STATE OF TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION

DESIGN SCHEMATIC

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

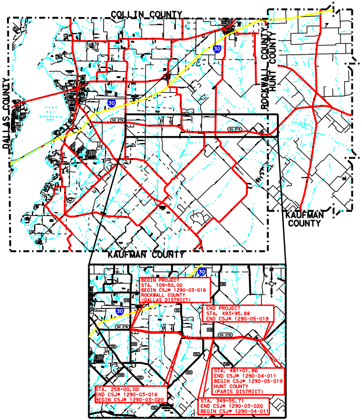
SH 276
ROCKWALL COUNTY
AND HUNT COUNTY

PROJECT LIMITS: FROM FM 549 TO CR 2472
RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN
(ULTIMATE 6)

ROADWAY SECTION	DESIGN SPEED	FUNCTION CLASS
SH 276	45 MPH	PRINCIPAL URBAN ARTERIAL
FM CROSS STREETS	45 MPH	MINOR COLLECTOR

CSJ: 1290-03-016	NET LENGTH=2.81 MI.
CCSJ: 1290-03-020,etc.	NET LENGTH=1.73 MI.
CSJ: 1290-04-011	NET LENGTH=2.49 MI.
CSJ: 1290-05-019	NET LENGTH=0.25 MI.

NET LENGTH OF PROJECT= 7.28 MILES
SCALE HORIZ: 1"=100' VERT: 1"=10'


COLLIN COUNTY
DALLAS COUNTY
ROCKWALL COUNTY
HUNT COUNTY
KAUFMAN COUNTY
KAUFMAN COUNTY
30
SH 276
BEGIN PROJECT
STA. 109+50.00
BEGIN CSJ# 1290-03-016
ROCKWALL COUNTY
(DALLAS DISTRICT)
END PROJECT
STA. 493+95.88
END CSJ# 1290-05-019
STA. 481+01.86
END CSJ# 1290-04-011
BEGIN CSJ# 1290-05-019
HUNT COUNTY
(PARIS DISTRICT)
STA. 258+00.00
END CSJ# 1290-03-016
BEGIN CSJ# 1290-03-020
STA. 349+55.71
END CSJ# 1290-03-020
BEGIN CSJ# 1290-04-011

LOCATION MAP (NTS)

HORIZONTAL SCALE (IN FEET)
0 50 100 200

VERTICAL SCALE (IN FEET)
0 5 10 20

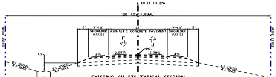
APPROVED SCHEMATIC
Prepared by or under the Direct Supervision of:
Lukas J. Easterling 121657
NAME P.E. NUMBER
10/31/2018
DATE

ROLL 1 OF 7
OCTOBER 2018

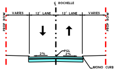
Texas Department of Transportation

JACOBS

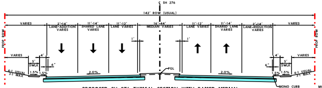
1999 Bryan Street, Suite 1100
Dallas, Texas 75201
P 972.980.2170 | F 972.385.0846
TBPE FIRM NO. F-2966


℄ EXIST SH 276
120' ROW (USUAL)
EXIST ROW
5'
7'-10' SHOULDER VARIES
26' ASPHALTIC CONCRETE PAVEMENT
PGL
2.08%
4%
1.5'
6'
8:1 USUAL 4:1 MAX
6:1 USUAL 4:1 MAX

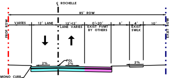
EXISTING SH 276 TYPICAL SECTION
STA 109+50.00 - STA 179+00.00
N.T.S.


℄ ROCHELLE
PROP ROW
VARIES
12' LANE
PGL
2%
MONO CURB TY II (TYP)

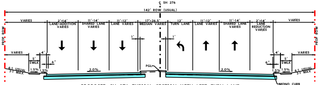
PROPOSED ROCHELLE RD
STA 12+05.91 - STA 14+37.78
N.T.S.


℄ SH 276
142' ROW (USUAL)
PROP ROW
VARIES
2'-14' LANE-ADDITION VARIES
11'-14' SHARED LANE VARIES
11'-12' LANE VARIES
16'-44' MEDIAN VARIES
2'-14' LANE-REDUCTION VARIES
5' SWLK
4'
6"
1'
1.5%
2.0%
PGL
6:1 USUAL 3:1 MAX
MONO CURB TY II (TYP)

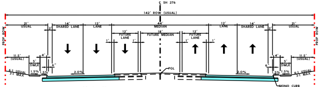
PROPOSED SH 276 TYPICAL SECTION WITH RAISED MEDIAN
STA 109+50.00 - STA 111+25.00
STA 118+50.00 - STA 119+80.00
N.T.S.


℄ ROCHELLE
85' ROW
PROP ROW
EXIST ROW
VARIES
12' LANE
12'-13' LANE VARIES
0'-20' EXIST PVMT BY OTHERS
6'
4' EXIST SWLK
10'
PGL
2%
MONO CURB TY II (TYP)

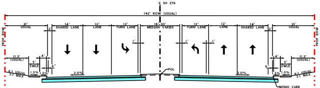
PROPOSED ROCHELLE RD
STA 15+64.32 - STA 19+47.85
N.T.S.


℄ SH 276
142' ROW (USUAL)
PROP ROW
VARIES
2'-14' LANE-ADDITION VARIES
11'-14' SHARED LANE VARIES
11'-12' LANE VARIES
12'-26.5' MEDIAN VARIES
12' TURN LANE
2'-14' LANE REDUCTION VARIES
5' SWLK
PGL
1.5%
2.0%
6:1 USUAL 3:1 MAX
MONO CURB TY II (TYP)

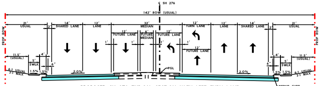
PROPOSED SH 276 TYPICAL SECTION WITH LEFT TURN LANE
STA 111+25.00 - STA 117+60.00
STA 119+80.00 - STA 120+00.00
N.T.S.


℄ SH 276
142' ROW (USUAL)
PROP ROW
21' USUAL
14' SHARED LANE
12' LANE
44' MEDIAN
12' FUTURE LANE
18' FUTURE MEDIAN
11.5' (USUAL)
5' SWLK
4'
6"
1'
2'
PGL
1.5%
2.0%
6:1 USUAL 3:1 MAX
MONO CURB TY II (TYP)

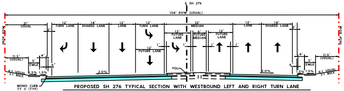
PROPOSED SH 276 TYPICAL SECTION WITH RAISED MEDIAN
STA 133+00.00 - STA 137+10.00
STA 142+95.00 - STA 146+10.00
STA 151+55.00 - STA 151+85.00
STA 163+90.00 - STA 171+45.00
N.T.S.


℄ SH 276
142' ROW (USUAL)
PROP ROW
21' USUAL
14' SHARED LANE
12' LANE
12' TURN LANE
18'-30' MEDIAN VARIES
11.5' (USUAL)
5' SWLK
PGL
1.5%
2.0%
6:1 USUAL 3:1 MAX
MONO CURB TY II (TYP)

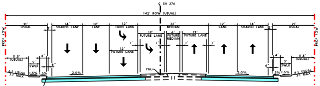
PROPOSED SH 276 TYPICAL SECTION WITH RAISED MEDIAN
STA 127+75.00 - STA 131+90.00
N.T.S.
*LEFT TURN LANES TO BE REVISED FOR SIX LANE ULTIMATE


℄ SH 276
142' ROW (USUAL)
PROP ROW
21' USUAL
14' SHARED LANE
12' LANE
32' MEDIAN
12' TURN LANE
12' FUTURE LANE
FUTURE MEDIAN
11.5' (USUAL)
5' SWLK
PGL
1.5%
2.0%
6:1 USUAL 3:1 MAX
MONO CURB TY II (TYP)

PROPOSED SH 276 TYPICAL SECTION WITH LEFT TURN LANE
STA 171+45.00 - STA 175+90.00
STA 120+00.00 - STA 126+15.00
N.T.S.


℄ SH 276
154' ROW (USUAL)
PROP ROW
21' USUAL
12' TURN LANE
14' SHARED LANE
12' LANE
32' MEDIAN
12' FUTURE LANE
FUTURE MEDIAN
11.5' (USUAL)
5' SWLK
PGL
1.5%
2.0%
6:1 USUAL 3:1 MAX
MONO CURB TY II (TYP)

PROPOSED SH 276 TYPICAL SECTION WITH WESTBOUND LEFT AND RIGHT TURN LANE
STA 158+65.00 - STA 163+90.00
N.T.S.


℄ SH 276
142' ROW (USUAL)
PROP ROW
21' USUAL
14' SHARED LANE
12' LANE
12' TURN LANE
32' MEDIAN
12' FUTURE LANE
6' FUTURE MEDIAN
11.5' (USUAL)
5' SWLK
4'
6"
1'
2'
PGL
1.5%
2.0%
6:1 USUAL 3:1 MAX
MONO CURB TY II (TYP)

PROPOSED SH 276 TYPICAL SECTION WITH WESTBOUND LEFT TURN LANE
STA 138+50.00 - STA 142+95.00
STA 147+10.00 - STA 151+55.00
STA 177+10.00 - STA 179+00.00
N.T.S.

LEGEND:
EXISTING R.O.W.
PROPOSED R.O.W.
EXISTING DRAINAGE EASEMENT
SIDEWALK
EXISTING EASEMENT
CITY LIMIT
COUNTY LINE
OVERHEAD UTILITY LINE
PARCEL BOUNDARY LINE
METAL BEAM GUARD FENCE (TYP)
PEDESTRIAN RAIL
RETAINING WALL
CONTROL OF ACCESS
TRAFFIC ARROW
PROPOSED CULVERT
FLOW LINE CONTOUR
RUNOFF FLOW DIRECTION ARROW
DITCH LINE FLOW ARROW
FEMA 100 YEAR FLOODPLAIN
PROPOSED DRIVEWAY
PROPOSED DEVELOPMENT
PROPOSED ROADWAY (CONCRETE)
PROPOSED BRIDGE
EXISTING SIDEWALK
POTENTIAL DISPLACEMENT
NEWLY CONSTRUCTED PAVEMENT (BY OTH
EXISTING PAVEMENT REMOVAL
CURB RAMP
54" NTMWD WATERLINE
RIPRAP

TOPOGRAPHY BY PHOTOGRAMMETRIC METHODS FROM AERIAL PHOTOGRAPHS TAKEN IN 2017.

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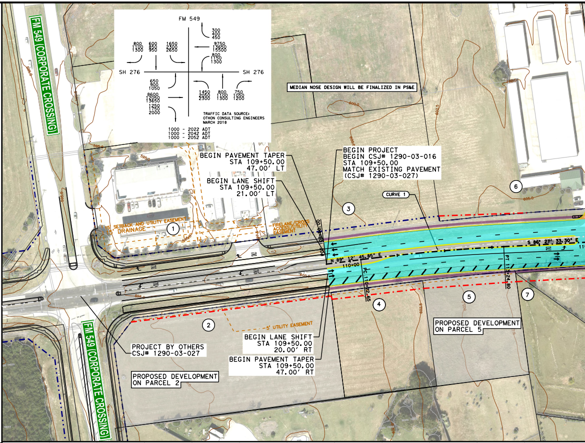
DATE: 2/19/2019 4:26:59 PM

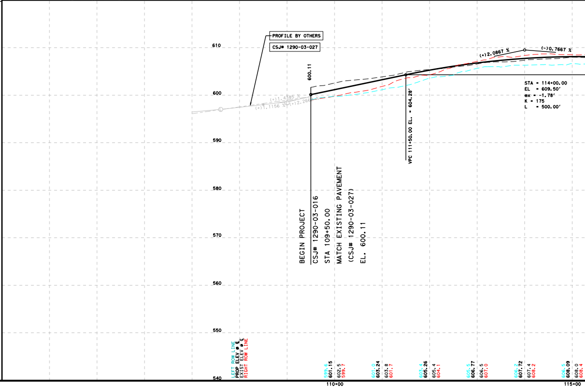
GENERAL NOTES:

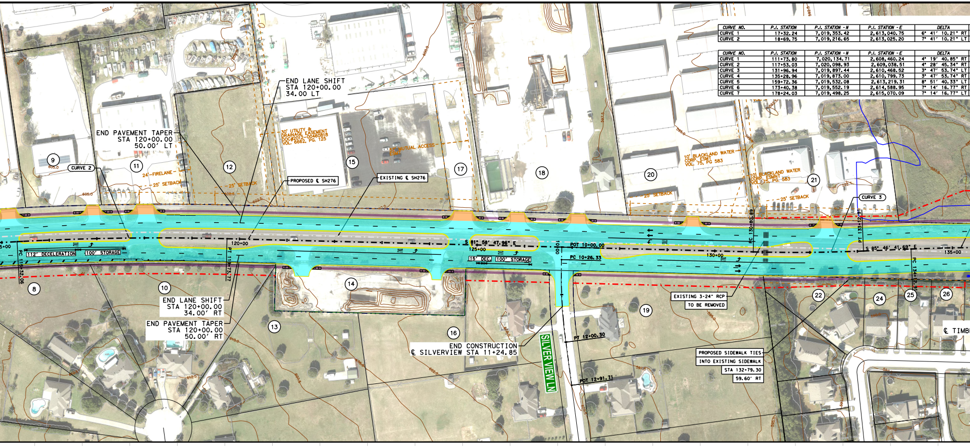
1. SCHEMATIC LAYOUTS ARE BASED ON LIMITED FIELD SURVEY, AERIAL TOPOGRAPHY AND RECORD PLANS. NOT ALL EXISTING FEATURES WERE FIELD SURVEYED. AERIAL TOPOGRAPHY DATA WAS COLLECTED IN NOVEMBER OF 2016.
2. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC WAS OBTAINED FROM LAMB-STAR ENGINEERING (FEBRUARY, 2018).
3. ALL CURBS ARE MONO CURB TYPE II (8") UNLESS NOTED OTHERWISE. DIMENSIONS ARE TO THE NOMINAL FACE OF CURB (UNLESS NOTED OTHERWISE).
4. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
5. AVERAGE DAILY TRAFFIC VOLUME PROJECTIONS DEVELOPED BY OTHON CONSULTING ENGINEERS (MARCH, 2018).
6. MAJOR INTERSECTION CURVE RADII ARE 40'-50', MINOR INTERSECTION CURVE RADII ARE 30', AND DRIVEWAY INTERSECTION CURVE RADII ARE 15'-30' (UNLESS NOTED OTHERWISE). DRIVEWAY LOCATIONS ARE PRELIMINARY AND WILL BE FURTHER DEVELOPED DURING PS&E DESIGN.
7. MEDIAN OPENINGS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
8. MEDIAN NOSES ARE SHOWN GRAPHICALLY. THE PROPER MEDIAN NOSES WILL BE DETAILED IN THE PS&E PHASE.
9. EXISTING PAVEMENT AND BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
10. APPROXIMATE 100 YEAR FLOOD PLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS DATED NOVEMBER 2017.
11. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
12. CONSTRUCTION OF DRIVEWAYS OUTSIDE OF EXISTING AND PROPOSED RIGHT OF WAY SHALL REQUIRE DRIVEWAY PERMIT.
13. ADA RAMPS AND SIDEWALKS ARE DIAGRAMMATIC ONLY AND WILL BE DESIGNED DURING PS&E. SIDEWALKS ARE SHOWN ON TYPICAL SECTIONS.
14. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING.
15. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED IN COORDINATION WITH THE LOCAL GOVERNMENTS THAT THE DRIVEWAY IS A SAFETY ISSUE OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
16. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.


FM 549
300
400
450
800
1100
1300
600
850
950
1650
2300
2650
9750
13650
15500
800
1150
1300
SH 276
SH 276
650
900
1050
8600
12050
13650
1250
1750
2000
1450
2050
2300
800
1100
1300
750
1050
1200
TRAFFIC DATA SOURCE:
OTHON CONSULTING ENGINEERS
MARCH 2018
1000 - 2022 ADT
1000 - 2042 ADT
1000 - 2052 ADT
FM 549 (CORPORATE CROSSING)
MEDIAN NOSE DESIGN WILL BE FINALIZED IN PS&E
BEGIN PAVEMENT TAPER
STA 109+50.00
47.00' LT
BEGIN LANE SHIFT
STA 109+50.00
21.00' LT
BEGIN PROJECT
BEGIN CSJ# 1290-03-016
STA 109+50.00
MATCH EXISTING PAVEMENT
(CSJ# 1290-03-027)
CURVE 1
5' SETBACK AND UTILITY EASEMENT
5' DRAINAGE
FIRELANE/CROSS ACCESS/UTILITY EASEMENT
N 89° 12' 45.85" E
S 86° 27' 33.30" E
110+00
PC 110+22.65
PT 113+24.80
5' UTILITY EASEMENT
1
2
3
4
5
6
7
PROPOSED DEVELOPMENT ON PARCEL 5
PROJECT BY OTHERS
CSJ# 1290-03-027
BEGIN LANE SHIFT
STA 109+50.00
20.00' RT
BEGIN PAVEMENT TAPER
STA 109+50.00
47.00' RT
PROPOSED DEVELOPMENT ON PARCEL 2
FM 549 (CORPORATE CROSSING)

PARCEL DATA

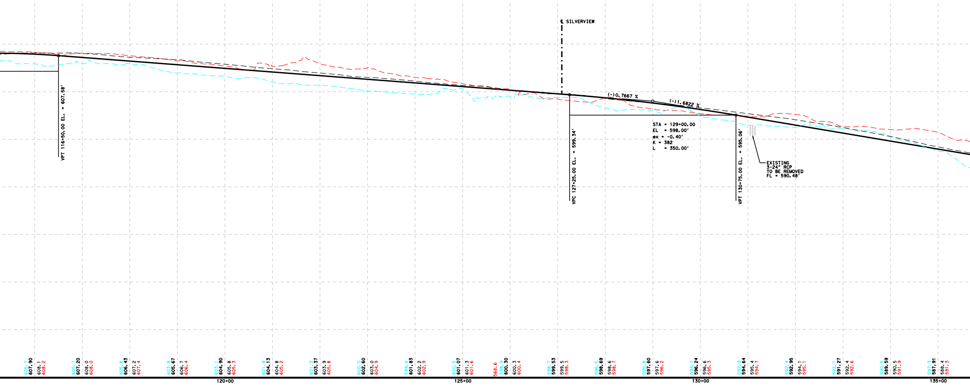
	Owner Name	Address
1	ALMO INVESTMENT II LTD	2205 HWY 276
2	DFW DISTRIBUTOR	FM 549
3	PRISM LEASING LTD	2245 HWY 276 TX
4	DFW DISTRIBUTOR	HWY 276
5	TABESTAN ENTERPRISES LLC	HWY 276
6	PRISM LEASING LTD	2301 HWY 276 ROCKWALL, TX 75032
7	ARCHER RANDY G & YOWAREE	1900 COPPER RIDGE CIR
8	JOHNSON DAVID A AND PHYLLIS D	1890 COPPER RIDGE CIR
9	CONNOLLY SQUARED LLC	2305 HWY 276
10	DE RUSSE MARIA NICOLE AND REUBEN DANIEL	1895 COPPER RIDGE CIR
11	TOMMY'S MOBILE BOAT & MOTOR SERVICE, INC	2315 HWY 276
12	SHARP RICK	2578 HWY 276
13	LITTLE CHRISTOPHER MATTHEW	1905 COPPER RIDGE CIR
14	POSSIBLY STATE OF TEXAS	Null
15	VACPARTS WAREHOUSE COM LLC	2578 HWY 276
16	RAMIREZ JUAN	1858 SILVER VIEW LN
17	AGREE LIMITED	2582 HWY 276 RD. ROCKWALL, TX
18	LATTIMORE MATERIALS COMPANY LP	2640 HWY 276 ROCKWALL, TX
19	ABLES NORRIS BRADLEY	1855 SILVER VIEW LN
20	COLIN-G PROPERTIES INC	2690 HWY 276 ROCKWALL, TX 75032
21	LYNSTAR LLC	2754 HWY 276 ROCKWALL, TX
22	SKIPPER JOSEPH AND	3484 HAWTHORNE TR
23	NATIVE OAKS PROPERTIES INC	HWY 276
24	WILSON ROBERT M & SANDY G	3490 HAWTHORNE TR
25	URBINA MARIPAZ	3496 HAWTHORNE TR
26	VILLALPANDO URIEL AND DIANNE	3602 HAWTHORNE TR
27	VALENZUELA MOISES BENEDICTO AND MARIA ANTONIETA	3608 HAWTHORNE TR
28	WHITE BRENT C &	3614 HAWTHORNE TR
29	LOPEZ YOLANDA MAYORGA & RAUL	3620 HAWTHORNE TR
30	SMITH MICHAEL W & STACY R	3640 HAWTHORNE TR
31	HASS JASON	3646 HAWTHORNE TR
32	BELL STEVEN & TINA	3652 HAWTHORNE TR
33	SAKOUNLAPHOUM MARCIE & KEOMIXAY	3658 HAWTHORNE TR
34	CITY OF ROCKWALL	TIMBER CREEK DR TX
35	HYLAND RUSSELL O &	3815 PINEBLUFF LN
36	WALKER-OKOYE TRETTA	3830 PINEBLUFF LN
37	CORPORON MELISSA ANN	3836 PINEBLUFF LN
38	WALLACE JACK	3842 PINEBLUFF LN
39	SUNDAY SKY PROPERTIES	3848 PINEBLUFF LN
40	KITCHEN POLICE LLC	3854 PINEBLUFF LN
41	SCHWALEN MERLE E JR	3860 PINEBLUFF LN
42	ROELL APRIL J AND MICHAEL R	3866 PINEBLUFF LN
43	GRIFFIN KAREN K	3872 PINEBLUFF LN
44	CSH 2016-2 BORROWER LLC	TIMBER CREEK EST
45	PACIFIC PHOENIX TRUST OF 2013	TIMBER CREEK EST
46	BARSOUM LINDSEY NICOLE	4010 PINEBLUFF LN
47	FIELDS RUTH A	4016 PINEBLUFF LN
48	SRP SUB, LLC	4022 PINEBLUFF LN
49	HENDERSON ERIC	4030 PINEBLUFF LN
50	MENDEZ DANIEL R AND	HWY 276
51	DOUBLE CROSS 276 LLC	Null
52	RUBIO ALEJANDRO	3371 HWY 276
53	CHRISTY'S DREAM, LLC	3435 HWY 276
54	GRAHAM MORTGAGE	HWY 276
55	DISCOVERY LAKES LLC	HWY 276


PROFILE BY OTHERS
CSJ# 1290-03-027
610
600
590
580
570
560
550
540
600.11
(+)1.4385 %
(+)1.1156 %
(+)2.2662 %
(+)2.0867 %
(-)0.7667 %
VPC 111+50.00 EL. = 604.28'
STA = 114+00.00
EL = 609.50'
ex = -1.78'
K = 175
L = 500.00'
BEGIN PROJECT
CSJ# 1290-03-016
STA 109+50.00
MATCH EXISTING PAVEMENT
(CSJ# 1290-03-027)
EL. 600.11
LEFT ROW LINE
PROP ELEV @ ℄
EXIST ELEV @ ℄
RIGHT ROW LINE
599.6
601.15
602.5
599.7
601.0
603.24
603.8
601.7
603.4
605.26
605.4
604.1
605.5
606.77
606.5
607.0
606.2
607.72
607.4
608.2
606.5
608.09
608.0
608.4
110+00
115+00


END LANE SHIFT
STA 120+00.00
34.00 LT
END PAVEMENT TAPER
STA 120+00.00
50.00' LT
30' UTILITY & DRAINAGE EASEMENT DOC#2012-00460818 VOL. 6662, PG. 125
MUTUAL ACCESS ESMT
10' BLACKLAND WATER CORP. ESMT VOL. 75, PG 583
10' BLACKLAND WATER CORP. ESMT VOL. 75, PG. 583
24' FIRELANE
25' SETBACK
CURVE 2
CURVE 3
PROPOSED ℄ SH276
EXISTING ℄ SH276
9
10
11
12
13
14
15
16
17
18
19
20
21
22
24
25
26
PC 116+32.06
112' DECELERATION
100' STORAGE
120+00
PT 118+73.77
S 81° 58' 47.96" E
125+00
15' DEC.
100' STORAGE
POT 10+00.00
PC 10+26.33
PC 130+80.89
130+00
PT 133+12.91
S 85° 46' 41.69" E
135+00
PC 134+12.91
END LANE SHIFT
STA 120+00.00
34.00' RT
END PAVEMENT TAPER
STA 120+00.00
50.00' RT
END CONSTRUCTION
℄ SILVERVIEW STA 11+24.85
SILVER VIEW LN
PT 12+00.30
POT 12+91.71
EXISTING 3-24" RCP
TO BE REMOVED
PROPOSED SIDEWALK TIES
INTO EXISTING SIDEWALK
STA 132+79.30
59.60' RT
℄ TIMB

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA
CURVE 1	17+32.24	7,019,353.42	2,613,040.75	6° 41' 10.21" RT
CURVE 2	18+69.75	7,019,216.65	2,613,025.20	7° 41' 10.21" LT

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA
CURVE 1	111+73.80	7,020,134.71	2,608,460.24	4° 19' 40.85" RT
CURVE 2	117+53.03	7,020,098.93	2,609,038.51	4° 28' 45.34" RT
CURVE 3	131+96.94	7,019,897.44	2,610,468.52	3° 47' 53.74" LT
CURVE 4	135+28.96	7,019,873.00	2,610,799.73	3° 47' 53.74" RT
CURVE 5	159+72.36	7,019,532.08	2,613,219.31	8° 51' 40.33" LT
CURVE 6	173+40.38	7,019,552.19	2,614,588.95	7° 14' 16.77" RT
CURVE 7	178+24.03	7,019,498.25	2,615,070.09	7° 14' 16.77" LT

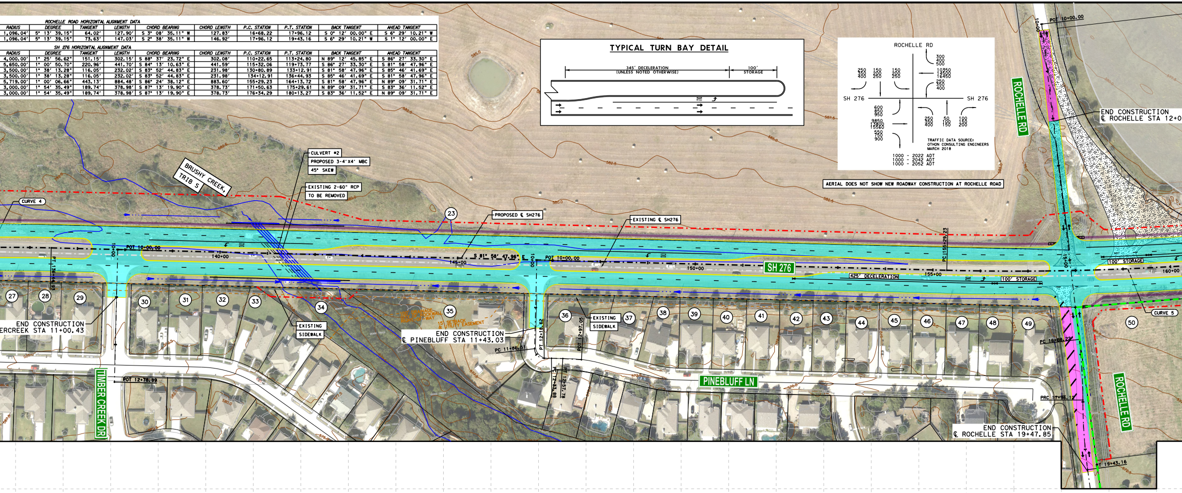

℄ SILVERVIEW
VPT 116+50.00 EL. = 607.58'
VPC 127+25.00 EL. = 599.34'
(-)0.7667 %
(-)1.6822 %
STA = 129+00.00
EL = 598.00'
ex = -0.40'
K = 382
L = 350.00'
VPT 130+75.00 EL. = 595.06'
EXISTING
3-24" RCP
TO BE REMOVED
FL = 590.48'
605.7
607.90
608.1
608.2
605.7
607.20
608.0
608.0
605.8
606.43
607.2
607.4
603.8
605.67
606.7
606.4
603.1
604.90
605.8
605.3
601.9
604.13
604.8
605.2
601.3
603.37
603.9
605.8
600.0
602.60
603.0
604.9
599.4
601.83
602.2
602.9
600.5
601.07
601.3
601.6
568.6
598.9
600.30
600.3
600.4
598.7
599.53
599.5
598.3
596.5
598.69
598.6
598.7
595.8
597.60
597.6
596.2
594.7
596.24
596.6
595.3
592.9
594.64
595.4
594.7
592.4
592.95
594.1
595.1
592.1
591.27
592.4
592.6
590.5
589.59
590.5
591.9
587.3
587.91
588.4
591.3
120+00
125+00
130+00
135+00

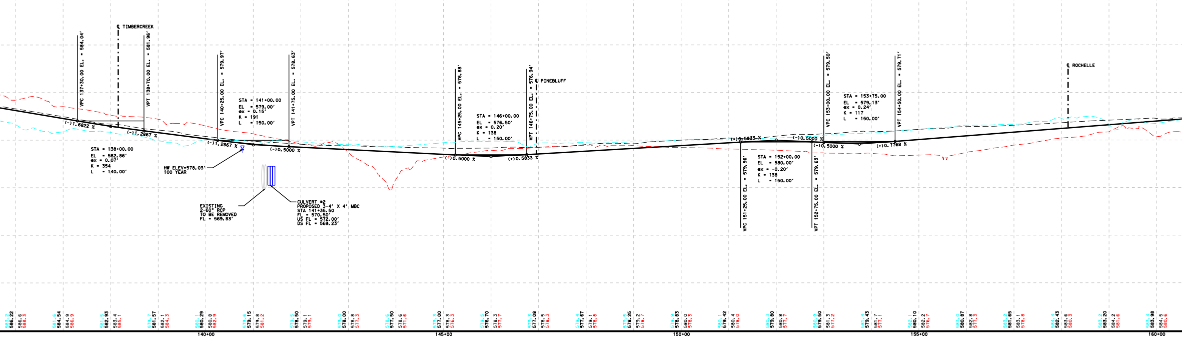
ROCHELLE ROAD HORIZONTAL ALIGNMENT DATA

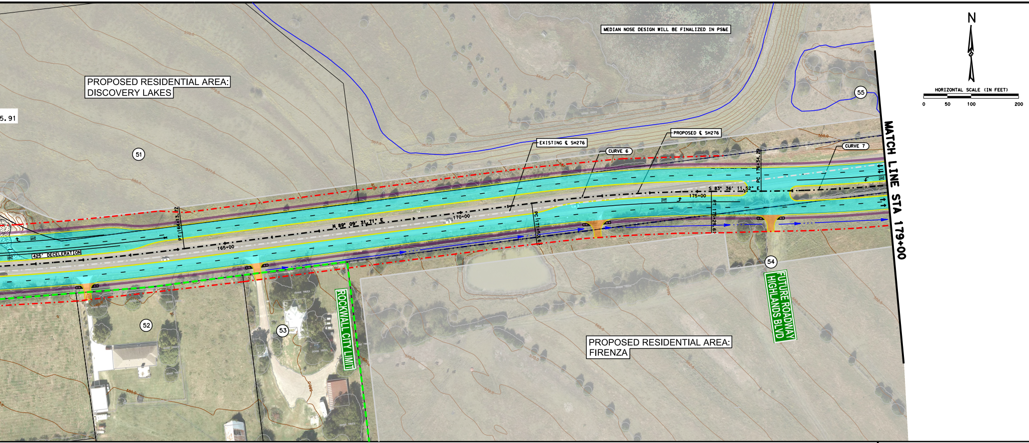
RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
1,096.04'	5° 13' 39.15"	64.02'	127.90'	S 3° 08' 35.11" W	127.83'	16+68.22	17+96.12	S 0° 12' 00.00" E	S 6° 29' 10.21" W
1,096.04'	5° 13' 39.15"	73.63'	147.03'	S 2° 38' 35.11" W	146.92'	17+96.12	19+43.16	S 6° 29' 10.21" W	S 1° 12' 00.00" E

