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i:\proj\01300701\dgn\300701TDT99.DGN
Fri Jul 28 13:40:58 2006
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Texas Department of Transportation

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

DENTON COUNTY

DESIGN SCHEMATIC

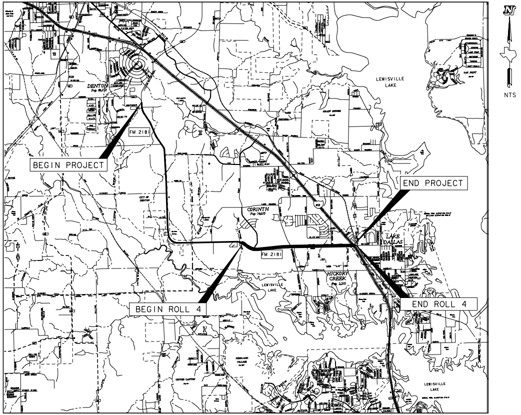
FM 2181
FROM LILLIAN MILLER PARKWAY TO IH 35E

CSJ: 2054-02-015,016

DESIGN SPEED = 40 MPH
FUNCTIONAL CLASS: MINOR ARTERIAL
PROJECT LENGTH = 36,093.5 FT; 6.84 MILES
ROLL 4 OF 4
STA. 10357+00 TO STA. 10473+64.82

SCALE 1"=100'H, 1"=10'V

JULY 2006


N
NTS
DENTON
FM 2181
BEGIN PROJECT
END PROJECT
CORINTH
LAKE DALLAS
FM 2181
HICKORY CREEK
LEWISVILLE LAKE
BEGIN ROLL 4
END ROLL 4
LEWISVILLE LAKE
LEWISVILLE LAKE

KEY MAP
NTS

ROLL 4 OF 4
DESIGN SPEED : 40 mph

HUITT-ZOLLARS
Huitt-Zollars, Inc.
3131 McKinney Avenue, Suite 600
Dallas, Texas 75204-2489

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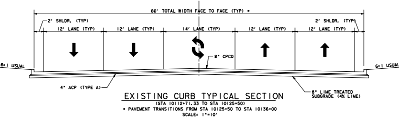
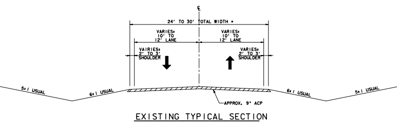

EXIST. ROW
90' EXIST. ROW (TYP)
EXIST. ROW
℄
66' TOTAL WIDTH FACE TO FACE (TYP) *
2' SHLDR. (TYP)
2' SHLDR. (TYP)
12' LANE (TYP)
12' LANE (TYP)
14' LANE (TYP)
12' LANE (TYP)
12' LANE (TYP)
8" CPCD
6:1 USUAL
6:1 USUAL
4" ACP (TYPE A)
8" LIME TREATED SUBGRADE (4% LIME)

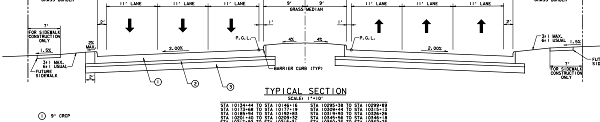
EXISTING CURB TYPICAL SECTION

(STA 10112+71.33 TO STA 10125+50)
* PAVEMENT TRANSITIONS FROM STA 10125+50 TO STA 10136+00
SCALE: 1"=10'


EXIST. ROW
90-100' EXIST. ROW (TYP)
EXIST. ROW
℄
24' TO 30' TOTAL WIDTH *
VARIES: 10' TO 12' LANE
VARIES: 10' TO 12' LANE
VAIRIES: 2' TO 3' SHOULDER
VARIES: 2' TO 3' SHOULDER
5:1 USUAL
6:1 USUAL
6:1 USUAL
5:1 USUAL
APPROX. 9" ACP

EXISTING TYPICAL SECTION

(STA 10136+00 TO STA 10473+00)
* PAVEMENT TRANSITIONS FROM STA 10125+50 TO STA 10136+00
SCALE: 1"=10'


120' USUAL R.O.W.
PROP. ROW
PROP. ROW
℄
36'
36'
15' GRASS BORDER
15' GRASS BORDER
11' LANE
11' LANE
11' LANE
9'
9'
GRASS MEDIAN
11' LANE
11' LANE
11' LANE
2'
1'
1'
2'
7'
FOR SIDEWALK CONSTRUCTION ONLY
2% MAX.
1.5%
3:1 MAX.
6:1 USUAL
FUTURE SIDEWALK
2'
2.00%
P.G.L.
4%
4%
P.G.L.
2.00%
BARRIER CURB (TYP)
3:1 MAX.
6:1 USUAL
1.5%
FUTURE SIDEWALK
7'
FOR SIDEWALK CONSTRUCTION ONLY
①
②
③

TYPICAL SECTION

SCALE: 1"=10'

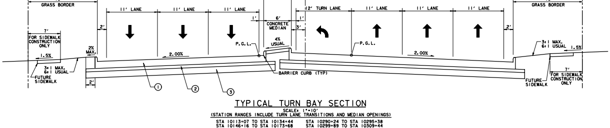
STA 10134+44 TO STA 10146+16
STA 10173+68 TO STA 10177+19
STA 10185+94 TO STA 10192+83
STA 10201+40 TO STA 10209+32
STA 10217+92 TO STA 10218+31
STA 10227+21 TO STA 10231+49
STA 10254+04 TO STA 10257+52
STA 10274+30 TO STA 10275+29
STA 10283+89 TO STA 10290+24

STA 10295+38 TO STA 10299+89
STA 10309+44 TO STA 10315+13
STA 10319+93 TO STA 10326+26
STA 10345+56 TO STA 10346+18
STA 10350+76 TO STA 10362+75
STA 10380+98 TO STA 10386+77
STA 10395+53 TO STA 10402+33
STA 10412+45 TO STA 10412+77
STA 10421+17 TO STA 10421+50

① 9" CRCP

② 4" ACP (TYPE 'A')

③ STABILIZED SUBGRADE,
8" LIME, 6%, 36 LBS/SY PER 8" DEPTH OR
18" LIME, 6%, 36 LBS/SY PER 8" DEPTH OR
8" CEMENT, 4%, 24 LBS/SY PER 8" DEPTH

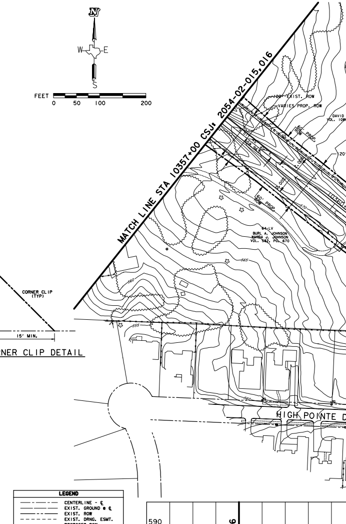

120' USUAL R.O.W.
PROP. ROW
PROP. ROW
℄
9'
36'
48'
15' GRASS BORDER
15' GRASS BORDER
11' LANE
11' LANE
11' LANE
1'
6'
CONCRETE MEDIAN
1'
3'
12' TURN LANE
11' LANE
11' LANE
11' LANE
2'
2'
7'
FOR SIDEWALK CONSTRUCTION ONLY
2% MAX.
1.5%
3:1 MAX.
6:1 USUAL
FUTURE SIDEWALK
2'
2.00%
P.G.L.
4% USUAL
P.G.L.
2.00%
BARRIER CURB (TYP)
3:1 MAX.
6:1 USUAL
1.5%
FUTURE SIDEWALK
7'
FOR SIDEWALK CONSTRUCTION ONLY
①
②
③

