Texas Department of Transportation

DALLAS DISTRICT
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

COLLIN COUNTY

# DESIGN SCHEMATIC

# US 75
# FROM TELEPHONE ROAD (CR 275) TO COUNTY LINE ROAD (CR 375) GRAYSON COUNTY LINE

## PROJECT LENGTH = 10.29 MILES

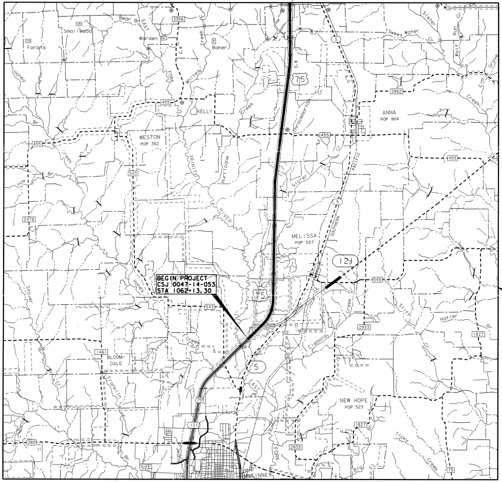
CSJ # 0047-14-053
STA 1062+13.30 TO STA 1605+50.00

DESIGN SPEED: 70 MPH MAIN LANES
50 MPH RAMPS
50 MPH FRONTAGE ROADS
45 MPH SH 121
30 MPH COLLECTOR ROADS

FUNCTIONAL CLASS: RURAL FREEWAY
ROLL 1 OF 9

SCALE 1"=200'H, 1"=20'V

APRIL 2008


END PROJECT
CSJ 0047-14-053
STA 1605+50.00

BEGIN PROJECT
CSJ 0047-14-053
STA 1062+13.30

Bear Br
EAST
3356
Smallwood
Warden
Baker
Forbis
Creek
2.8
FORK
Whites
Honey
75
3.8
5
2862
Sister
Sweet Water
Wolf
Run
Cr
Elm Grove
Creek
455
KELLY
Creek
Throckmorton Cr
ANNA
POP 904
Br
WESTON
POP 362
455
Creek
543
TRINITY
Hurricane
PACIFIC
455
How
Br
Slater
RIVER
5
SOUTHERN
2478
MELISSA
POP 557
121
545
Stover
Honey
75
543
Creek
Clemons
2933
Hatler
Br
1827
Stiff
Cr
Creek
1461
BLOOM-
DALE
5
Franklin
Cr
EAST
75
NEW HOPE
POP 523
1827
121
380
Jacks
FORK
2933
Big
Ticky
Creek
Br
MCKINNEY
75

VICINITY MAP
NTS

HUITT-ZOLLARS
Huitt-Zollars, Inc. Dallas
3131 McKinney Avenue, Suite 600
Dallas, Texas 75204-2489

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY DAVID ALAN NUFER, P.E. 68818

DAVID ALAN NUFER
68818
4-24-08

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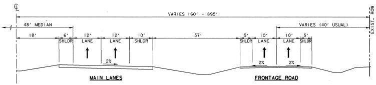
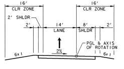
|  | MAIN ROAD |
|---|---|
| DESIGN SPEED | 70 MPH |
| FUNCTIONAL CLASS | PRINCIPAL ARTERIAL |
| DESIGN SPEED | 50 MPH |
| FUNCTIONAL CLASS | FRONTAGE ROAD |
| DESIGN SPEED | 30 MPH |
| FUNCTIONAL CLASS | COLLECTOR ROAD |
| AVERAGE DAILY TRAFFIC<br>PRESENT (2008)<br>DESIGN (2030) | <br>51,100<br>78,300 |

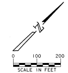
TRAFFIC DATA SOURCE:
TEXAS DEPARTMENT OF TRANSPORTATION,
TRANSPORTATION, PLANNING AND
PROGRAMMING DIVISION.


℄
VARIES 160' - 895'
EXIST. ROW
48' MEDIAN
VARIES (40' USUAL)
18'
6' SHLDR
12' LANE
12' LANE
10' SHLDR
37'
5' SHLDR
10' LANE
10' LANE
5' SHLDR
2%
2%
2%
MAIN LANES
FRONTAGE ROAD

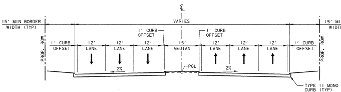
EXISTING US 75 TYPICAL HALF SECTION


16' CLR ZONE
16' CLR ZONE
2' SHLDR
2'
14' LANE
8' SHLDR
2'
PGL & AXIS OF ROTATION
2%
6:1
6:1

PROP RAMP TYPICAL SECTION

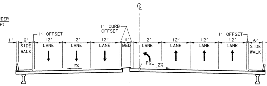

N
0
100
200
SCALE IN FEET

TRANSITION TO
MATCH SCHEMATIC
SOUTH
CSJ 0047-14-046


℄
15' MIN BORDER WIDTH (TYP)
VARIES
15' MIN BORDER WIDTH (TYP)
PROP. ROW
1' CURB OFFSET
12' LANE
12' LANE
1' CURB OFFSET
12' LANE
15' MEDIAN
1' CURB OFFSET
12' LANE
12' LANE
12' LANE
1' CURB OFFSET
PROP. ROW
2%
PGL
2%
TYPE II MONO CURB (TYP)

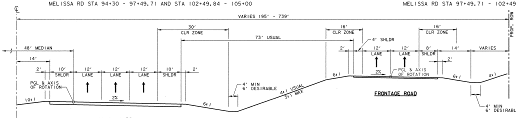
PROPOSED CROSS STREET TYPICAL SECTION

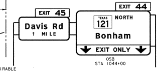
TELEPHONE RD STA 94+50 - 96+70.02 AND STA 103+17.81 - 105+50
DAVIS RD STA 94+60 - 97+56.83 AND STA 102+39.05 - 105+00
MELISSA RD STA 94+30 - 97+49.71 AND STA 102+49.84 - 105+00

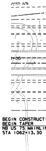

℄
1' CURB OFFSET
1' OFFSET
1' OFFSET
1'
6' SIDE WALK
12' LANE
12' LANE
12' LANE
4' MED
12' LANE
12' LANE
12' LANE
12' LANE
6' SIDE WALK
1'
PGL
2%
2%

PROPOSED CROSS STREET BRIDGE TURN LANE TYPICAL SECTION

TELEPHONE RD STA 96+70.02 - 103+17.81
DAVIS RD STA 97+56.83 -102+39.05
MELISSA RD STA 97+49.71 - 102+49.84


℄
VARIES 195' - 739'
PROP. ROW
30' CLR ZONE
73' USUAL
16' CLR ZONE
16' CLR ZONE
4' SHLDR
48' MEDIAN
2'
12' LANE
12' LANE
8' SHLDR
14'
VARIES
2'
14'
2'
10' SHLDR
12' LANE
12' LANE
12' LANE
10' SHLDR
2'
PGL & AXIS OF ROTATION
2%
PGL & AXIS OF ROTATION
6:1
2%
6:1
4:1
10:1
4' MIN 6' DESIRABLE
4:1 USUAL 3:1 MAX
6:1
FRONTAGE ROAD
4' MIN 6' DESIRABLE
MAIN LANES


EXIT 45
Davis Rd
1 MILE
EXIT 44
TEXAS 121
NORTH
Bonham
EXIT ONLY
OSB
STA 1044+00

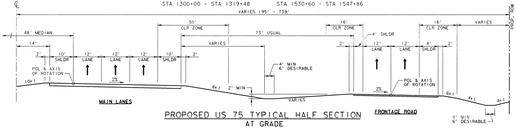

OSED ROW
+00
BEGIN CONSTRUCTI
BEGIN TAPER
NB US 75 MAINLI
STA 1062+13.30

PROPOSED US 75 TYPICAL HALF SECTION

FRONTAGE ROAD HIGHER THAN MAINLANES

| | |
|---|---|
| STA 1080+00 - STA 1155+52 | STA 1397+53 - STA 1415+58 |
| STA 1169+31 - STA 1229+65 | STA 1465+55 - STA 1487+25 |
| STA 1267+78 - STA 1285+55 | STA 1510+44 - STA 1522+23 |
| STA 1300+00 - STA 1319+48 | STA 1530+60 - STA 1547+86 |

| LEGEND | |
|---|---|
| **PLAN** | |
| ——— | CENTERLINE - ℄ |
| ——— | EXIST. ROW |
| —— - —— | PROPOSED ROW |
| —III——III— | CONTROL OF ACCESS |
| ▨ | IMPACTED BUILDING |
| - - - - - | PROPOSED EASEMENT |
| — — — | PROPOSED RETAINING WALL |


