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

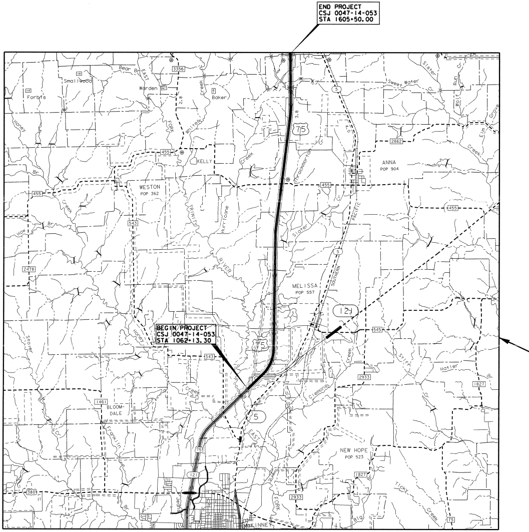
CSJ # 0047-14-053
STA 1062+13.30 TO STA 1605+50.00

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

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

STATE OF TEXAS
DAVID ALAN NUFER
68818
REGISTERED PROFESSIONAL ENGINEER
4-24-08

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SXTOPO1, 078901JATR1.DGN, 2-4,10,11,17-20,25,33
ROW, 078901TRWR1.DGN, 6,17,30,34,35,40-42,47,60,63
SXTOPO2, 078901JATR2.DGN, 1-6,8,63
ALIGN, 078901THAR1.DGN, 1,2,4,7,8,24,25,29-31,33,40-42
PVR1, 078901TPVR1.DGN, 1-61

BORDER, 078901BDR2.DGN, 1-5,21,63
PROF1, 078901PROF.DGN, 1-43,45-63
STRPGRADE, 078901PROF.DGN, 36,51,55
PROF4, 078901PROF.DGN, 1,4,17-19,34-36,51,55
PROF2, 078901PROF.DGN, 1-43,45-63

PRF ROTATION=0.000000
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Tue Aug 19 14:20:56 2008
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kquade
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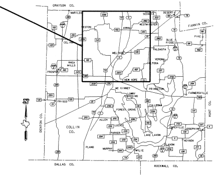
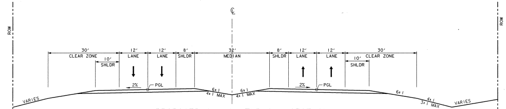
	MAIN ROAD
DESIGN SPEED FUNCTIONAL CLASS	70 MPH PRINCIPAL ARTERIAL
DESIGN SPEED FUNCTIONAL CLASS	50 MPH FRONTAGE ROAD
DESIGN SPEED FUNCTIONAL CLASS	30 MPH COLLECTOR ROAD
AVERAGE DAILY TRAFFIC PRESENT (2008) DESIGN (2030)	 51,100 78,300

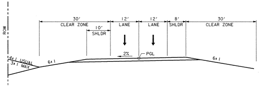
TRAFFIC DATA SOURCE:
TEXAS DEPARTMENT OF TRANSPORTATION,
TRANSPORTATION, PLANNING AND
PROGRAMMING DIVISION.


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


ROW
℄
30' CLEAR ZONE
10' SHLDR
12' LANE
12' LANE
8' SHLDR
32' MEDIAN
8' SHLDR
12' LANE
12' LANE
10' SHLDR
30' CLEAR ZONE
2%
PGL
6:1
4:1 MAX
VARIES
3:1 MAX
ROW

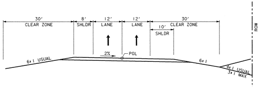
PROPOSED SH 121 TYPICAL SECTION

NB DIRECT CONN STA 4037+59.58 - STA 4052+20.00
SB DIRECT CONN STA 5040+11.00 - STA 5054+53.43


ROW
30' CLEAR ZONE
10' SHLDR
12' LANE
12' LANE
8' SHLDR
30' CLEAR ZONE
2%
PGL
4:1 USUAL
3:1 MAX
6:1
6:1

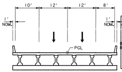
PROPOSED SH 121 SB DIRECT CONNECTOR TYPICAL SECTION

STA 5008+28.34 - STA 5027+86.84
STA 5033+34.00 - STA 5040+11.00


30' CLEAR ZONE
8' SHLDR
12' LANE
12' LANE
10' SHLDR
30' CLEAR ZONE
2%
PGL
6:1 USUAL
6:1
4:1 USUAL
3:1 MAX
ROW

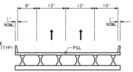
PROPOSED SH 121 NB DIRECT CONNECTOR TYPICAL SECTION

STA 4011+07.76 - STA 4025+86.98
STA 4028+84.53 - STA 4037+59.58


10'
12'
12'
8'
1' NOM.
1' NOM.
PGL
BRIDGE RAIL (TYP)

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.