TYPICAL TURN BAY SECTION

SCALE: 1"=10'
(STATION RANGES INCLUDE TURN LANE TRANSITIONS AND MEDIAN OPENINGS)

STA 10113+07 TO STA 10134+44
STA 10146+16 TO STA 10173+68
STA 10177+19 TO STA 10185+94
STA 10192+83 TO STA 10201+40
STA 10209+32 TO STA 10217+92
STA 10218+31 TO STA 10227+21
STA 10231+49 TO STA 10254+04
STA 10257+52 TO STA 10274+30
STA 10275+29 TO STA 10283+89

STA 10290+24 TO STA 10295+38
STA 10299+89 TO STA 10309+44
STA 10315+13 TO STA 10319+93
STA 10326+26 TO STA 10345+56
STA 10346+18 TO STA 10350+76
STA 10362+75 TO STA 10380+98
STA 10386+77 TO STA 10395+53
STA 10402+33 TO STA 10412+45
STA 10412+77 TO STA 10421+17
STA 10421+50 TO STA 10441+00


N
W
E
S
FEET
0
50
100
200
MATCH LINE STA 10357+00 CSJ: 2054-02-015,016
100' EXIST. ROW
VARIES PROP. ROW
60' PROP. ROW
DAVID
VOL. 108
120'
2.00%
2.00%
60' PROP. ROW
570
B4-LV
BURL A. JOHNSON
WANDA J. JOHNSON
VOL. 582, PG. 670
565
560
555
560
HIGH POINTE D
CORNER CLIP (TYP)
15' MIN.
15' MIN.

CORNER CLIP DETAIL

LEGEND	
— - — - —	CENTERLINE - ℄
——— - ———	EXIST. GROUND @ ℄
——— - - ———	EXIST. ROW
- - - - - - -	EXIST. DRNG. ESMT.
━━ - - ━━	PROPOSED ROW
- - - - - - -	PROPOSED DRNG. ESMT.
··············	PROPOSED CONST. ESMT
▨	IMPACTED BUILDING
	HANDICAP RAMP
60' PROP. ROW	ROW DIMENSIONING FROM PROP. ℄ TO PROP. ROW

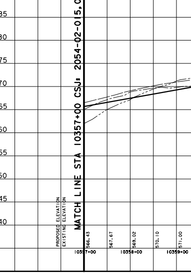
NOTES:

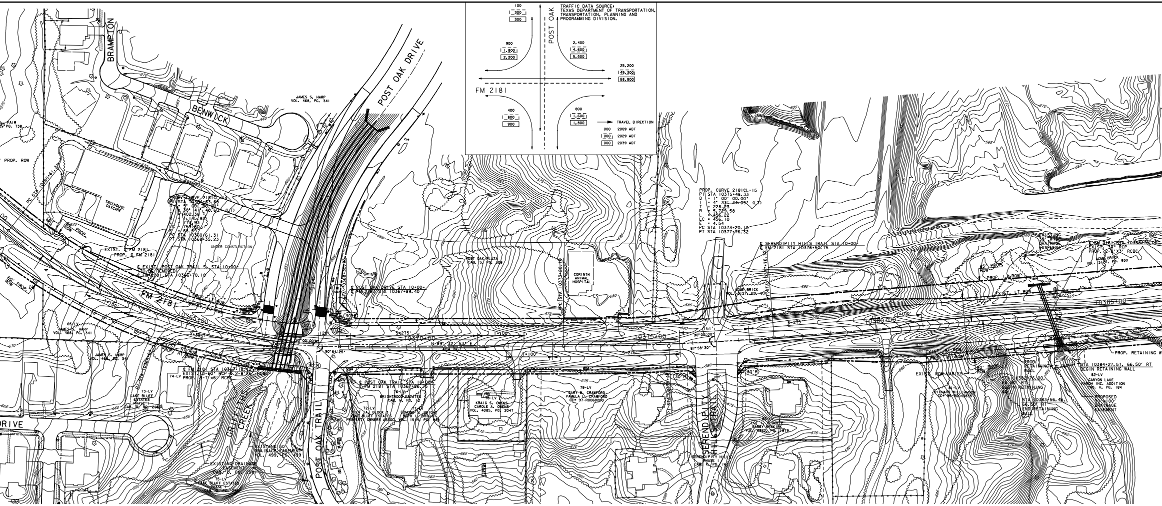
1. ADA RAMPS SHALL BE PLACED AT ALL INTERSECTIONS. MAXIMUM CROSS SLOPE FOR SIDEWALKS WILL BE 1.5%. PROPOSED SIDEWALKS TO BE INSTALLED ONLY WHERE THERE ARE EXISTING SIDWALKS.

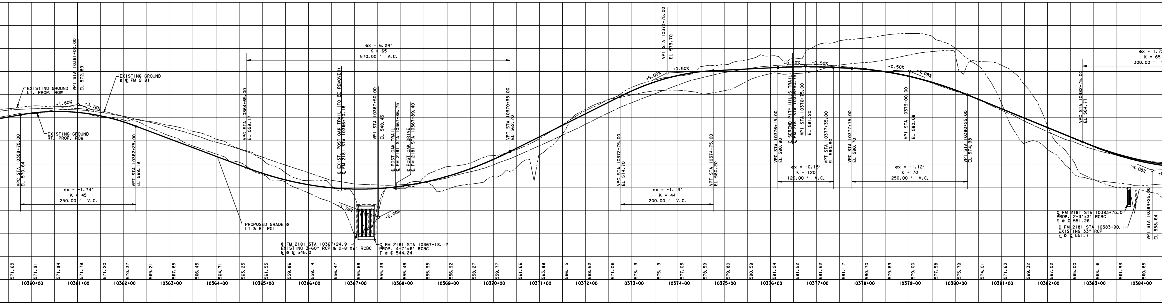
2. EXISTING CONTOURS PROVIDED FOR PRELIMINARY REVIEW PURPOSES ONLY.

3. MEDIAN OPENINGS ARE APPROXIMATE AND SUBJECT TO CHANGES DURING COORDINATION WITH THE CITIES OF DENTON, CORINTH AND HICKORY CREEK.