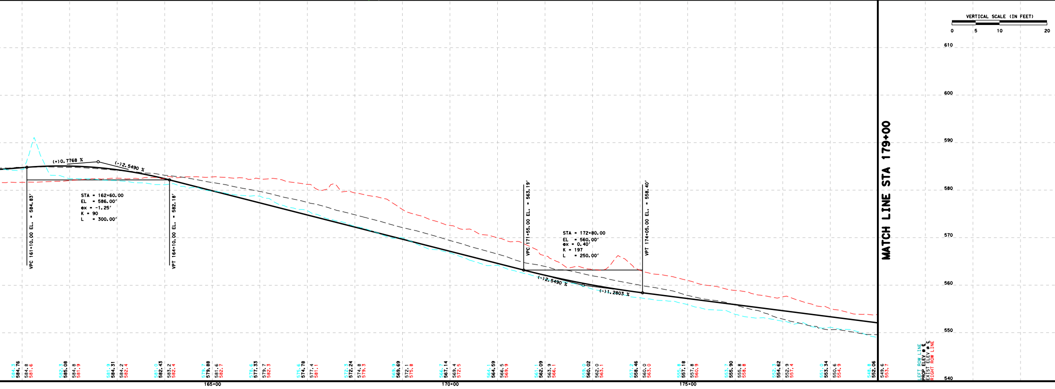
SH 276 HORIZONTAL ALIGNMENT DATA

RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
4,000.00'	1° 25' 56.62"	151.15'	302.15'	S 88° 37' 23.72" E	302.08'	110+22.65	113+24.80	N 89° 12' 45.85" E	S 86° 27' 33.30" E
5,650.00'	1° 00' 50.70"	220.96'	441.70'	S 84° 13' 10.63" E	441.59'	115+32.06	119+73.77	S 86° 27' 33.30" E	S 81° 58' 47.96" E
3,500.00'	1° 38' 13.28"	116.05'	232.02'	S 83° 52' 44.83" E	231.98'	130+80.89	133+12.91	S 81° 58' 47.96" E	S 85° 46' 41.69" E
3,500.00'	1° 38' 13.28"	116.05'	232.02'	S 83° 52' 44.83" E	231.98'	134+12.91	136+44.93	S 85° 46' 41.69" E	S 81° 58' 47.96" E
5,719.00'	1° 00' 06.66"	443.13'	884.48'	S 86° 24' 38.12" E	883.60'	155+29.23	164+13.72	S 81° 58' 47.96" E	N 89° 09' 31.71" E
3,000.00'	1° 54' 35.49"	189.74'	378.98'	S 87° 13' 19.90" E	378.73'	171+50.63	175+29.61	N 89° 09' 31.71" E	S 83° 36' 11.52" E
3,000.00'	1° 54' 35.49"	189.74'	378.98'	S 87° 13' 19.90" E	378.73'	176+34.29	180+13.27	S 83° 36' 11.52" E	N 89° 09' 31.71" E


TYPICAL TURN BAY DETAIL
345' DECELERATION
(UNLESS NOTED OTHERWISE)
100' STORAGE
ROCHELLE RD
SH 276
SH 276
300
400
500
250 350 400
150 200 250
150 200 250
10350 14500 16450
250 350 400
600 850 950
9850 13800 15560
550 750 900
250 350 400
50 100 150
100 150 200
TRAFFIC DATA SOURCE:
OTHON CONSULTING ENGINEERS
MARCH 2018
1000 - 2022 ADT
1000 - 2042 ADT
1000 - 2052 ADT
AERIAL DOES NOT SHOW NEW ROADWAY CONSTRUCTION AT ROCHELLE ROAD
CULVERT #2
PROPOSED 3-4'X4' MBC
45° SKEW
EXISTING 2-60" RCP
TO BE REMOVED
BRUSHY CREEK, TRIB 5
CURVE 4
PROPOSED ℄ SH276
EXISTING ℄ SH276
POT 10+00.00
140+00
145+00
150+00
155+00
160+00
S 81° 58' 47.96" E
SH 276
PT 136+44.93
PC 155+29.23
425' DECELERATION
100' STORAGE
100' STORAGE
CURVE 5
END CONSTRUCTION
℄ ROCHELLE STA 12+0
ROCHELLE RD
ROCHELLE RD
END CONSTRUCTION
TIMBERCREEK STA 11+00.43
TIMBER CREEK DR
POT 12+78.89
EXISTING SIDEWALK
END CONSTRUCTION
℄ PINEBLUFF STA 11+43.03
PC 11+86.51
PT 12+18.62
PT 12+97.05
PC 12+57.79
PT 12+43.88
EXISTING SIDEWALK
PINEBLUFF LN
PC 16+68.22
PRC 17+96.12
END CONSTRUCTION
℄ ROCHELLE STA 19+47.85
PT 19+43.16
15' SETBACK & UTILITY EASEMENT
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
23


℄ TIMBERCREEK
VPC 137+30.00 EL. = 584.04'
VPT 138+70.00 EL. = 581.96'
VPC 140+25.00 EL. = 579.97'
VPT 141+75.00 EL. = 578.63'
(-)1.6822 %
(-)1.2867 %
(-)1.2867 %
(-)0.5000 %
STA = 138+00.00
EL = 582.86'
ex = 0.07'
K = 354
L = 140.00'
STA = 141+00.00
EL = 579.00'
ex = 0.15'
K = 191
L = 150.00'
HW ELEV=578.03'
100 YEAR
EXISTING
2-60" RCP
TO BE REMOVED
FL = 569.83'
CULVERT #2
PROPOSED 3-4' X 4' MBC
STA 141+35.50
FL = 570.50'
US FL = 572.00'
DS FL = 569.23'
VPC 145+25.00 EL. = 576.88'
VPT 146+75.00 EL. = 576.94'
℄ PINEBLUFF
STA = 146+00.00
EL = 576.50'
ex = 0.20'
K = 138
L = 150.00'
(-)0.5000 %
(+)0.5833 %
(+)0.5833 %
(-)0.5000 %
(-)0.5000 %
(+)0.7768 %
VPC 151+25.00 EL. = 579.56'
VPT 152+75.00 EL. = 579.63'
STA = 152+00.00
EL = 580.00'
ex = -0.20'
K = 138
L = 150.00'
VPC 153+00.00 EL. = 579.50'
VPT 154+50.00 EL. = 579.71'
STA = 153+75.00
EL = 579.13'
ex = 0.24'
K = 117
L = 150.00'
℄ ROCHELLE
140+00
145+00
150+00
155+00
160+00


MEDIAN NOSE DESIGN WILL BE FINALIZED IN PS&E
PROPOSED RESIDENTIAL AREA: DISCOVERY LAKES
5.91
51
52
53
54
55
EXISTING ℄ SH276
PROPOSED ℄ SH276
CURVE 6
CURVE 7
PT 164+13.12
425' DECELERATION
165+00
170+00
175+00
N 89° 09' 31.71" E
S 83° 36' 11.52" E
PC 171+50.61
PT 175+29.61
PC 176+34.29
ROCKWALL CITY LIMIT
FUTURE ROADWAY HIGHLANDS BLVD
PROPOSED RESIDENTIAL AREA: FIRENZA
MATCH LINE STA 179+00
N
HORIZONTAL SCALE (IN FEET)
0
50
100
200



STATE OF TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION

DESIGN SCHEMATIC

DALLAS DISTRICT

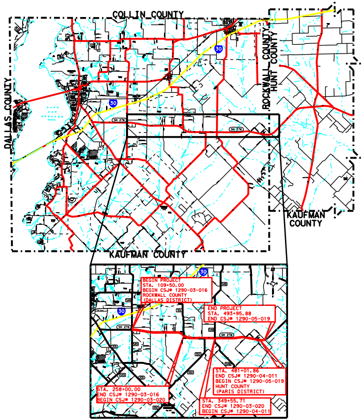
MOHAMED BUR, P.E. - DISTRICT ENGINEER

SH 276
ROCKWALL COUNTY
AND HUNT COUNTY
PROJECT LIMITS: FROM FM 549 TO CR 2472
RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN
(ULTIMATE 6)

ROADWAY SECTION	DESIGN SPEED	FUNCTION CLASS
SH 276	45 MPH	PRINCIPAL URBAN ARTERIAL
FM CROSS STREETS	45 MPH	MINOR COLLECTOR

CSJ: 1290-03-016	NET LENGTH=2.81 MI.
CCSJ: 1290-03-020, etc.	NET LENGTH=1.73 MI.
CSJ: 1290-04-011	NET LENGTH=2.49 MI.
CSJ: 1290-05-019	NET LENGTH=0.25 MI.

NET LENGTH OF PROJECT= 7.28 MILES
SCALE HORIZ: 1"=100' VERT: 1"=10'


COLLIN COUNTY
DALLAS COUNTY
ROCKWALL COUNTY
HUNT COUNTY
KAUFMAN COUNTY
KAUFMAN COUNTY
30
SH 276
BEGIN PROJECT
STA. 109+50.00
BEGIN CSJ# 1290-03-016
ROCKWALL COUNTY
(DALLAS DISTRICT)
END PROJECT
STA. 493+95.88
END CSJ# 1290-05-019
STA. 481+01.86
END CSJ# 1290-04-011
BEGIN CSJ# 1290-05-019
HUNT COUNTY
(PARIS DISTRICT)
STA. 258+00.00
END CSJ# 1290-03-016
BEGIN CSJ# 1290-03-020
STA. 349+55.71
END CSJ# 1290-03-020
BEGIN CSJ# 1290-04-011

LOCATION MAP (NTS)

HORIZONTAL SCALE (IN FEET)
0 50 100 200

VERTICAL SCALE (IN FEET)
0 5 10 20

APPROVED SCHEMATIC
Prepared by or under the Direct Supervision of:
Lukas J. Easterling 121657
NAME P.E. NUMBER
10/31/2018
DATE

ROLL 1 OF 7
OCTOBER 2018

Texas Department of Transportation

JACOBS

1999 Bryan Street, Suite 1100
Dallas, Texas 75201
P 972.980.2170 | F 972.385.0846
TBPE FIRM NO. F-2966

FILE: \\denpwp01\pwicsworking\545221\130791_13\SH276_SCH01.dgn
DATE: 2/19/2019 4:26:59 PM

STATE OF TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION

DESIGN SCHEMATIC

DALLAS DISTRICT

MOHAMED BUR, P.E. - DISTRICT ENGINEER

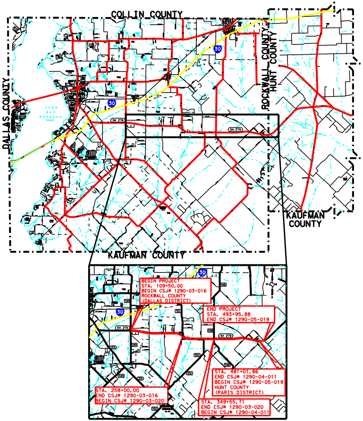
SH 276
ROCKWALL COUNTY
AND HUNT COUNTY

PROJECT LIMITS: FROM FM 549 TO CR 2472
RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN
(ULTIMATE 6)

ROADWAY SECTION	DESIGN SPEED	FUNCTION CLASS
SH 276	45 MPH	PRINCIPAL URBAN ARTERIAL
FM CROSS STREETS	45 MPH	MINOR COLLECTOR

CSJ: 1290-03-016	NET LENGTH=2.81 MI.
CCSJ: 1290-03-020, etc.	NET LENGTH=1.73 MI.
CSJ: 1290-04-011	NET LENGTH=2.49 MI.
CSJ: 1290-05-019	NET LENGTH=0.25 MI.

NET LENGTH OF PROJECT= 7.28 MILES
SCALE HORIZ: 1"=100' VERT: 1"=10'


COLLIN COUNTY
DALLAS COUNTY
ROCKWALL COUNTY
HUNT COUNTY
KAUFMAN COUNTY
KAUFMAN COUNTY
30
SH 276
BEGIN PROJECT
STA. 109+50.00
BEGIN CSJ# 1290-03-016
ROCKWALL COUNTY
(DALLAS DISTRICT)
END PROJECT
STA. 493+95.88
END CSJ# 1290-05-019
STA. 481+01.86
END CSJ# 1290-04-011
BEGIN CSJ# 1290-05-019
HUNT COUNTY
(PARIS DISTRICT)
STA. 258+00.00
END CSJ# 1290-03-016
BEGIN CSJ# 1290-03-020
STA. 349+55.71
END CSJ# 1290-03-020
BEGIN CSJ# 1290-04-011

LOCATION MAP (NTS)

HORIZONTAL SCALE (IN FEET)
0 50 100 200

VERTICAL SCALE (IN FEET)
0 5 10 20

APPROVED SCHEMATIC

Prepared by or under the
Direct Supervision of:

Lukas J. Easterling	121657
NAME	P.E. NUMBER

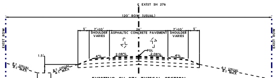
10/31/2018
DATE

ROLL 2 OF 7
OCTOBER 2018

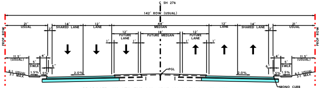
1999 Bryan Street, Suite 1100
Dallas, Texas 75201
P 972.980.2170 | F 972.385.0846
TBPE FIRM NO. F-2966

FILE: \\denpwp01\pwicsworking\597965\130791.5\SH276_SCH02.dgn

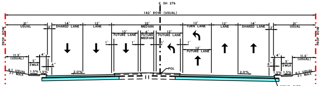
DATE: 6/18/2019 9:40:45 AM


℄ EXIST SH 276
120' ROW (USUAL)
EXIST ROW
SHOULDER VARIES
ASPHALTIC CONCRETE PAVEMENT
SHOULDER VARIES
4%
2.08%
2.08%
4%
PGL
USUAL MAX

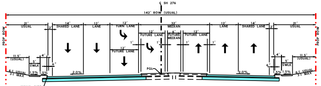
EXISTING SH 276 TYPICAL SECTION
STA 179+00.00 - STA 248+00.00
N.T.S.


℄ SH 276
142' ROW (USUAL)
PROP ROW
21' USUAL
14' SHARED LANE
12' LANE
44' MEDIAN
12' FUTURE LANE
16' FUTURE MEDIAN
12' FUTURE LANE
12' LANE
14' SHARED LANE
21' USUAL
11.5' (USUAL)
5' SWLK
2.0%
1.5%
PGL
6:1 USUAL 3:1 MAX
MONO CURB TY II (TYP)

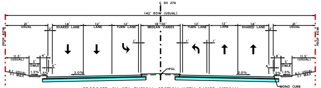
PROPOSED SH 276 TYPICAL SECTION WITH RAISED MEDIAN
STA 181+55.00 - STA 194+55.00
STA 201+00.00 - STA 201+40.00
STA 206+00.00 - STA 209+05.00
STA 234+35.00 - STA 234+40.00
N.T.S.


℄ SH 276
142' ROW (USUAL)
PROP ROW
21' USUAL
14' SHARED LANE
12' LANE
MEDIAN
12' FUTURE LANE
FUTURE MEDIAN
12' FUTURE LANE
TURN LANE
12' FUTURE LANE
12' LANE
14' SHARED LANE
21' USUAL
11.5' (USUAL)
5' SWLK
2.0%
1.5%
PGL
6:1 USUAL 3:1 MAX
MONO CURB TY II (TYP)

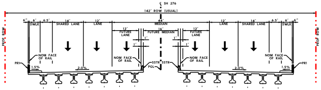
PROPOSED SH 276 TYPICAL SECTION WITH LEFT TURN LANE
STA 194+55.00 - STA 199+00.00
STA 209+05.00 - STA 214+30.00
STA 216+20.00 - STA 217+15.00
STA 217+95.00 - STA 218+75.00
STA 219+45.00 - STA 221+10.00
STA 221+80.00 - STA 224+00.00
STA 228+80.00 - STA 233+25.00
STA 234+40.00 - STA 238+15.00
STA 239+00.00 - STA 240+55.00
STA 245+70.00 - STA 480+00.00
N.T.S.


℄ SH 276
142' ROW (USUAL)
PROP ROW
21' USUAL
14' SHARED LANE
12' LANE
12' TURN LANE
32' MEDIAN
12' FUTURE LANE
6' FUTURE MEDIAN
12' FUTURE LANE
12' FUTURE LANE
12' LANE
14' SHARED LANE
21' USUAL
11.5' (USUAL)
5' SWLK
4'
6"
2.0%
1.5%
PGL
6:1 USUAL 3:1 MAX
MONO CURB TY II (TYP)

PROPOSED SH 276 TYPICAL SECTION WITH WESTBOUND LEFT TURN LANE
STA 179+00.00 - STA 181+50.00
STA 225+00.00 - STA 229+45.00
STA 242+00.00 - STA 246+45.00
N.T.S.


℄ SH 276
142' ROW (USUAL)
PROP ROW
21' USUAL
2'
14' SHARED LANE
12' LANE
12' TURN LANE
18'-30' MEDIAN VARIES
12' TURN LANE
12' LANE
14' SHARED LANE
21' USUAL
11.5' (USUAL)
5' SWLK
2.0%
1.5%
PGL
6:1 USUAL 3:1 MAX
MONO CURB TY II (TYP)

PROPOSED SH 276 TYPICAL SECTION WITH RAISED MEDIAN
STA 202+40.00 - STA 204+95.00
N.T.S.
•LEFT TURN LANES TO BE REVISED FOR SIX LANE ULTIMATE


℄ SH 276
142' ROW (USUAL)
PROP ROW
6' SWLK
14' SHARED LANE
12' LANE
44' MEDIAN
12' FUTURE LANE
16' FUTURE MEDIAN
12' FUTURE LANE
12' LANE
14' SHARED LANE
6' SWLK
NOM FACE OF RAIL
SSTR
SSTR
PGL
PR1
1.5%
2.0%

BRUSHY CREEK BRIDGE
STA 192+79.81 - STA 193+59.81
N.T.S.

LEGEND:

— · · — · · —	EXISTING R.O.W.
— · — · —	PROPOSED R.O.W.
— · — · —	EXISTING DRAINAGE EASEMENT
▬	SIDEWALK
- - - - -	EXISTING EASEMENT
— · — · —	CITY LIMIT
▬ ▬ ▬	COUNTY LINE
———	OVERHEAD UTILITY LINE
———	PARCEL BOUNDARY LINE
—○—○—○—	METAL BEAM GUARD FENCE (TYP)
———	PEDESTRIAN RAIL
———	RETAINING WALL
——┣┫┃-	CONTROL OF ACCESS
➡	TRAFFIC ARROW
├══┤	PROPOSED CULVERT
———	FLOW LINE CONTOUR
⤳	RUNOFF FLOW DIRECTION ARROW
➤ · · —	DITCH LINE FLOW ARROW
———	FEMA 100 YEAR FLOODPLAIN
🟧	PROPOSED DRIVEWAY
⬜	PROPOSED DEVELOPMENT
🟦	PROPOSED ROADWAY (CONCRETE)
🟪	PROPOSED BRIDGE
⬛	EXISTING SIDEWALK
🟩	POTENTIAL DISPLACEMENT
🟪	NEWLY CONSTRUCTED PAVEMENT (BY OTH
▨	EXISTING PAVEMENT REMOVAL
▨	CURB RAMP
🟨	54" NTMWD WATERLINE
▨	RIPRAP

TOPOGRAPHY BY PHOTOGRAMMETRIC METHODS FROM
AERIAL PHOTOGRAPHS TAKEN IN 2017.

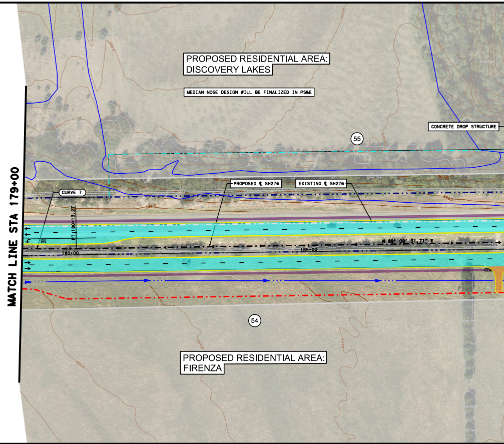
GENERAL NOTES:

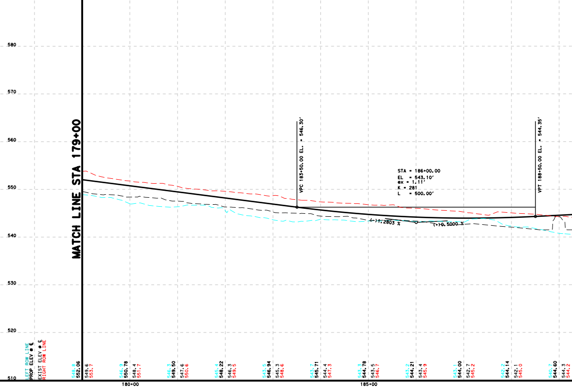
1. SCHEMATIC LAYOUTS ARE BASED ON LIMITED FIELD SURVEY, AERIAL TOPOGRAPHY AND RECORD PLANS. NOT ALL EXISTING FEATURES WERE FIELD SURVEYED. AERIAL TOPOGRAPHY DATA WAS COLLECTED IN NOVEMBER OF 2016.
2. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC WAS OBTAINED FROM LAMB-STAR ENGINEERING (FEBRUARY, 2018).
3. ALL CURBS ARE MONO CURB TYPE II (8") UNLESS NOTED OTHERWISE. DIMENSIONS ARE TO THE NOMINAL FACE OF CURB (UNLESS NOTED OTHERWISE).
4. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
5. AVERAGE DAILY TRAFFIC VOLUME PROJECTIONS DEVELOPED BY OTHON CONSULTING ENGINEERS (MARCH, 2018).
6. MAJOR INTERSECTION CURVE RADII ARE 40'-50', MINOR INTERSECTION CURVE RADII ARE 30', AND DRIVEWAY INTERSECTION CURVE RADII ARE 15'-30' (UNLESS NOTED OTHERWISE). DRIVEWAY LOCATIONS ARE PRELIMINARY AND WILL BE FURTHER DEVELOPED DURING PS&E DESIGN.
7. MEDIAN OPENINGS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
8. MEDIAN NOSES ARE SHOWN GRAPHICALLY. THE PROPER MEDIAN NOSES WILL BE DETAILED IN THE PS&E PHASE.
9. EXISTING PAVEMENT AND BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
10. APPROXIMATE 100 YEAR FLOOD PLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS DATED NOVEMBER 2017.
11. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
12. CONSTRUCTION OF DRIVEWAYS OUTSIDE OF EXISTING AND PROPOSED RIGHT OF WAY SHALL REQUIRE DRIVEWAY PERMIT.
13. ADA RAMPS AND SIDEWALKS ARE DIAGRAMMATIC ONLY AND WILL BE DESIGNED DURING PS&E. SIDEWALKS ARE SHOWN ON TYPICAL SECTIONS.
14. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING.
15. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED IN COORDINATION WITH THE LOCAL GOVERNMENTS THAT THE DRIVEWAY IS A SAFETY ISSUE OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
16. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

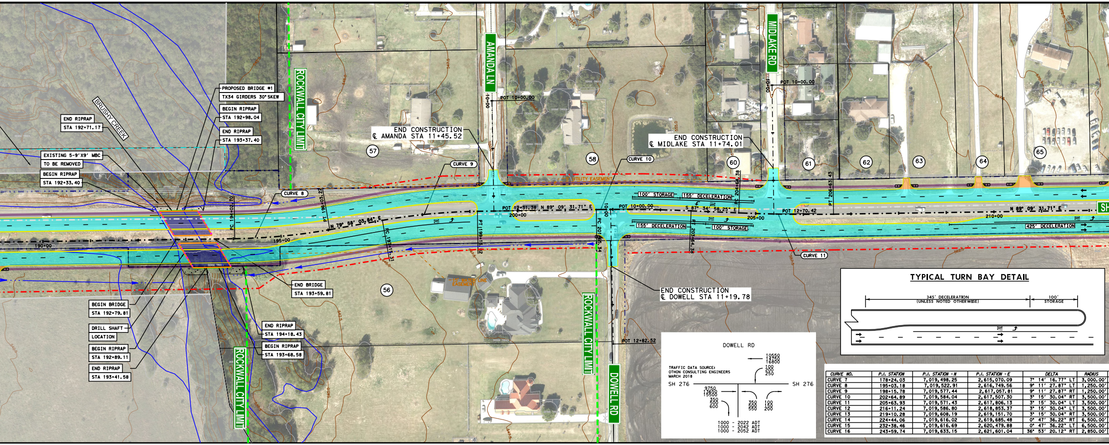
HERS)

PARCEL DATA

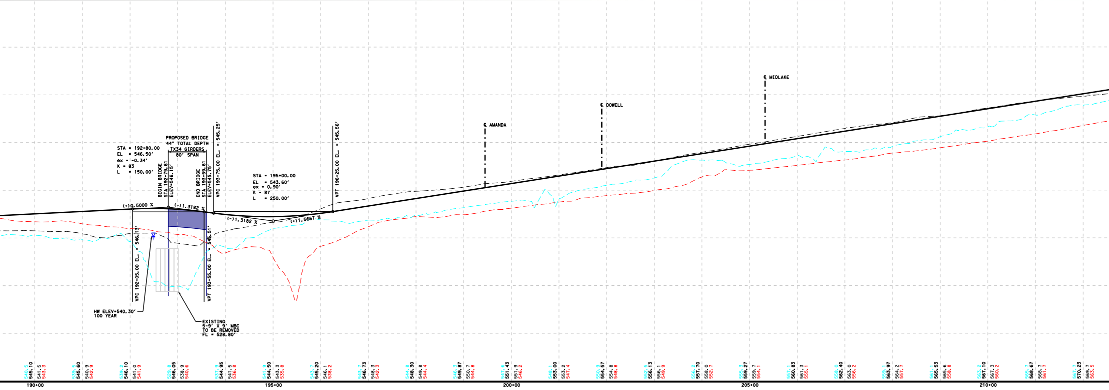
	Owner Name	Address
54	GRAHAM MORTGAGE	HWY 276
55	DISCOVERY LAKES LLC	HWY 276
56	WHITESIDE PAUL NEELY JR & MARGARET ANNE	144 DOWELL RD
57	HASENYAGER MARCIA A AND MELVIN K	1 AMANDA LN
58	STEWART HEATHER	16 AMANDA LN
59	SORRELLS ROBERT	HWY 276
60	CLIMER CARL M	2040 MIDLAKE RD
61	DOSTER THOMAS W & PATRICIA A	2039 MIDLAKE LN
62	JMRFARM4 LLC	4256 HWY 276
63	JMRFARM4 LLC	HWY 276
64	ROSAS ALICIA	4314 HWY 276
65	JMR FARM 2 LLC	HWY 276
66	JMFARM3 LLC	4368 HWY 276
67	D & A REAL ESTATE PARTNERS LTD	HWY 276 TX
68	D & A REAL ESTATE PARTNERS LTD	4422 HWY 276
69	D & A REAL ESTATE PARTNERS LTD	4452 HWY 276
70	GENTRY WILLIAM L	4480 HWY 276
71	TXU DELIVERY COMPANY	PO BOX 219071
72	BOBALIK STEVE A	4521 HWY 276
73	MCCALL SHAWN	4538 HWY 276
74	BOBALIK STEVE A	HWY 276
75	HAWKINS RONALD & JENIREE	4571 HWY 276
76	DEAN LUTHER A	2026 SUN DR.
77	SANDRA SMITH	114 GUMBO
78	WADE KENNETH AND DEBBIE	2037 SUN DR.
79	HEARD GEORGE R	4649 HWY 276
80	PRESTIZ ACQUISITIONS LLC	2038 SUNNY CIR.
81	SARAGUSA MICHAEL G	3290 HWY 276
82	TOMAINO PROPERTIES LP	HWY 276
83	ZELAYA JULIO G & OLGA M	2037 SUNNY CIR.
84	JOHNSON JAY LYNN	HWY 276
85	LAFON JERRY	4782 HWY 276 ROCKWALL, TX
86	ZACHARY RONALD E	4783 HWY 276
87	INTERSTATE OIL RECOVERY LLC	4830 HWY 276 TX
88	SZOBOSZLAY TOM	4827 HWY 276
89	ASBURY MICHAEL & LEAANN	4864 HWY 276
90	D & A REAL ESTATE	4891 HWY 276
91	EDGEMON JEAN	4947 HWY 276
92	MASSEY JULIA ADAMS	4910 HWY 276
93	BORJAS ANTONIO	HWY 276
94	HEATH SUSAN ELAINE	5040 HWY 276
95	BORJAS ANTONIO & JUANA	172 ZOLLNER RD

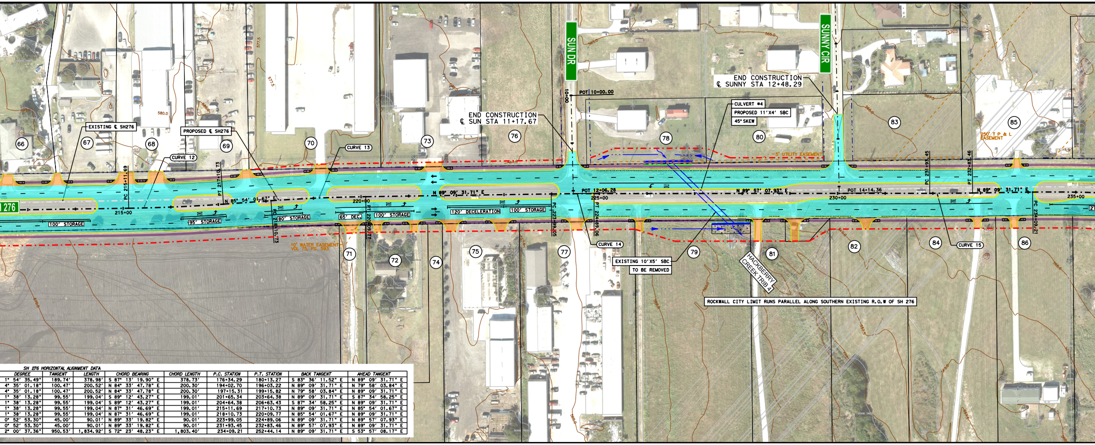

MATCH LINE STA 179+00
PROPOSED RESIDENTIAL AREA: DISCOVERY LAKES
MEDIAN NOSE DESIGN WILL BE FINALIZED IN PS&E
CONCRETE DROP STRUCTURE
55
CURVE 7
PROPOSED ℄ SH276
EXISTING ℄ SH276
PT 180+13.27
180+00
185+00
N 89° 09' 31.71" E
547.5
542.5
54
PROPOSED RESIDENTIAL AREA: FIRENZA




