

Engineering Study
Control Device: Speed Limit Baker Rd.

Roadway: Baker Rd. from Cowan Rd north to FM 455

Location / Extent: North of Weston (see exhibit "A")

Existing Speed Limit: None

Existing Traffic Control: Stop sign at the intersection with FM 455

Traffic Counts: 54 Cars per day

Roadway Width/ Surface Type: 23-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Roadway Design Speed: None

Visibility Along the Roadway: Good

Accident History: No speed related accidents have been reported to the Public Works department

Radar Speed Survey Result Unable to obtain due to limited traffic at the time of the survey

Other Factors: None

Recommendation: A 40 M.P.H. Speed Limit is recommended

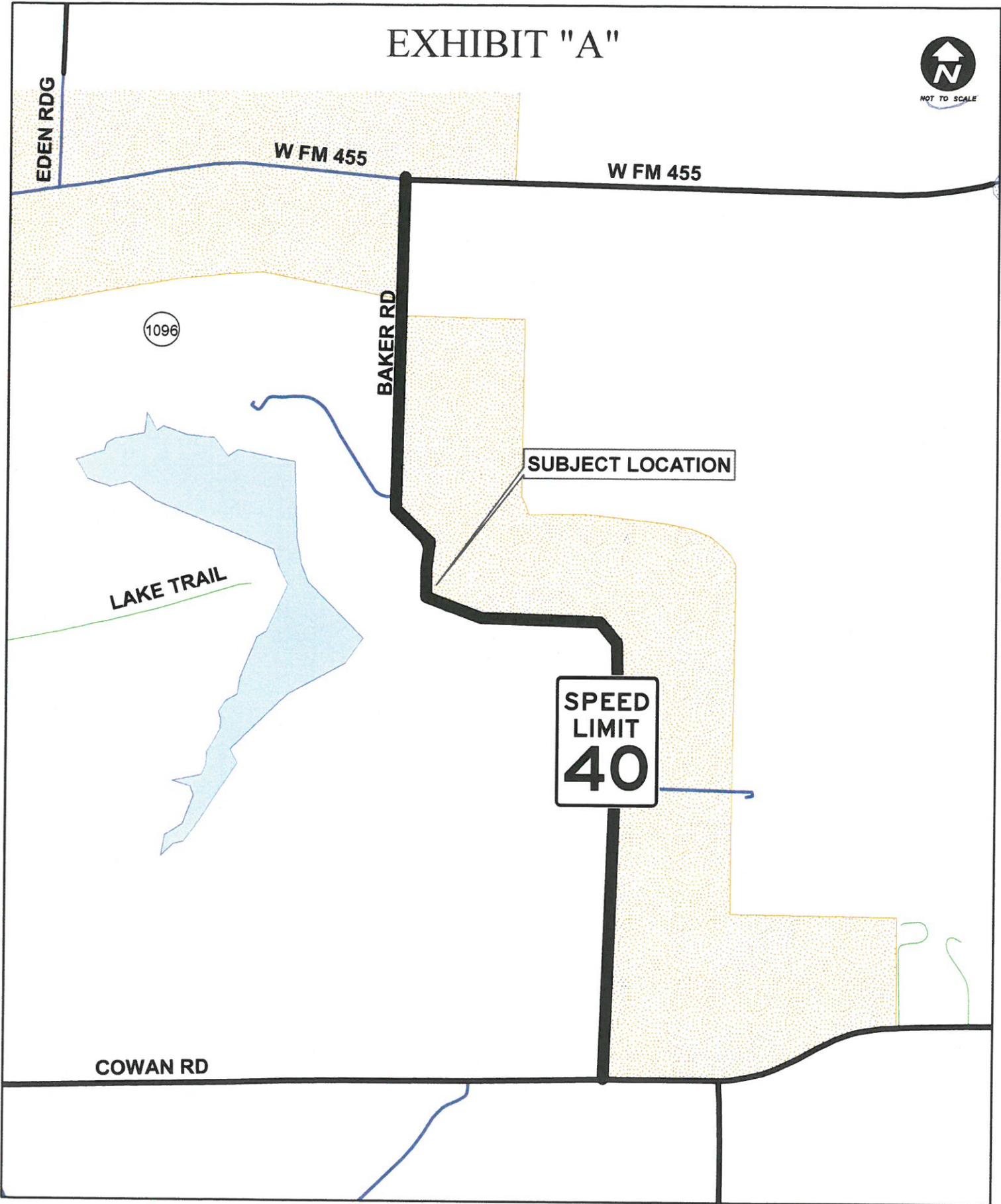
Date: October 29, 2015

Engineer: Tracy Homfeld, P.E.



Tracy Homfeld, PE
11/2/15

EXHIBIT "A"



LOCATION MAP BAKER RD

Engineering Study
Control Device: Speed Limit Signs Bourland Bend

Roadway: Bourland Bend (FKA CR 209) from Cowan Rd south to city limits

Location / Extent: East of Weston (see exhibit "A")

Existing Speed Limit: None

Existing Traffic Control: Stop sign at intersection with Cowan Rd

Traffic Counts: 390 Cars per day

Roadway Width/ Surface Type: 24-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Roadway Design Speed: None

Visibility Along the Roadway: There are a couple sharp turns, hidden driveways and hills.

Accident History: No speed related accidents have been reported to the Public Works department

Radar Speed Survey Result 85th percentile is 52 MPH

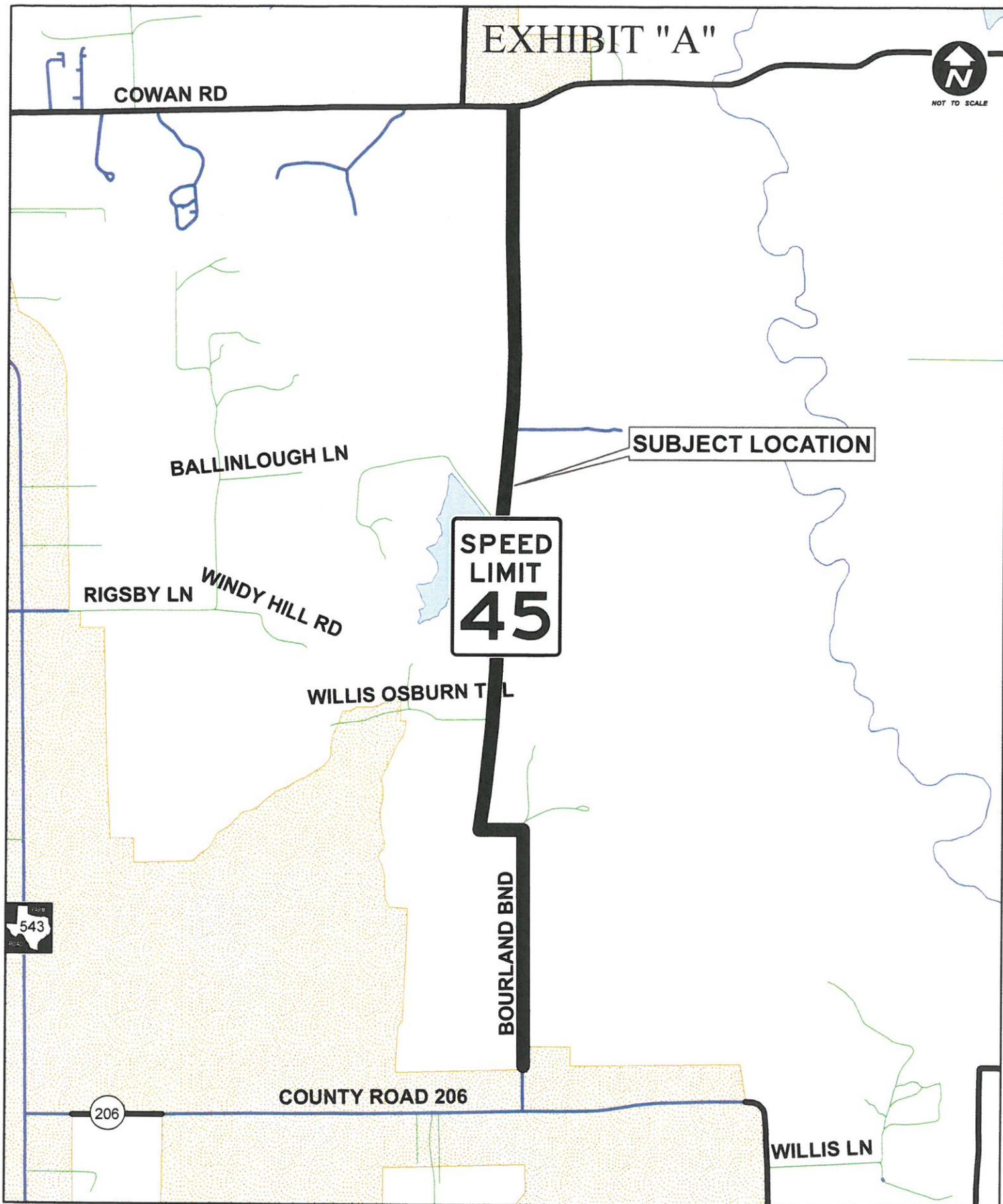
Other Factors: Bourland Bend has recently been upgraded to asphalt and the traffic is expected to increase.

Recommendation: A 45 M.P.H. Speed Limit is recommended

Date: September 30, 2015

Engineer: Tracy Homfeld, P.E.





LOCATION MAP BOURLAND BEND

Engineering Study
Control Device: Speed Limit Signs CR 164

Roadway: CR 164 from FM 1461 to CR 943

Location / Extent: North of McKinney (see exhibit "A")

Existing Speed Limit: None

Existing Traffic Control: Stop sign at the intersection with FM 1461

Traffic Counts: 2,154 Cars per day

Roadway Width/ Surface Type: 20-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential/Agricultural

Roadway Design Speed: None

Visibility Along the Roadway: Good

Accident History: No speed related accidents have been reported to the Public Works department

Radar Speed Survey Result 85th percentile is 52 MPH

Other Factors: Road is narrow with a few driveways.

Recommendation: A 45 M.P.H. Speed Limit is recommended

Date: August 24, 2015

Engineer: Tracy Homfeld, P.E.



T. Homfeld, PE
11-13-15

EXHIBIT "A"



FM 1461

RYAN TRL

ITE ROAD 5441

COUNTY ROAD 1006

COUNTY ROAD 164

SPEED
LIMIT
45

SUBJECT LOCATION

N LAKE FOREST DR

MOSSWOOD DR

RED CEDAR DR
TORREYA DR

COUNTY ROAD 943



LOCATION MAP CR 164

Engineering Study
Control Device: Speed Limit Signs CR 170

Roadway: CR 170 from FM 2478 east to City limits (approximately 20,840+/-)

Location / Extent: West of Weston (see exhibit "A")

Existing Speed Limit: None

Existing Traffic Control: Stop sign at the intersection with FM 2478
Stop sign at the intersection with Weston Rd

Traffic Counts: 132 Cars per day

Roadway Width/ Surface Type: 24-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Roadway Design Speed: None

Visibility Along the Roadway: Good

Accident History: No speed related accidents have been reported to the Public Works department

Radar Speed Survey Result Unable to obtain due to limited traffic at the time of the survey

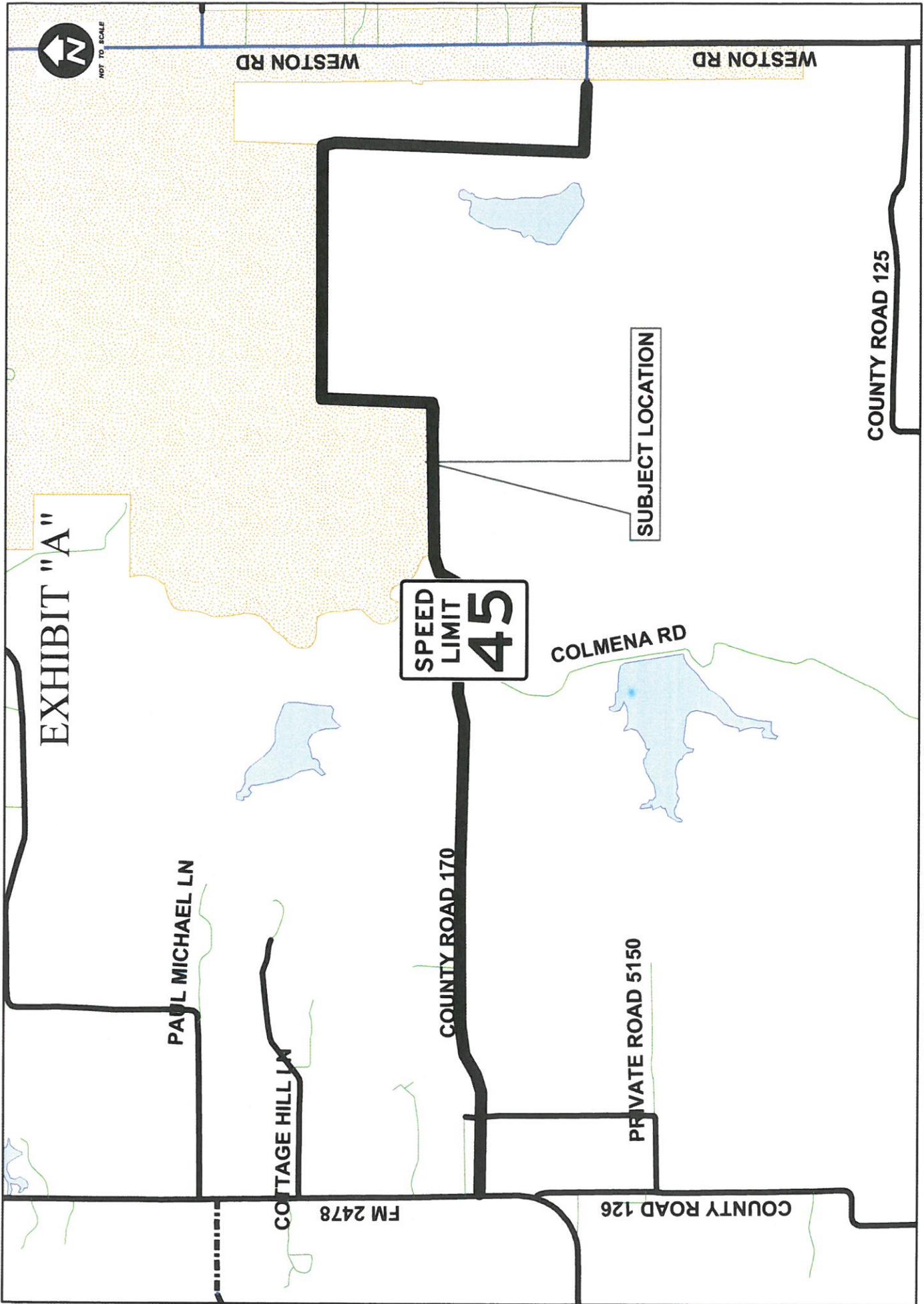
Other Factors: None

Recommendation: A 45 M.P.H. Speed Limit is recommended

Date: August 24, 2015

Engineer: Tracy Homfeld, P.E.





LOCATION MAP CR 170



Engineering Study
Control Device: Speed Limit Signs CR 331

Roadway: County Road 331 from FM 2933 west to McIntyre Rd

Location / Extent: East of McKinney (see exhibit "A")

Existing Speed Limit: None

Existing Traffic Control: Stop sign at intersection with FM 2933

Traffic Counts: 1068 Cars per day

Roadway Width/ Surface Type: 22-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Roadway Design Speed: None

Visibility Along the Roadway: There are hidden driveways and a sharp turn.