℄
VARIES 195' - 739'
PROP. ROW
30' CLR ZONE
73' USUAL
16' CLR ZONE
16' CLR ZONE
VARIES
48' MEDIAN
VARIES
4' SHLDR
14'
2'
10' SHLDR
12' LANE
12' LANE
12' LANE
10' SHLDR
2'
2'
12' LANE
12' LANE
8' SHLDR
2'
PGL & AXIS OF ROTATION
4' MIN 6' DESIRABLE
10:1
2%
6:1
2' MIN
VARIES
PGL & AXIS OF ROTATION
2%
6:1
4:1
4:1
MAIN LANES
FRONTAGE ROAD
4' MIN 6' DESIRABLE

PROPOSED US 75 TYPICAL HALF SECTION

AT GRADE

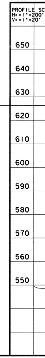
STA 1547+86 - END

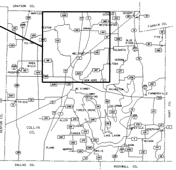
NOTE:

ALL ROW STA
BASED ON TH

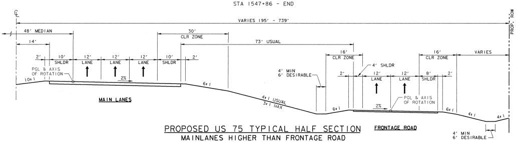
**NOTE**

EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN AND COORDINATION WITH THE CITIES THE DRIVEWAY WILL BE A SAFETY ISSUE AND/ OR VIOLATES THE CURRENT CONTROLLED ACCESS REQUIREMENTS.




GRAYSON CO.
FANNIN CO.
WESTON
ANNA
WESTMINSTER
CELINA
MELISSA
BLUE RIDGE
ALTOGA
VERONA
PROSPER
NEW HOPE
PRINCETON
FRISCO
MC KINNEY
FARMERSVILLE
FOREST GROVE
ALLEN
LUCAS
PARKER
JOSEPHINE
NEVADA
LAKE LAVON
PLANO
MURPHY
WYLIE
DENTON CO.
COLLIN CO.
HUNT CO.
DALLAS CO.
ROCKWALL CO.

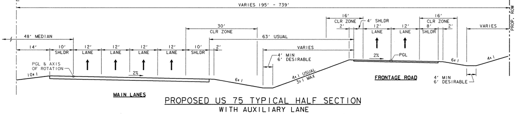
TRANSITION TO
MATCH SCHEMATIC
SOUTH
CSJ 0047-14-046


℄
VARIES 195' - 739'
PROP. ROW
48' MEDIAN
30' CLR ZONE
73' USUAL
16' CLR ZONE
16' CLR ZONE
VARIES
14'
2'
10' SHLDR
12' LANE
12' LANE
12' LANE
10' SHLDR
2'
4' MIN 6' DESIRABLE
4' SHLDR
2'
12' LANE
12' LANE
8' SHLDR
2'
PGL & AXIS OF ROTATION
10:1
2%
6:1
4:1 USUAL 3:1 MAX
PGL & AXIS OF ROTATION
2%
6:1
6:1
4:1
4:1
MAIN LANES
FRONTAGE ROAD
4' MIN 6' DESIRABLE

PROPOSED US 75 TYPICAL HALF SECTION

MAINLANES HIGHER THAN FRONTAGE ROAD

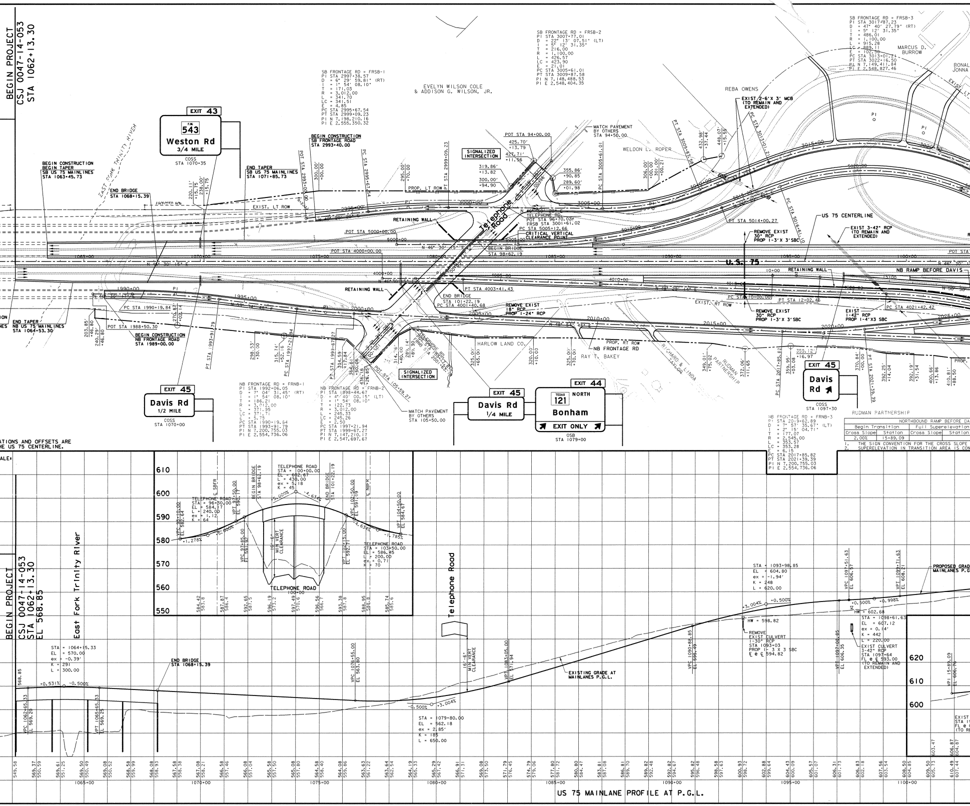
| | |
|---|---|
| STA 1155+52 - STA 1169+31 | STA 1415+58 - STA 1465+55 |
| STA 1229+65 - STA 1267+78 | STA 1487+25 - STA 1510+44 |
| STA 1285+55 - STA 1300+00 | STA 1522+23 - STA 1530+60 |
| STA 1319+48 - STA 1397+53 | |


℄
VARIES 195' - 739'
PROP. ROW
16' CLR ZONE
2'
4' SHLDR
12' LANE
12' LANE
16' CLR ZONE
8' SHLDR
2'
VARIES
30' CLR ZONE
63' USUAL
48' MEDIAN
VARIES
14'
10' SHLDR
12' LANE
12' LANE
12' LANE
12' LANE
10' SHLDR
2'
4' MIN 6' DESIRABLE
PGL
2%
PGL & AXIS OF ROTATION
10:1
2%
6:1
4:1 USUAL 3:1 MAX
6:1
4:1
FRONTAGE ROAD
4' MIN 6' DESIRABLE
MAIN LANES