4. TSS IMPACT TO JURISDICTIONAL WATERS TO BE ADDRESSED IN THE EROSION CONTROL PLANS AND SWPPP DURING CONSTRUCTION.




TRAFFIC DATA SOURCE:
TEXAS DEPARTMENT OF TRANSPORTATION, TRANSPORTATION, PLANNING AND PROGRAMMING DIVISION.
POST OAK
FM 2181
100
300
300
900
1,800
2,200
2,400
4,600
5,500
25,200
49,300
58,800
400
800
900
800
1,600
1,800
TRAVEL DIRECTION
000 2009 ADT
000 2029 ADT
000 2039 ADT
BRAMPTON
BENWICK
POST OAK DRIVE
JAMES S. HARP VOL. 468, PG. 341
TREEHOUSE DAYCARE
PROP. CURVE 2181CL-14
PI STA 10364+63.68
D = 5° 00' 00.00"
I = 38° 41' 46.60" (LT)
T = 402.38
R = 1,145.92
L = 773.93
LC = 759.30
E = 68.59
PC STA 10360+61.31
PT STA 10368+35.23
UNDER CONSTURCTION
EXIST. ℄ FM 2181
PROP. ℄ FM 2181
℄ EXIST. POST OAK TRAIL S. STA 10+00= (TO BE REMOVED) ℄ FM 2181 STA 10366+70.18
℄ POST OAK DRIVE STA 10+00= ℄ FM 2181 STA 10367+89.40
℄ POST OAK TRAIL STA 10+00= ℄ FM 2181 STA 10367+86.75
℄ FM 2181 STA 10367+18.12 EXIST. 3-60" RCP & 2-8'X6' RCBC PROP. 4-7'X6' RCBC
FM 2181
10365+00
10370+00
10375+00
10380+00
10385+00
N 89° 32' 53" E
GRIFFITHS CREEK
POST OAK TRAIL
POST OAK PLAZA CAB. S, PG. 309
CORINTH ANIMAL HOSPITAL
78-LV KRAIG S. OWENS CAROLE A. OWENS VOL. 4085, PG. 2047
79-LV GARY W. CRAWFORD PAMELA L. CRAWFORD CC# 97-R0068200
PROP. CURVE 2181CL-15
PI STA 10375+48.33
D = 1° 00' 00.00"
I = 4° 33' 44.05" (LT)
T = 228.23
R = 5,729.58
L = 456.22
LC = 456.10
E = 4.54
PC STA 10373+20.10
PT STA 10377+76.32
℄ SERENDIPITY HILLS TRAIL STA 10+00= ℄ FM 2181 STA 10376+50.75
SERENDIPITY HILLS TRAIL
ACME BRICK VOL. 3127, PG. 930
EXISTING DRAINAGE EASEMENT
EXIST. ROW VARIES
PROP. RETAINING WALL
STA 10384+27.57, 66.50' RT BEGIN RETAINING WALL
82-LV CANYON LAKE RANCH INC. ADDITION CAB. H, PG. 184
PROPOSED 30'x100' DRAINAGE EASEMENT
81-LV RICHARD WILLIAMSON


EXISTING GROUND LT. PROP. ROW
EXISTING GROUND RT. PROP. ROW
EXISTING GROUND @ ℄ FM 2181
PROPOSED GRADE @ LT & RT PGL
VPC STA 10359+75.00 EL 570.64
VPI STA 10361+00.00 EL 572.89
VPT STA 10362+25.00 EL 568.19
+1.80%
-3.76%
ex = -1.74' K = 45 250.00' V.C.
VPC STA 10364+65.00 EL 559.17
℄ EXIST. POST OAK TRAIL (TO BE REMOVED) ℄ FM 2181 STA 10366+70.18
VPI STA 10367+50.00 EL 548.45
℄ POST OAK TRAIL ℄ FM 2181 STA 10367+86.75
℄ POST OAK DRIVE ℄ FM 2181 STA 10367+89.40
VPT STA 10370+35.00 EL 562.70
ex = 6.24' K = 65 570.00' V.C.
-3.76%
+5.00%
℄ FM 2181 STA 10367+24.9 EXISTING 3-60" RCP & 2-8'X6' RCBC FL @ ℄ 545.0
℄ FM 2181 STA 10367+18.12 PROP. 4-7'X6' RCBC FL @ ℄ 544.24
VPC STA 10372+75.00 EL 574.70
VPI STA 10373+75.00 EL 579.70
VPT STA 10374+75.00 EL 580.20
ex = -1.15' K = 44 200.00' V.C.
+5.00%
+0.50%
VPC STA 10376+15.00 EL 580.90
℄ SERENDIPITY HILLS TRAIL ℄ FM 2181 STA 10376+50.75
VPI STA 10376+75.00 EL 581.20
VPT STA 10377+35.00 EL 580.90
ex = -0.15' K = 120 120.00' V.C.
+0.50%
-0.50%
VPC STA 10377+75.00 EL 580.70
VPI STA 10379+00.00 EL 580.08
VPT STA 10380+25.00 EL 574.98
ex = -1.12' K = 70 250.00' V.C.
-0.50%
-4.08%
VPC STA 10382+75.00 EL 564.77
ex = 1.7 K = 65 300.00' V.C.
-4.08%
℄ FM 2181 STA 10383+75.0 PROP. 2-3'x3' RCBC FL @ ℄ 551.26
℄ FM 2181 STA 10383+90.1 EXISTING 33" RCP FL @ ℄ 551.7
VPI STA 10384+25.00 EL 558.64
571.63
571.91
571.94
571.79
571.20
570.37
569.21
567.85
566.45
564.71
563.25
561.55
559.86
558.14
556.47
555.68
555.39
555.48
555.95
556.92
558.27
559.77
561.66
563.88
566.15
568.52
571.06
573.19
575.19
577.03
578.59
579.80
580.59
581.24
581.52
581.52
581.17
580.70
579.89
579.00
577.58
575.79
574.01
571.63
569.32
567.02
565.00
563.16
561.93
560.85
10360+00
10361+00
10362+00
10363+00
10364+00
10365+00
10366+00
10367+00
10368+00
10369+00
10370+00
10371+00
10372+00
10373+00
10374+00
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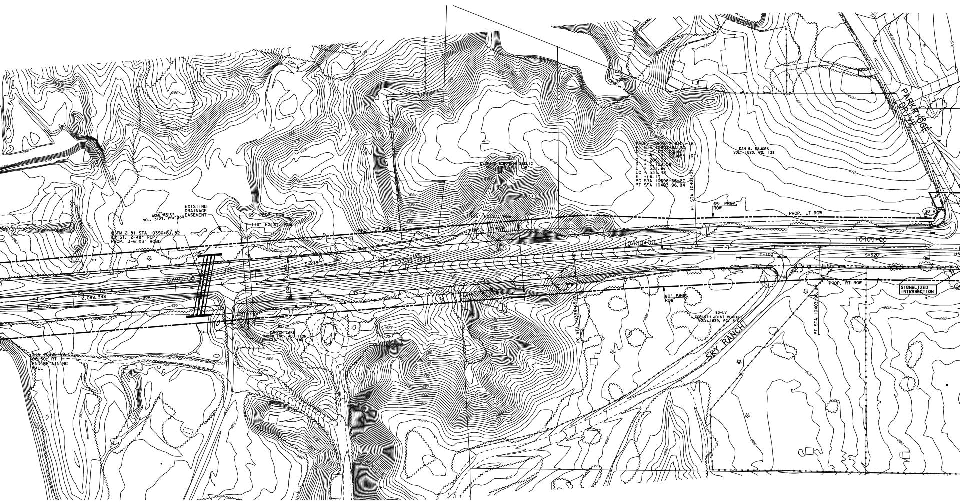
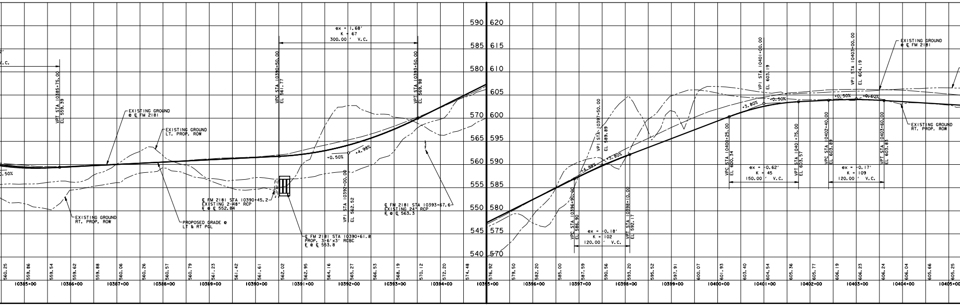
10382+00
10383+00
10384+00