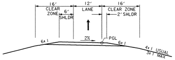

8'
12'
12'
10'
1' NOM.
1' NOM.
PGL
BRIDGE RAIL (TYP)

PROPOSED SH 121 SB DIRECT CONNECTOR BRIDGE TYPICAL SECTION

STA 5027+86.84 - STA 5033+34.06

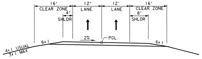
PROPOSED SH 121 NB DIRECT CONNECTOR BRIDGE TYPICAL SECTION

STA 4025+86.98 - STA 4028+84.53


16' CLEAR ZONE
6' SHLDR
12' LANE
16' CLEAR ZONE
2' SHLDR
2%
PGL
6:1
6:1
4:1 USUAL
3:1 MAX

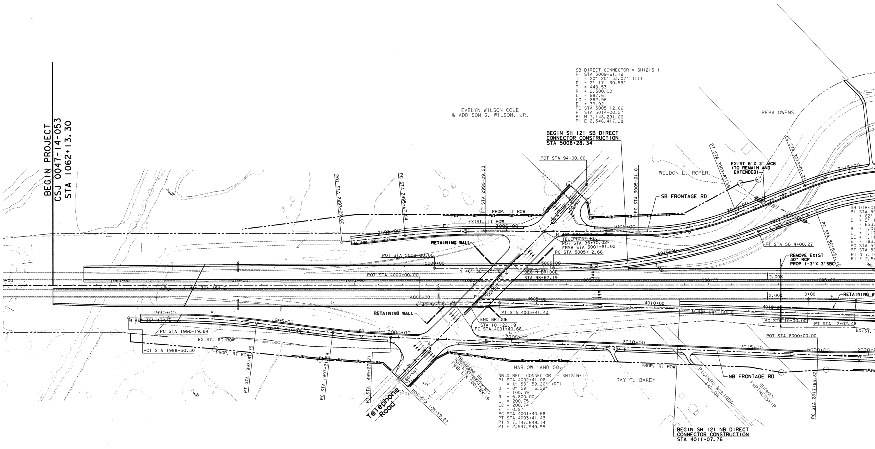
PROPOSED SB SH 121 TO NBFR TYPICAL SECTION