PROPOSED US 75 TYPICAL HALF SECTION

WITH AUXILIARY LANE

BEGIN STA 1080+00


BEGIN PROJECT
CSJ 0047-14-053
STA 1062+13.30
BEGIN CONSTRUCTION
BEGIN TAPER
SB US 75 MAINLINES
STA 1063+45.73
EAST FORK TRINITY RIVER
END BRIDGE
STA 1068+15.39
EXIT 43
F.M. 543
Weston Rd
3/4 MILE
COSS
STA 1070+35
END TAPER
SB US 75 MAINLINES
STA 1071+85.73
SB FRONTAGE RD = FRSB-1
PI STA 2997+38.57
D = 6° 29' 59.81" (RT)
I = 1° 54' 08.10"
T = 171.03
R = 3,012.00
L = 341.70
LC = 341.51
E = 4.85
PC STA 2995+67.54
PT STA 2999+09.23
PI N 7,198,210.16
PI E 2,555,350.32
BEGIN CONSTRUCTION
SB FRONTAGE ROAD
STA 2993+40.00
EVELYN WILSON COLE
& ADDISON G. WILSON, JR.
SB FRONTAGE RD = FRSB-2
PI STA 3007+77.01
D = 22° 13' 07.51" (LT)
I = 5° 12' 31.35"
T = 216.00
R = 1,100.00
L = 426.57
LC = 423.90
E = 21.01
PC STA 3005+61.01
PT STA 3009+87.58
PI N 7,148,488.53
PI E 2,548,404.35
SIGNALIZED INTERSECTION
POT STA 94+00.00
MATCH PAVEMENT BY OTHERS
STA 94+50.00
WELDON L. ROPER
REBA OWENS
EXIST 2-6'X 3' MCB (TO REMAIN AND EXTENDED)
SB FRONTAGE RD = FRSB-3
PI STA 3017+87.23
D = 47° 40' 27.79" (RT)
I = 5° 12' 31.35"
T = 486.01
R = 1,100.00
L = 915.28
LC = 889.11
E = 102.58
PC STA 3013+01.21
PT STA 3022+16.50
PI N 7,149,411.84
PI E 2,548,827.46
MARCUS D. BURROW
PROP. LT ROW
EXIST. LT ROW
RETAINING WALL
Telephone Road
TELEPHONE RD
POT STA 96+70.02
FRSB STA 3001+61.02
PC STA 5005+12.66
CRITICAL VERTICAL CLEARANCE POINT
BEGIN BRIDGE
STA 98+62.19
POT STA 5000+00.00
POT STA 4000+00.00
PT STA 5014+00.27
REMOVE EXIST 30" RCP
PROP 1-3'X 3'SBC
US 75 CENTERLINE
EXIST 3-42" RCP (TO REMAIN AND EXTENDED)
U.S. 75
RETAINING WALL
NB RAMP BEFORE DAVIS
PT STA 4003+41.43
END BRIDGE
STA 101+22.19
PC STA 4001+40.68
REMOVE EXIST 18" RCP
PROP 1-24" RCP
PC STA 10+00.00
PT STA 12+02.46
EXIST. RT ROW
REMOVE EXIST 30" RCP
PROP 1-3'X 3'SBC
EXIST 1-42" RCP
PROP 1-4'X3 SBC
PC STA 4021+42.42
PC STA 1990+19.84
POT STA 1988+50.30
END TAPER
NB US 75 MAINLINES
STA 1064+53.30
BEGIN CONSTRUCTION
NB FRONTAGE ROAD
STA 1989+00.00
PT STA 1993+91.79
HARLOW LAND CO.
PROP. RT ROW
NB FRONTAGE RD
RAY T. BAKEY
RICHARD & LINDA TAYLOR
RUDMAN PARTNERSHIP
PC STA 2017+85.82
PT STA 2021+39.39
SIGNALIZED INTERSECTION
POT STA 105+59.27
MATCH PAVEMENT BY OTHERS
STA 105+50.00
EXIT 45
Davis Rd
1/2 MILE
COSS
STA 1070+00
NB FRONTAGE RD = FRNB-1
PI STA 1992+06.05
D = 7° 04' 31.45" (RT)
I = 1° 54' 08.10"
T = 186.21
R = 3,012.00
L = 371.95
LC = 371.71
E = 5.75
PC STA 1990+19.84
PT STA 1993+91.79
PI N 7,200,755.03
PI E 2,554,736.06
NB FRONTAGE RD = FRNB-2
PI STA 1998+44.67
D = 4° 40' 00.15" (LT)
I = 1° 54' 08.10"
T = 122.73
R = 3,012.00
L = 245.33
LC = 245.26
E = 2.50
PC STA 1997+21.94
PT STA 1999+67.27
PI N 7,147,210.17
PI E 2,547,697.67
EXIT 45
Davis Rd
1/4 MILE
EXIT 44
TEXAS 121 NORTH
Bonham
EXIT ONLY
OSB
STA 1079+00
EXIT 45
Davis Rd
COSS
STA 1097+30
RUDMAN PARTNERSHIP
NB FRONTAGE RD = FRNB-3
PI STA 2019+62.89
D = 7° 57' 35.67" (LT)
I = 2° 15' 04.71"
T = 177.07
R = 2,545.00
L = 353.57
LC = 353.28
E = 6.15
PC STA 2017+85.82
PT STA 2021+39.39
PI N 7,200,755.03
PI E 2,554,736.06
NORTHBOUND RAMP BEFORE DA
Begin Transition | Full Superelevation
Cross Slope | Station | Cross Slope | Station
2.00% | 15+89.09
1. THE SIGN CONVENTION FOR THE CROSS SLOPE
2. SUPERELEVATION IN TRANSITION AREA IS CON
ATIONS AND OFFSETS ARE
HE US 75 CENTERLINE.
ALE:
TELEPHONE ROAD
STA = 100+00.00
EL = 602.67
L = 430.00
ex = 5.18
K = 45
TELEPHONE ROAD
STA = 96+30.00
EL = 584.17
L = 240.00
ex = 1.12
K = 64
TELEPHONE ROAD
STA = 103+50.00
EL = 586.45
L = 200.00
ex = 0.71
K = 70
BEGIN BRIDGE STA 98+62.19
END BRIDGE STA 101+22.19
℄ SBFR
℄ NBFR
16'-6" MIN VERT CLEARANCE
TELEPHONE ROAD
100+00
+5.000%
-4.634%
-1.278%
-1.785%
BEGIN PROJECT
CSJ 0047-14-053
STA 1062+13.30
EL 568.85
East Fork Trinity River
STA = 1064+15.33
EL = 570.00
ex = -0.39'
K = 291
L = 300.00
+0.531%
-0.500%
END BRIDGE
STA 1068+15.39
Telephone Road
16'-6" MIN VERT CLEARANCE
STA = 1079+80.00
EL = 562.18
ex = 2.85'
K = 185
L = 650.00
-0.500%
+3.004%
EXISTING GRADE AT MAINLANES P.G.L.
STA = 1093+98.85
EL = 604.80
ex = -1.94'
K = 248
L = 620.00
+0.500%
+0.998%
HW = 598.82
HW = 602.68
REMOVE EXIST CULVERT
1-30" RCP
STA 1093+03
PROP 1- 3 X 3 SBC
FL @ ℄ 594.82
STA = 1098+61.63
EL = 607.12
ex = 0.14'
K = 442
L = 220.00
EXIST CULVERT
3-42" RCP
STA 1097+64
FL @ ℄ 593.00
(TO REMAIN AND EXTENDED)
PROPOSED GRAD
MAINLANES P.G
1065+00
1070+00
1075+00
1080+00
1085+00
1090+00
1095+00
1100+00
US 75 MAINLANE PROFILE AT P.G.L.