PROPOSED BRIDGE #1
TX34 GIRDERS 30° SKEW
BEGIN RIPRAP
STA 192+98.04
END RIPRAP
STA 193+37.40
END RIPRAP
STA 192+71.17
BRUSHY CREEK
EXISTING 5-9'X9' MBC
TO BE REMOVED
BEGIN RIPRAP
STA 192+33.40
ROCKWALL CITY LIMIT
CURVE 8
PC 194+02.70
PT 196+03.22
N 79° 58' 03.84" E
190+00
195+00
END BRIDGE
STA 193+59.81
BEGIN BRIDGE
STA 192+79.81
DRILL SHAFT
LOCATION
BEGIN RIPRAP
STA 192+89.11
END RIPRAP
STA 193+41.58
END RIPRAP
STA 194+18.43
BEGIN RIPRAP
STA 193+68.58
ROCKWALL CITY LIMIT
AMANDA LN
10+00
POT 10+00.00
END CONSTRUCTION
℄ AMANDA STA 11+45.52
57
CURVE 9
PC 197+15.31
PT 199+15.12
POT 12+31.38
N 89° 09' 31.71" E
200+00
5' UTILITY EASEMENT
58
CURVE 10
56
15' WATER LINE EASEMENT
ROCKWALL CITY LIMIT
10+00
PC 201+65.34
POT 10+00.00
S 87° 34' 58.25" E
100' STORAGE
155' DECELERATION
155' DECELERATION
100' STORAGE
PT 203+64.38
PC 204+64.38
205+00
END CONSTRUCTION
℄ MIDLAKE STA 11+74.01
MIDLAKE RD
10+00
POT 10+00.00
60
61
62
63
64
65
PT 206+63.43
POT 12+70.42
N 89° 09' 31.71" E
210+00
425' DECELERATION
SH
CURVE 11
END CONSTRUCTION
℄ DOWELL STA 11+19.78
DOWELL RD
POT 12+82.52
DOWELL RD
TRAFFIC DATA SOURCE:
OTHON CONSULTING ENGINEERS
MARCH 2018
SH 276
SH 276
10550
14750
16800
100
200
250
9750
13650
15500
350
500
600
350
500
550
100
150
200
1000 - 2022 ADT
1000 - 2042 ADT
1000 - 2052 ADT
TYPICAL TURN BAY DETAIL
345' DECELERATION
(UNLESS NOTED OTHERWISE)
100'
STORAGE

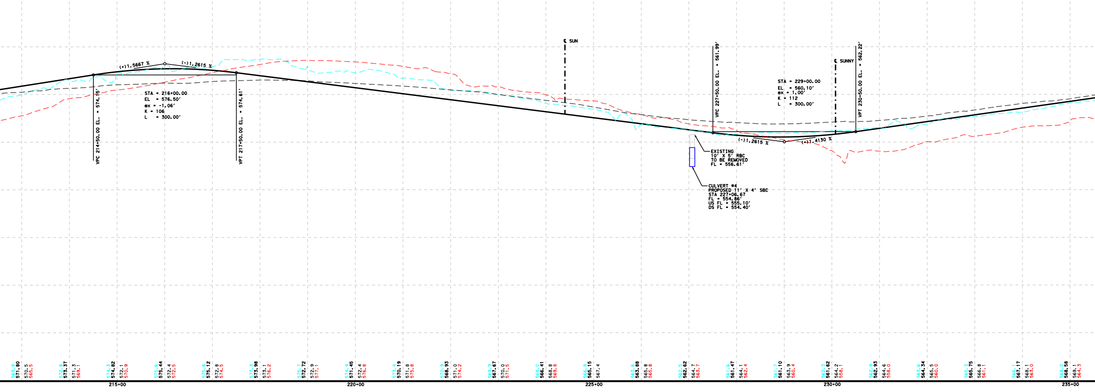
CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS
CURVE 7	178+24.03	7,019,498.25	2,615,070.09	7° 14' 16.77" LT	3,000.00'
CURVE 8	195+03.18	7,019,522.91	2,616,749.56	9° 11' 27.87" LT	1,250.00'
CURVE 9	198+15.78	7,019,577.44	2,617,057.81	9° 11' 27.87" RT	1,250.00'
CURVE 10	202+64.89	7,019,584.04	2,617,507.30	3° 15' 30.04" RT	3,500.00'
CURVE 11	205+63.93	7,019,571.43	2,617,806.13	3° 15' 30.04" LT	3,500.00'
CURVE 12	216+11.24	7,019,586.80	2,618,853.37	3° 15' 30.04" LT	3,500.00'
CURVE 13	219+10.28	7,019,608.19	2,619,151.70	3° 15' 30.04" RT	3,500.00'
CURVE 14	224+44.06	7,019,616.02	2,619,685.48	0° 47' 36.22" RT	6,500.00'
CURVE 15	232+38.46	7,019,616.69	2,620,479.88	0° 47' 36.22" LT	6,500.00'
CURVE 16	243+59.74	7,019,633.15	2,621,601.04	36° 53' 20.12" RT	2,850.00'

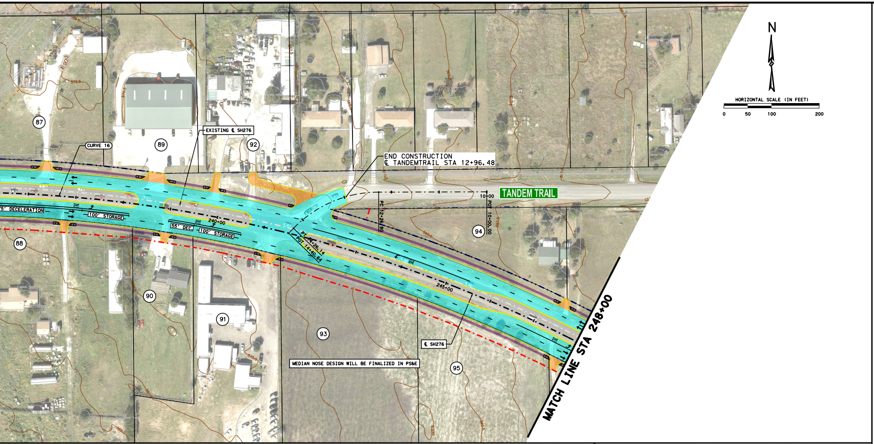

℄ MIDLAKE
℄ DOWELL
℄ AMANDA
PROPOSED BRIDGE
44" TOTAL DEPTH
TX34 GIRDERS
80' SPAN
STA = 192+80.00
EL = 546.50'
ex = -0.34'
K = 83
L = 150.00'
BEGIN BRIDGE
STA 192+79.81
ELEV=546.15'
END BRIDGE
STA 193+59.81
ELEV=545.75'
VPC 193+75.00 EL. = 545.25'
VPT 196+25.00 EL. = 545.56'
STA = 195+00.00
EL = 543.60'
ex = 0.90'
K = 87
L = 250.00'
(+)0.5000 %
(-)1.3182 %
(-)1.3182 %
(+)1.5667 %
VPC 192+05.00 EL. = 546.13'
VPT 193+55.00 EL. = 546.51'
HW ELEV=540.30'
100 YEAR
EXISTING
5-9' X 9' MBC
TO BE REMOVED
FL = 528.80'
540.5 545.10 541.5 543.3
539.5 545.60 540.9 542.9
539.2 546.10 541.0 541.9
529.8 546.05 538.9 540.6
537.9 544.95 541.5 536.8
541.9 544.50 543.3 535.8
543.7 545.20 546.1 538.2
543.7 546.73 548.3 542.3
544.8 548.30 549.8 544.4
546.3 549.87 550.7 544.8
547.6 551.43 551.9 546.2
548.1 553.00 553.2 547.4
550.9 554.57 554.8 548.8
552.5 556.13 556.1 549.9
556.2 557.70 558.0 552.7
555.3 559.27 559.7 554.1
557.1 560.83 561.3 555.1
558.0 562.40 563.0 556.2
559.1 563.97 564.2 557.7
561.1 565.53 565.6 558.8
563.2 567.10 567.3 560.2
565.7 568.67 568.7 561.7
567.7 570.23 569.7 563.5
190+00
195+00
200+00
205+00
210+00

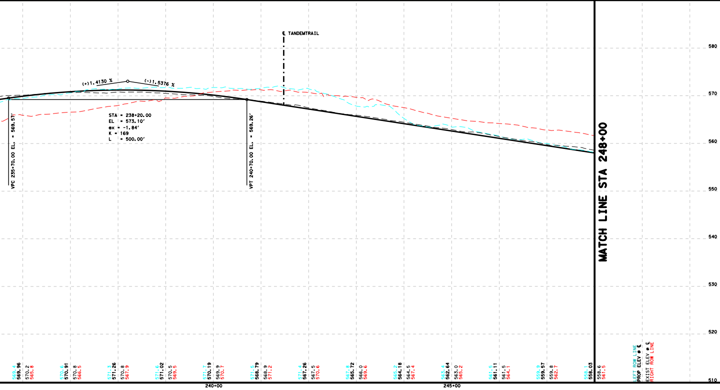

SUN DR
SUNNY CIR
END CONSTRUCTION
℄ SUNNY STA 12+48.29
END CONSTRUCTION
℄ SUN STA 11+17.67
CULVERT #4
PROPOSED 11'X4' SBC
45° SKEW
EXISTING ℄ SH276
PROPOSED ℄ SH276
CURVE 12
CURVE 13
CURVE 14
CURVE 15
POT 10+00.00
10+00
POT 12+06.28
POT 14+14.36
N 85° 54' 01.67" E
N 89° 09' 31.71" E
N 89° 57' 07.93" E
N 89° 09' 31.71" E
PC 215+11.69
PT 217+10.73
PC 218+10.73
PT 220+09.77
PC 223+99.05
PT 224+89.06
PC 231+93.45
PT 232+83.46
PC 234+09.21
215+00
220+00
225+00
230+00
235+00
276
100' STORAGE
95' STORAGE
80' STORAGE
65' DEC.
100' STORAGE
120' DECELERATION
100' STORAGE
10' WATER EASEMENT
VOL 75, PG. 593
5' UTILITY EASEMENT
250' T P & L EASEMENT
EXISTING 10'X5' SBC
TO BE REMOVED
HACKBERRY CREEK TRIB 4
ROCKWALL CITY LIMIT RUNS PARALLEL ALONG SOUTHERN EXISTING R.O.W OF SH 276
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86

SH 276 HORIZONTAL ALIGNMENT DATA

DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
1° 54' 35.49"	189.74'	378.98'	S 87° 13' 19.90" E	378.73'	176+34.29	180+13.27	S 83° 36' 11.52" E	N 89° 09' 31.71" E
4° 35' 01.18"	100.47'	200.52'	N 84° 33' 47.78" E	200.30'	194+02.70	196+03.22	N 89° 09' 31.71" E	N 79° 58' 03.84" E
4° 35' 01.18"	100.47'	200.52'	N 84° 33' 47.78" E	200.30'	197+15.31	199+15.82	N 79° 58' 03.84" E	N 89° 09' 31.71" E
1° 38' 13.28"	99.55'	199.04'	S 89° 12' 43.27" E	199.01'	201+65.34	203+64.38	N 89° 09' 31.71" E	S 87° 34' 58.25" E
1° 38' 13.28"	99.55'	199.04'	S 89° 12' 43.27" E	199.01'	204+64.38	206+63.43	S 87° 34' 58.25" E	N 89° 09' 31.71" E
1° 38' 13.28"	99.55'	199.04'	N 87° 31' 46.69" E	199.01'	215+11.69	217+10.73	N 89° 09' 31.71" E	N 85° 54' 01.67" E
1° 38' 13.28"	99.55'	199.04'	N 87° 31' 46.69" E	199.01'	218+10.73	220+09.77	N 85° 54' 01.67" E	N 89° 09' 31.71" E
0° 52' 53.30"	45.00'	90.01'	N 89° 33' 19.82" E	90.01'	223+99.05	224+89.06	N 89° 09' 31.71" E	N 89° 57' 07.93" E
0° 52' 53.30"	45.00'	90.01'	N 89° 33' 19.82" E	90.01'	231+93.45	232+83.46	N 89° 57' 07.93" E	N 89° 09' 31.71" E
2° 00' 37.36"	950.53'	1,834.92'	S 72° 23' 48.23" E	1,803.40'	234+09.21	252+44.14	N 89° 09' 31.71" E	S 53° 57' 08.17" E


(+)1.5667 %
(-)1.2615 %
VPC 214+50.00 EL. = 574.15'
VPT 217+50.00 EL. = 574.61'
STA = 216+00.00
EL = 576.50'
ex = -1.06'
K = 106
L = 300.00'
℄ SUN
VPC 227+50.00 EL. = 561.99'
℄ SUNNY
VPT 230+50.00 EL. = 562.22'
STA = 229+00.00
EL = 560.10'
ex = 1.00'
K = 112
L = 300.00'
(-)1.2615 %
(+)1.4130 %
EXISTING
10' X 5' RBC
TO BE REMOVED
FL = 556.61'
CULVERT #4
PROPOSED 11' X 4' SBC
STA 227+06.67
FL = 554.86'
US FL = 555.10'
DS FL = 554.40'
569.9 571.80
570.5 565.5
572.8 573.37
571.3 569.1
574.3 574.82
572.1 570.9
575.6 575.44
572.4 572.5
575.8 575.12
572.8 574.5
577.3 573.98
573.1 576.2
575.7 572.72
572.9 577.1
574.4 571.45
572.4 576.8
573.4 570.19
571.8 575.8
570.9 568.93
571.0 574.2
569.9 567.67
570.0 571.5
568.0 566.41
568.8 569.8
566.8 565.15
567.4
563.6 563.88
565.8 565.8
562.5 562.62
564.7 563.7
561.6 561.47
564.1 562.4
561.7 561.10
563.9 560.4
562.3 561.62
564.2 558.1
562.9 562.93
564.6 558.0
563.6 564.34
565.5 560.0
565.3 565.75
566.8 561.1
566.1 567.17
568.1 563.0
568.2 568.58
569.1 564.3
215+00
220+00
225+00
230+00
235+00


N
HORIZONTAL SCALE (IN FEET)
0
50
100
200
87
89
92
88
90
91
93
94
95
CURVE 16
EXISTING ℄ SH276
END CONSTRUCTION
℄ TANDEMTRAIL STA 12+96.48
TANDEM TRAIL
10+00
PC 12+26.00
POT 10+00.00
75' DECELERATION
100' STORAGE
55' DEC.
100' STORAGE
240+00
245+00
PT 244+26.14
POT 244+40.64
℄ SH276
MEDIAN NOSE DESIGN WILL BE FINALIZED IN PS&E
MATCH LINE STA 248+00


℄ TANDEMTRAIL
(+)1.4130 %
(-)1.5376 %
STA = 238+20.00
EL = 573.10'
ex = -1.84'
K = 169
L = 500.00'
VPC 235+70.00 EL. = 569.57'
VPT 240+70.00 EL. = 569.26'
MATCH LINE STA 248+00
580
570
560
550
540
530
520
510
240+00
245+00
LEFT ROW LINE
PROP ELEV @ ℄
EXIST ELEV @ ℄
RIGHT ROW LINE

STATE OF TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION

DESIGN SCHEMATIC

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

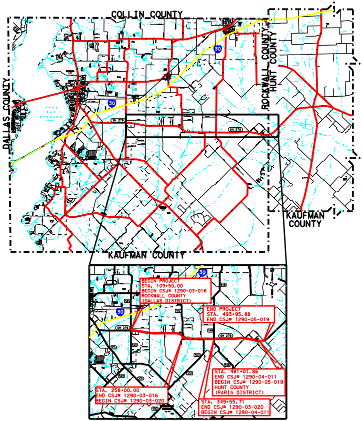
SH 276
ROCKWALL COUNTY
AND HUNT COUNTY

PROJECT LIMITS: FROM FM 549 TO CR 2472
RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN
(ULTIMATE 6)

ROADWAY SECTION	DESIGN SPEED	FUNCTION CLASS
SH 276	45 MPH	PRINCIPAL URBAN ARTERIAL
FM CROSS STREETS	45 MPH	MINOR COLLECTOR

CSJ: 1290-03-016	NET LENGTH=2.81 MI.
CCSJ: 1290-03-020, etc.	NET LENGTH=1.73 MI.
CSJ: 1290-04-011	NET LENGTH=2.49 MI.
CSJ: 1290-05-019	NET LENGTH=0.25 MI.

NET LENGTH OF PROJECT= 7.28 MILES
SCALE HORIZ: 1"=100' VERT: 1"=10'


COLLIN COUNTY
ROCKWALL COUNTY
HUNT COUNTY
DALLAS COUNTY
KAUFMAN COUNTY
KAUFMAN COUNTY
30
SH 276
BEGIN PROJECT
STA. 109+50.00
BEGIN CSJ# 1290-03-016
ROCKWALL COUNTY
(DALLAS DISTRICT)
END PROJECT
STA. 493+95.88
END CSJ# 1290-05-019
STA. 481+01.86
END CSJ# 1290-04-011
BEGIN CSJ# 1290-05-019
HUNT COUNTY
(PARIS DISTRICT)
STA. 258+00.00
END CSJ# 1290-03-016
BEGIN CSJ# 1290-03-020
STA. 349+55.71
END CSJ# 1290-03-020
BEGIN CSJ# 1290-04-011

LOCATION MAP (NTS)

HORIZONTAL SCALE (IN FEET)
0 50 100 200

VERTICAL SCALE (IN FEET)
0 5 10 20

APPROVED SCHEMATIC
Prepared by or under the Direct Supervision of:
Lukas J. Easterling 121657
NAME P.E. NUMBER
10/31/2018
DATE

ROLL 2 OF 7
OCTOBER 2018

1999 Bryan Street, Suite 1100
Dallas, Texas 75201
P 972.980.2170 | F 972.385.0846
TBPE FIRM NO. F-2966

Texas Department of Transportation

JACOBS

FILE: \\denpwp01\pwicsworking\597965\130791_5\SH276_SCH02.dgn
DATE: 6/18/2019 9:40:45 AM

STATE OF TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION

DESIGN SCHEMATIC

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

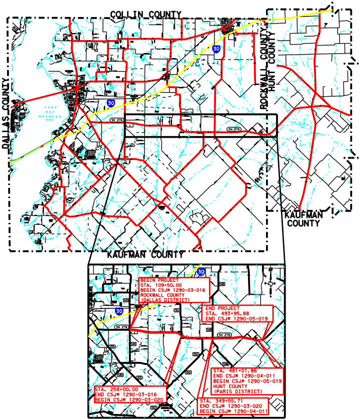
SH 276
ROCKWALL COUNTY
AND HUNT COUNTY

PROJECT LIMITS: FROM FM 549 TO CR 2472
RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN
(ULTIMATE 6)

ROADWAY SECTION	DESIGN SPEED	FUNCTION CLASS
SH 276	45 MPH	PRINCIPAL URBAN ARTERIAL
FM CROSS STREETS	45 MPH	MINOR COLLECTOR

CSJ: 1290-03-016	NET LENGTH=2.81 MI.
CCSJ: 1290-03-020, etc.	NET LENGTH=1.73 MI.
CSJ: 1290-04-011	NET LENGTH=2.49 MI.
CSJ: 1290-05-019	NET LENGTH=0.25 MI.

NET LENGTH OF PROJECT= 7.28 MILES
SCALE HORIZ: 1"=100' VERT: 1"=10'


COLLIN COUNTY
ROCKWALL COUNTY
HUNT COUNTY
DALLAS COUNTY
KAUFMAN COUNTY
KAUFMAN COUNTY
30
SH 276
BEGIN PROJECT
STA. 109+50.00
BEGIN CSJ# 1290-03-016
ROCKWALL COUNTY
(DALLAS DISTRICT)
END PROJECT
STA. 493+95.88
END CSJ# 1290-05-019
STA. 481+01.86
END CSJ# 1290-04-011
BEGIN CSJ# 1290-05-019
HUNT COUNTY
(PARIS DISTRICT)
STA. 258+00.00
END CSJ# 1290-03-016
BEGIN CSJ# 1290-03-020
STA. 349+55.71
END CSJ# 1290-03-020
BEGIN CSJ# 1290-04-011

LOCATION MAP (NTS)

HORIZONTAL SCALE (IN FEET)
0 50 100 200

VERTICAL SCALE (IN FEET)
0 5 10 20

APPROVED SCHEMATIC
Prepared by or under the
Direct Supervision of:
Lukas J. Easterling 121657
NAME P.E. NUMBER
10/31/2018
DATE

ROLL 3 OF 7
OCTOBER 2018

Texas Department of Transportation

1999 Bryan Street, Suite 1100
Dallas, Texas 75201
P 972.980.2170 | F 972.385.0846
TBPE FIRM NO. F-2966

JACOBS

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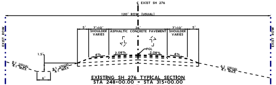
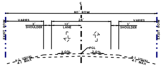
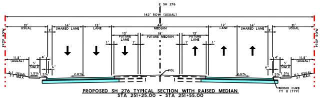
DATE: 2/19/2019 4:22:59 PM


℄ EXIST SH 276
120' ROW (USUAL)
EXIST ROW
EXIST ROW
5'
7'-10'
SHOULDER VARIES
26'
ASPHALTIC CONCRETE PAVEMENT
7'-10'
SHOULDER VARIES
5'
1.5'
4%
2.08%
PGL
2.08%
4%
8:1 USUAL
4:1 MAX
6'
8:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX

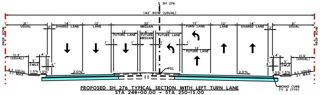
EXISTING SH 276 TYPICAL SECTION
STA 248+00.00 - STA 315+00.00
N.T.S.


℄
80' ROW
EXIST ROW
EXIST ROW
VARIES
24'
VARIES
3'
SHOULDER
12'
LANE
3'
SHOULDER
PGL
2.0%
2.0%
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX

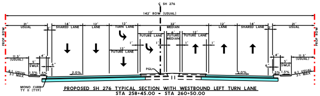
EXISTING FM 551
N.T.S.


℄ SH 276
142' ROW (USUAL)
PROP ROW
PROP ROW
21' USUAL
2'
14' SHARED LANE
12' LANE
44' MEDIAN
12' FUTURE LANE
18' FUTURE MEDIAN
12' FUTURE LANE
12' LANE
14' SHARED LANE
21' USUAL
1'
11.5' (USUAL)
4'
5' SWLK
6"
1.5%
2.0%
PGL
6:1 USUAL
3:1 MAX
MONO CURB
TY II (TYP)

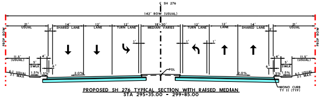
PROPOSED SH 276 TYPICAL SECTION WITH RAISED MEDIAN
STA 251+25.00 - STA 251+55.00
STA 263+70.00 - STA 265+60.00
STA 279+10.00 - STA 281+65.00
STA 290+55.00 - STA 290+60.00
STA 304+45.00 - STA 307+35.00
STA 308+30.00 - STA 308+35.00
N.T.S.


℄ SH 276
142' ROW (USUAL)
PROP ROW
PROP ROW
21' USUAL
2'
14' SHARED LANE
12' LANE
32' MEDIAN
12' FUTURE LANE
6' FUTURE MEDIAN
12' FUTURE LANE
12' TURN LANE
12' FUTURE LANE
12' LANE
14' SHARED LANE
21' USUAL
1'
11.5' (USUAL)
4'
5' SWLK
6"
1.5%
2.0%
PGL
6:1 USUAL
3:1 MAX
MONO CURB
TY II (TYP)

PROPOSED SH 276 TYPICAL SECTION WITH LEFT TURN LANE
STA 248+00.00 - STA 250+15.00
STA 251+60.00 - STA 256+85.00
STA 265+60.00 - STA 270+05.00
STA 270+95.00 - STA 273+50.00
STA 281+65.00 - STA 286+10.00
STA 287+00.00 - STA 289+45.00
STA 290+60.00 - STA 294+25.00
STA 300+65.00 - STA 303+40.00
STA 304+30.00 - STA 307+10.00
STA 308+35.00 - STA 311+80.00
N.T.S.


℄ SH 276
142' ROW (USUAL)
PROP ROW
PROP ROW
21' USUAL
2'
14' SHARED LANE
12' LANE
12' TURN LANE
12' FUTURE LANE
32' MEDIAN
12' FUTURE LANE
6' FUTURE MEDIAN
12' FUTURE LANE
12' LANE
14' SHARED LANE
21' USUAL
1'
11.5' (USUAL)
4'
5' SWLK
6"
1.5%
2.0%
PGL
6:1 USUAL
3:1 MAX
MONO CURB
TY II (TYP)

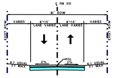
PROPOSED SH 276 TYPICAL SECTION WITH WESTBOUND LEFT TURN LANE
STA 258+45.00 - STA 260+50.00
STA 262+12.21 - STA 263+70.00
STA 274+65.00 - STA 279+10.00
STA 312+90.00 - STA 315+00.00
N.T.S.


℄ SH 276
142' ROW (USUAL)
PROP ROW
PROP ROW
21' USUAL
2'
14' SHARED LANE
12' LANE
12' TURN LANE
18'-30' MEDIAN VARIES
12' TURN LANE
12' LANE
14' SHARED LANE
21' USUAL
1'
11.5' (USUAL)
4'
5' SWLK
6"
1.5%
2.0%
PGL
6:1 USUAL
3:1 MAX
MONO CURB
TY II (TYP)

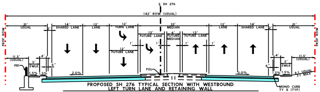
PROPOSED SH 276 TYPICAL SECTION WITH RAISED MEDIAN
STA 295+35.00 - 299+85.00
N.T.S.
*LEFT TURN LANES TO BE REVISED FOR SIX LANE ULTIMATE

LEGEND:	
─·─·─	EXISTING R.O.W.
─·─·─	PROPOSED R.O.W.
─·─·─	EXISTING DRAINAGE EASEMENT
▬	SIDEWALK
- - -	EXISTING EASEMENT
─·─·─	CITY LIMIT
─ ─ ─	COUNTY LINE
───	OVERHEAD UTILITY LINE
───	PARCEL BOUNDARY LINE
─○─○─○─	METAL BEAM GUARD FENCE (TYP)
───	PEDESTRIAN RAIL
───	RETAINING WALL
─┼┼I-	CONTROL OF ACCESS
➡	TRAFFIC ARROW
├══┤	PROPOSED CULVERT
───	FLOW LINE CONTOUR
~→	RUNOFF FLOW DIRECTION ARROW
►·─·──	DITCH LINE FLOW ARROW
───	FEMA 100 YEAR FLOODPLAIN
🟧	PROPOSED DRIVEWAY
▭	PROPOSED DEVELOPMENT
▭	PROPOSED ROADWAY (CONCRETE)
🟪	PROPOSED BRIDGE
▩	EXISTING SIDEWALK
🟩	POTENTIAL DISPLACEMENT
🟪	NEWLY CONSTRUCTED PAVEMENT (BY OTHERS)
▨	EXISTING PAVEMENT REMOVAL
▨	CURB RAMP
─·─·─	54" NTMWD WATERLINE
▨	RIPRAP

TOPOGRAPHY BY PHOTOGRAMMETRIC METHODS FROM
AERIAL PHOTOGRAPHS TAKEN IN 2017.


℄ FM 551
81' ROW
EXIST ROW
EXIST ROW
VARIES
8'-15' LANE VARIES
8'-15' LANE VARIES
VARIES
PGL
2%
2%
6:1 USUAL
3:1 MAX
6:1 USUAL
3:1 MAX

PROPOSED FM 551
STA 13+16.76 - STA 15+73.02
STA 18+76.54 - STA 21+70.75
N.T.S.


℄ SH 276
142' ROW (USUAL)
PROP ROW
PROP ROW
21' USUAL
2'
14' SHARED LANE
12' LANE
12' TURN LANE
12' FUTURE LANE
32' MEDIAN
12' FUTURE LANE
6' FUTURE MEDIAN
12' FUTURE LANE
12' LANE
14' SHARED LANE
21' USUAL
1'
11.5' (USUAL)
4'
PR1
5' SWLK
6"
1.5%
2.0%
PGL
6:1 USUAL
3:1 MAX
MONO CURB
TY II (TYP)

PROPOSED SH 276 TYPICAL SECTION WITH WESTBOUND
LEFT TURN LANE AND RETAINING WALL
STA 260+50.00 - STA 262+12.21
N.T.S.

GENERAL NOTES:

1. SCHEMATIC LAYOUTS ARE BASED ON LIMITED FIELD SURVEY, AERIAL TOPOGRAPHY AND RECORD PLANS. NOT ALL EXISTING FEATURES WERE FIELD SURVEYED. AERIAL TOPOGRAPHY DATA WAS COLLECTED IN NOVEMBER OF 2016.

2. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC WAS OBTAINED FROM LAMB-STAR ENGINEERING (FEBRUARY, 2018).

3. ALL CURBS ARE MONO CURB TYPE II (8") UNLESS NOTED OTHERWISE. DIMENSIONS ARE TO THE NOMINAL FACE OF CURB (UNLESS NOTED OTHERWISE).

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

5. AVERAGE DAILY TRAFFIC VOLUME PROJECTIONS DEVELOPED BY OTHON CONSULTING ENGINEERS (MARCH, 2018).

6. MAJOR INTERSECTION CURVE RADII ARE 40'-50', MINOR INTERSECTION CURVE RADII ARE 30', AND DRIVEWAY INTERSECTION CURVE RADII ARE 15'-30' (UNLESS NOTED OTHERWISE). DRIVEWAY LOCATIONS ARE PRELIMINARY AND WILL BE FURTHER DEVELOPED DURING PS&E DESIGN.

7. MEDIAN OPENINGS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.

8. MEDIAN NOSES ARE SHOWN GRAPHICALLY. THE PROPER MEDIAN NOSES WILL BE DETAILED IN THE PS&E PHASE.

9. EXISTING PAVEMENT AND BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).

10. APPROXIMATE 100 YEAR FLOOD PLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS DATED NOVEMBER 2017.

11. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.

12. CONSTRUCTION OF DRIVEWAYS OUTSIDE OF EXISTING AND PROPOSED RIGHT OF WAY SHALL REQUIRE DRIVEWAY PERMIT.

13. ADA RAMPS AND SIDEWALKS ARE DIAGRAMMATIC ONLY AND WILL BE DESIGNED DURING PS&E. SIDEWALKS ARE SHOWN ON TYPICAL SECTIONS.

