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

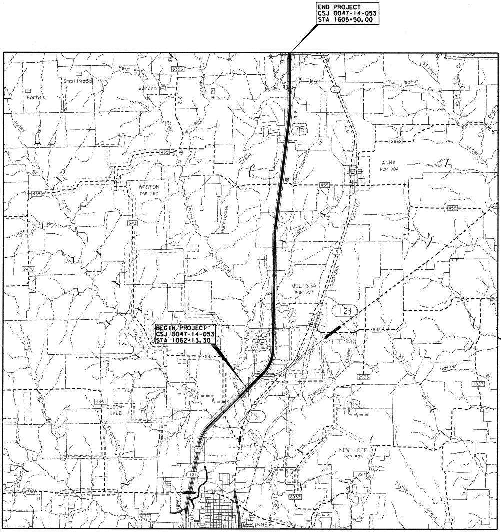
CSJ # 0047-14-053
STA 1062+13.30 TO STA 1605+50.00

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 6 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
3356
Bear Br
Smallwood
Forbis
Warden
EAST FORK
Whites Creek
Baker
Honey
Creek
75
5
Sweet Water
Sister Cr
Wolf Run Cr
Elm Grove Creek
2862
455
KELLY
ANNA
POP 904
WESTON
POP 362
Throckmorton Cr
TRINITY
Hurricane
RIVER
543
Sister Cr
PACIFIC
SOUTHERN
How Br
2478
MELISSA
POP 557
121
545
Stover
Honey Creek
Stiff
Hatler Br
2933
1827
Clemons
1461
BLOOM-DALE
Franklin
Cr
NEW HOPE
POP 523
380
Ticky Creek
Big Br
McKINNEY
FORK
EAST

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

Aug-21-08

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PROFNB1, 078901PROF.DGN, 4,17-19,34-36,51,55
PROFNB2, 078901PROF.DGN, 4,17-20,34-36,44,48,50,51,55,57,62
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Tue Aug 19 14:20:27 2008
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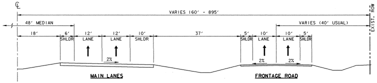
ktooley

PROFSB1, 078901PROF.DGN, 4,17-20,34-36,48,50,51,55,57,62
PROFSB2, 078901PROF.DGN, 4,17-20,34-36,48,50,51,55,57,62
STRIPGRADESB2, 078901PROF.DGN, 4,17-20,34-36,51,55
STRIPGRADENB2, 078901PROF.DGN, 36,51,55
BORDER, 078901BDR2.DGN, 1-5,21,23,63
```

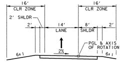
	MAIN ROAD
DESIGN SPEED FUNCTIONAL CLASS	70 MPH PRINCIPAL ARTERIAL
DESIGN SPEED FUNCTIONAL CLASS	50 MPH FRONTAGE ROAD
