```
I:\proj\0307890I\dgn\07890ITDT02.DGN
Tue Aug 19 14:21:14 2008
\\HZDALLAS2\DISKO\PLOTTING\400B-18\07890I+d+02.prf
ktooley
PRF ROTATION=0.000000
F:\TBL\HWY5000.TBL
THROC-S, 07890IPROF.DGN, 1-43,45-62
S-FOST, 07890IPROF.DGN, 1-43,45-62
STRPGRADE, 07890IPROF.DGN, 1-33,35-43,45-62
STRPGRADE2, 07890IPROF.DGN, 1-33,35-43,45-62
FOSTER, 07890IPROF.DGN, 1-43,45-62
PROF2, 07890IPROF.UGN, 1-43,45-63
ALIGN, 07890ITHARI.DGN, 1,2,4,21-23,29-31,37,38,40-43
PVRI, 07890ITPVRI.DGN, 1-61,63
PROF, 07890IPROF.DGN, 1-43,45-63
BORDER, 07890IBDR2.DGN, 1-5,12,13,21,23,63
```

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

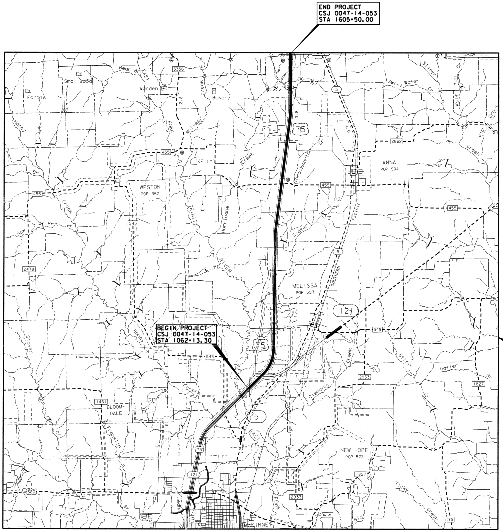
CSJ # 0047-14-053
STA 1062+13.30 TO STA 1605+50.00

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 2 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
ANNA
POP 904
WESTON
POP 362
MELISSA
POP 557
NEW HOPE
POP 523
KELLY
BLOOM-DALE
Smallwood
Warden
Baker
Forbis
McKINNEY
75
121
5
455
543
545
2862
2933
1827
1461
2478
3356
380
TRINITY RIVER
EAST FORK
PACIFIC
SOUTHERN

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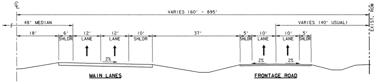
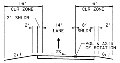
	MAIN ROAD
DESIGN SPEED FUNCTIONAL CLASS	70 MPH PRINCIPAL ARTERIAL
DESIGN SPEED FUNCTIONAL CLASS	50 MPH FRONTAGE ROAD
DESIGN SPEED FUNCTIONAL CLASS	30 MPH COLLECTOR ROAD
AVERAGE DAILY TRAFFIC PRESENT (2008) DESIGN (2030)	 51,100 78,300

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

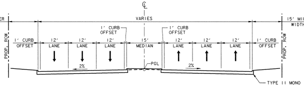

16' CLR ZONE
16' CLR ZONE
2' SHLDR
2'
14' LANE
8' SHLDR
2'
PGL & AXIS OF ROTATION
2%
6:1
6:1

PROP RAMP TYPICAL SECTION

0 100 200
SCALE IN FEET

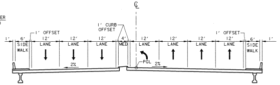
County Rd. 370

CSJ : 0047-14-053
SEE ROLL 1


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

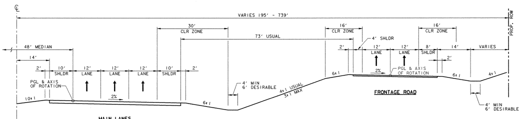
PROPOSED CROSS STREET TYPICAL SECTION

THROCKMORTON RD STA 94+60 - 97+49.95 & STA 102+49.96 - 106+00
FOSTER'S CROSSING STA 95+10 - 97+50 & STA 102+50.03 - 105+20


℄
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

THROCKMORTON RD STA 97+49.95 - 102+49.96
FOSTER'S CROSSING STA 97+50 - 102+50.03


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

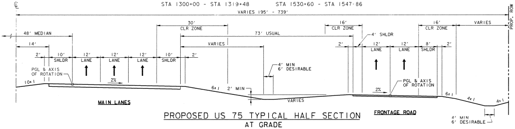
LEGEND	
PLAN	
─ ─ ─	CENTERLINE - ℄
── ‑ ‑ ──	EXIST. ROW
━━ ‑ ‑ ━━	PROPOSED ROW
─III───III─	CONTROL OF ACCESS
▨	IMPACTED BUILDING
- - - - - - - -	PROPOSED EASEMENT
━━ ━━ ━━	PROPOSED RETAINING WALL

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.

NOTE:

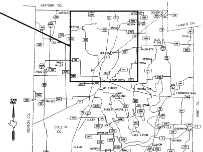
ALL ROW STATIONS AN
BASED ON THE US 75

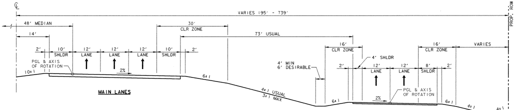

℄
VARIES 195' - 739'
PROP. ROW
30' CLR ZONE
73' USUAL
VARIES
16' CLR ZONE
16' CLR ZONE
VARIES
4' SHLDR
48' MEDIAN
14'
2'
10' SHLDR
12' LANE
12' LANE
12' LANE
10' SHLDR
2'
2'
12' LANE
12' LANE
8' SHLDR
2'
PGL & AXIS OF ROTATION
PGL & AXIS OF ROTATION
4' MIN 6' DESIRABLE
2%
2%
10:1
6:1
2' MIN
VARIES
6:1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