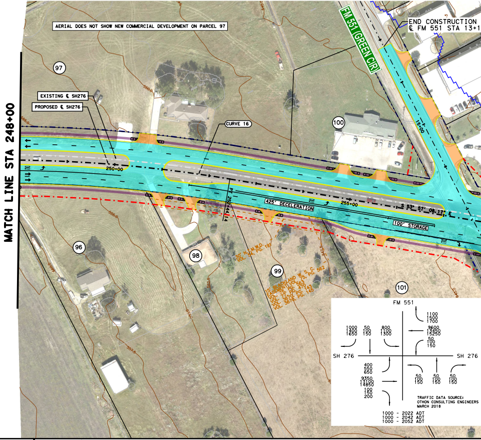
14. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING.

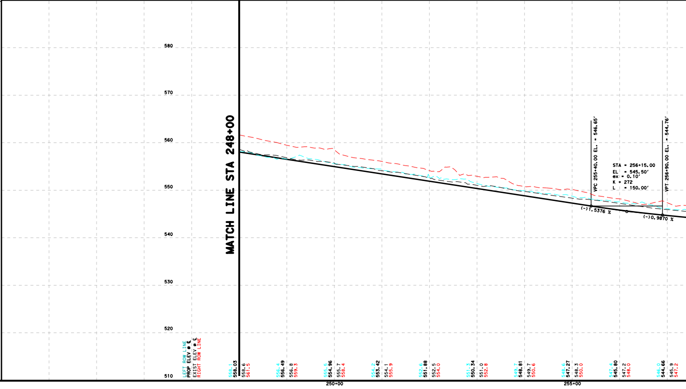
15. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED IN COORDINATION WITH THE LOCAL GOVERNMENTS THAT THE DRIVEWAY IS A SAFETY ISSUE OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.

16. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

PARCEL DATA

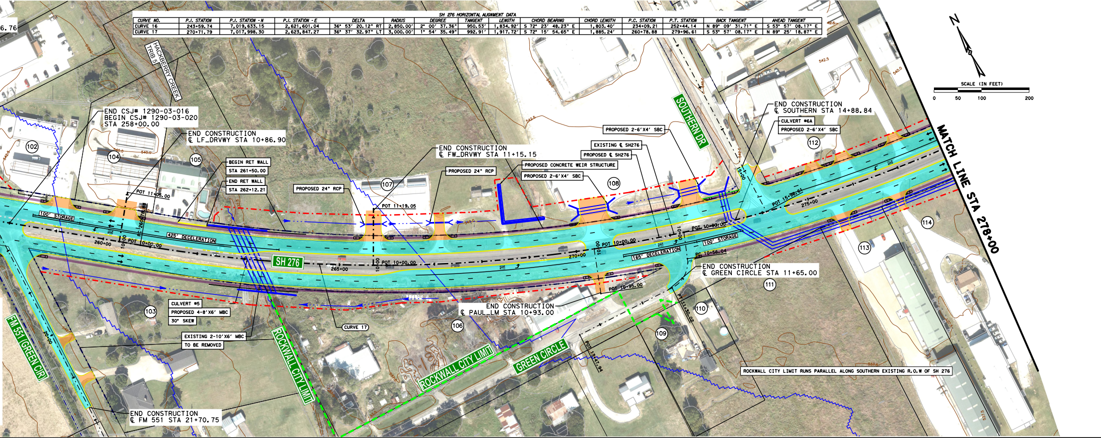
	Owner Name	Address
96	MILLS ROBEN W & DONALD W MILLS	5095 HWY 276
97	ZBH/SH 276 ROCKWALL LTD	5100 HWY 276
98	MENDEZ DANNY CHRISTIAN	HWY 276 ROCKWALL, TX 75032
99	MENDEZ DANIEL R AND	HWY 276 ROCKWALL, TX 75032
100	SMJ PRESTIGE	5200 HWY 276
101	RAMIREZ MARTIN & TERESA	GREEN LN
102	TEXAS PETROPLEX	5296 HWY 276
103	BRANTON NORA JANE	161 GREEN CIR
104	BARA REAL ESTATE	5328 HWY 276 ROYSE CITY, TX
105	KVDH INVESTMENT GROUP LLC	5368 HWY 276 ROYSE CITY, TX
106	WHITE TIMOTHY E	417 GREEN CIR
107	SHZU TZU SHUN & CHIN ANLI	HWY 276
108	SJ ROYCE CITY PROPERTY LLC	5574 HWY 276 ROYSE CITY, TX
109	LIMON LORENZO & MARIANA	490 GREEN CR
110	PEARSON KYLE & JENNIFER	506 GREEN CR
111	PANZNER TODD R AND	5651 GREEN CIR
112	RANDY REEDS AUTOCRAFT	5620 HWY 276 ROYSE CITY, TX
113	ASBURY MICHAEL & LEAANN	5649/5651 HWY 276 ROCKWALL, TX
114	MULLEN ADVENTURES LLC	5677/5675 HWY 276 ROCKWALL, TX
115	COLSON BETTY	140 MARK LN. ROYSE CITY, TX
116	GRINER JACOB J & PAMELA A	5707 HWY 276 ROCKWALL, TX
117	SIGN OF QUALITY LLC	5707 HWY 276 ROCKWALL, TX
118	LOVING TOM	111 MARK LN. ROYSE CITY, TX
119	HASHERT TERRY	5751 HWY 276 ROCKWALL, TX
120	SAFFER SHELLEY I	HWY 276
121	ZOLLNER BROOKS FAMILY LP	HWY 276 TX
122	ACOSTA LAURA	2601 REMINGTON DR.
123	CASEY JACK & BARBARA	5882 HWY 276 ROYSE CITY, TX
124	CADENHEAD SERVIS GAS	5940 HWY 276 ROYSE CITY, TX
125	COMMUNITY BAPTIST CHURCH	6012 HWY 276 ROYSE CITY, TX
126	CHITSEY R RAYMOND & BOBBIE J	HWY 276
127	INTERSTATE HIGHWAY CONSTRUCTION INC	6142 HWY 276 ROYSE CITY, TX
128	LA-DF INVESTMENT FUND 9 LLC	FM 550
129	TORRES JOSE	6154 HWY 276
130	RODRIQUEZ GUADALUPE	123 RODRIGUEZ LN
131	HOME PROVIDERS LTD	1117 HWY 276 ROYSE CITY, TX
132	ENGLEMAN DANNY R AND SHERLEY N	6336 HWY 276 ROYSE CITY, TX
133	MORRIS LYNDA & MARY WATKINS	6392 HWY 276 ROYSE CITY, TX

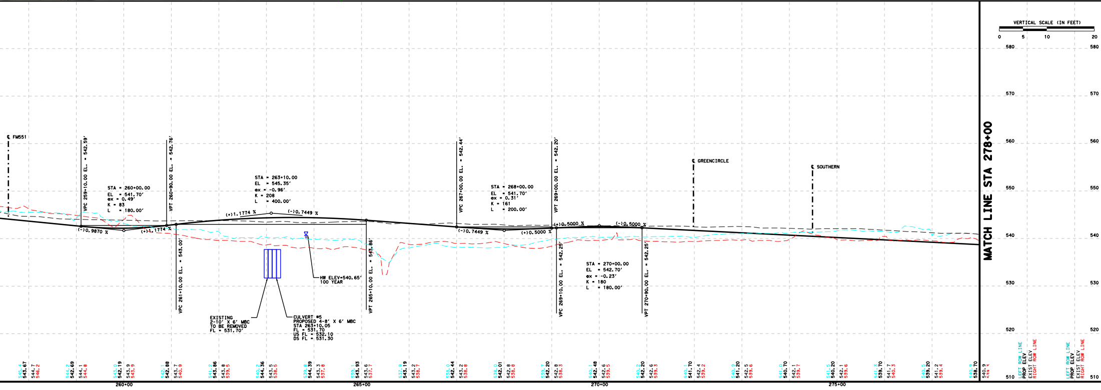

MATCH LINE STA 248+00
AERIAL DOES NOT SHOW NEW COMMERCIAL DEVELOPMENT ON PARCEL 97
FM 551 (GREEN CIR)
END CONSTRUCTION
℄ FM 551 STA 13+1
97
EXISTING ℄ SH276
PROPOSED ℄ SH276
CURVE 16
100
250+00
PT 255+41
425' DECELERATION
255+00
S 53° 57' 08.11" E
100' STORAGE
15+00
96
98
99
101
FM 551
SH 276
SH 276
1100
1500
1700
9600
13450
15250
50
100
150
1000
1400
1650
50
100
150
800
1100
1300
400
550
650
9350
13100
14850
100
150
200
50
100
150
50
100
150
50
100
150
TRAFFIC DATA SOURCE:
OTHON CONSULTING ENGINEERS
MARCH 2018
1000 - 2022 ADT
1000 - 2042 ADT
1000 - 2052 ADT

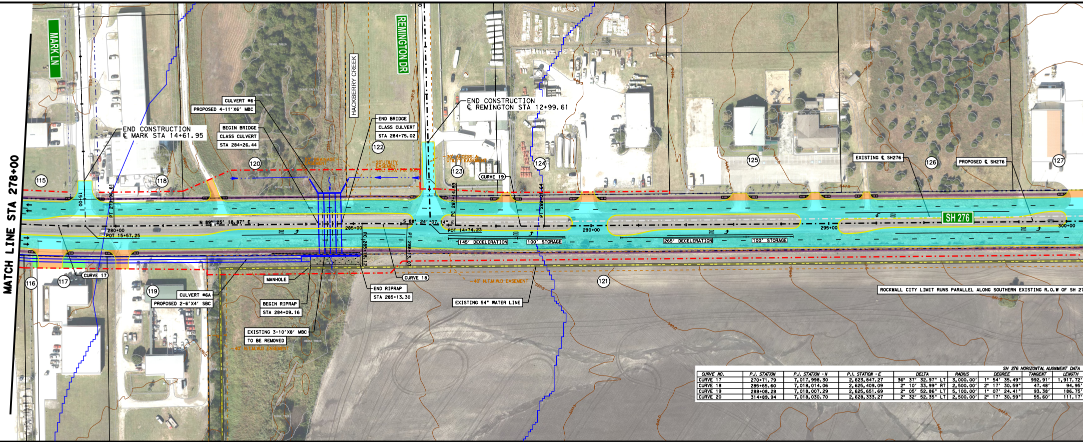

MATCH LINE STA 248+00
580
570
560
550
540
530
520
510
LEFT ROW LINE
PROP ELEV @ ℄
EXIST ELEV @ ℄
RIGHT ROW LINE
VPC 255+40.00 EL. = 546.65'
VPT 256+90.00 EL. = 544.76'
STA = 256+15.00
EL = 545.50'
ex = 0.10'
K = 272
L = 150.00'
(-)1.5376 %
(-)0.9870 %
558.03
556.49
554.96
553.42
551.88
550.34
548.81
547.27
545.80
544.66
250+00
255+00

SH 276 HORIZONTAL ALIGNMENT DATA

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
CURVE 16	243+59.74	7,019,633.15	2,621,601.04	36° 53′ 20.12" RT	2,850.00′	2° 00′ 37.36"	950.53′	1,834.92′	S 72° 23′ 48.23" E	1,803.40′	234+09.21	252+44.14	N 89° 09′ 31.71" E	S 53° 57′ 08.17" E
CURVE 17	270+71.79	7,017,998.30	2,623,847.27	36° 37′ 32.97" LT	3,000.00′	1° 54′ 35.49"	992.91′	1,917.72′	S 72° 15′ 54.65" E	1,885.24′	260+78.88	279+96.61	S 53° 57′ 08.17" E	N 89° 25′ 18.87" E

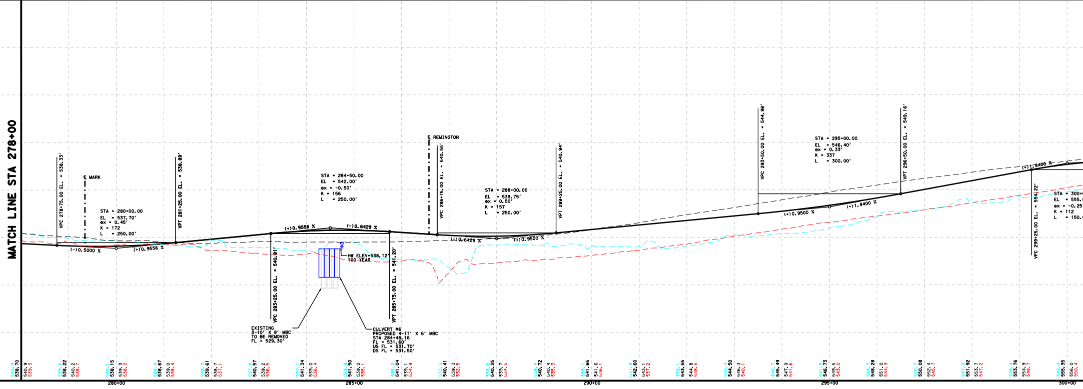

6.76
HACKBERRY CREEK TRIB 5
END CSJ# 1290-03-016
BEGIN CSJ# 1290-03-020
STA 258+00.00
END CONSTRUCTION
℄ LF_DRVWY STA 10+86.90
102
104
105
BEGIN RET WALL
STA 261+50.00
END RET WALL
STA 262+12.21
POT 11+05.00
100′ STORAGE
425′ DECELERATION
PC 260+78.88
260+00
POT 10+00.00
10+00
SH 276
265+00
PROPOSED 24" RCP
107
POT 11+19.05
POT 10+00.00
END CONSTRUCTION
℄ FW_DRVWY STA 11+15.15
PROPOSED 24" RCP
PROPOSED CONCRETE WEIR STRUCTURE
PROPOSED 2-6′X4′ SBC
108
PROPOSED 2-6′X4′ SBC
EXISTING ℄ SH276
PROPOSED ℄ SH276
SOUTHERN DR
15+00
POT 10+00.00
100′ STORAGE
165′ DECELERATION
PC 10+56.04
270+00
END CONSTRUCTION
℄ SOUTHERN STA 14+88.84
CULVERT #6A
PROPOSED 2-6′X4′ SBC
112
POT 15+98.61
275+00
114
113
END CONSTRUCTION
℄ GREEN CIRCLE STA 11+65.00
111
POT 10+95.00
END CONSTRUCTION
℄ PAUL_LM STA 10+93.00
106
110
PT 11+30.02
109
POT 13+47.94
GREEN CIRCLE
ROCKWALL CITY LIMIT
ROCKWALL CITY LIMIT RUNS PARALLEL ALONG SOUTHERN EXISTING R.O.W OF SH 276
CULVERT #5
PROPOSED 4-8′X6′ MBC
30° SKEW
103
EXISTING 2-10′X6′ MBC
TO BE REMOVED
CURVE 17
FM 551 (GREEN CIR)
20+00
END CONSTRUCTION
℄ FM 551 STA 21+70.75
N
SCALE (IN FEET)
0
50
100
200
MATCH LINE STA 278+00

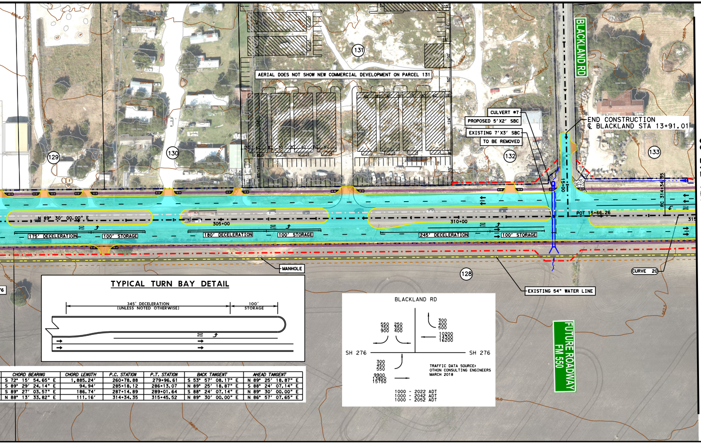



MATCH LINE STA 278+00
MARK LN
REMINGTON DR
HACKBERRY CREEK
CULVERT #6
PROPOSED 4-11'X6' MBC
END CONSTRUCTION
℄ MARK STA 14+61.95
BEGIN BRIDGE
CLASS CULVERT
STA 284+26.44
END BRIDGE
CLASS CULVERT
STA 284+75.02
END CONSTRUCTION
℄ REMINGTON STA 12+99.61
115
116
117
118
119
120
121
122
123
124
125
126
127
50' DRAINAGE EASEMENT
20' UTILITY EASEMENT VOL. 250, PG. 305
30' ACCESS & UTILITY EASEMENT
CURVE 17
CURVE 18
CURVE 19
15+00
PT 279+96.61
280+00
POT 15+57.25
N 89° 25' 18.87" E
285+00
PC 285+18.12
PT 286+13.07
S 88° 24' 07.14" E
POT 14+74.23
PC 287+14.89
PT 289+01.64
290+00
295+00
300+00
145' DECELERATION
100' STORAGE
265' DECELERATION
100' STORAGE
MANHOLE
CULVERT #6A
PROPOSED 2-6'X4' SBC
BEGIN RIPRAP
STA 284+09.16
EXISTING 3-10'X8' MBC
TO BE REMOVED
END RIPRAP
STA 285+13.30
EXISTING 54" WATER LINE
40' N.T.M.W.D EASEMENT
EXISTING ℄ SH276
PROPOSED ℄ SH276
SH 276
ROCKWALL CITY LIMIT RUNS PARALLEL ALONG SOUTHERN EXISTING R.O.W OF SH 27

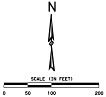
SH 276 HORIZONTAL ALIGNMENT DATA

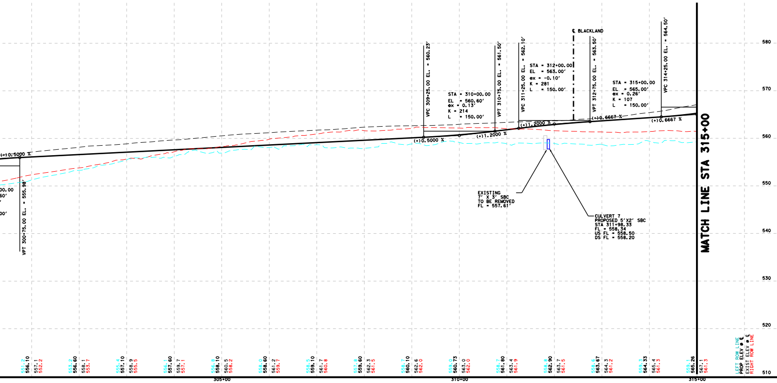
CURVE NO.	*P.I. STATION*	*P.I. STATION - N*	*P.I. STATION - E*	*DELTA*	*RADIUS*	*DEGREE*	*TANGENT*	*LENGTH*
CURVE 17	270+71.79	7,017,998.30	2,623,847.27	36° 37' 32.97" LT	3,000.00'	1° 54' 35.49"	992.91'	1,917.72'
CURVE 18	285+65.60	7,018,014.06	2,625,409.09	2° 10' 33.99" RT	2,500.00'	2° 17' 30.59"	47.48'	94.95'
CURVE 19	288+08.28	7,018,007.29	2,625,651.69	2° 05' 52.86" LT	5,100.00'	1° 07' 24.41"	93.38'	186.75'
CURVE 20	314+89.94	7,018,030.70	2,628,333.27	2° 32' 52.35" LT	2,500.00'	2° 17' 30.59"	55.60'	111.17'


MATCH LINE STA 278+00
VPC 278+75.00 EL. = 538.33'
℄ MARK
STA = 280+00.00
EL = 537.70'
ex = 0.45'
K = 172
L = 250.00'
(-)0.5000 %
(+)0.9556 %
VPT 281+25.00 EL. = 538.89'
STA = 284+50.00
EL = 542.00'
ex = -0.50'
K = 156
L = 250.00'
(+)0.9556 %
(-)0.6429 %
VPC 283+25.00 EL. = 540.81'
VPT 285+75.00 EL. = 541.20'
HW ELEV=538.12'
100 YEAR
EXISTING
3-10' X 8' MBC
TO BE REMOVED
FL = 529.30'
CULVERT #6
PROPOSED 4-11' X 6' MBC
STA 284+48.16
FL = 531.60'
US FL = 531.70'
DS FL = 531.50'
℄ REMINGTON
VPC 286+75.00 EL. = 540.55'
STA = 288+00.00
EL = 539.75'
ex = 0.50'
K = 157
L = 250.00'
(-)0.6429 %
(+)0.9500 %
VPT 289+25.00 EL. = 540.94'
VPC 293+50.00 EL. = 544.98'
STA = 295+00.00
EL = 546.40'
ex = 0.33'
K = 337
L = 300.00'
(+)0.9500 %
(+)1.8400 %
VPT 296+50.00 EL. = 549.16'
(+)1.8400 %
VPC 299+25.00 EL. = 554.22'
STA = 300+
EL = 555.
ex = -0.25
K = 112
L = 150.
540.9 538.70
540.9 539.3
539.6 538.22
540.2 538.7
539.1 538.15
539.3 538.3
538.4 538.67
539.0 538.4
539.3 539.61
538.7 537.1
537.8 540.57
539.2 536.5
537.1 541.34
539.0 536.4
538.8 541.50
539.0 535.1
535.2 541.04
539.1 534.9
533.5 540.41
539.3 532.5
538.2 540.25
539.7 534.5
538.4 540.72
540.4 535.3
538.1 541.65
541.6 536.1
537.9 542.60
543.1 537.2
538.1 543.55
544.8 538.5
540.4 544.50
546.3 540.1
540.7 545.49
547.9 541.6
541.9 546.73
549.5 543.0
544.3 548.28
551.0 544.3
545.7 550.08
552.4 545.7
547.3 551.92
553.7 547.2
548.4 553.76
554.9 548.7
549.4 555.35
556.0 550.4
280+00
285+00
290+00
295+00
300+00


BLACKLAND RD
131
AERIAL DOES NOT SHOW NEW COMMERCIAL DEVELOPMENT ON PARCEL 131
CULVERT #7
PROPOSED 5'X2' SBC
EXISTING 7'X3' SBC
TO BE REMOVED
END CONSTRUCTION
℄ BLACKLAND STA 13+91.01
129
130
132
133
15+00
PC 314+34.35
POT 15+66.26
305+00
310+00
175' DECELERATION
100' STORAGE
180' DECELERATION
100' STORAGE
245' DECELERATION
100' STORAGE
MANHOLE
128
EXISTING 54" WATER LINE
CURVE 20
FUTURE ROADWAY FM 550
MATCH LINE STA 315+00
TYPICAL TURN BAY DETAIL
345' DECELERATION (UNLESS NOTED OTHERWISE)
100' STORAGE
BLACKLAND RD
SH 276
SH 276
550 750 900
250 350 400
300 400 500
10200 14300 16200
300 450 550
9900 13850 15750
TRAFFIC DATA SOURCE: OTHON CONSULTING ENGINEERS MARCH 2018
1000 - 2022 ADT
1000 - 2042 ADT
1000 - 2052 ADT

CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
S 72° 15' 54.65" E	1,885.24'	260+78.88	279+96.61	S 53° 57' 08.17" E	N 89° 25' 18.87" E
S 89° 29' 24.14" E	94.94'	285+18.12	286+13.07	N 89° 25' 18.87" E	S 88° 24' 07.14" E
S 89° 27' 03.57" E	186.74'	287+14.89	289+01.64	S 88° 24' 07.14" E	N 89° 30' 00.00" E
N 88° 13' 33.82" E	111.16'	314+34.35	315+45.52	N 89° 30' 00.00" E	N 86° 57' 07.65" E


N
SCALE (IN FEET)
0
50
100
200


VERTICAL SCALE (IN FEET)
0
5
10
20
580
570
560
550
540
530
520
510
℄ BLACKLAND
VPC 309+25.00 EL. = 560.23'
VPT 310+75.00 EL. = 561.50'
VPC 311+25.00 EL. = 562.10'
VPT 312+75.00 EL. = 563.50'
VPC 314+25.00 EL. = 564.50'
STA = 310+00.00
EL = 560.60'
ex = 0.13'
K = 214
L = 150.00'
STA = 312+00.00
EL = 563.00'
ex = -0.10'
K = 281
L = 150.00'
STA = 315+00.00
EL = 565.00'
ex = 0.26'
K = 107
L = 150.00'
(+)0.5000 %
(+)0.5000 %
(+)1.2000 %
(+)1.2000 %
(+)0.6667 %
(+)0.6667 %
VPT 300+75.00 EL. = 555.98'
EXISTING
7' X 3' SBC
TO BE REMOVED
FL = 557.61'
CULVERT 7
PROPOSED 5'X2' SBC
STA 311+98.33
FL = 558.34
US FL = 558.50
DS FL = 558.20
MATCH LINE STA 315+00
551.2 556.10 557.1 552.2
553.2 556.60 558.1 553.7
555.4 557.10 558.9 555.5
556.1 557.60 559.7 557.1
556.8 558.10 560.5 558.2
558.0 558.60 561.2 559.7
558.5 559.10 561.7 560.8
557.8 559.60 562.3 561.5
558.7 560.10 562.6 562.0
559.0 560.73 563.0 562.0
558.7 561.80 563.4 561.9
558.8 562.90 563.7 561.5
558.6 563.67 564.3 561.2
559.3 564.33 565.4 561.3
559.1 565.26 567.1 561.3
305+00
310+00
315+00
LEFT ROW LINE
PROP ELEV @ ℄
EXIST ELEV @ ℄
RIGHT ROW LINE

STATE OF TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION

DESIGN SCHEMATIC

DALLAS DISTRICT

MOHAMED BUR, P.E. - DISTRICT ENGINEER

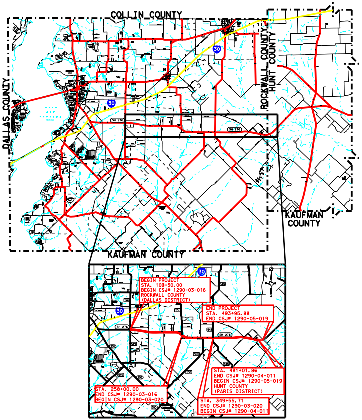
SH 276
ROCKWALL COUNTY
AND HUNT COUNTY

PROJECT LIMITS: FROM FM 549 TO CR 2472
RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN
(ULTIMATE 6)

ROADWAY SECTION	DESIGN SPEED	FUNCTION CLASS
SH 276	45 MPH	PRINCIPAL URBAN ARTERIAL
FM CROSS STREETS	45 MPH	MINOR COLLECTOR

CSJ: 1290-03-016	NET LENGTH=2.81 MI.
CCSJ: 1290-03-020, etc.	NET LENGTH=1.73 MI.
CSJ: 1290-04-011	NET LENGTH=2.49 MI.
CSJ: 1290-05-019	NET LENGTH=0.25 MI.

NET LENGTH OF PROJECT= 7.28 MILES
SCALE HORIZ: 1"=100' VERT: 1"=10'


COLLIN COUNTY
DALLAS COUNTY
ROCKWALL COUNTY
HUNT COUNTY
KAUFMAN COUNTY
KAUFMAN COUNTY
30
SH 276
BEGIN PROJECT
STA. 109+50.00
BEGIN CSJ# 1290-03-016
ROCKWALL COUNTY
(DALLAS DISTRICT)
END PROJECT
STA. 493+95.88
END CSJ# 1290-05-019
STA. 481+01.86
END CSJ# 1290-04-011
BEGIN CSJ# 1290-05-019
HUNT COUNTY
(PARIS DISTRICT)
STA. 258+00.00
END CSJ# 1290-03-016
BEGIN CSJ# 1290-03-020
STA. 349+55.71
END CSJ# 1290-03-020
BEGIN CSJ# 1290-04-011

LOCATION MAP (NTS)

HORIZONTAL SCALE (IN FEET)
0 50 100 200

VERTICAL SCALE (IN FEET)
0 5 10 20

APPROVED SCHEMATIC
Prepared by or under the Direct Supervision of:
Lukas J. Easterling 121657
NAME P.E. NUMBER
10/31/2018
DATE

ROLL 3 OF 7
OCTOBER 2018

Texas Department of Transportation

1999 Bryan Street, Suite 1100
Dallas, Texas 75201
P 972.980.2170 | F 972.385.0846
TBPE FIRM NO. F-2966

JACOBS

FILE: \\denpwp01\pwicsworking\545221\130791_2\SH276_SCH03.dgn

DATE: 2/19/2019 4:22:59 PM

STATE OF TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION

DESIGN SCHEMATIC

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

SH 276
ROCKWALL COUNTY
AND HUNT COUNTY

PROJECT LIMITS: FROM FM 549 TO CR 2472
RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN
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ROADWAY SECTION	DESIGN SPEED	FUNCTION CLASS
SH 276	45 MPH	PRINCIPAL URBAN ARTERIAL
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CSJ: 1290-03-016	NET LENGTH=2.81 MI.
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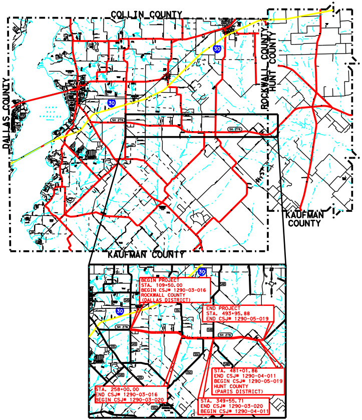
CSJ: 1290-04-011	NET LENGTH=2.49 MI.
CSJ: 1290-05-019	NET LENGTH=0.25 MI.

NET LENGTH OF PROJECT= 7.28 MILES
SCALE HORIZ: 1"=100' VERT: 1"=10'


COLLIN COUNTY
DALLAS COUNTY
ROCKWALL COUNTY
HUNT COUNTY
KAUFMAN COUNTY
KAUFMAN COUNTY
30
SH 276
BEGIN PROJECT
STA. 109+50.00
BEGIN CSJ# 1290-03-016
ROCKWALL COUNTY
(DALLAS DISTRICT)
END PROJECT
STA. 493+95.88
END CSJ# 1290-05-019
STA. 481+01.86
END CSJ# 1290-04-011
BEGIN CSJ# 1290-05-019
HUNT COUNTY
(PARIS DISTRICT)
STA. 258+00.00
END CSJ# 1290-03-016
BEGIN CSJ# 1290-03-020
STA. 349+55.71
END CSJ# 1290-03-020
BEGIN CSJ# 1290-04-011

LOCATION MAP (NTS)

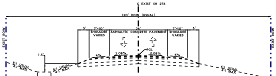
HORIZONTAL SCALE (IN FEET)
0 50 100 200

VERTICAL SCALE (IN FEET)
0 5 10 20

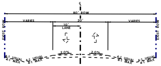
APPROVED SCHEMATIC
Prepared by or under the Direct Supervision of:
Lukas J. Easterling 121657
NAME P.E. NUMBER
10/31/2018
DATE

ROLL 4 OF 7
OCTOBER 2018

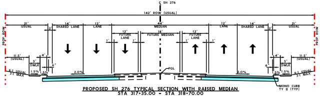
1999 Bryan Street, Suite 1100
Dallas, Texas 75201
P 972.980.2170 | F 972.385.0846
TBPE FIRM NO. F-2966


℄ EXIST SH 276
120' ROW (USUAL)
EXIST ROW
5'
7'-10'
SHOULDER VARIES
26'
ASPHALTIC CONCRETE PAVEMENT
4%
2.08%
PGL
1.5'
6'
8:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX

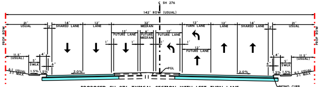
EXISTING SH 276 TYPICAL SECTION
STA 315+00.00 - STA 385+00.00
N.T.S.