STA 1001+00 - STA 1008+08.36


16' CLEAR ZONE
4' SHLDR
12' LANE
12' LANE
16' CLEAR ZONE
8' SHLDR
2%
PGL
6:1
6:1
4:1 USUAL
3:1 MAX

PROPOSED EB CONNECTING ROAD TYPICAL SECTION

STA 6005+66.18 - STA 6035+24.89


BEGIN PROJECT
CSJ 0047-14-053
STA 1062+13.30
EVELYN WILSON COLE
& ADDISON G. WILSON, JR.
SB DIRECT CONNECTOR = SH121S-1
PI STA 5009+61.19
I = 20° 20' 33.07" (LT)
D = 2° 17' 30.59"
T = 448.53
R = 2,500.00
L = 887.61
LC = 882.96
E = 39.92
PC STA 5005+12.66
PT STA 5014+00.27
PI N 7,148,291.06
PI E 2,548,417.28
REBA OWENS
BEGIN SH 121 SB DIRECT
CONNECTOR CONSTRUCTION
STA 5008+28.34
POT STA 94+00.00
WELDON L. ROPER
EXIST 6'X 3' MCB
(TO REMAIN AND
EXTENDED)
SB FRONTAGE RD
PT STA 3009+87.58
PC STA 3013+01.21
PC STA 3005+61.01
PC STA 2995+67.54
PT STA 2993+00.00
PT STA 2999+09.23
PROP. LT ROW
EXIST. LT ROW
RETAINING WALL
N 46° 50' 20" E
TELEPHONE RD.
POT STA 96+70.02=
FRSB STA 3001+61.02
PC STA 5005+12.66
POT STA 5000+00.00
BEGIN BRIDGE
STA 98-62.19
PT STA 5014+00.27
PC STA 5016+61.10
REMOVE EXIST
30" RCP
PROP 1-3'X 3'SBC
POT STA 4000+00.00
N 46° 30' 15" E
2.00%
2.00%
RETAINING WALL
PT STA 4003+41.43
END BRIDGE
STA 101+22.19
PC STA 4001+40.68
PC STA 10+00.00
PT STA 12+02.46
POT STA 6000+00.00
1990+00
PC STA 1990+19.84
EXIST. RT ROW
POT STA 1988+50.30
PROP. RT ROW
PT STA 1993+97.79
PC STA 1997+21.94
PT STA 1999+67.27
Telephone Road
POT STA 105+59.27
TELEPHONE RD.
POT STA 103+17.81=
FRNB STA 2001+63.19
HARLOW LAND CO.
NB DIRECT CONNECTOR = SH121N-1
PI STA 4002+41.06
I = 1° 58' 59.26" (RT)
D = 0° 59' 16.29"
T = 100.39
R = 5,800.00
L = 200.75
LC = 200.74
E = 0.87
PC STA 4001+40.68
PT STA 4003+41.43
PI N 7,147,649.14
PI E 2,547,949.95
RAY T. BAKEY
PROP. RT ROW
RICHARD & LINDA TAYLOR
RUDMAN PARTNERSHIP
NB FRONTAGE RD
N 48° 54' 48" E
PC STA 2017+85.82
BEGIN SH 121 NB DIRECT
CONNECTOR CONSTRUCTION
STA 4011+07.76

DIRECT CONNECTOR US 75 TO NB SH 121 EB SUPERELEVATION TABLE							
Begin Transition		Full Superelevation		Full Superelevation		End Transition	
Cross Slope	Station	Cross Slope	Station	Cross Slope	Station	Cross Slope	Station
2.00%	4020+42.42	4.00%	4021+92.42	4.00%	4037+09.58	2.00%	4038+59.58

DIRECT CONNECTOR SH 121 WB TO US 75 SB SUPERELEVATION TABLE							
Begin Transition		Full Superelevation		Full Superelevation		End Transition	
Cross Slope	Station	Cross Slope	Station	Cross Slope	Station	Cross Slope	Station
2.00%	5008+28.34	3.80%	5008+78.34	3.80%	5013+75.27	2.00%	5014+25.27
2.00%	5015+41.10	-5.80%	5017+21.10	-5.80%	5027+75.83	2.00%	5029+55.83
2.00%	5043+53.55	2.80%	5045+03.55	2.80%	5054+53.43		

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.

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.

