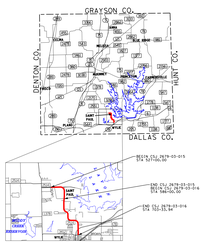
Texas Department of Transportation

BRIDGEFARMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
TBPE REGISTRATION NO. 264

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER
COLLIN COUNTY
FM 2514
PROJECT LIMIT: EAST OF LAVON PARKWAY
TO BROWN STREET
CONTROL:
2679-03-015 LENGTH 1.117 MILES (5,900.00 FT),
2679-03-016 LENGTH 2.226 MILES (11,753.33 FT)
FUNCTIONAL CLASS: URBAN COLLECTOR
PROJECT LENGTH = 3.343 MILES (17,652.33 FT.)
DESIGN SPEED: 45 MPH



NEXT LOCATION MAP
SCALE: 1" = 15,000'

LOCATION MAP

PRELIMINARY FOR REVIEW ONLY

THESE DOCUMENTS ARE FOR REVIEW AND NOT INTENDED FOR BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

AARON TANTER (5733) XX/XX/XXXX
NAME P.E. NO. DATE

REVISED JUNE 2018

ROLL 1 OF 5

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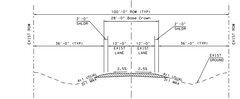
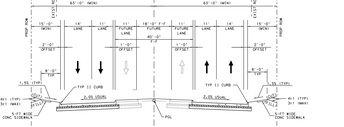
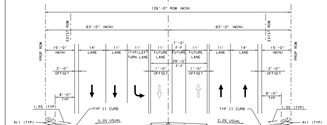


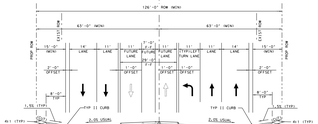
FM 2514 EXISTING TYPICAL SECTION
STA 527+00.00 to 703+33.94



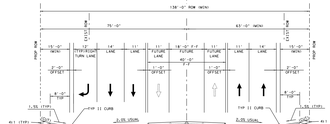
FM 2514 PROPOSED TYPICAL SECTION
STA 527+00.00 to 651+00.00 (3)
(3) SEE ALSO TYPICAL SIDEWALK ADJACENT TO CURB DETAIL



FM 2514 PROPOSED TYPICAL SECTION
NORTHBOUND WITH LEFT TURN LANE



FM 2514 PROPOSED TYPICAL SECTION
SOUTHBOUND WITH LEFT TURN LANE



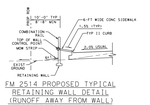
FM 2514 PROPOSED TYPICAL SECTION
WITH RIGHT TURN LANE

CURVE DATA

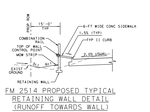
CURVE	PI STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	PC STATION	PT STATION
PARKER-1	559+76.76	90° 23' 12" (RT)	800.00	725.72	1,263.59	S 45° 42' 22" E	1,143.56	551+51.22	564+44.81
PARKER-2	574+08.13	41° 32' 53" (LT)	5,100.00	776.50	394.41	S 2° 45' 40" W	386.41	574+08.13	577+86.54
PARKER-3	592+00.84	5° 20' 09" (LT)	1,050.00	325.14	653.88	S 3° 21' 46" W	653.45	588+75.71	595+29.60
PARKER-4	599+29.60	90° 00' 00" (RT)	800.00	800.00	1,256.64	S 44° 29' 40" E	1,131.37	591+29.60	603+86.24
PARKER-5	604+41.57	90° 00' 00" (LT)	850.00	765.05	1,335.18	N 44° 29' 40" W	1,201.96	596+76.52	610+11.70
PARKER-6	608+29.46	87° 11' 08" (LT)	835.00	852.92	1,526.05	S 44° 12' 11" E	1,383.13	607+76.54	631+05.89
PARKER-7	609+06.92	89° 15' 23" (RT)	835.00	824.23	1,301.78	S 45° 07' 22" E	1,175.18	608+82.69	633+84.47
PARKER-8	684+35.52	7° 33' 37" (RT)	26,977.00	426.20	816.54	S 3° 13' 07" W	816.31	684+07.42	692+43.96
PARKER-9	687+06.96	2° 41' 46" (LT)	5,900.00	138.57	277.11	S 2° 52' 07" W	277.09	687+06.96	689+84.08
PARKER-10	690+26.07	2° 41' 21" (RT)	5,900.00	138.56	276.97	S 2° 51' 09" W	276.95	690+09.09	697+43.76
STPAL	2+16.96	50° 36' 10" (RT)	100.00	50.47	105.98	N 84° 11' 22" E	102.68	1+66.49	2+72.47
PARKER,P-1	0+84.58	90° 00' 21" (LT)	106.00	72.58	126.44	S 20° 38' 50" W	121.87	0+12.01	1+40.24
PARKER,P-2	5+65.74	90° 40' 19" (LT)	215.00	205.19	325.00	S 44° 41' 16" E	293.52	3+76.55	7+01.55
PARKER,P-3	9+66.47	90° 21' 55" (LT)	215.00	206.47	339.11	S 44° 30' 41" E	304.97	7+59.99	10+59.10