DESIGN SPEED FUNCTIONAL CLASS	30 MPH COLLECTOR ROAD
AVERAGE DAILY TRAFFIC PRESENT (2008) DESIGN (2030)	 51,100 78,300

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



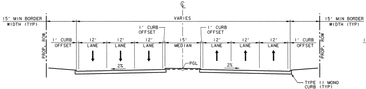
℄
VARIES 160' - 895'
EXIST. ROW
48' MEDIAN
18'
6' SHLDR
12' LANE
12' LANE
10' SHLDR
37'
VARIES (40' USUAL)
5' SHLDR
10' LANE
10' LANE
5' SHLDR
2%
MAIN LANES
FRONTAGE ROAD

EXISTING US 75 TYPICAL HALF SECTION



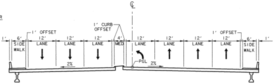
16' CLR ZONE
16' CLR ZONE
2' SHLDR
2'
14' LANE
8' SHLDR
2'
2%
PGL & AXIS OF ROTATION
6:1
6:1

PROP RAMP TYPICAL SECTION



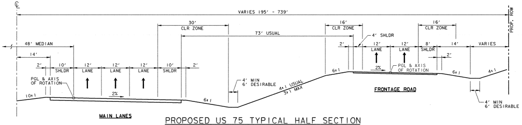
℄
15' MIN BORDER WIDTH (TYP)
VARIES
15' MIN BORDER WIDTH (TYP)
PROP. ROW
1' CURB OFFSET
12' LANE
12' LANE
12' LANE
1' CURB OFFSET
15' MEDIAN
1' CURB OFFSET
12' LANE
12' LANE
12' LANE
1' CURB OFFSET
PROP. ROW
2%
PGL
2%
TYPE II MONO CURB (TYP)

PROPOSED CROSS STREET TYPICAL SECTION



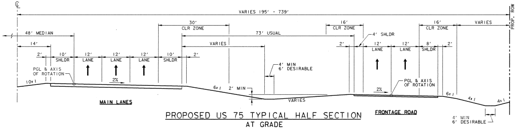
℄
1'
6' SIDE WALK
1' OFFSET
12' LANE
12' LANE
1' CURB OFFSET
12' LANE
4' MED
12' LANE
12' LANE
12' LANE
1' OFFSET
12' LANE
6' SIDE WALK
1'
2%
PGL
2%

PROPOSED CROSS STREET BRIDGE TURN LANE TYPICAL SECTION



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

PROPOSED US 75 TYPICAL HALF SECTION
FRONTAGE ROAD HIGHER THAN MAINLANES

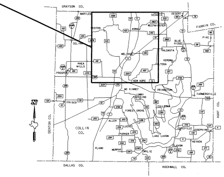


℄
VARIES 195' - 739'
PROP. ROW
30' CLR ZONE
73' USUAL
16' CLR ZONE
16' CLR ZONE
VARIES
48' MEDIAN
VARIES
14'
2'
10' SHLDR
12' LANE
12' LANE
12' LANE
10' SHLDR
2'
4' SHLDR