Accident History: No speed related accidents have been reported to the Public Works department

Radar Speed Survey Result 85th percentile is 48 MPH

Other Factors: None

Recommendation: A 45 M.P.H. Speed Limit is recommended

Date: November 4, 2015

Engineer: Tracy Homfeld, P.E.



EXHIBIT "A"

BORCHARD TRL



NOT TO SCALE

COUNTY ROAD 338

SUBJECT LOCATION

MCINTYRE RD

SPEED
LIMIT
45

COUNTY ROAD 331

COUNTY ROAD 335

335

FM 2933

FM 2933

WOODLAWN RD



LOCATION MAP CR 331

Engineering Study
Control Device: Stop Sign CR 339

Roadway / Intersection: Intersection of CR 339 (east) with Fannin Rd (north-south)

Location: South of Melissa (see exhibit "A")

Existing Traffic Control: None

Roadway Width/ Surface Type: CR 339 – 22-feet (2-Lane Asphalt)
Fannin Rd north – 22-feet (2-Lane Asphalt)
Fannin Rd south – 22-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Visibility: Trees on northeast corner block visibility

Accident History: One minor accident in 2013

Traffic Counts: CR 339 – 185 Cars per Day
Fannin Rd North of the intersection – 1,489 Cars per Day
Fannin Rd South of the intersection – 1,618 Cars per Day

Warrant for Stop Sign: A Stop sign is warranted by Section 2B.04, P3, Article A of the 2011 Texas Manual on Uniform Traffic Control Devices.

Other Factors: None

Recommendation: It is recommended that a Stop Sign be placed on CR 339 at its intersection with Fannin Rd, giving the right-of-way to north-south traffic on Fannin Rd.

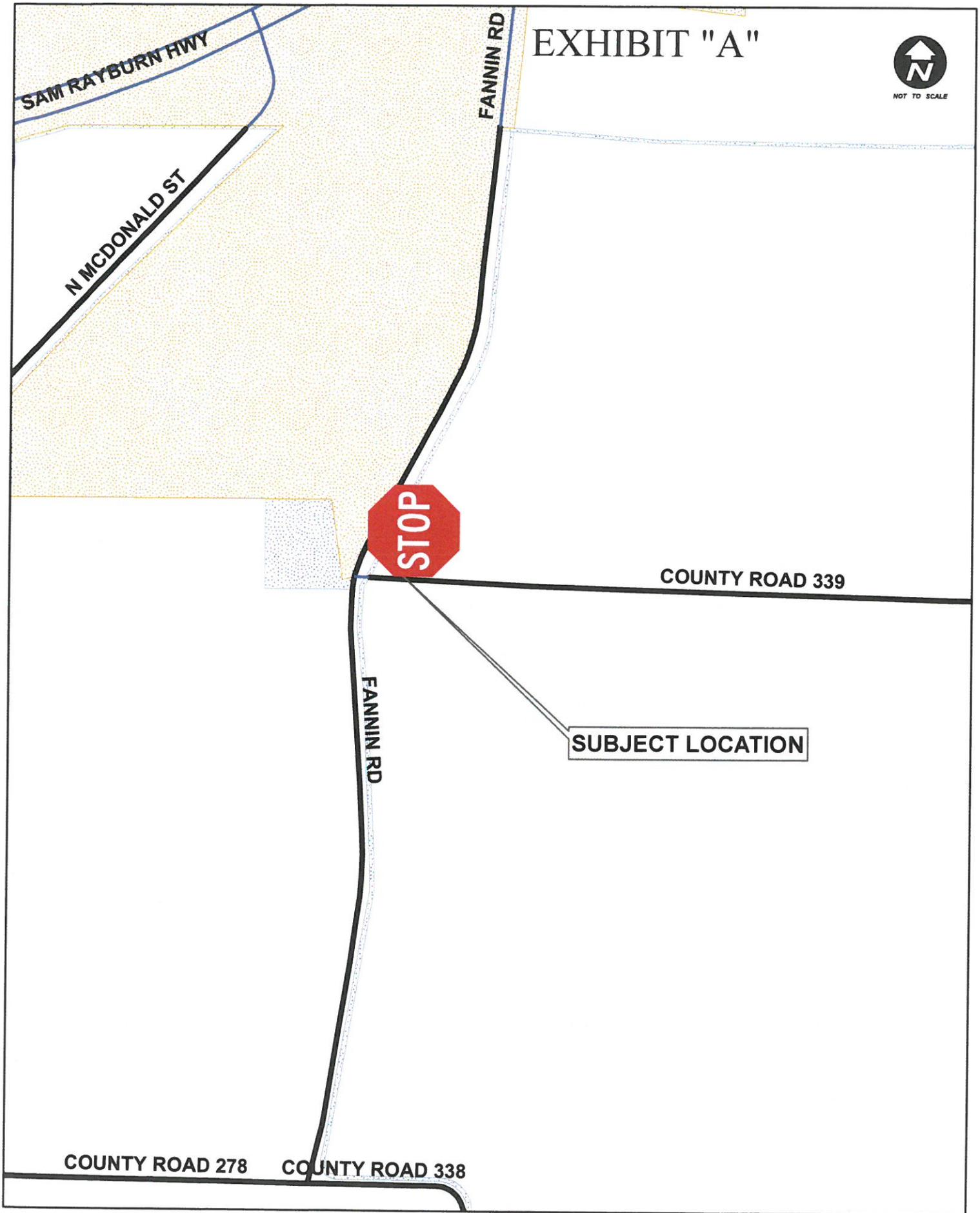
Date: July 21, 2015

Engineer: Tracy Homfeld, P.E.



Tracy Homfeld, P.E.
10-24-15

EXHIBIT "A"



LOCATION MAP CR 339

Engineering Study
Control Device: Speed Limit Signs CR 339

Roadway: CR 339 from Fannin Rd east to Miller Rd

Location / Extent: South of Melissa (see exhibit "A")

Existing Speed Limit: None

Existing Traffic Control: None

Traffic Counts: 185 Cars per day

Roadway Width/ Surface Type: 22-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Roadway Design Speed: None

Visibility Along the Roadway: There are a couple sharp turns and hidden driveways.

Accident History: No speed related accidents have been reported to the Public Works department

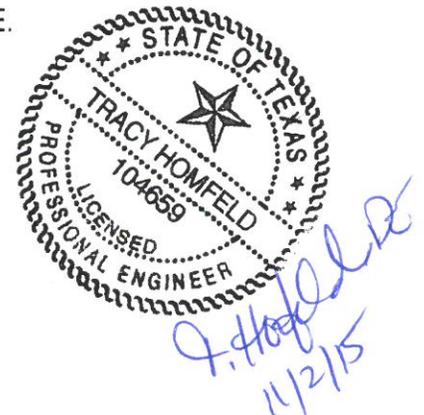
Radar Speed Survey Result Unable to obtain due to limited traffic at the time of the survey

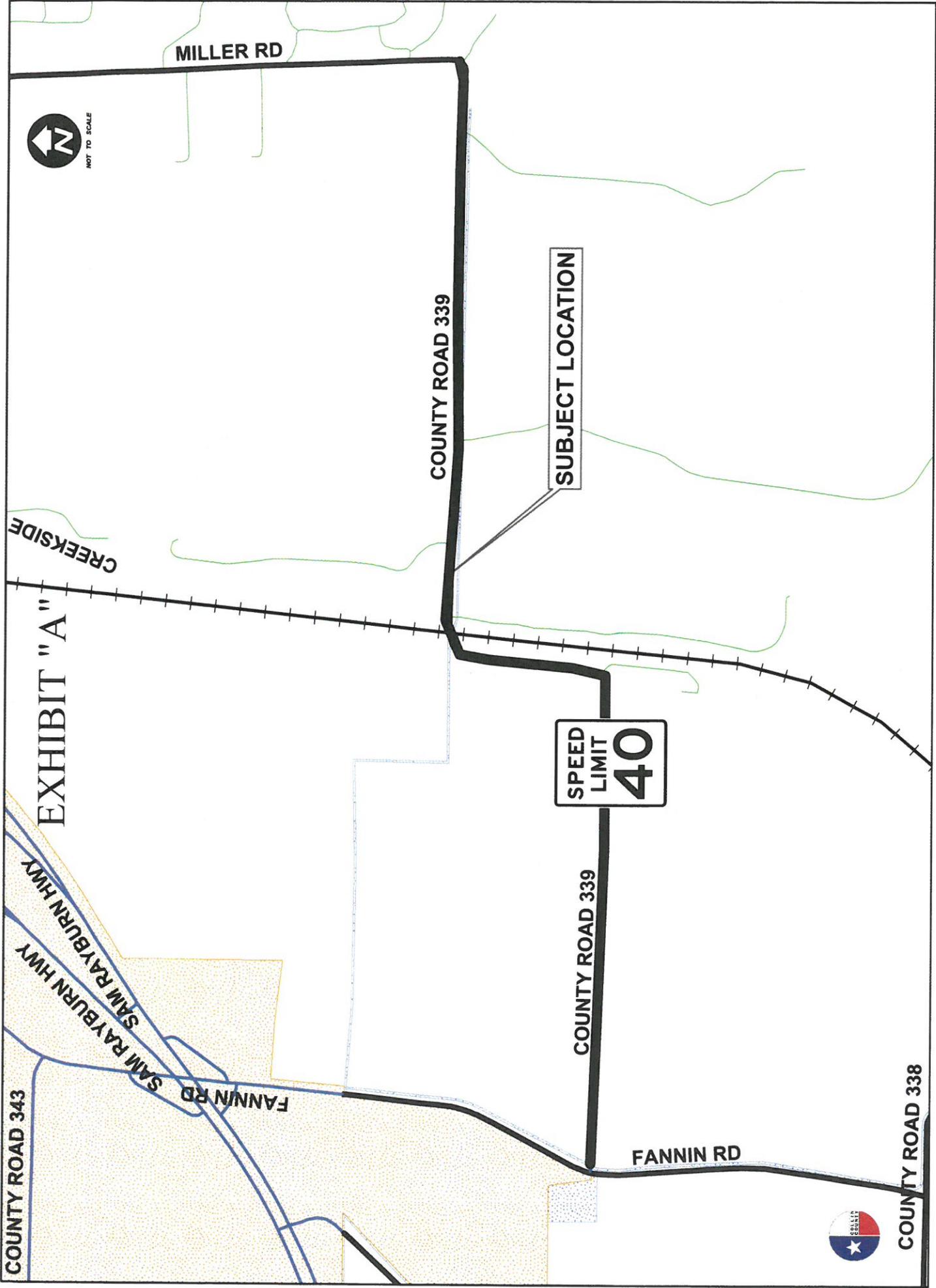
Other Factors: CR 339 has recently been upgraded to asphalt and the traffic is expected to increase.

Recommendation: A 40 M.P.H. Speed Limit is recommended

Date: October 23, 2015

Engineer: Tracy Homfeld, P.E.





LOCATION MAP CR 339

Engineering Study
Control Device: Speed Limit Signs CR 437

Roadway: CR 437 from FM 3286 south and east to FM 982

Location / Extent: Northeast of Wylie (see exhibit "A")

Existing Speed Limit: None

Existing Traffic Control: 40 MPH from FM 546 south to CR 443
35 MPH from CR 443 south approximately 3,300 ft
40 MPH from FM 982 west to CR 438

Traffic Counts: 168 Cars per day

Roadway Width/ Surface Type: 24-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Roadway Design Speed: None

Visibility Along the Roadway: A few sharp turns and hidden driveways

Accident History: No speed related accidents have been reported to the Public Works department

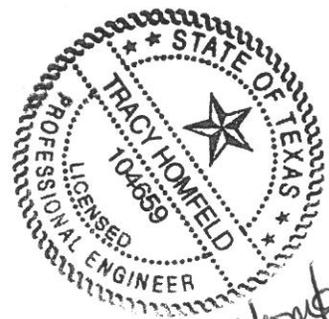
Radar Speed Survey Result Unable to obtain due to limited traffic at the time of the survey

Other Factors: CR 437 from CR 438 west and north approximately 7,100 feet has recently been upgraded to asphalt and the traffic is expected to increase.

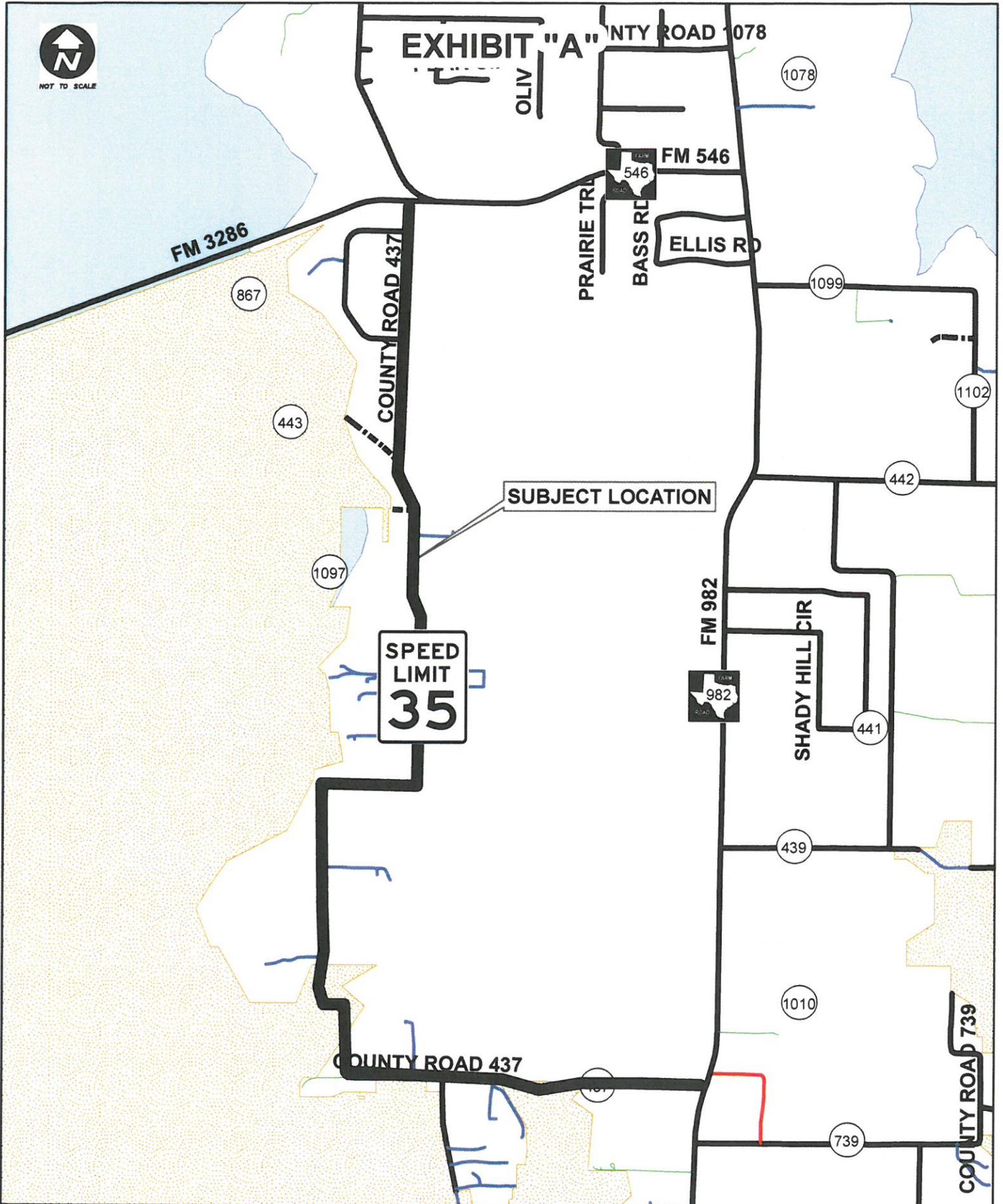
Recommendation: A 35 M.P.H. Speed Limit is recommended

Date: September 30, 2015

Engineer: Tracy Homfeld, P.E.



