```
BORDER, 078901BDR2.DGN, 1-5,21,23,63
LOGICAL, 078901PROF.DGN, 1-43,45-62
STRPGRADENB1, 078901PROF.DGN, 1-43,45-63
PROFNB2, 078901PROF.DGN, 4,17-19,34-36,43,51,55
STRPGRADENB2, 078901PROF.DGN, 1-43,45-63

PRF ROTATION=0.000000
F:\TBL\HWY5000.TBL

I:\proj\0307890I\dgn\0789O1TDT07.DGN
Tue Aug 19 14:20:34 2008
\\HZDALLAS2\DISKO\PLOTTING\400B-18\078901td07.prf
ktooley

PROFSB1, 078901PROF.DGN, 4,17-19,34-36,43,51,55
STRPGRADESB1, 078901PROF.DGN, 1-43,45-62
PROFNB1, 078901PROF.DGN, 4,17-19,34-36,43,51,55
PROFSB2, 078901PROF.DGN, 4,17-19,34-36,43,51,55
STRPGRADESB2, 078901PROF.DGN, 1-43,45-62
```

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

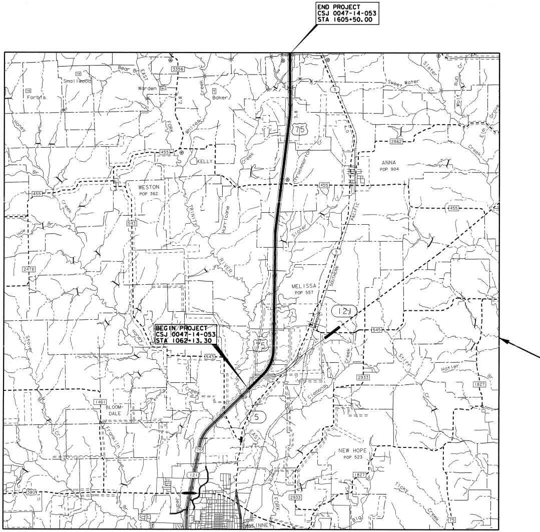
CSJ # 0047-14-053
STA 1062+13.30 TO STA 1605+50.00

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 7 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
Warden
Baker
Bear Br
EAST FORK
Whites Creek
3356
2.8
3.8
4.0
75
5
Sweet Water
Slater Cr.
Run Cr.
Wolf Creek
Elm Grove
2862
455
KELLY
ANNA
POP 904
WESTON
POP 362
543
TRINITY RIVER
Hurricane
Throckmorton Cr.
PACIFIC
SOUTHERN
Honey Br.
Creek
How Br.
2478
MELISSA
POP 557
121
545
Stover
Honey
2933
Hatler Br.
1827
Sister Grove
1461
BLOOM-DALE
Franklin
EAST
Clemons
NEW HOPE
POP 523
380
FORK
Ticky Creek
Big Br.
McKINNEY

VICINITY MAP
NTS

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

DAVID ALAN NUFER
68818
4-24-08

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

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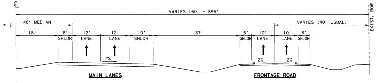
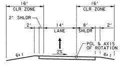
	MAIN ROAD
DESIGN SPEED FUNCTIONAL CLASS	70 MPH PRINCIPAL ARTERIAL
DESIGN SPEED FUNCTIONAL CLASS	50 MPH FRONTAGE ROAD
DESIGN SPEED FUNCTIONAL CLASS	30 MPH COLLECTOR ROAD
AVERAGE DAILY TRAFFIC PRESENT (2008) DESIGN (2030)	 51,100 78,300

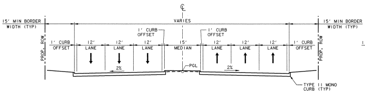
TRAFFIC DATA SOURCE:
TEXAS DEPARTMENT OF TRANSPORTATION,
TRANSPORTATION, PLANNING AND
PROGRAMMING DIVISION.


