

Engineering Study
Control Device: Stop Sign in Canales Trails Addition

Roadway / Intersection: Intersection of Canales Trail with FM 1778

Location / Extent: South of Farmersville in Canales Trails Addition (see exhibit "A")

Existing Traffic Control: None

Roadway Width/ Surface Type: 25-feet (Concrete)

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 a Stop Sign be placed on Canales Trail with FM 1778 as shown on the attached "Exhibit A".

Date: March 28, 2018

Engineer: Mark Hines, P.E.



Mark F. Hines
4/9/18

Engineering Study
Control Device: Speed Limit Signs Canales Trails Addition

Roadway / Intersection: Canales Trail

Location / Extent: South of Farmersville in Canales Trails Addition (see exhibit "A")

Existing Speed Limit: None

Existing Traffic Control: None

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

Roadway Width/ Surface Type: All Roads 25-feet (Concrete)

Adjoining Land Development: Residential

Roadway Design Speed: None

Visibility Along the Roadway: Good

Accident History: No speed related accidents reported to Public Works

Radar Speed Survey Result None taken for this study 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: March 28, 2018

Engineer: Mark Hines, P.E.



Mark F. Hines
4/2/18

Engineering Study
Control Device: Stop Signs in Colina Creek 2

Roadway / Intersection: Intersections of Luke Drive at Colina Parkway, Colina Parkway at Luke Drive, Colina Parkway at Kate Drive, Kate Drive at Colina Parkway, Kate Drive at County Road 646, Luke Drive at County Road 646.

Location / Extent: South of Farmersville in Colina Creek 2 (see exhibit "A")

Existing Traffic Control: None

Roadway Width/ Surface Type: 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 a Stop Sign be placed on Luke Drive at Colina Parkway, Colina Parkway at Luke Drive, Colina Parkway at Kate Drive, Kate Drive at Colina Parkway, Kate Drive at County Road 646, Luke Drive at County Road 646 as shown on the attached "Exhibit A".

Date: December 12, 2017

Engineer: Mark Hines, P.E.



Mark F. Hines
1/31/18

Engineering Study
Control Device: Speed Limit Signs Colina Creek 2

Roadway / Intersection: Colina Parkway, Luke Drive and Kate Drive

Location / Extent: South of Farmersville in Colina Creek 2 (see exhibit "A")

Existing Speed Limit: None

Existing Traffic Control: None

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

Roadway Width/ Surface Type: All Roads 25-feet (2-lane Asphalt)

Adjoining Land Development: Residential

Roadway Design Speed: None

Visibility Along the Roadway: Good

Accident History: No speed related accidents reported to Public Works

Radar Speed Survey Result None taken for this study 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.

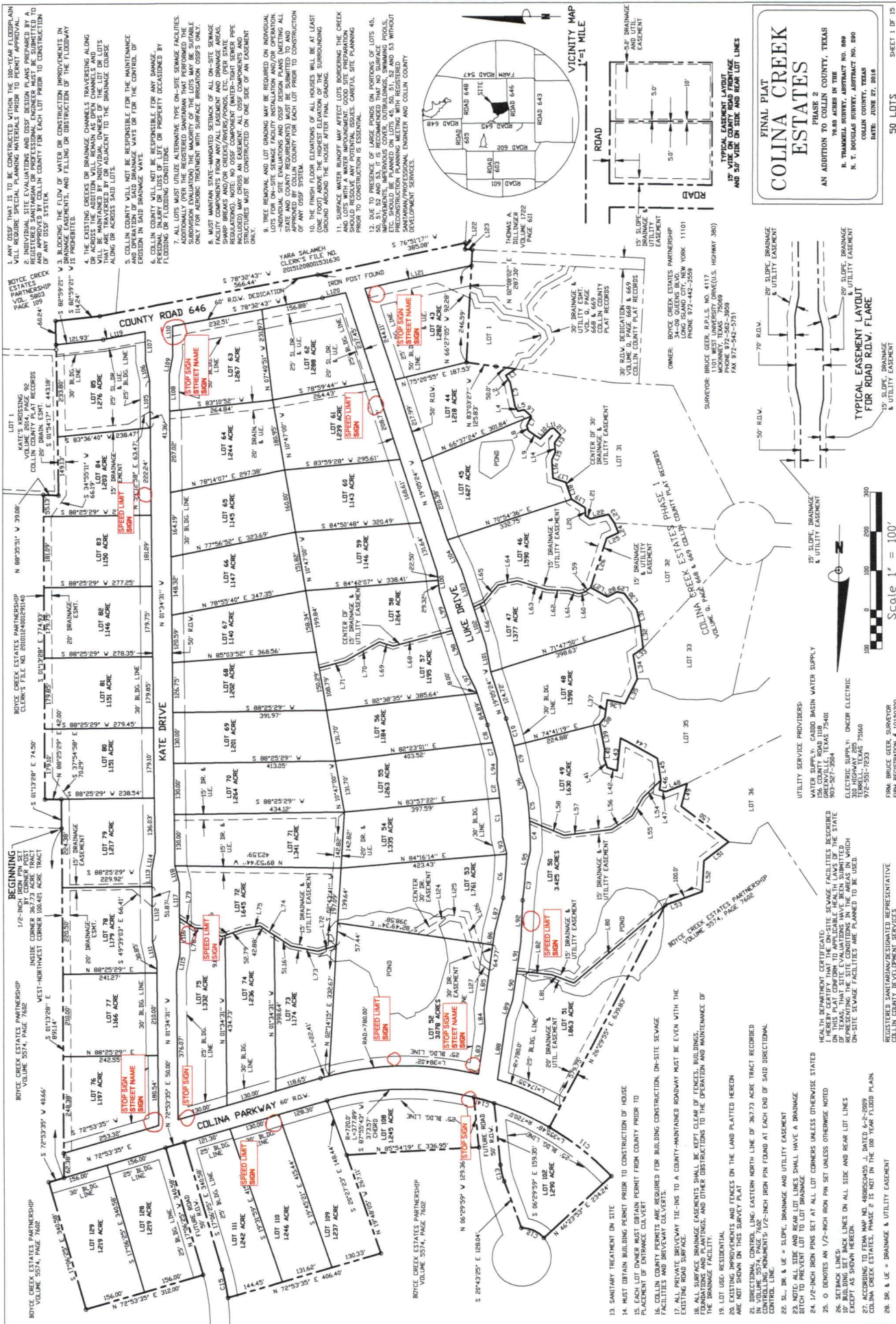
Recommendation: A 30 M.P.H. Speed Limit is recommended

Date: December 12, 2017

Engineer: Mark Hines, P.E.



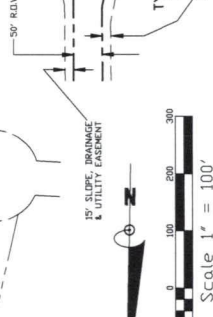
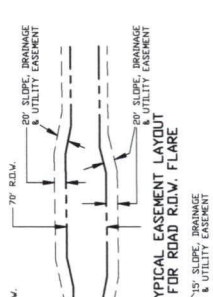
Mark F. Hines
1/30/18



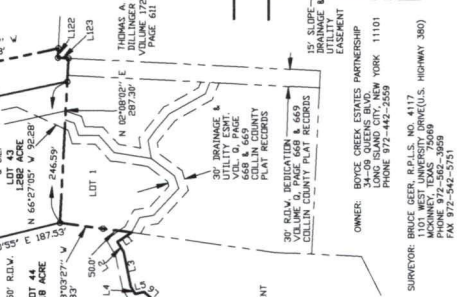
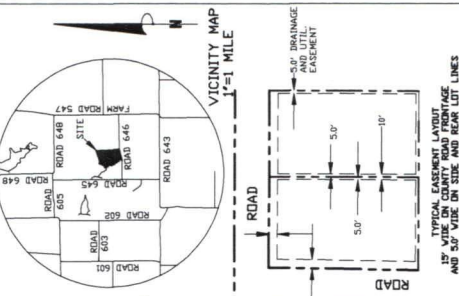
FINAL PLAT
COLINA CREEK
ESTATES
 PHASE 2
 AN ADDITION TO COLLIN COUNTY, TEXAS
 76.56 ACRES IN TRACT
 N. T. DORRIGAN SURVEY, ABSTRACT NO. 890
 COLLIN COUNTY, TEXAS
 DATE: JUNE 27, 2016