2'
12' LANE
12' LANE
8' SHLDR
2'
PGL & AXIS OF ROTATION
10:1
2%
4' MIN 6' DESIRABLE
6:1
2' MIN
VARIES
PGL & AXIS OF ROTATION
2%
6:1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

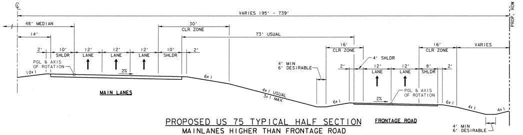
PROPOSED US 75 TYPICAL HALF SECTION
AT GRADE

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.

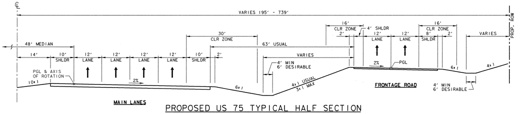


GRAYSON CO.
FANNIN CO.
HUNT CO.
DENTON CO.
COLLIN CO.
DALLAS CO.
ROCKWALL CO.
N
CELINA
PROSPER
FRISCO
ANNA
MELISSA
MC KINNEY
ALLEN
PLANO
WYLIE
PRINCETON
FARMERSVILLE
BLUE RIDGE
LAKE LAVON



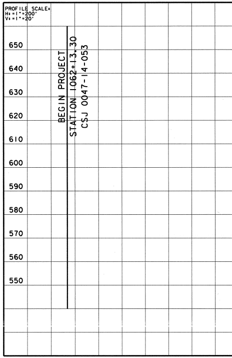
℄
VARIES 195' - 739'
PROP. ROW
48' MEDIAN
30' CLR ZONE
14'
73' USUAL
16' CLR ZONE
16' CLR ZONE
VARIES
2'
10' SHLDR
12' LANE
12' LANE
12' LANE
10' SHLDR
2'
4' SHLDR
2'
12' LANE
12' LANE
8' SHLDR
2'
PGL & AXIS OF ROTATION
10:1
2%
6:1
4' MIN 6' DESIRABLE
4:1 USUAL 3:1 MAX
6:1
2%
PGL & AXIS OF ROTATION
6:1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

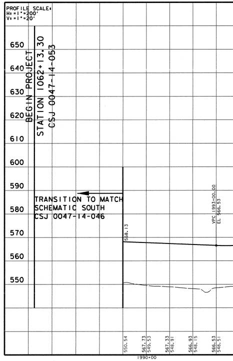
PROPOSED US 75 TYPICAL HALF SECTION
MAINLANES HIGHER THAN FRONTAGE ROAD

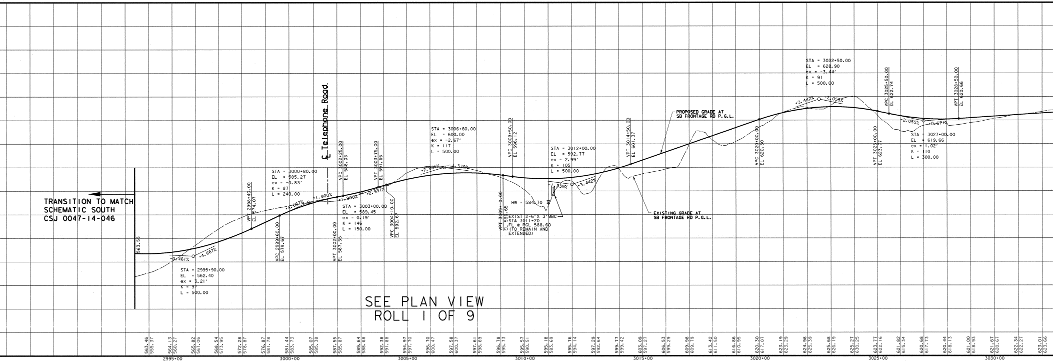


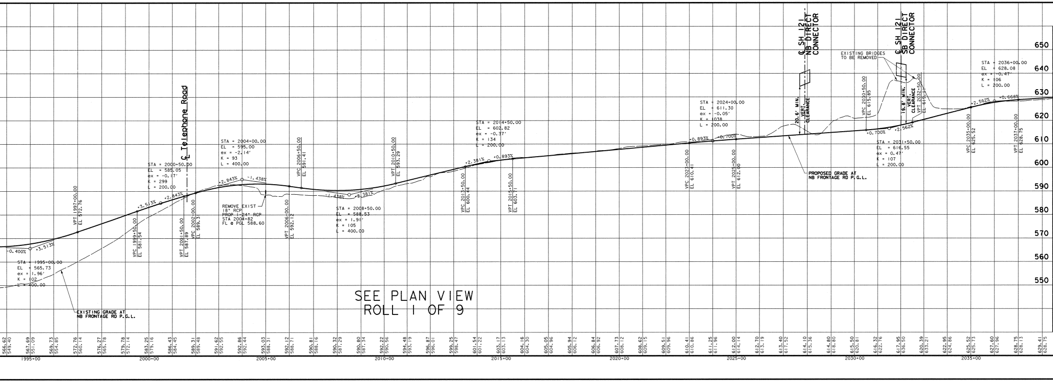
℄
VARIES 195' - 739'
PROP. ROW
16' CLR ZONE
16' CLR ZONE
30' CLR ZONE
4' SHLDR
2'
12' LANE
12' LANE
8' SHLDR
2'
VARIES
48' MEDIAN
63' USUAL
VARIES
14'
10' SHLDR
12' LANE
12' LANE
12' LANE
12' LANE
10' SHLDR
2'
4' MIN 6' DESIRABLE
PGL & AXIS OF ROTATION
10:1
2%
6:1
4:1 USUAL 3:1 MAX
2%
PGL
6:1
4:1
FRONTAGE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