ACME BRICK
VOL. 3127, PG. 930
EXISTING DRAINAGE EASEMENT
165' PROP. ROW
115' EXIST. ROW
℄ FM 2181 STA 10390+67.82
EXIST. 2-48" RCP
PROP. 3-6'X3' RCBC
10390+00
N 84° 59' 09" E
2,088.948
T=100'
S=205'
S=275'
120'
24.00'
24.00'
104-LV
82-LV
CANYON LAKE RANCH INC. ADDITION
CAB. H, PG. 184
STA 10386+19.00
66.50' RT
END RETAINING WALL
PROP. LT ROW
T=100'
10395+00
LEONARD & BONNIE SEELIC
VOL. 1061, PG. 138
125' EXIST. ROW
EXIST. RT ROW
PROP. CURVE 2181CL-16
PI STA 10401+31.50
D = 1° 00' 00.00"
I = 5° 19' 00.05" (RT)
T = 266.02
R = 5,729.58
L = 531.67
LC = 531.48
E = 6.17
PC STA 10398+65.27
PT STA 10403+96.94
PI STA 10401+31
PC STA 10398+65.27
65' PROP. ROW
DAN B. MAJORS
VOL. 1520, PG. 138
PROP. LT ROW
10400+00
10405+00
T=100'
S=320'
80' PROP. ROW
83-LV
CORINTH JOINT VENTURE
VOL. 1639, PG. 510
SKY RANCH
PT STA 10403+96.94
PROP. RT ROW
SIGNALIZED INTERSECTION
PARKRIDGE DRIVE
30' R
555
560
565
570
575
580
585
590
595
600
605
610
615


V.C.
.50%
VPT STA 10385+75.00
EL 559.39
EXISTING GROUND @ ℄ FM 2181
EXISTING GROUND LT. PROP. ROW
EXISTING GROUND RT. PROP. ROW
PROPOSED GRADE @ LT & RT PGL
℄ FM 2181 STA 10390+45.2
EXISTING 2-48" RCP
℄ @ ℄ 552.84
ex = 1.68'
K = 67
300.00 ' V.C.
VPC STA 10390+50.00
EL 561.77
VPT STA 10393+50.00
EL 569.98
+0.50%
+4.98%
VPI STA 10392+00.00
EL 562.52
℄ FM 2181 STA 10390+61.8
PROP. 3-6'x3' RCBC
℄ @ ℄ 553.8
℄ FM 2181 STA 10393+67.6
EXISTING 24" RCP
℄ @ ℄ 563.3
590
585
580
575
570
565
560
555
550
545
540
620
615
610
605
600
595
590
585
580
575
570
VPC STA 10396+90.00
EL 586.90
+4.98%
VPI STA 10397+50.00
EL 589.89
+3.80%
VPT STA 10398+10.00
EL 592.17
ex = -0.18'
K = 102
120.00 ' V.C.
VPC STA 10400+25.00
EL 600.34
+3.80%
VPI STA 10401+00.00
EL 603.19
+0.50%
VPT STA 10401+75.00
EL 603.57
ex = -0.62'
K = 45
150.00 ' V.C.
VPC STA 10402+40.00
EL 603.89
+0.50%
VPI STA 10403+00.00
EL 604.19
-0.60%
VPT STA 10403+60.00
EL 603.83
ex = -0.17'
K = 109
120.00 ' V.C.
EXISTING GROUND @ ℄ FM 2181
EXISTING GROUND RT. PROP. ROW
560.25
559.86
559.54
559.62
559.88
560.06
560.26
560.57
560.79
561.23
561.42
561.61
562.02
562.95
564.16
565.27
566.53
568.19
570.12
572.20
574.48
576.92
579.50
582.20
585.00
587.59
590.56
593.20
595.52
597.91
600.07
601.93
603.40
604.54
605.36
605.77
606.19
606.23
606.24
606.04
605.66
605.25
10385+00
10386+00
10387+00
10388+00
10389+00
10390+00
10391+00
10392+00
10393+00
10394+00
10395+00
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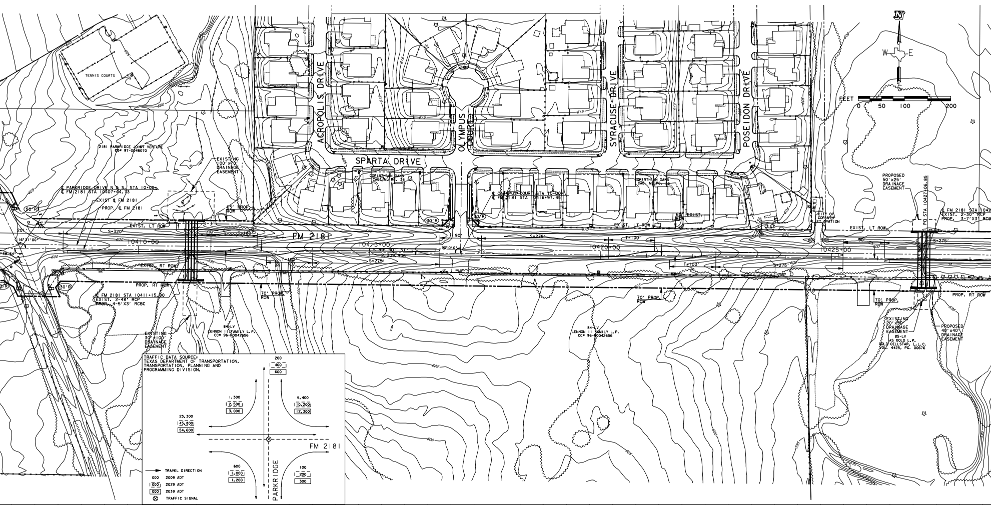
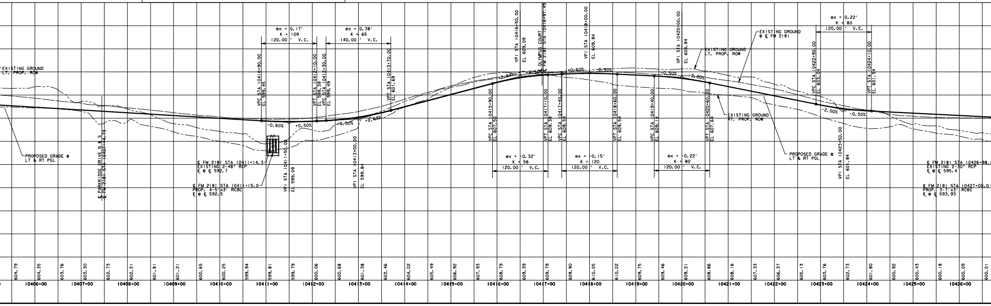
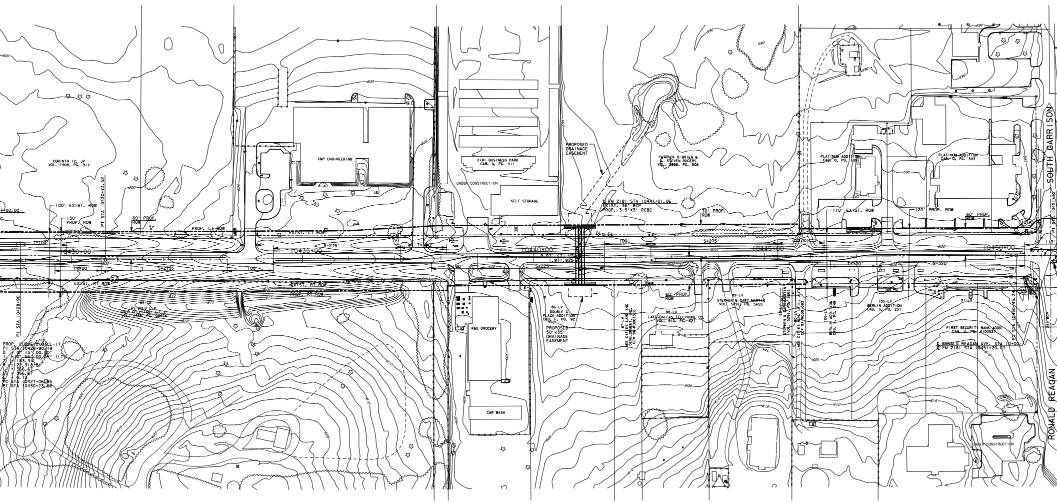
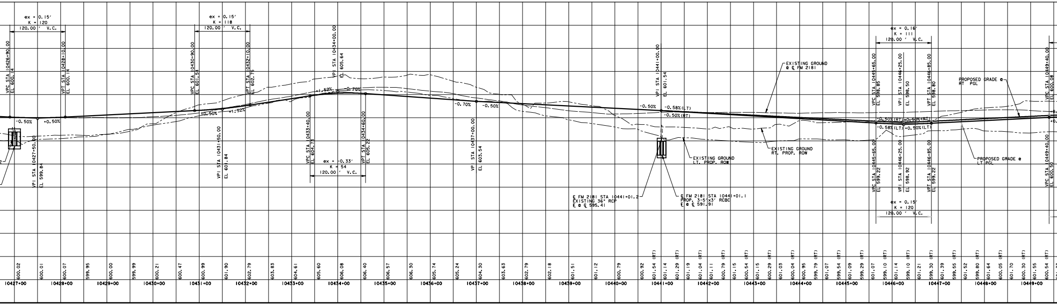
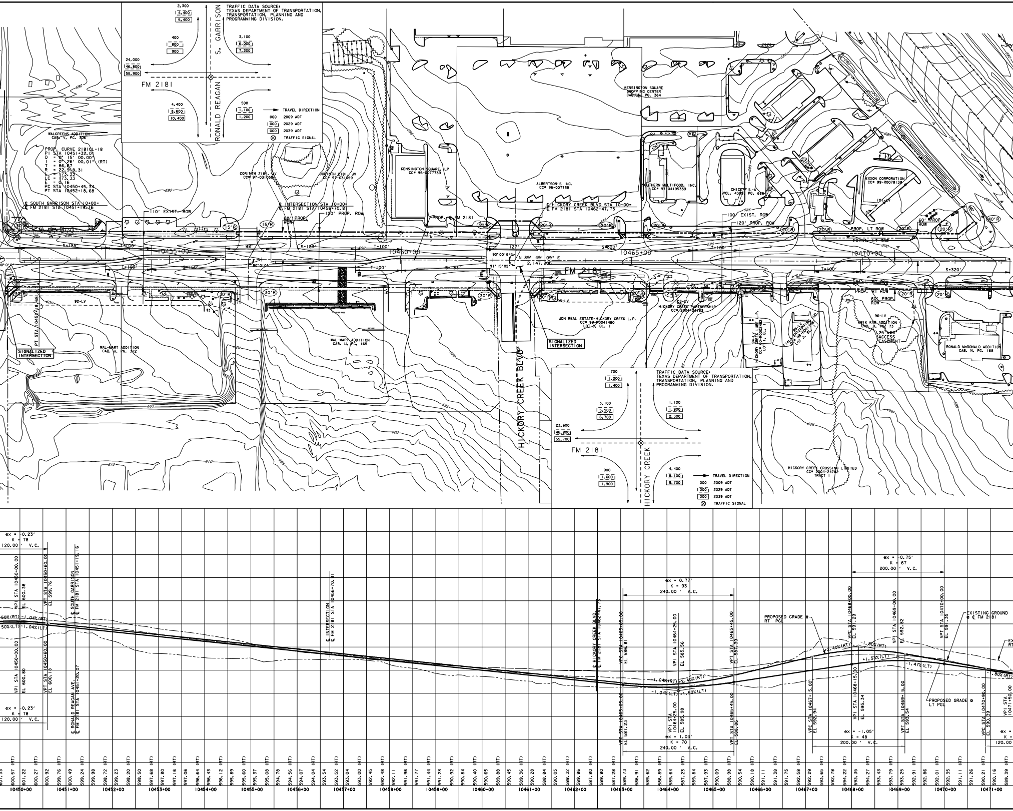
10403+00
10404+00
10405+00