SUPERELEVATION AND SPLIT PROFILE DATA

PARKER SUPERELEVATION AND SPLIT PROFILE DATA - LEFT SIDE						PARKER SUPERELEVATION AND SPLIT PROFILE DATA - RIGHT SIDE					
	BEGIN STA	PROFILE	STATION	SLOPE			BEGIN STA	PROFILE	STATION	SLOPE	
MATCH EX ROAD		PARKER	PARKER	527+00.00	-0.00%	MATCH EX ROAD		PARKER	PARKER	527+00.00	-0.00%
END NORMAL CROWN/BEGIN TRANSITION		no change	no change	549+66.00	-0.00%	END NORMAL CROWN/BEGIN TRANSITION		no change	no change	611+00.00	-1.00%
END TRANSITION/BEGIN FULL SUPER		no change	no change	551+80.00	-1.00%	END TRANSITION/BEGIN FULL SUPER		no change	no change	613+00.00	-1.00%
END FULL SUPER/BEGIN TRANSITION		no change	no change	567+15.00	-1.00%	END FULL SUPER/BEGIN TRANSITION		no change	no change	628+35.00	-1.00%
END TRANSITION/BEGIN NORMAL CROWN		no change	no change	571+50.00	-0.00%	END TRANSITION/BEGIN NORMAL CROWN		no change	no change	632+50.00	-0.00%
END NORMAL CROWN/BEGIN SPLIT HP/SUPER		no change	PPKNB2SL	571+50.00	no change	END NORMAL CROWN/BEGIN SPLIT HP/SUPER		no change	PPKNB2SL	632+50.00	no change
END SPL1 HP/SUPER/BEGIN SPL2 HP/SUPER		no change	PPKNB2SL	573+75.00	-0.00%	END SPL1 HP/SUPER/BEGIN SPL2 HP/SUPER		no change	PPKNB2SL	634+75.00	-0.00%
END SPL2 HP/SUPER/BEGIN SPLIT HP/SUPER		no change	PPKNB2SL	623+00.00	no change	END SPL2 HP/SUPER/BEGIN SPLIT HP/SUPER		no change	PPKNB2SL	684+00.00	no change
END SPLIT HP/SUPER/BEGIN PROFILE/BEGIN SL PROFILE		no change	PPKNB2SL	623+00.00	no change	END SPLIT HP/SUPER/BEGIN PROFILE/BEGIN SL PROFILE		no change	PPKNB2SL	684+00.00	no change
END SL PROFILE/BEGIN SPLIT HP/SUPER		no change	PPKNB2SL	625+00.00	no change	END SL PROFILE/BEGIN SPLIT HP/SUPER		no change	PPKNB2SL	686+00.00	no change
END SPLIT HP/SUPER/BEGIN PROFILE/BEGIN SL PROFILE		no change	PPKNB2SL	627+00.00	no change	END SPLIT HP/SUPER/BEGIN PROFILE/BEGIN SL PROFILE		no change	PPKNB2SL	688+00.00	no change
END SL PROFILE/BEGIN SPLIT HP/SUPER		no change	PPKNB2SL	629+00.00	no change	END SL PROFILE/BEGIN SPLIT HP/SUPER		no change	PPKNB2SL	690+00.00	no change
END SPLIT HP/SUPER/BEGIN TRANSITION		no change	PPKNB2SL	633+15.00	-0.00%	END SPLIT HP/SUPER/BEGIN TRANSITION		no change	PPKNB2SL	694+15.00	-0.00%
END FULL SUPER/BEGIN TRANSITION		no change	PPKNB2SL	635+75.00	-1.00%	END FULL SUPER/BEGIN TRANSITION		no change	PPKNB2SL	696+75.00	-1.00%
END TRANSITION/BEGIN NORMAL CROWN		no change	PPKNB2SL	639+75.00	-0.00%	END TRANSITION/BEGIN NORMAL CROWN		no change	PPKNB2SL	700+75.00	-0.00%
END NORMAL CROWN/BEGIN TRANSITION		no change	PPKNB2SL	658+75.00	-0.00%	END NORMAL CROWN/BEGIN TRANSITION		no change	PPKNB2SL	721+75.00	-0.00%
END TRANSITION/BEGIN FULL SUPER		no change	PPKNB2SL	661+00.00	-1.00%	END TRANSITION/BEGIN FULL SUPER		no change	PPKNB2SL	723+90.00	-1.00%
MATCH EX ROAD		no change	PPKNB2SL	703+33.94	-0.00%	MATCH EX ROAD		no change	PPKNB2SL	733+33.94	-0.00%

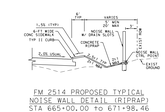


FM 2514 PROPOSED TYPICAL
RETAINING WALL DETAIL
(RUNOFF AWAY FROM WALL)
STA 666+10.00 TO 667+10.00
STA 687+77.00 TO 688+40.00