PROPOSED US 75 TYPICAL HALF SECTION

AT GRADE

STA 1547+86 - END

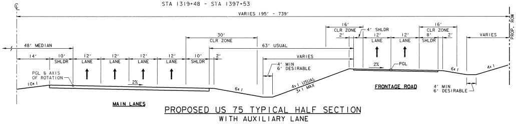

GRAYSON CO.
MARILEE
CELINA
WESTON
ANNA
MELISSA
WESTMINSTER
SEDALIA
DESERT
FANNIN CO.
PIKE
BLUE RIDGE
VALDASTA
VERONA
ALTOGA
NEW HOPE
RHEA MILLS
PROSPER
FRISCO
MC KINNEY
PRINCETON
LOWRY CROSSING
FARMERSVILLE
CULLEOKA
FOREST GROVE
ALLEN
LUCAS
PARKER
COPEVILLE
JOSEPHINE
NEVADA
LAVON
LAKE LAVON
WYLIE
MURPHY
PLANO
COLLIN CO.
DENTON CO.
HUNT CO.
DALLAS CO.
ROCKWALL CO.


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

PROPOSED US 75 TYPICAL HALF SECTION

MAINLANES HIGHER THAN FRONTAGE ROAD

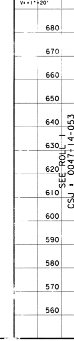
STA 1155+52 - STA 1169+31
STA 1229+65 - STA 1267+78
STA 1285+55 - STA 1300+00
STA 1319+48 - STA 1397+53
STA 1415+58 - STA 1465+55
STA 1487+25 - STA 1510+44
STA 1522+23 - STA 1530+60


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

PROPOSED US 75 TYPICAL HALF SECTION

WITH AUXILIARY LANE

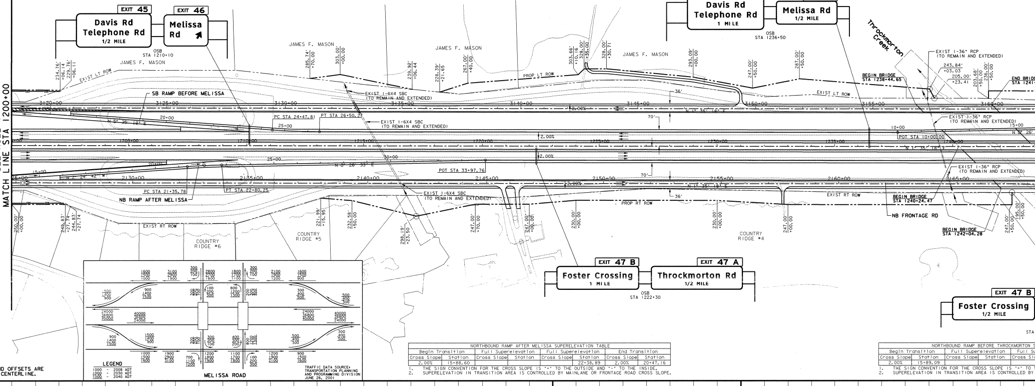
BEGIN STA 1080+00



MELISSA ROAD RAMP CURVE DATA											
RAMP/CURVE NAME	PI STA	DELTA	DEGREE	TANGENT	RADIUS	LENGTH	CHORD	EXTERNAL	PC STA	PT STA	BEARING
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
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

SOUTHBOUND 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%	15+88.60					2.00%	20+61.18

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.

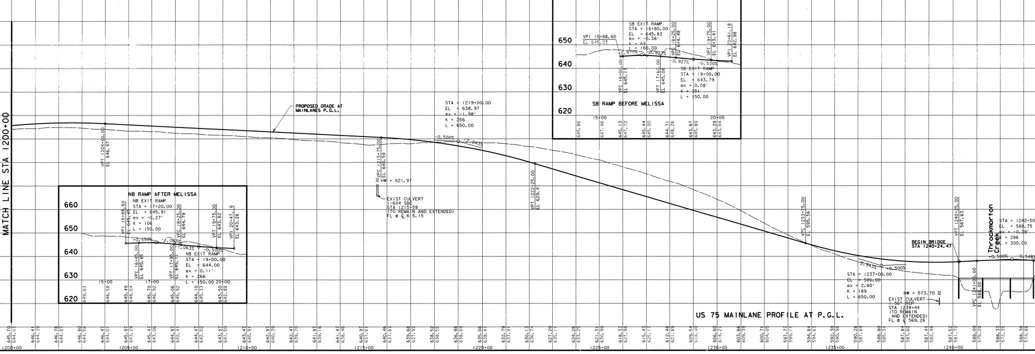

EXIT 45
Davis Rd
Telephone Rd
1/2 MILE
EXIT 46
Melissa
Rd
OSB
STA 1210+10
EXIT 45
Davis Rd
Telephone Rd
1 MILE
EXIT 46
Melissa Rd
1/2 MILE
OSB
STA 1236+50
JAMES F. MASON
JAMES F. MASON
JAMES F. MASON
JAMES F. MASON
Throckmorton Creek
EXIST 1-36" RCP
(TO REMAIN AND EXTENDED)
BEGIN BRIDGE
STA 1238+44.65
END BRIDGE
EXIST LT ROW
PROP LT ROW
SB RAMP BEFORE MELISSA
EXIST 1-6X4 SBC
(TO REMAIN AND EXTENDED)
PC STA 24+47.81
PT STA 26+50.27
EXIST 1-6X4 SBC
(TO REMAIN AND EXTENDED)
N 5° 35′ 18" E
N 1° 35′ 18" E
POT STA 10+00.00
POT STA 33+97.76
N 0° 28′ 33" E
N 2° 24′ 42" W
PC STA 21+35.78
PT STA 22+80.25
NB RAMP AFTER MELISSA
EXIST 1-6X4 SBC
(TO REMAIN AND EXTENDED)
EXIST 1-36" RCP
(TO REMAIN AND EXTENDED)
EXIST RT ROW
PROP RT ROW
EXIST RT ROW
NB FRONTAGE RD
BEGIN BRIDGE
STA 1240+24.47
BEGIN BRIDGE
STA 1242+04.28
COUNTRY
RIDGE #6
COUNTRY
RIDGE #5
COUNTRY
RIDGE #4
1200+00
1205+00
1210+00
1215+00
1220+00
1225+00
1230+00
1235+00
3120+00
3125+00
3130+00
3135+00
3140+00
3145+00
3150+00
3155+00
2130+00
2135+00
2140+00
2145+00
2150+00
2155+00
2160+00
2.00%
2.00%
2.00%
2.00%
36′
36′
70′
70′
EXIT 47 B
Foster Crossing
1 MILE
EXIT 47 A
Throckmorton Rd
1/2 MILE
OSB
STA 1222+30
EXIT 47 B
Foster Crossing
1/2 MILE
STA
LEGEND
1000 - 2008 ADT
1000 - 2030 ADT
1000 - 2040 ADT
MELISSA ROAD
TRAFFIC DATA SOURCE:
TRANSPORTATION PLANNING
AND PROGRAMMING DIVISION
JUNE 26, 2001
D OFFSETS ARE
CENTERLINE.
MATCH LINE STA 1200+00