Tracy Homfeld, PE
10-21-15



LOCATION MAP CR 437

Engineering Study Control Device: Stop Sign CR 529

Roadway / Intersection: Intersection of CR 529 (east) with CR 525 (north) and Graybill Rd (south)

Location: East of Westminster (see exhibit "A")

Existing Traffic Control: None

Roadway Width/ Surface Type: CR 529 – 23-feet (2-Lane Asphalt)
CR 525 north – 20-feet (2-Lane Asphalt)
Graybill Rd south – 22-feet (2-Lane Asphalt)

Adjoining Land Development: Residential/Agricultural

Visibility: Trees located south of intersection restrict visibility

Accident History: None reported to Public Works

Traffic Counts: CR 529 – 101 Cars per Day
CR 525 north of the intersection – 81 Cars per Day
Graybill Rd south of the intersection – 115 Cars per Day

Warrant for Stop Sign: A Stop sign is warranted by Section 2B.04, P2, Article B and D of the 2011 Texas Manual on Uniform Traffic Control Devices.

Other Factors: None

Recommendation: It is recommended that a Stop Sign be placed on CR 529 at its intersection with CR 525 and Graybill Rd, giving the right-of-way to north-south traffic on CR 525 and Graybill Rd.

Date: August 6, 2015

Engineer: Tracy Homfeld, P.E.

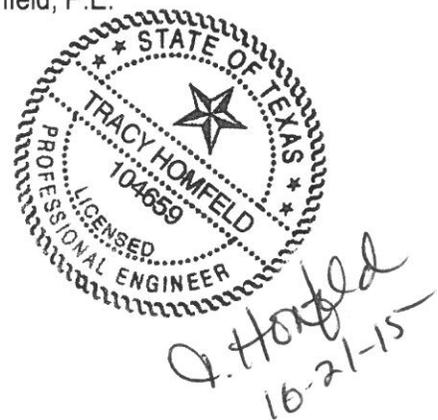
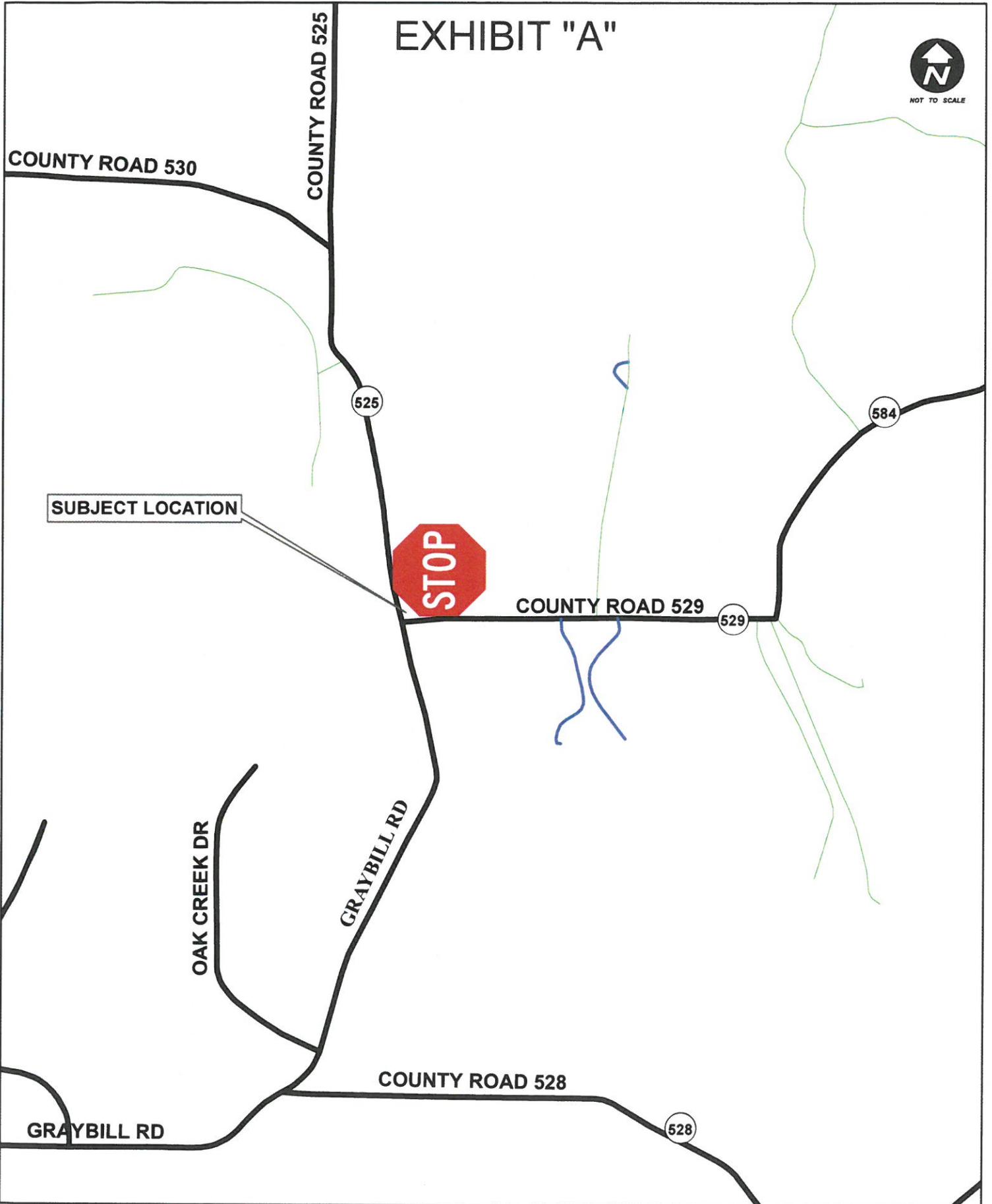


EXHIBIT "A"



LOCATION MAP CR 529

Engineering Study
Control Device: Speed Limit Signs CR 529

Roadway: CR 529 from Graybill Rd east to CR 584

Location / Extent: East of Westminster (see exhibit "A")

Existing Speed Limit: None

Existing Traffic Control: None

Traffic Counts: 101 Cars per day

Roadway Width/ Surface Type: 23-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Roadway Design Speed: None

Visibility Along the Roadway: Good

Accident History: No speed related accidents have been reported to the Public Works department

Radar Speed Survey Result Unable to obtain due to limited traffic at the time of the survey

Other Factors: CR 529 has recently been upgraded to asphalt and the traffic is expected to increase.

Recommendation: A 40 M.P.H. Speed Limit is recommended

Date: August 6, 2015

Engineer: Tracy Homfeld, P.E.

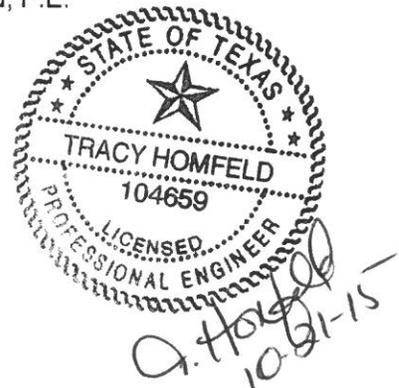
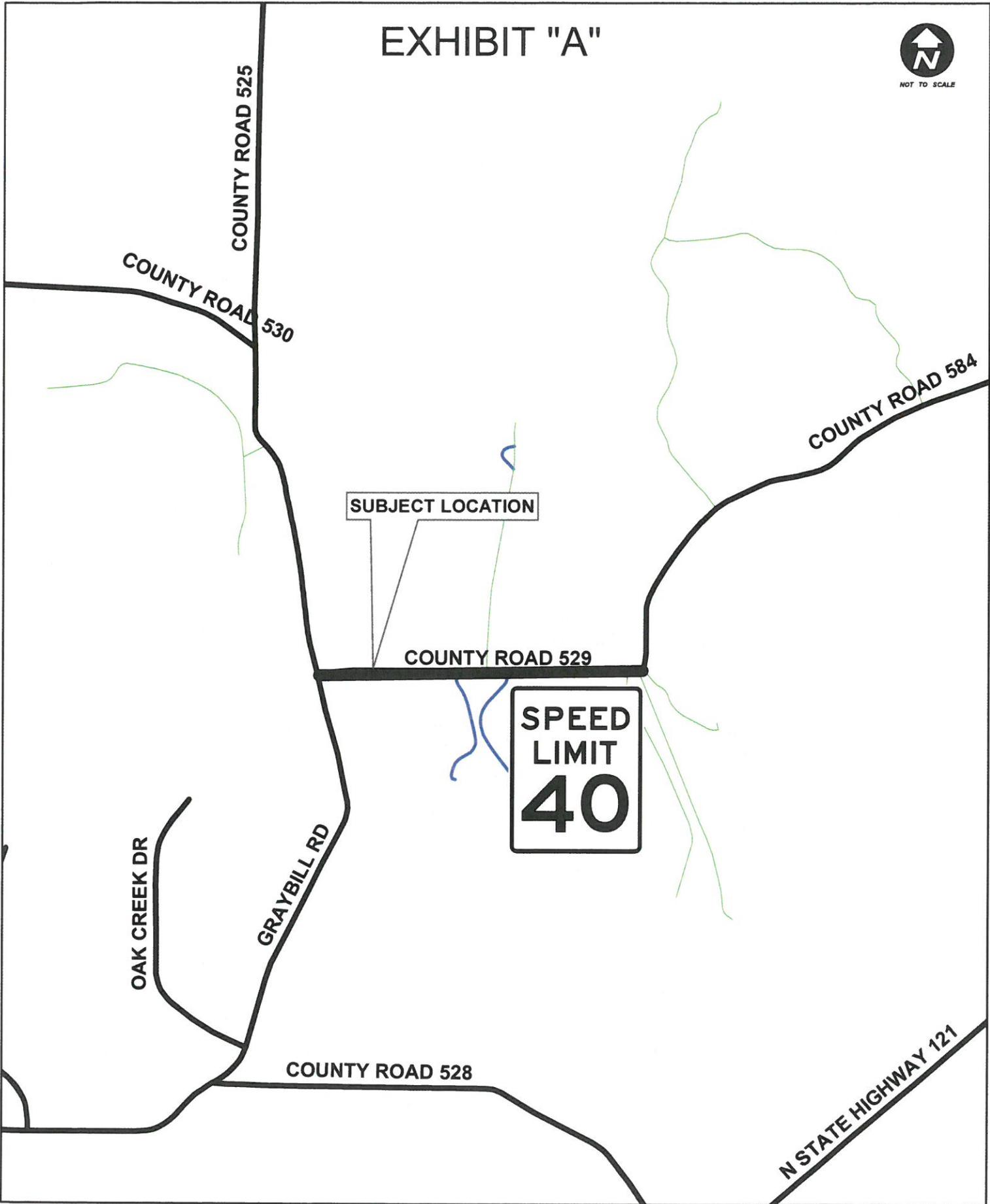


EXHIBIT "A"



LOCATION MAP CR 529

Engineering Study
Control Device: Speed Limit Signs CR 584

Roadway: CR 584 from CR 529 east to PR 5002

Location / Extent: East of Westminster (see exhibit "A")

Existing Speed Limit: None

Existing Traffic Control: Speed Limit 40 MPH on CR 584 from PR 5002 east to SH 160

Traffic Counts: 44 Cars per day

Roadway Width/ Surface Type: 24-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Roadway Design Speed: None

Visibility Along the Roadway: Good

Accident History: No speed related accidents have been reported to the Public Works department

Radar Speed Survey Result Unable to obtain due to limited traffic at the time of the survey

Other Factors: CR 584 from CR 529 to PR 5002 has recently been upgraded to asphalt and the traffic is expected to increase.

Recommendation: A 40 M.P.H. Speed Limit is recommended

Date: August 6, 2015

Engineer: Tracy Homfeld, P.E.



EXHIBIT "A"



COUNTY ROAD 584

PRIVATE ROAD 5002

SUBJECT LOCATION

COUNTY ROAD 584

SPEED LIMIT 40

COUNTY ROAD 584

COUNTY ROAD 525

DONALDSON DR

COUNTY ROAD 582

COUNTY ROAD 579

N STATE HIGHWAY 121

COUNTY ROAD 936



LOCATION MAP CR 584

Engineering Study
Control Device: Stop Sign CR 592

Roadway / Intersection: Intersection of CR 592 (north) with CR 590 (east-west)

Location: Southeast of Nevada (see exhibit "A")

Existing Traffic Control: Speed Limit 40 MPH

Roadway Width/ Surface Type: CR 592 – 22-feet (2-Lane Asphalt)
CR 590 east – 24-feet (2-Lane Asphalt)
CR 590 west – 24-feet (2-Lane Asphalt)

Adjoining Land Development: Residential/Agricultural

Visibility: Good

Accident History: None reported to Public Works

Traffic Counts: CR 592 – 47 Cars per Day
CR 590 east of the intersection – 316 Cars per Day
CR 590 west of the intersection – 354 Cars per Day

Warrant for Stop Sign: A Stop sign is warranted by Section 2B.04, P3, Article A of the 2011 Texas Manual on Uniform Traffic Control Devices.

Other Factors: None

Recommendation: It is recommended that a Stop Sign be placed on CR 592 at its intersection with CR 590, giving the right-of-way to east-west traffic on CR 590.

Date: October 23, 2015

Engineer: Tracy Homfeld, P.E.

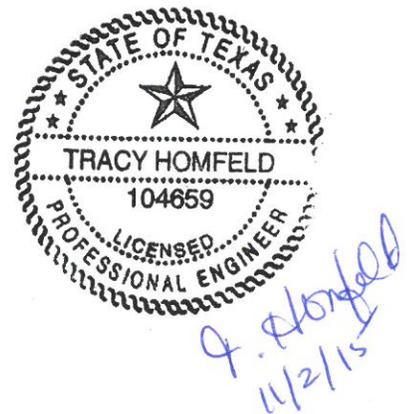


EXHIBIT "A"



591

COUNTY ROAD 592

592

SUBJECT LOCATION



COUNTY ROAD 590

PRIVATE ROAD 5518

COUNTY ROAD 800

800



LOCATION MAP CR 592

Engineering Study
Control Device: Speed Limit Signs CR 722

Roadway: County Road 722 from FM 546 north and west to County Road 327

Location / Extent: East of McKinney (see exhibit "A")

Existing Speed Limit: None

Existing Traffic Control: Stop sign at intersection with FM 546

Traffic Counts: 96 Cars per day

Roadway Width/ Surface Type: 24-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Roadway Design Speed: None

Visibility Along the Roadway: There are hidden driveways and a few sharp turns.