FM 2514 PROPOSED TYPICAL
RETAINING WALL DETAIL
(RUNOFF TOWARDS WALL)
STA 688+40.00 to 689+90.00

FM 2514 PROPOSED TYPICAL
NOISE WALL DETAIL (NO RIPRAP)
STA 655+42.00 to 656+35.99
STA 657+34.00 to 665+00.00



FM 2514 PROPOSED TYPICAL
NOISE WALL DETAIL (RIPRAP)
STA 665+00.00 TO 671+98.46

FM 2514 PROPOSED TYPICAL
DITCH DETAIL

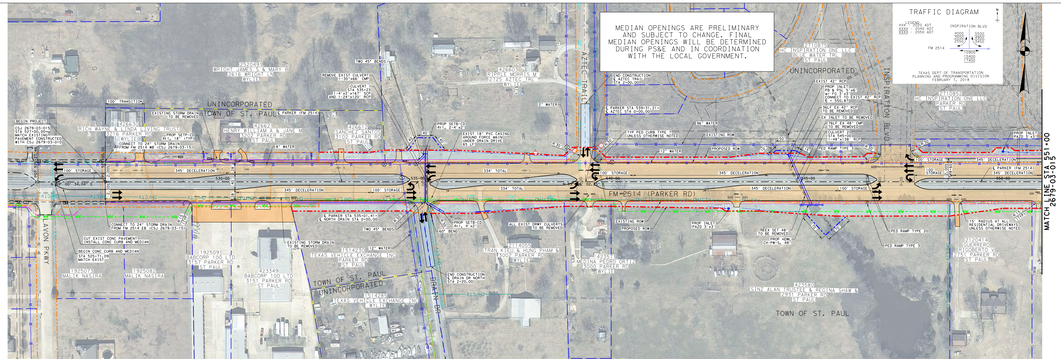
FM 2514 PROPOSED TYPICAL
SIDEWALK ADJACENT TO CURB DETAIL
STA 590+80.00 to 593+30.00

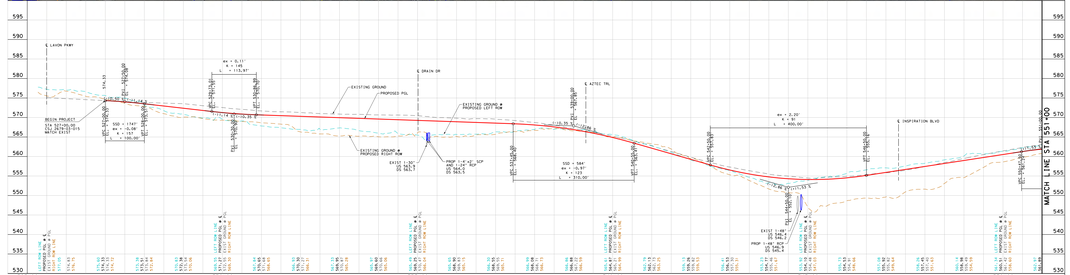
NOTES

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON SURVEY INFORMATION DATED MARCH 2015 AND ORTHOPHOTOS.
2. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED DURING PS&E AND IN COORDINATION WITH THE LOCAL GOVERNMENTS.
3. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
4. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL UNLESS NOTED OTHERWISE.
5. NO AREAS OF THE PROJECT ARE WITHIN 100 YEAR FLOODPLAIN LIMITS BASED UPON FEMA FLOOD INSURANCE RATE MAP 48085C0265J.
6. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC DERIVED FROM CITY OF PLANO, COLLIN COUNTY, TXDOT RECORDS.
7. EXISTING CULVERT DIMENSIONS, STRUCTURE AND DESIGN ITEMS OBTAINED FROM RECORD DOCUMENTS AND FIELD SURVEY.
8. BIKE RAMPS AND CROSSWALKS ARE DIAGRAMMATIC ONLY AND WILL BE DETERMINED DURING PS&E. SIDEWALKS ARE SHOWN ON TYPICAL SECTIONS.
9. EXISTING DRIVEWAYS WILL REMAIN UNLESS OTHERWISE NOTED. DRIVEWAYS WILL BE REPAIRED TO MATCH ALIGNMENT WITHIN ADJACENT PROPERTY LIMITS. PROFILE AND/OR ITS LOCATED ON PROPERTY LINE.
10. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW IMPACTS OR INTERSECTS THE EXISTING BUILDING STRUCTURE.
11. CURBS ARE TYPE II (6") UNLESS NOTED OTHERWISE.
12. CONVENTIONAL ROADWAY SIGNAGE (SIGNS) SIGNS ARE NOT SHOWN AS WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.

LEGEND

POINT	CURVE NUMBER
	DIRECTION OF TRAFFIC
	CENTERLINE
	EXISTING ROW
	EXISTING PROPERTY LINE
	CITY LIMITS
	PROPOSED ROW
	PAVEMENT REMOVAL
	PROPOSED DRAINAGE STRUCTURE
	EXISTING DRAINAGE STRUCTURE
	PROPOSED DITCH FLOW LINE
	EXISTING DITCH FLOW LINE
	DRAINAGE ROW EASEMENT
	CONSTRUCTION EASEMENT
	EXISTING WATER LINE
	EXISTING WASTEWATER FORCE MAIN
	EXISTING GAS LINE
	EXISTING FIBER OPTIC LINE
	EXISTING OVERHEAD CABLE LINE
	EXISTING OVERHEAD ELECTRIC LINE
	PROPOSED RETAINING WALL FILL
	PROPOSED NOISE WALL
	PROPOSED SIDEWALK





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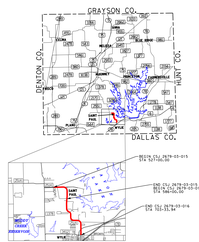
CONSULTING ENGINEERS
TBPE REGISTRATION NO. 264

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER
COLLIN COUNTY
FM 2514
PROJECT LIMIT: EAST OF LAVON PARKWAY
TO BROWN STREET
CONTROL:
2679-03-015 LENGTH 1.117 MILES (5,900.00 FT),
2679-03-016 LENGTH 2.226 MILES (11,753.33 FT)
FUNCTIONAL CLASS: URBAN COLLECTOR
PROJECT LENGTH = 3.343 MILES (17,652.33 FT.)
DESIGN SPEED: 45 MPH



NEXT LOCATION MAP
SCALE: 1" = 15,000'

LOCATION MAP

PRELIMINARY FOR REVIEW ONLY

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AARON TANTER (5733) XX/XX/XXXX
NAME P.E. NO. DATE

REVISED JUNE 2018

ROLL 1 OF 5

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CONSULTING ENGINEERS
TBPE REGISTRATION NO. 264

TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT

DESIGN SCHEMATIC

MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

COLLIN COUNTY

FM 2514

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LOCATION MAP

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AARON TANTER *#2733* *XX/XX/XXXX*

NAME P.E. NO. DATE

REVISED JUNE 2018

ROLL 2 OF 5

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NOTES

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON SURVEY INFORMATION DATED MARCH 2015 AND RECORD PLANS.

2. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED DURING PS&E AND IN COORDINATION WITH THE LOCAL GOVERNMENTS.

3. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

4. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

5. NO AREAS OF THE PROJECT ARE WITHIN 100 YEAR FLOODPLAIN LIMITS BASED UPON FEMA FLOOD INSURANCE RATE MAP #48085C0255J.

6. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM COUNTY APPRAISAL DISTRICT RECORDS (DCAD) DATA.

7. EXISTING CULVERT LOCATIONS, SIZES, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND FIELD SURVEY.

8. BIKE RAMPS AND/OR CROSSWALKS ARE DIAGRAMMATIC ONLY AND WILL BE DESIGNED DURING PS&E. SIDEWALKS ARE SHOWN ON SCHEMATIC SECTIONS.

9. EXISTING DRIVEWAYS WILL REMAIN UNLESS IN A PROPOSED RAMP LOCATION. ALL DRIVEWAYS WITHIN THE PROJECT WITHIN ACCESS DENIAL LIMITS SHALL BE CLOSED AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.

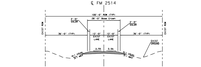
10. BUILDINGS ARE SHOWN AS POTENTIAL STOP/ENTRANCE IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.

11. CURBS ARE TYPE II (8") UNLESS NOTED OTHERWISE.

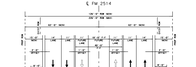
12. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN. WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.

LEGEND

CURVE NUMBER	CURVE NUMBER
DIRECTION OF TRAFFIC	DIRECTION OF TRAFFIC
CENTERLINE	CENTERLINE
EXISTING ROW	EXISTING ROW
EXISTING PROPERTY LINE	EXISTING PROPERTY LINE
CITY LIMITS	CITY LIMITS
PROPOSED ROW	PROPOSED ROW
PAVEMENT REMOVAL	PAVEMENT REMOVAL
PROPOSED DRAINAGE STRUCTURE	PROPOSED DRAINAGE STRUCTURE
EXISTING DRAINAGE STRUCTURE	EXISTING DRAINAGE STRUCTURE
PROPOSED DITCH FLOW LINE	PROPOSED DITCH FLOW LINE
EXISTING DITCH FLOW LINE	EXISTING DITCH FLOW LINE
DRAINAGE ROW EASEMENT	DRAINAGE ROW EASEMENT
CONSTRUCTION EASEMENT	CONSTRUCTION EASEMENT
EXISTING WATER LINE	EXISTING WATER LINE
EXISTING WASTEWATER FORCE MAIN	EXISTING WASTEWATER FORCE MAIN
EXISTING GAS LINE	EXISTING GAS LINE
EXISTING GAS LINE	EXISTING GAS LINE
EXISTING FIBER OPTIC LINE	EXISTING FIBER OPTIC LINE
EXISTING OVERHEAD CABLE LINE	EXISTING OVERHEAD CABLE LINE
EXISTING OVERHEAD ELECTRIC LINE	EXISTING OVERHEAD ELECTRIC LINE
PROPOSED RETAINING WALL FILL	PROPOSED RETAINING WALL FILL
PROPOSED NOISE WALL	PROPOSED NOISE WALL
PROPOSED SIDEWALK	PROPOSED SIDEWALK

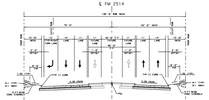


FM 2514 EXISTING TYPICAL SECTION
STA 527+00.00 to 553+35.94

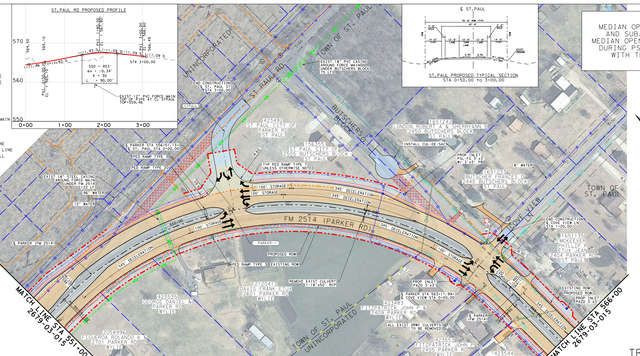


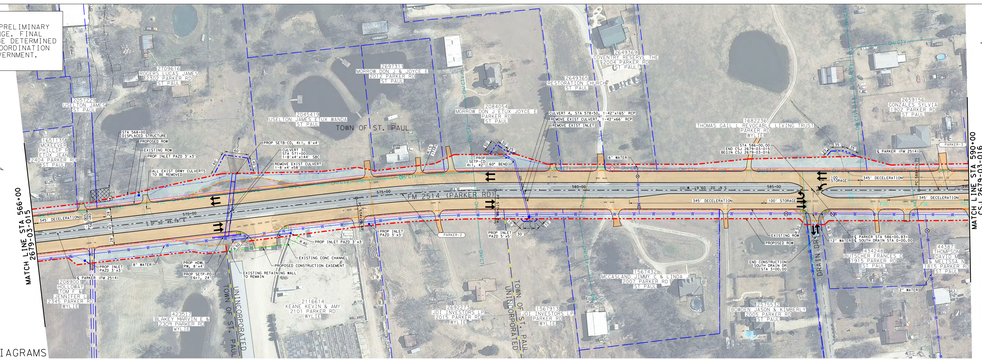
FM 2514 PROPOSED TYPICAL SECTION
(3) SEE ALSO TYPICAL SIDEWALK ADJACENT TO CURB DETAIL