℄
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

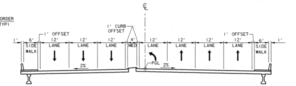
EXISTING US 75 TYPICAL HALF SECTION


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

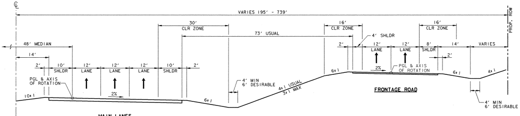
PROP RAMP TYPICAL SECTION


℄
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)

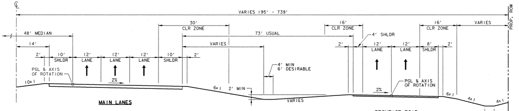
PROPOSED CROSS STREET TYPICAL SECTION


℄
1'
6' SIDE WALK
1' OFFSET
12' LANE
12' LANE
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
4' SHLDR
2'
12' LANE
12' LANE
8' SHLDR
14'
VARIES
14'
2'
2'
10' SHLDR
12' LANE
12' LANE
12' LANE
10' SHLDR
2'
PGL & AXIS OF ROTATION
PGL & AXIS OF ROTATION
2%
2%
6:1
6:1
4:1
4' MIN 6' DESIRABLE
4:1 USUAL 3:1 MAX
10:1
6:1
FRONTAGE ROAD
4' MIN 6' DESIRABLE
MAIN LANES

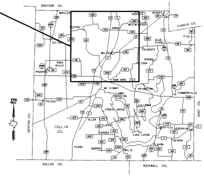
PROPOSED US 75 TYPICAL HALF SECTION
FRONTAGE ROAD HIGHER THAN MAINLANES

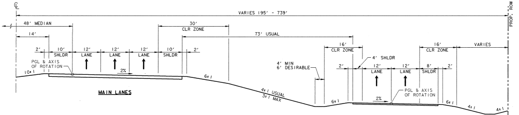

℄
VARIES 195' - 739'
PROP. ROW
30' CLR ZONE
73' USUAL
16' CLR ZONE
16' CLR ZONE
VARIES
48' MEDIAN
VARIES
4' SHLDR
14'
2'
10' SHLDR
12' LANE
12' LANE
12' LANE
10' SHLDR
2'
2'
12' LANE
12' LANE
8' SHLDR
2'
PGL & AXIS OF ROTATION
4' MIN 6' DESIRABLE
10:1
2%
6:1
2' MIN
VARIES
2%
PGL & AXIS OF ROTATION
6:1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

PROPOSED US 75 TYPICAL HALF SECTION
AT GRADE

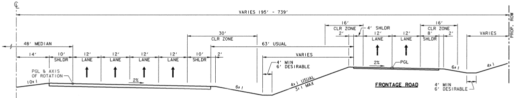
NOTE

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.

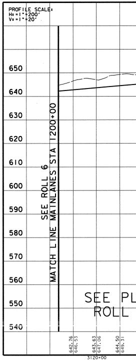

GRAYSON CO.
FANNIN CO.
DENTON CO.
COLLIN CO.
HUNT CO.
DALLAS CO.
ROCKWALL CO.
CELINA
WESTON
ANNA
MELISSA
PROSPER
FRISCO
MC KINNEY
ALLEN
LUCAS
PARKER
MURPHY
PLANO
WYLIE
PRINCETON
FARMERSVILLE
LAVON
NEVADA
JOSEPHINE
FOREST GROVE
LOWRY CROSSING
NEW HOPE
BLUE RIDGE
WESTMINSTER
VERONA
SALTOGA
MARILEE
SEDALIA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

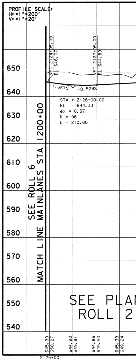

℄
VARIES 195' - 739'
PROP. ROW
48' MEDIAN
30' CLR ZONE
73' USUAL
16' CLR ZONE
16' CLR ZONE
VARIES
14'
2'
10' SHLDR
12' LANE
12' LANE
12' LANE
10' SHLDR
2'
4' SHLDR
2'
12' LANE
12' LANE
8' SHLDR
2'
PGL & AXIS OF ROTATION
4' MIN 6' DESIRABLE
10:1
2%
6:1
4:1 USUAL 3:1 MAX
6:1
2%
PGL & AXIS OF ROTATION
6:1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

