*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

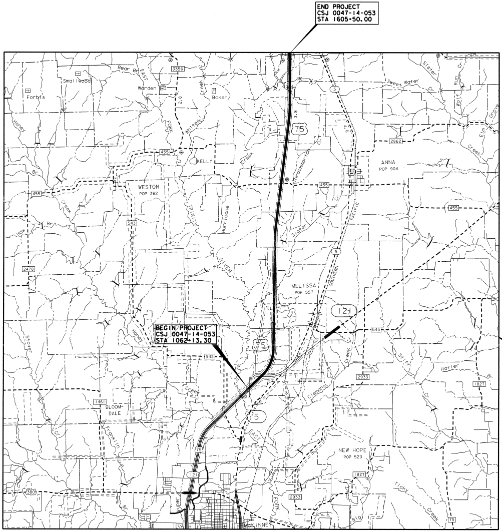
CSJ # 0047-14-053
STA 1062+13.30 TO STA 1605+50.00

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 8 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
75
5
121
455
543
2478
3356
2862
545
2933
1827
1461
380
Smallwood
Forbis
Warden
Baker
KELLY
WESTON
POP 362
ANNA
POP 904
MELISSA
POP 557
BLOOM-DALE
NEW HOPE
POP 523
McKINNEY
EAST FORK
TRINITY
RIVER
Hurricane
Throckmorton Cr.
Slater
SOUTHERN PACIFIC
Honey Cr.
Stover
Franklin
Clemons
Hatler
Sweet Water
Ticky Creek
Bear Br
Big Br
Wolf
Elm Grove

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
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3131 McKinney Avenue, Suite 600
Dallas, Texas 75204-2489

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*no ref logical*, *no ref name*, *no ref levels*
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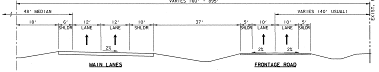
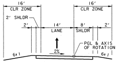
PRF ROTATION=0.000000
F:\TBL\HWY5000.TBL
I:\proj\0307890I\dgn\07890ITDT08.DGN
Tue Aug 19 14:20:41 2008
\\HZDALLAS2\DISKO\PLOTTING\400B-18\07890Itdt08.prf
ktooley
PROFNB, 07890IPROF.DGN, 4,17-19,34-36,43,51,55
STRPGRADESB, 07890IPROF.DGN, 1-43,45-63
PROFSB, 07890IPROF.DGN, 4,17-19,34-36,43,51,55
STRPGRADENB, 07890IPROF.DGN, 1-43,45-62
BORDER, 07890IBDR2.DGN, 1-5,21,23,63

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

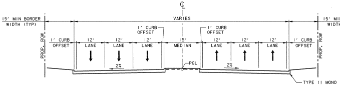
TRAFFIC DATA SOURCE:
TEXAS DEPARTMENT OF TRANSPORTATION.
TRANSPORTATION, PLANNING AND
PROGRAMMING DIVISION.


℄
VARIES 160' - 895'
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

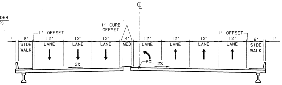
EXISTING US 75 TYPICAL HALF SECTION


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

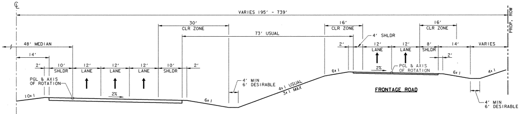
PROP RAMP TYPICAL SECTION


℄
VARIES
15' MIN BORDER WIDTH (TYP)
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)

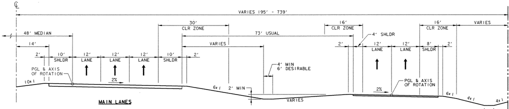
PROPOSED CROSS STREET TYPICAL SECTION


℄
1' 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'
2%
PGL
2%

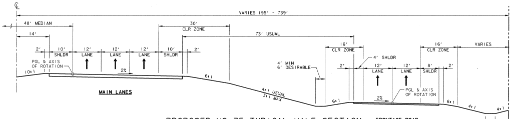
PROPOSED CROSS STREET BRIDGE TURN LANE TYPICAL SECTION


℄
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'
2'
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
4' MIN 6' DESIRABLE
MAIN LANES
FRONTAGE ROAD