FM 2514 PROPOSED TYPICAL SECTION
SOUTHBOUND WITH LEFT TURN LANE

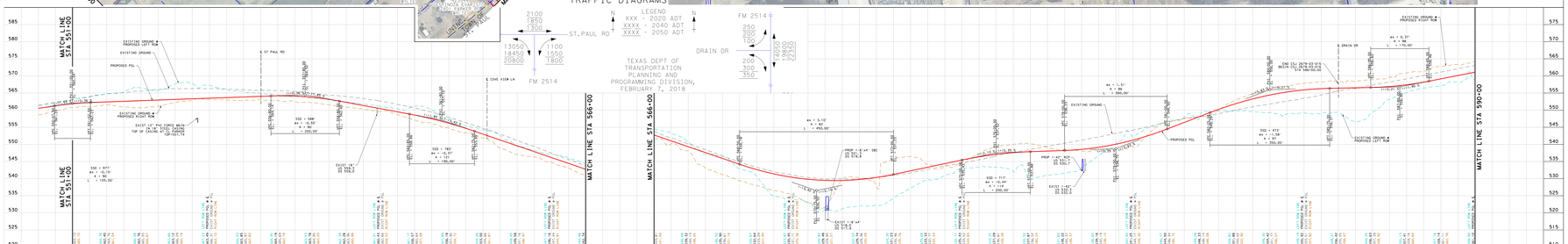


FM 2514 PROPOSED TYPICAL SECTION
WITH RIGHT TURN LANE





TRAFFIC DIAGRAMS



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DESIGN SCHEMATIC

MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

COLLIN COUNTY

FM 2514

PROJECT LIMIT: EAST OF LAVON PARKWAY TO BROWN STREET

CONTROL:

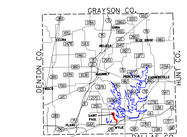
2679-03-015 LENGTH 1.117 MILES (5,900.00 FT),

2679-03-016 LENGTH 2.226 MILES (11,753.33 FT)

FUNCTIONAL CLASS: URBAN COLLECTOR

PROJECT LENGTH = 3.343 MILES (17,652.33 FT.)

DESIGN SPEED: 45 MPH



LOCATION MAP

PRELIMINARY FOR REVIEW ONLY

THESE DOCUMENTS ARE FOR REVIEW AND NOT INTENDED FOR BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

AARON TANTER *#2733* *XX/XX/XXXX*

NAME P.E. NO. DATE

REVISED JUNE 2018

ROLL 2 OF 5

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Texas Department of Transportation

BRIDGEFARMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
TBPE REGISTRATION NO 264

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER
COLLIN COUNTY
FM 2514
PROJECT LIMIT: EAST OF LAVON PARKWAY
TO BROWN STREET
CONTROL:
2679-03-015 LENGTH 1.117 MILES (5,900.00 FT),
2679-03-016 LENGTH 2.226 MILES (11,753.33 FT)
FUNCTIONAL CLASS: URBAN COLLECTOR
PROJECT LENGTH = 3.343 MILES (17,652.33 FT.)
DESIGN SPEED: 45 MPH

LOCATION MAP

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ROLL 3 OF 5

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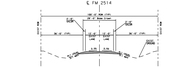
NOTES

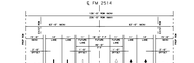
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON SURVEY INFORMATION DATED MARCH 2015 AND RECORD PLANS.
2. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED DURING PS&E AND IN COORDINATION WITH THE LOCAL GOVERNMENTS.
3. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE POL.
4. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
5. NO AREAS OF THE PROJECT ARE WITHIN 100 YEAR FLOODPLAIN LIMITS BASED UPON FEMA FLOOD INSURANCE RATE MAP #48085C0425J.
6. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM COUNTY APPRAISAL DISTRICT RECORDS (CAD) DATA.
7. EXISTING CULVERT LOCATIONS, SIZES, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND FIELD SURVEY.
8. ADA RAMPS AND CROSSWALKS ARE DIAGRAMMATIC ONLY AND WILL BE DESIGNED DURING FINAL SIDEWALKS ARE SHOWN ON ALTERNATE SECTIONS.
9. EXISTING DRIVEWAYS WILL REMAIN UNLESS IDENTIFIED OTHERWISE. DRIVEWAYS WILL BE REPLACED IN KIND WITHIN ACCESS DENIAL LIMITS SHOWN. ACCESS MAY BE LOCATED OUTSIDE OF ACCESS DENIAL LIMITS.
10. BUILDINGS ARE SHOWN AS POTENTIAL STRUCTURE WITHIN THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
11. CURBS ARE TYPE II (8") UNLESS NOTED OTHERWISE.
12. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN BUT WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.