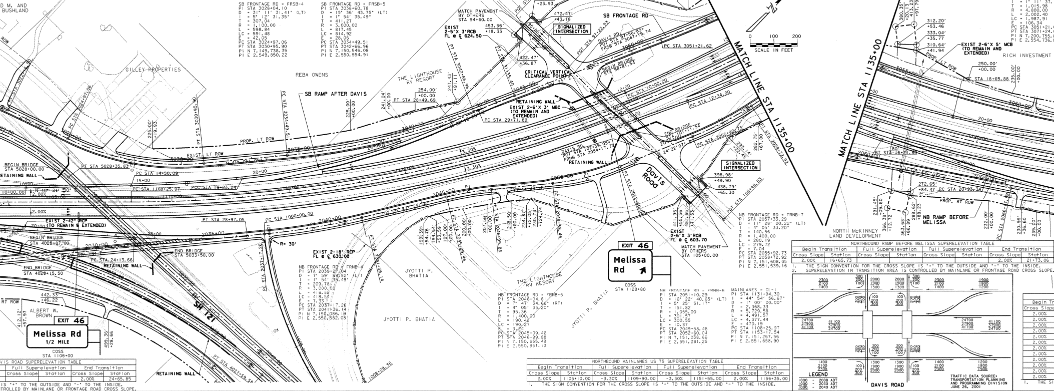
| DAVIS ROAD RAMP CURVE DATA | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RAMP/CURVE NAME | PI STA | DELTA | DEGREE | TANGENT | RADIUS | LENGTH | CHORD | EXTERNAL | PC STA | PT STA | BEARING |
| DAVIS OFF-RAMP-N CURVE-1 | 11+01.27 | 4° 00′ 00.00" RT | 1° 58′ 32.58" | 101.27′ | 2,900.00′ | 202.46′ | 202.42′ | 1.77′ | 10+00.00 | 12+02.46 | N 50° 30′ 14.62"E |
| DAVIS OFF-RAMP-N CURVE-2 | 26+55.92 | 9° 33′ 01.96" LT | 1° 58′ 32.58" | 242.26′ | 2,900.00′ | 483.40′ | 482.84′ | 10.10′ | 24+13.66 | 28+97.05 | N 40° 57′ 12.66"E |
| DAVIS ON-RAMP-S CURVE-1 | 16+86.80 | 4° 47′ 40.47" LT | 1° 00′ 47.95" | 236.72′ | 5,654.26′ | 473.16′ | 473.02′ | 4.95′ | 14+50.09 | 19+23.24 | N 40° 33′ 49.40"E |
| DAVIS ON-RAMP-S CURVE-2 | 23+90.45 | 18° 18′ 14.50" LT | 1° 58′ 32.58" | 467.21′ | 2,900.00′ | 926.45′ | 922.52′ | 37.39′ | 19+23.24 | 28+49.69 | N 22° 15′ 34.91"E |
| DAVIS ON-RAMP-S CURVE-3 | 30+53.66 | 3° 13′ 49.96" RT | 1° 58′ 32.58" | 81.78′ | 2,900.00′ | 163.51′ | 163.49′ | 1.15′ | 29+71.89 | 31+35.40 | N 25° 29′ 24.87"E |
| DAVIS ON-RAMP-N CURVE-1 | 11+01.27 | 4° 00′ 00.00" LT | 1° 58′ 32.58" | 101.27′ | 2,900.00′ | 202.46′ | 202.42′ | 1.77′ | 10+00.00 | 12+02.46 | N 2° 24′ 42.05"W |
| DAVIS ON-RAMP-N CURVE-2 | 20+36.01 | 2° 51′ 15.25" RT | 1° 58′ 32.58" | 72.25′ | 2,900.00′ | 144.47′ | 144.45′ | 0.90′ | 19+63.76 | 21+08.22 | N 0° 26′ 33.20"E |
| DAVIS OFF-RAMP-S CURVE-1 | 11+01.27 | 4° 00′ 00.00" RT | 1° 58′ 32.58" | 101.27′ | 2,900.00′ | 202.46′ | 202.42′ | 1.77′ | 10+00.00 | 12+02.46 | N 5° 35′ 17.95"E |
| DAVIS OFF-RAMP-S CURVE-2 | 23+77.06 | 4° 00′ 00.00" LT | 1° 58′ 32.58" | 101.27′ | 2,900.00′ | 202.46′ | 202.42′ | 1.77′ | 22+75.79 | 24+78.24 | N 1° 35′ 17.95"E |

| SOUTHBOUND RAMP AFTER DAVIS SUPERELEVATION TABLE | | | | | | | |
|---|---|---|---|---|---|---|---|
| Begin Transition | | Full Superelevation | | Full Superelevation | | End Transition | |
| Cross Slope | Station | Cross Slope | Station | Cross Slope | Station | Cross Slope | Station |
| 3.30% | 22+62.98 | 3.30% | 22+62.98 | 3.40% | 23+12.98 | 3.40% | 26+14.84 |

1. THE SIGN CONVENTION FOR THE CROSS SLOPE IS "+" TO THE OUTSIDE AND "-" TO THE INSIDE.
2. SUPERELEVATION IN TRANSITION AREA IS CONTROLLED BY MAINLANE OR FRONTAGE ROAD CROSS SLOPE.

| SOUTHBOUND MAINLANES US 75 SUPERELEVATION TABLE | | | | | | | |
|---|---|---|---|---|---|---|---|
| Begin Transition | | Full Superelevation | | Full Superelevation | | End Transition | |
| Cross Slope | Station | Cross Slope | Station | Cross Slope | Station | Cross Slope | Station |
| 2.00% | 1107+50.00 | 3.30% | 1108+70.00 | 3.30% | 1152+80.00 | 2.00% | 1154+00.00 |

1. THE SIGN CONVENTION FOR THE CROSS SLOPE IS "+" TO THE OUTSIDE AND "-" TO THE INSIDE.


SB FRONTAGE RD = FRSB-4
PI STA 3028+04.10
D = 31° 11′ 31.41" (LT)
I = 5° 12′ 31.35"
T = 307.04
R = 1,100.00
L = 598.84
LC = 591.48
E = 42.05
PC STA 3024+97.06
PT STA 3030+95.90
PI N 7,149,738.35
PI E 2,549,850.22
SB FRONTAGE RD = FRSB-5
PI STA 3038+60.78
D = 15° 36′ 43.75" (LT)
I = 1° 54′ 35.49"
T = 411.27
R = 3,000.00
L = 817.45
LC = 814.92
E = 28.06
PC STA 3034+49.51
PT STA 3042+66.96
PI N 7,150,546.08
PI E 2,550,554.91
SB FRONTAGE RD
PI STA 3061+37.
D = 23° 54′ 06.
I = 1° 11′ 37.
T = 1,015.98
R = 4,800.00
L = 2,002.40
LC = 1,987.91
E = 106.34
PC STA 3051+21.
PT STA 3071+24.
PI N 7,200,755.
PI E 2,554,736.
NB FRONTAGE RD = FRNB-4
PI STA 2039+27.04
D = 7° 59′ 59.82" (LT)
I = 1° 54′ 35.49"
T = 209.78
R = 3,000.00
L = 418.88
LC = 418.54
E = 7.33
PC STA 2037+17.26
PT STA 2041+36.14
PI N 7,150,086.19
PI E 2,550,582.08
NB FRONTAGE RD = FRNB-5
PI STA 2046+04.81
D = 7° 47′ 34.66" (RT)
I = 4° 05′ 33.20"
T = 95.36
R = 1,400.00
L = 190.42
LC = 190.27
E = 3.24
PC STA 2045+09.46
PT STA 2046+99.88
PI N 7,150,655.49
PI E 2,550,951.13
NB FRONTAGE RD = FRNB-6
PI STA 2051+10.29
D = 16° 22′ 40.65" (LT)
I = 5° 25′ 51.17"
T = 151.82
R = 1,055.00
L = 301.57
LC = 300.55
E = 10.87
PC STA 2049+58.46
PT STA 2052+60.04
PI N 7,151,038.66
PI E 2,551,281.25
MAINLANES = CL-1
PI STA 1131+94.30
I = 44° 54′ 56.67"
D = 1° 00′ 00.00"
T = 2,368.33
R = 5,729.58
L = 4,491.57
LC = 4,377.44
E = 470.19
PC STA 1108+25.97
PT STA 1153+17.54
PI N 7,151,267.56
PI E 2,551,658.90
NB FRONTAGE RD = FRNB-7
PI STA 2057+33.29
D = 11° 28′ 00.22" (LT)
I = 4° 05′ 33.20"
T = 140.56
R = 1,400.00
L = 280.19
LC = 279.72
E = 7.04
PC STA 2055+92.73
PT STA 2058+72.92
PI N 7,151,608.05
PI E 2,551,539.16
GILLEY PROPERTIES
REBA OWENS
THE LIGHTHOUSE RV RESORT
JYOTTI P. BHATIA
ALBERT W. BROWN
NORTH McKINNEY LAND DEVELOPMENT
RICH INVESTMENT
SB RAMP AFTER DAVIS
SB FRONTAGE RD
NB RAMP BEFORE MELISSA
SH 121
Davis Road
SIGNALIZED INTERSECTION
CRITICAL VERTICAL CLEARANCE POINT
RETAINING WALL
MATCH PAVEMENT BY OTHERS STA 94+60.00
MATCH PAVEMENT BY OTHERS STA 105+00.00
EXIST 2-5′X 3′RCB FL @ ℄ 624.50
EXIST 2-6′X 3′ MBC (TO REMAIN AND EXTENDED)
EXIST 2-6′X 3′RCB FL @ ℄ 603.70
EXIST 2-6′X 5′ MCB (TO REMAIN AND EXTENDED)
EXIST 2-42" RCP (TO REMAIN & EXTENDED)
EXIST 2-18" RCP FL @ ℄ 630.00
BEGIN BRIDGE STA 5028+00.00
END BRIDGE STA 5033+50.00
BEGIN BRIDGE STA 4025+87.00
END BRIDGE STA 4028+15.50
BEGIN BRIDGE STA 98+81.54
END BRIDGE STA 101+11.54
PROP. LT ROW
EXIST. LT ROW
PROP. RT ROW
MATCH LINE STA 1135+00
EXIT 46
Melissa Rd
1/2 MILE
COSS STA 1106+00
EXIT 46
Melissa Rd
COSS STA 1128+80
0 100 200
SCALE IN FEET
LEGEND
1000 - 2008 ADT
1000 - 2030 ADT
1000 - 2040 ADT
DAVIS ROAD
TRAFFIC DATA SOURCE: TRANSPORTATION PLANNING AND PROGRAMMING DIVISION JUNE 26, 2001

| NORTHBOUND MAINLANES US 75 SUPERELEVATION TABLE | | | | | | | |
|---|---|---|---|---|---|---|---|
| Begin Transition | | Full Superelevation | | Full Superelevation | | End Transition | |
| Cross Slope | Station | Cross Slope | Station | Cross Slope | Station | Cross Slope | Station |
| 2.00% | 1105+10.00 | -3.30% | 1109+90.00 | -3.30% | 1151+55.00 | 2.00% | 1156+35.00 |