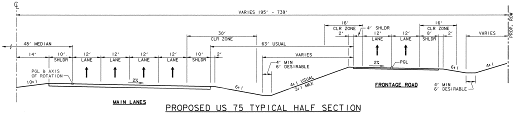
PROPOSED US 75 TYPICAL HALF SECTION
FRONTAGE ROAD HIGHER THAN MAINLANES


℄
VARIES 195' - 739'
PROP. ROW
30' CLR ZONE
73' USUAL
16' CLR ZONE
16' CLR ZONE
VARIES
48' MEDIAN
14'
2'
10' SHLDR
12' LANE
12' LANE
12' LANE
10' SHLDR
2'
VARIES
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

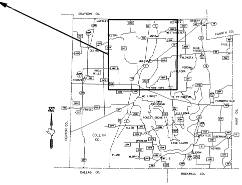
PROPOSED US 75 TYPICAL HALF SECTION
AT GRADE

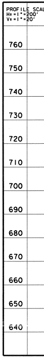

℄
VARIES 195' - 739'
PROP. ROW
30' CLR ZONE
73' USUAL
16' CLR ZONE
16' CLR ZONE
VARIES
48' MEDIAN
14'
2'
10' SHLDR
12' LANE
12' LANE
12' LANE
10' SHLDR
2'
4' MIN 6' DESIRABLE
2'
4' SHLDR
12' LANE
12' LANE
8' SHLDR
2'
PGL & AXIS OF ROTATION
10:1
2%
6:1
4:1 USUAL 3:1 MAX
6:1
2%
PGL & AXIS OF ROTATION
6:1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

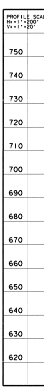
PROPOSED US 75 TYPICAL HALF SECTION
MAINLANES HIGHER THAN FRONTAGE ROAD


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

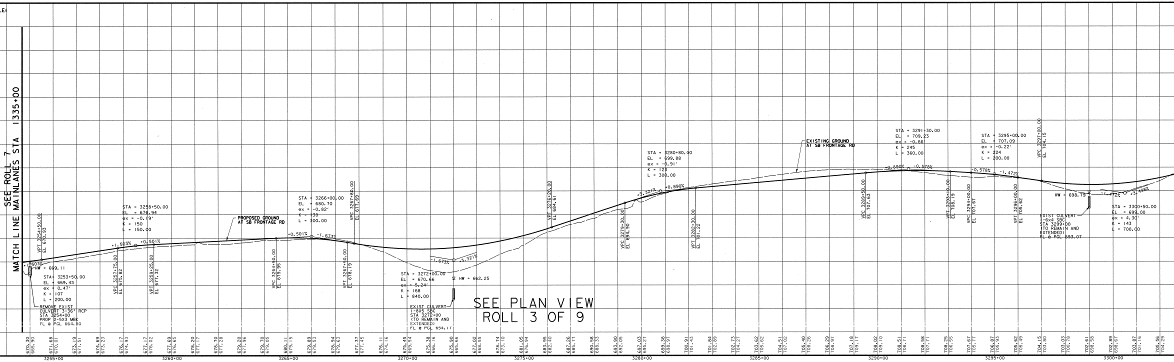

GRAYSON CO.
MARILEE
WESTON
ANNA
SEDALIA
DESERT
WESTMINSTER
FANNIN CO.
CELINA
BLUE RIDGE
MELISSA
VALDASTA
VERONA
ALTOGA
PRINCETON
RHEA MILLS
PROSPER
NEW HOPE
MC KINNEY
FARMERSVILLE
FRISCO
LOWRY CROSSING
FOREST GROVE
CULLEOKA
ALLEN
LUCAS
COPEVILLE
JOSEPHINE
DENTON CO.
COLLIN CO.
HUNT CO.
PARKER
LAKE LAVON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

