COLLIN COUNTY TOLL ROAD AUTHORITY

CITY OF CELINA
COLLIN COUNTY, TEXAS

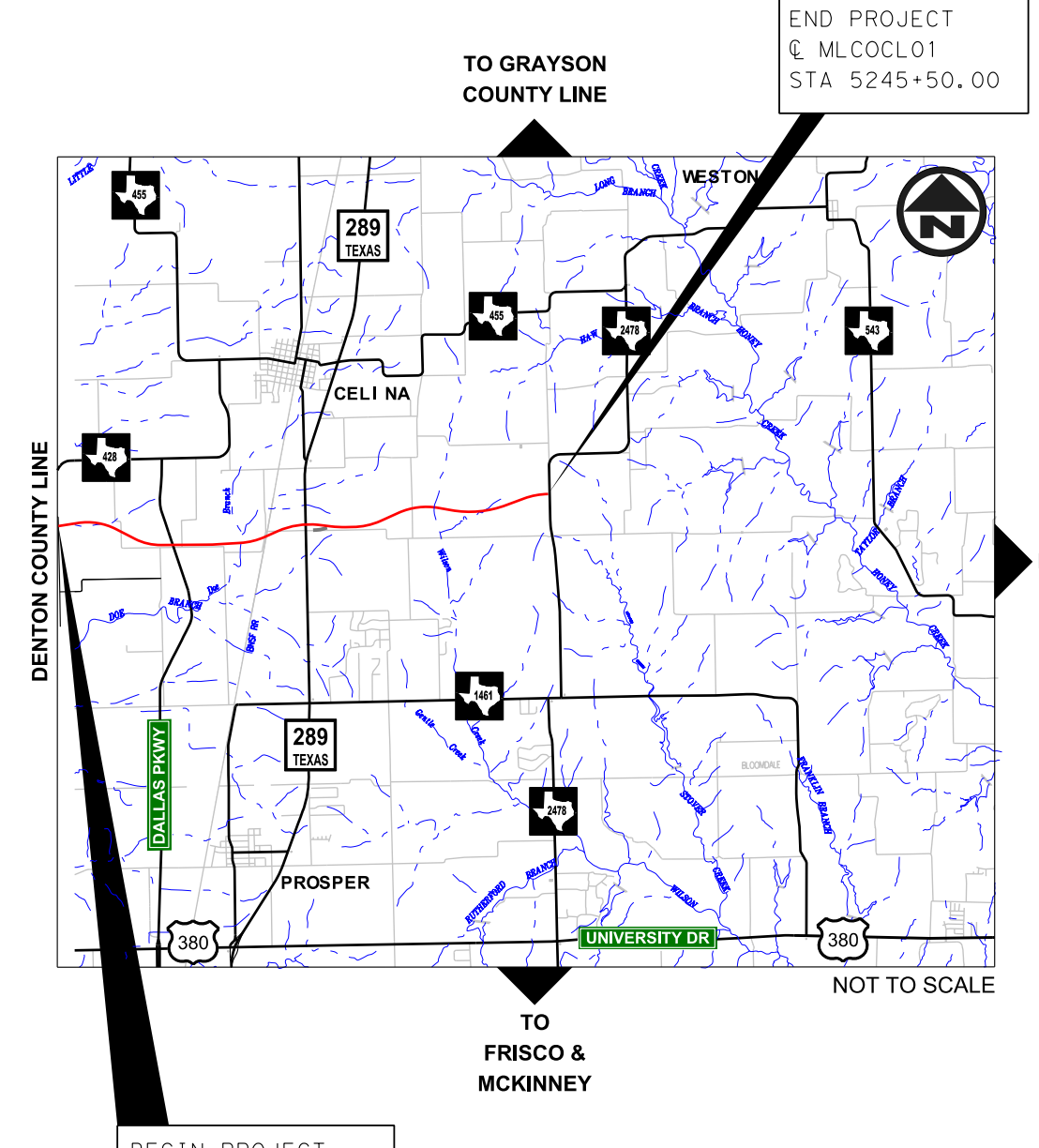
FROM: COLLIN/DENTON COUNTY LINE TO FM 2478
NET PROJECT LENGTH: 32918.73 FT = 6.234 MILES

CONSTRUCTION OF COLLIN COUNTY OUTER LOOP SEGMENT 3
COMPRISING OF TEN-LANE FREEWAY, FRONTAGE ROADS,
INTERCHANGES AND RAMPS