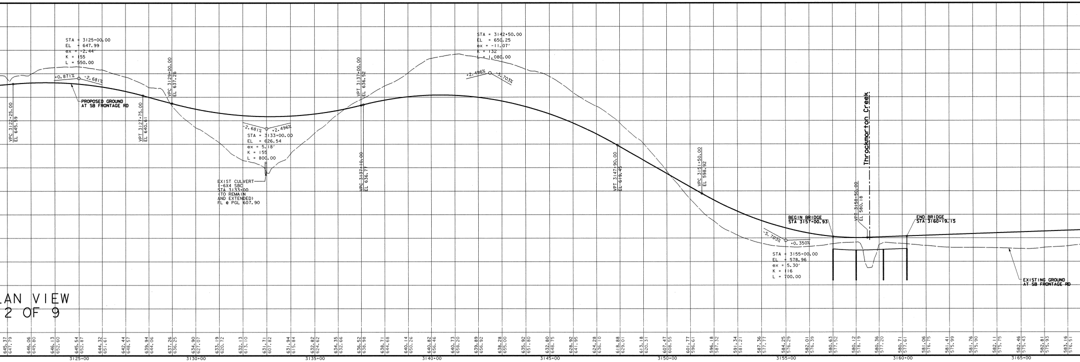
PROPOSED US 75 TYPICAL HALF SECTION
MAINLANES HIGHER THAN FRONTAGE ROAD

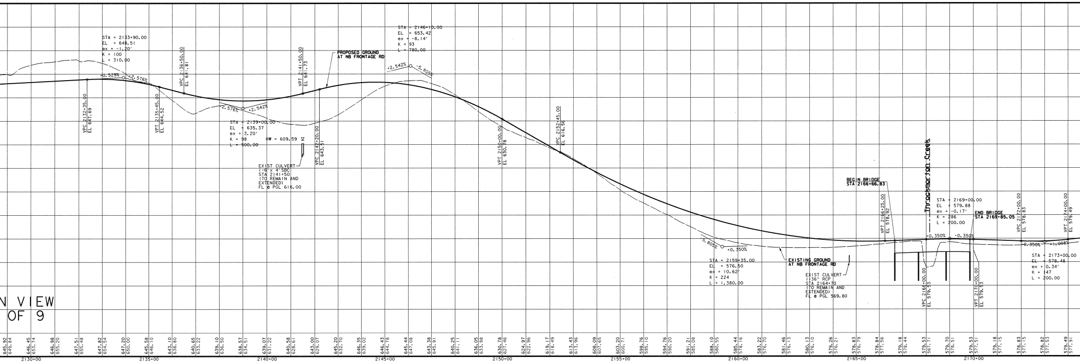

℄
VARIES 195' - 739'
PROP. ROW
16' CLR ZONE
2'
4' SHLDR
12' LANE
12' LANE
16' CLR ZONE
8' SHLDR
2'
VARIES
30' CLR ZONE
63' USUAL
48' MEDIAN
VARIES
14'
10' SHLDR
12' LANE
12' LANE
12' LANE
12' LANE
10' SHLDR
2'
4' MIN 6' DESIRABLE
2%
PGL
PGL & AXIS OF ROTATION
10:1
2%
6:1
4:1 USUAL 3:1 MAX
6:1
4:1
MAIN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