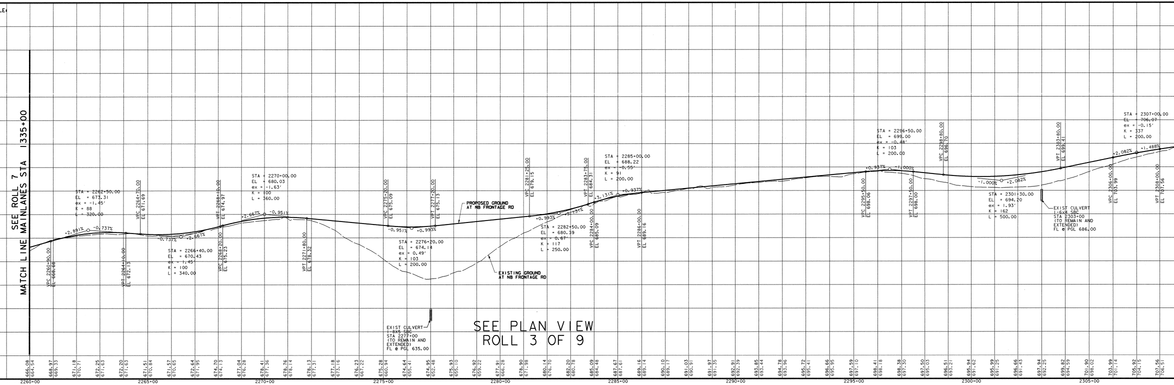


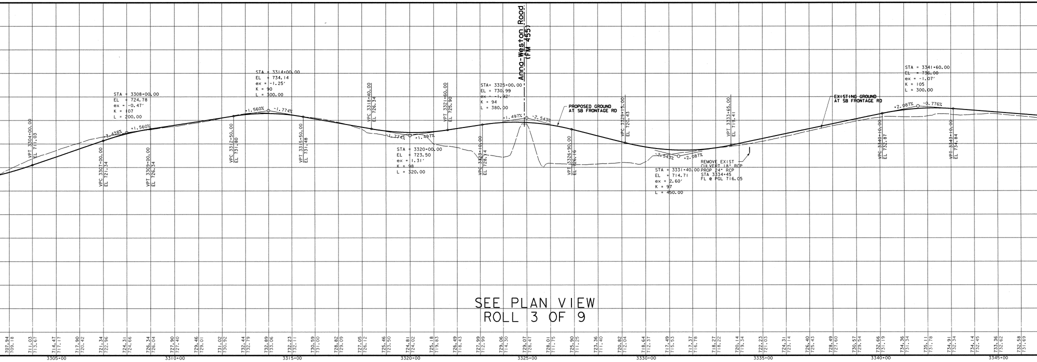


**NOTE**

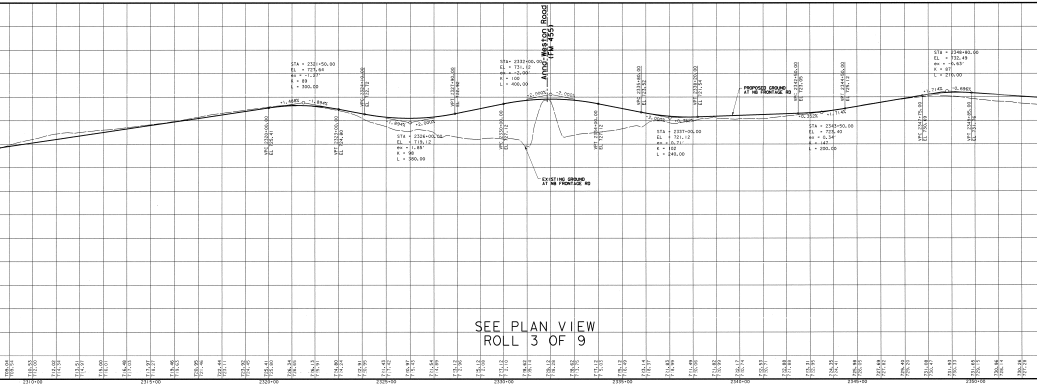
EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN AND COORDINATION WITH THE CITIES THE DRIVEWAY WILL BE A SAFETY ISSUE AND/ OR VIOLATES THE CURRENT CONTROLLED ACCESS REQUIREMENTS.