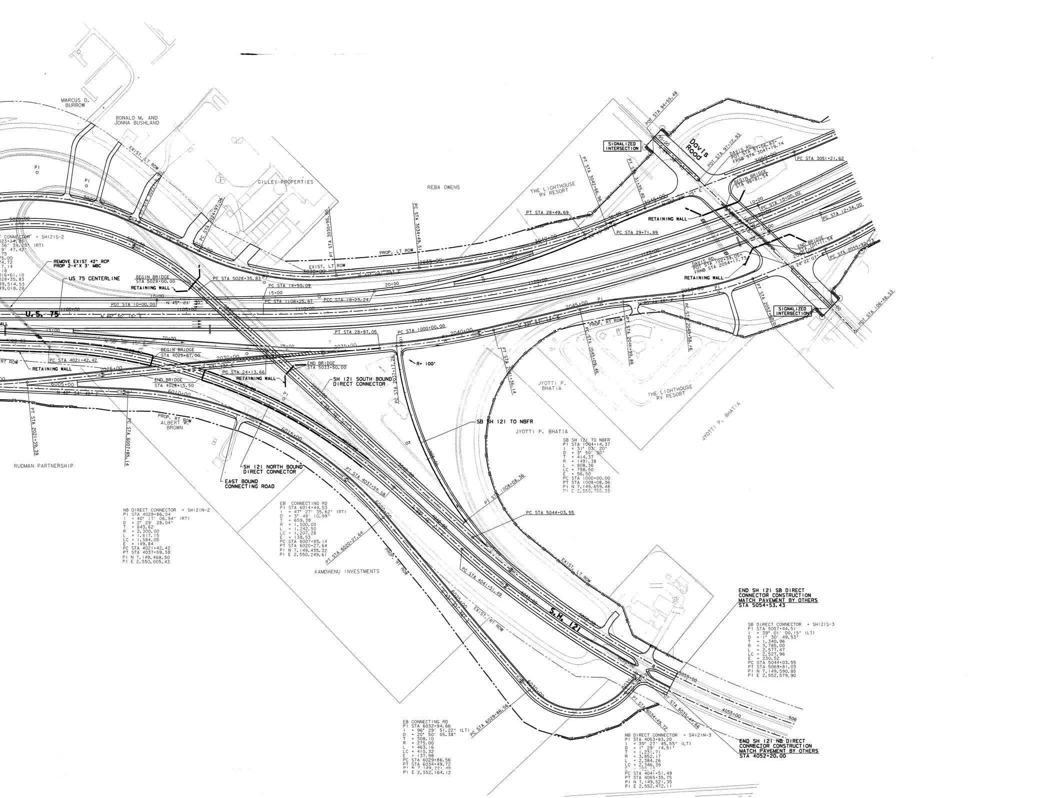
EASTBOUND CONNECTING ROAD SUPERELEVATION TABLE							
Begin Transition		Full Superelevation		Full Superelevation		End Transition	
Cross Slope	Station	Cross Slope	Station	Cross Slope	Station	Cross Slope	Station
2.00%	6007+35.00	5.00%	6008+10.00	5.00%	6020+00.00	2.00%	6020+75.00
2.00%	6029+20.00	-2.00%	6030+20.00	-2.00%	6034+40.00	-0.88%	6034+70.00

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

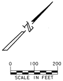
LEGEND	
PLAN	
— - — - —	CENTERLINE - ℄
— - - — - - —	EXIST. ROW
——- - ——- - ——	PROPOSED ROW
—III—III—	CONTROL OF ACCESS
▨	IMPACTED BUILDING
- - - - - - -	PROPOSED EASEMENT