NORTHBOUND 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
2.00%	15+88.60				22+38.89	2.00%	20+47.16

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.

NORTHBOUND RAMP BEFORE THROCKMORTON S				
Begin Transition		Full Superelevation		Full Su
Cross Slope	Station	Cross Slope	Station	Cross Slo
2.00%	15+89.09			

1. THE SIGN CONVENTION FOR THE CROSS SLOPE IS "+" TO T
2. SUPERELEVATION IN TRANSITION AREA IS CONTROLLED BY

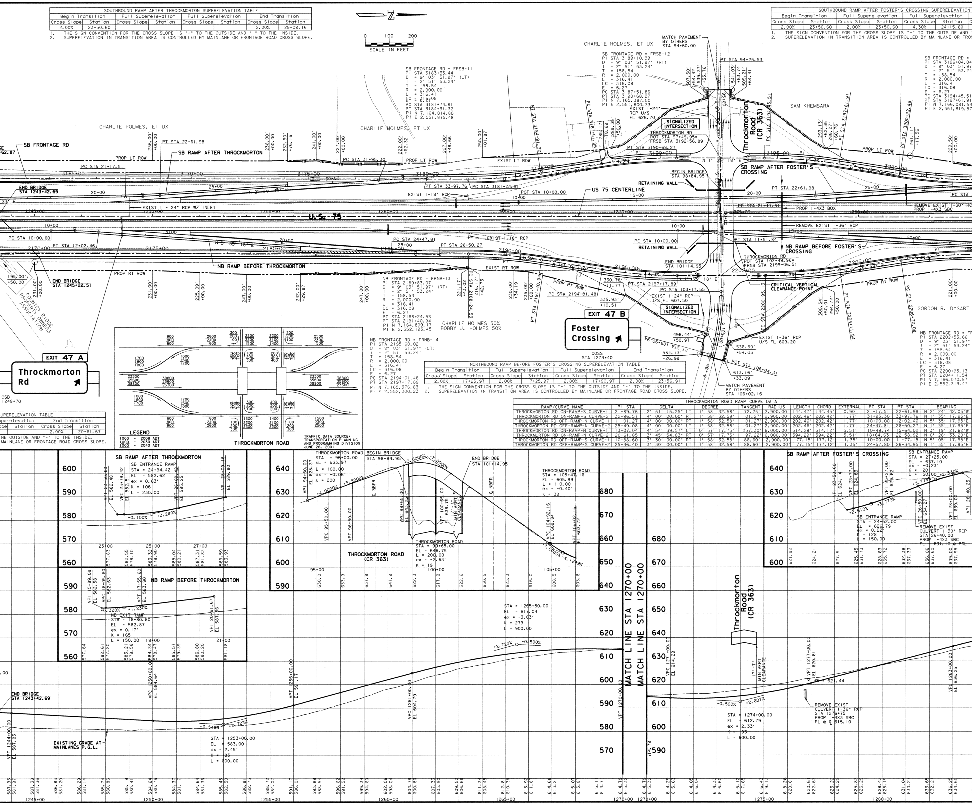


SOUTHBOUND RAMP AFTER THROCKMORTON SUPERELEVATION TABLE							
Begin Transition		Full Superelevation		Full Superelevation		End Transition	
Cross Slope	Station	Cross Slope	Station	Cross Slope	Station	Cross Slope	Station
2.00%	23+50.60					2.00%	28+09.16

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.

SOUTHBOUND RAMP AFTER FOSTER'S CROSSING SUPERELEVATION					
Begin Transition		Full Superelevation		Full Superelevation	
Cross Slope	Station	Cross Slope	Station	Cross Slope	Station
2.00%	23+50.60	2.00%	23+50.60	4.30%	24+15.60