ROADWAY FUNCTIONAL CLASSIFICATION:	URBAN FREEWAY
ROADWAY CONSTRUCTION TYPE:	NEW FACILITY
DESIGN SPEED (MAINLANES):	70 MPH
DESIGN SPEED (FRONTAGE ROAD):	50 MPH
DESIGN SPEED (RAMPS):	50 MPH
DESIGN SPEED (CROSS STREETS):	45 MPH
SCHEMATIC SCALE:	HORIZ: 1"=100' VERT: 1"=10'
GOOGLE EARTH IMAGERY DATE:	2018

e max	(%)
OUTER LOOP ML	6
FRONTAGE ROADS	6
RAMPS	6

LOCATION MAP



SCALE (IN FEET)
0 50 100 200
HORIZONTAL/PLAN
0 5 10 20

LEGEND

▭	FUTURE MAINLANES
🟨	PROPOSED FRONTAGE ROADS
🟪	FUTURE IMPROVEMENTS (BY OTHERS)
🟩	RAMPS / DIRECT CONNECTORS
🟦	CONSTRUCTION (BY OTHERS)
🟧	BRIDGE
🟩	DIRECT CONNECTOR BRIDGE
🟥	DRIVEWAY
🟦	CURBED GORE
▨	CONCRETE RIPRAP
— - - -	COUNTY DEMARCATION
—	EXISTING TOPOGRAPHIC FEATURES
—	PARCEL LINES
— - - -	EXISTING RIGHT-OF-WAY
······	EXISTING EASEMENT
—	EXISTING RAILROAD RIGHT-OF-WAY
······	UTILITY EASEMENT
— - - -	PROPOSED RIGHT-OF-WAY
— — —	PROPOSED RIGHT-OF-WAY (SEGMENT 3A)
— - - -	FUTURE RIGHT-OF-WAY (BY OTHERS)
— — ·	PROPOSED EASEMENT
▭	100-YR FEMA FLOODPLAIN
—■—■—	RETAINING WALL
—■—■—	RETAINING WALL (BY OTHERS)
······	GUARD FENCE
→	DIRECTION OF TRAVEL
LEG EN RMP-2	CURVE NUMBER

NOTES:

1. ADJACENT DEVELOPMENTS ARE PRELIMINARY, DESIGNED BY OTHERS AND SUBJECT TO CHANGE.
2. SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION NOVEMBER 1, 2014 SHALL GOVERN THIS PROJECT.
3. BASIS OF BEARING: TEXAS STATE PLANE COORDINATE SYSTEM, N.A.D. 83 (1993), NORTH CENTRAL ZONE (4202), ALL DISTANCES AND COORDINATES SHOWN HEREIN ARE SCALED FROM 0,0 USING A TXDOT SURFACE ADJUSTMENT FACTOR OF 1.00015271. COORDINATE VALUES DERIVED USING THE WESTERN DATA SYSTEM VRS NETWORK.
4. ALL FUTURE IMPROVEMENTS AND THEIR CORRESPONDING RIGHT-OF-WAY WIDTHS ARE BASED ON COLLIN COUNTY'S THOROUGHFARE PLAN, DATED JANUARY 2018, AND THE CITY OF CELINA'S THOROUGHFARE PLANS, DATED APRIL 2018, AND ARE SUBJECT TO CHANGE.
5. HORIZONTAL AND VERTICAL ALIGNMENTS FOR CROSS STREETS ARE PRELIMINARY AND SUBJECT TO CHANGE.
6. OUTER LOOP DESIGN SHOWN WEST OF COLLIN COUNTY LINE IS ESTIMATED AND DEPENDENT ON FUTURE DESIGN DEVELOPED BY OTHERS.
7. THE INTERCHANGES AT DALLAS NORTH TOLLWAY AND PRESTON ROAD ARE CONCEPTUAL DESIGNS. DALLAS NORTH TOLLWAY AND OUTER LOOP WERE CONSIDERED GRADE SEPARATED AT THE SECOND AND THIRD LEVELS RESPECTIVELY.
8. TRAFFIC DATA USED DURING DESIGN DEVELOPMENT IS PRELIMINARY.
9. DESIGN AT DOE BRANCH TRIBUTARY WAS BASED ON PRELIMINARY HYDRAULIC DATA AND SHALL REQUIRE FURTHER ANALYSIS IN THE NEXT DESIGN PHASE.
10. 100 YEAR FLOOD PLAIN LIMITS WERE OBTAINED FROM FEMA FLOOD MAPS AND NATIONAL FLOOD HAZARD LAYER VERSION 3.0.
11. FRONTAGE ROAD PROFILES ARE LOCATED IN ROLLS 7 AND 8.
12. CONTROL OF ACCESS TO BE DETERMINED THROUGH PERMIT PROCESS.
13. NEW EXIT AND ENTRANCE RAMPS ARE DESIGN TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDE STREETS OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLEMENTED IN FINAL DESIGN.