℄
80' ROW
VARIES
20'
10'
LANE
EXIST ROW
2.0%
6:1 USUAL
4:1 MAX

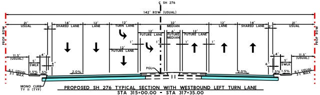
EXISTING FM 550 AND FM 548
N.T.S.


℄ SH 276
142' ROW (USUAL)
PROP ROW
21' USUAL
2'
14' SHARED LANE
12' LANE
44' MEDIAN
12' FUTURE LANE
18' FUTURE MEDIAN
1'
11.5' (USUAL)
5' SWLK
4'
6"
6:1 USUAL
3:1 MAX
1.5%
2.0%
PGL
MONO CURB
TY II (TYP)

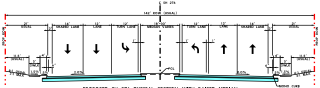
PROPOSED SH 276 TYPICAL SECTION WITH RAISED MEDIAN
STA 317+35.00 - STA 318+70.00
STA 324+40.00 - STA 329+15.00
STA 339+85.00 - STA 341+90.00
STA 355+45.00 - STA 377+45.00
N.T.S.


℄ SH 276
142' ROW (USUAL)
PROP ROW
21' USUAL
2'
14' SHARED LANE
12' LANE
32' MEDIAN
12' TURN LANE
12' FUTURE LANE
6' FUTURE MEDIAN
1'
11.5' (USUAL)
5' SWLK
4'
6"
6:1 USUAL
3:1 MAX
1.5%
2.0%
PGL
MONO CURB
TY II (TYP)

PROPOSED SH 276 TYPICAL SECTION WITH LEFT TURN LANE
STA 377+45.00 - STA 381+90.00
N.T.S.


℄ SH 276
142' ROW (USUAL)
PROP ROW
21' USUAL
2'
14' SHARED LANE
12' LANE
12' TURN LANE
32' MEDIAN
12' FUTURE LANE
6' FUTURE MEDIAN
1'
11.5' (USUAL)
5' SWLK
4'
6"
6:1 USUAL
3:1 MAX
1.5%
2.0%
PGL
MONO CURB
TY II (TYP)

PROPOSED SH 276 TYPICAL SECTION WITH WESTBOUND LEFT TURN LANE
STA 315+00.00 - STA 317+35.00
STA 319+95.00 - STA 324+40.00
STA 330+30.00 - STA 332+90.00
STA 350+30.00 - STA 355+55.00
STA 383+00.00 - STA 385+00.00
N.T.S.

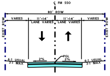

℄ SH 276
142' ROW (USUAL)
PROP ROW
21' USUAL
2'
14' SHARED LANE
12' LANE
12' TURN LANE
18'-30' MEDIAN VARIES
1'
11.5' (USUAL)
5' SWLK
4'
6"
6:1 USUAL
3:1 MAX
1.5%
2.0%
PGL
MONO CURB
TY II (TYP)

PROPOSED SH 276 TYPICAL SECTION WITH RAISED MEDIAN
STA 333+75.00 - STA 338+70.00
STA 343+00.00 - STA 348+55.00
N.T.S.
*LEFT TURN LANES TO BE REVISED FOR SIX LANE ULTIMATE

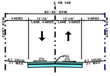
LEGEND:

— · · —	EXISTING R.O.W.
— · —	PROPOSED R.O.W.
— · —	EXISTING DRAINAGE EASEMENT
▬	SIDEWALK
- - -	EXISTING EASEMENT
— · —	CITY LIMIT
— — —	COUNTY LINE
───	OVERHEAD UTILITY LINE
───	PARCEL BOUNDARY LINE
─○─○─○─	METAL BEAM GUARD FENCE (TYP)
───	PEDESTRIAN RAIL
───	RETAINING WALL
──┼┼ I -	CONTROL OF ACCESS
➡	TRAFFIC ARROW
├══┤	PROPOSED CULVERT
───	FLOW LINE CONTOUR
~→	RUNOFF FLOW DIRECTION ARROW
➤ · · ─	DITCH LINE FLOW ARROW
───	FEMA 100 YEAR FLOODPLAIN
🟧	PROPOSED DRIVEWAY
⬜	PROPOSED DEVELOPMENT
🟦	PROPOSED ROADWAY (CONCRETE)
🟪	PROPOSED BRIDGE
⬛	EXISTING SIDEWALK
🟩	POTENTIAL DISPLACEMENT
🟪	NEWLY CONSTRUCTED PAVEMENT (BY OTH
▨	EXISTING PAVEMENT REMOVAL
▨	CURB RAMP
▬	54" NTMWD WATERLINE
▨	RIPRAP

TOPOGRAPHY BY PHOTOGRAMMETRIC METHODS FROM AERIAL PHOTOGRAPHS TAKEN IN 2017.


℄ FM 550
80' ROW
VARIES
11'-14' LANE VARIES
EXIST ROW
2%
PGL
6:1 USUAL
3:1 MAX

PROPOSED FM 550
STA 12+07.37 - STA 12+74.15
N.T.S.


℄ FM 548
80'-85' ROW
VARIES
13'-16' LANE VARIES
EXIST ROW
2%
PGL
6:1 USUAL
3:1 MAX

PROPOSED FM 548
STA 11+38.80 - STA 13+76.74
STA 15+76.49 - STA 16+74.98
N.T.S.

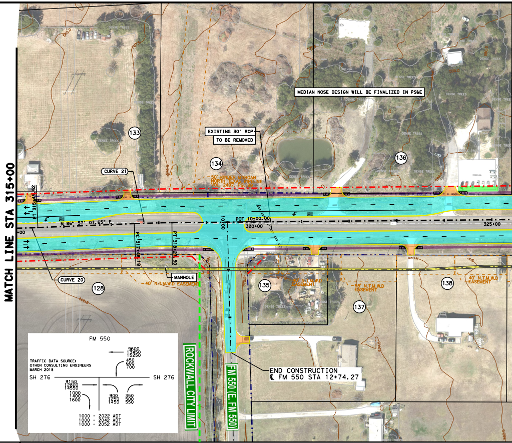
GENERAL NOTES:

1. SCHEMATIC LAYOUTS ARE BASED ON LIMITED FIELD SURVEY, AERIAL TOPOGRAPHY AND RECORD PLANS. NOT ALL EXISTING FEATURES WERE FIELD SURVEYED. AERIAL TOPOGRAPHY DATA WAS COLLECTED IN NOVEMBER OF 2016.
2. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC WAS OBTAINED FROM LAMB-STAR ENGINEERING (FEBRUARY, 2018).
3. ALL CURBS ARE MONO CURB TYPE II (8") UNLESS NOTED OTHERWISE. DIMENSIONS ARE TO THE NOMINAL FACE OF CURB (UNLESS NOTED OTHERWISE).
4. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
5. AVERAGE DAILY TRAFFIC VOLUME PROJECTIONS DEVELOPED BY OTHON CONSULTING ENGINEERS (MARCH, 2018).
6. MAJOR INTERSECTION CURVE RADII ARE 40'-50', MINOR INTERSECTION CURVE RADII ARE 30', AND DRIVEWAY INTERSECTION CURVE RADII ARE 15'-30' (UNLESS NOTED OTHERWISE). DRIVEWAY LOCATIONS ARE PRELIMINARY AND WILL BE FURTHER DEVELOPED DURING PS&E DESIGN.
7. MEDIAN OPENINGS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
8. MEDIAN NOSES ARE SHOWN GRAPHICALLY. THE PROPER MEDIAN NOSES WILL BE DETAILED IN THE PS&E PHASE.
9. EXISTING PAVEMENT AND BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
10. APPROXIMATE 100 YEAR FLOOD PLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS DATED NOVEMBER 2017.
11. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
12. CONSTRUCTION OF DRIVEWAYS OUTSIDE OF EXISTING AND PROPOSED RIGHT OF WAY SHALL REQUIRE DRIVEWAY PERMIT.
13. ADA RAMPS AND SIDEWALKS ARE DIAGRAMMATIC ONLY AND WILL BE DESIGNED DURING PS&E. SIDEWALKS ARE SHOWN ON TYPICAL SECTIONS.
14. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING.
15. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED IN COORDINATION WITH THE LOCAL GOVERNMENTS THAT THE DRIVEWAY IS A SAFETY ISSUE OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
16. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

HERS)

PARCEL DATA

	Owner Name	Address
134	MACIaS ABELARDO AND	S HIGHWAY 276
135	LEAL ROLAND & CAROL R	6537 HWY 276 ROYSE CITY, TX
136	REYES FREDDY A AND	6462 S HIGHWAY 276
137	PEOPLES DONNIE	4511 E FM 550
138	PEOPLES DONNIE	6613 HWY 276
139	ASBURY MICHAEL & LEAANN	HWY 276
140	CRAWFORD MARK ALLEN ETAL	HWY 276
141	ASBURY MICHAEL & LEAANN	HWY 276
142	BLACKLAND WATER SUPPLY CORP	6715 HWY 276 ROYSE CITY, TX
143	ALVARADO JOSE M& LIDIA	HWY 276
144	LANGFORD LOUIS	6791 HWY 276 ROYSE CITY, TX
145	YCY ROCKWALL #1 LTD	HWY 276
146	MARQUEZ ARMANDO AND ANTONIA	6880 HWY 276
147	TREVIZO VICTOR MONTES AND IRMA GRACIELA	HWY 276
148	TREVIZO VICTOR MONTES AND IRMA GRACIELA	6960 HWY 276 TX
149	MUNICIPAL WATER WORKS SUPPLY LP	6959 HWY 276 ROYSE CITY, TX
150	PERRYMAN MICHAEL W	HWY 276
151	MUNICIPAL WATER WORKS SUPPLY LP	HWY 276
152	BENCHMARK INTERESTS INC	7039 HWY 276 ROYSE CITY, TX
153	AMERICAN NATIONAL BANK	FM 548
154	VALK JAMES W AND	HWY 276
155	ALEXANDER LIVING TRUST	FM548
156	WILLIAMS MILDRED A HOWELL	7439 S FM 548
157	ALEXANDER REVOCABLE TRUST	7685 HWY 276
158	WOODFORD JON MURRAY & LORI L	122 ALEXANDER LN


MATCH LINE STA 315+00
MEDIAN NOSE DESIGN WILL BE FINALIZED IN PS&E
EXISTING 30" RCP
TO BE REMOVED
CURVE 21
CURVE 20
MANHOLE
133
134
135
136
137
138
128
50' KINDER MORGAN NORTH TEXAS PIPELINE
N 86° 57' 07.65" E
POT 10+00.00
320+00
325+00
PC 317+49.18
PT 318+21.50
40' N.T.M.W.D EASEMENT
35' N.T.M.W.D EASEMENT
ROCKWALL CITY LIMIT
FM 550 (E. FM 550)
END CONSTRUCTION
℄ FM 550 STA 12+74.27
DENSE TREES

FM 550

TRAFFIC DATA SOURCE:
OTHON CONSULTING ENGINEERS
MARCH 2018

SH 276
SH 276

9600
13450
15250

450
600
700

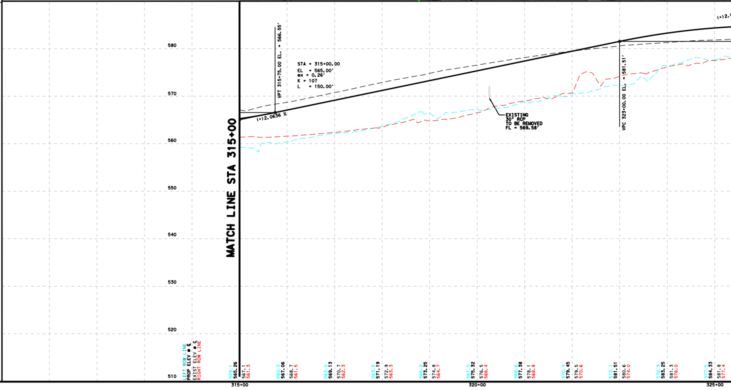
9150
12800
14550

1000
1400
1600

900
1250
1450

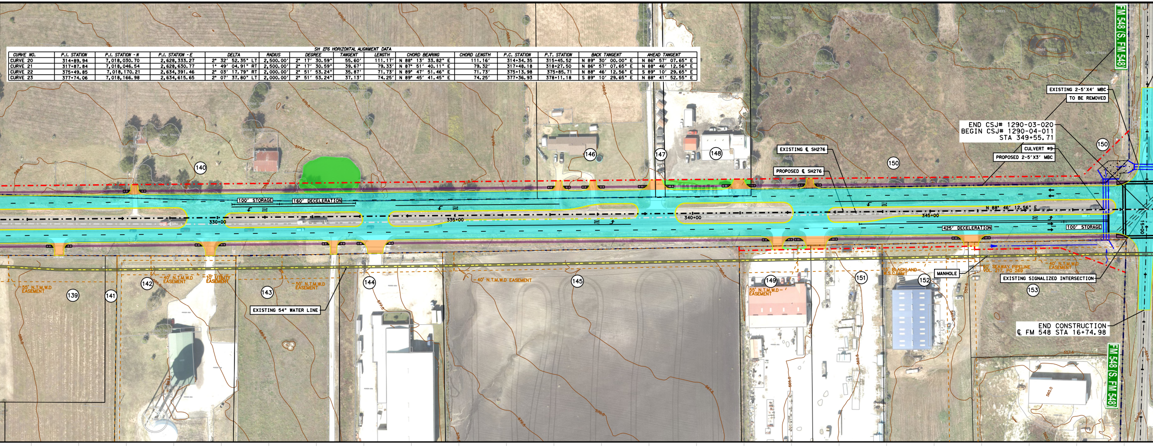
350
500
550

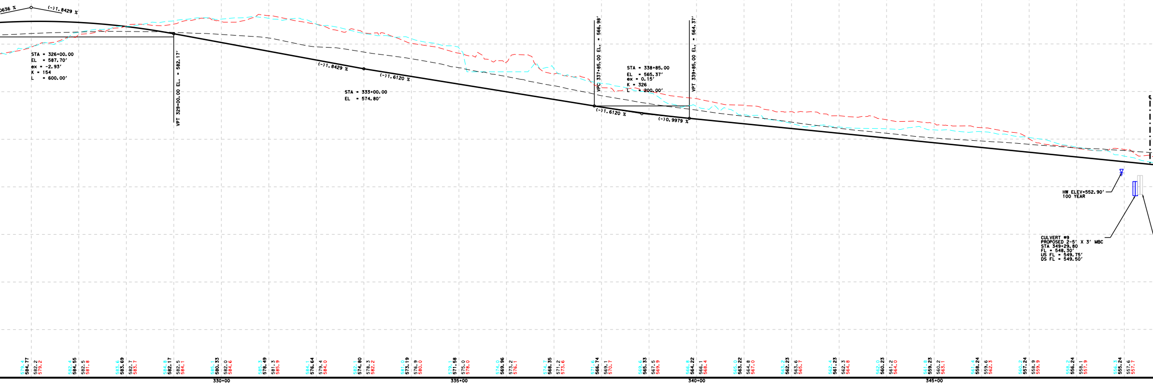
1000 - 2022 ADT
1000 - 2042 ADT
1000 - 2052 ADT

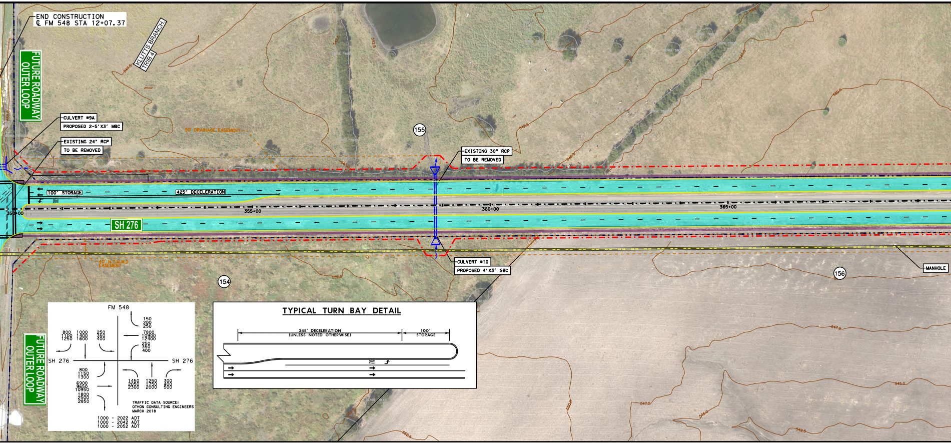


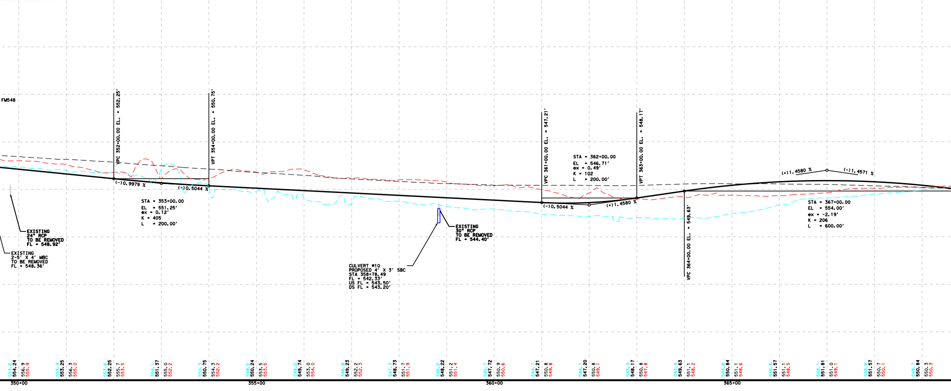
SH 276 HORIZONTAL ALIGNMENT DATA

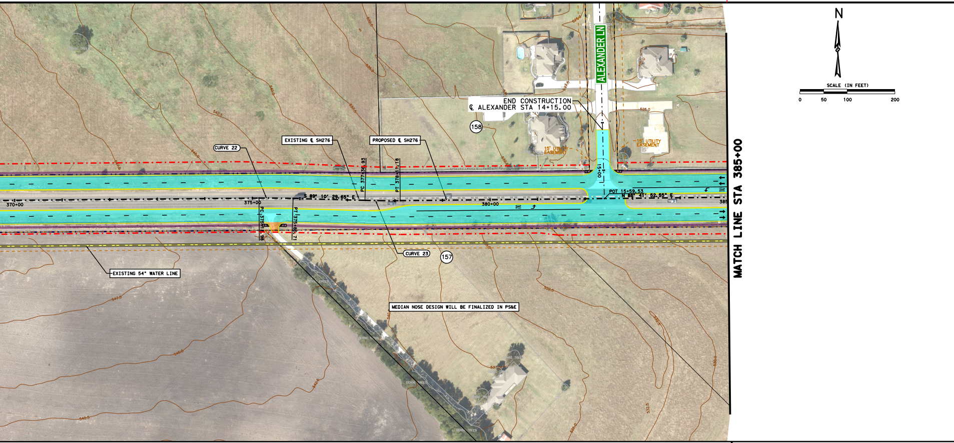
CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
CURVE 20	314+89.94	7,018,030.70	2,628,333.27	2° 32′ 52.35" LT	2,500.00′	2° 17′ 30.59"	55.60′	111.17′	N 88° 13′ 33.82" E	111.16′	314+34.35	315+45.52	N 89° 30′ 00.00" E	N 86° 57′ 07.65" E
CURVE 21	317+87.84	7,018,046.54	2,628,630.77	1° 49′ 04.91" RT	2,500.00′	2° 17′ 30.59"	39.67′	79.33′	N 87° 51′ 40.11" E	79.32′	317+48.18	318+27.50	N 86° 57′ 07.65" E	N 88° 46′ 12.56" E
CURVE 22	375+49.85	7,018,170.21	2,634,391.46	2° 03′ 17.79" RT	2,000.00′	2° 51′ 53.24"	35.87′	71.73′	N 89° 47′ 51.46" E	71.73′	375+13.98	375+85.71	N 88° 46′ 12.56" E	S 89° 10′ 29.65" E
CURVE 23	377+74.06	7,018,166.98	2,634,615.65	2° 07′ 37.80" LT	2,000.00′	2° 51′ 53.24"	37.13′	74.25′	N 89° 45′ 41.45" E	74.25′	377+36.93	378+11.18	S 89° 10′ 29.65" E	N 88° 41′ 52.55" E

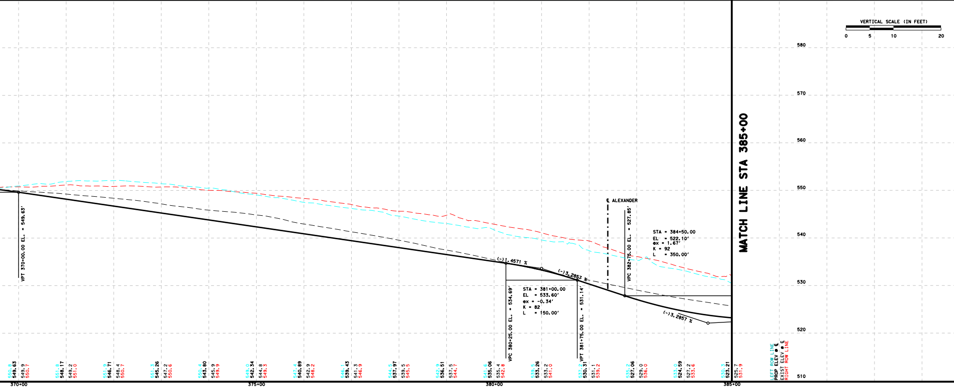

FM 548 (S. FM 548)
EXISTING 2-5′X4′ MBC
TO BE REMOVED
END CSJ# 1290-03-020
BEGIN CSJ# 1290-04-011
STA 349+55.71
CULVERT #9
PROPOSED 2-5′X3′ MBC
EXISTING ℄ SH276
PROPOSED ℄ SH276
140
146
147
148
150
150
100′ STORAGE
160′ DECELERATION
330+00
335+00
340+00
345+00
N 88° 46′ 12.56" E
425′ DECELERATION
100′ STORAGE
15+00
55′ N.T.M.W.D EASEMENT
139
141
142
40′ N.T.M.W.D EASEMENT
10′ UTILITY EASEMENT
143
50′ N.T.M.W.D EASEMENT
EXISTING 54" WATER LINE
144
40′ N.T.M.W.D EASEMENT
145
149
55′ N.T.M.W.D EASEMENT
151
15′ BLACKLAND W.S.C.ESMT
152
MANHOLE
60′ SEAWAY PIPELINE VOL. 217, PG 269
40′ N.T.M.W.D EASEMENT
EXISTING SIGNALIZED INTERSECTION
153
END CONSTRUCTION
℄ FM 548 STA 16+74.98
FM 548 (S. FM 548)
DENSE TREES


0636 %
(-)1.8429 %
STA = 326+00.00
EL = 587.70′
ex = -2.93′
K = 154
L = 600.00′
VPT 329+00.00 EL. = 582.17′
(-)1.8429 %
(-)1.6120 %
STA = 333+00.00
EL = 574.80′
VPC 337+85.00 EL. = 566.98′
STA = 338+85.00
EL = 565.37′
ex = 0.15′
K = 326
L = 200.00′
VPT 339+85.00 EL. = 564.37′
(-)1.6120 %
(-)0.9979 %
HW ELEV=552.90′
100 YEAR
CULVERT #9
PROPOSED 2-5′ X 3′ MBC
STA 349+29.80
FL = 548.30′
US FL = 549.75′
DS FL = 549.50′
579.4 584.77
582.2 579.2
582.4 584.55
582.5 581.8
583.6 583.69
582.7 583.7
584.8 582.17
582.5 584.1
585.1 580.33
582.0 584.6
585.3 578.49
581.3 585.9
584.1 576.64
579.4 584.0
582.1 574.80
578.3 582.2
581.0 573.19
576.9 580.0
579.1 571.58
575.0 578.0
574.0 569.96
573.2 576.1
574.7 568.35
571.2 573.6
571.6 566.74
569.1 570.7
569.6 565.33
567.5 569.9
566.8 564.22
566.1 568.4
565.0 563.22
564.8 567.0
563.2 562.23
563.6 565.7
562.4 561.23
562.3 564.8
562.0 560.23
561.2 564.0
561.8 559.23
560.2 563.1
561.4 558.24
559.6 562.3
560.2 557.24
558.9 559.9
558.2 556.24
558.1 557.9
556.3 555.24
557.6 557.7
330+00
335+00
340+00
345+00


END CONSTRUCTION
℄ FM 548 STA 12+07.37
KLUTTS BRANCH TRIB 4
FUTURE ROADWAY OUTER LOOP
CULVERT #9A
PROPOSED 2-5'X3' MBC
EXISTING 24" RCP
TO BE REMOVED
50' DRAINAGE EASEMENT
155
EXISTING 30" RCP
TO BE REMOVED
100' STORAGE
425' DECELERATION
355+00
360+00
365+00
350+00
SH 276
40' N.T.M.W.D EASEMENT
154
CULVERT #10
PROPOSED 4'X3' SBC
156
MANHOLE
FM 548
150
200
250
7800
10900
12400
250
350
400
800
1100
1250
1000
1400
1600
250
350
400
SH 276
SH 276
800
1150
1300
6900
9650
10950
1800
2500
2850
1450
2050
2300
1250
1750
2000
300
400
500
TRAFFIC DATA SOURCE:
OTHON CONSULTING ENGINEERS
MARCH 2018
1000 - 2022 ADT
1000 - 2042 ADT
1000 - 2052 ADT
FUTURE ROADWAY OUTER LOOP
TYPICAL TURN BAY DETAIL
345' DECELERATION
(UNLESS NOTED OTHERWISE)
100' STORAGE


FM548
VPC 352+00.00 EL. = 552.25'
VPT 354+00.00 EL. = 550.75'
(-)0.9979 %
(-)0.5044 %
STA = 353+00.00
EL = 551.25'
ex = 0.12'
K = 405
L = 200.00'
EXISTING
24" RCP
TO BE REMOVED
FL = 548.92'
EXISTING
2-5' X 4' MBC
TO BE REMOVED
FL = 548.36'
EXISTING
30" RCP
TO BE REMOVED
FL = 544.40'
CULVERT #10
PROPOSED 4' X 3' SBC
STA 358+78.49
FL = 542.33'
US FL = 543.50'
DS FL = 543.20'
VPC 361+00.00 EL. = 547.21'
VPT 363+00.00 EL. = 548.17'
STA = 362+00.00
EL = 546.71'
ex = 0.49'
K = 102
L = 200.00'
(-)0.5044 %
(+)1.4580 %
VPC 364+00.00 EL. = 549.63'
(+)1.4580 %
(-)1.4571 %
STA = 367+00.00
EL = 554.00'
ex = -2.19'
K = 206
L = 600.00'
554.6 554.24 556.9 555.9
553.9 553.25 556.3 555.0
553.6 552.25 555.7 553.5
554.1 551.37 555.0 552.2
550.3 550.75 554.3 552.2
549.5 550.24 553.5 553.5
548.0 549.74 553.0 554.0
546.8 549.23 552.2 552.3
547.3 548.73 551.7 551.9
546.2 548.22 551.2 551.4
545.7 547.72 550.9 550.6
544.7 547.21 550.8 549.8
544.1 547.20 550.8 549.1
543.9 548.17 550.8 547.8
543.9 549.63 551.1 548.2
544.8 550.84 551.1 548.6
546.6 551.57 551.1 548.5
548.1 551.81 551.0 549.1
548.8 551.57 550.7 550.1
549.7 550.84 550.3 550.3
350+00
355+00
360+00
365+00


N
SCALE (IN FEET)
0 50 100 200
ALEXANDER LN
END CONSTRUCTION
℄ ALEXANDER STA 14+15.00
158
CURVE 22
EXISTING ℄ SH276
PROPOSED ℄ SH276
PC 377+36.93
PT 378+11.18
15' UTILITY EASEMENT
15+00
POT 15+59.53
S 89° 10' 29.65" E
N 88° 41' 52.55" E
370+00
375+00
380+00
PC 375+01.98
PT 375+85.71
CURVE 23
157
EXISTING 54" WATER LINE
MEDIAN NOSE DESIGN WILL BE FINALIZED IN PS&E
MATCH LINE STA 385+00



STATE OF TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION

DESIGN SCHEMATIC

DALLAS DISTRICT

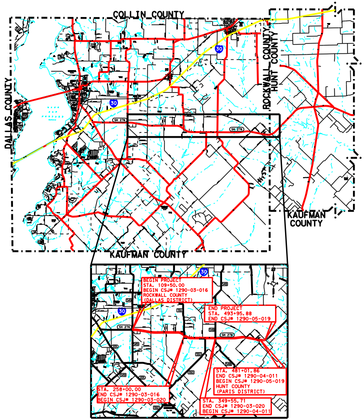
MOHAMED BUR, P.E. - DISTRICT ENGINEER

SH 276
ROCKWALL COUNTY
AND HUNT COUNTY
PROJECT LIMITS: FROM FM 549 TO CR 2472
RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN
(ULTIMATE 6)

ROADWAY SECTION	DESIGN SPEED	FUNCTION CLASS
SH 276	45 MPH	PRINCIPAL URBAN ARTERIAL
FM CROSS STREETS	45 MPH	MINOR COLLECTOR

CSJ: 1290-03-016	NET LENGTH=2.81 MI.
CCSJ: 1290-03-020, etc.	NET LENGTH=1.73 MI.
CSJ: 1290-04-011	NET LENGTH=2.49 MI.
CSJ: 1290-05-019	NET LENGTH=0.25 MI.