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



0 100 200
SCALE IN FEET
N
CHARLIE HOLMES, ET UX
CHARLIE HOLMES, ET UX
CHARLIE HOLMES, ET UX
SAM KHEMSARA
GORDON R. DYSART
CHARLIE HOLMES 50%
BOBBY J. HOLMES 50%
COUNTRY RIDGE PROPERTY OWNERS ASSOCIATION
SB FRONTAGE RD
SB RAMP AFTER THROCKMORTON
NB RAMP BEFORE THROCKMORTON
SB RAMP AFTER FOSTER'S CROSSING
NB RAMP BEFORE FOSTER'S CROSSING
U.S. 75
US 75 CENTERLINE
PROP LT ROW
PROP RT ROW
EXIST LT ROW
EXIST RT ROW
END BRIDGE STA 1243+42.69
END BRIDGE STA 1245+22.51
EXIST 1 - 24" RCP W/ INLET
EXIST 1-18" RCP
PC STA 21+17.51
PT STA 22+61.98
PC STA 31+95.30
PT STA 33+97.76
PC STA 3181+74.91
PC STA 10+00.00
PT STA 12+02.46
PC STA 24+47.81
PT STA 26+50.27
POT STA 10+00.00
SB FRONTAGE RD = FRSB-11
PI STA 3183+33.44
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 3181+74.91
PT STA 3184+91.32
PI N 7,164,814.80
PI E 2,551,875.48
SB FRONTAGE RD = FRSB-12
PI STA 3189+10.39
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 3187+51.86
PT STA 3190+68.27
PI N 7,165,387.50
PI E 2,551,800.33
SB FRONTAGE RD =
PI STA 3196+04.04
D = 9° 03' 51.97
I = 2° 51' 53.24
T = 158.54
R = 2,000.00
L = 316.41
LC = 316.08
E = 6.27
PC STA 3194+45.51
PT STA 3197+61.91
PI N 7,166,081.54
PI E 2,551,819.57
NB FRONTAGE RD = FRNB-13
PI STA 2189+83.07
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 2188+24.53
PT STA 2191+40.94
PI N 7,164,809.17
PI E 2,552,193.45
NB FRONTAGE RD = FRNB-14
PI STA 2195+60.02
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 2194+01.48
PT STA 2197+17.89
PI N 7,165,376.83
PI E 2,552,300.23
NB FRONTAGE RD = FR
PI STA 2202+53.66
D = 9° 03' 51.97"
I = 2° 51' 53.24"
T = 158.54
R = 2,000.00
L = 316.41
LC = 316.08
E = 6.27
PC STA 2200+95.13
PT STA 2204+11.54
PI N 7,166,070.87
PI E 2,552,319.47
MATCH PAVEMENT BY OTHERS STA 94+60.00
PT STA 94+25.53
EXIST 1-24" RCP U/S FL 626.70
SIGNALIZED INTERSECTION
THROCKMORTON RD POT STA 97+49.95= FRSB STA 3192+56.89
PT STA 3190+68.27
BEGIN BRIDGE STA 98+84.95
RETAINING WALL
END BRIDGE STA 101+14.95
THROCKMORTON RD POT STA 102+49.96= FRNB STA 2199+06.51
PT STA 103+17.55
EXIST 1-24" RCP U/S FL 607.50
CRITICAL VERTICAL CLEARANCE POINT
PROP 1-4X3 BOX
REMOVE EXIST 1-36" RCP
REMOVE EXIST 1-30" RC
PROP 1-4X3 SBC
EXIST 1-36" RCP U/S FL 609.20
POT STA 106+04.31
PI STA 105+90.94
MATCH PAVEMENT BY OTHERS STA 106+02.16
Throckmorton Road (CR 363)
EXIT 47 A
Throckmorton Rd
OSB 1248+70
EXIT 47 B
Foster Crossing
COSS STA 1273+40
LEGEND
1000 - 2008 ADT
1000 - 2030 ADT
1000 - 2040 ADT
THROCKMORTON ROAD
TRAFFIC DATA SOURCE: TRANSPORTATION PLANNING AND PROGRAMMING DIVISION JUNE 26, 2001
SB RAMP AFTER THROCKMORTON
SB ENTRANCE RAMP
STA = 24+94.42
EL = 582.62
ex = 0.63'
K = 106
L = 230.00
NB RAMP BEFORE THROCKMORTON
NB EXIT RAMP
STA = 16+80.60
EL = 582.87
ex = 0.17'
K = 165
L = 150.00
THROCKMORTON ROAD
STA = 96+00.00
EL = 633.97
ex = -0.06'
K = 200
L = 100.00
THROCKMORTON ROAD (CR 363)
THROCKMORTON ROAD
STA = 98+65.00
EL = 646.75
L = 200.00
ex = -2.63'
K = 19
THROCKMORTON ROAD
STA = 105+47.16
EL = 605.99
L = 110.00
ex = -0.40'
K = 38
BEGIN BRIDGE STA 98+84.95
END BRIDGE STA 101+14.95
SB RAMP AFTER FOSTER'S CROSSING
SB ENTRANCE RAMP
STA = 27+25.00
EL = 637.10
ex = -0.23'
K = 120
L = 150.00
SB ENTRANCE RAMP
STA = 24+52.00
EL = 626.79
ex = 0.22'
K = 128
L = 150.00
REMOVE EXIST CULVERT 1-30" RCP STA 26+40.00
PROP 1-4X3 SBC FL = 631.10 @ PGL
STA = 1265+50.00
EL = 617.04
ex = -3.63'
K = 279
L = 900.00
STA = 1253+00.00
EL = 583.00
ex = 2.45'
K = 183
L = 600.00
STA = 1274+00.00
EL = 612.79
ex = 2.33'
K = 193
L = 600.00
EXISTING GRADE AT MAINLANES P.G.L.
MATCH LINE STA 1270+00
MATCH LINE STA 1270+00
17'-7" MIN VERT CLEARANCE
REMOVE EXIST CULVERT 1-36" RCP STA 1276+75
PROP 1-4X3 SBC FL @ ℄ 615.10
+2.723%
-0.500%
-0.548%
+2.607%
1245+00
1250+00
1255+00
1260+00
1265+00
1270+00
1275+00
1280+00

NORTHBOUND RAMP BEFORE FOSTER'S CROSSING SUPERELEVATION TABLE							
Begin Transition		Full Superelevation		Full Superelevation		End Transition	
Cross Slope	Station	Cross Slope	Station	Cross Slope	Station	Cross Slope	Station
2.00%	17+25.97	2.00%	17+25.97	2.80%	17+90.97	2.80%	23+56.91

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.

SUPERELEVATION TABLE			
uperelevation		End Transition	
ope	Station	Cross Slope	Station
		2.00%	20+61.67

THE OUTSIDE AND "-" TO THE INSIDE.
MAINLANE OR FRONTAGE ROAD CROSS SLOPE.