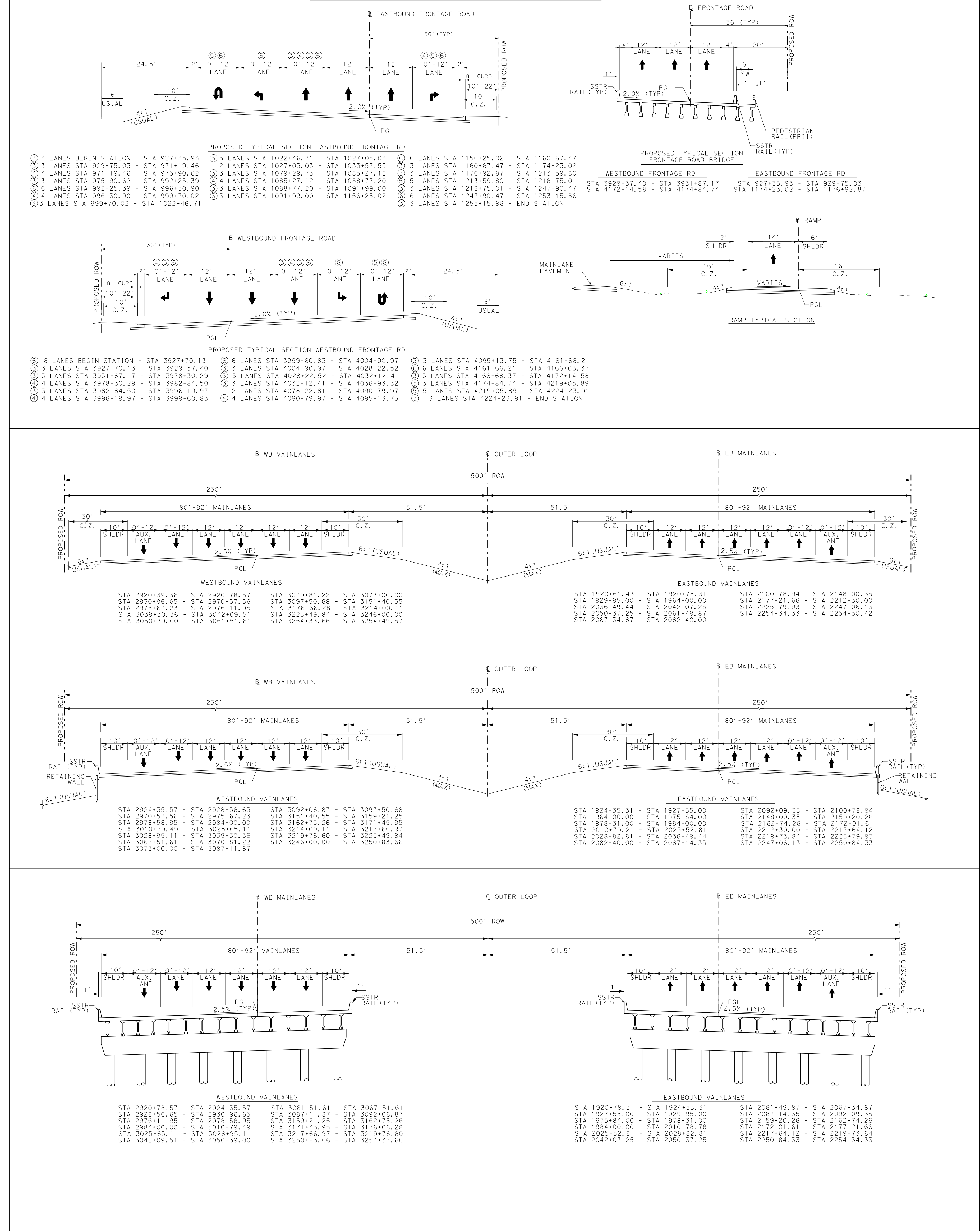
JACOBS

1999 BRYAN STREET, SUITE 1200
DALLAS, TEXAS 75201
P 214.638.0145 I F 214.638.0447
TBPE FIRM NO. F-2966

SCHEMATIC PREPARED BY:
JACOBS ENGINEERING GROUP INC
REGISTRATION NUMBER 2966
NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.
Prepared by or under the Direct Supervision of:
JESUS GONZALEZ JR. 111427
NAME P.E. NUMBER
10/01/2019
DATE

ROLL 1 OF 9

PROPOSED ULTIMATE TYPICAL SECTIONS



PROPOSED TYPICAL SECTION EASTBOUND FRONTAGE RD

③ 3 LANES BEGIN STATION - STA 927+35.93
③ 3 LANES STA 929+75.03 - STA 971+19.46
④ 4 LANES STA 971+19.46 - STA 975+90.62
③ 3 LANES STA 975+90.62 - STA 992+25.39
⑥ 6 LANES STA 992+25.39 - STA 996+30.90
④ 4 LANES STA 996+30.90 - STA 999+70.02
③ 3 LANES STA 999+70.02 - STA 1022+46.71
⑤ 5 LANES STA 1022+46.71 - STA 1027+05.03
2 LANES STA 1027+05.03 - STA 1033+57.55
③ 3 LANES STA 1079+29.73 - STA 1085+27.12
④ 4 LANES STA 1085+27.12 - STA 1088+77.20
③ 3 LANES STA 1088+77.20 - STA 1091+99.00
③ 3 LANES STA 1091+99.00 - STA 1156+25.02
⑥ 6 LANES STA 1156+25.02 - STA 1160+67.47
③ 3 LANES STA 1160+67.47 - STA 1174+23.02
③ 3 LANES STA 1176+92.87 - STA 1213+59.80
⑤ 5 LANES STA 1213+59.80 - STA 1218+75.01
③ 3 LANES STA 1218+75.01 - STA 1247+90.47
⑥ 6 LANES STA 1247+90.47 - STA 1253+15.86
③ 3 LANES STA 1253+15.86 - END STATION