Accident History: No speed related accidents have been reported to the Public Works department

Radar Speed Survey Result Unable to obtain due to limited traffic at the time of the survey

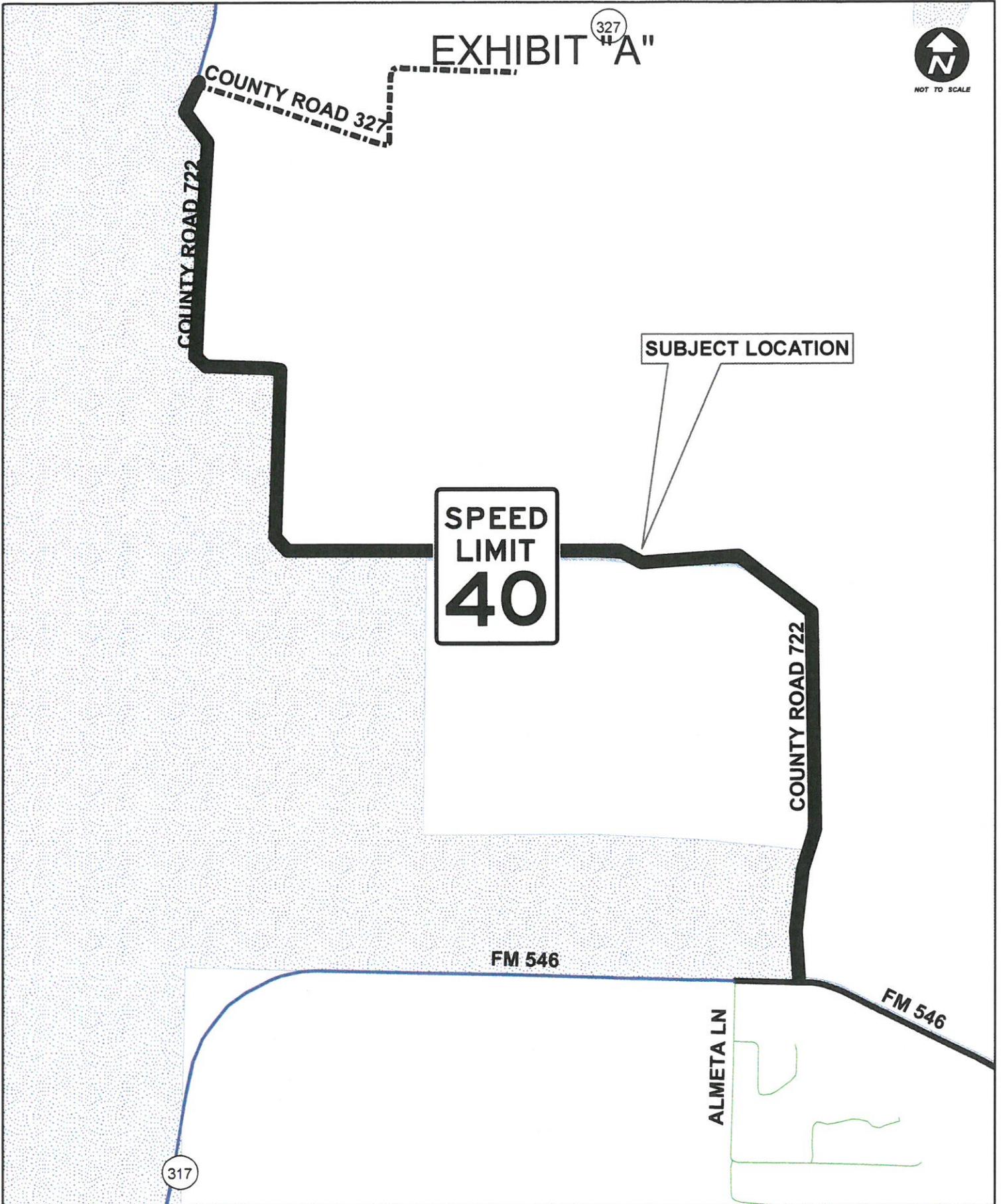
Other Factors: None

Recommendation: A 40 M.P.H. Speed Limit is recommended

Date: November 4, 2015

Engineer: Tracy Homfeld, P.E.





LOCATION MAP CR 722

Engineering Study
Control Device: Stop Sign CR 1014

Roadway / Intersection: Intersection of CR 1014 (north) with CR 550 (east-west)

Location: South of Farmersville (see exhibit "A")

Existing Traffic Control: None

Roadway Width/ Surface Type: CR 1014 – 20-feet (2-Lane Asphalt)
CR 550 east – 24-feet (2-Lane Asphalt)
CR 550 west – 24-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential/Agricultural

Visibility: Good

Accident History: None reported to Public Works

Traffic Counts: CR 1014 – 60 Cars per Day
CR 550 east of the intersection – 577 Cars per Day
CR 550 west of the intersection – 483 Cars per Day

Warrant for Stop Sign: A Stop sign is warranted by Section 2B.04, P3, Article A of the 2011 Texas Manual on Uniform Traffic Control Devices.

Other Factors: None

Recommendation: It is recommended that a Stop Sign be placed on CR 1014 at its intersection with CR 550, giving the right-of-way to east-west traffic on CR 550.

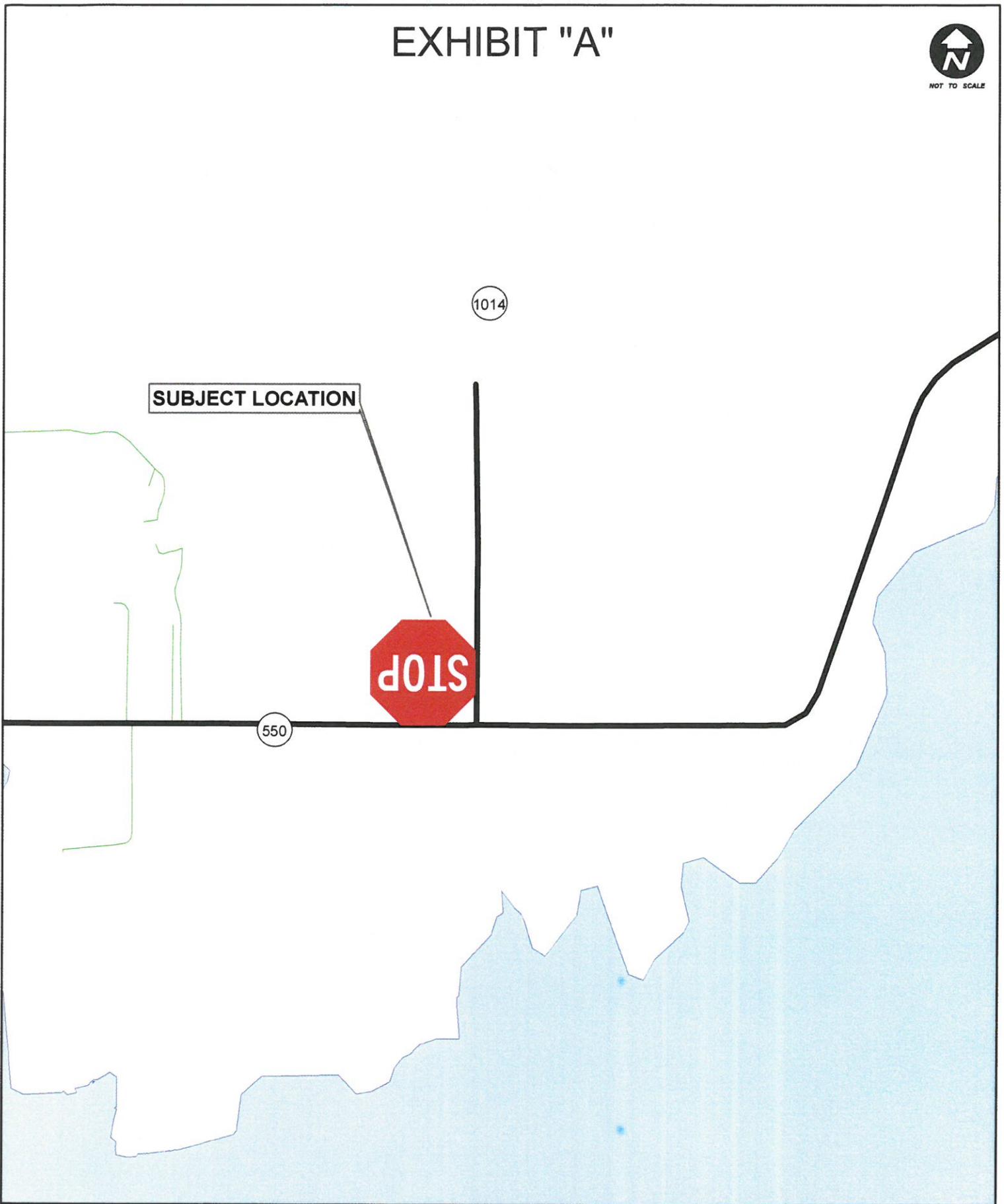
Date: July 22, 2015

Engineer: Tracy Homfeld, P.E.



Tracy Homfeld
10-21-15

EXHIBIT "A"



LOCATION MAP CR 1014

Engineering Study
Control Device: Stop Sign CR 1061

Roadway / Intersection: Intersection of CR 1061 (north) with CR 1028 (east-west)

Location: South of Blue Ridge (see exhibit "A")

Existing Traffic Control: None

Roadway Width/ Surface Type: CR 1061 – 20-feet (2-Lane Asphalt)
CR 1028 west – 20-feet (2-Lane Asphalt)
CR 1028 east – 17-feet (Rock)

Adjoining Land Development: Pasture/Residential

Visibility: Trees to the east of intersection block visibility

Accident History: One minor accident in 2015

Traffic Counts: CR 1061 – 20 Cars per Day
CR 1028 west of the intersection – 43 Cars per Day
CR 1028 east of the intersection – 41 Cars per Day

Warrant for Stop Sign: A Stop sign is warranted by Section 2B.04, P2, Article D of the 2011 Texas Manual on Uniform Traffic Control Devices.

Other Factors: None

Recommendation: It is recommended that a Stop Sign be placed on CR 1061 at its intersection with CR 1028, giving the right-of-way to east-west traffic on CR 1028.

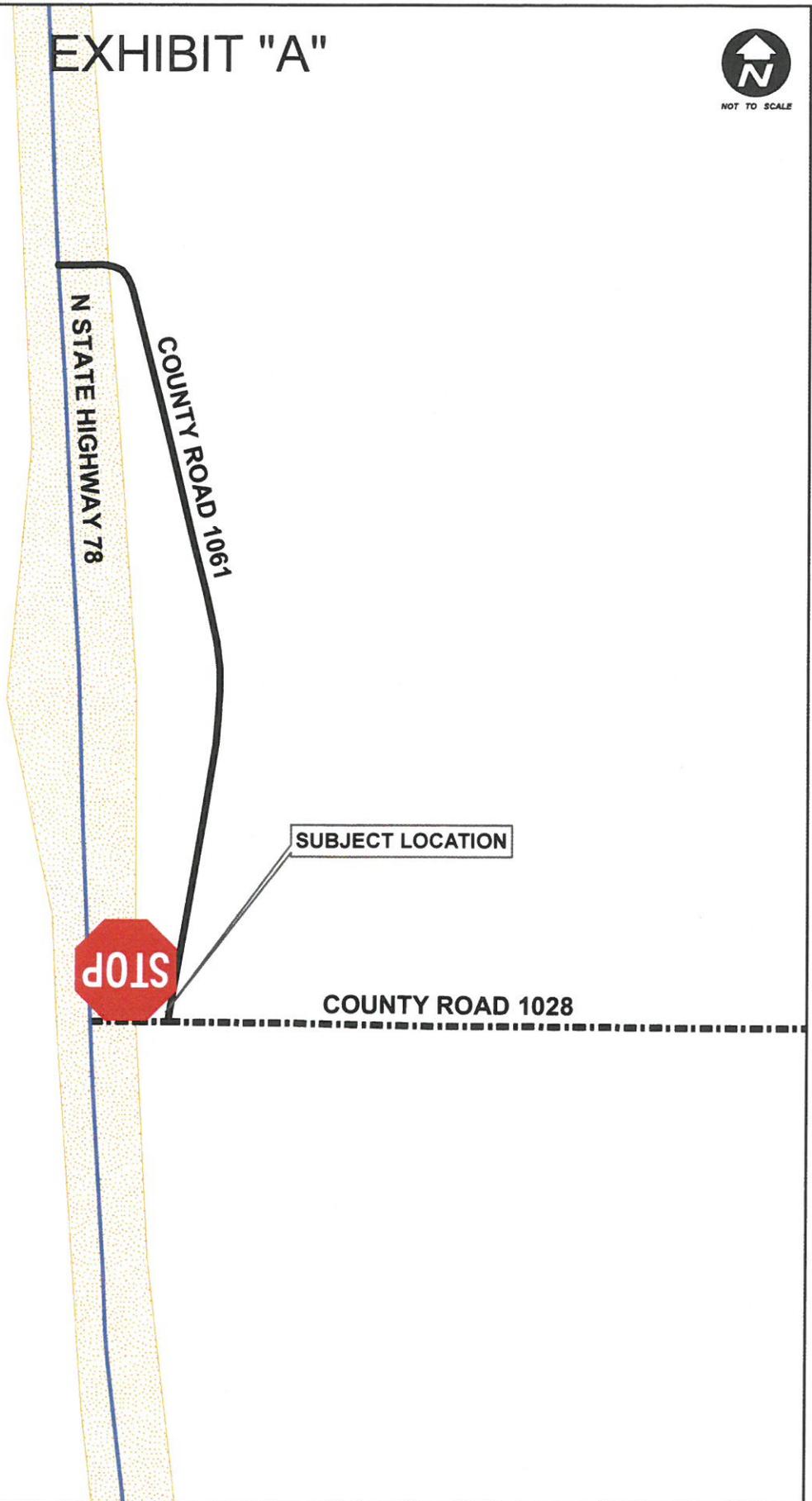
Date: October 23, 2015

Engineer: Tracy Homfeld, P.E.



Tracy Homfeld, PE
11/2/15

EXHIBIT "A"



LOCATION MAP CR 1061

Engineering Study
Control Device: Stop signs in DC Ranch, Phase 2

Roadway / Intersection: Intersections of Canyon Road with Stampede Lane and Cattle Street with Stampede Lane

Location / Extent: North of Celina in DC Ranch (see exhibit "A")

Existing Traffic Control: 30 MPH Speed Limit

Roadway Width/ Surface Type: Canyon Road 25-feet (2-Lane Asphalt)
Cattle Street 25-feet (2-Lane Asphalt)

Adjoining Land Development: Residential

Visibility: Good

Accident History: None have been reported to Public Works Department

Traffic Counts: None taken for this study as these roads lie within a residential subdivision.

Warrant for Stop Sign: A Stop sign is warranted by Section 2B.04, P3, Article A of the 2011 Texas Manual on Uniform Traffic Control Devices.