TENNIS COURTS
ACROPOLIS DRIVE
OLYMPUS COURT
SYRACUSE DRIVE
POSEIDON DRIVE
SPARTA DRIVE
N
W
E
S
FEET
0
50
100
200
2181 PARKRIDGE JOINT VENTURE
CC# 97-0048070
EXISTING 100'x70' DRAINAGE EASEMENT
℄ PARKRIDGE DRIVE N & S. STA 10+00=
℄ FM 2181 STA 10407+44.73
EXIST ℄ FM 2181
PROP. ℄ FM 2181
65' PROP ROW
50'R
30'R
201'
116°31'00"
38'34"
EXIST. LT ROW
S=320'
T=100'
10410+00
FM 2181
EXIST. RT ROW
PROP. RT ROW
℄ FM 2181 STA 10411+15.00
EXIST. 2-48" RCP
PROP. 4-5'X3' RCBC
70' PROP. ROW
EXISTING 30'X100' DRAINAGE EASEMENT
84-LV
LENNON II FAMILY L.P.
CC# 96-R0042656
CORINTHIAN OAKS
CAB. M, PG. 36
℄ OLYMPUS COURT STA 10+00=
℄ FM 2181 STA 10416+97.45
10415+00
S 89° 30' 51" E
2,309.906
90°0'0"
90'
S=275'
60' EXIST. ROW
10420+00
CITY OF CORINTH LIFT STATION
PROPOSED 50'x25' DRAINAGE EASEMENT
PC STA 10427+06.85
℄ FM 2181 STA 1042
EXIST. 2-30" RCP
PROP. 3-7'X3' RCB
10425+00
EXISTING 20'X50' DRAINAGE EASEMENT
85-LV
AS GOLD L.P.
GOLD CELLSTAR, L.L.C.
VOL. 4425, PG. 00676
PROPOSED 40'x40' DRAINAGE EASEMENT
600
605
610
615
595
TRAFFIC DATA SOURCE:
TEXAS DEPARTMENT OF TRANSPORTATION, TRANSPORTATION, PLANNING AND PROGRAMMING DIVISION.
200
400
600
1,300
2,500
3,000
5,400
10,200
12,300
23,300
45,800
54,600
600
1,000
1,200
100
200
300
FM 2181
PARKRIDGE
TRAVEL DIRECTION
000 2009 ADT
000 2029 ADT
000 2039 ADT
⊗ TRAFFIC SIGNAL