50 LOTS
 SHEET 1 OF 15

1. ANY REMOVAL AND LOT GRADING MAY BE REQUIRED ON INDIVIDUAL LOTS TO MAINTAIN PROPER DRAINAGE AND TO PREVENT FLOODING.
 2. INDIVIDUAL SITE EVALUATIONS AND DRAINAGE PLANS PREPARED BY A REGISTERED SURVEYOR SHALL BE SUBMITTED TO COLLIN COUNTY FOR APPROVAL AND APPROVED BY COLLIN COUNTY FOR EACH LOT PRIOR TO CONSTRUCTION OF ANY DRAINAGE SYSTEM.
 3. BLOCKING THE FLOW OF WATER OR CONSTRUCTION IMPROVEMENTS IN EXISTING CHANNELS OR CREEKS OR FILLING OR OBSTRUCTING THE FLOWWAY OF ANY EXISTING CREEK OR CHANNEL IS PROHIBITED.
 4. THE EXISTING CREEKS OR CHANNELS TRAVELING ALONG AND AROUND THE ADDITION WILL REMAIN AS OPEN CHANNELS AND SHALL NOT BE COVERED OR FENCED OFF OR OTHERWISE OBSTRUCTED OR ALIGNED OR ADDRESS SAID LOTS.
 5. COLLIN COUNTY WILL NOT BE RESPONSIBLE FOR THE MAINTENANCE AND OPERATION OF SAID DRAINAGE SYSTEMS OR FOR THE CENTER OF COLLIN COUNTY WILL NOT BE RESPONSIBLE FOR ANY DAMAGE, FLOODING OR FLOODING CONDITIONS.
 6. COLLIN COUNTY WILL NOT BE RESPONSIBLE FOR THE CENTER OF COLLIN COUNTY WILL NOT BE RESPONSIBLE FOR ANY DAMAGE, FLOODING OR FLOODING CONDITIONS.
 7. SUBMITTALS MUST BE REGISTERED SURVEYOR THAT PERFORMANCE OF THE DRAINAGE SYSTEM SHALL BE SUITABLE ONLY FOR AEROBIC TREATMENT WITH SURFACE IRRIGATION USES ONLY.
 8. MUST MAINTAIN STATE-MANDATED SETBACK OF ALL ON-SITE SEWAGE TREATMENT SYSTEMS (S/T) FROM ALL LOTS, DRIVEWAYS, DRIVEWAYS, SWAMP BREAKS AND/OR CREEKS/RIVERS/PONDS, ETC. (PER STATE REGULATIONS). NOTE: NO OFF-SITE COMPONENT (MATCH-NOT SEWER PIPE, ETC.) SHALL BE CONSTRUCTED ON ONE SIDE OF AN EASEMENT UNLESS OTHERWISE SPECIFIED.
 9. TREE REMOVAL AND LOT GRADING MAY BE REQUIRED ON INDIVIDUAL LOTS TO MAINTAIN PROPER DRAINAGE AND TO PREVENT FLOODING.
 10. INDIVIDUAL SITE EVALUATIONS AND DRAINAGE PLANS (MEETING ALL STATE AND COUNTY REQUIREMENTS) MUST BE SUBMITTED TO AND APPROVED BY COLLIN COUNTY FOR EACH LOT PRIOR TO CONSTRUCTION OF ANY DRAINAGE SYSTEM.
 11. THE FINISH FLOOR ELEVATIONS OF ALL HOUSES WILL BE AT LEAST 1 FOOT ABOVE THE FINISH FLOOR ELEVATION OF THE SURROUNDING GROUND AROUND THE HOUSE AFTER FINAL DRAINAGE SURROUNDING.
 12. SURFACE WATER RUNOFF MAY AFFECT LOTS BORDERING THE CREEK AND LOTS WITH A WATER IMPROVEMENT GOOD SITE PREPARATION PRIOR TO CONSTRUCTION IS ESSENTIAL.
 13. DUE TO PRESENCE OF LARGE PONDS ON PORTIONS OF LOTS 45, 50, 51, 52 AND 53, IT IS RECOMMENDED THAT NO SURFACE WATER RUNOFF BE ALLOWED TO FLOW FROM THESE LOTS TO ANY OTHER LOTS. PRECONSTRUCTION PLANNING MEETING WITH REGISTERED SURVEYOR AND COLLIN COUNTY ENGINEER AND COLLIN COUNTY DEVELOPMENT SERVICES.
 14. MUST OBTAIN BUILDING PERMIT PRIOR TO CONSTRUCTION OF HOUSE.
 15. COLLIN COUNTY PERMITS ARE REQUIRED FOR BUILDING CONSTRUCTION, ON-SITE SEWAGE FACILITIES AND DRIVEWAY CULVERTS.
 16. COLLIN COUNTY PERMITS ARE REQUIRED FOR BUILDING CONSTRUCTION, ON-SITE SEWAGE FACILITIES AND DRIVEWAY CULVERTS.
 17. ALL PRIVATE DRIVEWAY TIE-INS TO A COUNTY-MAINTAINED ROADWAY MUST BE EVEN WITH THE EXISTING ROAD SURFACE.
 18. ALL SURFACE DRAINAGE EASEMENTS SHALL BE KEPT CLEAR OF FENCES, BUILDINGS, DRIVEWAYS, DRIVEWAYS, AND OTHER OBSTRUCTIONS TO THE OPERATION AND MAINTENANCE OF THE DRAINAGE FACILITY.
 19. LOT USE: RESIDENTIAL.
 20. EXISTING IMPROVEMENTS AND EASEMENTS ON THE LAND PLATTED HEREIN ARE NOT SHOWN ON THIS SURVEY PLAT.
 21. DIRECTIONAL CONTROL LINES EASTERN NORTH LINE OF 36.773 ACRE TRACT RECORDED IN COLLIN COUNTY PLAT BOOK 11101, PAGE 7602.
 22. S.L., IR. & U.E. = SLOPE, BRANCH & UTILITY EASEMENT
 23. NOTE: ALL SIDE AND REAR LOT LINES SHALL HAVE A BRANCH & UTILITY EASEMENT TO PREVENT LOT TO LOT DRAINAGE.
 24. 1/2-INCH IRON PIN SET AT ALL LOT CORNERS UNLESS OTHERWISE STATED
 25. 0 DENOTES AN 1/2-INCH IRON PIN SET UNLESS OTHERWISE NOTED
 26. SETBACK LINES SHALL BE SHOWN ON ALL LOTS AND REAR LOT LINES SHALL BE SHOWN ON ALL LOTS AND REAR LOT LINES EXCEPT AS SHOWN HEREIN.
 27. ACCORDING TO FEMA MAP NO. 48052C405 J. DATED 6-30-2009 COLLIN CREEK ESTATES, PHASE 2 IS NOT IN THE 100 YEAR FLOOD PLAIN.
 28. BR. & U.E. = BRANCH & UTILITY EASEMENT



13. SANITARY TREATMENT ON SITE
 14. MUST OBTAIN BUILDING PERMIT PRIOR TO CONSTRUCTION OF HOUSE.
 15. COLLIN COUNTY PERMITS ARE REQUIRED FOR BUILDING CONSTRUCTION, ON-SITE SEWAGE FACILITIES AND DRIVEWAY CULVERTS.
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 17. ALL PRIVATE DRIVEWAY TIE-INS TO A COUNTY-MAINTAINED ROADWAY MUST BE EVEN WITH THE EXISTING ROAD SURFACE.
 18. ALL SURFACE DRAINAGE EASEMENTS SHALL BE KEPT CLEAR OF FENCES, BUILDINGS, DRIVEWAYS, DRIVEWAYS, AND OTHER OBSTRUCTIONS TO THE OPERATION AND MAINTENANCE OF THE DRAINAGE FACILITY.
 19. LOT USE: RESIDENTIAL.
 20. EXISTING IMPROVEMENTS AND EASEMENTS ON THE LAND PLATTED HEREIN ARE NOT SHOWN ON THIS SURVEY PLAT.
 21. DIRECTIONAL CONTROL LINES EASTERN NORTH LINE OF 36.773 ACRE TRACT RECORDED IN COLLIN COUNTY PLAT BOOK 11101, PAGE 7602.
 22. S.L., IR. & U.E. = SLOPE, BRANCH & UTILITY EASEMENT
 23. NOTE: ALL SIDE AND REAR LOT LINES SHALL HAVE A BRANCH & UTILITY EASEMENT TO PREVENT LOT TO LOT DRAINAGE.
 24. 1/2-INCH IRON PIN SET AT ALL LOT CORNERS UNLESS OTHERWISE STATED
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 28. BR. & U.E. = BRANCH & UTILITY EASEMENT

Engineering Study
Control Device: Stop Signs in Cope Addition II

Roadway / Intersection: Intersections of Victoria Court with Clark Court and Andrew Court with Clark Court.

Location / Extent: South of Princeton in Cope Addition II (see exhibit "A")

Existing Traffic Control: None

Roadway Width/ Surface Type: 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.

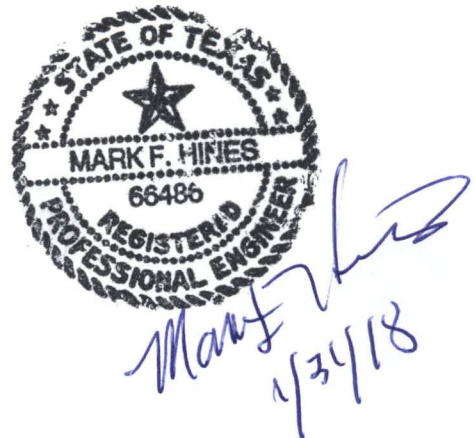
Warrant for Stop Sign: A Stop sign is warranted by Section 2B.04, P3, Article A of the 2011 Texas Manual on Uniform Traffic Control Devices.

Other Factors: None

Recommendation: It is recommended that a Stop Sign be placed on Victoria Court with Clark Court and Andrew Court with Clark Court as shown on the attached "Exhibit A".

Date: December 19, 2017

Engineer: Mark Hines, P.E.



Engineering Study
Control Device: Speed Limit Signs Cope Addition II

Roadway / Intersection: Clark Court, Victoria Court, Andrew Court

Location / Extent: South of Princeton in Cope Addition II (see exhibit "A")

Existing Speed Limit: None

Existing Traffic Control: None

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

Roadway Width/ Surface Type: All Roads 25-feet (2-lane asphalt)

Adjoining Land Development: Residential

Roadway Design Speed: None

Visibility Along the Roadway: Good

Accident History: No speed related accidents reported to Public Works

Radar Speed Survey Result None taken for this study 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.