LEGEND

- CURVE NUMBER
- DIRECTION OF TRAFFIC
- CENTERLINE
- EXISTING ROW
- EXISTING PROPERTY LINE
- CITY LIMITS
- PROPOSED ROW
- PAVEMENT REMOVAL
- PROPOSED DRAINAGE STRUCTURE
- EXISTING DRAINAGE STRUCTURE
- PROPOSED DITCH FLOW LINE
- EXISTING DITCH FLOW LINE
- DRAINAGE ROW EASEMENT
- CONSTRUCTION EASEMENT
- EXISTING WATER LINE
- EXISTING WASTEWATER FORCE MAIN
- EXISTING GAS LINE
- EXISTING GAS LINE
- EXISTING FIBER OPTIC LINE
- EXISTING OVERHEAD CABLE LINE
- EXISTING OVERHEAD ELECTRIC LINE
- PROPOSED RETAINING WALL FILL
- PROPOSED NOISE WALL
- PROPOSED SIDEWALK

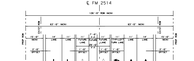


FM 2514 EXISTING TYPICAL SECTION
STA 527+00.00 to 705+33.34

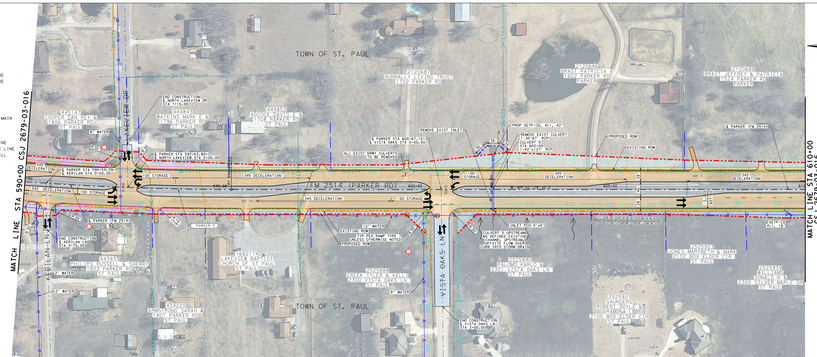


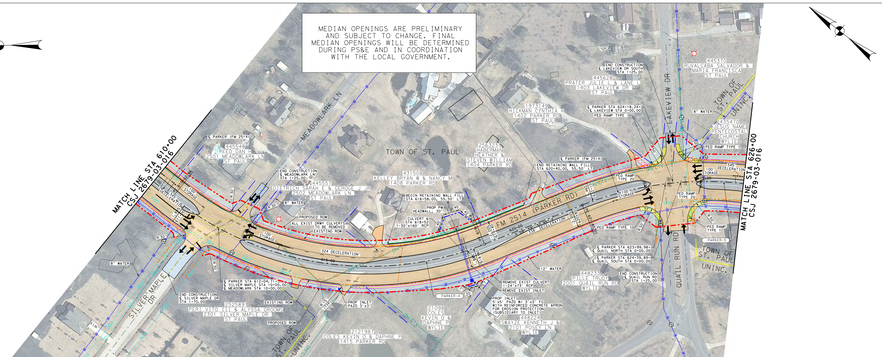
FM 2514 PROPOSED TYPICAL SECTION
(3) SEE ALSO TYPICAL SIDEWALK ADJACENT TO CURB DETAIL

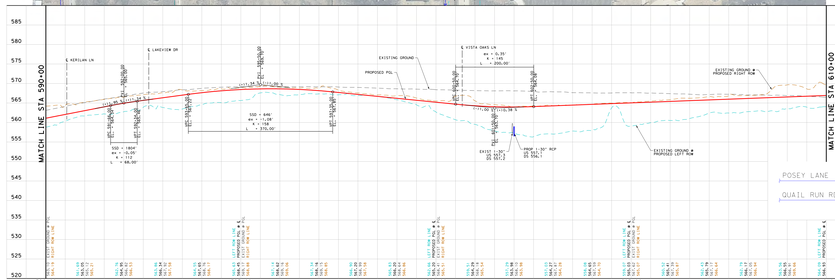
FM 2514 PROPOSED TYPICAL SECTION
NORTHBOUND WITH LEFT TURN LANE

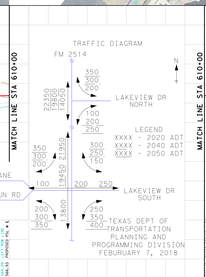


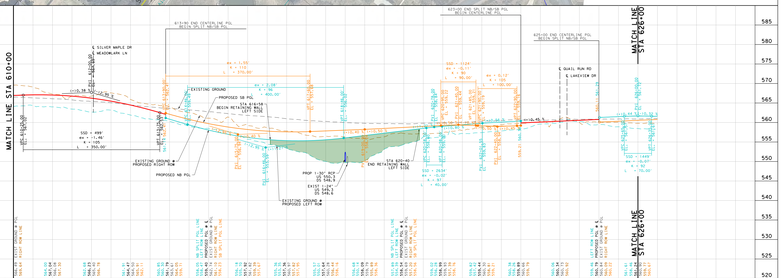
FM 2514 PROPOSED TYPICAL SECTION
NORTHBOUND WITH LEFT TURN LANE











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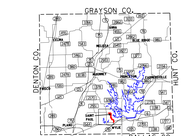
DESIGN SPEED: 45 MPH



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ROLL 3 OF 5

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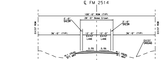
3. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE POL.
4. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
5. NO AREAS OF THE PROJECT ARE WITHIN 100 YEAR FLOODPLAIN LIMITS BASED UPON FEMA FLOOD INSURANCE RATE MAP #48085C0245J.
6. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM COLLIN COUNTY TAX ROLLS AND RECORD DATA.
7. EXISTING CULVERT SIZES AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND FIELD SURVEY.
8. BIKE RAMPS AND SIDEWALKS ARE ELEVATIONALLY ONLY AND WILL BE DESIGNED DURING PS&E. SIDEWALKS ARE SHOWN ON STRIP PLANS.
9. EXISTING DRIVEWAYS WILL REMAIN UNLESS IN A PROPOSED PAVEMENT AREA. DRIVEWAYS WILL BE REPLACED IN KIND WITHIN ACCESS DENIAL LIMITS SHOWN.
10. BUILDINGS ARE SHOWN AS POTENTIAL STRUCTURE IMPACT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
11. CURBS ARE TYPE II (8") UNLESS NOTED OTHERWISE.
12. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN. WILL BE DEVELOPED DURING THE FINAL PHASE OF THE PROJECT.