EXISTING GROUND LT. PROP. ROW
PROPOSED GRADE @ LT & RT PGL
℄ PARKRIDGE DRIVE N & S.
℄ FM 2181 STA 10407+44.73
ex = 0.17'
K = 109
120.00' V.C.
ex = 0.38'
K = 65
140.00' V.C.
VPC STA 10410+90.00
EL 599.45
VPT STA 10412+10.00
EL 599.39
VPC STA 10412+30.00
EL 599.49
VPT STA 10413+70.00
EL 601.69
-0.60%
+0.50%
+0.50%
+2.64%
℄ FM 2181 STA 10411+14.3
EXISTING 2-48" RCP
FL @ ℄ 592.7
℄ FM 2181 STA 10411+15.0
PROP. 4-5'x3' RCBC
FL @ ℄ 592.5
VPI STA 10411+50.00
EL 599.09
VPI STA 10413+00.00
EL 599.84
VPC STA 10415+90.00
EL 607.50
VPI STA 10416+50.00
EL 609.09
OLYMPUS COURT
℄ FM 2181 STA 10416+97.45
VPT STA 10417+10.00
EL 609.39
VPC STA 10417+40.00
EL 609.54
VPI STA 10418+00.00
EL 609.84
VPT STA 10418+60.00
EL 609.54
VPC STA 10419+40.00
EL 609.14
VPI STA 10420+00.00
EL 608.84
VPT STA 10420+60.00
EL 607.64
+2.64%
+0.50%
+0.50%
-0.50%
-0.50%
-2.00%
ex = -0.32'
K = 56
120.00' V.C.
ex = -0.15'
K = 120
120.00' V.C.
ex = -0.22'
K = 80
120.00' V.C.
EXISTING GROUND LT. PROP. ROW
EXISTING GROUND @ ℄ FM 2181
EXISTING GROUND RT. PROP. ROW
PROPOSED GRADE @ LT & RT PGL
ex = 0.22'
K = 80
120.00' V.C.
VPC STA 10422+90.00
EL 603.04
VPT STA 10424+10.00
EL 601.54
-2.00%
-0.50%
VPI STA 10423+50.00
EL 601.84
℄ FM 2181 STA 10426+98.
EXISTING 2-30" RCP
FL @ ℄ 595.4
℄ FM 2181 STA 10427+00.0
PROP. 3-7'x3' RCBC
FL @ ℄ 593.93
604.79
604.35
603.76
603.30
602.73
602.21
601.81
601.21
600.65
600.25
599.94
599.81
599.79
600.06
600.68
601.38
602.46
604.02
605.49
606.92
607.93
608.79
609.39
609.79
609.90
610.05
610.02
609.75
609.46
609.21
608.86
608.16
607.33
606.37
605.13
603.76
602.73
601.80
600.92
600.43
600.18
600.09
600.01
10406+00
10407+00
10408+00
10409+00
10410+00
10411+00
10412+00
10413+00
10414+00
10415+00
10416+00
10417+00
10418+00
10419+00
10420+00
10421+00
10422+00
10423+00
10424+00
10425+00
10426+00


CORINTH 12, JV
VOL. 1908, PG. 913
C&P ENGINEERING
2181 BUSINESS PARK
CAB. U, PG. 311
UNDER CONSTRUCTION
SELF STORAGE
PROPOSED DRAINAGE EASEMENT
PATRICK O'BRIEN &
J. STEVEN ROGERS
VOL. 3866, PG. 506
PLATINUM ADDITION
CAB. O, PG. 100
PLATINUM ADDITION
CAB. O, PG. 303
SOUTH GARRISON
100' EXIST. ROW
130' PROP. ROW
PT STA 10430+73.52
60' PROP. ROW
PROP. LT ROW
EXIST. LT ROW
℄ FM 2181 STA 10441+01.06
EXIST. 36" RCP
PROP. 3-5'X3' RCBC
70' PROP. ROW
110' EXIST. ROW
120' PROP. ROW
60' PROP. ROW
30' R
T=100'
10430+00
S=275'
10435+00
100'
10440+00
N 89° 23' 09"
1,971.825'
S=275'
100'
10445+00
100'
T=100'
S=320'
10450+00
113'
90°0'0"
PI STA 10451+32
EXIST. RT ROW
PROP. RT ROW
85-LV
AS GOLD L.P.
GOLD CELLSTAR, L.L.C.
VOL. 4425, PG. 00676
PI STA 10428+90
PROP. CURVE 218 CL-17
PI STA 10428+90.19
D = 0° 15' 00.00"
I = 0° 55' 00.85" (LT)
T = 183.34
R = 22,918.31
L = 366.67
LC = 366.67
E = 0.73
PC STA 10427+06.85
PT STA 10430+73.52
K&G GROCERY
CAR WASH
86-LV
DOUBLE G
PLAZA ADDITION
CAB. F, PG. 92
PROPOSED 50'x35' DRAINAGE EASEMENT
87-LV
LAKE CITIES LAND AND DEVELOPMENT, INC.
CC# 96-R0007310
60' PROP. ROW
88-LV
LAKE DALLAS TELEPHONE CO.
VOL. 910, PG. 627
89-LV
STEPHEN & GARY MARTIN
VOL. 5291, PG. 5655
89-LV
STEPHEN & GARY MARTIN
VOL. 5291, PG. 5655
90-LV
LAKE CITIES MUN. UTIL. AUTH.
CC# 94-R0091093
106-LV
BERLIN ADDITION
CAB. S, PG. 249
105-LV
BERLIN ADDITION
CAB. S, PG. 251
91-LV
FIRST SECURITY BANK ADDN
CAB. U, PG. 4100037
℄ RONALD REAGAN AVE. STA 10+00=
℄ FM 2181 STA 10451+20.07
PC STA 10450+45.34
24" RCP
UNDER CONSTRUCTION
RONALD REAGAN
590
595
600
605
610
615
620