SEE ROLL 7
MATCH LINE MAINLANES STA 1335+00
SEE PLAN VIEW
ROLL 3 OF 9
PROPOSED GROUND AT SB FRONTAGE RD
EXISTING GROUND AT SB FRONTAGE RD
+1.503%
HW = 669.11
STA = 3253+50.00
EL = 669.43
ex = 0.47'
K = 107
L = 200.00
REMOVE EXIST CULVERT 3-36" RCP
STA 3254+00
PROP 2-5X3 MBC
FL @ PGL 664.50
VPT 3254+50.00
EL 670.93
STA = 3258+50.00
EL = 676.94
ex = -0.19'
K = 150
L = 150.00
+1.503%
+0.501%
VPC 3257+75.00
EL 675.82
VPT 3259+25.00
EL 677.32
VPC 3264+50.00
EL 679.95
STA = 3266+00.00
EL = 680.70
ex = -0.82'
K = 138
L = 300.00
+0.501%
-1.673%
VPC 3267+80.00
EL 677.69
VPT 3267+50.00
EL 678.19
-1.673%
+3.321%
STA = 3272+00.00
EL = 670.66
ex = 5.24'
K = 168
L = 840.00
HW = 662.25
EXIST CULVERT
1-8X5 SBC
STA 3272+00
(TO REMAIN AND EXTENDED)
FL @ PGL 654.17
VPT 3276+20.00
EL 684.61
VPC 3279+30.00
EL 694.90
+3.321%
+0.890%
STA = 3280+80.00
EL = 699.88
ex = -0.91'
K = 123
L = 300.00
VPT 3282+30.00
EL 701.22
VPC 3289+50.00
EL 707.63
STA = 3291+30.00
EL = 709.23
ex = -0.66'
K = 245
L = 360.00
+0.890%
-0.578%
VPT 3293+10.00
EL 708.19
VPC 3294+00.00
EL 707.67
-0.578%
-1.472%
STA = 3295+00.00
EL = 707.09
ex = -0.22'
K = 224
L = 200.00
VPT 3296+00.00
EL 705.62
VPC 3297+00.00
EL 704.15
HW = 698.79
EXIST CULVERT
1-6x4 SBC
STA 3299+00
(TO REMAIN AND EXTENDED)
FL @ PGL 693.07
-1.472%
+3.438%
STA = 3300+50.00
EL = 699.00
ex = 4.30'
K = 143
L = 700.00
670.30 665.90
671.68 670.01
673.19 671.51
674.69 673.23
676.17 674.93
677.17 676.02
677.69 676.65
678.20 677.17
678.70 677.28
679.20 677.96
679.70 679.05
680.11 679.15
679.89 679.53
678.94 679.63
677.37 677.45
676.11 674.16
675.45 669.54
675.38 666.16
675.90 665.66
677.02 668.55
678.74 673.10
681.05 676.94
683.95 682.40
687.26 685.77
690.58 688.33
693.90 692.05
697.03 695.27
699.38 698.97
700.91 701.43
701.84 702.89
702.73 704.27
703.62 705.62
704.51 707.02
705.40 708.26
706.29 708.97
707.18 709.17
708.02 709.10
708.51 708.71
708.58 707.71
708.25 706.55
707.67 705.77
706.87 705.93
705.62 705.49
704.15 703.80
703.03 700.78
702.61 698.58
702.89 698.67
703.87 701.16
705.56 704.29
3255+00
3260+00
3265+00
3270+00
3275+00
3280+00
3285+00
3290+00
3295+00
3300+00