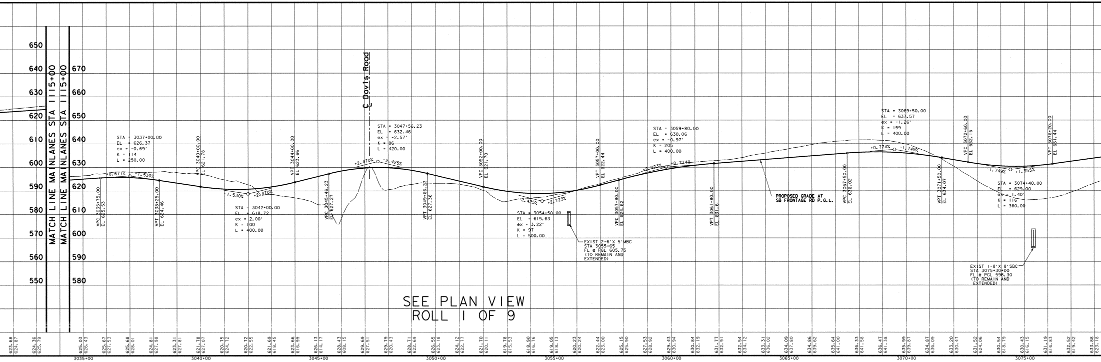
PROPOSED US 75 TYPICAL HALF SECTION
WITH AUXILIARY LANE



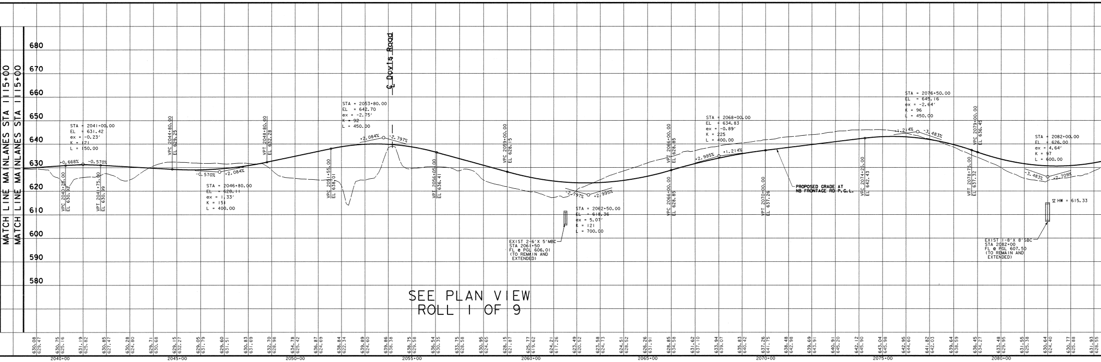



TRANSITION TO MATCH SCHEMATIC SOUTH CSJ 0047-14-046
563.55
STA = 2995+90.00 EL = 562.40 ex = 3.21' K = 97 L = 500.00
-0.461%
+4.667%
VPT 2998+40.00 EL 574.07
VPC 2999+60.00 EL 579.67
STA = 3000+80.00 EL = 585.27 ex = -0.83' K = 87 L = 240.00
+1.900%
℄ Telephone Road
VPT 3002+00.00 EL 587.55
VPC 3002+25.00 EL 588.03
STA = 3003+00.00 EL = 589.45 ex = 0.19' K = 146 L = 150.00
VPT 3003+75.00 EL 591.65
+2.931%
VPC 3004+10.00 EL 592.67
STA = 3006+60.00 EL = 600.00 ex = -2.67' K = 117 L = 500.00
-1.339%
VPT 3009+10.00 EL 596.65
VPC 3009+50.00 EL 596.12
HW = 584.70
EXIST 2-6'X 3' MBC STA 3011+20 FL @ PGL 588.60 (TO REMAIN AND EXTENDED)
STA = 3012+00.00 EL = 592.77 ex = 2.99' K = 105 L = 500.00
+3.442%
VPT 3014+50.00 EL 601.37
PROPOSED GRADE AT SB FRONTAGE RD P.G.L.
EXISTING GRADE AT SB FRONTAGE RD P.G.L.
VPC 3020+00.00 EL 620.30
STA = 3022+50.00 EL = 628.90 ex = -3.44' K = 91 L = 500.00
-2.055%
VPT 3025+00.00 EL 623.77
VPC 3025+50.00 EL 622.74
STA = 3027+00.00 EL = 619.66 ex = 1.02' K = 110 L = 300.00
+0.671%
VPT 3028+50.00 EL 620.66
SEE PLAN VIEW ROLL 1 OF 9
2995+00
3000+00
3005+00
3010+00
3015+00
3020+00
3025+00
3030+00

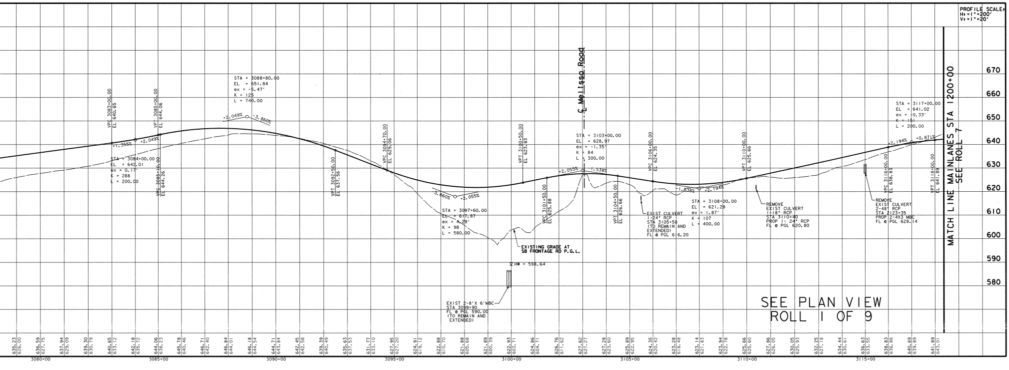

650
640
630
620
610
600
590
580
570
560
550
-0.400%
+3.513%
STA = 1995+00.00 EL = 565.73 ex = 1.96' K = 102 L = 400.00
EXISTING GRADE AT NB FRONTAGE RD P.G.L.