Other Factors: None

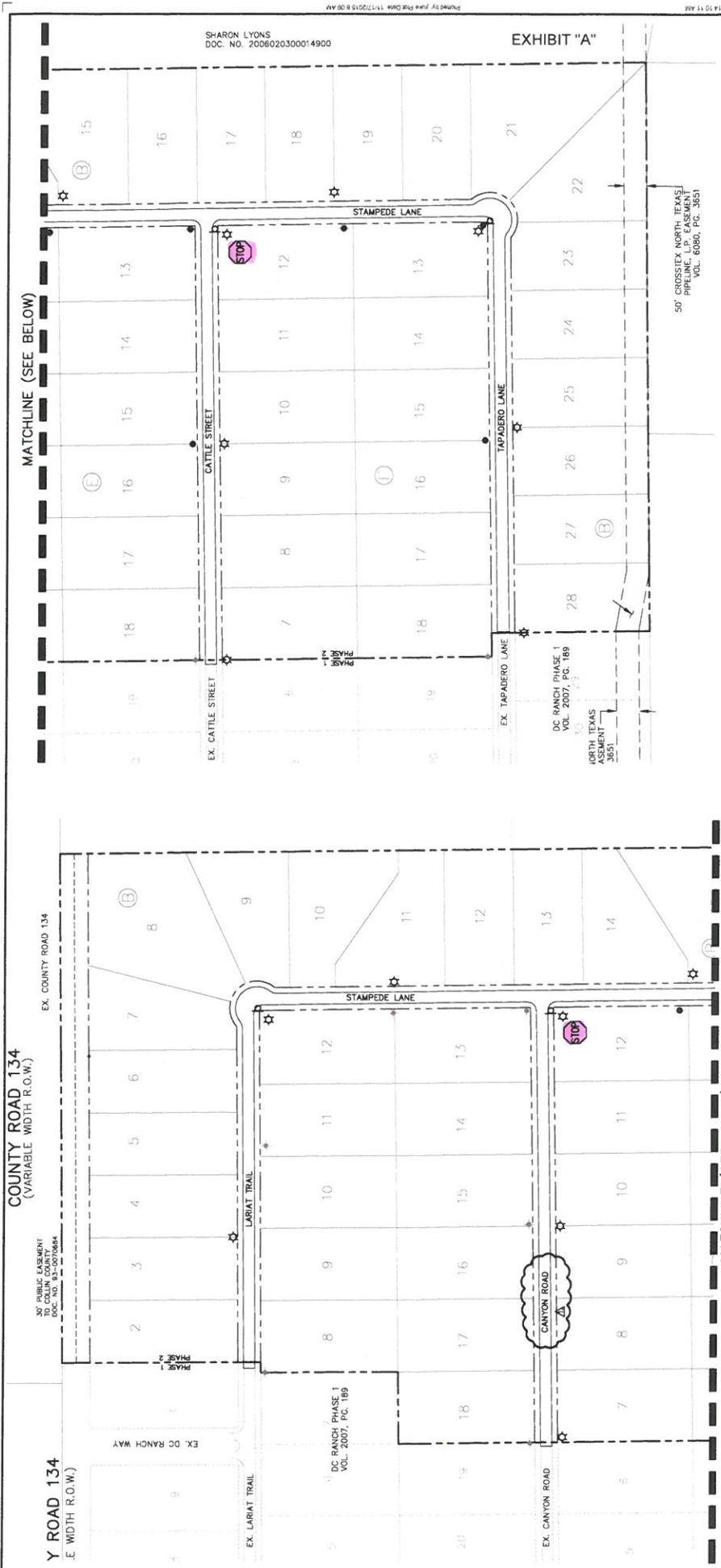
Recommendation: It is recommended that Stop Signs be placed on Canyon Road at Stampede Lane and Cattle Street at Stampede Lane as shown on the attached "Exhibit A".

Date: November 17, 2015

Engineer: Tracy Homfeld, P.E.

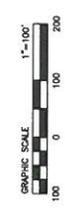


Tracy Homfeld 11-17-15



LEGEND

- SIGN AND POST LOCATION (TRAFFIC SIGN AND/OR TRAFFIC LIGHT)
- ☆ STREET LIGHT (TPO)
- ☆ (DESIGN AND FINAL LAYOUT BY FRANCHISE UTILITY)
- ⊕ PROP. STOP SIGN
- PROP. FIRE HYDRANT
- EX. FIRE HYDRANT



SHARON LYONS
DOC. NO. 2006020300014900

EXHIBIT "A"

MATCHLINE (SEE BELOW)

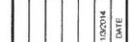
MATCHLINE (SEE ABOVE)

PROJECT NO.	HOE159
SHEET NO.	22
SIGNAGE & LIGHTING PLAN	
MARILEE SUD - DC RANCH, PHASE 2	
City of Celina, Collin County, Texas	

JBI PARTNERS
Texas Registered Engineering Firm #458

1500 Quorum Drive
Suite 200 B
Frisco, TX 75034
Phone: 972.262.9799
www.jbi-partners.com

The seal appearing on this document was authorized by the State of Texas, Chapter 1003.02, Subchapter C, Section 1003.021, and the engineer is responsible for the design and final layout of the project. The engineer is an Engineering Practice Act.



NO.	REVISIONS DURING CONSTRUCTION	DATE	BY	DATE	NO.	REVISIONS DURING CONSTRUCTION	DATE	BY	DATE
1		11/03/14							

REVISIONS DURING CONSTRUCTION	DATE	BY	DATE	NO.	REVISIONS DURING CONSTRUCTION	DATE	BY	DATE

BENCHMARKS

1. ITR, Station at the western intersection of Stampede Drive and the main drive.
2. ITR, Station at the eastern intersection of Stampede Drive and the main drive.
3. ITR, Station at the eastern intersection of Stampede Drive and the main drive.

P-201408-02

Engineering Study
Control Device: Speed Limit Signs Dove Creek

Roadway: Dove Creek and Covey Lane

Location / Extent: South of Melissa in Dove Creek (see exhibit "A")

Existing Speed Limit: None

Existing Traffic Control: Stop sign on Dove Creek at CR 362

Traffic Counts: 236 cars per day

Roadway Width/ Surface Type: All roads 20-foot (Concrete)

Adjoining Land Development: Residential

Roadway Design Speed: No specific data available

Visibility Along the Roadway: Good

Accident History: No speed related accidents have been reported to the Public Works Department

Radar Speed Survey Result None taken as these roads lie within a residential subdivision

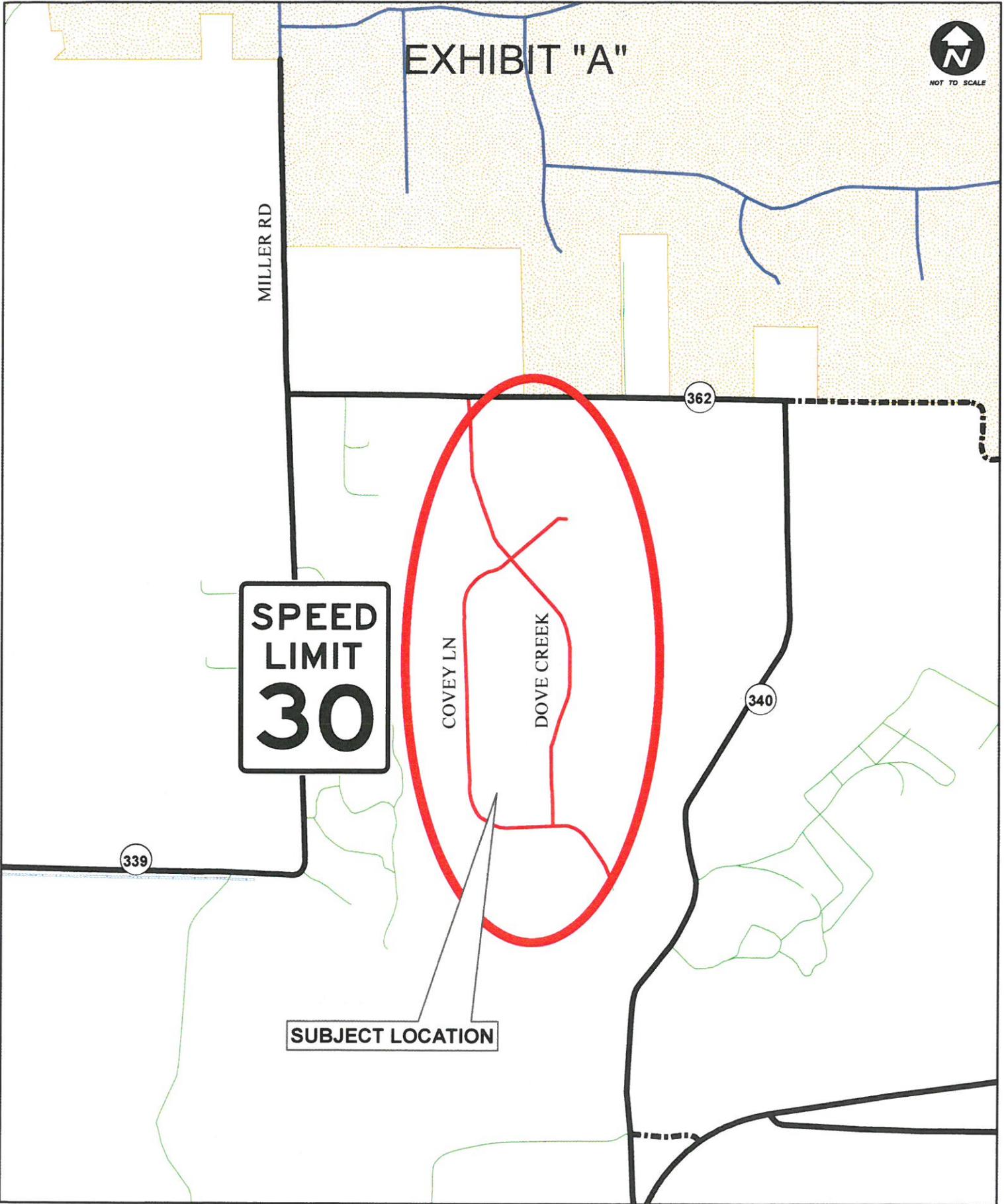
Other Factors: These roads lie within an "urban district", as defined in Transportation Code, Title 7, sec 541.102. Title 7, sec 545.352 calls for urban district speed limit to be 30 MPH.

Recommendation: A 30 M.P.H. Speed Limit is recommended

Date: July 22, 2015

Engineer: Tracy Homfeld, P.E.





LOCATION MAP DOVE CREEK

Engineering Study
Control Device: Stop Sign E. Austin St

Roadway / Intersection: Intersection of E. Austin St (east and west) with S. Church St (north-south)

Location: East of Anna in Westminster Community (see exhibit "A")

Existing Traffic Control: Stop Sign on E. Austin St (east) with S. Church St (approved by Westminster)

Roadway Width/ Surface Type: E. Austin St – 20-feet (2-Lane Asphalt)
S. Church St north – 17-feet (2-Lane Asphalt)
S. Church St south – 17-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Visibility: Trees on south side of intersection block visibility

Accident History: None reported to Public Works

Traffic Counts: E. Austin St East of the intersection – 32 Cars per Day
E. Austin St West of the intersection – 30 Cars per Day
S. Church St North of the intersection – 44 Cars per Day
S. Church St South of the intersection – 37 Cars per Day

Warrant for Stop Sign: A Stop sign is warranted by Section 2B.04, P2, Article D of the 2011 Texas Manual on Uniform Traffic Control Devices.

Other Factors: None

Recommendation: It is recommended that Stop Signs be placed on E. Austin St at their intersection with S. Church St, giving the right-of-way to north-south traffic on S. Church St.

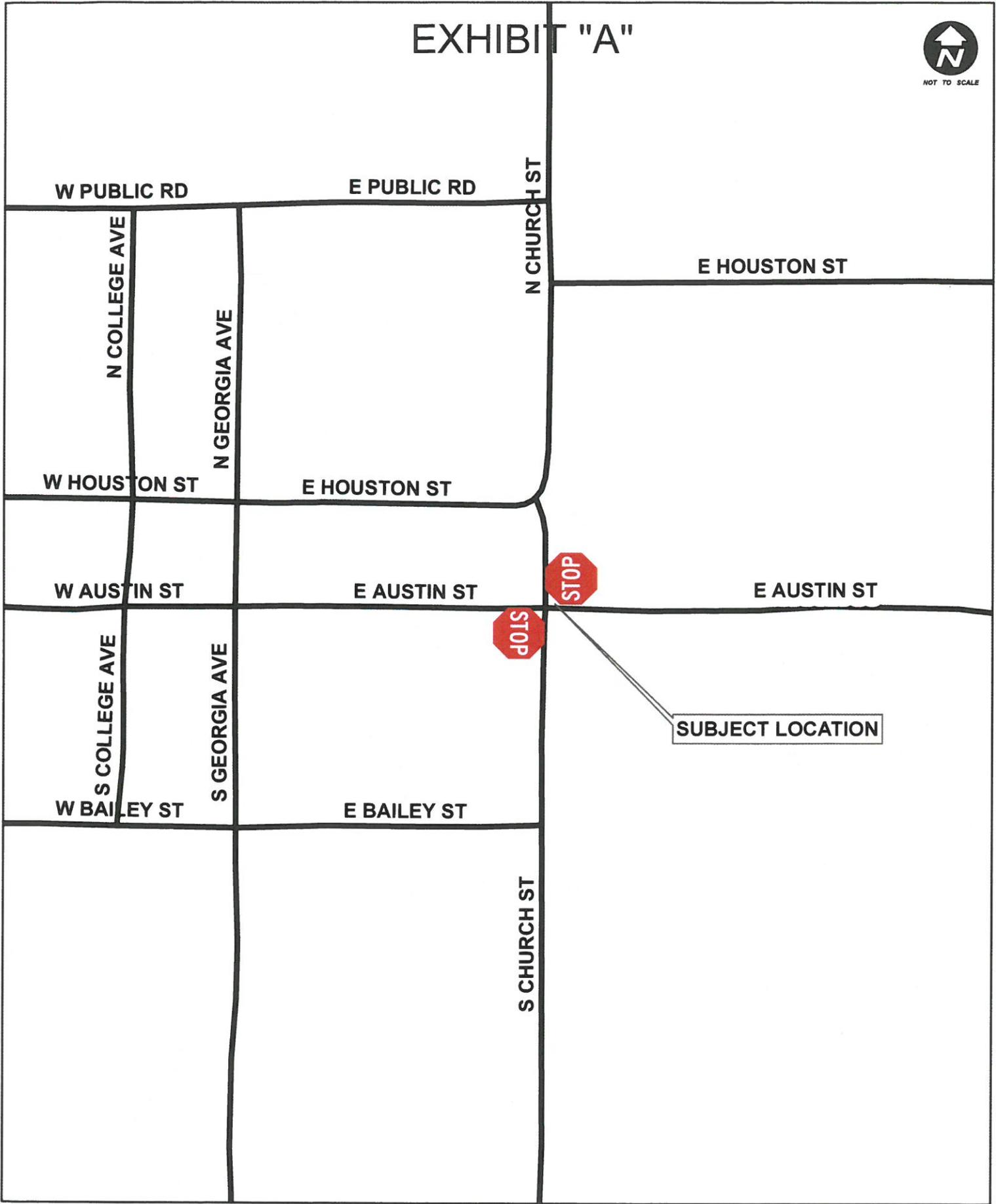
Date: August 24, 2015

Engineer: Tracy Homfeld, P.E.



*Tracy Homfeld, P.E.
11/2/15*

EXHIBIT "A"



SUBJECT LOCATION



LOCATION MAP E. AUSTIN ST

Engineering Study
Control Device: Stop Sign E. Bailey St

Roadway / Intersection: Intersection of E. Bailey St (west) with S. Church St (north-south)

Location: East of Anna in Westminster Community (see exhibit "A")

Existing Traffic Control: Stop Sign on E. Bailey St (west) with S. Church St (approved by Westminster)

Roadway Width/ Surface Type: E. Bailey St – 17-feet (2-Lane Asphalt)
S. Church St north – 17-feet (2-Lane Asphalt)
S. Church St south – 17-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Visibility: Good

Accident History: None reported to Public Works

Traffic Counts: E. Bailey St– 25 Cars per Day
S. Church St North of the intersection – 44 Cars per Day
S. Church St South of the intersection – 37 Cars per Day

Warrant for Stop Sign: A Stop sign is warranted by Section 2B.04, P3, Article A of the 2011 Texas Manual on Uniform Traffic Control Devices.