THROCKMORTON ROAD RAMP CURVE DATA											
RAMP/CURVE NAME	PI STA	DELTA	DEGREE	TANGENT	RADIUS	LENGTH	CHORD	EXTERNAL	PC STA	PT STA	BEARING
THROCKMORTON RD ON-RAMP-S CURVE-1	21+89.76	2° 51' 15.25" LT	1° 58' 32.58"	72.25'	2,900.00'	144.47'	144.45'	0.90'	21+17.51	22+61.98	N 2° 24' 42.05"W
THROCKMORTON RD ON-RAMP-S CURVE-2	32+96.57	4° 00' 00.00" RT	1° 58' 32.58"	101.27'	2,900.00'	202.46'	202.42'	1.77'	31+95.30	33+97.76	N 1° 35' 17.95"E
THROCKMORTON RD 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 5° 35' 17.95"E
THROCKMORTON RD OFF-RAMP-N 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
THROCKMORTON RD ON-RAMP-N CURVE-1	13+07.04	4° 54' 39.57" LT	0° 57' 17.75"	257.30'	6,000.00'	514.28'	514.12'	5.51'	10+49.74	15+64.02	N 3° 19' 21.62"W
THROCKMORTON RD ON-RAMP-N CURVE-2	20+61.85	3° 45' 54.83" RT	0° 57' 17.75"	197.22'	6,000.00'	394.29'	394.22'	5.51'	18+64.63	22+58.92	N 0° 26' 33.20"E
THROCKMORTON RD OFF-RAMP-S CURVE-1	10+88.60	3° 30' 00.00" RT	1° 58' 32.58"	88.60'	2,900.00'	177.15'	177.12'	1.35'	10+00.00	11+77.15	N 5° 05' 17.95"E
THROCKMORTON RD OFF-RAMP-S CURVE-2	25+46.40	3° 30' 00.00" LT	1° 58' 32.58"	88.60'	2,900.00'	177.15'	177.12'	1.35'	24+57.80	26+34.95	N 1° 35' 17.95"E

TABLE	
End Transition	
ross Slope	Station
4.30%	28+40.25

"-" TO THE INSIDE.
NTAGE ROAD CROSS SLOPE.

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%	3181+40.00	4.30%	3182+00.00	4.30%	3184+75.00	2.00%	3185+35.00
2.00%	3186+50.00	-4.30%	3188+05.00	-4.30%	3190+20.00	2.00%	3191+75.00
2.00%	3193+45.00	-4.30%	3195+00.00	-4.30%	3197+10.00	2.00%	3198+65.00
2.00%	3199+85.00	4.30%	3200+45.00	4.30%	3203+20.00	2.00%	3203+80.00
2.00%	3216+45.00	4.30%	3217+05.00	4.30%	3219+80.00	2.00%	3220+40.00
2.00%	3221+60.00	-4.30%	3223+15.00	-4.30%	3225+25.00	2.00%	3226+80.00
2.00%	3228+50.00	-4.30%	3230+05.00	-4.30%	3232+15.00	2.00%	3233+70.00
2.00%	3234+90.00	4.30%	3235+50.00	4.30%	3238+25.00	2.00%	3238+85.00

SOUTHBOUND RAMP BEFORE THROCKMORTON SUPERELEVATION TABLE

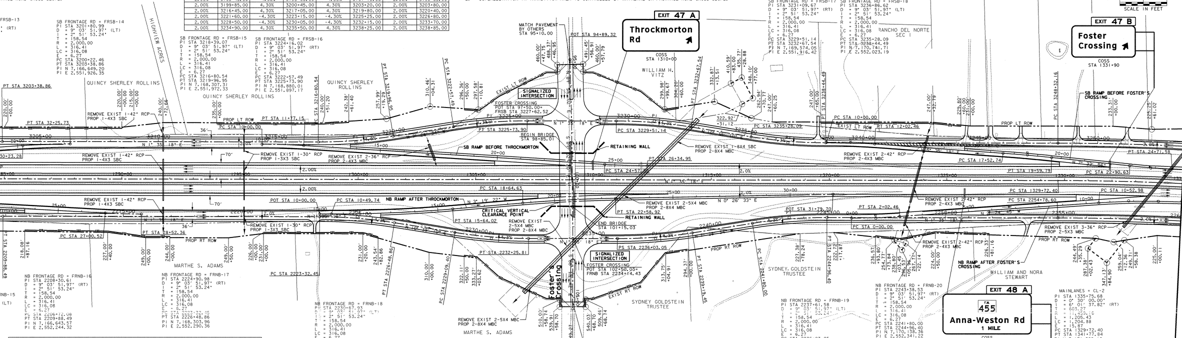
Begin Transition		Full Superelevation		Full Superelevation		End Transition	
Cross Slope	Station	Cross Slope	Station	Cross Slope	Station	Cross Slope	Station
4.30%	13+74.84	4.30%	13+74.89	2.00%	14+39.34	2.00%	19+88.98

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 FOSTER'S CROSSING SUPERELEVATION TABLE

Begin Transition		Full Superelevation		Full Superelevation		End Transition	
Cross Slope	Station	Cross Slope	Station	Cross Slope	Station	Cross Slope	Station
2.00%	15+88.60					2.00%	19+93.14

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.