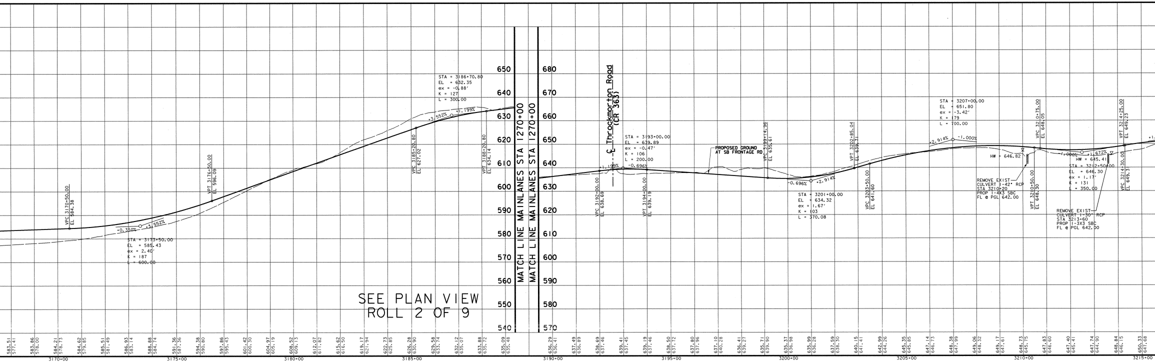
PROPOSED US 75 TYPICAL HALF SECTION
WITH AUXILIARY LANE



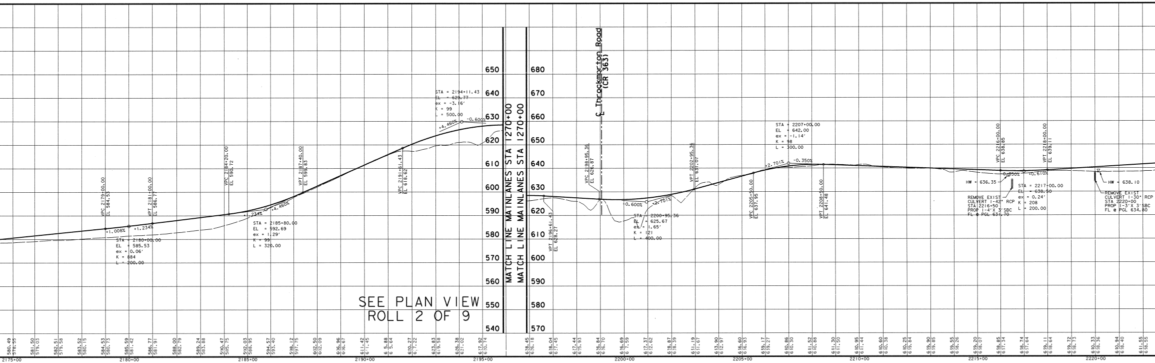



STA = 3125+00.00
EL = 647.99
ex = -2.44'
K = 155
L = 550.00
+0.871%
-2.681%
PROPOSED GROUND AT SB FRONTAGE RD
VPC 3122+25.00 EL 645.59
VPT 3127+75.00 EL 640.61
VPC 3129+00.00 EL 637.28
-2.681%
+2.496%
STA = 3133+00.00
EL = 626.54
ex = 5.18'
K = 155
L = 800.00
EXIST CULVERT 1-6X4 SBC STA 3133+00 (TO REMAIN AND EXTENDED) FL @ PGL 607.90
VPT 3137+00.00 EL 636.92
VPC 3137+10.00 EL 636.77
STA = 3142+50.00
EL = 650.25
ex = -11.07'
K = 132
L = 1,080.00
+2.496%
-5.703%
VPT 3147+90.00 EL 619.45
VPC 3151+50.00 EL 598.92
Throckmorton Creek
-5.703%
+0.350%
STA = 3155+00.00
EL = 578.96
ex = 5.30'
K = 116
L = 700.00
BEGIN BRIDGE STA 3157+00.93
VPT 3158+50.00 EL 580.18
END BRIDGE STA 3160+19.15
EXISTING GROUND AT SB FRONTAGE RD
LAN VIEW
2 OF 9
645.37 647.79
646.06 649.80
646.13 652.60
645.54 652.87
644.32 651.61
642.44 648.57
639.94 644.06
637.26 636.25
634.90 627.07
633.19 620.72
632.13 613.10
631.71 607.82
631.94 615.84
632.82 624.62
634.35 632.66
636.52 638.98
638.71 644.68
640.14 650.26
640.82 656.46
640.73 658.20
639.89 656.92
638.28 655.00
635.92 651.80
632.80 648.75
628.92 641.95
624.28 636.10
618.88 629.01
613.18 620.31
607.47 608.55
601.77 596.61
596.18 587.32
591.34 581.21
587.36 577.77
584.25 576.29
582.01 576.39
580.63 577.52
580.12 578.19
580.36 577.20
580.71 577.61
581.06 576.75
581.41 575.99
581.76 575.90
582.11 575.75
582.46 575.43
582.81 575.93
583.16 576.51
3125+00
3130+00
3135+00
3140+00
3145+00
3150+00
3155+00
3160+00
3165+00

