. 472+37.67=
CR 83 CL STA. 10+00.00
LEFT TURN LANE
345'
MEDIAN
TAPER
100'
VARIES EXIST R.O.W.
PC 477+64.85
EXIST R.O.W.
75'
50'
475+00
6'
480
18'
38'
94'
38'
85'
18'
R.O.W.
142' EXIST R.O.W.
160' PROP R.O.W.
EXIST R.O.W.
SH 289
PI STATION = 478+92.62
DELTA = 0°32'32.25" (LT)
DEGREE OF CURVE = 0°12'43.94"
TANGENT = 127.78
LENGTH = 255.55
RADIUS = 27,000.00
PC STATION = 477+64.85
PT STATION = 480+20.40
OWNSBY 1880 FARMS LTD
MATCH LINE STA 480+00
CSJ #0091-04-050


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.
CELINA
PROSPER
FRISCO
MC KINNEY
PRINCETON
FARMERSVILLE
PLANO
ALLEN
WYLIE
LAKE 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

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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

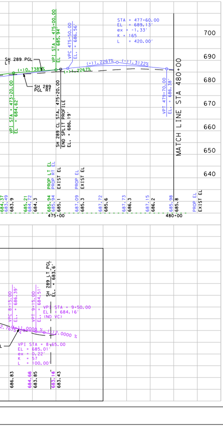
CSJ #0091-04-050
LIMITS: FM 455 TO 1/4 MILE NORTH OF US 380
LENGTH: 7.347 MILES

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 5 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


700
690
680
670
660
650
640
SH 289 PGL
LT
SH 289
PGL RT
(+)0.7385%
(+)1.2267%
(+)1.2267%
(-)1.3122%
VPI STA = 475+00.00
EL = 685.94'
VPC 475+50.00
EL. = 686.56'
STA = 477+60.00
EL = 689.13'
ex = -1.33'
K = 165
L = 420.00'
VPI STA = 473+20.00
EL = 684.62'
SH 289 CL STA. 475+20.00
END SPLIT PROFILE
EL. = 686.19'
VPT 479+70.00
EL. = 686.38'
MATCH LINE STA 480+00
PROP LT EL
PROP RT EL
EXIST EL
PROP EL
EXIST EL
684.37
683.49
683.9
685.21
684.72
684.3
685.94
685.94
685.1
687.09
685.3
687.72
685.6
687.73
686.3
687.15
686.2
685.98
685.8
PROP EL
EXIST EL
475+00
480+00
SH 289 LT PGL
EL. = 683.6'
VPC 8+15.00
EL. = 686.39'
VPT 9+15.00
EL. = 684.51'
VPI STA = 9+50.00
EL = 684.16'
(NO VC)
2.7675 %
(-)1.0000 %
(-)2.0000 %
VPI STA = 8+65.00
EL = 685.01'
ex = 0.22'
K = 57
L = 100.00'
686.83
684.66
683.85
683.16
683.43

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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DALLAS DISTRICT
SH 289
COLLIN COUNTY
DESIGN SCHEMATIC

ROLL 5 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.