1. THE SIGN CONVENTION FOR THE CROSS SLOPE IS "+" TO THE OUTSIDE AND "-" TO THE INSIDE.

| NORTHBOUND RAMP BEFORE MELISSA SUPERELEVATION TABLE | | | | | | | |
|---|---|---|---|---|---|---|---|
| Begin Transition | | Full Superelevation | | Full Superelevation | | End Transition | |
| Cross Slope | Station | Cross Slope | Station | Cross Slope | Station | Cross Slope | Station |
| 2.00% | 16+65.73 | | | | | 2.00% | 21+73.06 |

1. THE SIGN CONVENTION FOR THE CROSS SLOPE IS "+" TO THE OUTSIDE AND "-" TO THE INSIDE.
2. SUPERELEVATION IN TRANSITION AREA IS CONTROLLED BY MAINLANE OR FRONTAGE ROAD CROSS SLOPE.

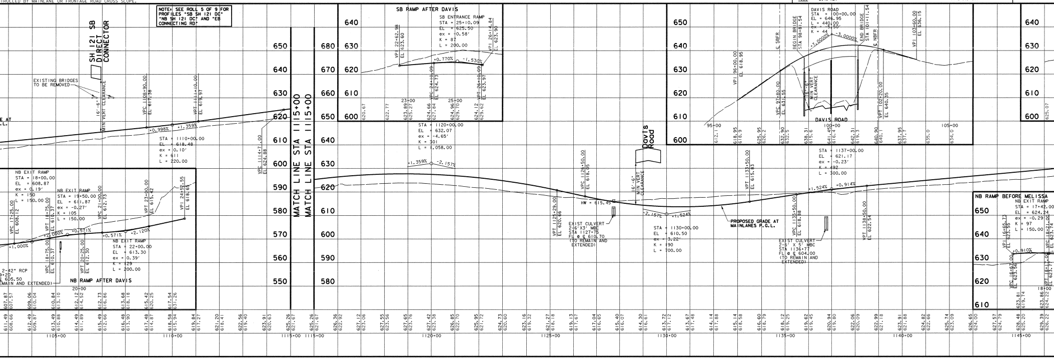
| VIS ROAD SUPERELEVATION TABLE | | | |
|---|---|---|---|
| Full Superelevation | | End Transition | |
| Cross Slope | Station | Cross Slope | Station |
| | | 2.00% | 24+65.85 |

IS "+" TO THE OUTSIDE AND "-" TO THE INSIDE.
TROLLED BY MAINLANE OR FRONTAGE ROAD CROSS SLOPE.

| |
|---|
| Begin Tr |
| Cross Slope |
| 2.00% |
| 2.00% |
| 2.00% |
| 2.00% |
| 2.00% |
| 2.00% |
| 2.00% |
| 2.00% |
| 2.00% |
| 2.00% |
| 2.00% |
| 2.00% |

1. THE SI

NOTE: SEE ROLL 5 OF 9 FOR PROFILES "SB SH 121 DC" "NB SH 121 DC" AND "EB CONNECTING RD"


SH 121 SB DIRECT CONNECTOR
EXISTING BRIDGES TO BE REMOVED
16′-6" MIN VERT CLEARANCE
VPC 1108+90.00 EL 617.38
VPT 1111+10.00 EL 619.97
+0.998%
+1.359%
STA = 1110+00.00
EL = 618.48
ex = 0.10′
K = 611
L = 220.00
VPC 1114+7.00 EL 624.88
MATCH LINE STA 1115+00
MATCH LINE STA 1115+00
SB RAMP AFTER DAVIS
SB ENTRANCE RAMP
STA = 25+10.09
EL = 625.50
ex = -0.58′
K = 87
L = 200.00
VPI 22+62.98 EL 623.60
VPI 24+10.09 EL 624.73
VPI 26+10.09 EL 623.97
VPI 26+14.84 EL 623.90
+0.770%
-1.530%
STA = 1120+00.00
EL = 632.07
ex = -4.65′
K = 301
L = 1,058.00
+1.359%
-2.157%
VPC 1126+50.00 EL 618.05
VPT 1125+29.00 EL 620.66
HW = 615.45
EXIST CULVERT 2-6′X3′ MBC STA 1127+75 FL @ ℄ 610.70 (TO REMAIN AND EXTENDED)
Davis Road
16′-6" MIN VERT CLEARANCE
STA = 1130+00.00
EL = 610.50
ex = 3.22′
K = 190
L = 700.00
-2.157%
+1.524%
VPT 1133+50.00 EL 615.83
PROPOSED GRADE AT MAINLANES P.G.L.
VPC 1135+50.00 EL 618.88
EXIST CULVERT 2-6′ X 5′ MBC STA 1136+77 FL @ ℄ 604.00 (TO REMAIN AND EXTENDED)
STA = 1137+00.00
EL = 621.17
ex = -0.23′
K = 492
L = 300.00
+1.524%
+0.914%
VPT 1138+50.00 EL 622.54
DAVIS ROAD
STA = 100+00.00
EL = 646.95
L = 440.00
ex = -5.50′
K = 44
+1.000%
-3.000%
℄ SBFR
℄ NBFR
BEGIN BRIDGE STA 98+81.54
END BRIDGE STA 101+11.54
MIN VERT CLEARANCE
VPI 96+00.00 EL 618.95
VPC 97+80.00 EL 631.55
VPT 102+20.00 EL 640.35
VPI 103+60.00 EL 636.15
NB EXIT RAMP
STA = 18+00.00
EL = 608.87
ex = 0.19′
K = 150
L = 150.00
NB EXIT RAMP
STA = 19+50.00
EL = 611.87
ex = -0.27′
K = 105
L = 150.00
NB EXIT RAMP
STA = 22+00.00
EL = 613.30
ex = 0.39′
K = 129
L = 200.00
+1.000%
+2.000%
+0.571%
+2.120%
NB RAMP AFTER DAVIS
2-42" RCP
NB RAMP BEFORE MELISSA
NB EXIT RAMP
STA = 17+42.00
EL = 624.24
ex = -0.29
K = 97
L = 150.00
+0.910%
1105+00
1110+00
1115+00
1115+00
1120+00
1125+00
1130+00
1135+00
1140+00
1145+00

| SOUTHBOUND FRONTAGE ROAD US 75 SUPERELEVATION | | | | | | | |
|---|---|---|---|---|---|---|---|
| Begin Transition | | Full Superelevation | | Full Superelevation | | End Transition | |
| Cross Slope | Station | Cross Slope | Station | Cross Slope | Station | Cross Slope | Station |
| 2.00% | 2994+85.00 | -3.40% | 2996+15.00 | -3.40% | 2998+70.00 | 2.00% | 3000+00.00 |
| 2.00% | 3005+00.00 | 5.80% | 3005+95.00 | 5.80% | 3009+60.00 | 2.00% | 3010+55.00 |
| 2.00% | 3011+80.00 | -5.80% | 3013+70.00 | -5.80% | 3021+55.00 | 2.00% | 3023+45.00 |
| 2.00% | 3024+35.00 | 5.80% | 3025+30.00 | 5.80% | 3030+65.00 | 2.00% | 3031+60.00 |
| 2.00% | 3034+30.00 | 3.40% | 3034+65.00 | 3.40% | 3042+60.00 | 2.00% | 3042+95.00 |
| 2.00% | 3051+20.00 | 2.30% | 3051+30.00 | 2.30% | 3071+25.00 | 2.00% | 3071+35.00 |
| 2.00% | 3091+85.00 | 4.30% | 3092+45.00 | 4.30% | 3095+20.00 | 2.00% | 3095+80.00 |
| 2.00% | 3097+00.00 | -4.30% | 3098+55.00 | -4.30% | 3100+65.00 | 2.00% | 3102+20.00 |
| 2.00% | 3103+95.00 | -4.30% | 3105+50.00 | -4.30% | 3107+60.00 | 2.00% | 3109+15.00 |
| 2.00% | 3110+35.00 | 4.30% | 3110+95.00 | 4.30% | 3113+70.00 | 2.00% | 3114+30.00 |