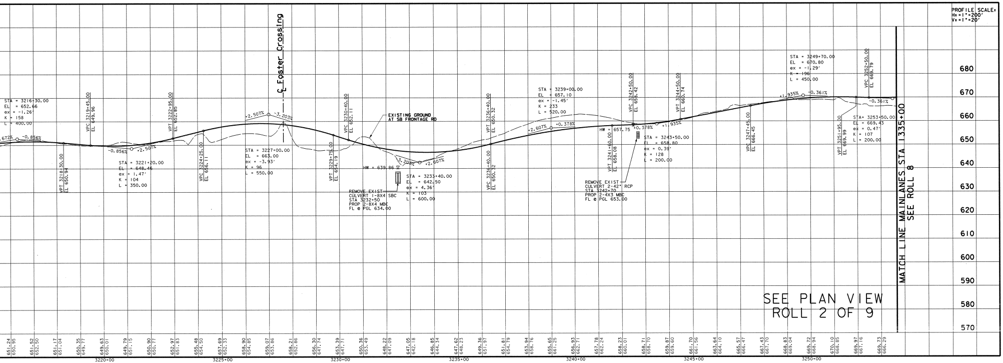

STA = 2133+90.00
EL = 648.51
ex = -1.20'
K = 100
L = 310.00
+0.529%
-2.576%
VPC 2132+35.00 EL 647.69
VPT 2135+45.00 EL 644.52
VPC 2136+50.00 EL 641.81
-2.576%
+2.542%
STA = 2139+00.00
EL = 635.37
ex = 3.20'
K = 98
L = 500.00
HW = 609.59
EXIST CULVERT 1-6' x 4' SBC STA 2141+50 (TO REMAIN AND EXTENDED) FL @ PGL 616.00
VPT 2141+50.00 EL 641.73
VPC 2142+20.00 EL 643.51
PROPOSED GROUND AT NB FRONTAGE RD
STA = 2146+10.00
EL = 653.42
ex = -8.14'
K = 93
L = 780.00
+2.542%
-5.805%
VPT 2150+00.00 EL 630.78
VPC 2152+45.00 EL 616.56
-5.805%
+0.350%
STA = 2159+35.00
EL = 576.50
ex = 10.62'
K = 224
L = 1,380.00
EXISTING GROUND AT NB FRONTAGE RD
EXIST CULVERT 1-36" RCP STA 2164+70 (TO REMAIN AND EXTENDED) FL @ PGL 569.80
BEGIN BRIDGE STA 2166+66.83
VPT 2166+25.00 EL 578.92
Throckmorton Creek
STA = 2169+00.00
EL = 579.88
ex = -0.17'
K = 286
L = 200.00
+0.350%
-0.350%
END BRIDGE STA 2169+85.05
VPC 2168+00.00 EL 579.53
VPT 2170+00.00 EL 579.53
VPC 2172+00.00 EL 578.83
-0.350%
+1.008%
VPT 2174+00.00 EL 579.49
STA = 2173+00.00
EL = 578.48
ex = 0.34'
K = 147
L = 200.00
N VIEW
OF 9
645.92 649.84
646.45 653.74
646.98 655.20
647.51 655.48
647.82 654.54
647.20 650.00
645.58 644.06
643.10 638.80
640.65 633.22
639.10 636.50
638.57 634.51
639.07 631.22
640.58 628.61
643.00 629.07
645.20 632.70
646.35 639.02
646.43 644.78
645.44 647.08
643.38 645.91
640.25 641.11
636.05 633.98
630.78 627.46
624.97 622.96
619.17 618.49
613.43 613.96
608.09 607.65
603.20 600.71
598.76 595.10
594.76 590.20
591.21 585.08
588.10 580.55
585.44 578.16
583.22 576.70
581.46 576.13
580.13 576.10
579.26 576.21
578.83 576.79
578.84 577.56
579.18 578.44
579.53 567.71
579.70 578.51
579.53 577.51
578.83 577.15
578.83 577.15
578.82 577.53
579.49 577.91
2130+00
2135+00
2140+00
2145+00
2150+00
2155+00
2160+00
2165+00
2170+00