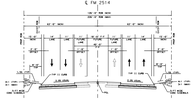
LEGEND

CURVE 1	CURVE NUMBER
→	DIRECTION OF TRAFFIC
	CENTERLINE
	EXISTING ROW
	EXISTING PROPERTY LINE
	CITY LIMITS
	PROPOSED ROW
	PAVEMENT REMOVAL
	PROPOSED DRAINAGE STRUCTURE
	EXISTING DRAINAGE STRUCTURE
	PROPOSED DITCH FLOW LINE
	EXISTING DITCH FLOW LINE
	DRAINAGE ROW EASEMENT
	CONSTRUCTION EASEMENT
	EXISTING WATER LINE
	EXISTING WASTEWATER FORCE MAIN
	EXISTING GAS LINE
	EXISTING GAS LINE
	EXISTING FIBER OPTIC LINE
	EXISTING OVERHEAD CABLE LINE
	EXISTING OVERHEAD ELECTRIC LINE
	PROPOSED RETAINING WALL FILL
	PROPOSED NOISE WALL
	PROPOSED SIDEWALK

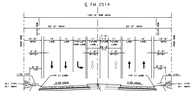
LOCATION MAP



FM 2514 EXISTING TYPICAL SECTION
STA 527+00.00 TO 703+33.94



FM 2514 PROPOSED TYPICAL SECTION
STA 601+00.00 TO 607+00.00
(3) SEE ALSO TYPICAL SIDEWALK ADJACENT TO CURB DETAIL



FM 2514 PROPOSED TYPICAL SECTION
NORTHBOUND FULL LEFT TURN LANE

FM 2514 PROPOSED TYPICAL SECTION
SOUTHBOUND WITH LEFT TURN LANE

FM 2514 PROPOSED TRANSITION SECTION
STA 601+00.00 TO 607+00.00
(2) SEE ALSO TYPICAL NOISE WALL DETAIL

FM 2514 PROPOSED TYPICAL SECTION
STA 601+00.00 TO 607+00.00
(1) SEE ALSO TYPICAL RETAINING WALL DETAIL
(2) SEE ALSO TYPICAL NOISE WALL DETAIL

FM 2514 PROPOSED TYPICAL SECTION
NORTHBOUND WITH LEFT TURN LANE
STA 657+34.00 TO 665+00.00

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ROLL 4 OF 5

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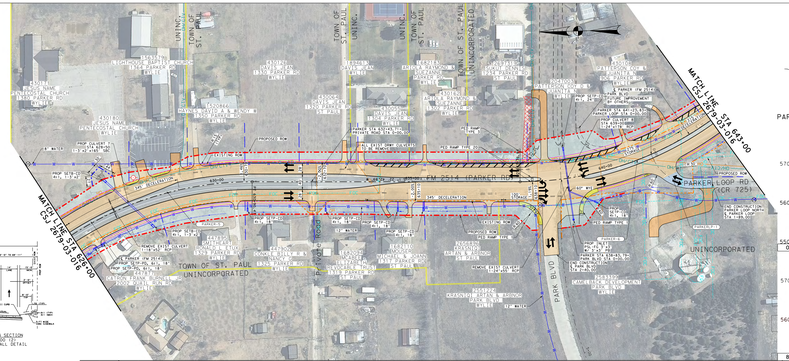
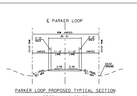
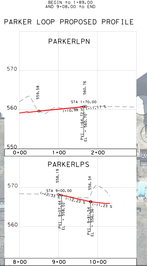
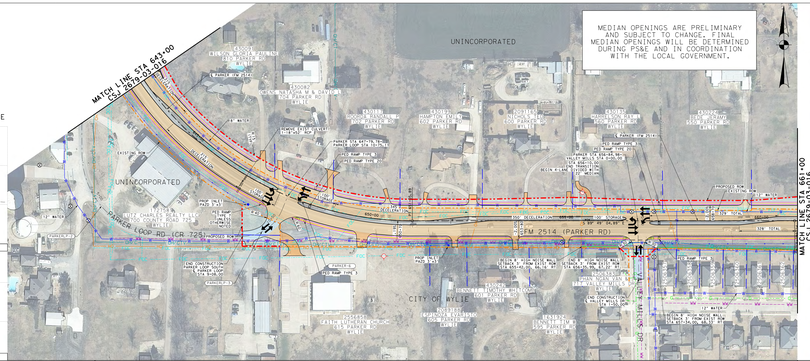