Other Factors: None

Recommendation: It is recommended that a Stop Sign be placed on E. Bailey St at its intersection with S. Church St, giving the right-of-way to north-south traffic on S. Church St.

Date: August 24, 2015

Engineer: Tracy Homfeld, P.E.



Tracy Homfeld, P.E.
11/2/15



LOCATION MAP E. BAILEY ST

Engineering Study
Control Device: Speed Limit Signs Elm Creek Estates

Roadway: CR 1014

Location / Extent: South of Farmersville in Elm Creek Estates (see exhibit "A")

Existing Speed Limit: None

Existing Traffic Control: None

Traffic Counts: 60 cars per day

Roadway Width/ Surface Type: 20-feet (2-Lane Asphalt)

Adjoining Land Development: Residential

Roadway Design Speed: No specific data available

Visibility Along the Roadway: Good

Accident History: No speed related accidents have been reported to the Public Works Department

Radar Speed Survey Result None taken as these roads lie within a residential subdivision

Other Factors: These roads lie within an "urban district", as defined in Transportation Code, Title 7, sec 541.102. Title 7, sec 545.352 calls for urban district speed limit to be 30 MPH.

Recommendation: A 30 M.P.H. Speed Limit is recommended

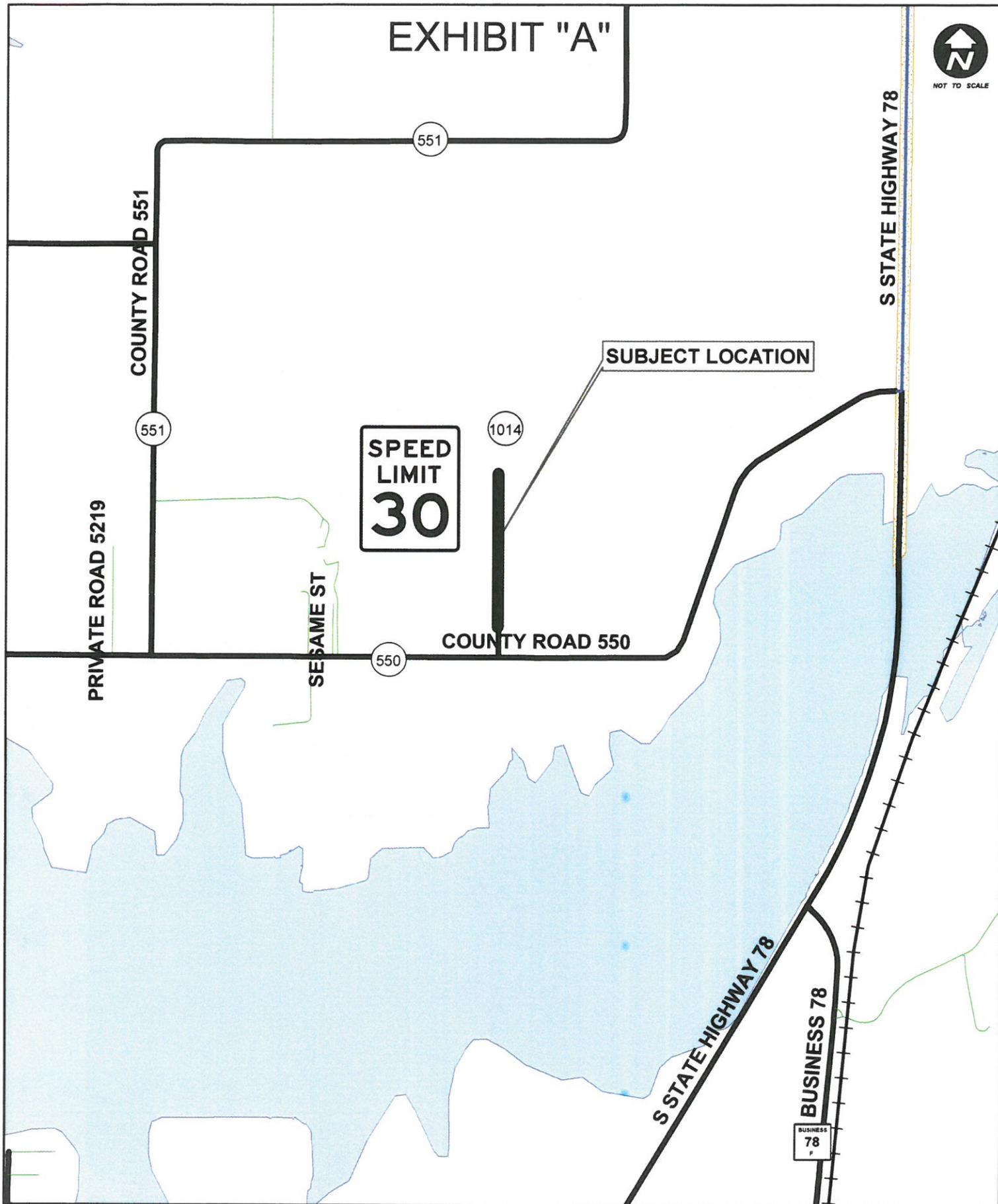
Date: July 22, 2015

Engineer: Tracy Homfeld, P.E.



Tracy Homfeld
10-21-15

EXHIBIT "A"



LOCATION MAP ELM CREEK ESTATES

Engineering Study
Control Device: Speed Limit Signs The Hills of Lone Star Phase 3 (Hollyns Cove and Phase 4 (East Fork North)

Roadway: River Park Road and Hollyns Cove

Location / Extent: North of Weston in The Hills of Lone Star (see exhibit "A")

Existing Speed Limit: 20 MPH in remainder of subdivision

Existing Traffic Control: Stop Sign on River Park Rd (Phase 4) at Orions Way
Stop Sign on Hollyns Cove (Phase 3) at Orions Way

Traffic Counts: None taken as these roads lie within a residential subdivision.

Roadway Width/ Surface Type: All roads are 25-foot (2-Lane Asphalt)

Adjoining Land Development: Residential

Roadway Design Speed: No specific data available

Visibility Along the Roadway: Good

Accident History: No speed related accidents have been reported to the Public Works Department

Radar Speed Survey Result None taken as these roads lie within a residential subdivision

Other Factors: These roads lie within an "urban district", as defined in Transportation Code, Title 7, sec 541.102. Title 7, sec 545.352 calls for urban district speed limit to be 30 MPH. Developer requests a lower speed limit.

Recommendation: A 20 M.P.H. Speed Limit is recommended

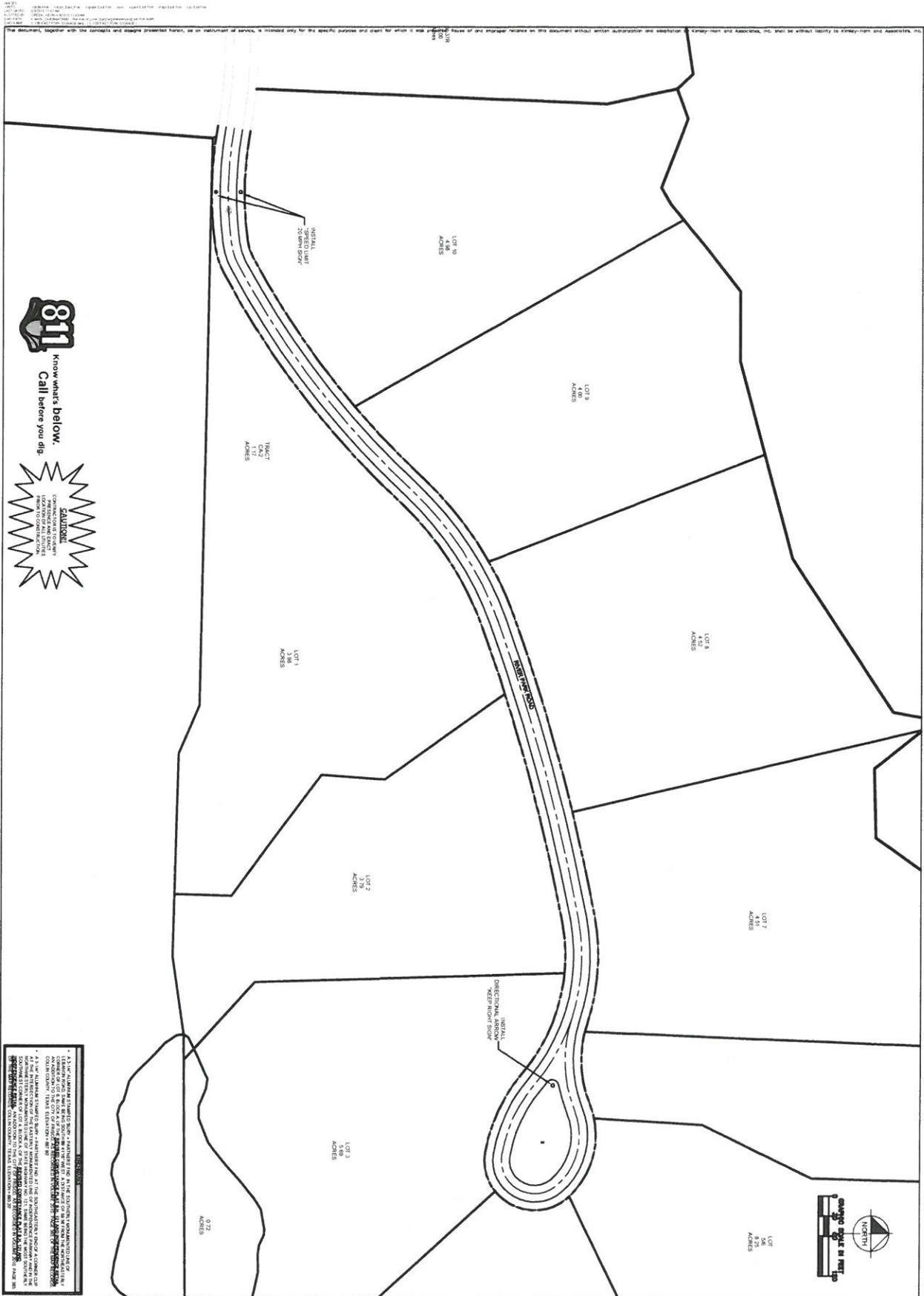
Date: November 10, 2015

Engineer: Tracy Homfeld, P.E.



*T. Homfeld, PE
11-13-15*

EXHIBIT "A"



THE CITY OF CELINA, TEXAS, HAS REVIEWED THIS PLAN AND APPROVES THE SAME FOR THE CITY OF CELINA, TEXAS. THE CITY ENGINEER HAS REVIEWED THIS PLAN AND APPROVES THE SAME FOR THE CITY OF CELINA, TEXAS. THE CITY ENGINEER HAS REVIEWED THIS PLAN AND APPROVES THE SAME FOR THE CITY OF CELINA, TEXAS. THE CITY ENGINEER HAS REVIEWED THIS PLAN AND APPROVES THE SAME FOR THE CITY OF CELINA, TEXAS.



THE HILLS OF LONE STAR CELINA, TX PREPARED FOR LONE STAR PARTNERS	EAST FORK SIGNAGE	KHA PROJECT: 064473600 DATE: MAY 2015		Kimley-Horn 106 WEST LOUISIANA STREET, WICKANEE, TX 75096 PHONE: 409-301-2860 WWW.KIMLEY-HORN.COM, TX F-428	No. REVISIONS DATE BY
		SCALE: AS SHOWN DESIGNED BY: J.E.H. DRAWN BY: K.S.G. CHECKED BY: J.E.H.			

Engineering Study
Control Device: Speed Limit Signs S. Church St

Roadway: S. Church St from FM 2862 west and north to W. Houston St

Location / Extent: East of Anna in Westminster Community (see exhibit "A")

Existing Speed Limit: 15 MPH (approved by Westminster)

Existing Traffic Control: Stop sign at the intersection with FM 2862
Stop sign at the intersection with W. Houston St

Traffic Counts: 81 Cars per day

Roadway Width/ Surface Type: 17-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Roadway Design Speed: None

Visibility Along the Roadway: Good

Accident History: No speed related accidents have been reported to the Public Works department

Radar Speed Survey Result Unable to obtain due to limited traffic at the time of the survey

Other Factors: None

Recommendation: A 30 M.P.H. Speed Limit is recommended

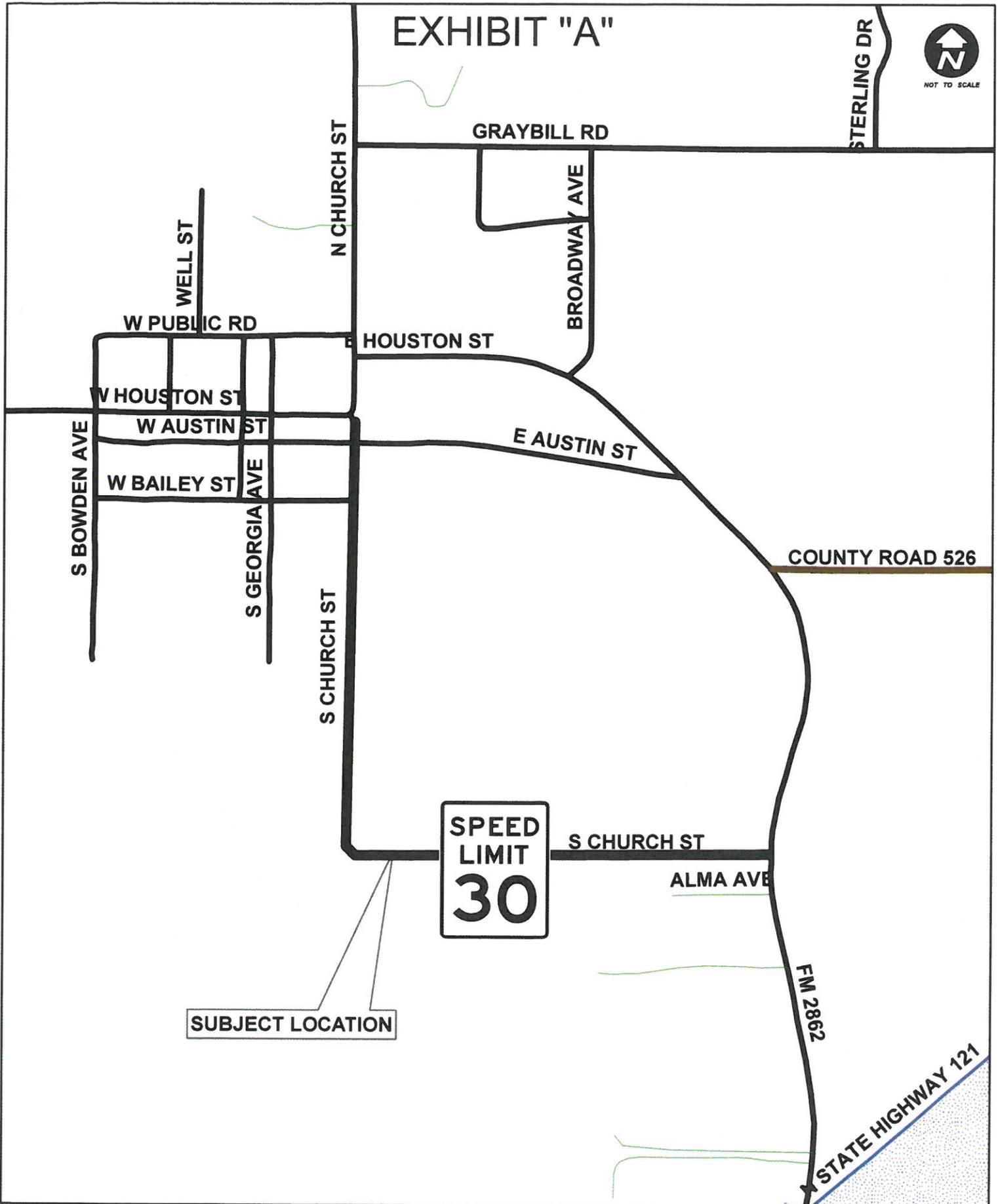
Date: August 24, 2015

Engineer: Tracy Homfeld, P.E.