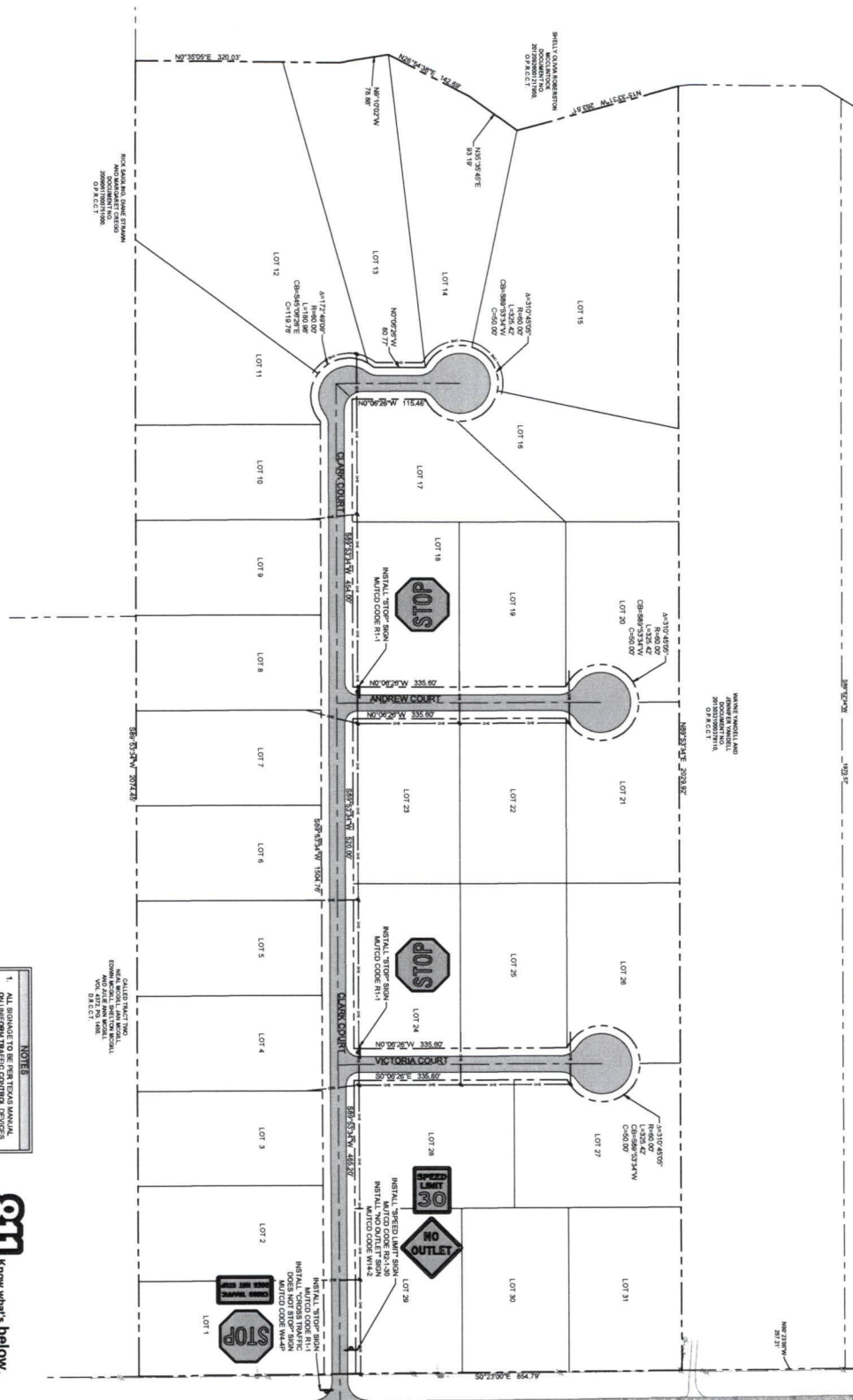
Recommendation: A 30 M.P.H. Speed Limit is recommended

Date: December 19, 2017

Engineer: Mark Hines, P.E.



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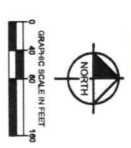
NOTES

1. ALL SIGNS TO BE INSTALLED MANUALLY ON UNDER TRAFFIC CONTROL DEVICES LATEST ADOPTION.



BENCHMARK LIST

ELEVATIONS ARE BASED ON THE LEAST LEVEL POINT FOUND ON THE SURFACE OF THE DISTRICT FROM CONSTRUCTION 28 2017 SUD.



Engineering Study
Control Device: Stop Sign CR 411

Roadway / Intersection: Intersection of CR 411 (north) with CR 341 (east and west)

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

Existing Traffic Control: None

Roadway Width/ Surface Type: CR 411 – 16-feet (2-Lane Asphalt)
CR 341 East of intersection – 20-feet (2-Lane Asphalt)
CR 341 West of intersection – 20-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Visibility: Trees restrict visibility east of intersection

Accident History: None have been reported to Public Works Department

Traffic Counts: CR 411 – 31 Cars per Day
CR 341 East of the intersection – 359 Cars per Day
CR 341 West of the intersection – 371 Cars per Day

Application 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 411 at its intersection with CR 341, giving the right-of-way to the east-west traffic on CR 341.

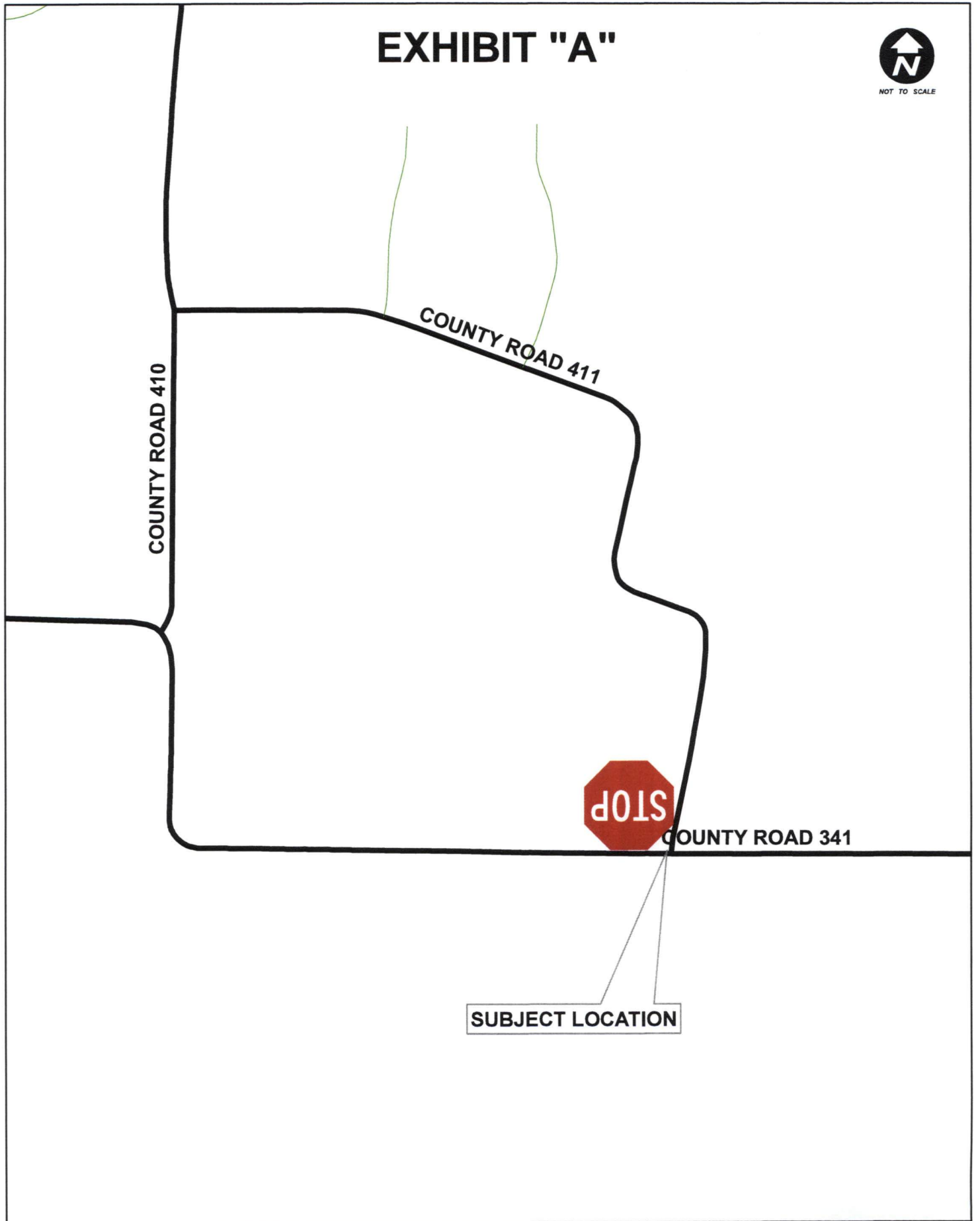
Date: December 19, 2017

Engineer: Mark Hines, P.E.