PROPOSED TYPICAL SECTION FRONTAGE ROAD BRIDGE

WESTBOUND FRONTAGE RD	EASTBOUND FRONTAGE RD
STA 3929+37.40 - STA 3931+87.17	STA 927+35.93 - STA 929+75.03
STA 4172+14.58 - STA 4174+84.74	STA 1174+23.02 - STA 1176+92.87

PROPOSED TYPICAL SECTION WESTBOUND FRONTAGE RD

⑥ 6 LANES BEGIN STATION - STA 3927+70.13
③ 3 LANES STA 3927+70.13 - STA 3929+37.40
③ 3 LANES STA 3931+87.17 - STA 3978+30.29
④ 4 LANES STA 3978+30.29 - STA 3982+84.50
③ 3 LANES STA 3982+84.50 - STA 3996+19.97
④ 4 LANES STA 3996+19.97 - STA 3999+60.83
⑥ 6 LANES STA 3999+60.83 - STA 4004+90.97
③ 3 LANES STA 4004+90.97 - STA 4028+22.52
⑤ 5 LANES STA 4028+22.52 - STA 4032+12.41
③ 3 LANES STA 4032+12.41 - STA 4036+93.32
2 LANES STA 4078+22.81 - STA 4090+79.97
④ 4 LANES STA 4090+79.97 - STA 4095+13.75
③ 3 LANES STA 4095+13.75 - STA 4161+66.21
⑥ 6 LANES STA 4161+66.21 - STA 4166+68.37
③ 3 LANES STA 4166+68.37 - STA 4172+14.58
③ 3 LANES STA 4174+84.74 - STA 4219+05.89
⑤ 5 LANES STA 4219+05.89 - STA 4224+23.91
③ 3 LANES STA 4224+23.91 - END STATION

RAMP TYPICAL SECTION

WESTBOUND MAINLANES

STA 2920+39.36 - STA 2920+78.57
STA 2930+96.65 - STA 2970+57.56
STA 2975+67.23 - STA 2976+11.95
STA 3039+30.36 - STA 3042+09.51
STA 3050+39.00 - STA 3061+51.61
STA 3070+81.22 - STA 3073+00.00
STA 3097+50.68 - STA 3151+40.55
STA 3176+66.28 - STA 3214+00.11
STA 3225+49.84 - STA 3246+00.00
STA 3254+33.66 - STA 3254+49.57

EASTBOUND MAINLANES

STA 1920+61.43 - STA 1920+78.31
STA 1929+95.00 - STA 1964+00.00
STA 2036+49.44 - STA 2042+07.25
STA 2050+37.25 - STA 2061+49.87
STA 2067+34.87 - STA 2082+40.00
STA 2100+78.94 - STA 2148+00.35
STA 2177+21.66 - STA 2212+30.00
STA 2225+79.93 - STA 2247+06.13
STA 2254+34.33 - STA 2254+50.42

WESTBOUND MAINLANES

STA 2924+35.57 - STA 2928+56.65
STA 2970+57.56 - STA 2975+67.23
STA 2978+58.95 - STA 2984+00.00
STA 3010+79.49 - STA 3025+65.11
STA 3028+95.11 - STA 3039+30.36
STA 3067+51.61 - STA 3070+81.22
STA 3073+00.00 - STA 3087+11.87
STA 3092+06.87 - STA 3097+50.68
STA 3151+40.55 - STA 3159+21.25
STA 3162+75.26 - STA 3171+45.95
STA 3214+00.11 - STA 3217+66.97
STA 3219+76.60 - STA 3225+49.84
STA 3246+00.00 - STA 3250+83.66

EASTBOUND MAINLANES

STA 1924+35.31 - STA 1927+55.00
STA 1964+00.00 - STA 1975+84.00
STA 1978+31.00 - STA 1984+00.00
STA 2010+79.21 - STA 2025+52.81
STA 2028+82.81 - STA 2036+49.44
STA 2082+40.00 - STA 2087+14.35
STA 2092+09.35 - STA 2100+78.94
STA 2148+00.35 - STA 2159+20.26
STA 2162+74.26 - STA 2172+01.61
STA 2212+30.00 - STA 2217+64.12
STA 2219+73.84 - STA 2225+79.93
STA 2247+06.13 - STA 2250+84.33