NET LENGTH OF PROJECT= 7.28 MILES
SCALE HORIZ: 1"=100' VERT: 1"=10'


COLLIN COUNTY
DALLAS COUNTY
ROCKWALL COUNTY
HUNT COUNTY
KAUFMAN COUNTY
KAUFMAN COUNTY
30
SH 276
BEGIN PROJECT
STA. 109+50.00
BEGIN CSJ# 1290-03-016
ROCKWALL COUNTY
(DALLAS DISTRICT)
END PROJECT
STA. 493+95.88
END CSJ# 1290-05-019
STA. 481+01.86
END CSJ# 1290-04-011
BEGIN CSJ# 1290-05-019
HUNT COUNTY
(PARIS DISTRICT)
STA. 258+00.00
END CSJ# 1290-03-016
BEGIN CSJ# 1290-03-020
STA. 349+55.71
END CSJ# 1290-03-020
BEGIN CSJ# 1290-04-011

LOCATION MAP (NTS)

HORIZONTAL SCALE (IN FEET)
0 50 100 200

VERTICAL SCALE (IN FEET)
0 5 10 20

APPROVED SCHEMATIC
Prepared by or under the
Direct Supervision of:
Lukas J. Easterling 121657
NAME P.E. NUMBER
10/31/2018
DATE

ROLL 4 OF 7
OCTOBER 2018

Texas Department of Transportation

JACOBS

1999 Bryan Street, Suite 1100
Dallas, Texas 75201
P 972.980.2170 | F 972.385.0846
TBPE FIRM NO. F-2966

DATE: 2/19/2019 4:22:39 PM
FILE: \\denpw01\pwiosworking\545221\130791_6\SH276_SCH04.dgn

STATE OF TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION

DESIGN SCHEMATIC

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

SH 276
ROCKWALL COUNTY
AND HUNT COUNTY

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NET LENGTH OF PROJECT= 7.28 MILES
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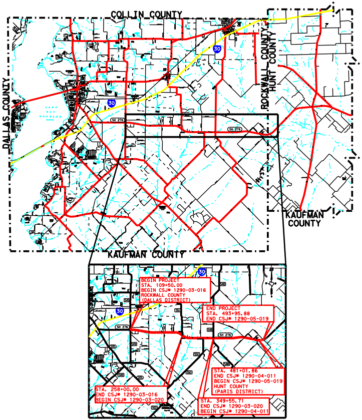
COLLIN COUNTY
DALLAS COUNTY
ROCKWALL COUNTY
HUNT COUNTY
KAUFMAN COUNTY
KAUFMAN COUNTY
30
SH 276

BEGIN PROJECT
STA. 109+50.00
BEGIN CSJ# 1290-03-016
ROCKWALL COUNTY
(DALLAS DISTRICT)

END PROJECT
STA. 493+95.88
END CSJ# 1290-05-019

STA. 481+01.86
END CSJ# 1290-04-011
BEGIN CSJ# 1290-05-019
HUNT COUNTY
(PARIS DISTRICT)

STA. 258+00.00
END CSJ# 1290-03-016
BEGIN CSJ# 1290-03-020

STA. 349+55.71
END CSJ# 1290-03-020
BEGIN CSJ# 1290-04-011

LOCATION MAP (NTS)

HORIZONTAL SCALE (IN FEET)
0 50 100 200

VERTICAL SCALE (IN FEET)
0 5 10 20

APPROVED SCHEMATIC
Prepared by or under the Direct Supervision of:
Lukas J. Easterling 121657
NAME P.E. NUMBER
10/31/2018
DATE

ROLL 5 OF 7
OCTOBER 2018

1999 Bryan Street, Suite 1100
Dallas, Texas 75201
P 972.980.2170 | F 972.385.0846
TBPE FIRM NO. F-2966

FILE: \\denpwp01\pwicsworking\545261\130791_3\SH276_SCH05.dgn
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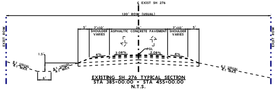
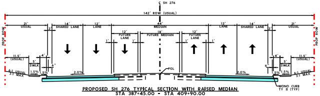
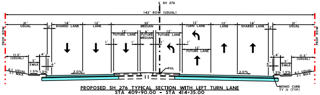

℄ EXIST SH 276
120' ROW (USUAL)
EXIST ROW
EXIST ROW
5'
7'-10' SHOULDER VARIES
26' ASPHALTIC CONCRETE PAVEMENT
7'-10' SHOULDER VARIES
5'
PGL
4%
2.08%
2.08%
4%
1.5'
8:1 USUAL 4:1 MAX
8:1 USUAL 4:1 MAX
6'
6:1 USUAL 4:1 MAX

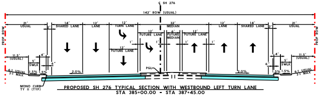
EXISTING SH 276 TYPICAL SECTION
STA 385+00.00 - STA 455+00.00
N.T.S.


℄ SH 276
142' ROW (USUAL)
PROP ROW
21' USUAL
2'
14' SHARED LANE
12' LANE
44' MEDIAN
12' FUTURE LANE
18' FUTURE MEDIAN
12' FUTURE LANE
1'
12' LANE
14' SHARED LANE
21' USUAL
11.5' (USUAL)
4'
5' SWLK
6"
1.5%
2.0%
PGL
6:1 USUAL 3:1 MAX
MONO CURB TY II (TYP)

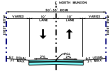
PROPOSED SH 276 TYPICAL SECTION WITH RAISED MEDIAN
STA 387+45.00 - STA 409+90.00
STA 420+00.00 - STA 435+40.00
STA 445+05.00 - STA 455+00.00
N.T.S.


℄ SH 276
142' ROW (USUAL)
PROP ROW
21' USUAL
14' SHARED LANE
12' LANE
32' MEDIAN
12' FUTURE LANE
6' FUTURE MEDIAN
12' FUTURE LANE
12' TURN LANE
12' FUTURE LANE
12' LANE
14' SHARED LANE
21' USUAL
11.5' (USUAL)
5' SWLK
PGL
2.0%
1.5%
6:1 USUAL 3:1 MAX
MONO CURB TY II (TYP)

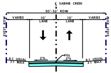
PROPOSED SH 276 TYPICAL SECTION WITH LEFT TURN LANE
STA 409+90.00 - STA 414+35.00
STA 434+50.00 - STA 438+95.00
N.T.S.


℄ SH 276
142' ROW (USUAL)
PROP ROW
21' USUAL
14' SHARED LANE
12' LANE
12' TURN LANE
12' FUTURE LANE
12' FUTURE LANE
32' MEDIAN
6' FUTURE MEDIAN
12' FUTURE LANE
12' LANE
14' SHARED LANE
21' USUAL
11.5' (USUAL)
5' SWLK
PGL
2.0%
1.5%
6:1 USUAL 3:1 MAX
MONO CURB TY II (TYP)

PROPOSED SH 276 TYPICAL SECTION WITH WESTBOUND LEFT TURN LANE
STA 385+00.00 - STA 387+45.00
STA 415+55.00 - STA 420+00.00
STA 440+60.00 - STA 445+05.00
N.T.S.


℄ NORTH MUNSON
50'-55' ROW
EXIST ROW
VARIES
10' LANE
10' LANE
VARIES
2%
PGL
2%
6:1 USUAL 3:1 MAX

PROPOSED NORTH MUNSON
STA 13+24.23 - STA 14+91.92
N.T.S.


℄ SABINE CREEK
50'-52' ROW
EXIST ROW
VARIES
10' LANE
10' LANE
VARIES
2%
PGL
2%
6:1 USUAL 3:1 MAX

PROPOSED SABINE CREEK/STREETMAN RD
STA 11+55.11 - STA 13+62.50
STA 15+01.70 - STA 17+53.37
N.T.S.

LEGEND:

— · · —	EXISTING R.O.W.
— · —	PROPOSED R.O.W.
— · —	EXISTING DRAINAGE EASEMENT
▬	SIDEWALK
- - - -	EXISTING EASEMENT
— · —	CITY LIMIT
— — —	COUNTY LINE
——	OVERHEAD UTILITY LINE
——	PARCEL BOUNDARY LINE
—○—○—○—	METAL BEAM GUARD FENCE (TYP)
——	PEDESTRIAN RAIL
——	RETAINING WALL
——I—I—I	CONTROL OF ACCESS
➡	TRAFFIC ARROW
├──┤	PROPOSED CULVERT
——	FLOW LINE CONTOUR
~→	RUNOFF FLOW DIRECTION ARROW
➤ · · —	DITCH LINE FLOW ARROW
——	FEMA 100 YEAR FLOODPLAIN
🟧	PROPOSED DRIVEWAY
⬜	PROPOSED DEVELOPMENT
▬	PROPOSED ROADWAY (CONCRETE)
🟪	PROPOSED BRIDGE
▬	EXISTING SIDEWALK
🟩	POTENTIAL DISPLACEMENT
▬	NEWLY CONSTRUCTED PAVEMENT (BY OT
▨	EXISTING PAVEMENT REMOVAL
▬	CURB RAMP
🟨	54" NTMWD WATERLINE
▨	RIPRAP

TOPOGRAPHY BY PHOTOGRAMMETRIC METHODS FROM AERIAL PHOTOGRAPHS TAKEN IN 2017.

HERS)

GENERAL NOTES:

1. SCHEMATIC LAYOUTS ARE BASED ON LIMITED FIELD SURVEY, AERIAL TOPOGRAPHY AND RECORD PLANS. NOT ALL EXISTING FEATURES WERE FIELD SURVEYED. AERIAL TOPOGRAPHY DATA WAS COLLECTED IN NOVEMBER OF 2016.

2. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC WAS OBTAINED FROM LAMB-STAR ENGINEERING (FEBRUARY, 2018).

3. ALL CURBS ARE MONO CURB TYPE II (8") UNLESS NOTED OTHERWISE. DIMENSIONS ARE TO THE NOMINAL FACE OF CURB (UNLESS NOTED OTHERWISE).

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

5. AVERAGE DAILY TRAFFIC VOLUME PROJECTIONS DEVELOPED BY OTHON CONSULTING ENGINEERS (MARCH, 2018).

6. MAJOR INTERSECTION CURVE RADII ARE 40'-50', MINOR INTERSECTION CURVE RADII ARE 30', AND DRIVEWAY INTERSECTION CURVE RADII ARE 15'-30' (UNLESS NOTED OTHERWISE). DRIVEWAY LOCATIONS ARE PRELIMINARY AND WILL BE FURTHER DEVELOPED DURING PS&E DESIGN.

7. MEDIAN OPENINGS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.

8. MEDIAN NOSES ARE SHOWN GRAPHICALLY. THE PROPER MEDIAN NOSES WILL BE DETAILED IN THE PS&E PHASE.

9. EXISTING PAVEMENT AND BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).

10. APPROXIMATE 100 YEAR FLOOD PLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS DATED NOVEMBER 2017.

11. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.

12. CONSTRUCTION OF DRIVEWAYS OUTSIDE OF EXISTING AND PROPOSED RIGHT OF WAY SHALL REQUIRE DRIVEWAY PERMIT.

13. ADA RAMPS AND SIDEWALKS ARE DIAGRAMMATIC ONLY AND WILL BE DESIGNED DURING PS&E. SIDEWALKS ARE SHOWN ON TYPICAL SECTIONS.

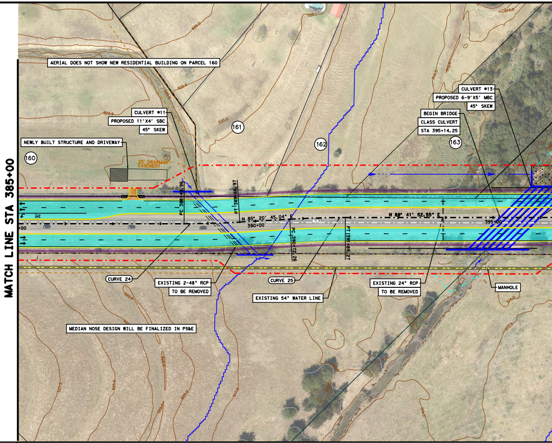
14. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING.

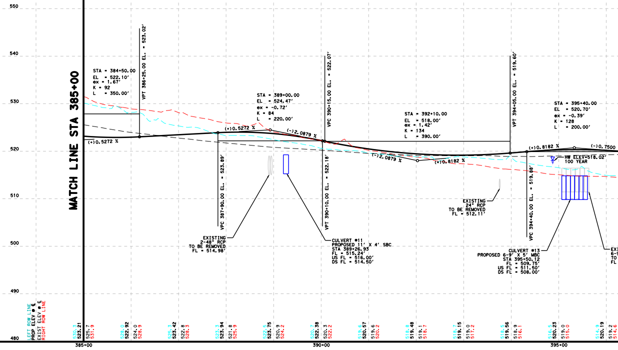
15. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED IN COORDINATION WITH THE LOCAL GOVERNMENTS THAT THE DRIVEWAY IS A SAFETY ISSUE OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.

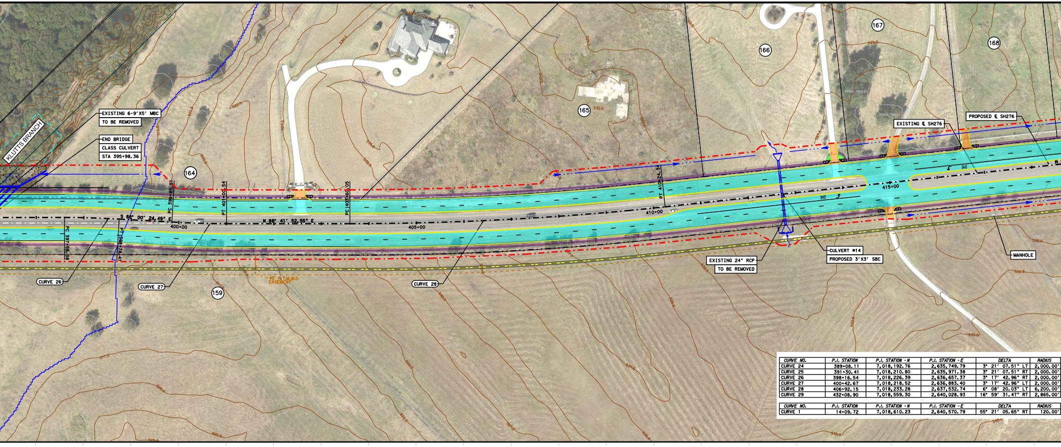
16. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

PARCEL DATA

	Owner Name	Address
159	ALEXANDER LIVING TRUST	8523 HWY 276
160	RAYMOND AUSTIN D	121 ALEXANDER LN.
161	BUTLER KARA & JEFF	232 HAMILTON CT.
162	SMITH STEPHEN J AND SALLY B	233 HAMILTON CT TX
163	ALTURA BUILDERS, LLC	HWY 276
164	LAMB JOHN SIDNEY AND MONICA ROSE	8174 HWY 276
165	MENDOZA ALLISON	HWY 276
166	LOZANO MALIO A AND RAQUEL J	8344 HWY 276
167	WHITE MICHAEL L & JENNIFER	8376 HWY 276
168	SANCHEZ FILEMON	HWY 276
169	SANCHEZ FILEMON	8478 STATE HIGHWAY 276 ROYSE CITY, TX 75189
170	DIXON WAYNE AND NANCY E	8522 HWY 276
171	HERNANDEZ SALVADOR AND OLIVIA	N MUNSON RD
172	SERRANO CHRISTIAN AND TAYLOUR	2055 N MUNSON RD ROYSE CITY, TX 75189
173	SWEAT WENDELL	200 SABINE CREEK RD
174	MILES LISA	151 STREETMAN RD TX
175	WHALEN STEVEN M	209 SABINE CREEK RD
176	AMAYA SAUL & SANDRA	9011 HWY 276 TX
177	DENHAM THOMAS & THELMA	9083 HWY 276 TX
178	TITUS JAMESON P & DEANNA C	HWY 276
179	PATINO JAVIER & SILVIA LARA	9104 HWY 276
180	TITUS JAMESON P & DEANNA C	HWY 276 TX
181	KATTNER DONALD ROY	W HIGHLINE DR
182	PHAN KATHERINE AND KEVIN TRAN	9185 HWY 276 TX

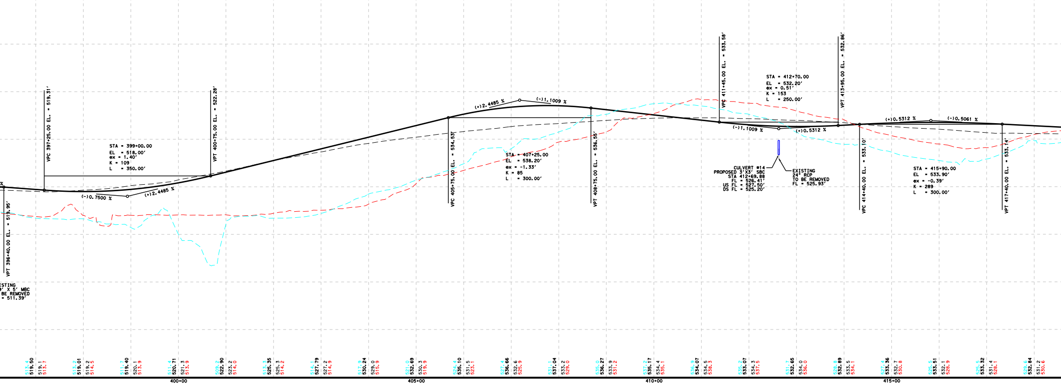

MATCH LINE STA 385+00
AERIAL DOES NOT SHOW NEW RESIDENTIAL BUILDING ON PARCEL 160
CULVERT #13
PROPOSED 6-9'X5' MBC
45° SKEW
BEGIN BRIDGE
CLASS CULVERT
STA 395+14.25
CULVERT #11
PROPOSED 11'X4' SBC
45° SKEW
NEWLY BUILT STRUCTURE AND DRIVEWAY
160
161
162
163
25' DRAINAGE EASEMENT
PC 386+40.96
PT 389+66.97
N 85° 20' 45.04" E
390+00
N 88° 41' 52.55" E
PC 390+72.26
PT 391+89.27
395+00
CURVE 24
EXISTING 2-48" RCP
TO BE REMOVED
CURVE 25
EXISTING 54" WATER LINE
EXISTING 24" RCP
TO BE REMOVED
MANHOLE
MEDIAN NOSE DESIGN WILL BE FINALIZED IN PS&E

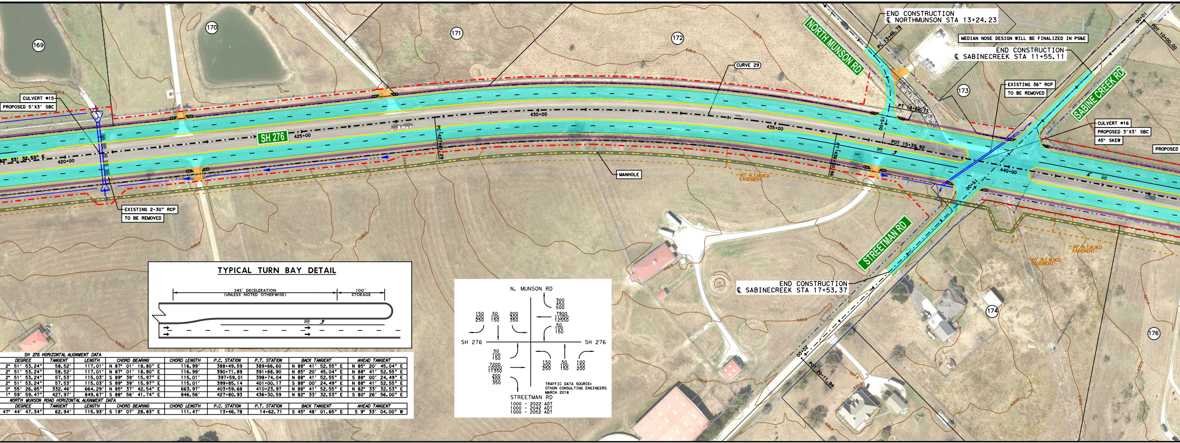

550
540
530
520
510
500
490
480
MATCH LINE STA 385+00
STA = 384+50.00
EL = 522.10'
ex = 1.67'
K = 92
L = 350.00'
VPT 386+25.00 EL. = 523.02'
(+)0.5272 %
VPC 387+90.00 EL. = 523.89'
STA = 389+00.00
EL = 524.47'
ex = -0.72'
K = 84
L = 220.00'
(+)0.5272 %
(-)2.0879 %
VPC 390+15.00 EL. = 522.07'
VPT 390+10.00 EL. = 522.18'
EXISTING
2-48" RCP
TO BE REMOVED
FL = 514.98'
CULVERT #11
PROPOSED 11' X 4' SBC
STA 389+26.93
FL = 515.24'
US FL = 516.00'
DS FL = 514.50'
STA = 392+10.00
EL = 518.00'
ex = 1.42'
K = 134
L = 390.00'
(-)2.0879 %
(+)0.8182 %
EXISTING
24" RCP
TO BE REMOVED
FL = 512.11'
VPT 394+05.00 EL. = 519.60'
VPC 394+40.00 EL. = 519.88'
STA = 395+40.00
EL = 520.70'
ex = -0.39'
K = 128
L = 200.00'
(+)0.8182 %
(-)0.7500
HW ELEV=518.02'
100 YEAR
CULVERT #13
PROPOSED 6-9' X 5' MBC
STA 395+50.12
FL = 509.75'
US FL = 511.50'
DS FL = 508.00'
LEFT ROW LINE
PROP ELEV @ ℄
EXIST ELEV @ ℄
RIGHT ROW LINE
385+00
390+00
395+00


KLUTTS BRANCH
EXISTING 6-9'X5' MBC
TO BE REMOVED
END BRIDGE
CLASS CULVERT
STA 395+98.36
164
165
166
167
168
159
PC 397+99.08
PT 398+74.41
PC 399+85.51
PT 401+00.54
PC 405+60.05
PT 410+24.31
S 88° 00' 24.49" E
N 88° 41' 52.55" E
400+00
405+00
410+00
415+00
CURVE 26
CURVE 27
CURVE 28
40' N.T.M.W.D EASEMENT
EXISTING ℄ SH276
PROPOSED ℄ SH276
EXISTING 24" RCP
TO BE REMOVED
CULVERT #14
PROPOSED 3'X3' SBC
MANHOLE
DENSE TREES

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS
CURVE 24	389+08.11	7,018,192.76	2,635,749.79	3° 21' 07.51" LT	2,000.00'
CURVE 25	391+30.41	7,018,210.80	2,635,971.38	3° 21' 07.51" RT	2,000.00'
CURVE 26	398+16.54	7,018,226.39	2,636,657.37	3° 17' 42.96" RT	2,000.00'
CURVE 27	400+42.67	7,018,218.52	2,636,883.40	3° 17' 42.96" LT	2,000.00'
CURVE 28	406+92.15	7,018,233.28	2,637,532.74	6° 08' 20.03" LT	6,200.00'
CURVE 29	432+08.90	7,018,559.30	2,640,028.93	16° 59' 31.47" RT	2,865.00'

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS
CURVE 1	14+09.72	7,018,610.23	2,640,570.79	55° 21' 05.65" RT	120.00'


VPT 396+40.00 EL. = 519.95'
ISTING
9' X 5' MBC
BE REMOVED
= 511.39'
VPC 397+25.00 EL. = 519.31'
STA = 399+00.00
EL = 518.00'
ex = 1.40'
K = 109
L = 350.00'
(-)0.7500 %
(+)2.4485 %
VPT 400+75.00 EL. = 522.28'
VPC 405+75.00 EL. = 534.53'
(+)2.4485 %
(-)1.1009 %
STA = 407+25.00
EL = 538.20'
ex = -1.33'
K = 85
L = 300.00'
VPT 408+75.00 EL. = 536.55'
VPC 411+45.00 EL. = 533.58'
STA = 412+70.00
EL = 532.20'
ex = 0.51'
K = 153
L = 250.00'
(-)1.1009 %
(+)0.5312 %
VPT 413+95.00 EL. = 532.86'
CULVERT #14
PROPOSED 3'X3' SBC
STA 412+69.88
FL = 526.41'
US FL = 527.50'
DS FL = 525.20'
EXISTING
24" RCP
TO BE REMOVED
FL = 525.93'
VPC 414+40.00 EL. = 533.10'
(+)0.5312 %
(-)0.5061 %
STA = 415+90.00
EL = 533.90'
ex = -0.39'
K = 289
L = 300.00'
VPT 417+40.00 EL. = 533.14'
513.4 519.50
519.1 513.7
513.2 519.01
519.2 514.5
511.7 519.40
520.1 513.9
511.4 520.71
521.3 513.9
509.2 522.90
523.2 514.0
513.3 525.35
525.3 514.2
514.1 527.79
527.2 514.9
517.9 530.24
529.0 515.9
521.0 532.69
530.3 519.9
524.4 535.10
531.5 523.1
527.4 536.66
532.6 525.9
531.1 537.04
533.2 529.0
535.0 536.27
533.9 531.2
537.2 535.17
534.4 535.1
536.9 534.07
534.5 538.3
535.2 533.07
534.3 537.5
531.7 532.65
534.0 536.0
528.8 532.89
533.5 534.1
527.4 533.36
532.7 530.8
525.5 533.51
532.1 528.9
525.5 533.32
531.4 528.1
529.6 532.84
531.2 530.6
400+00
405+00
410+00
415+00

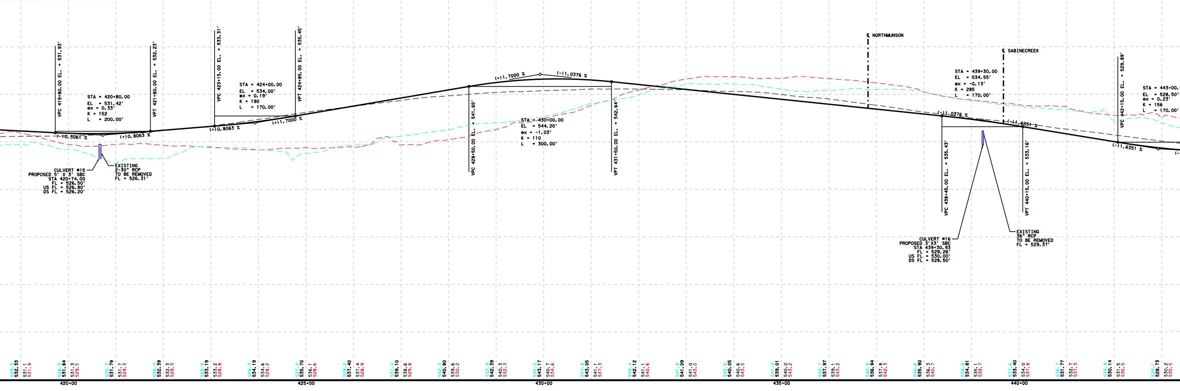

169
170
171
172
173
174
176
CULVERT #15
PROPOSED 5'X3' SBC
EXISTING 2-30" RCP
TO BE REMOVED
82° 33' 32.53" E
420+00
425+00
SH 276
PC 427+81.29
430+00
435+00
CURVE 29
MANHOLE
PT 436+30.96
NORTH MUNSON RD
END CONSTRUCTION
℄ NORTHMUNSON STA 13+24.23
PC 13+46.78
PT 14+62.71
15+00
POT 15+39.92
MEDIAN NOSE DESIGN WILL BE FINALIZED IN PS&E
END CONSTRUCTION
℄ SABINECREEK STA 11+55.11
EXISTING 36" RCP
TO BE REMOVED
SABINE CREEK RD
CULVERT #16
PROPOSED 3'X3' SBC
45° SKEW
PROPOSED
00+01
POT 10+00.00
440+00
15+00
40' N.T.M.W.D EASEMENT
40' N.T.M.W.D EASEMENT
40' N.T.M.W.D EASEMENT
STREETMAN RD
END CONSTRUCTION
℄ SABINECREEK STA 17+53.37
20+00
POT 20+11.94
TYPICAL TURN BAY DETAIL
345' DECELERATION (UNLESS NOTED OTHERWISE)
100' STORAGE
N. MUNSON RD
300 450 500
7900 11050 12550
50 100 150
150 200 250
50 100 150
200 300 350
SH 276
SH 276
50 100 150
7200 10000 11350
200 300 350
150 200 250
50 100 150
100 150 200
TRAFFIC DATA SOURCE:
OTHON CONSULTING ENGINEERS
MARCH 2018
STREETMAN RD
1000 - 2022 ADT
1000 - 2042 ADT
1000 - 2052 ADT

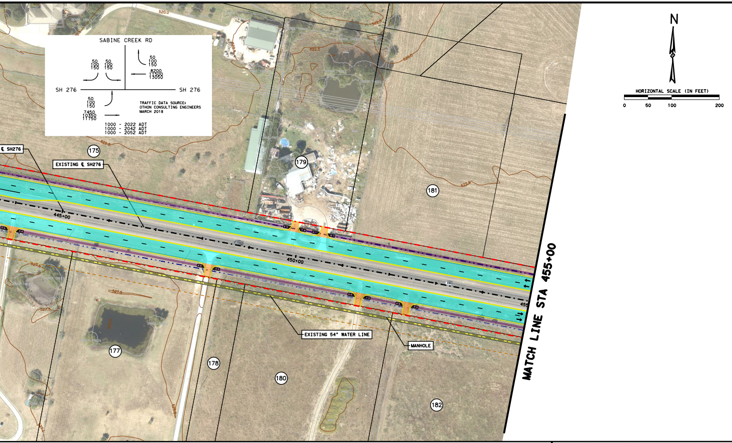
SH 276 HORIZONTAL ALIGNMENT DATA

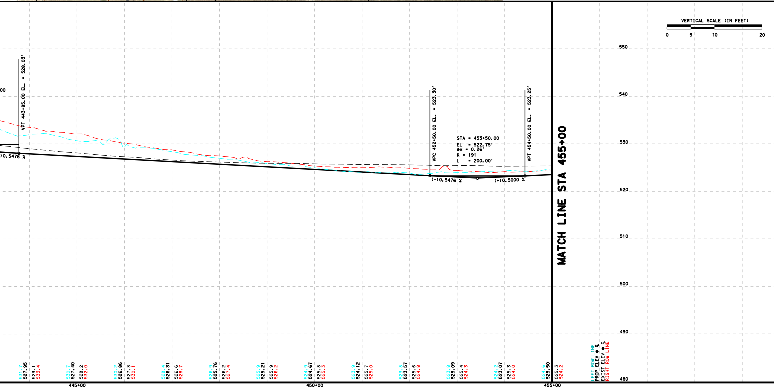
DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
2° 51' 53.24"	58.52'	117.01'	N 87° 01' 18.80" E	116.99'	388+49.59	389+66.60	N 88° 41' 52.55" E	N 85° 20' 45.04" E
2° 51' 53.24"	58.52'	117.01'	N 87° 01' 18.80" E	116.99'	390+71.89	391+88.90	N 85° 20' 45.04" E	N 88° 41' 52.55" E
2° 51' 53.24"	57.53'	115.03'	S 89° 39' 15.97" E	115.01'	397+59.01	398+74.04	N 88° 41' 52.55" E	S 88° 00' 24.49" E
2° 51' 53.24"	57.53'	115.03'	S 89° 39' 15.97" E	115.01'	399+85.14	401+00.17	S 88° 00' 24.49" E	N 88° 41' 52.55" E
0° 55' 26.85"	332.46'	664.29'	N 85° 37' 42.54" E	663.97'	403+59.68	410+23.97	N 88° 41' 52.55" E	N 82° 33' 32.53" E
1° 59' 59.47"	427.97'	849.67'	S 88° 56' 41.74" E	846.56'	427+80.93	436+30.59	N 82° 33' 32.53" E	S 80° 26' 56.00" E

NORTH MUNSON ROAD HORIZONTAL ALIGNMENT DATA

DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
47° 44' 47.34"	62.94'	115.93'	S 18° 07' 28.83" E	111.47'	13+46.78	14+62.71	S 45° 48' 01.65" E	S 9° 33' 04.00" W




SABINE CREEK RD
50
100
150
50
100
150
50
100
150
8200
11500
13050
SH 276
SH 276
50
100
150
7450
10350
11750
TRAFFIC DATA SOURCE:
OTHON CONSULTING ENGINEERS
MARCH 2018
1000 - 2022 ADT
1000 - 2042 ADT
1000 - 2052 ADT
℄ SH276
EXISTING ℄ SH276
175
179
181
177
178
180
182
445+00
450+00
455
520.0
522.5
527.5
EXISTING 54" WATER LINE
MANHOLE
MATCH LINE STA 455+00
N
HORIZONTAL SCALE (IN FEET)
0
50
100
200



STATE OF TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION

DESIGN SCHEMATIC

DALLAS DISTRICT

MOHAMED BUR, P.E. - DISTRICT ENGINEER

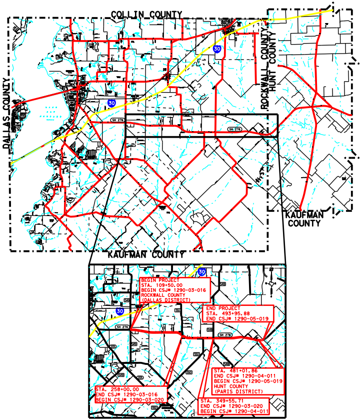
SH 276
ROCKWALL COUNTY
AND HUNT COUNTY

PROJECT LIMITS: FROM FM 549 TO CR 2472
RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN
(ULTIMATE 6)

ROADWAY SECTION	DESIGN SPEED	FUNCTION CLASS
SH 276	45 MPH	PRINCIPAL URBAN ARTERIAL
FM CROSS STREETS	45 MPH	MINOR COLLECTOR

CSJ: 1290-03-016	NET LENGTH=2.81 MI.
CCSJ: 1290-03-020, etc.	NET LENGTH=1.73 MI.
CSJ: 1290-04-011	NET LENGTH=2.49 MI.
CSJ: 1290-05-019	NET LENGTH=0.25 MI.