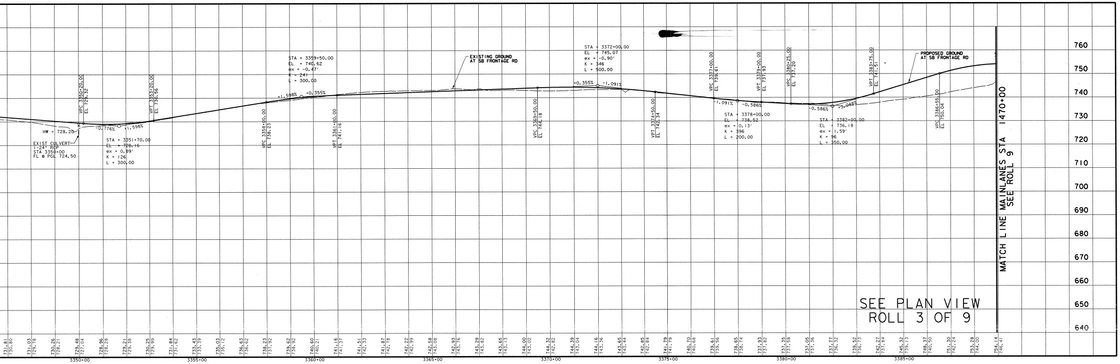

SEE ROLL 7
MATCH LINE MAINLANES STA 1335+00
SEE PLAN VIEW
ROLL 3 OF 9
PROPOSED GROUND AT NB FRONTAGE RD
EXISTING GROUND AT NB FRONTAGE RD
VPC 2260+90.00
EL 668.68
STA = 2262+50.00
EL = 673.31
ex = -1.45'
K = 88
L = 320.00
+2.891%
-0.737%
VPT 2264+10.00
EL 672.13
VPC 2264+70.00
EL 671.69
-0.737%
+2.667%
STA = 2266+40.00
EL = 670.43
ex = 1.45'
K = 100
L = 340.00
VPT 2268+10.00
EL 674.97
VPC 2268+20.00
EL 675.23
STA = 2270+00.00
EL = 680.03
ex = -1.63'
K = 100
L = 360.00
+2.667%
-0.951%
VPT 2271+80.00
EL 678.32
VPC 2275+20.00
EL 675.09
-0.951%
+0.993%
STA = 2276+20.00
EL = 674.14
ex = 0.49'
K = 103
L = 200.00
VPT 2277+20.00
EL 675.13
EXIST CULVERT
1-8X5 SBC
STA 2277+00
(TO REMAIN AND EXTENDED)
FL @ PGL 635.00
VPC 2281+25.00
EL 679.15
+0.993%
+3.131%
STA = 2282+50.00
EL = 680.39
ex = 0.67'
K = 117
L = 250.00
VPT 2283+75.00
EL 684.31
VPC 2284+00.00
EL 685.09
STA = 2285+00.00
EL = 688.22
ex = -0.55'
K = 91
L = 200.00
+3.131%
+0.937%
VPT 2286+00.00
EL 689.16
VPC 2295+50.00
EL 698.06
STA = 2296+50.00
EL = 699.00
ex = -0.48'
K = 103
L = 200.00
+0.937%
-1.000%
VPT 2297+50.00
EL 698.00
VPC 2298+80.00
EL 696.70
-1.000%
+2.082%
STA = 2301+30.00
EL = 694.20
ex = 1.93'
K = 162
L = 500.00
EXIST CULVERT
1-6x4 SBC
STA 2303+00
(TO REMAIN AND EXTENDED)
FL @ PGL 686.00
VPT 2303+80.00
EL 699.41
VPC 2306+00.00
EL 703.99
STA = 2307+00.00
EL = 706.07
ex = -0.15'
K = 337
L = 200.00
+2.082%
+1.488%
VPT 2308+00.00
EL 707.56
666.08 664.54
668.97 669.33
671.18 670.71
672.25 671.63
672.20 671.63
671.51 670.84
671.57 670.65
672.64 671.95
674.70 674.13
677.04 676.28
678.41 677.36
678.76 678.14
678.13 677.31
677.18 673.16
676.23 667.22
675.28 660.94
674.64 655.41
674.95 652.48
675.93 655.10
676.92 659.22
677.91 666.28
678.90 671.98
680.14 676.70
682.20 680.78
685.09 684.48
687.67 687.61
689.16 689.14
690.10 689.17
691.03 690.91
691.97 691.35
692.91 692.39
693.85 693.44
694.78 693.96
695.72 695.41
696.66 695.95
697.59 697.10
698.41 698.18
698.38 697.30
697.50 695.03
696.51 693.21
695.94 691.62
695.99 691.25
696.66 691.43
697.94 692.25
699.82 694.59
701.90 698.02
703.99 701.14
705.92 704.15
707.56 706.51
2260+00
2265+00
2270+00
2275+00
2280+00
2285+00
2290+00
2295+00
2300+00
2305+00