WESTBOUND MAINLANES

STA 2920+78.57 - STA 2924+35.57
STA 2928+56.65 - STA 2930+96.65
STA 2976+11.95 - STA 2978+58.95
STA 2984+00.00 - STA 3010+79.49
STA 3025+65.11 - STA 3028+95.11
STA 3042+09.51 - STA 3050+39.00
STA 3061+51.61 - STA 3067+51.61
STA 3087+11.87 - STA 3092+06.87
STA 3159+21.25 - STA 3162+75.26
STA 3171+45.95 - STA 3176+66.28
STA 3217+66.97 - STA 3219+76.60
STA 3250+83.66 - STA 3254+33.66

EASTBOUND MAINLANES

STA 1920+78.31 - STA 1924+35.31
STA 1927+55.00 - STA 1929+95.00
STA 1975+84.00 - STA 1978+31.00
STA 1984+00.00 - STA 2010+78.78
STA 2025+52.81 - STA 2028+82.81
STA 2042+07.25 - STA 2050+37.25
STA 2061+49.87 - STA 2067+34.87
STA 2087+14.35 - STA 2092+09.35
STA 2159+20.26 - STA 2162+74.26
STA 2172+01.61 - STA 2177+21.66
STA 2217+64.12 - STA 2219+73.84
STA 2250+84.33 - STA 2254+34.33

SUPERELEVATION TABLES

EB MAINLANES

FROM STA	TO STA	SLOPE
BEGIN	1932+25.00	-2.50%
1932+25.00	1934+24.00	Transition
1934+24.00	1958+12.00	-4.70%
1958+12.00	1960+18.00	Transition
1960+18.00	1961+52.00	-2.50%
1961+52.00	1965+77.00	Transition
1965+77.00	1981+74.00	5.04%
1981+74.00	1986+27.00	Transition
1986+27.00	2023+96.00	-2.50%
2023+96.00	2028+08.00	Transition
2028+08.00	2041+25.00	4.34%
2041+25.00	2046+01.00	Transition
2046+01.00	2048+55.00	-2.00%
2048+55.00	2050+21.00	Transition
2050+21.00	2071+90.00	-4.20%
2071+90.00	2072+93.00	Transition
2072+93.00	2079+72.00	-2.50%
2079+72.00	2085+30.00	Transition
2085+30.00	2111+65.00	3.69%
2111+65.00	2115+37.00	Transition
2115+37.00	2116+70.00	-2.50%
2116+70.00	2118+00.00	Transition
2118+00.00	2141+74.00	-4.66%
2141+74.00	2143+69.00	Transition
2143+69.00	2145+92.00	-2.50%
2145+92.00	2150+61.00	Transition
2150+61.00	2166+73.00	3.35%
2166+73.00	2167+04.00	Transition
2167+04.00	2185+04.00	3.69%
2185+04.00	2190+62.00	Transition
2190+62.00	2195+58.00	-2.50%
2195+58.00	2197+53.00	Transition
2197+53.00	2210+97.00	-4.66%
2210+97.00	2212+92.00	Transition
2212+92.00	END	-2.50%

WB MAINLANES

FROM STA	TO STA	SLOPE
BEGIN	2931+76.00	-2.50%
2931+76.00	2934+06.00	Transition
2934+06.00	2959+15.00	4.55%
2959+15.00	2963+08.00	Transition
2963+08.00	2963+57.00	-2.00%
2963+57.00	2965+61.00	Transition
2965+61.00	2982+17.00	-5.21%
2982+17.00	2983+80.00	Transition
2983+80.00	3026+35.00	-2.50%
3026+35.00	3027+54.00	Transition
3027+54.00	3040+78.00	-4.48%
3040+78.00	3041+98.00	Transition
3041+98.00	3044+88.00	-2.50%
3044+88.00	3052+19.00	Transition
3052+19.00	3071+35.00	4.08%
3071+35.00	3077+28.00	Transition
3077+28.00	3083+66.00	-2.50%
3083+66.00	3084+82.00	Transition
3084+82.00	3112+19.00	-3.79%
3112+19.00	3113+27.00	Transition
3113+27.00	3114+35.00	-2.00%
3114+35.00	3118+26.00	Transition
3118+26.00	3141+20.00	4.51%
3141+20.00	3145+42.00	Transition
3145+42.00	3148+39.00	-2.50%
3148+39.00	3149+24.00	Transition
3149+24.00	3166+71.00	-3.43%
3166+71.00	3167+04.00	Transition
3167+04.00	3185+06.00	-3.79%
3185+06.00	3186+23.00	Transition
3186+23.00	3191+23.00	-2.50%
3191+23.00	3197+54.00	Transition
3197+54.00	3210+63.00	4.51%
3210+63.00	3214+85.00	Transition
3214+85.00	END	-2.50%

EB FRONTAGE ROAD-1

FROM STA	TO STA	SLOPE
BEGIN	933+33.00	-2.00%
933+33.00	933+80.00	Transition
933+80.00	958+00.00	-2.97%
958+00.00	958+48.00	Transition
958+48.00	962+07.00	-2.00%
962+07.00	964+93.00	Transition
964+93.00	975+73.00	3.28%
975+73.00	976+42.00	Transition
976+42.00	977+90.00	2.00%
977+90.00	979+17.00	Transition
979+17.00	980+89.00	4.33%
980+89.00	984+31.00	Transition
984+31.00	1028+08.00	-2.00%
1028+08.00	1029+53.00	Transition
1029+53.00	END	4.00%