TRAFFIC DATA SOURCE:
TEXAS DEPARTMENT OF TRANSPORTATION, TRANSPORTATION, PLANNING AND PROGRAMMING DIVISION.
S. GARRISON
RONALD REAGAN
FM 2181
2,300
4,400
5,400
400
800
900
3,100
6,000
7,200
24,000
46,800
55,900
4,400
8,600
10,400
500
1,100
1,200
TRAVEL DIRECTION
000 2009 ADT
000 2029 ADT
000 2039 ADT
TRAFFIC SIGNAL
WALGREENS ADDITION CAB. V, PG. 306
PROP. CURVE 2181CL-18
PI STA 10451+32.01
D = 0° 15′ 00.00″
I = 0° 26′ 00.01″ (RT)
T = 86.67
R = 22,918.31
L = 173.33
LC = 173.33
E = 0.16
PC STA 10450+45.34
PT STA 10452+18.68
℄ SOUTH GARRISON STA 10+00=
℄ FM 2181 STA 10451+19.16
110′ EXIST. ROW
CORINTH 2181, JV CC# 97-031059
℄ INTERSECTION STA 10+00=
℄ FM 2181 STA 10456+70.81
60′ PROP. ROW
120′ PROP. ROW
KENSINGTON SQUARE, LP CC# 96-0077739
PROP. ℄ FM 2181
ALBERTSON'S INC. CC# 96-007738
KENSINGTON SQUARE SHOPPING CENTER CAB. N, PG. 364
℄ HICKORY CREEK BLVD STA 10+00=
℄ FM 2181 STA 10462+47.73
SOUTHERN MULTIFOOD, INC. CC# 97-0195339
CHICK-FIL-A VOL. 4399, PG. 686
100′ EXIST. ROW
120′ PROP. ROW
EXXON CORPORATION CC# 99-R0078139
101-LV
PROP. LT ROW
EXIST. LT ROW
60′ PROP. ROW
15′R
30′R
20′R
40′R
S=185′
T=100′
98′
S=183′
S=160′
S=520′
T=100′
S=320′
10455+00
10460+00
10465+00
10470+00
127′
90°00′54″
91°15′02″
N 89° 49′ 09″ E
2,147.206
FM 2181
EXIST. RT ROW
PROP. RT ROW
60′ PROP. ROW
92-LV
93-LV
103-LV
94-LV
95-LV
96-LV
PT STA 10452+18.68
SIGNALIZED INTERSECTION
WAL-MART ADDITION CAB. U, PG. 312
WAL-MART ADDITION CAB. U, PG. 165
HICKORY CREEK BLVD
JDN REAL ESTATE-HICKORY CREEK L.P. CC# 99-R0041460 LOT 3, BL. 1
HICKORY CREEK PARTNERSHIP CC# 2004-24783
SIGNALIZED INTERSECTION
HICKORY CREEK LUBE L.P. CC# 00-R0002482 LOT 1, BL. 1
FIALA ENTERPRISES, INC. CC# 98-R0075786 LOT 2, BL. 1
KWIK KAR ADDITION CAB. D, PG. 73
25′ X 80′ ACCESS EASEMENT
RONALD McDONALD ADDITION CAB. N, PG. 168
HICKORY CREEK CROSSING LIMITED CC# 2004-24782 TRACT 1
590
585
595
600
605
610
TRAFFIC DATA SOURCE:
TEXAS DEPARTMENT OF TRANSPORTATION, TRANSPORTATION, PLANNING AND PROGRAMMING DIVISION.
HICKORY CREEK
FM 2181
700
1,200
1,400
3,100
5,500
6,700
1,100
1,900
2,300
23,600
46,800
55,700
900
1,600
1,900
4,400
8,100
9,700
TRAVEL DIRECTION
000 2009 ADT
000 2029 ADT
000 2039 ADT
TRAFFIC SIGNAL
ex = -0.23′
K = 78
120.00 ′ V.C.
VPI STA 10450+00.00
EL 600.38
VPT STA 10450+60.00
EL 599.76
℄ SOUTH GARRISON
℄ FM 2181 STA 10451+19.16
-1.50%(RT) -1.04%(RT)
-1.50%(LT) -1.04%(LT)
VPI STA 10450+00.00
EL 600.80
VPT STA 10450+60.00
EL 600.18
℄ RONALD REAGAN AVE.
℄ FM 2181 STA 10451+20.07
ex = -0.23′
K = 78
120.00 ′ V.C.
℄ INTERSECTION
℄ FM 2181 STA 10456+70.81
℄ HICKORY CREEK BLVD.
℄ FM 2181 STA 10462+47.73
ex = 0.77′
K = 93
240.00 ′ V.C.
VPC STA 10463+05.00
EL 586.81
VPI STA 10464+25.00
EL 585.56
VPT STA 10465+45.00
EL 587.39
-1.04%(RT) +2.40%(RT)
-1.04%(LT) +1.63%(LT)
VPC STA 10463+05.00
EL 587.23
VPI STA 10464+25.00
EL 585.98
VPT STA 10465+45.00
EL 588.86
ex = 1.03′
K = 70
240.00 ′ V.C.
PROPOSED GRADE ℄ RT PGL
ex = -0.75′
K = 67
200.00 ′ V.C.
VPI STA 10468+00.00
EL 595.29
VPI STA 10469+00.00
EL 592.82
VPI STA 10470+00.00
EL 591.35
+2.40%(RT) -1.80%(RT)
+1.53%(LT) -1.47%(LT)
-1.80%(RT)
EXISTING GROUND ℄ FM 2181
VPC STA 10467+15.00
EL 592.94
VPI STA 10468+15.00
EL 595.34
VPT STA 10469+15.00
EL 593.54
PROPOSED GRADE ℄ LT PGL
ex = -1.05′
K = 48
200.00 ′ V.C.
VPC STA 10470+90.00
EL 590.39
VPI STA 10471+50.00
ex =
K =
120.00
601.33
600.57 (RT)
601.22
600.27 (RT)
600.92
599.76 (RT)
600.49
599.24 (RT)
599.98
598.72 (RT)
599.23
598.20 (RT)
598.50
597.68 (RT)
597.80
597.16 (RT)
597.06
596.64 (RT)
596.43
596.12 (RT)
595.89
595.60 (RT)
595.37
595.08 (RT)
594.78
594.56 (RT)
594.07
594.04 (RT)
593.54
593.52 (RT)
593.04
593.00 (RT)
592.45
592.48 (RT)
592.11
591.96 (RT)
591.77
591.44 (RT)
591.23
590.92 (RT)
590.84
590.40 (RT)
590.65
589.88 (RT)
590.45
589.36 (RT)
590.28
588.84 (RT)
590.05
588.32 (RT)
589.86
587.80 (RT)
589.80
587.28 (RT)
589.73
586.91 (RT)
589.62
586.89 (RT)
589.64
587.23 (RT)
589.84
587.93 (RT)
590.09
588.98 (RT)
590.54
590.18 (RT)
591.11
591.38 (RT)
591.75
592.58 (RT)
592.29
593.65 (RT)
592.78
594.22 (RT)
593.35
594.27 (RT)
593.43
593.79 (RT)
593.25
592.91 (RT)
592.86
592.01 (RT)
592.35
591.11 (RT)
591.26
590.21 (RT)
590.16
589.39 (RT)
10450+00
10451+00
10452+00
10453+00
10454+00
10455+00
10456+00
10457+00
10458+00
10459+00
10460+00
10461+00
10462+00
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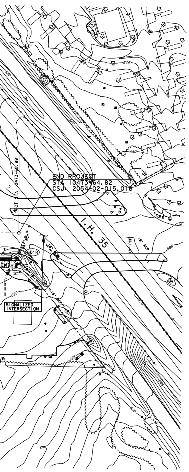
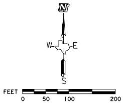
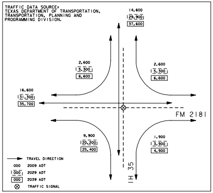
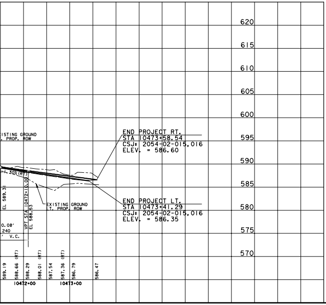
10468+00
10469+00
10470+00
10471+00


END PROJECT
STA 10473+64.82
CSJ: 2054-02-015,016
OT STA 10473+68.88
I.H. 35
SIGNALIZED INTERSECTION
60'R
18" RCP
575
580
585
590
595
600
610


N
W
E
S
FEET
0
50
100
200


TRAFFIC DATA SOURCE:
TEXAS DEPARTMENT OF TRANSPORTATION,
TRANSPORTATION, PLANNING AND
PROGRAMMING DIVISION.