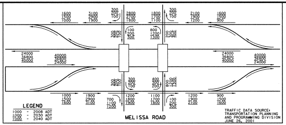
1. THE SIGN CONVENTION FOR THE CROSS SLOPE IS "+" TO THE OUTSIDE AND "-" TO THE INSIDE.

| SOUTHBOUND RAMP AFTER MELISSA SUPERELEVATION TABLE | | | | | | | |
|---|---|---|---|---|---|---|---|
| Begin Transition | | Full Superelevation | | Full Superelevation | | End Transition | |
| Cross Slope | Station | Cross Slope | Station | Cross Slope | Station | Cross Slope | Station |
| 3.30% | 23+81.46 | 3.30% | 29+17.61 | 2.30% | 29+67.61 | 2.30% | 29+67.61 |

1. THE SIGN CONVENTION FOR THE CROSS SLOPE IS "+" TO THE OUTSIDE AND "-" TO THE INSIDE.
2. SUPERELEVATION IN TRANSITION AREA IS CONTROLLED BY MAINLANE OR FRONTAGE ROAD CROSS SLOPE.

| SOUTHBOUND RAMP BEFORE DAVIS SUPERELEVATION TABLE | | | | | | | |
|---|---|---|---|---|---|---|---|
| Begin Transition | | Full Superelevation | | Full Superelevation | | End Transition | |
| Cross Slope | Station | Cross Slope | Station | Cross Slope | Station | Cross Slope | Station |
| 2.00% | 14+16.51 | 2.00% | 14+16.51 | 2.30% | 14+66.51 | 2.30% | 18+89.16 |

1. THE SIGN CONVENTION FOR THE CROSS SLOPE IS "+" TO THE OUTSIDE AND "-" TO THE INSIDE.
2. SUPERELEVATION IN TRANSITION AREA IS CONTROLLED BY MAINLANE OR FRONTAGE ROAD CROSS SLOPE.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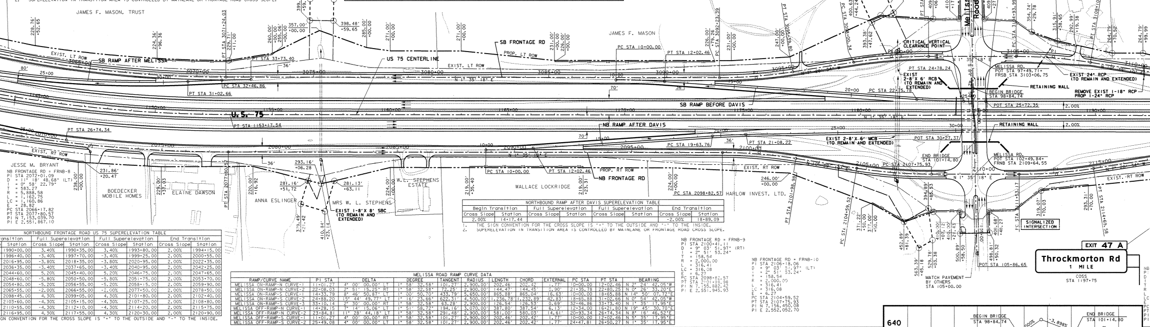
3100 2900 1900
300 200 100
2800 2700 1800
1800 1700 1100
300 200 100
2100 1900 1200
1600 1500 900
300 200 100
100 200 300
800 1200 1300
200 300 400
24000 36800 40000
40000 36800 24000
24000 36800 40000
40000 36800 24000
300 200 100
300 200 100
400 300 200
800 1200 1300
1000 1500 1600
1900 2900 3100
700 1100 1200
1200 1800 1900
1100 1700 1800
100 200 300
1200 1900 2100
900 1500 1600
LEGEND
1000 - 2008 ADT
1000 - 2030 ADT
1000 - 2040 ADT
MELISSA ROAD

TRAFFIC DATA SOURCE:
TRANSPORTATION PLANNING AND PROGRAMMING DIVISION
JUNE 26, 2001


0 100 200
SCALE IN FEET
JAMES F. MASON, TRUST
JAMES F. MASON
SB FRONTAGE RD = FRSB-7
PI STA 3093+81.93
D = 9° 03' 51.97" (LT)
I = 2° 51' 53.24"
T = 158.54
R = 2,000.00
L = 316.41
LC = 316.08
E = 6.27
PC STA 3092+23.39
PT STA 3095+39.80
PI N 7,155,878.50
PI E 2,551,627.69
SB FRONTAGE RD = FRSB-8
PI STA 3099+58.88
D = 9° 03' 51.97" (RT)
I = 2° 51' 53.24"
T = 158.54
R = 2,000.00
L = 316.41
LC = 316.08
E = 6.27
PC STA 3098+00.34
PT STA 3101+16.75
PI N 7,156,451.20
PI E 2,551,552.54
EXIT 45
Davis Rd
Telephone Rd
BRIDGE MOUNT
MATCH PAVEMENT BY OTHERS STA 94+30.00
SIGNALIZED INTERSECTION
COUNTRY RIDGE DEVELOPMENT
TILSON HOME CORP.
Melissa Road
SB FRONTAGE RD
SB RAMP AFTER MELISSA
US 75 CENTERLINE
EXIST. LT ROW
PROP. LT ROW
U.S. 75
PT STA 33+73.40
PC STA 32+46.86
PT STA 31+02.66
PC STA 10+00.00
PT STA 12+02.46
PT STA 24+78.24
PC STA 22+75.78
CRITICAL VERTICAL CLEARANCE POINT
EXIST 2-8'X 6' RCB (TO REMAIN AND EXTENDED)
MELISSA RD. POT STA 97+49.71= FRSB STA 3103+06.75
EXIST 24" RCP (TO REMAIN AND EXTENDED)
RETAINING WALL
BEGIN BRIDGE STA 98+84.74
REMOVE EXIST 1-18" RCP PROP 1-24" RCP
POT STA 25+72.35
SB RAMP BEFORE DAVIS
NB RAMP AFTER DAVIS
PT STA 1153+17.54
PT STA 26+74.34
EXIST. RT ROW
PROP. RT ROW
NB FRONTAGE RD
PC STA 19+63.76
PT STA 21+08.22
EXIST 2-8'X 6' MCB (TO REMAIN AND EXTENDED)
POT STA 30+27.37
END BRIDGE STA 101+14.80
MELISSA RD. POT STA 102+49.84= FRNB STA 2109+64.55
PC STA 2107+75.93
JESSE M. BRYANT
NB FRONTAGE RD = FRNB-8
PI STA 2072+01.09
D = 11° 18' 48.68" (LT)
I = 0° 58' 22.79"
T = 583.27
R = 5,888.58
L = 1,162.75
LC = 1,160.86
E = 28.82
PC STA 2066+17.82
PT STA 2077+80.57
PI N 7,153,039.70
PI E 2,551,867.10
BOEDECKER MOBILE HOMES
ELAINE DAWSON
ANNA ESLINGER
MRS W. L. STEPHENS
W. L. STEPHENS ESTATE
EXIST 1-8'X 8' SBC (TO REMAIN AND EXTENDED)
WALLACE LOCKRIDGE
PC STA 2098+82.57
HARLOW INVEST. LTD.
NB FRONTAGE RD = FRNB-9
PI STA 2100+41.11
D = 9° 03' 51.97" (RT)
I = 2° 51' 53.24"
T = 158.54
R = 2,000.00
L = 316.41
LC = 316.08
E = 6.27
PC STA 2098+82.57
PT STA 2101+98.98
PI N 7,155,882.42
PI E 2,551,945.93
NB FRONTAGE RD = FRNB-10
PI STA 2106+18.06
D = 9° 03' 51.97" (LT)
I = 2° 51' 53.24"
T = 158.54
R = 2,000.00
L = 316.41
LC = 316.08
E = 6.27
PC STA 2104+59.52
PT STA 2107+75.93
PI N 7,156,450.08
PI E 2,552,052.70
MATCH PAVEMENT BY OTHERS STA 105+00.00
POT STA 105+86.65
EXIT 47 A
Throckmorton Rd
1 MILE
COSS STA 1197+75