EB FRONTAGE ROAD-2

FROM STA	TO STA	SLOPE
BEGIN	1091+05.00	-2.00%
1091+05.00	1092+62.00	Transition
1092+62.00	1113+42.00	2.34%
1113+42.00	1115+78.00	Transition
1115+78.00	1118+36.00	-2.00%
1118+36.00	1118+71.00	Transition
1118+71.00	1142+73.00	-2.94%
1142+73.00	1143+08.00	Transition
1143+08.00	1166+34.00	-2.00%
1166+34.00	1167+85.00	Transition
1167+85.00	1186+61.00	2.17%
1186+61.00	1188+12.00	Transition
1188+12.00	1197+99.00	-2.00%
1197+99.00	1198+34.00	Transition
1198+34.00	1210+45.00	-2.94%
1210+45.00	1210+79.00	Transition
1210+79.00	END	-2.00%

WB FRONTAGE ROAD-1

FROM STA	TO STA	SLOPE
BEGIN	3930+54.00	-2.00%
3930+54.00	3932+25.00	Transition
3932+25.00	3960+01.00	2.72%
3960+01.00	3961+72.00	Transition
3961+72.00	3966+86.00	-2.00%
3966+86.00	3967+55.00	Transition
3967+55.00	3976+44.00	-3.89%
3976+44.00	3977+14.00	Transition
3977+14.00	3977+80.00	-2.00%
3977+80.00	3978+49.00	Transition
3978+49.00	3982+91.00	-3.85%
3982+91.00	3983+61.00	Transition
3983+61.00	4029+08.00	-2.00%
4029+08.00	4029+58.00	Transition
4029+58.00	END	-3.01%

WB FRONTAGE ROAD-2

FROM STA	TO STA	SLOPE
BEGIN	4078+36.00	-2.00%
4078+36.00	4078+60.00	Transition
4078+60.00	4086+74.00	-2.28%
4086+74.00	4087+21.00	Transition
4087+21.00	4093+21.00	-2.00%
4093+21.00	4094+36.00	Transition
4094+36.00	4097+02.00	-5.18%
4097+02.00	4098+18.00	Transition
4098+18.00	4100+43.00	-2.00%
4100+43.00	4100+56.00	Transition
4100+56.00	4111+54.00	-2.34%
4111+54.00	4111+67.00	Transition
4111+67.00	4114+56.00	-2.00%
4114+56.00	4116+25.00	Transition
4116+25.00	4142+63.00	2.69%
4142+63.00	4144+33.00	Transition
4144+33.00	4151+44.00	-2.00%
4151+44.00	4151+79.00	Transition
4151+79.00	4159+56.00	-2.93%
4159+56.00	4159+90.00	Transition
4159+90.00	4166+10.00	-2.00%
4166+10.00	4166+21.00	Transition
4166+21.00	4184+58.00	-2.27%
4184+58.00	4184+69.00	Transition
4184+69.00	4194+60.00	-2.00%
4194+60.00	4196+30.00	Transition
4196+30.00	4211+48.00	2.69
4211+48.00	4213+17.00	Transition
4213+17.00	END	-2.00%

CURVE TABLES

CL OUTER LOOP

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
MLCOLCL01-1	4947+05.53	7,159,593.36	2,479,440.72	38° 52′ 54.99" RT	3,750.00′	1° 31′ 40.39"	1,323.60′	2,544.82′	S 78° 25′ 03.89" E	2,496.27′	4933+81.93	4959+26.75	N 82° 08′ 28.62" E	S 58° 58′ 36.39" E

CL OUTER LOOP WBML

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
MLCOLWB01-1	2947+25.07	7,159,682.18	2,479,458.93	38° 52′ 54.99" RT	3,835.50′	1° 29′ 37.78"	1,353.78′	2,602.84′	S 78° 25′ 03.89" E	2,553.18′	2933+71.29	2959+74.13	N 82° 08′ 28.62" E	S 58° 58′ 36.39" E

BL OUTER LOOP EBML

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
MLCOLEB01-1	1946+86.78	7,159,504.54	2,479,422.52	38° 52′ 54.99" RT	3,664.50′	1° 33′ 48.73"	1,293.42′	2,486.80′	S 78° 25′ 03.89" E	2,439.35′	1933+93.36	1958+80.15	N 82° 08′ 28.62" E	S 58° 58′ 36.39" E

BL OUTER LOOP WBFR

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
FRCOLWB01-1	3926+61.81	7,159,502.65	2,477,426.87	2° 22′ 57.69" LT	10,000.00′	0° 34′ 22.65"	207.96′	415.86′	N 80° 56′ 59.77" E	415.83′	3924+53.85	3928+69.70	N 82° 08′ 28.62" E	N 79° 45′ 30.92" E
FRCOLWB01-2	3946+77.77	7,159,861.09	2,479,410.77	41° 15′ 52.68" RT	3,950.00′	1° 27′ 01.89"	1,487.25′	2,844.80′	S 79° 36′ 32.73" E	2,783.72′	3931+90.52	3960+35.32	N 79° 45′ 30.92" E	S 58° 58′ 36.39" E