0 100 200
SCALE IN FEET
SB FRONTAGE RD = FRSB-14
PI STA 3201+80.99
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 3200+22.46
PT STA 3203+38.86
PI N 7,166,649.20
PI E 2,551,926.35
SB FRONTAGE RD = FRSB-15
PI STA 3218+39.07
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 3216+80.54
PT STA 3219+96.95
PI N 7,168,307.31
PI E 2,551,972.33
SB FRONTAGE RD = FRSB-16
PI STA 3224+16.02
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 3222+57.49
PT STA 3225+73.90
PI N 7,168,880.01
PI E 2,551,897.17
SB FRONTAGE RD = FRSB-17
PI STA 3231+09.67
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 3229+51.14
PT STA 3232+67.54
PI N 7,169,574.05
PI E 2,551,916.42
SB FRONTAGE RD = FRSB-18
PI STA 3236+86.62
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 3235+28.09
PT STA 3238+44.49
PI N 7,170,141.71
PI E 2,552,023.19
HIGHVIEW ACRES
QUINCY SHERLEY ROLLINS
RANCHO DEL NORTE SEC I
WILLIAM H. VITZ
MARTHE S. ADAMS
SYDNEY GOLDSTEIN TRUSTEE
WILLIAM AND NORA STEWART
EXIT 47 A
Throckmorton Rd
EXIT 47 B
Foster Crossing
EXIT 48 A
455
Anna-Weston Rd
1 MILE
COSS STA 1310+00
COSS STA 1331+90
COSS STA 1325+75
MATCH PAVEMENT BY OTHERS STA 95+10.00
POT STA 94+89.32
MATCH PAVEMENT BY OTHERS STA 105+20.00
POT STA 105+49.27
SIGNALIZED INTERSECTION
FOSTER CROSSING POT STA 97+50.00= FRSB STA 3227+62.52
FOSTER CROSSING POT STA 102+50.03= FRNB STA 2234+14.43
BEGIN BRIDGE STA 98+85.01
END BRIDGE STA 101+15.03
RETAINING WALL
CRITICAL VERTICAL CLEARANCE POINT
SB RAMP BEFORE THROCKMORTON
NB RAMP AFTER THROCKMORTON
SB RAMP BEFORE FOSTER'S CROSSING
NB RAMP AFTER FOSTER'S CROSSING
Foster's Crossing
PROP LT ROW
PROP RT ROW
EXIST LT ROW
EXIST RT ROW
REMOVE EXIST 1-42" RCP PROP 1-4X3 SBC
REMOVE EXIST 1-30" RCP PROP 1-3X3 SBC
REMOVE EXIST 2-36" RCP PROP 2-4X3 MBC
REMOVE EXIST 1-8X4 SBC PROP 2-8X4 MBC
REMOVE EXIST 2-5X4 MBC PROP 2-8X4 MBC
REMOVE EXIST 2-42" RCP PROP 2-4X3 MBC
REMOVE EXIST 3-36" RCP PROP 2-5X3 MBC
NB FRONTAGE RD = FRNB-16
PI STA 2208+30.61
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 2206+72.08
PT STA 2209+88.49
PI N 7,166,643.57
PI E 2,552,244.32
NB FRONTAGE RD = FRNB-17
PI STA 2224+90.98
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 2223+32.45
PT STA 2226+48.86
PI N 7,168,303.96
PI E 2,552,290.36
NB FRONTAGE RD = FRNB-18
PI STA 2230+67.93
I = 2° 51′ 53.24"
T = 158.54
R = 2,000.00
L = 316.41
LC = 316.08
E = 6.27
PC STA 2229+09.40
PT STA 2232+25.81
PI N 7,168,871.62
PI E 2,552,397.13
NB FRONTAGE RD = FRNB-19
PI STA 2237+61.58
T = 158.54
R = 2,000.00
L = 316.41
LC = 316.08
E = 6.27
PC STA 2236+03.05
PT STA 2239+19.45
PI N 7,169,565.66
PI E 2,552,416.38
NB FRONTAGE RD = FRNB-20
PI STA 2243+38.53
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 2241+80.00
PT STA 2244+96.40
PI N 7,170,138.36
PI E 2,552,341.22
MAINLANES = CL-2
PI STA 1335+75.68
D = 0° 30′ 00.00"
I = 6° 01′ 37.82" (RT)
T = 603.27
R = 11,459.16
L = 1,205.43
LC = 1,204.88
E = 15.87
PC STA 1329+72.40
PT STA 1341+77.84
PI N 7,171,886.10
PI E 2,552,230.62

NORTHBOUND FRONTAGE ROAD 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%	2187+85.00	4.30%	2188+45.00	4.30%	2191+25.00	2.00%	2191+85.00
2.00%	2193+00.00	-4.30%	2194+55.00	-4.30%	2196+70.00	2.00%	2198+25.00
2.00%	2199+95.00	-4.30%	2201+50.00	-4.30%	2203+60.00	2.00%	2205+15.00
2.00%	2206+35.00	4.30%	2206+95.00	4.30%	2209+70.00	2.00%	2210+30.00
2.00%	2222+95.00	4.30%	2223+35.00	4.30%	2226+30.00	2.00%	2226+90.00
2.00%	2228+10.00	-4.30%	2229+65.00	-4.30%	2231+75.00	2.00%	2233+30.00
2.00%	2235+05.00	-4.30%	2236+60.00	-4.30%	2238+70.00	2.00%	2240+25.00
2.00%	2241+45.00	4.30%	2242+05.00	4.30%	2244+80.00	2.00%	2245+40.00

NORTHBOUND RAMP AFTER THROCKMORTON SUPERELEVATION TABLE

Begin Transition		Full Superelevation		Full Superelevation		End Transition	
Cross Slope	Station	Cross Slope	Station	Cross Slope	Station	Cross Slope	Station
2.00%	12+57.67					2.00%	19+29.44

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.

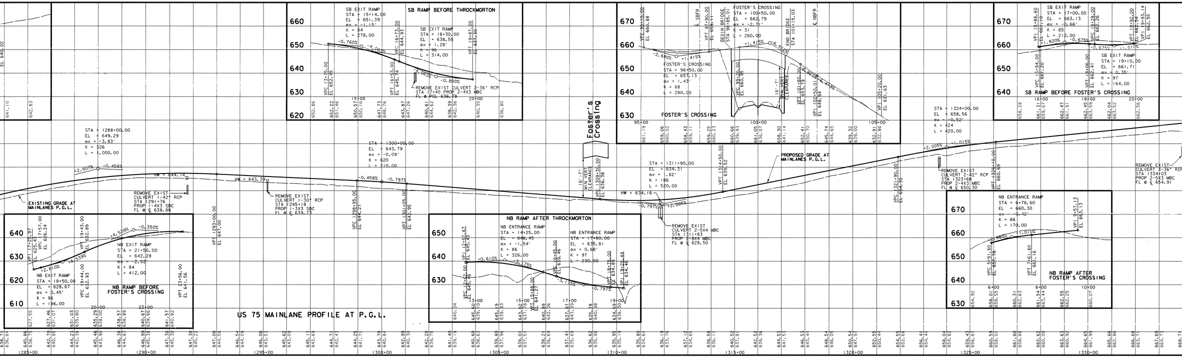
NORTHBOUND RAMP AFTER FOSTER'S CROSSING SUPERELEVATION TABLE

Begin Transition		Full Superelevation		Full Superelevation		End Transition	
Cross Slope	Station	Cross Slope	Station	Cross Slope	Station	Cross Slope	Station
2.00%	5+88.46					2.00%	9+57.31

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.