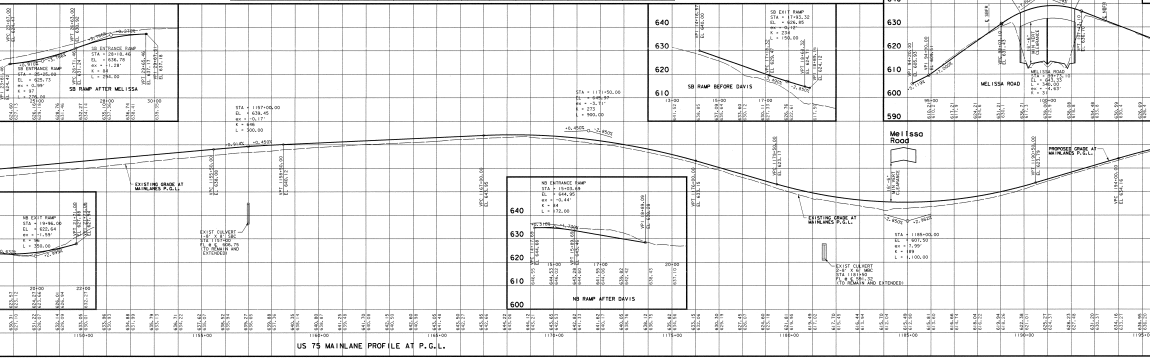
| NORTHBOUND FRONTAGE ROAD US 75 SUPERELEVATION TABLE | | | | | | |
|---|---|---|---|---|---|---|
| ransition | Full Superelevation | | Full Superelevation | | End Transition | |
| Station | Cross Slope | Station | Cross Slope | Station | Cross Slope | Station |
| 1990+00.00 | 3.40% | 1990+35.00 | 3.40% | 1993+80.00 | 2.00% | 1994+15.00 |
| 1996+40.00 | -3.40% | 1997+70.00 | -3.40% | 1999+25.00 | 2.00% | 2000+55.00 |
| 2016+95.00 | -3.80% | 2018+35.00 | -3.80% | 2020+95.00 | 2.00% | 2022+35.00 |
| 2036+35.00 | -3.40% | 2037+65.00 | -3.40% | 2040+95.00 | 2.00% | 2042+25.00 |
| 2044+60.00 | 5.20% | 2045+40.00 | 5.20% | 2046+75.00 | 2.00% | 2047+65.00 |
| 2048+60.00 | -5.80% | 2050+50.00 | -5.80% | 2051+75.00 | 2.00% | 2053+70.00 |
| 2054+80.00 | -5.20% | 2056+55.00 | -5.20% | 2058+15.00 | 2.00% | 2059+90.00 |
| 2065+55.00 | -2.00% | 2066+55.00 | -2.00% | 2077+50.00 | 2.00% | 2078+50.00 |
| 2098+45.00 | 4.30% | 2099+05.00 | 4.30% | 2101+80.00 | 2.00% | 2102+40.00 |
| 2103+60.00 | -4.30% | 2105+15.00 | -4.30% | 2107+25.00 | 2.00% | 2108+80.00 |
| 2110+55.00 | -4.30% | 2112+10.00 | -4.30% | 2114+20.00 | 2.00% | 2115+75.00 |
| 2116+95.00 | 4.30% | 2117+55.00 | 4.30% | 2120+30.00 | 2.00% | 2120+90.00 |

GN CONVENTION FOR THE CROSS SLOPE IS "+" TO THE OUTSIDE AND "-" TO THE INSIDE.

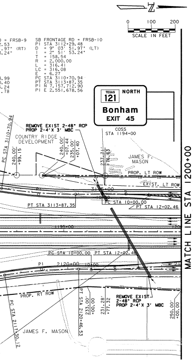
| MELISSA ROAD RAMP CURVE DATA | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| RAMP/CURVE NAME | PI STA | DELTA | DEGREE | TANGENT | RADIUS | LENGTH | CHORD | EXTERNAL | PC STA | PT STA | BEARING |
| MELISSA ON-RAMP-N CURVE-1 | 11+01.27 | 4° 00' 00.00" LT | 1° 58' 32.58" | 101.27' | 2,900.00' | 202.46' | 202.42' | 1.77' | 10+00.00 | 12+02.46 | N 2° 24' 42.05"W |
| MELISSA ON-RAMP-N CURVE-2 | 22+08.03 | 2° 51' 15.25" RT | 1° 58' 32.58" | 72.25' | 2,900.00' | 144.47' | 144.45' | 0.90' | 21+35.78 | 22+80.25 | N 0° 26' 33.20"E |
| MELISSA ON-RAMP-S CURVE-1 | 14+33.79 | 8° 46' 50.87" LT | 1° 00' 50.70" | 433.79' | 5,650.00' | 865.88' | 865.04' | 16.63' | 10+00.00 | 18+65.88 | N 14° 50' 07.72"E |
| MELISSA ON-RAMP-S CURVE-2 | 24+88.20 | 15° 44' 49.77" LT | 1° 16' 23.66" | 622.31' | 4,500.00' | 1,236.78' | 1,232.89' | 42.83' | 18+65.88 | 31+02.66 | N 0° 54' 42.05"W |
| MELISSA ON-RAMP-S CURVE-3 | 33+10.14 | 2° 30' 00.00" RT | 1° 58' 32.58" | 63.28' | 2,900.00' | 126.54' | 126.53' | 0.69' | 32+46.86 | 33+73.40 | N 1° 35' 17.95"E |
| MELISSA OFF-RAMP-N CURVE-1 | 14+28.15 | 7° 14' 15.06" LT | 1° 51' 58.72" | 194.16' | 3,070.00' | 387.80' | 387.54' | 6.13' | 12+34.00 | 16+21.80 | N 19° 45' 30.70"E |
| MELISSA OFF-RAMP-N CURVE-2 | 23+84.81 | 11° 28' 44.18" LT | 1° 58' 32.58" | 291.48' | 2,900.00' | 581.00' | 580.03' | 14.61' | 20+93.34 | 26+74.34 | N 8° 16' 46.52"E |
| MELISSA OFF-RAMP-S CURVE-1 | 11+01.27 | 4° 00' 00.00" RT | 1° 58' 32.58" | 101.27' | 2,900.00' | 202.46' | 202.42' | 1.77' | 10+00.00 | 12+02.46 | N 5° 35' 17.95"E |
| MELISSA OFF-RAMP-S CURVE-2 | 25+49.08 | 4° 00' 00.00" LT | 1° 58' 32.58" | 101.27' | 2,900.00' | 202.46' | 202.42' | 1.77' | 24+47.81 | 26+50.27 | N 1° 35' 17.95"E |

| NORTHBOUND RAMP AFTER DAVIS SUPERELEVATION TABLE | | | | | | | |
|---|---|---|---|---|---|---|---|
| Begin Transition | | Full Superelevation | | Full Superelevation | | End Transition | |
| Cross Slope | Station | Cross Slope | Station | Cross Slope | Station | Cross Slope | Station |
| 2.00% | 14+17.44 | | | | | -2.00% | 18+89.09 |

1. THE SIGN CONVENTION FOR THE CROSS SLOPE IS "+" TO THE OUTSIDE AND "-" TO THE INSIDE.
2. SUPERELEVATION IN TRANSITION AREA IS CONTROLLED BY MAINLANE OR FRONTAGE ROAD CROSS SLOPE.



US 75 MAINLANE PROFILE AT P.G.L.