BL OUTER LOOP EBFR

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
FRCOLEB01-1	925+37.50	7,159,093.44	2,477,292.53	2° 33′ 35.86" RT	7,870.00′	0° 43′ 40.90"	175.84′	351.63′	N 83° 25′ 16.55" E	351.60′	923+61.65	927+13.28	N 82° 08′ 28.62" E	N 84° 42′ 04.48" E
FRCOLEB01-2	929+34.19	7,159,130.08	2,477,687.58	3° 12′ 56.27" LT	7,870.00′	0° 43′ 40.90"	220.90′	441.69′	N 83° 05′ 36.34" E	441.63′	927+13.28	931+54.97	N 84° 42′ 04.48" E	N 81° 29′ 08.20" E
FRCOLEB01-3	946+40.92	7,159,382.79	2,479,375.62	39° 32′ 15.41" RT	3,536.00′	1° 37′ 13.28"	1,270.86′	2,440.06′	S 78° 44′ 44.10" E	2,391.93′	933+70.06	958+10.11	N 81° 29′ 08.20" E	S 58° 58′ 36.39" E

BL LEG_EX RAMP

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
LEG_EX_RMP-1	11+33.79	7,159,630.69	2,478,687.28	3° 54′ 12.43" RT	3,926.00′	1° 27′ 33.82"	133.79′	267.47′	S 86° 26′ 56.40" E	267.42′	10+00.00	12+67.47	S 88° 24′ 02.61" E	S 84° 29′ 50.18" E
LEG_EX_RMP-2	14+76.78	7,159,597.79	2,479,028.79	8° 27′ 47.23" RT	1,860.00′	3° 04′ 49.51"	137.62′	274.74′	S 80° 15′ 56.57" E	274.49′	13+39.16	16+13.90	S 84° 29′ 50.18" E	S 76° 02′ 02.96" E
LEG_EX_RMP-3	25+58.30	7,159,516.89	2,479,361.36	1° 21′ 22.38" LT	7,000.00′	0° 49′ 06.64"	82.85′	165.69′	S 77° 26′ 16.96" E	165.69′	24+75.45	26+41.14	S 76° 45′ 35.77" E	S 78° 06′ 58.15" E

BL LEG_EN RAMP

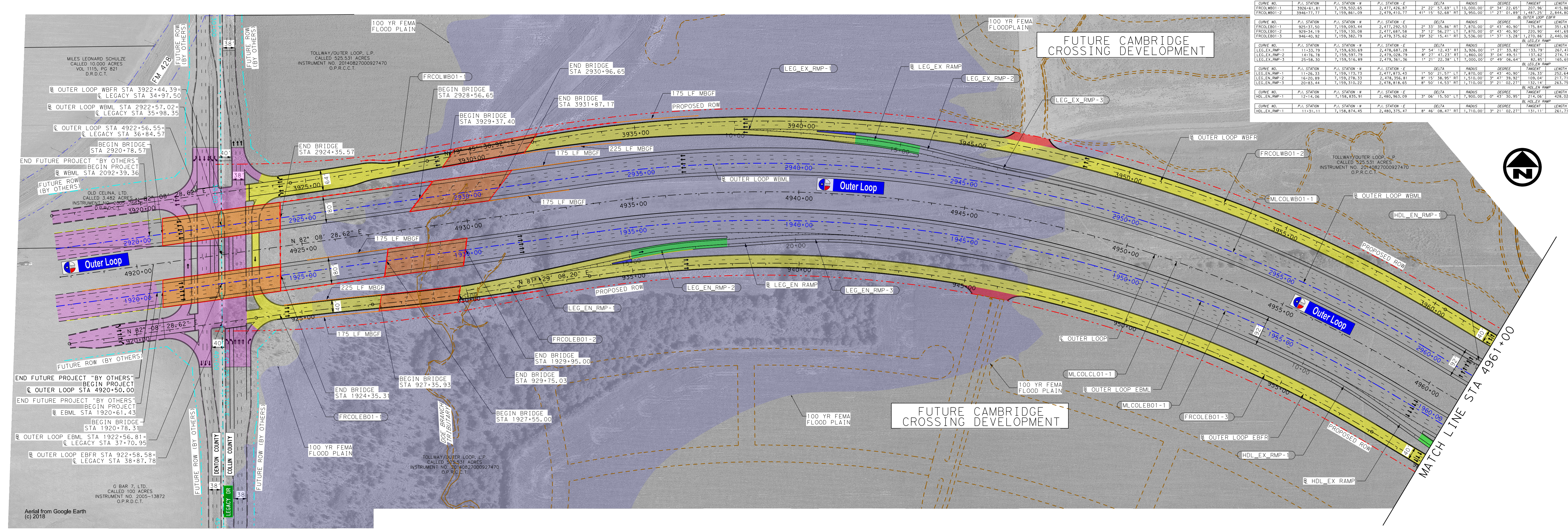
CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
LEG_EN_RMP-1	11+26.33	7,159,173.73	2,477,873.43	1° 50′ 21.57" LT	7,870.00′	0° 43′ 40.90"	126.33′	252.64′	N 78° 42′ 35.46" E	252.63′	10+00.00	12+52.64	N 79° 37′ 46.24" E	N 77° 47′ 24.67" E
LEG_EN_RMP-2	16+20.89	7,159,278.33	2,478,356.81	8° 15′ 38.95" RT	1,510.00′	3° 47′ 39.92"	109.04′	217.71′	N 81° 55′ 14.15" E	217.52′	15+11.84	17+29.55	N 77° 47′ 24.67" E	N 86° 03′ 03.62" E
LEG_EN_RMP-3	20+83.44	7,159,310.22	2,478,818.65	8° 50′ 14.53" RT	1,710.00′	3° 21′ 02.27"	132.14′	263.75′	S 89° 31′ 49.11" E	263.49′	19+51.30	22+15.06	N 86° 03′ 03.62" E	S 85° 06′ 41.85" E