Mark F. Hines
1/31/18

EXHIBIT "A"



LOCATION MAP CR 411

Engineering Study
Control Device: Stop Sign CR 411

Roadway / Intersection: Intersection of CR 411 (east) with CR 410 (north and south)

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

Existing Traffic Control: None

Roadway Width/ Surface Type: CR 411 – 16-feet (2-Lane Asphalt)
CR 410 North of intersection – 24-feet (2-Lane Asphalt)
CR 410 South of intersection – 24-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Visibility: Hill restricts visibility north of intersection

Accident History: None have been reported to Public Works Department

Traffic Counts: CR 411 – 31 Cars per Day
CR 410 North of the intersection – 155 Cars per Day
CR 410 South of the intersection – 123 Cars per Day

Application 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 411 at its intersection with CR 410, giving the right-of-way to the north-south traffic on CR 410.

Date: December 19, 2017

Engineer: Mark Hines, P.E.



Mark F. Hines
1/31/18

EXHIBIT "A"



PRIVATE ROAD 5334



SUBJECT LOCATION

COUNTY ROAD 410

COUNTY ROAD 411

COUNTY ROAD 341



LOCATION MAP CR 411

Engineering Study
Control Device: Stop Sign CR 481

Roadway / Intersection: Intersection of CR 481 (north) with CR 429 (east-west)

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

Existing Traffic Control: Stop Sign on CR 481 at its intersection with FM 3133

Roadway Width/ Surface Type: CR 481 – 20-feet (2-Lane Asphalt)
CR 429 West of intersection – 22-feet (2-Lane Asphalt)
CR 429 East of intersection – 22-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Visibility: Good

Accident History: None have been reported to Public Works Department

Traffic Counts: CR 481 – 40 Cars per Day
CR 429 West of the intersection – 76 Cars per Day
CR 429 East of the intersection – 72 Cars per Day

Application for Stop Sign: A Stop sign is warranted by Section 2B.04, P2, Article B & 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 481 at its intersection with CR 429, giving the right-of-way to the east-west traffic on CR 429.

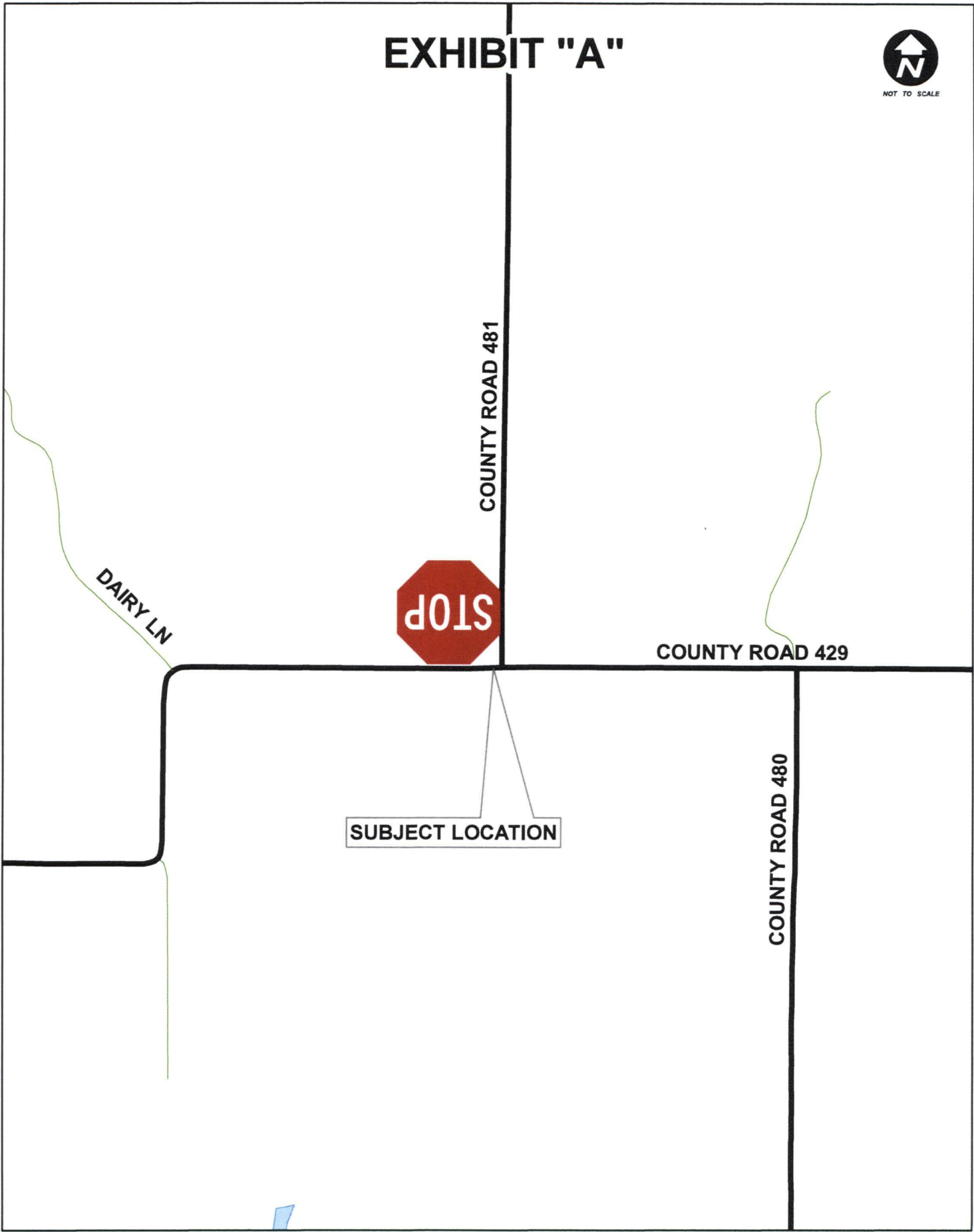
Date: March 27, 2018

Engineer: Mark Hines, P.E.



Mark F. Hines
4/9/18

EXHIBIT "A"



LOCATION MAP CR 481

Engineering Study
Control Device: Stop Sign CR 506

Roadway / Intersection: Intersection of CR 506 (west) with CR 505 (north and south)

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

Existing Traffic Control: None

Roadway Width/ Surface Type: CR 506 – 24-feet (2-Lane Asphalt)
CR 505 North of intersection – 24-feet (2-Lane Asphalt)
CR 505 South of intersection – 24-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Visibility: Hill restricts visibility south of intersection

Accident History: None have been reported to Public Works Department

Traffic Counts: CR 506 – 152 Cars per Day
CR 505 North of the intersection – 77 Cars per Day
CR 505 South of the intersection – 113 Cars per Day

Application 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

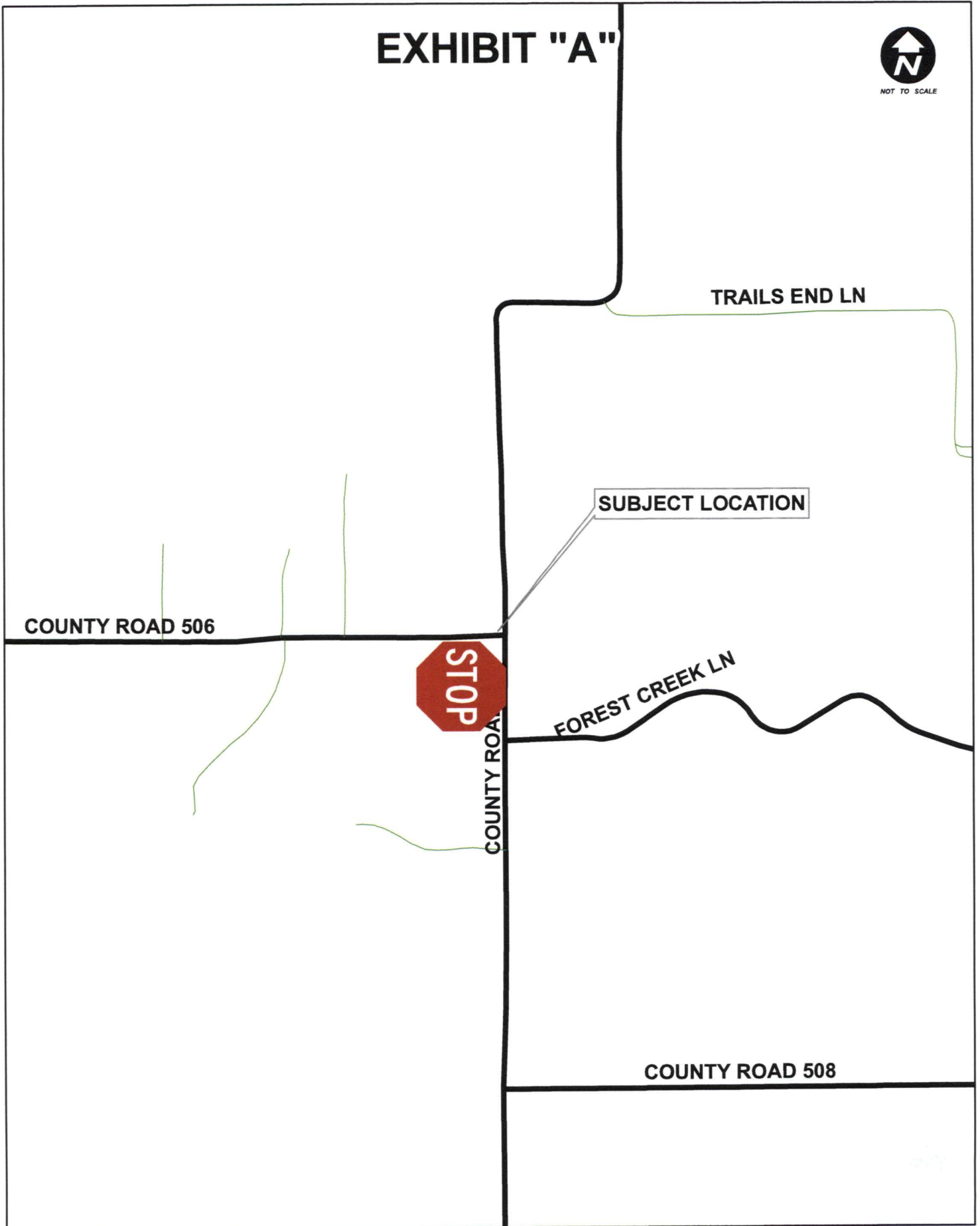
Recommendation: It is recommended that a Stop Sign be placed on CR 506 at its intersection with CR 505, giving the right-of-way to the north-south traffic on CR 505.