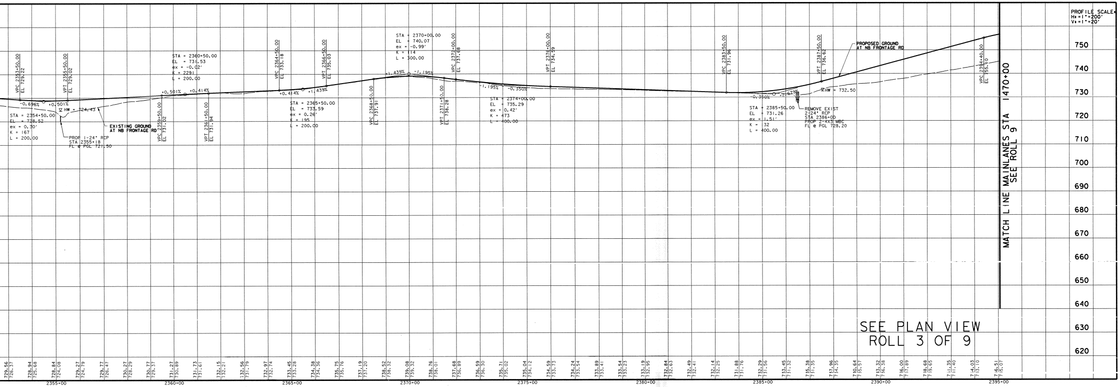

Anna-Weston Road
(FM 455)
STA = 3308+00.00
EL = 724.78
ex = -0.47'
K = 107
L = 200.00
STA = 3314+00.00
EL = 734.14
ex = -1.25'
K = 90
L = 300.00
STA= 3325+00.00
EL = 730.99
ex = -1.92'
K = 94
L = 380.00
STA = 3320+00.00
EL = 723.50
ex = 1.31'
K = 98
L = 320.00
STA = 3331+40.00
EL = 714.71
ex = 2.60'
K = 97
L = 450.00
STA = 3341+60.00
EL = 736.00
ex = -1.07'
K = 105
L = 300.00
+3.438%
+1.560%
+1.560%
-1.774%
-1.774%
+1.497%
+1.497%
-2.543%
-2.543%
+2.087%
+2.087%
-0.776%
VPT 3304+00.00 EL 711.03
VPC 3307+00.00 EL 721.34
VPT 3309+00.00 EL 726.34
VPC 3312+50.00 EL 731.80
VPT 3315+50.00 EL 731.48
VPC 3318+40.00 EL 726.34
VPT 3321+60.00 EL 725.90
VPC 3323+10.00 EL 728.14
VPT 3326+90.00 EL 726.16
VPC 3329+15.00 EL 720.43
VPT 3333+65.00 EL 719.41
VPC 3340+10.00 EL 732.87
VPT 3343+10.00 EL 734.84
PROPOSED GROUND
AT SB FRONTAGE RD
EXISTING GROUND
AT SB FRONTAGE RD
REMOVE EXIST
CULVERT 18" RCP
PROP 24" RCP
STA 3334+45
FL @ PGL 716.05
SEE PLAN VIEW
ROLL 3 OF 9
707.94 709.18
711.03 713.67
714.47 717.17
717.90 720.42
721.34 722.96
724.31 724.66
726.34 726.04
727.90 727.40
729.46 729.01
731.02 730.92
732.44 732.79
732.89 733.06
732.23 732.11
730.59 731.00
728.82 729.09
727.05 726.12
725.46 723.50
724.81 724.02
725.18 719.83
726.49 718.43
727.99 712.99
729.06 714.30
729.07 728.47
728.01 711.75
725.90 711.25
723.36 711.40
720.82 712.04
718.64 712.37
717.49 715.53
717.37 716.78
718.27 718.22
720.14 719.34
722.23 721.03
724.31 723.14
726.40 725.43
728.49 727.60
730.57 729.54
732.66 731.19
734.36 731.34
735.11 731.78
734.91 732.34
734.14 732.45
733.36 732.62
732.58 731.69
3305+00
3310+00
3315+00
3320+00
3325+00
3330+00
3335+00
3340+00
3345+00

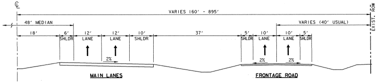
PROPOSED SOUTHBOUND FRONTAGE ROAD PGL


Anna-Weston Road
(FM 455)
STA = 2321+50.00
EL = 727.64
ex = -1.27'
K = 89
L = 300.00
STA= 2332+00.00
EL = 731.12
ex = -2.00'
K = 100
L = 400.00
STA = 2326+00.00
EL = 719.12
ex = 1.85'
K = 98
L = 380.00
STA = 2337+00.00
EL = 721.12
ex = 0.71'
K = 102
L = 240.00
STA = 2343+50.00
EL = 723.40
ex = 0.34'
K = 147
L = 200.00
STA = 2348+80.00
EL = 732.49
ex = -0.63'
K = 87
L = 210.00
+1.488%
-1.894%
-1.894%
+2.000%
+2.000%
-2.000%
-2.000%
+0.352%
+0.352%
+1.714%
+1.714%
-0.696%
VPC 2320+00.00 EL 725.41
VPT 2323+00.00 EL 724.80
VPC 2324+10.00 EL 722.72
VPT 2327+90.00 EL 722.92
VPC 2330+00.00 EL 727.12
VPT 2334+00.00 EL 727.12
VPC 2335+80.00 EL 723.52
VPT 2338+20.00 EL 721.54
VPC 2342+50.00 EL 723.05
VPT 2344+50.00 EL 725.12
VPC 2347+75.00 EL 730.69
VPT 2349+85.00 EL 731.76
EXISTING GROUND
AT NB FRONTAGE RD
PROPOSED GROUND
AT NB FRONTAGE RD
SEE PLAN VIEW
ROLL 3 OF 9
709.04 709.54
710.53 712.00
712.02 714.34
713.51 714.97
715.00 716.01
716.48 717.03
717.97 718.27
719.46 719.63
720.95 721.46
722.44 723.11
723.92 724.45
725.41 725.80
726.34 726.65
726.13 725.91
724.80 724.24
722.91 720.95
721.43 717.42
720.97 715.43
721.54 714.89
723.12 712.96
725.12 712.08
727.12 712.10
728.62 729.14
729.12 728.28
728.62 713.75
727.12 715.03
725.12 716.49
723.14 718.37
721.83 718.99
721.49 720.06
721.82 720.99
722.17 720.74
722.53 720.71
722.88 721.88
723.31 722.95
724.35 724.41
725.98 726.05
727.69 727.82
729.40 729.20
731.08 730.47
731.93 730.33
731.65 729.15
730.96 728.14
730.26 727.28
2310+00
2315+00
2320+00
2325+00
2330+00
2335+00
2340+00
2345+00
2350+00