VPT 1997+00.00 EL 572.76
VPC 1999+50.00 EL 581.54
STA = 2000+50.00 EL = 585.05 ex = -0.17' K = 299 L = 200.00
+2.843%
VPT 2001+50.00 EL 587.89
VPC 2002+00.00 EL 589.31
℄ Telephone Road
STA = 2004+00.00 EL = 595.00 ex = -2.14' K = 93 L = 400.00
-1.438%
REMOVE EXIST 18" RCP PROP 1-24" RCP STA 2004+82 FL @ PGL 588.60
VPT 2006+00.00 EL 592.12
VPC 2006+50.00 EL 591.41
STA = 2008+50.00 EL = 588.53 ex = 1.91' K = 105 L = 400.00
+2.381%
VPT 2010+50.00 EL 593.29
VPC 2013+50.00 EL 600.44
STA = 2014+50.00 EL = 602.82 ex = -0.37' K = 134 L = 200.00
+0.893%
VPT 2015+50.00 EL 603.71
VPC 2023+00.00 EL 610.41
STA = 2024+00.00 EL = 611.30 ex = -0.05' K = 1038 L = 200.00
+0.700%
VPT 2025+00.00 EL 612.00
℄ SH 121 NB DIRECT CONNECTOR
20.6' MIN. VERT. CLEARANCE
PROPOSED GRADE AT NB FRONTAGE RD P.G.L.
EXISTING BRIDGES TO BE REMOVED
VPC 2030+50.00 EL 615.85
STA = 2031+50.00 EL = 616.55 ex = 0.47' K = 107 L = 200.00
+2.562%
℄ SH 121 SB DIRECT CONNECTOR
19.8' MIN. VERT. CLEARANCE
VPT 2032+50.00 EL 618.41
VPC 2035+00.00 EL 625.52
STA = 2036+00.00 EL = 628.08 ex = -0.47' K = 106 L = 200.00
+0.666%
VPT 2037+00.00 EL 628.75
SEE PLAN VIEW ROLL 1 OF 9
1995+00
2000+00
2005+00
2010+00
2015+00
2020+00
2025+00
2030+00
2035+00

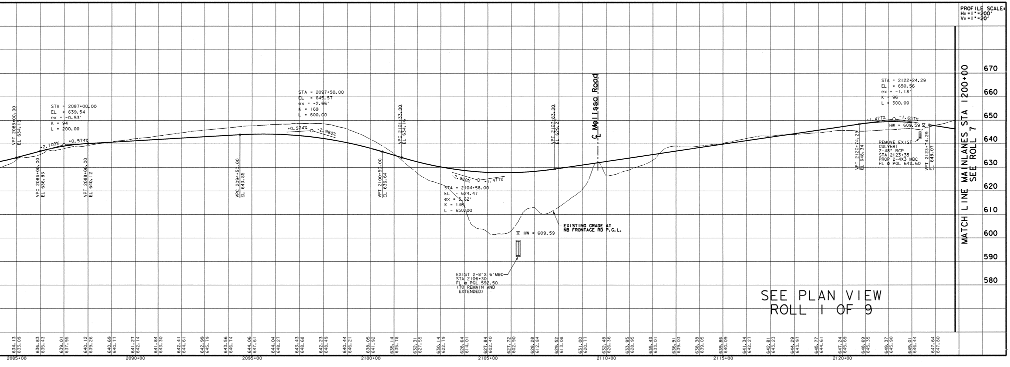

MATCH LINE MAINLANES STA 1115+00
MATCH LINE MAINLANES STA 1115+00
650
640
630
620
610
600
590
580
570
560
550
670
660
650
640
630
620
610
600
590
580
℄ Davis Road
STA = 3037+00.00
EL = 626.37
ex = -0.69′
K = 114
L = 250.00
+0.671%
-1.530%
VPC 3035+75.00
EL 625.53
VPT 3038+25.00
EL 624.46
VPC 3040+00.00
EL 621.78
-1.530%
+2.470%
STA = 3042+00.00
EL = 618.72
ex = 2.00′
K = 100
L = 400.00
VPT 3044+00.00
EL 623.66
VPC 3045+46.23
EL 627.27
STA = 3047+56.23
EL = 632.46
ex = -2.57′
K = 86
L = 420.00
+2.470%
-2.425%
VPT 3049+66.23
EL 627.36
VPC 3052+00.00
EL 621.70
-2.425%
+2.723%
STA = 3054+50.00
EL = 615.63
ex = 3.22′
K = 97
L = 500.00
EXIST 2-6′X 5′MBC
STA 3055+65
FL @ PGL 605.75
(TO REMAIN AND
EXTENDED)
VPT 3057+00.00
EL 622.44
VPC 3057+80.00
EL 624.62
STA = 3059+80.00
EL = 630.06
ex = -0.97′
K = 205
L = 400.00
+2.723%
+0.774%
VPT 3061+80.00
EL 631.61
PROPOSED GRADE AT
SB FRONTAGE RD P.G.L.