NOTE

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

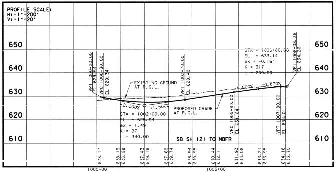


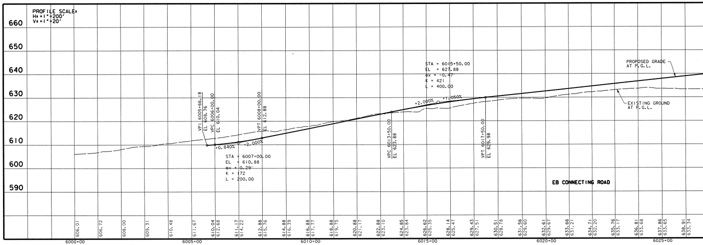
MARCUS D. BURROW
RONALD M. AND JONNA BUSHLAND
GILLEY PROPERTIES
REBA OWENS
THE LIGHTHOUSE RV RESORT
Davis Road
SIGNALIZED INTERSECTION
POT STA 94+55.48
POT STA 97+22.93
DAVIS RD. POT STA 97+56.83= FRSB STA 3047+19.74
PC STA 3051+21.62
BEGIN BRIDGE STA 98+81.54
PC STA 10+00.00
PC STA 12+34.00
END BRIDGE STA 101+11.54
PC STA 2055+92.73
DAVIS RD. POT STA 102+39.05= FRNB STA 2054+17.73
RETAINING WALL
PT STA 2052+60.0
POT STA 106+48.53
PT STA 3042+66.96
PT STA 31+35.40
PT STA 28+49.69
PC STA 29+71.89
PC STA 3034+49.51
PT STA 3030+95.90
PC STA 3024+97.06
PT STA 3022+
EXIST. LT ROW
PROP. LT ROW
CONNECTOR = SH121S-2
023+14.85
36' 39.25" (RT)
9' 47.42"
75
75.00
74.72
17.14
18
016+61.10
028+35.83
49,514.53
49,018.28
REMOVE EXIST 42" RCP
PROP 2-4'X 3' MBC
US 75 CENTERLINE
U.S. 75
BEGIN BRIDGE STA 5028+00.00
PT STA 5028+35.83
PC STA 14+50.09
POT STA 10+00.00
N 45° 21' 30" E
N 46° 30' 15" E
PC STA 1108+25.97
PCC STA 19+23.24
PT STA 28+97.05
PC STA 1000+00.00
R= 100'
BEGIN BRIDGE STA 4025+87.00
PC STA 4021+42.42
END BRIDGE STA 4028+15.50
PC STA 24+13.66
END BRIDGE STA 5033+50.00
SH 121 SOUTH BOUND DIRECT CONNECTOR
PC STA 2037+17.26
PT STA 2021+39.39
PC STA 6007+85.14
PROP. RT ROW
ALBERT W. BROWN
RUDMAN PARTNERSHIP
SH 121 NORTH BOUND DIRECT CONNECTOR
EAST BOUND CONNECTING ROAD
PROP. RT ROW
PT STA 2044+36.14
PC STA 2045+09.46
PT STA 2046+98.88
PC STA 2049+58.46
JYOTTI P. BHATIA
THE LIGHTHOUSE RV RESORT
SB SH 121 TO NBFR
PT STA 4037+59.58
PT STA 1008+08.36
PC STA 5044+03.55
PT STA 6020+27.64
KAMDHENU INVESTMENTS
PC STA 4041+51.49
EXIST. LT ROW
EXIST. RT ROW
S.H. 121
PC STA 6029+86.56
PT STA 6034+49.72
POT STA 6035+47.66
END SH 121 SB DIRECT CONNECTOR CONSTRUCTION MATCH PAVEMENT BY OTHERS STA 5054+53.43
END SH 121 NB DIRECT CONNECTOR CONSTRUCTION MATCH PAVEMENT BY OTHERS STA 4052+20.00
NB DIRECT CONNECTOR = SH121N-2
PI STA 4029+86.04
I = 40° 17' 06.94" (RT)
D = 2° 29' 28.04"
T = 843.62
R = 2,300.00
L = 1,617.15
LC = 1,584.05
E = 149.84
PC STA 4021+42.42
PT STA 4037+59.58
PI N 7,149,468.50
PI E 2,550,005.43
EB CONNECTING RD
PI STA 6014+44.53
I = 47° 27' 35.62" (RT)
D = 3° 49' 10.99"
T = 659.39
R = 1,500.00
L = 1,242.50
LC = 1,207.28
E = 138.53
PC STA 6007+85.14
PT STA 6020+27.64
PI N 7,149,435.32
PI E 2,550,249.61
SB SH 121 TO NBFR
PI STA 1004+14.37
I = 31° 03' 20"
D = 3° 50' 30"
T = 414.37
R = 1491.38
L = 808.36
LC = 798.50
E = 56.50
PC STA 1000+00.00
PT STA 1008+08.36
PI N 7,149,659.48
PI E 2,550,760.38
SB DIRECT CONNECTOR = SH121S-3
PI STA 5057+44.51
I = 39° 01' 00.15" (LT)
D = 1° 30' 49.53"
T = 1,340.96
R = 3,785.00
L = 2,577.47
LC = 2,527.96
E = 230.52
PC STA 5044+03.55
PT STA 5069+81.03
PI N 7,149,590.85
PI E 2,552,579.90
EB CONNECTING RD
PI STA 6032+94.66
I = 96° 29' 51.22" (LT)
D = 20° 50' 05.38"
T = 308.10
R = 275.00
L = 463.16
LC = 410.32
E = 137.98
PC STA 6029+86.56
PT STA 6034+49.72
PI N 7,149,221.48
PI E 2,552,164.12
NB DIRECT CONNECTOR = SH121N-3
PI STA 4053+83.20
I = 35° 27' 45.55" (LT)
D = 1° 29' 14.51"
T = 1,231.71
R = 3,852.17
L = 2,384.26
LC = 2,346.39
PC STA 4041+51.49
PT STA 4065+35.75
PI N 7,149,521.35
PI E 2,552,472.11