Date: December 19, 2017

Engineer: Mark Hines, P.E.



EXHIBIT "A"



LOCATION MAP CR 506

Engineering Study
Control Device: Stop Sign CR 508

Roadway / Intersection: Intersection of CR 508 (east) with CR 505 (north and south)

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

Existing Traffic Control: None

Roadway Width/ Surface Type: CR 506 – 24-feet (2-Lane Asphalt)
CR 505 North of intersection – 24-feet (2-Lane Asphalt)
CR 505 South of intersection – 24-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Visibility: Hill restricts visibility south of intersection

Accident History: None have been reported to Public Works Department

Traffic Counts: CR 508 – 66 Cars per Day
CR 505 North of the intersection – 90 Cars per Day
CR 505 South of the intersection – 38 Cars per Day

Application 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 508 at its intersection with CR 505, giving the right-of-way to the north-south traffic on CR 505.

Date: December 19, 2017

Engineer: Mark Hines, P.E.



Mark F. Hines
1/31/18

EXHIBIT "A"



COUNTY ROAD 506

FOREST CREEK LN



COUNTY ROAD 508

SUBJECT LOCATION

COUNTY ROAD 505



LOCATION MAP CR 508

Engineering Study
Control Device: Stop Sign CR 512

Roadway / Intersection: Intersection of CR 512 (west) with CR 1067 (north) and CR 512 (south)

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

Existing Traffic Control: Stop Sign on CR 512 at its intersection with FM 2862

Roadway Width/ Surface Type: CR 512 – 24-feet (2-Lane Asphalt)
CR 1067 North of intersection – 24-feet (2-Lane Asphalt)
CR 512 South of intersection – 24-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Visibility: Good

Accident History: None have been reported to Public Works Department

Traffic Counts: CR 512 – 165 Cars per Day
CR 1067 North of the intersection – 212 Cars per Day
CR 512 South of the intersection – 39 Cars per Day

Application for Stop Sign: A Stop sign is warranted by Section 2B.04, P2, Article B & 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 512 at its intersection with CR 1067 and CR 512, giving the right-of-way to the north-south traffic on CR 1067 and CR 512.

Date: March 27, 2018

Engineer: Mark Hines, P.E.



Mark Hines
4/9/18

EXHIBIT "A"



COUNTY ROAD 1067

SUBJECT LOCATION

COUNTY ROAD 512



COUNTY ROAD 512

COUNTY ROAD 505



LOCATION MAP CR 512

Engineering Study
Control Device: Speed Limit Signs CR 590

Roadway / Intersection: County Road 590 from FM 1138 to FM 1777

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

Existing Speed Limit: 45 MPH

Existing Traffic Control: Stop Sign on CR 590 at its intersection with FM 1138
Stop Sign on CR 590 at its intersection with FM 1777

Traffic Counts: 571 Cars per day

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

Adjoining Land Development: Pasture/Agricultural/Residential

Roadway Design Speed: None

Visibility Along the Roadway: Good

Accident History: No speed related accidents reported to Public Works

Radar Speed Survey Result 85th percentile is 58 MPH

Other Factors: Resident requested

Recommendation: A 55 M.P.H. Speed Limit is recommended along the entire road.

Date: April 9, 2018

Engineer: Mark Hines, P.E.



Mark F. Hines
4/9/18

Engineering Study
Control Device: Stop Sign CR 634

Roadway / Intersection: Intersection of CR 634 (north) with CR 580 (east and west)

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

Existing Traffic Control: None

Roadway Width/ Surface Type: CR 634 – 20-feet (2-Lane Asphalt)
CR 580 East of intersection – 26-feet (2-Lane Asphalt)
CR 580 West of intersection – 26-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Visibility: Good

Accident History: None have been reported to Public Works Department

Traffic Counts: CR 634 – 170 Cars per Day
CR 580 East of the intersection – 328 Cars per Day
CR 580 West of the intersection – 451 Cars per Day

Application 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 634 at its intersection with CR 580, giving the right-of-way to the east-west traffic on CR 580.

Date: December 19, 2017

Engineer: Mark Hines, P.E.



EXHIBIT "A"



COUNTY ROAD 634

SUBJECT LOCATION



COUNTY ROAD 580



LOCATION MAP CR 634

Engineering Study
Control Device: Stop Signs in Inspiration Phase 1

Roadway / Intersection: Intersections of Butchers Block at Morning Mist Way, Butchers Block at Saint Paul Rd, Morning Mist Way at Fountain Vista View, Old Charm Trail at Fountain Vista View, Old Charm Trail at Emerald Bay Lan, Crystal Cove Lane at Emerald Bay Lane, Inspiration Blvd at Crystal Cove Lane and Crystal Cove Lane at Inspiration Blvd.

Location / Extent: South of Lucas in Inspiration (see exhibit "A")

Existing Traffic Control: None

Roadway Width/ Surface Type: 25-feet (2-Lane Concrete)

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 a Stop Sign be placed on Butchers Block at Morning Mist Way, Butchers Block at Saint Paul Rd, Morning Mist Way at Fountain Vista View, Old Charm Trail at Fountain Vista View, Old Charm Trail at Emerald Bay Lan, Crystal Cove Lane at Emerald Bay Lane, Inspiration Blvd at Crystal Cove Lane and Crystal Cove Lane at Inspiration Blvd as shown on the attached "Exhibit A".

Date: October 12, 2017

Engineer: Mark Hines, P.E.



Engineering Study

Control Device: Stop Signs in Inspiration Phase 2

<u>Roadway / Intersection:</u>	Intersections of Tenacity Drive at Inspiration Blvd, Blue Water Trail at Tenacity Drive, Sunset Sail Drive at Tenacity Drive, Legendary Reef Way at Crystal Cove Lane, Star Gaze Way at Legendary Reef Way, Star Gaze Way at Tenacity Drive, Crystal Cove Lane at Liberty Way Trail, Liberty Way Trail at Legendary Reef Way, Mariners Hope Way at Legendary Reef Way, Port Millstone Trail at Mariners Hope Way, Tenacity Drive at Port Millstone Trail, Sunbeam Trail at Tenacity Drive, Sunbeam Trail at Aztec Trail, Legendary Reef Way at Tenacity Drive, Cutter Crossing Place at Saint Paul Rd, Winners Circle at Harmony Pier Lane, Harmony Pier Lane at Cutter Crossing Place, Eagle Aerie Lane at Cutter Crossing Place, Bishop Barrel Lane at Eagle Aerie Lane, Silent Shore Street at Bishop Barrel Lane, Eagle Aerie Lane at Silent Shore St, Silent Shore St at Inspiration Blvd and Inspiration Blvd at Silent Shore St.
<u>Location / Extent:</u>	South of Lucas in Inspiration (see exhibit "A")
<u>Existing Traffic Control:</u>	None
<u>Roadway Width/ Surface Type:</u>	25-feet (2-Lane Concrete)
<u>Adjoining Land Development:</u>	Residential
<u>Visibility:</u>	Good
<u>Accident History:</u>	None have been reported to Public Works Department
<u>Traffic Counts:</u>	None taken for this study as these roads lie within a residential subdivision.
<u>Warrant for Stop Sign:</u>	A Stop sign is warranted by Section 2B.04, P3, Article A of the 2011 Texas Manual on Uniform Traffic Control Devices.
<u>Other Factors:</u>	None
<u>Recommendation:</u>	It is recommended that a Stop Sign be placed on Tenacity Drive at Inspiration Blvd, Blue Water Trail at Tenacity Drive, Sunset Sail Drive at Tenacity Drive,

Legendary Reef Way at Crystal Cove Lane, Star Gaze Way at Legendary Reef Way, Star Gaze Way at Tenacity Drive, Crystal Cove Lane at Liberty Way Trail, Liberty Way Trail at Legendary Reef Way, Mariners Hope Way at Legendary Reef Way, Port Millstone Trail at Mariners Hope Way, Tenacity Drive at Port Millstone Trail, Sunbeam Trail at Tenacity Drive, Sunbeam Trail at Aztec Trail, Legendary Reef Way at Tenacity Drive, Cutter Crossing Place at Saint Paul Rd, Winners Circle at Harmony Pier Lane, Harmony Pier Lane at Cutter Crossing Place, Eagle Aerie Lane at Cutter Crossing Place, Bishop Barrel Lane at Eagle Aerie Lane, Silent Shore St at Bishop Barrel Lane, Eagle Aerie Lane at Silent Shore St, Silent Shore St at Inspiration Blvd and Inspiration Blvd at Silent Shore St as shown on the attached "Exhibit A".