VPC 3067+50.00
EL 636.02
STA = 3069+50.00
EL = 637.57
ex = -1.26′
K = 159
L = 400.00
+0.774%
-1.749%
VPT 3071+50.00
EL 634.07
VPC 3072+60.00
EL 632.15
-1.749%
+1.355%
STA = 3074+40.00
EL = 629.00
ex = 1.40′
K = 116
L = 360.00
VPT 3076+20.00
EL 631.44
EXIST 1-8′X 8′SBC
STA 3075+30+00
FL @ PGL 596.30
(TO REMAIN AND
EXTENDED)
SEE PLAN VIEW
ROLL 1 OF 9
3035+00
3040+00
3045+00
3050+00
3055+00
3060+00
3065+00
3070+00
3075+00

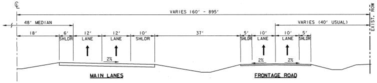
PROPOSED SOUTHBOUND FRONTAGE ROAD PGL


MATCH LINE MAINLANES STA 1115+00
MATCH LINE MAINLANES STA 1115+00
680
670
660
650
640
630
620
610
600
590
580
STA = 2041+00.00
EL = 631.42
ex = -0.23′
K = 121
L = 150.00
+0.668%
-0.570%
VPC 2040+25.00
EL 630.92
VPT 2041+75.00
EL 630.99
VPC 2044+80.00
EL 629.25
-0.570%
+2.084%
STA = 2046+80.00
EL = 628.11
ex = 1.33′
K = 151
L = 400.00
VPT 2048+80.00
EL 632.28
VPC 2051+55.00
EL 638.01
STA = 2053+80.00
EL = 642.70
ex = -2.75′
K = 92
L = 450.00
+2.084%
-2.797%
℄ Davis Road
VPT 2056+05.00
EL 636.41
VPC 2059+00.00
EL 628.15
-2.797%
+2.995%
STA = 2062+50.00
EL = 618.36
ex = 5.07′
K = 121
L = 700.00
EXIST 2-6′X 5′MBC
STA 2061+50
FL @ PGL 606.01
(TO REMAIN AND
EXTENDED)
VPT 2066+00.00
EL 628.85
VPC 2066+00.00
EL 628.85
STA = 2068+00.00
EL = 634.83
ex = -0.89′
K = 225
L = 400.00
+2.995%
+1.214%
VPT 2070+00.00
EL 637.26
PROPOSED GRADE AT
NB FRONTAGE RD P.G.L.
VPC 2074+25.00
EL 642.43
STA = 2076+50.00
EL = 645.16
ex = -2.64′
K = 96
L = 450.00
+1.214%
-3.483%
VPT 2078+75.00
EL 637.32
VPC 2079+00.00
EL 636.45
STA = 2082+00.00
EL = 626.00
ex = 4.64′
K = 97
L = 600.00
-3.483%
+2.709%
∇ HW = 615.33
EXIST 1-8′X 8′SBC
STA 2082+00
FL @ PGL 607.50
(TO REMAIN AND
EXTENDED)
SEE PLAN VIEW
ROLL 1 OF 9
2040+00
2045+00
2050+00
2055+00
2060+00
2065+00
2070+00
2075+00
2080+00

PROPOSED NORTHBOUND FRONTAGE ROAD PGL

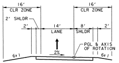

PROFILE SCALE:
H: 1"=200'
V: 1"=20'
STA = 3088+80.00
EL = 651.84
ex = -5.47'
K = 125
L = 740.00
+2.049%
-3.860%
VPC 3083+00.00
EL 640.65
VPT 3085+00.00
EL 644.06
+1.355%
+2.049%
STA = 3084+00.00
EL = 642.01
ex = 0.17'
K = 288
L = 200.00
VPC 3086+10.00
EL 644.26
VPT 3092+50.00
EL 637.56
VPC 3094+70.00
EL 629.06
-3.860%
+2.055%
STA = 3097+60.00
EL = 617.87
ex = 4.29'
K = 98
L = 580.00
VPT 3100+50.00
EL 623.83
VPC 3101+50.00
EL 625.88
EXISTING GRADE AT
SB FRONTAGE RD P.G.L.