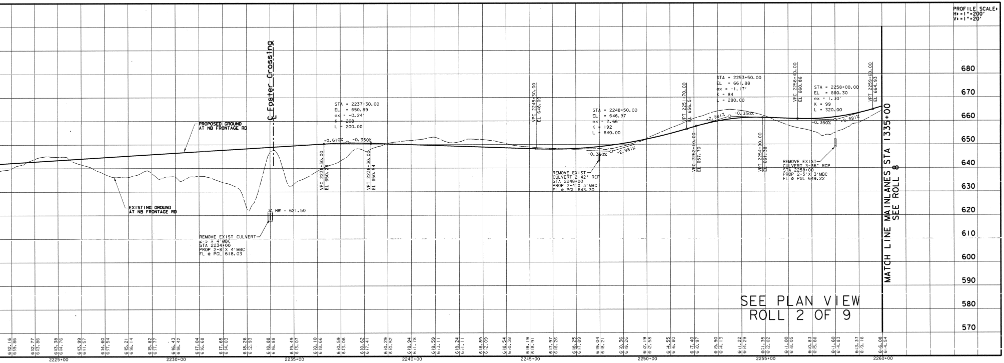

STA = 3186+70.80
EL = 632.35
ex = -0.88'
K = 127
L = 300.00
+3.552%
+1.199%
VPC 3185+20.80 EL 627.02
VPT 3188+20.80 EL 634.14
VPC 3170+50.00 EL 584.38
VPT 3176+50.00 EL 596.09
+0.350%
+3.552%
STA = 3173+50.00
EL = 585.43
ex = 2.40'
K = 187
L = 600.00
SEE PLAN VIEW
ROLL 2 OF 9
650
640
630
620
610
600
590
580
570
560
550
540
MATCH LINE MAINLANES STA 1270+00
MATCH LINE MAINLANES STA 1270+00
680
670
660
650
640
630
620
610
600
590
580
570
℄ Throckmorton Road
(CR 363)
STA = 3193+00.00
EL = 639.89
ex = -0.47'
K = 106
L = 200.00
+1.199%
-0.696%
VPC 3192+00.00 EL 638.69
VPT 3194+00.00 EL 639.19
PROPOSED GROUND
AT SB FRONTAGE RD
VPC 3199+14.96 EL 635.61
-0.696%
+2.914%
STA = 3201+00.00
EL = 634.32
ex = 1.67'
K = 103
L = 370.08
VPT 3202+85.04 EL 639.71
VPC 3203+50.00 EL 641.60
STA = 3207+00.00
EL = 651.80
ex = -3.42'
K = 179
L = 700.00
+2.914%
-1.000%
HW = 646.82
REMOVE EXIST
CULVERT 1-42" RCP
STA 3210+20
PROP 1-4X3 SBC
FL @ PGL 642.00
VPC 3210+75.00 EL 648.05
VPT 3210+50.00 EL 648.30
-1.000%
+1.672%
HW = 645.41
STA = 3212+50.00
EL = 646.30
ex = 1.17'
K = 131
L = 350.00
REMOVE EXIST
CULVERT 1-30" RCP
STA 3213+60
PROP 1-3X3 SBC
FL @ PGL 642.00
VPT 3214+25.00 EL 649.23
VPC 3214+30.00 EL 649.3
583.51 577.41
583.86 578.00
584.21 578.73
584.62 579.85
585.51 581.49
586.93 583.14
588.88 584.74
591.36 587.36
594.38 590.80
597.86 595.43
601.42 600.30
604.97 605.19
608.52 609.13
612.07 611.82
615.62 616.50
619.17 621.94
622.73 625.85
626.28 630.90
629.58 633.74
632.12 635.07
633.88 635.72
635.09 635.48
636.29 636.41
637.49 636.89
638.69 637.46
639.41 637.45
639.19 637.46
638.50 637.72
637.80 637.96
637.10 640.28
636.41 639.27
635.71 639.90
635.37 636.98
635.99 636.28
637.59 638.30
640.15 641.41
642.99 644.26
645.35 645.85
647.14 646.73
648.38 647.99
649.06 648.32
649.17 647.61
648.73 645.75
647.83 646.60
647.40 645.41
647.74 644.90
648.84 646.15
650.33 647.68
3170+00
3175+00
3180+00
3185+00
3190+00
3195+00
3200+00
3205+00
3210+00
3215+00