FOSTER'S CROSSING RAMP CURVE DATA

RAMP/CURVE NAME	PI STA	DELTA	DEGREE	TANGENT	RADIUS	LENGTH	CHORD
FOSTER'S CROSSING ON-RAMP-S CURVE-1	21+89.76	2° 51′ 15.25" LT	1° 58′ 32.58"	72.25′	2,900.00′	144.47′	144.45′
FOSTER'S CROSSING ON-RAMP-S CURVE-2	31+24.55	4° 00′ 00.00" RT	1° 58′ 32.58"	101.23′	2,900.00′	202.46′	202.42′
FOSTER'S CROSSING OFF-RAMP-N CURVE-1	10+75.94	3° 00′ 00.00" RT	1° 58′ 32.58"	75.94′	2,900.00′	151.84′	151.83′
FOSTER'S CROSSING OFF-RAMP-N CURVE-2	27+76.46	3° 00′ 00.00" LT	1° 58′ 32.58"	75.94′	2,900.00′	151.84′	151.83′
FOSTER'S CROSSING ON-RAMP-N CURVE-1	1+01.27	4° 00′ 00.00" LT	1° 58′ 32.58"	101.27′	2,900.00′	202.46′	202.42′
FOSTER'S CROSSING ON-RAMP-N CURVE-2	11+79.39	4° 59′ 31.68" RT	1° 58′ 32.58"	126.42′	2,900.00′	252.67′	252.59′
FOSTER'S CROSSING ON-RAMP-N CURVE-3	16+92.27	3° 53′ 24.66" RT	0° 30′ 11.86"	386.62′	11,384.13′	772.94′	772.79′
FOSTER'S CROSSING 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′
FOSTER'S CROSSING OFF-RAMP-S CURVE-2	18+56.28	1° 58′ 37.94" RT	0° 57′ 17.75"	103.54′	6,000.00′	207.05′	207.04′
FOSTER'S CROSSING OFF-RAMP-S CURVE-3	23+81.13	3° 34′ 30.19" LT	1° 58′ 32.58"	90.50′	2,900.00′	180.95′	180.92′


US 75 MAINLANE PROFILE AT P.G.L.
SB RAMP BEFORE THROCKMORTON
SB EXIT RAMP
STA = 15+14.00
EL = 651.39
ex = -1.15′
K = 84
L = 278.00
SB EXIT RAMP
STA = 18+30.00
EL = 638.55
ex = 1.28′
K = 96
L = 314.00
REMOVE EXIST CULVERT 2-36" RCP STA 17+40 PROP 2-4X3 MBC FL @ PGL 636.78
FOSTER'S CROSSING
STA = 100+50.00
EL = 662.79
ex = -2.71′
K = 31
L = 260.00
FOSTER'S CROSSING
STA = 96+50.00
EL = 657.13
ex = 1.43′
K = 68
L = 280.00
BEGIN BRIDGE STA 98+85.01
END BRIDGE STA 101+15.03
16′-7" MIN VERT CLEARANCE
SB RAMP BEFORE FOSTER'S CROSSING
SB EXIT RAMP
STA = 17+00.00
EL = 663.13
ex = -0.66′
K = 85
L = 212.00
SB EXIT RAMP
STA = 19+10.00
EL = 661.71
ex = 0.35′
K = 97
L = 164.00
STA = 1288+00.00
EL = 649.29
ex = -3.83′
K = 326
L = 1,000.00
STA = 1300+00.00
EL = 643.79
ex = -0.09′
K = 620
L = 210.00
STA = 1311+90.00
EL = 634.31
ex = .82′
K = 186
L = 520.00
STA = 1324+00.00
EL = 658.56
ex = -0.52′
K = 424
L = 420.00
EXISTING GRADE AT MAINLANES P.G.L.
PROPOSED GRADE AT MAINLANES P.G.L.
REMOVE EXIST CULVERT 1-42" RCP STA 1291+76 PROP 1-4X3 SBC FL @ PGL 638.86
REMOVE EXIST CULVERT 1-30" RCP STA 1295+18 PROP 1-3X3 SBC FL @ PGL 639.73
REMOVE EXIST CULVERT 2-5X4 MBC STA 1311+83 PROP 2-8X4 MBC FL @ PGL 628.50
REMOVE EXIST CULVERT 2-42" RCP STA 1323+68 PROP 2-4X3 MBC FL @ PGL 650.30
REMOVE EXIST CULVERT 3-36" RCP STA 1334+03 PROP 2-5X3 MBC FL @ PGL 654.91
NB RAMP BEFORE FOSTER'S CROSSING
NB EXIT RAMP
STA = 18+50.00
EL = 628.67
ex = 0.45′
K = 98
L = 186.00
NB EXIT RAMP
STA = 21+50.00
EL = 642.28
ex = -2.52′
K = 84
L = 412.00
NB RAMP AFTER THROCKMORTON
NB ENTRANCE RAMP
STA = 14+25.00
EL = 646.45
ex = -1.54′
K = 86
L = 326.00
NB ENTRANCE RAMP
STA = 17+60.00
EL = 635.81
ex = 0.68′
K = 97
L = 230.00
NB RAMP AFTER FOSTER'S CROSSING
NB ENTRANCE RAMP
STA = 6+76.60
EL = 660.30
K = 86
L = 170.00
1285+00
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1295+00
1300+00
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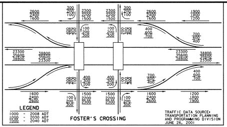
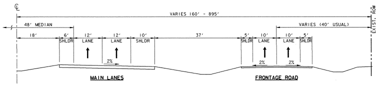
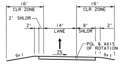
1315+00
1320+00
1325+00
1330+00