Date:

October 12, 2017

Engineer:

Mark Hines, P.E.



Mark F. Hines
1/3/18

Engineering Study
Control Device: Stop Signs in Inspiration Phase 3

<u>Roadway / Intersection:</u>	Intersections of Prestige Cove Court at Bishop Barrel Lane, Silent Shore St at Journey Forth Trail, Pacific Pearl Lane at Journey Forth Trail, Karma Drive at Pacific Pearl Lane, Virtue Port Lane at Karma Drive, Virtue Port Lane at Journey Forth Trail, Karma Drive at Indigo Creek Lane, Windy Pointe Court at Journey Forth Trail, Windy Point Court at Inspiration Blvd, Beacon Beach Way at Indigo Creek Lane, Beauregard Point Drive at Beacon Beach Way, Breezy Day Court at Beacon Beach Way, Beauregard Point Drive at Huffines Blvd, Beauregard Point Drive at Temperance Way, Temperance Way at Eminence Lane, Silvery Canoe Way at Eminence Lane, Lantern Faith Dr at Eminence Lane, Silvery Canoe Way at Vintage Lane, Port Royale Place at Silvery Canoe Way, Port Royale Place at Vintage Lane, Transcendence Drive at Vintage Lane, Transcendence Drive at Lantern Faith Drive, Vintage Lane at Lantern Faith Drive and Jetty Knot Trail at Transcendence Way.
<u>Location / Extent:</u>	South of Lucas in Inspiration (see exhibit "A")
<u>Existing Traffic Control:</u>	None
<u>Roadway Width/ Surface Type:</u>	25-feet (2-Lane Concrete)
<u>Adjoining Land Development:</u>	Residential
<u>Visibility:</u>	Good
<u>Accident History:</u>	None have been reported to Public Works Department
<u>Traffic Counts:</u>	None taken for this study as these roads lie within a residential subdivision.
<u>Warrant for Stop Sign:</u>	A Stop sign is warranted by Section 2B.04, P3, Article A of the 2011 Texas Manual on Uniform Traffic Control Devices.
<u>Other Factors:</u>	None
<u>Recommendation:</u>	It is recommended that a Stop Sign be placed on Prestige Cove Court at Bishop Barrel Lane, Silent Shore St at

Journey Forth Trail, Pacific Pearl Lane at Journey Forth Trail, Karma Drive at Pacific Pearl Lane, Virtue Port Lane at Karma Drive, Virtue Port Lane at Journey Forth Trail, Karma Drive at Indigo Creek Lane, Windy Pointe Court at Journey Forth Trail, Windy Point Court at Inspiration Blvd, Beacon Beach Way at Indigo Creek Lane, Beauregard Point Drive at Beacon Beach Way, Breezy Day Court at Beacon Beach Way, Beauregard Point Drive at Huffines Blvd, Beauregard Point Drive at Temperance Way, Temperance Way at Eminence Lane, Silvery Canoe Way at Eminence Lane, Lantern Faith Dr at Eminence Lane, Silvery Canoe Way at Vintage Lane, Port Royale Place at Silvery Canoe Way, Port Royale Place at Vintage Lane, Transcendence Drive at Vintage Lane, Transcendence Drive at Lantern Faith Drive, Vintage Lane at Lantern Faith Drive and Jetty Knot Trail at Transcendence Way as shown on the attached "Exhibit A".

Date:

October 12, 2017

Engineer:

Mark Hines, P.E.



Engineering Study
Control Device: Speed Limit Signs Inspiration

Roadway / Intersection: Inspiration Blvd and Huffines Blvd

Location / Extent: South of Lucas in Inspiration (see exhibit "A")

Existing Speed Limit: None

Existing Traffic Control: None

Traffic Counts: 1,347 cars per day on Inspiration Blvd

Roadway Width/ Surface Type: All Roads 25-feet (2-lane concrete)

Adjoining Land Development: Residential

Roadway Design Speed: None

Visibility Along the Roadway: Good

Accident History: No speed related accidents reported to Public Works

Radar Speed Survey Result A traffic study was completed on Inspiration Blvd, with the 85% being 45 MPH going east and 37 MPH going west.

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. The developer has requested a higher speed limit.

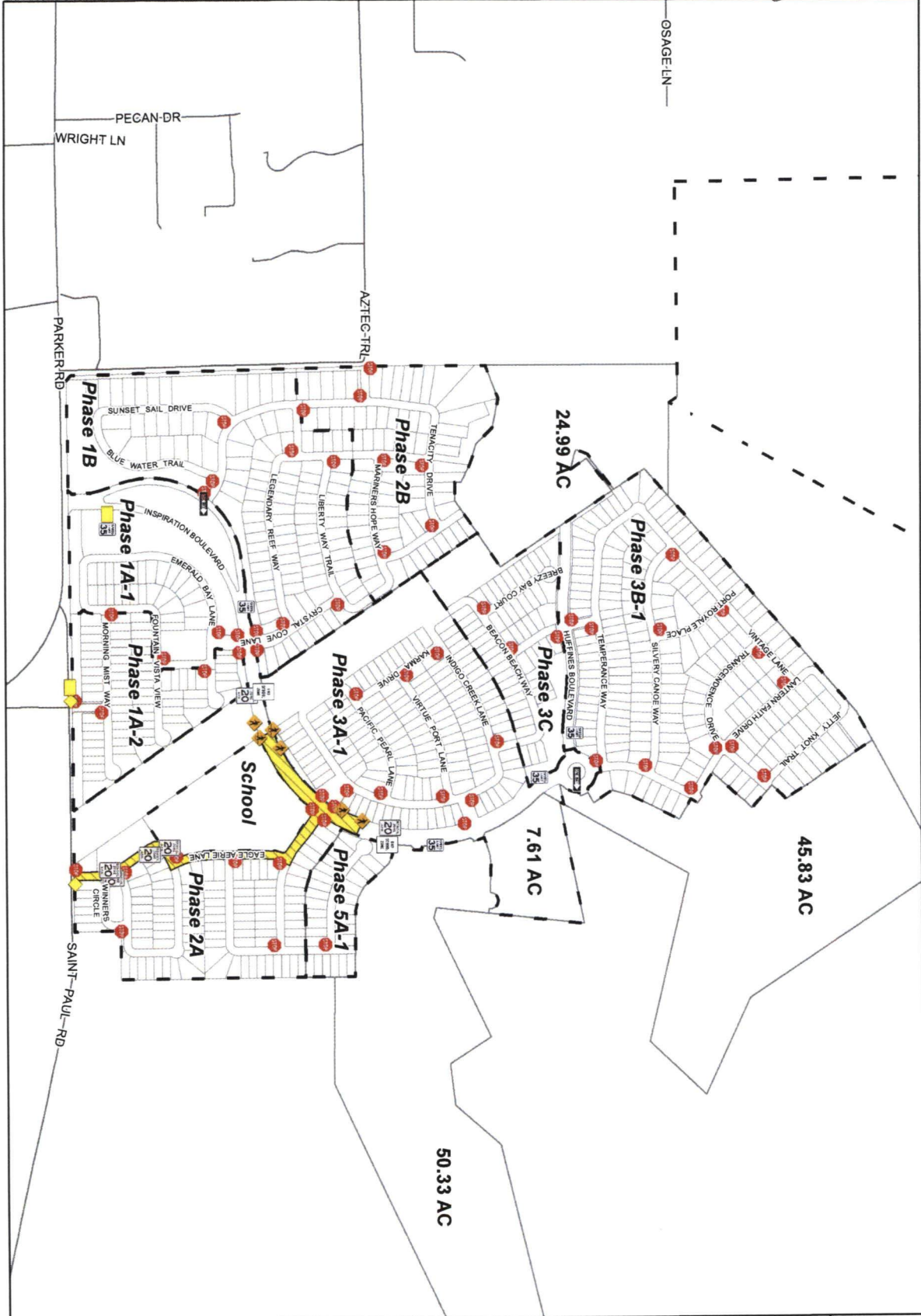
Recommendation: A 35 M.P.H. Speed Limit is recommended, with the exception of the school zone area, which will be 20 MPH.

Date: January 16, 2018

Engineer: Mark Hines, P.E.

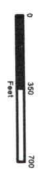


Mark F. Hines
1/16/18



Inspiration Signage Plan

- Legend**
- 35 MPH Sign
 - CCMCD as Sign
 - Crosswalk Ahead Sign
 - Crosswalk Sign
 - End School Zone Sign
 - No Construction Traffic Sign
 - One Way Sign
 - School Zone Sign
 - Stop Sign
 - School Zone
 - Phase Boundaries
 - Lot



Engineering Study
Control Device: Stop Signs in Lavon Estates

Roadway / Intersection: Intersections of Ty Lane with CR 451, Seth Way with CR 451, Wilson Way with Seth Way, Wilson Way with Ty Lane, Ty Lane with Seth Way.

Location / Extent: South of Princeton in Lavon Estates (see exhibit "A")

Existing Traffic Control: None

Roadway Width/ Surface Type: 25-feet (Concrete)

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 a Stop Sign be placed on Ty Lane with CR 451, Seth Way with CR 451, Wilson Way with Seth Way, Wilson Way with Ty Lane, Ty Lane with Seth Way as shown on the attached "Exhibit A".