HW = 598.64
EXIST 2-8'X 6'MBC
STA 3099+90
FL @ PGL 590.00
(TO REMAIN AND
EXTENDED)
℄ Melissa Road
STA = 3103+00.00
EL = 628.97
ex = -1.35'
K = 84
L = 300.00
+2.055%
-1.538%
VPT 3104+50.00
EL 626.66
VPC 3106+00.00
EL 624.35
EXIST CULVERT
1-24" RCP
STA 3105+50
(TO REMAIN AND
EXTENDED)
FL @ PGL 616.20
-1.538%
+2.194%
STA = 3108+00.00
EL = 621.28
ex = 1.87'
K = 107
L = 400.00
VPT 3110+00.00
EL 625.66
REMOVE
EXIST CULVERT
1-18" RCP
STA 3110+40
PROP 1- 24" RCP
FL @ PGL 620.80
STA = 3117+00.00
EL = 641.02
ex = -0.33'
K = 151
L = 200.00
+2.194%
+0.871%
VPC 3116+00.00
EL 638.83
VPT 3118+00.00
EL 641.89
REMOVE
EXIST CULVERT
2-48" RCP
STA 2123+35
PROP 2-4X3 MBC
FL @ PGL 628.14
MATCH LINE MAINLANES STA 1200+00
SEE ROLL 7
670
660
650
640
630
620
610
600
590
580
SEE PLAN VIEW
ROLL 1 OF 9
635.23 626.00
636.59 627.75
637.94 629.09
639.30 630.79
640.65 633.12
642.18 635.72
644.06 638.23
645.78 640.46
646.71 642.40
646.84 644.01
646.18 644.54
644.71 643.84
642.45 642.58
639.39 640.49
635.63 637.53
631.77 633.10
627.95 627.20
624.91 619.12
622.88 610.70
621.88 605.68
621.89 600.39
622.93 603.71
624.86 604.71
626.76 611.62
627.62 627.27
627.28 623.60
625.89 622.95
624.35 620.42
623.28 618.48
623.14 621.83
623.94 622.78
625.66 625.60
627.86 626.05
630.05 625.93
632.25 627.18
634.44 630.61
636.63 633.55
638.83 636.86
640.69 639.89
641.89 643.01
3080+00
3085+00
3090+00
3095+00
3100+00
3105+00
3110+00
3115+00


PROFILE SCALE:
H: 1"=200'
V: 1"=20'
VPT 2085+00.00
EL 634.13
STA = 2087+00.00
EL = 639.54
ex = -0.53'
K = 94
L = 200.00
+2.709%
+0.574%
VPC 2086+00.00
EL 636.83
VPT 2088+00.00
EL 640.12
STA = 2097+50.00
EL = 645.57
ex = -2.66'
K = 169
L = 600.00
+0.574%
-2.980%
VPC 2094+50.00
EL 643.85
VPT 2100+50.00
EL 636.64
VPC 2101+33.00
EL 634.16
-2.980%
+1.477%
STA = 2104+58.00
EL = 624.47
ex = 3.62'
K = 146
L = 650.00
VPT 2107+83.00
EL 629.27
HW = 609.59
EXISTING GRADE AT
NB FRONTAGE RD P.G.L.