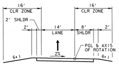
PROPOSED NORTHBOUND FRONTAGE ROAD PGL


STA = 3359+50.00
EL = 740.62
ex = -0.47'
K = 241
L = 300.00
EXISTING GROUND AT SB FRONTAGE RD
STA = 3372+00.00
EL = 745.07
ex = -0.90'
K = 346
L = 500.00
PROPOSED GROUND AT SB FRONTAGE RD
VPC 3350+20.00 EL 729.32
VPT 3353+20.00 EL 730.56
HW = 728.20
EXIST CULVERT
1-24" RCP
STA 3350+00
FL @ PGL 724.50
-0.776%
+1.598%
STA = 3351+70.00
EL = 728.16
ex = 0.89'
K = 126
L = 300.00
VPC 3358+00.00 EL 738.23
+1.598%
+0.355%
VPT 3361+00.00 EL 741.16
VPC 3369+50.00 EL 744.18
+0.355%
-1.091%
VPT 3374+50.00 EL 742.34
VPC 3377+00.00 EL 739.61
-1.091%
-0.586%
VPT 3379+00.00 EL 737.93
STA = 3378+00.00
EL = 738.52
ex = 0.13'
K = 396
L = 200.00
VPC 3380+25.00 EL 737.20
-0.586%
+3.048%
STA = 3382+00.00
EL = 736.18
ex = 1.59'
K = 96
L = 350.00
VPT 3383+75.00 EL 741.51
VPC 3386+55.00 EL 750.04
MATCH LINE MAINLANES STA 1470+00
SEE ROLL 9
SEE PLAN VIEW
ROLL 3 OF 9
760
750
740
730
720
710
700
690
680
670
660
650
640
731.81 730.80
731.03 729.78
730.26 728.21
729.48 727.04
728.96 728.28
729.21 729.38
730.25 729.99
731.84 731.62
733.43 733.39
735.03 735.12
736.63 736.62
738.23 737.92
739.62 738.92
740.60 740.21
741.16 741.37
741.51 742.33
741.87 742.78
742.22 742.99
742.58 743.08
742.93 743.76
743.29 743.82
743.65 743.13
744.00 743.02
744.32 742.82
744.39 743.04
744.16 743.36
743.65 743.44
742.85 742.84
741.79 741.79
740.70 740.68
739.61 739.56
738.65 738.74
737.93 737.82
737.35 737.58
737.05 737.36
737.77 736.32
739.52 736.73
742.27 737.84
745.32 739.13
748.37 740.50
751.30 742.24
753.28 744.00
754.14 746.41
3350+00
3355+00
3360+00
3365+00
3370+00
3375+00
3380+00
3385+00