14,600
29,900
37,600
2,600
5,300
6,600
2,600
5,300
6,600
16,600
31,300
35,700
FM 2181
9,900
20,200
25,400
1,900
3,900
4,900
IH 35
TRAVEL DIRECTION
000 2009 ADT
000 2029 ADT
000 2039 ADT
TRAFFIC SIGNAL


620
615
610
605
600
595
590
585
580
575
570
ISTING GROUND
. PROP. ROW
END PROJECT RT.
STA 10473+58.54
CSJ: 2054-02-015,016
ELEV. = 586.60
.30%(RT)
EL 589.31
VPT STA 10472+10.00
EL 588.53
EXISTING GROUND
LT. PROP. ROW
END PROJECT LT.
STA 10473+41.29
CSJ: 2054-02-015,016
ELEV. = 586.35
0.08'
240
' V.C.
589.19
588.66 (RT)
588.29
588.01 (RT)
587.54
587.36 (RT)
586.79
586.47
10472+00
10473+00

LEGEND

— - — - —	CENTERLINE - ℄
—— —— ——	EXIST. GROUND @ ℄
——— - - ———	EXIST. ROW
- - - - - - - -	EXIST. DRNG. ESMT.
━━ - - ━━	PROPOSED ROW
- - - - - - - -	PROPOSED DRNG. ESMT.
············	PROPOSED CONST. ESMT
▨	IMPACTED BUILDING
	HANDICAP RAMP
60' PROP. ROW	ROW DIMENSIONING FROM PROP. ℄ TO PROP. ROW

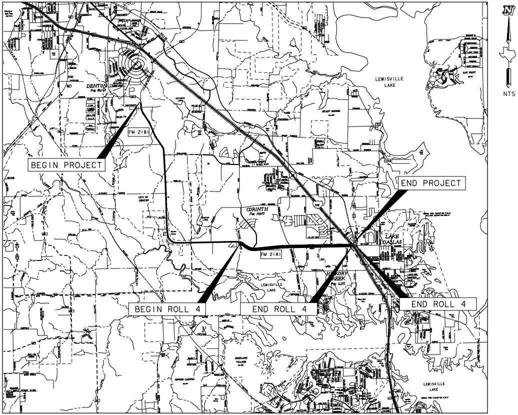
NOTES:

1. ADA RAMPS SHALL BE PLACED AT ALL INTERSECTIONS. MAXIMUM CROSS SLOPE FOR SIDEWALKS WILL BE 1.5%. PROPOSED SIDEWALKS TO BE INSTALLED ONLY WHERE THERE ARE EXISTING SIDWALKS.

2. EXISTING CONTOURS PROVIDED FOR PRELIMINARY REVIEW PURPOSES ONLY.

3. MEDIAN OPENINGS ARE APPROXIMATE AND SUBJECT TO CHANGES DURING COORDINATION WITH THE CITIES OF DENTON, CORINTH AND HICKORY CREEK.

4. TSS IMPACT TO JURISDICTIONAL WATERS TO BE ADDRESSED IN THE EROSION CONTROL PLANS AND SWPPP DURING CONSTRUCTION.


BEGIN PROJECT
END PROJECT
BEGIN ROLL 4
END ROLL 4
END ROLL 4
FM 2181
DENTON
CORINTH
LAKE DALLAS
HICKORY CREEK
LEWISVILLE LAKE
CITY OF DENTON
N
NTS

KEY MAP
NTS

ROLL 4 OF 4
DESIGN SPEED : 40 mph

Texas Department of Transportation

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

DENTON COUNTY

DESIGN SCHEMATIC

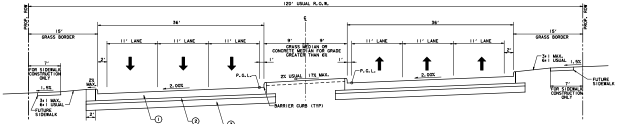
FM 2181
FROM LILLIAN MILLER PARKWAY TO IH 35E

CSJ: 2054-02-015,016

DESIGN SPEED = 40 MPH
FUNCTIONAL CLASS: MINOR ARTERIAL
PROJECT LENGTH = 36,093.5 FT; 6.84 MILES
ROLL 4 OF 4
STA. 10357+00 TO STA. 10473+64.82

SCALE 1"=100'H, 1"=10'V

JULY 2006


120' USUAL R.O.W.
PROP. ROW
PROP. ROW
℄
36'
36'
15'
GRASS BORDER
15'
GRASS BORDER
11' LANE
11' LANE
11' LANE
9'
9'
GRASS MEDIAN OR CONCRETE MEDIAN FOR GRADE GREATER THAN 6%
11' LANE
11' LANE
11' LANE
2'
2'
1'
1'
7'
FOR SIDEWALK CONSTRUCTION ONLY
1.5%
3:1 MAX. 6:1 USUAL
FUTURE SIDEWALK
2% MAX.
2'
2.00%
P.G.L.
2% USUAL
17% MAX.
P.G.L.
2.00%
BARRIER CURB (TYP)
3:1 MAX. 6:1 USUAL
1.5%
FUTURE SIDEWALK
7'
FOR SIDEWALK CONSTRUCTION ONLY
①
②
③

TYPICAL SECTION

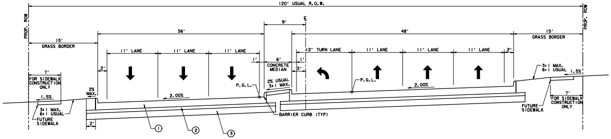
SCALE: 1"=10'

STA 10446+29 TO STA 10446+44
STA 10467+33 TO STA 10468+96

① 9" CRCP

② 4" ACP (TYPE 'A')

③ STABILIZED SUBGRADE,
8" LIME, 6%, 36 LBS/SY PER 8" DEPTH OR
18" LIME, 6%, 36 LBS/SY PER 8" DEPTH OR
8" CEMENT, 4%, 24 LBS/SY PER 8" DEPTH


120' USUAL R.O.W.
PROP. ROW
PROP. ROW
℄
9'
36'
48'
15'
GRASS BORDER
15'
GRASS BORDER
11' LANE
11' LANE
11' LANE
1'
6'
CONCRETE MEDIAN
1'
3'
12' TURN LANE
11' LANE
11' LANE
11' LANE
2'
2'
7'
FOR SIDEWALK CONSTRUCTION ONLY
1.5%
3:1 MAX. 6:1 USUAL
FUTURE SIDEWALK
2% MAX.
2'
2.00%
P.G.L.
2% USUAL 3:1 MAX.
P.G.L.
2.00%
BARRIER CURB (TYP)
3:1 MAX. 6:1 USUAL
1.5%
FUTURE SIDEWALK
7'
FOR SIDEWALK CONSTRUCTION ONLY
①
②
③

TYPICAL TURN BAY SECTION

SCALE: 1"=10'
(STATION RANGES INCLUDE TURN LANE TRANSITIONS AND MEDIAN OPENINGS)

STA 10441+00 TO STA 10446+29
STA 10446+44 TO STA 10467+33
STA 10468+96 TO STA 10473+16

HUITT-ZOLLARS
Huitt-Zollars, Inc.
3131 McKinney Avenue, Suite 600
Dallas, Texas 75204-2489

THE SEAL APPEARING ON THIS
DOCUMENT WAS AUTHORIZED BY
KENNETH A ROBERTS, P.E. 55446
ON JULY 7, 2006

KENNETH A ROBERTS
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