Tracy Homfeld, P.E.
11/2/15

EXHIBIT "A"



SUBJECT LOCATION

SPEED
LIMIT
30

LOCATION MAP S. CHURCH ST



Engineering Study
Control Device: Speed Limit Signs Sterling Dr

Roadway: Sterling Dr from Graybill Rd north and west to N. Church st

Location / Extent: East of Anna in Westminster Community (see exhibit "A")

Existing Speed Limit: 15 MPH (approved by Westminster)

Existing Traffic Control: Stop sign at the intersection with N. Church St

Traffic Counts: 115 Cars per day

Roadway Width/ Surface Type: 21-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Roadway Design Speed: None

Visibility Along the Roadway: Good

Accident History: No speed related accidents have been reported to the Public Works department

Radar Speed Survey Result Unable to obtain due to limited traffic at the time of the survey

Other Factors: None

Recommendation: A 30 M.P.H. Speed Limit is recommended

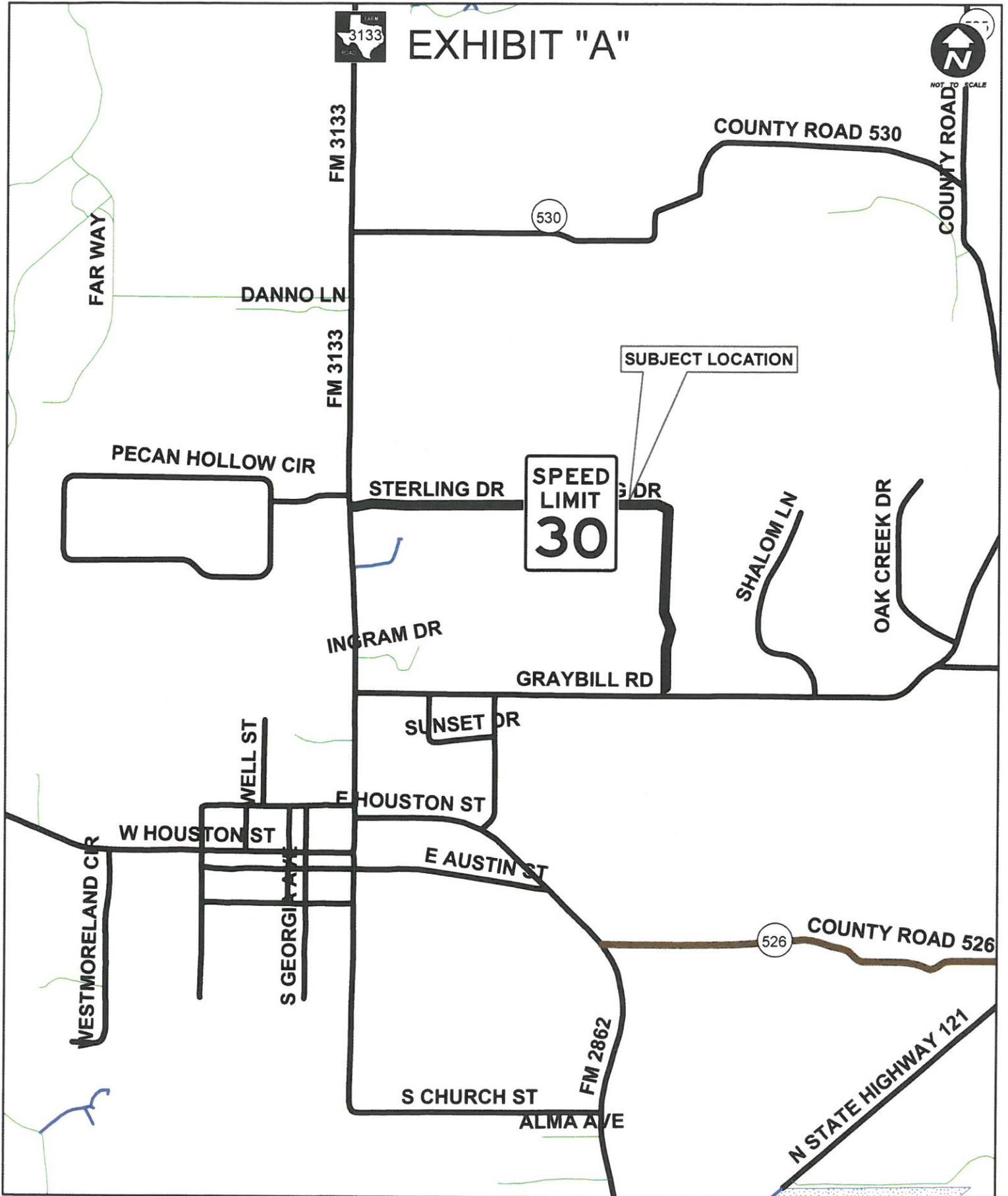
Date: August 24, 2015

Engineer: Tracy Homfeld, P.E.





EXHIBIT "A"



LOCATION MAP STERLING DR

Engineering Study
Control Device: Stop Sign Sterling Dr

Roadway / Intersection: Intersection of Sterling Dr (north) with Graybill Rd (east-west)

Location: East of Anna in Westminster Community (see exhibit "A")

Existing Traffic Control: Speed Limit 20 MPH on Sterling Dr (approved by Westminster)

Roadway Width/ Surface Type: Sterling Dr – 21-feet (2-Lane Asphalt)
Graybill Rd east – 22-feet (2-Lane Asphalt)
Graybill Rd west – 22-feet (2-Lane Asphalt)

Adjoining Land Development: Residential/Agricultural

Visibility: Good

Accident History: None reported to Public Works

Traffic Counts: Sterling Dr – 115 Cars per Day
Graybill Rd east of the intersection – 185 Cars per Day
Graybill Rd west of the intersection – 187 Cars per Day

Warrant for Stop Sign: A Stop sign is warranted by Section 2B.04, P3, Article A of the 2011 Texas Manual on Uniform Traffic Control Devices.

Other Factors: None

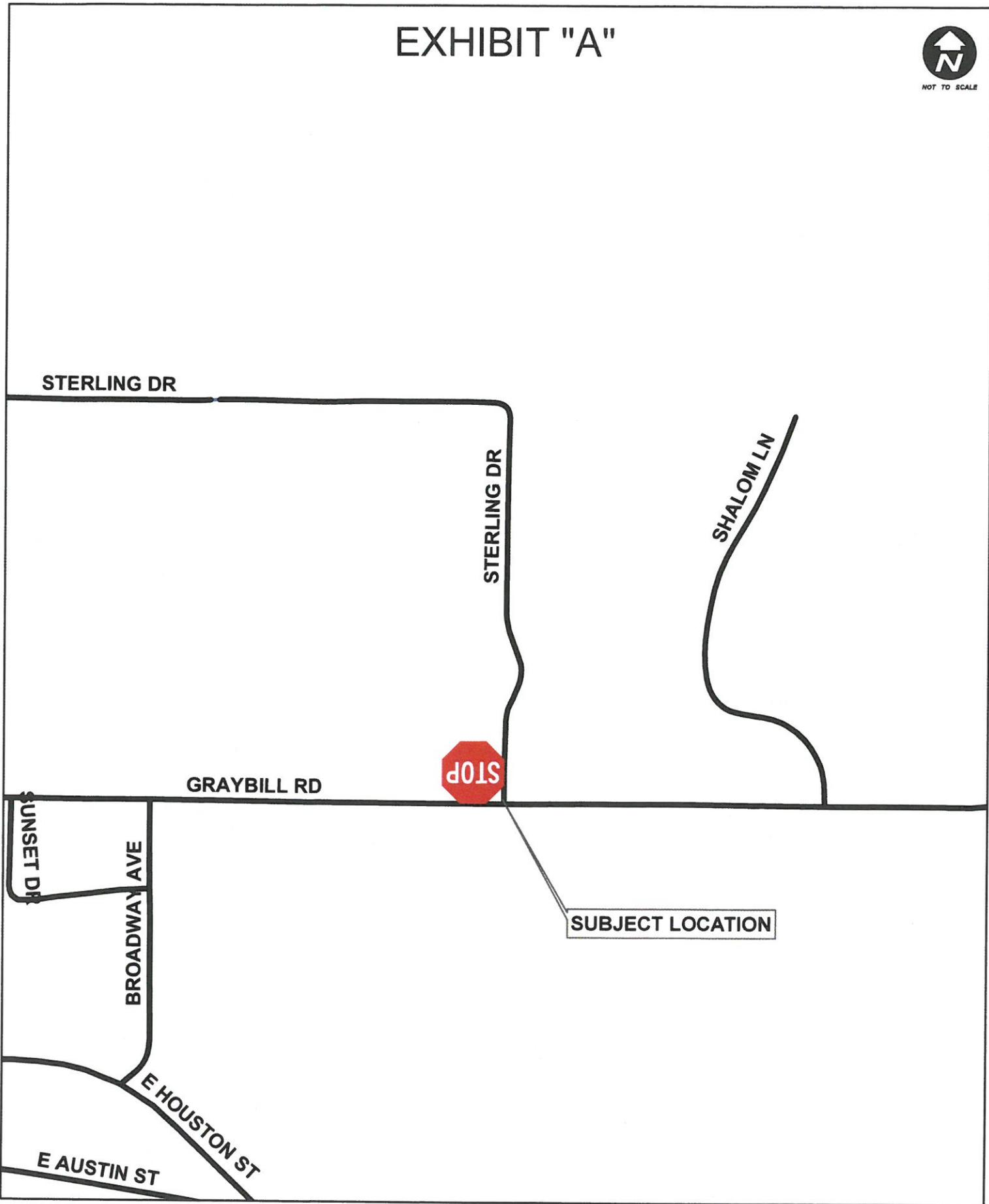
Recommendation: It is recommended that a Stop Sign be placed on Sterling Dr at its intersection with Graybill Rd, giving the right-of-way to east-west traffic on Graybill Rd.

Date: August 28, 2015

Engineer: Tracy Homfeld, P.E.



EXHIBIT "A"



LOCATION MAP STERLING DR

Engineering Study
Control Device: Stop signs in Trails of 1827 Phase 2

Roadway / Intersection: Intersections of Pony Express Trail with Overland Trail, Pony Express Trail with Old Spanish Trail, Santa Fe Trail with Overland Trail and Old Spanish Trail with Overland Trail

Location / Extent: North of Princeton in Trails of 1827 (see exhibit "A")

Existing Traffic Control: None

Roadway Width/ Surface Type: Pony Express Trail 20-feet (2-Lane Asphalt)
Overland Trail 22-feet (2-Lane Asphalt)

Adjoining Land Development: Residential

Visibility: Good

Accident History: None have been reported to Public Works Department

Traffic Counts: None taken for this study as these roads lie within a residential subdivision.

Warrant for Stop Sign: A Stop sign is warranted by Section 2B.04, P3, Article A of the 2011 Texas Manual on Uniform Traffic Control Devices.

Other Factors: None

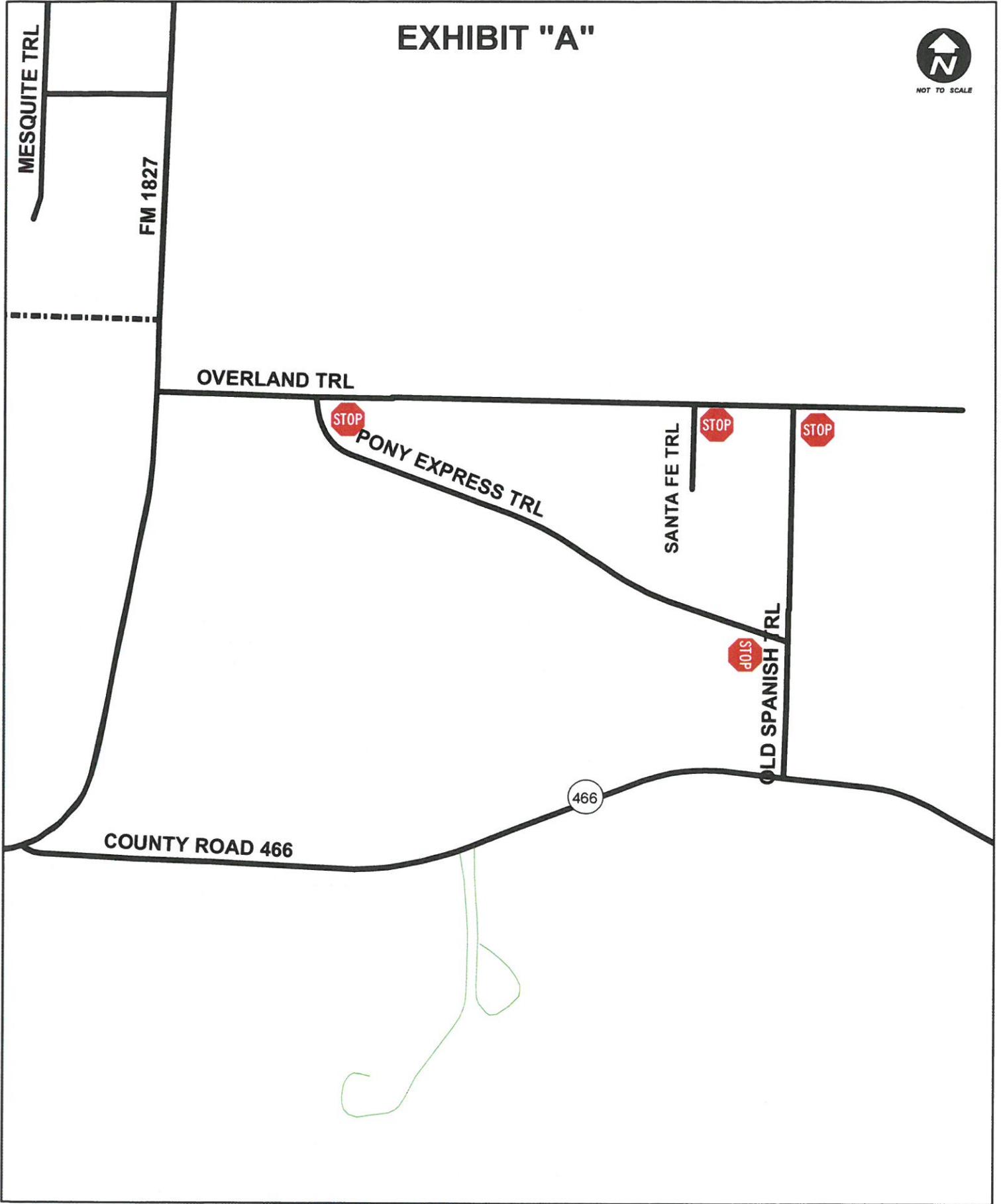
Recommendation: It is recommended that Stop Signs be placed on Pony Express Trail at Overland Trail, Pony Express Trail at Old Spanish Trail, Santa Fe Trail at Overland Trail and Old Spanish Trail at Overland Trail as shown on the attached "Exhibit A".