NET LENGTH OF PROJECT= 7.28 MILES
SCALE HORIZ: 1"=100' VERT: 1"=10'


COLLIN COUNTY
DALLAS COUNTY
ROCKWALL COUNTY
HUNT COUNTY
KAUFMAN COUNTY
KAUFMAN COUNTY
30
30
SH 276
SH 276
BEGIN PROJECT
STA. 109+50.00
BEGIN CSJ# 1290-03-016
ROCKWALL COUNTY
(DALLAS DISTRICT)
END PROJECT
STA. 493+95.88
END CSJ# 1290-05-019
STA. 481+01.86
END CSJ# 1290-04-011
BEGIN CSJ# 1290-05-019
HUNT COUNTY
(PARIS DISTRICT)
STA. 258+00.00
END CSJ# 1290-03-016
BEGIN CSJ# 1290-03-020
STA. 349+55.71
END CSJ# 1290-03-020
BEGIN CSJ# 1290-04-011

LOCATION MAP (NTS)

HORIZONTAL SCALE (IN FEET)
0 50 100 200

VERTICAL SCALE (IN FEET)
0 5 10 20

APPROVED SCHEMATIC

Prepared by or under the
Direct Supervision of:

Lukas J. Easterling 121657
NAME P.E. NUMBER

10/31/2018
DATE

ROLL 5 OF 7
OCTOBER 2018

Texas Department of Transportation

1999 Bryan Street, Suite 1100
Dallas, Texas 75201
P 972.980.2170 | F 972.385.0846
TBPE FIRM NO. F-2966

JACOBS

FILE: \\denpwp01\pwicsworking\545261\130791_3\SH276_SCH05.dgn

DATE: 2/19/2019 5:17:39 PM

STATE OF TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION

DESIGN SCHEMATIC

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

SH 276
ROCKWALL COUNTY
AND HUNT COUNTY

PROJECT LIMITS: FROM FM 549 TO CR 2472
RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN
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ROADWAY SECTION	DESIGN SPEED	FUNCTION CLASS
SH 276	45 MPH	PRINCIPAL URBAN ARTERIAL
FM CROSS STREETS	45 MPH	MINOR COLLECTOR

CSJ	NET LENGTH
CSJ: 1290-03-016	NET LENGTH=2.81 MI.
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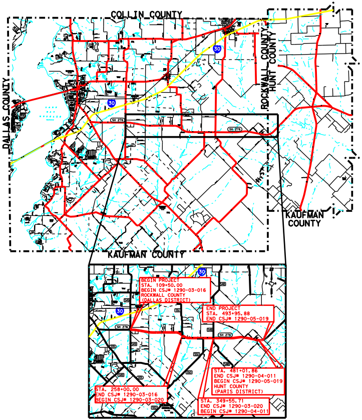
CSJ: 1290-04-011	NET LENGTH=2.49 MI.
CSJ: 1290-05-019	NET LENGTH=0.25 MI.

NET LENGTH OF PROJECT= 7.28 MILES
SCALE HORIZ: 1"=100' VERT: 1"=10'


COLLIN COUNTY
DALLAS COUNTY
ROCKWALL COUNTY
HUNT COUNTY
KAUFMAN COUNTY
KAUFMAN COUNTY
30
SH 276
BEGIN PROJECT
STA. 109+50.00
BEGIN CSJ# 1290-03-016
ROCKWALL COUNTY
(DALLAS DISTRICT)
END PROJECT
STA. 493+95.88
END CSJ# 1290-05-019
STA. 481+01.86
END CSJ# 1290-04-011
BEGIN CSJ# 1290-05-019
HUNT COUNTY
(PARIS DISTRICT)
STA. 258+00.00
END CSJ# 1290-03-016
BEGIN CSJ# 1290-03-020
STA. 349+55.71
END CSJ# 1290-03-020
BEGIN CSJ# 1290-04-011

LOCATION MAP (NTS)

HORIZONTAL SCALE (IN FEET)
0 50 100 200

VERTICAL SCALE (IN FEET)
0 5 10 20

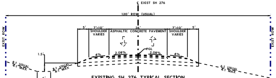
APPROVED SCHEMATIC
Prepared by or under the Direct Supervision of:
Lukas J. Easterling 121657
NAME P.E. NUMBER
10/31/2018
DATE

ROLL 6 OF 7
OCTOBER 2018

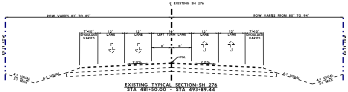
Texas Department of Transportation

1999 Bryan Street, Suite 1100
Dallas, Texas 75201
P 972.980.2170 | F 972.385.0846
TBPE FIRM NO. F-2966

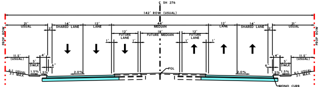
JACOBS


℄ EXIST SH 276
120' ROW (USUAL)
EXIST ROW
5'
7'-10' SHOULDER VARIES
26' ASPHALTIC CONCRETE PAVEMENT
PGL
4%
2.08%
1.5'
6'
8:1 USUAL 4:1 MAX
6:1 USUAL 4:1 MAX

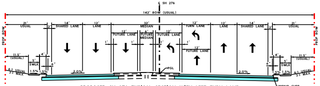
EXISTING SH 276 TYPICAL SECTION
STA 455+00.00 - STA 481+50.00
N.T.S.


℄ EXISTING SH 276
ROW VARIES 83' TO 85'
ROW VARIES FROM 80' TO 94'
EXIST ROW
7'-10' SHOULDER VARIES
12' LANE
16' LEFT TURN LANE
8'
PGL
2.0%
4:1 USUAL 3:1 MAX
6:1 USUAL

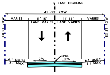
EXISTING TYPICAL SECTION-SH 276
STA 481+50.00 - STA 493+89.44
N.T.S.


℄ SH 276
142' ROW (USUAL)
PROP ROW
21' USUAL
14' SHARED LANE
12' LANE
12' FUTURE LANE
44' MEDIAN
18' FUTURE MEDIAN
1'
11.5' (USUAL)
4'
5' SWLK
6"
1.5%
2.0%
PGL
6:1 USUAL 3:1 MAX
MONO CURB TY II (TYP)

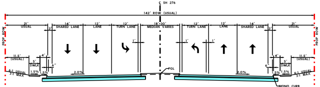
PROPOSED SH 276 TYPICAL SECTION WITH RAISED MEDIAN
STA 455+00.00 - STA 458+35.00
STA 463+60.00 - STA 463+75.00
N.T.S.


℄ SH 276
142' ROW (USUAL)
PROP ROW
21' USUAL
14' SHARED LANE
12' LANE
12' FUTURE LANE
32' MEDIAN
FUTURE MEDIAN
12' TURN LANE
12' FUTURE LANE
1'
11.5' (USUAL)
4'
5' SWLK
6"
1.5%
2.0%
PGL
6:1 USUAL 3:1 MAX
MONO CURB TY II (TYP)

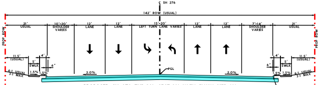
PROPOSED SH 276 TYPICAL SECTION WITH LEFT TURN LANE
STA 458+35.00 - STA 462+80.00
STA 463+75.00 - STA 466+90.00
N.T.S.


℄ EAST HIGHLINE
45'-52' ROW
EXIST ROW
VARIES
11'-15' LANE VARIES
PGL
2%
6:1 USUAL 3:1 MAX

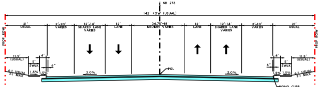
PROPOSED EAST HIGHLINE DR/SOUTH MUNSON RD
STA 12+90.08 - STA 13+40.69
STA 14+57.80 - STA 16+41.44
N.T.S.


℄ SH 276
142' ROW (USUAL)
PROP ROW
21' USUAL
14' SHARED LANE
12' LANE
12' TURN LANE
MEDIAN VARIES
1'
11.5' (USUAL)
4'
5' SWLK
6"
1.5%
2.0%
PGL
6:1 USUAL 3:1 MAX
MONO CURB TY II (TYP)

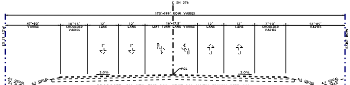
PROPOSED SH 276 TYPICAL SECTION WITH RAISED MEDIAN
STA 468+00.00 - STA 476+20.00
N.T.S.
*LEFT TURN LANES TO BE REVISED FOR SIX LANE ULTIMATE


℄ SH 276
142' ROW (USUAL)
PROP ROW
21' USUAL
10'-20' SHOULDER VARIES
12' LANE
15'-20' LEFT TURN LANE VARIES
7'-14' SHOULDER VARIES
11.5' (USUAL)
4'
5' SWLK
6"
1.5%
2.0%
PGL
6:1 USUAL 3:1 MAX
MONO CURB TY II (TYP)

PROPOSED SH 276 TYPICAL SECTION WITH FLUSH MEDIAN
STA 479+45.00 - STA 482+00.00
N.T.S.


℄ SH 276
142' ROW (USUAL)
PROP ROW
21' USUAL
2'-20' VARIES
12'-14' SHARED LANE VARIES
12' LANE
34.75'-18' MEDIAN VARIES
2'-10' VARIES
11.5' (USUAL)
4'
5' SWLK
6"
1.5%
2.0%
PGL
6:1 USUAL 3:1 MAX
MONO CURB TY II (TYP)

PROPOSED SH 276 TYPICAL SECTION WITH RAISED MEDIAN
STA 477+45.00 - STA 479+45.00
N.T.S.
*MEDIAN TO BE REVISED FOR SIX LANE ULTIMATE


℄ SH 276
170'-199' ROW VARIES
EXIST ROW
47'-50' VARIES
10'-15' SHOULDER VARIES
12' LANE
16'-17.5' LEFT TURN LANE VARIES
7'-10' SHOULDER VARIES
53'-85' VARIES
PGL
2.0%
4:1 USUAL 3:1 MAX
6:1 USUAL

PROPOSED SH 276 TYPICAL SECTION WITH FLUSH MEDIAN
STA 482+00.00 - STA 493+95.51
N.T.S.

LEGEND:

-·-·-	EXISTING R.O.W.
-·-·-	PROPOSED R.O.W.
-·-·-	EXISTING DRAINAGE EASEMENT
▬	SIDEWALK
- - -	EXISTING EASEMENT
-·-·-	CITY LIMIT
- - -	COUNTY LINE
—	OVERHEAD UTILITY LINE
—	PARCEL BOUNDARY LINE
—○—○—○—	METAL BEAM GUARD FENCE (TYP)
—	PEDESTRIAN RAIL
—	RETAINING WALL
—H—H—	CONTROL OF ACCESS
➡	TRAFFIC ARROW
▬	PROPOSED CULVERT
—	FLOW LINE CONTOUR
~>	RUNOFF FLOW DIRECTION ARROW
➤·-·-	DITCH LINE FLOW ARROW
—	FEMA 100 YEAR FLOODPLAIN
🟧	PROPOSED DRIVEWAY
⬜	PROPOSED DEVELOPMENT
🟦	PROPOSED ROADWAY (CONCRETE)
🟪	PROPOSED BRIDGE
⬛	EXISTING SIDEWALK
🟩	POTENTIAL DISPLACEMENT
🟪	NEWLY CONSTRUCTED PAVEMENT (BY OTHE
▨	EXISTING PAVEMENT REMOVAL
▨	CURB RAMP
🟨	54" NTMWD WATERLINE
▨	RIPRAP

TOPOGRAPHY BY PHOTOGRAMMETRIC METHODS FROM AERIAL PHOTOGRAPHS TAKEN IN 2017.

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GENERAL NOTES:

1. SCHEMATIC LAYOUTS ARE BASED ON LIMITED FIELD SURVEY, AERIAL TOPOGRAPHY AND RECORD PLANS. NOT ALL EXISTING FEATURES WERE FIELD SURVEYED. AERIAL TOPOGRAPHY DATA WAS COLLECTED IN NOVEMBER OF 2016.

2. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC WAS OBTAINED FROM LAMB-STAR ENGINEERING (FEBRUARY, 2018).

3. ALL CURBS ARE MONO CURB TYPE II (8") UNLESS NOTED OTHERWISE. DIMENSIONS ARE TO THE NOMINAL FACE OF CURB (UNLESS NOTED OTHERWISE).

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

5. AVERAGE DAILY TRAFFIC VOLUME PROJECTIONS DEVELOPED BY OTHON CONSULTING ENGINEERS (MARCH, 2018).

6. MAJOR INTERSECTION CURVE RADII ARE 40'-50', MINOR INTERSECTION CURVE RADII ARE 30', AND DRIVEWAY INTERSECTION CURVE RADII ARE 15'-30' (UNLESS NOTED OTHERWISE). DRIVEWAY LOCATIONS ARE PRELIMINARY AND WILL BE FURTHER DEVELOPED DURING PS&E DESIGN.

7. MEDIAN OPENINGS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.

8. MEDIAN NOSES ARE SHOWN GRAPHICALLY. THE PROPER MEDIAN NOSES WILL BE DETAILED IN THE PS&E PHASE.

9. EXISTING PAVEMENT AND BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).

10. APPROXIMATE 100 YEAR FLOOD PLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS DATED NOVEMBER 2017.

11. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.

12. CONSTRUCTION OF DRIVEWAYS OUTSIDE OF EXISTING AND PROPOSED RIGHT OF WAY SHALL REQUIRE DRIVEWAY PERMIT.

13. ADA RAMPS AND SIDEWALKS ARE DIAGRAMMATIC ONLY AND WILL BE DESIGNED DURING PS&E. SIDEWALKS ARE SHOWN ON TYPICAL SECTIONS.

14. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING.

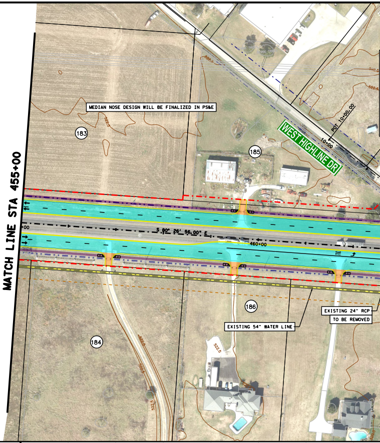
15. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED IN COORDINATION WITH THE LOCAL GOVERNMENTS THAT THE DRIVEWAY IS A SAFETY ISSUE OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.

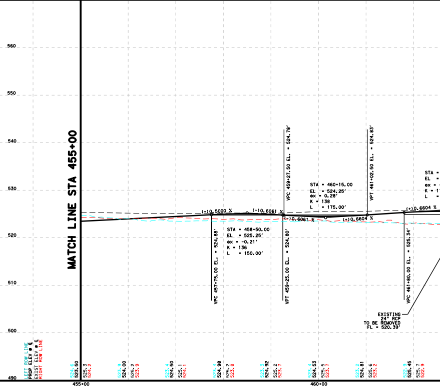
16. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

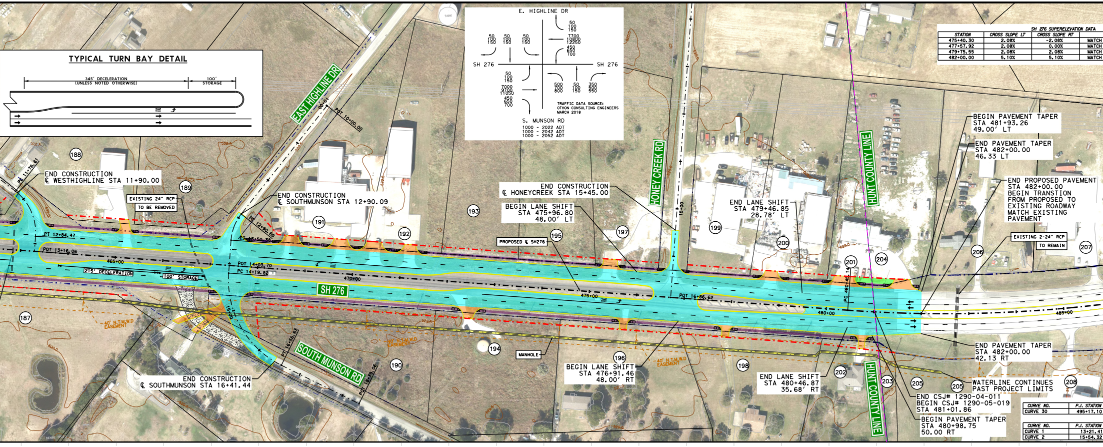
ERS)

PARCEL DATA

	Owner Name	Address
183	OWENS ROBERT C	Null
184	DALTON PATRICIA ANN	HWY 276
185	BLANKENSHIP JOHN R ALLEN & JAN CAROL	9292 HWY 276 ROYSE CITY, TX
186	GILBERT ERICKA	9305 HWY 276 TX
187	DAVIS JERRY TYLER JR	9339 HWY 276 TX
188	EPPERSON HAROLD	231 HIGHLINE DR
189	RIVERA SANTIAGO	E HIGHLINE DR TX
190	HOYOS JOEL	MUNSON RD
191	KNIGHT CAMERON	9494 HWY 276 ROYSE CITY, TX
192	KNIGHT CAMERON	9494 HWY 276 ROYSE CITY, TX
193	KNIGHT CAMERON	HWY 276 TX
194	RIVERA SANTIAGO	9573 HWY 276
195	JIMENEZ TOMAS	HWY 276
196	CLARK WILLIAM E & LINDA G	299 S MUNSON RD
197	JIMENEZ TOMAS	9620 HWY 276
198	FAMILY BIBLE CHURCH OF ROYSE CITY	351 S MUNSON RD
199	MUNSING DAN &	9704 HWY 276 ROYSE CITY, TX
200	LEUNG DAN MUN SING & OLGA K	9684 HWY 276 ROYSE CITY, TX
201	DIBSEH ANNA L	9718 HWY 276 ROYSE CITY, TX
202	DIBSEH TARIQ AYMAN AND ANNA	9719 HWY 276
203	DIBSEH TARIQ A & ANNA	HWY 276 ROYSE CITY, TX 75189
204	DIBSEH ANNA L	HWY 276 ROYSE CITY, TX 75189
205	ZEBRA SCOTT & SHERRY	6723 HWY 276 ROYSE CITY, TX 75189
206	RAHMIG BARBARA G	6732 HWY 276 QUINLAN, TX 75474
207	GAMEZ ULISES	6708 HWY 276 ROYSE CITY, TX 75189
208	ASBURY MICHAEL RAY & LEE ANN	6711 W HWY 276 00001 ROYSE CITY, TX 75189
209	ASBURY MICHAEL RAY & LEE ANN	6689 W HWY 276 ROYSE CITY, TX 75189
210	LAMBERT DEREK	6684 HWY 276 ROYSE CITY, TX 75189
211	LUEB LYNN M	HWY 276 ROYSE CITY, TX 75189
212	LUEB LYNN M	HWY 276 QUINLAN, TX 75474
213	SILVA ROBERTO	HWY 276 ROYSE CITY, TX 75189
215	WESTON MATERIALS INC	HWY 276 QUINLAN, TX 75474
215	SINKS CHARLES WILLIAM II	8854 CR 2472 ROYSE CITY, TX 75189
216	SILVA ROBERTO	HWY 276 QUINLAN, TX 75474


MEDIAN NOSE DESIGN WILL BE FINALIZED IN PS&E
183
184
185
186
MATCH LINE STA 455+00
WEST HIGHLINE DR
POT 10+00.00
10+00
S 80° 26' 56.00" E
460+00
EXISTING 24" RCP
TO BE REMOVED
EXISTING 54" WATER LINE
522.5


560
550
540
530
520
510
500
490
MATCH LINE STA 455+00
(+)0.5000 %
(-)0.6061 %
(+)0.6604 %
VPC 457+75.00 EL. = 524.88'
STA = 458+50.00
EL = 525.25'
ex = -0.21'
K = 136
L = 150.00'
VPC 459+27.50 EL. = 524.78'
VPT 459+25.00 EL. = 524.80'
STA = 460+15.00
EL = 524.25'
ex = 0.28'
K = 138
L = 175.00'
VPT 461+02.50 EL. = 524.83'
VPC 461+80.00 EL. = 525.34'
EXISTING
24" RCP
TO BE REMOVED
FL = 520.39'
LEFT ROW LINE
PROP ELEV @ ℄
EXIST ELEV @ ℄
RIGHT ROW LINE
455+00
460+00


TYPICAL TURN BAY DETAIL
345' DECELERATION (UNLESS NOTED OTHERWISE)
100' STORAGE
E. HIGHLINE DR
SH 276
SH 276
50 100 150
7700 10800 12250
450 650 700
50 100 150
50 100 150
50 100 150
50 100 150
7000 9700 11050
450 650 700
500 700 800
50 100 150
350 500 550
S. MUNSON RD
1000 - 2022 ADT
1000 - 2042 ADT
1000 - 2052 ADT
EAST HIGHLINE DR
HONEY CREEK RD
HUNT COUNTY LINE
SH 276
SOUTH MUNSON RD
HUNT COUNTY LINE
END CONSTRUCTION ℄ WESTHIGHLINE STA 11+90.00
EXISTING 24" RCP TO BE REMOVED
END CONSTRUCTION ℄ SOUTHMUNSON STA 12+90.09
END CONSTRUCTION ℄ HONEYCREEK STA 15+45.00
BEGIN LANE SHIFT STA 475+96.80 48.00' LT
PROPOSED ℄ SH276
END LANE SHIFT STA 479+46.85 28.78' LT
BEGIN PAVEMENT TAPER STA 481+93.26 49.00' LT
END PAVEMENT TAPER STA 482+00.00 46.33' LT
END PROPOSED PAVEMENT STA 482+00.00 BEGIN TRANSTION FROM PROPOSED TO EXISTING ROADWAY MATCH EXISTING PAVEMENT
EXISTING 2-24" RCP TO REMAIN
END PAVEMENT TAPER STA 482+00.00 42.13' RT
WATERLINE CONTINUES PAST PROJECT LIMITS
END CSJ# 1290-04-011 BEGIN CSJ# 1290-05-019 STA 481+01.86
BEGIN PAVEMENT TAPER STA 480+98.75 50.00' RT
END LANE SHIFT STA 480+46.87 35.68' RT
BEGIN LANE SHIFT STA 476+91.46 48.00' RT
MANHOLE
END CONSTRUCTION ℄ SOUTHMUNSON STA 16+41.44
215' DECELERATION
100' STORAGE
40' N.T.M.W.D EASEMENT
PT 12+84.47
POT 13+16.06
PT 11+76.61
POT 10+00.00
POT 14+03.70
PC 14+19.82
POT 16+86.62
PT 16+56.63
POT 18+39.06
465+00
470+00
475+00
480+00
485+00
TANK
187
188
189
190
191
192
193
194
195
196
197
198
199
200
201
202
203
204
205
206
207
208

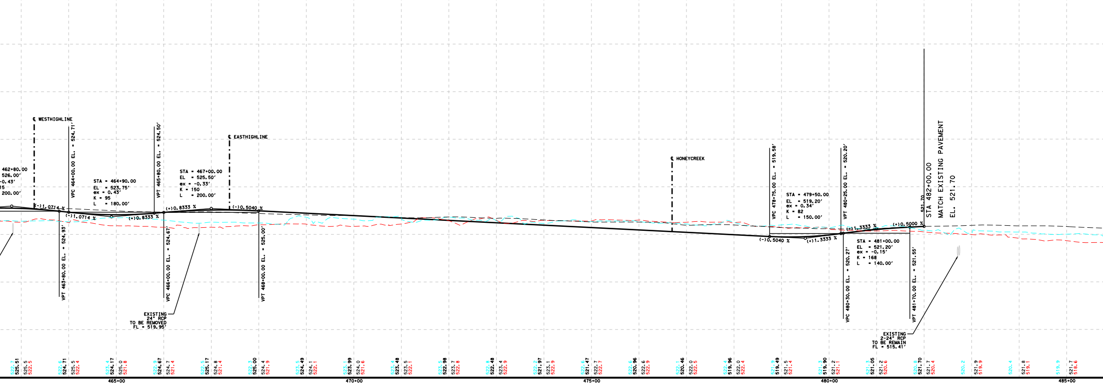
TRAFFIC DATA SOURCE:
OTHON CONSULTING ENGINEERS
MARCH 2018

SH 276 SUPERELEVATION DATA

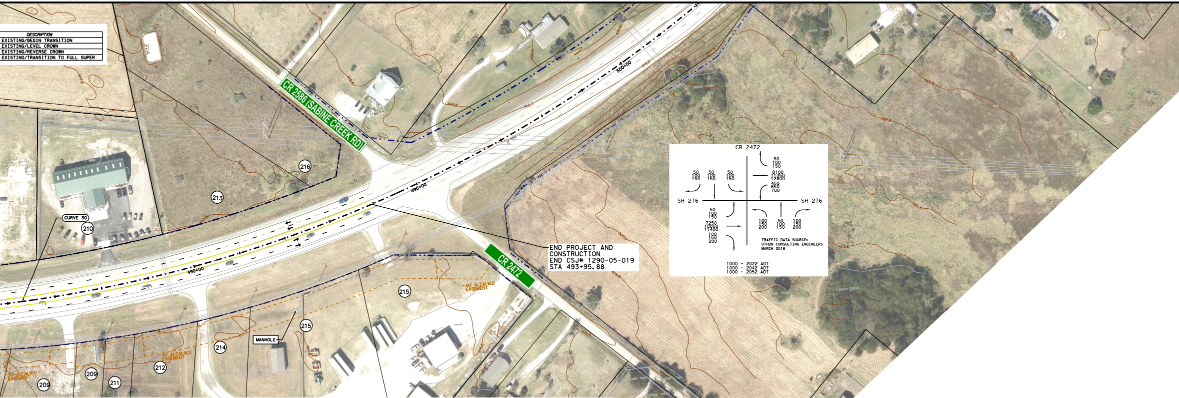
STATION	CROSS SLOPE LT	CROSS SLOPE RT	
475+40.30	2.08%	-2.08%	MATCH
477+57.92	2.08%	0.00%	MATCH
479+75.55	2.08%	2.08%	MATCH
482+00.00	5.10%	5.10%	MATCH

CURVE NO.	P.I. STATION
CURVE 30	495+17.10

CURVE NO.	P.I. STATION
CURVE 1	13+21.41
CURVE 2	15+54.32


℄ WESTHIGHLINE
℄ EASTHIGHLINE
℄ HONEYCREEK
462+80.00
526.00'
-0.43'
200.00'
(-)1.0714 %
(-)1.0714 %
VPC 464+00.00 EL. = 524.71'
VPT 463+80.00 EL. = 524.93'
STA = 464+90.00
EL = 523.75'
ex = 0.43'
K = 95
L = 180.00'
VPT 465+80.00 EL. = 524.50'
(+)0.8333 %
(+)0.8333 %
VPC 466+00.00 EL. = 524.67'
STA = 467+00.00
EL = 525.50'
ex = -0.33'
K = 150
L = 200.00'
(-)0.5040 %
VPT 468+00.00 EL. = 525.00'
EXISTING 24" RCP TO BE REMOVED FL = 519.95'
VPC 478+75.00 EL. = 519.58'
STA = 479+50.00
EL = 519.20'
ex = 0.34'
K = 82
L = 150.00'
(-)0.5040 %
(+)1.3333 %
(+)1.3333 %
VPT 480+25.00 EL. = 520.20'
VPC 480+30.00 EL. = 520.27'
STA = 481+00.00
EL = 521.20'
ex = -0.15'
K = 168
L = 140.00'
(+)0.5000 %
VPT 481+70.00 EL. = 521.55'
521.70
STA 482+00.00
MATCH EXISTING PAVEMENT
EL. 521.70
EXISTING 2-24" RCP TO BE REMAIN FL = 515.41'
522.7 525.51 525.5 522.5
522.6 524.71 525.5 522.4
523.4 524.17 525.0 521.8
522.9 524.67 524.7 521.4
522.5 525.17 524.8 521.4
522.3 525.00 524.4 521.9
523.5 524.49 524.1 522.1
523.1 523.99 524.0 521.6
523.4 523.48 523.5 522.1
523.5 522.98 523.7 522.8
522.8 522.48 523.4 522.9
522.2 521.97 523.1 522.9
522.6 521.47 522.7 522.7
522.6 520.96 522.6 522.9
522.1 520.46 522.0 522.5
522.4 519.96 522.0 522.4
521.9 519.49 521.5 521.4
521.3 519.90 521.2 521.1
521.3 521.05 521.2 520.6
520.8 521.70 521.7 520.4
520.2 521.9 519.9
520.4 521.8 519.1
519.9 521.7 518.6
465+00
470+00
475+00
480+00
485+00