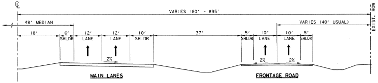
PROPOSED SOUTHBOUND FRONTAGE ROAD PGL


STA = 2194+11.43
EL = 629.77
ex = -3.16'
K = 99
L = 500.00
+4.460%
-0.600%
VPC 2179+00.00 EL 584.53
VPT 2181+00.00 EL 586.77
+1.008%
+1.234%
STA = 2180+00.00
EL = 585.53
ex = 0.06'
K = 884
L = 200.00
VPC 2184+20.00 EL 590.72
+1.234%
+4.460%
STA = 2185+80.00
EL = 592.69
ex = 1.29'
K = 99
L = 320.00
VPT 2187+40.00 EL 599.83
VPC 2191+61.43 EL 618.62
SEE PLAN VIEW
ROLL 2 OF 9
650
640
630
620
610
600
590
580
570
560
550
540
MATCH LINE MAINLANES STA 1270+00
MATCH LINE MAINLANES STA 1270+00
680
670
660
650
640
630
620
610
600
590
580
570
℄ Throckmorton Road
(CR 363)
VPT 2196+61.43 EL 628.27
VPC 2198+95.36 EL 626.87
-0.600%
+2.701%
STA = 2200+95.36
EL = 625.67
ex = 1.65'
K = 121
L = 400.00
VPT 2202+95.36 EL 631.07
VPC 2205+50.00 EL 637.95
STA = 2207+00.00
EL = 642.00
ex = -1.14'
K = 98
L = 300.00
+2.701%
-0.350%
VPT 2208+50.00 EL 641.48
VPC 2216+00.00 EL 638.85
VPT 2218+00.00 EL 639.11
-0.350%
+0.610%
HW = 636.35
REMOVE EXIST
CULVERT 1-42" RCP
STA 2216+50
PROP 1-4'X 3'SBC
FL @ PGL 631.70
STA = 2217+00.00
EL = 638.50
ex = 0.24'
K = 208
L = 200.00
HW = 638.10
REMOVE EXIST
CULVERT 1-30" RCP
STA 2220+00
PROP 1-3'X 3'SBC
FL @ PGL 634.80
580.49 578.55
581.50 579.03
582.51 579.58
583.52 580.15
584.53 580.73
585.59 581.42
586.77 581.91
588.00 582.79
589.24 583.88
590.47 585.75
592.03 588.95
594.57 593.40
598.12 597.75
602.50 602.09
606.96 606.67
611.42 611.45
615.88 615.64
620.27 617.22
623.83 619.58
626.38 621.02
627.92 620.74
628.45 626.18
628.04 627.45
627.44 625.33
626.84 626.70
626.69 617.59
627.37 612.62
628.87 628.39
631.19 631.67
633.90 632.97
636.60 636.93
639.17 639.58
640.86 640.30
641.52 640.88
641.30 641.50
640.95 641.44
640.60 640.38
640.25 639.84
639.90 639.85
639.55 638.26
639.20 638.07
638.85 637.34
638.74 637.64
639.11 638.64
639.72 638.73
640.33 638.36
640.94 638.40
641.55 638.55
2175+00
2180+00
2185+00
2190+00
2195+00
2200+00
2205+00
2210+00
2215+00
2220+00

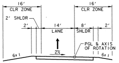
PROPOSED NORTHBOUND FRONTAGE ROAD PGL


PROFILE SCALE:
H: = 1" = 200'
V: = 1" = 20'
C Foster Crossing
STA = 3216+30.00
EL = 652.66
ex = -1.26'
K = 158
L = 400.00
-0.856%
VPC 3219+45.00
EL 649.96
VPT 3218+30.00
EL 650.94
-0.856%
+2.50%
STA = 3221+20.00
EL = 648.46
ex = 1.47'
K = 104
L = 350.00
VPT 3222+95.00
EL 652.85
VPC 3224+25.00
EL 656.11
+2.507%
-3.203%
STA = 3227+00.00
EL = 663.00
ex = -3.93'
K = 96
L = 550.00
VPT 3229+75.00
EL 654.19
VPC 3230+40.00
EL 652.11
EXISTING GROUND
AT SB FRONTAGE RD
HW = 639.86
-3.203%
+2.507%
STA = 3233+40.00
EL = 642.50
ex = 4.36'
K = 103
L = 600.00
REMOVE EXIST
CULVERT 1-8X4 SBC
STA 3232+50
PROP 2-8X4 MBC
FL @ PGL 634.00
VPT 3236+40.00
EL 650.32
VPC 3236+40.00
EL 650.32
+2.607%
+0.378%
STA = 3239+00.00
EL = 657.10
ex = -1.45'
K = 233
L = 520.00
HW = 657.75
VPT 3241+60.00
EL 658.08
VPC 3242+50.00
EL 658.42
+0.378%
+1.935%
REMOVE EXIST
CULVERT 2-42" RCP
STA 3242+70
PROP 2-4X3 MBC
FL @ PGL 653.00
STA = 3243+50.00
EL = 658.80
ex = 0.39'
K = 128
L = 200.00
VPT 3244+50.00
EL 660.74
VPC 3247+45.00
EL 666.45
+1.935%
-0.361%
STA = 3249+70.00
EL = 670.80
ex = -1.29'
K = 196
L = 450.00
VPT 3251+95.00
EL 669.99
VPC 3252+50.00
EL 669.79
-0.361%
STA = 3253+50.00
EL = 669.43
ex = 0.47'
K = 107
L = 200.00
MATCH LINE MAINLANES STA 1335+00
SEE ROLL 8
SEE PLAN VIEW
ROLL 2 OF 9
680
670
660
650
640
630
620
610
600
590
580
570
3220+00
3225+00
3230+00
3235+00
3240+00
3245+00
3250+00