Date: November 10, 2015

Engineer: Tracy Homfeld, P.E.



EXHIBIT "A"



LOCATION MAP TRAILS OF 1827

Engineering Study
Control Device: Speed Limit Signs Troy Rd (FKA CR 730)

Roadway: Troy Rd from intersection with Westlake Ct south to County Line

Location / Extent: Southeast of Wylie (see exhibit "A")

Existing Speed Limit: None

Existing Traffic Control: Stop sign at intersection of Troy Rd with Bozman/Troy. 35 MPH Speed Limit from Westlake Ct going north on Troy Rd

Traffic Counts: 58 Cars per day

Roadway Width/ Surface Type: 22-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Roadway Design Speed: None

Visibility Along the Roadway: Good

Accident History: No speed related accidents have been reported to the Public Works department

Radar Speed Survey Result Unable to obtain due to limited traffic at the time of the survey

Other Factors: Construction on FM 544 has increased traffic along Troy Rd.

Recommendation: A 35 M.P.H. Speed Limit is recommended

Date: October 23, 2015

Engineer: Tracy Homfeld, P.E.



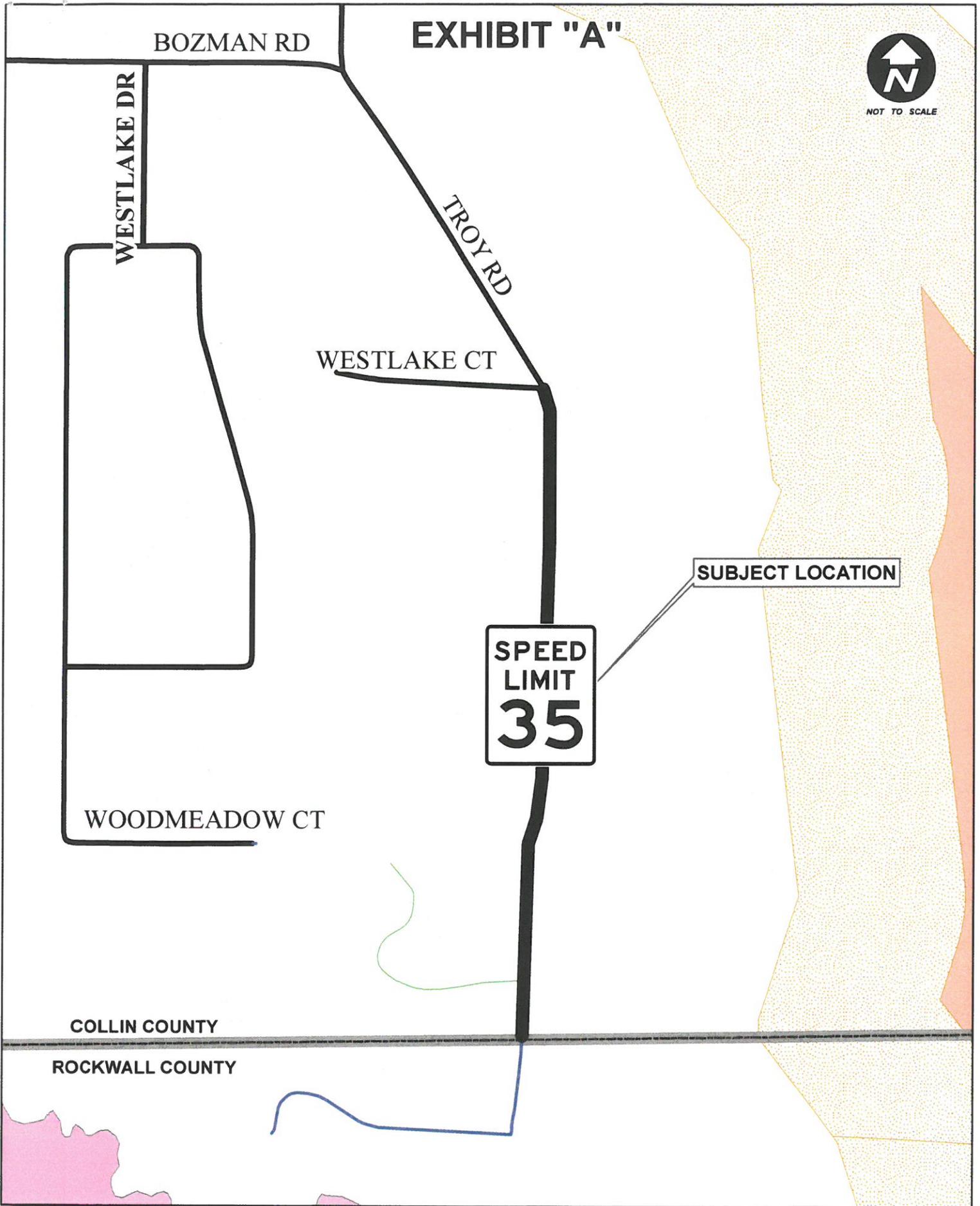


EXHIBIT "A"

BOZMAN RD

WESTLAKE DR

TROY RD

WESTLAKE CT

WOODMEADOW CT

SUBJECT LOCATION

SPEED
LIMIT
35

COLLIN COUNTY

ROCKWALL COUNTY



LOCATION MAP TROY RD (CR 730)

Engineering Study
Control Device: Speed Limit Signs Westlake Hills #2

Roadway: Westlake Dr, Country Meadow Ln, Woodmeadow Ct, Lakeview Ln, Willow Bend Way

Location / Extent: South of Wylie in Westlake Hills #2 (see exhibit "A")

Existing Speed Limit: None

Existing Traffic Control: None

Traffic Counts: None taken as these roads lie within a residential subdivision.

Roadway Width/ Surface Type: All roads 20-foot (2-Lane Asphalt)

Adjoining Land Development: Residential

Roadway Design Speed: No specific data available

Visibility Along the Roadway: Good

Accident History: No speed related accidents have been reported to the Public Works Department

Radar Speed Survey Result None taken as these roads lie within a residential subdivision

Other Factors: These roads lie within an "urban district", as defined in Transportation Code, Title 7, sec 541.102. Title 7, sec 545.352 calls for urban district speed limit to be 30 MPH.

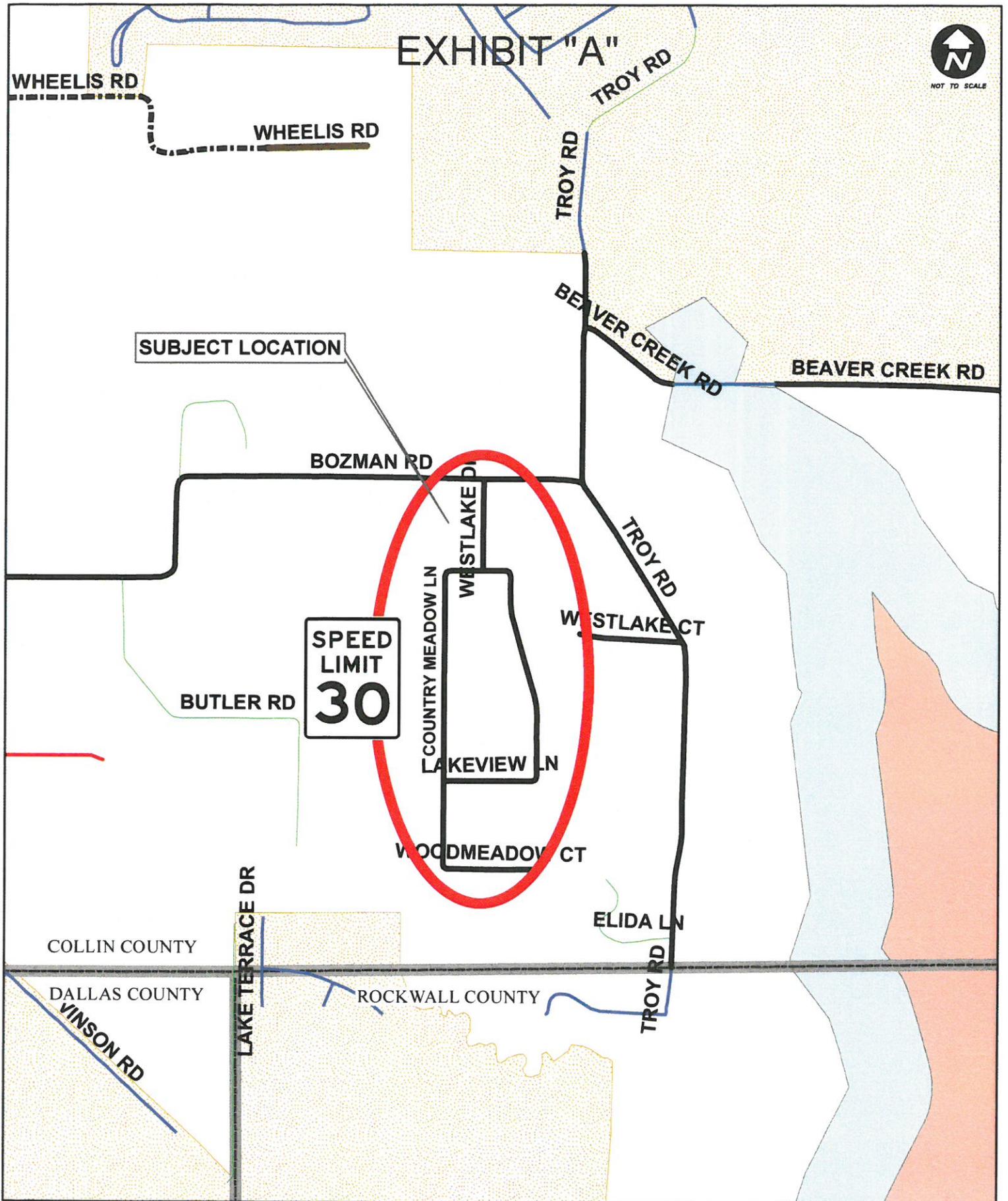
Recommendation: A 30 M.P.H. Speed Limit is recommended

Date: July 22, 2015

Engineer: Tracy Homfeld



Tracy Homfeld
10-21-15



LOCATION MAP WESTLAKE HILLS #2

Engineering Study

Control Device: Speed Limit Signs Westminster Original Donation

Roadway: N Bowden Ave, S Bowden Ave, W Bailey St, E Bailey St, W Austin St, E Austin St, Piccadilly Ave, W Public Rd, E Public Rd, Well St, N College Ave, S College Ave, N Georgia Ave, S Georgia Ave

Location / Extent: East of Anna in Westminster Original Donation (see exhibit "A")

Existing Speed Limit: 15 MPH on roads listed above (approved by Westminster)

Existing Traffic Control: Stop Sign Austin St at the intersection with Church St
Stop Sign Bailey St at the intersection with Church St

Traffic Counts: Not Applicable

Roadway Width/ Surface Type: 17 to 20-feet (2-Lane Asphalt)

Adjoining Land Development: Residential

Roadway Design Speed: No specific data available

Visibility Along the Roadway: Good

Accident History: No speed related accidents have been reported to the Public Works Department

Radar Speed Survey Result None taken as these roads lie within a residential subdivision

Other Factors: These roads lie within an "urban district", as defined in Transportation Code, Title 7, sec 541.102. Title 7, sec 545.352 calls for urban district speed limit to be 30 MPH.

Recommendation: A 30 M.P.H. Speed Limit is recommended

Date: October 27, 2015

Engineer: Tracy Homfeld

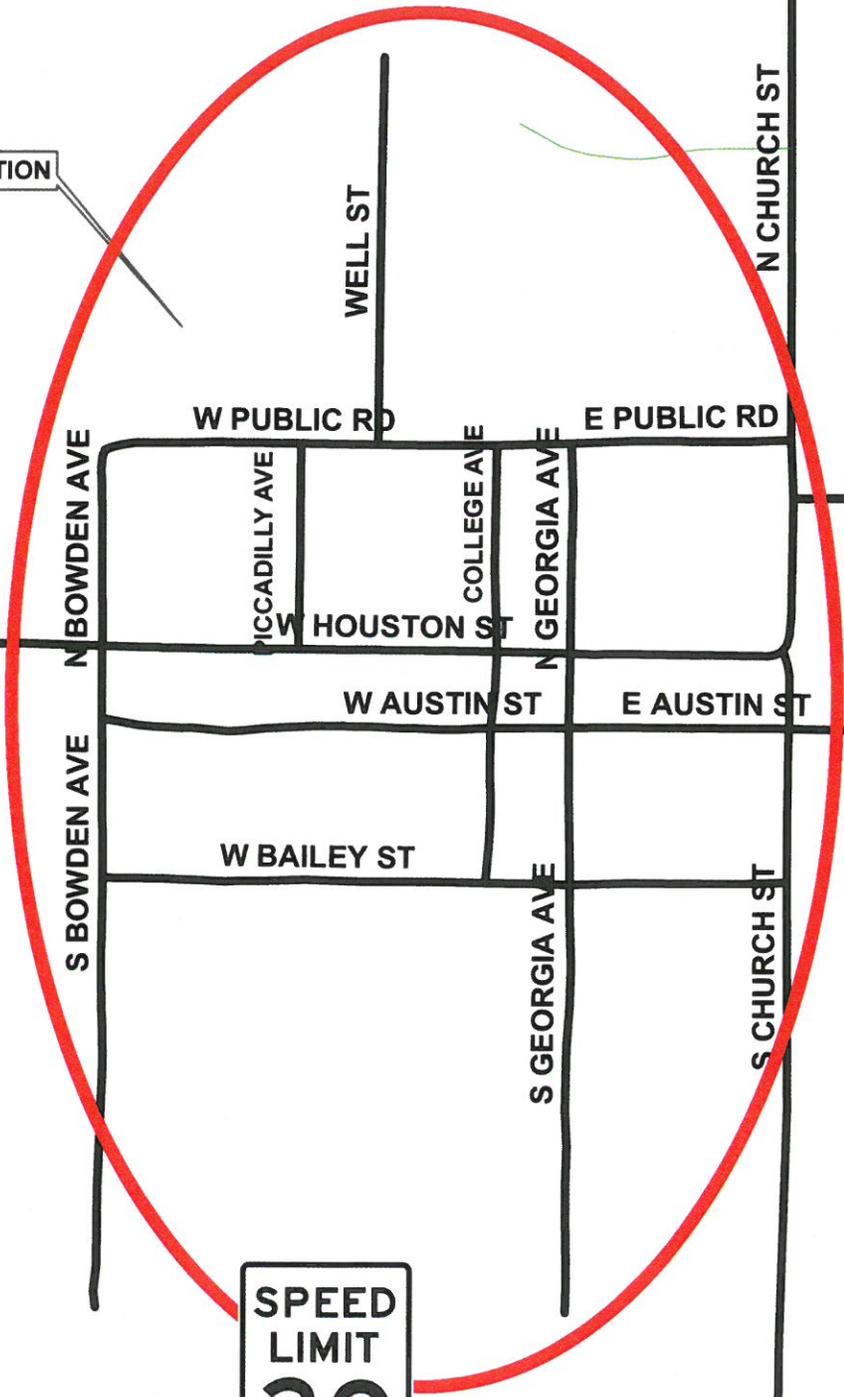




NOT TO SCALE

EXHIBIT "A"

SUBJECT LOCATION



SPEED
LIMIT
30



LOCATION MAP WESTMINSTER ORIGINAL DONATION