EXIST 2-8'X 6'MBC
STA 2106+30
FL @ PGL 592.50
(TO REMAIN AND
EXTENDED)
℄ Melissa Road
STA = 2122+24.29
EL = 650.56
ex = -1.18'
K = 96
L = 300.00
+1.477%
-1.657%
HW = 609.59
REMOVE EXIST
CULVERT
2-48" RCP
STA 2123+35
PROP 2-4X3 MBC
FL @ PGL 642.60
VPT 2120+74.29
EL 648.34
VPT 2123+74.29
EL 648.07
MATCH LINE MAINLANES STA 1200+00
SEE ROLL 7
670
660
650
640
630
620
610
600
590
580
SEE PLAN VIEW
ROLL 1 OF 9
634.13 633.09
636.83 635.43
639.01 637.95
640.12 639.26
640.69 640.77
641.27 642.14
641.84 643.30
642.41 644.61
642.99 645.79
643.56 646.74
644.06 647.61
644.04 648.27
643.43 648.68
642.23 648.49
640.44 646.21
638.05 641.92
635.14 635.78
632.31 621.55
630.14 622.79
628.64 614.01
627.84 602.40
627.72 602.90
628.28 612.84
629.52 613.08
631.00 620.77
632.48 626.36
633.95 628.95
635.43 633.01
636.91 639.03
638.38 639.05
639.86 640.09
641.34 642.27
642.81 643.23
644.29 643.97
645.77 644.61
647.24 645.69
648.69 645.35
649.37 645.90
649.01 646.44
647.64 647.80
2085+00
2090+00
2095+00
2100+00
2105+00
2110+00
2115+00
2120+00



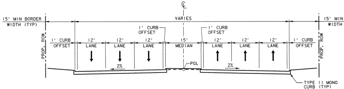
℄
VARIES 160' - 895'
48' MEDIAN
VARIES (40' USUAL)
EXIST. ROW
18'
6' SHLDR
12' LANE
12' LANE
10' SHLDR
37'
5' SHLDR
10' LANE
10' LANE
5' SHLDR
2%
2%
2%
MAIN LANES
FRONTAGE ROAD

EXISTING US 75 TYPICAL HALF SECTION



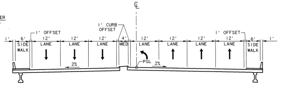
16' CLR ZONE
16' CLR ZONE
2' SHLDR
2'
14' LANE
8' SHLDR
2'
2%
PGL & AXIS OF ROTATION
6:1
6:1

PROP RAMP TYPICAL SECTION



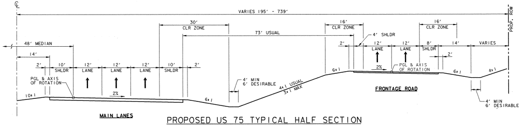
℄
15' MIN BORDER WIDTH (TYP)
VARIES
15' MIN BORDER WIDTH (TYP)
PROP. ROW
1' CURB OFFSET
1' CURB OFFSET
1' CURB OFFSET
12' LANE
12' LANE
12' LANE
15' MEDIAN
1' CURB OFFSET
12' LANE
12' LANE
12' LANE
1' CURB OFFSET
PROP. ROW
2%
PGL
2%
TYPE II MONO CURB (TYP)

PROPOSED CROSS STREET TYPICAL SECTION



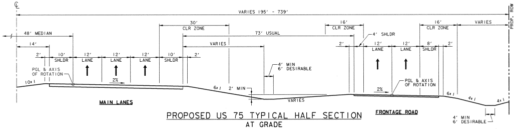
℄
1'
6' SIDE WALK
1' OFFSET
12' LANE
12' LANE
12' LANE
1' CURB OFFSET
4' MED
12' LANE
12' LANE
12' LANE
1' OFFSET
12' LANE
6' SIDE WALK
1'
2%
PGL
2%

PROPOSED CROSS STREET BRIDGE TURN LANE TYPICAL SECTION



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

PROPOSED US 75 TYPICAL HALF SECTION
FRONTAGE ROAD HIGHER THAN MAINLANES

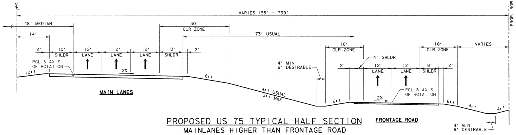


℄
VARIES 195' - 739'
PROP. ROW
30' CLR ZONE
73' USUAL
16' CLR ZONE
16' CLR ZONE
VARIES
48' MEDIAN
14'
VARIES
2'
10' SHLDR
12' LANE
12' LANE
12' LANE
10' SHLDR
2'
2'
4' SHLDR
12' LANE
12' LANE
8' SHLDR
2'
PGL & AXIS OF ROTATION
10:1
2%
4' MIN 6' DESIRABLE
6:1
2' MIN
VARIES
2%
PGL & AXIS OF ROTATION
6:1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

PROPOSED US 75 TYPICAL HALF SECTION
AT GRADE

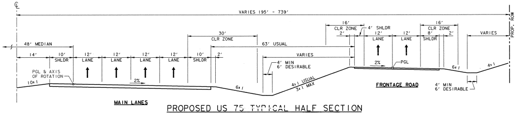
NOTE

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 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'
2'
4' SHLDR
12' LANE
12' LANE
8' SHLDR
2'
PGL & AXIS OF ROTATION
10:1
2%
4' MIN 6' DESIRABLE
6:1
4:1 USUAL 3:1 MAX
6:1
2%
PGL & AXIS OF ROTATION
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



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

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 6 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