PROFILE SCALE:
H: = 1" = 200'
V: = 1" = 20'
STA = 2370+00.00
EL = 740.07
ex = -0.99'
K = 114
L = 300.00
STA = 2360+50.00
EL = 731.53
ex = -0.02'
K = 2291
L = 200.00
VPC 2353+50.00 EL 729.22
VPT 2355+50.00 EL 729.02
-0.696%
+0.501%
HW = 724.43
STA = 2354+50.00
EL = 728.52
ex = 0.30'
K = 167
L = 200.00
PROP 1-24" RCP
STA 2355+18
FL @ PGL 721.50
EXISTING GROUND AT NB FRONTAGE RD
VPC 2359+50.00 EL 731.02
+0.501%
+0.414%
VPT 2361+50.00 EL 731.94
VPC 2364+50.00 EL 733.18
+0.414%
+1.439%
VPT 2366+50.00 EL 735.03
STA = 2365+50.00
EL = 733.59
ex = 0.26'
K = 195
L = 200.00
VPC 2368+50.00 EL 737.91
+1.439%
-1.195%
VPT 2371+50.00 EL 738.28
VPC 2372+00.00 EL 737.68
-1.195%
-0.350%
STA = 2374+00.00
EL = 735.29
ex = 0.42'
K = 473
L = 400.00
VPT 2376+00.00 EL 734.59
VPC 2383+50.00 EL 731.96
-0.350%
+2.679%
STA = 2385+50.00
EL = 731.26
ex = 1.51'
K = 32
L = 400.00
REMOVE EXIST
2-24" RCP
STA 2386+00
PROP 2-4X3 MBC
FL @ PGL 728.20
HW = 732.50
VPT 2387+50.00 EL 736.62
PROPOSED GROUND AT NB FRONTAGE RD
VPC 2394+40.00 EL 755.10
MATCH LINE MAINLANES STA 1470+00
SEE ROLL 9
SEE PLAN VIEW
ROLL 3 OF 9
750
740
730
720
710
700
690
680
670
660
650
640
630
620
729.56 726.37
728.94 725.68
728.84 724.08
729.27 724.79
729.77 726.47
730.27 728.29
730.77 729.37
731.27 730.89
731.73 731.61
732.15 732.21
732.56 731.79
732.97 732.74
733.45 733.28
734.38 734.36
735.75 735.76
737.19 737.20
738.52 738.32
739.08 739.32
738.76 738.01
737.68 736.89
736.59 736.30
735.71 735.02
735.04 734.12
734.59 733.73
734.24 733.54
733.89 733.41
733.54 733.23
733.19 732.95
732.84 732.63
732.49 732.41
732.14 732.25
731.88 731.76
732.29 731.56
733.45 731.32
735.38 731.35
737.96 734.35
740.64 735.57
743.32 736.38
746.00 737.89
748.68 739.65
751.35 741.40
754.03 743.10
756.51 745.07
2355+00
2360+00
2365+00
2370+00
2375+00
2380+00
2385+00
2390+00
2395+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'
2%
PGL & AXIS OF ROTATION
6:1
6:1

PROP RAMP TYPICAL SECTION

# 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

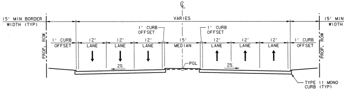
CSJ # 0047-14-053
STA 1062+13.30 TO STA 1605+50.00

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

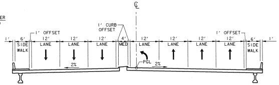
FUNCTIONAL CLASS: RURAL FREEWAY
ROLL 8 OF 9

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

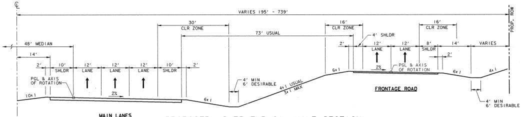
APRIL 2008


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)

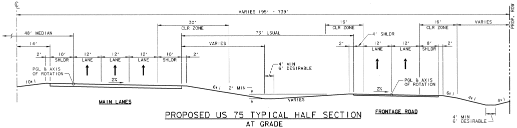
PROPOSED CROSS STREET TYPICAL SECTION


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

PROPOSED CROSS STREET BRIDGE TURN LANE TYPICAL SECTION


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

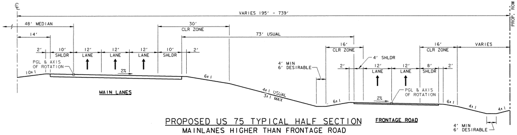
PROPOSED US 75 TYPICAL HALF SECTION
FRONTAGE ROAD HIGHER THAN MAINLANES


VARIES 195' - 739'
PROP. ROW
48' MEDIAN
30' CLR ZONE
73' USUAL
VARIES
16' CLR ZONE
16' CLR ZONE
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
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

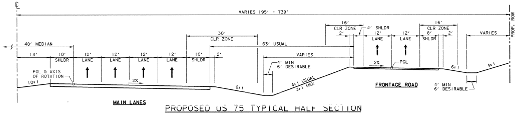
PROPOSED US 75 TYPICAL HALF SECTION
AT GRADE

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

PROPOSED US 75 TYPICAL HALF SECTION
WITH AUXILIARY LANE

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

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