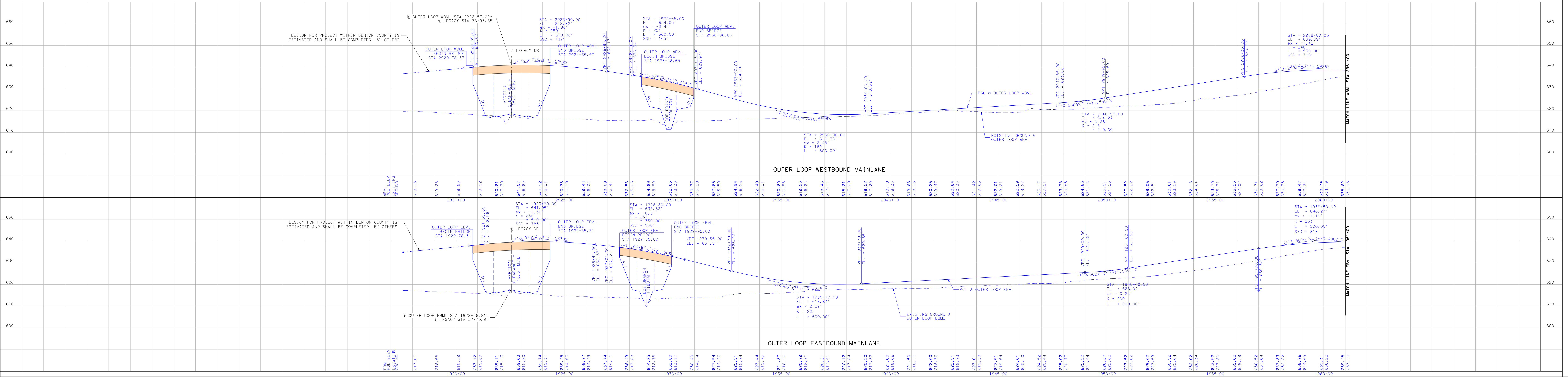
BL HDL_EN RAMP

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
HDL_EN_RMP-1	12+14.06	7,158,835.91	2,480,963.09	3° 06′ 15.50" LT	7,900.00′	0° 43′ 30.95"	214.06′	428.02′	S 60° 31′ 44.14" E	427.97′	10+00.00	14+28.02	S 58° 58′ 36.39" E	S 62° 04′ 51.89" E

BL HDL_EX RAMP

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
HDL_EX_RMP-1	11+31.11	7,158,874.45	2,480,375.47	8° 46′ 08.47" RT	1,710.00′	3° 21′ 02.27"	131.11′	261.71′	S 59° 04′ 35.39" E	261.46′	10+00.00	12+61.71	S 63° 27′ 39.62" E	S 54° 41′ 31.16" E





OUTER LOOP WESTBOUND MAINLANE

OUTER LOOP EASTBOUND MAINLANE

COLLIN COUNTY TOLL ROAD AUTHORITY

CITY OF CELINA
COLLIN COUNTY, TEXAS

FROM: COLLIN/DENTON COUNTY LINE TO FM 2478
NET PROJECT LENGTH: 32918.73 FT = 6.234 MILES

CONSTRUCTION OF COLLIN COUNTY OUTER LOOP SEGMENT 3
COMPRISING OF TEN-LANE FREEWAY, FRONTAGE ROADS,
INTERCHANGES AND RAMPS

LOCATION MAP

JACOBS
1999 BRYAN STREET, SUITE 1200
DALLAS, TEXAS 75201
P 214.638.0145 I F 214.638.0447
TBPE FIRM NO. F-2966

ROLL 1 OF 9