2600
2400
1600
300
200
100
2300
2200
1500
1900
1800
1200
23300
35600
38800
38800
35600
23300
400
600
700
100
200
300
1600
2400
2600
1500
2200
2300
1200
1800
1900
LEGEND
1000 - 2008 ADT
1000 - 2030 ADT
1000 - 2040 ADT
FOSTER'S CROSSING
TRAFFIC DATA SOURCE:
TRANSPORTATION PLANNING
AND PROGRAMMING DIVISION
JUNE 26, 2001

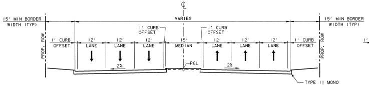
MATCH LINE STA 1335+00
SEE ROLL 3
CSJ : 0047-14-053


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

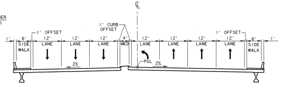
EXISTING US 75 TYPICAL HALF SECTION


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

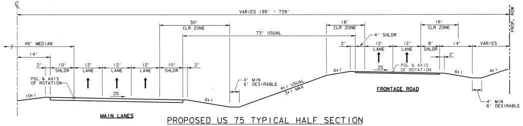
PROP RAMP TYPICAL SECTION


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

PROPOSED CROSS STREET TYPICAL SECTION
THROCKMORTON RD STA 94+60 - 97+49.95 & STA 102+49.96 - 106+00
FOSTER'S CROSSING STA 95+10 - 97+50 & STA 102+50.03 - 105+20

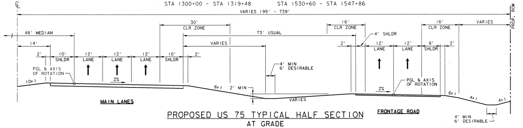

1' OFFSET
1' CURB OFFSET
1' OFFSET
1'
6'
12'
12'
12'
4'
12'
12'
12'
12'
6'
1'
SIDE WALK
LANE
LANE
LANE
MED
LANE
LANE
LANE
LANE
SIDE WALK
2%
PGL
2%

PROPOSED CROSS STREET BRIDGE TURN LANE TYPICAL SECTION
THROCKMORTON RD STA 97+49.95 - 102+49.96
FOSTER'S CROSSING STA 97+50 - 102+50.03

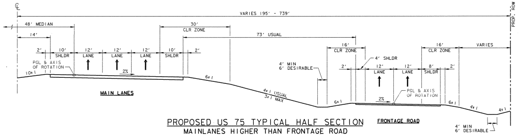

VARIES 195' - 739'
PROP. ROW
30'
CLR ZONE
73' USUAL
16'
CLR ZONE
16'
CLR ZONE
48' MEDIAN
4' SHLDR
14'
2'
12'
12'
8'
14'
VARIES
2'
10'
12'
12'
12'
10'
2'
SHLDR
LANE
LANE
LANE
SHLDR
LANE
LANE
SHLDR
PGL & AXIS OF ROTATION
2%
PGL & AXIS OF ROTATION
2%
10:1
6:1
4' MIN
6' DESIRABLE
4:1 USUAL
3:1 MAX
6:1
6:1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

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

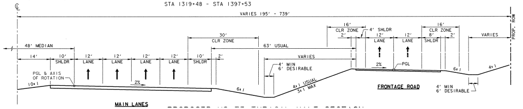

VARIES 195' - 739'
PROP. ROW
30'
CLR ZONE
73' USUAL
VARIES
16'
CLR ZONE
16'
CLR ZONE
VARIES
48' MEDIAN
14'
4' SHLDR
2'
10'
12'
12'
12'
10'
2'
SHLDR
LANE
LANE
LANE
SHLDR
12'
12'
8'
2'
LANE
LANE
SHLDR
PGL & AXIS OF ROTATION
2%
10:1
4' MIN
6' DESIRABLE
6:1
2' MIN
VARIES
PGL & AXIS OF ROTATION
2%
6:1
4:1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

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


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

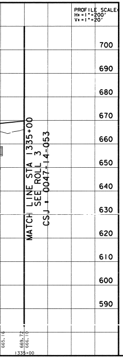

VARIES 195' - 739'
PROP. ROW
16'
CLR ZONE
4' SHLDR
16'
CLR ZONE
30'
CLR ZONE
63' USUAL
VARIES
48' MEDIAN
14'
10'
12'
12'
12'
12'
10'
2'
SHLDR
LANE
LANE
LANE
LANE
SHLDR
2'
12'
12'
8'
2'
LANE
LANE
SHLDR
4' MIN
6' DESIRABLE
PGL & AXIS OF ROTATION
2%
10:1
6:1
4:1 USUAL
3:1 MAX
2%
PGL
6:1
4:1
MAIN LANES
FRONTAGE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

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

NOTE:

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

XTERNAL	PC STA	PT STA	BEARING
0.90'	21+17.51	22+61.98	N 2° 24' 42.05"W
1.77'	30+23.28	32+25.73	N 1° 35' 17.95"E
0.99'	10+00.00	11+51.84	N 4° 35' 17.95"E
0.99'	27+00.52	28+52.36	N 1° 35' 17.95"E
1.77'	0+00.00	2+02.46	N 2° 24' 45.32"W
2.75'	10+52.98	13+05.65	N 2° 34' 46.36"E
6.56'	13+05.65	20+78.59	N 6° 28' 11.03"E
1.77'	10+00.00	12+02.46	N 5° 35' 17.95"E
0.89'	17+52.74	19+59.79	N 7° 33' 55.89"E
1.41'	22+90.63	24+71.58	N 3° 59' 25.70"E



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.

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 2 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
4-29-08