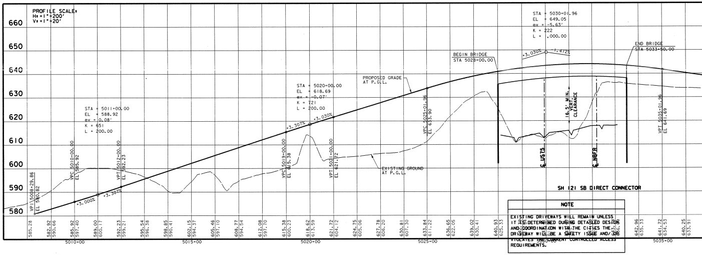

N
0
100
200
SCALE IN FEET

NOTE:

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

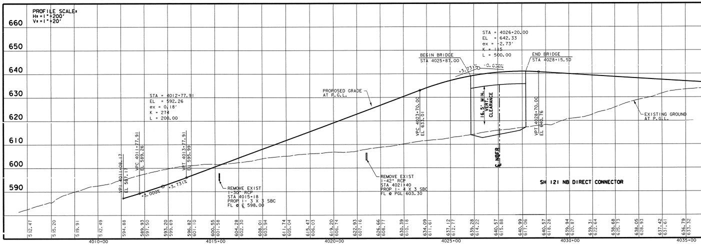

PROFILE SCALE:
H: 1"=200'
V: 1"=20'
650
640
630
620
610
VPI 1000+20.00
EL 629.54
VPC 1000+30.00
EL 629.34
-2.000%
+1.500%
STA = 1002+00.00
EL = 625.94
ex = 1.49'
K = 97
L = 340.00
EXISTING GROUND AT P.G.L.
VPT 1003+70.00
EL 628.49
PROPOSED GRADE AT P.G.L.
VPC 1005+83.00
EL 631.84
STA = 1006+83.00
EL = 633.14
ex = -0.16'
K = 317
L = 200.00
+1.500%
+0.870%
VPT 1007+83.00
EL 634.01
VPI 1008+08.36
EL 634.28
SB SH 121 TO NBFR
618.17
628.19
628.98
627.43
619.18
627.69
619.74
628.94
620.95
630.44
622.11
631.93
623.08
633.21
623.95
634.18
623.70
1000+00
1005+00

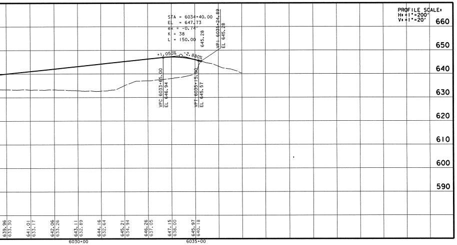

PROFILE SCALE:
H: 1"=200'
V: 1"=20'
660
650
640
630
620
610
600
590
VPI 6005+66.18
EL 609.76
VPC 6006+00.00
EL 610.04
VPT 6008+00.00
EL 612.88
-0.840%
+2.000%
STA = 6007+00.00
EL = 610.88
ex = 0.29'
K = 172
L = 200.00
VPC 6013+50.00
EL 623.88
STA = 6015+50.00
EL = 627.88
ex = -0.47'
K = 421
L = 400.00
+2.000%
+1.050%
VPT 6017+50.00
EL 629.98
PROPOSED GRADE AT P.G.L.
EXISTING GROUND AT P.G.L.
EB CONNECTING ROAD
606.01
606.72
608.00
609.31
610.48
611.67
610.04
612.68
611.17
614.22
612.88
615.76
614.88
616.39
616.88
617.77
618.88
619.75
620.88
621.17
622.88
623.10
624.85
623.84
626.62
625.35
628.14
625.47
629.43
627.51
630.51
628.18
631.56
629.60
632.61
629.67
633.66
631.21
634.71
632.20
635.76
633.17
636.81
633.68
637.86
633.65
638.91
633.34
6000+00
6005+00
6010+00
6015+00
6020+00
6025+00