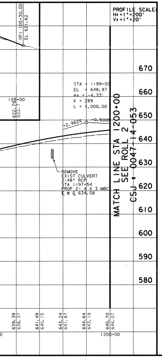

SCALE IN FEET
0
100
200
SB FRONTAGE RD = FRSB-10
121 NORTH
Bonham
EXIT 45
COSS STA 1194+00
REMOVE EXIST 2-48" RCP PROP 2-4'X 3' MBC
COUNTRY RIDGE DEVELOPMENT
JAMES F. MASON
PROP. LT ROW
EXIST. LT ROW
PROP. RT ROW
REMOVE EXIST 2-48" RCP PROP 2-4'X 3' MBC
MATCH LINE STA 1200+00
SEE ROLL 2
CSJ : 0047-14-053

NB FRONTAGE RD = FRNB-12
PI STA 2118+38.66
D = 9° 03′ 51.97″ (RT)
I = 2° 51′ 53.24″
T = 158.54
R = 2,000.00
L = 316.41
LC = 316.08
E = 6.27
PC STA 2117+30.12
PT STA 2120+46.53
PI N 7,157,716.82
PI E 2,551,996.79

FRONTAGE RD = FRNB-
STA 2113+11.71
= 9° 03′ 51.97″ (LT)
= 2° 51′ 53.24″
= 158.54
= 2,000.00
= 316.41
= 316.08
= 6.27
STA 2111+53.17
STA 2114+69.58
N 7,157,144.12
E 2,552,071.95

**NOTE:**

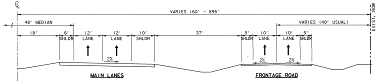
ALL ROW STATIONS AND OFFSETS ARE BASED ON THE US 75 CENTERLINE.



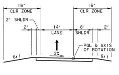
| LEGEND | |
|---|---|
| PLAN | |
| — - — | CENTERLINE - ℄ |
| —— - - —— | EXIST. ROW |
| ━━ - - ━━ | PROPOSED ROW |
| —III——III— | CONTROL OF ACCESS |
| ▨ | IMPACTED BUILDING |
| - - - - - - - | PROPOSED EASEMENT |
| ━━ ━━ ━━ | PROPOSED RETAINING WALL |

**NOTE**

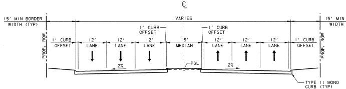
EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN AND COORDINATION WITH THE CITIES THE DRIVEWAY WILL BE A SAFETY ISSUE AND/ OR VIOLATES THE CURRENT CONTROLLED ACCESS REQUIREMENTS.


VARIES 160′ - 895′
48′ MEDIAN
VARIES (40′ USUAL)
EXIST. ROW
SHLDR
LANE
2%
MAIN LANES
FRONTAGE ROAD

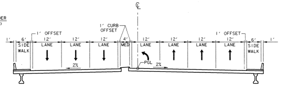
EXISTING US 75 TYPICAL HALF SECTION


16′ CLR ZONE
2′ SHLDR
14′ LANE
8′ SHLDR
PGL & AXIS OF ROTATION
6:1
2%

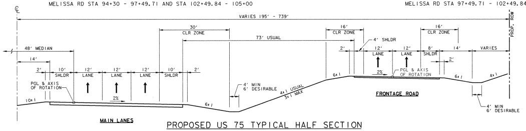
PROP RAMP TYPICAL SECTION


15′ MIN BORDER WIDTH (TYP)
VARIES
PROP. ROW
1′ CURB OFFSET
12′ LANE
15′ MEDIAN
PGL
2%
TYPE II MONO CURB (TYP)

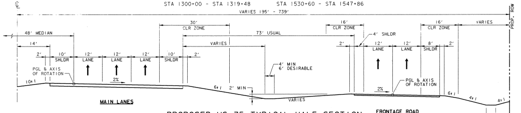
PROPOSED CROSS STREET TYPICAL SECTION
TELEPHONE RD STA 94+50 - 96+70.02 AND STA 103+17.81 - 105+50
DAVIS RD STA 94+60 - 97+56.83 AND STA 102+39.05 - 105+00
MELISSA RD STA 94+30 - 97+49.71 AND STA 102+49.84 - 105+00


1′ OFFSET
1′ CURB OFFSET
6′ SIDE WALK
12′ LANE
4′ MED
PGL
2%

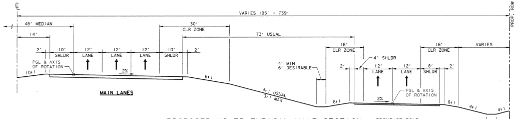
PROPOSED CROSS STREET BRIDGE TURN LANE TYPICAL SECTION
TELEPHONE RD STA 96+70.02 - 103+17.81
DAVIS RD STA 97+56.83 - 102+39.05
MELISSA RD STA 97+49.71 - 102+49.84


VARIES 195′ - 739′
PROP. ROW
48′ MEDIAN
30′ CLR ZONE
73′ USUAL
16′ CLR ZONE
4′ SHLDR
PGL & AXIS OF ROTATION
4′ MIN 6′ DESIRABLE
4:1 USUAL
3:1 MAX
6:1
10:1
MAIN LANES
FRONTAGE ROAD

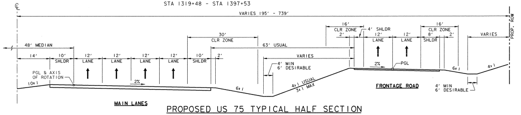
PROPOSED US 75 TYPICAL HALF SECTION
FRONTAGE ROAD HIGHER THAN MAINLANES
STA 1080+00 - STA 1155+52
STA 1169+31 - STA 1229+65
STA 1267+78 - STA 1285+55
STA 1300+00 - STA 1319+48
STA 1397+53 - STA 1415+58
STA 1465+55 - STA 1487+25
STA 1510+44 - STA 1522+23
STA 1530+60 - STA 1547+86


VARIES 195′ - 739′
PROP. ROW
48′ MEDIAN
30′ CLR ZONE
73′ USUAL
VARIES
16′ CLR ZONE
4′ MIN 6′ DESIRABLE
2′ MIN
PGL & AXIS OF ROTATION
MAIN LANES
FRONTAGE ROAD

PROPOSED US 75 TYPICAL HALF SECTION
AT GRADE
STA 1547+86 - END


VARIES 195′ - 739′
PROP. ROW
48′ MEDIAN
30′ CLR ZONE
73′ USUAL
16′ CLR ZONE
4′ MIN 6′ DESIRABLE
4:1 USUAL
3:1 MAX
PGL & AXIS OF ROTATION
MAIN LANES
FRONTAGE ROAD

PROPOSED US 75 TYPICAL HALF SECTION
MAINLANES HIGHER THAN FRONTAGE ROAD
STA 1155+52 - STA 1169+31
STA 1229+65 - STA 1267+78
STA 1285+55 - STA 1300+00
STA 1319+48 - STA 1397+53
STA 1415+58 - STA 1465+55
STA 1487+25 - STA 1510+44
STA 1522+23 - STA 1530+60


VARIES 195′ - 739′
PROP. ROW
48′ MEDIAN
30′ CLR ZONE
63′ USUAL
VARIES
16′ CLR ZONE
4′ SHLDR
PGL
PGL & AXIS OF ROTATION
4′ MIN 6′ DESIRABLE
4:1 USUAL
3:1 MAX
MAIN LANES
FRONTAGE ROAD

PROPOSED US 75 TYPICAL HALF SECTION
WITH AUXILIARY LANE
BEGIN STA 1080+00

*Texas Department of Transportation*

DALLAS DISTRICT
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

COLLIN COUNTY

# DESIGN SCHEMATIC

# US 75
# FROM TELEPHONE ROAD (CR 275) TO COUNTY LINE ROAD (CR 375) GRAYSON COUNTY LINE

PROJECT LENGTH = 10.29 MILES

CSJ # 0047-14-053
STA 1062+13.30 TO STA 1605+50.00

DESIGN SPEED: 70 MPH MAIN LANES
50 MPH RAMPS
50 MPH FRONTAGE ROADS
45 MPH SH 121
30 MPH COLLECTOR ROADS

FUNCTIONAL CLASS: RURAL FREEWAY
ROLL 1 OF 9

SCALE 1"=200′H, 1"=20′V

APRIL 2008

HUITT-ZOLLARS
Huitt-Zollars, Inc. Dallas
3131 McKinney Avenue, Suite 600
Dallas, Texas 75204-2489

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DAVID ALAN NUFER
68818
4-24-08

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