Date: March 28, 2018

Engineer: Mark Hines, P.E.



Mark F. Hines
3/29/18

Engineering Study
Control Device: Speed Limit Signs Lavon Estates

Roadway / Intersection: Seth Way, Wilson Way, Ty Lane

Location / Extent: South of Princeton in Lavon Estates (see exhibit "A")

Existing Speed Limit: None

Existing Traffic Control: None

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

Roadway Width/ Surface Type: All Roads 25-feet (Concrete)

Adjoining Land Development: Residential

Roadway Design Speed: None

Visibility Along the Roadway: Good

Accident History: No speed related accidents reported to Public Works

Radar Speed Survey Result None taken for this study 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.

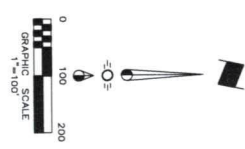
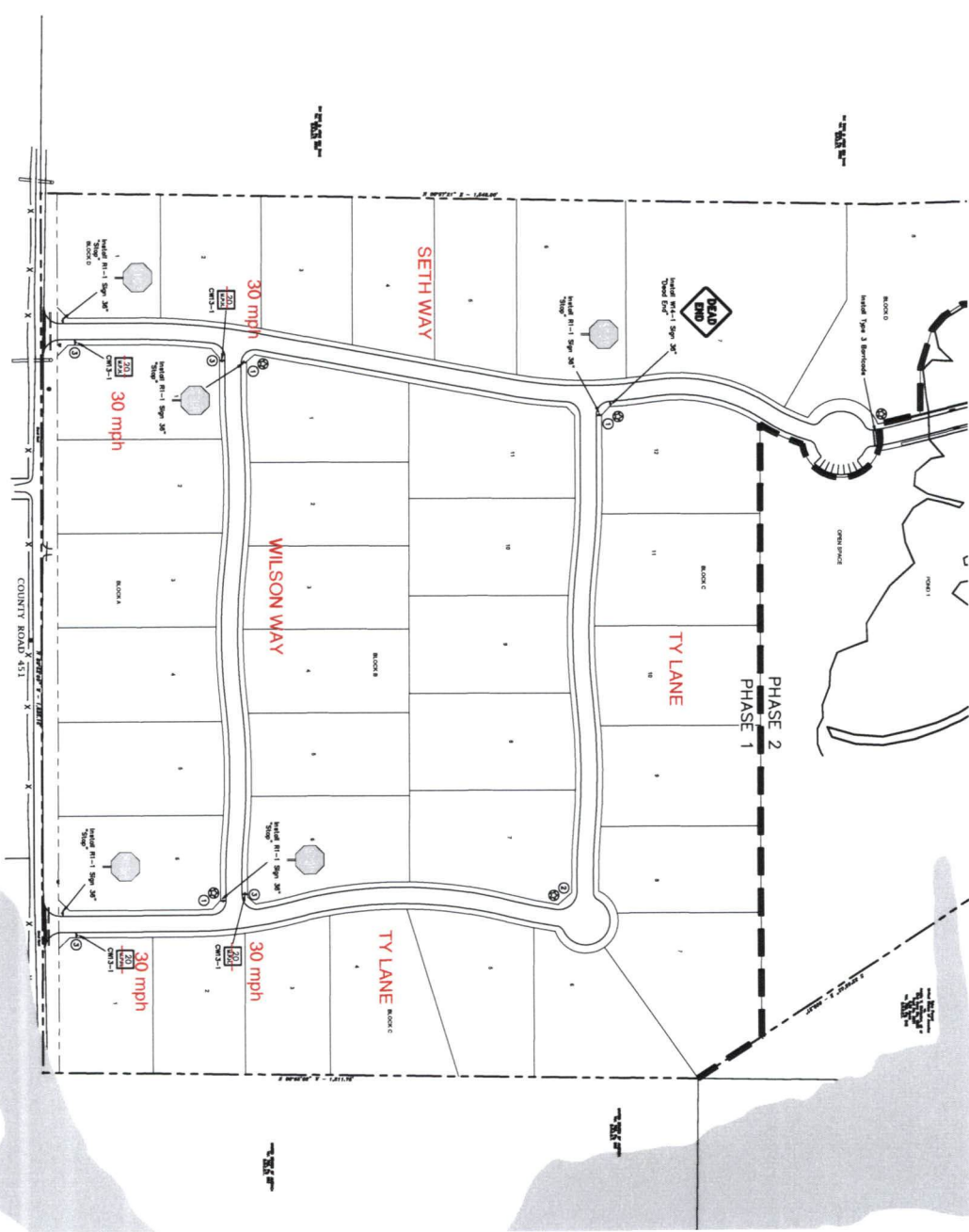
Recommendation: A 30 M.P.H. Speed Limit is recommended

Date: March 28, 2018

Engineer: Mark Hines, P.E.



Mark F. Hines
03/28/18



- COUNTY NOTES:**
- Contractor shall take appropriate measures to ensure that all existing utility lines are located and marked prior to any excavation or new pavement. Any marking that occurs shall be removed immediately by the contractor.
 - Contractor shall maintain the integrity of existing county road ditches.
 - Existing parking, utilities, fences, etc., damaged by the construction of Layon Estates shall be repaired to the original condition. The contractor shall make these repairs at his own expense.
 - Contractor is responsible for damage to existing utility lines or structures that occur during the construction of Layon Estates. The contractor shall document the existing county road prior to and following construction.

- LEGEND:**
- ① 30" TOP SIGN, STREET NAME SIGN (SEEKS NOTED OTHERWISE)
 - ② STREET NAME SIGN
 - ③ STREET NAME SIGN
 - ④ STREET SIGN per City of Princeton Standards.

Date	Revisions	Drawn
1	1	
2	2	
3	3	
4	4	
5	5	
6	6	

CROSS ENGINEERING CONSULTANTS
 3115 Independence
 972.962.4469
 Team P.E. from N.E. 1305

THIS DOCUMENT IS RELEASED FOR THE REVIEW UNDER THE DAVIS-BROWDER ACT, P.C. NO. 42A.03, ARTICLE 1611, SECTION 1611.001, FOR CONSTRUCTION PURPOSES.

RELEASED FOR THE REVIEW UNDER THE DAVIS-BROWDER ACT, P.C. NO. 42A.03, ARTICLE 1611, SECTION 1611.001, FOR CONSTRUCTION PURPOSES.

DATE: 4/2/12 BY: DAVIS-BROWDER

DESIGNED BY: C.R.C.I.
CHECKED BY: T-1007

PROJECT NO. C19

113,081 Acres - Mid Jones Survey, Abstr. No. 494
 City of Princeton E.T.J., Collin County, Texas

STOP!
CALL BEFORE YOU DIG

811
 Texas Utility Locator

(@ least 72 hours prior to digging)

Engineering Study
Control Device: Speed Limit Signs Lavon Ranchetts

Roadway / Intersection: County Road 540

Location / Extent: East of Lavon in Lavon Ranchetts (see exhibit "A")

Existing Speed Limit: None

Existing Traffic Control: Stop Sign on CR 540 at its intersection with CR 541 and FM 2755

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

Roadway Width/ Surface Type: All Roads 25-feet (2-lane Asphalt)

Adjoining Land Development: Residential

Roadway Design Speed: None

Visibility Along the Roadway: Good

Accident History: No speed related accidents reported to Public Works

Radar Speed Survey Result None taken for this study 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