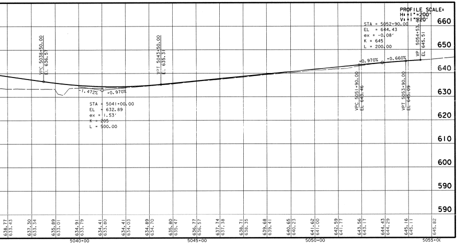

PROFILE SCALE:
H: 1"=200'
V: 1"=20'
660
650
640
630
620
610
600
590
580
VPI 5008+29.86
EL 580.82
VPC 5010+00.00
EL 585.92
VPT 5012+00.00
EL 592.23
STA = 5011+00.00
EL = 588.92
ex = 0.08'
K = 651
L = 200.00
+3.000%
+3.307%
STA = 5020+00.00
EL = 618.69
ex = -0.07'
K = 721
L = 200.00
+3.307%
+3.030%
VPC 5019+00.00
EL 615.38
VPT 5021+00.00
EL 621.72
PROPOSED GRADE AT P.G.L.
EXISTING GROUND AT P.G.L.
VPC 5025+01.96
EL 633.90
BEGIN BRIDGE
STA 5028+00.00
STA = 5030+01.96
EL = 649.05
ex = -5.63'
K = 222
L = 1,000.00
+3.030%
-1.472%
END BRIDGE
STA 5033+50.00
16.5' MIN. VERT. CLEARANCE
℄ US75
℄ NBFR
VPT 5035+01.96
EL 641.69
SH 121 SB DIRECT CONNECTOR
585.28
582.92
590.66
585.92
597.40
589.00
600.17
592.23
599.21
595.54
596.38
598.85
590.41
602.15
594.37
605.46
597.10
608.77
594.54
612.08
597.70
615.38
600.23
618.62
613.59
621.72
604.12
624.75
605.06
627.78
606.20
630.81
607.30
633.84
611.22
636.65
622.05
639.02
630.41
640.93
625.33
642.96
635.33
641.72
634.53
640.25
633.91
5010+00
5015+00
5020+00
5025+00
5030+00
5035+00

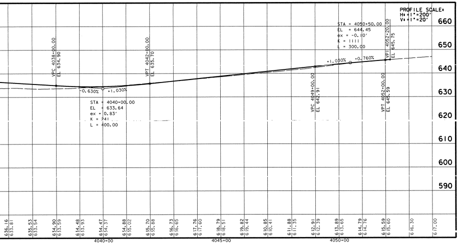
NOTE

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.


PROFILE SCALE:
H: 1"=200'
V: 1"=20'
660
650
640
630
620
610
600
590
VPI 4011+08.17
EL 587.17
VPC 4011+77.91
EL 589.26
VPT 4013+77.91
EL 592.99
STA = 4012+77.91
EL = 592.26
ex = 0.18'
K = 274
L = 200.00
+3.000%
+3.731%
REMOVE EXIST
1-30" RCP
STA 4015+18
PROP 1- 3 X 3 SBC
FL @ ℄ 598.00
REMOVE EXIST
1-42" RCP
STA 4021+40
PROP 1- 4 X 3 SBC
FL @ PGL 603.30
PROPOSED GRADE AT P.G.L.
VPC 4023+70.00
EL 633.01
BEGIN BRIDGE
STA 4025+87.00
STA = 4026+20.00
EL = 642.33
ex = -2.73'
K = 115
L = 500.00
+3.731%
END BRIDGE
STA 4028+15.50
16.5' MIN. VERT. CLEARANCE
℄ NBFR
VPT 4028+70.00
EL 640.76
EXISTING GROUND AT P.G.L.
SH 121 NB DIRECT CONNECTOR
594.88
589.93
597.50
593.20
599.69
596.82
601.10
600.55
601.58
604.28
602.30
608.01
603.94
611.74
605.04
615.47
606.03
619.20
606.74
622.93
607.16
626.66
608.77
630.39
610.18
634.09
611.22
637.12
612.77
639.28
614.22
640.57
615.88
640.99
617.06
640.57
618.28
639.94
620.87
639.31
622.64
638.68
625.73
638.05
628.93
637.42
631.61
636.79
633.32
4010+00
4015+00
4020+00
4025+00
4030+00
4035+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 5 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, P.E. 68818

DAVID ALAN NUFER
68818
4-24-08

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