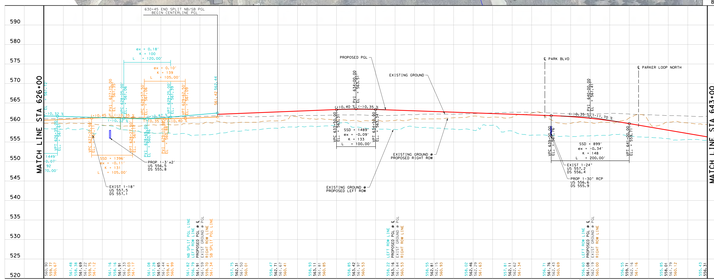


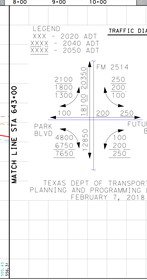
PARKER LOOP PROPOSED PROFILE

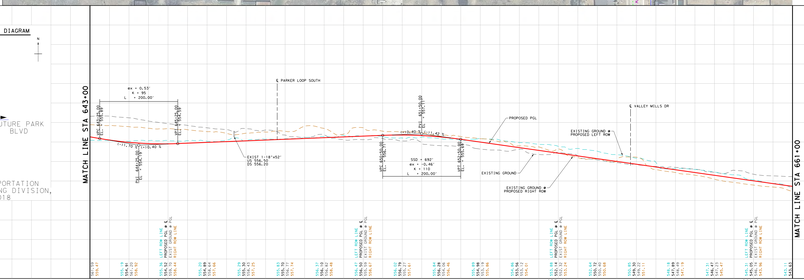




MEDIAN OPENINGS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL MEDIAN OPENINGS WILL BE DETERMINED DURING PS&E AND IN COORDINATION WITH THE LOCAL GOVERNMENT.







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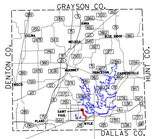

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3. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

4. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL EDGE OF CURB, RAIL, BARRIER, OR WALL UNLESS NOTED OTHERWISE.

5. FLOOD AREAS OF THE PROJECT ARE WITHIN 100-YEAR FLOODPLAIN LIMITS BASED UPON FEMA FLOOD INSURANCE RATE MAP INDEX(SCALE).

6. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM COLLIN COUNTY APPRAISAL DISTRICT NOVEMBER 2016.

7. EXISTING CULVERT LOCATIONS, SIZES, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS. FIELD VERIFY.

8. ALL ROW, EASEMENTS, AND PARCELS ARE DEPICTED FOR ONLY AND NOT INTENDED FOR SURVEY PURPOSES. EASEMENTS ARE SHOWN ON TYPICAL SECTIONS.

9. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED IN COORDINATION WITH THE LOCAL GOVERNMENT THAT ACCESS MANAGEMENT IS NEEDED. DRIVEWAYS LOCATED WITHIN ACCESS DENIAL LIMITS WILL BE REMOVED.

10. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF RELOCATION OR REMOVAL IS INITIALLY INTENDED FOR THE EXISTING BUILDING STRUCTURE.

11. CURBS ARE TYPE II (8") UNLESS NOTED OTHERWISE.

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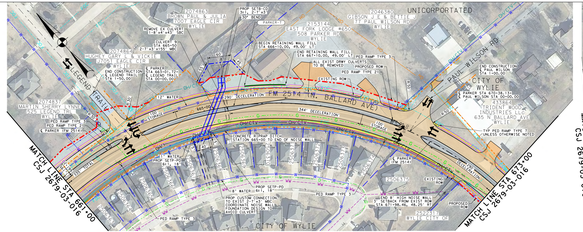

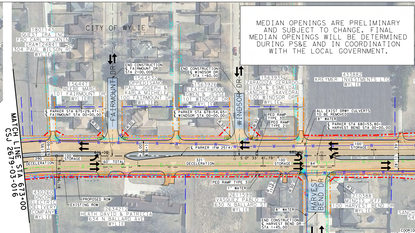

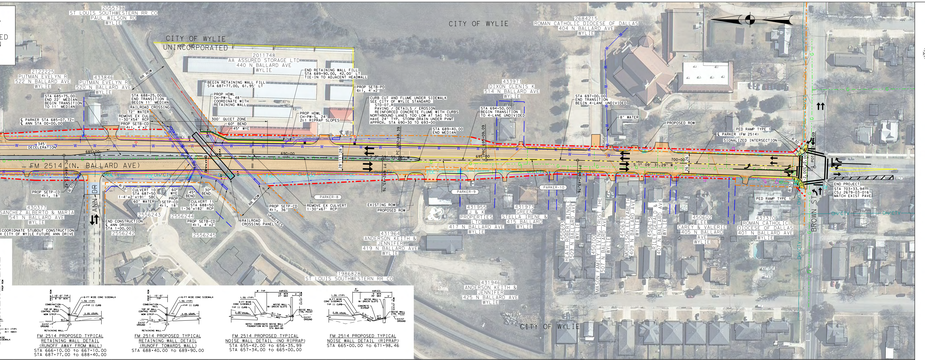

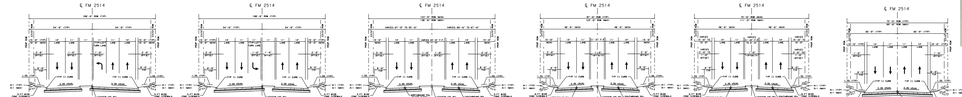

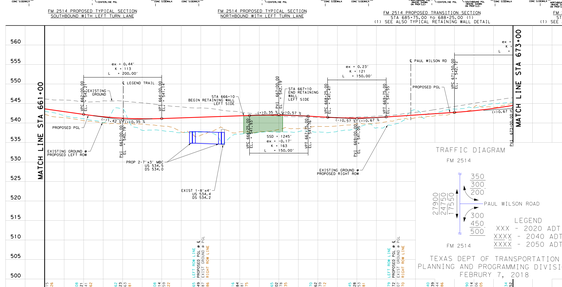

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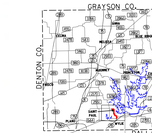

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AARON TANTER 105733 XX/XX/XXXX
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