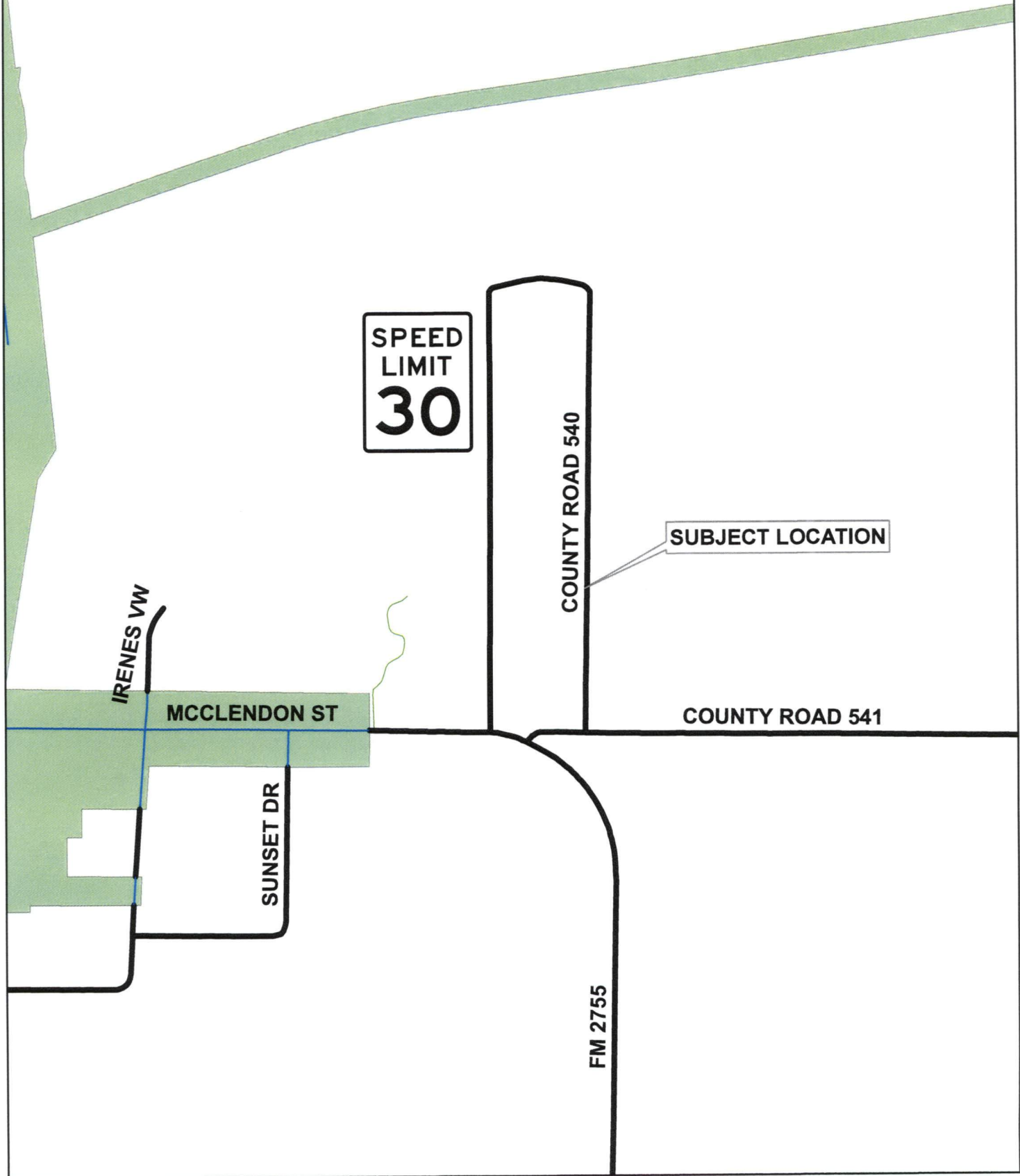
Date: March 27, 2018

Engineer: Mark Hines, P.E.



Mark F. Hines
4/9/18

EXHIBIT "A"



LOCATION MAP LAVON RANCHETTS

Engineering Study
Control Device: Stop Signs in Preston Park Estates III

Roadway / Intersection: Intersections of Kallee Cove with CR 106 and Alyssa Lane with Kallee Cove

Location / Extent: North of Celina in Preston Park Estates (see exhibit "A")

Existing Traffic Control: None

Roadway Width/ Surface Type: 25-feet (Concrete)

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 Kallee Cove with CR 106 and Alyssa Lane with Kallee Cove as shown on the attached "Exhibit A".

Date: March 27, 2018

Engineer: Mark Hines, P.E.



Mark F. Hines
4/9/18

Engineering Study
Control Device: Speed Limit Signs Preston Park Estates III

Roadway / Intersection: Kallee Cove, Alyssa Lane

Location / Extent: North of Celina in Preston Park Estates (see exhibit "A")

Existing Speed Limit: None

Existing Traffic Control: None

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

Roadway Width/ Surface Type: All Roads 25-feet (Concrete)

Adjoining Land Development: Residential

Roadway Design Speed: None

Visibility Along the Roadway: Good

Accident History: No speed related accidents reported to Public Works

Radar Speed Survey Result None taken for this study 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: April 9, 2018

Engineer: Mark Hines, P.E.



Mark F. Hines
4/9/18

Engineering Study
Control Device: Stop Signs in The Hills of Lonestar

Roadway / Intersection: Intersections of Haley Hollow with River Bend, River Bend with River Park.

Location / Extent: Northeast of Celina in The Hills of Lonestar (see exhibit "A")

Existing Traffic Control: None

Roadway Width/ Surface Type: 25-feet (Chip Seal)

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 a Stop Sign be placed on Haley Hollow with River Bend, River Bend with River Park as shown on the attached "Exhibit A".

Date: March 28, 2018

Engineer: Mark Hines, P.E.



M. Hines
3/29/18

Engineering Study
Control Device: Speed Limit Signs The Hills of Lonestar

Roadway / Intersection: River Bend, Haley Hollow

Location / Extent: Northeast of Celina in The Hills of Lonestar (see exhibit "A")

Existing Speed Limit: None

Existing Traffic Control: None

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

Roadway Width/ Surface Type: All Roads 25-feet (Chip Seal)

Adjoining Land Development: Residential

Roadway Design Speed: None

Visibility Along the Roadway: Good

Accident History: No speed related accidents reported to Public Works

Radar Speed Survey Result None taken for this study 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

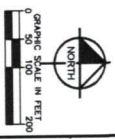
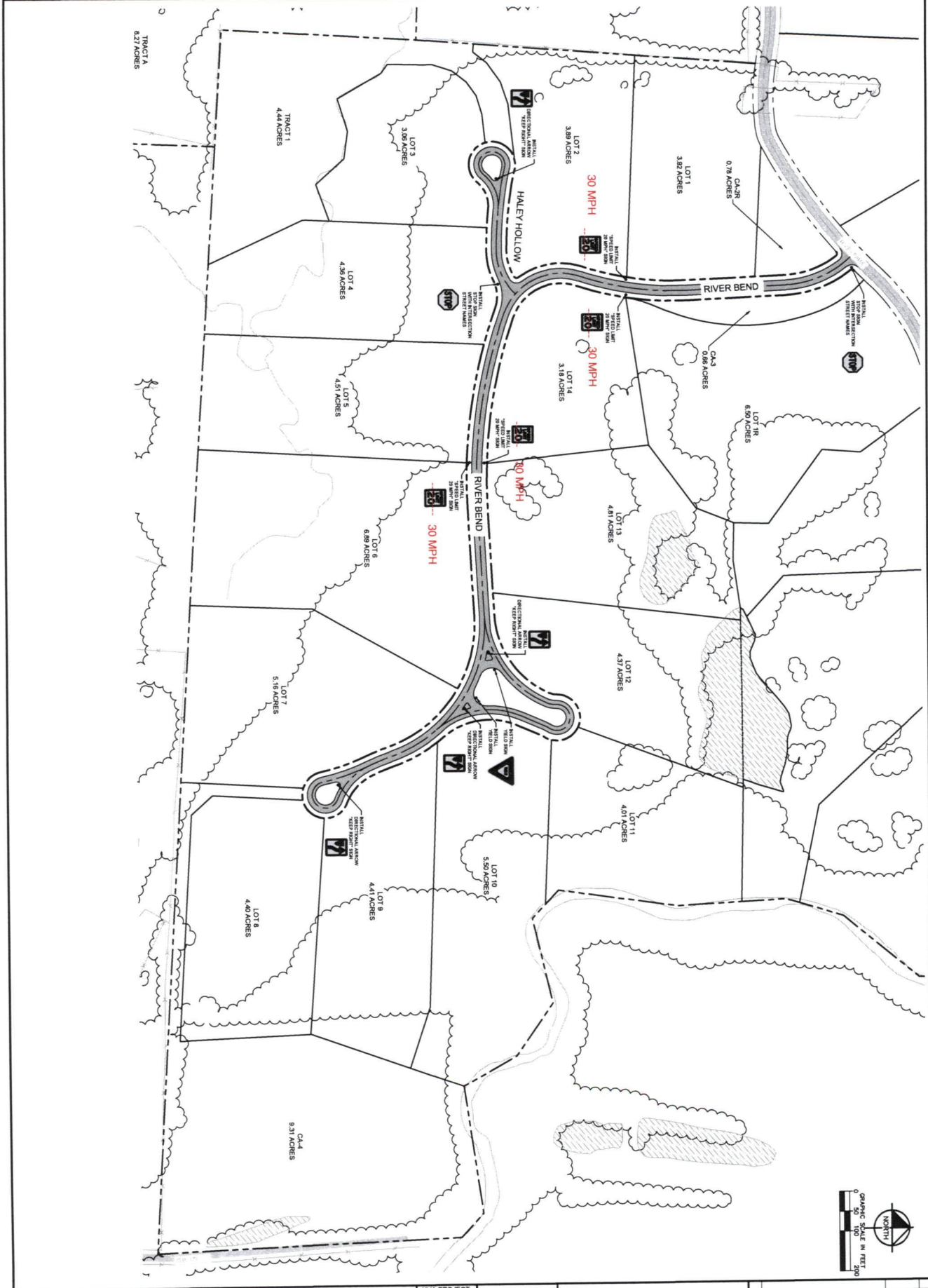
Date: March 28, 2018

Engineer: Mark Hines, P.E.



Mark F. Hines
3/28/18

SHEET NO. 064473900-111
 DATE FEBRUARY 2017
 SCALE AS SHOWN
 DESIGNED BY ETJ
 DRAWN BY ETJ
 CHECKED BY JPH



SHEET NUMBER
 C-111

THE HILLS OF LONESTAR
 ANNA, TX
 PREPARED FOR
 LONE STAR PARTNERS

KHA PROJECT:
 064473900
 DATE
 FEBRUARY 2017
 SCALE AS SHOWN
 DESIGNED BY ETJ
 DRAWN BY ETJ
 CHECKED BY JPH

106 WEST LOUISIANA STREET, MCKINNEY, TX 75069
 PHONE: 480-301-2585
 WWW.KIMLEY-HORN.COM TX F-628

NO.	REVISIONS	DATE	BY