DESCRIPTION
EXISTING/BEGIN TRANSITION
EXISTING/LEVEL CROWN
EXISTING/REVERSE CROWN
EXISTING/TRANSITION TO FULL SUPER


CR 2586 (SABINE CREEK RD)
500+00
495+00
490+00
216
213
210
CURVE 30
END PROJECT AND
CONSTRUCTION
END CSJ# 1290-05-019
STA 493+95.88
CR 2472
215
215
214
212
211
209
209
MANHOLE
40' N.T.M.W.D EASEMENT
40' N.T.M.W.D EASEMENT
30' N.T.M.W.D EASEMENT
DENSE TREES
CR 2472
SH 276
SH 276
50 100 150
50 100 150
50 100 150
50 100 150
8100 11350 12800
450 650 700
50 100 150
7250 10050 11400
100 150 200
100 150 200
50 100 150
100 150 200
1000 - 2022 ADT
1000 - 2042 ADT
1000 - 2052 ADT

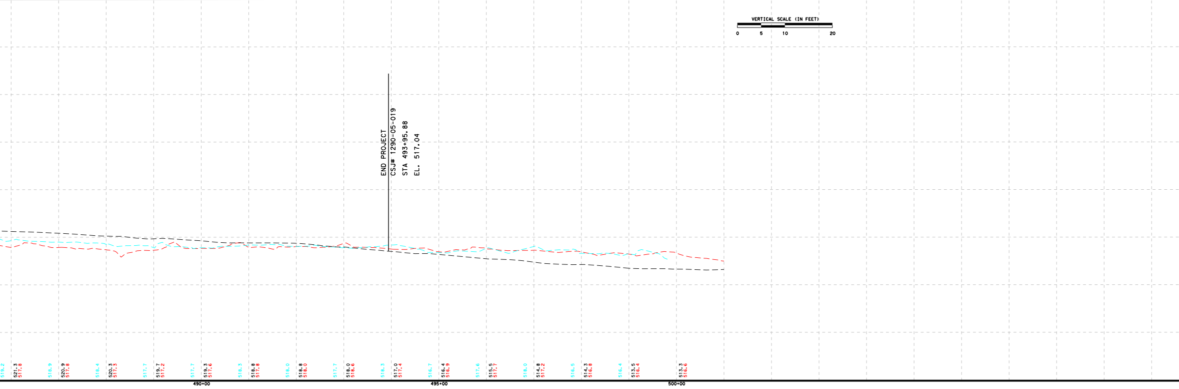
TRAFFIC DATA SOURCE:
OTHON CONSULTING ENGINEERS
MARCH 2018

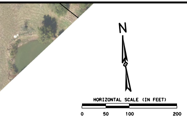
SH 276 HORIZONTAL ALIGNMENT DATA

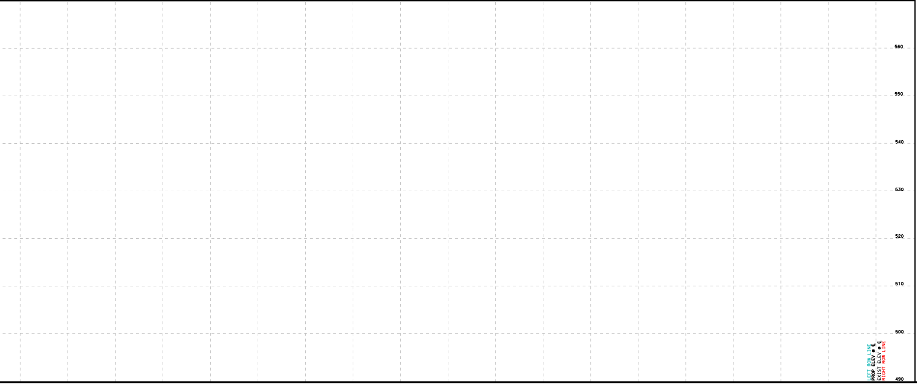
P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
7,017,511.55	2,646,255.87	55° 08' 17.23" LT	2,820.00'	2° 01' 54.35"	1,472.32'	2,713.80'	N 71° 58' 55.39" E	2,610.29'	480+44.78	507+58.58	S 80° 26' 56.00" E	N 44° 24' 46.77" E

EAST HIGHLINE DRIVE/SOUTH MUNSON ROAD HORIZONTAL ALIGNMENT DATA

P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
7,018,055.35	2,643,531.05	34° 14' 53.39" LT	100.00'	57° 17' 44.81"	30.81'	59.77'	S 26° 40' 30.70" W	58.89'	12+90.60	13+50.38	S 43° 47' 57.39" W	S 9° 33' 04.00" W
7,017,823.85	2,643,492.10	67° 50' 25.24" LT	200.00'	28° 38' 52.40"	134.50'	236.81'	S 24° 22' 08.62" E	223.21'	14+19.82	16+56.63	S 9° 33' 04.00" W	S 58° 17' 21.24" E




N
HORIZONTAL SCALE (IN FEET)
0
50
100
200



STATE OF TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION

DESIGN SCHEMATIC

DALLAS DISTRICT

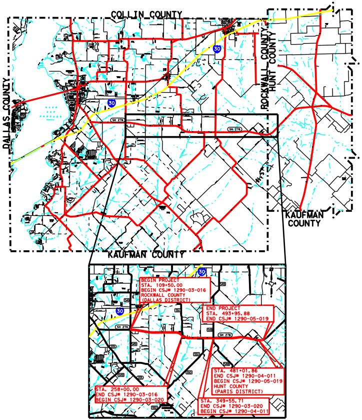
MOHAMED BUR, P.E. - DISTRICT ENGINEER

SH 276
ROCKWALL COUNTY
AND HUNT COUNTY
PROJECT LIMITS: FROM FM 549 TO CR 2472
RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN
(ULTIMATE 6)

ROADWAY SECTION	DESIGN SPEED	FUNCTION CLASS
SH 276	45 MPH	PRINCIPAL URBAN ARTERIAL
FM CROSS STREETS	45 MPH	MINOR COLLECTOR

CSJ: 1290-03-016	NET LENGTH=2.81 MI.
CCSJ: 1290-03-020, etc.	NET LENGTH=1.73 MI.
CSJ: 1290-04-011	NET LENGTH=2.49 MI.
CSJ: 1290-05-019	NET LENGTH=0.25 MI.

NET LENGTH OF PROJECT= 7.28 MILES
SCALE HORIZ: 1"=100' VERT: 1"=10'


COLLIN COUNTY
DALLAS COUNTY
ROCKWALL COUNTY
HUNT COUNTY
KAUFMAN COUNTY
KAUFMAN COUNTY
30
SH 276

BEGIN PROJECT
STA. 109+50.00
BEGIN CSJ# 1290-03-016
ROCKWALL COUNTY
(DALLAS DISTRICT)

END PROJECT
STA. 493+95.88
END CSJ# 1290-05-019

STA. 481+01.86
END CSJ# 1290-04-011
BEGIN CSJ# 1290-05-019
HUNT COUNTY
(PARIS DISTRICT)

STA. 258+00.00
END CSJ# 1290-03-016
BEGIN CSJ# 1290-03-020

STA. 349+55.71
END CSJ# 1290-03-020
BEGIN CSJ# 1290-04-011

LOCATION MAP (NTS)

HORIZONTAL SCALE (IN FEET)
0 50 100 200

VERTICAL SCALE (IN FEET)
0 5 10 20

APPROVED SCHEMATIC
Prepared by or under the
Direct Supervision of:
Lukas J. Easterling 121657
NAME P.E. NUMBER
10/31/2018
DATE

ROLL 6 OF 7
OCTOBER 2018

Texas Department of Transportation

1999 Bryan Street, Suite 1100
Dallas, Texas 75201
P 972.980.2170 | F 972.385.0846
TBPE FIRM NO. F-2966

JACOBS

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STATE OF TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION

DESIGN SCHEMATIC

DALLAS DISTRICT

MOHAMED BUR, P.E. - DISTRICT ENGINEER

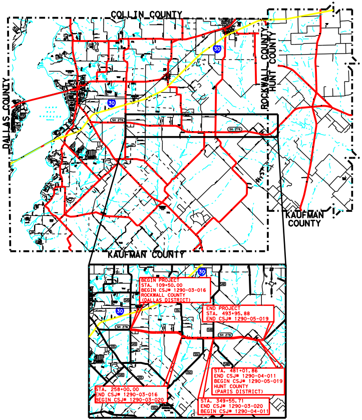
SH 276
ROCKWALL COUNTY
AND HUNT COUNTY

PROJECT LIMITS: FROM FM 549 TO CR 2472
RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN
(ULTIMATE 6)

ROADWAY SECTION	DESIGN SPEED	FUNCTION CLASS
SH 276	45 MPH	PRINCIPAL URBAN ARTERIAL
FM CROSS STREETS	45 MPH	MINOR COLLECTOR

CSJ: 1290-03-016	NET LENGTH=2.81 MI.
CCSJ: 1290-03-020, etc.	NET LENGTH=1.73 MI.
CSJ: 1290-04-011	NET LENGTH=2.49 MI.
CSJ: 1290-05-019	NET LENGTH=0.25 MI.

NET LENGTH OF PROJECT= 7.28 MILES
SCALE HORIZ: 1"=100' VERT: 1"=10'


COLLIN COUNTY
DALLAS COUNTY
ROCKWALL COUNTY
HUNT COUNTY
KAUFMAN COUNTY
KAUFMAN COUNTY
30
30
SH 276
BEGIN PROJECT
STA. 109+50.00
BEGIN CSJ# 1290-03-016
ROCKWALL COUNTY
(DALLAS DISTRICT)
END PROJECT
STA. 493+95.88
END CSJ# 1290-05-019
STA. 481+01.86
END CSJ# 1290-04-011
BEGIN CSJ# 1290-05-019
HUNT COUNTY
(PARIS DISTRICT)
STA. 258+00.00
END CSJ# 1290-03-016
BEGIN CSJ# 1290-03-020
STA. 349+55.71
END CSJ# 1290-03-020
BEGIN CSJ# 1290-04-011

LOCATION MAP (NTS)

HORIZONTAL SCALE (IN FEET)
0 50 100 200

VERTICAL SCALE (IN FEET)
0 5 10 20

APPROVED SCHEMATIC
Prepared by or under the
Direct Supervision of:
Lukas J. Easterling 121657
NAME P.E. NUMBER
10/31/2018
DATE

ROLL 7 OF 7
OCTOBER 2018

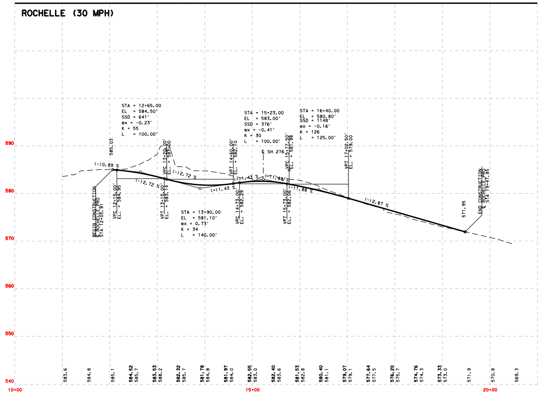
Texas Department of Transportation

JACOBS

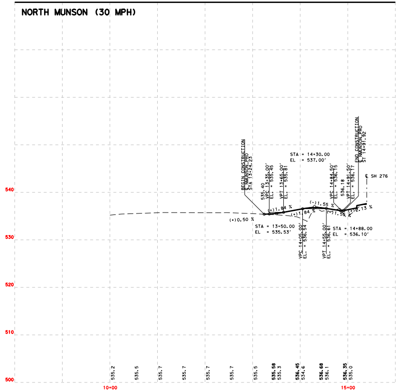
1999 Bryan Street, Suite 1100
Dallas, Texas 75201
P 972.980.2170 | F 972.385.0846
TBPE FIRM NO. F-2966

FILE: \\denpwp01\pwicsworking\545221\130791_8\SH276_SCH07.dgn
DATE: 2/19/2019 4:22:39 PM

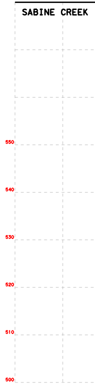
ROCHELLE (30 MPH)


STA = 12+65.00
EL = 584.50'
SSD = 641'
ex = -0.23'
K = 55
L = 100.00'
STA = 15+23.00
EL = 583.00'
SSD = 376'
ex = -0.41'
K = 30
L = 100.00'
STA = 16+40.00
EL = 580.80'
SSD = 1148'
ex = -0.16'
K = 126
L = 125.00'
STA = 13+90.00
EL = 581.10'
ex = 0.73'
K = 34
L = 140.00'
585.03
(-)0.89 %
VPC 13+20.00' EL. = 583.00
VPT 14+60.00' EL. = 582.10
℄ SH 276
VPC 15+77.50' EL. = 581.98
VPT 17+02.50' EL. = 579.00
(-)2.72 %
(-)2.72 %
(+)1.43 %
(+)1.43 %
(-)1.88 %
(-)1.88 %
(-)2.87 %
BEGIN CONSTRUCTION ℄ ROCHELLE_PRO STA 12+05.91
VPC 12+15.00' EL. = 584.95
VPT 13+15.00' EL. = 583.14
VPC 14+73.00' EL. = 582.29
VPT 15+73.00' EL. = 582.06
571.95
END CONSTRUCTION ℄ ROCHELLE_PRO STA 19+47.85
590
580
570
560
550
540
583.6
584.8
585.1
584.52 585.7
583.53 588.2
582.32 585.7
581.78 584.8
581.97 584.0
582.55 583.0
582.40 583.6
581.53 582.8
580.40 581.1
579.07 579.1
577.64 577.5
576.20 575.7
574.76 574.3
573.33 573.0
571.9
570.8
569.3
10+00
15+00
20+00

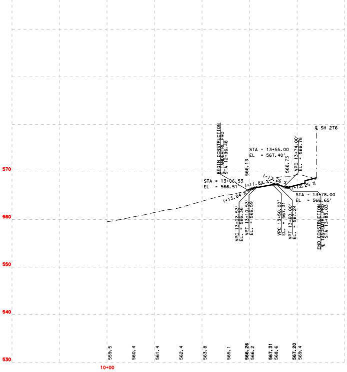
NORTH MUNSON (30 MPH)


BEGIN CONSTRUCTION ℄ NMUNSON_PRO STA 13+24.23
535.40
VPC 13+35.00' EL. = 535.45
VPT 13+65.00' EL. = 535.81
STA = 14+30.00
EL = 537.00'
VPC 14+84.50' EL. = 536.15
536.18
VPT 14+91.50' EL. = 536.17
END CONSTRUCTION ℄ NMUNSON_PRO ST 14+91.92
℄ SH 276
(+)1.84 %
(+)1.84 %
(-)1.55 %
(-)1.55 %
(+)2.13 %
(+)0.50 %
STA = 13+50.00
EL = 535.53'
VPC 14+05.00' EL. = 536.54
VPT 14+55.00' EL. = 536.61
STA = 14+88.00
EL = 536.10'
550
540
530
520
510
500
535.2
535.5
535.7
535.7
535.7
535.7
535.5
535.58 535.3
536.45 534.6
536.68 536.1
536.35 535.0
10+00
15+00

SABINE CREEK

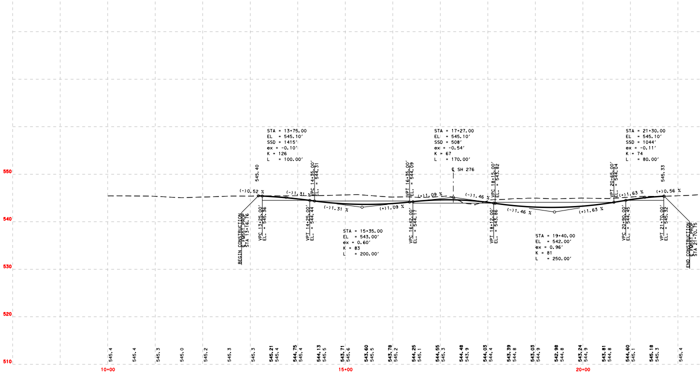

550
540
530
520
510
500

TANDEM TRAIL (30 MPH)



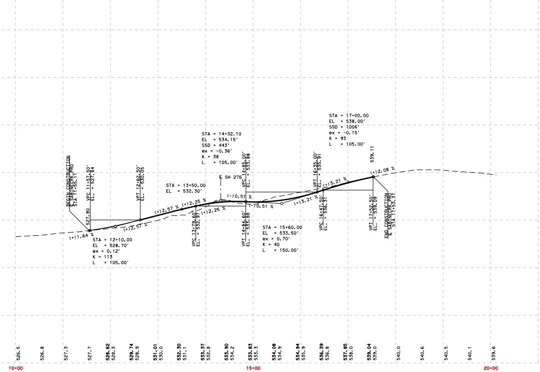
570
560
550
540
530
BEGIN CONSTRUCTION TANDEM TRL PRO STA 12+96.48
STA = 13+06.53
EL = 566.51'
566.13
STA = 13+55.00
EL = 567.40'
566.73
VPC 13+74.00' EL. = 566.78
℄ SH 276
(+)3.84 %
(+)1.83 %
(-)3.26 %
(+)2.25 %
STA = 13+78.00
EL = 566.65'
VPC 13+02.53' EL. = 566.3
VPT 13+10.53' EL. = 566.59
VPC 13+50.00' EL. = 567.31
VPT 13+60.00' EL. = 567.24
END CONSTRUCTION TANDEM TRL PRO STA 13+83.03
559.5
560.4
561.4
562.4
563.8
565.1
566.26
566.2
567.31
568.6
567.20
569.4
10+00

FM 551 (45 MPH)



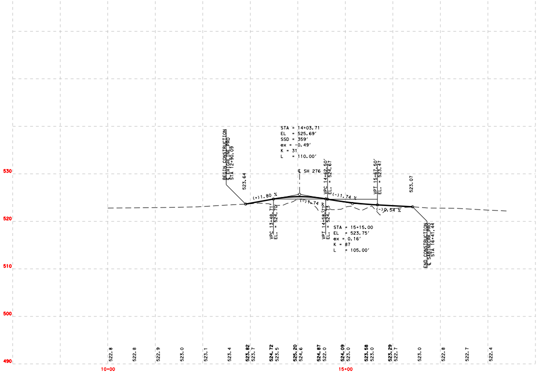
550
540
530
520
510
STA = 13+75.00
EL = 545.10'
SSD = 1415'
ex = -0.10'
K = 126
L = 100.00'
STA = 17+27.00
EL = 545.10'
SSD = 508'
ex = -0.54'
K = 67
L = 170.00'
STA = 21+30.00
EL = 545.10'
SSD = 1044'
ex = -0.11'
K = 74
L = 80.00'
545.40
545.33
℄ SH 276
VPT 14+35.00' EL. = 544.31
VPT 16+35.00' EL. = 544.09
VPC 18+15.00' EL. = 543.82
VPT 20+65.00' EL. = 544.04
(-)0.52 %
(-)1.31 %
(+)1.09 %
(-)1.46 %
(+)1.63 %
(+)0.56 %
BEGIN CONSTRUCTION FM 551 PRO STA 13+16.96
VPC 13+25.00' EL. = 545.36
VPC 14+25.00' EL. = 544.44
STA = 15+35.00
EL = 543.00'
ex = 0.60'
K = 83
L = 200.00'
VPC 16+42.00' EL. = 544.17
VPT 18+12.00' EL. = 543.86
STA = 19+40.00
EL = 542.00'
ex = 0.96'
K = 81
L = 250.00'
VPC 20+90.00' EL. = 544.45
VPT 21+70.00' EL. = 545.32
END CONSTRUCTION FM 551 PRO STA 21+70.75
545.4
545.4
545.3
545.0
545.2
545.3
545.3
545.21
545.4
544.75
545.4
544.13
545.5
543.71
545.6
543.60
545.5
543.78
545.2
544.25
545.1
544.55
545.3
544.48
543.9
544.03
544.4
543.39
544.8
543.03
544.9
542.98
544.8
543.24
544.9
543.81
544.8
544.60
545.1
545.18
545.3
545.4
15+00
20+00

(30 MPH)

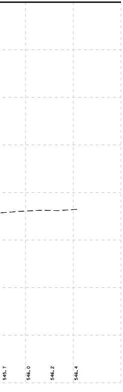


STA = 17+00.00
EL = 538.00'
SSD = 1006'
ex = -0.15'
K = 93
L = 105.00'
STA = 14+32.10
EL = 534.15'
SSD = 443'
ex = -0.36'
K = 38
L = 105.00'
539.11
BEGIN CONSTRUCTION SAINSBURY PRO STA 11+55.11
VPC 11+57.50' EL. = 527.84
VPT 12+62.50' EL. = 530.05
STA = 13+50.00
EL = 532.30'
℄ SH 276
VPC 14+85.00' EL. = 533.88
VPT 16+35.00' EL. = 535.91
(+)2.08 %
(+)3.21 %
(-)0.51 %
(+)2.25 %
(+)2.57 %
(+)1.64 %
527.80
STA = 12+10.00
EL = 528.70'
ex = 0.12'
K = 113
L = 105.00'
VPC 13+79.60' EL. = 532.97
VPT 14+84.60' EL. = 533.88
STA = 15+60.00
EL = 533.50'
ex = 0.70'
K = 40
L = 150.00'
VPC 16+47.50' EL. = 536.37
VPT 17+52.50' EL. = 539.09
END CONSTRUCTION SAINSBURY PRO STA 17+83.37
526.5
526.8
527.3
527.7
528.62
528.3
529.74
528.9
531.01
530.0
532.30
531.1
533.37
532.8
533.90
534.2
533.83
533.3
534.08
534.9
534.94
535.9
536.39
536.8
537.85
538.0
539.04
539.0
540.0
540.6
540.5
540.1
539.6
10+00
15+00
20+00

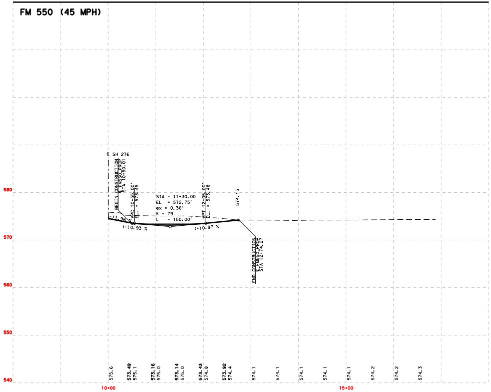
EAST HIGHLINE (30 MPH)



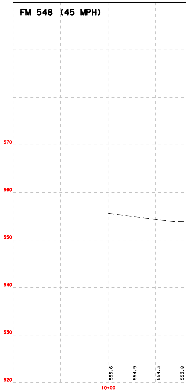
530
520
510
500
490
STA = 14+03.71
EL = 525.69'
SSD = 359'
ex = -0.49'
K = 31
L = 110.00'
BEGIN CONSTRUCTION E HIGHLINE PRO STA 12+90.09
523.64
℄ SH 276
VPT 14+58.71' EL. = 524.67
VPT 15+67.50' EL. = 523.47
523.07
(+)1.80 %
(-)1.74 %
(-)1.74 %
(-)0.54 %
VPC 13+48.71' EL. = 524.70
VPC 14+58.71' EL. = 524.73
STA = 15+15.00
EL = 523.75'
ex = 0.16'
K = 87
L = 105.00'
END CONSTRUCTION E HIGHLINE PRO STA 16+41.44
522.8
522.8
522.9
523.0
523.1
523.4
523.82
523.7
524.72
523.5
525.20
524.6
524.87
522.0
524.09
523.0
523.58
523.0
523.29
522.7
523.0
522.8
522.7
522.4
10+00
15+00


545.7
546.0
546.2
546.4

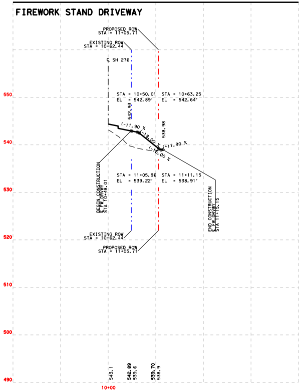
FM 550 (45 MPH)


℄ SH 276
BEGIN CONSTRUCTION
℄ FM550_PROP
STA 10+50.01
VPC 10+55.00'
EL. = 573.45
STA = 11+30.00
EL = 572.75'
ex = 0.36'
K = 79
L = 150.00'
VPT 12+05.00'
EL. = 573.48
574.15
(-)1.96 %
(-)0.93 %
(+)0.97 %
END CONSTRUCTION
℄ FM550_PROP
STA 12+74.27
580
570
560
550
540
575.6
573.49
575.1
573.16
575.0
573.14
575.0
573.43
574.8
573.92
574.4
574.1
574.1
574.1
574.1
574.1
574.2
574.2
574.3
10+00
15+00

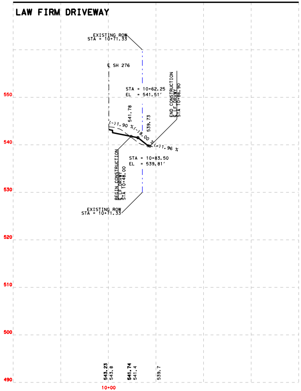
FM 548 (45 MPH)

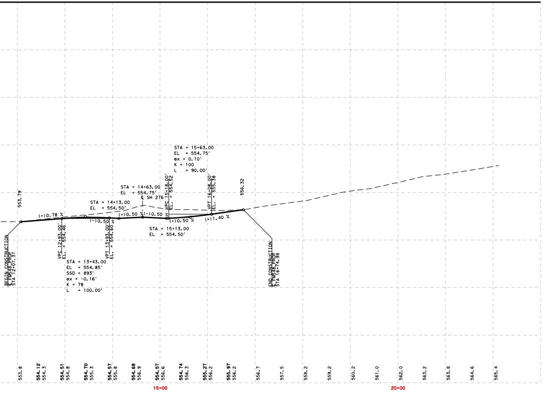

570
560
550
540
530
520
555.6
554.9
554.3
553.8
10+00

FIREWORK STAND DRIVEWAY


PROPOSED ROW
STA = 11+05.71
EXISTING ROW
STA = 10+62.44
℄ SH 276
STA = 10+50.01
EL = 542.89'
STA = 10+63.25
EL = 542.64'
542.93
538.98
(-)1.90 %
(-)8.00 %
(+)1.90 %
(-)6.00 %
STA = 11+05.96
EL = 539.22'
STA = 11+11.15
EL = 538.91'
BEGIN CONSTRUCTION
℄ FW_DRVWY
STA 10+48.01
END CONSTRUCTION
℄ FW_DRVWY
STA 11+15.15
EXISTING ROW
STA = 10+62.44
PROPOSED ROW
STA = 11+05.71
550
540
530
520
510
500
490
543.1
542.89
539.6
539.70
538.9
10+00

LAW FIRM DRIVEWAY


EXISTING ROW
STA = 10+71.33
℄ SH 276
STA = 10+62.25
EL = 541.51'
END CONSTRUCTION
℄ LF_DRVWY
STA 10+86.90
541.78
539.73
(-)1.90 %
(-)8.00 %
(-)1.96 %
STA = 10+83.50
EL = 539.81'
BEGIN CONSTRUCTION
℄ LF_DRVWY
STA 10+48.00
EXISTING ROW
STA = 10+71.33
550
540
530
520
510
500
490
543.23
543.8
541.74
541.4
539.7
10+00



STA = 15+63.00
EL = 554.75'
ex = 0.10'
K = 100
L = 90.00'
STA = 14+63.00
EL = 554.75'
℄ SH 276
STA = 14+13.00
EL = 554.50'
553.79
556.32
VPC 15+18.00'
EL. = 554.52
VPT 16+08.00'
EL. = 555.38
(+)0.78 %
(-)0.50 %
(+)0.50 %
(-)0.50 %
(+)0.50 %
(+)1.40 %
STA = 15+13.00
EL = 554.50'
BEGIN CONSTRUCTION
℄ FM548 PROP
STA 12+07.37
VPC 12+93.00'
EL. = 554.46
VPT 13+93.00'
EL. = 554.60
STA = 13+43.00
EL = 554.85'
SSD = 893'
ex = -0.16'
K = 78
L = 100.00'
END CONSTRUCTION
℄ FM548 PROP
STA 16+74.98
553.8
554.12
554.3
554.51
554.8
554.70
555.3
554.57
555.8
554.68
556.9
554.57
556.6
554.74
556.3
555.27
556.2
555.97
556.2
556.7
557.5
558.2
559.2
560.2
561.0
562.0
563.2
563.8
564.6
565.4
15+00
20+00

STATE OF TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION

DESIGN SCHEMATIC

DALLAS DISTRICT

MOHAMED BUR, P.E. - DISTRICT ENGINEER

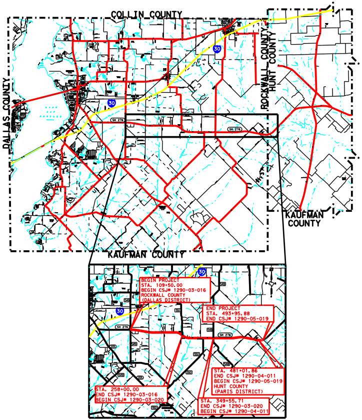
SH 276
ROCKWALL COUNTY
AND HUNT COUNTY

PROJECT LIMITS: FROM FM 549 TO CR 2472
RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN
(ULTIMATE 6)

ROADWAY SECTION	DESIGN SPEED	FUNCTION CLASS
SH 276	45 MPH	PRINCIPAL URBAN ARTERIAL
FM CROSS STREETS	45 MPH	MINOR COLLECTOR

CSJ: 1290-03-016	NET LENGTH=2.81 MI.
CCSJ: 1290-03-020, etc.	NET LENGTH=1.73 MI.
CSJ: 1290-04-011	NET LENGTH=2.49 MI.
CSJ: 1290-05-019	NET LENGTH=0.25 MI.

NET LENGTH OF PROJECT= 7.28 MILES
SCALE HORIZ: 1"=100' VERT: 1"=10'


COLLIN COUNTY
DALLAS COUNTY
ROCKWALL COUNTY
HUNT COUNTY
KAUFMAN COUNTY
KAUFMAN COUNTY
30
SH 276
BEGIN PROJECT
STA. 109+50.00
BEGIN CSJ# 1290-03-016
ROCKWALL COUNTY
(DALLAS DISTRICT)
END PROJECT
STA. 493+95.88
END CSJ# 1290-05-019
STA. 481+01.86
END CSJ# 1290-04-011
BEGIN CSJ# 1290-05-019
HUNT COUNTY
(PARIS DISTRICT)
STA. 258+00.00
END CSJ# 1290-03-016
BEGIN CSJ# 1290-03-020
STA. 349+55.71
END CSJ# 1290-03-020
BEGIN CSJ# 1290-04-011

LOCATION MAP (NTS)

HORIZONTAL SCALE (IN FEET)
0 50 100 200

VERTICAL SCALE (IN FEET)
0 5 10 20

APPROVED SCHEMATIC
Prepared by or under the
Direct Supervision of:
Lukas J. Easterling 121657
NAME P.E. NUMBER
10/31/2018
DATE

ROLL 7 OF 7
OCTOBER 2018

Texas Department of Transportation

1999 Bryan Street, Suite 1100
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P 972.980.2170 | F 972.385.0846
TBPE FIRM NO. F-2966

JACOBS

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