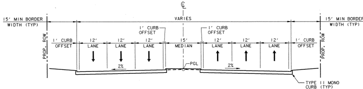

PROFILE SCALE:
H: = 1" = 200'
V: = 1" = 20'
C Foster Crossing
PROPOSED GROUND
AT NB FRONTAGE RD
EXISTING GROUND
AT NB FRONTAGE RD
HW = 621.50
REMOVE EXIST CULVERT
2-5 X 4 MBC
STA 2234+00
PROP 2-8 X 4'MBC
FL @ PGL 618.03
STA = 2237+30.00
EL = 650.89
ex = -0.24'
K = 208
L = 200.00
+0.610%
-0.350%
VPC 2236+30.00
EL 650.28
VPT 2238+30.00
EL 650.54
VPC 2245+30.00
EL 648.09
STA = 2248+50.00
EL = 646.97
ex = 2.66'
K = 192
L = 640.00
-0.350%
+2.981%
REMOVE EXIST
CULVERT 2-42" RCP
STA 2248+00
PROP 2-4 X 3'MBC
FL @ PGL 643.30
VPT 2251+70.00
EL 656.51
VPC 2252+10.00
EL 657.70
+2.981%
-0.350%
STA = 2253+50.00
EL = 661.88
ex = -1.17'
K = 84
L = 280.00
VPT 2254+90.00
EL 661.38
VPC 2256+40.00
EL 660.86
-0.350%
+2.891%
STA = 2258+00.00
EL = 660.30
ex = 1.30'
K = 99
L = 320.00
REMOVE EXIST
CULVERT 3-36" RCP
STA 2258+00
PROP 2-5'X 3'MBC
FL @ PGL 649.22
VPT 2259+60.00
EL 664.93
MATCH LINE MAINLANES STA 1335+00
SEE ROLL 8
SEE PLAN VIEW
ROLL 2 OF 9
680
670
660
650
640
630
620
610
600
590
580
570
2225+00
2230+00
2235+00
2240+00
2245+00
2250+00
2255+00
2260+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%
MAIN LANES
FRONTAGE ROAD

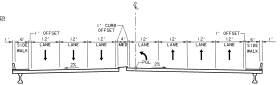
EXISTING US 75 TYPICAL HALF SECTION


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

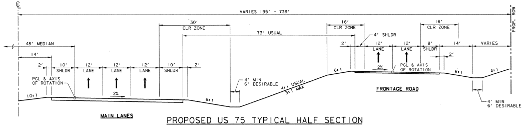
PROP RAMP TYPICAL SECTION


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

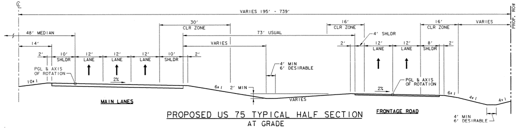

1'
6' SIDE WALK
1' OFFSET
12' LANE
12' LANE
1' CURB OFFSET
12' LANE
4' MED
12' LANE
12' LANE
12' LANE
1' OFFSET
12' LANE
6' SIDE WALK
1'
2%
PGL
2%

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'
2'
4' SHLDR
12' LANE
12' LANE
8' SHLDR
14'
VARIES
2'
PGL & AXIS OF ROTATION
2%
4' MIN 6' DESIRABLE
4:1 USUAL 3:1 MAX
6:1
6:1
2%
PGL & AXIS OF ROTATION
6:1
4:1
10:1
4' MIN 6' DESIRABLE
MAIN LANES
FRONTAGE ROAD

PROPOSED US 75 TYPICAL HALF SECTION

FRONTAGE ROAD HIGHER THAN MAINLANES

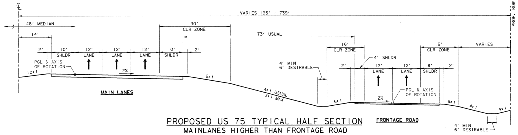

VARIES 195' - 739'
PROP. ROW
30' CLR ZONE
73' USUAL
16' CLR ZONE
16' CLR ZONE
VARIES
48' MEDIAN
14'
VARIES
2'
10' SHLDR
12' LANE
12' LANE
12' LANE
10' SHLDR
2'
4' MIN 6' DESIRABLE
2'
4' SHLDR
12' LANE
12' LANE
8' SHLDR
2'
PGL & AXIS OF ROTATION
10:1
2%
6:1
2' MIN
VARIES
2%
PGL & AXIS OF ROTATION
6:1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

PROPOSED US 75 TYPICAL HALF SECTION

AT GRADE

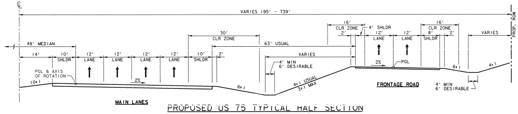
NOTE

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

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 7 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